MOBILITY
EFFICIENCY
INTEGRATION

IDAHO **Human Services Transportation** PLAN

Locally Coordinated Plan for Bannock, Bingham, Bear Lake, Caribou, Franklin, Oneida, and Power Counties

April 2018

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**Idaho Public
Transportation Plan**

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Idaho **Public Transportation** Plan Locally Coordinated Plan for District 5

Your Mobility | Your Safety| Your Economic Opportunity

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 elderly individuals and people with disabilities, projects must be included in a locally coordinated public transit-human services transportation plan.[1] 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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[1] 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 5, which includes Bannock, Bingham, Bear Lake, Caribou, Franklin, Oneida, and Power 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 5 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 the greater Pocatello area, regional transportation planning falls under the purview of Bannock Transportation Planning Organization (BTPO). The LCP does not supplant existing public transportation plans prepared by BTPO; nor is it intended to fulfill federal requirements for a locally-coordinated public transportation plan within BTPOs planning area. Rather, development of the LCP for District 5 emphasized rural areas of the District, outside of BTPO planning area. That said, in many instances rural stakeholders need access to urban services within BTPO planning area. Therefore, BTPO existing plans were reviewed as the LCP was developed, and transportation providers within BTPOs 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 5 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 5 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 24 from District 5. 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
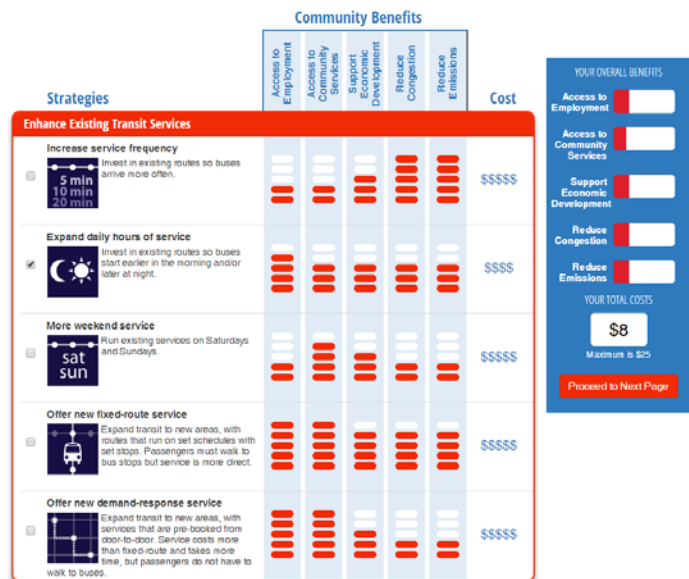
A follow-up survey was distributed online during April and May of 2017, providing an additional input opportunity for interested stakeholders who were unable to attend District-specific work sessions.

1.3.3 Local Coordinated Planning Workshop

A stakeholder work session was held in District 5 on January 10, 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 5 was attended by a variety of stakeholders representing Pocatello Regional Transit, City of Blackfoot, and Southeast Idaho Council of Governments. 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 5 on January 10, 2017, following the LCP workshop. Attendees viewed and responded to existing conditions 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 5:

- Idaho State University
- Pocatello Regional 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, BTPO, ITD, and private sector partners.

2 People and Transportation Services in District 5

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. In District 5, the cities of Pocatello and Blackfoot score the highest in terms of overall transit propensity. Multiple counties within District 5, including Power, Oneida, and Bear Lake, do not contain the densities of

these key groups needed to indicate a high potential for public transportation use, due to their rural nature.

Looking specifically at populations of seniors, people with disabilities and zero-car households, as shown in Figure 4 to Figure 6, the largest concentrations of these demographics occur again in the cities of Pocatello and Blackfoot. Large areas in southwest and east District 5 do not have significant populations to score highly.

Access to employment for lower-income individuals is an important function of public transportation. Figure 7 shows locations where people who earn less than 150% of the federal poverty level are employed. Again, the City of Pocatello has the largest concentration of jobs with that level of wages. Few jobs are located outside of the more urbanized areas in District 5. This indicates that transit services are in higher demand in the area around Pocatello.

Figure 3. Transit Propensity Index

Figure 4. Older Adult Populations

Figure 5. People with Disabilities
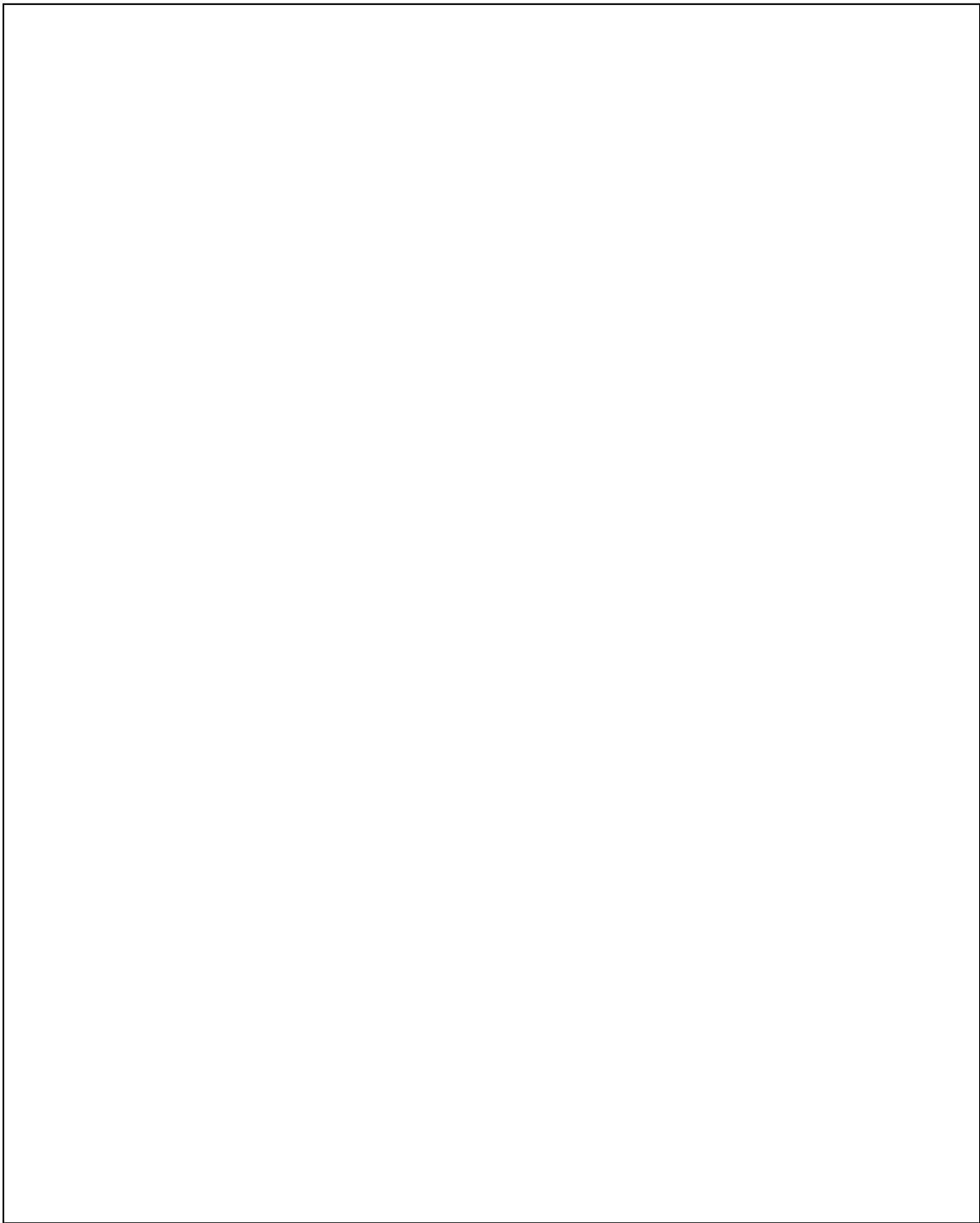
Figure 6. Zero Vehicle Households

Figure 6. Zero Vehicle Households

Density of Households With No Vehicle, by Census Tract

Households Per Acre
- 0 - 0.0002
- 0.0003 - 0.0020
- 0.0021 - 0.0200
- 0.0201 - 0.1000
- 0.1001 - 0.8057

★ Transportation District Headquarters

Transportation District Boundary

County Boundary

National Park

National Forest

Data Source: ESRI, Idaho Enterprise Open Data Portal, Idaho Transportation Department, National Park Service, US Census American Community Survey 5-Year Estimates 2014, US Census Bureau TIGER
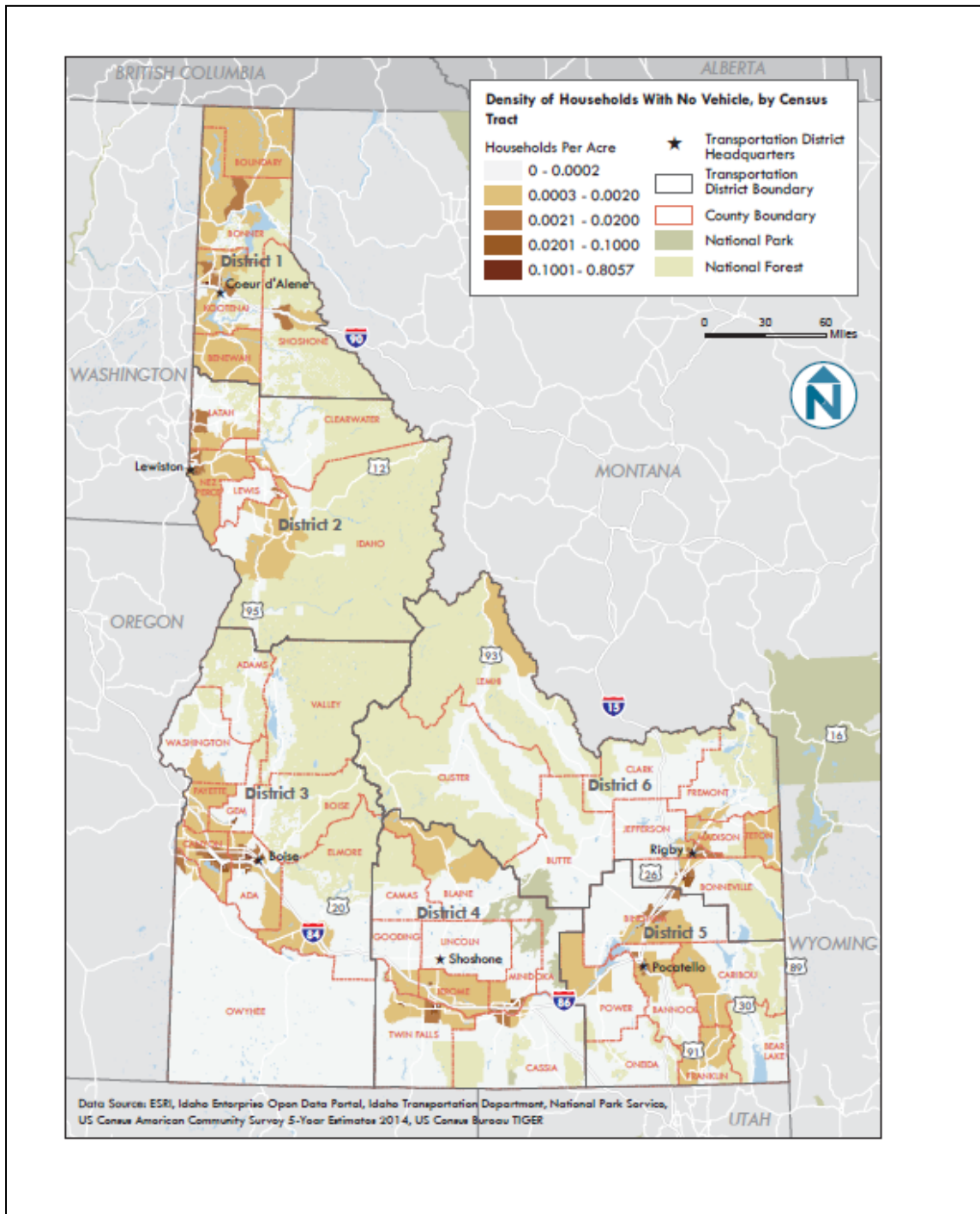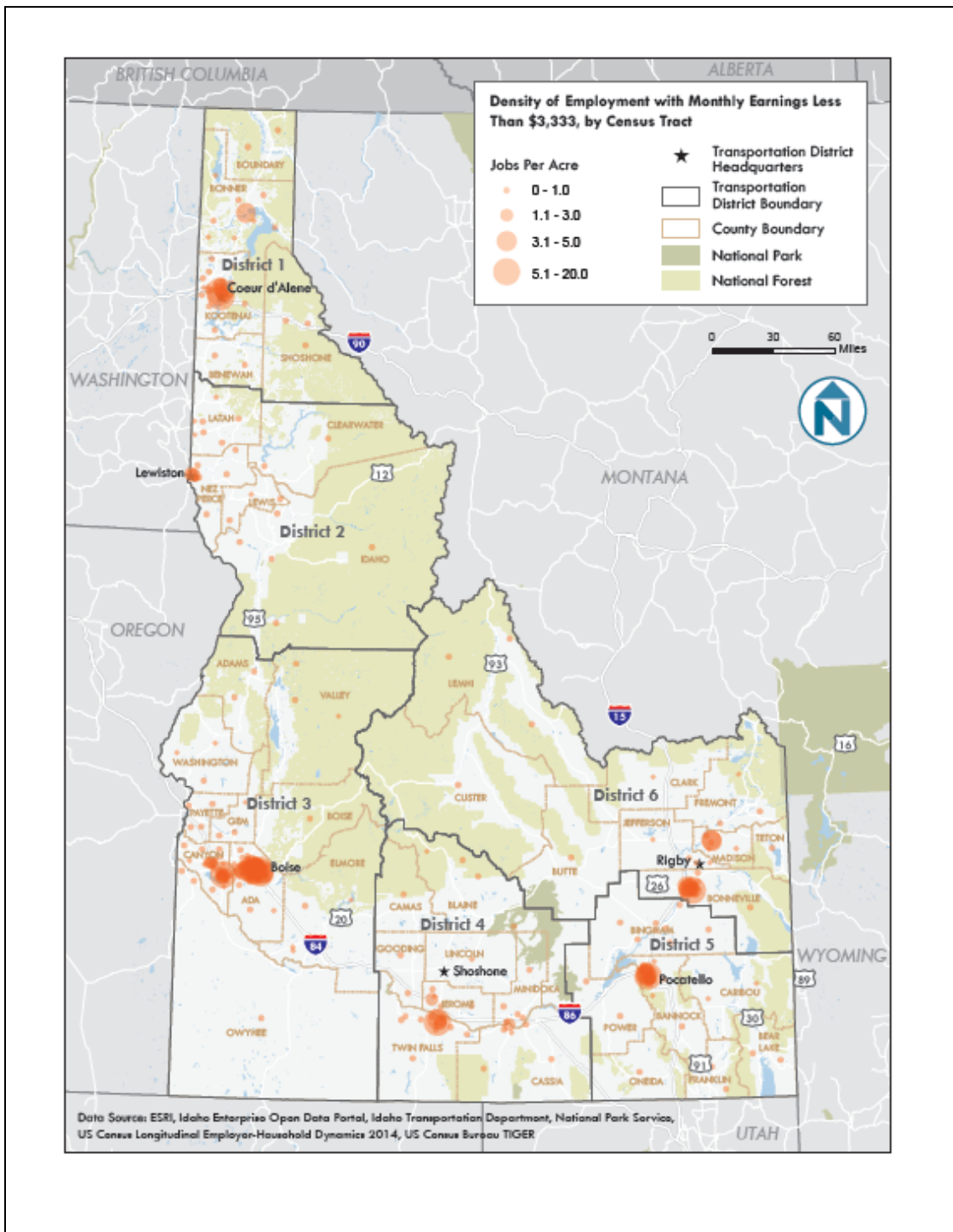
**Figure 7. Low Income Employment Density**

2.2 Reasons for Using Transit in District 5

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 reason District 5 survey respondents gave for taking transit were convenience (33%) and saving money (27%). Health and medical reasons almost made up about 20% of respondents primary reason for using transit, while not having access to a car was only listed by 13% of respondents. The 'other' category 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 5
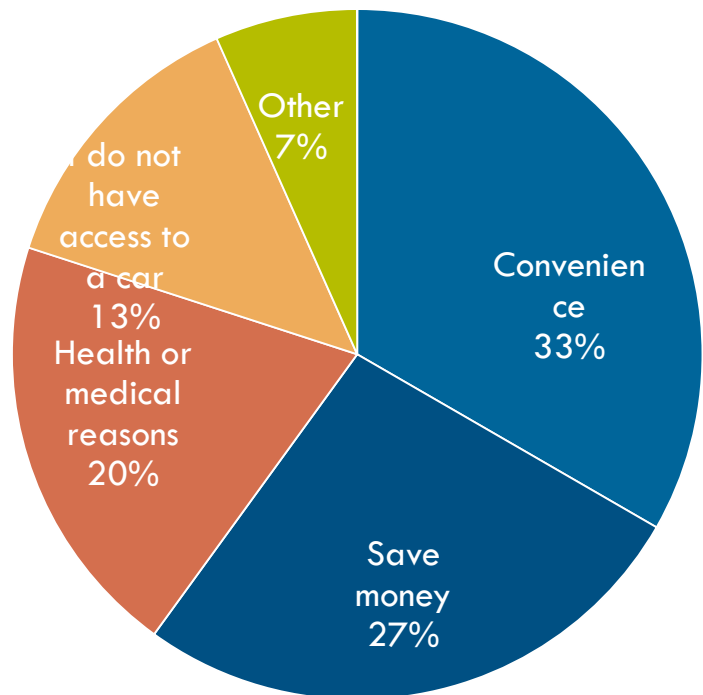
2.3 Current Transportation Services and Providers

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

Demand response	Fixed route	Deviated route	Intercity transit
Demand response is scheduled in response to calls from passengers. Passengers with similar origins and destinations are often scheduled to ride the same vehicle. Demand response includes door-to-door and curb-to-curb services.	Fixed route bus service consists of scheduled stops along a pre-determined route.	Route-deviated services operates as a conventional fixed bus route, but permits the bus to deviate from the route and service destinations within a prescribed distance (such as ¾ mile).	Intercity transit connects people with broader destinations in other regions or states.

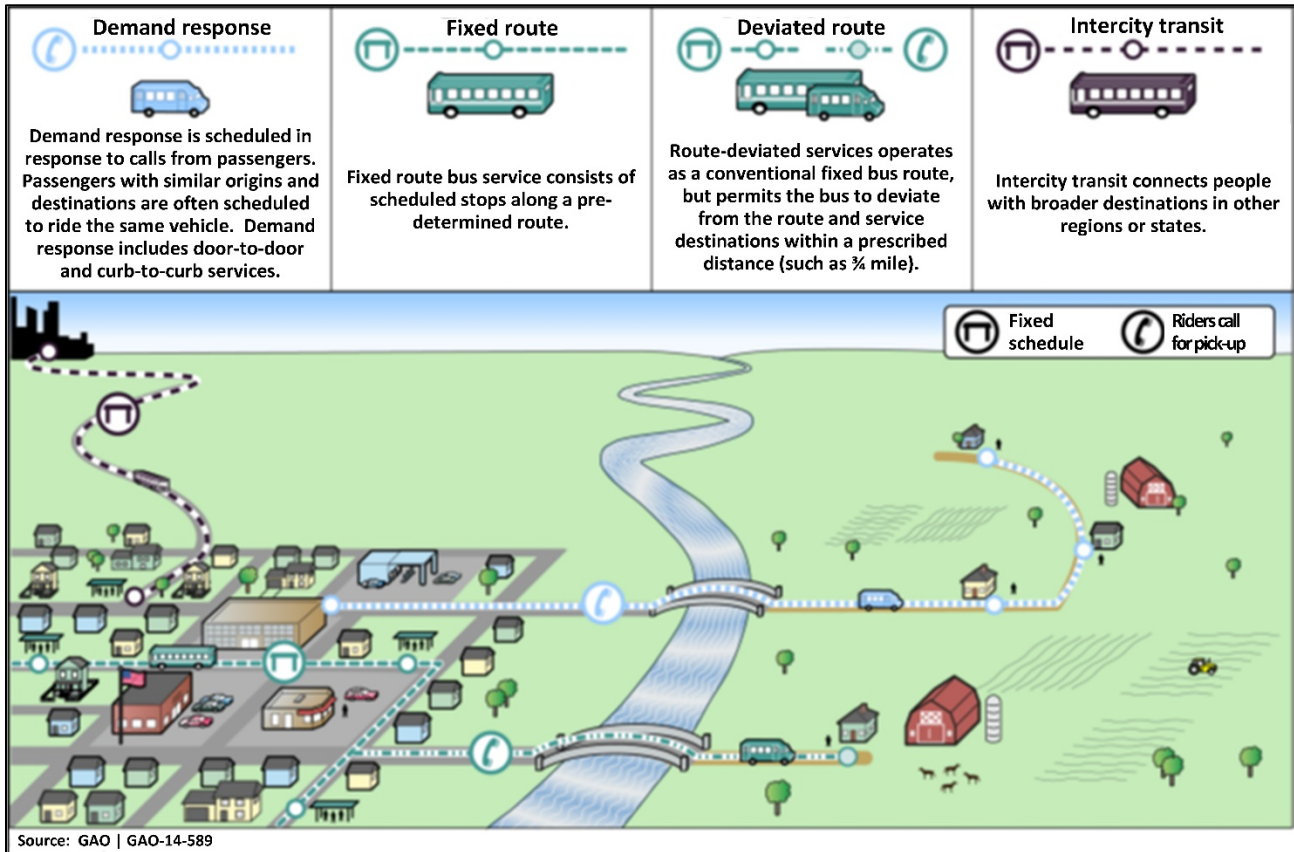Fixed schedule   Riders call for pick-up

Source: GAO | GAO-14-589

Table 1 and Figure 10 show public transportation providers currently serving communities in District 5. 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 5

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	
Intercity Transit Service Provider							
No Providers							
Regional							
Pocatello Regional Transit	Bannock	Pocatello City, Chubbuck City, Bannock County, Bear Lake County, Bingham County, Caribou County, Franklin County, Oneida County, Power County	Weekdays: 6:00 AM – 6:00 PM Saturday: 9:00 AM – 5:40 PM	FR, DR, IB	GP, OA, PWD	General	43
County Transit Service Provider							
Oneida County Hospital	Oneida	NA	NA	DR	NA	NA	2
Municipal Transit Service Provider							
No Providers							
Other Transit Service Provider							
Franklin County Memorial Center	Franklin	Franklin County	NA	DR	NA	NA	1
Shoshone-Bannock Tribes Public Transit Program	Bannock, and Bingham	Fort Hall Reservation area	Weekdays: 6 AM – 6 PM	FR, DR	GP, PWD	General	4

Key

NA = Information not available

Services Operated

FR = Fixed Route

DR = Demand Response

VP = Vanpool

IB = Intercity Bus

<u>Eligible Riders</u>
GP = General Public
OA = Older Adults
PWD = Persons with Disabilities

Figure 10. Transportation Providers in District 5

2.3.1 Intercity Bus

Pocatello Regional Transit provides intercity bus services linking Idaho State University and Pocatello to the communities of Chubbuck, Blackfoot, and Preston.

2.3.2 Fixed Route

Pocatello Regional Transit is the only fixed-route provider in District 5. The ridership is approximately 323,000 and the routes operate Monday through Friday, 6 a.m. to 6 p.m. and Saturday, 9 a.m. to 5:40 p.m.

2.3.3 Deviated Fixed Route Service

There is no deviated fixed route service in District 5.

2.3.4 Paratransit Service and Publicly Available Demand-Response Service

Pocatello Regional Transit provides ADA paratransit service for eligible people with disabilities in the Pocatello/Chubbuck area. PRT also provides non-emergency medical transportation services for individuals receiving Medicaid, and partners with the Senior Citizen Area Agency on Aging to provide senior citizen transportation services.

2.3.5 Private Transportation Providers

There are no private transportation providers in District 5.

2.3.6 Volunteer Driver Networks

There are no volunteer driver networks in District 5.

2.3.7 Other Human Services Transportation

The human service transportation providers in District 5 include Franklin County Medical Center, Oneida County Medical Center, the Shoshone Bannock Tribes Public Transit Program, HOPE Recover, SouthEastern Idaho Community Action Agency (SEICAA), and the Blackfoot Senior Center.

2.4 Current Funding Framework

2.4.1 Federal Transit Administration Funding

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 5, transit services within the Bannock Transportation Planning Organization planning area are eligible for 5307 funding, and Pocatello Regional 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 80% federal funding. Operating assistance is capped at 50% federal funding. In District 5, Pocatello Regional Transit is a current recipient 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 5 are eligible for tribal transit 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. None of the services in District 5 are current recipients of 5311(f) funding.

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.

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 5 participants, shown in Figure 11, provide insight about issues and challenges with existing services. Other reasons could include 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 5
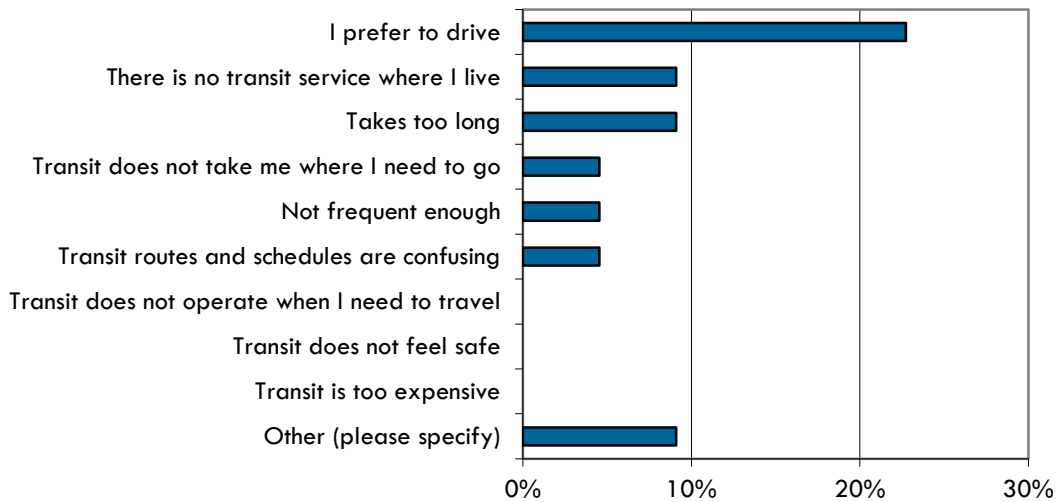
In addition, stakeholders attending the January 2017 work session helped the project team to explore existing needs and gaps within the region's transit system, looking at service locations and times, trip types, service accessibility, use of technology, information and communication, transit affordability, and coordination between providers.

3.1 Geographic Service Gaps

A number of geographic gaps were identified during the LCP meeting in District 5:

- There is no public transportation connection crossing the Shelly line into Idaho Falls. This was identified as a key missing route.
- One of the most important geographic gaps is the gap of service to and from Idaho Falls from Pocatello. This is a primary commuter route that has no service options available.
- Pocatello Regional Transit also receives many requests to provide service to and from Jackpot, Nevada. Transit providers identified this as a route that would be a benefit to implement, but it is not as crucial as other areas lacking service.
- Bear Lake County also provides no funding to any public transportation providers, and has repeatedly stated that it will not invest in public transportation service. This leaves enormous service gaps in this county. However, PRT will provide on-demand service anywhere in District 5, given appropriate scheduling and resources.

3.2 Temporal Service Gaps

The primary temporal service gap mentioned in the District 5 LCP meeting workshop was the lack of trip availability at certain times of day. The trip from Blackfoot to Pocatello was mentioned as one of the most important routes in the District, but service only exists for one round trip per day. Pocatello Regional Transit representatives thought that the service hours they provided covered enough of the day for most riders, but attendees would like to see more frequent service.

3.3 Trip Type Gaps

At the LCP workshop discussion, the primary trip type that was thought to be lacking was intercity transit. As mentioned above, traveling between Idaho Falls and Pocatello is a key intercity transit route that is currently lacking. In addition to this intercity route, there is demand from transit riders for new routes outside of the District. Many riders want to be able to travel to Jackpot, Nevada, for example. Current intercity transit is provided exclusively through Salt Lake Express.

3.4 Accessibility Needs

One of the primary accessibility concerns discussed in District 5 was the need for bike racks on buses and more bus shelters. Bike racks are available on most buses due to high demand from the student population at Idaho State University. Additionally, the number of bus shelters is very limited in District 5 with almost all shelters located on the ISUcampus. Expansion of bus shelters is a priority for District 5 providers. Providers also mentioned changing fixed route services to better accommodate key points of connection to other modes, such as park and rides. Providers are anxious to get more feedback from riders about what locations are most important to them, and are eager to adapt routes accordingly.

3.5 Technology Challenges

Currently, inter-provider communication and scheduling is done informally, without the benefit of any scheduling or Intelligent Transportation Systems (ITS) software. expanding ITS architecture and other technologies will not be possible without further funds, however some

stakeholders noted that using potential funding to upgrade technology is not the best use and should be allocated to providing direct services.

3.6 Information Gaps

LCP stakeholders felt that the biggest information gap is being able to overcome the perception that public transportation is only for certain groups such as the elderly or people with disabilities. There is no branding for transit services in Eastern Idaho, and many residents do not know that services exist.

3.7 Affordability Gaps

The biggest financial challenge in District 5 is local funding. The City of Blackfoot does not provide funds, nor do Bingham County or Bear Lake County. Most funding comes from Medicaid contracts, but without local matching funds it is very difficult to provide service.

The cost of service to riders is low. Many fixed route services in District 5 cost between $1 and $2 for an all-day pass. Affordability of transit rides is not a barrier in District 5, but funding is a significant issue for providers.

3.8 Coordination Gaps

The biggest challenge according to the transit representatives at the LCP meeting is to get people to buy into the idea that public transportation is not just for older adults and people with disabilities. Without public awareness and support, it is difficult to make public transportation a priority and provide good service to riders. Coordination among providers was also seen to be a difficult task, especially across state and district boundary lines.

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.

4.2 According to LCP meeting attendees, "Find My Idaho Ride," a system that used to provide resources for all public and private transit services, has been abandoned. Meeting attendees felt that this was a great service for riders, and that without this centralized information hub, it is very difficult to understand how to move around on public transit. 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.

LCP meeting attendees felt that expansion of service is difficult with limited funding. Meeting attendees discussed that many federal grants require some percentage of local matching funds, but District 5 providers receive no local funds. Because of this, service enhancement was not seen as a strong possibility in the future; the primary focus was on maintaining existing services.

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.

Among meeting participants, there was talk of a flexible voucher program in District 5, but it has not been developed to date. There was interest within the group in developing such a program.

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.

LCP meeting attendees discussed the need for sidewalk improvements and bus shelters. District 5 has had some success installing sidewalks using federal Section 5310 funding, specifically for the City of Chubbuck. Attendees discussed the need to replicate these programs so that accessibility to transit can be improved.

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.
- Establish and maintain General Transit Feed Specification (GTFS) data to support online mapping and trip planning applications.

Dispatching software is being used that allows playback to understand where a bus was at a given time, butthere is still work being done to use this information to provide real-time bus location information for riders. However, meeting attendees felt that spending significant resources on ITS to update transit technologies when basic services are not being provided was not appropriate. Attendees noted that any new funding should be spent to improve services provided instead new technology.

4.6 Other Potential Solutions

The workshop attendees in District 5 discussed the need to obtain political 'buy-in' for public transportation systems. They felt that without acknowledgment on the part of the public (and specifically elected officials) that public transportation is not only for older adults and people with disabilities, public transportation will have trouble developing in District 5.

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. It is important to note that the survey was taken by 24 people in District 5, 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 and Bottom Priorities for District 5 from Online Survey
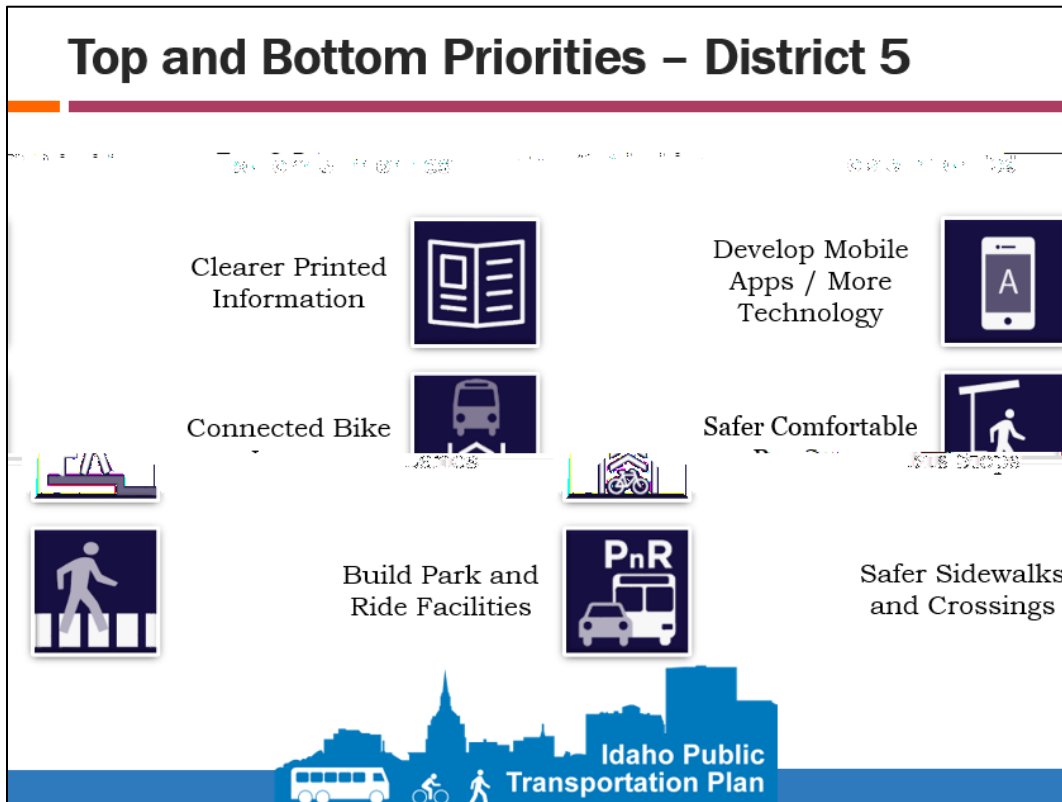
5 The Plan

Table 2 lists priority investments and strategies for District 5.

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	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility
1. Preserve existing fixed route and demand response services in District 5.	√				
2. Replace existing fleet vehicles at the end of their useful service life (as defined by FTA for each vehicle type)	√				
3. Include transit provider representation on regional transportation planning groups.					
4. Extend existing fixed route services as needed to establish formal connections and passenger transfer points between existing fixed route systems in District 5.			√		
5. Complete or update ADA transition plans for cities and counties in District 5 to include transit facilities and accessible routes to transit stop locations.					√
6. Add shelters to bus stops.					√

The "Category" header spans the five rightmost columns.

Recommended Strategy	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility
7. Work with roadway jurisdictions to address sidewalk gaps, add curb ramps where needed and improve the safety of roadway crossings near transit stops.					√
8. Work with local jurisdictions to develop programs for bus stop maintenance, including removal of winter snow and ice at transit stop locations.					√
9. Extend service hours for existing fixed route and demand response services, focusing on locations with job access needs on evenings and weekends.			√		
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.			√		
11. Ensure transit provider participation in statewide conferences, to network and learn about successful funding strategies.					
12. Implement Generalized Transit Feed Specification (GTFS) data for all fixed route services in District 5, and dedicate resources for maintaining GTFS data.				√	
13. Develop a roster of volunteer drivers in each county and implement or expand volunteer driver programs.		√			
14. Provide a centralized online source of information for all public transportation services available in District 5, 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.				√	
15. Develop a simple brochure with information about all public transportation services available in District 5. Include contact				√	

Recommended Strategy	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility
information for each provider. Identify a responsible party for keeping the brochure current and managing its distribution.					
16. Provide charging locations for electric wheelchairs on transit systems.					√
17. Provide online tools for paratransit and other demand response passengers to reserve seats and schedule rides.					
18. Develop marketing materials, using both online and print media, and distribute to help raise public awareness of available services.				√	
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.					
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.					
21. Promote driver training to encourage "compassionate professionalism".					

Recommended Strategy	Category				
	Continue Existing Service	Complement or Optimize Existing Network	Service Expansion	Information	Accessibility

KEY

Funding Sources
FTA §5307 = Federal funding for transit services within urbanized areas (in District 1, this includes the
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