

**Idaho Mobility Council  
October 18, 2011  
District Mobility Manager Updates**



## District 1 Mobility Managers Report – Clif Warren

The **District 1 CTAI office** formed a partnership with the **Idaho Department of Labor** by accepting an intern from their Displaced Workers program. Up to 250 hours of the intern's wages are paid by the DOL while **CTAI** was responsible for providing supervision, mentorship, exposure to the business community and material needs. In this case, the material needs are a borrowed desk and chair, a computer, a telephone and miscellaneous office supplies. **Amber Burgess**, the intern, was assigned the responsibility of locating every organization in District 1 that possesses buses, vans, or any other transit type vehicles. This included transportation companies, schools, churches, senior centers, etc. So far she has compiled a data base of over **120 such organizations**. Additionally, she gathered the type and number of vehicles at each organization. She also inquired as to the organizations willingness to enter a dialogue with their **county's emergency manager** about participation in an emergency evacuation program. This was done through a partnering with the **District 1 Homeland Security Office**. The county emergency managers will follow up with the willing equipment owners to negotiate an agreement for equipment/driver use in the event of an emergency. Finally, most of the collected data will be entered into the **I-Way Resource Directory**.

**SPOT**, the new service in Bonner County, delivered over 4,000 rides in its second month of operation. Ridership has dipped a little with the opening of the school year. The Schweitzer Mountain's home owner's association, Recreation District, and the renter's association have agreed to join the partnership by paying \$11,000 for additional winter linkage to SPOT through the Schweitzer owned transit system. The **Schweitzer Mountain Resort** has agreed to provide 7 additional runs weekly to also increase the linkage with an in-kind value of over \$5,000. This brings the **total private party investment** in the system to over \$22,000. Currently, the local **Ponderay Rotary Club** is raising funds to provide its city with match money for a grant application to purchase bus shelters and benches. Raffle tickets for a giant ATV are being sold for **\$50 each**. They are going after this in a big way.

The **mayors** of the participating SPOT cities are now meeting with the intent of creating an **elected officials governance body**. This body will provide a direct linkage to each city council for oversight and funding. It is planned that the **technical advisory committee** will continue to assist with the day to day operations. The technical advisory committee is made up of the city and Schweitzer employees.

The **Shoshone County Commissioners** have completed an RFP process and identified a provider. The effort, lead by Commissioner Larry Yergler, has taken longer to initiate than originally planned. The final hurdle should be cleared soon with a determination about the use of Medicaid billing as match. The Shoshone County communities are anxiously waiting for the return of service lost with the shutdown of NICE. The loss has had some unexpected results. By the end of September, **Silver Wood Good Samaritan Assisted Living** facility in Silverton, Idaho anticipates reaching the \$40,000 goal of a **community capital campaign** to purchase a wheel chair lift equipped vehicle.



## District 2 Mobility Managers Report – John Murray

Since the July update, Community Transportation Association of Idaho has hired a new District 2 Mobility Manager. John Murray has previously worked in District 2 as a city planner for the City of Lewiston. He lives in Clarkston, Washington, the sister city to Lewiston on the other side of the Snake River. The District 2 Mobility Management offices are now located at:

1424 Main Street, #151  
Lewiston, ID 83501  
208.553.3076  
[jmurray@ctai.org](mailto:jmurray@ctai.org)

The review and revision of **District 2 Local Mobility Management Network** is under way:

- The LMMN 2C meeting was held in Riggins on August 24. The meeting was attended primarily by representatives of Canyon Area Bus System (CABS). The lack of participation by other entities within the LMMN 2C is unfortunate, and the Mobility Manager will be reaching out to other stakeholders to generate interest in the I-Way planning and coordination process by speaking at an Idaho County Commissioners meeting and the Grangeville office of Idaho Department of Health and Welfare on September 27<sup>th</sup>.
- The LMMN 2A meeting was held in Genesee on September 7, and was well attended. Based on input from the LMMN 2A meeting, further revisions of the LMMN 2A are possible.
- The LMMN 2B meeting was held in Orofino on September 14, with 8 people attending, including Orofino/Clearwater County Economic Development. Based on input from the LMMN 2B meeting, additional needs and strategies will be developed and incorporated into the final draft.

In July and August, **Lewiston Transit** increased services by expanding routes into previously unserved areas of the city. An additional 430 monthly riders were added, an increase of 15% over June's ridership. Importantly, routes now serve the Nez Perce County/Lewiston Regional Airport and connect with Appaloosa Express, the transit provider serving the Nez Perce Tribe in Nez Perce County. For a single fee, a rider can now travel nearly seventy miles from the Regional Airport to Kooksia or Kamiah up the Clearwater River.

The Mobility Manager and the Executive Director met with representatives of COAST on September 8 to learn more about their operations. COAST provides demand/response and volunteer transportation programs throughout District 2. In a wide-ranging discussion, COAST representatives stated they may be asking the District 2 DCC to redirect program money from the 2010 program year.

Canyon Area Bus System (CABS) won a bid on a bus from COAST to replace the CABS bus that was damaged. CABS' intent is to use the bus as a charter service until funding can be awarded for public transit service. At that time, either the charter bus or an FTA funded bus will be used for a flexible fixed route service, with service to Grangeville.

Final design for the Moscow Intermodal Transit Center should begin in October or November 2011. Construction is anticipated in 2012. The City of Moscow is seeking an additional \$200,000 to finalize construction.



Valley Transit, the transit provider for the City of Moscow, continues to experience robust ridership. Valley Transit is currently pursuing operational funding from the University of Idaho and is working with the university to implement a fares structure.

The Mobility Manager is working with a local trails advocacy group to scope out possible Rails to Trails project from Cottonwood to Grangeville.



## District 3 Mobility Manager Report – Brooke Green

### District-wide Coordination efforts:

Schools are embracing public transportation and other mobility programs-

- Partnership with Meridian Joint School District #2 to implement Idaho School Pool
  - Occurred as a result of recent budget cuts to the district that eliminated the mid-day busing for kindergarten classes.
  - Resulted in 31 elementary schools being uploaded into the system.
  - Suzanne Seigneur, CTAI Rideshare Coordinator, is providing technical assistance.
- Expanding partnership with Safe Routes to School, Meridian School District
- Cascade School Board has provided funding to help sustain the continued service provided by Treasure Valley Transit.
  - The funding will continue to support the service currently being utilized by both students and employees of Cascade School District.

### Community Involvement and Support is Increasing:

Community Support for Public Transportation is growing for Emmett, Idaho-

- The only transportation service is the Emmett Senior Center. Within the last six month the community of Emmett has embraced the idea and opportunity for public transit.
  - Gem County Comp plans are highlighting and expanding on public transportation and mobility.
  - Future goals have been outlined:
    - Recreation and alternative transportation
    - Emphasis on multi-use pathways
    - Develop a balanced mixed transportation system that provides for efficient and safe movement of people and goods.

Communities in Motion Long Range Transportation Plan-

- Process of updating the current regional long-range transportation plan. The final product of this process will be an updated transportation plan that will address issues in Ada, Boise, Canyon, Elmore, Gem and Payette counties.
- *Communities in Motion 2035* examine projected growth and will outline a planned transportation system designed to accommodate that growth, within the fiscal constraints of a limited transportation budget. As the name implies, the document plans out to the year 2035.

### District 3 Coordination Council has grown in membership-

- Three new members have been added to the District 3 Coordination Council
  - Catherine Dickinson, Senior Research Analyst Communication & Research, Idaho Department of Labor.
  - Jayson Pretty Boy, Executive Director Native American Coalition of Boise/Nampa Americans of Treasure Valley Program.
  - Sarah Scott, Executive Director, Area Agency on Aging.



## District 4 Mobility Manager Report – Vanessa Fry

District 4 is comprised of eight counties: Blaine, Camas, Cassia, Gooding, Jerome, Lincoln, Minidoka, and Twin Falls. As stated in past updates, it's currently the only district without an identified urban area and therefore we don't have a Metropolitan Planning Organization (MPO). This may change with the 2010 census results- in 2012 or 13 Twin may be designated because of the adjacent cities and population density.

Rather than doing an overhaul of the Local Mobility Management Network Plans (LMMN) in 2011, Mobility Managers (Vanessa Fry for District 4) have been working with stakeholders to refine the strategies within the plans to ensure they include enough detail and flexibility to support improved mobility. Specific changes to the LMMN plans impacting D4 include the inclusion of the new prioritization strategy for intercity services and the separation of capital acquisition strategies from operation strategies. A specific example of how a change is impacting the district is the LMMN 4A continues to see a strong demand for a more direct intercity route between Blaine and Boise and that was left out of the prioritized strategies approved by the Idaho Mobility Council. However, at this point, the LMMN desires to continue to keep it within the plan.

Public meetings for District 4 will take place the first few weeks of September with the goal of having the majority of suggestions and comments received by the mobility manager by September 30<sup>th</sup> and a 'final' draft of the plans available for review in mid-October.

Since July jurisdictions and agencies throughout the district have been working on their budgets for the upcoming fiscal year. Now well into the budgeting process it is clear cuts are being made to local budgets (which provide matching funds for some providers) that will be impacting mobility services within the district. Although some drastic cuts to matching funds were proposed, those proposals fortunately did not go through. Through this time it's been imperative to communicate with all agencies the importance of mobility for all aspects of the community, particular the economy. With looming cuts at the federal level providers are clearly concerned about how they will be able to continue meeting more than just the basic needs of communities.

Both the IM4CTAI campaign as well as the Elected Officials on the Move effort being brought forth by CTAI will help under these economic circumstances. The IMC can help by continuing to relay the importance of mobility options to your agencies and elected officials. In addition we all need to continue to work together to develop diversified funding strategies to support mobility across the state.

Vanessa continues to meet with interest groups throughout the district's 8 counties. Below are highlights of some of the specific initiatives she has been working on since July.

- In the months since the last IMC meeting she has been working with the transportation committees in the district to help them develop priorities for the upcoming funding cycles. To aid in this process she has created a comprehensive funding matrix that integrates both highway and mobility funding opportunities.
- Vanessa has been working closely with Mountain Rides Transportation Authority (MRTA) over the last few months to implement a new vanpool program between Blaine County and Twin Falls. This particular route runs from Blaine County to the College of Southern Idaho campus in



Twin Falls. It was developed in partnership with CSI to help their commuting students, faculty and staff has a more efficient form of transportation to and from campus. The program was launched August 22 running just three days per week and demand has already enabled MRTA to increase the service to five days per week.

- Idaho Rideshare is on its way to becoming a great asset to the people in District 4. Since Vanessa has started sharing information about the service more and more interested riders have been in touch to learn about the system and how to get involved. With the help of CTAI's Statewide Rideshare Coordinator, Suzanne Seigneur, plans are to create some specific strategies and methods for messaging the program to both commuters and those individuals seeking one time rides.
- She is also involved with a number of committees in the district that are working on updating transportation and comprehensive plans (including the creation of the first transportation plan for Blaine County and a downtown master planning process for the City of Kimberly).
- In addition Vanessa serves on the Active Living Task Force for Blaine County. This group is working with a number of entities to review the ordinances throughout the county and its cities and grade them and their implementation in relation to how they meet [Complete Streets](#) standards. The end goal is creating a set of recommendations for improvements by the jurisdictions.



## District 5 Mobility Manager Report – Brett Nelson

### **Local Mobility Management Networks:**

District 5 has four LMMNs: 5A, Bingham County; 5B, Bear Lake and Caribou Counties; 5C, Franklin County; and 5D, Bannock, Oneida, and Power Counties. Each of the four LMMNs has scheduled their Annual Plan Review meetings. The annual review and updated plans have been developed. The review and comments from each of the four LMMN meetings will be included in each of the four final draft plans. These plans will be published on I-way for public review and comment before the end of the calendar year, 2011.

### **Pocatello Regional Transit:**

PRT is the District 5 provider in all seven counties. Following the Take Your Seat promotion this summer, PRT had a radio broadcast event from Pocatello City Hall showcasing all types of trolleys, vans, and buses they use. People were encouraged to Take Your Seat and try out the various vehicles. Not only was the event attendance good, PRT received many calls afterward requesting further information on the transportation options, services, and routes.

Now that school is in session, the PRT fixed Idaho State University routes are in full force. Fixed routes have been beefed-up throughout Pocatello for School District 25's (Pocatello) students, staff, and faculty.

RouteMatch went live on all routes – demand response and fixed - this summer. Thirty-nine vehicles now have rangefinders installed (mobile devices) to increase efficiency and effectiveness.

*Transit Facility Project Update* – PRT's Transit Facility bids in response to a Request for Proposal for Architecture & Design will be opened on Tuesday September 20, 2011. There are a number of applicants. It is hoped that the architecture design award will be done by October 7, 2011. Then, on to the next step – the construction bid package. It is anticipated that ground breaking will happen in spring 2012.

### **Fort Hall Transit:**

The Shoshone-Bannock Tribes continue to be very aggressive in enhancements to their transportation system. They have pending applications for funding "in the mill".

The mass transit system continues to be implemented to serve all of the Fort Hall Indian Reservation (Bingham and Power Counties). The system begins with four new 18 passenger buses. Fort Hall has partnered with PRT to provide training for their bus drivers.

PRT, the District 5 Coordinating Council, and Tribes Technical Services Manager (a member of the District 5 Coordinating Council) continue their collaborative partnership.

### **Franklin County Non-Attainment Area:**

Work continues on the Franklin County Non-Attainment Area (FCNAA) to mitigate air quality and to decrease the increasing commuter mileage and emissions within the FCNAA. Route changes and enhancements continue to be explored and made by the transit providers on both sides of the Idaho and Utah border. More development and marketing is necessary to get more commuters either entering or leaving the FCNAA for work related trips.

### **Idaho Department of Labor and Mobility Management:**

The District 5 Mobility Manager continues the regional collaborative efforts between the transportation district and the Business Solutions Specialist with Idaho Department of Labor Business Specialist and the Regional Economist.

### **Economic Development Districts (EDD) and Mobility Management:**



The Southeast Idaho Council of Governments (SICOG), the EDD in District 5, has been instrumental in assisting the District 5 Mobility Manager on transportation elements for the region. The outreach is invaluable in its thirty (30) cities and seven (7) counties. The efforts continue to become an integral part in the develop of the economic development.



## District 6 Mobility Manager Report – Jeff Osgood

### Intercity Services

As the state transitions to the new intercity program, there are a number of routes in District 6 that rank fairly low. But with cross-boundary cooperation, it is beginning to look more likely that we will be able to accommodate service along at least a couple of those travel segments outside of the Idaho 5311(f) intercity program.

The Linx pilot in Yellowstone National Park this summer went well. They are meeting with the National Park Service to report and then begin planning for the 2012 summer season and possible service expansion. There is significant potential for profitable services within the park, and developing the west entrance and Salt Lake Express' service will have great benefits for District 6. The Rexburg-West Yellowstone (Route #9) route segment, while not profitable as a stand-alone route, could be accomplished without funding by simply servicing the vehicle/staffing needs in Yellowstone for SLE. They base their operations out of Rexburg, and would be sending staff/vehicles from there to service Yellowstone, and thereby servicing intercity route #9.

District 6 Mobility Manager Jeff Osgood recently presented at a conference on regionalism and planning in Montana. At that meeting, the need for Salmon residents to get to/from Missoula (Idaho Intercity route #20) was discussed. The MTDOT funding process is facilitated by a Transportation Advisory Council (TAC), which is similar to a LMMN. District 6 will have a seat on the TAC in Ravalli County, and they were amenable to looking at extending service in the Bitterroot valley, which currently terminates in Hamilton, all the way to Salmon. District 6 LMMN members will continue to follow up with this opportunity to accomplish this mobility strategy in this way, as it is the lowest on the list of state-level priorities, and not likely to be funded for some time.

### TRPTA

TRPTA has gone through some significant changes in its operating environment during 2011, as have most providers. They have cut several intercity runs and focused on their demand response service. For the years 2009 – 2010, TRPTA saw about a 3% rate of growth in their demand response ridership. Through the first half of calendar year 2011, TRPTA's demand response ridership is up 22% over 2010. This significant increase is due to more than their refocus of resources, but also to the migration of riders from competing providers who had ceased operations.

The Medicaid shift has closed a number of smaller providers in Bonneville County. Normally the loss of service is a bad thing, but in this case, Bonneville County had an over capacity of small providers who were taking advantage of the Medicaid system, and offering suboptimal service to their riders. As a point of reference, Idaho Falls had 29 small service providers when the Medicaid brokerage began. The city of Billings, MT, much larger than Idaho Falls, had only 5. Riders are now getting better service through TRPTA, and TRPTA in turn is showing better operating numbers in their demand response service operation.

The INL bus operations department has recently co-located their administrative offices to the TRPTA building. This collaboration is a win-win. The INL bus operation is able to take advantage of new facilities and TRPTA is able to use their lease revenue as much needed match for their 5307 program. In



prior years, TRPTA has left significant amounts of federal money on the table in the small urban area because of an inability to obtain the match. This cooperation will help them to close that gap.

### **Teton Valley**

START bus was the first adopter of the Linx-developed technologies, funded through the ARRA program and Districts 5 and 6. For over two years, they have offered Linx Wi-Fi onboard their Teton Valley commuter route. START then contracted with Linx to install Linxcomm units on all 29 of the buses in their regular fleet. This \$100k contract is helping Linx continue its pilot in the Yellowstone region, but also helping START bus improve operations and attract new riders. Since 2009, START Bus has been adding riders to this route at the rate of about 22% per year. They are on pace to add over 3,000 rides in 2011. They credit much of that to the marketing/recognition obtained through Linx and the 'PR splash' resulting from the onboard Wi-Fi, the first in our region.