



# Public Transit Master Plan

## Lewis Clark Valley

### Metropolitan Planning Organization



Submitted by:

**Nelson | Nygaard**  
consulting associates

**HDR**

ONE COMPANY | Many Solutions®

## Table of Contents

	<b>PAGE</b>
<b>Executive Summary</b> .....	<b>ES-1</b>
Introduction .....	ES-1
Planning Context .....	ES-2
Outreach .....	ES-2
Project Oversight .....	ES-3
Community Characteristics .....	ES-3
Study Area Description .....	ES-3
Demographics .....	ES-3
Existing Public Transportation Services .....	ES-7
Valley Transit .....	ES-7
DAR Ridership .....	ES-9
Fixed Route and Dial-Ride Budget .....	ES-10
Other Services .....	ES-10
Onboard Surveys .....	ES-11
Public Transportation Needs .....	ES-12
Transit Funding .....	ES-13
Current Funding Sources .....	ES-13
Future Funding Alternatives .....	ES-14
Current Funding Alternative .....	ES-14
Growth Funding Alternative .....	ES-15
Transit Projects .....	ES-15
Proposed Service Improvements .....	ES-15
Current Funding Service Improvements .....	ES-17
Growth Funding Service Improvements .....	ES-19
Capital Improvements .....	ES-21
Bus Stop Amenities .....	ES-21
Vehicle Replacement Program .....	ES-21
Facility Expansion .....	ES-21
Current Funding Alternative Capital Improvements .....	ES-22
Growth Funding Alternative Capital Improvements .....	ES-23
Future Facility Improvements .....	ES-24
Transit Project Summaries .....	ES-25

<b>Chapter 1. Introduction .....</b>	<b>1-1</b>
Planning Context.....	1-2
Lewis Clark Valley MPO Long Range Transportation Plan.....	1-2
Asotin County PTBA Comprehensive Transit Plan – 2004 .....	1-3
Nez Perce County Transportation Master Plan – 2004.....	1-3
Asotin County Comprehensive Plan – 1999 .....	1-4
City of Lewiston Comprehensive Transportation Plan – Macro Phase (1996).....	1-4
Outreach .....	1-5
Stakeholder Interviews .....	1-6
On Board Passenger Surveys .....	1-6
Mailing list.....	1-6
Newsletters.....	1-6
Web Site.....	1-6
On-line Surveys .....	1-6
Public Meetings .....	1-7
Project Oversight.....	1-7
<b>Chapter 2. Community Characteristics.....</b>	<b>2-1</b>
Study Area Description .....	2-1
Demographics .....	2-1
Population.....	2-1
Current Populations .....	2-1
Population Forecasts .....	2-2
Age Distribution .....	2-3
Employment .....	2-7
<b>Chapter 3. Existing Public Transportation Services.....</b>	<b>3-1</b>
Valley Transit Services .....	3-1
Fixed Route System.....	3-1
Fixed Route Ridership.....	3-4
Dial-a-Ride System .....	3-6
DAR Ridership .....	3-6
Orofino Intercity Service.....	3-7
Fixed Route and Dial-Ride Budget.....	3-7
Valley Transit Moscow Service .....	3-8
Other Services.....	3-8
Northwestern Trailways.....	3-8
Retired & Senior Volunteer Program (RSVP).....	3-9
Interlink Volunteers Faith in Action.....	3-9
Community Action Agency .....	3-9
Council on Aging and Human Services (COAST) .....	3-10
Rogers Counseling Center .....	3-10
Asotin County Developmental and Residential Services.....	3-10
Veterans Administration Nursing Home .....	3-10
Taxi Services.....	3-10

## Table of Contents

	<b>PAGE</b>
<b>Chapter 4. Onboard Surveys .....</b>	<b>4-1</b>
Response Rates .....	4-1
Fixed Route.....	4-1
Dial-A-Ride.....	4-2
Fixed-Route Trip Characteristics .....	4-2
Trip Purpose .....	4-2
Fixed-Rate Origins and Destinations.....	4-3
Travel Mode To/From Fixed-Route Buses .....	4-4
Round Trip Travel Using Fixed-Route System.....	4-5
Fixed-Route Rider Characteristics .....	4-5
Use of Valley Transit Fixed-Route Service.....	4-5
Transit Dependence.....	4-6
Fixed-Route Rider Age.....	4-8
Fixed-Route Rider Income Levels .....	4-9
Fixed-Route Rider Opinions .....	4-10
Dial-A-Ride Trip Characteristics.....	4-11
Trip Purpose .....	4-11
Important Dial-A-Ride Destinations .....	4-12
Dial-A-Ride Rider Characteristics .....	4-13
Use of Valley Transit .....	4-13
Transit Dependence.....	4-14
Dial-A-Ride Rider Age.....	4-16
Use of Mobility Aid .....	4-16
Dial-A-Ride Rider Opinions.....	4-17
<b>Chapter 5. Public Transportation Needs.....</b>	<b>5-1</b>
Stakeholders.....	5-1
Overview .....	5-1
Summary of Findings .....	5-1
On-Board Passenger Survey.....	5-4
Web Survey Results .....	5-4

## Table of Contents

	<b>PAGE</b>
<b>Chapter 6. Transit Funding</b> .....	<b>6-1</b>
Current Funding Sources.....	6-1
Future Funding Alternatives.....	6-2
Current Funding Alternative .....	6-2
Growth Funding Alternative.....	6-3
Transit Funding Opportunities .....	6-3
FTA Section 5307 – Urbanized Area Grant Program .....	6-4
FTA Section 5309 – Bus, Bus Facility and New Starts Program.....	6-4
FTA Section 5310 – Elderly and Disabled Program .....	6-5
FTA Section 5311 – Rural and Small Urban Areas Program .....	6-6
FTA Section 5316 – Job Access/Reverse Commute (JARC).....	6-7
FTA Section 5317 – New Freedom Program .....	6-7
<b>Chapter 7. Transit Projects</b> .....	<b>7-9</b>
Proposed Service Improvements.....	7-9
Current Funding Service Improvements.....	7-11
Growth Funding Service Improvements .....	7-13
Capital Improvements.....	7-16
Bus Stop Amenities.....	7-16
Vehicle Replacement Program.....	7-16
Facility Expansion .....	7-17
Current Funding Alternative Capital Improvements.....	7-18
Growth Funding Alternative Capital Improvements.....	7-19
Future Facility Improvements.....	7-20
Transit Project Summaries .....	7-23
<b>Appendix A LCVMPPO Policy Board and Technical Advisory Committee</b>	
<b>Appendix B On-Board Survey Instruments</b>	
<b>Appendix C Open-Ended Survey Responses</b>	
<b>Appendix D Stakeholder Questions</b>	

## Table of Figures

	<b>PAGE</b>
Figure ES-1 Study Area .....	ES-1
Figure ES-2 Currently Deployed Fixed-Route Service.....	ES-8
Figure ES-3 Transit Routes and Population/Employment Density .....	ES-16
Figure ES-4 Existing Funding Scenario Transit Services .....	ES-18
Figure ES-5 Growth Funding Scenario Transit Service.....	ES-20
Figure 1-1 Study Area .....	1-1
Figure 3-1 Currently Deployed Fixed-Route Service.....	3-2
Figure 3-2 Lewiston Boarding By Trip .....	3-4
Figure 3-3 Clarkston Boarding by Trip.....	3-5
Figure 4-1 Fixed-Route Trip Purpose .....	4-3
Figure 4-2 How Did You Get To and From the Bus? .....	4-4
Figure 4-3 Regular Use of Valley Transit Fixed Route.....	4-5
Figure 4-4 Length of Valley Transit Fixed Route Use .....	4-6
Figure 4-5 Alternatives to Valley Transit Fixed Route .....	4-7
Figure 4-6 Fixed-Route Rider Age.....	4-8
Figure 4-7 Fixed-Route Rider Income.....	4-9
Figure 4-8 Rider Opinions of Valley Transit Service .....	4-10
Figure 4-9 Dial-A-Ride Trip Purpose.....	4-11
Figure 4-10 Regular Use of Valley Transit Dial-A-Ride .....	4-13
Figure 4-11 Length of Valley Transit Dial-A-Ride Use.....	4-14
Figure 4-12 Alternatives to Valley Transit.....	4-15
Figure 4-13 Reasons For Not Using Fixed Route .....	4-15
Figure 4-14 Dial-A-Ride Rider Age .....	4-16
Figure 4-15 Rider Opinions of Valley Transit DAR Service.....	4-17
Figure 7-1 Transit Routes and Population/Employment Density .....	7-10
Figure 7-2 Existing Funding Scenario Transit Services .....	7-12
Figure 7-3 Growth Funding Scenario Transit Service.....	7-15

## Table of Tables

	<b>PAGE</b>
Table ES-1	Lewis Clark Valley Populations ..... ES-4
Table ES-2	Population Forecasts ..... ES-4
Table ES-3	Regional Age Distribution ..... ES-4
Table ES-4	Persons with Disabilities and Low-Income Populations ..... ES-5
Table ES-5	Two-County Income Characteristics ..... ES-5
Table ES-6	Two-County Regional Employment ..... ES-6
Table ES-7	County-Level Employment Forecasts ..... ES-6
Table ES-8	LCVMPO Employment Forecast ..... ES-7
Table ES-9	Fixed-Route Ridership ..... ES-9
Table ES-10	Valley Transit Dial-a-Ride- Ridership ..... ES-9
Table ES-11	Valley Transit Operating Budget..... ES-10
Table ES-12	Growth in Lewiston Small Urban Area Transit Funding..... ES-13
Table ES-13	Use of Small Urban Area Transit Funding..... ES-14
Table ES-14	One-Way Loop Travel Times..... ES-17
Table ES-15	Current Funding Alternative Vehicle Replacement Costs ..... ES-23
Table ES-16	Growth Funding Alternative Vehicle Replacement Costs..... ES-24
Table ES-17	Summary of Space Needs..... ES-25
Table ES-18	Summary of Public Transit Scenarios..... ES-26
Table 2-1	Regional Population ..... 2-1
Table 2-2	Asotin County Population ..... 2-2
Table 2-3	Nez Perce County Population ..... 2-2
Table 2-4	Population Forecasts ..... 2-3
Table 2-5	Regional Age Distribution ..... 2-3
Table 2-6	Asotin County Age Distribution..... 2-4
Table 2-7	Nez Perce County Age Distribution ..... 2-4
Table 2-8	Persons with Disabilities and Low-Income Populations ..... 2-5
Table 2-9	Two-County Income Characteristics ..... 2-5
Table 2-10	Asotin County Income Characteristics ..... 2-6
Table 2-11	Nez Perce County Income Characteristics ..... 2-7
Table 2-12	Two-County Regional Employment ..... 2-8
Table 2-13	Asotin County Employment..... 2-8
Table 2-14	Nez Perce County Employment..... 2-9
Table 2-15	County-Level Employment Forecasts ..... 2-9
Table 2-16	LCVMPO Employment Forecast ..... 2-10
Table 3-1	Fixed-Route Ridership ..... 3-4
Table 3-2	Lewiston Boarding by Stop..... 3-5
Table 3-3	Clarkston Boarding by Stop..... 3-6
Table 3-4	Valley Transit Dial-a-Ride- Ridership ..... 3-7
Table 3-5	Valley Transit Operating Budget..... 3-7
Table 3-6	Northwestern Trailways Schedule ..... 3-9
Table 4-1	Survey Response by Route ..... 4-2

## Table of Tables

	<b>PAGE</b>
Table 4-2	Most Cited Trip Ends.....4-3
Table 4-3	Walking Time to Fixed-Route Bus Service .....4-4
Table 4-4	Most Cited Destinations for Dial-A-Ride.....4-12
Table 6-1	Growth in Lewiston Small Urban Area Transit Funding.....6-1
Table 6-2	Use of Small Urban Area Transit Funding.....6-2
Table 6-3	FTA Section 5311 Funding in Idaho .....6-7
Table 7-1	One-Way Loop Travel Times.....7-11
Table 7-2	Sample Travel Time Improvements .....7-13
Table 7-3	Current Valley Transit Fleet .....7-17
Table 7-4	Current Funding Alternative Vehicle Replacement Costs .....7-19
Table 7-5	Growth Funding Alternative Vehicle Replacement Costs.....7-19
Table 7-6	Summary of Space Needs.....7-23
Table 7-7	Summary of Public Transit Scenarios.....7-24

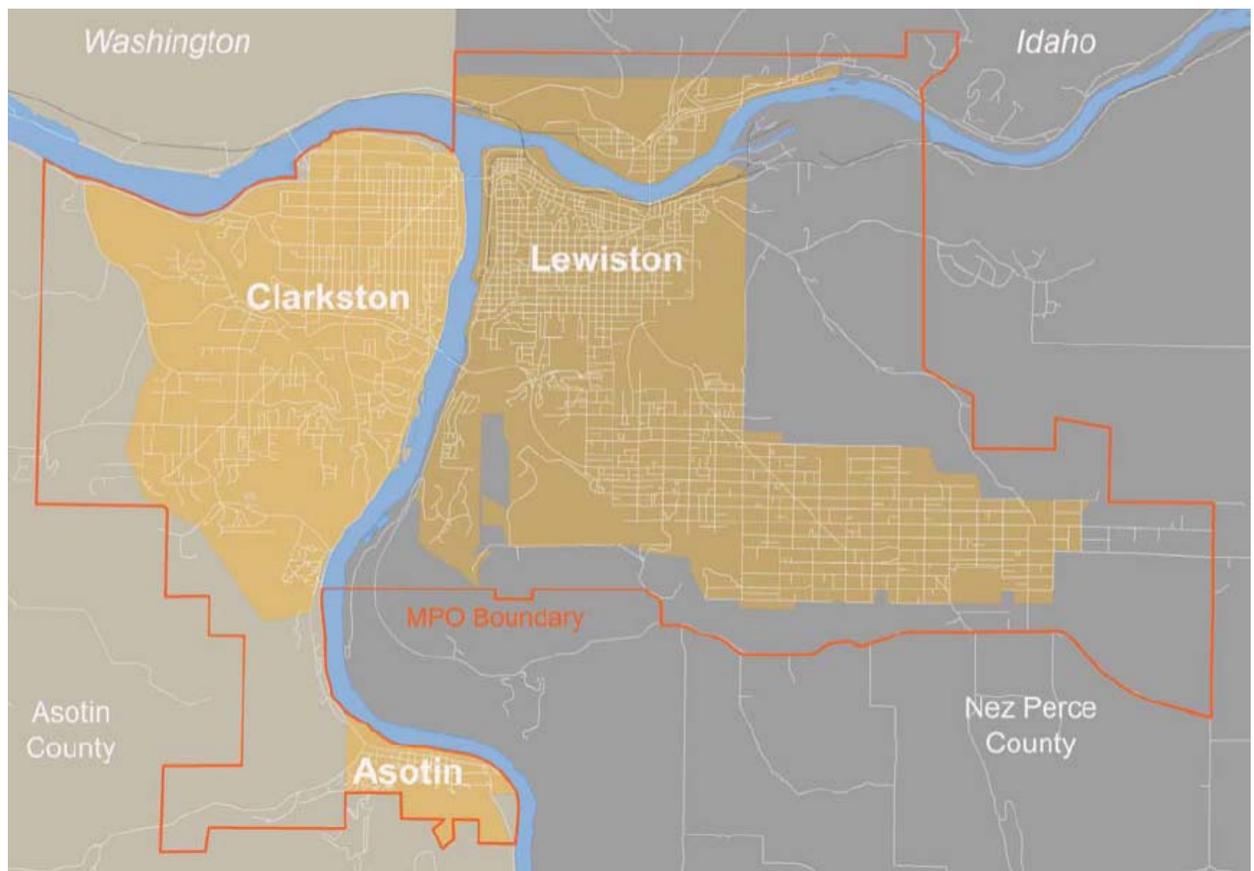
## Executive Summary

This Public Transit Master Plan provides guidance to the Asotin County Public Transportation Benefit Area (PTBA) and the City of Lewiston for the provision of public transportation in the Lewis Clark Valley. This plan was created in concurrence with the Lewis Clark Valley Long Range Plan for the Lewis Clark Valley Metropolitan Organization (MPO) during 2005 and 2006.

## Introduction

Figure ES-1 shows the MPO boundary, which is effectively the study area for this plan. Public transportation in Asotin County, Washington is administered by the Asotin County PTBA and covers the entire county. The City of Lewiston, Idaho governs the provision of public transit within the city. Nez Perce County funds some of the Lewiston service and is responsible for public transportation elsewhere in the county.

**Figure ES-1 Study Area**



## Planning Context

The following plans provide policy direction, general guidance with respect to the provision of, or coordination with public transportation in the study area:

- Lewis Clark Valley MPO Long Range Transportation Plan
- Asotin County PTBA Comprehensive Transit Plan – 2004
- Nez Perce County Transportation Master Plan – 2004
- Asotin County Comprehensive Plan – 1999
- City of Lewiston Comprehensive Transportation Plan – Macro Phase (1996)

## Outreach

Developed in conjunction with the LRTP, this Public Transit Master Plan was developed with an extensive public participation program. The LCVMPPO sought to ensure that public interests and transportation activities continued to be identified, understood and considered through the ongoing planning process. The *LCVMPO Transportation Planning Process Public Involvement Plan* (PIP) outlined the objectives for public involvement in the planning process and is available as an appendix to the LRTP. Key objectives that were met during the public involvement process included:

1. Establishment of an understanding of the planning process and means to maintain the same;
2. Explanation of how the decision-making process functions;
3. Identification of interested and affected parties through the solicitation and articulation of their issues as they are associated with the transportation system;
4. The provision for ongoing access to key personnel and information throughout the planning process;
5. Opportunities for focused and collective input regarding issues, ideas, and suggestions were provided to the public during key stages in the process;
6. Ongoing opportunities for public input throughout the planning process have been established; and
7. Communication on how public issues and input were addressed.

The following represents key public involvement strategies that were developed and implemented to meet the public involvement objectives described previously.

- Stakeholder Interviews
- On Board Passenger Surveys
- Mailing list

- Newsletters
- Web Site
- On-line Surveys
- Public Meetings

## **Project Oversight**

Throughout the planning process, the LCVMPPO Policy Board, and the Technical Advisory Committee (TAC) provided policy-level and technical guidance. Appendix A details membership of these two bodies.

## **Community Characteristics**

### **Study Area Description**

The Lewis-Clark Valley merges at the Snake and Clearwater Rivers, about 465 river miles from the Pacific Ocean. The twin cities of Lewiston, Idaho and Clarkston, Washington, were named in honor of Meriwether Lewis and William Clark and serve as a regional service center for the Inland Northwest. Lewiston was Idaho's first capital, before it was moved to Boise at a later time. The Lewis-Clark Valley has three port facilities, but Lewiston is Idaho's only seaport.

The Lewis-Clark Valley is known for its proximity to recreation, and is surrounded by North America's deepest gorge, Hells Canyon. The area has a mild winter, which allows for outside recreation, but is also a short drive to skiing and snowmobiling.<sup>1</sup>

### **Demographics**

The level of transit use is largely dependent on the number of persons living and/or working in a community. The higher the concentration of residents and employees, the easier it is to provide public transportation and build ridership. Seniors, persons with disabilities and low-income individuals typically depend on transit to a greater degree than the general population.

The change in population has been moderate between 2000 and 2005, for the two counties, averaging about four percent (See Table ES-1). However, the projected increase in population between 2000 and 2030 will be more than five times the current growth See (Table ES-2). Asotin County's population is forecast to increase by 24 percent, from about 21,500 persons in 2005 to nearly 27,000 by 2030. Nez Perce County population is expected to increase by 20 percent, from almost 39,000 in 2005 to nearly 47,800 by 2030.

---

<sup>1</sup> <http://www.lewiston.com/>

**Table ES-1 Lewis Clark Valley Populations**

	1980	1990	2000	2005	90 - 00 Growth	00 - 05 Growth
Asotin County	16,823	17,605	20,551	21,466	17%	4%
Nez Perce County	33,200	33,754	37,410	38,963	11%	4%
Two-County Region	50,023	51,359	57,961	60,429	13%	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

**Table ES -2 Population Forecasts**

Year	Two County Region	Asotin County	Nez Perce County	LCVMPO
2000	57,961	20,551	37,410	51,214
2005	60,429	21,466	38,963	53,399
2010	63,194	22,582	40,612	55,860
2015	67,607	23,569	42,342	58,264
2020	68,709	24,650	44,038	60,730
2025	71,197	25,671	45,526	62,964
2030	73,483	26,692	46,791	65,010
05 - 30 Growth	22%	24%	20%	22%

Source: INTERMOUNTAIN DEMOGRAPHICS

Age distribution for 2000 and 2005 of the two-county region is shown in Table ES -3. The 20-to-44 age group, with about 19,000 people, contained the most persons in both 2000 and 2005. Nearly one-third of the region's total population was in the 20-to-44 year old age range in 2005. The 45-to-64 age group had the greatest population gain, increasing by more than 2,000 persons in the five-year period. Slight population declines occurred in the under 5 and 5-to-19 year old age groups. The growth in the 65 and older age group was primarily in Asotin County where this cohort grew by 383 or 11 percent.

**Table ES -3 Regional Age Distribution**

Age Group	2000	2005	# Change	% Change
Under 5	3,669	3,374	-295	-8%
5 to 19	12,433	12,186	-247	-2%
20 to 44	18,796	19,331	535	3%
45 to 64	13,533	15,586	2,053	15%
65 and Older	9,530	9,952	422	4%
Total	57,961	60,429	2,468	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

The region is home to a slightly higher percentage of both disabled and low-income individuals, when compared to the state averages. Asotin County has the highest percentage of persons with disabilities (23 percent) and persons living below poverty (15 percent), compared to the State of Washington & Idaho averages (see Table ES -4). Nez

Perce County also has a higher percentage of persons with disabilities (20 percent) and persons living below poverty (12 percent) than either state.

**Table ES -4 Persons with Disabilities and Low-Income Populations**

	<b>Percent Disabled</b>	<b>Percent Below Poverty Level</b>
Lewiston-Clarkston Urbanized Area	21%	13%
Asotin County	23%	15%
Nez Perce County	20%	12%
Idaho	17%	12%
Washington	18%	11%

Sources: U.S Census Bureau

There was a positive change in household income distribution in the region between 2000 to 2005, with a decrease in the number of households with lower incomes and an increase in the number of households with higher incomes (see Table ES -5). The number of households with incomes greater than \$100,000 increased by 39 percent. More than 1,100 households were added to the income brackets between \$50,000 and \$100,000 for the largest household gain over the five-year period. The number of households with incomes less than \$35,000 decreased by more than 700, which was a 24 percent decline.

**Table ES -5 Two-County Income Characteristics**

<b>Income Range</b>	<b>2000 Households</b>	<b>2005 Households</b>	<b># Change</b>	<b>% Change</b>
Under \$15,000	4,059	3,822	-237	-6%
\$15,000 to \$25,000	3,531	3,182	-349	-10%
\$25,000 to \$35,000	3,262	3,122	-140	-4%
\$35,000 to \$50,000	4,265	4,265	0	0%
\$50,000 to \$75,000	4,470	4,856	386	9%
\$75,000 to \$100,000	2,130	2,647	517	24%
\$100,000 to \$150,000	1,407	2,024	617	44%
\$150,000 to \$250,000	379	535	156	41%
\$250,000 and More	147	204	57	39%
<b>Total</b>	<b>23,650</b>	<b>24,657</b>	<b>1,007</b>	<b>4%</b>

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

Employment in the two-county area reached 34,700 employees by 2000, gaining more than 7,500, a gain of about 30 percent during the 1990 to 2000 decade (see Table ES -6). The largest employment gain was registered in the services sector, which gained more than 2,500 employees. Services also had the most employees in 1990 and 2000. The next largest increase was in the government sector, which gained nearly 1,500. Solid gains were recorded in the retail trade and financial sectors, with each increasing by more than 900 employees. By 2003, total two-county employment had declined slightly to 34,390 employees. Nez Perce County total employment is almost four times that of Asotin County.

**Table ES -6 Two-County Regional Employment**

Industry	1990	2000	# Change	% Change
Farming	750	853	103	14%
Agricultural Services	309	427	118	38%
Mining	85	141	56	66%
Construction	1,378	1,864	486	35%
Manufacturing	4,416	4,363	-53	-1%
Transportation/Utilities	1,122	1,845	723	64%
Wholesale Trade	970	1,068	98	10%
Retail Trade	5,340	6,334	994	19%
Financial	1,653	2,573	920	56%
Services	7,132	9,721	2,589	36%
Government	4,039	5,521	1,482	37%
Total	27,194	34,710	7,516	28%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

Total employment for the two-county area will be more than 47,500 employees by 2030 (see Table ES -7). In general, the employment forecasts showed a steady increase of about 37 percent from 2000 to 2030. Asotin County's employment was forecast to reach nearly 10,500 employees by 2030, a 35 percent gain. Nez Perce County's employment was forecast to be more than 37,100 that same year, increasing by 38 percent.

**Table ES -7 County-Level Employment Forecasts**

Area	2000 Employment	2030 Employment	# Change	% Change
Asotin County	7,712	10,439	2,727	35%
Nez Perce County	26,998	37,144	10,146	38%
Regional Total	34,710	47,583	12,873	37%

Source: INTERMOUNTAIN DEMOGRAPHICS

Retail and non-retail employment was forecast and combined into total employment for the MPO (see Table ES -8). Total employment was forecast to reach more than 39,400 employees by 2030, a gain of more than 9,200 employed persons (a 31 percent increase). Retail employment will reach more than 7,000, gaining more than 3,200 employees, an 86 percent gain. Non-retail employment will reach about 32,400 by 2030, increasing by about 6,000 persons, a gain of about 23 percent.

**Table ES -8 LCVMP0 Employment Forecast**

<b>Year</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>Total Employment</b>
2005	3,768	26,398	30,166
2010	4,397	27,598	31,995
2015	5,034	28,796	33,830
2020	5,694	30,006	35,700
2025	6,348	31,214	37,562
2030	7,030	32,409	39,439

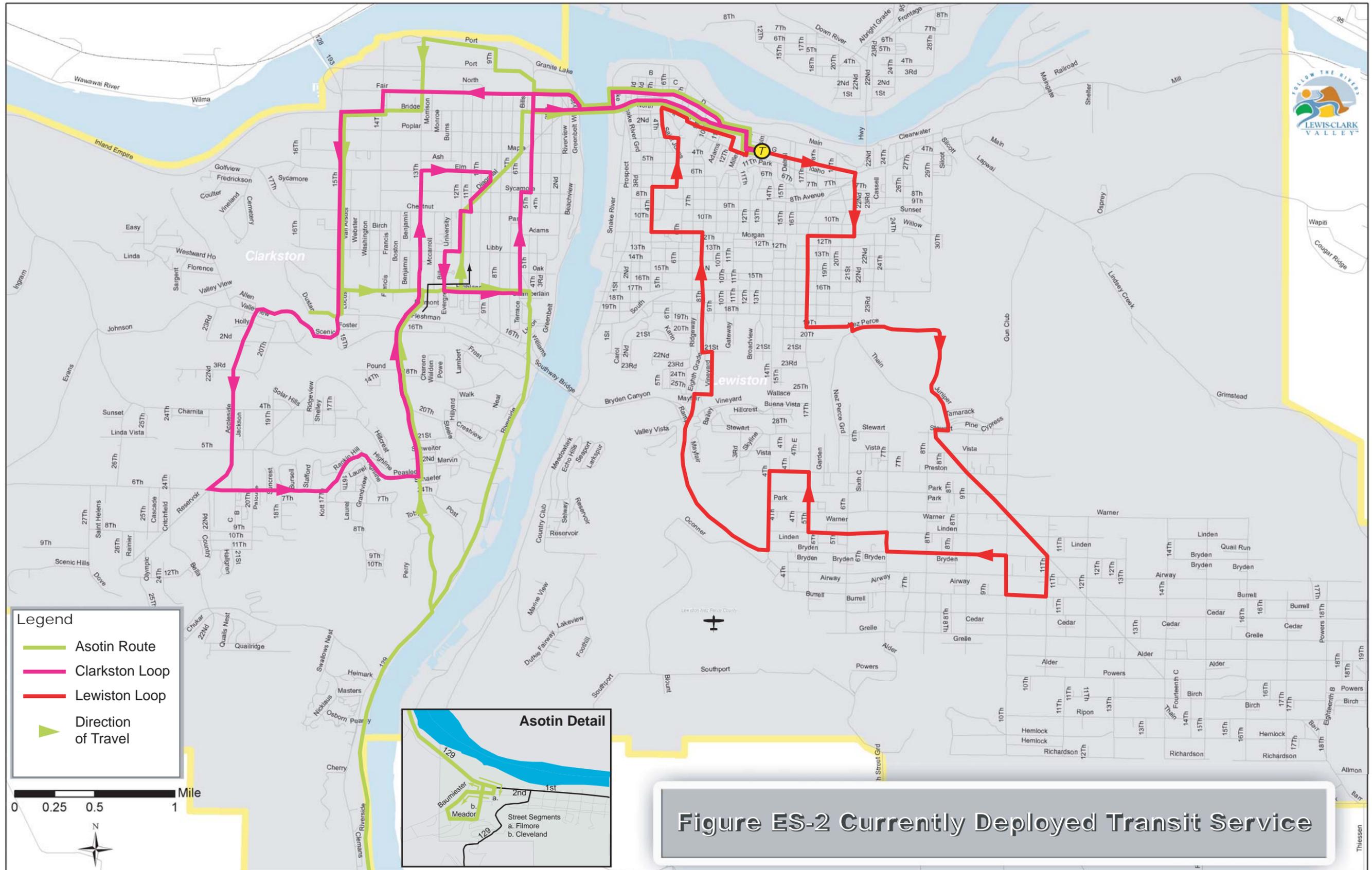
Source: INTERMOUNTAIN DEMOGRAPHICS

## Existing Public Transportation Services

### Valley Transit

Valley Transit offers three fixed routes to serve Clarkston, Asotin, and Lewiston. Figure ES -2 shows the currently deployed fixed-route service. The fixed route system offers hourly service from 6:00 am to 5:00 pm in Clarkston and Lewiston, and five daily routes in Asotin between the hours of 7:00 am and 5:00 pm. Valley Transit has operated a limited-service intercity route between Lewiston and Orofino. Valley Transit is also introducing new intercity service between Lewiston and Moscow.

The Valley Transit routes serve the shopping, education and medical needs of the community. The Clarkston Route serves several grocery shopping sites, the Department of Social & Health Services, Tri-State Hospital, Walla Walla Community College, Clarkston High School, the Library, as well as serving several low income residential sites. The Asotin route serves most of these sites in Clarkston and continues to the City of Asotin where it connects with the County Courthouse. The Lewiston route serves several shopping locations, including Wal-Mart and Safeway, as well as both St. Joseph Medical Center and Valley Medical Center in Lewiston. The Lewiston route also provides service to job sites such as Salvation Army, and Goodwill. Both the Lewiston and the Clarkston route serve the Boys and Girls club in both cities. Valley Transit provides service Monday through Friday and does not operate on weekends. The fare is 75 cents per trip or riders can purchase a monthly pass for \$20.00.



**Figure ES-2 Currently Deployed Transit Service**

During 2005, Valley Transit fixed-route services provided over 23,000 rides in Asotin County and in excess of 28,000 in the city of Lewiston. Ridership is up 12 and 18 percent during the first quarter of 2006 in Lewiston and Asotin County respectively. In previous years, Valley Transit provided a significant number of Medicaid medical transportation rides, increasing total ridership levels.

**Table ES -9 Fixed-Route Ridership**

Year	Fixed-Route Ridership			
	Lewiston		Asotin Co.	
	First Quarter	Annual	First Quarter	Annual
2006	8,422	-	6,867	-
2005	7,503	28,201	5,844	23,049
2004	7,559	32,304	7,206	32,702

Source: Valley Transit

Valley Transit also provides a curb-to-curb Dial-A-Ride (DAR) system. Although anyone can ride, ADA trips take priority. Beginning in 2006 DAR requires that ADA eligible riders must self declare, and ADA eligible riders will take priority in scheduling trips. To date, no non-ADA riders have been denied a trip due to capacity constraints. One to fourteen day advance notice is encouraged to schedule a trip, and reservations can be made from 8:00 am to 5:00 pm, Monday-Friday. Service is provided between the hours of 6:00am and 6:00pm, within the cities of Lewiston and Clarkston, Clarkston Heights, and the City of Asotin. The fare for a one-way trip is \$1.50 and 30-trip passes can be purchased for \$30.00.

### DAR Ridership

During 2005, Valley Transit DAR services provided over 7,500 rides in Asotin County and in excess of 15,500 in the city of Lewiston. Ridership is up 10 and 19 percent during the first quarter of 2006 in Lewiston and Asotin County respectively. See Table ES -10 for more detail on DAR ridership.

**Table ES -10 Valley Transit Dial-a-Ride- Ridership**

Year	DAR Ridership			
	Lewiston		Asotin Co.	
	First Quarter	Annual	First Quarter	Annual
2006	3,817	-	2,372	-
2005	3,471	13,942	1,998	7,321
2004	3,910	15,560	2,050	7,808

Source: Valley Transit Data

## Fixed Route and Dial-Ride Budget

In Asotin County, the Asotin County Public Transportation Benefit Area (PTBA) contracts with Valley Transit while the City of Lewiston administers the Lewiston service. Table ES -11 illustrates that the Lewiston service is estimated to cost just over \$300,000 and the Asotin County service over \$250,000 in calendar year 2006.

**Table ES -11 Valley Transit Operating Budget**

	Lewiston Service			Asotin Co Service		
	Lewiston Fixed Route	Lewiston Dial-a-Ride	Total	Asotin Co Fixed Route	Asotin Co Dial-a-Ride	Total
<b>Expenditures</b>						
Valley Transit Costs <sup>1</sup>	\$113,400	\$195,200	\$308,600	\$156,400	\$101,400	\$257,800
<b>Revenues</b>						
Contracted Service <sup>2</sup>			\$230,500			\$280,000
Fares <sup>1</sup>			\$31,700			\$19,000
Other <sup>3</sup>			\$24,700			
<b>Total</b>			<b>\$286,900</b>			<b>\$299,000</b>

<sup>1</sup>FY06 estimate based on Oct 05 through March 06 results

<sup>2</sup>City of Lewiston and Nez Perce County funding for Lewiston service, Asotin County PTBA funding for Asotin County services

<sup>3</sup>Medicaid program revenue in Lewiston

## Other Services

Northwestern Trailways provides twice-a-day service from Spokane to Boise, making stops in Moscow and Lewiston. There are several non-profit organizations that provide limited transportation through volunteers in the Lewis-Clark valley based on each programs eligibility requirements. These include:

- Retired & Senior Volunteer Program (RSVP);
- Interlink Volunteers Faith in Action;
- Community Action Agency;
- Council on Aging and Human Services (COAST);
- Rogers Counseling Center;
- Asotin County Developmental and Residential Services; and
- Veterans Administration Nursing Home

There are several taxi companies that provide service in the Lewis Clark valley.

## Onboard Surveys

During the last two weeks of April 2005, Valley Transit fixed-route and dial-a-ride passengers were asked to fill out a questionnaire in order to obtain data on an individual's typical trip. These surveyors offered questionnaires to all passengers, but riders were asked to fill out only one during the survey period. The two-page surveys had 27 questions inquiring into the trip that the rider was making, rider demographics and customer opinions of Valley Transit service. Samples of the survey instruments are provided in Appendix B. Key findings include:

- Most bus riders use it for Shopping, Work and School trips;
- A majority of riders start and end their trip within a 5 minute walk of the bus stop;
- Almost all riders regularly use the bus 2 to 5 days a week;
- Two-thirds of riders have been using the bus for more than a year (40% for more than two years);
- Almost half of the riders would have to walk to their destination if the bus was not available;
- Riders come from all age brackets;
- Most riders are lower income wage earners; and
- Riders rate fares, bus conditions, driver and safety issues as Very Good; wait times and route convenience as Good.

Suggestions for improved service were solicited from riders and survey respondents would like:

- More Frequent Service;
- Faster Service;
- More Convenient Routing;
- Weekend/Evening Service; and
- Service to the Orchards

Key destinations cited by riders include Wal-Mart, Lewis-Clark College, Lewiston Community Center and Stinkers in Lewiston as well as Albertsons in both Lewiston and Clarkston. See Chapter 4 for more detail.

## Public Transportation Needs

This section details transit needs as identified by outreach efforts undertaken as part of the Lewis Clark Valley MPO Long Range Transportation Planning process. These efforts included stakeholder interviews, existing rider onboard passenger survey and general public web-based survey.

Overall stakeholders were quick to recognize their support and appreciation for the existing transit services provided by Valley Transit. Stakeholders felt that public transit services had improved markedly during the last few years and were particularly pleased with the implementation of fixed-route bus service. Most stakeholders who use or who have clients that regularly use Valley Transit felt that the fixed-routes have increased the accessibility of transit service for many in the community, particularly ambulatory seniors, disabled residents and low-income residents. Many suggested that their clients felt a greater freedom to travel now that it was not necessary to make and maintain a reservation.

Several stakeholders suggested that the public transit system should continue to expand, becoming more viable to the broader public. Most agreed this would require expensive improvements that may not be realistic in the short term given current local and statewide funding constraints. Suggested improvements included:

- More frequent service on all existing lines.
- Elimination of one-way loops and the implementation of two-way service that would allow people to make round-trips without traveling out of direction.
- Expansion of service coverage that would provide access to transit in most neighborhoods and shopping centers, so that passengers would have no more than a few block walk on either end of their trip.

Various stakeholder cited specific local needs that could be addressed by a more fully developed public transit system, including:

- Transporting retirees from Asotin County to recreational, commercial, professional and medical services via an hourly schedule so they don't have to spend an entire day away from home.
- Serving dialysis patients who have specific scheduling needs that are not currently supported by public transit given dialysis scheduling requirements and public transit availability. This applies to both local and rural patients.
- Assisting rural clients from the area who need to get into Lewiston for services and appointments.
- Helping clients on public aid (?) search and travel to job opportunities.
- Providing better transportation for low-income and senior residents to get to grocery shopping & medical appointments.

- Relieve burden on customers in wheelchairs forced to use ambulance service to get to hospital/medical appointments. Some stakeholders cited the 24-hour advance call requirements of transit as a barrier to using transit for these trips.
- Restoration of bus pass subsidies for low-income persons seeking jobs. Social service representatives indicated that job participation among their clients decreased 15% to 20% when a grant from the Housing Authority that provided free bus passes to job seekers expired.
- Provide service that meets the needs of junior and senior high school students, connecting schools, neighborhoods and key recreation sites (i.e. Aquatic Center).

Several stakeholders raised issues about transit services outside the limits of the three major cities in the MPO district. Rural transit projects may have better access to funding in the short term, as federal funding sources require a lower match obligation for rural projects. Improved coordination was a topic raised in several of our discussions. Stakeholders were interested in leveraging other available funding sources to improve transit, particularly among groups that have significant needs and/or access to other funding sources.

## Transit Funding

### Current Funding Sources

As a Federal Transit Administration (FTA) recognized small urban area, the urbanized areas in Nez Perce and Asotin counties are eligible for Section 5307 funds. Small urban areas are defined as having a population between 50,000 and 200,000. Section 5307 funds are available for operating and capital expenses. Local matches are required (50% for operating and 20% for capital) to access these funds. Fare revenue does not count toward the match, but instead are used to reduce expenses. Funds are appropriated to the recognized urban area (UZA) through the appropriate state. The Lewiston UZA funds are allocated to Washington and Idaho based population distributions. For FY05, Lewiston received 63 percent, or \$335,000, of the \$530,000 available for the UZA. The recently passed SAFETEA-LU transportation bill reauthorization provides for moderate growth in 5307 funding levels as seen in Table ES -12.

**Table ES -12 Growth in Lewiston Small Urban Area Transit Funding**

	<b>FY05</b>	<b>FY06</b>	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>
Apportionment	\$530,007	\$540,842	\$562,643	\$610,165	\$649,005
Annual Growth		2.0%	4.0%	8.4%	6.4%

Source: FTA SAFETEA-LU Estimated Apportionments for FY06 – FY09

The availability of local matches varies greatly between the Washington and Idaho communities in the UZA. With the creation of the Asotin County Public Transportation Benefit Area (PTBA), local sales tax proceeds provide a substantial and dedicated source of funding for public transportation. The 2006 PTBA budget shows sales tax revenue of over \$390,000 – more than enough to match all available 5307 funding. Such local option

levies (e.g. sales or property taxes) for public transportation are not permitted in Idaho. Many urban areas, including Lewiston, have difficulties assembling adequate local matches from city and county general funding and local partners. Table ES -13 highlights revenue sources to cover the current Lewiston \$230,500 contract with Valley Transit. The \$142,000 of 5307 funds represents well less than half of the funding available to Lewiston.

**Table ES -13 Use of Small Urban Area Transit Funding**

	Idaho	Washington
Asotin Co. Sales Tax		\$392,000
Nez Perce General Fund	\$51,000	
Lewiston General Fund	\$37,300	
Lewiston In-Kind Match	\$30,000	
<b>Total Local Match Available<sup>1</sup></b>	<b>\$118,300</b>	<b>\$392,000</b>
Utilized FTA 5307 Funding <sup>1</sup>	\$142,200	\$140,000
Available FTA 5307 Funding <sup>2</sup>	\$341,400	\$199,500

<sup>1</sup>Source: Asotin County PTBA 2006 Budget and City of Lewiston estimates

<sup>2</sup>FTA estimated FY06 apportionments with prior year state splits

## Future Funding Alternatives

The following sections present two funding alternatives to provide constraints on potential transit service and capital plans. The first alternative is to maintain the current funding revenue sources. This scenario allows for expanded operations and additional capital projects in Asotin County but maintains current services in Lewiston. The second alternative assumes a growth in funding revenues in Lewiston, likely in the form of increased franchise fees, to provide expansion of Lewiston services in conjunction with those in Asotin County. Additional funding opportunities are detailed at the end of this section, but revenues from these sources are not built into service and capital options presented in this report. Many of these options require local matches, funding from currently constrained sources and/or competitive grant applications. Complete utilization of 5307 funding should be sought out before seeking these additional options.

## Current Funding Alternative

Continuation of current funding mechanisms allows for expansion of service in Asotin County, which has local revenues and realizable FTA Section 5307 grants in excess of current expenditure levels. However, local revenues in Lewiston are falling short of current operation expenditures and do not provide for any capital investments.

The 2006 Asotin County PTBA budget calls for transit service expenditures of \$280,000 relative to current Valley Transit services costing around \$258,000 per year. The budget also specifies \$300,000 for upcoming capital purchases. And as detailed earlier, roughly \$60,000 of additional 5307 funds are potentially available based on the mix of capital and operating expenditures. The Transit Project Chapter of this report details potential

improvements available within this funding alternative. These improvements would be immediately available.

### **Growth Funding Alternative**

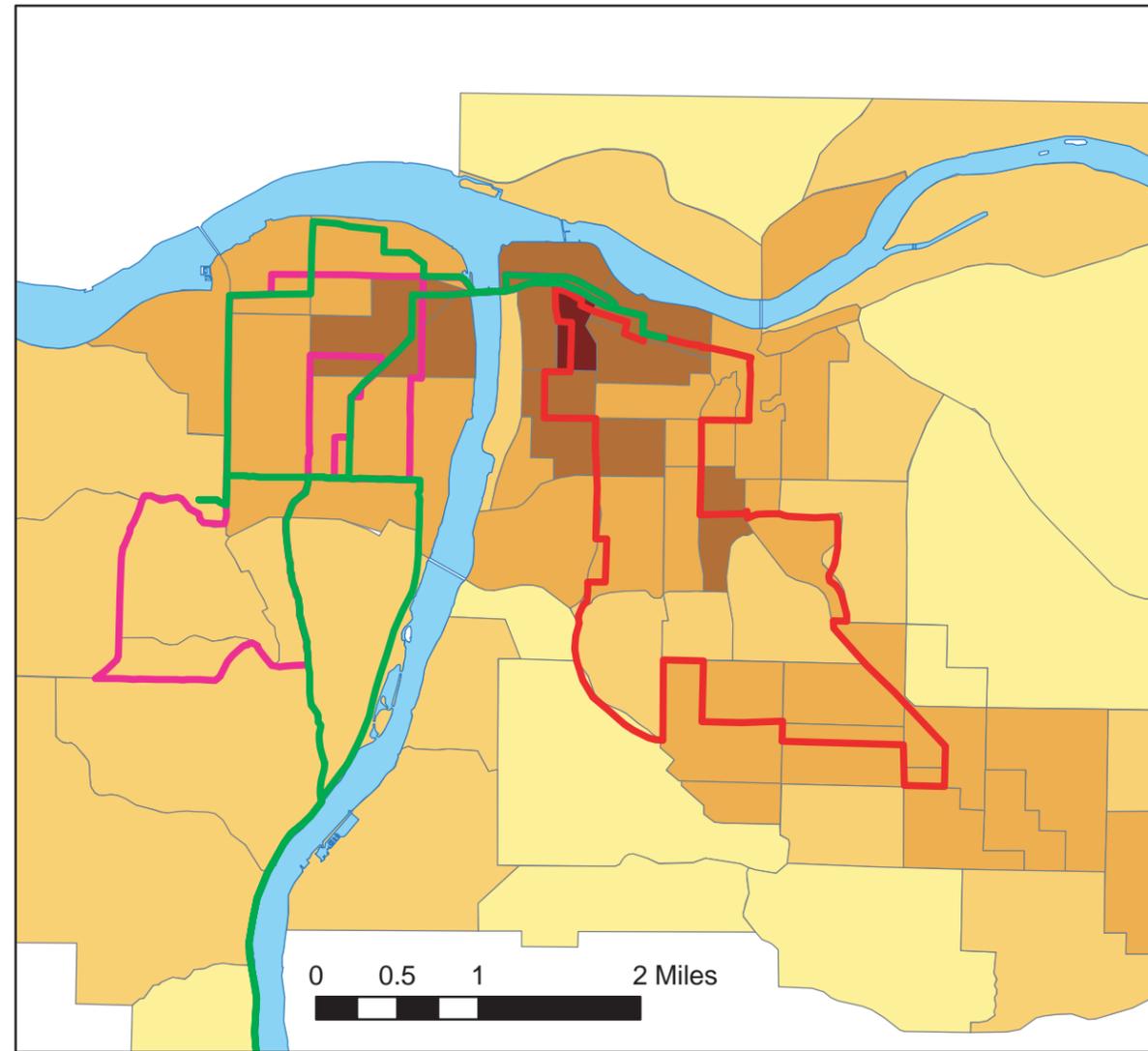
This scenario assumes an increase in local revenues for the Idaho component of the urban area. Roughly \$200,000 of FTA Section 5307 grant money is “left on the table” due to limited matching funds. Residents in Asotin County demonstrated the willingness to support public transportation via a dedicated sales tax increase. Current law prohibits similar local option levies in Idaho. Stakeholders from urban areas in Idaho have been working within the Idaho legislature to enable communities to seek a local levy to support public transportation but progress in this area is limited for the foreseeable future. One potential option is to increase the Avista franchise fee with some of the proceeds supporting public transportation. The utility pays this fee to access City right-of-way on public streets and applicable uses of the streets can utilize these fees. Estimates by City staff show that a nominal increase could raise \$200,000. This increase should be less than three percent and would not require a citizen vote to ratify. Packaging funds for public transportation along with additional funding for road projects would only slightly increase the fee but could facilitate adoption of the fee increase. Currently, there is no timeframe associated with the Growth Funding scenario. Funding mechanisms in Asotin County do not change with this alternative.

## **Transit Projects**

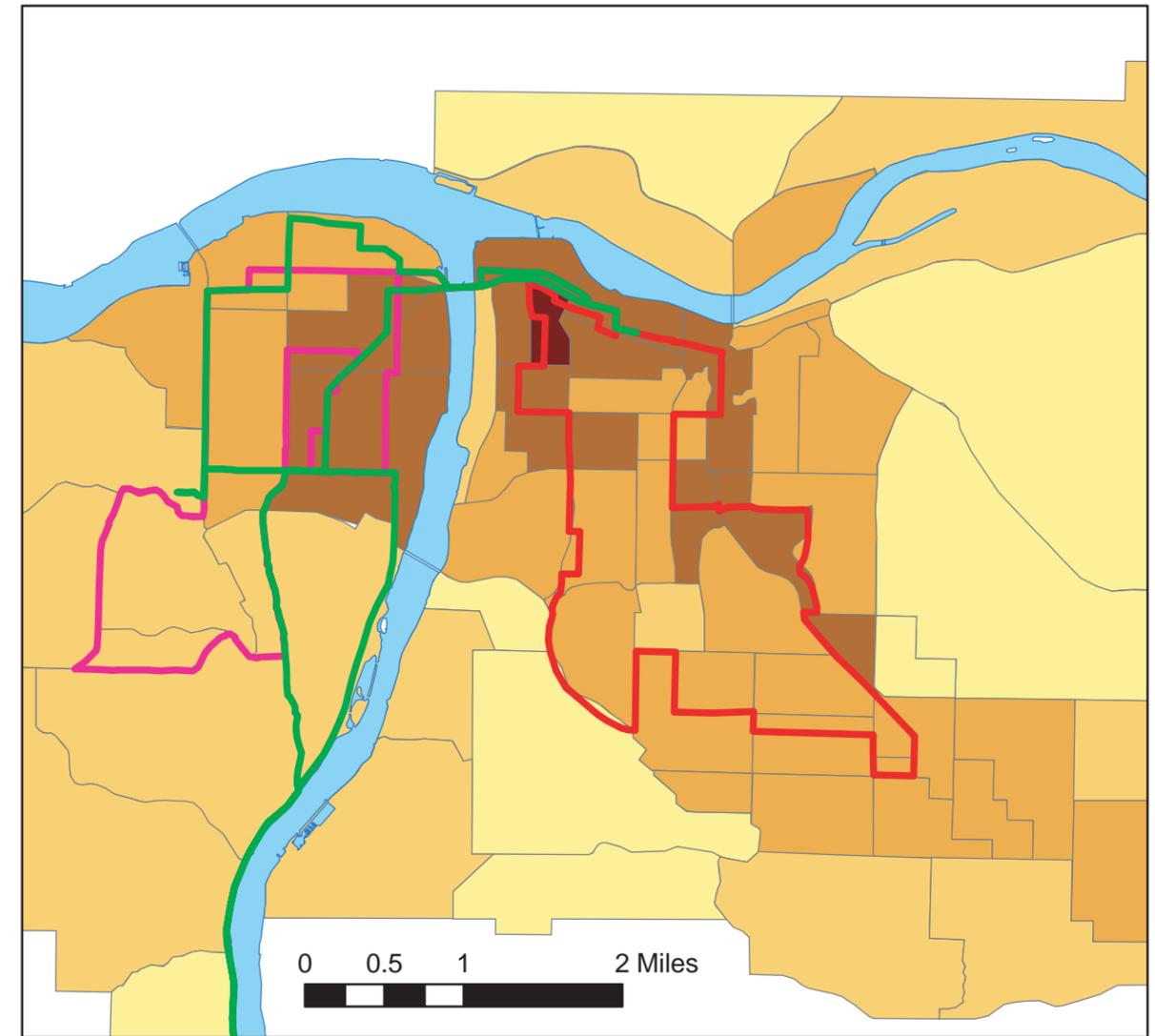
This section presents proposed projects in terms of transit service and capital investments. Projects are constrained by one of the two proposed funding alternatives- current or growth.

### **Proposed Service Improvements**

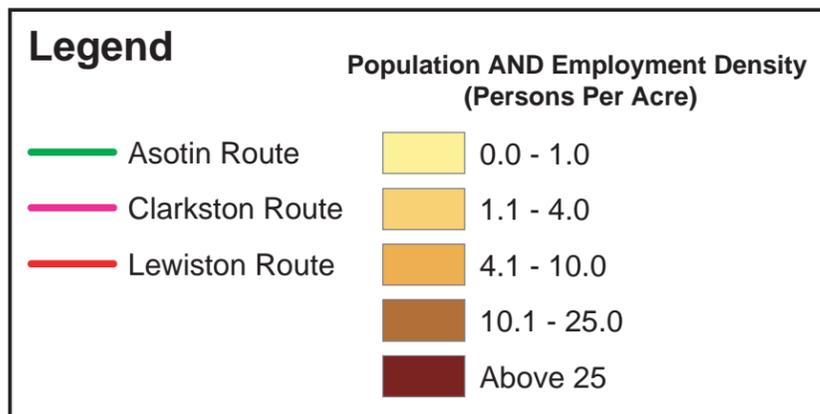
Many stakeholders and riders expressed a desire to reduce their travel time on transit and to increase the frequency of service. While the current frequency of service is reasonable given the service area land uses and demographics, travel time via the current large one-way loop routes can be excessive. Service standards typically specify frequency based on residential and employment densities. Hourly service is common when these densities exceed 10 persons (residents and jobs) per acre. Higher frequency service is often considered for corridors with greater than 25 persons per acre. As Figure ES -3 shows, the current fixed routes provide coverage to the denser parts of Lewiston and Clarkston, keeping in mind that any area within .25 miles of a transit route is considered as served by that route. In addition, hourly service can be viewed as adequate for the current densities.



2005



2030



**Figure ES-3**  
**Existing Transit Routes**  
**Relative to Current and Projected**  
**Residential and Employment Densities**

Given, limited resources, initial improvement should address travel time improvements. As detailed in Table ES -14, travel time between some relative close stops can take well over thirty minutes if travel around the loop is required.

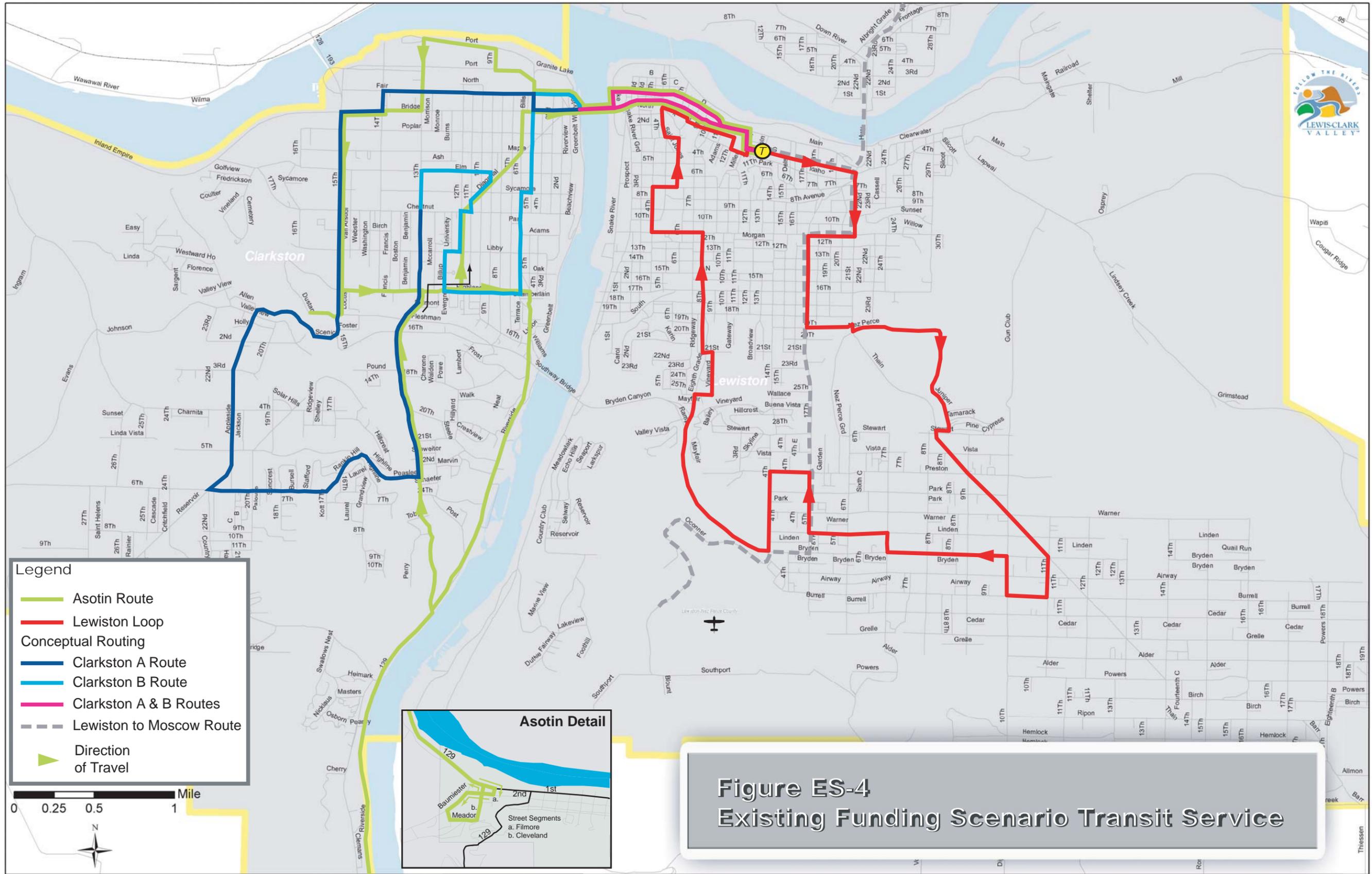
**Table ES -14 One-Way Loop Travel Times**

<b>Existing Clarkston Service</b>				
<b>Lewiston Community Center</b>	<b>Housing Authority (12<sup>th</sup> &amp; Fair)</b>	<b>13th St &amp; Chestnut</b>	<b>Asotin Co Library</b>	<b>Lewiston Community Center</b>
9:05	9:14	9:31	9:44	9:55
10:05	10:14	10:31	10:44	10:55
41-minute travel time from Housing Authority to Lewiston Community Center				
39-minute travel time from Lewiston Community Center to Asotin Co Library				

**Current Funding Service Improvements**

Using available resources, this section presents service improvements that are primarily aimed at improving convenience of transit and improving quality of overall riding experience. These changes should attract some choice riders – those not currently dependent on transit as well as addressing concerns raised by existing riders.

With the addition of one bus on the existing Clarkston route, two bidirectional linear routes can serve streets currently served by the existing loop route. Figure ES -4 shows one route (A Route) traveling from the Lewiston Community Center, serving northern and western Clarkston and terminating at 13<sup>th</sup> and Chestnut. This is a bidirectional route showing one can travel west to Walla Walla Community College and return traveling east on Fair from WWCC back to the community center. A second route (B Route) serves eastern Clarkston, also terminating at 13<sup>th</sup> and Chestnut. In actuality, two buses can travel in opposite directions on the loop, leaving the community centers at the same time and change identities at 13<sup>th</sup> and Chestnut – allowing buses to travel without turning around. This configuration will save some passengers 30 minutes on one leg of their trip.



**Figure ES-4**  
**Existing Funding Scenario Transit Service**

### *Operating cost*

The service will cost an additional \$100,000 per year to cover variable costs including operator salary, fuel and maintenance expenses.

### **Growth Funding Service Improvements**

In addition to the previously detailed bidirectional service in Clarkston, the growth funding alternative allows for service improvements in Lewiston and for coordinated weekend service in both Lewiston and Clarkston.

#### *Bidirectional Service*

The existing Lewiston route is also a large one-way loop. As with the Clarkston route, the Lewiston route can be broken into two bidirectional routes. Figure ES-5 details the route structure available in the growth funding scenario. Bryden and 7<sup>th</sup> is about midday around the current loop and the commercial development at this intersection will act as a good anchor for the two routes.

#### *College Route*

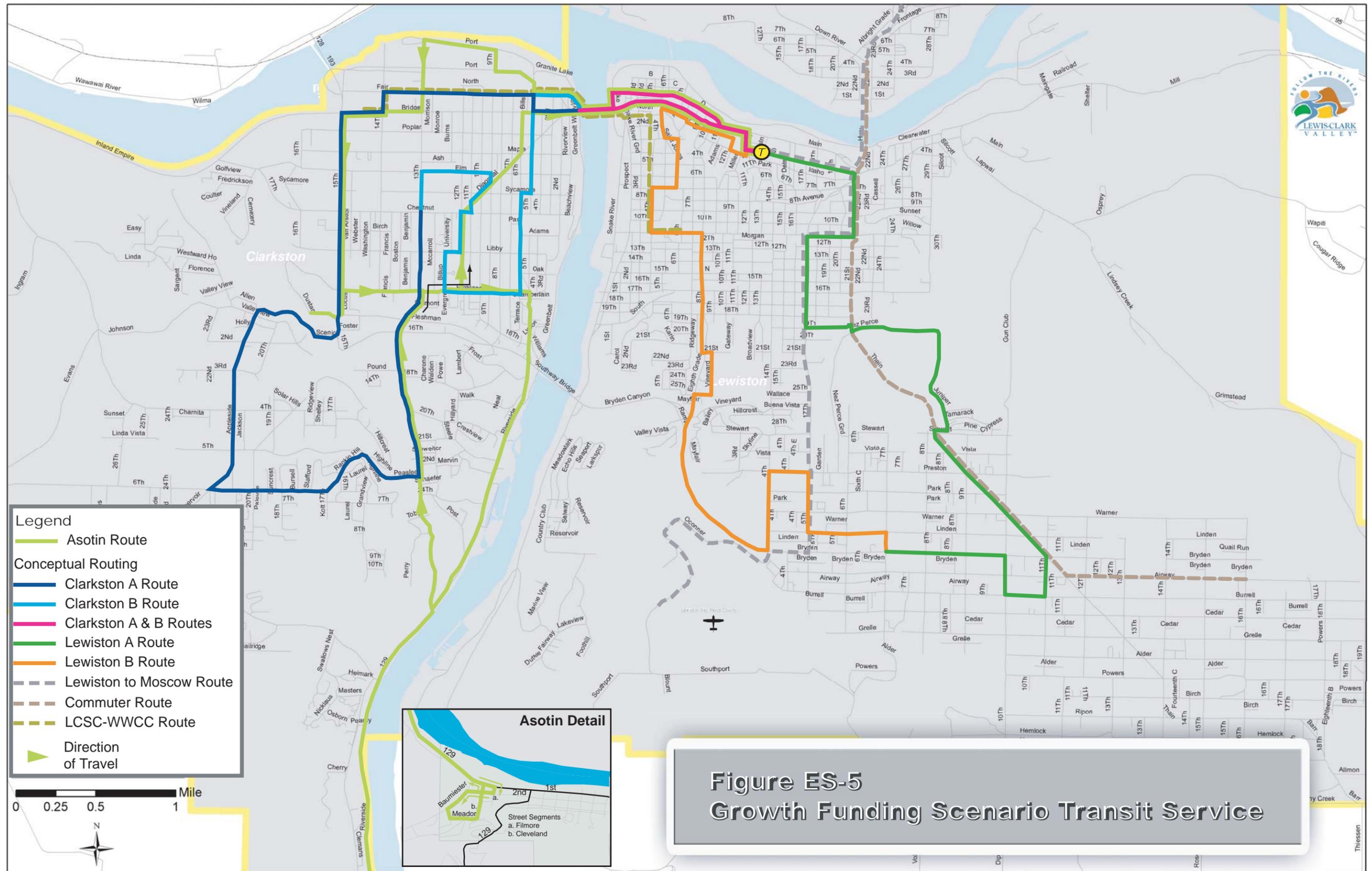
A new route between Lewis Clark State College and Walla Walla Community College is depicted in Figure ES-5. This route provides a connection between the two educational institutions. It also offers additional service on 5<sup>th</sup> through downtown Lewiston and across the bridge into Clarkston including the Clarkston Albertsons – one of the busiest stops in the current system.

#### *North Lewiston Commuter Service*

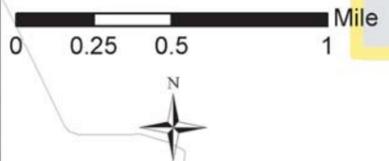
Another proposed route operates along Thain Drive and connects a currently unserved residential development east of the Orchards and industrial/commercial areas in North Lewiston. It also provides connections to the Lewiston B Route along Thain for service to the rest of the Valley Transit service area.

#### *Weekend Service*

While weekend service could be deployed in Clarkston under the current funding scenario, there would be no connecting Lewiston service on Saturday or Sunday. In addition, Valley Transit administrative functions and cost structure would need to change to support only Clarkston service on these days. Therefore, weekend service is suggested only under the growth funding alternative when the connecting service would be available. Saturday service is typically a priority, as a number of transit dependent individuals require employment and personal errand trips on Saturday relative to Sunday.



- Legend**
- Asotin Route
  - Conceptual Routing**
  - Clarkston A Route
  - Clarkston B Route
  - Clarkston A & B Routes
  - Lewiston A Route
  - Lewiston B Route
  - Lewiston to Moscow Route
  - Commuter Route
  - LCSC-WWCC Route
  - Direction of Travel



**Figure ES-5**  
**Growth Funding Scenario Transit Service**

## **Capital Improvements**

This section describes three categories of transit capital projects: bus stop amenities; vehicle replacement programs; and facilities expansion. Before describing the capital projects that are available in each of the funding scenarios, each category is briefly explained.

### **Bus Stop Amenities**

Waiting for the bus is a large part of the transit customer experience. At bus stops, Valley Transit has the opportunity to make waiting for the bus as pleasant, safe, and useful as possible via amenities and providing clear and useful information for waiting customers. Perceived safety at a stop can reduce passenger anxiety and promote the use of public transportation. This can come in the form of adequate lighting at night or a paved landing allowing a rider to wait away from traffic. A comfortable bench and protection from the elements makes a wait seem shorter and improves a rider's overall experience. And finally, information at a bus stop can help answer questions of new riders and market the system to potential riders. The desire to maximize amenities must be balanced against the cost to install and then maintain each amenity.

Asotin County PTBA and the City of Lewiston should define their policies for stop amenities and set standards that determine when certain amenities are justified at a particular bus stop. These standards are often articulated in terms of weekday boardings. For example, in order to justify installing a shelter at a stop, Lane Transit (Eugene, OR) requires at least 20 weekday boardings while Tri Met (Portland, OR) requires a stop to have at least 35 boardings. Additional factors can also play an important role in the process, such as proximity to senior housing and if the shelters are funded by other sources.

### **Vehicle Replacement Program**

Transit vehicles have a limited lifetime and service providers need to plan for the purchase of replacement buses in addition to regular maintenance. The Valley Transit fleet is comprised of small buses, typically less than thirty feet, built on mid-duty chassis and lift equipped. This type of vehicle has a typical lifetime of seven years or 200,000 miles. The primary revenue vehicles vary with respect to remaining useful life, with the Asotin County and one Lewiston DAR vehicles requiring replacement in the near future. The Asotin County PTBA has purchased two vehicles that should be deployed in the Fall of 2006 to replace two older units.

### **Facility Expansion**

#### *Assessment of Existing Facilities and Operations*

Nelson\Nygaard staff has interviewed Valley Transit staff, and has toured the facilities. Based on these observations, the following points support staff claims that the existing facilities are insufficient:

1. **Maintenance, fueling, cleaning and bus storage all take place at separate locations** - This is an inefficient and expensive practice that forces bus drivers, maintenance staff and cleaning crew personnel to shuttle buses back and forth between several facilities.
2. **Most of the buses are stored at an unsecured location** - All buses should be stored overnight in a secured lot to reduce or eliminate the threat of theft and vandalism. Buses are currently stored on public grounds behind the Community Center.
3. **Most of the buses are being damaged by the elements at an accelerated rate** - To the extent possible, the buses should be stored in an area that is either protected from the elements or at the very least minimizes outside exposure to reduce cleaning costs and vehicle wear and tear. The buses stored at the Community Center can be “fouled” by the bird droppings from the adjacent trees.
4. **The administrative facility does not have enough workspace** - Dispatchers and schedulers need to have a quiet workspace where they can hear people on the phones and drivers on the radio. Staff meeting space is not isolated from workspace and is not sufficient for minimally sized staff meetings. All of the existing facilities are operating above capacity and there’s no room for growth.
5. **The administrative facility lacks a secure and efficient fare counting space** – A dedicated and secure counting room is required to count fare revenues and process funds. The physical space allocated to fare counting procedures will help put the controls in place to assure that funds are not lost, including staff to multiple staff to assist in fare handling the locking up of cash and fare media left on-site
6. **There is no room for growth** - All of the existing facilities are operating at capacity and there’s no room for growth.

## **Current Funding Alternative Capital Improvements**

### *Bus Stop Amenities*

The following bus stop amenities are suggested along the Clarkston routes. Exact locations and number of amenities should be defined by Asotin Co. PTBA standards and capital asset plans.

- Sign and bench at every stop (One time capital expenditure of \$32,000 for 16 stops)
- Four shelters (One time capital expenditure of \$20,000)

### *Vehicle Replacement Funds*

With the fleet expansion set forth in the current funding service alternative, Asotin county will be served with two large vehicles (A & B Routes) and two small to medium vehicles (DAR and City of Asotin). Backup vehicles will remain in the fleet but will not be part of

the replacement plan. Vehicles that are cycled out of primary revenue status typically become backup vehicles.

Table ES-15 details that \$33,000 per year needs to be reserved for replacement vehicles. This is based on previously identified vehicle count and typical vehicle costs. Small to medium buses that carry between eight and sixteen passengers cost between \$40,000 and \$60,000. Larger vehicles that carry up to 25 passenger range between \$60,000 and \$85,000. Actual vehicle purchases will be for one every other year in Asotin County.

### Table ES-15 Current Funding Alternative Vehicle Replacement Costs

	Asotin County
Small/Medium Vehicles	2
Large Vehicles	2
Annual Replacement Funding	\$33,000

Based on small/medium vehicle cost of \$45K and large vehicle cost of \$70K and 7 year lifetime

### Growth Funding Alternative Capital Improvements

#### *Bus Stop Amenities*

The following bus stop amenities are suggested along the Lewiston routes. Exact locations and number of amenities should be defined by City of Lewiston standards and capital asset plans. These requirements are in addition to those defined for the Existing Funding Scenario.

- Sign and bench at every stop (One time capital expenditure of \$26,000 for 13 stops)
- Four shelters (One time capital expenditure of \$20,000)

#### *Vehicle Replacement Funds*

With the fleet expansion set forth in the growth funding service alternative, Asotin county will be served with four large vehicles (A, B, LCSC-WWCC and Commuter Routes) and two small to medium vehicles (DAR). Backup vehicles will remain in the fleet but will not be part of the replacement plan. Vehicles that are cycled out of primary revenue status typically become backup vehicles.

Table ES -16 details that \$53,000 per year needs to be reserved for replacement vehicles. This is based on previously identified vehicle count and typical vehicle costs. Small to medium buses that carry between eight and sixteen passengers cost between \$40,000 and \$60,000. Larger vehicles that carry up to 25 passenger range between \$60,000 and \$85,000. Actual vehicle purchases will be for one every year in Lewiston. These requirements are in addition to those defined for the Existing Funding Scenario.

## Table ES -16 Growth Funding Alternative Vehicle Replacement Costs

	Lewiston
Small/Medium Vehicles	2
Large Vehicles	4
Annual Replacement Funding	\$53,000

Based on small/medium vehicle cost of \$45K and large vehicle cost of \$70K and 7 year lifetime

### Future Facility Improvements

The following facility needs assessment is intended to identify the general requirements for maintenance, operations and storage facilities that can support the provision of public transportation in the Lewis Clark Valley. These future improvements are not directly related to the two transit-service scenarios presented in this chapter, but address the identified needs.

Previous plans preferred a site in Lewiston near 5<sup>th</sup> & Bypass for administrative and maintenance operations. Subsequent alternatives have called for office space-only facilities, combined with a City of Lewiston visitor center located in downtown Lewiston. Public transit stakeholders are currently suggesting the development of a bus yard on City of Clarkston property near the sewage treatment plant. Such a facility would address secure vehicle storage and minor maintenance needs for Valley Transit. These proposals present a number of benefits and concerns including:

- Separation of yard and administrative functions allows for the retention of an administrative facility in downtown facilitating customer access for ticket/pass sales, lost and found etc.
- Separating bus storage and maintenance from administration offices may complicate operator check-in/out procedures and/or increase staff travel between sites.
- Vehicle washing facilities may be used for other city or county vehicles, providing a cost savings for multiple jurisdictions and providing a small revenue stream into transit operations in the form of transfers from other agencies/departments.
- A Clarkston bus yard allows for an Asotin County PTBA contribution to Valley Transit assuming the accounting between the PTBA and the City of Lewiston can be worked out to share costs relative to services received from Valley Transit.
- Any move away from the current situation may reduce the City of Lewiston in-kind contributions and further increase the need for local matching funds.

Table ES -17 summarizes the floor space and grounds needs. Just over 3,000 square feet of office and supporting space are required for an independent administrative facility (i.e. not sharing restrooms with other tenants in leased building). At a \$1.00 lease rate, this will require \$3,000 per month. Alternately, this is an \$180,000 building at a \$60 per square foot construction rate.

An additional 25,000 square feet of grounds is required for maintenance and fleet storage, including 3,500 to 5,000 square feet of built out space for maintenance and vehicle washing space. Not including a structure for the vehicle washing system (estimated at \$100,000), 3,000 square feet of built out maintenance space can cost around \$135,000 at \$45 per square foot.

**Table ES -17 Summary of Space Needs**

Item	Space Required (Sq')	Comments
<b>Building – Operations</b>		
Fare Collection Room	300	
Dispatch/Customer Service	500	
Breakroom	300	Includes kitchenette
Restrooms	600	Men's and Women's: Includes shower and lockers
Closet/Storage Space	500	
Training/Conf Room/Cust Service	500	
Offices	600	2 offices
TOTAL	3300	
<b>Building – Maintenance</b>		
Maintenance Bays	3,000	2 bays capable of handling 40' buses
Parts Inventory/Storage/Cleaning	500	
TOTAL	3,500	
<b>Bus Washing</b>		
Automatic Washing System	1,500	
<b>Exterior Space – Fleet Storage and Parking</b>		
Parking Stalls and Circulation	20,000	53 stalls

## Transit Project Summaries

Table ES -18 on the following page summarizes the services and capital improvements available for each of the two funding alternatives. The Existing Funding Scenario can be implemented immediately, but only benefits part of the Lewis Clark Valley. Additional funding sources need to be identified and secured to benefit the entire valley.

**Table ES -18 Summary of Public Transit Scenarios**

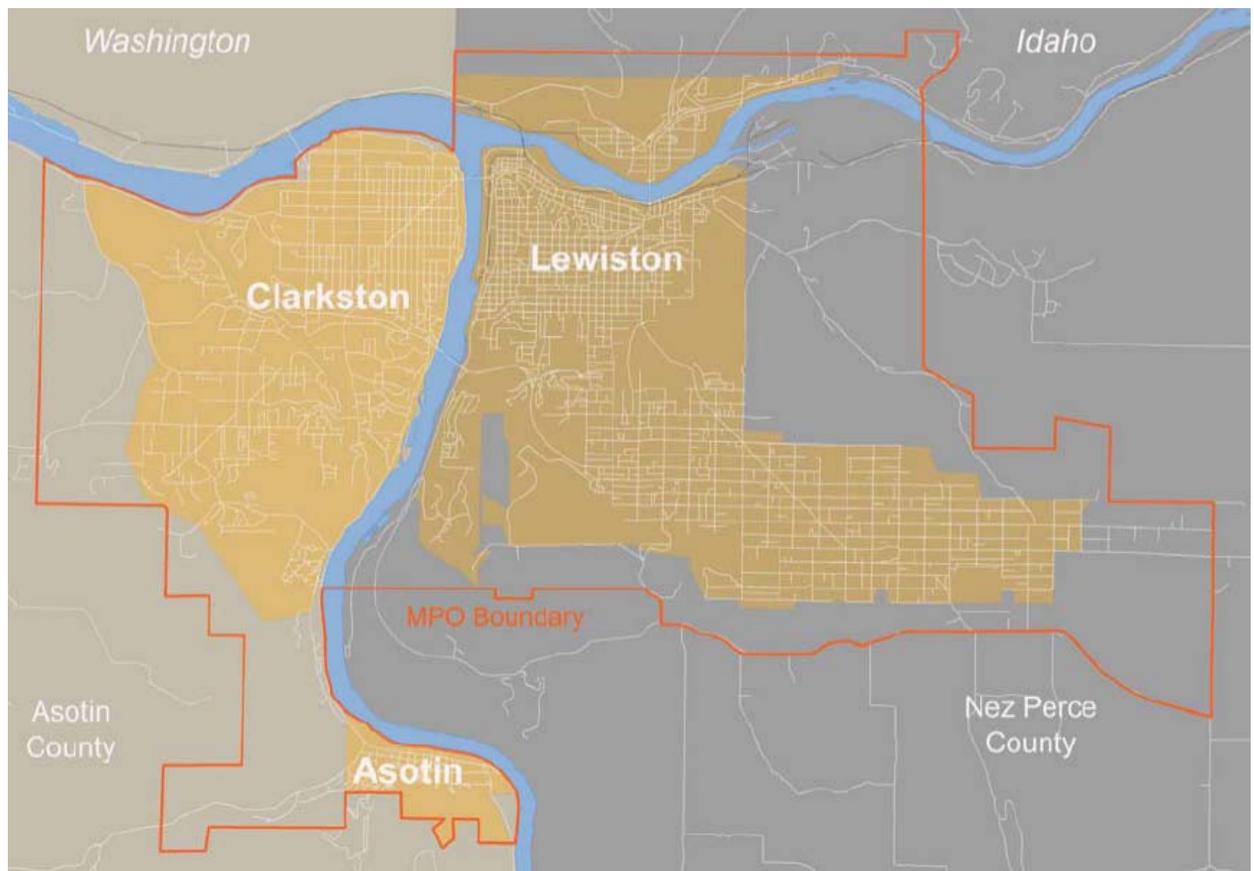
	Existing Funding Scenario	Growth Funding Scenario
<b>Funding Sources</b>	1) Asotin Co. Sales Tax Matching Federal Funds 2) City of Lewiston & Nez Perce Co. Contributions Matching Federal Funds	1) Asotin Co. Sales Tax Matching Federal Funds 2) Idaho Local Option Levy Matching Federal Funds
<b>Time Frame</b>	Immediate	Unknown
<b>Improvement</b>	Availability	Availability
Additional Clarkston City Service	✓	✓
Shelters at Key Asotin County Stops	✓	✓
Signage and Benches at Asotin County Bus Stops	✓	✓
Asotin County Vehicle Replacement Funding	✓	✓
Asotin County Single Point of Contact	✓	✓
Lewiston Airport to Moscow Service	-	✓
Additional Lewiston City Service	-	✓
Weekend Service	-	✓
Shelters at Key Lewiston Stops	-	✓
Signage and Benches at Lewiston Bus Stops	-	✓
Lewiston Vehicle Replacement Funding	-	✓
North Lewiston Commuter Service	-	✓
LCSC to WWCC Shuttle Service	-	✓

# Chapter 1. Introduction

This Public Transit Master Plan provides guidance to the Asotin County Public Transportation Benefit Area (PTBA) and the City of Lewiston for the provision of public transportation in the Lewis Clark Valley. This plan was created in concurrence with the Lewis Clark Valley Long Range Plan for the Lewis Clark Valley Metropolitan Organization (MPO) during 2005 and 2006.

Figure 1-1 shows the MPO boundary, which is effectively the study area for this plan. Public transportation in Asotin County, Washington is administered by the Asotin County PTBA and covers the entire county. The City of Lewiston, Idaho governs the provision of public transit within the city. Nez Perce County funds some of the Lewiston service and is responsible for public transportation elsewhere in the county.

**Figure 1-1 Study Area**



## Planning Context

The following plans provide policy direction, general guidance with respect to the provision of, or coordination with public transportation in the study area.

### **Lewis Clark Valley MPO Long Range Transportation Plan**

This Public Transit Master Plan (PTMP) was created in conjunction with the LRTP. The identification of financial resources and recommendation of transit projects in the LRTP and PTMP are coordinated with plans for all transportation modes in the study area as presented in the LRTP.

Based on the community engagement process and technical analysis conducted for the LRTP, overall goals and supporting objectives were developed to guide the plan. The goals demonstrate the MPO's commitment to working toward an effective and quality regional transportation system. And in order to meet this commitment and attain the goals, the MPO identified specific objectives for the plan. The public transit goal and associated objectives are:

*2. Increase public transit in support of mobility needs in Lewiston, Clarkston, and Asotin.*

*a. Increase frequency of transit service on routes that have the potential for increased ridership.*

*b. Increase overall hours of transit operation, and implement weekend services when appropriate.*

*c. Expand transit service routes into neighborhoods for greater convenience and shorter walking routes for patrons.*

*d. Place shelters at key locations throughout the MPO area.*

*e. Allow transit agency to review development proposals to ensure proper facilities for transit routing and passenger waiting.*

*f. Study transit routing to the Lewiston/Nez Perce Airport and its feasibility.*

*g. Establish secure funding for routine maintenance and upgrade of rolling stock.*

*h. Consult with transit agency staff when roadway projects are developed that impact transit routing and operations.*

*4) Maximize efficiency in the existing transportation network through system and demand management techniques.*

*f. Modernize transit facilities, including office space, bus maintenance facilities, and phone and computer systems to maximize efficiency and investment in public transit services.*

*g. Explore transit priority routes and lanes, transponders to extend signal times, etc.*

*6) Establish land-use policies that foster compact urban development patterns creating greater efficiencies for providing mobility options.*

*a. Work with planning departments when updating comprehensive plans to promote infill and compact development forms.*

*b. Work with local transit agency to provide services to areas with higher urban densities.*

*c. Add transit components (bus pullouts, lanes, stop signage and shelters) to development review where appropriate as conditions for approval.*

*7) Promote transportation efficiencies to maximize economic development potential within the MPO area.*

*e. Work with Valley Transit to enhance bus access to airport and bus interconnection to Palouse towns such as Moscow and Genesee.*

*f. Real-time monitoring of buses*

## **Asotin County PTBA Comprehensive Transit Plan – 2004**

The PTBA plan was created as part of the PTBA formation. This plan describes the governance structure for the PTBA, describes existing services in Asotin County and lays out a set of goals and objective for future transit investments. These include desires to:

- Improve Existing Service;
- Increase Mobility; and
- Advance innovative service.

The plan also identified a “Single Point of Contact” function within the PTBA where the SPOC will assess the ride requests from county residents and assign the ride to the lowest cost most appropriate provider. Transportation service selections will be made from a wide range of coordinated providers including fixed route, demand response, taxi and volunteer drivers.

## **Nez Perce County Transportation Master Plan – 2004**

The Nez Perce County Transportation Master Plan identifies 20-year transportation deficiencies throughout the County and identifies and prioritizes system projects that will improve access and safety for business and the traveling public. The plan identifies a set of proposed multi-modal transportation policies including:

*Nez Perce County shall continue to support the development of public transportation systems to serve populated areas of the County.*

In a presentation of future considerations for buses, the plan expresses an expectation for expanded Lewiston transit service now that the LCVMPPO is operational and Federal Transit Administration urban funds are available.

## **Asotin County Comprehensive Plan – 1999**

The following are Asotin County Comprehensive Plan transportation goals, rationale, and policies that are relevant to transit in the County:

*Goal D: Plan, design, and manage transportation programs and facilities which maximize passenger miles per unit of energy consumed.*

*Rationale: It is essential that we encourage those modes of transportation which efficiently utilize energy resources. Continued heavy reliance on high cost petroleum fuels will necessitate continued improvements to the major street system to relieve congestion and the provision of additional land for parking. This correspondingly increases environmental impacts through noise and lowered air quality.*

*Policy D.2: Coordinate with the cities of Clarkston, Asotin and Lewiston and their responsible departments in studying the feasibility and planning of an inter-city public transit system.*

*Policy D.3: Recognize and support special transit programs which provide needed transport for the elderly and the handicapped.*

## **City of Lewiston Comprehensive Transportation Plan – Macro Phase (1996)**

The City of Lewiston Comprehensive Transportation Plan is referenced as a supplemental document to the City's comprehensive plan, providing extensive review and detailed recommendations for the ongoing maintenance and improvement of the City's streets and related transportation facilities. The purpose of the Lewiston Transportation Plan is to establish a continuing, comprehensive, and intermodal transportation planning process for the city. City of Lewiston Comprehensive Transportation Plan goals, objectives, and strategies relevant to the Public Transit Master Plan include:

*Goal H: To plan for public transportation to serve the most highly frequented destinations.*

*Objective H.1 To enhance the current public transportation system and be prepared to institute a fixed route public transit system when public\private financing becomes available.*

*Objective H.2 To seek out and implement options which would aid in the development of public transportation.*

*Strategy: Require a transportation study of regional population centers and travel patterns.*

*Objective H.4 To coordinate with all public and private agencies in the planning and operation of public transportation.*

*Strategy: Create a Regional Transportation Authority (RTA)*

*Objective H.5 To educate the community of the benefits of public transportation and encourage its use.*

## Outreach

Developed in conjunction with the LRTP, this Public Transit Master Plan was developed with an extensive public participation program. The LCVMPPO sought to ensure that public interests and transportation activities continued to be identified, understood and considered through the ongoing planning process. Continued public input helped to formulate new solutions to challenging and ongoing issues and, to foster a sense of consensus and ownership in the plans. The *LCVMPO Transportation Planning Process Public Involvement Plan (PIP)* outlined the objectives for public involvement in the planning process and is available as an appendix to the LRTP. Key objectives that were met during the public involvement process included:

8. Establishment of an understanding of the planning process and means to maintain the same;
9. Explanation of how the decision-making process functions;
10. Identification of interested and affected parties through the solicitation and articulation of their issues as they are associated with the transportation system;
11. The provision for ongoing access to key personnel and information throughout the planning process;
12. Opportunities for focused and collective input regarding issues, ideas, and suggestions were provided to the public during key stages in the process;
13. Ongoing opportunities for public input throughout the planning process have been established; and
14. Communication on how public issues and input were addressed.

The following represents key public involvement strategies that were developed and implemented to meet the public involvement objectives described previously.

## **Stakeholder Interviews**

A series of stakeholder interviews was conducted early in the process to help identify informational needs, key audiences, the initial range of issues about which people are concerned and the plan should address, individuals' visions for the transit system, and the appropriateness of the public involvement process approach. See Chapter 5 for details on stakeholder inputs.

## **On Board Passenger Surveys**

To inform riders of the Public Transit Master Plan, on-board bus passenger surveys were conducted to gather specific information about current rider origin/destination patterns, to collect opinions about current levels of service, the range of services provided, the quality and timeliness of services, and various types of unmet needs. See Chapter 4 for details on the on-board survey process and results.

## **Mailing list**

A mailing list was developed and maintained based on information provided by the LCVMPPO, stakeholder interviews, and other venues where individuals expressed a desire to be added to the mailing list. Meeting announcements and project newsletters were sent via direct mail.

## **Newsletters**

Newsletters were developed and sent via direct mail to individuals on the project mailing list. The newsletters provided the most current project information available, results of public meetings, and meeting announcements.

## **Web Site**

A project website was developed and maintained, providing for the most current project information and status, and an ongoing opportunity for stakeholder input.

## **On-line Surveys**

Three on-line surveys were conducted during the planning process: An alternative mode survey focused on the usage of transportation modes other than the automobile. A total of 27 questions were posed to the public seeking input on: How frequently people in the valley ride the bus, walked or ride their bike? What is the purpose of these trips? What are the barriers or deterrents to use these modes more frequently? Chapter 5 highlights the findings from the on-line survey.

## Public Meetings

Meetings were designed to focus on interaction among participants and to generate feedback which occurred at two public meetings held at key junctures during the planning process:

1) On April 13 and 14, 2005, a series of public meetings (open houses) were held to review the project purpose, need, scope and schedule, to share the preliminary findings, to confirm the existing (and to add to) issues list for the planning process to address, to develop some recognition and dialog around conflicting needs and issues and how they might be addressed and, to collect feedback.

2) On July 13 and 14, 2005, another series of open houses were held after the range of alternatives had been drafted and were submitted to the public for review. This allowed for an opportunity to seek an understanding of the alternatives that had been developed and to probe participants with questions in order to garner suggestions and feedback to be used to further refine the range of alternatives.

This public meeting served a dual purpose by offering:

- a. An open house venue for those desiring general information only, and;
- b. A workshop venue for those who wished to engage in more thorough discussions regarding the range of alternatives.

3) On February 21 and 22, 2006, three open houses were held to present the identified alternatives to the public for review, to solicit comment and generate understanding on the prioritization of transportation projects prior to the final decision being made.

## Project Oversight

Throughout the planning process, the LCVMPPO Policy Board, and the Technical Advisory Committee (TAC) provided policy-level and technical guidance. Appendix A details membership of these two bodies.

## Chapter 2. Community Characteristics

### Study Area Description

The Lewis-Clark Valley merges at the Snake and Clearwater Rivers, about 465 river miles from the Pacific Ocean. The twin cities of Lewiston, Idaho and Clarkston, Washington, were named in honor of Meriwether Lewis and William Clark and serve as a regional service center for the Inland Northwest. Lewiston was Idaho's first capital, before it was moved to Boise at a later time. The Lewis-Clark Valley has three port facilities, but Lewiston is Idaho's only seaport.

The Lewis-Clark Valley is known for its proximity to recreation, and is surrounded by North America's deepest gorge, Hells Canyon. The area has a mild winter, which allows for outside recreation, but is also a short drive to skiing and snowmobiling.<sup>2</sup>

### Demographics

The level of transit use is largely dependent on the number of persons living and/or working in a community. The higher the concentration of residents and employees, the easier it is to provide public transportation and build ridership. Seniors, persons with disabilities and low-income individuals typically depend on transit to a greater degree than the general population.

### Population

#### Current Populations

Population change in the two-county region has been moderate over the last 25 years. The population increased by about 10,500 persons, a 20 percent gain, from 1980 through 2005 (see Table 2-1). The population growth from 1990 to 2000, more than 6,600 persons, greatly exceeded the 1,300 person gain occurring from 1980 to 1990. Since 2000, the regional population has increased by about 2,500 persons to reach a total of nearly 60,500, a four percent change in population.

**Table 2-1 Regional Population**

Year	Population	# Change	% Change
1980	50,023	-	-
1990	51,359	1,336	3%
2000	57,961	6,602	13%
2005	60,429	2,468	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

<sup>2</sup> <http://www.lewiston.com/>

Asotin County's 2000 and 2005 population was slightly greater than one-third of the total regional population. Its population reached almost 21,500 persons by 2005, gaining more than 900 persons since the 2000 census, for a 37 percent share of the regional population change (see Table 2-2). Historically its population grew by about 4,600 persons since 1980, an increase of slightly more than 28 percent. Nearly 3,000 persons were added to Asotin County's population during the decade of 1990 to 2000.

**Table 2-2 Asotin County Population**

Year	Population	# Change	% Change
1980	16,823	-	-
1990	17,605	782	5%
2000	20,551	2,946	17%
2005	21,466	915	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

Nez Perce County had slow growth during the 1980's, with a population gain of slightly more than 1,300 persons, a three percent change during that decade (see Table 2-3). That population trend reversed during the 1990's. Nez Perce County population increased by more than 6,600 from 1990 to 2000, posting a 13 percent gain. By 2005, the county population had reached about 39,000 persons, gaining almost 2,500 persons since the 2000 census, a four percent gain. Nez Perce County contained about two-thirds of the total regional population in 2000 and 2005.

**Table 2-3 Nez Perce County Population**

Year	Population	# Change	% Change
1980	33,200	-	-
1990	33,754	1,336	3%
2000	37,410	6,602	13%
2005	38,963	2,468	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

About 53,400 persons lived in the LCVMPPO portion of the two-county region in 2005 representing almost 90 percent of the two-county population. The number of persons in the MPO portion of both counties increased by about 2,200 since the 2000 census count of 51,214 residents, a four percent gain. The 2000 population count was based on an inventory of census blocks within the MPO. The 2005 population estimate was prepared by Intermountain Demographics.

### Population Forecasts

In the two-county region, total population was forecast to increase from about 58,000 in 2000 to about 73,500 by 2030, a gain of 27 percent (see Table 2-4). See Table 2-4 for more detail.

Asotin County's population was forecast to increase from about 20,551 persons in 2000 to nearly 27,000 by 2030, a 30 percent gain. Population in Nez Perce County was expected to increase from about 37,500 in 2000 to nearly 47,800 by 2030, gaining 25 percent.

Total population in the MPO was forecast to increase from more than 51,000 residents in 2000 to slightly more than 65,000 by 2030. That represented an additional 13,800 persons, for a gain of 21 percent. See Table 2-4 for more detail.

**Table 2-4 Population Forecasts**

Year	Two County Region	Asotin County	Nez Perce County	LCVMPO
2000	57,961	20,551	37,410	51,214
2005	60,429	21,466	38,963	53,399
2010	63,194	22,582	40,612	55,860
2015	67,607	23,569	42,342	58,264
2020	68,709	24,650	44,038	60,730
2025	71,197	25,671	45,526	62,964
2030	73,483	26,692	46,791	65,010

Source: INTERMOUNTAIN DEMOGRAPHICS

## Age Distribution

Age distribution for 2000 and 2005 of the two-county region is shown in Table 2-5. The 20-to-44 age group, with about 19,000 people, contained the most persons in both 2000 and 2005. Nearly one-third of the region's total population was in the 20-to-44 year old age range in 2005. The 45-to-64 age group had the greatest population gain, increasing by more than 2,000 persons in the five-year period. Slight population declines occurred in the under 5 and 5-to-19 year old age groups.

**Table 2-5 Regional Age Distribution**

Age Group	2000	2005	# Change	% Change
Under 5	3,669	3,374	-295	-8%
5 to 19	12,433	12,186	-247	-2%
20 to 44	18,796	19,331	535	3%
45 to 64	13,533	15,586	2,053	15%
65 and Older	9,530	9,952	422	4%
Total	57,961	60,429	2,468	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

Age characteristics in Asotin County generally followed the regional trend (see Table 2-6). There was a net population decline in the younger age groups with population gains recorded in the older age cohorts. Population in the under 20 year old age groups declined slightly, by less than 200 persons, a nine percent decline. The largest concentration of persons was in the 20-to-44 year old age group, but population in that age

group remained nearly constant from 2000 to 2005. Relatively larger population gains were seen in the two oldest age groups. Median age in Asotin County increased from 38.6 years old in 2000 to 40.4 by 2005.

**Table 2-6 Asotin County Age Distribution**

Age Group	2000	2005	# Change	% Change
Under 5	1,406	1,284	-122	-8%
5 to 19	4,638	4,591	-47	-1%
20 to 44	6,226	6,240	14	.
45 to 64	4,926	5,613	687	14%
65 and Older	3,355	3,738	383	11%
Total	20,551	21,466	915	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

The 20-to-44 year old age group contained the most persons with about one-third of Nez Perce County's total population in both 2000 and 2005 (see Table 2-7). The largest numeric and percentage population change occurred in the 45-to-64 year old sector of the population. Total population in the two youngest age groups, the under 20 year old population, declined by about 10 percent or by almost 400 persons in five years. Nez Perce County's population continued to grow older from 2000 to 2005. Its median age increased from 37.9 to 39.5 in that five-year time frame.

**Table 2-7 Nez Perce County Age Distribution**

Age Group	2000	2005	# Change	% Change
Under 5	2,263	2,090	-173	-8%
5 to 19	7,795	7,595	-200	-3%
20 to 44	12,570	13,091	521	4%
45 to 64	8,607	9,973	1,366	16%
65 and Older	6,175	6,214	39	1%
Total	37,410	38,963	1,553	4%

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

Table 2-8 illustrates that the region is home to a slightly higher percentage of both disabled and low-income individuals, when compared to the state averages. A higher percentage of each population resides in Asotin County, but Nez Perce County is also above the state average for persons with disabilities.

**Table 2-8 Persons with Disabilities and Low-Income Populations**

	<b>Percent Disabled</b>	<b>Percent Below Poverty Level</b>
Lewiston-Clarkston Urbanized Area	21%	13%
Asotin County	23%	15%
Nez Perce County	20%	12%
Idaho	17%	12%
Washington	18%	11%

Sources: U.S Census Bureau

Changes in household income distribution in the region were positive from 2000 to 2005 with a decrease in the number of households with lower incomes and an increase in the number of households with higher incomes (see Table 2-9). The number of households with incomes less than \$35,000 decreased by more than 700, a 24 percent decline. More than 1,100 households were added to the income brackets between \$50,000 and \$100,000 for the largest household gain over the five-year period. The number of households with incomes greater than \$100,000 increased by 39 percent.

**Table 2-9 Two-County Income Characteristics**

<b>Income Range</b>	<b>2000 Households</b>	<b>2005 Households</b>	<b># Change</b>	<b>% Change</b>
Under \$15,000	4,059	3,822	-237	-6%
\$15,000 to \$25,000	3,531	3,182	-349	-10%
\$25,000 to \$35,000	3,262	3,122	-140	-4%
\$35,000 to \$50,000	4,265	4,265	0	0%
\$50,000 to \$75,000	4,470	4,856	386	9%
\$75,000 to \$100,000	2,130	2,647	517	24%
\$100,000 to \$150,000	1,407	2,024	617	44%
\$150,000 to \$250,000	379	535	156	41%
\$250,000 and More	147	204	57	39%
<b>Total</b>	<b>23,650</b>	<b>24,657</b>	<b>1,007</b>	<b>4%</b>

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

Changes in household income distribution in Asotin County mirrored regional changes with a decrease in lower income households and a gain in higher income households (see Table 2-10). In 2000, the largest number of Asotin County households, about 19 percent of all households were in the under \$15,000 income range. By 2005, the largest concentration of households (19 percent of all households) was in the \$50,000 to \$75,000 income range.

**Table 2-10 Asotin County Income Characteristics**

Income Range	2000 Households	2005 Households	# Change	% Change
Under \$15,000	1,553	1,500	-53	-3%
\$15,000 to \$25,000	1,529	1,304	-225	-15%
\$25,000 to \$35,000	1,266	1,205	-61	-5%
\$35,000 to \$50,000	1,503	1,576	73	5%
\$50,000 to \$75,000	1,375	1,651	276	20%
\$75,000 to \$100,000	602	787	185	31%
\$100,000 to \$150,000	377	520	143	38%
\$150,000 to \$250,000	112	140	28	25%
\$250,000 and More	47	54	7	16%
<b>Total</b>	<b>8,364</b>	<b>8,737</b>	<b>373</b>	<b>4%</b>

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

Median household income in Asotin County increased from \$33,689 in 2000 to \$38,066 in 2005, a gain of \$4,377 (a 13 percent change). Per capita income in the county increased from \$17,748 in 2000 to \$20,938 by 2005, a \$3,190 gain (an 18% change). The increase in median household income stayed even with the national inflation rate, while the gain in per capita income outpaced the national consumer pride index.

Income distribution changes occurring in Nez Perce County from 2000 to 2005 also were positive with a net decrease in lower income households and gains recorded in the number of higher income households (see Table 2-11). The 17 percent reduction in households with incomes under \$35,000 was slightly less than the 20 percent regional decline for the same income ranges. Nez Perce County did show a larger gain in high-income households compared to the two-county area. That increase was especially noticeable in the highest income bracket, where Nez Perce County experienced a 50 percent household gain compared to the regional gain of 40 percent.

**Table 2-11 Nez Perce County Income Characteristics**

Income Range	2000 Households	2005 Households	# Change	% Change
Under \$15,000	2,506	2,322	-184	-7%
\$15,000 to \$25,000	2,002	1,878	-124	-6%
\$25,000 to \$35,000	1,996	1,917	-79	-4%
\$35,000 to \$50,000	2,762	2,689	-73	-3%
\$50,000 to \$75,000	3,095	3,205	110	4%
\$75,000 to \$100,000	1,528	1,860	332	22%
\$100,000 to \$150,000	1,030	1,504	474	46%
\$150,000 to \$250,000	267	395	128	48%
\$250,000 and More	100	150	50	50%
<b>Total</b>	<b>15,286</b>	<b>15,920</b>	<b>634</b>	<b>4%</b>

Sources: INTERMOUNTAIN DEMOGRAPHICS / CLARITAS

Median household income in Nez Perce County was about 20 percent greater than median household income in Asotin County in both 2000 and 2005. Nez Perce County's median household income increased by 10 percent from 2000 to 2005, gaining \$4,093 to reach \$45,279. Per capita income in both counties was about the same in 2000 and 2005. Nez Perce County's per capita income did increase from \$18,544 in 2000 to \$21,109 by 2005, a gain of \$2,565 or 14 percent. Nez Perce County's change in median household income did not keep up with the national rate of inflation from 2000 to 2005. Its change in per capita income was about the same as the inflation rate in the same time period.

## Employment

Employment in the two-county area reached 34,700 employees by 2000, gaining more than 7,500, a gain of about 30 percent during the 1990 to 2000 decade (see Table 2-12). The largest employment gain was registered in the services sector, which gained more than 2,500 employees. Services also had the most employees in 1990 and 2000. The next largest increase was in the government sector, which gained nearly 1,500. Solid gains were recorded in the retail trade and financial sectors, with each increasing by more than 900 employees. By 2003, total two-county employment had declined slightly to 34,390 employees.

**Table 2-12 Two-County Regional Employment**

Industry	1990	2000	# Change	% Change
Farming	750	853	103	14%
Agricultural Services	309	427	118	38%
Mining	85	141	56	66%
Construction	1,378	1,864	486	35%
Manufacturing	4,416	4,363	-53	-1%
Transportation/Utilities	1,122	1,845	723	64%
Wholesale Trade	970	1,068	98	10%
Retail Trade	5,340	6,334	994	19%
Financial	1,653	2,573	920	56%
Services	7,132	9,721	2,589	36%
Government	4,039	5,521	1,482	37%
Total	27,194	34,710	7,516	28%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

Asotin County's employment increased by nearly 40 percent during the 1990's to reach a total of 7,700 by 2000 (see Table 2-13). More than 2,100 employees were added during that decade. The largest employment gain was recorded in the services sector which increased by nearly 900. The services sector also contained the most employees in the two time periods. The next largest gains occurred in retail trade and construction.

**Table 2-13 Asotin County Employment**

Industry	1990	2000	# Change	% Change
Farming	226	254	28	12%
Agricultural Services	69	164	95	14%
Mining	3	5	2	7%
Construction	377	656	279	7%
Manufacturing	275	374	99	4%
Transportation/Utilities	103	159	56	5%
Wholesale Trade	153	152	-1	-
Retail Trade	1,213	1,526	313	26%
Financial	332	518	186	6%
Services	1,921	2,811	890	5%
Government	923	1,093	170	2%
Total	5,595	7,712	2,117	38%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

By 2003, the most current year in the REIS data series, Asotin County's employment reached 8,173, increasing by six percent since 2000. Asotin County's 2003 level of employment was 24 percent of total regional employment. The largest employment sectors in 2003 were government, health care, and retail trade with each containing about 1,000 employees.

Nez Perce County employment reached almost 27,000 by 2000, increasing by 25 percent over the decade (see Table 2-14). The largest employment gains were recorded in the services and government sectors. A slight decline was recorded in the manufacturing sector. The services and retail trade sectors also had the highest levels of employment in 2000.

**Table 2-14 Nez Perce County Employment**

Industry	1990	2000	# Change	% Change
Farming	524	599	75	14%
Agricultural Services	240	263	23	10%
Mining	82	136	54	66%
Construction	1,001	1,208	207	21%
Manufacturing	4,141	3,989	-152	-4%
Transportation/Utilities	1,019	1,686	667	66%
Wholesale Trade	817	916	99	12%
Retail Trade	4,127	4,808	681	17%
Financial	1,321	2,055	734	56%
Services	5,211	6,910	1,699	33%
Government	3,116	4,428	1,312	42%
Total	21,599	26,998	5,399	25%

Sources: INTERMOUNTAIN DEMOGRAPHICS / U. S. Census Bureau

Total employment in Nez Perce County declined by about three percent to reach 26,227 by 2003, with the largest employment decline in the manufacturing sector. Employment in Nez Perce County was about 75 percent of the regional total in 2003. The government and government enterprises sector contained the most employment followed by health care and retail trade.

Total employment for the two-county area will be more than 47,500 employees by 2030 (see Table 2-15). In general, the employment forecasts showed a steady increase of about 37 percent from 2000 to 2030. Asotin County's employment was forecast to reach nearly 10,500 employees by 2030, a 35 percent gain. Nez Perce County's employment was forecast to be more than 37,100 that same year, increasing by 38 percent.

**Table 2-15 County-Level Employment Forecasts**

Area	2000 Employment	2030 Employment	# Change	% Change
Asotin County	7,712	10,439	2,727	35%
Nez Perce County	26,998	37,144	10,146	38%
Regional Total	34,710	47,583	12,873	37%

Source: INTERMOUNTAIN DEMOGRAPHICS

Retail and non-retail employment was forecast and combined into total employment for the MPO (see Table 2-16). Total employment was forecast to reach more than 39,400 employees by 2030, a gain of more than 9,200 employed persons (a 31 percent increase).

Retail employment will reach more than 7,000, gaining more than 3,200 employees, an 86 percent gain. Non-retail employment will reach about 32,400 by 2030, increasing by about 6,000 persons, a gain of about 23 percent.

**Table 2-16 LCVMPO Employment Forecast**

<b>Year</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>Total Employment</b>
2005	3,768	26,398	30,166
2010	4,397	27,598	31,995
2015	5,034	28,796	33,830
2020	5,694	30,006	35,700
2025	6,348	31,214	37,562
2030	7,030	32,409	39,439

Source: INTERMOUNTAIN DEMOGRAPHICS

## Chapter 3. Existing Public Transportation Services

### **Valley Transit Services**

Regional Public Transportation, Inc. doing business as Valley Transit, provides contracted public transportation in the Lewis Clark Valley. These services include fixed-route and Dial-a-Ride service in Lewiston, Clarkston and the City of Asotin. Valley Transit also provides limited-run intercity service between Lewiston and Orofino. Valley Transit will be inaugurating daily intercity service between Lewiston and Moscow.

### **Fixed Route System**

Valley Transit offers three fixed routes to serve Clarkston, Asotin, and Lewiston. The fixed route system offers hourly service from 6:00 am to 5:00 pm in Clarkston and Lewiston, and five daily routes in Asotin between the hours of 7:00 am and 5:00 pm. Figure 3-1 illustrates the routing for the three fixed lines. The Clarkston and Lewiston Routes are large one-way loops starting and ending at the Lewiston Community Center. The Asotin route starts at the Lewiston Community Center and serves northern and southern Clarkston in route to Asotin. Each of the routes cycles in one hour and all leave the community center at the same time, allowing for easy transfers between routes. Valley Transit provides service Monday through Friday and does not operate on weekends. The fare is 75 cents per trip or riders can purchase a monthly pass for \$20.00.

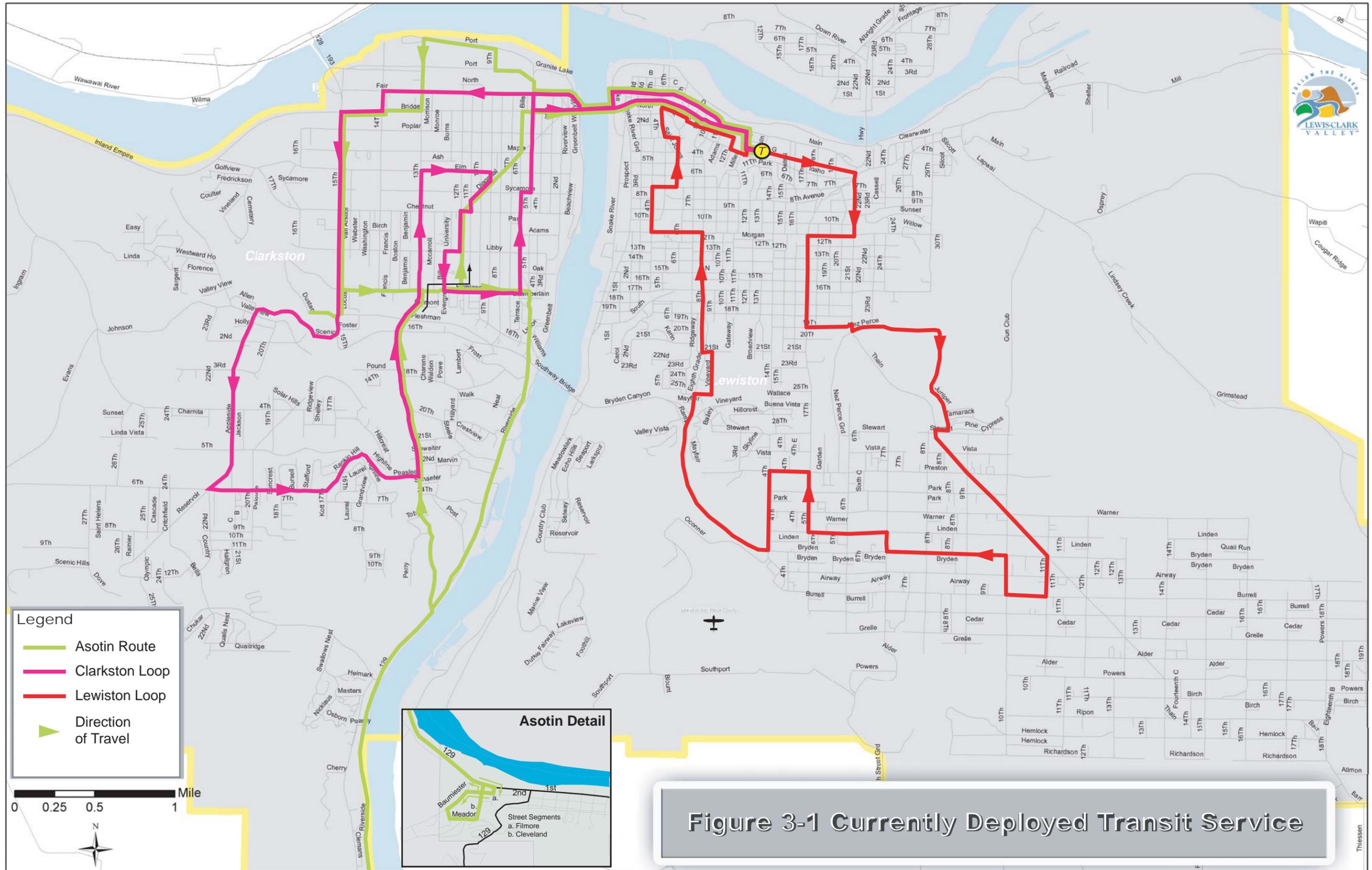


Figure 3-1 Currently Deployed Transit Service

The Valley Transit routes serve the shopping, education and medical needs of the community. The Clarkston Route serves several grocery shopping sites, the Department of Social & Health Services, Tri-State Hospital, Walla Walla Community College, Clarkston High School, the Library, as well as serving several low income residential sites. The Asotin route serves connects most of these sites in Clarkston to the City of Asotin where it connects with the County Courthouse. The Lewiston route serves several shopping locations, including Wal-Mart and Safeway. The Lewiston route also provides service to job sites such as Salvation Army, and Goodwill. Both the Lewiston and the Clarkston route serve the Boys and Girls club in both cities. The Lewiston route also serves both St. Joseph Medical Center and Valley Medical Center in Lewiston.

As part of the Lewis Clark Valley MPO Long Range Transportation Plan outreach, Nelson\Nygaard completed an onboard survey of existing riders in the spring of 2005 to ascertain their travel characteristics and opinions. The following highlights findings about Valley Transit riders and their use of the fixed-route services:

- Most bus riders use it for shopping, work and school trips
- A majority of riders start and end their trip within a 5 minute walk of the bus stop
- Almost all riders regularly use the bus 2 to 5 days a week
- Two-thirds of riders have been using the bus for more than a year (40% for more than two years)
- Almost half of the riders would have to walk to their destination if the bus was not available
- Riders come from all age brackets
- Most riders are lower income wage earners
- Riders rate fares, bus conditions, driver and safety issues as Very Good; wait times and route convenience as Good

Key destinations cited by riders include Wal-Mart, Lewis-Clark College, Lewiston Community Center and Stinkers in Lewiston as well as Albertsons in both Lewiston and Clarkston. Chapter 4 provides a detailed analysis of survey responses.

### Fixed Route Ridership

During 2005, Valley Transit fixed-route services provided over 23,000 rides in Asotin County and in excess of 28,000 in the city of Lewiston. Ridership is up 12 and 18 percent during the first quarter of 2006 in Lewiston and Asotin County respectively. In previous years, Valley Transit provided a significant number of Medicaid medical transportation rides, increasing total ridership levels.

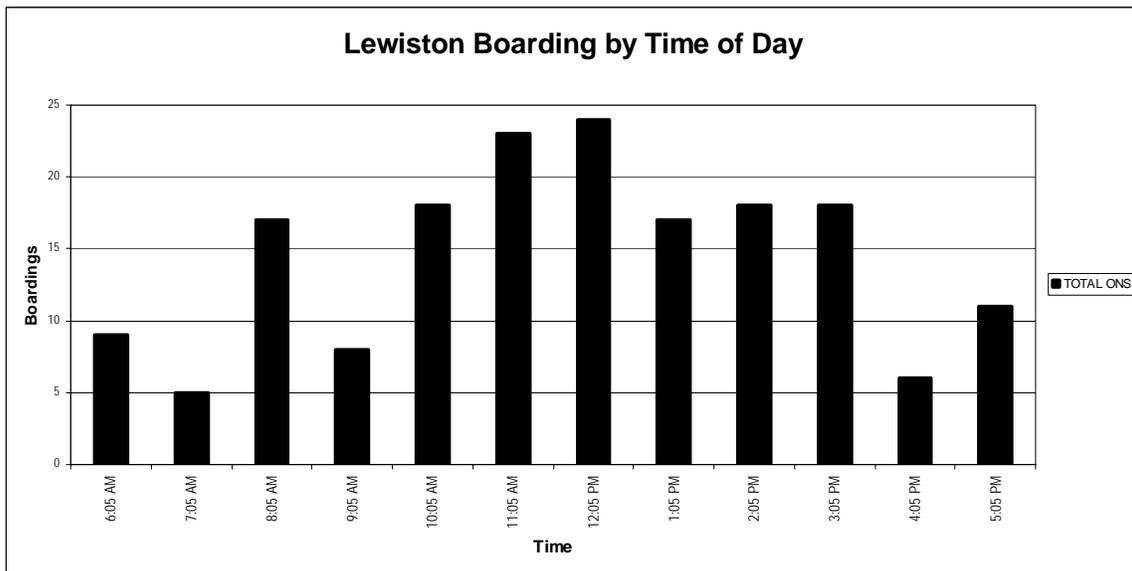
**Table 3-1 Fixed-Route Ridership**

Year	Fixed-Route Ridership			
	Lewiston		Asotin Co.	
	First Quarter	Annual	First Quarter	Annual
2006	8,422	-	6,867	-
2005	7,503	28,201	5,844	23,049
2004	7,559	32,304	7,206	32,702

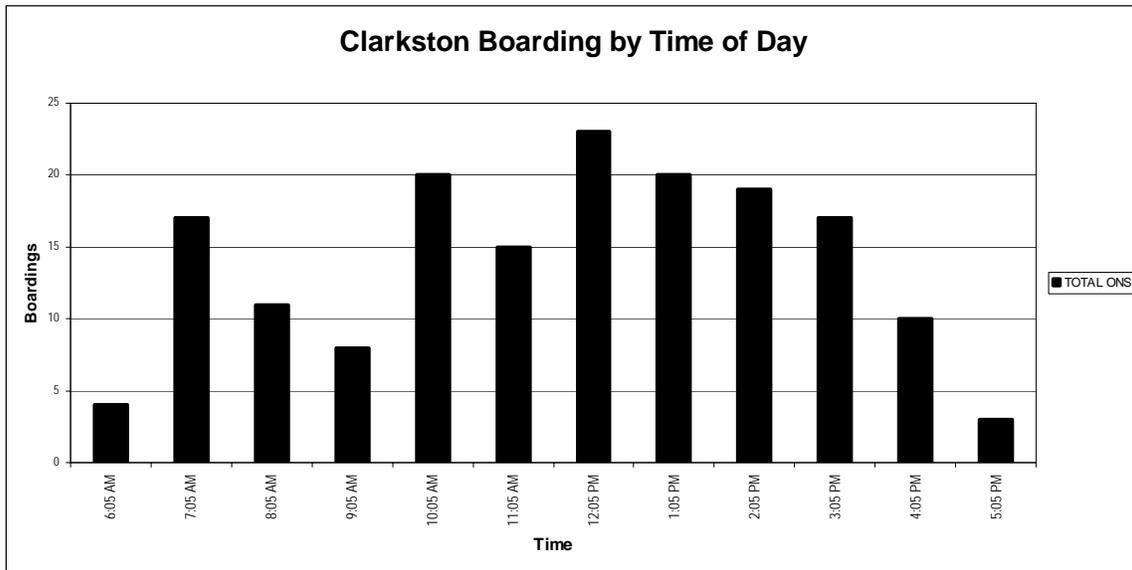
Source: Valley Transit

Figure 3-2 and Figure 3-3 detail fixed-route usage by time of day, based on an examination of boarding activity for a typical day in September 2004. The high number of shopping and medical trips result in a peaking of ridership in the middle of the day.

**Figure 3-2 Lewiston Boarding By Trip**



**Figure 3-3 Clarkston Boarding by Trip**



The examination of September 2004 data summarized daily boarding by stop. Table 3-2 and Table 3-3 detail boarding activity at the most popular stops.

**Table 3-2 Lewiston Boarding by Stop**

Stop	Daily Boardings
Lewiston Community Center	36
Highlander Apts.	19
Valley Medical Center	17
Stinker Station/Java Shop	16
Lewiston Center Mall	12
St. Joseph Regional Medical Center	11
Lewiston Albertson's	8
Community Action	8
LCSC	7
URM/Salvation Army	6

**Table 3-3 Clarkston Boarding by Stop**

Stop	Daily Boardings
Lewiston Community Center	29
Clarkston Albertsons	12
Clarkston High School	9
DSHS	9
Corner of 15th and Elm in Clarkston	8
Early Childhood	8
Oakwood Manor	8
Tri - State Hospital	7
Banner Bank	6

Ridership on the City of Asotin route was minimal during September 2004. At this time, only three daily trips were provided, limiting the viability of the service.

### Dial-a-Ride System

Valley Transit also provides a curb-to-curb Dial-A-Ride (DAR) system. Although anyone can ride, ADA trips take priority. Beginning in 2006 DAR requires that ADA eligible riders must self declare, and ADA eligible riders will take priority in scheduling trips. To date, no non-ADA riders have been denied a trip due to capacity constraints. One to fourteen day advance notice is encouraged to schedule a trip, and reservations can be made from 8:00 am to 5:00 pm, Monday-Friday. Service is provided between the hours of 6:00am and 6:00pm, within the cities of Lewiston and Clarkston, Clarkston Heights, and the City of Asotin. The fare for a one-way trip is \$1.50 and 30-trip passes can be purchased for \$30.00. The passes are valid for up to three months from the date of purchase. Riders can call and change their origin or destination information, but DAR cannot guarantee that they can accommodate changes in pre-scheduled trips.

### DAR Ridership

During 2005, Valley Transit DAR services provided over 7,500 rides in Asotin County and in excess of 15,500 in the city of Lewiston. Ridership is up 10 and 19 percent during the first quarter of 2006 in Lewiston and Asotin County respectively. See Table 3-4 for more detail on DAR ridership.

**Table 3-4 Valley Transit Dial-a-Ride- Ridership**

Year	DAR Ridership			
	Lewiston		Asotin Co.	
	First Quarter	Annual	First Quarter	Annual
2006	3,817	-	2,372	-
2005	3,471	13,942	1,998	7,321
2004	3,910	15,560	2,050	7,808

Source: Valley Transit Data

**Orofino Intercity Service**

Valley Transit operates a limited-service intercity route between Lewiston and Orofino. Trips between the Lewiston Community Center and Orofino are provided twice on the second and fourth Monday of each month when there is demand. Two round trips leave the community center at 7:45 am and 2:00 pm and take two hours and fifteen minutes to complete. The one-way fare is \$5.00 and a roundtrip costs \$7.50 if completed during the same day. Ridership on this service is extremely low, number in the single digits per month when used and the service is under assessment for continuation.

**Fixed Route and Dial-Ride Budget**

In Asotin County, the Asotin County Public Transportation Benefit Area (PTBA) contracts with Valley Transit while the City of Lewiston administers the Lewiston service. Table 3-5 illustrates that the Lewiston service is estimated to cost just over \$300,000 and the Asotin County service over \$250,000 in calendar year 2006. See the Transit Funding Section of this report for a detailed breakdown on available revenues.

**Table 3-5 Valley Transit Operating Budget**

	Lewiston Service			Asotin Co Service		
	Lewiston Fixed Route	Lewiston Dial-a-Ride	Total	Asotin Co Fixed Route	Asotin Co Dial-a-Ride	Total
<b>Expenditures</b>						
Valley Transit Costs <sup>1</sup>	\$113,400	\$195,200	\$308,600	\$156,400	\$101,400	\$257,800
<b>Revenues</b>						
Contracted Service <sup>2</sup>			\$230,500			\$280,000
Fares <sup>1</sup>			\$31,700			\$19,000
Other <sup>3</sup>			\$24,700			
<b>Total</b>			<b>\$286,900</b>			<b>\$299,000</b>

<sup>1</sup>FY06 estimate based on Oct 05 through March 06 results<sup>2</sup>City of Lewiston and Nez Perce County funding for Lewiston service, Asotin County PTBA funding for Asotin County services

<sup>3</sup>Medicaid program revenue in Lewiston

### **Valley Transit Moscow Service**

Valley Transit is planning on new intercity service between Lewiston and Moscow. This service should be inaugurated in May 2006 and will operate three weekday trips between the Lewiston Airport and Moscow. This pilot project will be funded via Federal Transit Administration (FTA) Section 5311(f) Intercity Bus grant money.

### **Other Services**

#### **Northwestern Trailways**

Northwestern Trailways provides twice-a-day service from Spokane to Boise, making stops in Moscow and Lewiston. Northbound service is offered from Lewiston in the morning at 6:00 am and again in the afternoon at 3:10 pm. Southbound service is provided from Lewiston in the afternoon at 12:00 pm and again at 9:15 pm. The one-way fare from Lewiston to Moscow Idaho is \$9.00 and a round trip costs \$16.00. The one-way fare from Lewiston to Boise Idaho is \$38.00 and round trip costs \$68.00.

**Table 3-6 Northwestern Trailways Schedule**

	Northbound (Read Down)		Southbound (Read Up)	
Boise	N/A	9:15am	7:45 pm	N/A
Lewiston	6:00 am	3:10 pm	12:00 pm	9:15 pm
Moscow	6:50 am	4:00 pm	11:20 pm	8:40 pm
Pullman	7:15 am	4:25 pm	11:00 pm	8:15 pm
Spokane	8:45 pm	6:00 pm	9:30 am	6:45 pm

Source: <http://user.nwadv.com/northw/>, as of 4/12/06

### Retired & Senior Volunteer Program (RSVP)

The Washington/Idaho Volunteer Center Inc. sponsors the RSVP program as a way to enable elderly and disabled persons to remain independent and in their own homes. Volunteer drivers provide trips to medical appointments, grocery shopping and other services that enable elderly and disabled persons who qualify for the service. Clients must be financially needy and have no other means by which to travel to necessary services, and are asked to fill out a questionnaire assessing their status. RSVP reimburses volunteer drivers for some of their mileage costs. The volunteers are recruited, registered, trained, monitored, insured, and reimbursed for mileage by RSVP. Clients should call 48 working hours prior to their appointment to schedule a ride.

### Interlink Volunteers Faith in Action

Interlink Volunteers-Faith in Action is another local agency that uses volunteer drivers who drive their own vehicles to serve as a way to enable elderly and disabled persons to remain independent and in their own homes. Volunteer drivers provide trips to medical appointments, grocery shopping and other services to help clients remain independent. Clients must be financially needy and have no other means by which to travel to necessary services. The volunteers are recruited, registered, trained, monitored, insured, and reimbursed for mileage by Interlink.

### Community Action Agency

The Community Action Agency (CAA) is a nongovernmental, private non-profit organization that works in partnership with the Idaho Department of Health and Welfare to provide services to those living poverty. The north central Idaho CAA office, works with the Area II Agency on Aging to help older Americans remain as independent as possible while making their lives more meaningful and productive. They offer transportation to certain programs and services for individuals age 60 and over.

### **Council on Aging and Human Services (COAST)**

COAST operates as a Medicaid transportation broker in Asotin County, and as a Medicaid Transportation Provider in Lewiston, Idaho. People with Medicaid benefits, traveling to authorized medical services, would contact COAST with a ride request. COAST would then connect them with a contractor who would provide the transit with the proper authorization from the State of Idaho, Medicaid office. Office hours are between 8:00 am-5:00 pm and transit is provided with advance notice.

### **Rogers Counseling Center**

Rogers Counseling Center serves Asotin County and operates two vans, two minivans, and four vehicles to provide access to group and individual clients including those who come daily for services. Rogers' vehicles are not ADA accessible so clients must rely on Valley Transit for accessible services.

### **Asotin County Developmental and Residential Services**

Asotin County Developmental and Residential Services operates a six-passenger van, and five-passenger ADA accessible van, to provide individuals with developmental disabilities transportation to various groups they attend within the community. Staff members provide some transportation services with their own vehicles, especially on weekends, as there is no other available transportation for the individuals the agency serves. The staff members are reimbursed for their mileage. The agency strongly encourages their clients to take Valley Transit when possible, although some of clients are too medically fragile for this to be feasible.

### **Veterans Administration Nursing Home**

The VA nursing home in Lewiston provides limited transportation to clients living in the home to take them to Doctor's appointments and in some personal appointments. They have two wheelchair accessible vehicles and, one mini van without a ramp to provide service to clients.

### **Taxi Services**

#### *A-Fast-Taxi*

A-Fast-Taxi provides trips within the city of Lewiston for a flat rate based on distance. For instance the rate for a trip within Lewiston that is below Sherry's is \$4.00, and one that extends beyond Sherry's is \$8.00, and a trip to Liberty Mart is \$12.00. The trip from Lewiston to Asotin is \$12.00 as is the trip from Lewiston to Clarkston. They will also take riders from Lewiston to Moscow for \$40.00.

### *AAA Ride Cab*

AAA Ride Cab is a private taxi company that provides rides in Lewiston to various locations. AAA Cab charges \$1.75 per mile, and there is no flat rate to the airport. They will take riders to the Spokane and Lewiston Airport, as well as providing shorter trips within the Lewis-Clark valley.

### *Black and White Cab*

Black and White Cab in Lewiston will provide transportation anywhere within the Lewis Clark Valley, and rates begin at \$1.75 per mile. They will provide trips to the Lewiston Airport. Black and White also provides Medicaid eligible rides for both Community Action and COAST upon request.

### *All-Ways Transportation*

Always Transportation in Lewiston provides door-to-door service for both private clients and Medicaid eligible individuals. Always is an Idaho Medicaid approved provider and provides transportation after getting approval from the Medicaid office in Boise. They estimate that 50 percent of their trips are for Medicaid Transportation. In Washington, Always Transportation contracts with COAST to provide Medicaid transportation. They offer transportation 24 hours a day, seven days a week, and 365 days a year regardless of weather. Trips within the city are charged by the mile, and a trip from Clarkston to Asotin \$10.00.

## Chapter 4. Onboard Surveys

During the last two weeks of April 2005, Valley Transit fixed-route and dial-a-ride passengers were asked to fill out a questionnaire in order to obtain data on an individual's typical trip. These surveyors offered questionnaires to all passengers, but riders were asked to fill out only one during the survey period. The two-page surveys had 27 questions inquiring into the trip that the rider was making, rider demographics and customer opinions of Valley Transit service. Samples of the survey instruments are provided in Appendix B. Key findings include:

- Most bus riders use it for Shopping, Work and School trips;
- A majority of riders start and end their trip within a 5 minute walk of the bus stop;
- Almost all riders regularly use the bus 2 to 5 days a week;
- Two-thirds of riders have been using the bus for more than a year (40% for more than two years);
- Almost half of the riders would have to walk to their destination if the bus was not available;
- Riders come from all age brackets;
- Most riders are lower income wage earners; and
- Riders rate fares, bus conditions, driver and safety issues as Very Good; wait times and route convenience as Good.

Suggestions for improved service were solicited from riders and survey respondents would like:

- More Frequent Service;
- Faster Service;
- More Convenient Routing;
- Weekend/Evening Service; and
- Service to the Orchards

### **Response Rates**

#### **Fixed Route**

We collected 117 completed questionnaires during the survey period. Compared to a total daily ridership of 255, this may seem low. However, the response rate relative to total boardings during the survey period is much higher if we consider the following:

- 61 percent of survey respondents indicated that they were making a round trip on Valley Transit. These would be counted as two boardings, but only one questionnaire.
- Respondents reported making 27 transfers to or from the route they were on.

The 117 questionnaires, then, account for 232 boardings ((117 questionnaires + 27 transfers) X 1.61). From this calculation, we can infer that 91 percent (232/255) of all “daily” passengers completed a questionnaire.

Table 4-1 shows the total number of surveys collected on each route.

**Table 4-1 Survey Response by Route**

Route	Surveys Collected	Percent of Total Surveys Collected
Lewiston	67	57%
Clarkston	44	38%
Asotin	5	4%
Unidentified	1	1%
Total	117	100%

### Dial-A-Ride

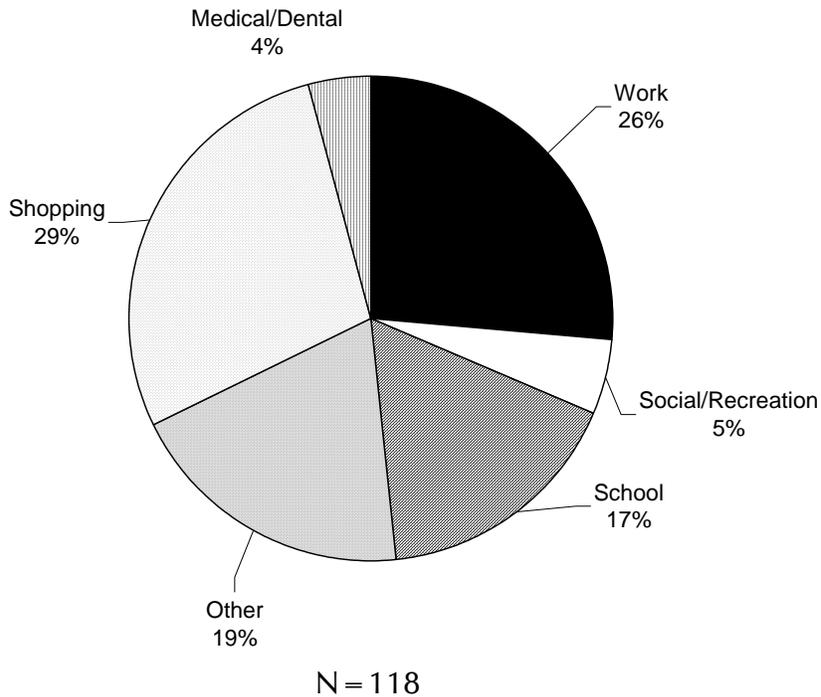
We collected 48 completed questionnaires during the survey period. This is about 25 percent of regular paratransit riders.

## Fixed-Route Trip Characteristics

### Trip Purpose

During the onboard survey, we asked each respondent to identify the type of place he or she is traveling from and to. A majority of transit trips start or end at home. Therefore, we can most accurately categorize trip purpose by examining non-home trip purposes (either origin or destination). Figure 4-1 shows non-home trip purposes as a percentage of the total number of non-home trip ends. Passengers use Valley Transit to satisfy a number of trip needs. Shopping and work trips dominate system usage, accounting for 55 percent of all non-home trips. School trips account for 17 percent of total non-home trips. Medical and dental trips constitute a relatively small percentage of total non-home trips (4%). A visual inspection of specifications provided for the “Other” response shows a mixture of personal errands and what could be considered social trips.

**Figure 4-1 Fixed-Route Trip Purpose**



**Fixed-Rate Origins and Destinations**

Survey respondents were asked to provide a nearby intersection or landmark in order to identify where their trip originated and where it would end. In support of shopping as the primary trip purpose, many trips started or ended at a retail development as highlighted in Table 4-2. Lewis-Clark State College and the Lewiston Community Center round out the top trip destinations. A visual inspection of the survey data yields a variety of trips from residential to commercial, commercial to commercial and school/college to both residential and commercial areas. Appendix C presents complete lists of responses for originating and terminating intersections/landmarks.

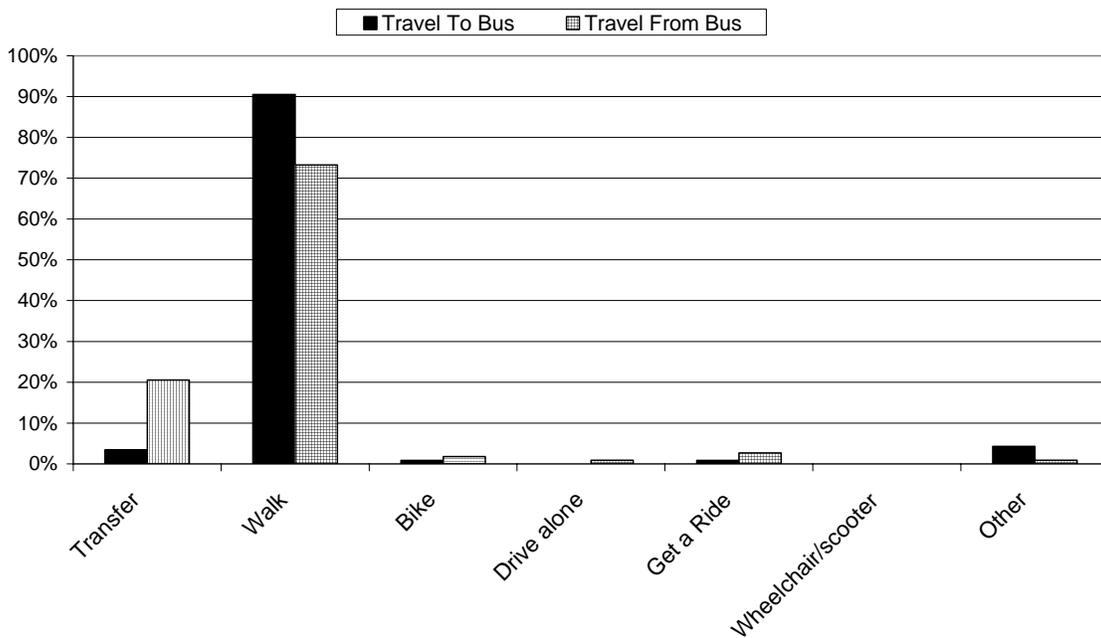
**Table 4-2 Most Cited Trip Ends**

Origin/Destination	Number of Responses
Wal-Mart	10
Albertsons Clarkston	9
Lewis-Clark State College	7
Community Center	7
Stinker Lewiston	5
Albertsons Lewiston	5

### Travel Mode To/From Fixed-Route Buses

We asked survey respondents how they traveled to the bus to start their trip and how they planned to get to their final destination after alighting the bus they were on. A vast majority of all trips to and from the bus are made on foot (see Figure 4-2). Twelve percent involve a transfer to or from other Valley Transit bus routes. Just six percent of respondents bike, are dropped off or find some other way to get to the bus.

**Figure 4-2 How Did You Get To and From the Bus?**



N = 116 (Travel To) & 112 (Travel From)

Survey respondents that traveled by foot to the bus stop from their point of origin or from the bus stop to their final destination were asked how many minutes this segment of their trip took. Most respondents have short walks to their bus stop but a few respondents indicated that they walk an hour to or from bus service.

**Table 4-3 Walking Time to Fixed-Route Bus Service**

Walking Time To/From Bus	Percent of Responses (N = 153)
5 minutes or less	56%
6 to 20 minutes	32%
More than 20 minutes	12%

### Round Trip Travel Using Fixed-Route System

Respondents indicated that just slightly more than half (61%) make round trips on Valley Transit. The predominance of non-work trips may contribute to one-way riders as they may obtain rides to or from their destination for one part of their travel.

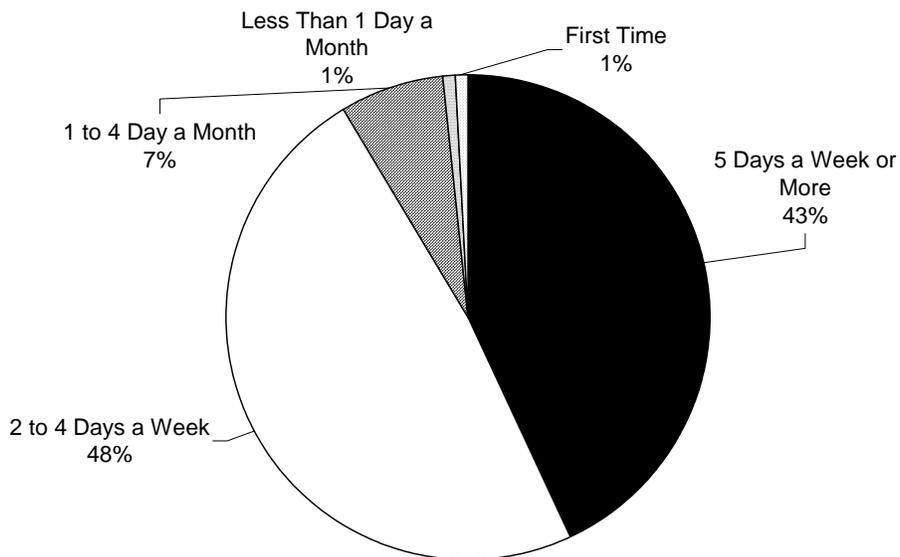
### Fixed-Route Rider Characteristics

#### Use of Valley Transit Fixed-Route Service

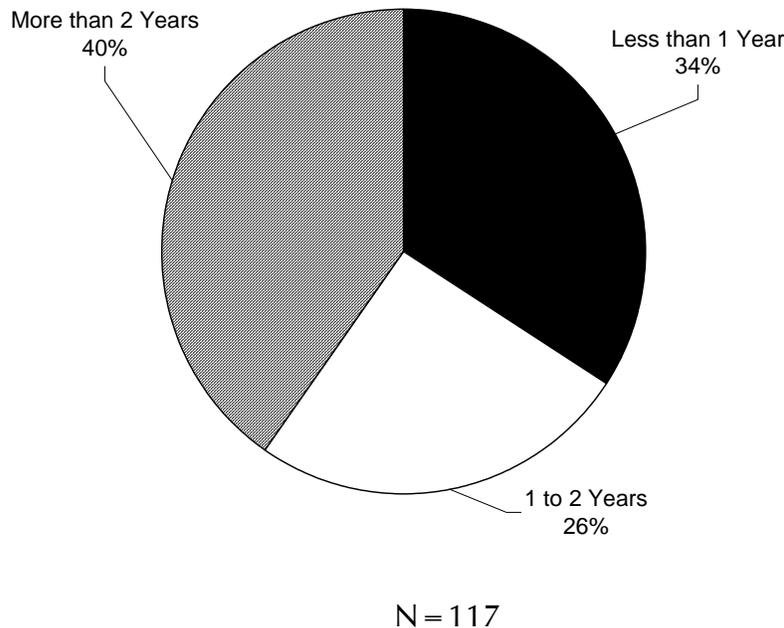
As detailed in Figure 4-3, most respondents to the survey are regular users of Valley Transit. Over 90 percent of riders use the service two days a week or more with 40 percent riding every weekday. This is significant in light of the number of non-work and non-school trips made by respondents.

Figure 4-4 reveals that Valley Transit has a mix of new and experienced riders. Over a third of the respondents started using the service in the last year. Only 40 percent have been riding Valley Transit for over two years.

**Figure 4-3 Regular Use of Valley Transit Fixed Route**



N = 116

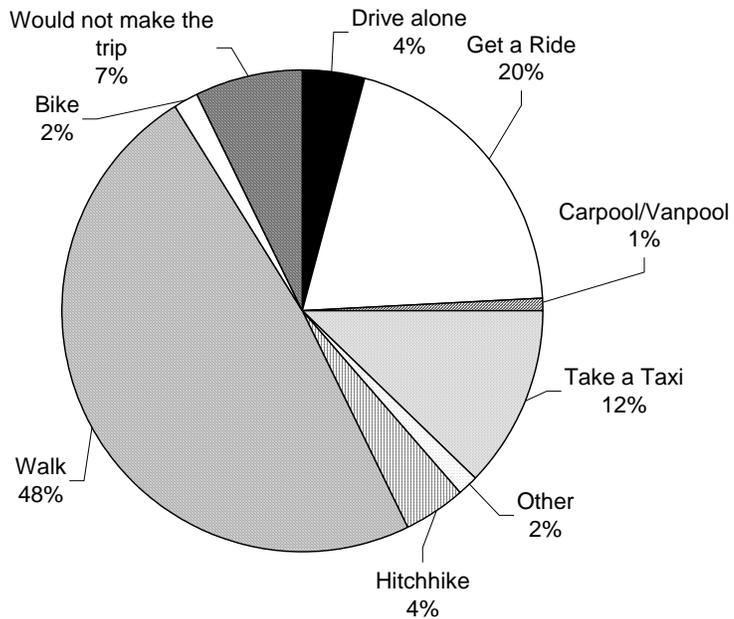
**Figure 4-4 Length of Valley Transit Fixed Route Use**

### Transit Dependence

We asked respondents how they would have made their current trip if Valley Transit were not available. Some respondents provided more than one answer indicating they had multiple options. Less than 10 percent of surveyed riders indicated they would not make the trip if transit were not available, claiming that they have no other alternative. Figure 4-5 shows the means available to riders if transit were not used. Close to one-half of the riders would walk while a significant number would be able to get a ride as well. Less than five percent would make the trip by driving themselves.

This question sheds light on the often-confused idea of “transit dependence” and its relationship to vehicle trip reduction. Some people think of the transit-dependent as anyone who does not have the option of driving, and assume that transit’s role in carrying these people does not contribute toward vehicle trip reduction. In fact, transit’s main impact toward vehicle trip reduction is in reducing “chauffeured” trips, represented here by people who say they would “get a ride”. Chauffeured trips are different from carpools because they are made solely to transport the passenger. Reducing the need for these trips is therefore a vehicle trip reduction benefit. In all, 36 percent of riders would drive, get a ride, or take a taxi if transit were not available. All three of these categories represent vehicle trip reduction benefits.

**Figure 4-5 Alternatives to Valley Transit Fixed Route**

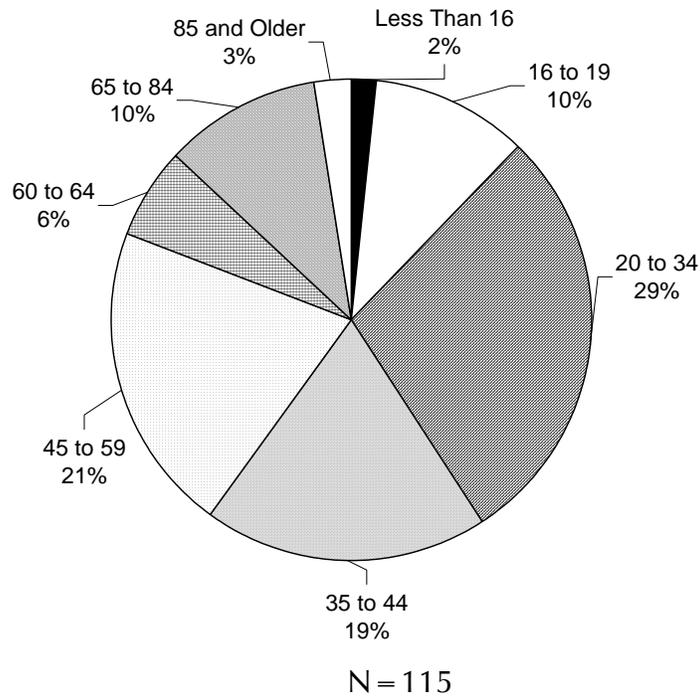


N = 124

### Fixed-Route Rider Age

Valley Transit ridership is comprised of young to middle-aged adults. Figure 4-6 highlights that non-senior and non-youth riders are somewhat evenly distributed across the three age groups identified. Seniors, 65 years old or greater, comprise 13 percent of respondents.

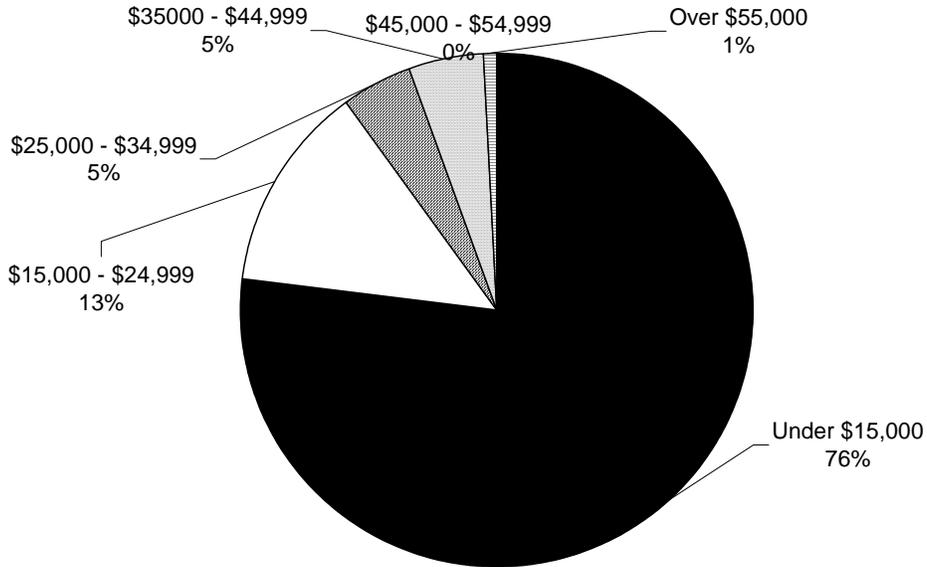
**Figure 4-6 Fixed-Route Rider Age**



### Fixed-Route Rider Income Levels

Valley Transit serves a large percentage of lower income individuals. Almost 90 percent of survey respondents indicated that they have incomes of \$25,000 or less per year. The vast majority reported income levels less than \$15,000.

**Figure 4-7 Fixed-Route Rider Income**

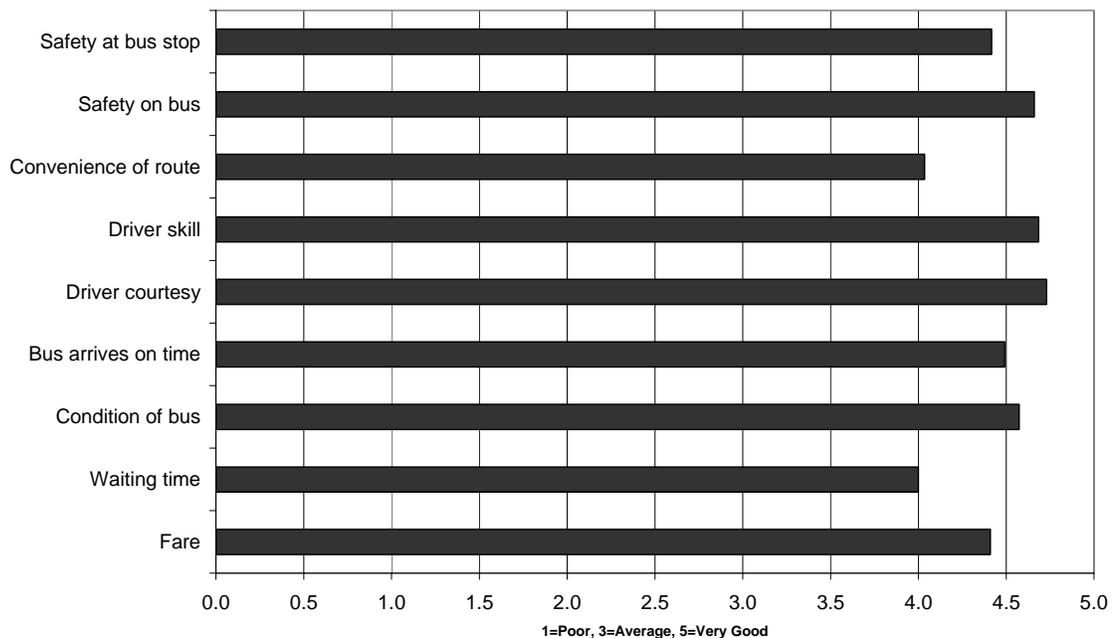


N = 109

## Fixed-Route Rider Opinions

Valley Transit fixed-route passengers were asked to rate a number of bus service attributes using a five point scale. Riders gave Good to Very Good ratings on each of the nine identified parameters. While still rated as good, Convenience of Route and Waiting Times were called out as the lowest rated attributes. Bus Safety, Driver Courtesy and Driver Skill were the highest rated categories.

**Figure 4-8 Rider Opinions of Valley Transit Service**



N = 113

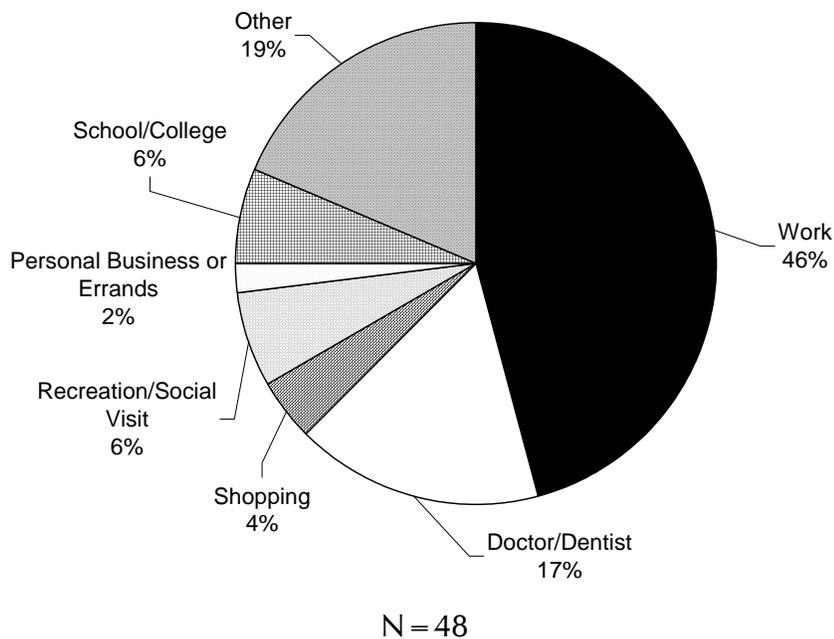
Surveyed riders were also asked for suggestions about possible improvements to route design and schedules and for any general comments. Appendix C provides a complete set of responses to these questions. Overall, riders are appreciative of the service and complimentary of Valley Transit staff. When asked about route improvements, multiple respondents expressed the desire to travel further south down Thain Road and into Orchards. Regarding schedule improvement, increased service to Asotin was a popular request as was some weekend or later in the day service. Multiple request for improved bus stop signage and benches were provided as well.

## Dial-A-Ride Trip Characteristics

### Trip Purpose

During the onboard survey, we asked each respondent to identify the nature of their trip using the Dial-A-Ride (DAR) service. Almost one-half of the survey riders rely on DAR for work trips. Many of the “Other” responses include trips to Opportunities Unlimited Inc. (OUI) facilities for employment and lifestyle support services. Medical and dental trips make up another significant portion of the on-demand trips.

**Figure 4-9 Dial-A-Ride Trip Purpose**



### Important Dial-A-Ride Destinations

Survey respondents were asked to provide their three most important places they need to reach using DAR. Riders responded with both generic trip purpose locations (e.g. doctor) and with specific geographic destinations. Appendix C presents complete lists of responses for important destinations. Respondents also provided their home zip codes. Seventy-seven percent live in Lewiston and the other 23 percent have Clarkston addresses.

**Table 4-4 Most Cited Destinations for Dial-A-Ride**

<b>Places</b>	<b>Number of Responses</b>
Doctor	18
Work	14
OUI Facilities	10
Shopping	6

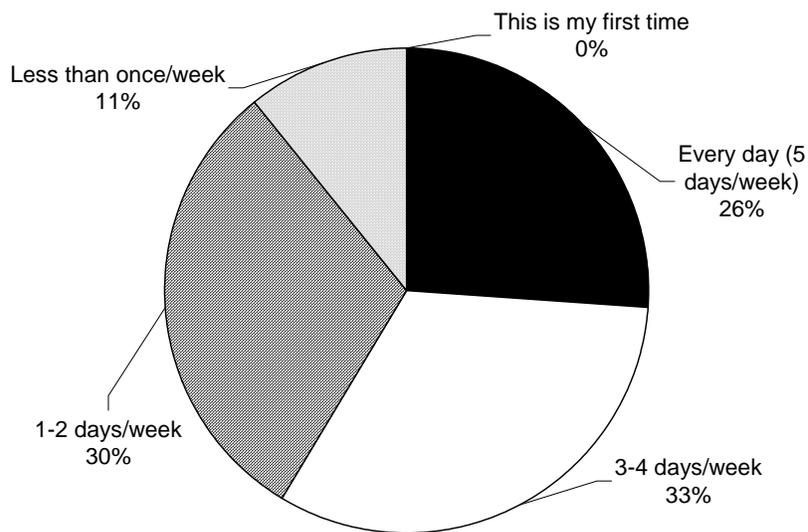
N = 92

## Dial-A-Ride Rider Characteristics

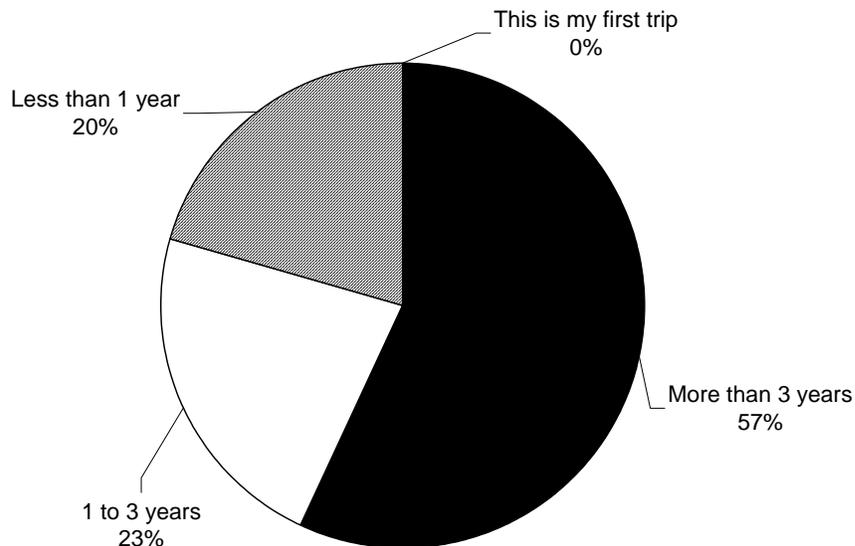
### Use of Valley Transit

As detailed in Figure 4-10, most respondents to the survey are regular users of Dial-A-Ride services. Over 60 percent of riders use the service two days a week or more with one quarter of the respondents riding every weekday. About a third use the service infrequently. Figure 4-11 reveals that most (57%) Dial-A-Ride customers have been using the system for more than three years. Only one fifth of the respondents are in their first year of use.

**Figure 4-10 Regular Use of Valley Transit Dial-A-Ride**



N = 46

**Figure 4-11 Length of Valley Transit Dial-A-Ride Use**

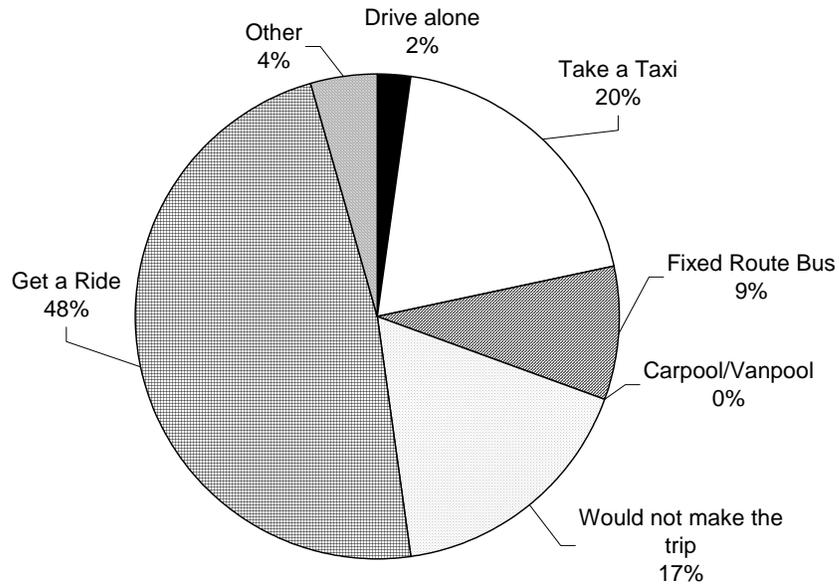
N = 44

### Transit Dependence

We asked respondents how they would have made their current trip if Valley Transit Dial-A-Ride were not available. Almost half of the respondent claimed that they would be able to get a ride from a family member or friend. Seventeen percent are totally dependent on the service and would not be able to make the trip. Based on another question in the survey, we know that 16 percent of the respondents have a valid drivers license.

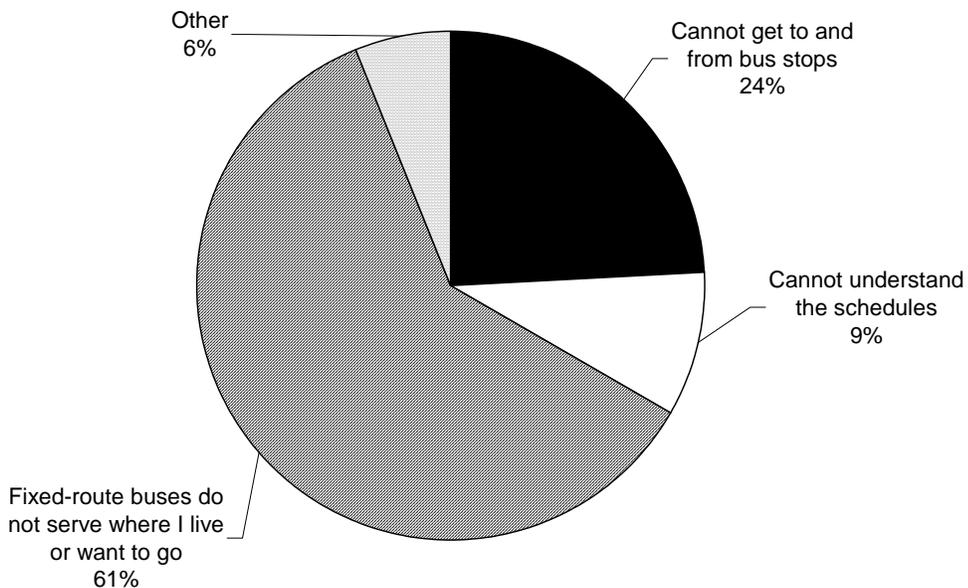
Nine percent claimed that they would use Valley Transit fixed-route service for the trip. In a separate question, we asked if they use fixed-route buses. Twenty-two percent of respondents indicated that they use fixed-route service on occasion. Figure 4-13 details why the 78 percent who do not use fixed route cannot. Accessibility to the service and the inability to get where they need to are the primary reasons cited for not using Valley Transit fixed-route services.

**Figure 4-12 Alternatives to Valley Transit**



N = 46

**Figure 4-13 Reasons For Not Using Fixed Route**

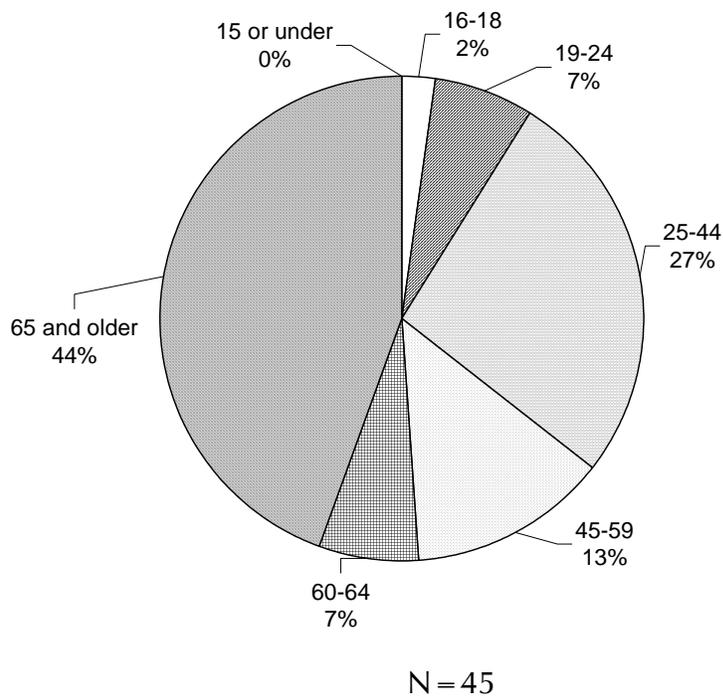


N = 33

### Dial-A-Ride Rider Age

Valley Transit Dial-A-Ride ridership is comprised of both seniors and working-aged adults. Figure 4-14 highlights that about half of the respondents are over 60 years old and another 47 percent are between 19 and 59 years old.

**Figure 4-14 Dial-A-Ride Rider Age**



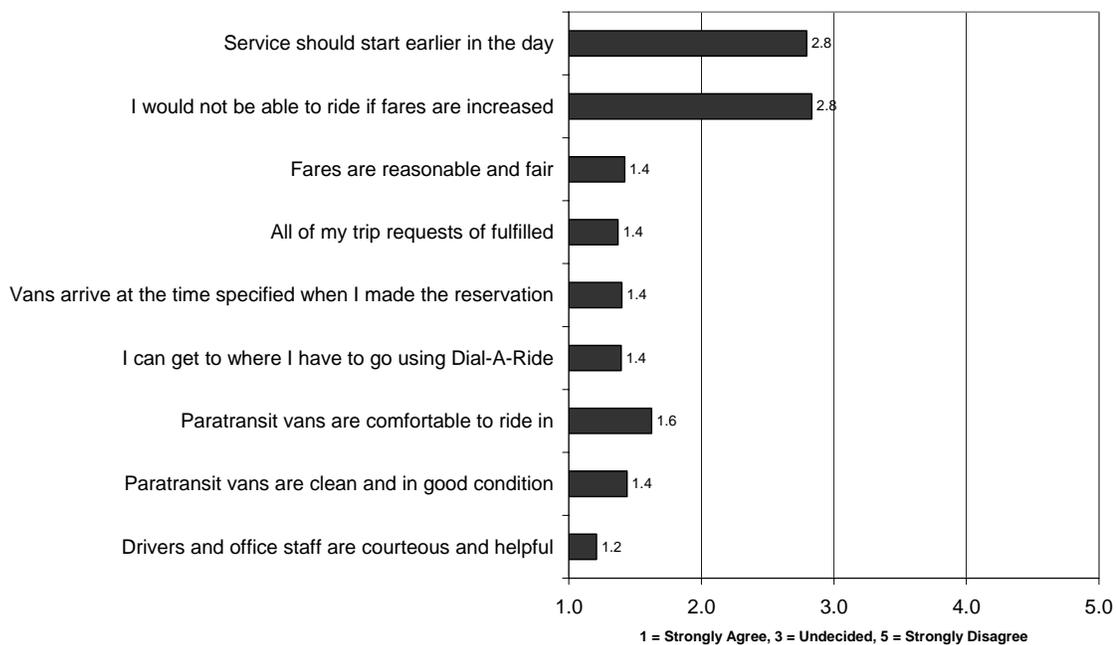
### Use of Mobility Aid

Only 20 percent of the respondents indicated that they use a mobility aid. Two-thirds of those who answered in the affirmative use a cane or walker. Less than a third use a manual or electric wheelchair.

## Dial-A-Ride Rider Opinions

Dial-A-Ride passengers were asked to rate a number of service attributes using a five-point scale. Riders give very positive ratings on each of the seven identified parameters. The greatest agreement is to the statement that Valley Transit drivers and office staff are courteous and helpful. While still in agreement, the lowest level of support is for the claim that paratransit vans are comfortable to ride in. In addition to rating service characteristics, riders we asked their opinions on two potential service changes. Paratransit passengers are relatively neutral about the need to start service earlier in the day and whether or not they would be able to continue riding if fares were to increase.

**Figure 4-15 Rider Opinions of Valley Transit DAR Service**



34 <= N <= 43

Surveyed riders were also asked to provide general comments. Appendix C provides a complete set of responses to this question. Overall, riders are appreciative of the service and complimentary of Valley Transit staff. Service later in the day and on weekends are the only repeated requests.

## Chapter 5. Public Transportation Needs

This section details transit needs as identified by outreach efforts undertaken as part of the Lewis Clark Valley MPO Long Range Transportation Planning process. These efforts included stakeholder interviews, existing rider onboard passenger survey and general public web-based survey.

### Stakeholders

#### Overview

During the spring of 2005, Nelson\Nygaard Consulting Associates interviewed a number of key community leaders and agency representatives in Lewiston, Clarkston and Asotin regarding current and future public transportation services in the area. The community groups, agencies and organizations with whom we spoke include:

- Paulter Senior Center
- St. Joes Hospital
- Clarkston School Bus
- Clarkston Chamber
- Idaho Health & Welfare, Region 2
- Clarkston Department of Social and Health Services
- Lewis Clark State College
- Nez Perce Tribe
- Valley Transit
- City of Lewiston Planning
- Port of Lewiston
- Walla Walla Community College

A copy of the basic interview questions that were used to gather information and prompt dialog with these groups is included in Appendix D. These questions were used as a basic interview guide, but interview topics were not limited to these issues. The following section provides a brief summary of findings.

#### Summary of Findings

Overall stakeholders were quick to recognize their support and appreciation for the existing transit services provided by Valley Transit. Stakeholders felt that public transit services had improved markedly during the last few years and were particularly pleased with the implementation of fixed-route bus service. Most stakeholders who use or who have clients that regularly use Valley Transit felt that the fixed-routes have increased the accessibility of transit service for many in the community, particularly ambulatory seniors,

disabled residents and low-income residents. Many suggested that their clients felt a greater freedom to travel now that it was not necessary to make and maintain a reservation.

Several stakeholders suggested that the public transit system should continue to expand, becoming more viable to the broader public. Most agreed this would require expensive improvements that may not be realistic in the short term given current local and statewide funding constraints. Suggested improvements included:

- More frequent service on all existing lines.
- Elimination of one-way loops and the implementation of two-way service that would allow people to make round-trips without traveling out of direction.
- Expansion of service coverage that would provide access to transit in most neighborhoods and shopping centers, so that passengers would have no more than a few block walk on either end of their trip.

Various stakeholder cited specific local needs that could be addressed by a more fully developed public transit system, including:

- Transporting retirees from Asotin County to recreational, commercial, professional and medical services via an hourly schedule so they don't have to spend an entire day away from home.
- Serving dialysis patients who have specific scheduling needs that are not currently supported by public transit given dialysis scheduling requirements and public transit availability. This applies to both local and rural patients.
- Assisting rural clients from the area who need to get into Lewiston for services and appointments.
- Helping clients on public aid search and travel to job opportunities.
- Providing better transportation for low-income and senior residents to get to grocery shopping & medical appointments.
- Relieve burden on customers in wheelchairs forced to use ambulance service to get to hospital/medical appointments. Some stakeholders cited the 24-hour advance call requirements of transit as a barrier to using transit for these trips.
- Restoration of bus pass subsidies for low-income persons seeking jobs. Social service representatives indicated that job participation among their clients decreased 15% to 20% when a grant from the Housing Authority that provided free bus passes to job seekers expired.
- Provide service that meets the needs of junior and senior high school students, connecting schools, neighborhoods and key recreation sites (i.e. Aquatic Center).

Several stakeholders raised issues about transit services outside the limits of the three major cities in the MPO district. Individuals suggested the following transit service expansions should be considered:

- Quad-City coordination that would include service between Lewiston and Moscow and Pullman, serving commuter, students and potential people accessing other airports.
- Public transit connecting to rural access in Asotin County, LapWai, and perhaps other rural locations to meet the mobility needs of rural residents.

Rural transit projects may have better access to funding in the short term, as federal funding sources require a lower match obligation for rural projects.

Improved coordination was a topic raised in several of our discussions. Stakeholders were interested in leveraging other available funding sources to improve transit, particularly among groups that have significant needs and/or access to other funding sources. Coordination opportunities suggested by stakeholders included:

- Closer coordination with the colleges, particularly Lewis and Clark State College, which is expanding its residential facilities and housing students in new facilities that are beyond comfortable walking distance to campus. (LCSC will be using the Seaport Inn for student housing in coming years). It is very common for colleges to provide a small percentage of student fees or other funding to support transit local services.
- Coordination with the Nez Perce Tribe. Members of the Nez Perce Tribe indicated that many tribal members had unmet transportation needs, particularly access to Lewiston for medical appointments, shopping or work opportunities. The Nez Perce already runs some limited shuttle services within the Reservation and has some existing capital equipment that is being underutilized. More importantly the Tribe may have access to federal funds allocated specifically to tribal transportation projects (SAFETEA-LU created a new funding category that exclusively provides funding for tribal transit projects).

Stakeholders felt that improving the visual appeal of transit vehicles and stops would help to bring more riders of all types to the system. One stakeholder commented that the “buses all look like they’re from a retirement home; we need a new look to generate greater appeal to broader populations.” Other stakeholders commented on the need for better public information at fixed route bus stops, on the Internet and in print available at key public locations (i.e., libraries, schools, grocery stores, etc.). Specific stakeholder suggestions for improving image and public information include:

- Well posted and publicized transit route and schedule information (routes and schedule posted in kiosks, benches, newspaper, real estate agents, telephone books, churches, aquatic center) to integrate transit into valley and serve retirement community, tourists, cruise ships, reduce traffic congestion, support airlines.
- New logo and bus design for Valley Transit vehicles.
- Obtaining and using an antique trolley car (rubber tired) for services operating in downtown Lewiston.

A pervasive theme from the interviews was a concern about neighborhood walkability and pedestrian impediments that make it difficult to access transit services. Stakeholders identified a number of specific locations that did not have built out sidewalks, where street crossings were dangerous or intimidating, or slopes and other natural barriers that made walking difficult. Several stakeholders even expressed concern about the pedestrian environment in downtown Lewiston, some suggesting that there was a need to reroute or calm traffic flow downtown to encourage more pedestrian activity. One stakeholder suggested one-way traffic flow in the downtown with more limited lane capacity and diagonal parking that would help to calm traffic. Another stakeholder felt the City of Lewiston should look to develop a transportation hub in the downtown area that could provide multimodal connections between transit, pedestrians, cyclists and even boaters.

Finally, several stakeholders mentioned the importance of getting local elected officials invested in public transportation and improving coordination. While stakeholders felt that staff was doing a good job providing quality services at a relatively low budget, they did not see that there was much being done to educate elected officials about the importance of increasing transit funding, particularly in Lewiston.

## **On-Board Passenger Survey**

As detailed in Chapter 4, comments from survey respondents indicated they would like to see:

- More Frequent Service;
- Faster Service;
- More Convenient Routing;
- Weekend/Evening Service; and
- Service to the Orchards

## **Web Survey Results**

During 2005, a web survey was conducted for residents of the Lewis-Clark Valley to gain a better understanding about their needs and opinions about transportation issues in the area. Although the survey represented only a sample of residents, the information gathered about needs is instructive in developing a public transportation plan for the Lewis-Clark valley. In addition, few respondents indicated that they use public transportation. As a result, many respondents may not be fully aware of existing services, bus stop locations etc.

The top reason respondents stated they did not use public transit in the valley is, "it did not go where they needed to go." The second most cited reason is that, "service was not frequent enough." Respondents also stated that they felt the walk was too long from their origin to the public transit connection for them to reasonably use transit.

Respondents were also asked to name priorities for public transit that elected officials should focus on, and the most cited were decreasing the travel time to their destination (faster service) and frequency of bus (more routes, times). Throughout the survey improving the frequency of the bus, is cited as means to increase the use of public transit in the valley. Building sidewalks and improving pedestrian safety along busy roadways seems to be a priority among respondents as well. Respondents are concerned about their safety due to busy streets, and the lack of sidewalks to access the bus seems to be a barrier for respondents to utilize transit as well as other modes (bike, walking).

## Chapter 6. Transit Funding

### Current Funding Sources

As a Federal Transit Administration (FTA) recognized small urban area, the urbanized areas in Nez Perce and Asotin counties are eligible for Section 5307 funds. Small urban areas are defined as having a population between 50,000 and 200,000. Section 5307 funds are available for operating and capital expenses. Local matches are required (50% for operating and 20% for capital) to access these funds. Fare revenue does not count toward the match, but instead are used to reduce expenses. Funds are appropriated to the recognized urban area (UZA) through the appropriate state. The Lewiston UZA funds are allocated to Washington and Idaho based population distributions. For FY05, Lewiston received 63 percent, or \$335,000, of the \$530,000 available for the UZA. The recently passed SAFETEA-LU transportation bill reauthorization provides for moderate growth in 5307 funding levels as seen in Table 6-1.

**Table 6-1 Growth in Lewiston Small Urban Area Transit Funding**

	<b>FY05</b>	<b>FY06</b>	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>
Apportionment	\$530,007	\$540,842	\$562,643	\$610,165	\$649,005
Annual Growth		2.0%	4.0%	8.4%	6.4%

Source: FTA SAFETEA-LU Estimated Apportionments for FY06 – FY09

The availability of local matches varies greatly between the Washington and Idaho communities in the UZA. With the creation of the Asotin County Public Transportation Benefit Area (PTBA), local sales tax proceeds provide a substantial and dedicated source of funding for public transportation. The 2006 PTBA budget shows sales tax revenue of over \$390,000 – more than enough to match all available 5307 funding. Such local option levies (e.g. sales or property taxes) for public transportation are not permitted in Idaho. Many urban areas, including Lewiston, have difficulties assembling adequate local matches from city and county general funding and local partners. Table 6-2 highlights revenue sources to cover the current Lewiston \$230,500 contract with Valley Transit. The \$142,000 of 5307 funds represents well less than half of the funding available to Lewiston.

**Table 6-2 Use of Small Urban Area Transit Funding**

	<b>Idaho</b>	<b>Washington</b>
Asotin Co. Sales Tax		\$392,000
Nez Perce General Fund	\$51,000	
Lewiston General Fund	\$37,300	
Lewiston In-Kind Match	\$30,000	
<b>Total Local Match Available<sup>1</sup></b>	<b>\$118,300</b>	<b>\$392,000</b>
Utilized FTA 5307 Funding <sup>1</sup>	\$142,200	\$140,000
Available FTA 5307 Funding <sup>2</sup>	\$341,400	\$199,500

<sup>1</sup>Source: Asotin County PTBA 2006 Budget and City of Lewiston estimates

<sup>2</sup>FTA estimated FY06 apportionments with prior year state splits

## Future Funding Alternatives

The following sections present two funding alternatives to provide constraints on potential transit service and capital plans. The first alternative is to maintain the current funding revenue sources. This scenario allows for expanded operations and additional capital projects in Asotin County but maintains current services in Lewiston. The second alternative assumes a growth in funding revenues in Lewiston, likely in the form of increased franchise fees, to provide expansion of Lewiston services in conjunction with those in Asotin County. Additional funding opportunities are detailed at the end of this section, but revenues from these sources are not built into service and capital options presented in this report. Many of these options require local matches, funding from currently constrained sources and/or competitive grant applications. Complete utilization of 5307 funding should be sought out before seeking these additional options.

### Current Funding Alternative

Continuation of current funding mechanisms allows for expansion of service in Asotin County, which has local revenues and realizable FTA Section 5307 grants in excess of current expenditure levels. However, local revenues in Lewiston are falling short of current operation expenditures and do not provide for any capital investments.

The 2006 Asotin County PTBA budget calls for transit service expenditures of \$280,000 relative to current Valley Transit services costing around \$258,000 per year. The budget also specifies \$300,000 for upcoming capital purchases. And as detailed earlier, roughly \$60,000 of additional 5307 funds are potentially available based on the mix of capital and operating expenditures. The Transit Project Chapter of this report details potential improvements available within this funding alternative. These improvements would be immediately available.

## **Growth Funding Alternative**

This scenario assumes an increase in local revenues for the Idaho component of the urban area. Roughly \$200,000 of FTA Section 5307 grant money is “left on the table” due to limited matching funds. Residents in Asotin County demonstrated the willingness to support public transportation via a dedicated sales tax increase. Current law prohibits similar local option levies in Idaho. Stakeholders from urban areas in Idaho have been working within the Idaho legislature to enable communities to seek a local levy to support public transportation but progress in this area is limited for the foreseeable future. One potential option is to increase the Avista franchise fee with some of the proceeds supporting public transportation. The utility pays this fee to access City right-of-way on public streets and applicable uses of the streets can utilize these fees. Estimates by City staff show that a nominal increase could raise \$200,000. This increase should be less than three percent and would not require a citizen vote to ratify. Packaging funds for public transportation along with additional funding for road projects would only slightly increase the fee but could facilitate adoption of the fee increase. Currently, there is no timeframe associated with the Growth Funding scenario. Funding mechanisms in Asotin County do not change with this alternative.

## **Transit Funding Opportunities**

This section describes federal funding sources that could be available in the Lewis Clark Valley to support expanded transit services and help pay for capital improvements. Federal funding for transit systems is distributed primarily through the Federal Transit Administration (FTA). The recently passed Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) transportation bill provides funding for federal surface transportation programs over six years through FY 2009. All recipients of federal funds must make certain certifications to the FTA, file regular reports and submit to periodic audits. Under SAFETEA-LU, some sources also require a human services transportation coordination plan. There are many funding sources under FTA’s umbrella, but a select few form the bulk of available operating and capital assistance. Lewiston and Asotin County currently rely on FTA Section 5307 along with a limited number of local funding for ongoing operations and capital improvements. The federal sources include:

- FTA Section 5307 – Urbanized Area Grant Program
- FTA Section 5309 – Bus, Bus Facility and New Starts Program
- FTA Section 5310 – Elderly and Disabled Program
- FTA Section 5311 – Rural and Small Urban Areas Program
- FTA Section 5316 – Job Access/Reverse Commute (JARC)
- FTA Section 5317 – New Freedom Program

### **FTA Section 5307 – Urbanized Area Grant Program**

Section 5307, the Urbanized Area Grant Program is the largest single component of FTA grants available to support bus transit in urban areas with a population of at least 50,000 people. The funds are available to any transit service meeting basic federal requirements. These funds are distributed by formula to urbanized areas, not individual cities. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Urbanized Area (“UZA”) is a US Census designation describing separate urban agglomerations, and the boundaries of urbanized areas are adjusted after the completion of each decennial US census.

The UZA designations for Section 5307 funds are divided into two main categories:

- Between 50,000 and 200,000 population (small)
- Greater than 200,000 (large)

Eligible uses of 5307 Grants include:

- Purchase of buses and other capital needs;
- Preventive maintenance of capital assets;
- One percent of the total UZA’s apportionment must be used for “transit enhancements” such as bus shelters, landscaping, bikeways, or historic preservation;
- Operating support is not an allowed use in UZAs larger than 200,000; and
- Up to 10 percent of funds may be used to support the operations of ADA paratransit.

Different application processes, use of funds and reporting guidelines may apply depending on the size of the urbanized area. Funds may also be distributed through different channels, with states typically receiving federal funds for small urban areas while the large urban areas receive them directly.

### **FTA Section 5309 – Bus, Bus Facility and New Starts Program**

Funds in this program are limited to capital purchases and maintenance of capital, and fall into three categories: 1) bus/bus facilities, 2) New Starts (major fixed guideway capital investment projects) and 3) rail modernization. These funds are distributed directly from FTA to support capital transit needs including vehicle acquisition, bus rebuilds, maintenance facilities, transfer facilities, terminals, passenger shelters and computers.

Starting in FY 2007, a portion of new starts funding will be dedicated to “small starts” projects, with a federal share of less than \$75 million, for streetcar, trolley, bus rapid transit and similar investments. Except for a portion of the bus and bus facility funding, Section 5309 funds are fully discretionary and can be somewhat difficult to acquire. New starts grants under this program require a 20 percent local match. However, a higher federal match is possible for those projects whose cost and ridership estimates are within 10 percent of original forecasts. New Starts funds are usually earmarked and appropriated by Congress. The applications process is extensive for New Starts funding and includes:

- Alternatives Analysis and Preliminary Engineering
- Project Justification, including analysis of:
  - Mobility Improvements
  - Environmental Benefits
  - Operating Efficiencies
  - Cost Effectiveness
  - Economic Development
  - Transit Supportive Land Use and Future Patterns
  - Other Factors, including, among other things, the technical capability of the project sponsor to implement and operate the proposed investment.
- Demonstrated Local Financial Commitment.

Previously, a 5309 grant was approved for \$850,000 toward a new administrative and bus facility in the Valley, making \$1,000,000 available for a new facility when local matches are added in.

### **FTA Section 5310 – Elderly and Disabled Program**

The formula grants for Special Needs of Elderly Individuals and Individuals with Disabilities provides transit capital assistance, through the states, to organizations that provide specialized transportation services to elderly persons and to persons with disabilities. Funding is approximately \$100 million per year, nationwide. Section 5310 funds are allocated to states based on the state’s population of these specialized groups. Private non-profit agencies and under certain circumstances, public agencies, may apply for this statewide discretionary funding program.

Allocated through the state according to area population, these funds are most often used for capital purchases. However, Section 5310 program grants can be submitted for “contract service to operate” transportation programs for the elderly and persons with disabilities and SAFETEA-LU authorized pilot projects in seven states to determine if the use of Section 5310 funding for direct operations improves the mobility for the elderly and persons with disabilities. Section 5310 provides up to an 80 percent contribution for funded capital programs.

Grantees of federal funding through Section 5310 (along with the Job Access and Reverse Commute (JARC) and New Freedom programs) are required to certify that funded projects are derived from a Coordinated Public Transit-Human Services Transportation Plan. Up to 10 percent of the total grant amount for all three sources of funds may be used to support planning and project selection activities. There is no match required, and the funds may be applied for in advance of completing the planning activities.

FTA estimates for 5310 funding in Idaho range from \$538,000 in FY06 to \$622,000 in FY09

### **FTA Section 5311 – Rural and Small Urban Areas Program**

The formula funding for Rural and Small Urban Areas (population under 50,000) is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state must use 15 percent of its annual apportionment to support intercity bus service (Section 5311(f)), unless the Governor certifies that these needs of the state are adequately met. A primary objective of intercity bus service is to support the connection between nonurbanized areas and larger regional systems. Grant eligible intercity bus activities include planning and marketing for intercity bus transportation, capital grants for intercity bus shelters, joint-use stops and depots, operating grants through purchase-of-service agreements, user-side subsidies and demonstration projects, and coordination of rural connections between small transit operations and intercity bus carriers. Capital assistance may be provided to purchase vehicles or vehicle related equipment such as wheelchair lifts for use in intercity service.

Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs or 80 percent for capital and project administration. Under SAFETEA-LU, states with a very high percentage of federal lands may apply the federal highway program sliding scale federal match. Operating project match is 5/8th of the sliding scale share for capital projects.

Recipients of Section 5311 funds must submit annual data on service levels, costs, and revenues to the National Transit Database. These requirements will be tailored to the smaller size of the typical public transportation system in rural areas, while still providing enough information to judge the condition and performance of rural public transportation services.

SAFETEA-LU added Indian tribes eligible recipients, and a portion of funding is set aside each year for Indian tribes - \$8 million in FY 2006 and rising to \$15 million by FY 2009. The reauthorization bill also significantly increased funding for the 5311 program, especially for low-density states, which are allocated 20 percent of section 5311 funds. Table 6-3 illustrates the increase in 5311 funding for Idaho over the period.

**Table 6-3 FTA Section 5311 Funding in Idaho**

	Estimated State of Idaho Rural and JARC Program Funds				
	FY05*	FY06	FY07	FY08	FY09
Nonurbanized Areas (5311 and 5340)	\$1,922,040	\$4,889,655	\$5,071,595	\$5,484,750	\$5,796,196
Tribal Programs (5311)		\$242,527	\$303,158	\$363,790	\$369,785

Source: FTA

\* Actual FY05 Funding - Nonurbanized Area funding from 5311 only. Does not include 5311 Rural Transit Assistance Program (Research) funds

### **FTA Section 5316 – Job Access/Reverse Commute (JARC)**

This program was designed to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs. Under SAFETEA-LU, JARC changed to become a formula program rather than the prior competitive discretionary grants program. The formula is based on ratios involving the number of eligible low-income and welfare recipients with 60 percent of funds going to urban areas with more than 200,000 in population, 20 percent for urban areas with fewer than 200,000 in population, and 20 percent to rural areas.

Eligible projects include capital and operating costs of equipment, facilities and associated capital maintenance items, promoting transit use by workers with nontraditional work schedules and other employer provided benefits. This program has a 50 percent match requirement for operations and 20 percent for capital. Local contributions can be matched with federal (non-Department of Transportation) dollars. Matching funds could include Community Development Block Grants, Temporary Aid to Needy Families (TANF) or Department of Labor Welfare to Work. The program may provide new funds to “jump start” transit service if it can be demonstrated that the service transports workers transitioning from welfare to work.

Grantees of federal funding through the JARC program (along with the Section 5310 and New Freedom programs) are required to certify that funded projects are derived from a Coordinated Public Transit-Human Services Transportation Plan. Up to 10 percent of the total grant amount for all three sources of funds may be used to support planning and project selection activities. There is no match required, and the funds may be applied for in advance of completing the planning activities.

### **FTA Section 5317 – New Freedom Program**

Under SAFETEA-LU, this program was created to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Grants are available for associated capital and operating costs with 20 percent and 50 percent local match requirements respectively. Matching share requirements are flexible to encourage

coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.

Funds are allocated through a formula based upon population of persons with disabilities. Areas over 200,000 in population receive 60 percent of the funding, 20 percent goes to states for areas under 200,000 in population and 20 percent goes to states for non-urbanized areas. States and designated recipients must select grantees competitively.

Grantees of federal funding through the New Freedom Program (along with the Job Access and Reverse Commute (JARC) and Section 5310 programs) are required to certify that funded projects are derived from a Coordinated Public Transit-Human Services Transportation Plan. Up to 10 percent of the total grant amount for all three sources of funds may be used to support planning and project selection activities. There is no match required, and the funds may be applied for in advance of completing the planning activities.

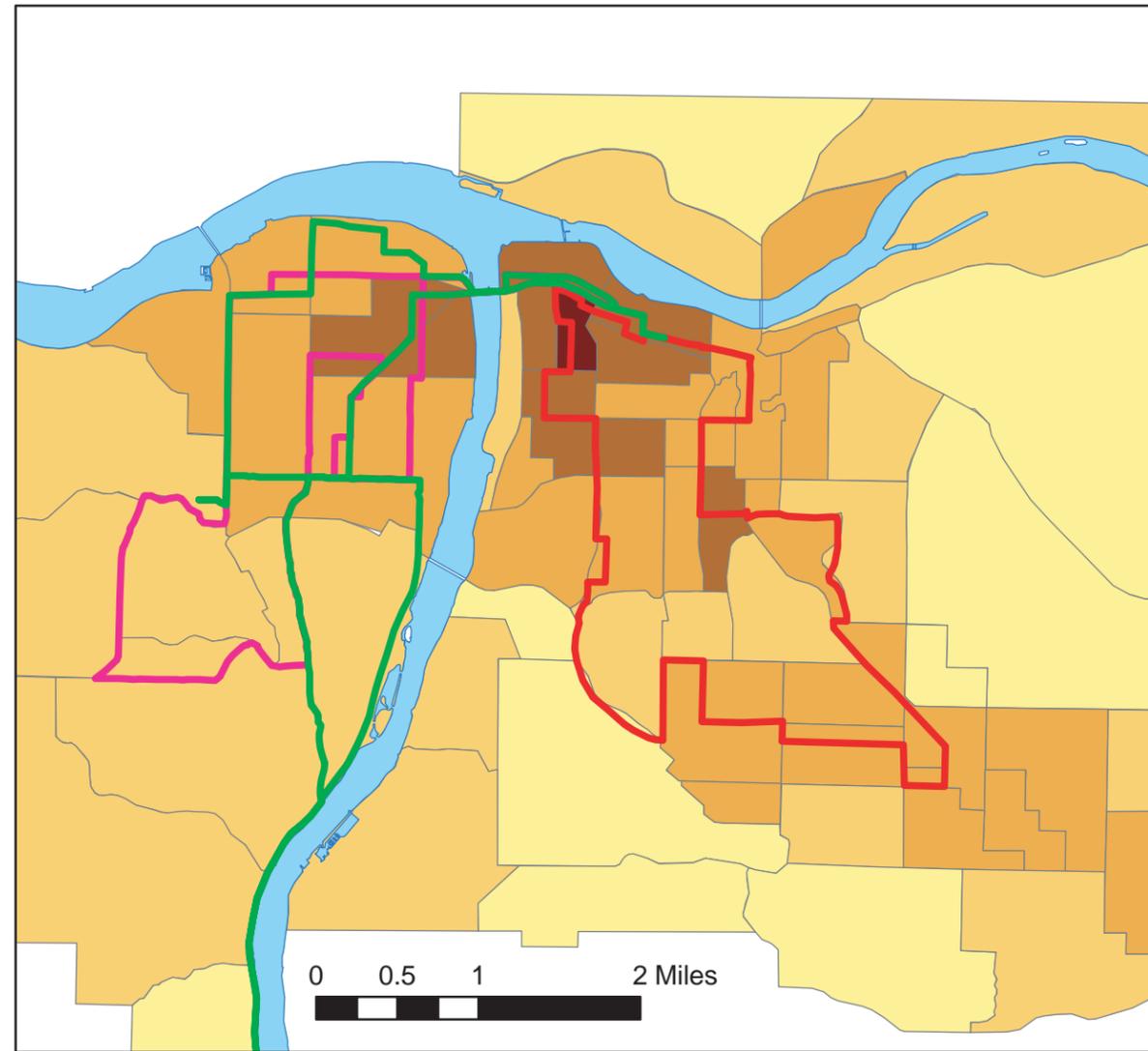
JARC and New Freedom grants for small urban areas (50,000 to 199,999 in population) are appropriated to the state, which is to select grantees competitively. For example, small urban areas (UZAs) in Idaho include Coeur d'Alene, Idaho Falls, Lewiston, Nampa and Pocatello. JARC funding for these UZAs is estimated to range from \$299,000 in FY06 to \$356,000 in FY09. Original estimated appropriations for the Lewiston/Clarkston UZA provided around \$50,000 in JARC funds and \$30,000 in New Freedom grants annually between FY06 and FY09.

## Chapter 7. Transit Projects

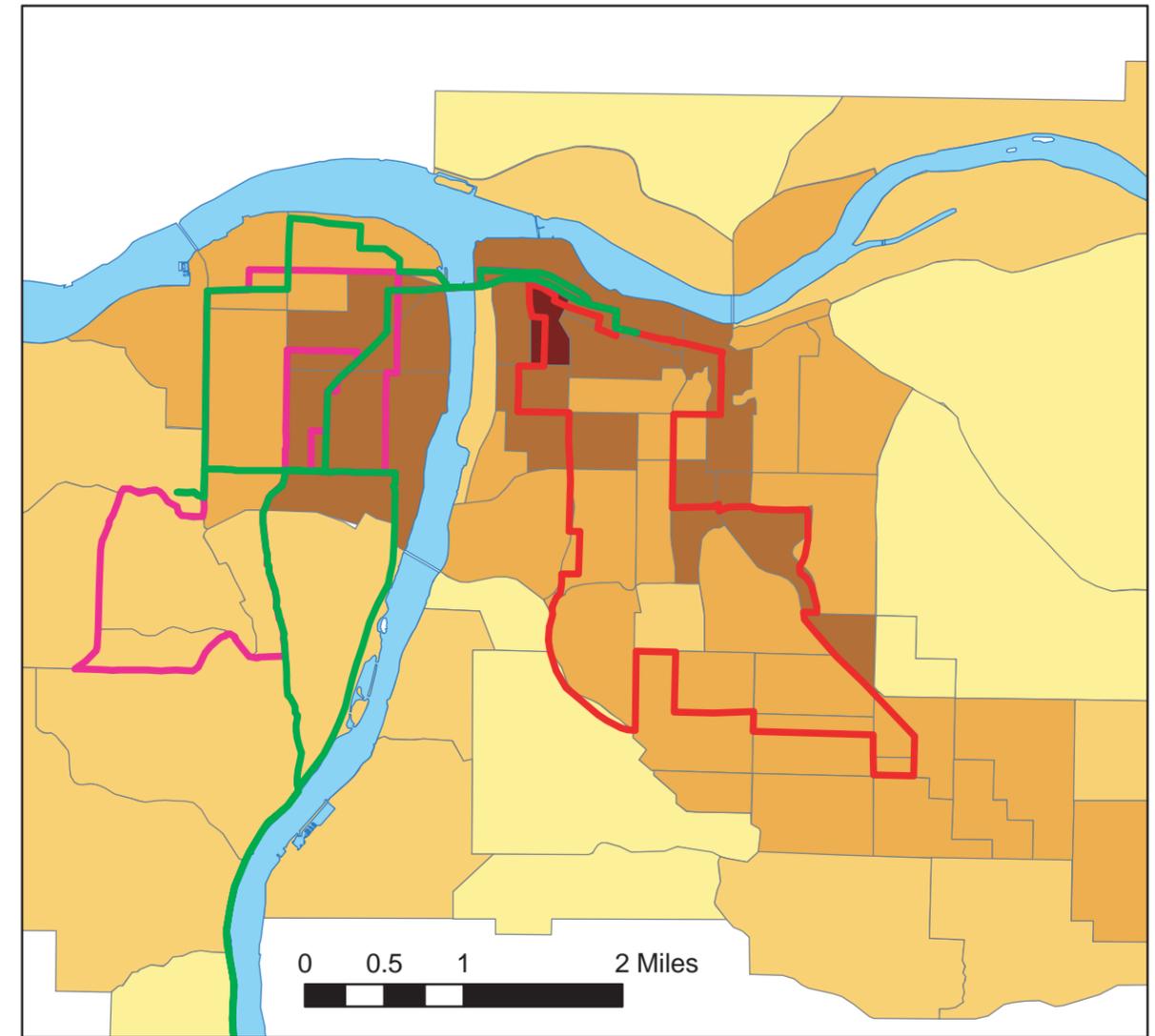
This chapter presents proposed projects in terms of transit service and capital investments. Projects are constrained by one of the two proposed funding alternatives- current or growth.

### **Proposed Service Improvements**

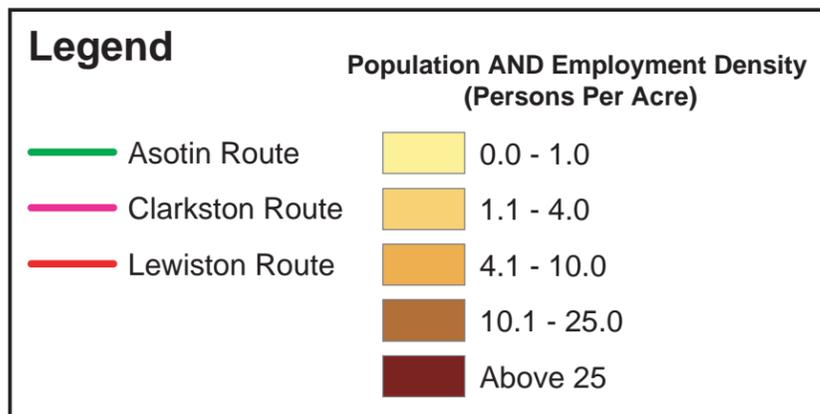
Many stakeholders and riders expressed a desire to reduce their travel time on transit and to increase the frequency of service. While the current frequency of service is reasonable given the service area land uses and demographics, travel time via the current large one-way loop routes can be excessive. Service standards typically specify frequency based on residential and employment densities. Hourly service is common when these densities exceed 10 persons (residents and jobs) per acre. Higher frequency service is often considered for corridors with greater than 25 persons per acre. As Figure 7-1 shows, the current fixed routes provide coverage to the denser parts of Lewiston and Clarkston, keeping in mind that any area within .25 miles of a transit route is considered as served by that route. In addition, hourly service can be viewed as adequate for the current densities.



2005



2030



**Figure 7-1**  
**Existing Transit Routes**  
**Relative to Current and Projected**  
**Residential and Employment Densities**

Given, limited resources, initial improvement should address travel time improvements. As detailed in Table 7-1, travel time between some relative close stops can take well over thirty minutes if travel around the loop is required.

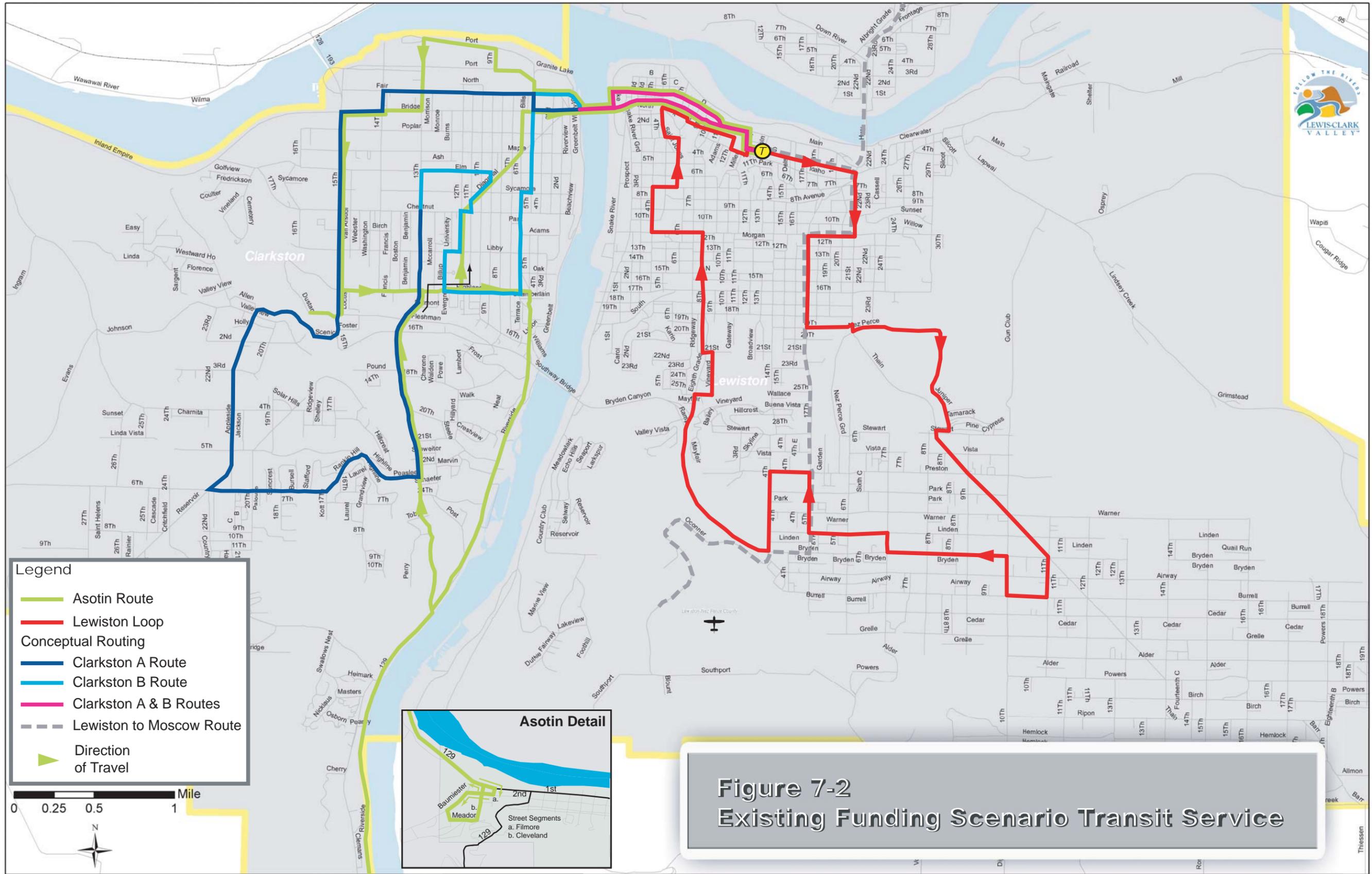
**Table 7-1 One-Way Loop Travel Times**

<b>Existing Clarkston Service</b>				
<b>Lewiston Community Center</b>	<b>Housing Authority (12<sup>th</sup> &amp; Fair)</b>	<b>13th St &amp; Chestnut</b>	<b>Asotin Co Library</b>	<b>Lewiston Community Center</b>
9:05	9:14	9:31	9:44	9:55
10:05	10:14	10:31	10:44	10:55
41-minute travel time from Housing Authority to Lewiston Community Center				
39-minute travel time from Lewiston Community Center to Asotin Co Library				

### **Current Funding Service Improvements**

Using available resources, this section presents service improvements that are primarily aimed at improving convenience of transit and improving quality of overall riding experience. These changes should attract some choice riders – those not currently dependent on transit as well as addressing concerns raised by existing riders.

With the addition of one bus on the existing Clarkston route, two bidirectional linear routes can serve streets currently served by the existing loop route. Figure 7-2 shows one route (A Route) traveling from the Lewiston Community Center, serving northern and western Clarkston and terminating at 13<sup>th</sup> and Chestnut. This is a bidirectional route showing one can travel west to Walla Walla Community College and return traveling east on Fair from WWCC back to the community center. A second route (B Route) serves eastern Clarkston, also terminating at 13<sup>th</sup> and Chestnut. In actuality, two buses can travel in opposite directions on the loop, leaving the community centers at the same time and change identities at 13<sup>th</sup> and Chestnut – allowing buses to travel without turning around.



**Figure 7-2**  
**Existing Funding Scenario Transit Service**

Table 7-2 show how this configuration will save some passengers 30 minutes on one leg of their trip.

**Table 7-2 Sample Travel Time Improvements**

<b>Existing Clarkston Service</b>				
<b>Lewiston Community Center</b>	<b>Housing Authority (12<sup>th</sup> &amp; Fair)</b>	<b>13th St &amp; Chestnut</b>	<b>Asotin Co Library</b>	<b>Lewiston Community Center</b>
9:05	9:14	9:31	9:44	9:55
10:05	10:14	10:31	10:44	10:55
41-minute travel time from Housing Authority to Lewiston Community Center				
39-minute travel time from Lewiston Community Center to Asotin Co Library				
<b>A Route Service</b>				
<b>Lewiston Community Center</b>	<b>Housing Authority (12<sup>th</sup> &amp; Fair)</b>	<b>13th St &amp; Chestnut</b>	<b>Housing Authority (12<sup>th</sup> &amp; Fair)</b>	<b>Lewiston Community Center</b>
9:05	9:14	9:31	9:47	9:56
10:05	10:14	10:31	10:47	10:56
9-minute travel time from Housing Authority to Lewiston Community Center				
<b>B Route Service</b>				
<b>Lewiston Community Center</b>	<b>Asotin Co Library</b>	<b>13th St &amp; Chestnut</b>	<b>Asotin Co Library</b>	<b>Lewiston Community Center</b>
9:35	9:46	9:59	10:14	10:25
10:35	10:46	10:59	11:14	11:25
11-minute travel time from Lewiston Community Center to Asotin Co Library				

### *Operating cost*

The service will cost an additional \$100,000 per year to cover variable costs including operator salary, fuel and maintenance expenses.

### **Growth Funding Service Improvements**

In addition to the previously detailed bidirectional service in Clarkston, the growth funding alternative allows for service improvements in Lewiston and for coordinated weekend service in both Lewiston and Clarkston.

### *Bidirectional Service*

The existing Lewiston route is also a large one-way loop. As with the Clarkston route, the Lewiston route can be broken into two bidirectional routes. Figure 7-3 details the route structure available in the growth funding scenario. Bryden and 7<sup>th</sup> is about midday around the current loop and the commercial development at this intersection will act as a good anchor for the two routes.

### *College Route*

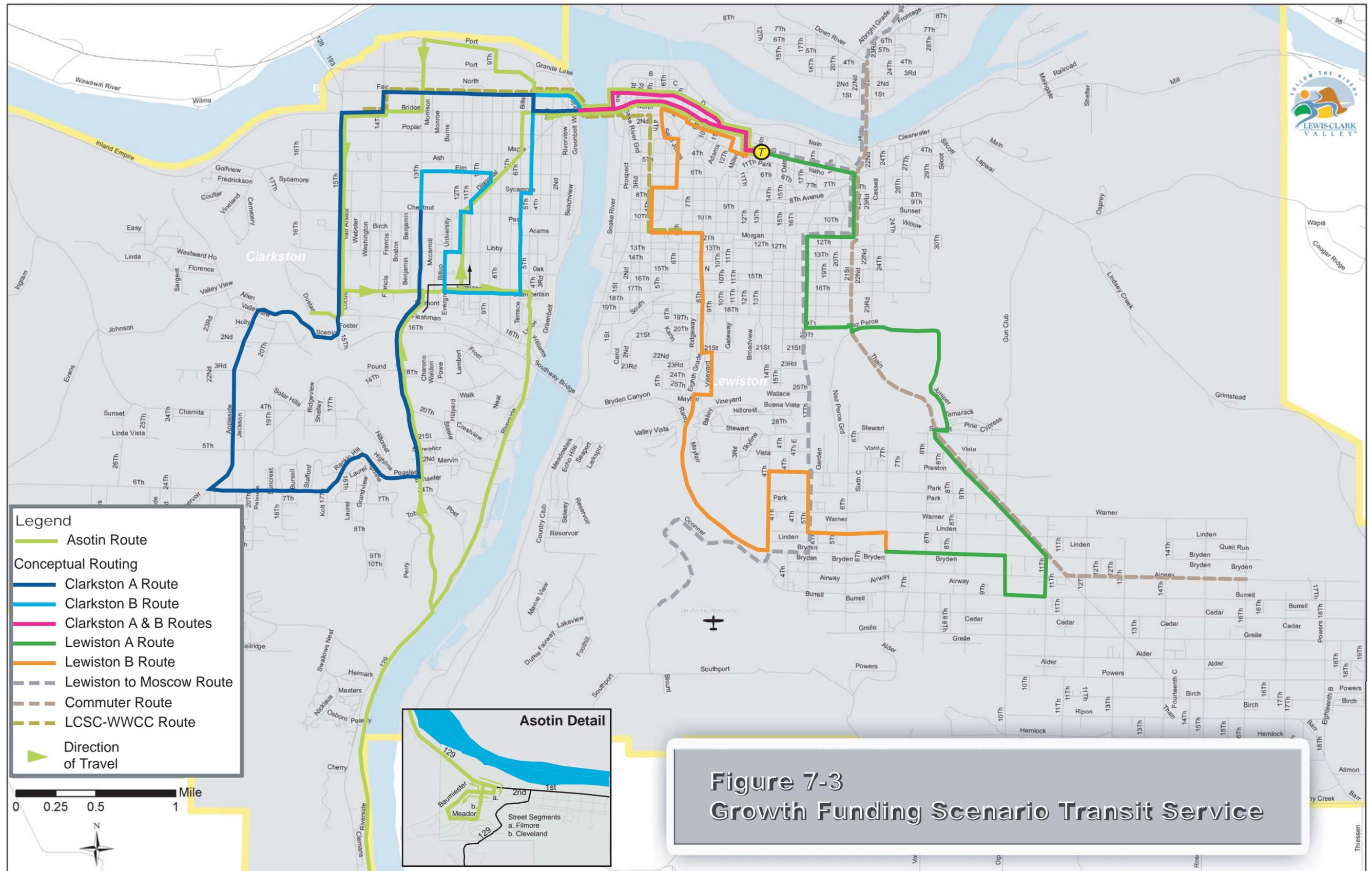
A new route between Lewis Clark State College and Walla Walla Community College is depicted in Figure 7-3. This route provides a connection between the two educational institutions. It also offers additional service on 5<sup>th</sup> through downtown Lewiston and across the bridge into Clarkston including the Clarkston Albertsons – one of the busiest stops in the current system.

### *North Lewiston Commuter Service*

Another proposed route operates along Thain Drive and connects a currently unserved residential development east of the Orchards and industrial/commercial areas in North Lewiston. It also provides connections to the Lewiston B Route along Thain for service to the rest of the Valley Transit service area.

### *Weekend Service*

While weekend service could be deployed in Clarkston under the current funding scenario, there would be no connecting Lewiston service on Saturday or Sunday. In addition, Valley Transit administrative functions and cost structure would need to change to support only Clarkston service on these days. Therefore, weekend service is suggested only under the growth funding alternative when the connecting service would be available. Saturday service is typically a priority, as a number of transit dependent individuals require employment and personal errand trips on Saturday relative to Sunday.



**Figure 7-3**  
**Growth Funding Scenario Transit Service**

## Capital Improvements

This section describes three categories of transit capital projects: bus stop amenities; vehicle replacement programs; and facilities expansion. Before describing the capital projects that are available in each of the funding scenarios, each category is briefly explained.

### Bus Stop Amenities

Waiting for the bus is a large part of the transit customer experience. At bus stops, Valley Transit has the opportunity to make waiting for the bus as pleasant, safe, and useful as possible via amenities and providing clear and useful information for waiting customers. Perceived safety at a stop can reduce passenger anxiety and promote the use of public transportation. This can come in the form of adequate lighting at night or a paved landing allowing a rider to wait away from traffic. A comfortable bench and protection from the elements makes a wait seem shorter and improves a rider's overall experience. And finally, information at a bus stop can help answer questions of new riders and market the system to potential riders. The desire to maximize amenities must be balanced against the cost to install and then maintain each amenity. Amenities to consider include:

- Signs
- Shelter
- Lighting
- Benches
- Trashcans
- Route schedules
- System maps
- Route maps

Asotin County PTBA and the City of Lewiston should define their policies for stop amenities and set standards that determine when certain amenities are justified at a particular bus stop. These standards are often articulated in terms of weekday boardings. For example, in order to justify installing a shelter at a stop, Lane Transit (Eugene, OR) requires at least 20 weekday boardings while Tri Met (Portland, OR) requires a stop to have at least 35 boardings. Additional factors can also play an important role in the process, such as proximity to senior housing and if the shelters are funded by other sources.

### Vehicle Replacement Program

Transit vehicles have a limited lifetime and service providers need to plan for the purchase of replacement buses in addition to regular maintenance. Table 7-3 details the existing fleet serving the Lewis Clark Valley. The Valley Transit fleet is comprised of small buses,

typically less than thirty feet, built on mid-duty chassis and lift equipped. This type of vehicle has a typical lifetime of seven years or 200,000 miles. The primary revenue vehicles vary with respect to remaining useful life, with the Asotin County and one Lewiston DAR vehicles requiring replacement in the near future. The Asotin County PTBA has purchased two vehicles that should be deployed in the fall of 2006 to replace two older units.

**Table 7-3 Current Valley Transit Fleet**

Vehicle (Service Provided)	Year	Make	Model	Capacity Amb/ W.C.	Current Mileage
Asotin Route	2002	Ford	ELDORADO E-450SD	12/2	77,693
Backup L/C DAR	2000	Ford	GCII	12/2	91,819
Lewiston DAR	2000	Ford	GCII	12/2	115,955
Non Revenue	1998	Ford	CVC	4/0	142,004
Asotin Co DAR	1998	Ford	Goshen	8/2	176,731
Lewiston DAR	1997	Ford	Goshen	8/2	182,124
Backup O/L/C DAR	1997	Ford	Goshen	8/2	185,758
Orofino	1997	Ford	Goshen	8/2	133,401
Backup -Lewiston Fixed	1995	Ford	Startrans	12/2	162,947
Backup -Clarkston Fixed	1995	Ford	Startrans	12/2	177,112
Infrequent L/C DAR	2000	Ford	E 350 ClubCab VAN	14/0	41,321
Lewiston Fixed	2003	Ford	TK	25/2	99,595
Clarkston Fixed	2003	Ford	TK	25/2	97,608

Source: Valley Transit

## Facility Expansion

### *Assessment of Existing Facilities and Operations*

Nelson\Nygaard staff has interviewed Valley Transit staff, and has toured the facilities. Based on these observations, the following points support staff claims that the existing facilities are insufficient:

1. **Maintenance, fueling, cleaning and bus storage all take place at separate locations** - This is an inefficient and expensive practice that forces bus drivers, maintenance staff and cleaning crew personnel to shuttle buses back and forth between several facilities.
2. **Most of the buses are stored at an unsecured location** - All buses should be stored overnight in a secured lot to reduce or eliminate the threat of theft and vandalism. Buses are currently stored on public grounds behind the Community Center.

3. **Most of the buses are being damaged by the elements at an accelerated rate** - To the extent possible, the buses should be stored in an area that is either protected from the elements or at the very least minimizes outside exposure to reduce cleaning costs and vehicle wear and tear. The buses stored at the Community Center can be “fouled” by the bird droppings from the adjacent trees.
4. **The administrative facility does not have enough workspace** - Dispatchers and schedulers need to have a quiet workspace where they can hear people on the phones and drivers on the radio. Staff meeting space is not isolated from workspace and is not sufficient for minimally sized staff meetings. All of the existing facilities are operating above capacity and there’s no room for growth.
5. **The administrative facility lacks a secure and efficient fare counting space** – A dedicated and secure counting room is required to count fare revenues and process funds. The physical space allocated to fare counting procedures will help put the controls in place to assure that funds are not lost, including staff to multiple staff to assist in fare handling the locking up of cash and fare media left on-site
6. **There is no room for growth** - All of the existing facilities are operating at capacity and there’s no room for growth.

## **Current Funding Alternative Capital Improvements**

### *Bus Stop Amenities*

The following bus stop amenities are suggested along the Clarkston routes. Exact locations and number of amenities should be defined by Asotin Co. PTBA standards and capital asset plans.

- Sign and bench at every stop (One time capital expenditure of \$32,000 for 16 stops)
- Four shelters (One time capital expenditure of \$20,000)

### *Vehicle Replacement Funds*

With the fleet expansion set forth in the current funding service alternative, Asotin county will be served with two large vehicles (A & B Routes) and two small to medium vehicles (DAR and City of Asotin). Backup vehicles will remain in the fleet but will not be part of the replacement plan. Vehicles that are cycled out of primary revenue status typically become backup vehicles.

Table 7-4 details that \$33,000 per year needs to be reserved for replacement vehicles. This is based on previously identified vehicle count and typical vehicle costs. Small to medium buses that carry between eight and sixteen passengers cost between \$40,000 and \$60,000. Larger vehicles that carry up to 25 passenger range between \$60,000 and \$85,000. Actual vehicle purchases will be for one every other year in Asotin County.

**Table 7-4 Current Funding Alternative Vehicle Replacement Costs**

	<b>Asotin County</b>
Small/Medium Vehicles	2
Large Vehicles	2
<b>Annual Replacement Funding</b>	<b>\$33,000</b>

Based on small/medium vehicle cost of \$45K and large vehicle cost of \$70K and 7 year lifetime

**Growth Funding Alternative Capital Improvements***Bus Stop Amenities*

The following bus stop amenities are suggested along the Lewiston routes. Exact locations and number of amenities should be defined by City of Lewiston standards and capital asset plans. These requirements are in addition to those defined for the Existing Funding Scenario.

- Sign and bench at every stop (One time capital expenditure of \$26,000 for 13 stops)
- Four shelters (One time capital expenditure of \$20,000)

*Vehicle Replacement Funds*

With the fleet expansion set forth in the growth funding service alternative, Asotin county will be served with four large vehicles (A, B, LCSC-WWCC and Commuter Routes) and two small to medium vehicles (DAR). Backup vehicles will remain in the fleet but will not be part of the replacement plan. Vehicles that are cycled out of primary revenue status typically become backup vehicles.

Table 7-5 details that \$53,000 per year needs to be reserved for replacement vehicles. This is based on previously identified vehicle count and typical vehicle costs. Small to medium buses that carry between eight and sixteen passengers cost between \$40,000 and \$60,000. Larger vehicles that carry up to 25 passenger range between \$60,000 and \$85,000. Actual vehicle purchases will be for one every year in Lewiston. These requirements are in addition to those defined for the Existing Funding Scenario.

**Table 7-5 Growth Funding Alternative Vehicle Replacement Costs**

	<b>Lewiston</b>
Small/Medium Vehicles	2
Large Vehicles	4
<b>Annual Replacement Funding</b>	<b>\$53,000</b>

Based on small/medium vehicle cost of \$45K and large vehicle cost of \$70K and 7 year lifetime

## Future Facility Improvements

The following facility needs assessment is intended to identify the general requirements for maintenance, operations and storage facilities that can support the provision of public transportation in the Lewis Clark Valley. These future improvements are not directly related to the two transit-service scenarios presented in this chapter, but address the identified needs.

The Valley Transit operations center for Lewis Clark Valley services has outgrown the City of Lewiston supplied facility at the community center. As described in the previous section, current facilities do not provide adequate space for: minor vehicle maintenance or washing; secure vehicle parking; administrative staff office space; fare collection processing; or growth in operations. About six years ago, a FTA Section 5309 capital grant was obtained for roughly \$850,000 to develop a new facility. The required 20 percent local match was never secured and the grant has yet to be executed.

Previous plans preferred a site in Lewiston near 5<sup>th</sup> & Bypass for administrative and maintenance operations. Subsequent alternatives have called for office space-only facilities, combined with a City of Lewiston visitor center located in downtown Lewiston. Public transit stakeholders are currently suggesting the development of a bus yard on City of Clarkston property near the sewage treatment plant. Such a facility would address secure vehicle storage and minor maintenance needs for Valley Transit. These proposals present a number of benefits and concerns including:

- Separation of yard and administrative functions allows for the retention of an administrative facility in downtown facilitating customer access for ticket/pass sales, lost and found etc.
- Separating bus storage and maintenance from administration offices may complicate operator check-in/out procedures and/or increase staff travel between sites.
- Vehicle washing facilities may be used for other city or county vehicles, providing a cost savings for multiple jurisdictions and providing a small revenue stream into transit operations in the form of transfers from other agencies/departments.
- A Clarkston bus yard allows for an Asotin County PTBA contribution to Valley Transit assuming the accounting between the PTBA and the City of Lewiston can be worked out to share costs relative to services received from Valley Transit.
- Any move away from the current situation may reduce the City of Lewiston in-kind contributions and further increase the need for local matching funds.

The following sections provide a summary of needs and costs associated with new facility development.

#### *Office/Training/Breakroom Space*

Allowing for some growth, the following space allocations are suggested:

- 1 office for the site manager (100 sq')
- 1 shared office for trainers/supervisors and assist manager (500 sq')
- 1 dispatch/scheduling/customer service office with 4 workstations (500 sq')
- 1 breakroom with kitchenette (300 sq')
- Men's and women's restrooms, each with shower stall & lockers (300 sq' each assuming operators check in at the administrative office)
- Storage space and closets (500 sq')
- 1 Training/Conference Room (500 sq')

#### *Fare Collection*

Approximately 300 sq' (15' x 20') should be set aside in the administrative building for a vault room. This includes space for a fare counting area and secure safe.

#### *Maintenance Bays*

The industry standard of maintenance bays to vehicles is about 1:7. Even with growth, two bays should suffice for Lewis Clark Valley operations with the expected use of light maintenance only at this facility. All of the bays should be sized to accommodate 40' buses (i.e. each bay should be 50' in length and 30' wide). A total of 3,000 sq' of floor space will be needed to accommodate the two bays.

#### *Part Cleaning/Inventory/Equipment Storage*

Approximately 500 sq' of space will be required for inventory, parts cleaning and equipment storage.

#### *Vehicle parking and circulation*

There will need to be enough space on-site to park:

- 20 transit buses (all stalls sized for 40' vehicles)
- 4 non-revenue vehicles
- 25 employee vehicles
- 4 visitor vehicles

All of this equals 53 parking stalls and a total of 15,000 sq'. Another 33% must be added for bus circulation, bringing the total amount of space needed for parking and circulation to just under 20,000 sq'.

### *Bus Washing Facilities*

On-site bus washing facilities continue to be a difficult issue for many transit agencies because of on-going concerns about compliance with Environmental Protection Agency water quality criteria. Obviously, newly installed facilities are able to satisfy the criteria but maintaining compliance can be expensive. The siting of washing facilities adjacent to the City of Clarkston property near the sewage treatment plant may further reduce compliance complications. Bus washing can be done indoors or outdoors and range from a manual washing area to an enclosed washing system. Such systems require a 65-foot bay, typically with underground oil separation/water reclamation equipment. Material and construction costs including plumbing and electrical, can run around \$150,000 for such a system with an additional \$100,000 for the enclosed structure.

Table 7-6 summarizes the floor space and grounds needs. Just over 3,000 square feet of office and supporting space are required for an independent administrative facility (i.e. not sharing restrooms with other tenants in leased building). At a \$1.00 lease rate, this will require \$3,000 per month. Alternately, this is an \$180,000 building at a \$60 per square foot construction rate.

An additional 25,000 square feet of grounds is required for maintenance and fleet storage, including 3,500 to 5,000 square feet of built out space for maintenance and vehicle washing space. Not including a structure for the vehicle washing system (estimated at \$100,000), 3,000 square feet of built out maintenance space can cost around \$135,000 at \$45 per square foot.

**Table 7-6 Summary of Space Needs**

Item	Space Required (Sq')	Comments
<b>Building – Operations</b>		
Fare Collection Room	300	
Dispatch/Customer Service	500	
Breakroom	300	Includes kitchenette
Restrooms	600	Men's and Women's: Includes shower and lockers
Closet/Storage Space	500	
Training/Conf Room/Cust Service	500	
Offices	600	2 offices
TOTAL	3300	
<b>Building – Maintenance</b>		
Maintenance Bays	3,000	2 bays capable of handling 40' buses
Parts Inventory/Storage/Cleaning	500	
TOTAL	3,500	
<b>Bus Washing</b>		
Automatic Washing System	1,500	
<b>Exterior Space – Fleet Storage and Parking</b>		
Parking Stalls and Circulation	20,000	53 stalls

## Transit Project Summaries

Table 7-7 on the following page summarizes the services and capital improvements available for each of the two funding alternatives. The Existing Funding Scenario can be implemented immediately, but only benefits part of the Lewis Clark Valley. Additional funding sources need to be identified and secured to benefit the entire valley.

**Table 7-7 Summary of Public Transit Scenarios**

	Existing Funding Scenario	Growth Funding Scenario
<b>Funding Sources</b>	1) Asotin Co. Sales Tax Matching Federal Funds 2) City of Lewiston & Nez Perce Co. Contributions Matching Federal Funds	1) Asotin Co. Sales Tax Matching Federal Funds 2) Idaho Local Option Levy Matching Federal Funds
<b>Time Frame</b>	Immediate	Unknown
<b>Improvement</b>	Availability	Availability
Additional Clarkston City Service	✓	✓
Shelters at Key Asotin County Stops	✓	✓
Signage and Benches at Asotin County Bus Stops	✓	✓
Asotin County Vehicle Replacement Funding	✓	✓
Asotin County Single Point of Contact	✓	✓
Lewiston Airport to Moscow Service	-	✓
Additional Lewiston City Service	-	✓
Weekend Service	-	✓
Shelters at Key Lewiston Stops	-	✓
Signage and Benches at Lewiston Bus Stops	-	✓
Lewiston Vehicle Replacement Funding	-	✓
North Lewiston Commuter Service	-	✓
LCSC to WWCC Shuttle Service	-	✓

Appendix A  
LCVMPO Policy Board and Technical Advisory  
Committee



**Lewis Clark Valley Metropolitan Planning Organization  
Policy Board Members  
Technical Advisory Committee Members  
March 2005**

**CONTACT INFORMATION:**

Steven Watson, Director  
Lewis Clark Valley  
Metropolitan Planning Organization  
Box 759  
Asotin, WA 99402  
208-746-1318 office  
208-746-5595 fax  
e-mail: [swatson@cityoflewiston.org](mailto:swatson@cityoflewiston.org)

**POLICY BOARD MEMBERS**

John Currin - LCVMPPO Chair-  
City of Lewiston

Doug Mattoon - Secretary/Treasurer-  
Asotin County

Joel Ristau - Immediate Past Chair-  
Asotin County

Jim Miller  
City of Asotin, Washington

Kathleen Warren  
City of Clarkston, Washington

J R Van Tassel  
Nez Perce County, Idaho

Barbara Davis, John Currin, Garry  
Bush - City of Lewiston

**EX OFFICIO MEMBERS**

Jim Carpenter  
Idaho Transportation Department

Della Cree  
Nez Perce Tribe

David Doeringsfeld  
Port of Lewiston

Donna Engle  
City of Clarkston

Scott Golbek  
Washington Department of  
Transportation

Don Hillis  
Port of Clarkston

Tom LaPointe  
Valley Transit

**TECHNICAL ADVISORY  
COMMITTEE MEMBERS**

Jim Martin, Chair  
City of Clarkston

Kevin Poole, Vice Chair  
Nez Perce County

Lowell Cutshaw  
City of Lewiston

Laura Von Tersch  
City of Lewiston

Chris Davies  
City of Lewiston

David Doeringsfeld  
Port of Lewiston

Steven Watson  
City of Lewiston/LCVMPPO

Ken Helm  
Idaho Transportation  
Department

Della Cree  
Nez Perce Tribe

Patti Hansen  
City of Asotin

Karst Riggers  
Asotin County

Ted Kadau  
Watco (rail)

David Doeringsfeld  
Port of Lewiston

Jennifer Bly  
Port of Clarkston

Joel Ristau  
Asotin County

Robin Turner  
Lewis/Nez Perce County Regional  
Airport

Bill Preston  
WSDOT

Tom LaPointe  
Valley Transit

Ted Kadau, Great Northwest  
Railroad (Watco)

## Appendix B

# On-Board Survey Instruments

## IMPORTANT:

Please tell us about the **one-way trip** you are making **now**.  
If you have already filled out a survey, **DO NOT** fill out another.

1. **Where are you coming FROM?**   

- |   |   |
|---|---|
| <input type="checkbox"/> 1 Home                                   | <input type="checkbox"/> 6 Shopping       |
| <input type="checkbox"/> 2 Work                                   | <input type="checkbox"/> 7 Medical/Dental |
| <input type="checkbox"/> 3 Recreation or social                   |   |
| <input type="checkbox"/> 4 School/College (Name of School: _____) |   |
| <input type="checkbox"/> 5 Other (_____)                          |   |

2. **Where is this PLACE?**

Please list nearest intersection (for example: 9th & A)  
**OR**  
Name the location or landmark (for example: Wal-Mart, Lewiston Community Center, Pautler Center, Tri-State Hosp. St. Joseph's Hosp. etc.)  
  
\_\_\_\_\_  
(STREET) & (CROSS STREET)

3. **How did you GET TO the bus stop to board this bus?**

- 1 Transferred from another bus - (Route \_\_\_\_\_)
- 2 Walked (How many minutes? \_\_\_\_\_)
- 3 Biked
- 4 Drove alone then parked
- 5 Dropped off by car
- 6 Used wheelchair or scooter (How many minutes? \_\_\_\_\_)
- 7 Other (\_\_\_\_\_)

4. **Where are you going TO?**   

- |   |   |
|---|---|
| <input type="checkbox"/> 1 Home                                   | <input type="checkbox"/> 6 Shopping       |
| <input type="checkbox"/> 2 Work                                   | <input type="checkbox"/> 7 Medical/Dental |
| <input type="checkbox"/> 3 Recreation or social                   |   |
| <input type="checkbox"/> 4 School/College (Name of School: _____) |   |
| <input type="checkbox"/> 5 Other (_____)                          |   |

5. **Where is this PLACE?**

Please list nearest intersection (for example: 9th & A)  
**OR**  
Name the location or landmark (for example: Lewiston Wal-Mart, Lewiston Community Center, Pautler Center, Tri-State Hosp. St. Joseph's Hosp. etc.)  
  
\_\_\_\_\_  
(STREET) & (CROSS STREET)

6. **How will you GO FROM this bus to the end of your trip?**

- 1 Transfer to another bus - (Route \_\_\_\_\_)
- 2 Walk (How many minutes? \_\_\_\_\_)
- 3 Bike
- 4 Drive alone
- 5 Get picked up
- 6 Use wheelchair or scooter (How many minutes? \_\_\_\_\_)
- 7 Other (\_\_\_\_\_)

7. **What Route Are you Currently ON?**

- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| <input type="checkbox"/> 1 Lewiston  | <input type="checkbox"/> 3 Asotin |
| <input type="checkbox"/> 2 Clarkston |                                   |

8. **Are you making a ROUND TRIP on the bus today?**

- 1 Yes       2 No

9. **How often do you ride the bus?**

- |  |  |
|--|--|
| <input type="checkbox"/> 1 5 or more days per week | <input type="checkbox"/> 4 Less than 1 day per month |
| <input type="checkbox"/> 2 2 to 4 days per week    | <input type="checkbox"/> 5 First time                |
| <input type="checkbox"/> 3 1-4 days per month      |  |

10. **How long have you been riding Valley Transit buses?**

- |   |  |
|---|--|
| <input type="checkbox"/> 1 Less than 1 year | <input type="checkbox"/> 3 More than 2 years |
| <input type="checkbox"/> 2 1 to 2 years     |  |

11. **If there was no Valley Transit bus service, how would you make this trip?**

- |   |   |
|---|---|
| <input type="checkbox"/> 1 Drive alone            | <input type="checkbox"/> 6 Hitchhike                |
| <input type="checkbox"/> 2 Someone would drive me | <input type="checkbox"/> 7 Walk                     |
| <input type="checkbox"/> 3 Carpool or vanpool     | <input type="checkbox"/> 8 Bike                     |
| <input type="checkbox"/> 4 Taxi                   | <input type="checkbox"/> 9 Would not make this trip |
| <input type="checkbox"/> 5 Other (_____)          |   |

12. **What is your age?** \_\_\_\_\_

13. **What is your Gender:**  1 Male       2 Female

14. **What was the TOTAL INCOME (before taxes) of all persons in your household?**

- |  |  |
|--|--|
| <input type="checkbox"/> 1 Under \$15,000      | <input type="checkbox"/> 4 \$35,000 - \$44,999 |
| <input type="checkbox"/> 2 \$15,000 - \$24,999 | <input type="checkbox"/> 5 \$45,000 - \$54,999 |
| <input type="checkbox"/> 3 \$25,000 - \$34,999 | <input type="checkbox"/> 6 Over \$55,000       |

15. **Please rate the following items about Valley Transit:**

	Poor		Average		Very Good
15. Fare	1	2	3	4	5
16. Waiting time	1	2	3	4	5
17. Condition of bus	1	2	3	4	5
18. Bus arrives on time	1	2	3	4	5
19. Driver courtesy	1	2	3	4	5
20. Driver skill	1	2	3	4	5
21. Convenience of route	1	2	3	4	5
22. Safety on bus	1	2	3	4	5
23. Safety at bus stop	1	2	3	4	5

16. *Where would you like to go on the bus that it doesn't go?*

*(Write in up to three locations)*

- a. \_\_\_\_\_
- b. \_\_\_\_\_
- c. \_\_\_\_\_

17. *Do you have suggestions to improve any bus routes  
(what streets they travel on and where they stop)?*

---

---

---

---

---

---

---

18. *Do you have suggestions to improve BUS schedules?*

---

---

---

---

---

---

---

Do you have any other comments? Please write them here.

---

---

---

---

---

---

---

---

---

---

---

**We appreciate your comments!**

Please return this survey to us by:

- Dropping it in the collection box at the front or rear of the bus; or
- Dropping it in the collection box at Lewiston Community Center  
(Valley Transit Office is in the Annex)

Please return surveys by May 1st

Please call Valley Transit at (208) 743-2545 if you need assistance or have questions.

**Thank you very much!**

---

# VALLEY TRANSIT

## DIAL-A-RIDE

### ONBOARD PASSENGER SURVEY

Your help is needed to plan Dial-A-Ride Service in Lewis Clark Valley. Please fill out this TWO-SIDED survey form and return it to the surveyor on board this bus or to the bus driver. **If you have already filled out a survey questionnaire already, you do not need to complete another. Your input is valuable. Thanks!**

---

**1. What was the purpose of your trip today? (✓ check one only)**

- <sub>1</sub> Work                      <sub>2</sub> Doctor/Dentist  
<sub>3</sub> Shopping                <sub>4</sub> Recreation/social visit  
<sub>5</sub> Personal business or errands  
<sub>6</sub> School/college (name:) \_\_\_\_\_  
<sub>7</sub> Other (where?) \_\_\_\_\_

**2. Was a car available for this trip?**

- <sub>1</sub> Yes                      <sub>2</sub> No  
<sub>3</sub> Yes, but with inconvenience to others

**3. How would you have made this trip if this service was not available? (✓ check one only)**

- <sub>1</sub> Drive alone              <sub>2</sub> Taxi  
<sub>3</sub> Fixed route bus        <sub>4</sub> Carpool  
<sub>5</sub> Wouldn't have made the trip  
<sub>6</sub> Get a ride (friend or family car)  
<sub>7</sub> Other (specify:) \_\_\_\_\_

**4. Typically, how many days per week do you ride this service?**

- <sub>1</sub> Every day (5 days/week)  
<sub>2</sub> 3-4 days/week        <sub>3</sub> 1-2 days/week  
<sub>4</sub> Less than once/week <sub>5</sub> This is my first time

**5. How long have you been riding this service?**

- <sub>1</sub> More than 3 years    <sub>2</sub> 1 to 3 years  
<sub>3</sub> Less than 1 year     <sub>4</sub> This is my first trip

**6. Do you use Valley Transit Fixed Route Bus service?**

- <sub>1</sub> Yes                      <sub>2</sub> No

**If yes, how often?**

- <sub>1</sub> Every day (5days/week)  
<sub>2</sub> 3-4 days/week        <sub>3</sub> 1-2 days/week  
<sub>4</sub> 1-3 times/month      <sub>5</sub> Less than once/month

**If no, why not?**

- <sub>1</sub> Cannot get to and from bus stops  
<sub>2</sub> Cannot understand the schedules  
<sub>3</sub> Fixed-route buses do not serve where I live or want to go  
<sub>4</sub> Other (specify) \_\_\_\_\_

**7. Do you currently have a valid driver's license?**

- <sub>1</sub> Yes                      <sub>2</sub> No

**8. How old are you?**

- <sub>1</sub> 15 or under              <sub>2</sub> 16-18  
<sub>3</sub> 19-24                      <sub>4</sub> 25-44  
<sub>5</sub> 45-59                      <sub>6</sub> 60-64  
<sub>7</sub> 65 and older

**9. Are you?**

- <sub>1</sub> Male                      <sub>2</sub> Female

**10. What is your Home Zip code?**

--	--	--	--	--

**MORE QUESTIONS ON OTHER SIDE**

**11. Do you use a mobility aid?**

- <sub>1</sub> Yes                      <sub>2</sub> No

**If yes, what kind of special mobility equipment do you use?**

- <sub>1</sub> Manual Wheelchair      <sub>2</sub> Electric wheel chair  
<sub>3</sub> Cane/Crutches/walker    <sub>4</sub> White cane  
<sub>5</sub> Service animal  
<sub>6</sub> Other (please describe:)
- 

**Please list the THREE (3) Most Important places you need to go using Dial-A-Ride.**

12. \_\_\_\_\_  
 13. \_\_\_\_\_  
 14. \_\_\_\_\_

**Tell us how you feel about Valley Transit Dial-A-Ride Services.** *(Please circle the number that most closely reflects your agreement with each statement).*

	Strongly <u>Agree</u>	<u>Agree</u>	<u>Undecided</u>	<u>Disagree</u>	Strongly <u>Disagree</u>
15. Drivers and office staff are courteous and helpful -----	1	2	3	4	5
16. Paratransit vans are clean and in good condition -----	1	2	3	4	5
17. Paratransit vans are comfortable to ride in -----	1	2	3	4	5
18. I can get to where I have to go using Dial-A-Ride -----	1	2	3	4	5
19. Vans arrive at the time specified when I made the reservation--	1	2	3	4	5
20. All of my trip requests of fulfilled-----	1	2	3	4	5
21. Fares are reasonable and fair -----	1	2	3	4	5
22. I would not be able to ride if fares are increased-----	1	2	3	4	5
23. Service should start earlier in the day -----	1	2	3	4	5
24. Service should run later in the day-----	1	2	3	4	5

**Do you have any additional comments? Are there any changes you would like to see to make Dial-A-Ride or Fixed Route Bus Service better for you?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Thank you for completing this survey. Please drop completed form by **May 1st** in the collection box at the front of the bus or in the collection box at Lewiston Community Center (Valley Transit Office is in the Annex). Please call Valley Transit at (208) 743-2545 if you need assistance or have questions.

## Appendix C

# Open-Ended Survey Responses

**Identified Fixed-Route Trip Destinations**

<b>Current Destination</b>	<b>Count</b>
Wal Mart	10
Albertsons Clark	9
LCSC	7
Community Center	7
Stinker Lewiston	5
Albertsons Lew	5
Valley Medical Center	3
Shop Ko	3
Lewiston Mall	3
Good Will	3
Medical Center	2
Lewiston Center Mall	2
Highlander	2
Wester School	1
Welfare Office CLK	1
Walla Walla Community College	1
Vineyard Apts	1
Tri-State Hospital	1
Town and ry Trailer Ct.	1
St. Joseph Hospital	1
St. Joe's, LCSC, Mall	1
Old Boys and Girls Club	1
Mall	1
Life Care Center	1
Lewiston Starbucks	1
Lewiston	1
Howard Johnson Motel	1
Housing Authority	1
Hospital	1
Home Depot	1
Hollywood Video	1
Highlander Apts	1
Erb Hardware	1
Community College	1
Community Action	1
CLK Heights	1
Clarkston Hi School	1
Bridge St	1
Bank Wells Fargo	1
Asotin Crt House	1
Antonios	1

**Responses to: Where would you like to go that the bus doesn't?**

<b>Requested Location</b>	<b>Count</b>
10th and Thain for Bank and rousares and restaurants	1
13th & 20th	1
7th and Burrell Lewiston	1
A & B Foods Thain & Burrell	2
A & B Orchards	1
Airport	2
All Hospitals	1
An air tent shuttle	1
Aquatic Center	4
Asotin Co. Water Park	1
Asotin	1
Asotin more than 3 times a day	1
Beach	1
Beach View Park	1
Bryden Ave	2
Burrell - Lewiston	1
Burrell and Thain Lewiston	1
Burrell	2
Bus Station	1
Byden- Lewiston	1
Clarkston Height - more area	1
Clarkston Heights	1
Closer to my home at 11th and Alder	1
Closer to high school	1
County/ City libraries	1
Creek Road	1
Dr Grosklaus Dentist 10th Bryden	1
Dr. Eke Office	1
Dr. Galone Eye Bryden	1
Drive into Wal Mart	1
East Lewiston (flying)	1
East Lewiston	2
Elks Club	1
Farther up Thain in Lewiston	1
Friends	1
Further into the Orchards	8
Further on 21st St. (near Library)	1
Heights	1
Home Depot	2
Housing Area	1
In front of my house	1
K-Mart and Farms Ranch store	1
K-Mart	4
Koze Radio Station	1
Kozk Radio Station	1
Lewiston Airport	1
Lewiston City Library	1
Lewiston Fairgrounds	1
Lewiston H.S.	1

<b>Requested Location</b>	<b>Count</b>
Lewiston Library	2
Lewiston Library, Rosaura's, Wal Mart	1
Library	1
library in the Lewiston Arch	2
Like it the way that it is.	1
Liquidation World	1
Liquidation World	1
More in the Orchards	1
More Orchard stops Airport	1
More stops	2
Moscow Rt \$20 round trip one day pass.	1
Movie Theater	2
Near the Safeway	1
New Cinemas	1
Nez Perce Drive (Safeway, Home Depot, Movie Theater	1
Nitch School	1
North and East Lewiston	3
North Lewiston	6
North Lewiston Gas Station	2
North Lewiston, East Lewiston	1
on Bryden	1
Out to Burrell Ave Both sides of Thain Rd.	1
Out to Potlatch (East/North Lewiston)	1
Past 15th St in Clarkston towards golf course	1
Past Walmart	1
Powers Ave	1
Right to the door of Wal Mart	1
Rosaura's / A & B	1
Rosaura's	24
Rosaura's in Lewiston	2
Rosaura's Library	2
Safeway and North Lewiston	1
Safeway	7
Safeway Mall	1
Safeway Shopping Centers	1
Safeway store and Lewiston	1
Safeway, Home Depot	1
Same side of street as Wal Mart	1
Saturday run	1
Shop Ko, etc	1
Snake River Ave	1
Snake River Road (Primeland Feed Co)	1
South and East of Lindon Ave	1
Southway nr zin trip	1
Spokane bus stop	1
Stop at Rosaura's	1
Stop at Wal Mart	1
Store	1
Tamany	1

<b>Requested Location</b>	<b>Count</b>
That good bowling alley in Orchards	1
The bus does very well to go to most importantly useful places	1
The New Theatre in Lewiston	1
to Asotin more often	1
To Heights	1
to run up by Steve's pawn	1
to the beach Walmart	1
To the Library	1
Towards Casino and Lapwai	1
Up in the Orchards	1
Up into Clarkson Heights	1
Village Center	1
Wal Mart	19
Wal Mart, K Mart, Asotin more often, Lopawa	1
Walgreens	1
Wal-Mart	5
Welfare office	1

## Suggested Bus Route Improvements

### Route Improvement Suggestion

A bus route closer to St. Joseph's hospital  
Back way to Safeway  
Bus signs  
Cheaper rates for the disable  
Drive into Wal-Mart, now you have to cross, by foot, very heavy traffic  
Every 30 minutes have a bus stop at bus stops (need more buses)  
Further into the orchards  
Go further in the Orchards and North Lewiston  
Go further up in the Orchard rather than just to Wal Mart.  
Go on different streets. Where there is not Holes.  
Go to Asotin more  
Great  
I like Linden Ave stop (by friend's house) but can't you guys take me all the way to Cedar Ave?  
I think the person's who did this route should be consulted on any changes.  
I would like to see the bus travel in both directions on the same route.  
If the Asotin bus ran every 1 hr they could come to Koze and pick up 4 riders  
Keep going all the way up Thain Road  
Main Street in Lewiston is horrible to ride on and its where I get on and off. I am pregnant and its too rough to ride sometimes.  
make bus go to all locations. Go higher up in the Orchards  
maybe another bus on a hourly rate  
More buses half hr times  
More direct service to LCSC and From LCSC  
More shopping area  
Need a bus that travels on country club drive and Nez Perce Drive shopping center  
Need to travel back farther to Rosaura's  
Not at this time  
Not at this time, I am new to the area  
Public Library (11th and Airway Ave)  
Route Fine in Lewiston, route fine Clarkston  
SIGNS for where the bus will stop and benches to sit on.  
Signs or indications of where they stop; benches would be nice.  
Some of stop could use benches too.  
Some of stops could use benches to sit on  
Thank God and bus drivers!  
The Clarkston bus going up prospect ave by the college  
Wal Mart, Asotin , Water Aquatic Park  
Weekends  
Would save an hour if it went to St. Joe and College area

## Suggested Bus Schedule Improvements

### Schedule Improvement Suggestion

1 bus running sometime on weekends, same route for same amount of time 6:30 -5:30 PM

Add more buses to cut time out of route.

Asotin routes more frequent

Asotin bus to run more frequently or more service to the Heights.

Buses traveling opposite of their fixed route, I.e. save route, both directions. We don't necessarily want to travel the whole route to arrive at our starting point.

Come more often instead of every hour.

Every half hour.

Every half hour.

Going all the way 21st isn't such a bad idea.

Great

half hour pick up service

Have the buses arrive sooner.

Having the bus run on weekend

Hourly routes

Hourly runs to As of W or at least the Heights area.

Hourly to Asotin

Hours should include night time up until 12pm. Need buses to run on weekends.

I don't care for the station so I don't use the bus when I need a Wal Mart run for TP or other necessities.

I think that the bus should run later in the day.

I think they are very fair

It would help if buses ran both directions.

Keep the bus to stop up at the Good Will.

Less time between buses-especially during peak hours.

Maybe run about one hour later

Maybe you could run every 30 mins

More buses every 20-30 mins

More buses on route

More buses per route and charge \$1.00 per ride.

More buses to make waiting time less.

More buses, maybe moving in reverse direction, so you could either "up" or "down" The route (code them blue and green, or something)

More buses/drivers so that the bus arrival is every 30 mins. instead of 1 hr. if funding is adequate.

More busses every half hour.

More frequent, weekends

More trips to Asotin

Multiple buses on route.

Need to have 2 buses per state

Not at this time

Reduce transfer times, not waiting so long until noon.

Run 1 hour later.

**Schedule Improvement Suggestion**

Run later at night so after 5pm people can till get up the hill

Run on weekends and later then 5:00pm

Run on weekends Run until 9 am go to local events.

Run on weekends. Go to Asotin every hour

Run to at least 8 pm. Run on weekends. Have routes to events that goes on ex. Fairs. rodeos, etc.

Saturday and Sunday service would be nice, Later service (hours) too

Saturday routes

Saturdays and Longer runs, (Later) runs. Make runs go 2 directions.

Sometimes I think it should be every half an hour, but you people can't afford it.

Start at 6:00 AM end at 18:00

Sunday

The drivers are great. They are help and need a raise.

This is Jerse. Hi all.

To run every half hour. Run on weekends a couple of hours.

To run later than 5:00 to maybe about 7:00 or 8:00

We want weekends

Weekend - to run maybe nights - Fri and Saturday

Weekend routes,

You should go as far as Burrell-Lewiston. People have shopping on Brydan and shopping at A& B roads in Lewiston.

## General Comments from Fixed-Route Passengers

### General Fixed-Route Comments

Al, John, Diane are really excellent bus drivers. Keep them on.

All the bus drivers are nice to talk to.

All the bus drivers are the best. I love them all thanks.

At times a little noise in people's business and very much so, which is not right or how to dress like through the summer month. Some drivers too much of being a boss, what we say and all.

At times I could not make it.

Benches at major bus stops would be nice.

Bus service is very good. except for Asotin run.

City of Asotin more frequently, Rita E. Williams

Diane is the best driver you should give her a raise.

Don't take you where you want to go

Excellent service

Get new seats or fix them. Get better seats because I can't write on the bus.

Give the drivers a raise.

Great. Keep up the good work.

Have a change machine inside community center to help those who need it.

Have a weekend service.

I am glad there is Valley Transit. It keeps me a lot as I do not drive. I don't like to ask someone to take me places.

I appreciate the bus very much. It has given me a way around town so that can be independent and continue my education. Thank you so very much.

I believe that they have done a wonderful job with the bus routes. I wouldn't change anything.

I enjoy riding Transit. It helps me out.

I enjoy using the bus it save me money

I found out that if you buy a bus pass you pay for one ride a day that is cool.

I have been missing the bus sometimes because bus comes earlier than normal and driver doesn't stop if no one is standing there so I have to wait another hour for the next one.

I rided this bus # only three times from LCSC to Good Will to LCSC. It takes 14 minutes but to Good Will. It takes almost 50 minutes too long.

I think that the buses should also run 7 days a week. It's a way to make it more convenient for people who have things to do later in the day. Most people also have more things to do on the weekends anyway. The bus drivers are great. I get along with them in more ways than people would expect. To me, they're not just people who run me around. They're like family! Thank you for providing this service, it helps!

I think that the transit is the best thing to happen to this Valley. It would be great if it could make it to Lapwae like it does to Asotin.

I think they should have routes on the weekends. All the bus drivers are very friendly, they are doing an awesome job!

I think your doing a fine job! Thank you for being available.

I wish the bus would go to Burrell in Lewiston makes the ride a little easier it takes me 45 minutes to get to the stinker location from where I live on Burrell in Lewiston. I think you should at least have 2 buses for each state. So it's running all the time.

I would like the bus to be able to be of service on Sat. and Sun for us that need to shop and go to church.

I would like to see a reverse schedule the same route perhaps a bit expanded to Orchards but reversed. It would save me so much time on the way home when I ride the bus home.

I would like to see evenings and weekends. Maybe not as frequent but at least 2 or 3 trips a day.

If it wasn't for the bus my family would be waiting a lot and all the bus drivers are very nice people and always want to help a person out.

It would be nice to have the buses come on weekends. that is the only time my husband and I can spend time to do anything along with many other people I have heard, to do anything. Even from 12 pm to 5 would be nice. Would like to see the buses run later as well. Thank you.

**General Fixed-Route Comments**

It's all good.

I've been trying to get the bus to come to Kozk Radio Station for a long time.

Keep up the good citizenship. God Bless the transit.

More awareness in the area of bus schedule availability, etc. Would inform more people of the great service you provide- though expensive, visible signage with time, map of route and stops- could help encourage people who would otherwise not ride due to lack of info to plan trips and ride more often.

More frequency of buses. People also need often especially need to travel on weekends when you work M-F schedule, you need to run personal errands maybe church on weekends. Special events are most often held on weekends. Thank you for conducting this survey.

Need buses to run and arrive at stops and locations every half hour. Need more frequent stops and schedules. Need to extend bus routes to include country club drive and Nez Perce drive Locations Need buses that will run at night time hours. Need buses to run on weekends and to include evening hours on weekends. Need larger buses to accommodate crowded seating arrangements.

Nice people for drivers also so friendly.

No. Everything is cool! I'm happy. Keep smiling. Boxes on Kleenex on buses would help.

What about weekends and starting at 5:05 am weekdays instead of 6:05am?

Not at this time. Thank you. Erric Brembach

Numerous times offensive smelling people have rode on the bus this annoys me and my partner or people already on bus bossing people around very offensive. And also people with bad body odor.

Over all- very well alone - more access and more times during summer season due to more work. Over all - very successful.

Possibly to have a to and from route within Lewiston so if I get on at LCSC to go home it doesn't take an hour. Pretty much have a forward & backward route for a bit more convenience. I really appreciate the public transit it has made my life a bit easier. Thank you.

Put in Benches Give change when a person buys a pass

Rider language is much improved, I am more comfortable bringing my children on the bus.

Saturday run would be my dream. The stinker station stop is hard because there is no place to stay out of the heat or out of the wind and cold. I appreciate all the people working the fix bus route. They are all respectful of people and each in their own way true to please the customers. Service to and from LCSC until 11 pm Some weekend service would be nice, especially on Saturday.

Thank God for bus service and the very efficient bus drivers! Thank you.

Thank you.

The bus drivers are great. They are nice and enjoyable to talk to. The bus drivers are safe and I always get to work on time. It is great having the Valley transit. Thank you!

The bus drivers are real nice and friendly.

The bus drivers are very friendly and helpful. Thank you. I usually ride from LCSC to my home.

The bus is too bumpy to write legibly unless it is at a stop. Ok, I'll give you that one the bus doesn't write at all. It is too bumpy for the passengers to write legibly while on the bus unless it is stopped.

The bus needs to go further than Stinker in Lewiston. Bus need to go to East main in Lewiston.

Need to go to Potlach in Lewiston. The people in our community need to be able to get to certain places that the bus don't go. It would be much better for the people. The bus is a great thing for us to travel.

The drivers are the best

The language on the bus has improved. you have a great staff. They go out of their way. They do a great job working with the different personalities and conduct control.

The service is excellent. Just not often enough, Weekends.

The Valley Transit system has been a God send for our family. not often you can go from Clarkston Heights to the Lewiston Orchards for 50 cents. The bus drivers are "all very courteous-likable and very good" I thank you for having a bus system.

**General Fixed-Route Comments**

There needs to be more times available to and from Asotin. Also the return needs to go back into the Heights after returning from Asotin. I have to walk up Ranking hill from 13th on the Return or go to DSHS and wait for the other bus. If you go at noon and return @ 5:00 there is no way.

We thank you.

We would love to have bus stop signs.

Weekends for church, etc, Karen Roberts

When I go to the bus stop I can't find a bus stop sign. I think it would be nice to know where to stand. I'm not sure if you do and I am just not looking good. I am glad Lewiston has a bus. Oh a bus sign that says Lewiston Bus Stop. Thanks for reading my slopping writing. Yvonn Hernandez

Would like some buses for Saturdays. I would like benches that cover the seats so we don't get wet.

Would really use PM routes and weekend for work or special events. Sat discount for seniors.

More buses one leaving as one arrives. Get mid monthly don't want to pay for 30 day pass.

Advertise more. Waiting benches. Conjunction with merchants you take the bus to get here we pay your fare, etc. coupons between bus stores.

You guys do a great job keep it up. Thank you.

Your service is EXCELLENT! Thank you!

**Identified Important Destinations for Dial-a-Ride Trips**

<b>Location</b>	<b>Count</b>
After medications	1
ANS	1
Beauty parlor	1
City Center	1
Clarkston Paulter Center	2
Counseling	1
Dentist	2
Dialysis	1
Doctor	18
Drug stores	1
Errands	1
Food	1
Gatherings	1
Grocery shopping	1
Grocery store	1
Home	8
Hospital	1
Hospital Volunteer	1
It should not take 3 hours to get home Sunday.	1
Lewiston Orchards	1
Lewiston Community Center	1
Need in partament	1
Nursing home	1
Orchards Rehabilitation	1
OUI Center	1
OUI	6
OUI E. Main CLS	1
OUI shelter shop	1
OUI Snake River workshop	1
Penneys	1
pharmacy in one trip	1
Physical Therapy	2
RSVP	1
School	1
shopping	2
Special Shoes	1
store	1
Theatre	1
Tri-State Hospital	1
Valley Medical	1
Valley Medical -From work	1
Wal Mart	2
Work	14
work out	1
WWCC	1

**General Comments from Dial-a-Ride Passengers****General DAR Comments**

All good.

Chuck is a nice guy and a good driver. Chuck also keeps the bus looking really clean.

I won't go to world gym after my work done 5 days.

It is doing just great! Chuck is the best.

It should not take 3 hours to get home Sunday.

Later Hours and Weekends

Let try to do improvements. Let try to come on time. Let us know who come get us. Some days I do work late. It would be nice for buses to run late. Your bus drivers are fun.

Longer hours in late afternoon

Night time - so could take advantage of college and theatre etc.

No, not at this time.

No. I've enjoyed the drivers and trips.

Ride on weekends!

Run Saturdays

Start at 6:00 and End at 18:00. Doing exceptionally well!

Thank you for being here for us!

The bus drivers are really super nice and sometimes they go out of their way to help you out.

The service has been very good and the drivers are friendly and meet all my needs. The dial a ride fits all my needs.

Valley Transit drivers have been most helpful to this blind diabetic. He thanks them.

Your drivers are VERY courteous and kind. I enjoy riding with them.

## Appendix D

### Stakeholder Questions

## KEY LEADER INTERVIEW TRANSIT QUESTIONS

1. Based on personal experience or things you have heard from your [clientele/members/etc.], what are impressions of public transportation services in [Lewiston, Clarkston, or Asotin]? (Probe for positive and negative aspects)
2. What do you see as the primary role of public transportation in the community (LCVMPO area)? Are there other roles for public transportation?
3. Do clients of [your organization] use Valley Transit services?
  - a. If so, what services do they use?
  - b. What times do they typically travel?
  - c. Where do they travel to/from?
  - d. Do you/they have transportation needs that VT is not meeting?
5. Are there areas where Valley Transit should provide more or less bus service?
6. What one improvement to service could Valley Transit make in the next 12 months that would help improve transportation in the Lewis and Clark Valley?
7. Other than service related issues, what factors are important to the success of Valley Transit in the community? How is VT doing in these areas now?
8. Do you or anyone at your [agency/office/etc.] work directly with Valley Transit?
  - a. If so, describe the nature of your relationship with VT in negotiations, service planning or delivery, etc?
  - b. How do you find them to work with?

9. Is there a need for transportation partnerships between [your organization] and Valley Transit? If so what partnerships are needed and what issues would they address?
  
10. How do you see the Lewis and Clark Valley growing and changing geographically in the next 10 years? What changes should Valley Transit be making to deal with these issues?