



# Preliminary Recommendations

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## INTRODUCTION

The LSC team prepared a set of preliminary recommendations based on the analysis of the various transit service options presented in Chapter VI. The recommendations were reviewed by the Stakeholder Committee at the August 12, 2008 meeting. Based on input from the stakeholders, the following service recommendations were developed.

## SERVICE RECOMMENDATIONS

The Stakeholder Team recommends that Option II be developed for the transit service and coordination strategies. Option II includes demand-response service, commuter/regional service, a vanpool/carpool program, and the creation of a Mobility Manager position. The total estimated level of service is 11,220 annual revenue-hours. The estimated annual ridership is 20,200 passengers. Note that this level of service is in addition to the existing public transportation services that are provided by TRPTA and the senior centers. The recommended service will meet all of the goals and objectives set down for the planning process. The key element that the recommended transit service plan achieves is an improved level of local and regional service. The preferred transit service plan also addresses the need for a more formal transportation service for local trips, uses the existing transportation services by TRPTA and the senior centers, and allows for expanded service without the creation of additional agencies.

## CAPITAL RECOMMENDATIONS

### Vehicles

Based on the size and level of the recommended transit service, the region will need to purchase three vans (including one spare vehicle). The Federal Transit Administration (FTA) and Idaho Transportation Department (ITD) should be the

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primary funding sources for the vehicle purchases. At this time, the total estimated cost of the three vehicles is \$105,000.

### **Equipment**

The agency that houses the Mobility Manager will need to purchase office equipment (desk, computer, telephone, facsimile machine, copier, etc.), radio, and computer software in order to administer the operations of the preferred transit service. The region will need a telephone service for the demand-response service, as well as computer software to allocate the drivers' time for demand-response pickups and drop-offs. The dispatch software will need to be networked with the senior centers that will still operate the local vehicles. The Mobility Manager will act as a broker for trips in the region, in that individuals that need a ride will call one telephone number to reserve the ride. The LSC team has estimated a cost for this equipment at \$40,000.

### **SUMMARY**

The recommended transit service plan was presented to the Stakeholders Committee. The Stakeholders Committee reviewed and selected Option II, with implementation of Option III in the future.

The recommendations are designed to meet the goals and objectives developed with the Stakeholder Committee through the planning process. These goals and objectives include improving the efficiency of the transit system and increasing the mobility and access of the transit users to the major activity centers. The focus of the recommendations is to meet the transportation needs of the region's residents.

The recommended coordination strategies and service will need to be included in the statewide coordination planning process. The document should be used as a base for which the implementation phase of the statewide effort can be developed.