



CHAPTER IV

Implementation Plan

INTRODUCTION

Following the analysis of the transit service alternatives presented in Phase One, the LSC team prepared the implementation plan. The implementation plan recommends the elements for the initial and preferred transit services that will need to be developed over the next six years. At the end of Chapter IV, LSC has included a timeline that illustrates the implementation of the projects and programs for the transit system.

ORGANIZATIONAL PLAN

A new Transit Program, under the direction of the new Transit Board, should be created to operate the general public transportation. The Transit Board should be made up of representatives for the entities contributing to the funding of the transit service. Once a UTD is approved by the voters, the Transit Board should consist of members of the elected body of the Bozeman region. Presently, Galavan will be the administrative organization for the new transit service, since they possess the legal and administrative capabilities to ensure the stability of public transportation services within the community.

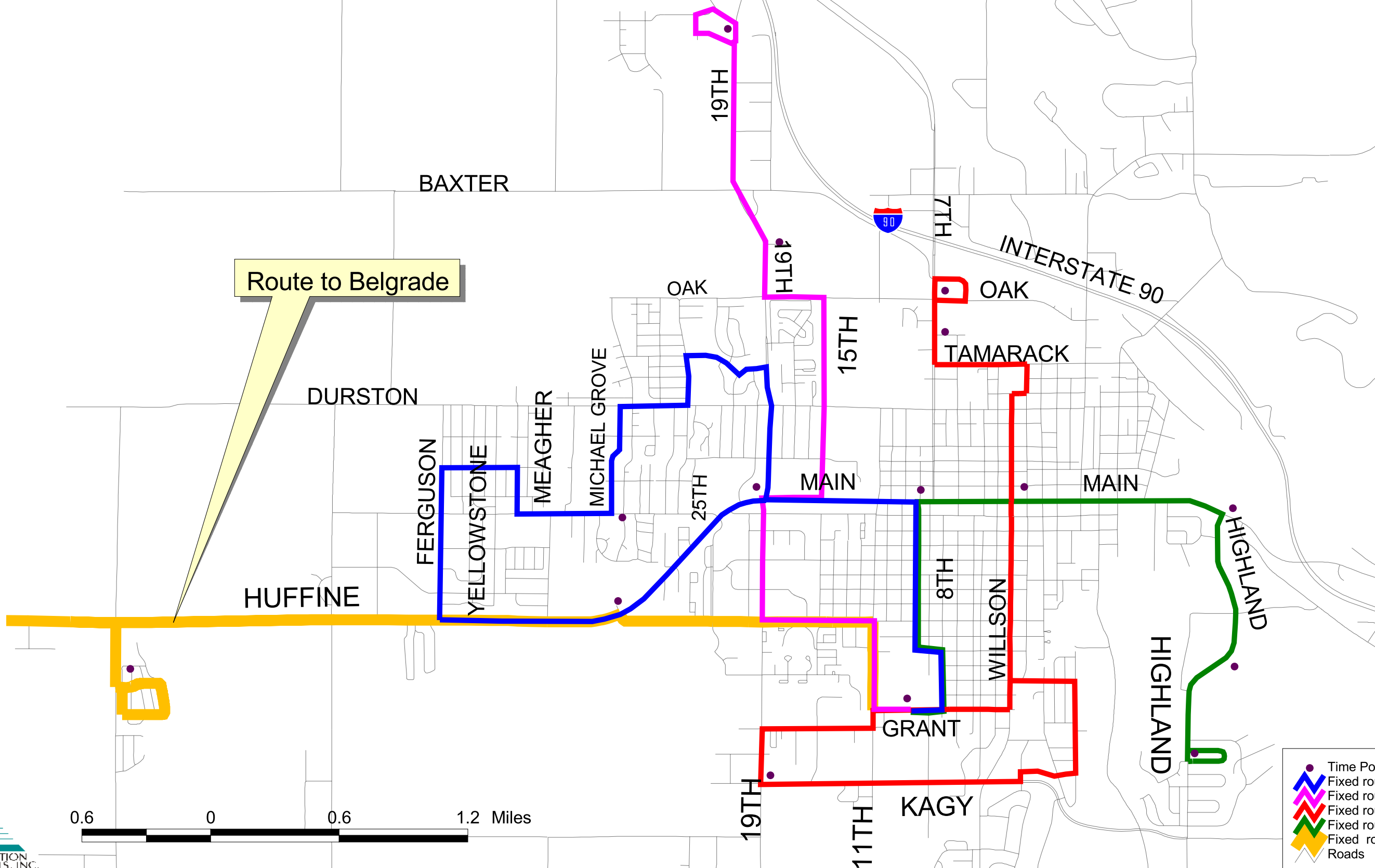
RECOMMENDED SERVICE PLAN

The recommended service plan describes the services to be provided by the new transit system. The proposed transit services include weekday service from 6:00 a.m. to 7:00 p.m. for the fixed routes in the City of Bozeman, paratransit service from 6:00 a.m. to 7:00 p.m., and a commuter route to the City of Belgrade from 7:00 to 9:00 a.m. and 5:00 to 7:00 p.m. The proposed transit services also include weekend service of 24 hours for the fixed routes and 20 hours for demand-response.

Implementation Plan

Figure IV-1 presents the recommended service plan, which is based on the fixed-route alternative. Demand-response service would be provided for the ADA-eligible.

Figure IV-1
Bozeman Area - Recommended Service Plan



Route to Belgrade

0.6 0 0.6 1.2 Miles



- Time Points
- Fixed route 1
- Fixed route 2
- Fixed route 3
- Fixed route 4
- Fixed route 5
- Roads

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Table IV-1 presents the level of service for the recommended service plan including: the number of vehicles at peak and non-peak times, the total revenue-hours and miles, and the total annual costs. Tables IV-2 through IV-6 present the schedules for the fixed routes of the recommended service plan.

The recommended service plan—which would be implemented when the UTD is approved by the voters—is estimated at \$924,254 for 20,500 revenue-hours. Using the total estimated revenue-hours from the initial service plan—which is 23,000 revenue-hours annually—the estimated annual cost for the recommended system at this level is \$1.02 million. This would include demand-response service and weekend service. The cost is also based on \$45 per revenue-hour in 2005 dollars. In Chapter III of this document, the LSC team has increased the cost per revenue-hour based on a three percent inflation rate.

**Table IV-1
Recommended System**

	Operation Hours	Fixed Route (miles)	Round-Trip Time (mins.)	Off-Peak Bus	Peak-Hour Bus	Off-Peak Rev.-Hours	Peak Rev.-Hours	Off-Peak Headway	Peak Headway	Total Hours	Cost per Day	Annual Cost
Route 1 - Blue	6:00 a.m -7:00 p.m.	9.48	30	1	1	9	4	30	30	13.0	\$585.00	\$149,175.00
Route 2 - Pink	6:00 a.m -7:00 p.m.	9.41	30	1	1	9	4	30	30	13.0	\$585.00	\$149,175.00
Route 3 - Red	6:00 a.m -7:00 p.m.	8.96	30	1	1	9	4	30	30	13.0	\$585.00	\$149,175.00
Route 4 - Green	6:00 a.m -7:00 p.m.	8.22	30	1	1	9	4	30	30	13.0	\$585.00	\$149,175.00
Route 5 - Limited Express (Belgrade)	7:00 a.m. -9:00 a.m.& 5:00 p.m. -7:00 p.m.	31.74	60	1	1	2	2	60	60	4.0	\$180.00	\$45,900.00
Total Cost				5	5	38	18			\$56.00	\$2,520.00	\$642,600.00
Paratransit	Three Vehicles											\$141,253.91
Total Cost w/ Paratransit												\$783,853.91
Saturday		67.81	179	3	n/a	30	n/a	60	n/a	30	\$1,350.00	\$70,200.00
Sunday		67.81	179	3	n/a	30	n/a	60	n/a	30	\$1,350.00	\$70,200.00
Total Alternative System												\$924,253.91
Evening (until 10:00 pm)	7:00 p.m. -10:00 p.m.	67.81	179	3	n/a	9	n/a	60	n/a	9	\$405.00	\$103,275.00
<i>Note: Costs assumed as \$45 per vehicle-hour of service.</i>												
<i>Source: LSC, 2004.</i>												

Table IV-2 Recommended Service Plan Schedule-Commuter Route							
<i>Outbound</i>				<i>Inbound</i>			
<i>Depart MSU Hub</i>	<i>King Arthur Trailer Park</i>	<i>Four Corners</i>	<i>Belgrade</i>	<i>Belgrade</i>	<i>Four Corners</i>	<i>King Arthur Trailer Park</i>	<i>Arrive MSU Hub</i>
7:00 AM	7:09 AM	7:16 AM	7:30 AM	7:30 AM	7:44 AM	7:51 AM	8:00 AM
8:00 AM	8:09 AM	8:16 AM	8:30 AM	8:30 AM	8:44 AM	8:51 AM	9:00 AM
5:00 PM	5:09 PM	5:16 PM	5:30 PM	5:30 PM	5:44 PM	5:51 PM	6:00 PM
6:00 PM	6:09 PM	6:16 PM	6:30 PM	6:30 PM	6:44 PM	6:51 PM	7:00 PM

Table IV-3

Recommended Service Plan Schedule - Fixed-Route 3 - Red

<i>Outbound</i>				<i>Inbound</i>				
<i>Depart MSU Hub</i>	<i>Downtown</i>	<i>Northgate Shopping Mall</i>	<i>Wal-Mart</i>	<i>Wal-Mart</i>	<i>Northgate Shopping Mall</i>	<i>Downtown</i>	<i>19th Ave. & Kagy Blvd.</i>	<i>Arrive MSU Hub</i>
6:00 AM	6:04 AM	6:08 AM	6:10 AM	6:10 AM	6:12 AM	6:16 AM	6:27 AM	6:30 AM
6:30 AM	6:34 AM	6:38 AM	6:40 AM	6:40 AM	6:42 AM	6:46 AM	6:57 AM	7:00 AM
7:00 AM	7:04 AM	7:08 AM	7:10 AM	7:10 AM	7:12 AM	7:16 AM	7:27 AM	7:30 AM
7:30 AM	7:34 AM	7:38 AM	7:40 AM	7:40 AM	7:42 AM	7:46 AM	7:57 AM	8:00 AM
8:00 AM	8:04 AM	8:08 AM	8:10 AM	8:10 AM	8:12 AM	8:16 AM	8:27 AM	8:30 AM
8:30 AM	8:34 AM	8:38 AM	8:40 AM	8:40 AM	8:42 AM	8:46 AM	8:57 AM	9:00 AM
9:00 AM	9:04 AM	9:08 AM	9:10 AM	9:10 AM	9:12 AM	9:16 AM	9:27 AM	9:30 AM
9:30 AM	9:34 AM	9:38 AM	9:40 AM	9:40 AM	9:42 AM	9:46 AM	9:57 AM	10:00 AM
10:00 AM	10:04 AM	10:08 AM	10:10 AM	10:10 AM	10:12 AM	10:16 AM	10:27 AM	10:30 AM
10:30 AM	10:34 AM	10:38 AM	10:40 AM	10:40 AM	10:42 AM	10:46 AM	10:57 AM	11:00 AM
11:00 AM	11:04 AM	11:08 AM	11:10 AM	11:10 AM	11:12 AM	11:16 AM	11:27 AM	11:30 AM
11:30 AM	11:34 AM	11:38 AM	11:40 AM	11:40 AM	11:42 AM	11:46 AM	11:57 AM	12:00 PM
12:00 PM	12:04 PM	12:08 PM	12:10 PM	12:10 PM	12:12 PM	12:16 PM	12:27 PM	12:30 PM
12:30 PM	12:34 PM	12:38 PM	12:40 PM	12:40 PM	12:42 PM	12:46 PM	12:57 PM	1:00 PM
1:00 PM	1:04 PM	1:08 PM	1:10 PM	1:10 PM	1:12 PM	1:16 PM	1:27 PM	1:30 PM
1:30 PM	1:34 PM	1:38 PM	1:40 PM	1:40 PM	1:42 PM	1:46 PM	1:57 PM	2:00 PM
2:00 PM	2:04 PM	2:08 PM	2:10 PM	2:10 PM	2:12 PM	2:16 PM	2:27 PM	2:30 PM
2:30 PM	2:34 PM	2:38 PM	2:40 PM	2:40 PM	2:42 PM	2:46 PM	2:57 PM	3:00 PM
3:00 PM	3:04 PM	3:08 PM	3:10 PM	3:10 PM	3:12 PM	3:16 PM	3:27 PM	3:30 PM
3:30 PM	3:34 PM	3:38 PM	3:40 PM	3:40 PM	3:42 PM	3:46 PM	3:57 PM	4:00 PM
4:00 PM	4:04 PM	4:08 PM	4:10 PM	4:10 PM	4:12 PM	4:16 PM	4:27 PM	4:30 PM
4:30 PM	4:34 PM	4:38 PM	4:40 PM	4:40 PM	4:42 PM	4:46 PM	4:57 PM	5:00 PM
5:00 PM	5:04 PM	5:08 PM	5:10 PM	5:10 PM	5:12 PM	5:16 PM	5:27 PM	5:30 PM
5:30 PM	5:34 PM	5:38 PM	5:40 PM	5:40 PM	5:42 PM	5:46 PM	5:57 PM	6:00 PM
6:00 PM	6:04 PM	6:08 PM	6:10 PM	6:10 PM	6:12 PM	6:16 PM	6:27 PM	6:30 PM
6:30 PM	6:34 PM	6:38 PM	6:40 PM	6:40 PM	6:42 PM	6:46 PM	6:57 PM	7:00 PM

Note: Highlighted service hours indicate peak service.

Table IV-4

Recommended Service Plan Schedule - Fixed-Route 2 - Pink

Outbound				Inbound			
<i>Depart MSU Hub</i>	<i>19th Ave. & Main St.</i>	<i>Bridger Peaks Mall</i>	<i>Shopping Center</i>	<i>Shopping Center</i>	<i>Bridger Peaks Mall</i>	<i>19th Ave. & Main St.</i>	<i>Arrive MSU Hub</i>
6:00 AM	6:05 AM	6:10 AM	6:15 AM	6:15 AM	6:20 AM	6:25 AM	6:30 AM
6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM
7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM
8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM
8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM
9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:45 AM	9:50 AM	9:55 AM	10:00 AM
10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:15 AM	10:20 AM	10:25 AM	10:30 AM
10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:45 AM	10:50 AM	10:55 AM	11:00 AM
11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM
11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:45 AM	11:50 AM	11:55 AM	12:00 PM
12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:15 PM	12:20 PM	12:25 PM	12:30 PM
12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:45 PM	12:50 PM	12:55 PM	1:00 PM
1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM
1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:45 PM	1:50 PM	1:55 PM	2:00 PM
2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:15 PM	2:20 PM	2:25 PM	2:30 PM
2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:45 PM	2:50 PM	2:55 PM	3:00 PM
3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:15 PM	3:20 PM	3:25 PM	3:30 PM
3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM
4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM
4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM
5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM
5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM
6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:15 PM	6:20 PM	6:25 PM	6:30 PM
6:30 PM	6:35 PM	6:40 PM	6:45 PM	6:45 PM	6:50 PM	6:55 PM	7:00 PM

Note: Highlighted service hours indicate peak service.

**Table IV-5
Recommended Service Plan Schedule - Fixed-Route 4 - Green**

Outbound						Inbound						
<i>Depart MSU Hub</i>	<i>Main St. & 8th Ave.</i>	<i>Downtown</i>	<i>Main St. & Highland Blvd.</i>	<i>Hospital</i>	<i>Residential Dev.</i>	<i>Residential Dev.</i>	<i>Hospital</i>	<i>Main St. & Highland Blvd.</i>	<i>Downtown</i>	<i>Main St. & 8th Ave.</i>	<i>Arrive MSU Hub</i>	
6:00 AM	6:04 AM	6:06 AM	6:10 AM	6:12 AM	6:15 AM	#	6:15 AM	6:18 AM	6:20 AM	6:24 AM	6:26 AM	6:30 AM
6:30 AM	6:34 AM	6:36 AM	6:40 AM	6:42 AM	6:45 AM		6:45 AM	6:48 AM	6:50 AM	6:54 AM	6:56 AM	7:00 AM
7:00 AM	7:04 AM	7:06 AM	7:10 AM	7:12 AM	7:15 AM	#	7:15 AM	7:18 AM	7:20 AM	7:24 AM	7:26 AM	7:30 AM
7:30 AM	7:34 AM	7:36 AM	7:40 AM	7:42 AM	7:45 AM		7:45 AM	7:48 AM	7:50 AM	7:54 AM	7:56 AM	8:00 AM
8:00 AM	8:04 AM	8:06 AM	8:10 AM	8:12 AM	8:15 AM	#	8:15 AM	8:18 AM	8:20 AM	8:24 AM	8:26 AM	8:30 AM
8:30 AM	8:34 AM	8:36 AM	8:40 AM	8:42 AM	8:45 AM		8:45 AM	8:48 AM	8:50 AM	8:54 AM	8:56 AM	9:00 AM
9:00 AM	9:04 AM	9:06 AM	9:10 AM	9:12 AM	9:15 AM	#	9:15 AM	9:18 AM	9:20 AM	9:24 AM	9:26 AM	9:30 AM
9:30 AM	9:34 AM	9:36 AM	9:40 AM	9:42 AM	9:45 AM		9:45 AM	9:48 AM	9:50 AM	9:54 AM	9:56 AM	10:00 AM
10:00 AM	10:04 AM	10:06 AM	10:10 AM	10:12 AM	10:15 AM	#	10:15 AM	10:18 AM	10:20 AM	10:24 AM	10:26 AM	10:30 AM
10:30 AM	10:34 AM	10:36 AM	10:40 AM	10:42 AM	10:45 AM		10:45 AM	10:48 AM	10:50 AM	10:54 AM	10:56 AM	11:00 AM
11:00 AM	11:04 AM	11:06 AM	11:10 AM	11:12 AM	11:15 AM	#	11:15 AM	11:18 AM	11:20 AM	11:24 AM	11:26 AM	11:30 AM
11:30 AM	11:34 AM	11:36 AM	11:40 AM	11:42 AM	11:45 AM		11:45 AM	11:48 AM	11:50 AM	11:54 AM	11:56 AM	12:00 PM
12:00 PM	12:04 PM	12:06 PM	12:10 PM	12:12 PM	12:15 PM	#	12:15 PM	12:18 PM	12:20 PM	12:24 PM	12:26 PM	12:30 PM
12:30 PM	12:34 PM	12:36 PM	12:40 PM	12:42 PM	12:45 PM		12:45 PM	12:48 PM	12:50 PM	12:54 PM	12:56 PM	1:00 PM
1:00 PM	1:04 PM	1:06 PM	1:10 PM	1:12 PM	1:15 PM	#	1:15 PM	1:18 PM	1:20 PM	1:24 PM	1:26 PM	1:30 PM
1:30 PM	1:34 PM	1:36 PM	1:40 PM	1:42 PM	1:45 PM		1:45 PM	1:48 PM	1:50 PM	1:54 PM	1:56 PM	2:00 PM
2:00 PM	2:04 PM	2:06 PM	2:10 PM	2:12 PM	2:15 PM	#	2:15 PM	2:18 PM	2:20 PM	2:24 PM	2:26 PM	2:30 PM
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5:00 PM	5:04 PM	5:06 PM	5:10 PM	5:12 PM	5:15 PM	#	5:15 PM	5:18 PM	5:20 PM	5:24 PM	5:26 PM	5:30 PM
5:30 PM	5:34 PM	5:36 PM	5:40 PM	5:42 PM	5:45 PM		5:45 PM	5:48 PM	5:50 PM	5:54 PM	5:56 PM	6:00 PM
6:00 PM	6:04 PM	6:06 PM	6:10 PM	6:12 PM	6:15 PM	#	6:15 PM	6:18 PM	6:20 PM	6:24 PM	6:26 PM	6:30 PM
6:30 PM	6:34 PM	6:36 PM	6:40 PM	6:42 PM	6:45 PM		6:45 PM	6:48 PM	6:50 PM	6:54 PM	6:56 PM	7:00 PM

Note: Highlighted service hours indicate peak service.

Table IV-6 Recommended Service Plan Schedule - Fixed-Route 1 - Blue							
Inbound/Outbound							
<i>Depart MSU Hub</i>	<i>Main St.& 8th Ave.</i>	<i>19th Ave.& Main St.</i>	<i>Gallatin Valley Mall</i>	<i>Babcock & Michael Grove</i>	<i>19th Ave.& Main St.</i>	<i>Main St.& 8th Ave.</i>	<i>Arrive MSU Hub</i>
6:00 AM	6:08 AM	6:13 AM	6:19 AM	6:36 AM	6:47 AM	6:52 AM	7:00 AM
6:30 AM	6:38 AM	6:43 AM	6:49 AM	7:06 AM	7:17 AM	7:21 AM	7:30 AM
7:00 AM	7:08 AM	7:13 AM	7:19 AM	7:36 AM	7:47 AM	7:52 AM	8:00 AM
7:30 AM	7:38 AM	7:43 AM	7:49 AM	8:06 AM	8:17 AM	6:52 AM	8:30 AM
8:00 AM	8:08 AM	8:13 AM	8:19 AM	8:36 AM	8:47 AM	7:21 AM	9:00 AM
8:30 AM	8:38 AM	8:43 AM	8:49 AM	9:06 AM	9:17 AM	7:52 AM	9:30 AM
9:00 AM	9:08 AM	9:13 AM	9:19 AM	9:36 AM	9:47 AM	6:52 AM	10:00 AM
9:30 AM	9:38 AM	9:43 AM	9:49 AM	10:06 AM	10:17 AM	7:21 AM	10:30 AM
10:00 AM	10:08 AM	10:13 AM	10:19 AM	10:36 AM	10:47 AM	7:52 AM	11:00 AM
10:30 AM	10:38 AM	10:43 AM	10:49 AM	11:06 AM	11:17 AM	6:52 AM	11:30 AM
11:00 AM	11:08 AM	11:13 AM	11:19 AM	11:36 AM	11:47 AM	7:21 AM	12:00 PM
11:30 AM	11:38 AM	11:43 AM	11:49 AM	12:06 PM	12:17 PM	7:52 AM	12:30 PM
12:00 PM	12:08 PM	12:13 PM	12:19 PM	12:36 PM	12:47 PM	6:52 AM	1:00 PM
12:30 PM	12:38 PM	12:43 PM	12:49 PM	1:06 PM	1:17 PM	7:21 AM	1:30 PM
1:00 PM	1:08 PM	1:13 PM	1:19 PM	1:36 PM	1:47 PM	7:52 AM	2:00 PM
1:30 PM	1:38 PM	1:43 PM	1:49 PM	2:06 PM	2:17 PM	6:52 AM	2:30 PM
2:00 PM	2:08 PM	2:13 PM	2:19 PM	2:36 PM	2:47 PM	7:21 AM	3:00 PM
2:30 PM	2:38 PM	2:43 PM	2:49 PM	3:06 PM	3:17 PM	7:52 AM	3:30 PM
3:00 PM	3:08 PM	3:13 PM	3:19 PM	3:36 PM	3:47 PM	6:52 AM	4:00 PM
3:30 PM	3:38 PM	3:43 PM	3:49 PM	4:06 PM	4:17 PM	7:21 AM	4:30 PM
4:00 PM	4:08 PM	4:13 PM	4:19 PM	4:36 PM	4:47 PM	7:52 AM	5:00 PM
4:30 PM	4:38 PM	4:43 PM	4:49 PM	5:06 PM	5:17 PM	6:52 AM	5:30 PM
5:00 PM	5:08 PM	5:13 PM	5:19 PM	5:36 PM	5:47 PM	7:21 AM	6:00 PM
5:30 PM	5:38 PM	5:43 PM	5:49 PM	6:06 PM	6:17 PM	7:52 AM	6:30 PM
6:00 PM	6:08 PM	6:13 PM	6:19 PM	6:36 PM	6:47 PM	6:52 AM	7:00 PM

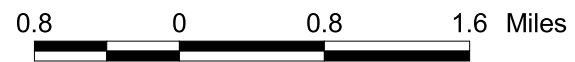
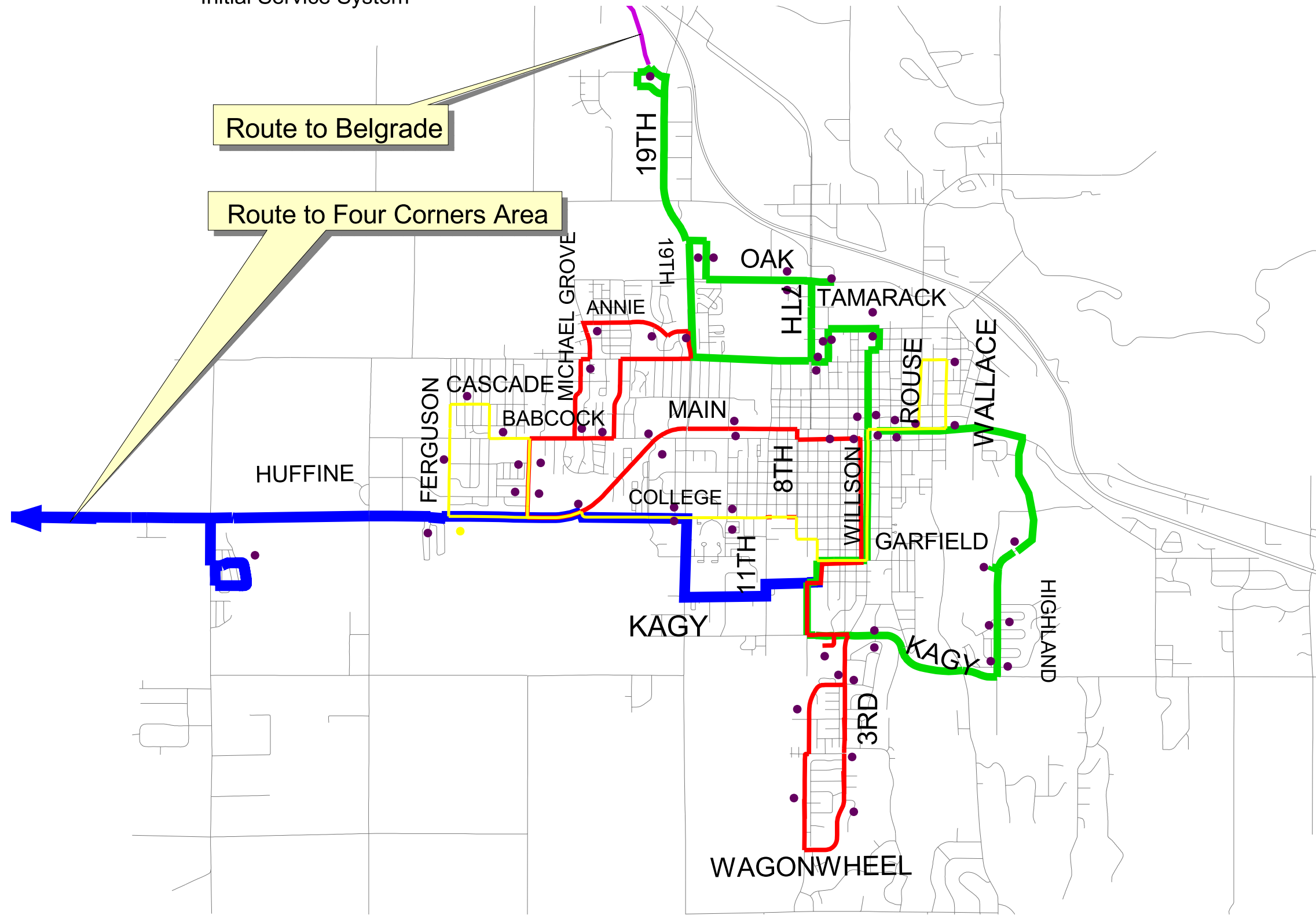
Note: Highlighted service hours indicate peak service.

Initial Service Plan

The community has decided to implement an initial service plan. The initial service plan will include four fixed routes, one limited express route, and ADA para-transit services as presented in Figure IV-2. The service began in August 2006, which is in FY 2007 for Galavan. The service will be operated by Galavan until a UTD is approved by the Bozeman area voters. The total number of revenue-hours is estimated at 22,688 annually, with about 50 hours of fixed-route service on the weekdays and 24 hours of service on the weekend.

The financial information for the initial service plan is included in Table III-2 (presented at the end of Chapter III). The estimated annual cost of the service is \$893,000, based on 23,000 revenue-hours per year and an operational cost of \$38 to \$39 per hour. For the new transit service, six transit buses and two ADA para-transit vehicles will need to be purchased at an estimated total cost of \$1.04 million. \$250,000 will be needed for a maintenance facility. Table III-2 presented the breakdown of Federal Transit Administration (FTA) and local match funding that will be needed for the implementation of the initial service plan.

Figure IV-2
Initial Service System



Implementation Plan

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Capital Implementation

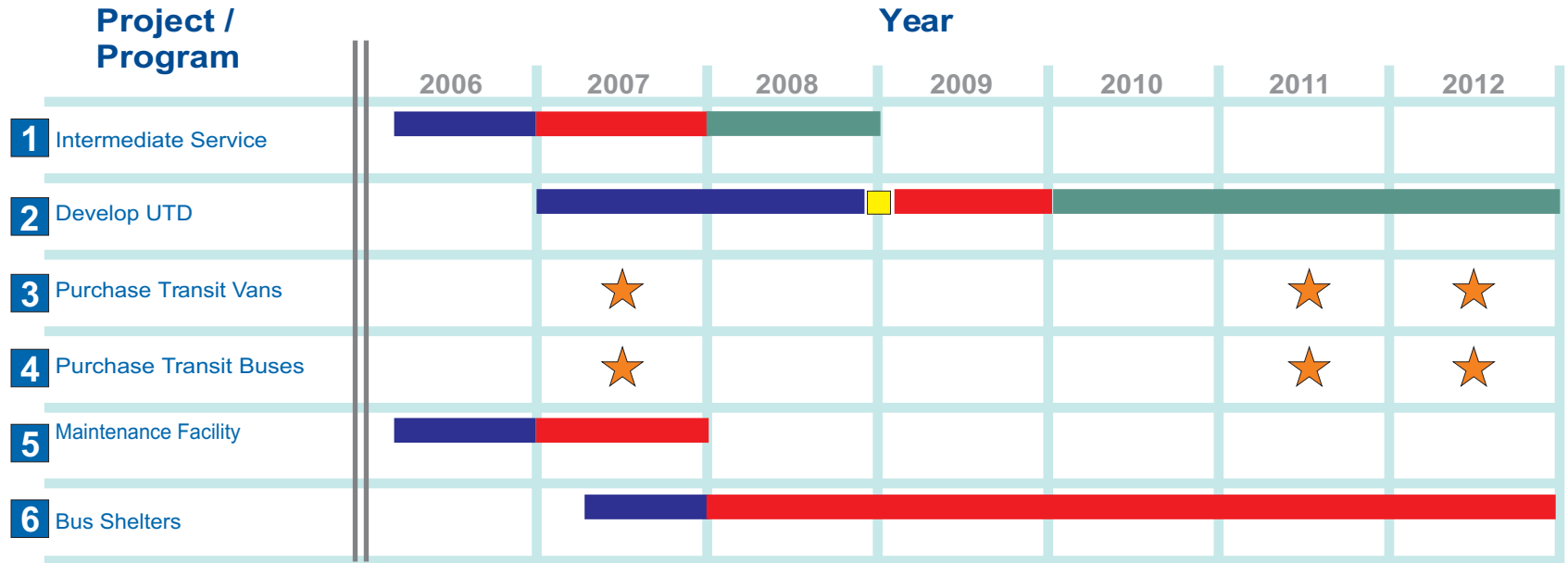
Table IV-7 presents the capital that will be needed to implement the initial service plan and the recommended service plan. Figure IV-3 details the purchase years for the key capital items. The cost of the capital items were detailed in Chapter III. A total of eight vehicles (six fixed-route and two demand-response vehicles) would need to be purchased in FY 2006 for implementation in FY 2007. Bus shelters will need to be installed for implementation of the transit service in FY 2007. The main transit/transfer shelter needed for implementation is located on the MSU campus. A maintenance facility will need to be constructed in FY 2007 and be fully operational in FY 2008.

It is recommended that the six transit vehicles purchased for the fixed-route service have seven-year life expectancies. These fixed-route vehicles would need to be replaced in FY 2014. In order to reduce the capital investment impact on the annual budgets, LSC has spread the purchase of the replacement vehicles over several years (from FY 2011 to 2014).

An addition to the maintenance facility is planned for FY 2013. The addition will allow for expansion of the transit service (additional vehicles).

Dispatching equipment, dispatching software, computers hardware, computer software, office equipment, and office furniture will also need to be purchased.

Figure IV-3 Short-Term Plan Timeline



LEGEND

- UTD Vote
- Planning Phase / Education Program
- Implementation Phase
- Operations
- Purchase Vehicles



Implementation Elements

Benefits

1. Residents of the City of Bozeman would have public transportation available until 7:00 p.m. year-round.
2. The new transit service would link the major destinations in Bozeman with Montana State University (MSU).
3. The Bozeman area would have a transit service that links the outer areas to the City of Bozeman.

Timing

1. In FY 2006, funding needs to be obtained from state and FTA grants, and intergovernmental agreements need to be developed with the local government agencies (such as the City of Bozeman, City of Belgrade, and Gallatin County) and various organizations (such as Head Start, United Way, and MSU).
2. The transit service would initially operate the initial service plan.
3. In FY 2006, eight vehicles need to be purchased for implementation of the transit service in FY 2007.
4. Bus stops will need to be installed at key locations (such as the MSU campus) for implementation of the transit service in FY 2007.
5. A maintenance facility will need to be constructed in FY 2007, and be fully operational in FY 2008.
6. The recommended service plan should be implemented in FY 2008 or 2009 depending on voter approval and capital purchases.

Responsibility

1. The existing committee should continue to coordinate the grassroots program in order to obtain voter approval of the UTD.
2. Until the UTD is approved, the existing committee and Galavan/Reach, Inc. will need to develop intergovernmental agreements.
3. After voter approval, the UTD Board would have the decision-making responsibility for the transit services.

Implementation Steps

1. State and FTA grant applications should be submitted for capital and operating assistance in order to implement the initial service plan.
2. Intergovernmental agreements should be developed.

Implementation Plan

3. A public education program should be developed to inform the residents of the City of Bozeman, City of Belgrade, and the unincorporated area of Four Corners about the benefits of transit.
4. A public education brochure should be developed to inform the community about the benefits of transit.
5. Voter approval should be achieved before the end of FY 2008.
6. Intergovernmental agreements should be continued after the approval of the UTD, in order to keep the overall level of the UTD tax low.

Table IV-7 Capital Investment Program									
	2007	2008	2009	2010	2011	2012	2013	2014	Total
Transit Vans ADA (cut-a-way)	2				2	2			6
Transit Buses (6) Fixed-Route (7-year vehicles)	6				2	2	1	2	10
Bus Shelters (25)	4	4	5	4	4	4			25
Maintenance Facility	X						X		
<i>Source: LSC 2006</i>									

MANAGEMENT PLAN

Transit Coordination

The transit service should develop a Transit Program under the direction of the Transit Board. The Transit Program would need to hire a manager/transit coordinator. The manager would need to hire transit staff, including a dispatcher/office administrator and drivers. All members of the staff, including the manager, would need to have their Commercial Driver's License (CDL). LSC estimates that the Transit Program would need one manager/transit coordinator, seven full-time drivers, eight part-time drivers, and one full-time dispatcher/office administrator.

The Transit Program and Galavan/Reach, Inc. should coordinate the shift of funding from other organizations and government entities to the Transit Program. This should be done through intergovernmental agreements, with annual contributions as part of the organizations' budget process. After the approval of the UTD, the UTD Board would coordinate the intergovernmental agreements.

Other areas of coordination are the marketing, promotional, and public education programs. Additional promotional efforts would allow the Bozeman area residents to obtain information on all available transit services within the region. Information should be provided in such a way that the public sees an integrated transit system. A brochure should be developed. A marketing plan for presentations to local agencies regarding the new transit service would need to be implemented.

Implementation Steps

- The Transit Program should distribute transit brochures to the local social service agencies. The social service agencies should use the transit services to promote client independence and self-sufficiency.
- The transit hours of operation and types of services should be publicized regularly.
- The purchase of vehicles or office equipment should be consolidated into a cooperative effort with the Montana Department of Transportation.
- The development of coordinated marketing, public education, and promotional materials should be developed.
- A transit coalition should be developed to increase the political support for additional local funding from all of the regional communities in order to improve the transit services. The transit coalition should include the senior

centers, social service agencies, veterans association, MSU, and major employers.