



MOBILITY  
EFFICIENCY  
INTEGRATION



# IDAHO Human Services TRANSPORTATION PLAN

Locally Coordinated Plan for Clearwater, Idaho,  
Latah, Lewis and Nez Perce Counties

April 2018

Prepared by:



Idaho Public  
Transportation Plan



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# Idaho Public Transportation Plan Locally Coordinated Plan for District 2

Your Safety | Your Mobility | Your Economic  
Opportunity

Figure 1. ITD District 2

## 1 Overview

### 1.1 Purpose of Plan

Older adults, people with disabilities, people with low incomes, and other socio-economically disadvantaged people depend on affordable, accessible transportation. Without it, people cannot access medical services, shop for necessities, or get to work, and may become isolated in their homes. This condition can present a health and safety risk for some, and may result in seniors or residents with disabilities being forced from their homes before they need to be, due to a lack of transportation options.

If organizations wish to secure federal funding for projects to enhance the mobility of older adults and people with disabilities, projects must be included in a locally-coordinated public transit-human services transportation plan.<sup>1</sup>

Consideration of other key populations, such as individuals with lower incomes, is a recommended, but not required, element of these local coordination plans.

In 2017, the Idaho Transportation Department (ITD) prepared the Idaho Public Transportation Plan to evaluate current transit services, estimate future needs, identify

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<sup>1</sup> 49 USC 5310 (e) (2) (A) (i)

public preferences for potential investment, and identify potential strategies to help Idaho meet its public transportation goals. To provide specific strategies for the key target populations tailored to varying regions of the state, Locally-Coordinated Plans (LCPs) were concurrently prepared for each ITD District.

This LCP covers ITD's District 2, which includes Clearwater, Idaho, Latah, Lewis and Nez Perce counties.

In addition to considering the travel needs of the broader public, the LCP fulfills federal requirements for addressing the special mobility needs of transportation-disadvantaged groups.

Like many regions across the country, District 2 has limited public transportation options in rural areas. This LCP aims to address needs and fill gaps in existing transportation programs and services that may leave vulnerable populations without adequate travel options. The ultimate goal is regional collaboration to provide more effective transportation services for all, with attention to the needs of those with special mobility issues.

## 1.2 Scope and Development of the LCP

The LCP includes three principal elements:

1. An inventory of **existing transportation services**, to assess the current state of mobility within the District.
2. Assessment of **current service gaps and travel challenges**. This step included communicating with a variety of stakeholders, including members of the public, transit providers, healthcare providers, senior centers, human services groups and others.
3. Development of **strategies and priorities** to address gaps and improve mobility. Stakeholders again played a valuable role in proposing and prioritizing strategies to address unmet mobility needs.

Development of the LCP was integrated with the Idaho Public Transportation Plan, so that resulting recommendations and strategies introduced at the local level are compatible with broader policy development and decision-making at the statewide level.

In Lewiston, regional transportation planning falls under the purview of Lewis-Clark Valley MPO. The LCP does not supplant existing public transportation plans prepared by Lewis-Clark Valley MPO; nor is it intended to fulfill federal requirements for a locally-coordinated public transportation plan within Lewis-Clark Valley planning area. Rather, development of the LCP for District 2 emphasized rural areas of the District, outside of Lewis-Clark Valley planning area. That said, in many instances rural stakeholders need access to urban services within Lewis-Clark Valley planning area. Therefore, Lewis-Clark Valley MPO existing plans were reviewed as the LCP was developed, and transportation providers within Lewis-Clark Valley planning area were invited to participate in the LCP planning process.



## 1.3 Stakeholder Participation Process

### 1.3.1 Notification and Outreach

Outreach to the general public as the LCP was prepared was combined with the overall public engagement effort for the Idaho Public Transportation Plan. Press releases and newspaper display advertisements were used to notify the public about the planning process and opportunities for input.

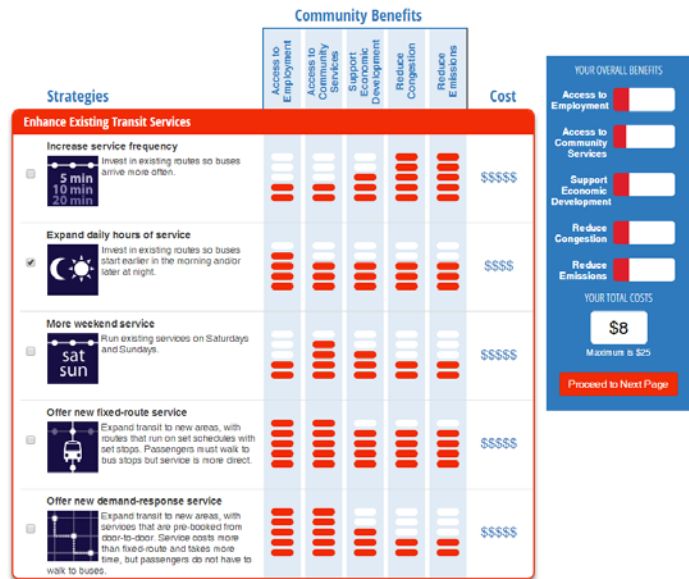
In addition, ITD’s Public Transportation Office maintains an interested parties list for email messaging. This list was used to disseminate email messages about the statewide planning process and opportunities for input.

The LCP planning team expanded ITD’s email list to prepare a large outreach roster specifically for District 2 that included seniors and people with disabilities, educational institutions, students, youth, medical care facilities, low-income populations, military veterans, and native tribal populations. The more robust LCP roster was used to communicate with stakeholders about District 2 LCP activities and invite stakeholders to District events.

### 1.3.2 Online Surveys

In November and December of 2016, the planning team distributed a “Design Your Transit System” survey statewide, to capture input on transportation needs and preferences from the general public. 665 responses were received from across the state, including 77 for District 2. The interactive survey asked participants to provide opinions about potential strategies for enhancing existing transit services given a constrained budget. Participants could then view the relative benefits of their investment choices with respect to employment access, access to community services, economic development support, reduced congestion and reduced air pollutants.

Figure 2. "Design Your Transit System" Online Survey

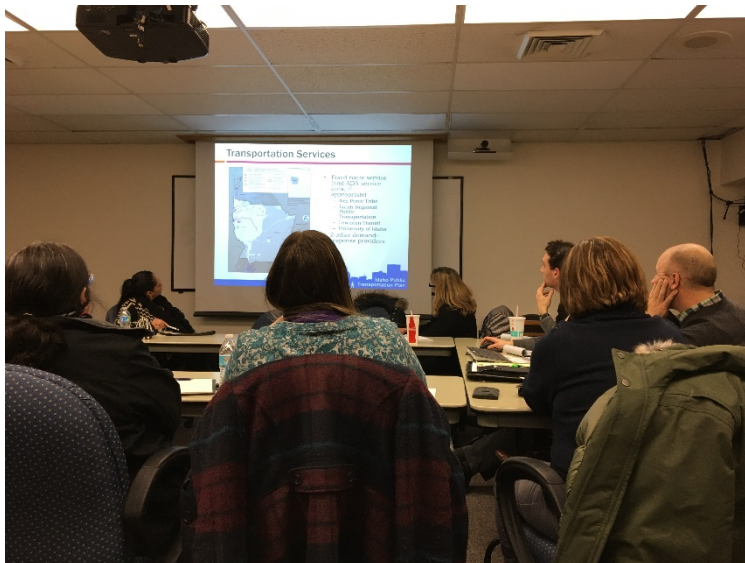


A follow-up survey was distributed online during April and May of 2017, providing an additional input opportunity for interested stakeholders who were unable to attend District-specific work sessions.

### 1.3.3 Local Coordinated Planning Workshop



A stakeholder work session was held in District 2 on January 12, 2017 to confirm existing services, discuss needs and gaps, and brainstorm potential strategies for enhancing existing transit service. Participants considered geographic and temporal gaps in service, as well as accessibility needs, technology challenges, information gaps, affordability issues, and



coordination between providers.

The LCP workshop in District 2 was attended by a variety of stakeholders representing local transit providers, the Nez Perce Tribe, veterans programs, regional transit providers, Lewis Clark Valley MPO, the Disability Action Center, and local volunteers. Time was provided for networking during the workshop, to encourage collaboration and help build connections between stakeholders and service providers who have few opportunities to meet in person over the course of their day-to-day work.

#### **1.3.4 Public Open House**

A public open house was held in District 2 on January 12, 2017, following the LCP workshop. Attendees viewed and responded to existing condition information, and preliminary survey findings, helping to identify additional needs and gaps, and providing



feedback on potential solutions.

### 1.3.5 Transit Provider Interviews

The planning team held one-on-one interviews with public transportation providers to understand strengths, challenges and opportunities affecting the existing and future delivery of public transportation services in the District. The following providers were interviewed for District 2:

- Appaloosa Express
- City of Moscow – SMART Transit
- Lewiston Transit

Questions covered each organization’s mission, customer base, as well as their approach to service and service development. The planning team also asked about each provider’s existing funding and revenue sources, including major funding challenges, as well as organizational and operational factors that affect their cost-effectiveness. Interviews also explored each provider’s current inter-agency partnerships and relationships with neighboring transit providers, institutions, large employers, human service agencies, Lewis Clark Valley MPO, ITD, and private sector partners.

## 2 People and Transportation Services in District 2

### 2.1 Transit Propensity: Who is Most Likely to Take Transit?

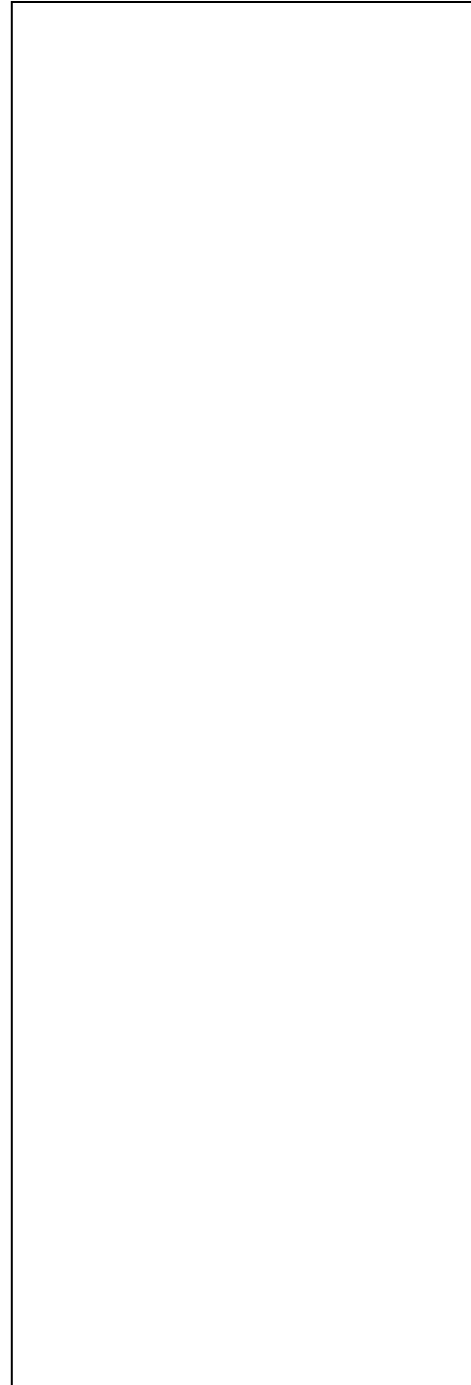
Figure 3 shows the relative density of populations most likely to need and use public transportation around the state. This includes older adults, people with disabilities, people without access to a car and people with limited income. Transit propensity in District 2 is highest near the City of Lewiston, with the surrounding rural areas having a relatively low score. This is a similar trend to other districts across the state, where transit propensity index scores are highest in urban areas such as Boise, Coeur d’Alene, Pocatello and Rigby.

Looking specifically at populations of seniors, people with disabilities, and zero-car households, as shown in Figure 4 to Figure 6, there is again a high concentration in the Lewiston area. Both seniors, disabled people and zero-car households have a relatively high density north of Lewiston in west Latah County surrounding the City of Moscow, indicating a need for transit service in this area.

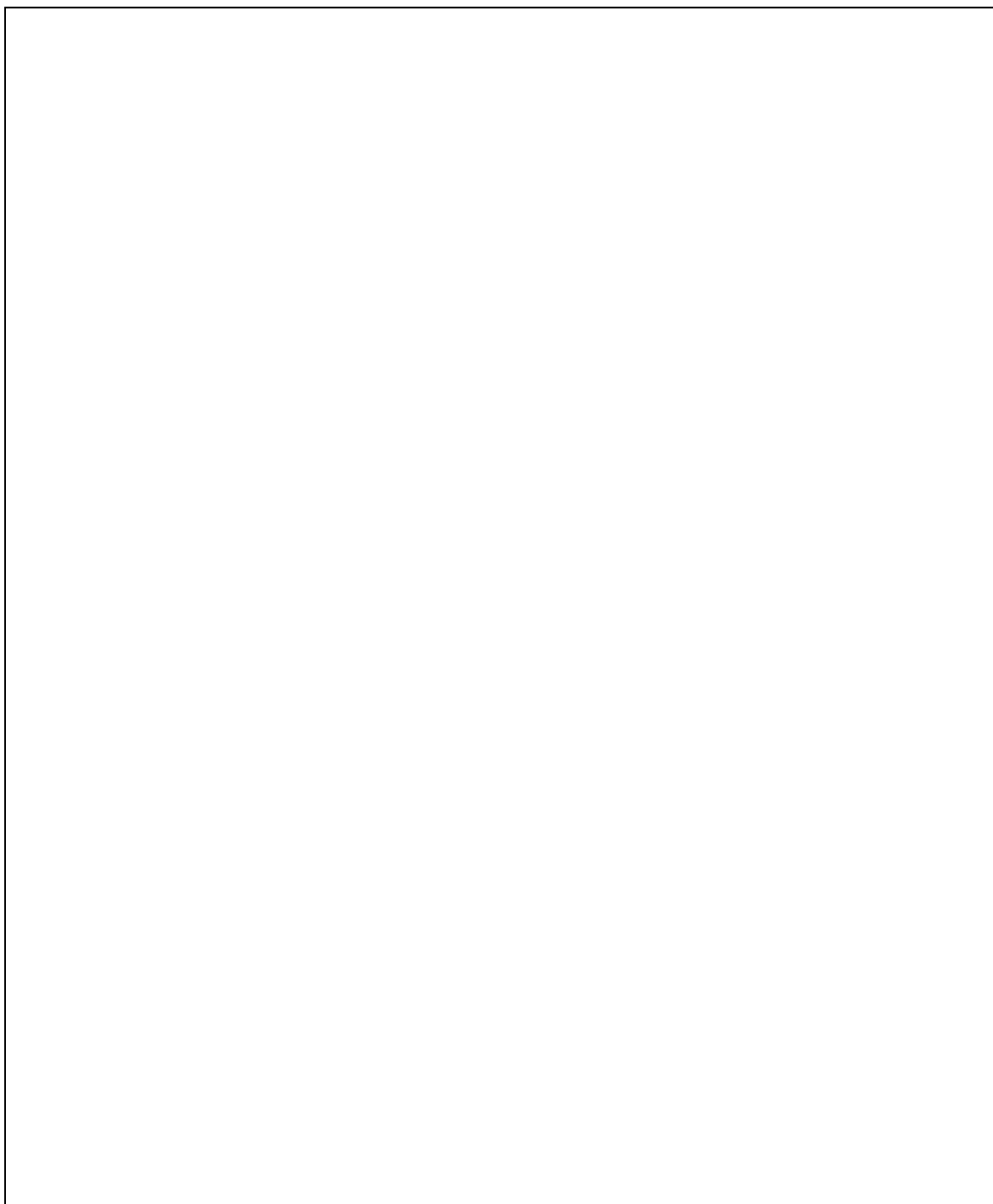
Access to employment for lower-income individuals is an important function of public transportation. Figure 7 shows the locations of jobs where people who earn less than 150% of the federal poverty level are employed. Many of these low earning jobs are in Lewiston, with other jobs spread out across District 2. This is similar to other districts, with the majority of jobs being located in urban areas across Idaho.



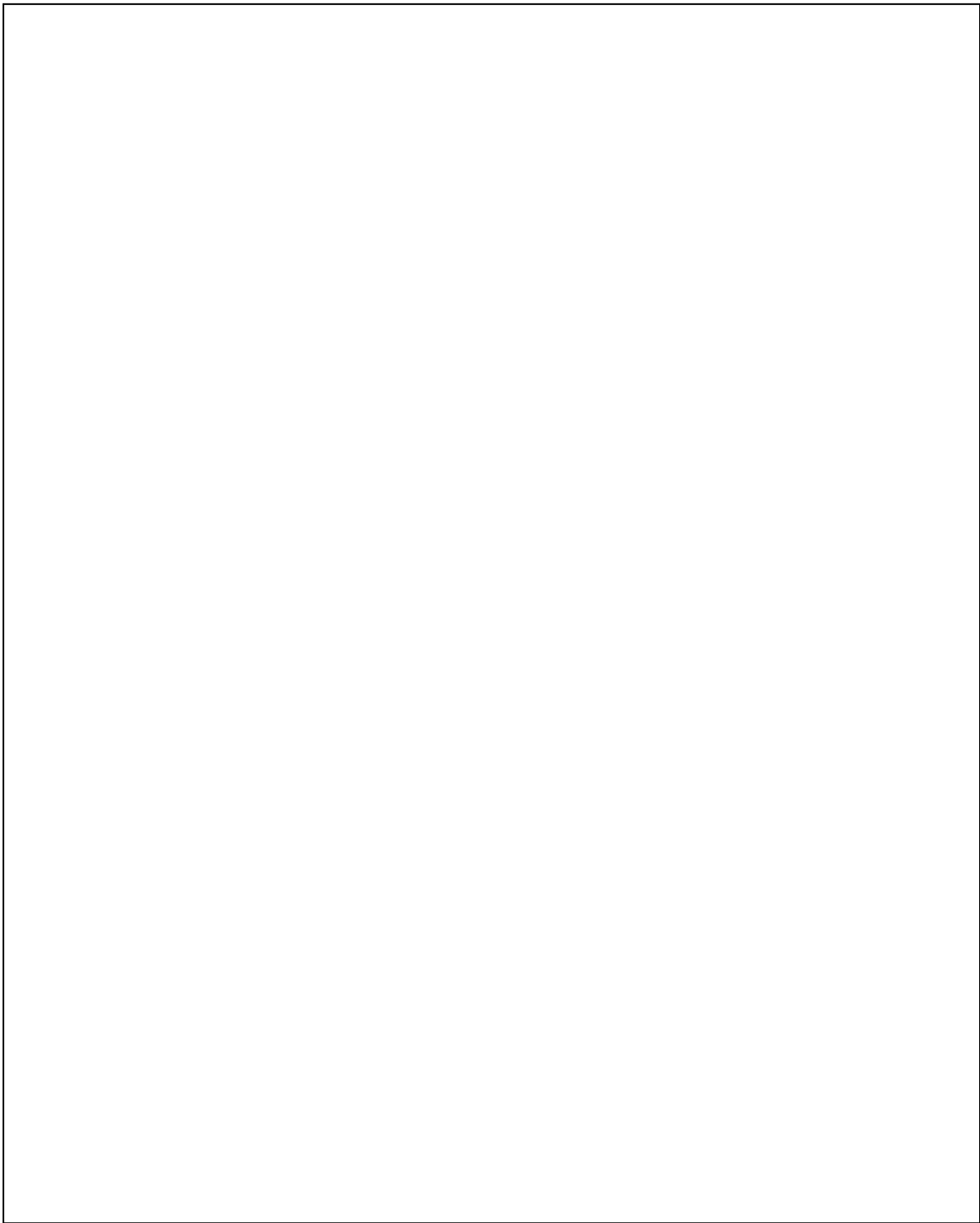
**Figure 3. Transit Propensity Index**



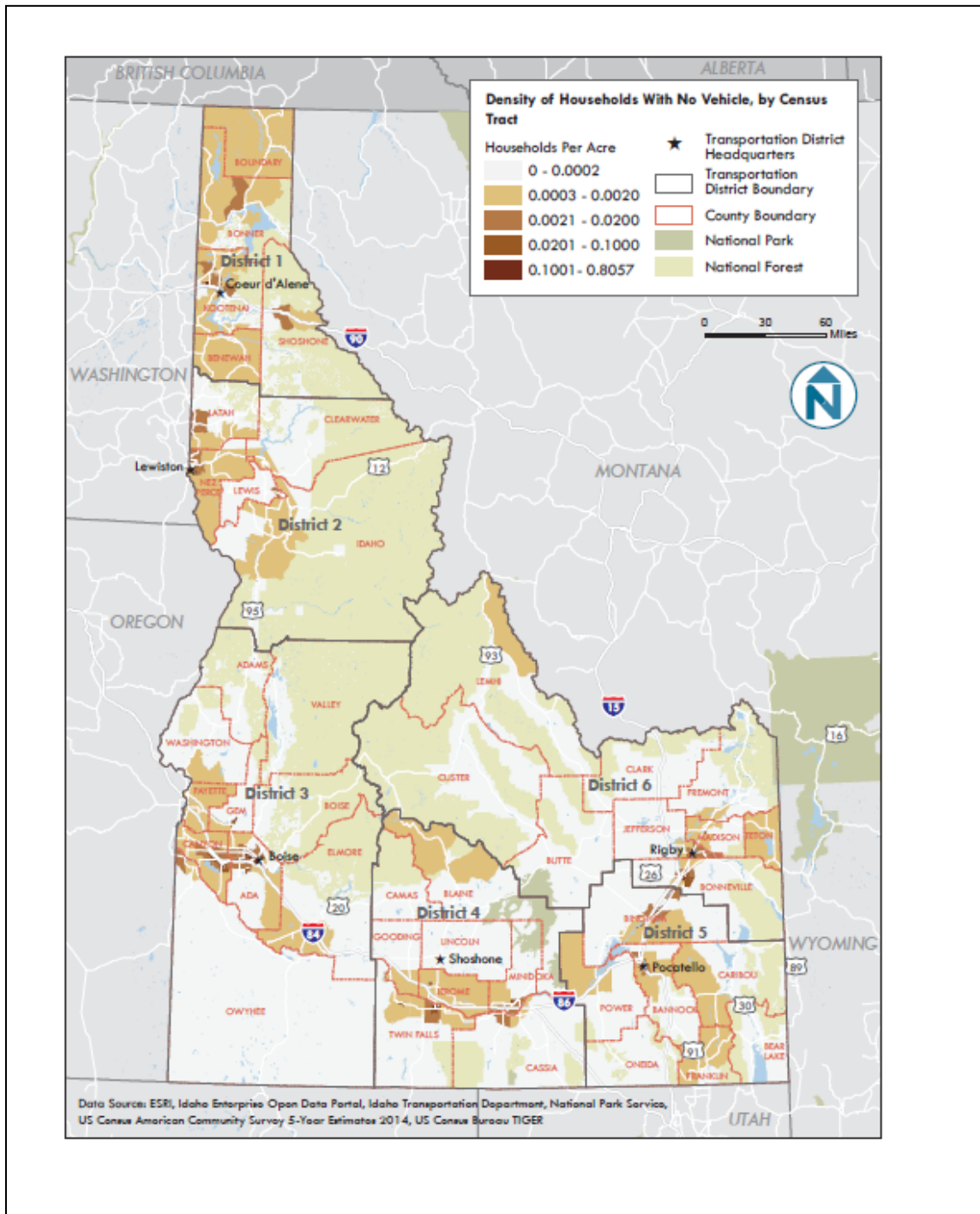
**Figure 4. Older Adult Populations**



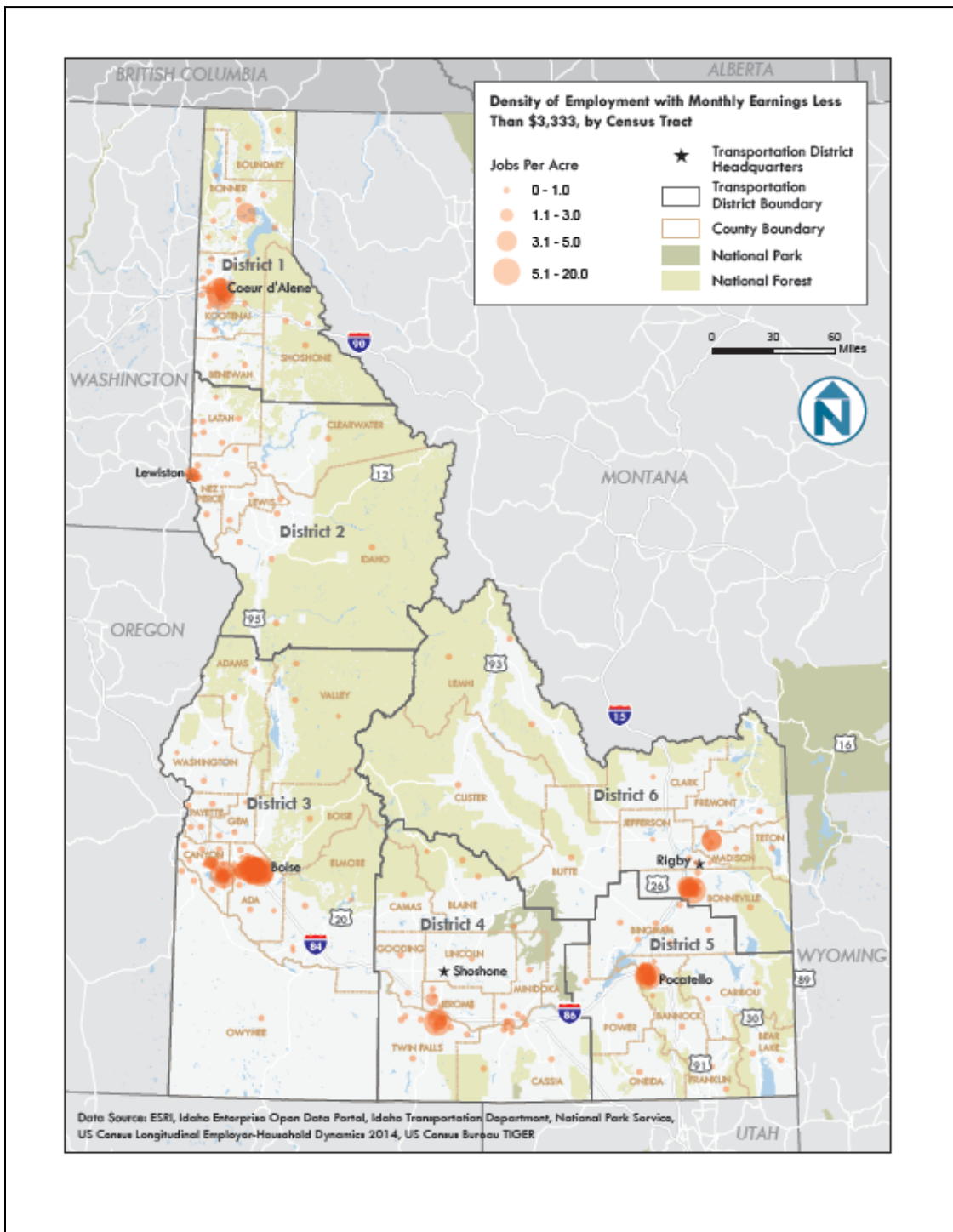
**Figure 5. People with Disabilities**



**Figure 6. Zero Vehicle Households**



**Figure 7. Low Income Employment Density**

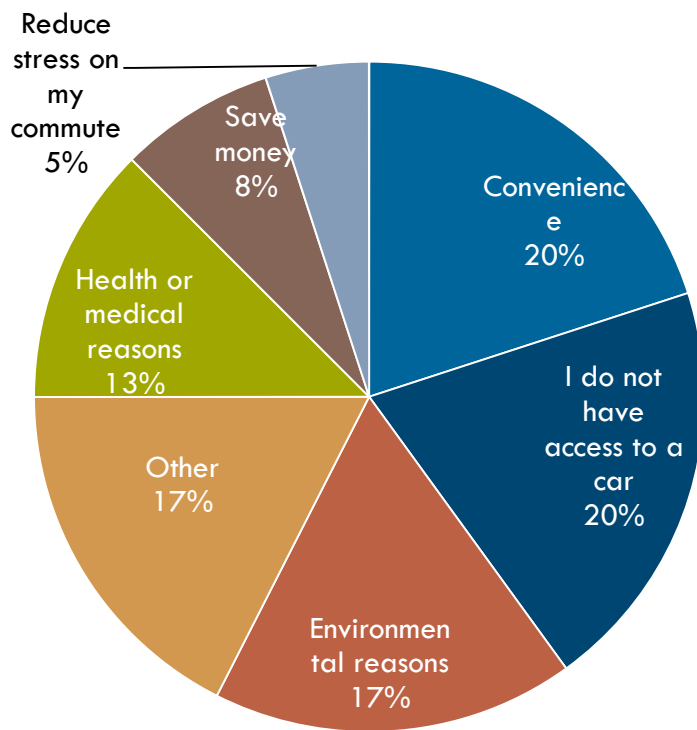


## 2.2 Reasons for Using Transit in District 2

Participants in the online survey distributed in November and December of 2016 cited several reasons for taking transit as shown in Figure 8.

The largest reasons given for taking transit was due to convenience and not having access to a car which together made up 40% of the reason people in District 2 chose to take transit. This was followed by environmental reasons and 'other' which were each listed by 17% of respondents for their primary reason for taking transit. Other reasons could include anything from an increased feeling of safety on a bus to the ability to do other things like read or work during a commute trip.

Figure 8. Reasons for Using Transit in District 2



## 2.3 Current Transportation Services and Providers

Typical public transit/human services transportation systems consist of an interconnected network of different service styles and types, as shown in Figure 9.

**Demand-response** services allow passengers to call for rides, with door-to-door or curb-to-curb service.

**Fixed route** service offers regularly scheduled bus service along established routes with defined stop locations and set arrival/departure times.

In areas where fixed route service is provided, federal funding rules require a complementary para-transit (demand-response) service for passengers who are unable to access regular stop locations. As an alternative to separate paratransit service, fixed route providers may opt to provide **deviated route** service, where the fixed route bus deviates off course to pick up passengers. (Commuter bus service, a form of fixed route service operating in peak periods with limited stops, may be exempt from the paratransit requirement.)

**Intercity** transit service is like fixed route service in that the bus has defined routes, stops and times; however, the purpose of intercity transit is to connect people with broader destinations in other regions or states.



Taxis, shuttles, rideshare networks, vanpool programs and similar services can supplement available public transportation services. Human and social services organizations may also provide special transportation services for the general public or select populations.

**Figure 9. Typical Public Transportation Service Types**

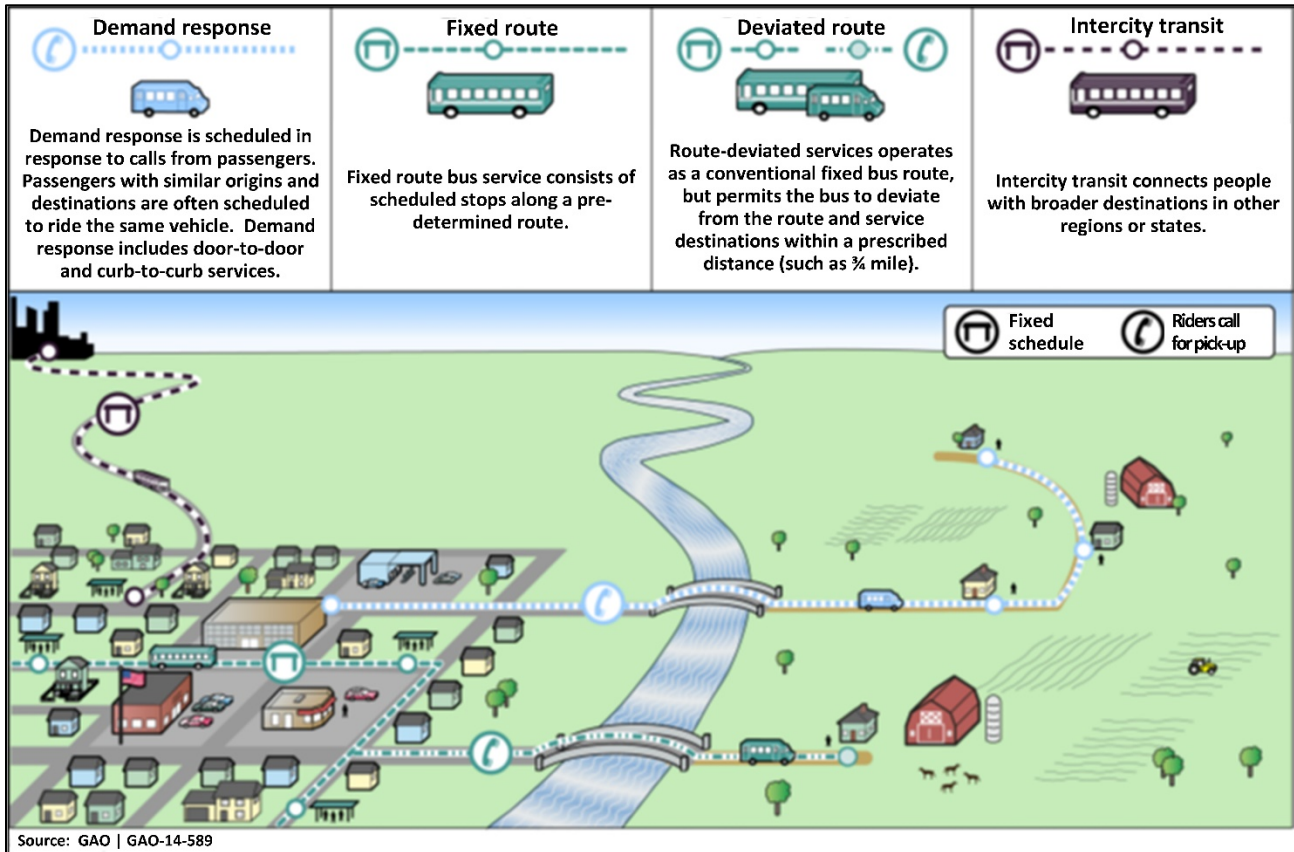


Table 1 and Figure 10 show public transportation providers currently serving communities in District 2. Provider profile information for each may be found in the appendix, and a brief overview of available services follows.

**Table 1. Current Transportation Service Providers in District 2**

Service Provider	County	Service Area	Span of Service (Days of Week / Hours of Day)	Services Operated	Demand Response Eligibility		Vehicle Fleet Size
				FR / DR / VP / IB	Riders	Trip Purposes	
<b>Intercity Transit Service Provider</b>							
No Providers							
<b>Regional</b>							
Nez Perce Tribe (NPT) (dba Appaloosa Express)	Nez Perce	Lenore, Greer, Orofino, Kamiah, Kooskia, Peck, Culdesac, Lapwai and Lewiston	Weekdays: 6:00 AM – 6:00 PM	FR, DR	GP	General	7
Regional Public Transportation (dba SMART Transit)	Latah	Clearwater, Idaho, Latah, Lewis and Nez Perce counties	Weekdays: 6:40 AM – 6:00 PM	FR, DR	GP, PWD	General	9
<b>County Transit Service Provider</b>							
No Providers							
<b>Municipal Transit Service Provider</b>							
Lewiston Transit	Nez Perce	City of Lewiston	Weekdays: 6:00 AM – 7:00 PM Saturdays: 9:00 AM – 3:00 PM	FR, DR	PWD, GP	General	7
City of Moscow	Latah	City of Moscow	Weekdays: 8:00 AM – 5:00 PM	VP	GP, PWD	General	3
<b>Other Transit Service Provider</b>							
Disability Action Center (DAC) NW (COAST)	Latah	Latah County, Nez Perce County, Clearwater County, Idaho County, Lewis County	7 Days a Week: Times are flexible	DR	PWD	General	4
University of Idaho	Latah	University of Idaho Campus	Weekdays: 7:00 AM – 6:00 PM	FR, DR	GP, PWD	General	1

Key

NA = Information not available

Services Operated

FR = Fixed Route

DR = Demand Response

VP = Vanpool

IB = Intercity Bus

Eligible Riders

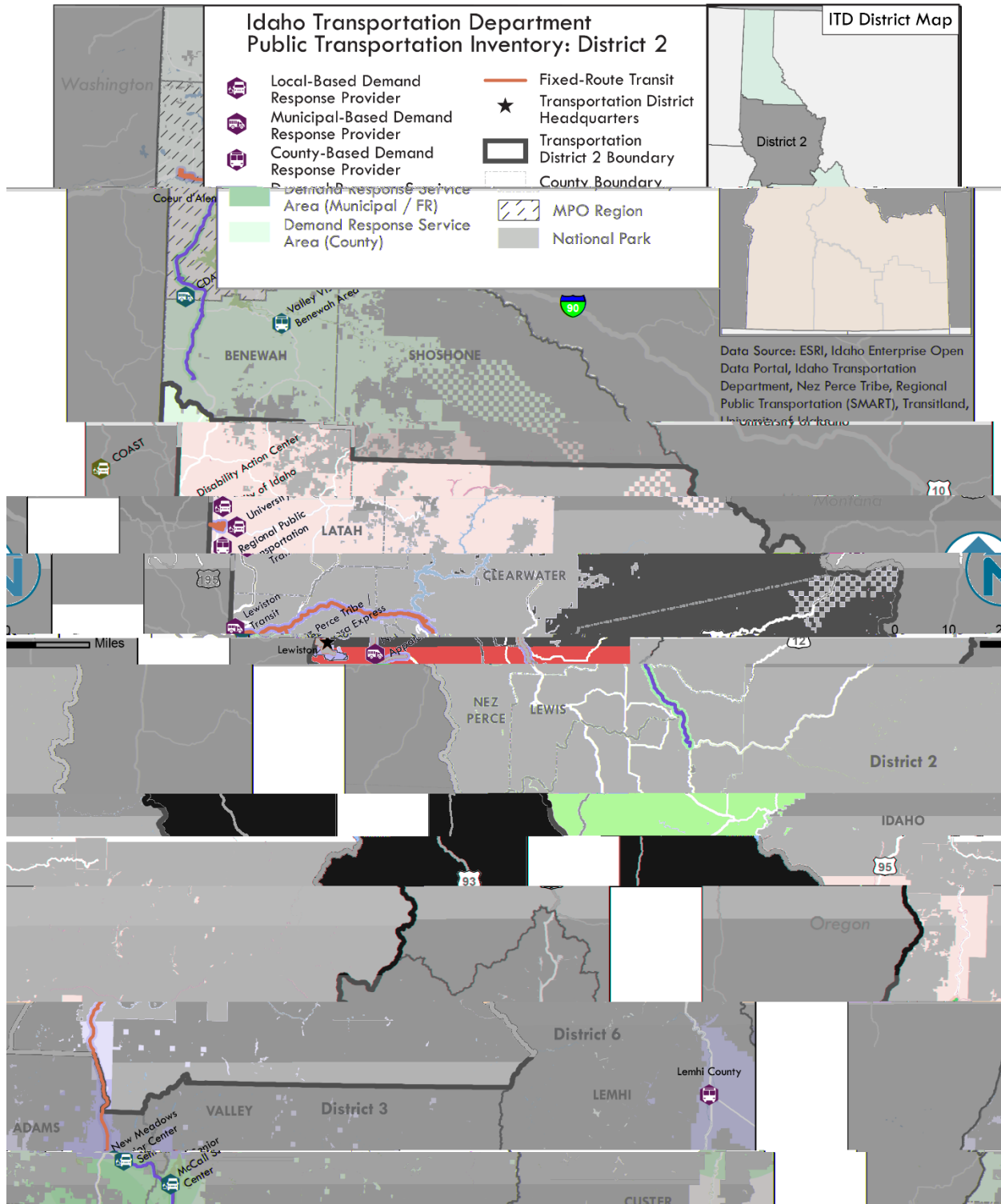
GP = General Public

OA = Older Adults

PWD = Persons with Disabilities



**Figure 10. Transportation Providers in District 2**



### **2.3.1 Intercity Bus**

Northwest Stagelines provides services from Riggins to Moscow and coordinates tickets with the SMART Transit center.

### **2.3.2 Fixed Route**

The fixed route service in District 2 is provided by Lewiston Transit, The NPT Appaloosa Express, and SMART Transit. Lewiston Transit operates in the City of Lewiston and has a fixed route ridership of roughly 57,000 and operates Monday through Friday, 6 a.m. to 7 p.m., and Saturdays 9 a.m. to 3 p.m. The NPT Appaloosa Express operates on the Nez Perce Reservation and has roughly 17,000 riders for their fixed route service, which operates Monday through Friday, 6 a.m. to 6 p.m. SMART Transit serves the counties of Clearwater, Idaho, Latah, Lewis and Nez Perce and has a fixed route ridership of roughly 160,000. It operates Monday through Friday from 7 a.m. to 6 p.m.

### **2.3.3 Deviated Fixed Route Service**

There is no deviated fixed route service in District 2.

### **2.3.4 Paratransit Service and Publicly Available Demand-Response Service**

Lewiston Transit provides Dial-A-Ride services for individuals with disabilities. NPT's Appaloosa Express also provides demand response service for paratransit riders that cannot use the fixed route service. SMART Transit provides demand responsive transit for individuals with disabilities on Medicaid and the University of Idaho provides the same to university affiliates with disabilities.

### **2.3.5 Private Transportation Providers**

There are no private transportation providers in District 2.

### **2.3.6 Volunteer Driver Networks**

The City of Moscow operates a vanpool commuter service that utilizes volunteers as drivers. The service operates between Moscow and Lewiston, utilizing three vans that have a capacity of between 7 to 15 passengers each. COAST Transportation also utilizes volunteer drivers for their human service transportation program.

### **2.3.7 Other Human Services Transportation**

The following Human Service Transportation Providers operate in District 2: Disability Action Center (DAC), Idaho County Rideshare, Coast (Grangeville), Nimipu Health), Disabled American Veterans, Gretton Medical Center, Prairie Medicaid, Interlink Volunteer Caregivers.

## **2.4 Current Funding Framework**

### **2.4.1 Federal Transit Administration Funding**

The FTA provides grants for public transportation capital expenditures, planning and operating assistance. The various federal transit funding programs are named according to their governing sections of US Code Title 49.

**Section 5310** provides grants to enhance the mobility of seniors and individuals with disabilities. In addition to funding demand-response vehicles and service, 5310 funds can be used for projects that improve access to fixed route service and decrease reliance by individuals with disabilities on paratransit. Capital projects are funded with 80% federal share. Operating assistance is limited to a 50% federal share. To be eligible for 5310 funding, projects must be identified within a Coordinated Public Transportation Human Services Transportation Plan (such as this LCP).

**Section 5307** provides grants to urbanized areas of 50,000 or more population. Funds flow to a designated recipient of local government, and the funding formula is based on a combination of bus revenue vehicle miles, bus passenger miles, population and population density. In District 2, transit services within the Lewis Clark Valley MPO planning area are eligible for 5307 funding, and Lewiston Transit serves as the metropolitan area's designated federal funding recipient.

A non-federal match is required to use 5307 funds. The federal share is typically 80 percent of the cost of capital projects, but may be increased to 90 percent for the cost of vehicle equipment needed to comply with the Americans with Disabilities Act and the Clean Air Act. For operating assistance, the federal share may not exceed 50%.

**Section 5311** provides formula funding for rural transportation services in areas with populations of less than 50,000. Capital expenditures may receive 92.66% federal funding. Operating assistance is capped at 57.50% federal funding. In District 2, Regional Public Transportation (SMART), and Appaloosa Express are current recipients of 5311 funding for projects and services.

Section 5311(c)(2)(B) provides formula funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural area, with an annual maximum of \$300,000 per tribe. None of the services in District 2 are funded under 5311(c)(2)(B) formula funding.

Funding for intercity transit service is also provided under Section 5311(f), and 15% of the state's 5311 funds must go to intercity services.

**Competitive FTA Programs**, such as Section 5339 Buses and Bus Facilities grants, or Transportation Investment Generating Economic Recovery (TIGER) program grants, provide periodic competitive funding opportunities for capital purchases and other one-time investments.

#### **2.4.2 Federal Highway Administration Funding Available for Transit Purposes**

Some transit investments are also eligible for several funding programs originating from US Code Title 23 - Highways.

**Transportation Alternatives Program (TAP)** funding may be used for infrastructure projects that improve non-driver access to public transportation, and other transportation



investments that focus on alternative modes, community enhancement and environmental mitigation. ITD offers a competitive application process for this program, and approximately \$3.5 million is available annually statewide. Federal funding of up to 92.66% of the project cost is possible.

**Federal Lands Access Program (FLAP)** funding may be used for transit projects and services that access National Parks, National Forest Service lands, National Wildlife Refuges, BLM Lands, US Corps of Engineers, or Tribal lands. The FHWA Western Federal Lands Highway Division offers a competitive application process for this program. In Idaho, approximately \$2.8 million is available annually. Federal funding of up to 92.66% of the project cost is possible under this program.

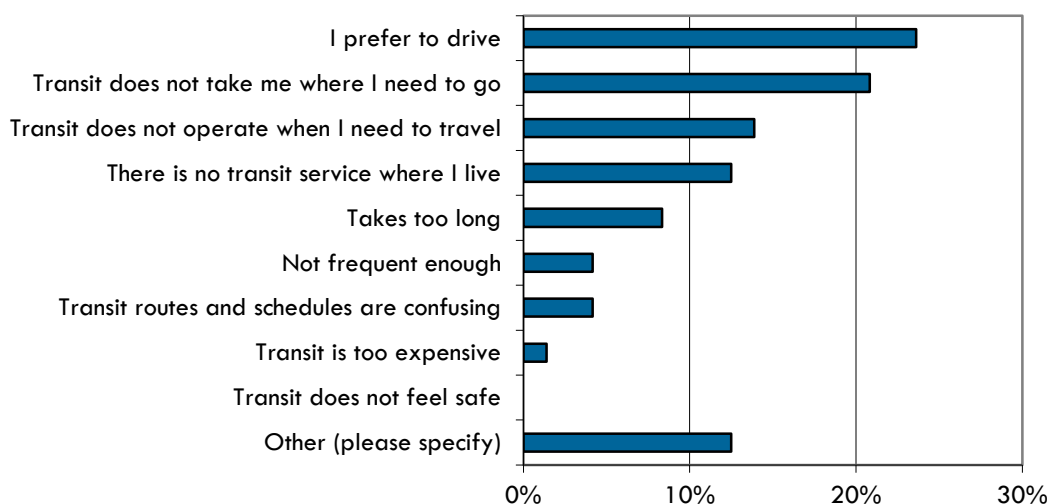
### 2.4.3 Local Option Funding

There is no local option funding available to transit providers in District 2. Services are supported through federal and state grants, plus local directly generated funds.

## 3 Needs and Gaps

The online survey distributed by the project team in November and December 2016 asked members of the public who do not currently ride transit about their reasons. Top responses to this question for District 2 participants, shown in Figure 11, provide insight about issues and challenges with existing services. The primary reasons that District 2 survey respondents listed as the reason they do not take transit is because they prefer to drive and transit does not operate where and when needed. Other reasons could include anything from not being comfortable while riding transit, to not being aware of the existence of transit service.

**Figure 11. Reasons for Not Using Transit in District 2**



In addition, stakeholders attending the January 2017 work session helped the project team to explore existing needs and gaps within the region's transit system, looking at service locations and times, trip types, service accessibility, use of technology, information and communication, transit affordability, and coordination between providers.

### **3.1 Geographic Service Gaps**

During the District 2 LCP workshop, stakeholders discussed geographic service gaps. Currently there is no service being provided where Latah County meets Benewah County. In addition, there is no service being provided anywhere in rural Latah county. There is no service provided from Lewiston to the north into District 1. These were identified by LCP meeting participants as significant gaps in service that should be addressed as soon as possible. Participants discussed an increasing demand for service to and from Spokane. These trips are often required by the elderly in order to see specialized doctors.

### **3.2 Temporal Service Gaps**

As discussed during the LCP workshop, little to no weekend service is being provided in District 2. Service in Lewiston typically runs from 9 am to 3 pm on Saturdays only. Service requests are being made to expand these hours of operation in Lewiston. Outside of those times, the Moscow volunteer Fire/Ambulance will do trips to the doctor and hospital. Demand in Lewiston is for more evening and Saturday service hours (currently service runs from 6am to 7 pm on weekdays and 9 a.m. to 3 p.m. on Saturdays).

### **3.3 Trip Type Gaps**

One of the most prominently discussed trip type gaps at the District 2 LCP meeting was trips to and from doctors' offices. Many patients who can't find rides to their doctors' appointments end up calling 911 to get a ride to the doctor. This will lead to patients ending up at the hospital. This was noted as an inefficient use of emergency services, which could be improved by providing more on demand medical transportation.

### **3.4 Accessibility Needs**

One of the primary discussions about accessibility at the LCP workshop included work being done in Moscow to improve accessibility to transit. This work includes improving sidewalks and bus shelters. Funding to continue ADA projects has become increasingly difficult to obtain.

### **3.5 Technology Challenges**

The primary technology challenge identified in District 2 was the need for improved scheduling software for many of the smaller public transportation providers in District 2. For those small, rural providers that have scheduling software, it is very outdated and many others do not use any software at all. Information Gaps

District 2 LCP meeting attendees felt that there was a gap in publicly available information and that more marketing and outreach needs to be done in District 2. Meeting attendees said that there was a lack of central planning service availability.

### 3.6 Affordability Gaps

Affordability wasn't a main concern for providers in District 2 based on the discussion at the LCP stakeholder meeting. Fares are either free or minimal in the District 2 area.

### 3.7 Coordination Gaps

All attendees of the LCP workshop felt that coordination was lacking across District 2. Meeting attendees felt that by sharing data about one another's service, which they could greatly improve the service they provide to the public. Consensus was reached at the meeting to re-double efforts to coordinate between District 2 providers.

## 4 Strategies for Meeting Needs

Planning workshop participants discussed a variety of strategies for meeting needs and filling gaps in current service.

### 4.1 Information Solutions

Workshop participants discussed potential strategies for improving communication with customers. Preliminary suggestions offered by the planning team included:

- A centralized transportation service directory
- Trip planning assistance
- Trip reservations assistance
- Online trip reservations
- A One-Call/One-Click system including some or all of the above.

Centralized transportation service directory was thought to be a big priority in District 2. LCP meeting attendees felt that information availability was not centralized, and that many were not aware of available services. In fact, many of the providers that attended the District 2 LCP meeting were not aware of some of the small on-demand transit providers operating in District 2.

### 4.2 Service Enhancements

Workshop participants discussed the potential for enhancing existing service by extending or expanding service hours, making more trip types eligible for existing services, or providing or linking to out-of-county services.

At the LCP stakeholder meeting, stakeholders discussed expanding service hours in Lewiston, but the primary service enhancements that the group discussed was the need for improved rural service. Most providers felt that the lack of service to rural areas of District 2 was the most pressing issue to be dealt with in terms of service expansion.

### 4.3 Complementing the Existing Network

The planning team offered several cost-effective suggestions for making the most of the existing transit network or offering additional mobility options in unserved areas.

Suggestions included:

- Maximizing the use of available demand-response vehicle seats, potentially through centralized scheduling or contracting among providers
- Implementing a volunteer driver program
- Providing travel training for existing and potential fixed route or paratransit services customers
- Enacting a flexible voucher program where agencies can sponsor the cost of vouchers used for trips provided by public, private or nonprofit operators, or friend/family member volunteer drivers.

Meeting attendees responded that volunteer driving programs are already being used across District 2, especially for smaller on-demand providers. Providing travel training for existing and potential paratransit services was deemed the most critical way to complement the existing network.

### 4.4 Accessibility Improvements

Transportation services can be made more accessible to the public, through infrastructure improvements such as new sidewalks or curb cuts, more visible crosswalk signage, signalized crosswalks, and bus shelters.

Lewiston representatives talked about needing to improve sidewalks and lighting at bus stops. Lewiston representatives also discussed applying for ADA grants necessary to complete these projects. Additionally, sidewalk facilities were said to be severely lacking in rural areas but that finding funding for these projects is extremely difficult.

### 4.5 Technology Improvements

New technologies offer opportunities to cost-effectively augment existing services and improve, enhance or expand the flow of information between providers and customers. The planning team offered several suggestions for using technology, including:

- Using scheduling/dispatch software to maximize the number of passengers on each trip and minimize the bus miles needed
- Implementing automatic vehicle location (AVL) systems, to allow transit managers to monitor bus locations and on-time performance in real-time
- Providing tablets onboard vehicles so that customers can find travel information and plan connecting trips
- Implementing SmartPhone apps with mobile information, reservations, and real-time vehicle location.

In District 2 some buses are equipped with AVL systems that enabled real-time information smartphone applications. These smartphone applications are not fully functional for all

routes, but are being developed. Rural area providers are lacking technology Dispatching software (when available) needs upgrades, however the cost to do so is a barrier.

## 4.6 Other Potential Solutions

Another discussion that was had by the rural providers was the need for drivers to create a safe space for riders. This is often a crucial factor in how comfortable people feel when riding transit, especially the elderly and people with disabilities. There was a lot of discussion at the LCP stakeholder meeting about the need to provide quality training for drivers to help riders who need extra assistance feel comfortable using public transportation.

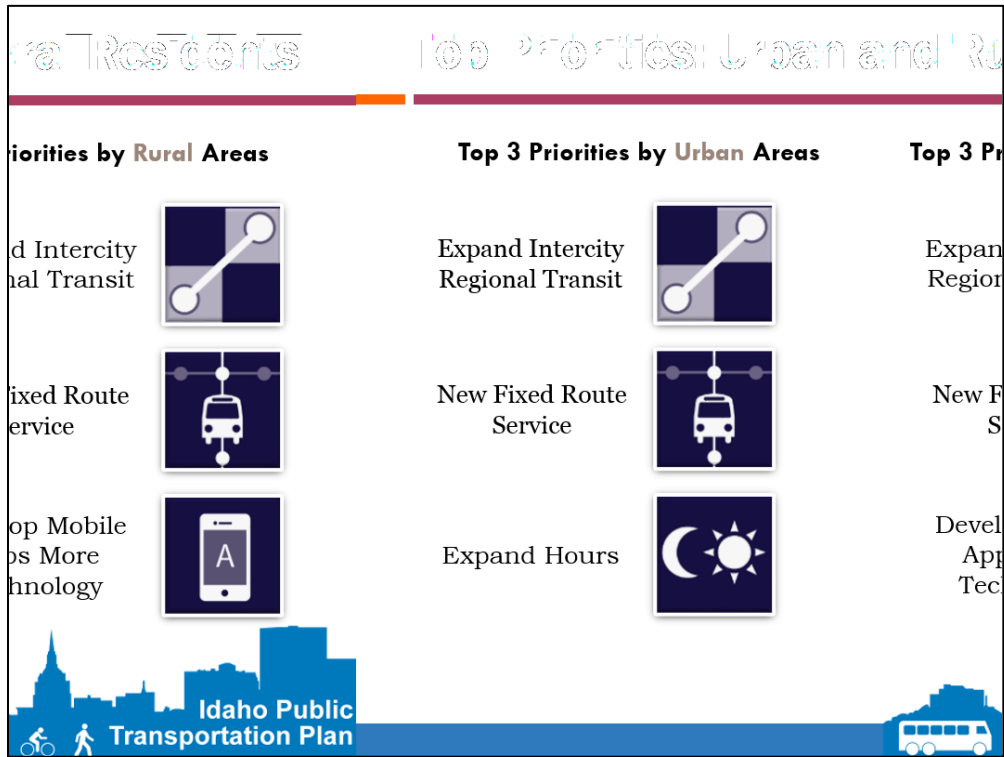
## 4.7 Setting Priorities

Limited funding for public transportation projects and services necessitates prioritizing potential solutions. Setting priorities is a delicate balancing act. The value of existing programs and services must be weighed against new or changed services to address needs and fill gaps. Effective prioritization means dealing with changing priorities, being realistic about available resources and staff capacity, and making difficult decisions when funding is not adequate to address all needs.

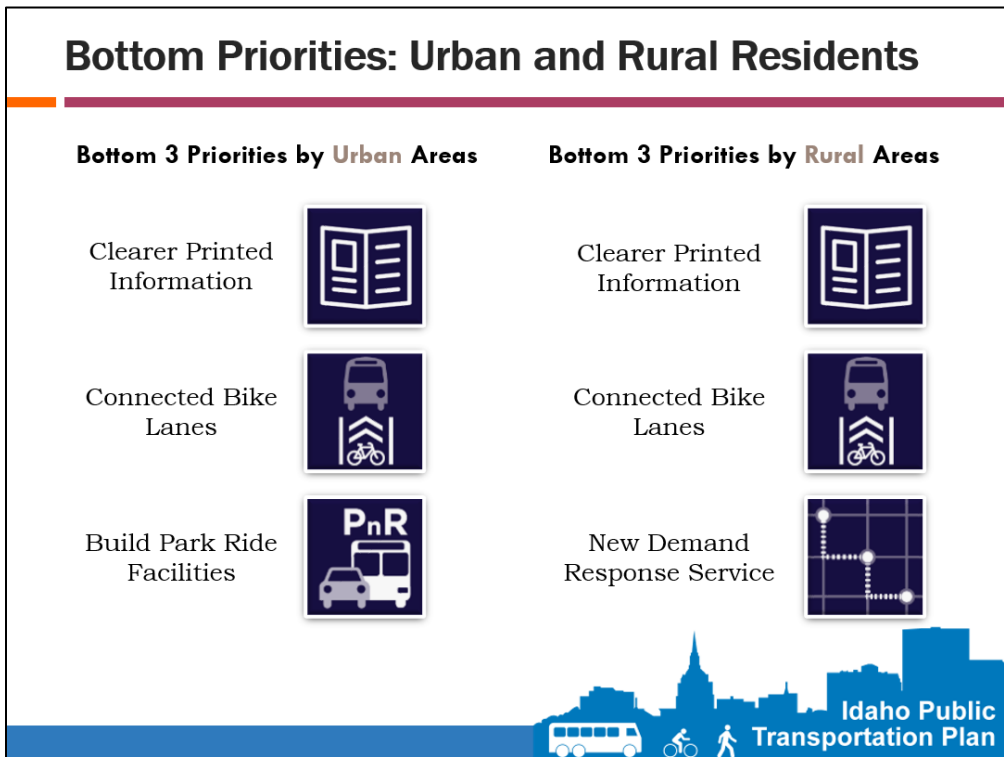
For this LCP, priorities were developed through a qualitative process that considered feedback received from online surveys, LCP workshop participants and other public comments.

The online survey distributed in November and December 2016 asked members of the public to weigh in on their priorities for transit investment, as shown in Figure 12 and Figure 13. It is important to note that the survey was taken by 77 people in District 2, which is a small sample size. While the survey therefore cannot be considered statistically valid, responses nonetheless provide some insight about public perceptions and preferences.

**Figure 12. Top Priorities for District 2 from Online Survey**



**Figure 13. Bottom Priorities for District 2 from Online Survey**





## 5 The Plan

Table 2 lists priority investments and strategies for District 2.

The order of strategies in the table reflects general priorities for the District; however, all strategies would be beneficial and they need not be implemented in the order shown. Similarly, timeframes for implementation are also approximated. Each strategy could be implemented as resources and/or partnering opportunities allow.

**Table 2. Locally Coordinated Public Transit-Human Services Transportation Plan**

Recommended Strategy	Category							Implementation Timeframe	Estimated Cost	Source(s) of Funding (Key at end of table)	Other Resources for Implementation
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other				
1. Preserve existing fixed route and demand response services in District 2	√							Ongoing	\$\$\$\$\$	FTA §5311/5307	
2. Replace existing fleet vehicles at the end of their useful service life (as defined by FTA for each vehicle type)	√							Ongoing	\$\$\$ to \$\$\$\$ (per vehicle)	FTA §5339 FTA §5311/5307	
3. Include transit provider representation on regional transportation planning groups.							√	Ongoing	-	Commitment of staff time	
4. Extend existing fixed route services as needed to establish formal connections and passenger transfer points between existing fixed route systems in District 2.			√					2-5 Years	\$\$\$\$	FTA §5310 FTA §5311	
5. Complete or update ADA transition plans for cities and counties in District 2 to include transit facilities and accessible routes to transit stop locations.					√			2-5 Years	\$\$\$ (per plan)	FTA §5310 Local funding	Possible city and county staff time.
6. Add shelters to bus stops.					√			Ongoing	\$ (per shelter)	FTA §5339 TAP	

Recommended Strategy	Category							Implementation Timeframe	Estimated Cost	Source(s) of Funding (Key at end of table)	Other Resources for Implementation
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology	Other				
7. Work with roadway jurisdictions to address sidewalk gaps, add curb ramps where needed and improve the safety of roadway crossings near transit stops.					√			Ongoing	\$\$\$\$\$	TAP FTA §5310	Add into roadway improvement projects funded through other federal state and local means.
8. Work with local jurisdictions to develop programs for bus stop maintenance, including removal of winter snow and ice at transit stop locations.					√			5-10 Years	\$\$ (per community)	Community partnerships	
9. Extend service hours for existing fixed route and demand response services, focusing on locations with job access needs on evenings and weekends.			√					2-5 Years	\$\$\$\$	Community partnerships Possibly FTA §5311	
10. Extend service areas to provide public transportation to communities that are currently underserved or completely without service. Focus on locations described in Section 3.1.			√					5-10 years	\$\$\$\$	FTA §5311 Possibly FLAP Community partnerships	
11. Ensure transit provider participation in statewide conferences, to network and learn about successful funding strategies.							√	Ongoing	\$	RTAP Commitment of staff time	
12. Implement General Transit Feed Specification for all fixed route services in District 2, and dedicate resources for maintaining transit data.				√		√		0-2 years	\$\$	FTA §5311/5307	
13. Develop a roster of volunteer drivers in each county and implement or expand volunteer driver programs.		√						2-5 years	\$\$\$\$	Possibly FTA §5310 Commitment of staff time	
14. Provide a centralized online source of information for all public transportation services available in District 2, with contact information and links for individual service providers. Alternatively, work with state agencies to expand the statewide 511 and/or 211 systems for this purpose.				√				2-5 years	\$\$	FTA §5310	
15. Develop a simple brochure with information about all public transportation services available in District 2. Include contact information for each provider. Identify a responsible party for keeping the brochure current and managing its distribution.				√				0-2 years	\$	FTA §5310	

Recommended Strategy	Category						Implementation Timeframe	Estimated Cost	Source(s) of Funding (Key at end of table)	Other Resources for Implementation
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology				
16. Provide charging locations for electric wheelchairs on transit systems.					√		2-5 years	\$\$\$	FTA §5310	
17. Provide online tools for paratransit and other demand response passengers to reserve seats and schedule rides.						√	5-10 years	\$\$\$	FTA §5310	
18. Develop marketing materials, using both online and print media, and distribute to help raise public awareness of available services.				√			0-2 years	\$\$	FTA §5310 FTA §5311/5307	
19. Develop presentation materials to explain the value of public transportation for community economic vitality. Prepare a roster of speakers who can make presentations to local elected bodies and civic groups.						√	0-2 years	\$\$	Local funding	
20. Convene discussions between medical transport providers, Medicaid funding administrators, and Idaho’s congressional delegates, to discuss restrictions on medical travel and potential legislative remedies.						√	0-2 years	\$	Commitment of staff time	
21. Promote driver training to encourage “compassionate professionalism”.						√	0-2 years	\$	Commitment of staff time	

Recommended Strategy	Category						Implementation Timeframe	Estimated Cost	Source(s) of Funding (Key at end of table)	Other Resources for Implementation
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility	Technology				

**KEY**

Funding Sources  
 FTA §5307 = Federal funding for transit services within urbanized areas (in District 1, this includes the portion of Kootenai County encompassing Coeur d’Alene, Post Falls, Dalton Gardens and Hayden)  
 FTA §5310 = Federal funding for enhanced mobility of seniors and individuals with disabilities  
 FTA §5311 = Federal funding for transit service in rural areas  
 FTA §5311(f) = Federal funding for intercity transit service  
 FLAP = Federal Lands Access Program  
 TAP = Federal Transportation Alternatives Program

Cost Categories:  
 \$ \$0-\$10,000  
 \$\$ \$10,000 - \$25,000  
 \$\$\$ \$25,000 - \$50,000  
 \$\$\$\$ \$50,000 - \$100,000  
 \$\$\$\$\$ >\$100,000



