IDAHO LOCAL MOBILITY MANAGEMENT NETWORK 3C MOBILITY PLAN

2011 Draft Revision

Coordinated Partnerships, Community Solutions

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IDAHO LOCAL MOBILITY MANAGEMENT NETWORK 3C MOBILITY PLAN

INTRODUCTION

This plan is the latest iteration of the coordinated planning process in Local Mobility Management Network (LMMN) 3C. The goal of this effort is to encourage the implementation of activities that foster improved mobility in LMMN 3C.

While this LMMN 3C Mobility Plan takes into account recent efforts, it has been developed over the course of 2009 and 2010, 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 in the beginning of this document. The detailed analyses conducted over the two year period and updated for this plan are documented in the appendices.

Mobility Defined

In the context of I-way, and this planning document, mobility is an umbrella term that defines choices to Single Occupant Vehicles. Mobility services can include public and human services transportation, bicycle/pedestrian services, vanpool, rideshare, and Park and Ride lots.

The focus of the plan itself is on the strategies and alternatives/options for each of the strategies. This is an action oriented plan that will help guide the I-way process in LMMN 3C. This plan continues to be a living document that must remain flexible, and it is recommended that stakeholders in LMMN 3C meet to review the document at least yearly to determine if any changes are necessary.

This update to the 2010 plan includes a revision of a number of strategies, consolidation of previous strategies and addition of new strategies. The most significant change is the separation of operating and capital acquisition into different strategies. This is to help support the newly adopted vehicle replacement program.

STATEWIDE COMMITMENT TO REINVENTING MOBILITY OPTIONS: I-WAY

The Idaho Department of Transportation's (ITD) Division of Transportation Performance (Division) embraced a major change to enhance mobility and provide for a transparent planning process. ITD assisted local mobility stakeholders across the state in developing a structure and process to create the first generation of mobility plans. The Division has recently handed this planning program off to the Community Transportation Association of Idaho (CTAI) to provide vision, management, and oversight of the new I-way planning process.

CTAI continues to work with mobility stakeholders and the public at-large to identify concerns, articulate desired future conditions, and to identify the opportunities and tasks needed to achieve that future. This effort is now being conducted at the local level by six Mobility Managers who are based in each transportation District and have already begun a variety of coordination activities.

Idaho Transportation Department's Long Range Transportation Plan called *Idaho on the Move: A Long-Range Plan to Improve Safety, Mobility, and Economic Vitality*, which identifies improved mobility as one of its three long-range goals. The other two goals critical to the Idaho transportation systems are improved safety and support the economy.

I-way: Idaho's Connected Travel

I-way is a growing statewide network that connects people in Idaho to an exciting mix of transportation options, giving Idaho an economic and quality-of-life advantage while helping keep our state clean and beautiful.

I-way continues to further comprehensive mobility management in Idaho. I-way describes how the State and its many stakeholders will restructure and refocus themselves to generate meaningful local, district, and statewide Mobility Plans. This plan emerges through a deliberate effort to meet people's needs through the leadership, support, and coordination of local efforts; and it outlines how Idahoans can pursue better mobility in the years to come.

PLANNING PROCESS: GOALS AND OBJECTIVES

The purposes of the mobility planning process are twofold. The first is to continue moving forward with implementation of I-way. I-way's approach to mobility and transportation choices calls for local planning and local decision-making based on sound planning activities.

The second purpose is to meet the Federal Transit Administration's (FTA) requirements regarding development of a coordinated transportation plan for any locale to receive a variety of funds from the FTA, a very important resource for funding. Brief information on these FTA funding programs, and on the required coordinated planning process, are provided in the following section and additional information is included in Appendix A.

ITD administers the Section 5310, 5311, 5311 (f), Job Access Reverse Commute (JARC), New Freedom, and Rideshare Programs for the State. ITD's Division of Transportation Performance manages these funding programs and has developed an application process in accordance with Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU's) requirements. The programs are described as follows:

- ***Section 5310 (Elderly Individuals and Individuals with Disabilities*) -** Financial assistance for purchasing capital equipment to be used to transport the elderly and persons with disabilities.

- ***Section 5311 (Non-Urbanized or Rural Area)*** - Financial assistance to enhance the access of people in non-urbanized (rural) areas for any needs and provide for the participation of private transportation providers in non-urbanized transportation (Section 5311(f)) to the maximum extent feasible.

- ***Section 5316 (JARC)*** - The JARC Program provides funding for developing new or expanded transportation services that connect low income persons to jobs and other employment-related services, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

- ***Section 5317 (New Freedom)*** - The New Freedom Program provides funding to assist individuals with disabilities to access and use transportation services, including transportation to and from jobs and employment support services. Projects funded through the New Freedom Program must be both new and go beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

- ***Rideshare*** - Rideshare promotes low cost transportation options and encourages the expanded use of carpools, vanpools, walking, biking, park and ride lots, and public transportation to reduce traffic congestion and protect the environment.

- ***Matching Funds for Section 5310, 5311, 5311(f), JARC, and New Freedom Programs*** - FTA guidance notes that matching share requirements are flexible to encourage coordination with other Federal programs. The required local match may be derived from other non-Department of Transportation Federal programs.

Valley Regional Transit (VRT) administers FTA funds in the large urbanized area (200,000 + population), while ITD administers FTA funds in rural (less than 50,000 population) and small urbanized areas (50,000 to 199,999 population). Brief information on these FTA funding programs, and on the required coordinated planning process, are provided in the following section and additional information is included in Appendix A.

Coordinated Transportation Plan Elements

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

LMMN Planning Process

The goal of the current planning update is to move Local Mobility Plans towards a comprehensive "multi-modal" mobility planning. This planning process supports the I-way goals and objectives that are based on four fundamental assumptions that emerged during stakeholder input and dialogue:

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

2. The mobility network starts at the local level and is led by local efforts. In this context, "local" is intended to be a collection of local leaders, stakeholders, and individuals working together within a meaningful service area (a network), as opposed to specific geographic boundaries.

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

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

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

PLAN ADOPTION PROCESS

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 LMMN 3C is as follows:

- A draft mobility plan is prepared based on stakeholder input during the LMMN meetings.
- There is a public comment period on the draft mobility plan.
- The final draft is prepared based on comments received during the public comment period.
- The LMMN 3C Sponsor Group approves the final draft plan.
- The District Coordination Council adopts the plan on behalf of LMMN 3C. Letters of support from various community groups within LMMN 3C are encouraged.
- Adopted plans are posted on the I-way website, www.i-way.org.

DEMOGRAPHICS, LAND USES, AND TRAVEL PATTERNS

LMMN 3C includes the Counties of Ada, Boise, Canyon, Elmore, Gem, and Owyhee in the southwestern portion of Idaho. Ada, Canyon, Boise, Gem, and Owyhee Counties comprise the State's largest metropolitan statistical area (MSA), the Boise City-Nampa MSA, also known as the Boise Metropolitan Area or the "Treasure Valley." An integral part of the mobility planning process and coordination 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 LMMN 3C. This assessment from 2010 along with a detailed understanding of the region's transportation needs is included in Appendix C (along with the methodology).

EXISTING MOBILITY SERVICES

Assessing existing transportation services helps inform the stakeholders of future strategies to identify service gaps and needs in LMMN 3C. Appendix D provides detailed information on these services, as well as tables summarizing the transportation services provided in the LMMN 3C.

VALUES, NEEDS, AND GAPS

During mobility planning efforts in LMMN 3C, 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 E. In addition, the participants comments are incorporated into the following updated needs statement found in Table 1:

Table 1: LMMN 3C Needs

Number	LMMN 3C Needs Statement
N3C.1	Need to preserve, restore, and maintain existing transportation services and resources based on performance measures determined by local communities.
N3C.2	Need for improved urban mobility and transportation options, facilities, and services.
N3C.3	Need for improved suburban mobility and transportation options, facilities, and services.
N3C.4	Need for improved rural mobility and transportation options, facilities, and services.
N3C.5	Need for mobility options for commuter trips.
N3C.6	Need for transportation and mobility options for people who don't drive a vehicle.

Number	LMMN 3C Needs Statement
N3C.7	Need for improved coordinated multimodal circulation and, accessibility, connectivity.
N3C.8	Need to educate elected officials, community leaders, providers and practitioners, and the general public on the need for a variety of mobility options.
N3C.9	Need for mobility management, coordination, communication, and connectivity within the community, region, and across county lines.
N3C.10	Need to implement technology to improve safety, connectivity, coordination, and efficiency.
N3C.11	Need for better coordination between transportation , local jurisdictions and land-use policies and planning processes, including the incorporation of information from the LMMN plans into existing comprehensive plans, emergency preparedness plans, and other strategic plans.
N3C.12	Need for sustainable funding sources, and maximize resources through sustainable options and more integrated and balanced distribution process between various transportation modes.
N3C.13	Need to reduce congestion and improve air quality.

STRATEGIES

Previous versions of the LMMN 3C plan included strategies to help meet identified mobility needs or gaps in services. These 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 the LMMN, they are categorized by:

- Strategies that involve mobility services;
- Strategies that involve infrastructure to support mobility services;
- Strategies that have a mobility management related function or focus.

In addition, the LMMN 3C sponsor group prioritized these strategies as noted in the table. Appropriate needs from the LMMN 3C Needs Statement that a strategy

would help meet are also included. Specific examples that were discussed during the planning process are also included in this section.

District and Statewide strategies that affect mobility across District 3 or between LMMN 3C and other districts are also included in Table 2 and described in this section. Please note the inclusion of the new Intercity Connectivity Strategies under the Statewide Strategies.

Table 2: LMMN 3C Strategies

No.	Strategy Short Title	Priority	Need
Local Strategies:			
Services:			
3C.L001	Seek Funding for Transportation Services and Programs.	High	1,2,3,4,5, 6,8,9,12, 13
3C.L002	Mobility Services Within LMMN 3C Must Meet Performance Measures.	High	1
3C.L003	Provide Transportation Services in Boise, Elmore, Gem and Owyhee Counties.	High	2,3,4, 5,6,7,13
3C. L014	Expand and Coordinate Commuter Services Within LMMN 3C. Including but not Limited to Vanpool, Carpool and Ride Matching.	TBD	2,3,4,5, 13
3C. L016	Provide the Counties of Ada and Canyon County Mobility Options and Services, by Expanding Coverage and Extending Service Hours.	TBD	2,3,4,5,6, 13
3C.L017	Provide Mobility Options for Gem County that Provides Access to Medical Clinics, Department of Health and Welfare Services and/or the Nearest Appropriate Clinic Twice Daily at a Minimum of Once Per Week.	TBD	2,3,4,5,6, 13
3C.L018	Provide Transportation Services in the Counties of Ada, Boise, Canyon, Gem, and Owyhee for Special Events,	TBD	2,4,5,6, 13

No.	Strategy Short Title	Priority	Need
	Festivals and Concerts Through Expanded Mobility Options.		
3C.L019	Provide Mobility Options to Access Educational and Job Training Opportunities.	TBD	2,3,4,5,6, 13
3C.L020	Provide Capital Acquisition as Needed to Support Strategy 3C.L003.	High	1,3,4,5,6, 7,13
3C.L021	Provide Capital Acquisition as Needed to Support Strategy 3C.L014.	TBD	2,3,4,5, 13
3C.L022	Provide Capital Acquisition as Needed to Support Strategy 3C.L016.	TBD	2,3,4,5,6, 13
3C.L023	Provide Capital Acquisition as Needed to Support Strategy 3C.L017.	TBD	2,3,4,5,6, 13
3C.L024	Provide Capital Acquisition as Needed to Support Strategy 3C.L018.	TBD	2,4,5,6, 13
3C.L025	Provide Capital Acquisition as Needed to Support Strategy 3C.L019.	TBD	2,3,4,5,6, 13
Infrastructure:			
3C.L005	Build and Maintain Mobility Related Infrastructure Within Cities and Rural Areas Within LMMN3C. That Provides Improved Access to Transportation Services.	High	1,9,10,13
3C.L006	Develop, Preserve, and Improve Off-street Pathways and Trails.	TBD	2,3,4
3C.L007	Build High Capacity Transit Services Within LMMN3C.	High	2,3,5,6,7, 13
3C. L011	Implement Infrastructure Improvements in LMMN3C to Support Biking and/or Pedestrian Access.	TBD	2,3,4,6, 13

No.	Strategy Short Title	Priority	Need
3C. L012	Build Multi-Model Transit Centers in the Counties of Ada, Boise, Canyon, Gem and Owyhee.	TBD	2,3,4
3C. L013	Identify, Implement and Improve Park and Ride Locations Within the Counties of Ada, Boise, Canyon, Elmore, Gem, and Owyhee.	TBD	2,3,4,13
3C.L026	Provide Capital Acquisition as Needed to Support Strategy 3C.L007	High	2,3,5,6,7, 13
Mobility Management			
3C.L004	Coordinate Mobility and Transportation Services and Programs.	High	7,9,11,13
3C. L008	Expand Marketing and Outreach Efforts to Ensure People in LMMN 3C are Aware of the Available Mobility Options Within LMMN3C.	TBD	8
3C.L009	Implement Technology to Improve Safety, Security, Connectivity, and Efficiency.	High	10
3C. L010	Implement Land Use Policies in LMMN 3C That Support Expansion of Mobility Options Within Local Comprehensive Plans.	High	8,9,11
3C. L015	Establish Services within LMMN3C Which Trains Individuals on How to Utilize Available Mobility Options.	TBD	2,3,4,6,7, 13
3C.L027	Provide Capital Acquisition as Needed to Support Strategy 3C.L009	High	10
District Strategies:			
3C.D001	Expand Transportation Options between LMMN 3B and LMMN 3A and Ontario.	TBD	4,6,7,9, 13
3C.D002	Implement and Maintain Intercity Services Between McCall and Boise.	TBD	4,6,7,9, 13

No.	Strategy Short Title	Priority	Need
Statewide Strategies			
S.001	Intercity public transportation services between Coeur d'Alene and Moscow (Corridor 1)	1	N/A
S.002	Intercity public transportation services between Moscow and Riggins (Corridor 2)	2	N/A
S.003	Intercity public transportation services between Riggins and Boise (Corridor 5)	3	4,6,7,9, 13
S.004	Intercity public transportation services between Twin Falls and Pocatello (Corridor 6)	4	N/A
S.005	Intercity public transportation services between Bonners Ferry and Coeur d'Alene (Corridor 7)	5	N/A
S.006	Intercity public transportation services between Rexburg and Butte (Corridor 3)	6	N/A
S.007	Intercity public transportation services between Twin Falls and Sun Valley (Corridor 10)	7	N/A
S.008	Intercity public transportation services between Rexburg and Utah Stateline-Salt Lake City (Corridor 4)	8	N/A
S.009	Intercity public transportation services between Jackson and Idaho Falls (Corridor 8)	9	N/A
S.010	Intercity public transportation services between Rexburg and West Yellowstone (Bozeman) (Corridor 9)	10	N/A

No.	Strategy Short Title	Priority	Need
S.011	Intercity public transportation services between Rexburg and Salmon (Corridor 13)	11	N/A
S.012	Intercity public transportation services between Montpelier and McCammon (Corridor 11)	12	N/A
S.013	Intercity public transportation services between Boise and Twin Falls (Corridor 15)	13	4,6,7,9, 13
S.014	Intercity public transportation services between Preston and McCammon (Corridor 12)	14	N/A
S.015	Intercity public transportation services between Saint Maries and Plummer (Corridor 14)	15	N/A
S.016	Intercity public transportation services between Orofino and Lewiston (Corridor 18)	16	N/A
S.017	Intercity public transportation services between Preston and Logan (Corridor 19)	17	N/A
S.018	Intercity public transportation services between Coeur d'Alene and Washington Stateline-Spokane (Corridor 17)	18	N/A
S.019	Intercity public transportation services between Coeur d'Alene and Montana Stateline-Missoula (Corridor 16)	19	N/A
S.020	Intercity public transportation services between Salmon and Montana Stateline-Missoula (Corridor 20)	20	N/A
3C.S001	Implement Contiguous Intercity Service between Bonners Ferry and Boise.	TBD	4,6,7,9

No.	Strategy Short Title	Priority	Need
3C.S003	Implement Express Routes from the Wood River Valley to Boise.	TBD	4,6,7,9
3C.S004	Increase Access to Boise and Salt Lake City, Especially for Medical Facilities.	TBD	4,6,7,9
3C.S008	Improve Intercity Services from Salmon to Missoula, Boise and Idaho Falls.	TBD	4,6,7,9
3C.S013	Maintain Existing and Successful Statewide Intercity Services along all the Major Travel Corridors.	TBD	1,4,6,9, 12

LOCAL STRATEGIES

Strategy 3C.L001 - Seek Funding Transportation Services and Programs.

- Maintain and seek funding for existing transportation services and for the implementation of developed projects (e.g., vouchers and ride reimbursement programs.
- 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 (for rescue services, 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.
- Provide advocacy for funding options.

Strategy 3C.L002 – Mobility Services within LMMN 3C must 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.
- Performance measures should achieve objectives that are outlined in long range and transit development plans.
- Ensure local performance measures are accepted by the DCC and vetted through the Local Mobility Management Networks.

Strategy 3C.L003– Provide Rural Transportation Services in Elmore, Boise, Gem and Owyhee Counties.

- Provide weekend and evening transportation services within Elmore, Boise, Gem and Owyhee counties.
- Provide fixed route services within the community of Mountain Home with connection to Mountain Home Air force Base.
- Provide transit services to the counties of Elmore, Boise, Gem and Owyhee Counties Monday through Friday.
- Expand and implement Demand Response service to the counties of Boise, Elmore, Gem and Owyhee Mon.-Fri.
- Expand, provide and implement Paratransit services to the counties of Boise, Elmore, Gem and Owyhee Counties Mon.-Fri.
- Expand/create new/extend rural, urban, and suburban mobility options and services.
- Connect public transportation between urban, rural, and suburban areas.
- Provide more frequent urban, rural, and suburban mobility services.
- Increase urban, rural, and suburban transportation and mobility options to activity centers and destinations, public processes, and events.
- Provide affordable transportation options and expanded transportation and mobility coverage and accessibility 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).
- Provide a wider range of transportation services to improve access to airports for all groups.

Strategy 3C.L004- Coordinate Mobility and Transportation Services and Programs.

- Formalize regional coordination in the six-county 3C local network by developing a governance structure and agreements among participating entities.
  - Connect public transportation between urban, rural, and suburban areas.
- 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.

Strategy 3C.L005 – Build and Maintain Mobility Related Infrastructure Within Cities and Rural Areas with LMMN 3C. That Provides Improved Access to Transportation Services.

Stakeholders stressed that expansion of mobility options for local residents will require appropriate infrastructure improvements. The infrastructure improvements include Bus stop enhancements including landing pads, sidewalks improvements, shelters, and benches making the bus stops more usable for all customers, but especially the elderly and persons with disabilities.

- Improve bridge crossings, pave bridges; canal crossings.
- Coordinate infrastructure projects with current highway, street, and sidewalk improvements projects.
- Improve existing bus stops and pathways connecting bus stops, as needed, and build new accessible (ADA compliant) bus stops, crosswalks, ramps, and pathways to improve accessibility to existing transit services.
- Bring all bus stops to ADA standards
- Establish, Implement and Expand bus bench program to all bus stops within Ada and Canyon County
- Improve existing and establish new sidewalks (especially around schools) align, with Safe Routes to School program objectives.
- Improve (street) parking.
- Expand shelter enhancement to all major bus stops in LMMN 3C
- Establish shelter maintenance program
- Establish and maintain right-of-way on local streets.
- Preserve corridors needed for future transportation improvements.

Strategy 3C.L006 - 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
- (e.g., Boise River Trail system, Pioneer Corridor, ACHD Roadways to Bikeways Bicycle Master Plan, Snake River Water Trail).
- Work with irrigation companies to establish trails along canals.
- Identify ongoing funding to support a pedestrian-bicycle trail system that encourages the use of these modes for transportation.
- Develop maps that display public lands vs. private lands to help preserve and protect both public and private lands.

Strategy 3C.L0007 - Build High Capacity Transit Services within LMMN 3C.

- Evaluate high-capacity transportation options and reserve 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 the 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

Strategy 3C.L008 - Expand Marketing and Outreach Efforts to Ensure People in LMMN 3C are Aware of the Available Mobility Options.

- Improve youth and student access to transportation services within their community by increasing marketing toward this particular demographic.
- Enhance electronic information distribution.
- Expand material distribution locations to easily acquire printed material regarding available transportation services.
- Coordinate outreach at community events with other services providers to promote the available transportation services within LMMN 3C.
- Establish and maintain a "one-stop" mobility services information and programs "hub" to support regional coordination and mobility management.

- Collect data about people's transportation choices and barriers to using different transportation modes, especially from people who do not drive.
- 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.
- Coordinate customer information and marketing programs among transportation providers, transportation management organizations, and other travel demand management programs.
- Provide information in different languages and formats (e.g., for persons with disabilities).
- Train providers about the need to comply with the Americans with Disabilities Act and to be aware of customers' specialized needs (e.g., accommodating service animals, etc.).
- Provide grant writing workshops and/or grant writing assistance.
- Encourage parking policies to be coordinated with transit and other transportation services.

Strategy 3C.L009 - 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 single fare system/pass for transit services.
- Implement technology to improve signage and other transportation safety mechanisms, — smart 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.

Strategy 3C.L010–Implement Land Use Policies in LMMN 3C 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 pedestrian environment on sidewalks, including street trees, lighting, pedestrian amenities, and safety improvements, to encourage walking.
- Implement existing mobility studies and plans.

Strategy 3C.L011-Implement Infrastructure Improvements in LMMN3C to Support Biking and/or Pedestrian access.

- Install bike lockers at parking garages, bus stops, and other applicable locations.
- Design pedestrian and bicycle facilities networks so they are accessible.
- Improve wayfinding 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
- Infrastructure that improves accessibility for people with disabilities, including attention to installation of sidewalks, curb cuts, bike paths, and conducting snow removal.
- Coordinate between road and transit agencies to improve sidewalks near bus stops to enhance accessibility.

Strategy 3C.L012-Build Multi-Modal Centers in the Counties of Ada, Boise, Canyon, Elmore, Gem, and Owyhee.

Transit centers are locations where significant number of transit routes comes together so that passengers can transfer. Valleyconnect the regional public transportation plan for incorporated areas of Ada and Canyon Counties identifies the needs for additional three transit centers within the Ada and Cayon County area. The three additional transit centers will make the number of transit centers in the Ada and Canyon County area seven.

- Build Boise downtown transit center
- Partner with other organizations and/or businesses to provide space to be considered a Multi-model center.
- Locate and build additional transit centers in Caldwell, Nampa and Meridian.
- Establish specific station location and begin land preservation

- Provide transportation and mobility access to airports.
- Identify and build transfer stations in rural communities in the counties of Ada, Boise, Canyon, Gem and Owyhee.

Strategy 3C.L013-Identify, Implement and Improve Park and Ride Locations Within the Counties of Ada, Boise, Canyon, Elmore, Gem and Owyhee.

Park and ride lots can serve multiple travel needs, providing as an appropriate parking area to leave a car and make connections to public transit services, intercity bus services, or to carpool and vanpool partners. The lots serve as a "feeder" location for people who are commuting from the rural communities where public transit services are not readily available.

There are 16 Park & Ride Lots currently located in Ada and Canyon County, Valley**connect** has identified an additional 19 Park & Ride locations throughout LMMN 3C.

- Creation of Park & Ride services-Location and placement of key park and ride services along US Highway 95, US 20 26, State Highway 19, State Highway 45, I 84 Nampa, State Highway 16, State Highway 52 , McDermott Rd., State Highway 55 Horseshoe Bend, State street & Highway 55, Glendwood and Chinden, Chinden & Eagle, Vista Rd Boise, State Highway 21 & Columbia.
- Identify, create and maintain Park & Ride services within the community of Mountain Home, Hammett, Glens Ferry and along State Highway 51 and Interstate 84.
- Expand use of park and share locations through park and ride agreements (e.g. for use of church parking lots).
- Include the addition of Park and Rides in road projects within LMMN 3C.
- Develop a Park and Ride Maintenance plan
- Design Park and Ride locations so that buses can exit, pick up passengers quickly and then have direct reentry back to the highway.
- Identify Park and Rides that are underutilized and create a plan to increase access and utilization.
- Expand operations database to track vanpool programs.
- Install bike lockers at park and ride lots.
- Install at Park and ride locations appropriate shelters and benches as deemed necessary from the local community.

Strategy 3C.L014- Expand and Coordinate Commuter Services Within LMMN 3C. Including but not limited to Vanpool, Carpool and Ride Matching.

- Provide affordable transportation options and expanded transportation and mobility coverage and accessibility 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).
- Provide a wider range of transportation services to improve access to airports for all groups.
- Improve connections to LMMNs 3A and 3B and to District 4.

Strategy 3C.L015-Establish Services Within LMMN 3C Which Trains Individuals on How to Utilize Available Mobility Options.

- Implement and expand mobility programs in LMMN 3C that establishes a central point of contact to provide information about available mobility services.
- Implement and expand mobility programs that assist individuals to plan their transit trip, how to get on and off the bus, how to pay for the transit service and how to use appropriate equipment.
- Provide bi-lingual informational print material appropriate to the communities demographic on how to access and utilize available mobility options.

Strategy 3C. L016- Provide the Counties of Ada and Canyon County Mobility Options and Services, by Expanding Coverage and Extending Service Hours.

- Provide High Speed commuter service, for routes in the communities of Boise, Meridian, Caldwell, Eagle, Garden City and Nampa.
- Provide and expand express commuter service to major employment centers within the communities of Boise, Caldwell, Eagle, Star, Garden City, Nampa and Caldwell.
- Provide and expand on employer express commuter 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 and 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 following communities, Boise, Meridian, Eagle, Garden City and Nampa.
- Provide inner-city service for the following communities, Boise, Eagle, and Caldwell. Connect the following rural communities through inner city service to large urban cities. Boise, Caldwell, Eagle,
- Increase urban, rural, and suburban transportation and mobility options to activity centers and destinations, public processes, and events.

Strategy 3C.L017- Provide Mobility Options for Gem County that Provide Access to Medical Clinics, Department of Health and Welfare Services and/or the Nearest Appropriate Clinic Twice Daily at a Minimum of Once Per Week.

- Community members in Emmett indicated with the recent closure of Department of Health and Welfare clients are not able to access necessary medical and mental services.
- Community members emphasized the access to these services needs to be at minimum once per week with twice daily service.

Strategy 3C. L018-Provide Transportation Services in the Counties of Ada, Boise, Canyon, Gem, and Owyhee for Special Events, Festivals and Concerts Through Expanded Mobility Options.

- LMMN 3C is home to a variety of special events, festivals, sporting events and concerts that can cause parking and congestion issues. Stakeholders emphasized the need to provide mobility options that can reduce the traffic congestion during these events.
- Reduction of traffic congestion during these special events will provide for a safe enjoyable environment for the community members.
- Identify the need for extended mobility services for Special Events, Festival Concerts.
- Coordinate with private transportation providers
- Seek partnerships to assist in the additional cost of expanding the hours for these expanded services.

Strategy 3C.L019-Provide Mobility Options to Access Educational and Job Training Opportunities.

- Conduct a survey to gain data regarding student's trips to College of Western Idaho, Treasure Valley Community College, Boise State University and other educational opportunities within LMMN 3C.

- Provide mobility options for the residence within the counties of Ada, Boise, Canyon, Gem and Owyhee.
- Coordinate and facilitate with educational institution a discussion regarding possible financial contribution toward a potential new service within the counties of Ada, Boise, Canyon, Gem and Owyhee.

Strategy 3C. L020- Provide Capital acquisition as needed to support strategy 3C.L003.

To increase additional mobility services within the counties of Boise, Canyon Elmore, Gem and Owyhee additional and/or replacement of vehicles, ITS, bus stop signs benches etc. may be necessary. Therefore, capital acquisition should be pursued.

Strategy 3C. L021-Provide Capital Acquisition as Needed to Support Strategy 3C. L014

To expand and provide commuter service within District 3C additional purchase and/or replacement of vehicles, ITS, bus stop signs benches etc. may be necessary. Therefore, capital acquisition should be pursued.

Strategy 3C. L022-Provide Capital Acquisition as Needed to Support Strategy 3C. L016

To increase additional mobility services and extend hours of operation and coverage additional and/or replacement of vehicles, ITS, bus stop signs benches etc. may be necessary. Therefore, capital acquisition should be pursued.

Strategy 3C.L023- Provide Capital Acquisition As Needed to Support Strategy 3C.L017

To provide additional mobility services for consumers to access necessary medical clinics, and services, additional and/or replacement of vehicles, ITS, bus stop signs benches etc. may be necessary. Therefore, capital acquisition should be pursued.

Strategy 3C.L024- Provide Capital Acquisition As Needed to Support Strategy 3C.L018

To increase additional mobility services and extended hours of operation to accommodate special events, concerts, and festivals additional and/or replacement of vehicles, ITS, bus stop signs benches etc. may be necessary. Therefore, capital acquisition should be pursued.

Strategy 3C.L025- Provide Capital Acquisition As Needed to Support Strategy 3C.L019

To provide mobility services to access educational and job training services additional and/or replacement of vehicles, ITS, bus stop signs benches etc. may be necessary. Therefore, capital acquisition should be pursued.

Strategy 3C.L026- Provide Capital Acquisition As Needed to Support Strategy 3C.L007

To build high capacity transit services within District 3C additional purchase of and/or replacement vehicles, ITS, bus stop signs benches etc. would be necessary. Therefore, capital acquisition should be pursued.

DISTRICT STRATEGIES

Strategy 3B.D001 -- Expand Transportation Options between LMMN 3B and LMMN 3A and Ontario

Stakeholders in District 3 have expressed the need to expand transportation options to Payette from 3A communities such as Council, New Meadows, and McCall in an effort to connect communities in LMMN's 3A and 3B.

One service gap noted by mobility planning participants is between Council and Payette. This service would be open to the general public, though designed to meet the mobility needs of people with limited mobility options and to serve medical (dialysis center in Ontario), shopping, and other key community destinations.

Provide scheduled intercity services between Council and Payette. Coordinate with local and other intercity services at Council and Payette 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 via Payette along the US 95 highway corridor.

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

Stakeholders in District 3 have also expressed the need to develop, operate, and maintain intercity services that connect McCall and Boise, and links with other intercity and local services; and provide scheduled intercity services between McCall and Boise. Coordinate with local and other intercity services at 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 the 3B LMMN have been expanded upon below.

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

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

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

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

This overarching strategy aggregates LMMN, 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 3 hours or less in total trip time on either HWY 26 through Shoshone and Gooding or HWY 20 through Fairfield).

The need for additional transportation options to access the Boise area was identified by local stakeholders. This connectivity is important to enable access to a variety of services, especially medical facilities. Considerations include the use of a commuter-oriented, mobility management model to develop a ride-sharing program for these long distance medical trips. This could be a cost-effective way to provide long-distance medical trips without sending a human service or public transit vehicle out of the region for a day, and could be implemented in conjunction with a broader mobility management program.

In addition, the need for increased efficient, regularly scheduled transportation options from the Wood River Valley to Boise was identified as critical to promoting visitor traffic to and from the Wood River Valley and the Boise airport, as well as providing mobility for Blaine County residents needing to travel to and from the Boise Airport.

Lastly, the desire for increased efficient transportation from the Wood River Valley to Boise was identified to access increased shopping options in Boise. In order to provide regular transportation to the Boise airport and shopping in Boise it is likely that a shuttle bus or van would be needed, preferably coordinated with existing service options from Valley Ride or other private providers.

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 outside the LMMN.

One strategy suggestion component uses a commuter-oriented model as a basis for developing a ride-sharing program for long distance medical trips. A database of potential drivers and riders could be kept with a central "mobility manager," who would match the trip needs with the available participating drivers. The riders would share the expenses with the drivers on a per-mile basis (i.e. similar to mileage reimbursement). This strategy could be a cost-effective way to provide long-distance medical trips without sending a human service or public transit vehicle out of the region for a day. This strategy could be implemented in conjunction with a broader mobility management program.

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

Increase and improve intercity services from Salmon area, first to Missoula, then to Boise and Idaho Falls. Include service to airports to allow residents and visitors to have a car-free vacation, including for those who cannot drive.

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

This is an overarching strategy to sustain existing intercity services that interconnect communities with each other and coordinates and links to other intercity and interstate services. Major travel corridors are along state and interstate highways such as US 95, Idaho 55, I-84, I-86, I-15, US 20/26, and Idaho 33. Travel corridors include 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.

PLAN UPDATE PROCESS

As noted in the introduction, this plan is meant to be a flexible document. Future updates of this plan can follow the process for this updated version that begins with LMMN meetings with local stakeholders to gain their input, particularly on the current needs and strategies included in the current plan. Appendix F provides a glossary of key terms and concepts to assist in the use of this plan and in the process of future updates.

Appendix A
Coordinated Planning Requirements/ Funding Program Information

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

FUNDING PROGRAM INFORMATION

Section 5310 (Elderly Individuals and Individuals with Disabilities)

The Federal grant funds awarded under the Section 5310 program provide financial assistance for purchasing capital equipment to be used to transport the elderly and persons with disabilities. 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 are eligible to receive Section 5310 funding to purchase equipment and/or service agreements. These organizations must provide proof of their private, nonprofit status by submitting a copy of their Certificate of Incorporation from the Secretary of State and a copy of their determination of Section 501(c) exemption by the Internal Revenue Service.

- 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.

Section 5311 (Non-Urbanized or Rural Area)

The Federal grant funds awarded under the Section 5311 program provide financial assistance to enhance the access of people in non-urbanized (rural) areas to health care, shopping, education, employment, public services, and recreation; assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized and rural areas; encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services; assist the development and support of intercity bus transportation; and provide for the participation of private transportation providers in non-urbanized transportation (Section 5311(f)) to the maximum extent feasible.

The following entities are eligible to apply for Section 5311 funds:

- State Agencies,
- Local public bodies and agencies
- Federally recognized Indian nations,
- Private non-profit organizations,
- Operators of public transportation services, and
- Transit agencies.

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

Intercity services are considered a vital link between otherwise isolated rural and small urban communities and the rest of the nation. As major intercity carriers have abandoned less productive routes, FTA has made available funds to support the connection between these rural areas and the larger regional or national system of intercity bus service.

Intercity service is defined as a regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity to transport baggage carried by passengers. The service may also provide connections from small rural areas to

larger urban areas to make meaningful connections with scheduled intercity bus service to more distant points.

FTA funds also may be used to support intercity services between rural areas and to support the infrastructures of the intercity bus network through planning and marketing assistance and capital investment in facilities. ITD follows the FTA guidelines in establishing eligible services and service areas and does not further restrict the use of the funds.

The following entities are eligible to apply for Section 5311 funds:

- State agencies,
- Local public bodies and agencies,
- Federally recognized Indian nations,
- Private non-profit organizations,
- Operators of public transportation services, and
- Transit agencies.

Section 5316 (JARC)

The JARC Program provides funding for developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. VRT is the FTA designated recipient for JARC funds in the Boise large urbanized area (over 200,000 population). ITD is the FTA designated recipient for JARC funds in areas of the State with populations under 200,000 persons. Mobility management projects are eligible for funding through the JARC Program and are considered an eligible capital cost.

Individuals who are transportation-disadvantaged face different challenges in accessing services depending on whether they live in urban, rural, or suburban areas. The geographic dispersion of transportation-disadvantaged populations also creates challenges for human service programs in their efforts to deliver transportation services for their customers.

ITD follows the Federal guidelines for determining eligible applicants for Section 5316 funding. There are four categories of eligible sub-recipients of JARC funds:

- Private non-profit organizations,
- State or local governmental authority,

- Operators of public transportation services including private operators of public transportation services, and

- Federally recognized Indian nations.

Section 5317 (New Freedom)

The New Freedom Program provides funding for expenses to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. Projects funded through the New Freedom Program must be both new and go beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. New service has been defined by FTA as any service or activity not operational prior to August 10, 2005, or one without an identified funding source as of August 10, 2005. Similar to the JARC Program, VRT is the FTA designated recipient for New Freedom funds in the Boise large urbanized area (over 200,000 population), and ITD is the designated recipient for New Freedom funds in areas of the State with populations under 200,000 persons.

There are four categories of eligible sub-recipients of New Freedom funds:

- Private non-profit organizations,

- State or local governmental authority,

- Operators of public transportation services, including private operators of public transportation services, and

- Federally recognized Indian nations.

Rideshare

Rideshare promotes low cost transportation options and encourages the expanded use of carpools, vanpools, walking, biking, park and ride lots, and public transportation to reduce traffic congestion and protect the environment.

Statewide Rideshare projects may include the following components: Coordination of all modes of transportation, carpool matching, vanpool programs, employer program support, and public education

Eligible applicants include:

- A division of government, and
- Projects that benefit Idaho cities of 5,000 or more, per the 2000 Census.

Matching Funds for Section 5310, 5311, 5311(f), JARC, and New Freedom Programs

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

COORDINATED TRANSPORTATION PLAN ELEMENTS

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

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

Appendix B
Planning Process Background and Information

This section of the updated LMMN 3C Plan provides information on the development of the initial plan and the recent update process.

SAFETEA-LU requires that the coordinated plan be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The guidance notes that States and communities may approach the development of a coordinated plan in different ways. Therefore, it was extremely important that the development of the Plan involved input from as many of the transportation uses and potential users as possible, and that the transportation stakeholders continue to be involved in helping to monitor the implementation of the Plan. The effort to involve a diverse and representative group of mobility stakeholders in the process is extensive and has included the formation of public forums, focus groups, working group sessions, surveys, one-on-one interviews and community outreach. Outreach has been ongoing throughout LMMN 3C planning and update process, and continual efforts are being made to reach new stakeholders and engage current stakeholders.

PREVIOUS PLANNING EFFORTS

In July of 2009, Community Planning Association of Southwest Idaho (COMPASS), the MPO for northern Ada County and Canyon County, led an update of the February, 2009 LMMN 3C plan. COMPASS facilitated outreach efforts, compiled notes from outreach meetings, and drafted the September, 2009 LMMN 3C Plan update. Overall, the previous planning process involved the following activities:

- Identify stakeholders and organize at least one outreach meetings in each of the 6 Counties within the 3C LMMN to identify mobility and transportation needs.

- Update and analyze data based on information gathered from the Demographics Profile to include potential destinations and travel patters – that is, where people live and were they are going – both internal and external to the LMMN.

- Update the review for existing services.

- Identify needs based on input from stakeholders, public meetings, and other feedback.

- Conduct a final outreach meeting with the 3C sponsor group, which is made up of representatives from each County within the 3C LMMN, with varying representation of agencies and service providers.

- Identify potential strategies, priorities, and projects to fund and implement future transportation projects.

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

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

- City of Horseshoe Bend Comprehensive Plan
- City of Crouch Comprehensive Plan

UPDATED PLAN DEVELOPMENT

The goal of the current planning update is to continue to meet the requirements stipulated by SAFETEA-LU and to implement lessons learned from the first process and to guide this next generation of Local Mobility Plans towards a fully comprehensive "multi-modal" mobility planning document. Some opportunities are points of focus during this planning update and include:

- Increased ownership of the local mobility planning process by the LMMN;
- Expand LMMN stakeholder membership;
- Improve outreach to Tribal Governments, Metropolitan Planning Organizations (MPO), Highway Districts, Local Governments;
- Identify opportunities to further improve coordination, partnerships, communications, and transparency;
- Expand Local Mobility Plans to include all mobility options/modes;
- Identify sponsor(s) for Local Mobility Plans;
- Refine Local and Statewide values for mobility;
- Refine Local and Statewide policies and definitions for mobility;
- Review and update needs and strategy statements;
- Development of performance measures and success factors for each actionable strategy;
- Provide the LMMN's with enhanced options/alternatives to prioritize strategies;
- Include opportunity for third party input on success and opportunities for improvement in the areas of performance management, communications, coordination, technology, partnerships, and the funding model; and
- Position the Local Mobility Plans as the driver for all mobility funding decisions.

Goals within both the first generation and current planning efforts have included providing for third party input on improvements in the areas of performance

management, communications, coordination, technology, partnerships, and the funding model.

- **Performance Measurement –** develop the means to track and report on the values and benefits received from mobility improvements within the State. Information gathered through these efforts will help the local networks, district coordinating councils, and the Public Transportation Advisory Council gauge the success of strategy prioritizations and funding decisions they make within their areas of responsibility. Information can be provided to local, county, state, and federal government authorities to understand the benefits received through local, county, state, and federal funding of mobility services.

- **Communications/Information –** available and current data inform decision-making processes that support coordination and provide metrics to establish and communicate results. These processes along with basic communications to users of their mobility options, are leveraged through the use of appropriate technology.

- **Coordination -** coordination and planning occurs on a local, State, and Federal level in a manner that leverages and maximizes mobility resources and facilitates effective delivery of mobility options, in a manner where all parties work cooperatively

- **Funding –** develop a funding mechanism to meet statewide needs.

The following coordination initiatives have been completed or are well underway in all the local networks, districts, and at the statewide level:

- All districts now have Mobility Managers, a local resource or "coordinator" to assist with and promote involvement in local and district level coordination efforts. The Mobility Manager will support, encourage, and continue to assist the locally led development of LMMNs.
- Support and leverage the use of District Coordination Councils (DCC) to encourage and foster the development of local networks in a coordinated fashion; generate a shared understanding of all customers/users and their mobility needs.
- Refine and clarify the roles, responsibilities, operations, and communications of the Public Transportation Advisory Council (PTAC), Interagency Working Group (IWG), and other transportation entities to support the DCC structure, connectivity objectives, and I-way.

- Maximize resources, including coordinating vehicle procurement and usage; review grant applications based on local priorities; inform statewide connectivity.
- Feature collaboration and coordination of resources in data collection, measurement, and decision-making activities.
- Develop common messaging and branding as a means of unifying the mobility coordination effort across the State.
- Initiated the role of CTAI as the coordination agency with relevance at the local, district and statewide levels.
- Evaluate mobility services within the local, district, and statewide mobility networks to assess how well they meet customer/user needs.
- Provide technical support as appropriate and desired to support local and regional planning efforts in a manner that is responsive to local needs, maximizes the use of existing services, and coordinates and leverages existing resources.

The following coordination efforts are planned, but have not begun or are not yet fully underway:

- Fully integrate and coordinate the bicycle pedestrian mode of mobility with other mobility services.
- Promote public transportation and alternative mobility interests as an integral component of future highways and roadway projects.
- Develop partnerships between highway districts and other mobility stakeholders to foster opportunities for highway infrastructure improvements in support of mobility management principles, with an emphasis on shared use pathways.
- Promote mobility planning in local land use planning efforts.
- Partner, collaborate, and integrate mobility planning initiatives with other entities, such as Medicaid and the State Independent Living Council, to leverage efforts and maximize opportunities for success.
- Explore and implement strategies to enrich and promote local coordination activities, potentially including development of incentives in all FTA grant applications.
- Develop a coordinated strategy for influencing how funding determinations are addressed in the next transportation authorization/reauthorization bill.

PLANNING PROCESS

The Local Mobility Plan developed in February 2009 provided the baseline for the updated September 2009 version and this subsequent update. The following describes the process to update the plans:

1. Identify stakeholders with a community interest in mobility, but absent from the process.

2. Identify and discuss underlying community values that drive mobility needs and mobility solutions.

3. Identify and discuss mobility needs in a mode- or solution-independent manner.

4. Review and consolidate, if necessary, needs statements from the prior plan.

5. Refine the collected list of values and needs for the network (Appendix G of this plan).

6. Review strategy statements developed from the prior plan.

7. Identify and discuss new strategy statements in response to unmet needs.

8. Refine the collected list of strategies for the network at the local, regional and statewide levels.

9. Develop prioritizations for the local strategies; identify the local networks priority 'preferences' for their strategies at the district and statewide levels.

10. Finalize the list of priorities and preferences for local, district and statewide strategies for this network.

The final revised product becomes a "road map" for the LMMN to continue to help improve mobility within their network and across the State.

LMMN PLANNING WORKSHOPS

To implement the I-way planning and update process described in this appendix, additional outreach was conducted in the development of the previous versions of this plan. This included local meetings to review stakeholder participation, develop community value statements, and refine needs statements for the network. A subsequent meeting provided the opportunity to develop or update strategy statements, and to identify performance measures and success factors.

This updated plan also involved outreach with local stakeholders. A meeting was conducted on September 17, 2010 to review and update needs and strategies from the September, 2009 version of the plan. The updated needs and strategies were reviewed and approved by the LMMN 3C sponsor group on October 8, 2010, and were included in a final draft of the LMMN 3C Plan.

This updated plan also involved extensive outreach with local stakeholders. Two meetings were conducted in LMMN 3C. September 14, 2011 a meeting was held in Eagle Idaho in conjunction with COMPASS Community in Motion meeting. October 13, 2011 LMMN 3C second meeting was held in Emmett Idaho in conjunction with Emmett GEDA (Gem County Economic Development Association) meeting. The meetings were to review and update the needs and strategies from the December 2010 version of the plan. A draft plan was then presented for a 30 day public comment period. Comments were incorporated into a final draft LMMN 3C Plan.

Appendix C
Demographics, Destinations, and Travel Patterns

INTRODUCTION

An integral part of the mobility planning process and coordination includes a demographics review and an assessment of needs. Therefore this plan reviews and 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 the LMMN 3C. The result of this review is a detailed understanding of the region's transportation needs.

The first part of this appendix discusses demographic characteristics of the LMMN – where people live. The second part of the appendix reviews major land uses (destinations) – where do people go for work, school, shopping, recreation, personal business, human service needs and other needs? Part three of this appendix reviews the travel patterns within the LMMN, District 3, and other areas. This demographic analysis compliments the input from stakeholders and is documented in the Needs Statement on Page 6.

SERVICE AREA

LMMN 3C covers the Counties of Ada, Boise, Canyon, Elmore, Gem, and Owyhee in the southwestern portion of Idaho. Ada, Canyon, Boise, Gem, and Owyhee Counties comprise the State's largest metropolitan statistical area (MSA), the Boise City-Nampa MSA, also known as the Boise Metropolitan Area or the "Treasure Valley."

Ada County is first among Idaho counties in population and 31st in area. The Idaho Department of Commerce describes, "Approximately 29 percent of the county is federally owned. [The County's] diversified economy forms the regional trading center for southwestern Idaho. Annual average total civilian employment grew 30.8 percent from 1996 to 2006. Ada County is home to the state capital, located in Idaho's largest city, Boise, and Boise State University. The headquarters of Micron Technology, Boise VRS, Washington Division, and Albertsons (now under Supervalu) are located in Boise,

as is one of Hewlett-Packard's most significant research and development facilities. Other major employers include Blue Cross of Idaho, DirecTV, Idaho Power Company, St. Alphonsus Regional Medical Center, St. Luke's Regional Medical Center, Fred Meyer, Wal-Mart, Citicorp, Idaho State government, Boise City government and Ada County government."[1]

Situated in the northeastern corner of LMMN 3C, Boise County "ranks 34th among Idaho counties in population and 14th in area. The federal government owns 74 percent of the county. Trade, services, government and production of forest and wood products provide the major sources of employment. Annual average total civilian employment in the county grew 59.5 percent from 1996 to 2006. Major employers include Boise County government, Bogus Basin Ski Resort, Challenger Companies Inc., City of Idaho City, the U.S. Department of Agriculture - Forest Service, Mikylars World Inc., Project Patch, Ward Brothers Inc., and Garden Valley, Horseshoe Bend and Basin school districts."[2]

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

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

[1] Idaho County Profiles on Idaho Commerce Department website, 2009.
[2] Ibid.
[3] Ibid.

Mountain Home Air Force Base, Three Springs Inc., Pioneer Federal Credit Union, Wal-Mart and Elmore County government."[4]

At the northern end of LMMN 3C, Gem County "ranks 19th among Idaho counties in population and 40th in area. The federal government owns almost 38% of the county. Agriculture and wood products manufacturing are major components of the local economy, and trade, government and services are also significant sources of employment. Annual average total civilian employment grew 25.4% from 1996 to 2006. Major employers include Community Partnerships of Idaho Inc., Elderly Opportunity Agency Inc., Emmett School District, Emmett Valley and Shoshone Livestock, City of Emmett, Gem County government, the U.S. Forest Service, and Walter Knox Memorial Hospital."[5]

Constituting the southern half of LMMN 3C, Owyhee County "ranks 25th among Idaho counties in population and 2nd in area. The federal government owns nearly 76% of the county. Agriculture along the Snake and Bruneau Rivers forms the economic base, and government and trade provide additional employment. Annual average total civilian employment grew 5.9% from 1996 to 2006. Major employers include Filler King Company, Nederend Dairy, Deruyter Dairy, J.R. Simplot Company, Paul's Market, Bruneau-Grandview, Homedale and Marsing school districts, Owyhee County government and Owyhee Health and Rehabilitation."[6]

Figure C-1 displays the study area and its Census block groups. (See figures at the end of the chapter.) The study area encompasses approximately 14,865 square miles and has an estimated population of 652,856 (2010 population estimate by block group from Nielsen-Claritas, totaled), which is an overall population density of 43.9 persons per square mile.

Based on 2009 County population estimates available from the U.S. Census, 2000 and 2009, it is estimated that Ada County grew by 27.8%, Boise by 11.6%, Canyon by 42%, Gem County by 8.3%, and Owyhee by 5.4%; Elmore County had a slight population loss of 1.1%.

Figure C-2 presents the total population by Census block group. The populations of cities of at least 2,000 people in the study area are listed in Table C-1.

[4] Ibid.
[5] Ibid.
[6] Ibid.

Table C-1: Cities with Populations of at Least 2,000

City	Population
Boise (Ada County)	205,314
Caldwell (Canyon County)	42,331
Eagle (Ada County)	19,471
Emmett (Gem County)	6,357
Garden City (Ada County)	11,713
Homedale (Canyon County)	2,471
Kuna (Ada County)	13,354
Meridian (Ada County)	66,916
Middleton (Canyon County)	5,594
Mountain Home (Elmore County)	12,382
Nampa(Canyon County)	80,362
Star (Ada County)	5,065

Source: U.S. Census. Population estimates for 2009.

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 the overall population of LMMN 3C. 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 the demographic characteristics of the LMMN and the potential destinations, which 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. Autoless households are a helpful indicator of 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.

Because the 2010 Census data were not available during the planning effort, 2010 population estimates purchased from Nielsen-Claritas were analyzed by for the purpose of updating the analysis of mobility needs. The transit-dependent segments of the population available from the Nielsen-Claritas data were youth (persons age 16 and under), elderly (persons age 65 and above), families living below the poverty level (individual persons were not available from this data source), and autoless households. Another important demographic group, persons with disabilities (age 5 and older), was not available from Nielsen-Claritas; for this group, 2000 Census data were used. Maps depicting each data category were developed by the Community Planning Association of Southwest Idaho (COMPASS) and provided for this analysis

The underlying data at the block group level, for the potentially transit dependent populations and autoless households, will be included in future versions of this plan. Mapping the geographic distribution of each population helped to visualize the analysis of relative high, medium, and low levels of transportation need throughout the region. This population profile is used to identify areas of the LMMN that have high densities of persons 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 of the LMMN that have high relative transportation needs, and whether these areas are served by existing transportation services (reviewed in Appendix D); and 2) the potential destinations that people need transportation to access. Existing travel patterns are also presented

Demographic Analysis[7]

Population Density

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. While fixed-route transit is more practical and successful in areas with 1,000 or more persons per square mile (or 1.56 persons per acre), 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 along the I-84 corridor in Ada and Canyon Counties. Another higher concentration is found in Emmett in Gem County.
- Moderate population concentrations are also located along the I-84 corridor, in other areas of Ada and Canyon Counties, and in Emmett. The Mountain Home Air Force Base in Elmore County also appears to have a moderate population density.
- The remaining portion of the region, including all of Boise County, has a low-density population of less has a lower-density population of less than 2 persons per acre.

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

The numbers of older adults, people with disabilities, and families 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:

- Portions of Ada and Canyon Counties, between Caldwell and Boise, have the greatest number of elderly persons.

[7] All figures referred to in the demographic analysis are included at the end of this chapter. With the exception of Figure C-9, all were prepared by COMPASS.

- Other areas of LMMN 3C have moderate numbers of older adults spread throughout the service area.

As shown in Figure C-5:

- Portions of Ada and Canyon Counties, between Caldwell and Boise as well as southeast of Boise, have relatively high number of persons with disabilities.

- Other areas of LMMN 3C have moderate numbers of persons with disabilities spread throughout the service area, including Emmett, Mountain Home, western Boise County, and northwestern Owyhee County.

As shown in Figure C-6:

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

- Portions of Ada and Boise Counties have moderate numbers of low income families.

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 areas, with only a few areas of concentration in Ada and Canyon Counties.

Youths

Teenagers under the driving age have limited access to transportation options, especially when a 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 youths ages age 16 and under were examined here.

As shown in Figure C-8:

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

POTENTIAL DESTINATIONS

Potential destinations are places that residents are attracted to for business, medical services, education, community services, and recreation. They include major employers, medical facilities, educational facilities, recreation/tourism (ski areas, parks, etc.), human services agencies, and shopping destinations.

There are two areas of focus regarding the potential destinations: internal and external to the LMMN. Destinations external to the LMMN typically include major medical centers, shopping destinations, skiing destinations, and major employers (although there can certainly be other reasons for traveling outside each LMMN).

While the scope for this project did not call for a detailed analysis of specific destinations (shopping malls, hospitals, etc.), Boise, Meridian, Nampa, Caldwell, and the other cities and towns identified in Table C-1 serve as major destinations.

EMPLOYMENT TRAVEL PATTERNS

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

Origins and Destinations of All Work Trips

Introduction and Methodology

This section focuses on commuter patterns derived from journey-to-work data from the U.S. Census "LED OnTheMap", 2008 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. From this dataset we extracted summaries for worker flows between home and work for the five counties of District 3, which includes LMMN 3C, by place of residence and place of work.

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 at the Mobility Planning Workshop, by other written input, and by field observation, the final plan will reflect a thorough understanding of the basic travel needs of the LMMN.

Findings

The travel patterns within the six-county LMMN indicate that Ada County is the most popular work destination, as the destination of a total of 198,987 work trips. Most of these trips (73.4%) originate in Ada County, with 15.7% originating from Canyon County. 86% of working residents of Ada County (totaling 169,699) work in the county, while 6.9 percent work in Canyon County.

Of working Canyon County residents (71,152 total), 45.2 % work in their home county, while 43.9 % work in Ada County. Of trips to jobs in Canyon County, 64.1% are made by local residents while 23.0% are made by Ada County residents.

Elmore County is the destination for 5,360 work trips, 66.7% of which originate in the county, 12.4% come from Ada County, 5.2 percent from Canyon County, and the remainder of which are dispersed from other counties. 52.7% of working Elmore County residents (totaling 6,792) work in the county, with 24.6 commuting to Ada County and 6.7% to Canyon County.

Gem County's 6,246 working residents work primarily in Ada County (44.6%), Gem County (27.3%), and Canyon County (13.2%). 59.7% of Gem County's 2,860 work destination trips are made by local county residents, while 14.9% originate in Ada County and 11.4% originate in Canyon County.

One-third of working Owyhee County residents (2,301 total) commute locally to Canyon County, while 27.9% work in Owyhee County and 18.4% work in Ada County. Workers traveling to jobs in Owyhee County (2,539 total) mostly live in Canyon County (39.46%), Owyhee County (25.3%), and Ada County (11.5%).

Boise County is home to fewest commuters (1,875) as well as being destination to the fewest work trips (872) in the LMMN. Most Boise County residents commute to Ada County (53.1%) or Boise County (28.9%), while most trips made to jobs in Boise County originate locally (62.1%) or from Ada County (18.4%).

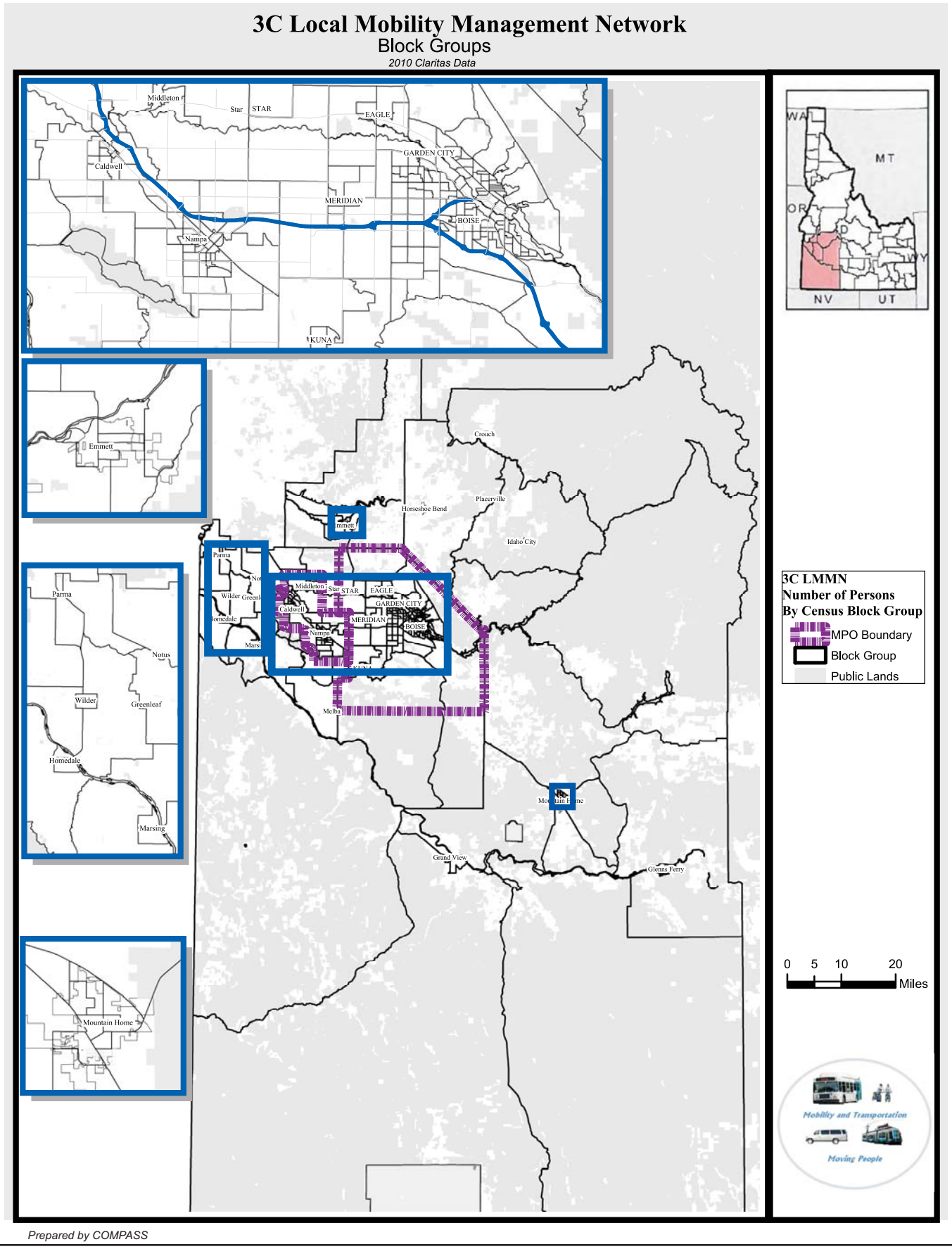
Figure C-9 visually depicts commute travel patterns for residents and workers in this LMMN.

Modes of Travel

Figures C-10 through C-14 depict the percentage of primary mode of travel to work utilized by residents of each if the block groups in LMMN 3C, based on 2010 Nielsen-Claritas population estimates. Employment transportation modes include driving alone, carpooling or vanpool, taking transit, walking or bicycling (or other mode), and working at home.

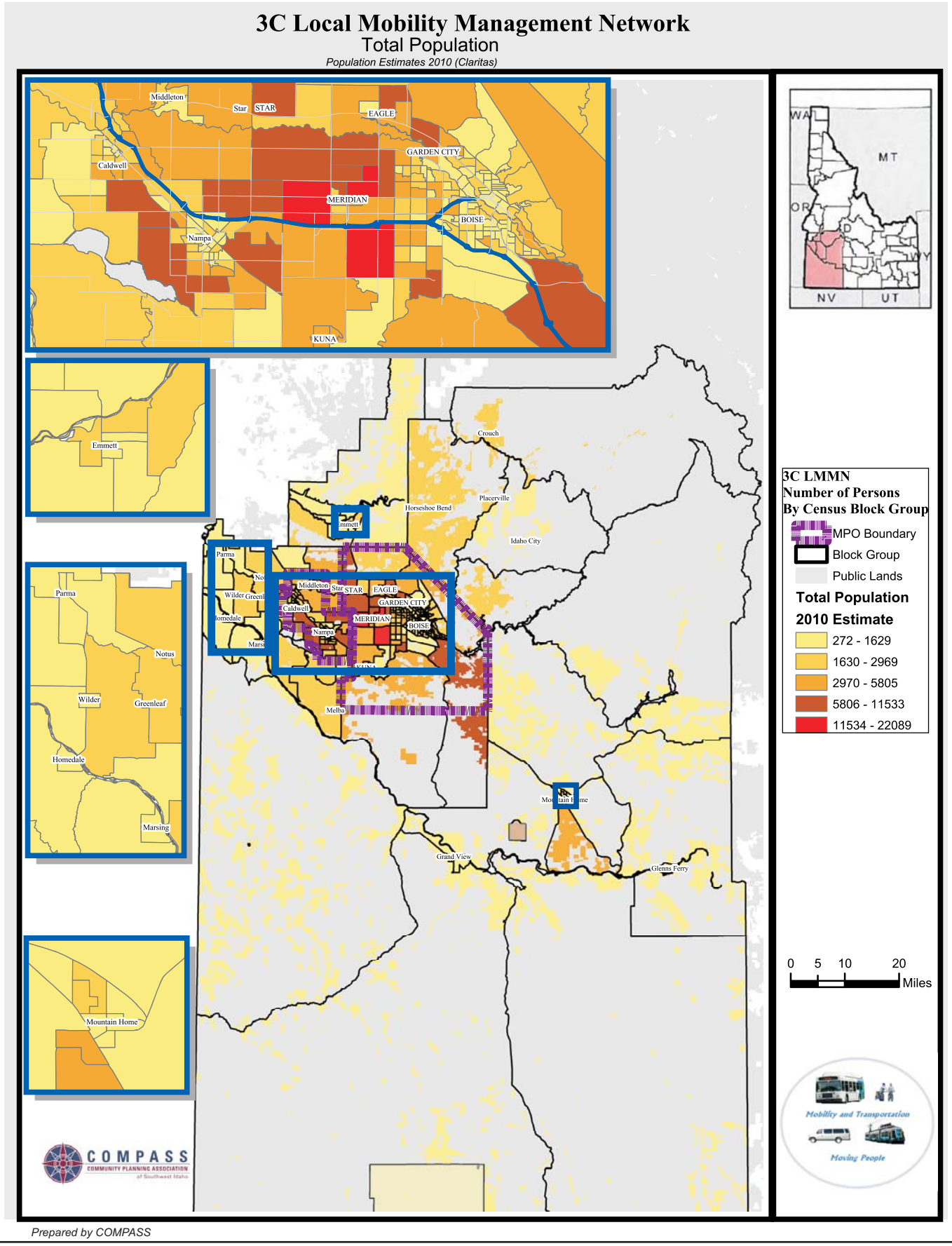
Figure C-15 illustrates the current travel patterns of commuter vanpools affiliated with the Ada County Highway District Commuteride program.

Figure C-1:



Prepared by COMPASS

Figure C-2:



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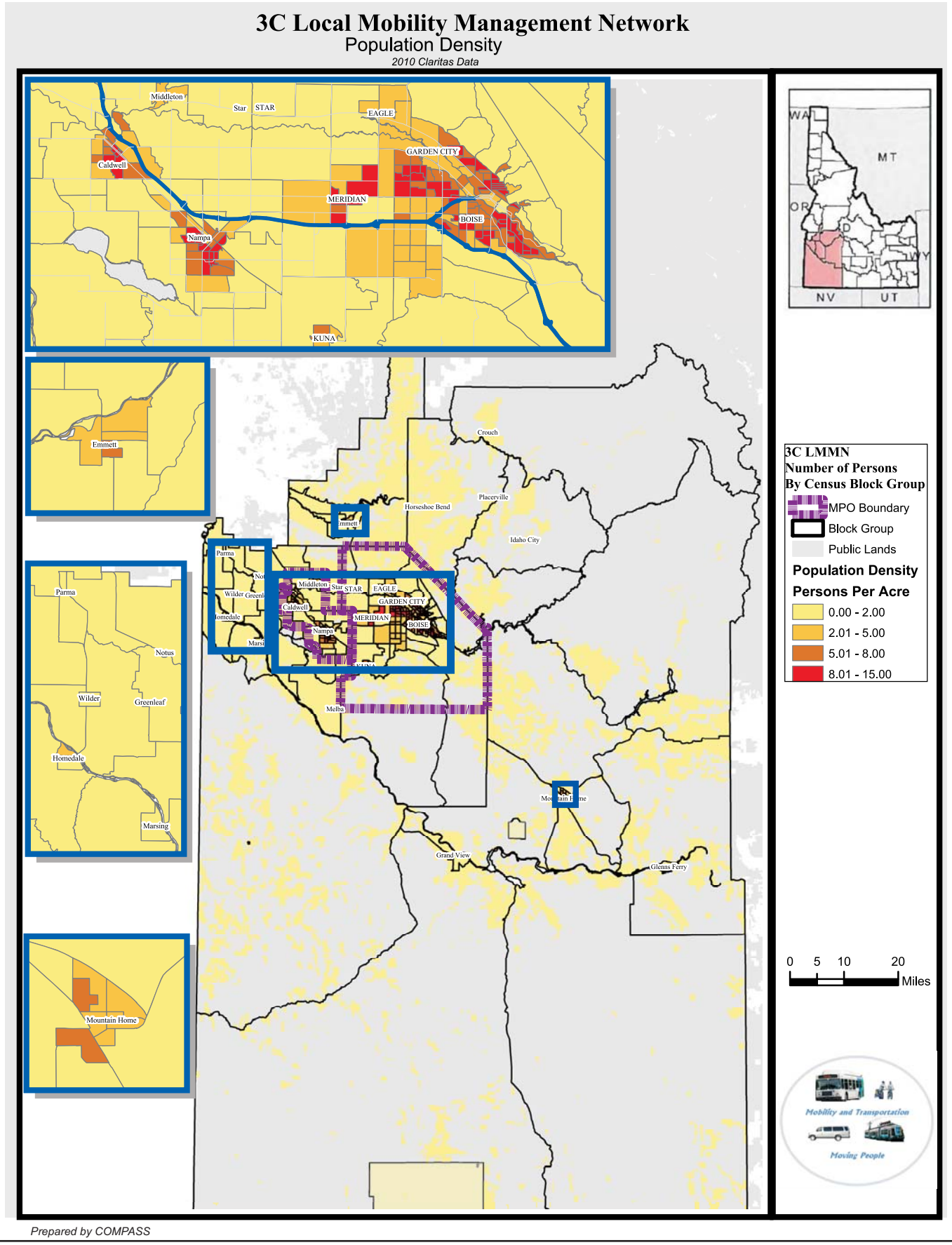

Prepared by COMPASS

Figure C-4:

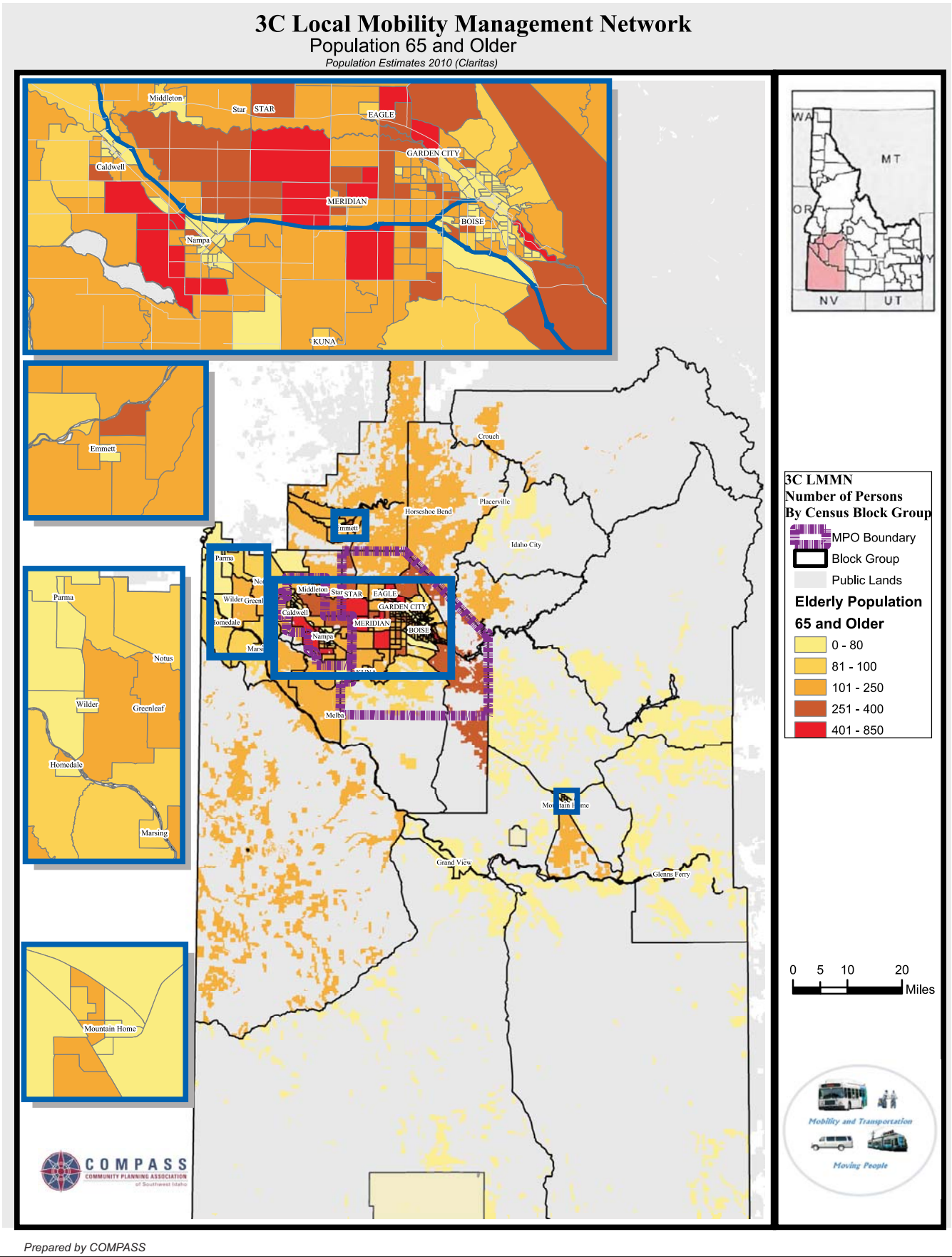

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Figure C-5:

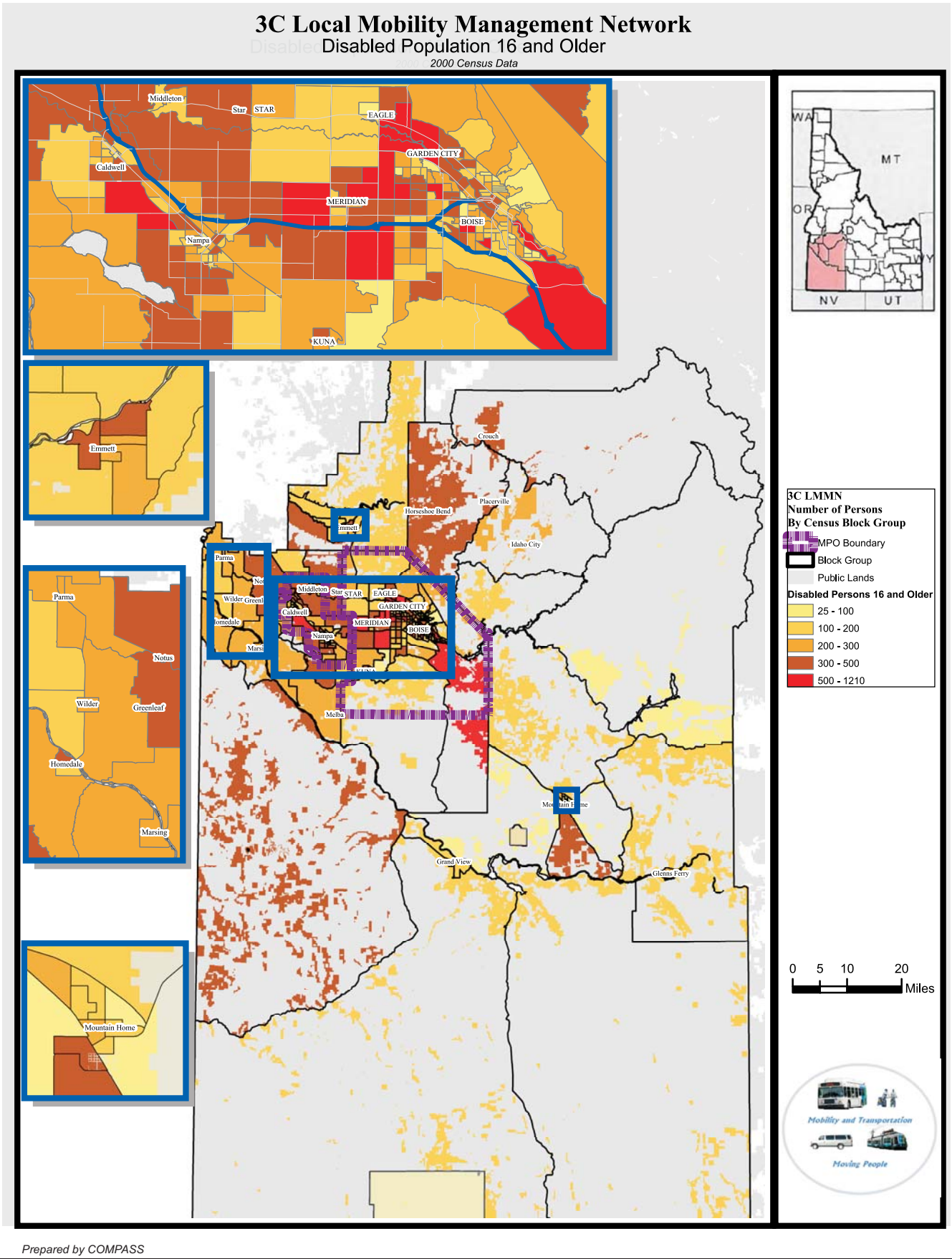

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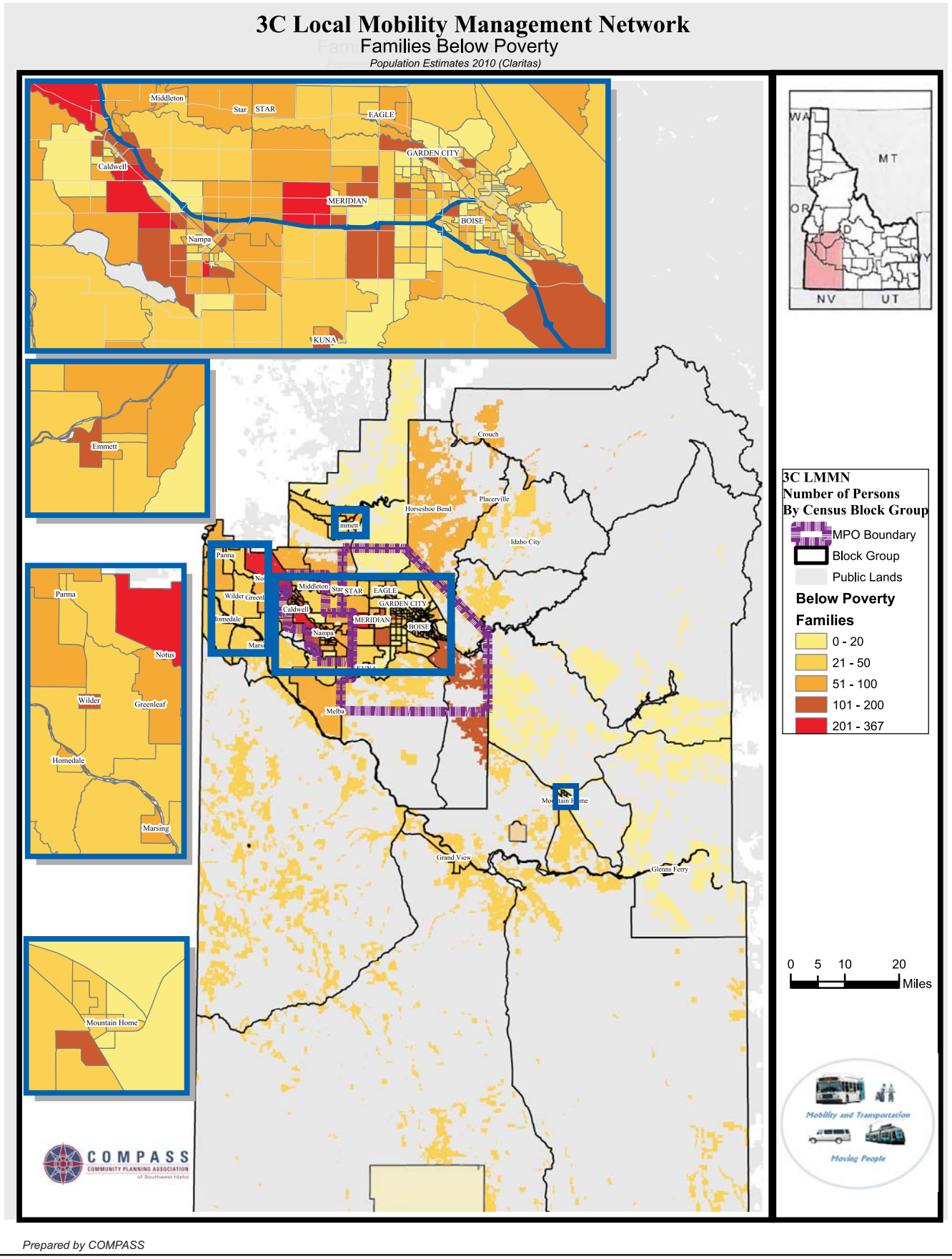
Figure C-6:



Prepared by COMPASS

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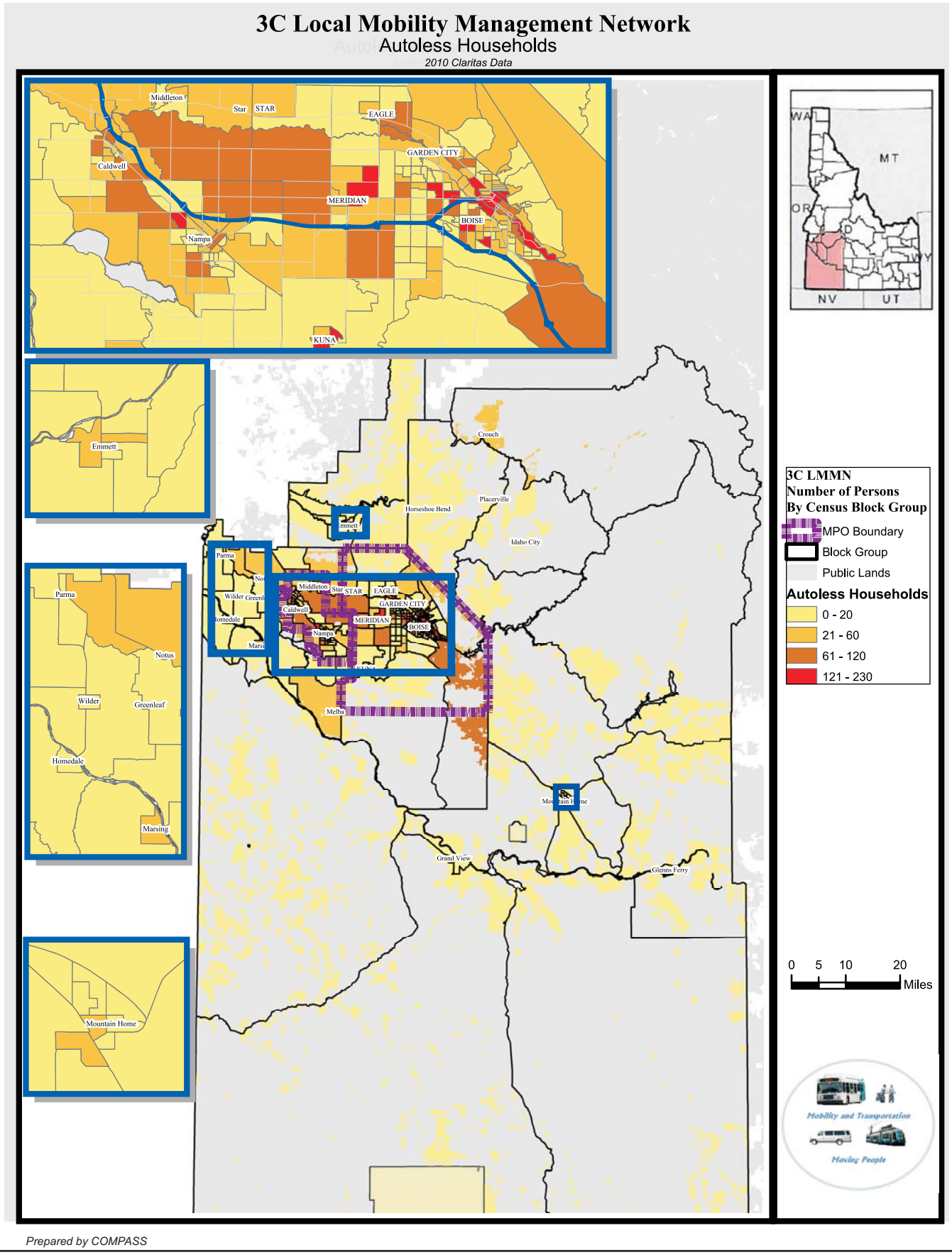
3C Local Mobility Management Network
Autoless Households
2010 Claritas Data
Middleton
Star
STAR
EAGLE
GARDEN CITY
Caldwell
MERIDIAN
BOISE
Nampa
KUNA
Emmett
Parma
Notus
Wilder
Greenleaf
Homedale
Marsing
Mountain Home
Crouch
Horseshoe Bend
Placerville
Idaho City
Melba
Grand View
Glenns Ferry
WA
MT
OR
ID
WY
NV
UT
3C LMMN
Number of Persons
By Census Block Group
MPO Boundary
Block Group
Public Lands
Autoless Households
0 - 20
21 - 60
61 - 120
121 - 230
0 5 10 20
Miles
Mobility and Transportation
Moving People
Prepared by COMPASS

Figure C-8:

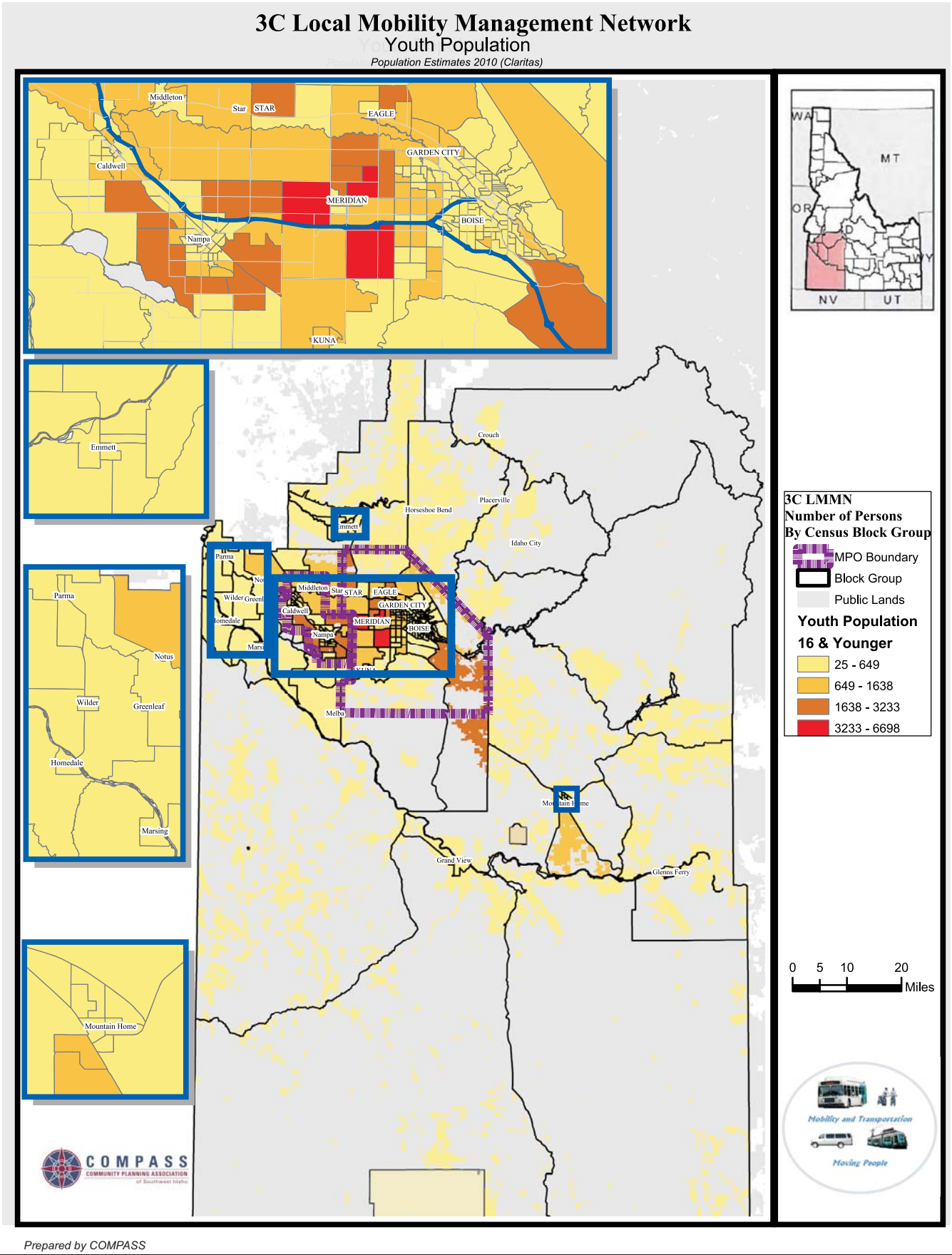

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Figure C-9:

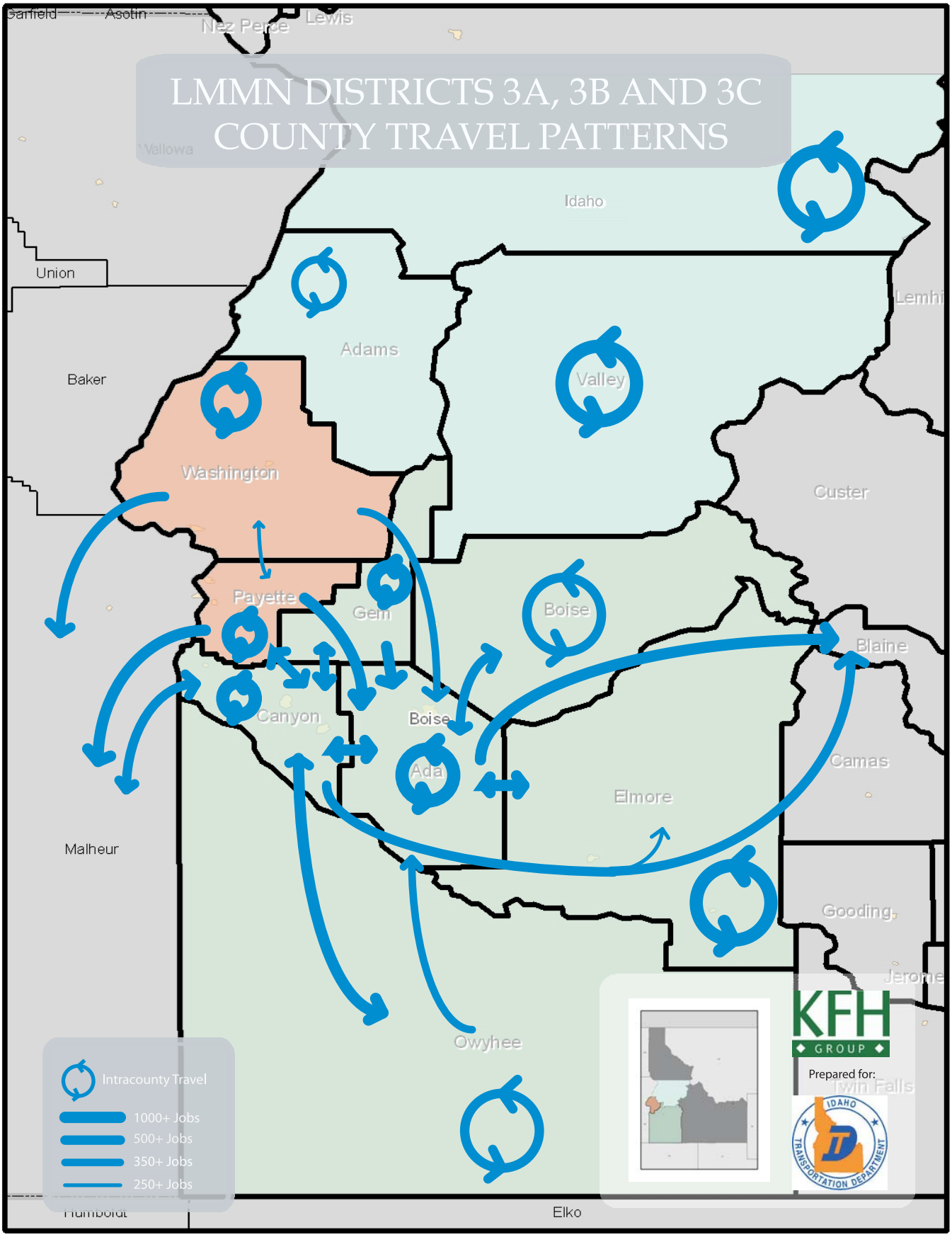
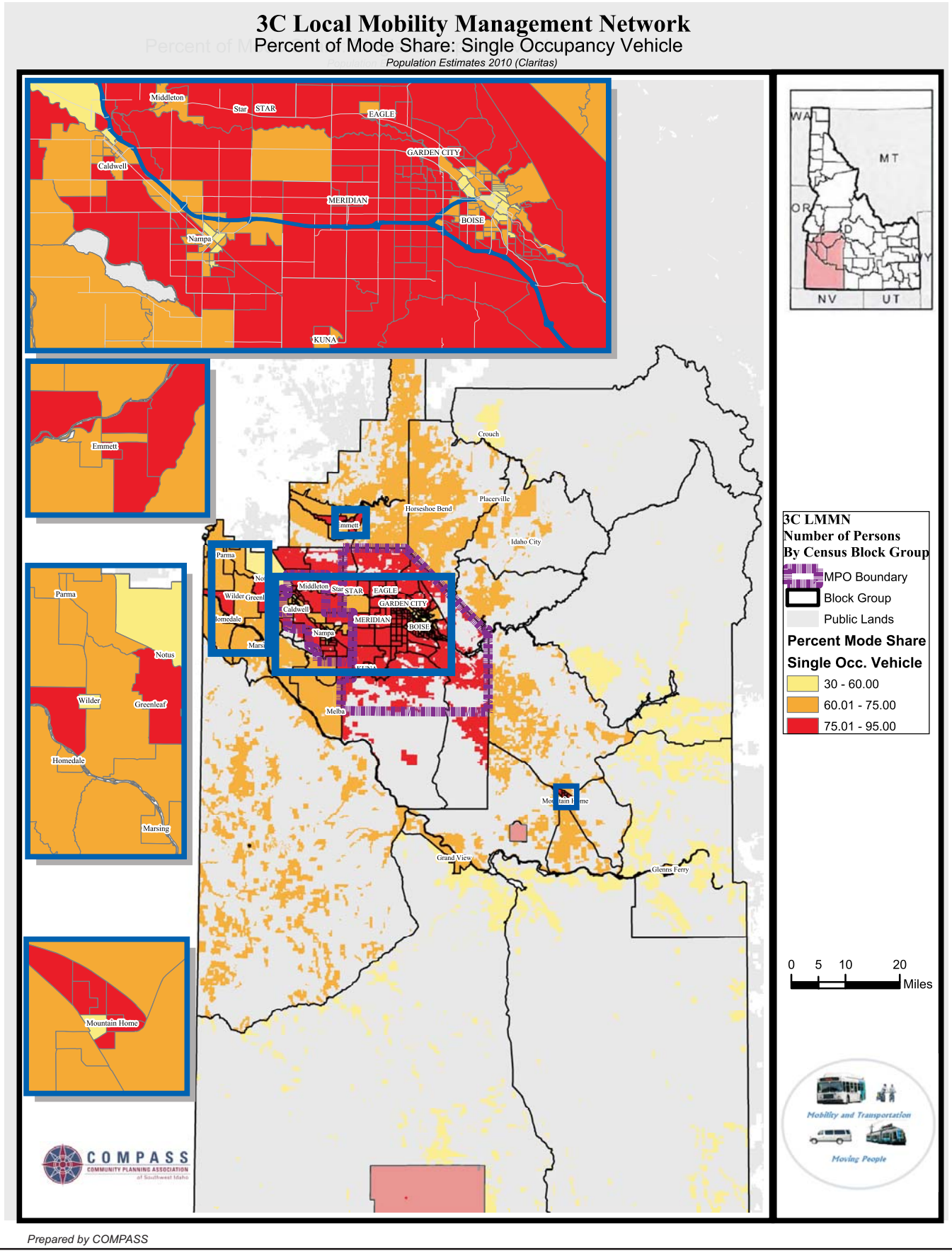

LMMN DISTRICTS 3A, 3B AND 3C
COUNTY TRAVEL PATTERNS
Garfield
Asotin
Nez Perce
Lewis
Wallowa
Idaho
Union
Adams
Baker
Valley
Lemhi
Washington
Custer
Payette
Gem
Boise
Blaine
Canyon
Boise
Ada
Camas
Elmore
Malheur
Gooding
Jerome
Owyhee
Twin Falls
Humboldt
Elko
Intracounty Travel
1000+ Jobs
500+ Jobs
350+ Jobs
250+ Jobs
KFH
GROUP
Prepared for:
IDAHO
TRANSPORTATION DEPARTMENT

Figure C-10:



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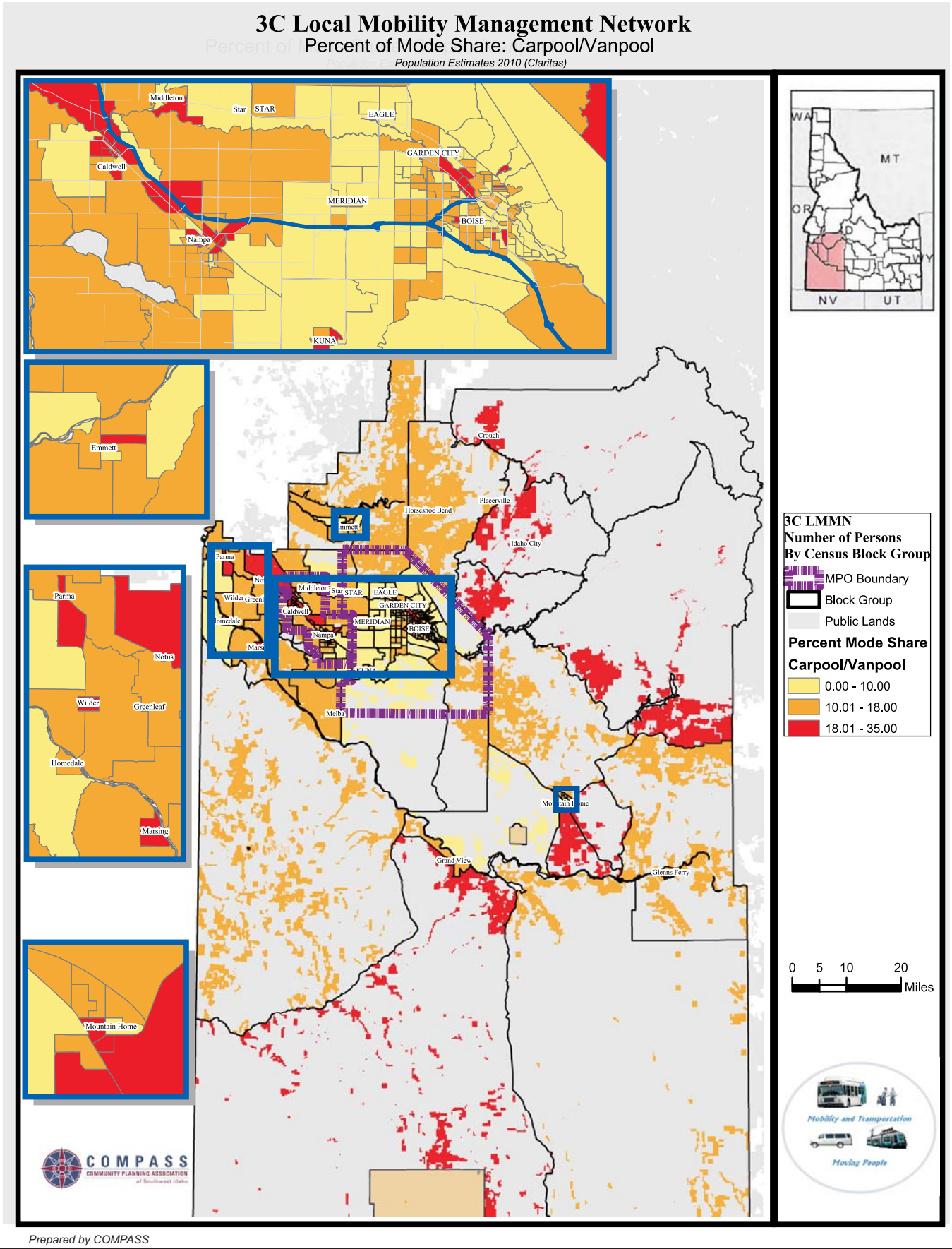

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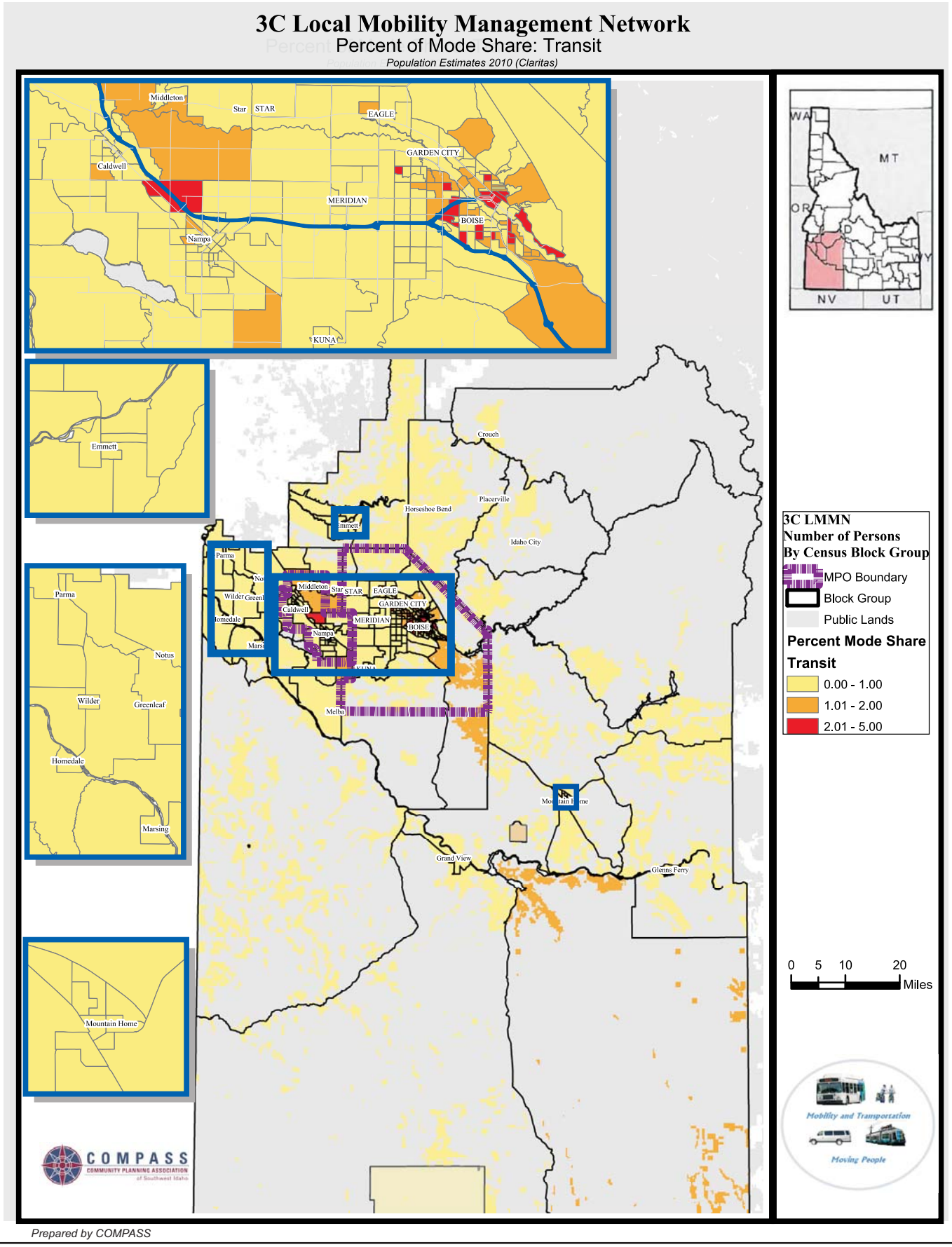
Figure C-12:



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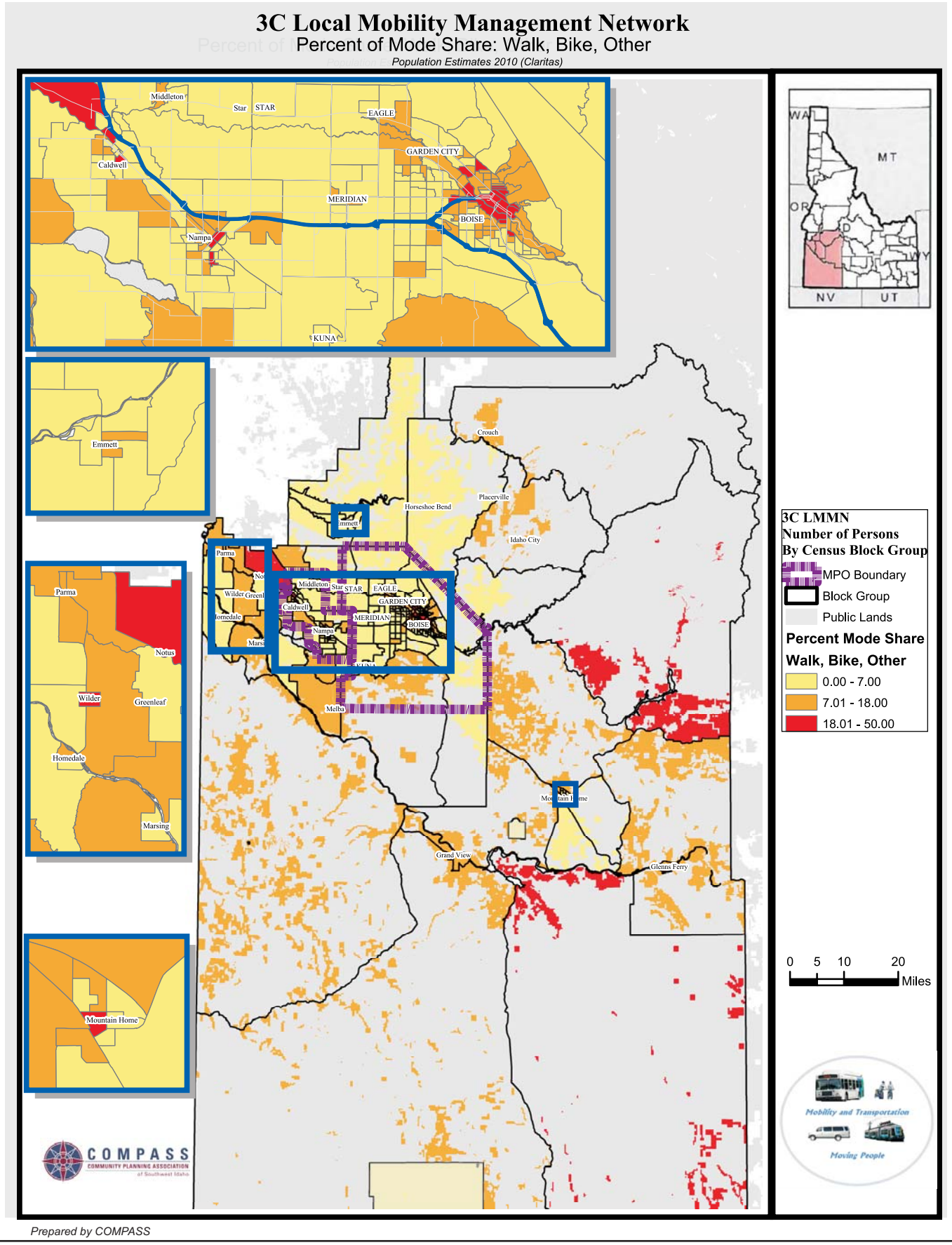

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Figure C-14:

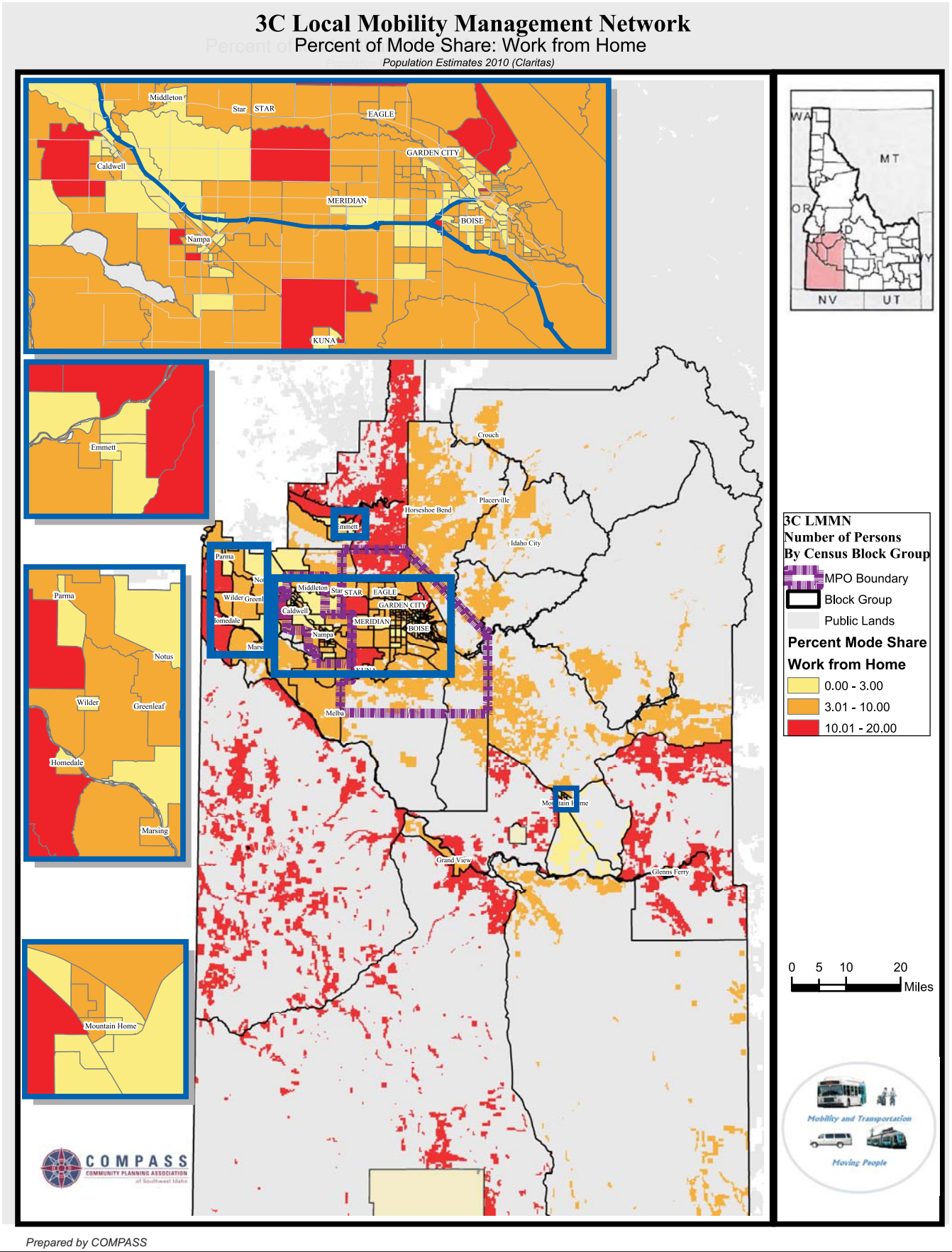

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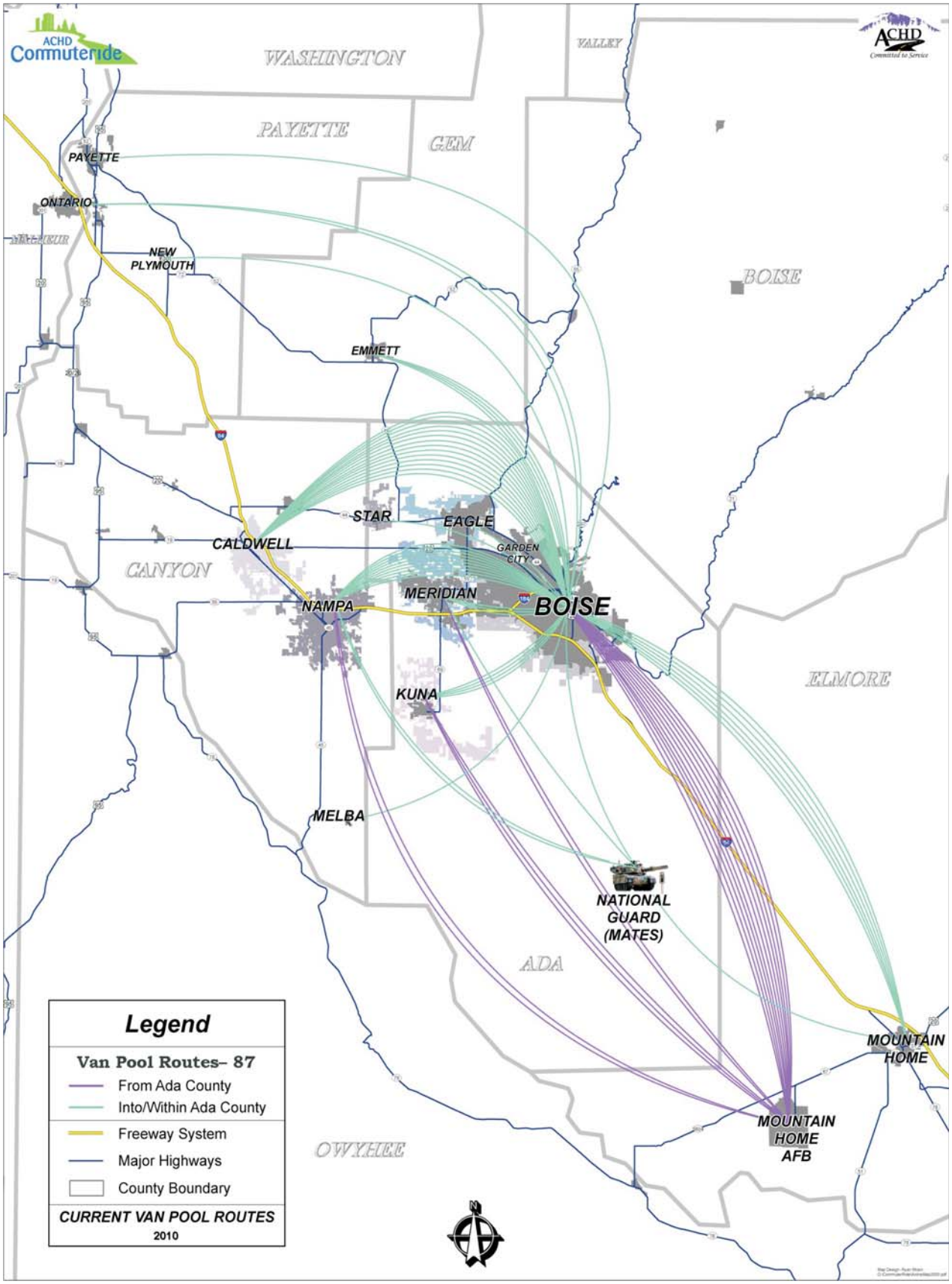
Figure C-15:



Provided by COMPASS

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 LMMN 3C. This section identifies:

- Local public transit providers in the network
- Regional bus and intercity passenger rail
- Human service agencies that provide transportation services or funding to their program participants
- Rideshare and vanpool programs
- Park & ride lots
- Taxi services
- Schools/education
- Aeronautic (air transportation)
- Other transportation providers

The source for logos are the respective provider's website.

LOCAL PUBLIC TRANSIT

Existing fixed-route services in LMMN 3C are depicted in Figure D-1. Local community public transportation providers in LMMN 3C that receive FTA/ITD grant funding are shown in Table D-1 and include:

- Marsing Senior Center
- Treasure Valley Transit
- Valley Regional Transit – ValleyRide

Marsing Senior Center

The Marsing Senior Center, funded under Idaho's Section 5311 program provides a limited amount of rural general public transportation in Canyon and Owyhee Counties. Demand-response service by appointment up seven days a week. The Marsing Senior Center service is primarily provided to seniors, but the general public my ride on a space-available basis.

Figure D-1: Existing Fixed Route Services
Local Mobility Management Network 3C

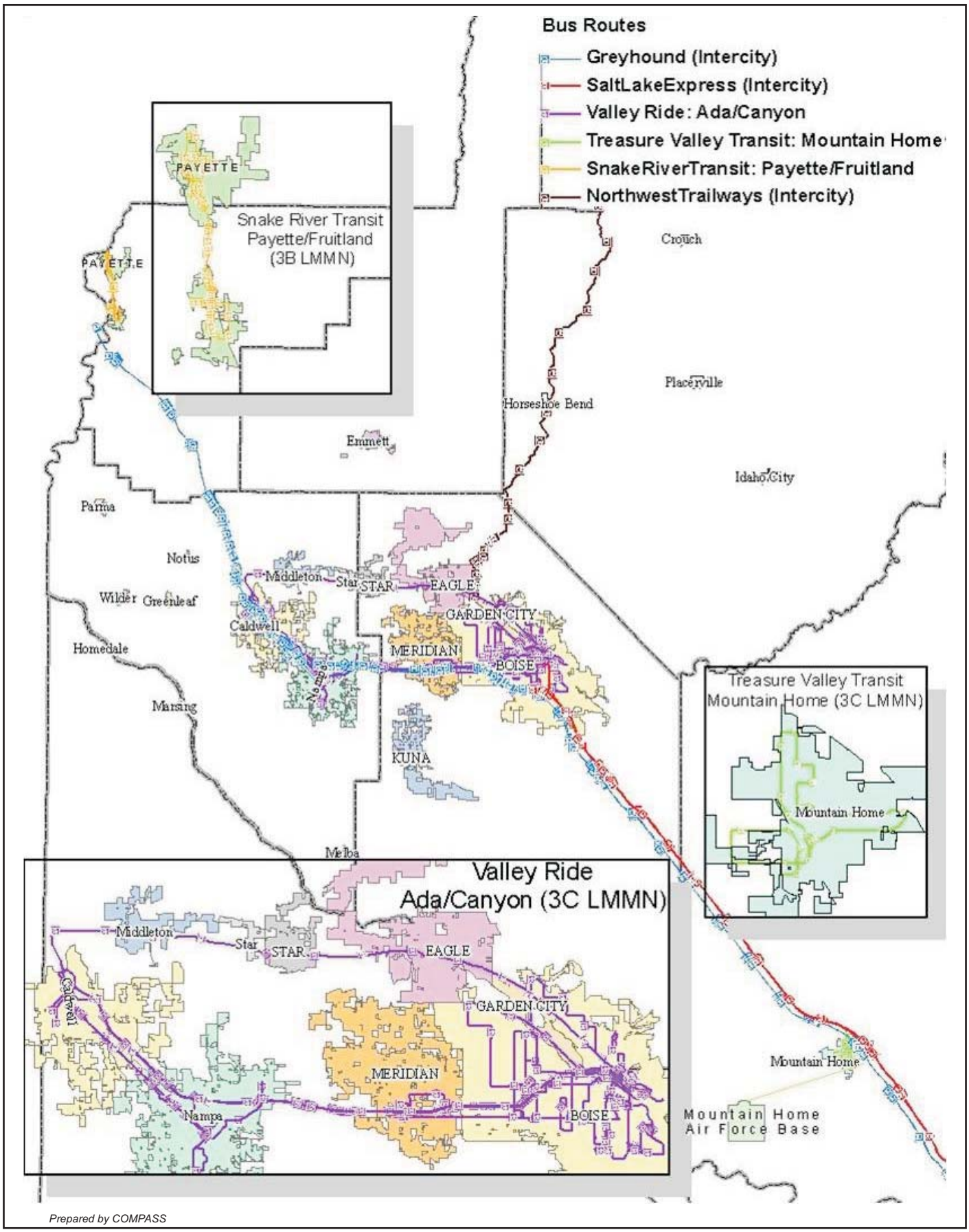


Table D-1: PUBLIC TRANSIT SYSTEMS IN DISTRICT LMMN 3C

Organization	Organization Type	LMMN(s) Served	Route or Service Name	Geographic Area Served	FY 2009 Total Passenger Trips	Type of Service	Vehicles	Lift-Equipped Vehicles	Hours of Operation	Fares
Marsing Senior Center	Private non-protit	3c	S. 5311 service	Canyon, Owyhee Counties	209	demand-response	2	1	M-Th 6 am-1:30 pm, and by appointment up to 7 days a week	donations accepted
Treasure Valley Transit	Private non-profit	3a	McCall Transit	City of McCall	35,211	deviated fixed route			7 am-7 pm daily	free
		3a	Valley County Connections	Valley County, with stops in Cascade, Donnelly, Lake Fork Tamarack and McCall	38,316	fixed route			M-F 6 am-6:10 pm	free
		3a	Rural Idaho Publlic Transit	Riggins, Pollock, Pinehurst, New Meadows, McCall	launched Aug 2010	fixed route			M-F 2 round trips, 6:45 am-6:30 pm	free
		3a	Dial-A-Ride	Riggins, New Meadows and McCall, Grangeville	launched Aug 2010	demand-response			Riggins, Grangeville: Tu 9:30 am-3 pm; Riggins, New Meadows and McCall: W, Th 9:30 am-3 pm	free
		3b	Snake River Transit	Payette County, WA (Payette and Fruitland) and Ontario, OR	7,992	fixed route			M-Sa 6 am-6 pm	$1.00
		3b	City of Weiser to Payette Route	Weiser, Payette	7,028	fixed route				
		3a, 3b	Rural demand-response	Payette and Washintgon Counties	743	demand-response			MWF 6 am-6 pm	distance-based, with per-mile rate based on trip length (ranging from $4.20 per mile for a one-mile trip to $1.22 for a 15-mile trip)
		3c	Rural demand-response	Rural Canyon County	33,935	demand-response			M-F 6 am-6 pm	
		3c	Mountain Home Community Transit	City of Mountain Home and Air Force Base	25,184	deviated fixed route			City Route: M-F 5 am-6 pm; Air Force Base Route : M-F 6 am-6 pm	$1.00
		3a, 3b, 3c	Contracted Human Service Transportation (WITCO, Medicaid)		included above	demand-response			M-F 6:30 am - 5 pm	n.a.
			Total		148,409		23	21		

Table D-1: PUBLIC TRANSIT SYSTEMS IN DISTRICT LMMN 3C

Organization	Organization Type	LMMN(s) Served	Route or Service Name	Geographic Area Served	FY 2009 Total Passenger Trips	Type of Service	Vehicles	Lift-Equipped Vehicles	Hours of Operation	Fares
Valley Regional Transit - ValleyRide	Public	3c	Boise/Garden City services	22 routes serve Boise area	1,245,237 *(per National Transit Database report for 2008)*	fixed-route	35		Mon-Sat 5:15 am (14 routes) or 7:45 am (8 routes) and 6:45 pm	$1.00 local, $3.00 universal (express), $.50 / $1.50 for students / seniors / disabled / Medicaid, free through age 5 and to students of BSU and CWI
		3c	Nampa/Caldwell services (Routes 51, 52, 53, 54)	one core route with four variations (branches) serving most of the Nampa and Caldwell city limits and between the two cities		fixed-route			Mon-Fri 6:20 am-7:15 pm	
		3c	Intercounty services (Routes 40, 42. 43, 44, 45)	4 routes between Ada and Canyon counties (to the cities of Caldwell, Nampa, Meridian, Middleton, Star, Eagle and Boise)		fixed-route			Mon-Fri, varies by route between 5:25 am-9:40 pm	
		3c	BSU Express (Route 45)	Express route between Boise State University and College of Western Idaho		fixed-route			7 round trips per day, Mon-Fri 9 am-9:49 pm	
		3c	Paratransit service	3/4 mile corridor around fixed routes	47,248	demand-response	11		same hours as fixed-route	$2.00
			Total	*FY 2008 data per NTD:*	1,292,485		46			

Treasure Valley Transit (TVT)

TVT, based in Nampa, is a non-profit coordinated transportation provider that operates an array of services within LMMNs 3A, 3B, and 3C as well as Malheur County, Oregon. In LMMN 3C, TVT operates two general public transportation services: Mountain Home Community Transit and rural demand-response public transit service, as well as coordinated human service agency transportation.

Mountain Home Community Transit

Mountain Home Community Transit is a deviated fixed route service within the City of Mountain Home (Elmore County) as well around Air Force Base. Fixed and flag stops are served, and route deviations are made for anyone who requests it within ¾ mile of the regular route. The City route operates on hourly headways 5:00 a.m. to 6:00 p.m. Mon-Fri, and the Air Force Base Route operates on half-hour headways 6:00 a.m. until 6:00 p.m. Mon-Fri. The fare for this service is $1.00.

Rural Demand-Response Public Transit Service

In Payette and Washington Counties, TVT operates rural demand-response public transit service on Mondays, Wednesdays, and Fridays (and occasionally Tuesdays and Thursdays), 6:00 a.m. to 6:00 p.m. This service is coordinated with TVT's contract agency service, described below. Fares are distance-based, with the per-mile rate decreasing as the trip length increases (ranging from $4.20 per mile for a one-mile trip to S1.32 for a 20-mile trip).

Coordinated Human Service Agency Transportation

TVT also 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) Monday through Friday

- 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 connects 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. ACCESS service is available within ¾ of a mile of fixed-route services for people who are unable to utilize the bus system because of a disability. Service operates Monday through Saturday with the same hours as the fixed-route bus system. There also is 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.

Additional mobility programs are being implementing and are part of a multi-year plan called Valley**connect**. The purpose of Valley**connect** is to establish a vision of a comprehensive alternative transportation system needed, given the growth projections and regional and local land use and road plans. The complete Valley**connect** document can be located at www.valleyregionaltransit.org under projects/studies.

REGIONAL BUS / INTERCITY RAIL

Three regional intercity bus carriers serve LMMN 3C and are shown in Table D-2:

- **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, Oregon and Salt Lake City. The Greyhound route makes two round trips per day.

- **Northwestern Stage Lines** serves LMMN 3C in Horseshoe Bend and Boise, which is the southern-most stop on a route to 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. This route makes two round trips per day, and also stops in Mountain Home.

No intercity rail service stops in this LMMN.

Table D-2: Regional Carriers Serving LMMN 3C

Organization	Organization Type	LMMN(s) Served	Stops by Route	Service Times	Sample Fares
Greyhound	Private For-Profit	3b, 3c, 4b, 4c	Stops in Nampa, ID (en route from points west) and Boise (en route to/from Salt Lake City)	2 round trips per day; eastbound departs Boise 10:25 am and 11:35 pm; westbound departs Boise 7:25 am and 9:35 pm	Boise to Nampa: $12.50
Northwestern Stage Lines	Private For-Profit	1B, 2A, 2B, 2C, 3A, 3C	Service from Boise to/from Lewiston and points north/west. Route terminates in Coeur d'Alene and Boise. In 3C, stops in Horseshoe Bend and Boise.	1 round trip per day; southbound arrives in Boise at 6:15 pm; northbound departs Boise at 7:15 am	Boise to Lewiston: $46
Salt Lake Express	Private For-Profit	3c, 4b, 4c, 5a, 5d, 6b	BYU Idaho-Rexburg-Rigby-Idaho Falls-Blackfoot-Pocatello-Salt Lake City-Orem/Provo	daily service every 90 min	Boise to Mountain Home: $17
			Jackson WY-Idaho Falls-Rexburg-Pocatello-Salt Lake City	4 round trips per day	
			Boise-Mountain Home-Twin Falls-Pocatello-Idaho Falls-Rexburg-Island Park-West Yellowstone, MT-Logan, UT-Salt Lake City	2 round trips per day; eastbound departs Boise Airport at 8:15 am and 7:30 pm; westbound arrives Boise airport at 7:55 am and 5:30 pm	
			West Yellowstone, MT-Island Park-Ashton-Rexburg	2 round trips per day	

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 either provide transportation services, or provide financial assistance their participants for transportation purposes, in LMMN 3C (Table D-3):

- **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 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 FY 2009.

- **Elderly Opportunity Agency, Inc. –** 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

Table D-3: Human Service Agency Transportation Providers and Funding Agencies in LMMN 3C

Organization	Organization Type	Role in Mobility and Transportation Services					Transportation Service Area	Days and Hours of Transportation Services	Service Type	Customer Groups (Eligible for Agency Transportation)	Trip Purposes Served	Agency-Owned Vehicles
		Operate Agency-Owned Vehicles	Purchase or contract from, or provide funding to, organizations that provide transportation	Arrange for Volunteer Drivers	Financial Support to Customers (Reimburse/ Vouchers)	Other						
CCOA - Aging, Weatherization and Human Services	private non-profit	x		x			Canyon County to destinations in Caldwell		demand-response	Older adults	grocery shopping, medical, essential errands	2 S. 5310 vehicles
CCOA - Melba Valley Senior Center	private non-profit	x							demand-response	Older adults	grocery shopping, medical, essential errands	1 S. 5310 vehicle
CCOA - Nampa Senior Center	private non-profit	x							demand-response	Older adults	grocery shopping, medical, essential errands	1 S. 5310 vehicle
CCOA - Parma Senior Citizens	private non-profit	x							demand-response	Older adults	grocery shopping, medical, essential errands	1 S. 5310 vehicle
Eagle Senior Center	private non-profit	x						Wednesdays	demand-response	Older adults	medical, shopping	1 S. 5310 vehicle
Elderly Opportunity Agency, Inc. (EOA)	private non-profit	x		x			Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, Washington Counties		demand-response	Older adults	meals, senior programs, medical	(S. 5310 recipient)
EOA - Boise Basin (Idaho City) Senior Center	private non-profit	x					Boise County	lunch served Tu Th	demand-response	Older adults		1 S. 5310 vehicle
EOA - Garden City Senior Citizens	private non-profit	x							demand-response			1 S. 5310 vehicle
EOA - Gem County Senior Citizens	private non-profit	x							demand-response			1 S. 5310 vehicle
EOA - Homedale Senior Citizens	private non-profit	x							demand-response			1 S. 5310 vehicle
EOA - Horseshoe Bend Senior Citizens	private non-profit	x							demand-response			1 S. 5310 vehicle
EOA - Marsing Senior Center	private non-profit	x					Canyon, Owyhee Counties	M-Th 6 am-1:30 pm, and by appointment up to 7 days a week	demand-response	Older adults (also general public per S. 5311?)		2 (1 funded under S. 5311)
EOA - McCall Senior Center	private non-profit	x							demand-response			
EOI - Rimrock (Grandview) Senior Center	private non-profit	x							demand-response			1 S. 5310 vehicle
Friends of Children and Families, Inc.	private non-profit						Ada, Elmore Counties			preschool children	Head Start/Early Head Start	
Good Samaritan Society Boise Village	private non-profit	x	x				Ada County and surrounding areas		demand-response	nursing home residents		3 (S. 5310 recipient)
HIV Services Clinic / Family Medicine Health Center	public						Ada, Adams, Canyon, Gem, Owyhee, Payette, Washington Counties and Malheur, OR			Program clients (predominantly low-income)	medical	
Idaho Commission on Aging	public		x				Statewide and Cache, UT			Older adults		
Idaho Department of Health & Welfare, Region III	public		x		x		Adams, Canyon, Gem, Owyhee, Payette and Washington Counties			people with disabilites, economically disadvantaged (Medicaid eligible)	medical	
Idaho Department of Health and Welfare, Behavioral Health	Public		x				Statewide			People with emotional disabilities	Access agency programs, medical	

Table D-3: Human Service Agency Transportation Providers and Funding Agencies in LMMN 3C

Organization	Organization Type	Role in Mobility and Transportation Services					Transportation Service Area	Days and Hours of Transportation Services	Service Type	Customer Groups (Eligible for Agency Transportation)	Trip Purposes Served	Agency-Owned Vehicles
		Operate Agency-Owned Vehicles	Purchase or contract from, or provide funding to, organizations that provide transportation	Arrange for Volunteer Drivers	Financial Support to Customers (Reimburse/ Vouchers)	Other						
Idaho Department of Health and Welfare, Children's Mental Health	public	x	x		x		Adams, Canyon, Gem, Owyhee, Payette, Washington Counties and Duck Valley Indian Reservation, NV			primary/secondary school students		
Idaho Department of Health and Welfare, Region III	public		x		x		Adams, Canyon, Gem, Owyhee, Payette and Washington Counties			people with disabilites, economically disadvantaged (Medicaid eligible)		
Idaho Department of Health and Welfare, Region III Infant Toddler Program	public					occasionally transport	Canyon County					
Idaho Division of Veterans Services	public		x				Ada, Bannock, Latah Counties			veterans		
International Rescue Committee	private non-profit		x		x		Ada, Canyon Counties			refugees		
Kuna Senior Citizens Association	private non-profit	x							demand-response	Older adults		1 S. 5310 vehicle
Meridian Senior Center	private non-profit	x							demand-response	Older adults		2 S. 5310 vehicles
Mountain Home Senior Center	private non-profit	x						M/W/F to center; 3rd Tues to Boise	demand-response	Older adults	senior center, medical trips to Boise	1 S. 5310 vehicle
Roman Catholic Diocese of Boise (St. Mark's Catholic Community)	private non-profit	x			x		Ada County		demand-response			1 S. 5310 vehicle
Senior Solutions	private non-profit	x					Ada County	M-F 8 am-3 pm	demand-response	Older adults		2
Senior Solutions - Taxi Scrip Program	private non-profit				x	user-side subsidy	City of Boise		demand-response	People with disabilities unable to drive		
Star Senior Citizens, Inc.	private non-profit	x							demand-response			1 S. 5310 vehicle
The Arc, Inc. (Boise)	private non-profit									People with intellectual and developmental disabilities		
Three Island Senior Center (Glenns Ferry)	private non-profit	x							demand-response			1 S. 5310 vehicle
WITCO - Western Idaho Training Company, Inc.	private non-profit	x	x			purchased from TVT and Malheur Council on Aging and Community Services	Ada, Canyon, Elmore, Gem, Owyhee, Payette, Washington Counties and Malheur, OR	M-F 7 am - 6 pm	demand-response	Adults with disabilities	developmental and vocational programs, employment	23 (5 funded through S. 5310)
World Relief Refugee Resettlement Agency	private non-profit		x			Train customers how to use public trans.	Ada County			refugees		

transportation to many of the senior centers in its service area including the following centers in LMMN 3C:

- Boise Basin (Idaho City) Senior Center – provided 419 passenger trips in FY 2009; owns a Section 5310 vehicle
- Garden City Senior Citizen Center - provided 630 passenger trips in FY 2009; owns a Section 5310 vehicle
- Gem County Senior Center (Emmett) – provided 5651 passenger trips in FY 2009; owns a Section 5310 vehicle
- Homedale Senior Citizens - provided 490 passenger trips in FY 2009; owns a Section 5310 vehicle
- Horseshoe Bend Senior Citizens - provided 1,201 passenger trips in FY 2009; owns a Section 5310 vehicle
- Marsing Senior Center – also a Section 5311 recipient and described earlier under public transit services.
- McCall Senior Center - provided 795 passenger trips in FY 2009
- Rimrock Senior Center (Grandview) - provided 583 passenger trips in FY 2009; owns a Section 5310 vehicle

EOA's service area includes the Counties of Adams, Boise, Canyon, Elmore, Gem, Owyhee, Payette, Valley, and Washington. EOA also arranges for volunteer drivers in some locations to assist seniors in getting to medical appointments.

- **Friends of Children and Families, Inc**. – provides Head Start and Early Head Start programs to preschool children in Ada and Elmore Counties and reportedly 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 FY 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 as well as Malheur County, Oregon.

- **Idaho Commission on Aging** – funds transportation services for seniors throughout the State.

- **Idaho Department of Health and Welfare** – funds transportation services for clients eligible for a variety of programs throughout the State, including Medicaid transportation. LMMN 3C spans parts of IDHW Regions III and IV.

  - Idaho Department of Health and Welfare Behavioral Health – funds transportation services for clients to access mental health and substance abuse programs.
  - Department of Health and Welfare, Region III Infant Toddler Program

- **Idaho Division of Veterans Services –** Boise Veterans Home, a residential care facility, provides transportation to medical appointments.

- **International Rescue Committee** – provides funding for transportation including financial support to refugees in Ada and Canyon County.

- **Kuna Senior Citizens Association** – owns an accessible van originally titled to the City of Kuna and funded under the Section 5310 program; provided 6,324 passenger trips in FY 2009 to seniors in the Kuna area.

- **Meridian Senior Center** - owns two accessible buses funded under the Section 5310 program; provided 2,836 passenger trips in FY 2009 to transport seniors to the center.

- **Mountain Home Senior Center** – transports seniors to the center Monday, Wednesday and Friday. Medical trips to Boise are made the third Tuesday of each month. The agency owns an accessible bus that was funded under the Section 5310 program.

- **Roman Catholic Diocese of Boise (St. Mark's Catholic Community)** – owns a small accessible bus funded under the Section 5310 program; provided 919 passenger trips during FY 2009. Also provides financial support to individuals for transportation.

- **Senior Solutions –** Provides transportation services to older adults in Ada County using two vehicles. 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.** – owns an accessible bus funded under the Section 5310 program; provided 2,135 passenger trips in FY 2009.

- **Three Island Senior Center (Glenns Ferry)** – provides transportation to the center Mon, Tue and Thur; to the Gooding Center on the first Saturday of the month for a pancake breakfast, and to the Mountain Home Senior Center on the third Thurs. The Three Island Senior Center operates an accessible bus that was funded under the Section 5310 program and provided 4,056 passenger trips in FY 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 (Boise), Payette (Fruitland), Washington, Gem and Owyhee Counties. Service is operated Monday through Friday, 7:00 am to 6:00 pm. 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** – provides funding for transportation and travel training to refugees in Ada County.

RIDESHARE / VANPOOL

Three rideshare/vanpool programs include LMMN 3C in their service area (Table D-4):

- **Idahorideshare.org–** Residents of LMMN 3C 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 as well as Malheur County, Oregon. ACHD Commuteride vanpools provided 253,295 passenger trips in FY 2009.

- **Carpool Connection** – Boise State University provides carpool matching within Boise and preferential parking for carpools.

PARK & RIDE LOTS

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

- Black Canyon/New Plymouth - (ITD) Black Canyon Stock Pile Site

Table D-4: Rideshare Programs Serving LMMN 3C

Program	Administering Organization	LMMN(s) Served	Program Description	Service Area
RideshareOnline.com	Washington State Department of Transportation	all	Website that provides online ridematching services, information and referral to transportation alternatives, and tools for employers	Washington State and Idaho
Commuteride	Ada County Highway District	3b, 3c	Ridematching, Vanpool, information and referral to transportation alternatives, employer services	Ada, Boise, Canyon, Elmore, Gem, Payette Counties and Malheur County, OR
Carpool Connection	Boise State University	3c	Carpool matching, preferential parking	Boise, referral to Commuteride for areas beyond Boise

- Middleton - Hwy 44 & Interstate 84 - (ITD) Weigh Station - Middleton Exit
- Middleton - Old US 30 & Hwy 44 - Bud's Burgers & Shakes; Shell Station
- Caldwell - Franklin Rd., between Michigan St. & 21st St. - Franklin United Oil Bulk Plant
- Nampa - 1407 Franklin Blvd., South of I-84 - Jackson's Shell
- Nampa - Shilo Dr & Franklin Rd. - North of Interstate 84, behind the Shilo Inn
- Nampa – Boise State University - West Campus
- Eagle - Riverside Dr. - SW Corner of Hwy 44 & Riverside Dr.
- Eagle - W. State St. & Hwy 44 - Ballantyne Rd.
- Meridian - Country Terrace Ct. - NE Corner Overland Rd. & Meridian Rd.
- Meridian - Eagle Rd. & Interstate 84 - St. Luke's Hospital
- Meridian - Gem St. – Between 1st St. and Meridian Rd.
- Meridian - Rackham Way - NE corner of Eagle Rd. & Overland Rd.
- Boise - 350 N. Milwaukee St. - Boise Towne Square Mall (NE of Dillard's)
- Boise - Orchard St. & Franklin Rd.
- Boise - Fred Meyer
- Boise - 7025 Overland Rd. - Behind Overland Park Shopping Center, East of the Eagles Lodge
- Boise - Five Mile Rd. & Lake Hazel Rd. - Lake Hazel Center

TAXI SERVICES

Approximately 40 providers of taxi services were identified as serving LMMN 3C. Taxicab companies are listed in Table D-5.

SCHOOLS/EDUCATION

The following education-focused transportation services are provided in LMMN 3C (Table D-6):

- Boise School District – public school bus transportation in Ada County

- Boise Shuttle Service – a private operator that operates a loop route on the BSU campus

- Boise State University – BSU 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. – a private school bus operator

Table D-5: Taxi Companies Serving LMMN 3C

A 1 Quick Cab
A 1 Stop-N-Go Taxicab
A 1 Yellow Taxi
A American Eagle Taxi & Limo Shuttle
A Black Knight Sedan Svc
A-1 Cab
A-1 Yellow Cab of Nampa Caldwell
AAA Yellow Cab
ABC Taxi
Ace Taxi Co
Airport Cab Co
Airway Taxicab
All City Taxi LLC
American Pride Taxi
Armin Taxi
At Your Services Transportation
Boise City Taxi
Boise State Taxi
Bronco Taxi
Buddie's Designated Driver Service
Cab It Taxi
Canyon County Cab & Limousine
Capital City Taxi
Chronic Cab
Diamond Taxi
Fran's Affordable Ride
Gem State Taxi
Green & White Taxi Office
Idaho Cab Co
KDN Transportation LLC
Life's Doors
Meridian Taxi
Metro Taxi
Mountain Home Shuttle Service
Nampa-Caldwell Shuttle Service
Non Smoking Taxi
Sadaf Taxi
Taxi Capri
Transportation Unlimited LLC
Yellow Cab Dispatch
Yellow Cab of Nampa Caldwell

Table D-6: Transportation Providers Focused on School/Education in LMMN 3C

Organization	Organization Type	Transportation Service Area	Days and Hours of Operation	Service Type
Boise School District	public	Ada County	M-F 5 am-7 pm	School bus
Boise Shuttle Service	private for-profit	BSU campus	7 am - 5 pm	campus loop shuttle as well as football shuttle
Boise State University (BSU)	public	BSU campus	Shuttle service during academic year only: M-Th 7 am - 9 pm, F 7 am - 5:30 pm	Bronco Bronco Shuttle: campus loop shuttle; Carpool Connection carpool matching; promotion of transportation alternatives
Brown Bus Co.	private for-profit	Ada, Canyon Counties	M-F during school year	school bus
Valley Regional Transit - ValleyRide BSU Express (Route 45)	public	Boise State University and College of Western Idaho	7 round trips per day, Mon-Fri 9 am-9:49 pm	inter-campus express shuttle

- Valley Regional Transit – ValleyRide – operates the BSU Express (Route 45) which also serves Western Idaho University

AERONAUTIC

The largest commercial airport in Idaho, the Boise Airport, is located in LMMN 3C. The Boise Airport is served by seven commercial carriers of scheduled service.

The following municipal, recreational, and basic service airports are located in LMMN 3C:

- Caldwell Industrial Airport
- Emmett Municipal Airport
- Garden Valley Airport
- Glenns Ferry Municipal Airport
- Homedale Municipal Airport
- Mountain Home Municipal Airport
- Murphy Airport
- Nampa Municipal Airport
- Parma Airport
- Pine 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 (Table D-7). In LMMN 3C, 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.

Table D-7: Other Transportation Providers in LMMN 3C

Organization	Organization Type	Transportation Service Area	Days and Hours of Operation	Transportation Services Provided					Vehicle Fleet
				Airport Shuttle	Charter	Non-Emergency Medical	Taxicab	Other Services	
Able Transport	private for-profit	Treasure Valley				x		Medicaid	
Advanced Wheelchair Transport	private for-profit	greater Boise area (entire Treasure Valley)	M-F 8 am - 4 pm; after hours by appointment			x		demand-response service	accessible vans
Bogus Basin Mountain Recreation Area	private for-profit	Park and ride lot at 11th & Bannock (Boise) to ski area						parking/ski shuttle	
Boise Shuttle Service	private for-profit			x	x			BSU shuttle	
Caldwell Transportation Company	Private For-Profit	Valley wide ski bus: Caldwell, Nampa, Middleton, Star, Meridian, Eagle, Boise (park and ride at 11th & Bannock)	Sa-Su and holidays: Caldwell to Boise: 7-8:30 am; also arriving Boise 12 noon, departing Boise 11 am, 2 pm 5 pm		x			intercity service connecting to Bogus Basin parking shuttle, ski shuttle	
Cornerstone Transportation LLC	Private For-Profit	Ada, Boise, Canyon, Elmore, Gem, Valley Counties	M-F 6 am-8 pm			x		Medicaid	3
Fran's Affordable Ride	Private For-Profit	Ada, Boise, Elmore, Gooding, Owyhee Counties and Owyhee, NV	M 6 am-5 pm, Tu-F 9 am-5 pm, Sa-Su 12 am-11 pm			x	x	USAF personnel transport	2
Mountain Home Shuttle Services	Private For-Profit	Boise to Mountain Home, Mountain Home Air Force Base	7 days/week	x		x	x	Medicaid	accessible vehicles available
S&R Services	Private For-Profit	Magic Valley (based in Burley) and Treasure Valley (based in Nampa)	M-F 5 am-9 pm			x		Medicaid	19 vans and accessible buses
Sawtooth Transportation LLC	private for-profit	based in Boise, serves Boise, Stanley, Salmon, McCall, Sun Valley, Twin Falls, and points between		x	x			river rafting shuttle	
Special Delivery Medical Transport	private for-profit	based in New Plymouth; serves Ada, Canyon, Washington, Elmore, Payette, Malheur (OR) Counties				x		Medicaid	
Sun Valley Express	private for-profit	airport shuttle from Sun Valley to Boise airport	One round trip daily: departs Sun Valley 8:30 am; departs Boise 2:55 pm	x	x				10-passenger, 24-passenger, 50 and 58 passenger coaches
Tamarack Municipal Association	private non-profit	Boise, Valley Counties	M-Su 6 am-11 pm					ski resort shuttle	5

- 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, 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 the 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 Mon-Fri 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 mornings. The company has vehicles that fit 10, 24, 40, 50, or 57 passengers. The 40-passenger vehicles are lift-equipped.

- Tamarack Municipal Association – operates a ski shuttle for the Tamarack resort.

- WeCar- WeCar is 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.

VEHICLE INVENTORY

As part of the planning process a vehicle inventory was conducted. Through the inventory all FTA funded vehicles are documented and a capital replacement plan for 20 years is in place. The replacement plan is based on FTA minimum useful life standards, in terms of age, by type of vehicle, as detailed FTA Circular C 5010.1D, "Grant Management Requirements" (11/1/08), p. IV-17. The inventory is in Table D-8.

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Model Year	Make	Model	Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Equipped with Lift or Ramp?	Seating Capacity		Useful life (years)
											Seats	Wheel-chairs	
136	3	3A+B+C	*	Treasure Valley Transit, Inc.	124/31	1995	Ford		cutaway	Y	2	7	4
137	3	3A+B+C	*	Treasure Valley Transit, Inc.	150/39	2000	Ford		cutaway	Y	14	2	5
138	3	3A+B+C	*	Treasure Valley Transit, Inc.	264/37	1999	Ford		cutaway	Y	18	2	5
156	3	3A+B+C	*	Treasure Valley Transit		2010	Ford	Escape XLT	4wd	N			4
130	3	3A+C	*	Tamarack Municipal Association		2007	Chevrolet / Glaval	5500 Titan	cutaway-MD	Y	26	2	7
131	3	3A+C	*	Tamarack Municipal Association		2007	GMC / Glaval	5500 Titan	cutaway-MD	Y	36	2	7
132	3	3A+C	*	Tamarack Municipal Association		2005	Ford	E-450	cutaway-LD-5yr	N	22		5
133	3	3A+C	*	Tamarack Municipal Association		2005	Ford	E-450	cutaway-LD-5yr	N	22		5
134	3	3A+C	*	Tamarack Municipal Association		2006	GMC	Savannah	minivan	N	7		4
165	3	3B+C	*	Western Idaho Training Company	38	1990	Chevrolet	Sport V	van	Y			4
172	3	3B+C	*	Western Idaho Training Company	40	1996	Chevrolet	1 Ton	pickup	N			4
179	3	3B+C	*	Western Idaho Training Company	7	2008	Ford	Aerostar	minivan	N			4
103	3	3C		Boise Basin Senior Center (EOA)		2007	Ford	E-450	cutaway-LD-5yr	Y	14	1	5
105	3	3C		Canyon Co. Org. on Aging		2008	Ford	E-350	cutaway-LD	Y	10	1	4
106	3	3C		Canyon Co. Org. on Aging		2003	Ford	E-450	cutaway-LD-5yr	Y	14	1	5
108	3	3C		Dept. of Environmental Quality		2002	Honda	Civic	sedan	N	4		4
109	3	3C		Eagle Senior Center		2003	Ford	E-450	cutaway-LD-5yr	Y	15	2	5
110	3	3C		Garden City Senior Citizens		2003	Ford	E-450	cutaway-LD-5yr	Y	13	2	5
111	3	3C		Gem County Senior Citizens (EOA)		2000	Ford	E-450	cutaway-LD-5yr	Y	14	2	5
112	3	3C		Homedale Senior Citizens Center		2006	Ford	E-450	cutaway-LD-5yr	Y	14	1	5
113	3	3C		Horseshoe Bend		1999	Ford	E-350	cutaway-LD	Y	10	1	4
114	3	3C		Kuna Senior Citizens Assoc. Inc.		2001	Ford	E-450	cutaway-LD-5yr	Y	15	2	5
115	3	3C		Marsing Senior Center	290	2001	Ford / Goshen	E-450	cutaway-LD-5yr	Y	15	1	5
116	3	3C		Marsing Senior Center		2003	Dodge	Grand Caravan S	minivan	N	7	0	4
117	3	3C		Melba Valley Senior Center		2001	Ford	E-350	cutaway-LD	Y	15	1	4
118	3	3C		Meridian Area Seniors		2002	Ford	E-450	cutaway-LD-5yr	Y	16	2	5
119	3	3C		Meridian Area Seniors		2008	Ford	E-350	cutaway-LD	Y	10	2	4
120	3	3C		Mountain Home Senior Center		2005	Ford	E-450	cutaway-LD-5yr	Y	20	2	5
121	3	3C		Nampa Council on Aging-Nampa Seniors		2008	Ford	E-350	cutaway-LD	Y	8	1	4
122	3	3C		New Meadows Senior Center (EOA)		2002	Ford	E-450	cutaway-LD-5yr	Y	14	2	5
123	3	3C		Parma Senior Citizens (EOA)		2002	Ford	E-450	cutaway-LD-5yr	Y	12	2	5
124	3	3C		Payette Senior Center (EOA)		1998	Ford	E Super Duty RV	cutaway-LD	Y	12	1	4
125	3	3C		Rimrock Senior Center (EOA)		2006	StarCraft	E-450	cutaway-LD-5yr	Y	14	2	5
126	3	3C		Senior Solutions		1997	Ford		cutaway				5
127	3	3C		Senior Solutions		1998	Ford	Windstar	minivan				4
128	3	3C		St. Marks Catholic Community		2008	Ford	E-350	cutaway-LD	Y	11	4	4
129	3	3C		Star Senior Center		2006	Ford	E-350	cutaway-LD	Y	12	2	4
135	3	3C		Three Island Senior Center		2005	Ford	E-450	cutaway-LD-5yr	Y	20	2	5
140	3	3C		Treasure Valley Transit, Inc.	298/42	2002	Ford	E-450	cutaway-LD-5yr	Y	20	2	5
141	3	3C		Treasure Valley Transit, Inc.	299/40	2002	Ford	E-450	cutaway-LD-5yr	Y	20	2	5
144	3	3C		Treasure Valley Transit, Inc.	318/44	2003	Ford	550	cutaway-MD	Y	24	2	7
145	3	3C		Treasure Valley Transit, Inc.	319/45	2003	Ford	550	cutaway-MD	Y	24	2	7
146	3	3C		Treasure Valley Transit, Inc.	320/43	2003	Ford	550	cutaway-MD	Y	24	2	7
147	3	3C		Treasure Valley Transit, Inc.	324/36	2003	Ford	550	cutaway-MD	Y	24	2	7
148	3	3C		Treasure Valley Transit, Inc.	334/48	2004	GMC	C5500	cutaway-MD	Y	24	2	7
149	3	3C		Treasure Valley Transit, Inc.	335/47	2004	GMC	C5500	cutaway-MD	Y	24	2	7
153	3	3C		Treasure Valley Transit, Inc.	392/51	2008	Chevrolet	C5500	cutaway-MD	Y	24	7	7
161	3	3C		Evangelical Good Samaritan Boise Village		1994	Dodge	E-350	van	N			4
162	3	3C		Western Idaho Training Company	21	1990	Ford		van	N			4
166	3	3C		Western Idaho Training Company	18	1994	Nissan	Sentra	sedan	N			4
167	3	3C		Western Idaho Training Company	19	1994	Nissan	Sentra	sedan	N			4
168	3	3C		Western Idaho Training Company	34	1994	Nissan	Sentra	sedan	N			4
169	3	3C		Western Idaho Training Company	35	1994	Nissan	Sentra	sedan	N			4

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Model Year	Make	Model	Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Equipped with Lift or Ramp?	Seating Capacity		Useful life (years)
											Seats	Wheel-chairs	
170	3	3C		Western Idaho Training Company	24	1995	Ford		van	N			4
171	3	3C		Western Idaho Training Company	25	1995	Ford	Club Wagon	van	N			4
175	3	3C		Western Idaho Training Company	26	1999	Ford	E-350	van	Y			4
176	3	3C		Western Idaho Training Company	20	2000	Chevrolet	E-3500	van	N			4
177	3	3C		Western Idaho Training Company	36	2007	Nissan	Quest	minivan	N			4
181	3	3C		Western Idaho Training Company	9	2008	Toyota	Prius	sedan	N	3	0	4
182	3	3C		Western Idaho Training Company	10	2008	Chevrolet	Uplander	minivan	Y	5	1	4
184	3	3C		Western Idaho Training Company	41	2008	Chevrolet	Uplander	minivan	Y	7	1	4
187	3	3C		Valley Regional Transit	N01	2001	Ford	Crown Vic	sedan	N	5	0	4
188	3	3C		Valley Regional Transit	N09	2002	Chevrolet	Silverado	pickup	N	6	0	4
189	3	3C		Valley Regional Transit	1501	2005	Ford	E-450	cutaway - 25'	Y	12	2	5
190	3	3C		Valley Regional Transit	1502	2005	Ford	E-450	cutaway - 25'	Y	12	2	5
191	3	3C		Valley Regional Transit	2502	2005	Ford	E-450	cutaway - 28'	Y	20	2	5
192	3	3C		Valley Regional Transit	2503	2005	Ford	E-450	cutaway - 28'	Y	20	2	5
193	3	3C		Valley Regional Transit	2505	2005	Ford	E-450	cutaway - 28'	Y	20	2	5
194	3	3C		Valley Regional Transit	2506	2005	Ford	E-450	cutaway - 28'	Y	20	2	5
195	3	3C		Valley Regional Transit	2508	2005	Ford	E-450	cutaway - 28'	Y	20	2	5
196	3	3C		Valley Regional Transit	3501	2005	Chevrolet	5500	cutaway - 33'	Y	24	2	7
197	3	3C		Valley Regional Transit	3502	2005	Chevrolet	5500	cutaway - 33'	Y	24	2	7
198	3	3C		Valley Regional Transit	3503	2005	Chevrolet	5500	cutaway - 33'	Y	24	2	7
199	3	3C		Valley Regional Transit	3504	2005	Chevrolet	5500	cutaway - 33'	Y	24	2	7
200	3	3C		Valley Regional Transit	NF001	1997	New Flyer	D40LF	transit coach - 40'	Y	37	2	12
201	3	3C		Valley Regional Transit	NF002	1997	New Flyer	D40LF	transit coach - 40'	Y	37	2	12
202	3	3C		Valley Regional Transit	NF003	1997	New Flyer	D40LF	transit coach - 40'	Y	37	2	12
203	3	3C		Valley Regional Transit	NF004	1997	New Flyer	D40LF	transit coach - 40'	Y	37	2	12
204	3	3C		Valley Regional Transit	NB005	1997	NABI	916	transit coach - 40'	Y	40	2	12
205	3	3C		Valley Regional Transit	NB006	1997	NABI	916	transit coach - 40'	Y	40	2	12
206	3	3C		Valley Regional Transit	NB007	1997	NABI	916	transit coach - 40'	Y	40	2	12
207	3	3C		Valley Regional Transit	NB008	1997	NABI	916	transit coach - 40'	Y	40	2	12
208	3	3C		Valley Regional Transit	1	2001	Jeep	Cherokee	4wd	N	5	0	4
209	3	3C		Valley Regional Transit	2	2002	Ford	Taurus	sedan	N	5	0	4
210	3	3C		Valley Regional Transit	3	1977	Chevrolet	C3500	pickup	N	3	0	4
211	3	3C		Valley Regional Transit	5	2002	Freightliner	Sprinter	van	Y	6	1	4
212	3	3C		Valley Regional Transit	6	2001	Dodge	Caravan	minivan	N	7	0	4
213	3	3C		Valley Regional Transit	8	2002	Ford	Focus	sedan	N	4	0	4
214	3	3C		Valley Regional Transit	11	2005	Honda	Hybrid	sedan	N	4	0	4
215	3	3C		Valley Regional Transit	12	2005	Honda	Hybrid	sedan	N	4	0	4
216	3	3C		Valley Regional Transit	14	2010	Chevrolet	Silverado	pickup	N	6	0	4
217	3	3C		Valley Regional Transit	301	2008	Ford / Goshen	E-350	cutaway - 20′	Y	12	2	4
218	3	3C		Valley Regional Transit	302	2008	Ford / Goshen	E-350	cutaway - 20′	Y	12	2	4
219	3	3C		Valley Regional Transit	501	2005	Ford	E-450	cutaway - 23′	Y	20	1	5
220	3	3C		Valley Regional Transit	502	2005	Ford	E-450	cutaway - 23′	Y	20	1	5
221	3	3C		Valley Regional Transit	503	2005	Ford	E-450	cutaway - 23′	Y	20	1	5
222	3	3C		Valley Regional Transit	511	2008	Ford	E-450	cutaway - 28′	Y	18	2	5
223	3	3C		Valley Regional Transit	512	2008	Ford	E-450	cutaway - 28′	Y	18	2	5
224	3	3C		Valley Regional Transit	513	2008	Ford	E-450	cutaway - 28′	Y	18	2	5
225	3	3C		Valley Regional Transit	514	2008	Ford	E-450	cutaway - 28′	Y	18	2	5
226	3	3C		Valley Regional Transit	515	2008	Ford	E-450	cutaway - 28′	Y	18	2	5
227	3	3C		Valley Regional Transit	2101	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
228	3	3C		Valley Regional Transit	2102	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
229	3	3C		Valley Regional Transit	2103	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
230	3	3C		Valley Regional Transit	2104	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
231	3	3C		Valley Regional Transit	2105	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Model Year	Make	Model	Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Equipped with Lift or Ramp?	Seating Capacity		Useful life (years)
											Seats	Wheel-chairs	
232	3	3C		Valley Regional Transit	2106	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
233	3	3C		Valley Regional Transit	2107	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
234	3	3C		Valley Regional Transit	2108	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
235	3	3C		Valley Regional Transit	2109	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
236	3	3C		Valley Regional Transit	2110	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
237	3	3C		Valley Regional Transit	2111	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
238	3	3C		Valley Regional Transit	2112	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
239	3	3C		Valley Regional Transit	2113	2001	New Flyer	C35LF	transit coach - 35'	Y	30	2	12
240	3	3C		Valley Regional Transit	2300	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
241	3	3C		Valley Regional Transit	2301	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
242	3	3C		Valley Regional Transit	2302	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
243	3	3C		Valley Regional Transit	2303	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
244	3	3C		Valley Regional Transit	2305	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
245	3	3C		Valley Regional Transit	2306	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
246	3	3C		Valley Regional Transit	2307	2003	Ford	E-450	cutaway - 29′	Y	10	6	5
247	3	3C		Valley Regional Transit	9301	1993	Orion	Mark V	transit coach - 35'	Y	36	2	12
248	3	3C		Valley Regional Transit	9302	1993	Orion	Mark V	transit coach - 35'	Y	36	2	12
249	3	3C		Valley Regional Transit	9701	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
250	3	3C		Valley Regional Transit	9702	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
251	3	3C		Valley Regional Transit	9703	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
252	3	3C		Valley Regional Transit	9704	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
253	3	3C		Valley Regional Transit	9705	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
254	3	3C		Valley Regional Transit	9706	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
255	3	3C		Valley Regional Transit	9708	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
256	3	3C		Valley Regional Transit	9709	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
257	3	3C		Valley Regional Transit	9710	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
258	3	3C		Valley Regional Transit	9711	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
259	3	3C		Valley Regional Transit	9712	1997	Nova	RTS T70206	transit coach - 35'	Y	35	2	12
260	3	3C		Valley Regional Transit	9904	1999	Ford	E-450	cutaway - 26′	Y	10	4	5
261	3	3C		Valley Regional Transit	9906	1999	Ford	E-450	cutaway - 26′	Y	10	4	5
502	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	183	1988	MCI	102C3	coach-OTR	N	47		12
503	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	190	1985	MCI	96A3	coach-OTR	N	47		12
504	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	192	1991	MCI	102C3	coach-OTR	N	47		12
505	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	194	1991	MCI	102C3	coach-OTR	N	47		12
506	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	214	1999	Van Hool	T2145	coach-OTR	Y	57	4	12
507	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	218	2000	MCI	102EL3	coach-OTR	Y	56	4	12
391	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	363	2001	Dodge		van	N	15	0	4
392	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	364	2001	Dodge		van	N	7	0	4
393	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	431	2003	Freightliner	Sprinter	van	N	13	0	4
394	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	432	2004	Freightliner	Sprinter	van	Y	16	1	4
395	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	433	2004	Freightliner	Sprinter	van	Y	16	2	4
396	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	434	2004	Freightliner	Sprinter	van	N	16	0	4
397	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	435	2005	Freightliner	Sprinter	van	N	16	0	4
398	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	436	2005	Freightliner	Sprinter	van	N	16	0	4
399	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	437	2006	Freightliner	Sprinter	van	N	16	0	4
400	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	438	2006	Freightliner	Sprinter	van	N	16	0	4
401	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	439	2006	Freightliner	Sprinter	van	N	16	0	4
402	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	440	2006	Dodge	Sprinter	van	N	16	0	4
403	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	441	2005	Dodge	Sprinter	van	N	16	0	4
404	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	442	2006	Freightliner	Sprinter	van	N	16	0	4
405	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	443	2002	Freightliner	Sprinter	van	N	16	0	4
406	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	444	2006	Freightliner	Sprinter	van	N	13	0	4
407	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	445	2007	Dodge	Sprinter	van	N	16	0	4

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											Seats	Wheel-chairs	
408	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	446	2008	Dodge	Sprinter	van	N	16	0	4
409	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	447	2008	Dodge	Sprinter	van	N	13	0	4
410	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	448	2008	Dodge	Sprinter	van	N	16	0	4
411	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	449	2008	Dodge	Sprinter	van	N	13	0	4
412	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	450	2008	Dodge	Sprinter	van	N	16	0	4
413	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	451	2008	Dodge	Sprinter	van	N	16	0	4
414	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	452	2008	Dodge	Sprinter	van	N	16	0	4
415	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	453	2008	Dodge	Sprinter	van	N	13	0	4
416	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	601	2003	General Coach	M1035	coach-HD-35'	N	29	0	12
417	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	602	2005	General Coach	M1035	coach-HD-35'	N	29	0	12
418	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	603	2003	Freightliner	M1000	coach-HD-35'	N	29	0	12
419	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	603	2003	Freightliner	M1000	coach-HD-35'	N	29	0	12
420	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	604	2008	General Coach	M1235	coach-HD-35'	N	29	0	12
421	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	605	2008	General Coach	M1235	coach-HD-35'	N	29	0	12
422	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	606	2008	General Coach	M1235	coach-HD-35'	N	29	0	12
423	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4021	1996	MCI	102D3	coach-OTR	N	47	0	12
424	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4022	1995	MCI	F3500	coach-OTR	N	47	0	12
425	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4023	2003	MCI	F3500	coach-OTR	N	36	0	12
426	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4024	2003	MCI	F3500	coach-OTR	Y	36	1	12
427	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4025	2001	MCI	F3500	coach-OTR	N	36	0	12
428	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4026	2008	BCI	Falcon	coach-OTR	N	56	0	12
429	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4027	2010	MCI	D4505	coach-OTR	Y	56	2	12
430	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4519	1997	MCI	102DL	coach-OTR	N	55	0	12
431	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4520	1997	MCI	102DL	coach-OTR	N	55	0	12
432	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2010	Chevrolet / Starcraft	E-450	cutaway-MD				7
433	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2010	Chevrolet / Starcraft	E-450	cutaway-MD				7
434	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2010	Chevrolet / Starcraft	E-450	cutaway-MD				7
435	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2010	Chevrolet / Starcraft	E-450	cutaway-MD				7

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs							Replacement Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Estimated Unit Cost (FY 2010 dollars)
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed	5th Needed		
136	3	3A+B+C	*	Treasure Valley Transit, Inc.	124/31	1999	**	2011	2015	2019	2023	2027	cutaway	$48,000
137	3	3A+B+C	*	Treasure Valley Transit, Inc.	150/39	2005	**	2011	2016	2021	2026	2031	cutaway	$60,000
138	3	3A+B+C	*	Treasure Valley Transit, Inc.	264/37	2004	**	2011	2016	2021	2026	2031	cutaway	$60,000
156	3	3A+B+C	*	Treasure Valley Transit		2014		2014	2018	2022	2026	2030	4wd	$30,000
130	3	3A+C	*	Tamarack Municipal Association		2014		2014	2021	2028	2035	2042	cutaway-MD	$150,000
131	3	3A+C	*	Tamarack Municipal Association		2014		2014	2021	2028	2035	2042	cutaway-MD	$150,000
132	3	3A+C	*	Tamarack Municipal Association		2010	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
133	3	3A+C	*	Tamarack Municipal Association		2010	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
134	3	3A+C	*	Tamarack Municipal Association		2010	**	2011	2015	2019	2023	2027	minivan	$35,000
165	3	3B+C	*	Western Idaho Training Company	38	1994	**	2011	2015	2019	2023	2027	van	$35,000
172	3	3B+C	*	Western Idaho Training Company	40	2000	**	2011	2015	2019	2023	2027	pickup	$25,000
179	3	3B+C	*	Western Idaho Training Company	7	2012		2012	2016	2020	2024	2028	minivan	$35,000
103	3	3C		Boise Basin Senior Center (EOA)		2012		2012	2017	2022	2027	2032	cutaway-LD-5yr	$60,000
105	3	3C		Canyon Co. Org. on Aging		2012		2012	2016	2020	2024	2028	cutaway-LD	$48,000
106	3	3C		Canyon Co. Org. on Aging		2008	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
108	3	3C		Dept. of Environmental Quality		2006	**	2011	2015	2019	2023	2027	sedan	$25,000
109	3	3C		Eagle Senior Center		2008	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
110	3	3C		Garden City Senior Citizens		2008	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
111	3	3C		Gem County Senior Citizens (EOA)		2005	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
112	3	3C		Homedale Senior Citizens Center		2011		2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
113	3	3C		Horseshoe Bend		2003	**	2011	2015	2019	2023	2027	cutaway-LD	$48,000
114	3	3C		Kuna Senior Citizens Assoc. Inc.		2006	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
115	3	3C		Marsing Senior Center	290	2006	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
116	3	3C		Marsing Senior Center		2007	**	2011	2015	2019	2023	2027	minivan	$48,000
117	3	3C		Melba Valley Senior Center		2005	**	2011	2015	2019	2023	2027	cutaway-LD	$48,000
118	3	3C		Meridian Area Seniors		2007	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
119	3	3C		Meridian Area Seniors		2012		2012	2016	2020	2024	2028	cutaway-LD	$48,000
120	3	3C		Mountain Home Senior Center		2010	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
121	3	3C		Nampa Council on Aging-Nampa Seniors		2012		2012	2016	2020	2024	2028	cutaway-LD	$48,000
122	3	3C		New Meadows Senior Center (EOA)		2007	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
123	3	3C		Parma Senior Citizens (EOA)		2007	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
124	3	3C		Payette Senior Center (EOA)		2002	**	2011	2015	2019	2023	2027	cutaway-LD	$48,000
125	3	3C		Rimrock Senior Center (EOA)		2011		2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
126	3	3C		Senior Solutions		2002	**	2011	2016	2021	2026	2031	cutaway	$60,000
127	3	3C		Senior Solutions		2002	**	2011	2015	2019	2023	2027	minivan	$35,000
128	3	3C		St. Marks Catholic Community		2012		2012	2016	2020	2024	2028	cutaway-LD	$48,000
129	3	3C		Star Senior Center		2010	**	2011	2015	2019	2023	2027	cutaway-LD	$48,000
135	3	3C		Three Island Senior Center		2010	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
140	3	3C		Treasure Valley Transit, Inc.	298/42	2007	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
141	3	3C		Treasure Valley Transit, Inc.	299/40	2007	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	$60,000
144	3	3C		Treasure Valley Transit, Inc.	318/44	2010	**	2011	2018	2025	2032	2039	cutaway-MD	$150,000
145	3	3C		Treasure Valley Transit, Inc.	319/45	2010	**	2011	2018	2025	2032	2039	cutaway-MD	$150,000
146	3	3C		Treasure Valley Transit, Inc.	320/43	2010	**	2011	2018	2025	2032	2039	cutaway-MD	$150,000
147	3	3C		Treasure Valley Transit, Inc.	324/36	2010	**	2011	2018	2025	2032	2039	cutaway-MD	$150,000
148	3	3C		Treasure Valley Transit, Inc.	334/48	2011		2011	2018	2025	2032	2039	cutaway-MD	$150,000
149	3	3C		Treasure Valley Transit, Inc.	335/47	2011		2011	2018	2025	2032	2039	cutaway-MD	$150,000
153	3	3C		Treasure Valley Transit, Inc.	392/51	2015		2015	2022	2029	2036	2043	cutaway-MD	$150,000
161	3	3C		Evangelical Good Samaritan Boise Village		1998	**	2011	2015	2019	2023	2027	van	$35,000
162	3	3C		Western Idaho Training Company	21	1994	**	2011	2015	2019	2023	2027	van	$35,000
166	3	3C		Western Idaho Training Company	18	1998	**	2011	2015	2019	2023	2027	sedan	$25,000
167	3	3C		Western Idaho Training Company	19	1998	**	2011	2015	2019	2023	2027	sedan	$25,000
168	3	3C		Western Idaho Training Company	34	1998	**	2011	2015	2019	2023	2027	sedan	$25,000
169	3	3C		Western Idaho Training Company	35	1998	**	2011	2015	2019	2023	2027	sedan	$25,000

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs							Replacement Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Estimated Unit Cost (FY 2010 dollars)
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed	5th Needed		
170	3	3C		Western Idaho Training Company	24	1999	**	2011	2015	2019	2023	2027	van	$35,000
171	3	3C		Western Idaho Training Company	25	1999	**	2011	2015	2019	2023	2027	van	$35,000
175	3	3C		Western Idaho Training Company	26	2003	**	2011	2015	2019	2023	2027	van	$35,000
176	3	3C		Western Idaho Training Company	20	2004	**	2011	2015	2019	2023	2027	van	$35,000
177	3	3C		Western Idaho Training Company	36	2011		2011	2015	2019	2023	2027	minivan	$35,000
181	3	3C		Western Idaho Training Company	9	2012		2012	2016	2020	2024	2028	sedan	$25,000
182	3	3C		Western Idaho Training Company	10	2012		2012	2016	2020	2024	2028	minivan	$35,000
184	3	3C		Western Idaho Training Company	41	2012		2012	2016	2020	2024	2028	minivan	$35,000
187	3	3C		Valley Regional Transit	N01	2005	**	2011	2015	2019	2023	2027	sedan	$25,000
188	3	3C		Valley Regional Transit	N09	2006	**	2011	2015	2019	2023	2027	pickup	$25,000
189	3	3C		Valley Regional Transit	1501	2010	**	2011	2016	2021	2026	2031	cutaway - 25'	$60,000
190	3	3C		Valley Regional Transit	1502	2010	**	2011	2016	2021	2026	2031	cutaway - 25'	$60,000
191	3	3C		Valley Regional Transit	2502	2010	**	2011	2016	2021	2026	2031	cutaway - 28'	$60,000
192	3	3C		Valley Regional Transit	2503	2010	**	2011	2016	2021	2026	2031	cutaway - 28'	$60,000
193	3	3C		Valley Regional Transit	2505	2010	**	2011	2016	2021	2026	2031	cutaway - 28'	$60,000
194	3	3C		Valley Regional Transit	2506	2010	**	2011	2016	2021	2026	2031	cutaway - 28'	$60,000
195	3	3C		Valley Regional Transit	2508	2010	**	2011	2016	2021	2026	2031	cutaway - 28'	$60,000
196	3	3C		Valley Regional Transit	3501	2012		2012	2019	2026	2033	2040	cutaway - 33'	$150,000
197	3	3C		Valley Regional Transit	3502	2012		2012	2019	2026	2033	2040	cutaway - 33'	$150,000
198	3	3C		Valley Regional Transit	3503	2012		2012	2019	2026	2033	2040	cutaway - 33'	$150,000
199	3	3C		Valley Regional Transit	3504	2012		2012	2019	2026	2033	2040	cutaway - 33'	$150,000
200	3	3C		Valley Regional Transit	NF001	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
201	3	3C		Valley Regional Transit	NF002	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
202	3	3C		Valley Regional Transit	NF003	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
203	3	3C		Valley Regional Transit	NF004	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
204	3	3C		Valley Regional Transit	NB005	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
205	3	3C		Valley Regional Transit	NB006	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
206	3	3C		Valley Regional Transit	NB007	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
207	3	3C		Valley Regional Transit	NB008	2009	**	2011	2023	2035	2047	2059	transit coach - 40'	$350,000
208	3	3C		Valley Regional Transit	1	2005	**	2011	2015	2019	2023	2027	4wd	$30,000
209	3	3C		Valley Regional Transit	2	2006	**	2011	2015	2019	2023	2027	sedan	$25,000
210	3	3C		Valley Regional Transit	3	1981	**	2011	2015	2019	2023	2027	pickup	$25,000
211	3	3C		Valley Regional Transit	5	2006	**	2011	2015	2019	2023	2027	van	$35,000
212	3	3C		Valley Regional Transit	6	2005	**	2011	2015	2019	2023	2027	minivan	$35,000
213	3	3C		Valley Regional Transit	8	2006	**	2011	2015	2019	2023	2027	sedan	$25,000
214	3	3C		Valley Regional Transit	11	2009	**	2011	2015	2019	2023	2027	sedan	$25,000
215	3	3C		Valley Regional Transit	12	2009	**	2011	2015	2019	2023	2027	sedan	$25,000
216	3	3C		Valley Regional Transit	14	2014		2014	2018	2022	2026	2030	pickup	$25,000
217	3	3C		Valley Regional Transit	301	2012		2012	2016	2020	2024	2028	cutaway - 20′	$48,000
218	3	3C		Valley Regional Transit	302	2012		2012	2016	2020	2024	2028	cutaway - 20′	$48,000
219	3	3C		Valley Regional Transit	501	2010	**	2011	2016	2021	2026	2031	cutaway - 23′	$60,000
220	3	3C		Valley Regional Transit	502	2010	**	2011	2016	2021	2026	2031	cutaway - 23′	$60,000
221	3	3C		Valley Regional Transit	503	2010	**	2011	2016	2021	2026	2031	cutaway - 23′	$60,000
222	3	3C		Valley Regional Transit	511	2013		2013	2018	2023	2028	2033	cutaway - 28′	$60,000
223	3	3C		Valley Regional Transit	512	2013		2013	2018	2023	2028	2033	cutaway - 28′	$60,000
224	3	3C		Valley Regional Transit	513	2013		2013	2018	2023	2028	2033	cutaway - 28′	$60,000
225	3	3C		Valley Regional Transit	514	2013		2013	2018	2023	2028	2033	cutaway - 28′	$60,000
226	3	3C		Valley Regional Transit	515	2013		2013	2018	2023	2028	2033	cutaway - 28′	$60,000
227	3	3C		Valley Regional Transit	2101	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
228	3	3C		Valley Regional Transit	2102	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
229	3	3C		Valley Regional Transit	2103	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
230	3	3C		Valley Regional Transit	2104	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
231	3	3C		Valley Regional Transit	2105	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs							Replacement Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Estimated Unit Cost (FY 2010 dollars)
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed	5th Needed		
232	3	3C		Valley Regional Transit	2106	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
233	3	3C		Valley Regional Transit	2107	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
234	3	3C		Valley Regional Transit	2108	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
235	3	3C		Valley Regional Transit	2109	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
236	3	3C		Valley Regional Transit	2110	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
237	3	3C		Valley Regional Transit	2111	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
238	3	3C		Valley Regional Transit	2112	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
239	3	3C		Valley Regional Transit	2113	2013		2013	2025	2037	2049	2061	transit coach - 35'	$350,000
240	3	3C		Valley Regional Transit	2300	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
241	3	3C		Valley Regional Transit	2301	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
242	3	3C		Valley Regional Transit	2302	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
243	3	3C		Valley Regional Transit	2303	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
244	3	3C		Valley Regional Transit	2305	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
245	3	3C		Valley Regional Transit	2306	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
246	3	3C		Valley Regional Transit	2307	2008	**	2011	2016	2021	2026	2031	cutaway - 29′	$60,000
247	3	3C		Valley Regional Transit	9301	2005	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
248	3	3C		Valley Regional Transit	9302	2005	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
249	3	3C		Valley Regional Transit	9701	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
250	3	3C		Valley Regional Transit	9702	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
251	3	3C		Valley Regional Transit	9703	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
252	3	3C		Valley Regional Transit	9704	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
253	3	3C		Valley Regional Transit	9705	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
254	3	3C		Valley Regional Transit	9706	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
255	3	3C		Valley Regional Transit	9708	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
256	3	3C		Valley Regional Transit	9709	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
257	3	3C		Valley Regional Transit	9710	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
258	3	3C		Valley Regional Transit	9711	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
259	3	3C		Valley Regional Transit	9712	2009	**	2011	2023	2035	2047	2059	transit coach - 35'	$350,000
260	3	3C		Valley Regional Transit	9904	2004	**	2011	2016	2021	2026	2031	cutaway - 26′	$60,000
261	3	3C		Valley Regional Transit	9906	2004	**	2011	2016	2021	2026	2031	cutaway - 26′	$60,000
502	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	183	2000	**	2011	2023	2035	2047	2059	coach-OTR	$400,000
503	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	190	1997	**	2011	2023	2035	2047	2059	coach-OTR	$400,000
504	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	192	2003	**	2011	2023	2035	2047	2059	coach-OTR	$400,000
505	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	194	2003	**	2011	2023	2035	2047	2059	coach-OTR	$400,000
506	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	214	2011		2011	2023	2035	2047	2059	coach-OTR	$450,000
507	multi	1B, 2A+B+C, 3A+C	*	Northwestern Stage Lines	218	2012		2012	2024	2036	2048	2060	coach-OTR	$450,000
391	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	363	2005	**	2011	2015	2019	2023	2027	van	$35,000
392	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	364	2005	**	2011	2015	2019	2023	2027	van	$35,000
393	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	431	2007	**	2011	2015	2019	2023	2027	van	$35,000
394	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	432	2008	**	2011	2015	2019	2023	2027	van	$35,000
395	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	433	2008	**	2011	2015	2019	2023	2027	van	$35,000
396	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	434	2008	**	2011	2015	2019	2023	2027	van	$35,000
397	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	435	2009	**	2011	2015	2019	2023	2027	van	$35,000
398	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	436	2009	**	2011	2015	2019	2023	2027	van	$35,000
399	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	437	2010	**	2011	2015	2019	2023	2027	van	$35,000
400	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	438	2010	**	2011	2015	2019	2023	2027	van	$35,000
401	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	439	2010	**	2011	2015	2019	2023	2027	van	$35,000
402	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	440	2010	**	2011	2015	2019	2023	2027	van	$35,000
403	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	441	2009	**	2011	2015	2019	2023	2027	van	$35,000
404	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	442	2010	**	2011	2015	2019	2023	2027	van	$35,000
405	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	443	2006	**	2011	2015	2019	2023	2027	van	$35,000
406	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	444	2010	**	2011	2015	2019	2023	2027	van	$35,000
407	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	445	2011		2011	2015	2019	2023	2027	van	$35,000

Table D-8: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 3C

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs							Replacement Vehicle Type *LD = light-duty MD = medium-duty HD = heavy-duty*	Estimated Unit Cost (FY 2010 dollars)
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed	5th Needed		
408	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	446	2012		2012	2016	2020	2024	2028	van	$35,000
409	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	447	2012		2012	2016	2020	2024	2028	van	$35,000
410	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	448	2012		2012	2016	2020	2024	2028	van	$35,000
411	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	449	2012		2012	2016	2020	2024	2028	van	$35,000
412	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	450	2012		2012	2016	2020	2024	2028	van	$35,000
413	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	451	2012		2012	2016	2020	2024	2028	van	$35,000
414	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	452	2012		2012	2016	2020	2024	2028	van	$35,000
415	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	453	2012		2012	2016	2020	2024	2028	van	$35,000
416	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	601	2015		2015	2027	2039	2051	2063	coach-HD-35'	$350,000
417	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	602	2017		2017	2029	2041	2053	2065	coach-HD-35'	$350,000
418	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	603	2015		2015	2027	2039	2051	2063	coach-HD-35'	$350,000
419	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	603	2015		2015	2027	2039	2051	2063	coach-HD-35'	$350,000
420	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	604	2020		2020	2032	2044	2056	2068	coach-HD-35'	$350,000
421	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	605	2020		2020	2032	2044	2056	2068	coach-HD-35'	$350,000
422	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	606	2020		2020	2032	2044	2056	2068	coach-HD-35'	$350,000
423	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4021	2008	**	2011	2023	2035	2047	2059	coach-OTR	$450,000
424	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4022	2007	**	2011	2023	2035	2047	2059	coach-OTR	$350,000
425	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4023	2015		2015	2027	2039	2051	2063	coach-OTR	$400,000
426	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4024	2015		2015	2027	2039	2051	2063	coach-OTR	$400,000
427	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4025	2013		2013	2025	2037	2049	2061	coach-OTR	$400,000
428	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4026	2020		2020	2032	2044	2056	2068	coach-OTR	$450,000
429	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4027	2022		2022	2034	2046	2058	2070	coach-OTR	$450,000
430	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4519	2009	**	2011	2023	2035	2047	2059	coach-OTR	$450,000
431	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express	4520	2009	**	2011	2023	2035	2047	2059	coach-OTR	$450,000
432	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2017		2017	2024	2031	2038	2045	cutaway-MD	$150,000
433	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2017		2017	2024	2031	2038	2045	cutaway-MD	$150,000
434	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2017		2017	2024	2031	2038	2045	cutaway-MD	$150,000
435	multi	3C, 4B+C, 5A+D, 6B	*	Salt Lake Express		2017		2017	2024	2031	2038	2045	cutaway-MD	$150,000

Appendix E
Values Statement

The September, 2009 version of the LMMN 3C Plan included the following values statement that was formulated from discussions during previous coordinated planning activities.

3C LMMN VALUES

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

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

Appendix F
Glossary and Definitions

KEY TERMS AND CONCEPTS

The following are terms and concepts used throughout this document, or in the discussions which preceded the development of this plan, or will be relevant during subsequent steps in the process to implement this plan.

Term/Concept	Definition
Administrative Assistance (Rural and Intercity)	Administrative assistance includes costs that support, but are not directly related to system operations. Examples of administrative expenses are -- facilities and equipment rental, insurance, office supplies, marketing costs, wages and fringe benefits for the project director, secretary, and bookkeeper.
ADA Equipment	Equipment that is directly related to providing service to passengers with disabilities.
Capital Assistance (Rural, Intercity, and Elderly and Persons with Disabilities)	Capital assistance includes the acquisition and improvement of public transit equipment and facilities needed for an efficient public transportation system. Examples of capital expenses are -- buses, vans, radios, and communications equipment, vehicle rehabilitation, wheelchair lifts and restraints, passenger shelters, operational support such as computer hardware/software and construction or rehabilitation of transit facilities, preventive maintenance, and mobility management.
Connectivity	Connectivity refers to the network's ability to support mobility where it is needed via multi-modes, within and throughout the various networks. The process of describing local, District, and State networks enables the identification of needs and development of connectivity services where they are most needed.

Term/Concept	Definition
Customer/User	For all stakeholders, the users and the potential users of mobility services and mobility options are the primary customers for all mobility management efforts.
Demand-Response:	Transit service comprised of passenger cars, vans or buses operating in response to requests from passengers or their agents who then dispatch a vehicle to pick them up and transport them to their destinations. Typically, the vehicle is dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations.
District	A geographic area of the state as utilized by the Idaho Transportation Department for planning and organizational purposes. There are six Districts identified by the Idaho Transportation Department.
DCC	District Coordination Councils provide District-level leadership in supporting the coordination efforts of Local Mobility Management Networks. District Coordination Councils are responsible for ensuring coordination amongst Local Mobility Management Network Mobility Plans, coordination within and between Districts and neighboring states, and for evaluating and recommending local and district-wide projects for funding.
Deviated Fixed-Route	Transit service that operates along a fixed alignment or path at generally fixed times, but may "deviate" from the route to collect or drop off passengers who have requested the deviation. Same as 'Flex route'.
Division	The Idaho Transportation Department Division of Public Transportation.
Efficient	Efficiency is an objective measurement of providing the most services possible at the least possible cost. To be efficient and effective, through development and management of their mobility options, entities can balance and coordinate the tension between the two concepts as appropriate for their area.

Term/Concept	Definition
Effective	Effectiveness is the extent to which mobility services meet the customers' individual and various needs. Meeting one customer's individual needs effectively may cost more and look very different from meeting the needs of another customer.
FTA	Federal Transit Administration
Fixed-Route	Transit service that operates on fixed routes and schedules regardless of whether a passenger actively requests a vehicle.
FHWA	Federal Highway Administration
Flex Route	See Deviated Fixed-Route
Gaps	Differences between services or facilities currently in place versus those that are needed. A gap could exist if there is a need for a mobility service in an area and one does not currently exist. A gap could be physical, e.g. there could be two bike or pedestrian pathways which align and could meet, but for which there is a physical gap of a certain distance. Gaps can be identified as i) information and awareness; ii) geographical; iii) temporal; iv) client; and v) service quality.
I-way	I-way is a growing statewide network that connects people to an exciting mix of transportation options, giving Idaho an economic and quality-of-life advantage, while keeping our State clean and beautiful.
IWG	Interagency Working Group. A work group of state agencies and organizations established in Idaho Code Section 40-514 to collaborate on identifying and reducing barriers to the coordination of transportation services.
LMMN	LMMNs are the foundation of the I-way network. The LMMNs are made up of local leaders, users, providers, service agencies, and other stakeholders who identify the unique transportation needs of their communities and develop strategies to meet those needs.

Term/Concept	Definition
Meaningful Connections	In order to be considered a meaningful connection, the schedules and stops of a transportation service provider must be coordinated with other transportation service providers connecting within the same service area.
Mobility	Mobility is the ability of an individual to effectively get to where they needs to go via the transportation option that best meets their needs.
Mobility Management	Mobility Management is an eligible capital cost. Mobility Management techniques enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC or New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility Management is intended to build coordination among transportation service providers with the result of expanding the availability of service. Mobility Management activities may include: • Short-term planning and identifying transit needs, duplication of effort, coordination opportunities, and solutions; • Regionalize service to make it easier to travel through the region; • The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals; Support for short term management activities to plan and implement coordinated services; • The support of State and local coordination policy bodies and councils; • The operation of transportation brokerages to coordinate providers, funding agencies, and customers; • The provision of coordination services, including employer-oriented Transportation Management

Term/Concept	Definition
	Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers; • The 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; and • Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, 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 (acquisition of technology is also eligible as a stand alone capital expense).
MPO	Metropolitan Planning Organization
Need	A statement describing a desired state or condition of mobility in a local mobility management network. Needs statements should be written without mentioning a particular mobility mode, and should not show a bias towards a particular solution. A need and needs statements can also be written relative to a 'gap' in existing services.
Operating Assistance (Rural and Intercity)	Operating assistance includes those costs directly related to system operations. Examples of operating expenses are fuel, vehicle licensing costs, and wages and fringe benefits for drivers and dispatchers.
Paratransit	Types of passenger transportation which are more flexible than conventional fixed-route transit, but more structured than the use of private automobiles. Paratransit includes demand-response, shared-ride taxis, car pooling, vanpooling, and jitney services. Customers or their agents

Term/Concept	Definition
	make requests to a provider who then schedule and dispatch a vehicle to pick them up and transport them to their destinations. Typically, the vehicle is dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations.
Performance Measures	Criteria and measurements to gauge how efficiently and effectively a service is being delivered or implemented.
Preventive Maintenance (PM) (Rural and Intercity)	Includes costs that continue and extend the useful life of public transportation vehicles. Such cost reimbursement must be outlined in the applicant's budget to be reimbursed. Because FTA has allowed an exception to the Generally Accepted Accounting Principles, applicants must specifically and consistently identify these costs in their records. Examples of PM costs are – oil, tires, vehicle parts, and mechanic wages and benefits.
Project	A project is a solution that provides a product or service that is in response to a strategy that has been written to meet a need.
PTAC	Public Transportation Advisory Council. An advisory group established in Idaho Code Section 40-514 and comprised of one appointed representative from each of the six ITD Districts to advise the ITD on needs and priorities for public transportation in their District.
Purchase of Service	Organizations serving the elderly and persons with disabilities may apply for Section 5310 funds to fund voucher programs, which after a cost/benefit analysis, are cost effective and serve rural areas that are not served or underserved. Funding for Purchase of Service requests will be considered after each district's capital needs are met. Purchase of Service proposals will be also considered under the JARC or New Freedom programs.
STIP	State Transportation Improvement Program.
Strategy	A strategy is a statement that identifies a very high level approach to meeting a need. There can be multiple

Term/Concept	Definition
	strategies defined to meet a need. Multiple needs can be met by a single strategy.
Success Factors	Related to development of strategy statements, success factors are developed by the local networks and indicated what would be expected as the outcome of a successful implementation of a strategy.
Values	Core principles within the network regarding quality of life and related goals within the community. Understanding values is a prerequisite for developing and understanding needs.
Unmet Needs	See Gaps.

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, and Deviated Route;
- Cost and administration expenses for new voucher programs for transportation

Mobility Areas Fundable through Federal Transit Administration

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, 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; and
- Traveler escorts or other rider assistance.

Vehicles, Equipment, and Facilities

Mobility Areas Fundable through Federal Transit Administration

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

Mobility Areas Fundable through Federal Transit Administration

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; and
- Support of State and local coordination policy bodies and councils.