
**IDAHO LOCAL MOBILITY MANAGEMENT
NETWORK 6B MOBILITY PLAN**

*Final Draft Plan – December, 2011
Coordinated Partnerships, Community Solutions*



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IDAHO LOCAL MOBILITY MANAGEMENT NETWORK 6B MOBILITY PLAN

INTRODUCTION

This plan is the latest iteration of the coordinated planning process in Local Mobility Management Network (LMMN) 6B. Unlike previous versions, the most recent planning effort emphasizes the strategies and operational options and focuses less on process. The goal of this effort is to encourage the implementation of activities that foster improved mobility in LMMN 6B.

While this LMMN 6B Mobility Plan takes into account recent efforts, it has been developed over the course of the past two years, with input from many interested stakeholders through an open planning process that included six 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 that follow.

Mobility Defined

In the context of I-way, and this planning document, mobility is an umbrella term that defines alternative 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 6B. This plan continues to be a living document that must remain flexible, and it is recommended that stakeholders in LMMN 6B meet to review the document at least yearly to determine if any changes are necessary.

STATEWIDE COMMITMENT TO REINVENTING MOBILITY OPTIONS: I-WAY

The Idaho Department of Transportation's (ITD) Division of Transportation Performance (Division) embraced the challenge of major change in order to enhance mobility and provide for a transparent planning process. ITD worked to assist local mobility stakeholders across the state in developing a structure and process to create the first generation of mobility planning documents. 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.

Waiving all barriers and constraints associated with Idaho's existing public transportation paradigm, CTAI continues to work with mobility stakeholders and the public at-large to identify issues of concern, articulate desired future conditions, and to identify the opportunities and work 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.

The next level of sophistication in identifying, strategizing and implementing solutions for mobility reflects the emergence of a new paradigm and the implementation of a system based on the fundamentals of true "Mobility Management." *Mobility Management is an institutional state of mind that emphasizes moving people instead of the mode of transportation.* The precept proves to be consistent with the Idaho Transportation Department's Long Range Transportation Plan called *Idaho on the Move: A Long-Range Plan to Improve Safety, Mobility, and Economic Vitality*, identifies improved mobility as one of its three long range goals. The other two goals critical to the Idaho transportation system 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 present Idaho's mobility management vision and scope within a new paradigm for working with and furthering 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 customers' needs through the

leadership, support, and coordination of local efforts; it outlines how continuing to achieve mobility in Idaho can be pursued 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 5309, 5310, 5311, 5311(f), Job Access Reverse Commute (JARC), New Freedom, State of Good Repair, Livability, 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 5309 (Bus and Bus-Related Facilities Discretionary Grant Program)** - Financial assistance for purchasing capital equipment.
- **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.

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 guide this next generation of Local Mobility Plans towards a fully comprehensive “multi-modal” mobility planning document. This process builds 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 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 6B 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 District Coordination Council adopts the plan on behalf of LMMN 6B. Letters of support from various community groups within LMMN 6B are encouraged.
- Adopted plans are posted on the I-way website, www.i-way.org

METROPOLITAN PLANNING ORGANIZATION (MPO)

Federal regulations require an area the size of Idaho Falls to have a Metropolitan Planning Organization (MPO) responsible for meeting the objectives and requirements of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Bonneville Metropolitan Planning Organization (BMPO) was formed in 1992 to meet that requirement. While the BMPO lies within the boundaries of LMMN 6B, all transportation planning and the expenditure of funds within its own boundaries - the cities of Idaho Falls, Ammon, Iona, Ucon, and the defined 'urbanized area' - are coordinated exclusively by the BMPO.

The LMMN process, and this document, do not address mobility issues, or fund mobility projects within the BMPO boundary. This process and document are intended to lay out mobility needs and strategies to be implemented in the rural areas of LMMN 6B, primarily eastern Bonneville, Teton, Madison, Jefferson, Butte, Clark, and Fremont Counties.

As a part of fulfilling its federal planning requirements, the BMPO develops and publishes three documents; the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Long Range Transportation Plan (LRTP). In addition to these documents, the BMPO also develops and publishes other planning documents including; a Short Range Transit Plan, Bicycle and Pedestrian Plan, and various other transportation related studies and plans.

The following provides a brief explanation of the documents published by the BMPO:

UPWP

Annual document that establishes the BMPO budget and federally funded transportation planning activities to be completed in the metropolitan planning area during the fiscal year.

TIP

Annual document that provides a programmed and prioritized list of federally funded transportation projects expected to be accomplished in the metropolitan planning area during the forthcoming five-year period.

LRTP

Twenty year multi-modal transportation plan that establishes new goals and objectives, describes transportation and financial conditions, identifies deficiencies and needs, prioritizes fundable projects and assesses potential impacts created from plan implementation. This plan is updated every five years.

Short Range Transit Plan

Five-year public transportation plan that establishes goals and objectives and identifies potential service improvements, capital projects and funding needs.

Bicycle and Pedestrian Plan

Five year document that outlines goals and objectives, identifies deficiencies and needs, recommends standards, and proposes a network for bicycle and pedestrian travel in the metropolitan planning area.

Other Studies or Plans

Upon request, transportation planning studies or plans may be performed that address existing and future traffic congestion, travel patterns, operations, safety concerns, etc. at specific roadways, intersections, developments, or other defined areas.

For information on mobility within the MPO area, please refer to their planning documents which can be located online at:

<http://www.idahofallsidaho.gov/city/city-departments/bmpo/bmpo-documents-pdf.html>

For any additional information, the BMPO can be reached at:

Phone: (208) 612-8530
Address: 1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

DEMOGRAPHICS, LAND USES, AND TRAVEL PATTERNS

LMMN 6B covers the seven northeastern counties of the state, Bonneville, Butte, Clark, Fremont, Jefferson Madison and Teton. Most of the population lives along the US 20 corridor between Idaho Falls and St. Anthony. The remainder of the network consist of deserts, mountains, rivers, and valleys that shape the land use and transportation patterns. Palisade Lakes, Craters of the Moon, EBR-1 (world's first nuclear power plant), Spencer Opal Mines, Henry's Lake, Harriman State Park, Mesa Falls, Teton Dam Ruins, and Teton Ranges attract tourists to the region. 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 6B. The results of this assessment have been updated, and a detailed understanding of the region's transportation needs is included in Appendix C (along with the methodology). This information provides the following highlights:

- The vast majority of the region has a low-density population, with only a few areas with a population of over 500 people per square mile.
- Idaho Falls, Rexburg and St. Anthony are the cities in the service area with more than 2,000 persons per square mile.
- The highest concentrations of elderly persons (400-500 per block group) are found in small areas of Idaho Falls.
- The Ammon area has the relatively highest concentration of people with disabilities (more than 300 per block level).
- The largest concentrations of families living below the poverty level (over 160 in the block group) are in Idaho Falls.

- Significant internal major destinations in LMMN 6B are concentrated in the cities of Idaho Falls, Rexburg and St. Anthony; Rigby, Sugar City, Victor/Driggs and Ashton are secondary destinations. External destinations include Pocatello (especially in the southern portion of Bonneville and Butte Counties), Dillon in the state of Montana (especially northern parts of Clark County), West Yellowstone, Big Sky and Bozeman in Montana (especially Northeastern parts of Fremont County), Jackson in the state of Wyoming (especially southeastern parts of Teton County), and Grand Targhee Resorts in Wyoming (especially eastern portions of Teton County).

For details regarding the demographics, land uses and travel patterns, see Appendix C attached to this document.

EXISTING MOBILITY SERVICES

Assessing existing transportation services helps to inform the stakeholders of future strategies to identify service gaps and needs in LMMN 6B. Appendix D details the existing services in the following areas:

- 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
- Non-motorized transportation (bicycle/pedestrian)
- Taxi services
- Schools/education
- Aeronautic (air transportation)
- Other transportation providers

Targhee Regional Public Transit Authority (TRPTA), based in Idaho Falls, serves the incorporated areas of Idaho Falls and several rural communities throughout the region. Southern Teton Area Rapid Transit (START), based in Jackson, Wyoming, operates an intercity route from Teton Valley to Jackson – the fixed route operates two round trips each Monday through Friday and stops in Driggs, Victor, Wilson, and Teton Village. Valley Vista Care, a faith-based private non-profit organization, operates Lost River Transit based in Mackay. Lost River Transit provides dial-a-ride, curb-to-curb transportation in the Lost River Valley, Custer and Butte counties, between Mackay and Arco, as well as transportation to Idaho Falls, Blackfoot and Pocatello for medical

appointments. Human service transportation is provided by a number of agencies and private providers in an uncoordinated manner.

One regional intercity bus carrier serves LMMN 6B - Salt Lake Express. Salt Lake Express operates several routes serving Idaho Falls, and Rexburg, on routes to West Yellowstone, MT, Jackson, WY, and Pocatello (and beyond to Salt Lake City or Boise). Several other "specialized" services that operate or are available within the LMMN are:

- Holiday Motor Coach - charter bus company based in Rigby
- Teton Stage Lines - charter bus and school bus transportation provider based in Idaho Falls
- Idaho National Laboratories Integrated Transportation Services - transports employees to and from the site, as well as to INL facilities in Idaho Falls
- Mountain High Shuttle - airport shuttle and non-emergency medical transportation based in Mackay, transports residents from Arco, Mackay, and Challis to Idaho Falls, Blackfoot and Pocatello as well as airports in Salt Lake City and Boise
- ABC Express - based in Idaho Falls, operating door-to-door, wheelchair-accessible service and non-emergency medical transportation.
- Rollin Shuttle Services - based in Rigby and serves Idaho Falls metropolitan area as well as southeast Idaho; operates charter bus, door-to-door wheelchair-accessible service, summer youth program, and non-emergency medical transportation.
- Always-In-Time Transportation - based in Idaho Falls, operating door-to-door, wheelchair-accessible service and non-emergency medical transportation.
- Idaho Rideshare: a free online resource to help individual commuters find the best carpool or vanpool rideshare match. Beyond the traditional commute, Rideshare also has matching tools for Bike Buddies, School Pool and Special Events. Available at:

<https://i-way.icarpool.com/en/Login.aspx>

VALUES, NEEDS, AND GAPS

During previous mobility planning efforts in LMMN 6B, 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, along with general needs developed by local stakeholders.

Participants in the process for updating the LMMN 6B Plan reviewed the list of needs statements included in the December, 2009 version. Their comments were incorporated into Table 1:

Table 1: Updated Needs Statement

Number	LMMN 6B Needs Statement
N6B.1	Provide affordable, accessible and reliable mobility services and infrastructure for the general public in the I-15, US 20, US 26, US 91, Idaho 28, Idaho 33, and Wyoming 22 corridors, and surrounding communities.
N6B.2	Provide sustainable funding for mobility services.
N6B.4	Ensure that all providers regardless of funding, have adequately trained operators and safe appropriately equipped vehicles, and meet Federal, state and local laws and regulations.
N6B.7	Provide affordable, accessible and reliable mobility services for the general public in the LMMN with extended availability after hours and on weekends.
N6B.14	Provide safe, accessible and affordable mobility services to recreational and tourist activities and locations within the LMMN and adjoining areas.
N6B.22	Provide and promote use of accessible intermodal transfer facilities within the network and make available to, and integrate with, pedestrian and other mobility modes.
N6B.25	Provide affordable and accessible mobility services between the LMMN and destinations such as Boise, Salt Lake, Blackfoot, Pocatello, Jackson, Bozeman, and West Yellowstone.
N6B.37	Consider mobility friendly concepts such as SmartGrowth in land use policies and future development.
N6B.44	Engage the general population in transportation and mobility services through education and marketing, and need to provide a clearinghouse of information regarding mobility options.
N6B.45	Mobility services need to address commonly used destinations.
N6B.46	Equip vehicles as appropriate for intermodal transportation.

Number	LMMN 6B Needs Statement
N6B.47	Coordinate mobility services with providers in other networks, Districts and states.
N6B.48	Provide safe, clean, accessible and family-friendly non-motorized pathways and amenities.
N6B.49	Resolve issues limiting delivery of mobility services across state lines.

THE PLAN - STRATEGIES AND ALTERNATIVES

Previous versions of the LMMN 6B plan included strategies that offered a potential solution to identified mobility needs or gaps in services. These strategies were reviewed by local stakeholders as part of updating the plan, and their input included in the local strategies included in Table 2. 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, local stakeholders prioritized these strategies as noted in the table. Appropriate needs from the LMMN 6B Needs Statement that a strategy would help meet are also included. These strategies are further detailed chronologically in this section along with potential alternatives to meet each strategy.

District and Statewide strategies identified from the previous planning process are also included in Table 2.

Table 2: LMMN 6B Strategies

No.	Strategy Short Title	Need
Local Strategies in LMMN 6B		
Services		
6B.L001	Assess feasibility of expanded route options connecting Teton County, ID to Teton County, WY and to other parts of District 6.	1
6B.L013	Improve feeder transportation within LMMN 6B.	1
6B.L016	Provide mobility services along the Rexburg to Idaho Falls travel segment.	1, 7, 25, 45
6B.L019	Provide mobility services along the Rexburg to Driggs travel segment.	1, 7, 25, 45
6B.L022	Provide mobility services within Teton Valley, ID, Monday - Friday service from 7:00 a.m. - 5:00 p.m. excluding federal holidays only.	1, 7, 25, 45
6B.L023	Provide Driggs-Jackson commuter service Monday through Friday with two a.m. departures leaving Driggs to arrive in Jackson by 7:30 a.m. and 8:00 a.m. with two return trips to leave Jackson at 3:35 and 5:10.	1, 7, 25, 45
6B.L024	Provide demand response service in Rexburg/Madison County Area Monday-Friday from 8:00 a.m.-5:00 p.m.	1, 7, 25, 45
6B.L025	Provide rural demand-response services within Bonneville and Jefferson Counties, Monday - Friday from 7:00 a.m. - 5:00 p.m.	1, 7, 25, 45
6B.L026	Provide shuttle service from Victor-Driggs-Grand Targhee from December to April/May.	1, 7, 25, 45
6B.L027	Provide direct air transportation between Idaho Falls and Boise.	25, 47
6B.L032	Provide fixed-route transit services within the city of Rexburg.	1, 7, 45

No.	Strategy Short Title	Need
6B.L033	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L016	1, 7, 25, 45
6B.L034	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L019	1, 7, 25, 45
6B.L035	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L022	1, 7, 25, 45
6B.L036	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L023	1, 7, 25, 45
6B.L037	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L024	1, 7, 25, 45
6B.L038	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L025	1, 7, 25, 45
6B.L039	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L026	1, 7, 25, 45
6B.L040	Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L032	1, 7, 45
Infrastructure		
6B.L008	Implement land use policies that support expansion of mobility options (including bikeways and pathways) at the local level.	22, 37
6B.L011	Require all providers accessing state and/or federal funding to co-locate transit facilities, transfer times and locations, to locations identified by local planning agencies, or the DCC. All published schedules, and web-based schedule information should include information on the partnering agencies continuation of service.	22
6B.L014	Locate and develop a new Rexburg transit center/office.	22
6B.L015	Establish Pathway Maintenance Funding.	48

No.	Strategy Short Title	Need
6B.L029	Construct and/or obtain land for park and ride lots within LMMN 6B	22
6B.L030	Complete Phase 2 of Victor Transit Center	22, 48
6B.L031	Develop bicycle & pedestrian pathway system within local communities of LMMN 6B	14, 48
6B.L041	Driggs bus storage facility	1, 14
6B.L042	Driggs transit center facility	1, 14, 22, 45
Mobility Management		
6B.L004	Expand LMMN mobility service routes to cover social service agency offices and other lifeline service locations.	47
6B.L009	Educate officials and the community on the need and value of supporting, funding, and developing public transportation services, facilities and amenities.	2
6B.L043	Fund marketing/outreach campaign with BYU-I to promote mobility services, and ridesharing.	22, 44
District Strategies		
6B.D001	Provide services connecting District 6 communities. (Salmon/Challis - Idaho Falls; Shelley - Idaho Falls; Island Park-Ashton-St.Anthony-Rexburg-Idaho Falls, Teton Valley - Idaho Falls)	1, 7, 25, 45
6B.D003	Educate elected officials and the community on the need of supporting and funding public transportation services at the district level.	2
6B.D004	Build coordination at the district level along the District corridors.	1, 7, 25, 45, 46, 47, 49

No.	Strategy Short Title	Need
6B.D005	Expand outreach and provide simplified access to information regarding transportation options at the district level.	44
6B.D006	Identify a network of Park and Ride locations across the District that meets the needs of employers and businesses across Eastern Idaho.	22
6B.D008	Implement land use policies that support expansion of mobility options (including bikeways and pathways) at the district level.	48
6B.D009	Create and share region wide GIS maps for bikeways and pathways.	44
6B.D011	Provide mobility services from LMMN 6A to LMMN 6B specialized for seniors accessing medical facilities.	7
6B.D012	Provide Capital Acquisition as needed to support District Strategy 6B.D011	1, 45
Statewide Strategies		
S.001	Intercity public transportation services between Coeur d'Alene and Moscow (Corridor 1)	N/A
S.002	Intercity public transportation services between Moscow and Riggins (Corridor 2)	N/A
S.003	Intercity public transportation services between Riggins and Boise (Corridor 5)	N/A
S.004	Intercity public transportation services between Twin Falls and Pocatello (Corridor 6)	N/A
S.005	Intercity public transportation services between Bonners Ferry and Coeur d'Alene (Corridor 7)	N/A
S.006	Intercity public transportation services between Rexburg and Butte (Corridor 3)	1, 25
S.007	Intercity public transportation services between Twin Falls and Sun Valley (Corridor 10)	N/A

No.	Strategy Short Title	Need
S.008	Intercity public transportation services between Rexburg and Utah Stateline-Salt Lake City (Corridor 4)	1, 25, 45
S.009	Intercity public transportation services between Jackson and Idaho Falls (Corridor 8)	1, 25, 45
S.010	Intercity public transportation services between Rexburg and West Yellowstone (Bozeman) (Corridor 9)	1, 25, 45
S.011	Intercity public transportation services between Rexburg and Salmon (Corridor 13)	1, 25, 45
S.012	Intercity public transportation services between Montpelier and McCammon (Corridor 11)	N/A
S.013	Intercity public transportation services between Boise and Twin Falls (Corridor 15)	N/A
S.014	Intercity public transportation services between Preston and McCammon (Corridor 12)	N/A
S.015	Intercity public transportation services between Saint Maries and Plummer (Corridor 14)	N/A
S.016	Intercity public transportation services between Orofino and Lewiston (Corridor 18)	N/A
S.017	Intercity public transportation services between Preston and Logan (Corridor 19)	N/A
S.018	Intercity public transportation services between Coeur d'Alene and Washington Stateline-Spokane (Corridor 17)	N/A

No.	Strategy Short Title	Need
S.019	Intercity public transportation services between Coeur d'Alene and Montana Stateline-Missoula (Corridor 16)	N/A
S.020	Intercity public transportation services between Salmon and Montana Stateline-Missoula (Corridor 20)	N/A
S.021	Implement Express Routes from the Wood River Valley to Boise.	N/A
S.022	Increase Access to Boise and Salt Lake City, Especially for Medical Facilities.	1, 25, 45
S.023	Implement New Services or Adjust Existing Services to Meet the Needs of Tourists Across Idaho and the Greater Yellowstone.	1, 25, 45
S.024	Expand, Coordinate, and Market Ride-Share Programs for Commuters in the Rexburg-Pocatello Corridor	1, 7, 25, 44, 45
S.025	Sustain and Continue to Grow Services to Meet Commuter Needs in District 5 and District 6, into and between the Larger Urban Centers of Idaho Falls and Pocatello	1, 7, 25, 45
S.026	Recycle transit vehicles rotated out of mainline service.	N/A
S.027	Correct rules and regulations that are barriers to delivery and coordination of mobility services.	49

LOCAL STRATEGIES

Strategy 6B.L001 - Assess Feasibility of Expanded Route options Connecting Teton County, ID to Teton County, WY and to Other Parts of District 6

Within Teton County and the surrounding communities, hours and locations with services do not always meet the needs of people without reliable transportation that do not qualify for demand-response service. Coordinated by the Mobility Manager, assess the additional need for demand response and fixed-route services in the rural portion of LMMN 6B. The intent of this assessment and analysis is to develop future detailed strategies for the coordination plan.

Concepts for study should include feasibility of a Driggs-Jackson airport route, addition of mid-day commuter route between Driggs-Jackson to augment the existing two daily trips, feasibility of a daily route between Teton Valley, ID and the Idaho Falls Regional Airport, and feasibility of modification to the existing Rexburg-Driggs demand response service to a fixed route program, feasibility of evening routes between Driggs and Jackson, feasibility of commuter routes within Teton Valley, ID, and feasibility of expanding demand-response service to include evening and weekend service within Teton Valley, ID.

Potential Projects Include:

- A formal Transit Development Plan for the Teton County area that would evaluate potential route structures and costs.
- In lieu of a formal planning process, surveying current riders to gather more information to determine origins and destinations and to gain their input on improvements to services.
- Conducting an Origin & Destination survey of drivers along Hwy. 33.
- Implementing processes and the means to ensure that demand response riders have alternatives for return trips when the primary mobility service vehicles are not available.
- Identifying service areas needing expansion of coverage during weekends.

Strategy 6B.L004 - Expand LMMN Mobility Service Routes to Cover Social Service Agency Offices and Other Lifeline Service Locations

Services in the LMMN should provide access to social service agency offices, government locations, polling places, etc. In developing placement of transit routes and service segments, emphasis should be given to key lifeline service locations for residents that are transportation disadvantaged.

Alternatives/Considerations:

- Social service agencies directly operating or contracting mobility services.
- Voucher programs for social service agency clients.
- Coordinating with social rural service agency offices and other lifeline service locations to gather more information to determine origins and destinations and to gain their input on improvements to existing services.
- Outreach campaign to maximize use of Idaho Rideshare by Social Service Agencies and their clients.

Strategy 6B.L008 – Implement Land Use Policies that Support Expansion of Mobility Options (Including Bikeways and Pathways) at the Local Level

Incorporate community planning methodologies that consider alternative modes of mobility and result in environments that are pedestrian and bicycle safe and friendly. These policies should promote density and concentrated growth in the region. Consider implementing the idea of complete streets for all new developments and modifications.

Alternative /Considerations:

- Promote bike and pedestrian-friendly environments and incorporate bikeways and pathways into the growth plan of connecting communities within the local network, and to points outside the network and District.
- Develop and promote transit-friendly guidelines.
- Ensure that transit providers are involved in local planning and land use issues.
- Coordinate bike path and pedestrian improvements with local transit providers.
- Build bikeways and pathways in the region.
- Provide safe, alternate means for students to travel to local primary and secondary schools.

Strategy 6B.L009 – Educate Officials and the Community on the Need and Value of Supporting, Funding, and Developing Public Transportation Services, Facilities, and Amenities

Stakeholders stressed the importance of educating local officials, elected officials, communities, and the private sector on the need and value of supporting, funding, and developing public transportation services, facilities, and amenities that are safe, clean, ADA-accessible, and family-friendly.

Through such education, the network can better its chances to obtain sustainable funding for existing as well as new proposals. Also, this ensures that mobility services, facilities and amenities are ADA accessible and respectful of family and personal values.

Alternative/Considerations:

- Implement a branding approach, potentially “I-Way Certified”, to ensure that mobility services and facilities meet standards for safety, cleanliness, ADA accessibility, etc.

Strategy 6B.L011 – Require all Providers Accessing State and/or Federal Funding to Co-Locate Transit Facilities, Transfer Times and Locations, to Locations Identified By Local Planning Agencies, or the DCC. All Published Schedules, and Web-Based Schedule Information Should Include Information on the Partnering Agencies Continuation of Service

This strategy aims to optimize mobility coordination through transit facility co-location in a manner that is safe, sensible, and meets the business goals of the providers.

Alternative/Considerations:

- A formal transit facility(ies) feasibility study that would evaluate current and future transit facility locations. The study would address the following:
 - Develop and co-locate transit centers, intermodal transfer points, and ancillary infrastructure at locations to optimize coordination and provide convenience to users.
 - If transit centers cannot be co-located, develop services that provide interconnection.
 - If co-located mobility services are considering de-location to separate facilities, these proposed changes should involve a public involvement process and/or review by the DCC.
 - Contingency measures such as shuttles or service extensions may be required to maintain interconnectivity.

Strategy 6B.L013 – Improve Feeder Transportation within LMMN 6B

The link between local service and intercity services is often a missing connection which precludes individuals from making longer distance travel. To tackle this issue, this strategy targets improving feeder transportation within LMMN 6B. This provides mobility to riders to reach intercity services for travel beyond their local communities. This is specifically applicable to the rural parts of the LMMN, excluding intercity services.

Alternatives/Considerations:

- Improve feeder service to/from locations served by intercity providers.
- Provide 'last mile' ADA accessible mobility for riders to reach their ultimate destinations in the LMMN 6B.
- Be equipped with capacity for efficiently carrying passengers and equipment/luggage.
- As applicable, leverage existing resources to provide this mobility.
- Develop collaborative arrangements among providers for operating needs such as vehicle storage, funding administration, etc.

Strategy 6B.L014 – Locate and Develop a New Rexburg Transit Center/Office

Develop and co-locate a Rexburg transit center/office that has capacity to accommodate and/or coordinate with Idaho National Laboratory (INL), intercity providers, and other carriers to optimize coordination and provide convenience to users. The public, other carriers, major business and the local university should be involved in the process to locate this office to maximize its value to the community. If unable to identify a convenient co-location for this facility, this strategy should also include developing contingencies to allow interconnectivity between providers.

Potential projects include:

- Rexburg Park and Ride/Bus Facility
 - A new park and ride lot and bus facility will serve passengers and TRPTA administrative functions.
 - Projected total project cost - \$1,100,000 (based on Yellowstone-Teton Western Gateway Economic Stimulus through Cohesive Mobility Tiger II application)

Strategy 6B.L015 - Establish Pathway Maintenance Funding

Establish funding for reliable maintenance of accessible pedestrian and bicycle routes. Funds should be made available to maintain the pathways. An entity should also be established to be responsible for the monitoring and maintenance of all pathways. This effort could be lead by the mobility manager. This would include snow removal as needed to allow better access to alternative mobility services in winter.

Strategy 6B.L016 - Provide Mobility Services along the Rexburg to Idaho Falls Travel Segment

Stakeholders stressed the need to provide service along the Rexburg to Idaho Falls travel segment. Potential services could include shuttle services, fixed route, fixed route/flex schedule, demand-response services, and ridesharing/vanpooling. Numerous origins/destinations for students, the disabled, and employers on both ends of the travel segment contributed to the LMMN process in 2011, indicating a significant need for the passenger groups they represent.

- Facilities for the developmentally disabled
- Schools; EITC, BYU-I, University Plance
- Employers; Melaleuca, ARTCO, Center Partners

Strategy 6B.L019 - Provide Mobility Services along the Rexburg to Driggs Travel Segment

Stakeholders expressed the need to provide service along the Rexburg to Driggs travel segment, primarily for medical trips and accessing facilities or services for the developmentally disabled. Potential services could include shuttle services, taxis, and demand response services that enable mobility and are determined to be successful.

Potential projects include:

- o Demand response bus service
- o A Volunteer driver or voucher program
- o Increased usage of Idaho Rideshare

Strategy 6B.L022 - Provide Demand-Response Services within Teton Valley, ID, Monday - Friday Service from 7:00 a.m. - 5:00 p.m. Excluding Federal Holidays Only

Local stakeholders expressed the need for public transit services for people with disabilities, seniors, and people with low income. Demand-response service would

allow greater access to employment opportunities and critical community services, and to expand weekend hours to allow greater access to a variety of important local destinations and to service and other jobs.

Alternatives/Considerations:

An assessment should be conducted to determine the most effective course of action in regard to this strategy. This could include:

- A formal Transit Development Plan for Teton Valley that would evaluate potential service and costs.
- In lieu of a formal planning process, surveying current riders to gather more information to determine origins and destinations and to gain their input on improvements to services.
- Expand hours and days of current demand-response system to meet additional service needs.

Strategy 6B.L023 - Provide Driggs-Jackson Commuter Service Monday through Friday with 2:00 a.m. departures leaving Driggs to arrive in Jackson by 7:30 a.m. and 8:00 a.m. with Two Return Trips to Leave Jackson at 3:35 and 5:10

Local stakeholders expressed the need for direct transportation services from Driggs to Jackson, Wyoming.

In addition to working with intercity bus operators and ITD to secure funding for this service, this strategy offers the opportunity to partner with Wyoming to implement services that provide links and open up transportation options for residents in both states.

Strategy 6B.L024 - Provide Demand-Response Service in Rexburg/Madison County Area Monday-Friday from 8:00 a.m. - 5:00 p.m.

The Rexburg/Madison County area currently requires more specialized demand-response transportation services. This is a logical strategy for improving mobility, especially for older adults, people with disabilities, and people with lower incomes who may not have access to public transit services or be eligible for specialized transportation services such as those funded by Medicaid. Local stakeholders also expressed the importance of demand-response services that would target specific employment sites and locations. Demand-response services would also provide an opportunity to gauge demand in rural areas of LMMN 6B and provide information that could be used to determine the feasibility of scheduled or fixed-route services in the future.

Strategy 6B.L025 – Provide Rural Demand-Response Services within Bonneville and Jefferson Counties, Monday – Friday from 7:00 a.m. – 5:00 p.m.

While some new important services have been implemented in LMMN 6B, local stakeholders expressed the need for demand-response transportation services to meet mobility needs, extend access to mobility for people who do not qualify for Medicaid funded transportation in Bonneville and Jefferson Counties. Demand-response and specialized transportation services operated in the LMMN is a logical strategy for improving mobility, especially for older adults, people with disabilities, and people with lower incomes who may not have access to public transit services or be eligible for specialized transportation services such as those funded by Medicaid.

This strategy would meet multiple unmet needs and issues while taking advantage of existing organizational structures. Operating costs -- driver salaries, fuel, vehicle maintenance, etc. -- would be the primary expense for expanding services, though additional vehicles may be necessary for providing same-day transportation services or serving larger geographic areas.

Strategy 6B.L026 – Provide Shuttle Service from Victor-Driggs-Grand Targhee from December to April/May.

Local stakeholders in the Teton Valley have identified a shuttle from Driggs to Grand Targhee has an important route for workers, tourists, and the general population. The proposed shuttle project should run from approximately 6:30 a.m. to 10 p.m. Thursday thru Sunday at a minimum, stopping at the Resort’s employee housing complex at the Buffalo Valley Condos, at the Driggs Community Center, and at the Teepee parking lot in Alta, WY at a minimum. It is intended to provide an early/late service for their 200+ employees and also a means of mid-day transportation for skiers and guests.

6B.L027 – Provide Direct Air Transportation to/from Idaho Falls and Boise

An aviation option within LMMN 6B helps the economic growth of Idaho Falls and provides another means for regional and statewide travel.

6B.L029 – Construct and/or obtain land for park and ride lots within LMMN 6B

Numerous park and ride lots within LMMN 6B have been identified by local stakeholders for employment and recreational purposes. Many of them fall within the rural areas of Teton and Fremont Counties.

Potential locations include:

- Fox Creek area (Teton Valley)
- Tetonia

- Island Park

6B.L030 - Complete Phase 2 of Victor Transit Center

Phase I of the Victor Transit Center was completed with funding from an ARRA grant. Phase I includes a 1.5-acre paved parking facility that accommodates 120 commuter and car pool vehicles and has bus pick-up and drop-off lanes adjacent to the proposed building. It is located along and connected to a local bike pathway. Phase II of the transit center, a customer waiting/boarding facility, will accommodate four area transit providers: the primary commuter carrier, Southern Teton Area Rapid Transit (START), Targhee Regional Public Transit Authority (TRPTA), Alltrans, and Salt Lake Express.

6B.L031 - Develop bicycle & pedestrian pathway system within local communities of LMMN 6B

Many of the rural communities within LMMN 6B have begun work identifying bicycle or pedestrian routes, potential opportunities for signage, painting, or striping to improve the accessibility of those two modes. This strategy is intended to allow for the funding of facility improvements, including paving in any of the rural communities within LMMN 6B.

6B.L032 - Provide fixed-route transit services within the city of Rexburg

Stakeholders expressed a significant need for fixed route service within the city of Rexburg. The suggested service is intended as a replacement for Strategy 6B.L024. Stakeholders indicated that a route servicing student housing, the BYU-I campus, the downtown loop, and 2nd out to State Hwy 20 would be very well used.

6B.L033 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L016

Strategy 6B.L016 is intended to provide mobility services along the Rexburg to Idaho Falls corridor. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L034 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L019

Strategy 6B.L019 is intended to provide mobility services along the Rexburg to Driggs corridor. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L035 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L022

Strategy 6B.L022 is intended to provide weekday mobility services within the Teton Valley. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L036 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L023

Strategy 6B.L023 is intended to provide weekday commuter services between Teton County, ID and Teton County, WY. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L037 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L024

Strategy 6B.L024 is intended to provide demand response services in and between Rexburg and rural Madison County. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L038 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L025

Strategy 6B.L025 is intended to provide demand response services in and between Bonneville and Jefferson Counties. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L039 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L026

Strategy 6B.L026 is intended to provide commuter and tourism related mobility services between Teton Valley, ID and Alta-Grand Targhee Resort. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L040 - Provide Capital Acquisition as needed to support Mobility Services Strategy 6B.L032

Strategy 6B.L032 is intended to provide fixed route transit services within the city of Rexburg. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

6B.L041 - Driggs bus storage facility

The local providers have expressed a need for a storage facility in Driggs. All providers currently store their rolling stock outdoors, making winter operations very difficult, and reducing the useful life of their vehicles. The LMMN stakeholders agreed that a storage facility is a priority to ensure reliable operations in the future. In keeping with strategy 6B.L011, stakeholders will require co-location of all providers operating within the Teton Valley, and a facility that will accommodate all the vehicles operating from a base in Driggs. At the time of this document's publication, that includes TRPTA, START Bus, and Grand Targhee Resort. An application submitted under this strategy number shall require the approval of the Teton Valley Mobility Advisory Committee (TVMAC).

6B.L042 - Driggs transit center facility

As the ground-based mobility options to, from, and within Teton Valley grow, stakeholders have expressed a need for a transit facility. Four providers currently operate bus services in the local area. Stakeholders expressed a need for a centralized place to meet for intercity connections to Idaho Falls, Jackson, and the airport in Salt Lake, as well as the commuter/skier shuttle to Grand Targhee. An application submitted under this strategy number shall require the approval of the Teton Valley Mobility Advisory Committee (TVMAC).

Potential Projects include:

- Improvements to the existing city center facility
- Construction of a new facility

6B.L043 - Fund marketing/outreach campaign with BYU-I to promote mobility services, and ridesharing.

Many stakeholders contacted during the LMMN process expressed the need for coordinating with BYU-I in Rexburg. Many residents as well as students are not aware of the existing services offered in Madison County. As of the time of this document's publication, BYU-I is currently served with demand-response services, Idaho Rideshare, and the Enterprise We-Car program. The students are not significant users of either of the first two mobility options, while they are highly more likely to use than the general public if they were aware of the services.

DISTRICT STRATEGIES

Strategy 6B.D001 - Provide Services Connecting with District 6 communities. (Salmon/Challis - Rexburg; Salmon - Idaho Falls, Shelley - Idaho Falls; to Boise; to Salt Lake City)

This strategy stresses the need to maintain the existing level of service. Maintaining current services will involve support for both operating expenses and appropriate vehicle replacement, and help to ensure that the network has the necessary foundation to build upon in the future. Specifically, maintaining existing services connecting District 6 communities. These include Salmon, Challis, Rexburg; Shelley, Idaho Falls, Ashton, West Yellowstone - with connections to Pocatello, Boise, and Salt Lake City. In the case of Salmon to Idaho Falls, current services need to be modified to be more responsive to community needs or other providers encouraged to deliver more timely services (See Strategy 6B.D011).

Stakeholders stressed the need to maintain existing services that fully meet the needs of the served community, i.e. convenient, higher level of frequency, etc. If necessary, services should be modified to become more usable by the communities served.

Alternatives/Considerations:

- Emphasis should be on supporting transportation services that have been evaluated for effectiveness and deemed successful in meeting mobility needs, and on providers who are actively coordinating services to the maximum extent possible to ensure the most efficient use of resources in the district.
- Services include shuttle services, intercity bus services, and demand-response services that enable mobility and are determined to be successful.
- In the case of Salmon to Idaho Falls, current services need to be modified to be more responsive to community needs or other providers encouraged to deliver more timely services. (See Strategy 6B.D011)

- Regional services to maintain and/or improve are:
 - Salmon/Challis - Rexburg
 - Salmon - Idaho Falls
 - Shelley - Idaho Falls
 - Salmon - Boise
 - Salmon - Salt Lake City
 - Idaho Falls - Boise
 - Idaho Falls - Salt Lake City
 - Idaho Falls - Driggs

Strategy 6B.D003 - Educate Elected Officials and the Community on the Need of Supporting and Funding Public Transportation Services at the District Level

Through such education, the district can better its chances to obtain sustainable funding for existing as well as new proposals.

This could be a responsibility of the mobility manager, working in conjunction with local agencies for District 6 addressing the needs for both LMMN 6B and 6B.

Strategy 6B.D004 - Build Coordination at the District Level along the District Corridors

Build coordination at the district level along the district corridors e.g. I-15, US 93, US20/26, Idaho 33, among others. This will entail coordinating with transportation providers, employers, school districts, government, churches, and agencies to eliminate duplication, make services more affordable, and increase services. Coordinate with school district to develop a service that can carry the general public and students, addressing perceptions that most school buses are running half empty. Incorporate local tourism companies and other tour operations in discussion to help address the recreational needs.

The mobility manager could address issues in both LMMN's of District 6 and any governance structure for the mobility manager could include equal representation from both LMMN's.

Alternatives/Considerations:

- Potential roles/assignments for the mobility manager - to facilitate cooperation between transportation providers, including:
 - Helping to establish interagency agreements for connecting services or sharing rides.
 - Exploring coordination opportunities to allow customers to make trips outside of LMMN.

- Identifying tools/opportunities for arranging trips for customers.
- Exploring technologies that simplify access to information on services.
- Exploring mentoring programs between transit providers and human service agencies that provide transportation.
- Using human service agency transportation providers as feeder service to fixed routes.
- Exploring opportunities to coordinate maintenance and training.
- Implement a voucher program through which human service agencies or volunteers are reimbursed for trips provided for another agency based on pre-determined rates or contractual arrangements.
- Establish a volunteer coordinator to help match riders and drivers and to help drivers qualify for mileage reimbursement allowed by the IRS.
- Establish a program to provide alternate mobility on weekend mornings.

Strategy 6B.D005 - Expand Outreach and Provide Simplified Access to Information Regarding Transportation Options at the District Level

Work with organizations to help improve their understanding of bus services. Furthermore, establish a centralized point of access that provides information on available transportation options in the region. It should include information regarding current transportation services and offer where more detailed information is available.

Develop and deliver messaging to provide awareness and encourage use of alternative transportation. Work with organizations to help improve understanding of bus services. Additionally, establish a centralized point of access that provides information on available transportation options in the region. It should include information regarding current transportation services and offer where more detailed information is available. Provide information to users in a manner that is appropriate to the audience.

Potential projects include:

- Improve the web page, brochures and its distribution for public providers by utilizing the marketing firm hired by ITD.
- Continue to fund the position of a mobility manager, and explore centralized source of information on mobility options related projects to:
 - Expand outreach programs to existing customers, human service agency staff, university students, and others with training and assistance in use of the current services.
 - Implement a mentor/advocate program to connect current riders with potential customers for training in use of services.

- Establish a one-stop transportation traveler call center that provides information on all travel modes.
- Pursue opportunities to help offset individual transportation costs, including private industry partnerships, employer subsidized transit pass programs, and pass or voucher programs.
- Implement marketing campaign targeting specific audiences and routes.
- Use technology to expand marketing efforts, including use of email messaging through list serve and regional transportation website.

Strategy 6B.D006 - Identify a Network of Park and Ride Locations across the District that Meets the Needs of Employers and Businesses across Eastern Idaho

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. Park and Ride lots could be a meeting point for various transportation providers, allowing customers a location to transfer between services. In addition, these lots could serve as “feeder” locations for people in rural areas not served by public transit, who could be transported by family or friends to meet available bus services or human service agency-provided transportation. The Park and Ride lots could also be developed in conjunction with bike and walking trails.

Alternative/Considerations:

This strategy would involve a planning process to identify the park and ride locations that meet the needs of the Idaho National Laboratory and other employers and businesses in communities across eastern Idaho. Locations can serve as inter-modal transportation centers, and include:

- Implementing a process to identify all candidate locations
- Developing a plan
- A final report describing the establishment of these facilities.

Potential park and ride lot/transfer facility locations include:

- Driggs
- Teton Valley
- Victor

Strategy 6B.D008 - Implement Land Use Policies that Support Expansion of Mobility Options (Including Bikeways and Pathways) at the District Level

Incorporate land use planning methodologies that consider alternative modes of mobility and result in environments that are pedestrian and bicycle safe and friendly.

These policies should promote density and growth as appropriate for the community. Implement the idea of 'complete streets' as appropriate for new developments and modifications.

Alternative/Considerations:

- Promote bike and pedestrian-friendly environments and incorporate bikeways and pathways into the growth plan of connecting communities within the local network, and to points outside the network and District.
- Develop and promote transit-friendly guidelines.
- Ensure that transit providers are involved in local planning and land use issues.
- Coordinate bike path and pedestrian improvements with local transit providers.
- Build bikeways and pathways in the region.
- Provide safe, alternate means for students to travel to local primary and secondary schools.

Strategy 6B.D009 - Create and Share Region-wide GIS Maps for Bikeways and Pathways

The construction of bike paths provide exercise/health and recreation opportunities, and can be part of a broader effort to encourage commuting to work by bicycle, to accommodate cyclists on public roads, and to design multi-use paths in the community. Bikeways and pathways can serve the growing tourism and recreation economy and make the region more attractive. They can also help reduce congestion.

To support this endeavor, the stakeholders expressed the need for a region wide GIS map for bikeways and pathways. This will help to coordinate the ongoing bikeways and pathways planning efforts being conducted by different agencies and integrate them with the I-Way process.

Strategy 6B.D011 - Provide mobility services from LMMN 6A to LMMN 6B specialized for seniors accessing medical facilities.

All residents living within LMMN 6A, but seniors particularly, need to access the regional medical facilities located within LMMN 6B as there are not similarly equipped facilities available to them more locally. This strategy is intended to connect the two LMMN's with either fixed-route/flexible schedule, or demand response services.

Potential projects include:

- Funding a volunteer driver program

- Implementing a voucher program
- Providing direct service of rides from LMMN 6A to LMMN 6B

Strategy 6B.D012 - Provide Capital Acquisition as needed to support District Strategy 6B.D011

Strategy 6B.D011 is intended to provide mobility services from LMMN 6A to LMMN 6B. These services may require the need for additional and/or replacement vehicles, facility improvements, vehicle enhancements, or other capital needs.

STATEWIDE STRATEGIES

Many of the statewide strategies are not pertinent to the residents of LMMN 6A, only those that pertain to them are expanded upon below.

Strategy S.006 - Intercity public transportation services between Rexburg and Butte (Corridor 3).

The North-South connection along I-15 to Butte and Salt Lake City is critical to the stakeholders in LMMN 6B. While the IMC ranked this as corridor 3, the local stakeholders rank strategy S.008 (corridor 4) as a higher priority to the region than this one.

Strategy S.008 - Intercity public transportation services between Rexburg and Utah Stateline - Salt Lake City (Corridor 4)

This strategy ranks highest in importance to LMMN 6B stakeholders. Salt Lake City has numerous important destinations for medical, shopping, religious, and entertainment/recreation venues. In addition, it is a critical link to other national mobility options. Salt Lake City has the closest international airport, Greyhound access, as well as access to the Amtrak network.

Strategy S.009 - Intercity public transportation services between Jackson and Idaho Falls (Corridor 8)

Local stakeholder input suggests that the travel segment should be changed to Teton Valley, ID - Idaho Falls when this corridor comes up for implementation. There currently is a Jackson-Idaho Falls route, however, the primary use is for a longer segment of Jackson-Salt Lake City Airport. Stakeholder input suggests that Idaho funding of this corridor would be subsidizing travel from Wyoming to Utah with little benefit to Idaho residents unless the route is specified to go through Teton Valley.

Strategy S.010 – Intercity public transportation services between Rexburg and West Yellowstone (Bozeman) (Corridor 9)

This travel segment serves as a feeder for the segment served under S.008. As such it accomplishes the objective in Strategy 6B.L013 as well. While not currently a profitable route and eligible for intercity funding - 5311(f) – the work of LINX in Yellowstone could provide profitability for this segment allowing funding to go to the other corridors in LMMN 6B.

Strategy S.011 – Intercity public transportation services between Rexburg and Salmon (Corridor 13)

Stakeholder input within LMMN’s 6A and 6B indicates that the primary use of this corridor would be North-South and it would have less demand South-North. While the report published by Current Transportation Solutions identified Rexburg-Salmon as a travel corridor because of its connection to the national network, LMMN stakeholder input was overwhelmingly strong in redefining this segment as Salmon-Idaho Falls.

Strategy S.022 – Increase Access to Boise and Salt Lake City, Especially for Medical Facilities.

While a critical corridor, it is identified in strategies S.008 and others with connections to Boise. There are 22 trips per day from LMMN 6B to/from Salt Lake City and 2 to/from Boise. Local stakeholders have advised that services not be funded under this strategy, outside of what will be available under the intercity program funded by program 5311(f)

Strategy S.023 – Implement New Services or Adjust Existing Services to Meet the Needs of Tourists Across Idaho and the Greater Yellowstone.

Strategy S.024 – Expand, Coordinate, and Market Ride-Share Programs for Commuters in the Rexburg-Pocatello Corridor.

Strategy S.025 – Sustain and Continue to Grow Services to Meet Commuter Needs in District 5 and District 6, into and between the Larger Urban Centers of Idaho Falls and Pocatello

Existing bus services do not meet commuter needs across LMMN 6B and into Pocatello, including people going to school at the various colleges in the region. Services can be implemented to meet these needs, but more planning may be needed to better design the services. This strategy includes continuing to provide existing services

and determine areas for expansion of services to meet commuter and lifeline service needs along the major highway corridors in Districts 5 and 6. These would especially focus on the I-15/US 20 highway corridor between Pocatello to Island Park, and SR 33/US 20/26 highway corridor between Arco, Rexburg, and Victor/Driggs.

This particular strategy is focused specifically on mobility between the rural portions of Districts 5 and 6, and the larger urban centers of Pocatello and Idaho Falls for access to employment, shopping, and medical services.

Strategy components could include bus services, shuttles, car pools/rideshare, and vanpools.

Strategy S.027 - Correct Rules and Regulations that are Barriers to Delivery and Coordination of Mobility Services

Correct laws, administrative rules and regulations that are barriers to coordination. This strategy would include identifying and pursuing changes that will improve coordination opportunities. Two examples are: i) state law or agency rules that prevent non-student transportation use of school bus vehicles; and ii) policies of Idaho Counties Risk Management Program that prevent travel of insured public transportation vehicles across state lines into adjoining states.

The strategy is best implemented through facilitation by the Division of Transportation Performance, the Idaho Mobility Council (IMC), and the Community Transportation Association of Idaho. This may lead to one or more policy statements developed and approved by the IMC.

PLAN UPDATE PROCESS

As noted in the introduction, this plan is meant to be a flexible document. The previous process for updating this plan and agreed upon by local stakeholders is included in Appendix F. This will also be reviewed at the next meeting. Additionally, Appendix G includes key terms and concepts relevant to the LMMN planning process.

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. ITD is the 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, 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

PLAN DEVELOPMENT SUMMARY

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. The ITD/CTAI approach is broad and incorporates multiple strategies to ensure appropriate and comprehensive involvement and participation, including regional meetings, regional advisory committees, surveys, and continuous opportunities to provide input in the 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 initial 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 the Community Transportation Association of Idaho (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 queued up, 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 principles, with an emphasis on shared use pathways.
- Formalize coordination commitments through the development of local Memoranda of Understanding (MOU).
- Promote/require mobility management 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.

THE LMMN PLANNING PROCESS

The Local Mobility Plan developed in February 2009 provided the baseline for the updated December version and this subsequent update. Following is a description of the update planning process steps:

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 if necessary the collected list of values identified in the prior plan (Appendix E 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. Develop performance measures to determine success for each of the strategy statements.

9. Refine the collected list of strategies and performance factors for the network at the local, regional and statewide levels.
10. Develop prioritizations for the local strategies; identify the local networks priority 'preferences' for their strategies at the district and statewide levels.
11. Finalize the collected 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. Local meetings were held to review stakeholder participation, develop community value statements, and refine needs statements for the network. Numerous subsequent meetings provided the opportunity to develop and update strategy statements, and to identify performance measures and success factors.

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 6B. 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 6, and other areas. This demographic analysis complements the input from stakeholders and is documented in the Needs Statement on Page 9.

SERVICE AREA

LMMN 6B covers the seven northeastern counties of the state, Bonneville, Butte, Clark, Fremont, Jefferson Madison and Teton. Most of the population lives along the US 20 corridor between Idaho Falls and St. Anthony. The remainder of the network consist of deserts, mountains, rivers, and valleys that shape the land use and transportation patterns. Palisade Lakes, Craters of the Moon, EBR-1 (world's first nuclear power plant), Spencer Opal Mines, Henry's Lake, Harriman State Park, Mesa Falls, Teton Dam Ruins, and Teton Ranges attract tourists to the region. The Idaho National Laboratory (INL) is an 890-square-mile complex located in the Idaho desert between the town of Arco and the city of Idaho Falls. The lab currently employs about 8,000 people. The largest cities in the service area, Idaho Falls, Rexburg, St. Anthony, and Rigby, are the most significant destinations within the LMMN. Major destinations outside the area

include Pocatello and Twin Falls in Idaho, Dillon and West Yellowstone in Montana, Jackson, Wyoming, Teton National Park, and Yellowstone National Park.

The Idaho Department of Commerce describes the counties in LMMN 6B: “Bonneville County is located in eastern Idaho, bordering Wyoming. It ranks 4th among Idaho counties in population and 15th in area. Over 32 square miles of the county are water. The federal government owns about 52 percent of the county, including the Idaho National Engineering and Environmental Laboratory a few miles west of the city of Idaho Falls. The economy is well diversified, with manufacturing, trade, services and government forming major components. Annual average total civilian employment grew over 7.7 percent from 1996 to 2006. Major county employers include Bechtel Bettis, Bechtel BWXT, Battelle Energy Alliance, Melaleuca Inc., Eastern Idaho Regional Medical Center, Wal-Mart, Center Partners, King B Inc., the school districts, Bonneville County government, City of Idaho Falls, and Qwest Communications.”

“Butte County is located in east-central Idaho. It ranks 42nd among Idaho counties in population and 11th in area. The federal government owns over 86 percent of the land. The county economy relies on agriculture and employment at the Idaho National Engineering & Environmental Laboratory, one of the state’s largest employers. Services and government are also significant employment sources. Annual average total civilian employment decreased 25.6 percent from 1996 to 2006. Major employers are the Butte County School District, Bechtel Bettis, Inc., Battelle Energy Alliance, Lost River Hospital, Butte County government, Butte County School District, CWI and Bechtel BWXT Idaho.”

“Clark County is located in eastern Idaho, bordering Montana and the Continental Divide. It ranks 44th among Idaho counties in population and 18th in area. The federal government owns almost two-thirds of the county. Agriculture and food processing are the primary industries, with additional employment provided by government and trade. Annual average total civilian employment in the county decreased 16.9 percent from 1996 to 2006. Major employers include Blaine Larsen Processing, Inc., Clark County government, Clark County School District, Clark County True Value Hardware, RDO, the U.S. Agricultural Research Service and Scoggins Inc.”

“Fremont County is located in eastern Idaho, bordering Montana and Wyoming near Yellowstone National Park. It ranks 24th among Idaho counties in population and 16th in area. Nearly 29 square miles of the county are water. The federal government owns nearly 60 percent of the county. Government agencies, agriculture, recreation, and tourism are important sources of employment and sustain the services and trade sectors of the local economy. Annual average total civilian employment in the county decreased 37.5 percent from 1996 to 2006. Major employers include Fremont County Joint School District, Ashton Memorial Nursing Home, Fremont County government, Idaho Department of Juvenile Corrections, U.S. Forest Service, Walter's Produce, Fall River Rural Electric Coop Inc. and B M Tibbitts & Sons, Inc.”

“Jefferson County is located in eastern Idaho. It ranks 14th among Idaho counties in population and 28th in area. The federal government owns nearly 47% of the county. Agriculture and food processing are the largest basic industries and dominate the economy, but government and trade sectors provide the largest employment. Annual average total civilian employment increased 10.8% from 1996 to 2006. Major employers include Blaine Larsen Farms Inc., Broulim’s Foodtown, Idaho Fresh Pak Inc., Idaho Pacific Corporation, Rigby Produce Inc., Jefferson County government, Jefferson, Ririe and West Jefferson school districts and the Idaho Transportation Department.”

“Madison County is located in the eastern Idaho. It ranks 11th among Idaho counties in population and 42nd in area. The federal government owns 21% of the county. Brigham Young University-Idaho greatly influences the local economy, and trade and service sectors are predominant. Agriculture, government, and food processing also contribute significantly to employment. Annual average total civilian employment increased 61.6% from 1996 to 2006. Major employers include Artco, Brigham Young University-Idaho, Empro Professional Employment, Madison Memorial Hospital, Discovery Research Group, Melaleuca Inc., Wal-Mart and Western Wats.”

“Teton County is located in eastern Idaho, bordering Wyoming. It ranks 33rd among Idaho counties in population and 43rd in area. The federal government owns 33% of the county. Agriculture, recreation, and tourism are the primary industries. Government is also a significant employer. Annual average total civilian employment grew an astounding 77.3% from 1996 to 2006, the largest percentage growth of all Idaho counties. Major employers include Teton Valley Hospital, Carson Concrete Inc., KLB Inc., Oroukes Inc., Broulim’s Supermarket, Bergmeyer Manufacturing Company, Inc., Teton County government and the school districts. Grand Targhee Resort, located in Wyoming but adjoining the Idaho border, is a large seasonal employer.”¹

The study area encompasses 9,826 square miles and has a population of 190,315 (2009 Census population estimate), which is an overall population density of 19.4 persons per square mile. The populations of cities with at least 1,000 people in the study area are listed in Table C-1 below.

¹ Idaho Commerce Department website, 2009.

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

Idaho Falls	54,334	Bonneville County
Rexburg	28,028	Madison County
Ammon	13,646	Bonneville County
St. Anthony	3,401	Fremont County
Rigby	3,394	Jefferson County
Victor	1,817	Teton County
Sugar City	1,540	Madison County
Driggs	1,362	Teton County
Iona	1,331	Bonneville County
Ashton	1,073	Fremont County
Ucon	1,082	Bonneville County

Source: U.S. Census. 2008 estimates.

The seven counties in this region exhibited different growth rates between 2000 and 2009. Table C-2 summarizes the growth rate of the counties in LMMN 6B.

Table C-2: Growth Rates of Counties in LMMN 6B between 2000 and 2009

Bonneville County	22.8
Butte County	-4.7
Clark County	-6.8
Fremont County	7.4
Jefferson County	29.5
Madison County	39.9
Teton County	55.6

Source: U.S. Census. 2009 estimates.

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 6B. 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 were purchased from Nielsen-Claritas 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 ages 15-17), 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 and updated by a factor of the total population change, 2000 to 2010.

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.

Demographic Analysis²

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, 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 vast majority of the region has a low-density population, with only a few areas with a population of over 500 people per square mile.
- Idaho Falls, Rexburg and St. Anthony are the cities in the service area with more than 2,000 persons per square mile.
- Cities like Ridgby, Ucon, Ammon, Lewisville, Sugar City and Ashton and their immediate surroundings have population densities between 501 - 1000 persons per square mile.

² All figures referred to in the demographic analysis are included at the end of this chapter.

- Lower densities are found in the remaining part of the area.

Numbers of Older Adults, People with Disabilities, and Families 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:

- The highest concentrations of elderly persons (400-500 per block group) are found in small areas of Idaho Falls.
- Northwestern parts of Fremont County from St. Anthony to the northern county line with Clark County and some parts of Idaho Falls have the next highest concentrations (200-300 persons per block group) of elderly persons.
- Lower concentrations (100-200) of elderly persons are seen at western Butte County along Highway 93 and Highway 20 corridor, southeastern parts of Jefferson County along I-15 corridor including Idaho Falls, parts of western Madison County along Highway 91 corridor, southern Bonneville County including the Highway 26 corridor and southern parts of Teton County in and around the town of Victor.

As shown in Figure C-5:

- The Ammon area has the relatively highest concentration of people with disabilities (more than 300 per block level).
- Areas in Idaho Falls along I-15 corridor have a relatively higher number (150-230 per block level) of persons with disabilities.
- Areas in northwestern parts of Butte County along Highway 93 corridor, southern parts of Jefferson County including Lewisville, Roberts and Rigby and southeastern neighborhood of Idaho Falls have a lower level (80-150) of persons with disabilities.

As shown in Figure C-6:

- The largest concentrations of families living below the poverty level (over 160 in the block group) are in Idaho Falls.
- The next highest concentrations (120-160) of families with low income are in Idaho Falls, Rigby, and Rexburg.

- The majority of the service area has fewer than 80 families living below the poverty level per block group.

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 numbers of autoless households are very low throughout the service area, with the highest concentrations (over 120 households) in Idaho Falls along the Highway 26 corridor.
- Other lower concentrations (90-120 per block group) of autoless households are seen in Ammon.
- Relatively moderate concentrations (60-90) are found in Rexburg and south of Idaho Falls.

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 15 to 17 were examined here.

As shown in Figure C-8:

- Youths are scattered throughout the service area with the highest concentrations (280-360 per block group) in Idaho Falls and Rexburg.
- Lower concentrations (140-210) occur in the areas surrounding Idaho Falls, Lewisville, Rigby, St. Anthony, Victor, and Driggs.

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.), input from local stakeholders and mobility workshop participants noted that internal major destinations in LMMN 6B are concentrated in the cities of Idaho Falls, Rexburg and St. Anthony. Rigby, Sugar City, Victor/Driggs and Ashton are secondary destinations. External destinations include Pocatello (especially in the southern portion of Bonneville and Butte Counties), Dillon in the state of Montana (especially northern parts of Clark County), West Yellowstone, Big Sky and Bozeman in Montana (especially Northeastern parts of Fremont County), Jackson in the state of Wyoming (especially southeastern parts of Teton County), and Grand Targhee Resorts in Wyoming (especially eastern portions of Teton County). These external destinations have major medical facilities, recreational facilities and employers.

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.

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 nine counties of District 6, which includes LMMN 6B, 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.

Travel Patterns

Bonneville County generates 42,706 work trips and attracts 47,017. Of those residential work trips 70 percent are to jobs within the county, with the remaining workers traveling to jobs scattered throughout other counties in Idaho and Wyoming.

Residents of Madison County generate 10,717 work trips per day, while employers attract 12,516 work trips. Sixty percent of residents work in Madison County, 15% work in Bonneville County, and the remaining workers traveling to jobs scattered throughout other counties in Idaho.

In Jefferson County, 27% of the 9,675 work trips residents made are within the county, 39% are to Bonneville County, and 13% are to Madison County. Employers in Jefferson County attract 5,076 work trips per day.

Fremont County residents produce 4,276 work trips while employers attract 2,166 work trips per day. Thirty-two percent of the county residents work in Fremont County, while Madison County attracts 32%, Bonneville County attracts 11%, and Teton County, Wyoming attracts 5% of work trips generated in Fremont County.

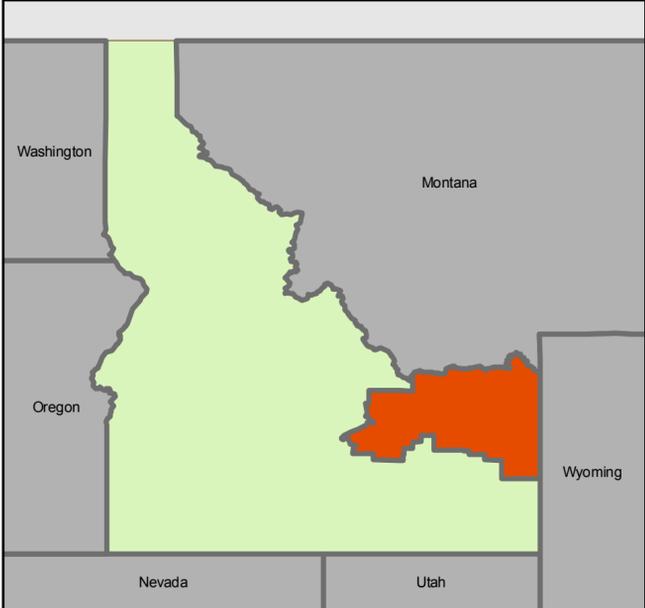
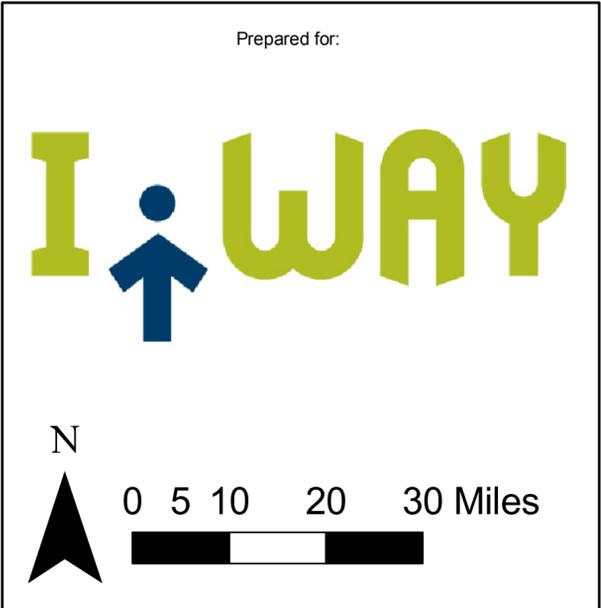
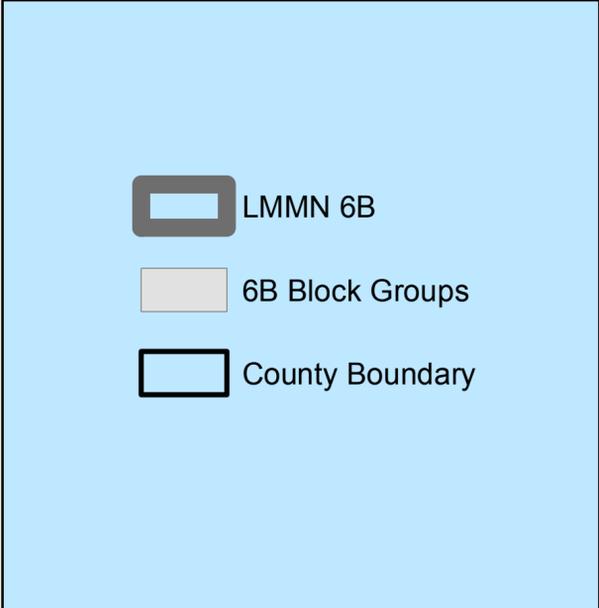
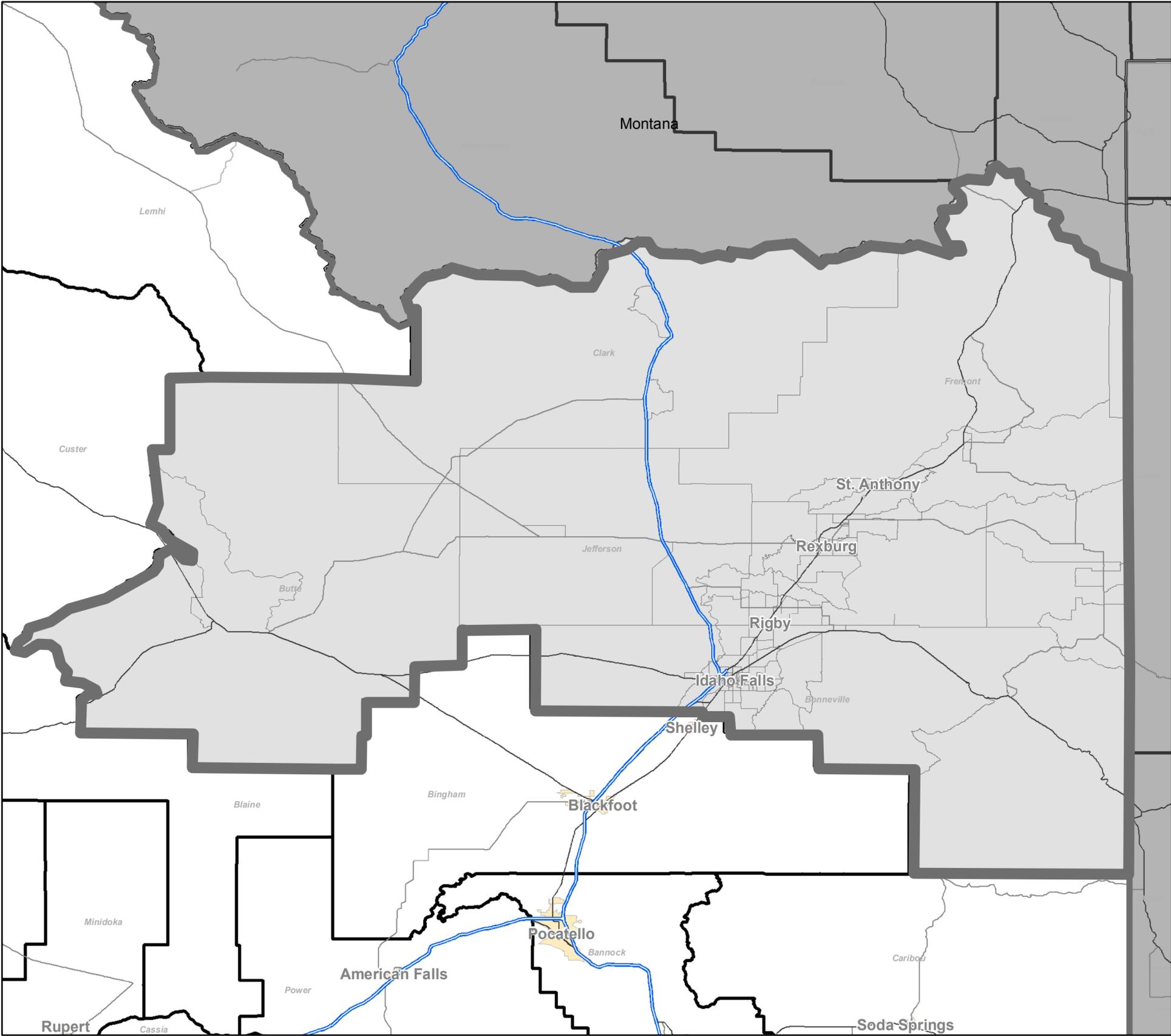
People who live in Teton County make 4,271 work trips per day, with 44% within the county and 43% to Teton County, Wyoming. Employers in Teton County attract 2,783 work trips per day.

In Butte County, 495 of the 811 work trips residents made are within the county, 16 percent are to Bonneville County, and 8% are to Custer County. Butte County employers produce 3,215 work trips per day, almost half of which are from Bonneville County.

Clark County, the smallest county in the state, produces 179 work trips per day and attracts 316 work trips. Of the trips originating in Clark County, 23% are to jobs within the county, 15% are to Fremont County, Wyoming, and 11% are to Ada County.

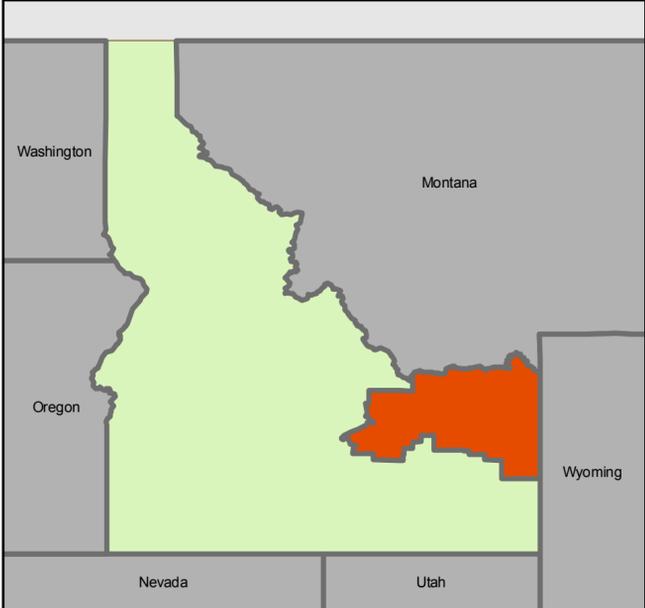
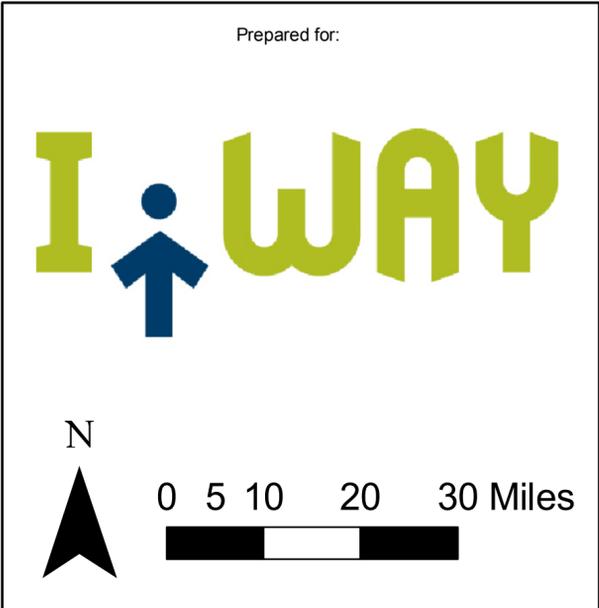
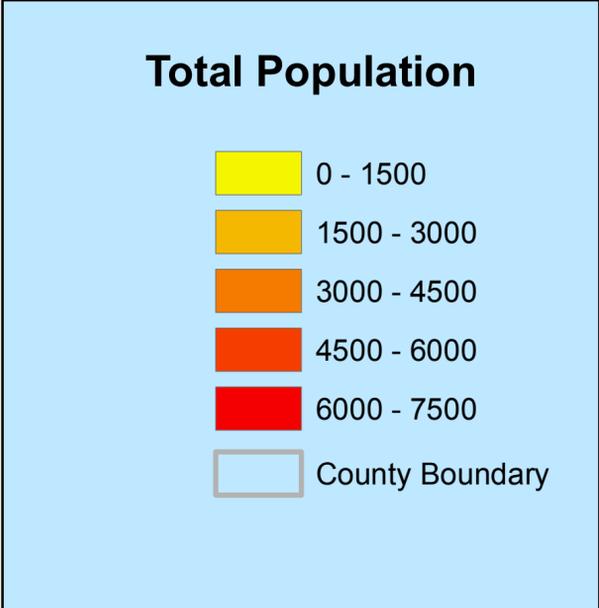
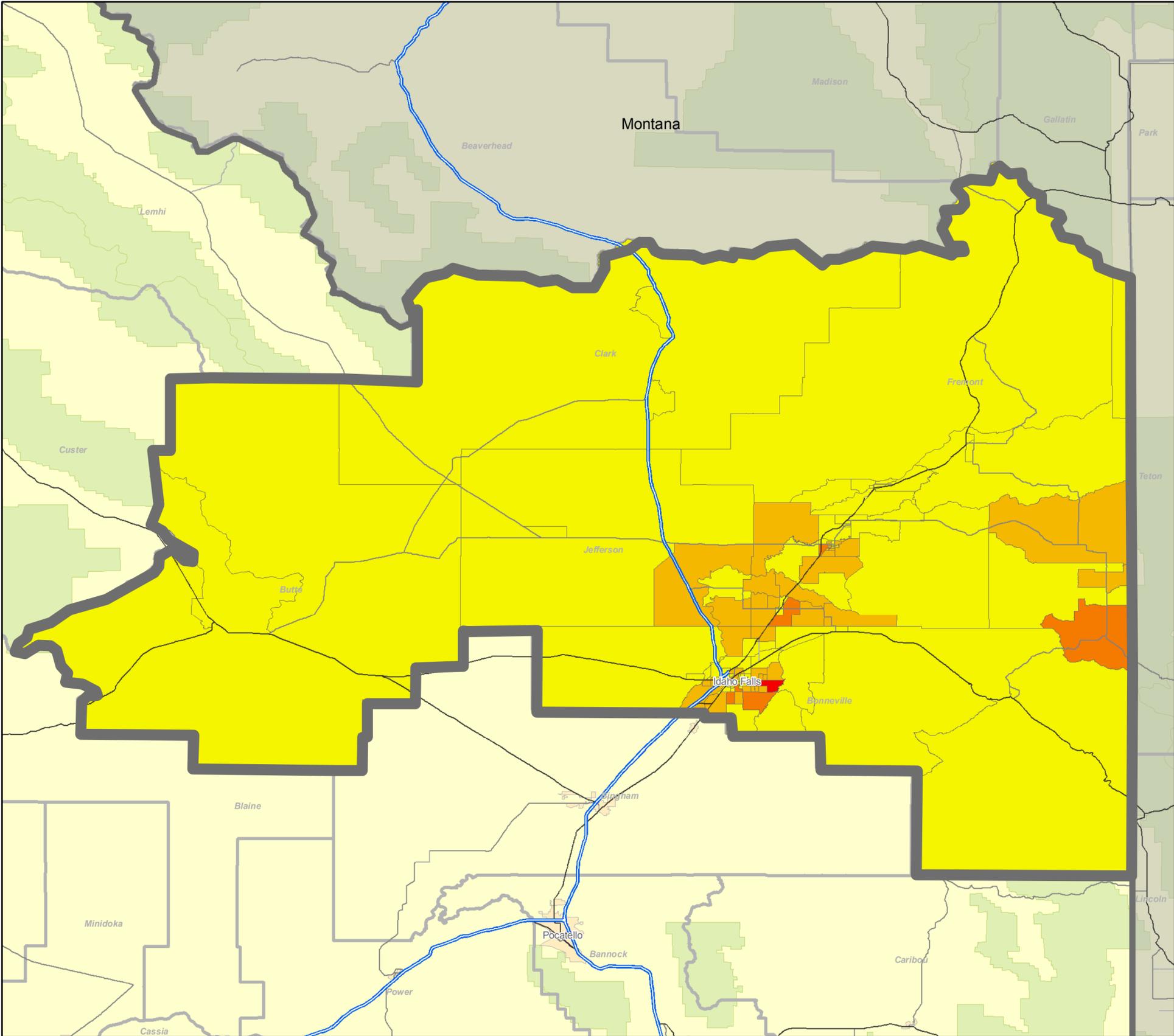
Figure C-9 visually depicts commute travel patterns for residents and workers in this LMMN.

**FIGURE C-1:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
SERVICE AREA BLOCK GROUPS: CENSUS BLOCK GROUP 2010**



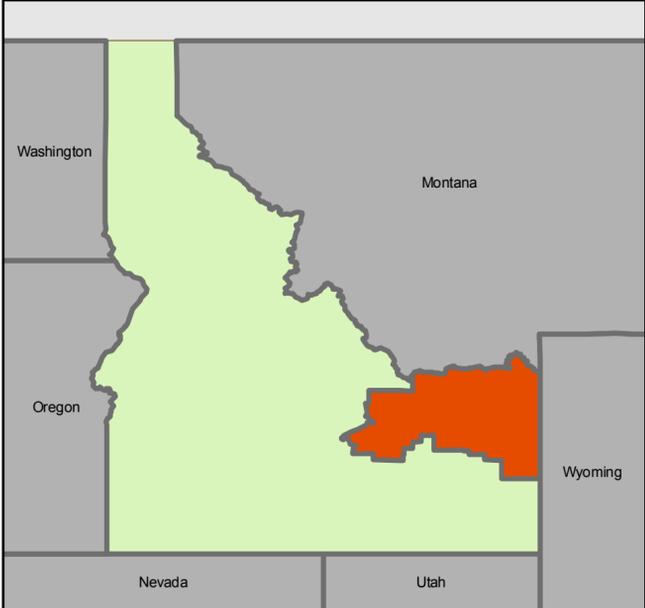
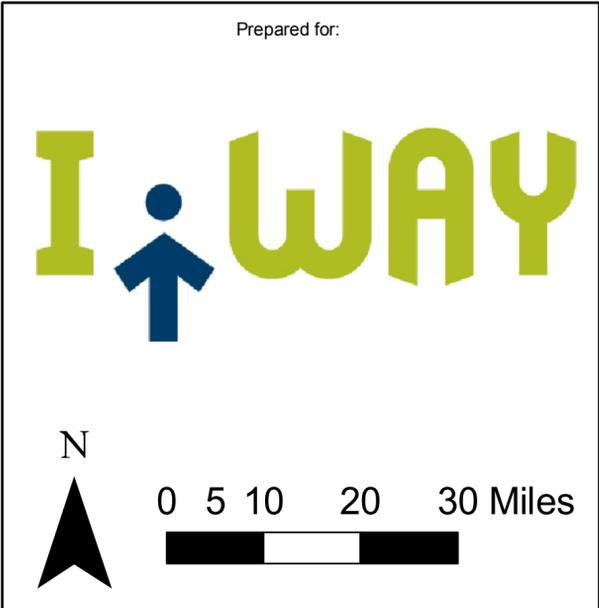
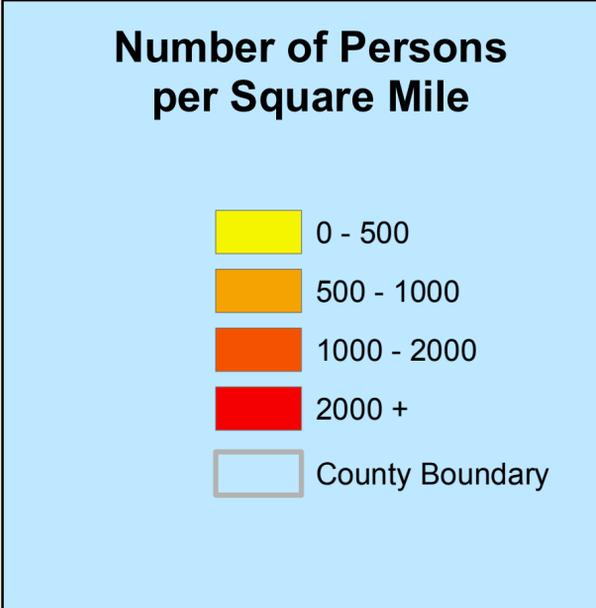
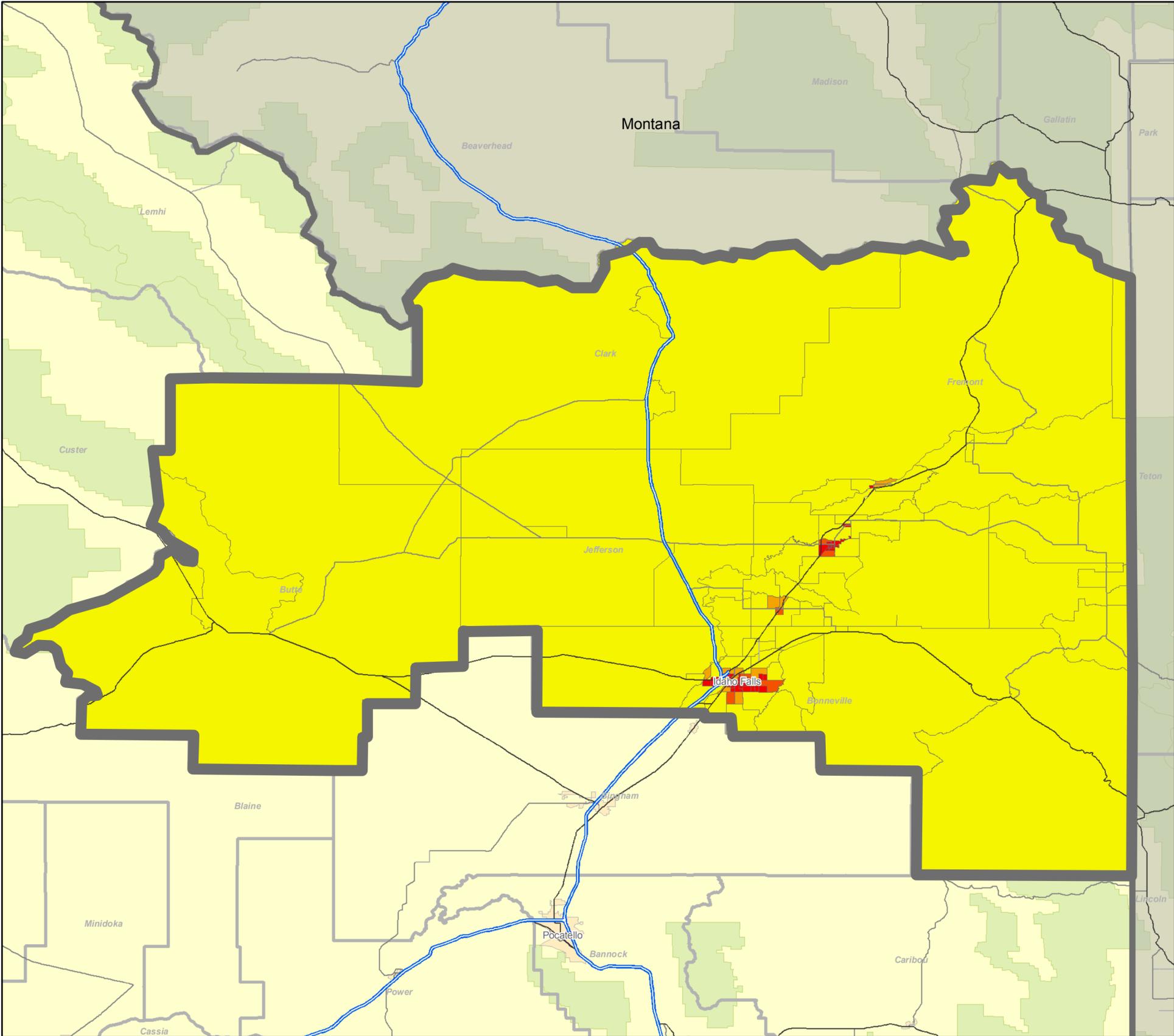
Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

**FIGURE C-2:
LOCLA MOBILITY MANAGEMENT NETWORK 6B
POPULATION: CENSUS BLOCK GROUP 2010**



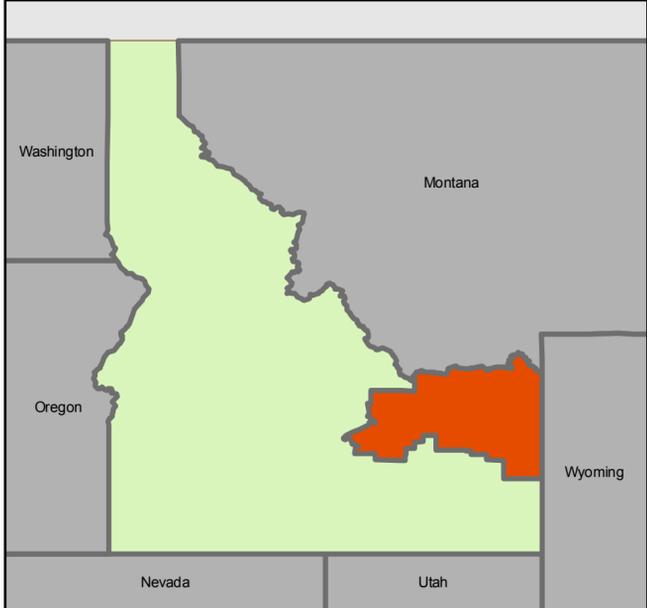
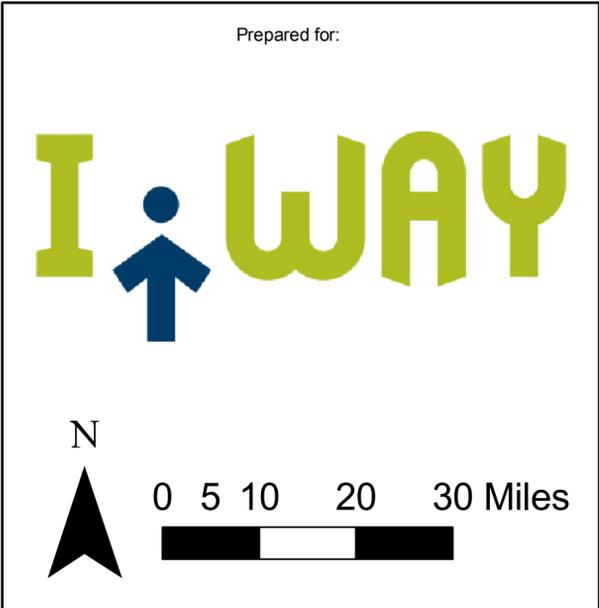
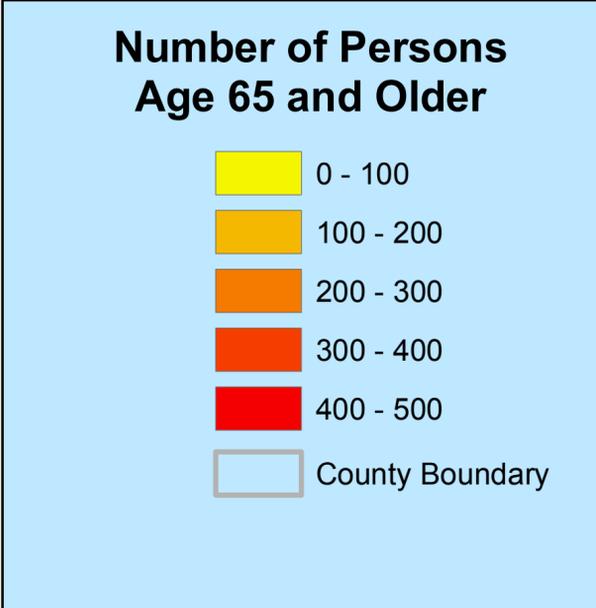
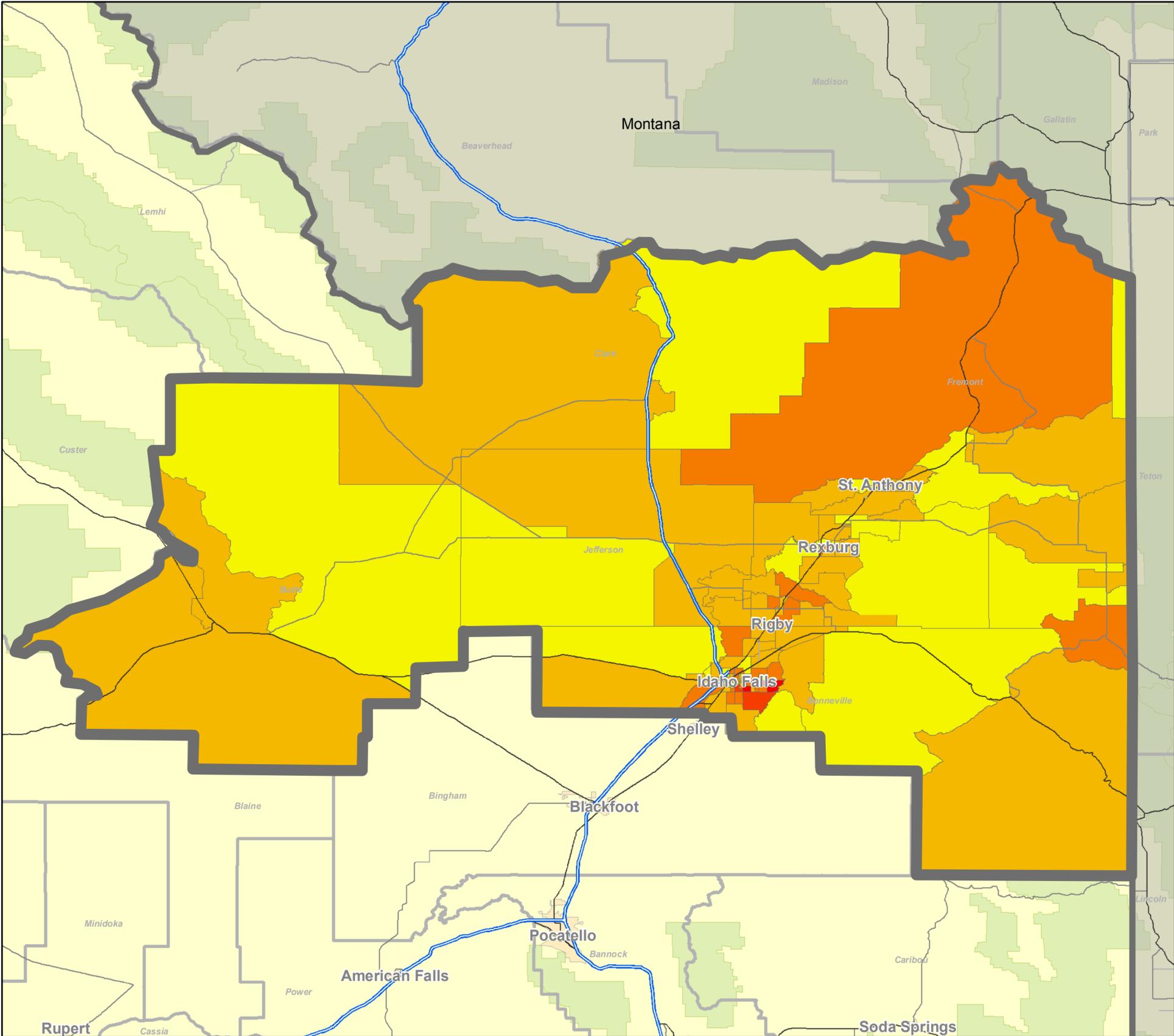
Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

**FIGURE C-3:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
POPULATION DENSITY: CENSUS BLOCK GROUP 2010**



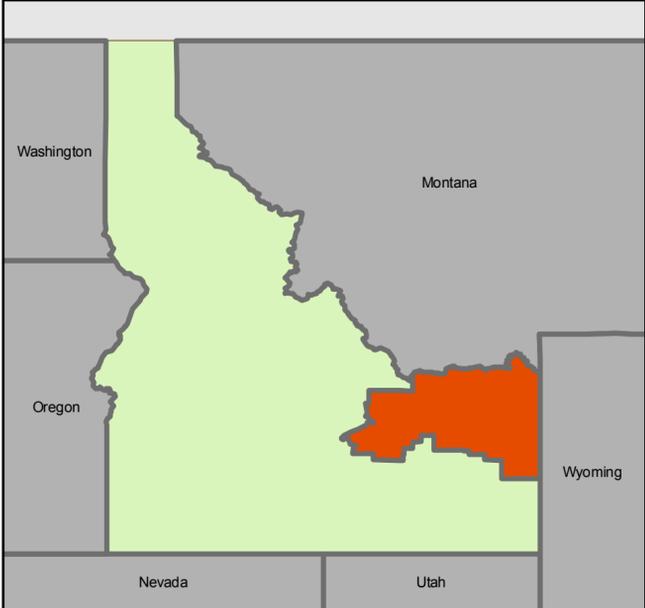
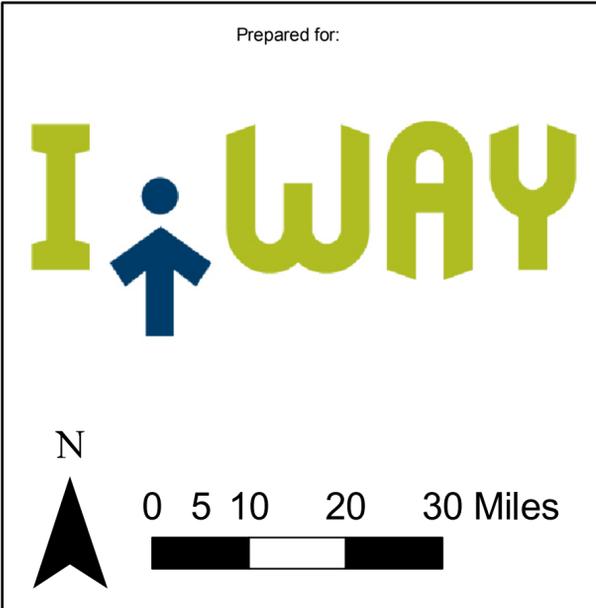
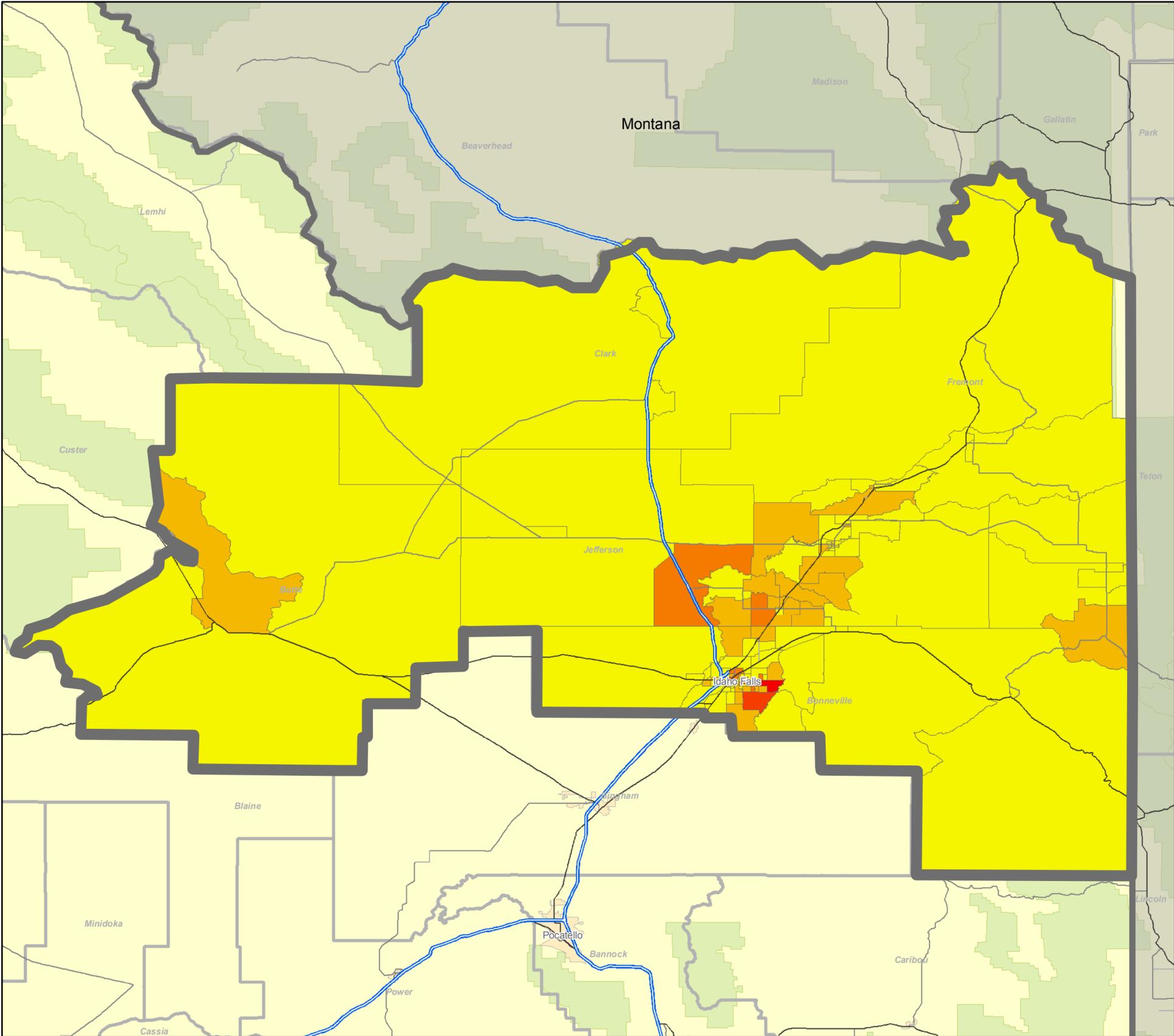
Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

**FIGURE C-4:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
OLDER POPULATION: CENSUS BLOCK GROUP 2010**



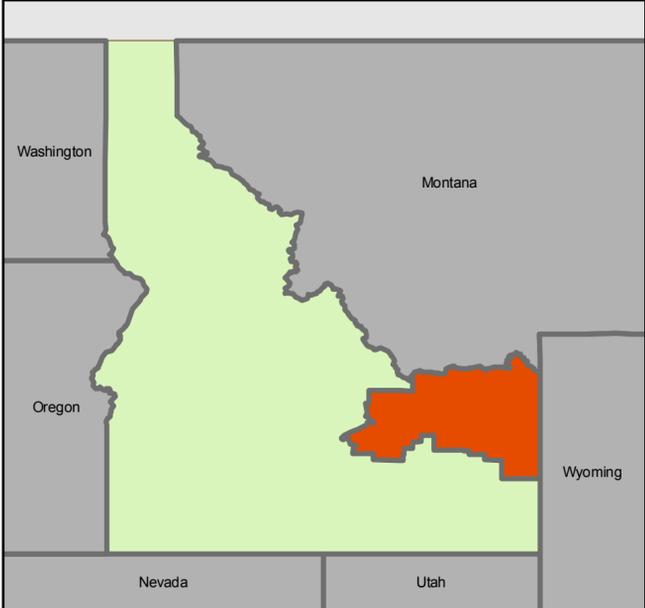
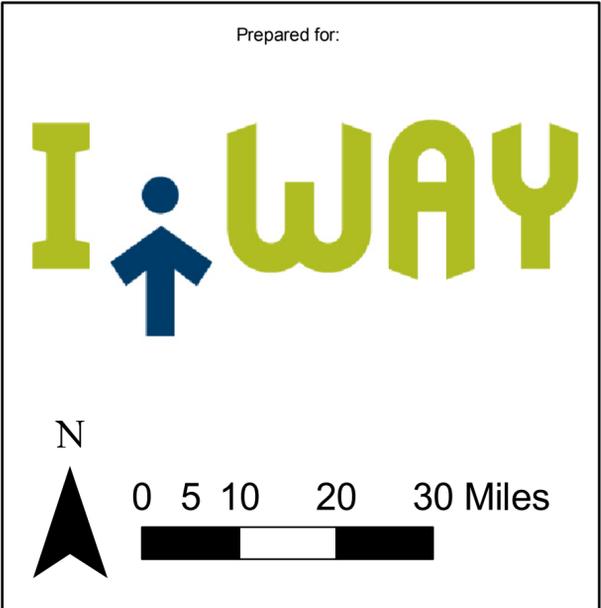
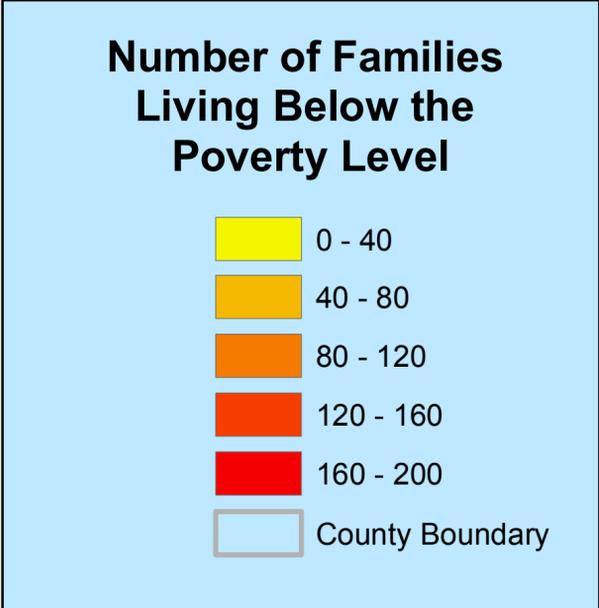
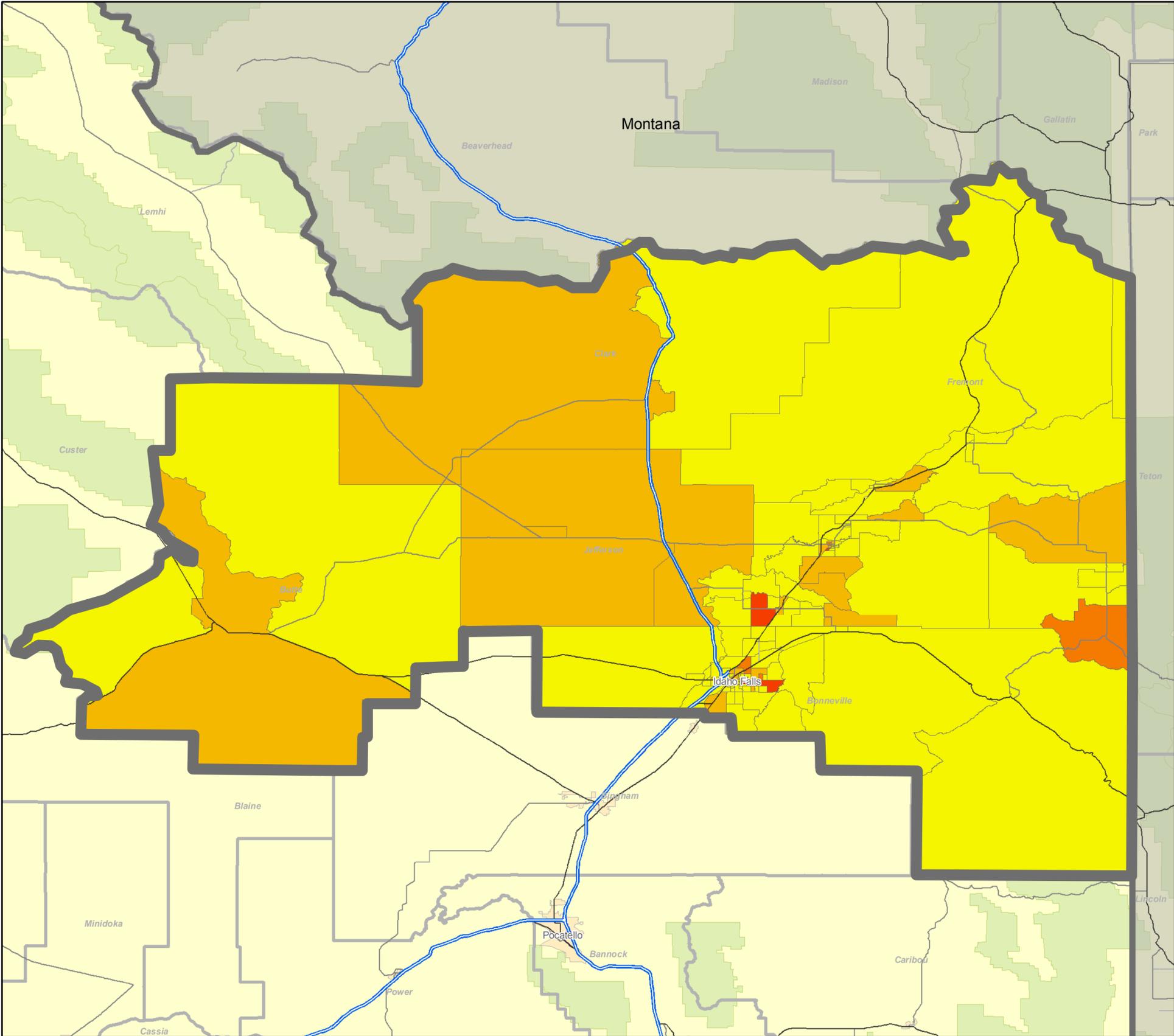
Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

**FIGURE C-5:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
PERSONS WITH DISABILITIES: CENSUS BLOCK GROUP 2010**



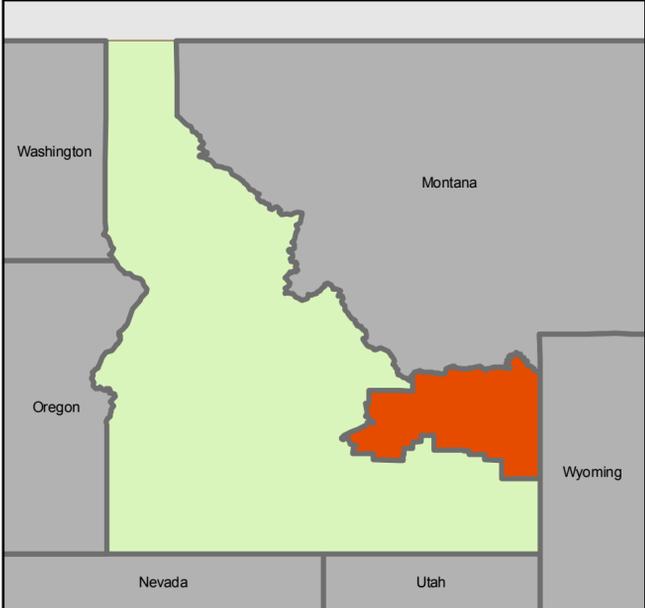
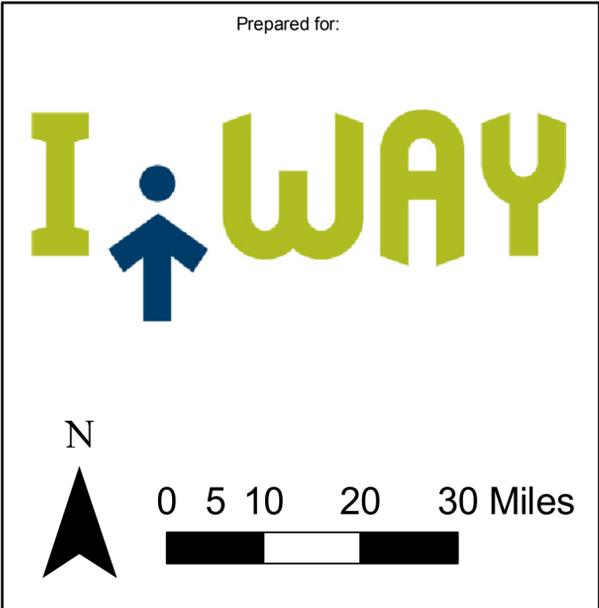
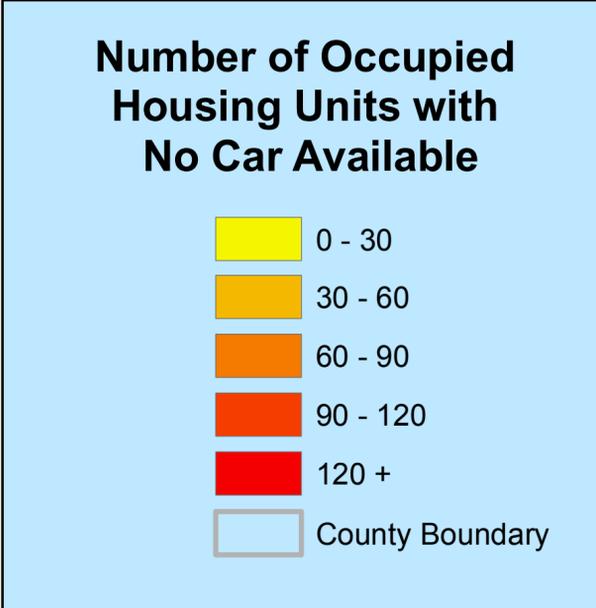
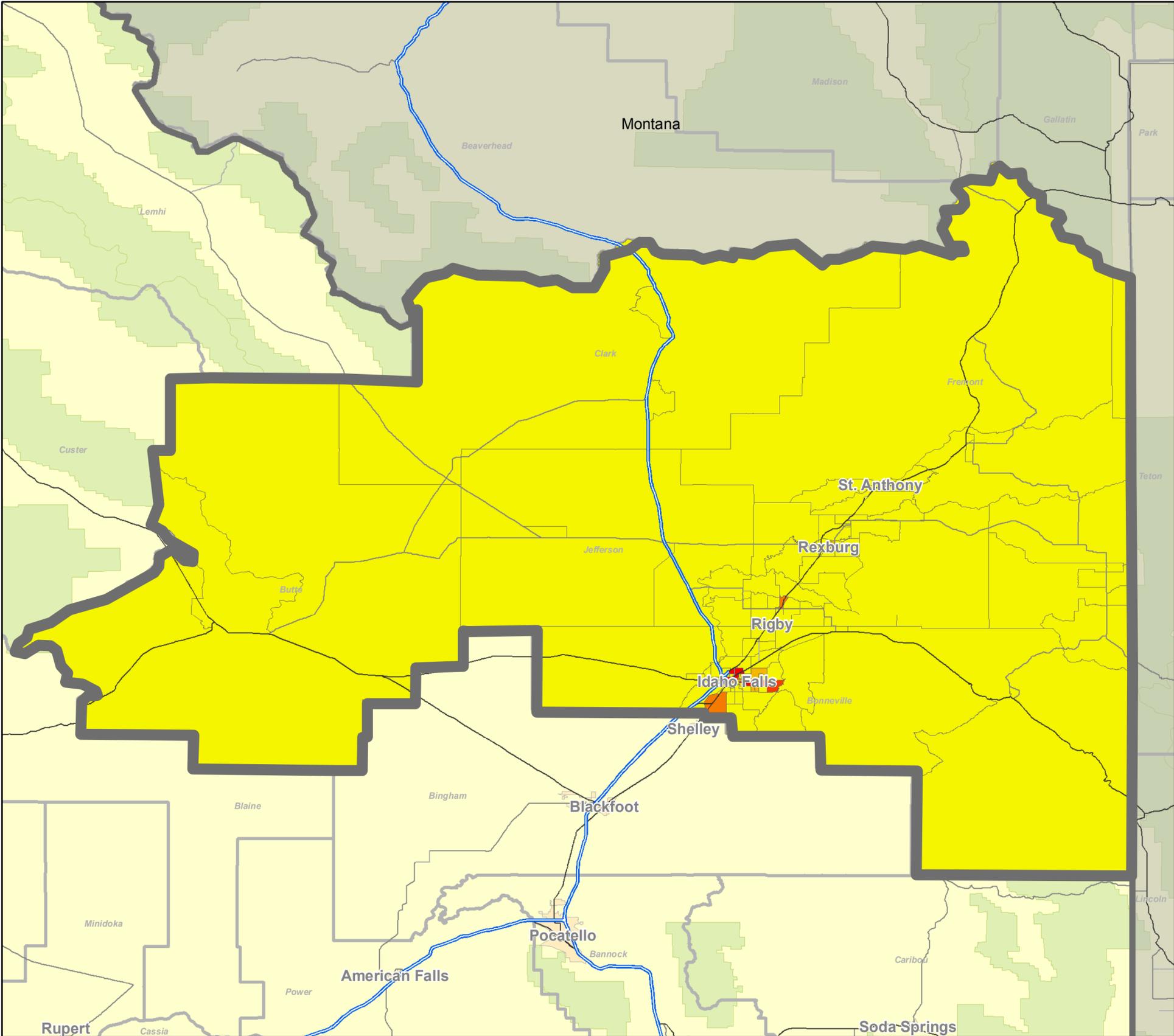
2000 Census, increased based on 2010 Population Estimates from Nielsen-Claritas

**FIGURE C-6:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
FAMILIES LIVING BELOW THE POVERTY LEVEL: CENSUS BLOCK GROUP 2010**



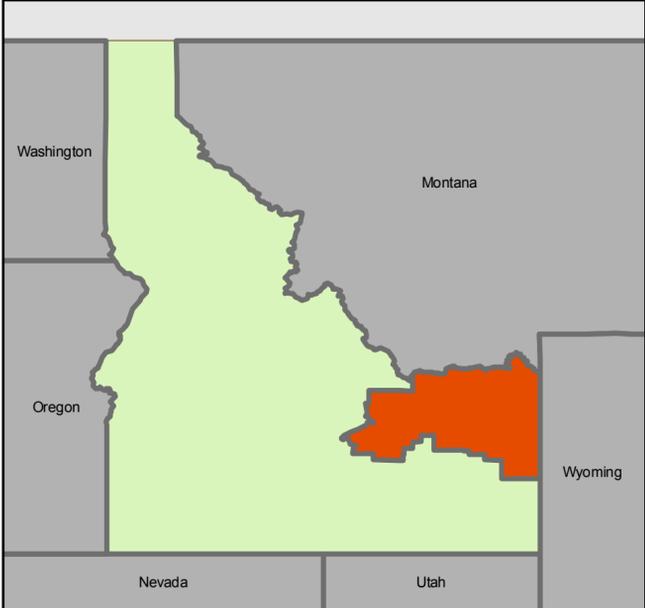
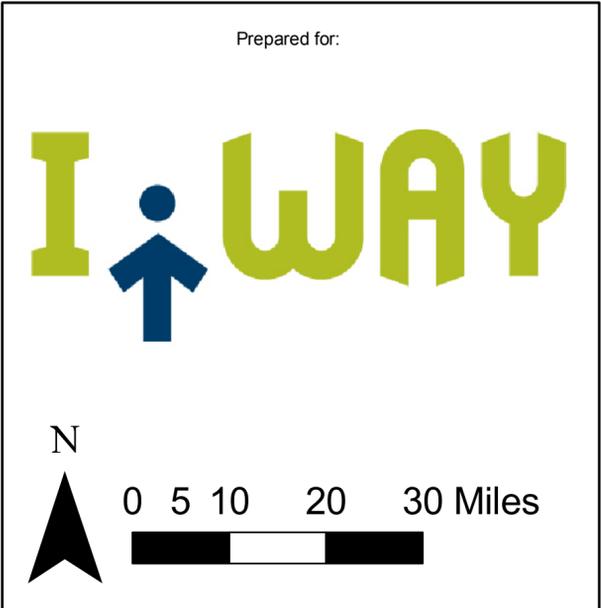
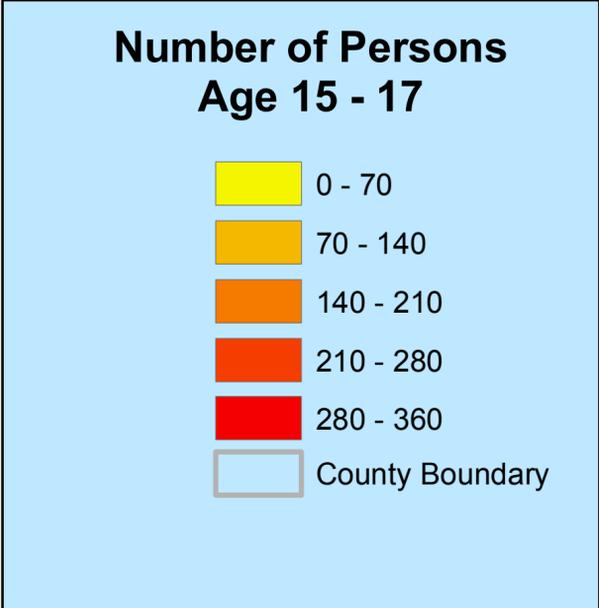
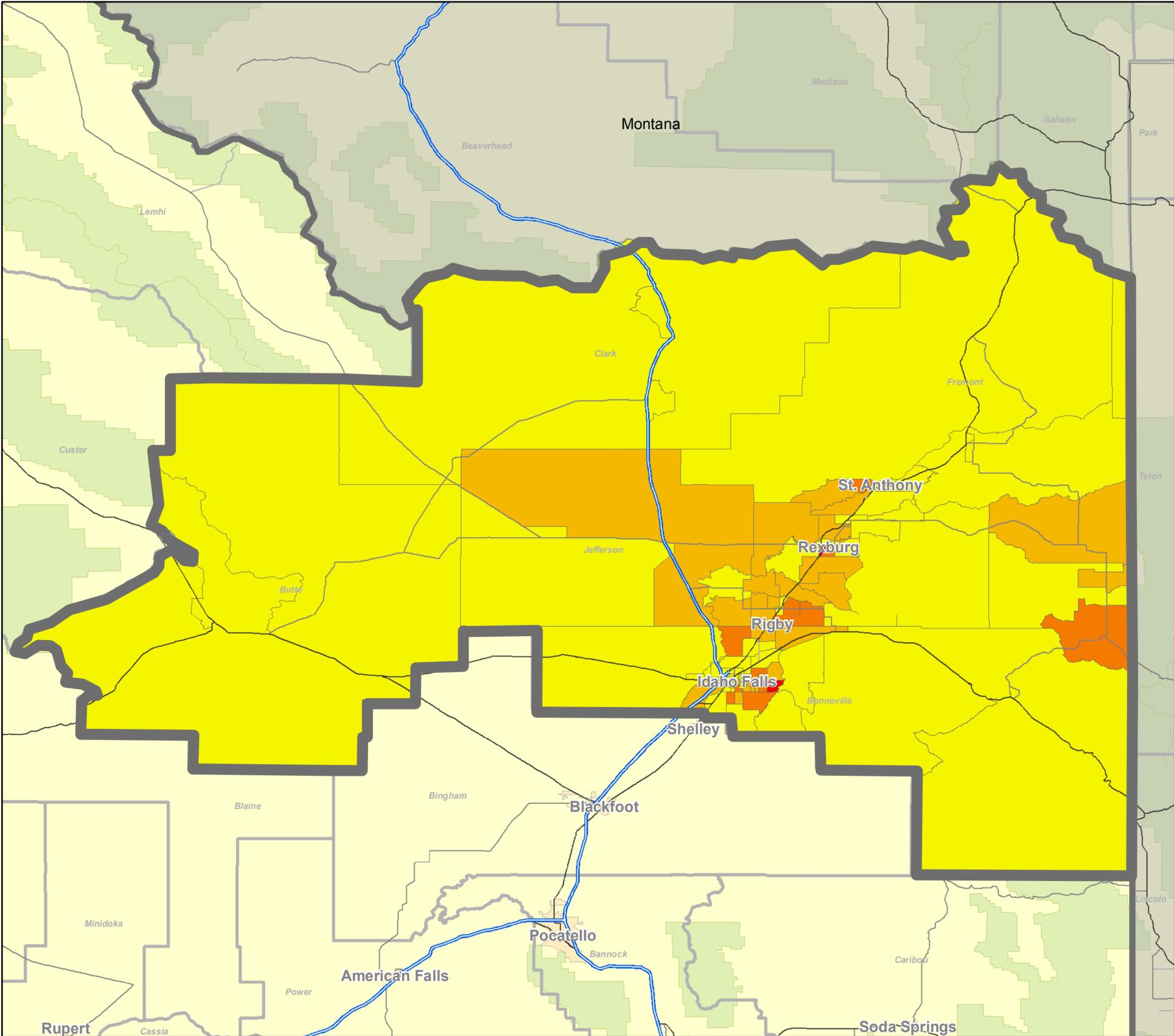
Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

**FIGURE C-7:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
AUTOLESS HOUSEHOLDS: CENSUS BLOCK GROUP 2010**



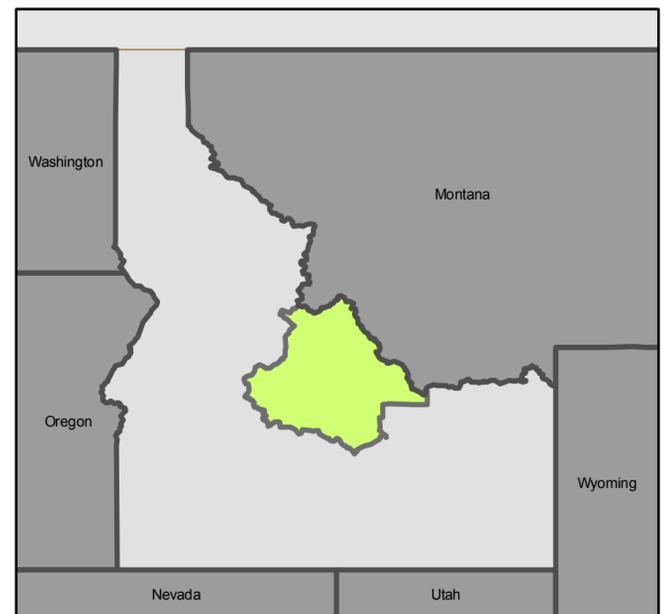
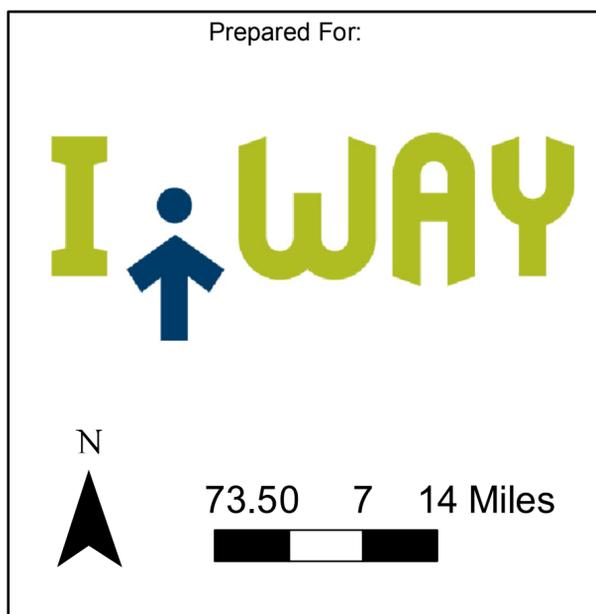
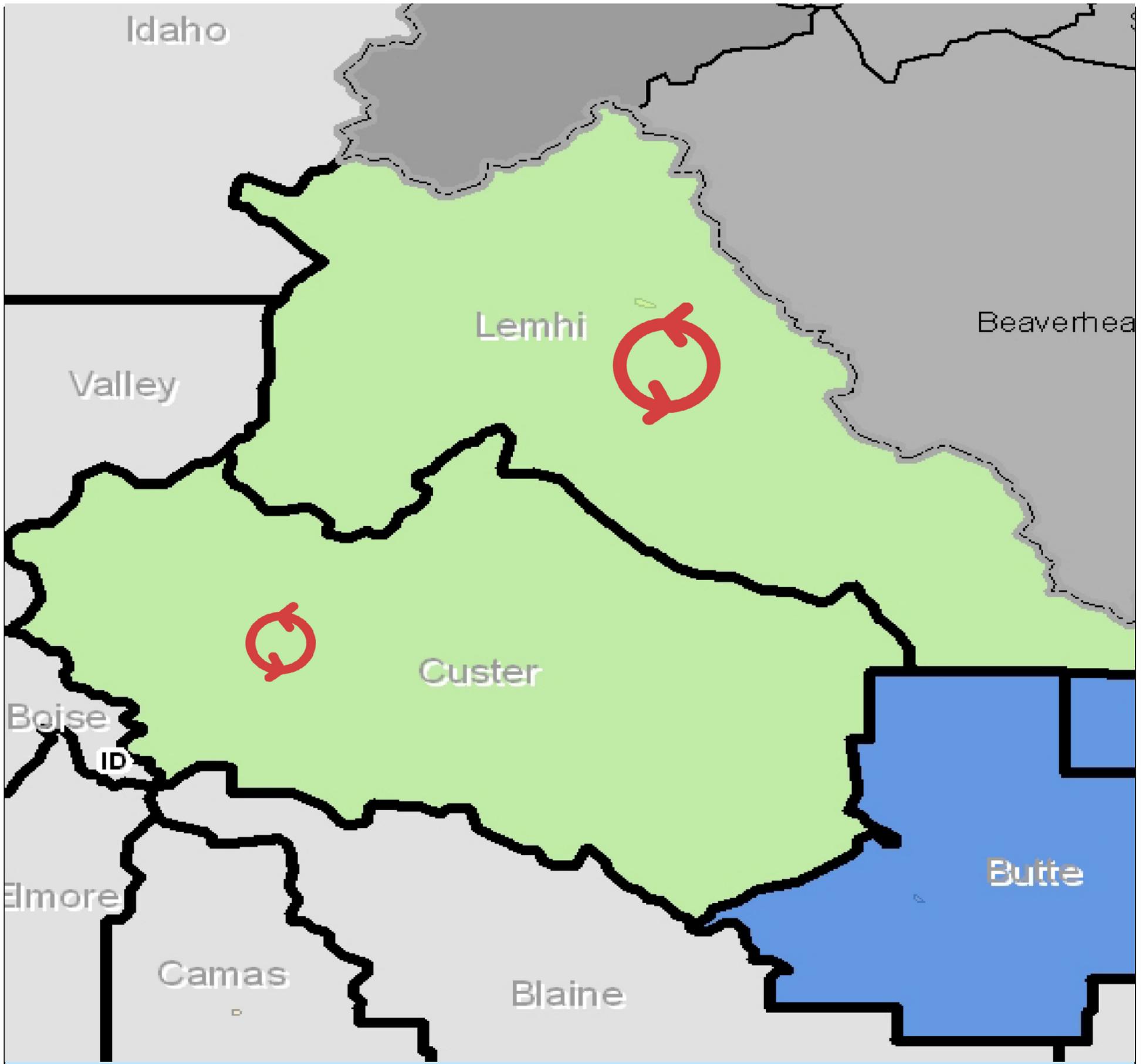
Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

FIGURE C-8
LOCAL MOBILITY MANAGEMENT NETWORK 6B
YOUTH POPULATION: CENSUS BLOCK GROUP 2010



Nielsen-Claritas, 2010 Selected Pop-Facts (proprietary; purchased 8/9/2010)

FIGURE C-9:
 LOCAL MOBILITY MANAGEMENT NETWORK 6B
 COUNTY TRAVEL PATTERNS



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 6B. 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
- Non-motorized transportation (bicycle/pedestrian)
- Taxi services
- Schools/education
- Aeronautic (air transportation)
- Other transportation providers

LOCAL PUBLIC TRANSIT

Existing fixed-route services in LMMN 6B are depicted in Figure D-1. Local community public transportation providers in LMMN 6B that receive FTA/ITD grant funding are shown in Table D-1 and include:

- Targhee Regional Public Transit Authority (TRPTA)
- Southern Teton Area Rapid Transit
- Valley Vista Care/Lost River Transit

FIGURE D-1:
LOCAL MOBILITY MANAGEMENT NETWORK 6B
EXISTING FIXED ROUTE SERVICES

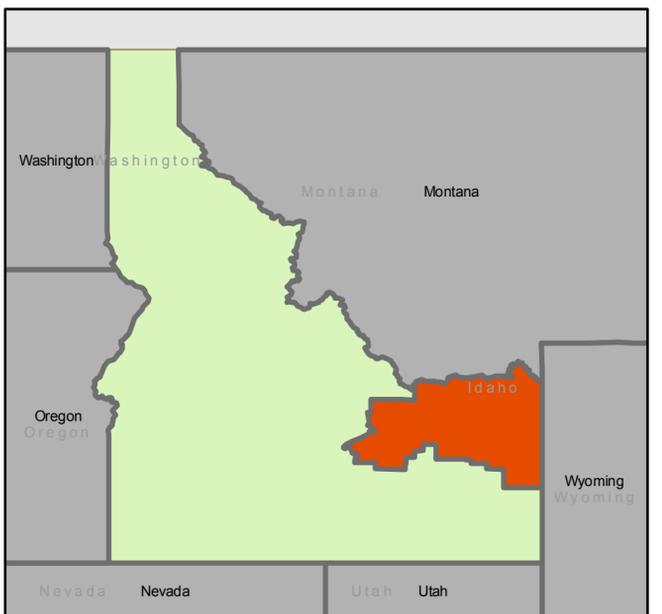
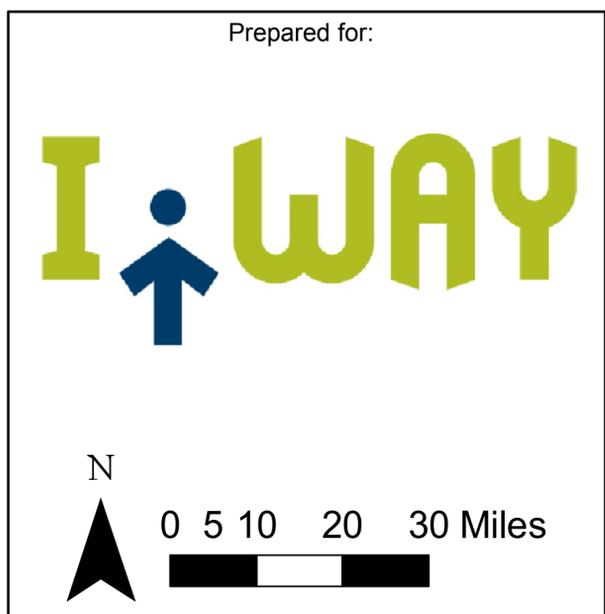
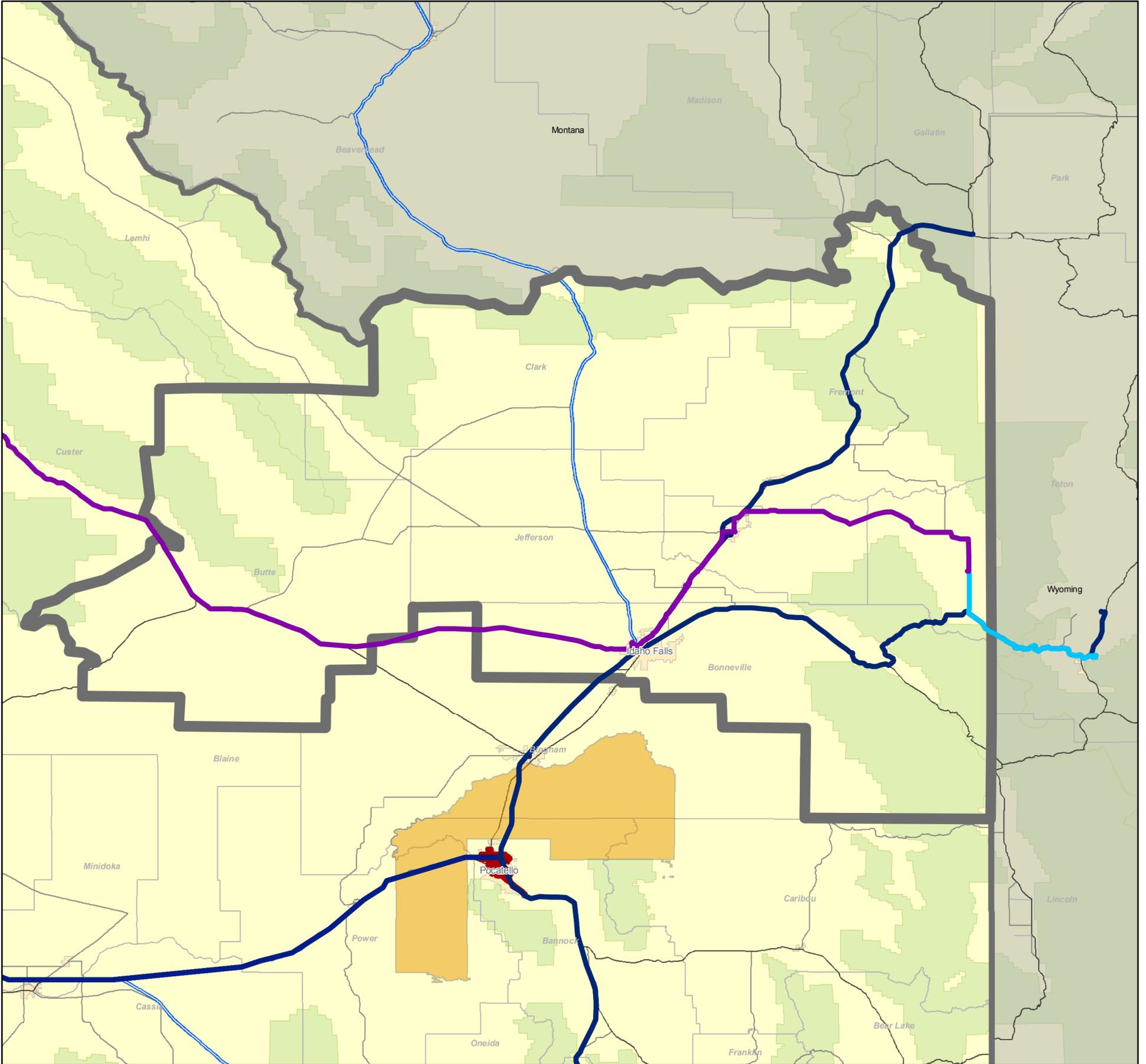


Table D-1: Public Transit Systems in District LMMN 6B

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
Targhee Regional Public Transportation Authority (TRPTA)	Public	6a, 6b	Idaho Falls / Salmon Intercity	Idaho Falls, Arco, Mackay, and Challis, Salmon	120	fixed route			operates Wed only; departs Idaho Falls at 7:00 am and 4:00 pm; departs Salmon at 6:30 am and 3:30 pm	fares vary based on distance with \$25.00 each way from Idaho Falls to Salmon
		6a	Rural Demand response service-Salmon	Salmon	10,015	demand-response			Mon-Fri 7 am - 5 pm	distance-based
		6b	Rural Demand response service - Driggs, Rexburg	Rigby, Shelley, Rexburg, Driggs	43,915	demand-response			Mon-Fri 7 am - 5 pm	distance-based
		6b	Idaho Falls Demand response service	Idaho Falls	27934	demand-response			Mon-Fri 7 am - 6 pm	\$1.00 each way
		6b	Idaho Falls / Rexburg Intercity	Idaho Falls, Rexburg	2,208	fixed route			Mon-Fri; departs Idaho Falls at 8:00 am, 11:30 am, 3:00 pm and 5:00 pm; departs Rexburg at 9:00 am, 12:30 pm, 4:00 pm and 6:00 pm	\$ 5.00 each way
		6b	Rexburg / Driggs Intercity	Sugar City, Teton, New Dale and Felt	789	fixed route			Mon-Fri; departs Rexburg at 6:00 am and 3:30 pm; departs Driggs at 7:05 am and 5:00 pm	\$15.00 each way
		5a, 6b	Idaho Falls / Shelley Intercity	Idaho Falls, Shelley	4,261	fixed route			Mon-Fri; departs Idaho Falls at 7:00 am and 3:30 pm; departs Shelley at 7:45 am and 4:30 pm	\$4.00 each way
		6b	Blue Route	Saturn / Mt View to Aquatic Center, downtown area	13,130	Route Deviation			Mon-Fri 7 am - 6 pm; hourly headways	\$1.25 each way
		6b	Green Route	Grand Teton Mall to Aquatic Center, Broadway to capital to Panchari to the Yellowstone Highway	12,183	Route Deviation			Mon-Fri 7 am - 6 pm; hourly headways	\$1.25 each way
		6b	Red Route	Grand Teton Mall to Aquatic Center, hospital and 17th Street from K-Mart to Boulevard	9,097	Route Deviation			Mon-Fri 7 am - 6 pm; hourly headways	\$1.25 each way
		6b	Yellow Route	Grand Teton Mall to Aquatic Center, arcs through northern Idaho Falls	12,847	Route Deviation			Mon-Fri 7 am - 6 pm; hourly headways	\$1.25 each way
					Total		136,499		52	45
Valley Vista Care	Private Not-for-Profit	6a, 6b	Lost River Area Transit	Lost River Area -- Lost River Valley, Custer and Butte counties, between Mackay and Arco. Service to Idaho Falls, Blackfoot and Pocatello for medical appointments.	12,206	demand-response	6	1	M-F 8:00 a.m.-5:00 p.m.	Within the city limits of Lost River: \$2.50. Within 5 miles of city limits: \$5.00; 10 miles: \$7.50; 25 miles: \$15.00.
Southern Teton Area Rapid Transit (START)	public	6b	Teton Valley to Jackson Route	Driggs and Victor to Jackson, WY	16,053	fixed route	3	3	M-F 6:30 am - 8 am (eastbound) 3:30 pm - 6 pm (westbound)	\$8 each way

Targhee Regional Public Transit Authority

TRPTA, based in Idaho Falls, serves the incorporated areas of Idaho Falls and several rural communities throughout the region. TRPTA is funded by the FTA Section 5307 Small Urban program as well as the Section 5311 and 5311(f) rural programs and FTA/ITD programs and local governments in the region. TRPTA operates a fleet of approximately 50 vehicles and provides the following services in LMMN 6B:

- **Idaho Falls Routes** - TRPTA provides deviated fixed-route “checkpoint” bus service in the City of Idaho Falls. Four routes (Red, Yellow, Green and Blue) serve designated checkpoint stops along a fixed schedule, Monday through Friday, on an hourly basis from 7:00 a.m. to approximately 5:55 p.m. Each route is allowed two deviations (curb to curb service) per half hour with advanced reservation. Route deviations are made for anyone who requests them, and the deviation will go up to $\frac{3}{4}$ mile from the regular route ($\frac{3}{4}$ mile radius around each published stop). The fare is \$1.25 for each one-way trip, and \$0.60 for seniors, people with disabilities, and students.
- **Idaho Falls Demand-Response** - TRPTA also operates general public door-to-door service in Idaho Falls and the surrounding areas. Service may be scheduled with prior day notice and is available Monday through Friday, 7:00 a.m. to 6:00 p.m. Fares on the demand-response service in the Idaho Falls are currently \$1.00.
- **Rural Demand-Response** - In addition to the demand-response service in the urbanized area, TRPTA operates rural general-public demand-response service in Rigby, Shelley, Rexburg, Driggs, and Salmon. Service is available on an advanced-reservation basis, Monday through Friday, 7:00 am to 5:00 pm. Fare information for service in these outlying communities is available by calling TRPTA. Medicaid-eligible trips are billed to Medicaid (with a minimum of 25 hours advanced notice). The door-to-door service is open to the general public for various purposes such as shopping, medical, social, and other trips. A daily subscription service is also available for persons who need transportation on a re-occurring daily basis.
- **Intercity Fixed-Route** - TRPTA operates several intercity fixed routes that connect communities in the region:
 - Idaho Falls/Rexburg - operates Mon-Fri four round trips per day between Idaho Falls and Rexburg. The fare is \$5.00 each way.
 - Rexburg/Driggs - operates Mon-Fri two round trips per day between Rexburg and Driggs. This route also serves Sugar City, Teton, New Dale and Felt. The maximum fare is \$15.00 each way.

- Idaho Falls/Shelley, - operates Mon-Fri two round trips per day between Idaho Falls and Shelley. The fare for this route is \$4.00 each way.
- Idaho Falls/Salmon - operates two round trips on Wednesday; makes flags stops in Arco, Mackay, and Challis. The fares vary based on distance with \$25.00 each way from Idaho Falls to Salmon.

Southern Teton Area Rapid Transit

Southern Teton Area Rapid Transit (START), based in Jackson, Wyoming, operates an intercity route from Teton Valley to Jackson that is partially funded under Idaho's Section 5311(f) Rural Intercity bus program. This fixed route operates two round trips each Monday through Friday and stops in Driggs, Victor, Wilson, and Teton Village. The one-way fare for this service is \$8.00.

Valley Vista Care/ Lost River Transit

Valley Vista Care, a faith-based private non-profit organization, operates Lost River Transit based in Mackay. The service, funded under the Section 5311 program, is open to the general public, with priority given to elderly persons and persons with disabilities.

Using a fleet of six vehicles, Lost River Transit provides dial-a-ride, curb-to-curb transportation in the Lost River Valley, Custer and Butte counties, between Mackay and Arco, Mon-Fri 8:00 a.m.-5:00 p.m. Lost River Area Transit also provides transportation to Idaho Falls, Blackfoot and Pocatello for medical appointments.

Fares are based on a zone system. Within the city limits of Mackay, the one-way general public fare is \$2.50. Within 5 miles of the city limits, the fare is \$5.00, increasing incrementally to \$7.50 at 10 miles and \$15.00 at 25 miles from the city limits. Medical-eligible trips are billed to Medicaid.

Note that Valley Vista Care also operates services in the St. Maries area of Idaho in LMMN 1B, referred to as Benewah Area Transit.

REGIONAL BUS / INTERCITY RAIL

Two regional intercity bus carriers serve LMMN 6B and is shown in Table D-2:

- **Salt Lake Express** operates several routes within LMMN 6B, serving Idaho Falls, Rexburg and Driggs, on routes to Jackson, Wyoming and Pocatello (and beyond to Salt Lake City or Boise). Nine round trips per day are made between Idaho Falls and Pocatello. Fares vary by distance traveled; for

Table D-2: Regional Carriers Serving LMMN 6B

Organization	Organization Type	LMMN(s) Served	Stops by Route	Service Times	Sample Fares
Salt Lake Express	Private For-Profit	3c, 4a, 4c, 5a, 5d, 6b	BYU Idaho-Rexburg-Rigby-Idaho Falls-Blackfoot-Pocatello-Salt Lake City-Orem/Provo	daily service every 90 min; southbound stops in Idaho Falls 2:45 am-5:15 pm; northbound stops in Idaho Falls 11:55 am-2:25 am	Idaho Falls to: Rexburg \$17, Pocatello \$22, Jackson, WY \$39, Salt Lake City \$45, Boise - \$57
			Jackson WY-Idaho Falls-Rexburg-Pocatello-Salt Lake City	southbound stops in Idaho Falls 8:30 am, 11:30 am, 5 pm, 9:30 pm; northbound stops in Idaho Falls 3 am, 6:30 am, 12 p, 4 pm	
			Boise-Mountain Home-Twin Falls-Pocatello-Idaho Falls-Rexburg-Island Park-West Yellowstone, MT-Logan, UT-Salt Lake City	eastbound stops in Idaho Falls 1:55 pm and 11:25 pm; westbound stops in Idaho Falls 5:50 am and 3:25 pm	
			West Yellowstone, MT-Island Park-Ashton-Rexburg	southbound arrives in Rexburg 10:50 am and 7:50 pm; northbound departs Rexburg at 6:30 am and 3:00 pm	
Alltrans - Mountain States Express	Private For-Profit	6b	Jackson, WY to Victor, Driggs, Tetonia, Rexburg, Idaho Falls	one round trip daily; departs Jackson 9:00 am, arrives Idaho Falls 10:00 am; departs Idaho Falls 2:30 pm, arrives Jackson 4:30 pm	Idaho Falls to: Rexburg \$15, Jackson, WY \$35

example, from Idaho Falls to Pocatello is \$22 and from Idaho Falls to Jackson is \$37.

Both Salt Lake Express and Alltrans also provide airport shuttle and charter service.

No intercity rail service stops in this LMMN.

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 6B (Table D-3):

- **Development Workshop, Inc.** - reportedly provides transportation funding and service coordination for program participants and employees (people with disabilities) in Bingham, Bonneville, Butte, Clark, Fremont, Jefferson, Lemhi, Madison, and Teton Counties.
- **Eastern Idaho Community Action Partnership (EICAP)** - This private non-profit organization provides a variety of services to residents in Bingham, Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison and Teton Counties who are low income, elderly, or have disabilities. EICAP provides medical trips for seniors in the City of Idaho Falls using volunteer drivers through its Retired Senior Volunteer Program.

EICAP is the Area VI Agency on Aging and funds transportation services for seniors to access meals and medical appointments through the following senior centers in LMMN 6B:

- Arco Senior Center, Butte County
 - Clark County Senior Citizen Community Center, Dubois (has a Section 5310-funded van)
 - Roberts Senior Citizens Center, Roberts, Jefferson County
 - South Fremont County Senior Citizens Center, with locations in Ashton and St. Anthony
 - Teton Valley Senior Center, Driggs, Teton County
- **Idaho Commission on Aging** - funds transportation services for seniors throughout the State.

Table D-3: Human Service Agency Transportation Providers and Funding Agencies in LMMN 6B

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						
Development Workshop, Inc.	Private Non-Profit		x				Bingham, Bonneville, Butte, Clark, Fremont, Jefferson, Lemhi, Madison, Teton Counties			People with disabilities	Vocational programs, employment	
Eastern Idaho Regional Medical Center	Private For-Profit				x		Bonneville County and Teton, WY			patients		
EICAP - Eastern Idaho Community Action Partnership	Private Non-Profit	x	x	x			Bonneville, Butte, Clark, Custer, Fremont, Jefferson, Lemhi, Madison, Teton Counties			Older adults	medical	7 assigned to senior centers listed below
EICAP - Arco Senior Center	Private Non-Profit	x					Butte County	Lunch is served Mon-Fri	demand-response	Older adults	nutrition, medical	S. 5310 recipient
EICAP - Clark County Senior Center (Dubois)	Private Non-Profit	x					Clark County	Lunch is served on Thurs	demand-response	Older adults	nutrition, medical	S. 5310 recipient
EICAP - Roberts Senior Citizens Center	Private Non-Profit	x					Jefferson County	Lunch is served on Mon and Weds	demand-response	Older adults	nutrition, medical	
EICAP - South Fremont County Senior Citizens Center	Private Non-Profit	x					Southern Fremont County serving senior centers in St. Anthony and Ashton)	<u>Mon/Wed</u> - to St. Anthony center for congregate meals; between 10 am -2 pm local trips for shopping, medical appointments, personal business <u>Fri</u> - to Ashton center for congregate meals 2nd <u>Tues</u> - to Rexburg 10 am - 2 pm <u>M-F</u> 8 am- 2 pm foster grandparents to juvenile corrections center	demand-response	Older adults, others in need	nutrition, medical, shopping, pharmacy, post office, banking, foster grandparents volunteering	2; S. 5310 recipient
EICAP - Teton Valley Senior Center	Private Non-Profit	x					Teton County	Lunch is served Mon, Tue, Thu	demand-response	Older adults		S. 5310 recipient
Idaho Commission on Aging	Public		x				Statewide and Cache, UT			Older adults		
Idaho Department of Health and Welfare Behavioral Health	Public		x				Statewide			People with emotional disabilities	Access agency programs, medical	
Idaho Division of Vocational Rehabilitation	Public		x				Bonneville, Fremont, Jefferson, Madison Counties					

- **Idaho Department of Health and Welfare** – funds transportation services for clients eligible for a variety of programs throughout the State, including Medicaid transportation. ITD’s District 6 geographically matches IDHW Region 7. IDHW regional offices are located in Idaho Falls, Rexburg, and Salmon.
 - Idaho Department of Health and Welfare Behavioral Health – funds transportation services for clients to access mental health and substance abuse programs.
- **Idaho Division of Vocational Rehabilitation** – Region 6 of this Idaho Division, headquartered in Idaho Falls, serves the same counties as ITD District 6. Voc Rehab supports transportation to employment and training for people with disabilities.

RIDESHARE / VANPOOL

One rideshare program includes LMMN 6B in their service area (Table D-4):

- **RideshareOnline.com** – Residents of LMMN 6B can be matched with others with whom to share rides in carpools and vanpools through the statewide rideshare program, online at Rideshareonline.com. 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. RideshareOnline.com also provides information and referral to transportation alternatives, and tools for employers.

PARK & RIDE LOTS

None identified.

NON-MOTORIZED TRANSPORTATION (BICYCLE / PEDESTRIAN)

The Bonneville Metropolitan Planning Organization developed a 2008 Bicycle & Pedestrian Plan to address the importance of bicycle and pedestrian travel. The Plan is designed to identify the needs and deficiencies of the bicycle/pedestrian network and provide a Five Year Priority List (the List) of bicycle/pedestrian projects. The plan is continually monitored and updated to address bicycle and pedestrian concerns and priorities.

The Bicycle and Pedestrian Plan was devised to encourage non-motorized transportation by developing facilities and improving overall conditions for bicyclists and pedestrians. This Plan provides the framework necessary for developing the

Table D-4: Rideshare Programs Serving LMMN 6B

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

physical facilities such as bikeways and pedestrian walks, as well as education and encouragement programs which will increase social awareness of non-motorized travel and provide the essential elements for success.

TAXI SERVICES

The following providers of taxi services were identified as serving LMMN 6B (Table D-5):

- A Discount Cab , Idaho Falls
- AAA Whitney's Taxi & Delivery Service Inc., Idaho Falls
- ABC Transportation, Ammon
- Always in Time Transportation, Idaho Falls
- Custom Cab, Driggs
- Dad's Taxi & Delivery LLC, Idaho Falls
- DMS Transport LLC, Iona
- Easy-Way Taxi & Delivery, Idaho Falls
- Elk County Cab, serves the Teton Valley
- Henleeson Transportation Inc., St. Anthony
- Home Again Shuttle Service, Rigby
- Yellowstone Taxi, West Yellowstone, Montana, serves Idaho, Montana, Utah, and Wyoming, also provides airport shuttle service
- Your Other Mother Taxis, Idaho Falls

SCHOOLS/EDUCATION

No college or university transportation services were identified.

No public or private schools (grades K-12) were engaged in the planning process.

Table D-5: Other Transportation Providers in LMMN 6B

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	
Taxicab Companies:									
A Discount Cab	private for-profit	based in Idaho Falls					x		
AAA Whitney's Taxi & Delivery Service Inc	private for-profit	based in Idaho Falls					x	delivery	
ABC Transportation	private for-profit	based in Ammon					x		
Always in Time Transportation	private for-profit	based in Idaho Falls					x		
Big Dog Transportation	private for-profit	based in Idaho Falls					x		
Busy Bee Transportation	private for-profit	based in Idaho Falls					x		
Custom Cab	private for-profit	based in Driggs					x		
Dad's Taxi & Delivery LLC	private for-profit	based in Idaho Falls					x		
DMS Transport LLC	private for-profit	based in Iona; serves Idaho Falls					x		
Easy-Way Taxi & Delivery	private for-profit	based in Idaho Falls					x	delivery	
Elk County Cab	private for-profit	Teton Valley					x		
Henleeson Transportation Inc	private for-profit	based in St. Anthony					x		
Home Again Shuttle Service	private for-profit	based in Rigby					x		
SOS Transportation	private for-profit	based in Idaho Falls, serves Southeast Idaho	24/7			x	x	Medicaid, courier	
Wheelchair & Medicaid Rides	private for-profit	based in Rexburg				x	x	Medicaid, wheelchair	
Yellowstone Taxi	private for-profit	based in West Yellowstone, MT, serves Idaho, Montana, Utah, and Wyoming		x			x		
Your Other Mother Taxis	private for-profit	based in Idaho Falls					x		
Other Provider Types:									
Holiday Motor Coach	private for-profit	based in Rigby			x				
Idaho National Laboratories - Integrated Transportation Services	Public/private for-profit (Federal government contractor)	Shuttle routes from site in Butte County (45 miles west of Idaho Falls) to Mackay, Pocatello, Blackfoot, Idaho Falls, Rexburg, Driggs						Employment transportation for INL employees	90+ vehicles in peak service
Mountain High Shuttle	private for-profit	based in Mackay; Arco/Mackay/Challis to Idaho Falls/Blackfoot/Pocatello, airports in Salt Lake City and Boise		x		x			
Roadrunner Shuttle	private for-profit	based in Rexburg		x					
Rocky Mountain Trails	private for-profit	Southeastern Idaho and Utah		x	x			Salt Lake Express Intercity Bus	
Rollin Shuttle Services	private for-profit	based in Rigby; Idaho Falls metro area and southeastern Idaho			x			door to door accessible service, summer youth program	vans and minibuses; accessible available
Teton Stage Lines	private for-profit	based in Idaho Falls			x			school bus	motorcoaches, school buses, vans

AERONAUTIC

The following commercial airport is located in LMMN 6B:

- Idaho Falls Regional Airport

The following municipal, recreational, and basic service airports are located in LMMN 6B:

- Arco-Butte County Airport
- Driggs Reed Memorial Airport
- Dubois Municipal Airport
- Howe Airport
- Mud Lake Airport (West Jefferson County Airport)
- Rexburg-Madison County Airport
- Rigby-Jefferson County Airport
- Stanford Field Airport (St. Anthony)

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-5). In LMMN 6B, these include:

- **Holiday Motor Coach** – charter bus company based in Rigby
- **Idaho National Laboratories Integrated Transportation Services** - Idaho National Laboratories (INL) is a federal research facility managed and operated by Battelle Energy Alliance (BEA) under contract to the U.S. Department of Energy. The INL is located on an 890-square miles site within Butte, Bingham, Bonneville and Jefferson Counties, between Idaho Falls and Blackfoot to the east and Arco to the west. The Central Facilities Area (CFA) is located approximately 45 miles west of Idaho Falls, with other facilities located on within the site as well as in Idaho Falls. INL transports approximately 1,800 people per day on its extensive employee shuttle bus service, called Integrated Transportation Services, operated in-house by BEA employees. INL's transportation system operates approximately 90 buses to transport employees to and from the site, as well as to INL facilities in Idaho Falls. Services are detailed on a section of INL's website at www.inl.gov/busoperations/, including route maps and schedules, maps of vehicle loading areas. These include routes between the CFA and the Advanced Test Reactor (ATR) Complex in Idaho Falls, Shelley/Blackfoot (also connecting to Idaho Falls), the Idaho Nuclear Technology &

Engineering Center (INTEC) and Radioactive Waste Management Complex (RWMC) in Idaho Falls, the Materials and Fuels Complex (MFC) about 38 miles west of Idaho Falls in Bingham County, in the southeastern corner of the INL site, as well as the towns of Rigby, Rexburg and Mackay. In addition to transporting INL employees, Integrated Transportation Services also transports employees of government contractor Bechtel (whose employees shares runs with INL employees) as well as the Naval Reactors Facility (NRF) (on dedicated runs).

- **Mountain High Shuttle** - airport shuttle and non-emergency medical transportation based in Mackay, transports residents from Arco, Mackay, and Challis to Idaho Falls, Blackfoot and Pocatello as well as airports in Salt Lake City and Boise.
- **Rocky Mountain Trails** - airport shuttle and charter bus service serving Southeastern Idaho and Utah; also operates the Salt Lake Express intercity bus service described earlier
- **Rollin Shuttle Services** - based in Rigby and serves Idaho Falls metropolitan area as well as southeast Idaho; operates charter bus, door-to-door wheelchair- accessible service and summer youth program transportation
- **Teton Stage Lines** - charter bus and school bus transportation provider based in Idaho Falls

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 in FTA circular C5010.d "Grant Management Requirements" (11/1/03), page IV-17. The inventory for vehicles currently operating in LMMN 3A is located in Table D-6.

**Table D-6: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 6B**

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Model Year	Make	Model	Vehicle Type <i>LD = light-duty</i> <i>MD = medium-duty</i> <i>HD = heavy-duty</i>	Equipped with Lift or Ramp?	Seating Capacity		Useful life (years)
											Seats	Wheel-chairs	
390	6	6A+B	*	Mackay Senior Center		2010	Ford	E-250	van				4
496	6	6A+B	*	Valley Vista Care Corporation	339	2002	Ford	Econoline	van	N	15	0	4
497	6	6A+B	*	Valley Vista Care Corporation	351	2003	Chevrolet	Astro	minivan	N	7	0	4
498	6	6A+B	*	Valley Vista Care Corporation	361	2005	Chevrolet	Uplander	minivan	Y	3	2	4
499	6	6A+B	*	Valley Vista Care Corporation	383	2007	Ford	Clubwagon	van	N	15	0	4
500	6	6A+B	*	Valley Vista Care Corporation	400	2008	Ford	EC3 Clubwagon	van	N	15	0	4
501	6	6A+B	*	Valley Vista Care Corporation	401	2008	Toyota	Sienna	minivan	N	8	0	4
387	6	6B		Bear Lake Senior Center		1999	Ford	E Super Duty RV	cutaway-LD-5yr	N	19	0	5
388	6	6B		Clark County Seniors		2007	Ford	E-350	van	Y	9	2	4
389	6	6B		Fremont Co. Senior Center		2007	Ford	E-450	cutaway-LD-5yr	Y	12	2	5
436	6	6B		START Bus	298	2005	Bluebird	Xcel 102	transit bus	Y	44	2	12
437	6	6B		START Bus	299	2008	Bluebird	Xcel 102	transit bus	Y	44	2	12
438	6	6B		START Bus	1600	2007	MCI	D4500	coach-OTR	Y	57	2	12
439	6	6B		START Bus	297	2005	Bluebird	Xcel	transit bus	Y	47	1	12
440	6	6B		START Bus	298	2005	Bluebird	Xcel	transit bus	Y	47	1	12
441	6	6B		START Bus	1600	2007	MCI	Coach	coach-OTR	Y	57	1	12
442	6	6B		Teton County Senior Center		2002	Ford	E-450	cutaway-LD-5yr				5
443	6	6B		TRPTA	273	2000	Ford / Girardin		cutaway-MD	Y	20	2	7
444	6	6B		TRPTA	274	2009	Ford / Glaval		cutaway-MD	Y	16	3	7
445	6	6B		TRPTA	275	2009	Ford / Glaval		cutaway-MD	Y	16	3	7
446	6	6B		TRPTA	276	2009	Ford / Glaval		cutaway-MD	Y	16	3	7
447	6	6B		TRPTA	277	2009	Ford / Glaval		cutaway-MD	Y	16	3	7
448	6	6B		TRPTA	304	2009	Chevrolet / Glaval	Sport	cutaway-LD-5yr	Y	10	2	5
449	6	6B		TRPTA	347	2005	Ford / Starcraft	E-450	cutaway-MD	Y	18	3	7
450	6	6B		TRPTA	348	2005	Ford / Starcraft	E-450	cutaway-LD-5yr	Y	16	2	5
453	6	6B		TRPTA	426	2006	Ford / Starcraft	E-450	cutaway-LD-5yr	Y	16	2	5
454	6	6B		TRPTA	478	2009	Ford / Glaval		cutaway-MD	Y	16	3	7
455	6	6B		TRPTA	479	2009	Ford / Glaval		cutaway-MD	Y	16	3	7
456	6	6B		TRPTA	480	2009	Chevrolet / Glaval		cutaway-MD	Y	20	5	7
457	6	6B		TRPTA	501	2007	Ford / Starcraft	Allstar E-450	cutaway-LD-5yr	Y	16	2	5
458	6	6B		TRPTA	504	2007	Ford / Starcraft	Allstar E-450	cutaway-LD-5yr	Y	16	3	5
459	6	6B		TRPTA	638	2002	Ford / Goshen		cutaway-MD	Y	16	3	7
461	6	6B		TRPTA	645	2002	Ford / Goshen		cutaway-MD	Y	16	3	7
462	6	6B		TRPTA	646	2002	Ford / Goshen		cutaway-MD	Y	16	3	7
463	6	6B		TRPTA	648	2002	Ford / Goshen		cutaway-MD	Y	16	3	7
464	6	6B		TRPTA	758	2009	Chevrolet / Glaval	Sport	cutaway-MD	Y	10	2	7
465	6	6B		TRPTA	799	2009	Chevrolet / Glaval	Sport	cutaway-MD	Y	10	2	7
466	6	6B		TRPTA	822	2008	Ford / Glaval		cutaway-MD	Y	18	6	7
467	6	6B		TRPTA	824	2008	Ford / Glaval		cutaway-MD	Y	18	6	7
468	6	6B		TRPTA	950	2006	Ford / Glaval		cutaway-MD	Y	16	3	7
469	6	6B		TRPTA	6072	2001	Chevrolet	Impala	sedan	N	3	0	4
470	6	6B		TRPTA	7777	2001	Chevrolet	Impala	sedan	N	3	0	4
472	6	6B		TRPTA	6252 (65257)	2001	Chevrolet	Impala	sedan	N	3	0	4
474	6	6B		TRPTA	A-10	2010	Ford / Glaval		cutaway-MD	Y	16	4	7
475	6	6B		TRPTA	A-11	2010	Ford / Glaval		cutaway-MD	Y	12	2	7
476	6	6B		TRPTA	A-12	2010	Ford / Glaval		cutaway-MD	Y	16	2	7
477	6	6B		TRPTA	A-13	2010	Ford / Glaval		cutaway-MD	Y	16	3	7
478	6	6B		TRPTA	A-14	2010	Ford / Glaval		cutaway-MD	Y	10	2	7
480	6	6B		TRPTA	A-3	2010	Ford / Glaval		cutaway-MD	Y	16	2	7
481	6	6B		TRPTA	A-4	2010	Ford / Glaval		cutaway-MD	Y	10	2	7
482	6	6B		TRPTA	A-5	2010	Ford / Glaval		cutaway-MD	Y	10	2	7
483	6	6B		TRPTA	A-6	2010	Ford / Glaval		cutaway-MD	Y	10	2	7
484	6	6B		TRPTA	A-7	2010	Ford / Glaval		cutaway-MD	Y	10	2	7

**Table D-6: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 6B**

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Model Year	Make	Model	Vehicle Type <i>LD = light-duty</i> <i>MD = medium-duty</i> <i>HD = heavy-duty</i>	Equipped with Lift or Ramp?	Seating Capacity		Useful life (years)
											Seats	Wheel-chairs	
485	6	6B		TRPTA	A-8	2010	Ford / Glaval		cutaway-MD	Y	16	3	7
486	6	6B		TRPTA	A-9	2010	Ford / Glaval		cutaway-MD	Y	16	3	7
487	6	6B		TRPTA	DV-1	2001	Chevrolet		van	N	10	0	4
488	6	6B		TRPTA	J-1	2002	Ford / Goshen		cutaway-MD	Y	12	4	7
489	6	6B		TRPTA	P-1	1994	Ford		pick-up	N	2	0	4
490	6	6B		TRPTA	P-40	2004	Ford		pick-up	N	0	0	4
491	6	6B		TRPTA	R-4	2000	Chevrolet / Champion		cutaway-MD	Y	14	2	7
492	6	6B		TRPTA	S-1	2001	Chevrolet / Goshen		cutaway-MD	Y	16	2	7
493	6	6B		TRPTA	Z14	2007	Ford / Glaval		cutaway-MD	Y	18	3	7
494	6	6B		TRPTA	Z15	2007	Ford / Glaval		cutaway-MD	Y	18	3	7
495	6	6B		TRPTA	Z55	2008	Ford / Glaval		cutaway-MD	Y	18	4	7
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	Salt Lake Express	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
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

**Table D-6: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 6B**

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Model Year	Make	Model	Vehicle Type <i>LD = light-duty</i> <i>MD = medium-duty</i> <i>HD = heavy-duty</i>	Equipped with Lift or Ramp?	Seating Capacity		Useful life (years)
											Seats	Wheel-chairs	
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-6: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 6B**

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs							Replacement Vehicle Type <i>LD = light-duty</i> <i>MD = medium-duty</i> <i>HD = heavy-duty</i>	Estimated Unit Cost (FY 2010 dollars)
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed	5th Needed		
390	6	6A+B	*	Mackay Senior Center		2014		2014	2018	2022	2026	2030	van	\$35,000
496	6	6A+B	*	Valley Vista Care Corporation	339	2006	**	2011	2015	2019	2023	2027	van	\$35,000
497	6	6A+B	*	Valley Vista Care Corporation	351	2007	**	2011	2015	2019	2023	2027	minivan	\$35,000
498	6	6A+B	*	Valley Vista Care Corporation	361	2009	**	2011	2015	2019	2023	2027	minivan	\$35,000
499	6	6A+B	*	Valley Vista Care Corporation	383	2011		2011	2015	2019	2023	2027	van	\$35,000
500	6	6A+B	*	Valley Vista Care Corporation	400	2012		2012	2016	2020	2024	2028	van	\$35,000
501	6	6A+B	*	Valley Vista Care Corporation	401	2012		2012	2016	2020	2024	2028	minivan	\$35,000
387	6	6B		Bear Lake Senior Center		2004	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	\$60,000
388	6	6B		Clark County Seniors		2011		2011	2015	2019	2023	2027	van	\$35,000
389	6	6B		Fremont Co. Senior Center		2012		2012	2017	2022	2027	2032	cutaway-LD-5yr	\$60,000
436	6	6B		START Bus	298	2017		2017	2029	2041	2053	2065	transit bus	\$350,000
437	6	6B		START Bus	299	2020		2020	2032	2044	2056	2068	transit bus	\$350,000
438	6	6B		START Bus	1600	2019		2019	2031	2043	2055	2067	coach-OTR	\$450,000
439	6	6B		START Bus	297	2017		2017	2029	2041	2053	2065	transit bus	\$350,000
440	6	6B		START Bus	298	2017		2017	2029	2041	2053	2065	transit bus	\$350,000
441	6	6B		START Bus	1600	2019		2019	2031	2043	2055	2067	coach-OTR	\$450,000
442	6	6B		Teton County Senior Center		2007	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	\$60,000
443	6	6B		TRPTA	273	2007	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
444	6	6B		TRPTA	274	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
445	6	6B		TRPTA	275	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
446	6	6B		TRPTA	276	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
447	6	6B		TRPTA	277	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
448	6	6B		TRPTA	304	2014		2014	2019	2024	2029	2034	cutaway-LD-5yr	\$60,000
449	6	6B		TRPTA	347	2012		2012	2019	2026	2033	2040	cutaway-MD	\$150,000
450	6	6B		TRPTA	348	2010	**	2011	2016	2021	2026	2031	cutaway-LD-5yr	\$60,000
453	6	6B		TRPTA	426	2011		2011	2016	2021	2026	2031	cutaway-LD-5yr	\$60,000
454	6	6B		TRPTA	478	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
455	6	6B		TRPTA	479	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
456	6	6B		TRPTA	480	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
457	6	6B		TRPTA	501	2012		2012	2017	2022	2027	2032	cutaway-LD-5yr	\$60,000
458	6	6B		TRPTA	504	2012		2012	2017	2022	2027	2032	cutaway-LD-5yr	\$60,000
459	6	6B		TRPTA	638	2009	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
461	6	6B		TRPTA	645	2009	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
462	6	6B		TRPTA	646	2009	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
463	6	6B		TRPTA	648	2009	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
464	6	6B		TRPTA	758	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
465	6	6B		TRPTA	799	2016		2016	2023	2030	2037	2044	cutaway-MD	\$150,000
466	6	6B		TRPTA	822	2015		2015	2022	2029	2036	2043	cutaway-MD	\$150,000
467	6	6B		TRPTA	824	2015		2015	2022	2029	2036	2043	cutaway-MD	\$150,000
468	6	6B		TRPTA	950	2013		2013	2020	2027	2034	2041	cutaway-MD	\$150,000
469	6	6B		TRPTA	6072	2005	**	2011	2015	2019	2023	2027	sedan	\$25,000
470	6	6B		TRPTA	7777	2005	**	2011	2015	2019	2023	2027	sedan	\$25,000
472	6	6B		TRPTA	6252 (65257)	2005	**	2011	2015	2019	2023	2027	sedan	\$25,000
474	6	6B		TRPTA	A-10	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
475	6	6B		TRPTA	A-11	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
476	6	6B		TRPTA	A-12	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
477	6	6B		TRPTA	A-13	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
478	6	6B		TRPTA	A-14	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
480	6	6B		TRPTA	A-3	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
481	6	6B		TRPTA	A-4	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
482	6	6B		TRPTA	A-5	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
483	6	6B		TRPTA	A-6	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
484	6	6B		TRPTA	A-7	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000

**Table D-6: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 6B**

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs							Replacement Vehicle Type <i>LD = light-duty</i> <i>MD = medium-duty</i> <i>HD = heavy-duty</i>	Estimated Unit Cost (FY 2010 dollars)
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed	5th Needed		
485	6	6B		TRPTA	A-8	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
486	6	6B		TRPTA	A-9	2017		2017	2024	2031	2038	2045	cutaway-MD	\$150,000
487	6	6B		TRPTA	DV-1	2005	**	2011	2015	2019	2023	2027	van	\$35,000
488	6	6B		TRPTA	J-1	2009	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
489	6	6B		TRPTA	P-1	1998	**	2011	2015	2019	2023	2027	pick-up	\$25,000
490	6	6B		TRPTA	P-40	2008	**	2011	2015	2019	2023	2027	pick-up	\$25,000
491	6	6B		TRPTA	R-4	2007	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
492	6	6B		TRPTA	S-1	2008	**	2011	2018	2025	2032	2039	cutaway-MD	\$150,000
493	6	6B		TRPTA	Z14	2014		2014	2021	2028	2035	2042	cutaway-MD	\$150,000
494	6	6B		TRPTA	Z15	2014		2014	2021	2028	2035	2042	cutaway-MD	\$150,000
495	6	6B		TRPTA	Z55	2015		2015	2022	2029	2036	2043	cutaway-MD	\$150,000
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
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

**Table D-6: Vehicle Inventory and Replacement Plan
Vehicles Currently Operated in LMMN 6B**

Statewide Vehicle ID	District	LMMN(s)	Serves Multiple LMMNs	Transit System that Operates	Local Fleet Number	Replacement Needs						Replacement Vehicle Type <i>LD = light-duty</i> <i>MD = medium-duty</i> <i>HD = heavy-duty</i>	Estimated Unit Cost (FY 2010 dollars)	
						Actual	Overdue	1st Needed	2nd Needed	3rd Needed	4th Needed			5th Needed
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

Value, Needs, and Gaps

INTRODUCTION

Understanding the Values within the communities that make up the local network is a pre-requisite to determining the mobility needs for those communities. Values are core principles within the local network regarding quality of life and related goals within the community. Understanding these core values is a required driver to fully develop and understand local needs.

In meeting or sustaining the values of the community, there may be mobility related gaps that prevent or limit reaching these goals. Needs statements are derived from these gaps. Gaps can also be described as *information-based, geographical, schedule-based, and client-based*. See the Glossary under “Gaps” for more explanation of these categories. Finally, needs statements can be developed to identify and define barriers to improved mobility within the networks.

Needs statements will be grouped in categories. These categories are based on the type of user or customer in conjunction with the purpose of the mobility need. In some cases, needs are applicable to more than one of these categories and the need is described under the first relevant category. These categories include the following:

- Commuters
- Education
- Youth
- Social Services
- Seniors
- Medical
- Retail
- Recreation
- Faith Based
- Information
- Land Use
- Aeronautics
- Others

VALUE STATEMENTS

The value statements developed by the 6B LMMN include the following:

1. Communities should remain safe.
2. Important to integrate community through mobility
3. Want to maintain feeling of small town growth.
4. Traveling public must have respectful rest room facilities that permit modesty.
5. Independence for seniors, disabled, and others without access to transportation.
6. Safe and reliable services.
7. Rely on access to transportation and frequency of services.
8. Universal access - everyone who needs to get somewhere needs access to transportation.
9. Important for citizens to be educated in use of their mobility resources such as crosswalks.
10. Being able to maintain living in rural and frontier Idaho.
11. We see value in a coordinated transportation system with easy to find information about the options that are available.
12. More efficient development patterns, reorientation towards pedestrian friendly communities; more functional neighborhoods.
13. Energy conservation, air quality, effective, cost affordable transportation.
14. Available and well-scheduled transportation choices are critical i.e. weekends and holidays, and later at night. Need to be responsive to the actual demands of the residents and users in regards to scheduling.
15. Provide connections within and between communities through non-motorized means.
16. Our residents need to be taken where they need to go.
17. Good land use planning is important for access to our transportation options.
18. Residents and visitors need access to recreation.
19. Important to consider and use mobility as an economic driver for our communities.

Following the establishment of their value statements, LMMN 6B evaluated and developed their preliminary needs statements broken out by key areas as depicted in the following sections.

Commuter Needs

- Provide affordable, accessible and reliable mobility services and infrastructure for the general public in the I-15, US 20, US 26, US 91, Idaho 28, Idaho 33, and Wyoming 22 corridors, and surrounding communities.

- Provide affordable and accessible mobility services between the LMMN and destinations such as Boise, Salt Lake, Blackfoot, Pocatello, Jackson, Bozeman, and West Yellowstone.
- Mobility services need to address commonly used destinations.
- Provide affordable, accessible and reliable mobility services for the general public in the LMMN with extended availability after hours and on weekends.

Coordination Needs

- Equip vehicles as appropriate for intermodal transportation.
- Coordinate mobility services with providers in other networks, Districts and states.
- Resolve issues limiting delivery of mobility services across state lines.

Funding Needs

- Provide sustainable funding for mobility services.

Information Needs

- We need to engage the general population in transportation and mobility services through education and marketing, and need to provide a clearinghouse of information regarding mobility options.

Land Use Needs

- Provide and promote use of accessible intermodal transfer facilities within the network and make available to, and integrate with, pedestrian and other mobility modes.
- Consider mobility friendly concepts such as SmartGrowth in land use policies and future development.

Recreation Needs

- Provide safe, accessible and affordable mobility services to recreational and tourist activities and locations within the LMMN and adjoining areas.
- Need to ensure that all providers regardless of funding, have adequately trained operators and safe appropriately equipped vehicles, and meet Federal, state and local laws and regulations.
- Provide safe, clean, accessible and family-friendly non-motorized pathways and amenities.

Appendix F

LMMN Plan Update Process

INTRODUCTION

The Mobility Plans are designed to be flexible documents that will change and need updating as often as needs change. For the plan to have meaning (a living plan), change must be a fundamental aspect of its on-going development. This document reviews the process to be used by the LMMN in updating their Mobility Plans. The intent of this process is to provide a clear set of procedures to determine when updates to the plan should and can occur.

Guidance from the FTA suggests flexibility in the ability to update, leaving virtually all of the rules up to the ITD and local entities. In the guidance for the coordinated public transit-human services transportation plans that the Mobility Plans fulfill, FTA states that at a minimum the coordinated plan should follow the update cycles for metropolitan transportation plans (i.e., four years in air quality non-attainment and maintenance areas and five years in air quality attainment areas). Otherwise, FTA allows communities and States to update the coordinated plan based on local needs, to align with the competitive selection process, to coordinate with metropolitan and statewide planning processes, to ensure that selected projects are included in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP), and to receive FTA funds in a timely manner.

Therefore, flexibility is recommended in the updating of the plans and the development of committee rules and policies, as we have seen a number of communities and committees get bogged down in the process and minutia. These entities tend to quickly lose focus on the real issue of finding more service for more people.

REASONS TO UPDATE THE MOBILITY PLAN

Updates should be accomplished for a variety of reasons. Experience indicates that updates are usually accomplished for the following reasons:

- Service area changes – such as a new major employer (or a major employer that is closing), new or relocated hospital, shopping changes, or a variety of other changes to the service area. Another cause of service area change occurs when there is high population growth as is occurring in a number of communities, putting pressure on the local transit systems to expand service. Similarly, an influx of population (i.e. older adults) that have unmet transportation needs not identified in the Mobility Plan, or require a transportation service not included by the Mobility Plan’s prioritized strategies may have a significant impact on needs.
- Priorities have been met and it is time to focus on new priorities – clearly as needs and priorities have been met, it is time to focus on the next group of priorities that have not been met. This should necessitate an update to the plan to ensure it continues to have meaning and value.
- Needs change or new unmet needs come to light – new people attending or contributing to meetings can bring new issues/needs to light. These needs must be considered, and if they have merit, should be added to the Mobility Plan through the update process.
- More accurate data resulting from the 2010 Census – detailed 2010 Census information should be available in 2012. This data should be incorporated into the planning process as soon as possible as the data will be most relevant. In addition, the 2010 Census may change community boundaries or impact the community’s designation (i.e., small urban as opposed to rural).
- Other reasons – often local in nature, can be political or policy changes, funding changes (for example if funding is cut, then services would be cut, making service available for others).

If any of these changes has an impact on the needs and service priorities, then it may be time for the local network to consider an update.

PROCESS FOR UPDATING MOBILITY PLAN

Once a change that has an impact on the needs and service priorities has been identified, the District Mobility Manager will work with the LMMN stakeholders and the District Coordination Council chair to begin the process to update the local mobility plan. Below is the process to be followed for updating the local mobility plan:

- The District Mobility Manager will facilitate LMMN meetings to obtain input on changes in the needs and service priorities from stakeholders in the respective communities within the LMMN.
- A revised mobility plan is drafted 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 District Coordination Council adopts the updated mobility plan on behalf of LMMN 6B. Letters of support from various community groups within LMMN 6B are encouraged.
- Adopted plans are posted on the I-way website, www.i-way.org.

Appendix G

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

Term/Concept	Definition
Customer/User	<p>services where they are most needed.</p> <p>For all stakeholders, the users and the potential users of mobility services and mobility options are the primary customers for all mobility management efforts.</p>
Demand-Response:	<p>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.</p>
District	<p>A geographic area of the state as utilized by the Idaho Transportation Department for planning and organizational purposes. There are six Districts were identified by the Idaho Transportation Department.</p>
DCC	<p>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.</p>
Deviated Fixed-Route	<p>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'.</p>
Division	<p>The Idaho Transportation Department Division of Public Transportation.</p>
Efficient	<p>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</p>

Term/Concept	Definition
Effective	<p>and coordinate the tension between the two concepts as appropriate for their area.</p> <p>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.</p>
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

Term/Concept	Definition
Meaningful Connections	<p>unique transportation needs of their communities and develop strategies to meet those needs.</p> <p>In order to be considered a meaningful connection, a provider’s schedules and stops must be coordinated with other transportation service providers connecting within the same service area.</p>
Mobility	<p>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.</p>
Mobility Management	<p>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:</p> <ul style="list-style-type: none"> 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

Term/Concept	Definition
	<p>employer-oriented Transportation Management 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;</p> <p>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</p> <p>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).</p>
MPO	Metropolitan Planning Organization.
Need	<p>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.</p>
Operating Assistance (Rural and Intercity)	<p>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.</p>
Paratransit	<p>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,</p>

Term/Concept	Definition
	vanpooling, and jitney services. Customers or their agents 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

Term/Concept	Definition
Success Factors	<p>approach to meeting a need. There can be multiple strategies defined to meet a need. Multiple needs can be met by a single strategy.</p> <p>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.</p>
Values	<p>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.</p>
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);

Mobility Areas Fundable through Federal Transit Administration

- 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 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

Mobility Areas Fundable through Federal Transit Administration

- Traveler escorts or other rider assistance.

Vehicles, Equipment, and Facilities

- Acquisition of vehicles and equipment to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA;
- Administrative costs of sharing mobility services beyond 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 announcement, and other vehicle operation functions;
- Improving signage, or way-finding technology, or implementation of other technology improvements that enhance accessibility for persons with disabilities;
- Installation of additional securement locations in public buses beyond what is required by the ADA;
- Labor costs of aides to help drivers assist passengers with over-sized wheelchairs;
- Preventative Maintenance expenses for passenger service vehicles;
- Purchase and installation of radios and communications equipment;
- Purchase and maintenance of passenger service vehicles, other related equipment, and passenger shelters;
- Purchase of wheelchair lifts for intercity passenger service vehicles;
- 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;

Mobility Areas Fundable through Federal Transit Administration

- Customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- Development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs;
- Operation of transportation brokerages to coordinate providers, funding agencies, and customers;
- Promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for persons with disabilities, older adults, and low-income individuals;
- Support for short-term management activities to plan and implement coordinated services; and
- Support of State and local coordination policy bodies and councils.