



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129

Boise ID 83707-1129

(208) 334-8000

itd.idaho.gov

Idaho's Local Mobility Network System

Summary Packet

- Document provides a brief summary of Idaho's Local Mobility Networks (17 Total)
 - The information was collected from each of the Local Mobility Plans
 - Local Mobility Plans were last updated in the Fall of 2009
 - Challenge: Since mobility services run between networks and districts it is very challenging to isolate data such as services, ridership, and revenue sources
-

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Idaho's Local Mobility Network System

Summary Packet

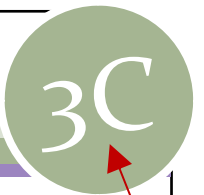
Summary Packet Includes:

- ➔ *Explanation Sheet – Page 3*
- ➔ *I-way Network Map – Page 5*
- ➔ *Local Mobility Network Data – Page 7*
 - *Network Characteristics and Strategies*
 - *Passenger Trips & Revenue Sources*
- ➔ *Current Service Level – Page 41*

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Idaho Local Mobility Network

Counties: Ada, Boise, Canyon, Gem, Elmore, and Owyhee



A. Network Characteristics

- Urbanized Areas:
- Metropolitan Planning Organization:
- Regional Public Transportation Authority:
- Total Population:
- Land Area:
- Percent Commute Trips Using Alternative (Not Single Occupant Vehicle) Modes:

Counties
Represented in
Network

Network
Designation

B. Prioritized Strategies – Local Mobility Network:

- Implement...

C. Prioritized Strategies – District:

- Implement...

D. Prioritized Strategies – Statewide:

- Implement...

E. Location of Network Mobility Plan:

F. Location of Network Planning Documents:

Identified Strategies
Specific to the “Local
Network”

Identified Strategies
Specific to the
“District”

Web Links to
Network Plan

Identified
“Statewide”
Strategies

Web Links to
Planning
Information

"Explanation Sheet"

IDAHO PUBLIC TRANSPORTATION & MOBILITY SERVICES

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

Service Mode Descriptions

ACHD COMMUTERRIDE VP
 ADAMS COUNTY HEALTH CENTER DR
 SALT LAKE EXPRESS IC
 STAR SENIOR CITIZENS, INC. DR
 TREASURE VALLEY TRANSIT (TVT) MB
 TREASURE VALLEY TRANSIT (TVT) DR
 VALLEY REGIONAL TRANSIT (VALLEYRIDE) MB
 VALLEY REGIONAL TRANSIT (VALLEYRIDE) DR
 WITCO-WESTERN IDAHO TRAINING COMPANY, DR

Service Provider Listing

Local Network Total by Mode

State of Idaho Totals by Mode

U.S. Totals by Mode

State Contributions

Local Government Contributions

Misc. Revenue

Farebox, User Fees, Employer Contributions

Federal Contributions

PASSENGER TRIPS	REVENUE SOURCES										
	OPERATING							CAPITAL			
	Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

DISTRICT 3 (Data in Thousands)

ACHD COMMUTERRIDE	VP	253	545	139	0	0	394	1,079	325	0	136	435	896
ADAMS COUNTY HEALTH CENTER	DR	NOT REPORTING											
SALT LAKE EXPRESS	IC	79	2,262	0	0	95	0	2,357	631	0	0	0	631
STAR SENIOR CITIZENS, INC.	DR	NOT REPORTING											
TREASURE VALLEY TRANSIT (TVT)	MB	105	78	153	0	1,000	26	1,258	0	0	0	0	0
TREASURE VALLEY TRANSIT (TVT)	DR	33	0	26	0	29	340	394	0	0	0	0	0
VALLEY REGIONAL TRANSIT (VALLEYRIDE)	MB	1,396	893	5,733	0	388	0	7,015	324	0	417	0	740
VALLEY REGIONAL TRANSIT (VALLEYRIDE)	DR	37	69	1,078	0	62	0	1,209	30	0	109	0	140
WITCO-WESTERN IDAHO TRAINING COMPANY,	DR	78	0	3	0	0	48	51	0	0	0	0	0
Sub-Total	IC	91	2,600	84	0	290	0	2,974	688	0	0	0	688
Sub-Total	MB	1,501	971	5,887	0	1,388	26	8,273	324	0	417	0	740
Sub-Total	DR	178	79	1,155	0	95	492	1,821	30	0	109	0	140
Sub-Total	VP	253	545	139	0	0	394	1,079	325	0	136	435	896
Total		1,932	1,595	7,181	0	1,483	912	11,172	679	0	662	435	1,776
%		--	14%	64%	0%	13%	8%	100%	38%	0%	37%	24%	100%

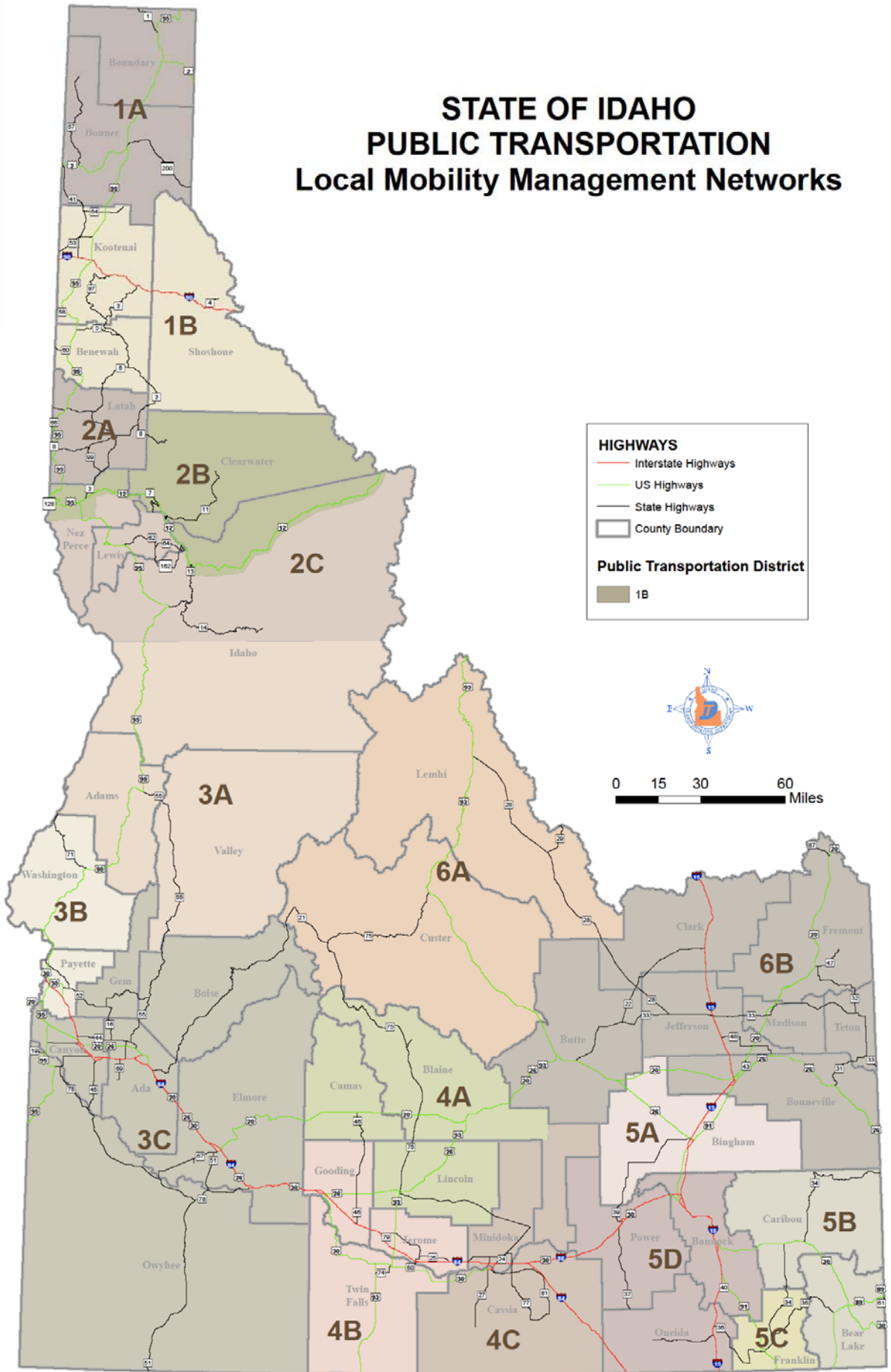
STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688	
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231	
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023	
VP	281	633	186	0	0	394	1,214	338	0	136	435	909	
TX	10	0	0	0	45	0	45	0	0	0	0	0	
Total		3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%		--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355	
DR	96	887	858	744	200	172	2,861	124	32	106	5	264	
VP	30	38	36	32	8	7	121	9	2	8	0	19	
Total		5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%		--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

STATE OF IDAHO PUBLIC TRANSPORTATION Local Mobility Management Networks



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Idaho Local Mobility Network

Counties: Bonner and Boundary

1A

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 52,645 ❖ Urban Population: 12,992 (23.3%) ❖ Rural Population: 42,653 (76.7%)
- Land Area: 3,006 square miles
- Percent Commute Trips Using Alternative (Not Single Occupant Vehicle) Modes: 27.1%

B. Prioritized Strategies – Local Mobility Network:

- Provide fixed-route and ADA complimentary services in Sandpoint region
- Maintain existing service levels
- Expand services to rural areas within the network
- Provide rural scheduled service into Sandpoint
- Locate rural park and ride lots near bus stations
- Construct and/or improve pedestrian sidewalks and trails that meet ADA requirements
- Develop a sponsorship program and partnerships with the private sector
- Promote carpooling and vanpooling in rural areas for employment transportation needs
- Conduct a feasibility study to determine the value and potential for an intermodal facility
- Seek funding from each locality to be used as a match for federal funding requirements
- Connect services from Sandpoint to Spokane intercity service and possible future commuter service

C. Prioritized Strategies – District:

- Maintain services from Sandpoint to Coeur D’Alene and Spokane
- Develop Mobility Manager position to improve connectivity and mobility in the network and district

D. Prioritized Strategies – Statewide:

- Implement Intercity service between Moscow and Bonners Ferry
- Implement Intercity service between Moscow and Coeur D’Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve Intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45060/LMMN_1A_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn1a>

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 1A (Data in Thousands)

Greyhound Lines	IC	NOT REPORTING											
North Idaho Community Express (NICE)	IC	4	9	19	0	25	0	53	0	0	0	0	0
North Idaho Community Express (NICE)	DR	65	9	48	0	154	35	246	0	0	0	0	0
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Safeline Transport	DR	NOT REPORTING											
Sandpoint Senior Center	DR	NOT REPORTING											
Schweitzer Mountain Resort	MB	NOT REPORTING											
Senior Hospitality Center (Bonners Ferry)	DR	2.0	2.9	0.1	0.0	7.8	8.9	19.7	0	0	0	0	0
Special Mobility Services (Priest River)	DR	0.3	0.1	2.4	0.0	3.3	0.0	5.8	0	0	0	0	0
White Tail Transportation	DR	NOT REPORTING											
Sub-Total	IC	14	269	75	0	220	0	564	0	0	0	0	0
Sub-Total	MB	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	DR	68	12	50	0	165	44	272	0	0	0	0	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		82	281	125	0	386	44	836	0	0	0	0	0
%		--	34%	15%	0%	46%	5%	100%	0%	0%	0%	0%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Shoshone, Kootenai, and Benewah

1B

A. Network Characteristics

- Urbanized Areas: Coeur d'Alene Urbanized Area
- Metropolitan Planning Organization: Kootenai Metropolitan Planning Organization
- Regional Public Transportation Authority: None
- Total Population: 164,418 ❖ Urban Population: 110,515 (67.2%) ❖ Rural Population: 53,903 (32.8%)
- Land Area: 86,156 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 20.0%

B. Prioritized Strategies – Local Mobility Network:

- Maintain existing service levels in the Coeur D'Alene and rural areas of the LMMN
- Provide commuter service to Spokane and coordinate existing intercity service
- Rural scheduled service into Coeur D'Alene
- Expand ADA service beyond $\frac{3}{4}$ mile of their fixed-route service area
- Form an RPTA in the Kootenai County area
- Construct and improve pedestrian sidewalks and trails that are ADA compliant
- Conduct location study to determine location for a public transportation center facility
- Expand rural public transportation services to larger communities within the network
- Coordinate and promote ridesharing
- Develop sponsorship program with the private sector seeking funding from localities
- Seek funding from each locality (added from actual plan) to service local markets
- Connect rural areas (Shoshone, Benewah and rural Kootenai Counties) to Spokane

C. Prioritized Strategies – District:

- Maintain services from Sandpoint to Coeur D'Alene and Spokane
- Develop Mobility Manager position to improve connectivity and mobility in the network and district

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45061/LMMN_1B_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn1b>

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 1B (Data in Thousands)

Coeur d'Alene Tribe (Citylink)	MB	461	0	575	0	885	0	1,461	15	0	77	0	92
Diversified Social Services	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
Kootenai Medical Center	DR	9	0	40	0	0	0	40	0	0	32	0	32
North Idaho Community Express (NICE)	IC	4	9	19	0	25	0	53	0	0	0	0	0
North Idaho Community Express (NICE)	DR	65	9	48	0	154	35	246	0	0	0	0	0
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Payless Airport Shuttle	DR	NOT REPORTING											
Safeline Transport	DR	NOT REPORTING											
TESH, Inc. (Coeur d'Alene)	DR	NOT REPORTING											
Valley Vista Care (Benewah Area Transit)	DR	7	1	34	0	106	71	212	5	0	26	0	32
White Tail Transportation	DR	NOT REPORTING											
Sub-Total	IC	14	269	75	0	220	0	564	0	0	0	0	0
Sub-Total	MB	461	0	575	0	885	0	1,461	15	0	77	0	92
Sub-Total	DR	81	10	121	0	261	106	498	5	0	58	0	63
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		557	279	771	0	1,366	106	2,523	20	0	135	0	155
%		--	11%	31%	0%	54%	4%	100%	13%	0%	87%	0%	100%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231	
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023	
VP	281	633	186	0	0	394	1,214	338	0	136	435	909	
TX	10	0	0	0	45	0	45	0	0	0	0	0	
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850	
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%	

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Latah

2A

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 22,752 ❖ Urban Population: 22,752 (62.3%) ❖ Rural Population: 13,768 (37.7%)
- Land Area: 1,076 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 33.9%

B. Prioritized Strategies – Local Mobility Network:

- Maintain existing services levels within the network
- Expand rural services within the network
- Provide scheduled service from rural areas into Moscow
- Develop a sponsorship program with the private sector
- Facilitate access to rural routes by locating park and ride lots in rural areas near bus stops
- Conduct a study to determine the feasibility and value of an intermodal facility
- Install additional shelters, benches, and other bus stop amenities

C. Prioritized Strategies – District:

- Maintain existing intercity service levels between Lewiston and Moscow
- Develop Mobility Manager Position

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45062/LMMN_2A_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn2a>

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 2A (Data in Thousands)

All-Ways Transportation, Inc.	DR	NOT REPORTING											
COAST	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Palouse Clearwater Enviro. Inst. (City of Moscow)	VP	2	7	15	0	0	0	22	0	0	0	0	0
Regional Public Transportation (Valley Transit)	IC	3	10	0	0	137	0	148	0	0	0	0	0
Regional Public Transportation (Valley Transit)	MB	118	0	1	0	300	0	301	0	0	0	0	0
Regional Public Transportation (Valley Transit)	DR	8	2	0	0	120	16	138	0	0	0	0	0
University of Idaho	MB	12	0	41	0	0	0	41	0	0	0	0	0
Wheatland Express (Pullman/Moscow)	MB	NOT REPORTING											
Sub-Total	IC	13	270	57	0	332	0	659	0	0	0	0	0
Sub-Total	MB	131	0	42	0	300	0	342	0	0	0	0	0
Sub-Total	DR	8	2	0	0	120	16	138	0	0	0	0	0
Sub-Total	VP	2	7	15	0	0	0	22	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		153	279	114	0	752	16	1,161	0	0	0	0	0
%		-	24%	10%	0%	65%	1%	100%	0%	0%	0%	0%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: *Clearwater and Portion of Nez Perce*

2B

A. Network Characteristics

- Urbanized Areas: *None*
- Metropolitan Planning Organization: *None*
- Regional Public Transportation Authority: *None*
- Total Population: 48,180 ❖ *Urban Population: 36,512 (75.8%)* ❖ *Rural Population: 11,668 (24.2%)*
- Land Area: 3,310 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 18.0%

B. Prioritized Strategies – Local Mobility Network:

- Maintain existing services within the network
- Scheduled rural services to get rural residents/tribal members of the network into Lewiston
- Expand local rural area services with service focusing on larger communities
- Develop a sponsorship program with the private sector
- Construct safe non-motorized pathways that are ADA compliant
- Promote carpooling and ridesharing within the network
- Seek funding from each locality served to be used to match federal funds
- Conduct study to determine the feasibility and value of an intermodal facility

C. Prioritized Strategies – District:

- Maintain intercity service Lewiston to Moscow
- Develop a Mobility Management position

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45063/LMMN_2B_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn2b>

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 2B (Data in Thousands)

All-Ways Transportation, Inc.	DR	NOT REPORTING											
Appaloosa Express Transit (Nez Perce Tribe)	MB	NOT REPORTING											
COAST	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
Lewiston Transit System	MB	NOT REPORTING											
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Regional Public Transportation (Valley Transit)	IC	3	10	0	0	137	0	148	0	0	0	0	0
Regional Public Transportation (Valley Transit)	MB	118	0	1	0	300	0	301	0	0	0	0	0
Regional Public Transportation (Valley Transit)	DR	8	2	0	0	120	16	138	0	0	0	0	0
Wheatland Express (Pullman/Moscow)	MB	NOT REPORTING											
Sub-Total	IC	13	270	57	0	332	0	659	0	0	0	0	0
Sub-Total	MB	118	0	1	0	300	0	301	0	0	0	0	0
Sub-Total	DR	8	2	0	0	120	16	138	0	0	0	0	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		139	271	58	0	752	16	1,098	0	0	0	0	0
%		-	25%	5%	0%	69%	1%	100%	0%	0%	0%	0%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Lewis, Portion of Idaho, and Portion of Nez Perce

2C

A. Network Characteristics

- Urbanized Areas: *Lewiston Urbanized Area*
- Metropolitan Planning Organization: Lewis-Clark Valley Metropolitan Planning Organization
- Regional Public Transportation Authority: None
- Total Population: 28,442 ❖ *Urban Population: 7,151 (25.1%)* ❖ *Rural Population: 21,291 (74.9%)*
- Land Area: 9,812 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 28.6%

B. Prioritized Strategies – Local Mobility Network:

- Maintain existing transportation service levels within the LMMN
- Expand local service throughout the rural/tribal areas
- Promote carpooling and vanpooling throughout the network
- Construct and/or improve pedestrian sidewalks and trails to meet ADA requirements
- Install signage, bus shelters, benches
- Develop sponsorship program with private sector
- Integrate rural park and rides with existing and new rural public transportation routes and locate them near existing bus stops
- Seek funding from each locality to match federal funds

C. Prioritized Strategies – District:

- Maintain existing intercity service levels between Lewiston and Moscow
- Develop Mobility Manager Position

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D’Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45064/LMMN_2C_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn2c>

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 2C (Data in Thousands)

All-Ways Transportation, Inc.	DR	NOT REPORTING											
Appaloosa Express Transit (Nez Perce Tribe)	MB	NOT REPORTING											
COAST	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Regional Public Transportation (Valley Transit)	IC	3	10	0	0	137	0	148	0	0	0	0	0
Regional Public Transportation (Valley Transit)	MB	118	0	1	0	300	0	301	0	0	0	0	0
Regional Public Transportation (Valley Transit)	DR	8	2	0	0	120	16	138	0	0	0	0	0
TREASURE VALLEY TRANSIT (TVT) - CABS	MB	105	78	153	0	1,000	26	1,258	0	0	0	0	0
TREASURE VALLEY TRANSIT (TVT) - CABS	DR	33	0	26	0	29	340	394	0	0	0	0	0
Sub-Total	IC	13	270	57	0	332	0	659	0	0	0	0	0
Sub-Total	MB	224	78	154	0	1,300	26	1,559	0	0	0	0	0
Sub-Total	DR	40	2	26	0	149	356	532	0	0	0	0	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		277	349	237	0	1,781	382	2,749	0	0	0	0	0
%		-	13%	9%	0%	65%	14%	100%	0%	0%	0%	0%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Valley, Adams, and Portion of Idaho

3A

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 29,038 ❖ Urban Population: 3,201 (11.0%) ❖ Rural Population: 25,837 (89.0%)
- Land Area: 13,525 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 29.2%

B. Prioritized Strategies – Local Mobility Network:

- Maintain existing public transportation services, shuttle services, intercity bus services, and specialized transportation services that enable mobility and are determined to be successful
- Implement new transportation service between New Meadows and McCall
- Establish a centralized point of access that provides information on available transportation services, conducts appropriate outreach and marketing efforts
- Identify Park and Ride locations that can serve as intermodal transportation centers
- Explore opportunities to access new funding sources to support community transportation services through improved partnerships with public agencies and private industry
- Improve pedestrian access by installing sidewalks in areas where needed
- Assess need for bike paths and implement in appropriate areas
- Increase operating hours of shuttle service between McCall and Cascade
- Identify funding sources to hire staff to operate mobility services currently provided by volunteers
- Build upon RSVP program for older adults to expand mobility options through volunteer drivers
- Expand frequency of current transportation services between Riggins and McCall
- Explore opportunities to ensure affordability of transportation options
- Establish Mobility Manager to facilitate coordination of services, marketing, and training
- Implement a travel training program to assist customers in the use of available transportation services
- Expand hours of services in McCall beyond 7:00 p.m. to serve evening transportation needs
- Identify projects that address communications issues in canyon areas where radio service is unavailable
- Expand transportation options to Payette

C. Prioritized Strategies – District:

- None

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry, Moscow and Coeur D'Alene, Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, 4A, Boise, and Salt Lake City
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45065/LMMN_3A_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn3a>

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 3A (Data in Thousands)

Adams County Health Center	DR	NOT REPORTING											
Boise Basin Senior Center (IDAHO CITY)	DR	0.4	0.3	0.0	0.0	0.0	3.9	4.2	0	0	0	0	0
Cascade Senior Center	DR	0.6	0.0	0.0	0.0	0.0	2.6	2.6	0	0	0	0	0
Elderly Opportunity Agency	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
McCall Senior Center	DR	0.8	1.2	0.0	0.0	0.0	2.0	3.1	0	0	0	0	0
New meadows Senior Center	DR	0.7	0.6	0.0	0.0	0.0	4.7	5.3	0	0	0	0	0
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Treasure Valley Transit (TVT)	MB	105	78	153	0	1,000	26	1,258	0	0	0	0	0
Treasure Valley Transit (TVT)	DR	33	0	26	0	29	340	394	0	0	0	0	0
Sub-Total	IC	10	259	57	0	195	0	511	0	0	0	0	0
Sub-Total	MB	105	78	153	0	1,000	26	1,258	0	0	0	0	0
Sub-Total	DR	35	2	26	0	29	353	409	0	0	0	0	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		151	339	236	0	1,224	379	2,178	0	0	0	0	0
%		--	16%	11%	0%	56%	17%	100%	0%	0%	0%	0%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Washington and Payette

3B

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 34,203 ❖ Urban Population: 19,077 (55.8%) ❖ Rural Population: 15,126 (44.2%)
- Land Area: 34,203 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 25.6%

B. Prioritized Strategies – Local Mobility Network:

- Maintain existing public transportation services and specialized transportation services provided by human service agencies that enable mobility
- Establish a centralized point of access that provides information on available transportation services
- Implement new transportation services between Weiser and Payette
- Identify and implement Park and Ride locations
- Provide targeted shuttle services to access employment opportunities
- Build upon existing volunteer driver program to provide flexible transportation options and more specialized or one-to-one services
- Explore transportation options to serve long-distance commutes from network to Boise, including commuter bus services and light rail
- Construct bike path between Fruitland and Payette
- Implement demand response transportation services to serve non-medical needs, provide mobility for people who do not qualify for Medicaid funded transportation, and enable same-day services
- Implement programs to expand use of carpooling and vanpooling
- Implement new transportation services between Fruitland and Boise, particularly to provide access to medical services in Boise area
- Implement a travel training program to assist new customers in the use of available mobility services
- Implement voucher program to expand opportunities to use taxi services, to transportation provided by human service agencies, and to transportation provided by friends or family
- Implement a mobility manager that coordinates services between human service transportation providers to maximize use of existing vehicles and expand opportunities for shared ride transportation services
- Expand hours of public transportation services to serve weekend needs
- Expand hours of public transportation services to serve evening needs
- Implement new transportation services that provide access and educational opportunities

C. Prioritized Strategies – District:

- None

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45066/LMMN_3B_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn3b> Page 19 of 58

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

	PASSENGER	REVENUE SOURCES											
		TRIPS	OPERATING						CAPITAL				
			Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER
LOCAL NETWORK 3B (Data in Thousands)													
ACHD Commuterride	VP	253	545	139	0	0	394	1,079	325	0	136	435	896
Elderly Opportunity Agency	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
New Plymouth Senior Center	DR	1.4	0.7	0.0	0.0	0.0	4.0	4.8	0	0	0	0	0
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0	0
Payette County Seniors	DR	0.7	0.4	0.1	0.0	0.0	4.6	5.1	0	0	0	0	0
Treasure Valley Transit (TVT)	MB	105	78	153	0	1,000	26	1,258	0	0	0	0	0
Treasure Valley Transit (TVT)	DR	33	0	26	0	29	340	394	0	0	0	0	0
Sub-Total	IC	10	259	57	0	195	0	511	0	0	0	0	0
Sub-Total	MB	105	78	153	0	1,000	26	1,258	0	0	0	0	0
Sub-Total	DR	35	1	26	0	29	349	404	0	0	0	0	0
Sub-Total	VP	253	545	139	0	0	394	1,079	325	0	136	435	896
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		404	883	375	0	1,224	769	3,251	325	0	136	435	896
%		--	27%	12%	0%	38%	24%	100%	36%	0%	15%	49%	100%
STATEWIDE (Data in Thousands)													
IC		121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB		2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR		480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP		281	633	186	0	0	394	1,214	338	0	136	435	909
TX		10	0	0	0	45	0	45	0	0	0	0	0
Total		3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%		--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%
U.S. (2008 Data in Millions)													
MB		5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR		96	887	858	744	200	172	2,861	124	32	106	5	264
VP		30	38	36	32	8	7	121	9	2	8	0	19
Total		5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%		--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Ada, Boise, Canyon, Gem, Elmore, and Owyhee

3C

A. Network Characteristics

- Urbanized Areas: ❖ Boise Urbanized Area ❖ Nampa Urbanized Area
- Metropolitan Planning Organization: Community Planning Association of Southwest Idaho (COMPASS)
- Regional Public Transportation Authority: Valley Regional Transit
- Total Population: 628,750 ❖ Urban Population: 523,780 ❖ Rural Population: 104,970
- Land Area: 14,861 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 20.8%

B. Prioritized Strategies – Local Mobility Network:

- Implement voucher program to expand opportunities to use taxi services, to transportation provided by human service agencies, and to transportation provided by friends or family.
- Maintain existing public transportation services and specialized transportation services provided by human service agencies that enable mobility and are determined to be successful.
- Expand evening hours of current public transportation services.
- Expand transportation options to serve same-day mobility needs.
- Implement a mobility manager that coordinates services between human service transportation providers to maximize use of existing vehicles and expand opportunities for shared ride transportation services.
- Assess need for infrastructure improvements to make existing services more accessible, including sidewalks, curb cuts, and additional Park and Ride lots, and install in appropriate locations.
- Increase frequency of current public transportation services.
- Expand volunteer driver program to meet more one-to-one and specialized mobility needs.
- Expand outreach & marketing to ensure people in the community are aware of their mobility options.
- Implement public transportation services on Saturday between Boise to Caldwell and Nampa.
- Expand vanpool services to meet non-traditional work hours.
- Assess need for bus shelters and install at appropriate locations.
- Increase transportation options between Boise and Meridian.
- Increase transportation options to access services in Nampa.
- Implement new transportation services from Canyon County to services in surrounding area.
- Implement Sunday public transportation services.
- Identify funding opportunities to acquire and implement accessible taxi services.
- Provide greater opportunities to bike by assessing need for bike lanes, installing bike securement locations at bus stops, and expanding bike rack locations on public transportation buses.
- Assess opportunities for car sharing and use of smart cars to connect with existing services.
- Implement new transportation options from Boise County to services in surrounding areas.

C. Prioritized Strategies – District:

- None

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry, Moscow and Coeur D'Alene, and Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_40079/LMMN_3C_Plan_Sept_2009

http://www.mobilityidaho.org/literature_40085/LMMN_3C_Plan_Appendices_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn3c> Page 21 of 58

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES										
	TRIPS	OPERATING						CAPITAL			
Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER	

LOCAL NETWORK 3C (Data in Thousands)

ACHD Commuteride	VP	253	545	139	0	0	394	1,079	325	0	136	435
Bogus Basin Mountain Recreation Area	MB	NOT REPORTING										
Boise Good Samaritan	DR	NOT REPORTING										
Cambridge Senior Citizens, Inc.	DR	0.8	0.4	0.0	0.0	0.0	5.9	6.3	0	0	0	0
CCOA (Canyon County)	DR	7.6	0.0	19.6	0.0	0.0	39.0	58.6	0	0	0	0
Council Senior Center	DR	0.5	0.0	0.0	0.0	0.0	3.7	3.8	0	0	0	0
Eagle Senior Citizens, Inc.	DR	NOT REPORTING										
Elderly Opportunity Agency	DR	NOT REPORTING										
Garden City Senior Citizens	DR	NOT REPORTING										
Gem County Senior Citizens	DR	5.7	1.7	0.0	0.0	0.0	14.5	16.2	0	0	0	0
Greyhound Lines	IC	NOT REPORTING										
Homedale Senior Citizens	DR	0.5	0.3	0.7	0.0	0.0	4.9	6.0	0	0	0	0
Horseshoe Bend Senior Citizens	DR	1.2	0.4	0.0	0.0	0.0	5.7	6.2	0	0	0	0
Kuna Senior Citizens Association	DR	NOT REPORTING										
Marsing Senior Center	DR	0.2	0.0	2.5	0.0	3.8	0.0	6.3	0	0	0	0
Melba Valley Senior Center (CCOA)	DR	DATA PENDING										
Meridian Senior Center	DR	2.8	1.5	11.5	0.0	0.0	5.3	18.2	0	0	0	0
Mountain Home Senior Center	DR	0.9	1.7	6.1	0.0	0.0	0.0	7.8	0	0	0	0
NCOA-Nampa Senior Center (CCOA)	DR	DATA PENDING										
Northwestern Stage Lines (Trailways)	IC	10	259	57	0	195	0	511	0	0	0	0
Parma Senior Citizens (CCOA)	DR	DATA PENDING										
Rimrock Senior Center (Grand View)	DR	0.6	0.3	1.1	0.0	0.0	3.0	4.3	0	0	0	0
Roman Catholic Diocese of Boise	DR	0.9	0.0	6.7	0.0	0.0	0.0	6.7	0	0	0	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Star Senior Citizens, Inc.	DR	NOT REPORTING										
Sun Valley Express	IC	NOT REPORTING										
Sun Valley Stages	IC	2	79	27	0	0	0	106	56	0	0	0
Three Island Senior Center (Glenns Ferry)	DR	4.1	0.0	1.3	0.0	0.0	0.0	1.3	0	0	0	0
Treasure Valley Transit (TVT)	MB	105	78	153	0	1,000	26	1,258	0	0	0	0
Treasure Valley Transit (TVT)	DR	33	0	26	0	29	340	394	0	0	0	0
Valley Regional Transit (Valleyride)	MB	1,396	893	5,733	0	388	0	7,015	324	0	417	0
Valley Regional Transit (Valleyride)	DR	37	69	1,078	0	62	0	1,209	30	0	109	0
Weiser Senior Center	DR	NOT REPORTING										
WITCO-Western Idaho Training Company, Inc	DR	78	0	3	0	0	48	51	0	0	0	0
Sub-Total	IC	91	2,600	84	0	290	0	2,974	688	0	0	0
Sub-Total	MB	1,501	971	5,887	0	1,388	26	8,273	324	0	417	0
Sub-Total	DR	173	75	1,155	0	95	470	1,796	30	0	109	0
Sub-Total	VP	253	545	139	0	0	394	1,079	325	0	136	435
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0
Total		2,019	4,192	7,265	0	1,774	891	14,121	1,367	0	662	435
%		--	30%	51%	0%	13%	6%	100%	55%	0%	27%	18%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0
VP	281	633	186	0	0	394	1,214	338	0	136	435
TX	10	0	0	0	45	0	45	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60
DR	96	887	858	744	200	172	2,861	124	32	106	5
VP	30	38	36	32	8	7	121	9	2	8	0
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65
%	--	22%	26%	7%	6%	100%	47%	12%	40%	2%	

Idaho Local Mobility Network

Counties: Blaine, Camas, and Lincoln

4A

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 28,078 ❖ Urban Population: 14,666 (52.2%) ❖ Rural Population: 13,412 (47.8%)
- Land Area: 4,923 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 31.8%

B. Prioritized Strategies – Local Mobility Network:

- Improve planning and coordination to provide transportation services
- Build and maintain critical infrastructure within cities and rural areas, such as park and ride lots, bus shelters, bike and pedestrian facilities to enable all modes of transportation
- Implement intra-Hailey circular bus system
- Increase public transportation service times and express routes
- Increase vanpool service, including more service to Gooding, Jerome, Carey, and Fairfield
- Extend bus services north of Ketchum/Sun Valley to SNRA/Galena Lodge
- Provide specific transportation services for special needs populations
- Expand outreach and marketing efforts to ensure the community is aware of mobility options
- Promote air travel to the Wood River Valley and create a viable transportation system from the airport
- Create a fixed guideway service connecting Sun Valley, Ketchum City Center, and River Run
- Maximize value of existing transportation network and maintain existing transportation services that enable mobility and are determined to be successful

C. Prioritized Strategies – District:

- Implement a District 4 Mobility Management function
- Identify long-term funding and implementation plan to support a District organizational structure
- Maximize value of existing transportation network and maintain existing transportation services
- Increase efficient transportation options from the Wood River Valley to Shoshone and Twin Falls
- Expand transportation services between Burley and Twin Falls
- Develop routes with Park and Ride lots within the network and District
- Expand services through current purchase of services program within our network and District
- Implement a voucher program that expands access to taxi services
- Implement targeted shuttle services that provide access to major employers
- Build upon RSVP program for older adults to expand mobility options for other populations through the use of volunteer drivers

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_46309/LMMN_4A_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn4a> Page 23 of 58

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 4A (Data in Thousands)

Blaine County Senior Center-Senior Connectic	DR	NOT REPORTING											
Golden Years Senior Center (Shoshone)	DR	NOT REPORTING											
Mountain Rides Transit Authority	MB	342	160	1,052	19	716	0	1,947	27	0	130	0	156
Mountain Rides Transit Authority	DR	0.7	0.0	17.6	0.0	0.0	0.0	17.6	0	0	0	0	0
Mountain Rides Transit Authority	VP	25	79	32	0	0	0	111	13	0	0	0	13
Sun Valley Express	IC	NOT REPORTING											
Sun Valley Resort	MB	NOT REPORTING											
Sun Valley Stages	IC	2	79	27	0	0	0	106	56	0	0	0	56
Sub-Total	IC	2	79	27	0	0	0	106	56	0	0	0	56
Sub-Total	MB	342	160	1,052	19	716	0	1,947	27	0	130	0	156
Sub-Total	DR	1	0	18	0	0	0	18	0	0	0	0	0
Sub-Total	VP	25	79	32	0	0	0	111	13	0	0	0	13
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		369	318	1,128	19	716	0	2,182	96	0	130	0	225
%		--	15%	52%	1%	33%	0%	100%	42%	0%	58%	0%	100%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Twin Falls, Jerome, and Gooding

4B

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 111,316 ❖ Urban Population: 63,584 (57.1%) ❖ Rural Population: 47,732 (42.9%)
- Land Area: 3,254 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 22.2%

B. Prioritized Strategies – Local Mobility Network:

- Develop a fixed route within Twin Falls that expands availability and frequency, including expansion of hours of operation and weekend availability
- Implement demand-response services that provide greater access to employment opportunities
- Explore opportunities to ensure affordability of transportation options, including assessing fare policies and programs
- Identify opportunities to improve accessibility, including installation of sidewalks, curb cuts, and bike paths, and conducting snow removal
- Maximize value of existing transportation network and maintain existing transportation services that enable mobility and are determined to be successful

C. Prioritized Strategies – District:

- Implement a District 4 Mobility Management function that coordinates services between human service transportation providers to maximize use of existing vehicles, expand opportunities for shared ride and general public transportation services, and conduct outreach on available mobility options. Also, identify long-term funding and implementation plan to support a District organizational structure that provides centralized general public transportation service to 4A, 4B and 4C
- Maximize value of existing transportation network and maintain existing transportation services that enable mobility and are determined to be successful
- Increase efficient transportation options from the Wood River Valley to Shoshone and Twin Falls
- Expand transportation services between Burley and Twin Falls
- Develop routes with Park and Ride lots within the network and District
- Expand services through current purchase of services program to include network and District
- Implement a voucher program that expands access to taxi services
- Implement targeted shuttle services that provide access to major employers
- Build upon RSVP program for older adults to expand mobility options for other populations through the use of volunteer drivers

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45067/LMMN_4B_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn4b> Page 25 of 58

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 4B (Data in Thousands)

College of Southern Idaho (Trans IV)	DR	54	45	8	0	389	151	593	0	0	0	0	0
Filer Senior Haven	DR	NOT REPORTING											
Gooding County Senior Center	DR	NOT REPORTING											
Greyhound Lines	IC	NOT REPORTING											
Living Independent Network Corp. (LINC)	TX	10	0	0	0	45	0	45	0	0	0	0	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0	631
Sun Valley Express	IC	NOT REPORTING											
Sun Valley Stages	IC	2	79	27	0	0	0	106	56	0	0	0	56
West End Senior Center (Buhl)	DR	1.2	0.0	4.5	0.0	0.0	0.0	4.5	0	0	0	0	0.0
Sub-Total	IC	81	2,340	27	0	95	0	2,463	688	0	0	0	688
Sub-Total	MB	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	DR	55	45	12	0	389	151	597	0	0	0	0	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	10	0	0	0	45	0	45	0	0	0	0	0
Total		145	2,385	39	0	530	151	3,105	688	0	0	0	688
%		-	77%	1%	0%	17%	5%	100%	100%	0%	0%	0%	100%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Cassia and Minidoka

4C

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 40,919 ❖ Urban Population: 18,003 (44.0%) ❖ Rural Population: 22,916 (56.0%)
- Land Area: 3,325 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 22.9%

B. Prioritized Strategies – Local Mobility Network:

- C. Implement accessible, general public transportation service that connects Burley, Rupert, Paul, and Heyburn, and identify Park and Ride locations within those cities
- D. Identify Park and Ride locations in outlying locations to feed into existing routes
- E. Implement demand-response (dial-a-ride) transportation services in rural areas
- F. Develop bike paths that connect Park and Ride locations
- G. Explore opportunities to coordinate driver training with local and state organizations and to establish driver training standards
- H. Maximize value of existing transportation network and maintain existing transportation services that enable mobility and are determined to be successful

I. Prioritized Strategies – District:

- Implement a District 4 Mobility Management function that coordinates services between human service transportation providers to maximize use of existing vehicles, expand opportunities for shared ride and general public transportation services, and conduct outreach on available mobility options. Also, identify long-term funding and implementation plan to support a District organizational structure that provides centralized general public transportation service to 4A, 4B and 4C
- Maximize value of existing transportation network and maintain existing transportation services that enable mobility and are determined to be successful
- Increase efficient transportation options from the Wood River Valley to Shoshone and Twin Falls
- Expand transportation services between Burley and Twin Falls
- Develop routes with Park and Ride lots within the network and District
- Expand services through current purchase of services program to our network and District
- Implement a voucher program that expands access to taxi services
- Implement targeted shuttle services that provide access to major employers
- Build upon RSVP program for older adults to expand mobility options for other populations through the use of volunteer drivers

J. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

K. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45068/LMMN_4C_Plan_Sept_2009

L. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn4c> Page 27 of 58

SERVICE MODES

Intercity = IC

Motor Bus = MB

Demand Response = DR

Vanpool = VP

Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 4C (Data in Thousands)

Greyhound Lines	IC	NOT REPORTING											
Minidoka Memorial Hospital	DR	2.3	0.0	7.1	0.0	0.0	0.0	7.1	0	0	0	0	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0	631
Sub-Total	IC	79	2,262	0	0	95	0	2,357	631	0	0	0	631
Sub-Total	MB	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	DR	2	0	7	0	0	0	7	0	0	0	0	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		81	2,262	7	0	95	0	2,364	631	0	0	0	631
%		-	96%	0%	0%	4%	0%	100%	100%	0%	0%	0%	100%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Bingham

5A

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 45,154 ❖ *Urban Population*: 18,965 (42.0%) ❖ *Rural Population*: 26,189 (58.0%)
- Land Area: 2,094 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 26.1%

B. Prioritized Strategies – Local Mobility Network:

- C. Maintain existing services at the local level
- D. Build coordination among organizations that need and provide transportation in LMMN 5A
- E. Expand outreach and provide simplified access to information regarding transportation options
- F. Expand demand-response and specialized transportation services in Bingham County

G. Prioritized Strategies – District:

- Maintain existing services connecting District 5 local networks and connecting into Idaho Falls
- Build coordination within District 5 and along the I-15/US 20 corridor
- Work with employers to obtain transportation funding and other incentives for supporting the commuter services. Identify "local match" such as non-US DOT federal dollars, hospitals, schools, private funds, and school districts
- Expand outreach and provide simplified access to information regarding transportation options
- Expand hours that public transportation services operate between local networks in District 5
- Identify a network of park and ride locations that meet the needs of the Idaho National Laboratory and other employers across eastern Idaho. Locations can serve as inter-modal transportation centers
- Establish or expand programs across the district that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services
- Expand vanpool services and provide targeted shuttle services to access employment opportunities
- Work towards creating a recreational bus between Pocatello, Garden City, Soda Springs, and Montpelier
- Provide flexible transportation options and more specialized services through expanded use of volunteers
- Expand commuter services along the State Route 39
- Expand access to taxi services and other private transportation services across District 5

H. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

I. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45069/LMMN_5A_Plan_Sept_2009

J. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn5a>

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES										
	TRIPS	OPERATING						CAPITAL			
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.

LOCAL NETWORK 5A (Data in Thousands)

Alltrans, Inc.	IC	NOT REPORTING										
Bingham County/Blackfoot Senior Center	DR	NOT REPORTING										
Bingham Memorial Hospital	DR	NOT REPORTING										
Country Coach Shuttle Services	DR	NOT REPORTING										
Greyhound Lines	IC	NOT REPORTING										
Idaho State University Commuter Express	MB	NOT REPORTING										
JoAnn's Shuttle	DR	NOT REPORTING										
Pocatello Regional Transit (PRT)	MB	431	78	261	92	457	21	910	14	0	240	0
Pocatello Regional Transit (PRT)	DR	57	49	303	0	755	189	1,296	3	0	630	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Southeastern Idaho Community Action Agency	DR	NOT REPORTING										
Sub-Total	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Sub-Total	MB	431	78	261	92	457	21	910	14	0	240	0
Sub-Total	DR	57	49	303	0	755	189	1,296	3	0	630	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0
Total		566	2,389	565	92	1,307	210	4,563	648	0	869	0
%		-	52%	12%	2%	29%	5%	100%	43%	0%	57%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0
VP	281	633	186	0	0	394	1,214	338	0	136	435
TX	10	0	0	0	45	0	45	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60
DR	96	887	858	744	200	172	2,861	124	32	106	5
VP	30	38	36	32	8	7	121	9	2	8	0
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%

Idaho Local Mobility Network

Counties: Caribou and Bear Lake

5B

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 13,408 ❖ Urban Population: 5,644 (42.1%) ❖ Rural Population: 7,764 (57.9%)
- Land Area: 2,737 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 27.3%

B. Prioritized Strategies – Local Mobility Network:

- C. Maintain existing services at the local level
- D. Expand outreach and provide simplified access to information regarding transportation options
- E. Identify and improve park and ride locations
- F. Implement land use policies that support expansion of mobility options
- G. Build coordination among organizations that need and provide transportation in LMMN 5B
- H. Build bikeways and pathways in Montpelier and the Bear Lake area

I. Prioritized Strategies – District:

- Maintain existing services connecting District 5 local networks and connecting into Idaho Falls
- Build coordination within District 5 and along the I-15/US 20 corridor
- Work with employers in District 5 to obtain transportation funding and other incentives for supporting the commuter services. Identify "local match" such as non-US DOT federal dollars, hospitals, schools, private funds, and school districts
- Expand outreach and provide simplified access to information regarding transportation options
- Expand hours that public transportation services operate between local networks in District 5
- Identify a network of park and ride locations that meet the needs of the Idaho National Laboratory and other employers across eastern Idaho. Locations can serve as inter-modal transportation centers
- Establish or expand programs across the district that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services
- Expand vanpool services and provide targeted shuttle services to access employment opportunities
- Work towards creating a recreational bus between Pocatello, Garden City, Soda Springs, and Montpelier
- Provide flexible transportation options and more specialized services through expanded use of volunteers
- Expand commuter services along the State Route 39
- Expand access to taxi services and other private transportation services across District 5

J. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

K. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45070/LMMN_5B_Plan_Sept_2009

L. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn5b> Page 31 of 58

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES										
	TRIPS	OPERATING						CAPITAL			
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.

LOCAL NETWORK 5B (Data in Thousands)

Alltrans, Inc.	IC	NOT REPORTING										
Country Coach Shuttle Services	DR	NOT REPORTING										
Greyhound Lines	IC	NOT REPORTING										
Idaho State University Commuter Express	MB	NOT REPORTING										
JoAnn's Shuttle	DR	NOT REPORTING										
Pocatello Regional Transit (PRT)	MB	431	78	261	92	457	21	910	14	0	240	0
Pocatello Regional Transit (PRT)	DR	57	49	303	0	755	189	1,296	3	0	630	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Southeastern Idaho Community Action Agency	DR	NOT REPORTING										
Sub-Total	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Sub-Total	MB	431	78	261	92	457	21	910	14	0	240	0
Sub-Total	DR	57	49	303	0	755	189	1,296	3	0	630	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0
Total		566	2,389	565	92	1,307	210	4,563	648	0	869	0
%		-	52%	12%	2%	29%	5%	100%	43%	0%	57%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0
VP	281	633	186	0	0	394	1,214	338	0	136	435
TX	10	0	0	0	45	0	45	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60
DR	96	887	858	744	200	172	2,861	124	32	106	5
VP	30	38	36	32	8	7	121	9	2	8	0
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%

Idaho Local Mobility Network

Counties: Franklin

5C

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 12,887 ❖ Urban Population: 3,905 (30.3%) ❖ Rural Population: 8,982 (69.7%)
- Land Area: 665 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 27.3%

B. Prioritized Strategies – Local Mobility Network:

- Operate existing public transportation services to Logan on a more frequent bases
- Maintain existing services at the local level
- Build coordination among organizations that need and provide transportation in LMMN 5C
- Increase capacity of accessible transportation within the county
- Provide flexible transportation options and more specialized services through expanded use of volunteers
- Expand outreach and provide simplified access to information regarding transportation options
- Identify and improve park and ride locations
- Expand demand-response and specialized transportation services in Franklin County and to Logan
- Participate in feasibility studies related to expanding light rail between Salt Lake, Logan, and Preston
- Improve land use and infrastructure policies to encourage walking, biking, and riding the bus

C. Prioritized Strategies – District:

- Maintain existing services connecting District 5 local networks and connecting into Idaho Falls
- Build coordination within District 5 and along the I-15/US 20 corridor
- Work with employers in District 5 to obtain transportation funding and other incentives for supporting the commuter services. Identify "local match" such as non-US DOT federal dollars, hospitals, schools, private funds, and school districts
- Expand outreach and provide simplified access to information regarding transportation options
- Expand hours that public transportation services operate between local networks in District 5
- Identify a network of park and ride locations that meet the needs of the Idaho National Laboratory and other employers across eastern Idaho. Locations can serve as inter-modal transportation centers
- Establish or expand programs across the district that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services
- Expand vanpool services and provide targeted shuttle services to access employment opportunities
- Work towards creating a recreational bus between Pocatello, Garden City, Soda Springs, and Montpelier
- Provide flexible transportation options and more specialized services through expanded use of volunteers
- Expand commuter services along the State Route 39
- Expand access to taxi services and other private transportation services across District 5

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry, Moscow and Coeur D'Alene, and Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City; and between Rexburg and Pocatello
- Increase services between LMMN 4A and Boise
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45071/LMMN_5C_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn5c> Page 33 of 58

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES										
	TRIPS	OPERATING						CAPITAL			
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.

LOCAL NETWORK 5C (Data in Thousands)

Alltrans, Inc.	IC	NOT REPORTING										
Country Coach Shuttle Services	DR	NOT REPORTING										
Franklin County	DR	NOT REPORTING										
Franklin County Medical Center	DR	NOT REPORTING										
Greyhound Lines	IC	NOT REPORTING										
Idaho State University Commuter Express	MB	NOT REPORTING										
JoAnn's Shuttle	DR	NOT REPORTING										
Pocatello Regional Transit (PRT)	MB	431	78	261	92	457	21	910	14	0	240	0
Pocatello Regional Transit (PRT)	DR	57	49	303	0	755	189	1,296	3	0	630	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Southeastern Idaho Community Action Agency	DR	NOT REPORTING										
Sub-Total	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Sub-Total	MB	431	78	261	92	457	21	910	14	0	240	0
Sub-Total	DR	57	49	303	0	755	189	1,296	3	0	630	0
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0
Total		566	2,389	565	92	1,307	210	4,563	648	0	869	0
%		—	52%	12%	2%	29%	5%	100%	43%	0%	57%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0
VP	281	633	186	0	0	394	1,214	338	0	136	435
TX	10	0	0	0	45	0	45	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435
%	—	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60
DR	96	887	858	744	200	172	2,861	124	32	106	5
VP	30	38	36	32	8	7	121	9	2	8	0
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65
%	—	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%

Idaho Local Mobility Network

Counties: Power, Bannock, and Oneida

5D

A. Network Characteristics

- Urbanized Areas: *Pocatello Urbanized Area*
- Metropolitan Planning Organization: Bannock Transportation Planning Organization
- Regional Public Transportation Authority: None
- Total Population: 92,831 ❖ *Urban Population: 71,111 (76.6%)* ❖ *Rural Population: 21,720 (23.4%)*
- Land Area: 3,718 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 22.5%

B. Prioritized Strategies – Local Mobility Network:

- Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services
- Maintain existing services within Pocatello and across LMMN 5D
- Build coordination among organizations that need and provide transportation in LMMN 5D
- Expand outreach and provide simplified access to information regarding transportation options
- Expand hours that public transportation services operate within LMMN 5D
- Implement land use policies that promote density, concentrated growth and support expansion of mobility options
- Expand access to taxi services and other private transportation services
- Build either new transportation operations or expand existing operations to include tourism travel
- Work with employers to obtain funding and other incentives for supporting commuter services

C. Prioritized Strategies – District:

- Maintain existing services connecting District 5 local networks and connecting into Idaho Falls
- Build coordination within District 5 and along the I-15/US 20 corridor
- Work with employers to obtain transportation funding and other incentives for supporting commuter services. Identify "local match"-US DOT federal dollars, hospitals, schools, private funds, school districts
- Expand outreach and provide simplified access to information regarding transportation options
- Expand hours that public transportation services operate between local networks
- Identify a network of park and ride locations that meet the needs of the Idaho National Laboratory and other employers across eastern Idaho. Locations can serve as inter-modal transportation centers
- Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services
- Expand vanpool services and provide targeted shuttle services to access employment opportunities
- Work towards creating a recreational bus between Pocatello, Garden City, Soda Springs, and Montpelier
- Provide flexible transportation options and more specialized services through expanded use of volunteers
- Expand commuter services along the State Route 39
- Expand access to taxi services and other private transportation services across District 5

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry, Moscow and Coeur D'Alene, and Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City, and Rexburg and Pocatello
- Increase services between LMMN 4A and Boise
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45072/LMMN_5D_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn5d> Page 35 of 58

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER TRIPS	REVENUE SOURCES									
	OPERATING						CAPITAL			
	Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.

LOCAL NETWORK 5D (Data in Thousands)

Alltrans, Inc.	IC	NOT REPORTING										
ARC of Bannock County (Independence Home)	DR	1.0	0.0	2.9	0.0	0.0	0.0	2.9	0	0	0	0
Bannock Transportation Planning Organization	VP	0.9	1.2	0.0	0.0	0.0	0.0	1.2	0	0	0	0
Country Coach Shuttle Services	DR	NOT REPORTING										
Greyhound Lines	IC	NOT REPORTING										
Idaho State University Commuter Express	MB	NOT REPORTING										
JoAnn's Shuttle	DR	NOT REPORTING										
Oneida County Hospital	DR	0.5	0.0	2.7	0.0	0.0	0.0	2.7	0	0	0	0
Pocatello Regional Transit (PRT)	MB	431	78	261	92	457	21	910	14	0	240	0
Pocatello Regional Transit (PRT)	DR	57	49	303	0	755	189	1,296	3	0	630	0
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Southeastern Idaho Community Action Agency	DR	NOT REPORTING										
Sub-Total	IC	79	2,262	0	0	95	0	2,357	631	0	0	0
Sub-Total	MB	431	78	261	92	457	21	910	14	0	240	0
Sub-Total	DR	59	49	309	0	755	189	1,302	3	0	630	0
Sub-Total	VP	1	1	0	0	0	0	1	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0
Total		569	2,390	570	92	1,307	210	4,570	648	0	869	0
%		-	52%	12%	2%	29%	5%	100%	43%	0%	57%	0%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0
VP	281	633	186	0	0	394	1,214	338	0	136	435
TX	10	0	0	0	45	0	45	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435
%	-	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60
DR	96	887	858	744	200	172	2,861	124	32	106	5
VP	30	38	36	32	8	7	121	9	2	8	0
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65
%	-	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%

Idaho Local Mobility Network

Counties: Lemhi and Custer

6A

A. Network Characteristics

- Urbanized Areas: None
- Metropolitan Planning Organization: None
- Regional Public Transportation Authority: None
- Total Population: 12,448 ❖ Urban Population: 3,153 (25.3%) ❖ Rural Population: 9,295 (74.7%)
- Land Area: 9,489 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 33.8%

B. Prioritized Strategies – Local Mobility Network:

- Expand demand-response and specialized transportation services within the Salmon/Challis area
- Build coordination among organizations that need and provide transportation in LMMN 6A
- Improve availability of services (taxi or public) during evenings and late night
- Maintain existing services within the Salmon/Challis area
- Expand outreach and provide simplified access to information regarding transportation options
- Create livable communities through better land use plans that encourage density and facilities in town
- Advocate for funding and support
- Identify and improve park and ride locations along US 93
- Install multi-use pathways

C. Prioritized Strategies – District:

- Maintain existing services (Salmon/Challis - Rexburg; Shelley - Idaho Falls; to Boise; to Salt Lake City)
- Expand hours that public transportation services operate between local networks in District 6
- Educate elected officials and the community on the need of supporting and funding public transportation
- Build coordination at the district level and along the I-15/US 20 corridor
- Expand outreach and provide simplified access to information regarding transportation options
- Identify a network of park and ride locations that meet the needs of the Idaho National Laboratory and other employers across eastern Idaho. Locations can serve as inter-modal transportation centers
- Expand demand-response and specialized transportation services between Salmon/Challis and Rexburg
- Implement land use policies that support expansion of mobility options
- Create and share region wide GIS maps for bikeways and pathways
- Provide transportation for parents from daycare to major educational institutions

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45073/LMMN_6A_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn6a>

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 6A (Data in Thousands)

Alltrans, Inc.	IC	NOT REPORTING											
Mackay Senior Center	DR	NOT REPORTING											
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0	631
Targee Regional Public Trans. Authority (TRPT	IC	8	6	0	0	104	62	173	0	0	0	0	0
Targee Regional Public Trans. Authority (TRPT	MB	45	19	143	0	212	16	390	47	113	829	0	989
Targee Regional Public Trans. Authority (TRPT	DR	80	56	0	5	649	383	1,093	12	0	143	0	155
Valley Vista Care (Lost River Area Transit)	DR	13	0	0	0	0	97	97	5	0	26	0	31
Sub-Total	IC	87	2,268	0	0	199	62	2,530	631	0	0	0	631
Sub-Total	MB	45	19	143	0	212	16	390	47	113	829	0	989
Sub-Total	DR	93	56	0	5	649	480	1,189	17	0	169	0	187
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		225	2,343	143	5	1,060	558	4,109	695	113	999	0	1,807
%		--	57%	3%	0%	26%	14%	100%	38%	6%	55%	0%	100%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

Idaho Local Mobility Network

Counties: Clark, Butte, Jefferson, Madison, Teton, Bonneville, and Fremont

6B

A. Network Characteristics

- Urbanized Areas: Idaho Falls Urbanized Area
- Metropolitan Planning Organization: Bonneville Metropolitan Planning Organization
- Regional Public Transportation Authority: Targhee Regional Public Transportation Authority
- Total Population: 190,300 ❖ Urban Population: 117,016 (61.5%) ❖ Rural Population: 73,284 (38.5%)
- Land Area: 9,746 square miles
- Percent Commute Trips Using (Not Single Occupant Vehicle) Alternative Modes: 26.3%

B. Prioritized Strategies – Local Mobility Network:

- Expand hours that public transportation services operate within LMMN 6B, including services that cross state boundaries
- Maintain existing services at the local level
- Implement additional transportation from Victor/Driggs to Jackson
- Expand outreach and provide simplified access to information regarding transportation options
- Expand Idaho Falls routes to cover various social service agency offices
- Build coordination among organizations that need and provide transportation in LMMN 6B
- Implement land use policies that support expansion of mobility options
- Improve internal transportation within LMMN 6B
- Educate local officials, elected officials & community on the need to support/fund public transportation
- Build transportation hubs near daycare facilities (or vice versa)

C. Prioritized Strategies – District:

- Maintain existing services (Salmon/Challis - Rexburg; Shelley - Idaho Falls; to Boise; to Salt Lake City)
- Expand hours that public transportation services operate between local networks in District 6
- Educate elected officials and the community on the need of supporting and funding public transportation
- Build coordination at the district level and along the I-15/US 20 corridor
- Expand outreach and provide simplified access to information regarding transportation options
- Identify a network of park and ride locations that meet the needs of the Idaho National Laboratory and other employers across eastern Idaho. Locations can serve as inter-modal transportation centers
- Expand demand-response and specialized transportation services between Salmon/Challis and Rexburg
- Implement land use policies that support expansion of mobility options
- Create and share region wide GIS maps for bikeways and pathways
- Provide transportation for parents from daycare to major educational institutions

D. Prioritized Strategies – Statewide:

- Implement intercity service between Moscow and Bonners Ferry
- Implement intercity service between Moscow and Coeur D'Alene
- Implement Intercity services between Riggins and Lewiston via Grangeville
- Increase and improve intercity services between Salmon, Missoula, Boise and Idaho Falls
- Implement services between LMMN 4B, Boise, and Salt Lake City
- Increase services between LMMN 4A and Boise
- Implement bus service between Rexburg and Pocatello
- Improve bus service to meet the needs of tourists across Idaho and the Greater Yellowstone area
- Expand, coordinate, and promote rideshare programs
- Plan intercity services between District #5 and District #6

E. Location of Network Mobility Plan:

http://www.mobilityidaho.org/literature_45187/LMMN_6B_Plan_Sept_2009

F. Location of Network Planning Documents:

<http://www.mobilityidaho.org/lmmn/lmmn6b> Page 39 of 58

SERVICE MODES

Intercity = IC
 Motor Bus = MB
 Demand Response = DR
 Vanpool = VP
 Taxi = TX

January 1, 2009 - December 31, 2009

PASSENGER	REVENUE SOURCES											
	TRIPS	OPERATING						CAPITAL				
		Total	FARES	LOCAL	STATE	FED.	OTHER	TOTAL	LOCAL	STATE	FED.	OTHER

LOCAL NETWORK 6B (Data in Thousands)

Alltrans, Inc.	IC	NOT REPORTING											
Clark County Senior Center	DR	0.5	0.2	0.1	0.0	0.0	0.0	0.3	0	0	0	0	0
Fremont County North/South Senior Citizen	DR	NOT REPORTING											
Idaho National Laboratory (INL)	MB	NOT REPORTING											
Salt Lake Express	IC	79	2,262	0	0	95	0	2,357	631	0	0	0	631
START Bus (Jackson, WY)	IC	16	84	20	0	60	0	164	0	0	0	0	0
Targee Regional Public Trans. Auth. (TRPTA)	IC	8	6	0	0	104	62	173	0	0	0	0	0
Targee Regional Public Trans. Auth. (TRPTA)	MB	45	19	143	0	212	16	390	47	113	829	0	989
Targee Regional Public Trans. Auth. (TRPTA)	DR	80	56	0	5	649	383	1,093	12	0	143	0	155
Teton Senior Center	DR	NEW SERVICE/DATA PENDING											
Sub-Total	IC	103	2,352	20	0	259	62	2,693	631	0	0	0	631
Sub-Total	MB	45	19	143	0	212	16	390	47	113	829	0	989
Sub-Total	DR	81	56	0	5	649	383	1,093	12	0	143	0	155
Sub-Total	VP	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	TX	0	0	0	0	0	0	0	0	0	0	0	0
Total		228	2,428	163	5	1,120	461	4,176	690	113	973	0	1,776
%		--	58%	4%	0%	27%	11%	100%	39%	6%	55%	0%	100%

STATEWIDE (Data in Thousands)

IC	121	2,710	122	0	616	62	3,511	688	0	0	0	688
MB	2,910	1,229	7,960	111	3,959	63	13,322	426	113	1,692	0	2,231
DR	480	244	1,625	5	2,280	1,443	5,596	56	0	966	0	1,023
VP	281	633	186	0	0	394	1,214	338	0	136	435	909
TX	10	0	0	0	45	0	45	0	0	0	0	0
Total	3,802	4,816	9,893	116	6,900	1,963	23,688	1,507	113	2,795	435	4,850
%	--	20%	42%	0%	29%	8%	100%	31%	2%	58%	9%	100%

U.S. (2008 Data in Millions)

MB	5,448	5,569	5,389	4,670	1,257	1,078	17,963	1,577	403	1,342	60	3,355
DR	96	887	858	744	200	172	2,861	124	32	106	5	264
VP	30	38	36	32	8	7	121	9	2	8	0	19
Total	5,573	6,493	6,284	5,446	1,466	1,257	20,945	1,710	437	1,455	65	3,639
%	--	31%	30%	26%	7%	6%	100%	47%	12%	40%	2%	100%

CURRENT SERVICE LEVEL
OCTOBER 1, 2008 THROUGH SEPTEMBER 30, 2009

#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
1A, 1B	North Idaho Community Express	Kootenai County including the cities of Coeur d'Alene, Post Falls, Hayden and Rathdrum.	KATS-LINK	Demand Response	M, T, W, Th, F	7:00 AM - 5:00 PM	Curb to curb service in the urbanized area of Kootenai County in the cities of Coeur d'Alene, Post Falls, Hayden and Rathdrum Idaho with connection to Citylink.	42,560
1A	North Idaho Community Express	Sandpoint, Ponderay, Sagle, Dover and Kootenai	Bonner County	Demand Response	M, T, W, Th, F	7:00 AM - 4:30 PM	Curb to curb service in Bonner County in the cities of Sandpoint, Ponderay, Sagle, Dover and Kootenai	4,011
1B	North Idaho Community Express	Rural Shoshone County including the cities of the Silver Valley between Rose Lake, Mullan, and Coeur d'Alene	Shoshone County	Demand Response	M, T, W, Th, F	6:45 AM - 4:30 PM	Curb to curb service in Shoshone County including the cities of the Silver Valley between Rose Lake, Mullan, and Coeur d'Alene	3,019
1A, 1B	North Idaho Community Express	Bonner and Kootenai Counties between Coeur d'Alene and Sandpoint	Intercity	Intercity	M, T, W, Th, F	6:05 AM - 7:30	Intercity services from Coeur d'Alene at 2:10 PM and 4:45 PM; from Sandpoint at 6:05 AM, 3:45 PM, 6:10 PM	5,900
1B	CITYLINK	Kootenai and Behewah Counties including the towns of Worley, Plummer, Tensed and DeSmet.	Rural Route	Fixed Route	M,T,W,Th, F,Sa,Su	5:40 AM - 11:35 PM 5:40 AM - 1:35 AM	Services between DeSmet in Benewah County, and the transfer station at the CDA Casino. Service is to the towns of Worley, Plummer, Tensed and DeSmet.	56,494
1B	CITYLINK	Kootenai and Benewah Counties including the cities of Coeur d'Alene and Worley.	Link Route	Fixed Route	M,T,W,Th,Su F,Sa	6:20 AM - 2:15 AM 6:20 AM - 3:35 AM	Provides connectivity between the northern transfer station at Riverstone, and the southern transfer station at the Coeur d'Alene Casino.	112,693
1B	CITYLINK	Kootenai County from Coeur d'Alene to the Idaho-Washington border.	URBAN "RED" ROUTE A	Fixed Route	M,T,W,Th,F Sa,Su	5:40 AM - 1:30 AM 7 AM - 1:30 AM	Service via I-90 from the Riverstone transfer station to the Park n' Ride facility at Cabela's with return via Seltice.	39,543
1B	CITYLINK	Kootenai County including the cities of Coeur d'Alene, Post Falls, and Hayden.	URBAN "BLUE" ROUTE B	Fixed Route	M,T,W,Th,F Sa,Su	5:40 AM - 1:30 AM 7 AM - 1:30 AM	West toward Post Falls along Seltice, past Wal-Mart and Post Falls High School, with return via Ramsey Road.	72,560
1B	CITYLINK	Kootenai County including the cities of Coeur d'Alene and Hayden.	URBAN "GREEN" ROUTE C	Fixed Route	M,T,W,Th,F Sa,Su	5:40 AM - 1:30 AM 7 AM - 1:30 AM	To downtown Coeur d'Alene via North West Blvd, past North Idaho College, north on 4th Street and Govt Way to Hayden, with return to hospital via Govt Way.	164,194

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
1B	Benewah Area Transit	Benewah, Kootenai, Shoshone and Latah Counties	Benewah Area Transit	Demand Response	M, T, W, Th, F	8 AM - 5 PM	Door to Door	6,974
5A, 5D, 6A	Lost River Transit	Butte, Bonneville, Bingham, Custer, Bannock, and Blaine	Lost River Area Transit	Demand Response	M, T, W, Th, F	8 AM - 5 PM	Door to Door	12,206
2A	Valley Transit	City of Moscow	Dial-A-Ride	Demand Response	M, T, W, Th, F	6:40 AM - 6:00 PM	Dial-A-Ride services for Lewiston, Asotin, and Clarkston.	7,453
2A	Valley Transit	Latah and Clearwater Counties including the cities of Moscow, Deary, Bovill, and Elk City	State Highway 8	Intercity	W	7 AM - 6 PM	Latah County Fairgrounds, Uofl Student Union Building, Deary, Bovill, Elk River.	271
2A	Valley Transit	Latah County including the city of Moscow	Moscow - West Route (Green Route)	Fixed Route	M, T, W, Th, F	6:40 AM - 6:00 PM	Uofl Student Union Building, Wallace Complex, Winco, Gritman Hospital.	45,141
2A	Valley Transit	Latah County including the city of Moscow	Moscow - East Route (Blue Route)	Fixed Route	M, T, W, Th, F	6:40 AM - 6:00 PM	Uofl Student Union Building, MHS/1912 Building, Eastside Marketplace.	71,557
2A, 2B	Valley Transit	Latah and Nez Perce Counties including the cities of Moscow and Lewiston along with surrounding communities.	Moscow - Lewiston Intercity	Intercity	M, T, W, Th, F	5:30 AM - 7:30 PM	Lewiston Community Center, Lewiston Airport, Lewis and Clark State College, University of Idaho.	2,752
2B	Valley Transit (through 09/30/2009)	Asotin (WA) County including the cities of Clarkston and Asotin, WA.	Paratransit Services	Demand Response	M, T, W, Th, F	6 AM - 6 PM	Coverage area parallels Fixed Route service area.	10,508
2B	Valley Transit (through 09/30/2009)	Nez Perce County including the city of Lewiston	Lewiston	Fixed Route	M, T, W, Th, F	6AM - 5 PM	Lewiston Community Center, Lewiston Center Mall, Library, Valley Medical Center, Lewis and Clark State College, St. Joseph Medical Center, City Hall.	31,955
2B	Valley Transit (through 09/30/2009)	Nez Perce County including the city of Lewiston	Paratransit Services	Demand Response	M, T, W, Th, F	6 AM - 6 PM	Coverage area parallels Fixed Route service area.	13,298
2B	Valley Transit	Nez Perce and Asotin (WA) Counties including the cities of Lewiston and Clarkston, WA	Lewiston-Clarkston Valley - Clarkston Route	Fixed Route	M, T, W, Th, F	6 AM - 5 PM	Lewiston Community Center, Walla Walla Community College, Tri-State Hospital, Asotin County Library, Albertsons, DSHS.	24,233

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
2B	Valley Transit	Nez Perce and Asotin (WA) Counties including the cities of Lewiston, Clarkston and Asotin, WA.	Lewiston-Clarkston Valley - Asotin Route	Fixed Route	M, T, W, Th, F	7 AM - 5PM	Lewiston Community Center, Asotin County Aquatics Center, Asotin County Courthouse Annex, DSHS, downtown Clarkston	6,830
2B	Lewiston Transit System	Nez Perce County including the city of Lewiston	Lewiston	Fixed Route	M, T, W, Th, F	6AM - 5 PM	Lewiston Community Center, Lewiston Center Mall, Library, Valley Medical Center, Lewis and Clark State College, St. Joseph Medical Center, City Hall.	
2B	Lewiston Transit System	Nez Perce County including the city of Lewiston	Paratransit Services	Demand Response	M, T, W, Th, F	6 AM - 6 PM	Coverage area parallels Fixed Route service area.	
2C, 3A	Canyon Area Bus Service	Adams, Idaho and Valley Counties	Demand Response	Demand Response	M-F with specific services on T, W, and Th	8 AM - 6 PM	Services within Salmon River Canyon to Riggins, and between Riggins - Grangeville on Tuesday, and Riggins - McCall on Wednesday and Thursday.	384
3A	Treasure Valley Transit	City of McCall	McCall City Route	Deviated Fixed Route	M, T, W, Th, F, Sa, Su	7 AM - 7 PM	Route encompasses city center and residential areas in McCall	35,211
3A	Treasure Valley Transit	Valley County (Cascade, Donnelly, Lake Fork, and McCall)	Valley County Connections	Fixed Route	M, T, W, Th, F, Sa, Su	6 AM - 6:10 PM	Route connects these four communities	38,316
3A	Treasure Valley Transit	City of Council, New Meadows, McCall and Lake Fork	Adams-Valley County Connections	Fixed Route	M, T, W, Th, F	6:45 AM - 8:45 AM	Route connects these four communities	7,028
3A	Treasure Valley Transit	City of Weiser to Payette	Weiser to Payette Route	Fixed Route	M, T, W, Th, F	5 Hours TBD	Route connects the City of Weiser to Payette and Snake River Transit.	7,028
3A, 3B	Treasure Valley Transit	Specialized Transportation Services for 3A and 3B	Specialized Transportation Services	Demand Response	M, W, F with T & Th	6 AM - 6 PM	Dialysis, medical appoints and other destinations	743
3A	Treasure Valley Transit	Fruitland and Payette, Idaho to Ontario, Oregon	Snake River Transit	Fixed Route	M, T, W, Th, F	7 AM - 7 PM	Route encompasses city center's and residential area and one stop in Ontario, OR	7,992
3C	Treasure Valley Transit	Specialized Transportation Services for 3C	Specialized Transportation Services	Demand Response	M, W, F with T & Th	6 AM - 6 PM	Adult Learning Centers (WITCO), Dialysis, Medical Appointments and other destinations the general public request	33,935
3C	Treasure Valley Transit	City of Mountain Home	Mountain Home City Route	Deviated Fixed Route	M, T, W, Th, F	5 AM - 6 PM	Route encompasses city center's and residential area in Mountain Home	11,081

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
3C	Treasure Valley Transit	City of Mountain Home to the Air Force Base	Mountain Home Air Force Base	Deviated Fixed Route	M, T, W, Th, F	6 AM to 6 PM	Route travels from Mountain Home to the Air Force Base and Back	14,103
3A	Elderly Opportunity Agency, Inc	City of Council/Adams County	Council Senior Center Transportation	Demand Response	T, W, F	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	675
3A	Elderly Opportunity Agency, Inc	City of Cascade/Valley County	Cascade Senior Center Transportation	Demand Response	T, Th	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	549
3A	Elderly Opportunity Agency, Inc	City of Cambridge/Washington County	Cambridge Senior Center Transportation	Demand Response	W, F	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	1,101
3A	Elderly Opportunity Agency, Inc	City of McCall/Valley County	McCall Senior Center Transportation	Demand Response	T, Th	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	574
3A	Elderly Opportunity Agency, Inc	City of New Meadows/Adams County	New Meadows Senior Center Transportation	Demand Response	M, W, F	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	1,107
3B	Elderly Opportunity Agency, Inc	City of New Plymouth/Payette County	New Plymouth Senior Center Transportation	Demand Response	T, Th, F	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	1,554
3B	Elderly Opportunity Agency, Inc	City of Payette/Payette County	Payette Senior Center Transportation	Demand Response	M, W, F	11 AM - 1 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	371
3C	Elderly Opportunity Agency, Inc	City of Homedale/Owyhee County	Homedale Senior Center Transportation	Demand Response	T, W, Th	11 AM - 2 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	558
3C	Elderly Opportunity Agency, Inc	City of Horseshoe Bend/Boise County	Horseshoe Bend Senior Center Transportation	Demand Response	T, F	11 AM - 2 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	1,913
3C	Elderly Opportunity Agency, Inc	City of Marsing/Owyhee County	Marsing Community/Senior Center Transportation	Demand Response	M, T, W, Th	10 AM - 2 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	313
3C	Elderly Opportunity Agency, Inc	Idaho City/Boise County	Boise Basin Senior Center Transportation	Demand Response	T, Th	10 AM - 2 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	378

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
3C	Elderly Opportunity Agency, Inc	City of Emmett/Gem County	Gem County Senior Center Transportation	Demand Response	M, T, W, Th, F	10 AM - 3 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	5,246
3C	Elderly Opportunity Agency, Inc	City of Grandview/Owyhee County	Rimrock Senior Center Transportation	Demand Response	T, Th	10 AM - 2 PM	Service to and from the Senior Center, shopping, doctors' appointments, social services, inc.	580
3C	Valley Regional Transit	Ada County including the cities of Boise, Eagle and Meridian; Canyon County including the cities of Nampa and Caldwell	ValleyRide	Fixed Route	M, T, W, Th, F, Sa	Boise and Garden City - 5:15 AM-6:45 PM and 7:45 AM - 6:45 PM; Nampa-Caldwell and Intercounty 6:20 AM - 7:15 PM	14 routes serving Boise area 4 routes serving Nampa/Caldwell area 5 routes connecting Boise, Nampa, Caldwell, Meridian, Middleton, Star and Eagle	1,395,783
3C	Valley Regional Transit	Ada County including the cities of Boise, Eagle and Meridian; Canyon County including the cities of Nampa and Caldwell	Access Bus	Demand Response	M, T, W, Th, F, Sa	Same hours as Fixed Line services	Boise area Nampa/Caldwell area	37,295
4A	Mountain Rides Transp. Authority	Blaine County including the communities of Bellevue, Hailey, Ketchum and Sun Valley.	Valley Bus Route	Fixed Route	M,T,W,Th,F, Sa,Su	6 AM - 9:30 PM M-F 6 AM - 8 PM Sat, 6AM-6PM Sun	Connecting Bellevue and Hailey with Ketchum and Sun Valley.	103,664
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	Town - Blue Route	Fixed Route	M,T,W,Th,F, Sa,Su	7 AM - 9 PM	Year round serving Warm Springs, Ketchum, Sun Valley Village, Dollar Mountain, Elkhorn.	145,765
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	Town - Yellow Route	Fixed Route	M,T,W,Th,F, Sa,Su	7:30 AM - 9:30 PM	Year round serving Elkhorn neighborhoods, Sun Valley Village, Sun Valley Club.	7,422
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	Town - Red Route (winter and summer)	Fixed Route	M,T,W,Th,F, Sa,Su	9 AM - 4 PM	Winter and summer only serving Elkhorn neighborhoods, River Run Lifts, Ketchum.	8,627

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	Town - Purple Route (winter only)	Fixed Route	M,T,W,Th,F, Sa,Su	8 AM - 5 PM	Winter only serving Sun Valley Village to downtown Ketchum, and River Run	54,887
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	Town - Green Route	Fixed Route	M,T,W,Th,F, Sa,Su	7:30 AM - 10:30 AM 2 PM - 5:30 PM	Year round serving Ketchum, River Run, St Luke's, Meadows.	6,438
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	Town - Brown Route (winter only)	Fixed Route	M,T,W,Th,F, Sa,Su	8:30 AM - 11:00 AM 2 PM - 4:00 PM	Winter only serving Sun Valley Village to Warm Springs.	9,334
4A	Mountain Rides Transp. Authority	Blaine County including the cities of Ketchum and Sun Valley.	ADA Paratransit	Demand Response	M,T,W,Th,F, Sa,Su	7:30 AM - 9:30 PM	Door to door accessible van service for those who qualify under ADA regulations within the Ketchum-Sun Valley city limits.	709
4A	Mountain Rides Transp. Authority	Blaine County	Vanpool	Vanpool	M-F	AM and PM commute	Vanpool routes serve commuters in Twin Falls, Shoshone, Jerome, and Gooding going to Blaine Co	27,134
4A, 4B, 3C	Sun Valley Stages	Blaine County, Lincoln County, Gooding County and Boise	Sun Valley to Boise Express	Intercity	M,T,W,Th,F, Sa,Su	6 AM - 6:45 PM	Service from Sun Valley Lodge, Hailey, Shoshone, Gooding to Boise	465
4A, 4B	Sun Valley Stages	Blaine County, Lincoln County, Twin Falls County	Sun Valley Employee Shuttle	Intercity	M,T,W,Th, F, Sa,Su	5:30 AM - 6:45 PM	Service from Twin Falls Mall, Jerome, Shoshone, Timmerman Hill, to Sun Valley	365
4B	TRANS IV	Connects Twin Falls with Jerome, Shoshone, Wendell, Gooding, Kimberly, Hansen, Filer & Buhl	Inter-City Pickup by Appointment	Intercity	M,T,W,Th,F	6 AM - 5 PM	Scheduled buses operate in the mornings and afternoons between Twin Falls and Kimberly, Hansen, Jerome, Wendell, Gooding, Shoshone, Filer & Buhl	12,573
4B	TRANS IV	Twin Falls City	In-Town Commuters	Demand Response	M,T,W,Th,F	7 AM - 5 PM	Service considers each passenger's daily transportation needs and his or her individual schedule is worked into flexible routes.	19,833
4B	TRANS IV	Twin Falls City	Dial-a-Ride	Demand Response	M,T,W,Th,F	7:30 AM - 5 PM	Door-to-door services. Wheelchair lift-equipped buses picking up riders, assisting them on and off the bus, if needed, at pre-appointed times and locations.	16,510

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
4B	TRANS IV	Jerome City	Dial-a-Ride	Demand Response	M,T,W,Th,F	9 AM - 4:30 PM	Door-to-door services. Wheelchair lift-equipped buses picking up riders, assisting them on and off the bus, if needed, at pre-appointed times and locations.	4,826
4B	TRANS IV	Connects Twin Falls with Burely/ Rupert	Inter-City Fixed Route	Intercity	M,T,W,Th,F	7 AM - 5 PM	Burley bus pickup spot to CSI	2,317
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route A (Saturday)	Fixed Route	Sa	10:30 AM - 5:30 PM	Student Union, Transit Center, Library, Main St., Westwood Mall, Pine Ridge Mall, Pocatello Square, Pocatello Creek, Highland High School.	4,138
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route B (Mon-Fri)	Fixed Route	M,T,W,Th,F	7 AM - 6:30 PM	Student Health, Pocatello Creek, Pocatello Square, Pine Ridge Mall, Westwood Mall, Arthur St., Pocatello High School, Transit Center.	39,532
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route B (Saturday)	Fixed Route	Sa	10:20 AM - 5:20 PM	Student Health, Pocatello Creek, Pocatello Square, Pine Ridge Mall, Westwood Mall, Arthur St., Pocatello High School, Transit Center.	3,957
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route C1 (Mon-Fri)	Fixed Route	M,T,W,Th,F	6:30 AM - 9 AM	Student Union, Transit Center, Public Library, Main St., Hawthorne, Pine Ridge Mall, Chubbuck.	1,892
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route C2 (Mon-Fri)	Fixed Route	M,T,W,Th,F	12 PM - 6 PM	Student Health, Jefferson St., Alameda Ave., Pine Ridge Mall, Chubbuck, Hawthorne, Arthur St., Pocatello High School, Public Library, Transit Center.	9,211
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route D (Morning & Afternoon)	Fixed Route	M,T,W,Th,F	7:30 AM - 8:30 AM 3:30 AM - 4:30 PM	5th and Dillon, Transit Center, Chubbuck, Century High School.	5,208
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Route H	Fixed Route	M,T,W,Th,F	7:20 AM - 3:20 PM	ISU Campus, Student Housing, Student Union.	39,385
5D	Pocatello Regional Transit	Bannock County including the city of Pocatello.	Routes J (1-3)	Fixed Route	M,T,W,Th,F	7:40 AM - 5:40 PM	J Route buses only run when ISU is in session.	259,782
5D, 5A	Pocatello Regional Transit	Bannock County including the city of Pocatello, American Falls, Aberdeen.	Aberdeen Commuter	Fixed Route	M,T,W,Th,F, Sa, Su	6:30 AM, 2:30 PM, 6:30 PM, 10:30 PM	Pocatello, American Falls and Aberdeen and return American Falls, Pocatello	19,739

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
5C	Pocatello Regional Transit	Franklin County, I-15 corridor	CVT Commuter	Intercity	M,T,W,Th,F	7:00 AM - 4:00 PM	Logan, UT to Preston, ID	13,377
5B	Pocatello Regional Transit	Bear Lake Area	Bear Lake Seasonal Commuter	Fixed Route	M,T,W,Th,F, Sa, Su	9:00 AM, 3:00 PM, 8:00 PM	Montpelier, Ovid, Paris, Bloomington, St. Charles, Fish Haven, Bear Lake West, Harbor Village, Garden City	2,585
5D, 5A	Pocatello Regional Transit	Bannock County, Bingham County, I-15 corridor	Pocatello/Blackfoot Commuter	Fixed Route	M,T,W,Th,F	7:10 AM, 5:00 PM	Transit Center, KMart (Pocatello) to Blackfoot in the am, Blackfoot to KMart (Pocatello), Transit Center	2,043
5D	Pocatello Regional Transit	American Falls, Rockland	American Falls, Rockland DR	Demand Response	T,W,F	9:00 AM - 3:00 PM	Power County	2,057
5A	Pocatello Regional Transit	Blackfoot area	Blackfoot Demand Responsive	Demand Response	M,T,W,Th,F	7:00 AM - 5:00 PM	Blackfoot area	15,047
5D	Pocatello Regional Transit	McCammon and Lava area	Lava Demand Responsive	Demand Response	T,W,F	9:00 AM - 2:00 PM	McCammon and Lava area	1,751
5D	Pocatello Regional Transit	Oneida County	Malad Demand	Demand Response	M,T,W,Th,F	9:00 AM - 2:00 PM	Malad area, Oneida County	3,639
5C	Pocatello Regional Transit	Franklin County	Preston Demand Responsive	Demand Response	M,T,W,Th,F	7:00 AM - 5:00 PM	Preston area, Franklin County	9,012
5A	Pocatello Regional Transit	Shelley area	Shelley Demand Responsive	Demand Response	W,F	10:00 AM - 1:00 PM	Shelley	1,055
5B	Pocatello Regional Transit	Caribou County	Soda Springs Demand Responsive	Demand Response	M,T,W,Th,F	8:00 AM - 4:00 PM	Soda Springs, Grace, Caribou County	2,967
5D	Pocatello Regional Transit	Stone	Stone Demand Responsive	Demand Response	T,Th	10:00 AM - 2:00 PM	Stone area	1,508
5D	Pocatello Regional Transit	Bannock County, Pocatello, Chubbuck	Pocatello/Chubbuck Demand Responsive	Demand Response	M,T,W,Th,F	6:30 AM - 9:00 PM	Pocatello, rural Pocatello, Chubbuck	44,001
6B	Targhee Regional Public Transportation Authority	Bonneville County - City of Idaho Falls routes	Idaho Falls - Green	Deviated Fixed	M,T,W,Th,F	7 AM - 6 PM	Serves the areas around EITC, Smiths, 12 Street, 9th Steet, YMCA and Cliff Street. Coordinates transfers to other routes at the Acquatic Center and the Grand Teton Mall. Provides deviation service for 3/4 mile arround each stop.	12,183

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
6B	Targhee Regional Public Transp. Authority	Bonneville County - City of Idaho Falls routes	Idaho Falls - Blue	Deviated Fixed	M,T,W,Th,F	7 AM - 6 PM	Serves the areas around the west side of the Snake River including Broadway, Memorial, Yellowstone and the Temple/Mellaluca Field. Coordinates transfers to other routes at the Acquatic Center. Connects with TRPTA's intercity bus at TRPTA's Bus Terminal at 1810 W. Broadway. As of 12/4/09, T.R.P.T.A. and Alltrans from Jackson, WY to Salt Lake, UT are planning on connecting services at the T.R.P.T.A. bus terminal. TRPTA is adding the Idaho Falls airport as a regular stop in FY 2010. Provides deviation service for 3/4 mile around each stop.	13,130
6B	Targhee Regional Public Transp. Authority	Bonneville County - City of Idaho Falls routes	Idaho Falls - Red	Deviated Fixed	M,T,W,Th,F	7 AM - 6 PM	Serves the areas around the Grand Teton Mall, Eastern Idaho Regional Medical Center, 17th Street, Holmes and the Aquatic Center. Coordinates transfers to other routes at the Acquatic Center and the Grand Teton Mall. Provides deviated service to the Senior Center, Development Workshop, and health /living facilities on Sunnyside within 3/4 mile of EIRMC.	9,097
6B	Targhee Regional Public Transp. Authority	Bonneville County including the city of Idaho Falls.	Idaho Falls - Yellow	Deviated Fixed	M,T,W,Th,F	7 AM - 6 PM	Serves the areas of the Grand Teton Mall, Walmart on Hitt Road, Garfield, Freeman and the Aquatic Center. Coordinates transfers to other routes at the Acquatic Center and the Grand Teton Mall. Provides deviated service to Dist. 7 Health and the Department of Labor. Provides deviation service for 3/4 mile around each stop.	12,847
6B	Targhee Regional Public Transp. Authority	Bonneville County including the city of Idaho Falls.	Idaho Falls Demand	Demand Response - Zone 1	M,T,W,Th,F	7 AM - 6 PM	Bounded by Cowley, Lincoln, Holmes, Technology Dr, Energy Dr, Internat'l Way, Old Butte Rd to Township.	27,934

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
6B	Targhee Regional Public Transp. Authority	Bonneville County - Idaho Falls urbanized area and the rural areas surrounding the urbanized area.	Idaho Falls Demand	Demand Response - Zone 2	M,T,W,Th,F	7 AM - 6 PM	Zone 2 is an extension of Zone 1 and is bounded by Lincoln, 41st N, W of Old Butte to Osgood, Township, York, Crowley to North 55th.	
6B	Targhee Regional Public Transp. Authority	Bonneville and Madison Counties connecting the cities of Idaho Falls, Thorton, Rigby, and Rexburg.	Idaho Falls/Rexburg	Intercity	M,T,W,Th,F	8 AM - 7 PM	Idaho Falls to Rexburg/Rexburg to Idaho Falls - at 8 AM, 11:30 AM, 3 PM and 5 PM from Idaho Falls, and at 9 AM, 12:30 PM, 4 PM, and 6 PM from Rexburg. Rigby has a scheduled stop between each Idaho Falls - Rexburg run. This service connects with TRPTA's route/demand-response service, and, Alltrans (anticipated service to start in FY 2010) intercity service at TRPTA's Bus Terminal at 1810 W. Broadway. Upon request it will deviate within Rigby for a wheelchair pick-up. T.R.P.T.A.'s intercity bus's seats have built-in child restraints. Upon request it will stop at Thortan, the BYU-Idaho campus, and the Idaho Falls airport.	2,208
6B	Targhee Regional Public Transp. Authority	Bonneville and Bingham Counties including the cities of Idaho Falls and Shelley.	Idaho Falls to Shelley	Intercity	M,T,W,Th,F	7 AM -6 PM	Idaho Falls to Shelley area on a demand-response basis during the day. TRPTA is looking at adding a regular scheduled run by in FY 2010.	4,261

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
6A and 6B	Targhee Regional Public Transp. Authority	Bonneville, Butte, Lemhi, and Custer Counties including the towns of Idaho Falls, Arco, Mackay, Challis and Salmon	Idaho Falls/Salmon	Intercity	W	7 AM & 4 PM - Idaho Falls 6:30 AM & 3:30 PM - Salmon	Idaho Falls to Salmon via Mackay/Salmon to Idaho Falls via Mackay. Flag stops are also available along the route at Arco, Mackay, or Challis. Starting in April 2009, T.R.P.T.A. will be using 10 passenger, ADA compliant buses for each leg of the trip. Each bus will have 2 wheelchair spaces. Upon request the customer will be taken directly to the airport. The bus connects with the Idaho Falls route/demand-response system at the TRPTA bus terminal. It is anticipated the Salmon run bus will connect with Alltrans at the Idaho Falls Bus terminal.	120
6A	Targhee Regional Public Transp. Authority	Lemhi County and the City of Salmon.	Salmon and surrounding area.	Demand-Response	M,T,W,Th,F	7 AM - 4:30 PM	The City of Salmon and an area within roughly a 9 mile radius of Salmon. T.R.P.T.A. does go to Baker on Highway 28.	10,015
6B	Targhee Regional Public Transp. Authority	Madison / Fremont County and the town of Rexburg and travel to St. Anthony.	Rexburg	Demand-Response	M,T,W,Th,F	7 AM - 4:30 PM	Provides service in Rexburg and demand-response service to Sugar City and St. Anthony. TRPTA hopes to add a regularly scheduled service to St. Anthony in FY 2010. Most of the buses have seats with built-in child restraints.	35,476
6B	Targhee Regional Public Transp. Authority	Teton County - towns of Tetonia, Victor, and Driggs and immediately surrounding area.	Tetonia, Victor, Driggs	Demand-Response	M,T,W,Th,F	7 AM - 5 PM	The cities of Driggs, Tetonia, and Victor to the state line.	8,439

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
6B	Targhee Regional Public Transp. Authority	Madison / Teton County. This is a demand type intercity service	Rexburg to Driggs	Intercity	M,T,W,Th,F	6:30 AM - 7:30 AM AND 3:30 PM -4:30 PM	The bus leaves Rexburg at 6:30 AM to go to Driggs and return through Sugar City, Teton, New Dale, and Felt. The bus again leaves Rexburg at 3:30 PM to go to Driggs and returns to Rexburg. The current ridership are mostly ADA customers going to Rexburg so the service is a demand-response service and does not run if no one is scheduled to ride.	789
6B	START BUS	Driggs - Victor - Jackson, WY	Idaho to Wyoming Intercity Service	Fixed Route	M, T, W, Th, F	6 - 8:30 AM, 3:30 -6:30 PM	Driggs to Victor to Jackson, WY	16,053
6B, 5D	ALLTRANS	Jackson, Wyoming; Victor, Idaho; Pocatello, Idaho; Salt Lake City	Jackson Hole Express	Intercity	M, T, W, Th, F, Sa, Su	6:00 AM - 6:30 PM	The Jackson Hole Express provides commuter and airport shuttle to, and from Jackson, WY; Victor, ID; Idaho Falls, ID; Pocatello, ID; and Salt Lake City.	2,634
2A, 2B, 2C, 3A, 3C	Northwestern Stage Lines	Moscow, ID to Boise, ID and intermediate communities via Highways 95 and 55	Schedule 730 (SB)	Intercity	M, T, W, Th, F, Sa,Su	9:15 AM to 5:45 PM	Intercity bus service making connections in Boise with Greyhound	4,845
2A, 2B, 2C, 3A, 3C	Northwestern Stage Lines	Moscow, ID to Boise, ID and intermediate communities via Highways 95 and 55	Schedule 731 (NB)	Intercity	M, T, W, Th, F, Sa,Su	9:15 AM to 5:45 PM	Intercity bus service making connections in Boise with Greyhound	5,518

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
5A, 5D, 6B	Salt Lake Express	I-86 / I-15, US20, Rexburg to Salt Lake	Service Rexburg to/from Salt Lake-Routes SLC#10, SLC#15, SLC#20, SLC#30, SLC#40, SLC#50, SLC#60, SLC#65, SLC#70, SLC#80	Intercity	M,T,W,Th,F, Sa, Su	24 hours a day	SLC#10 departs Rexburg at 2am,SLC#15 departs at 3:30am,SLC#20 departs at 5am,SLC#30 departs at 6:30am,SLC#40 departs at 8am,SLC#50 departs at 9:30am,SLC#60 departs at 11am,SLC#65 departs at 12:30pm,SLC#70 departs at 2pm,SLC#80 departs Rexburg at 4:30pm. Returning from Salt Lake, the SLC#10 departs SLC at 8am,SLC#15 departs at 10am, SLC#20 departs at 12pm,SLC #30 departs at 1:30pm, SLC#40 departs at 3pm, SLC#50 departs at 4:30pm, SLC#60 departs at 6pm, SLC#65 departs at 7:30pm, SLC#70 departs at 9pm,SLC#80 departs at 10:30pm. (The SLC#65 is operated seasonally at this time. Salt Lake Express services all points in-between.)	44,735

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
3C, 4B, 4C, 5D,	Salt Lake Express	I-15,I-84/I-86, corridor from Pocatello to/from Boise	Service Pocatello to/from Boise- Routes #10,#15,#20	Intercity	M,T,W,Th,F, Sa, Su	3:30am- 10:20pm	Boise#10 departs Pocatello at 3:30am,Boise#15 departs Pocatello at 9:30am,Boise#20 departs Pocatello at 12:30pm. Southbound SLC#10 connects with the Boise#10 at 3:30am in Pocatello, allowing connections from SouthEast Idaho to Boise. The returning Boise#10 connects with the Northbound SLC#15 from SLC in Pocatello at 12:30pm allowing Boise and Magic Valley connections to SouthEast Idaho. The returning Boise#10 also connects with the Southbound SLC#60 at 12:30pm in Pocatello, allowing Boise and Magic Valley connections to SLC. The Southbound SLC#40 connects with the Boise#15 at 9:30am in Pocatello allowing SouthEast Idaho connections to Magic Valley and Boise. The Southbound SLC#60 connects with the Boise#20 at 12:30pm in Pocatello allowing Southeast Idaho connections to Magic Valley and Boise. Northbound SLC#15 also connects with the Boise#20 at 1:10pm in Pocatello allowing connections from Salt Lake to the Magic Valley and Boise. The returning Boise#20 connects with the Northbound SLC#65 at 10:20pm in Pocatello allowing connections from Boise/Magic Valley to Southeast Idaho. Salt Lake Express services all points in-between. (The Boise#15 is operated seasonally at this time. All others are year-round.)	13,432

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
6B	Salt Lake Express	State Hiway 20	Service Rexburg to/from West Yellowstone, MT. Routes are Rex-W.Yellowstone #10 and Rex-W.Yellowstone #20	Intercity	M,T,W,Th,F, Sa, Su	6:30 am - 7:50 pm	Rex-W.Yellowstone#10 Departs Rexburg at 6:30am, Rex-W.Yellowstone#20 departs Rexburg at 3:00pm. The The Rex-W.Yellowstone#10 doesn't connect with any SLC routes but, does connect with our Greyhound connection as well as connects with Karst Stages in West Yellowstone at 9am. Rex-W.Yellowstone#20 connects with the Northbound SLC#15 which also connects with the Boise#10 allowing connections from Boise and Magic Valley, as well as Salt Lake City passengers traveling to Upper Snake River Valley and West Yellowstone and beyond connecting with Karst Stages at 5pm at the West Yellowstone Visitor's Center. Rex-W.Yellowstone#10 departs W.Yellowstone at 9am and connects with Karst Stages at the West Yellowstone Visitor's Center allowing passengers from The Big Sky area transportation to Southeast Idaho, Boise, Salt Lake City and Jackson,Wy. as it connects with the Southbound SLC#60 in Rexburg and the Boise#20 in Pocatello and the Jackson#30 in Idaho Falls. The Rex-W.Yellowstone#10 and the Rex-W.Yellowstone#20 connect with both Greyhound Connections in the Rexburg Depot. Salt Lake Express services all points in-between.	1,362

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
6B	Salt Lake Express	State Hiway 20, State Hiway 26	Service Idaho Falls to/from Jackson,WY. Routes are Jackson#10, Jackson#20, Jackson#30, Jackson#40.	Intercity	M,T,W,Th,F, Sa, Su	3:00am- 10:30pm	Jackson#10 departs Idaho Falls at 3:00am, Jackson#20 departs Idaho Falls at 6:30am, Jackson#30 departs Idaho Falls at 12:00pm, Jackson#40 departs Idaho Falls at 4:00pm. The Jackson#10 connects with the Southbound SLC#10 allowing connection from the Upper Snake River Valley to Jackson. It also connects with the Northbound SLC#80 allowing connections from Salt Lake to Jackson. The Jackson#20 connects with the Southbound SLC#20 allowing connections from the Upper Snake River Valley to Jackson,WY. The Jackson#30 connects in Idaho Falls at 11:55am with the Northbound SLC#10, allowing connections to Jackson from Salt Lake City. It also connects with the Southbound#60 in Idaho Falls at 11:50am allowing connections from West Yellowstone and the Upper Snake River Valley to Jackson,WY. The Jackson#40 connects with the Northbound SLC#20 allowing connections from Salt Lake City and Boise to Jackson,WY. It also connects with the Southbound SLC#70 allowing the Upper Snake River Valley connections to Jackson,WY. Salt Lake Express services all points in-between.	2,694

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
3C, 4B, 4C, 5D,	Salt Lake Express	I-15,I-84/I-86, corridor from Twin Falls to/from Pocatello.	Service Twin Falls to/from Pocatello. Route is Twin- PocISU#05	Intercity	M,T,W,Th,F	5:30am- 6:00pm	The Twin-PocISU#05 departs Twin Falls at 5:30am and arrives at ISU in Pocatello for the ISU students living in the Magic Valley, Burley, Raft River and American Falls area transportation to ISU. This schedule is also available for reservations for any others needing transportation from all these points to Pocatello arriving at 7:20am then to Jackson Food Shell at 7:30 where it connects with the Southbound SLC#30 allowing connections from the Magic Valley to Salt Lake City. The Twin-Poc#05 departs Jackson's at 4:00pm. It connects with the Southbound SLC#70 allowing again connections from Southeast Idaho to the Magic Valley and Boise. It arrives in Twin Falls at 6pm. Salt Lake Express services all points in-between.	1,644

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#	PROVIDER	SERVICE AREA	ROUTE	TYPE	DAYS	HOURS	DESCRIPTION	TRIPS
5A, 5D, 6B	Salt Lake Express	I-86 / I-15, US20, Butte,MT. to/from Salt Lake	Service Butte,MT. to/from Salt Lake-Routes are RexGC#1, RexGC#2, SLCGC#1, SLCGC#2	Intercity	M,T,W,Th,F, Sa, Su	24 hours a day	RexGC#1 departs Butte,MT at 7am and arrives in Rexburg at 10:45am.Changes drivers and SLCGC#1 takes over and continues to Salt Lake.It connects with the Jackson#30 in Idaho Falls and the Boise#20 in Pocatello. The REXGC#1 driver then departs Rexburg at 2:00pm taking the passengers from SLCGC#1 back to Butte,MT. SLCGC#1 connected in Idaho Falls with the Jackson#20 and in Rexburg with the W.Yellowstone#20 for passengers ending in those destination directions.RexGC#2 departs Butte,MT at 7:30pm and arrives in Rexburg at 12:15am. Changes drivers and the SLCGC#2 continues to Salt Lake. It connects with the Jackson#10 in Idaho Falls at 3:00am. It also connects with the Boise#10 in Pocatello at 3:30am. The SLCGC#2 connects Northbound to the Boise#20 in Pocatello and the Jackson#30 in Idaho Falls and the WYellowstone#20 in Rexburg,ID. For the Greyhound connections see below. Salt Lake Express services all points in-between, Greyhound Connections serve most points in-between.	15,474
	Greyhound		Salt Lake to Portland	Intercity				