



Preliminary Recommendations

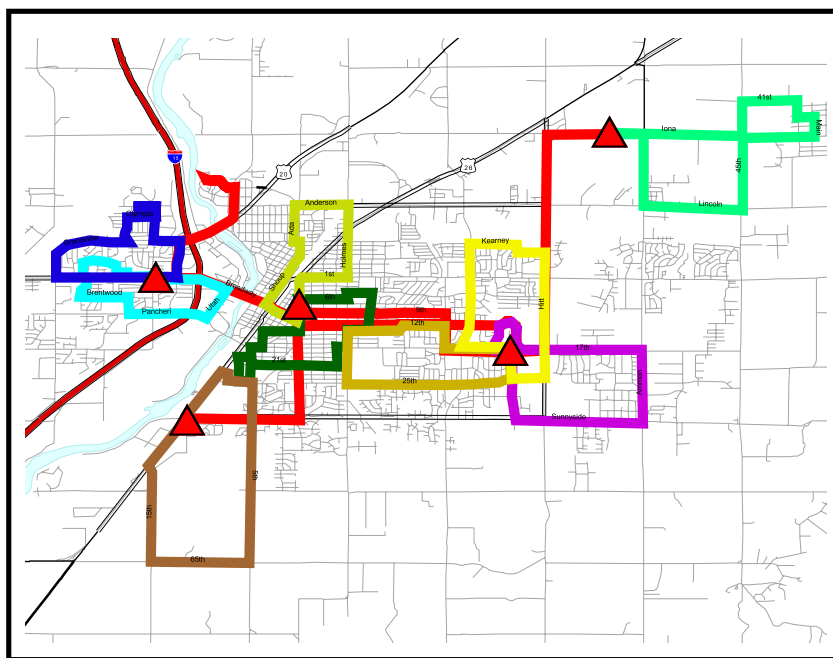
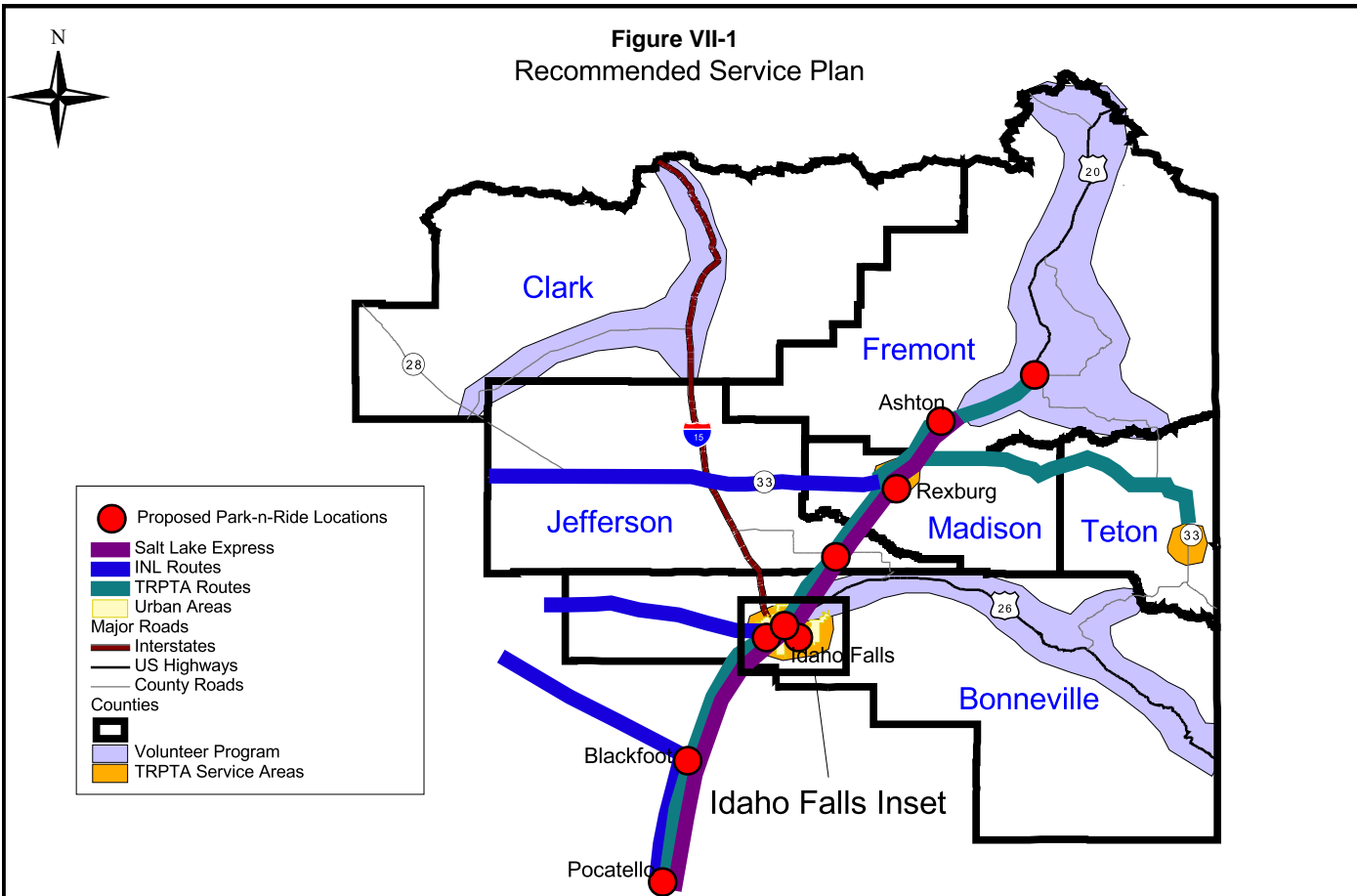
INTRODUCTION

LSC has prepared a set of preliminary recommendations based on an 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.

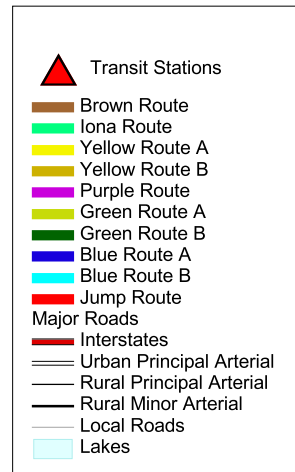
SERVICE RECOMMENDATIONS

The Stakeholder Team recommends that Option II be developed with the voucher program from Option I for the transit service plan and coordination strategies. This voucher program could replace the need to operate a regional/intercity route service. Option II includes local service, commuter/regional service, voucher program, and the creation of Mobility Manager and Transportation Broker positions. The recommended transit service plan is presented in Figure VII-1. The total estimated level of service is 161,610 annual revenue-hours. The estimated annual ridership is two million passengers.

Figure VII-1
Recommended Service Plan



Idaho Falls



The recommended service will meet all of the goals and objectives set down for this planning process. The key element that the recommended transit service plan achieves is improving the level of local and regional service to the study area. The preferred transit service plan also addresses the duplication of service in the region by combining service, thereby increasing the overall level of service while decreasing the operational cost. This option is designed to increase the efficiencies in the operation and delivery of transportation services. Option II allows the Targhee Regional Public Transit Authority (TRPTA) to implement the preferred transit service plan recommended in the 2006 Short-Range Transit Plan. Also, this preferred option allows the Idaho National Laboratory (INL) to reduce operational costs while improving the delivery of regional service to the INL employees and contractors.

CAPITAL RECOMMENDATIONS

Vehicles/Equipment

Based on the size and level of the recommended transit service, the region will need to purchase four vans for the volunteer and vanpool program. The existing fleets for TRPTA and INL will cover all of the regional and local transit services vehicle requirements for this option. There is the need to purchase equipment for the operation of the broker call center that will be operated by the Mobility Manager. At this time, the total estimated capital cost for vehicles and equipment for Option II is \$75,000. With the \$140,000 in vans, the total vehicle and equipment investment is estimated at \$215,000.

Facilities

Based on the design of Option II and the Stakeholder Committee comments, there will be a need to develop nine park-and-ride lots along the US Highway 20 and Interstate 15 corridors. Five of the nine lots will need to be constructed. The remaining four lots can be developed using the existing surface parking in the areas that have been identified. This includes the Teton Mall, the Aquatic center, and the TRPTA new facility. In addition, there is surface parking at BYU in Rexburg. The LSC team estimates that each of the new parking lots will cost an average \$1.5 million for a total cost of \$6 million, depending on the amenities at each lot and the cost of land at each location.

SUMMARY

The recommended transit service plan was presented to the Stakeholder Committee. The Stakeholder Committee reviewed the recommendations and selected Option II.

The recommendations are designed to meet the goals and objectives developed with the Stakeholder Committee through the planning process. The 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.