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6. Management Report:

- A. Overview of Planning Study – Curtis Roberts, Administration Director: We have contracted with Nelson/Nygaard for the short-range transit plan, which will start soon. The Board has assigned the Steering Committee to oversee the progress of this study. Management will be updating the Board throughout the study. The final study won't be done until this time next year. The process for gathering public input for this study will be starting – board members can reach out to their city councils to inform them of this. Surveys start about mid-April.

- B. Review of the Types of Service Offered – Gillian Crozier, Operations Manager: Connect Transit offers three different types of service: Fixed Route, Microtransit (POOL), and Paratransit (Call-A-Ride). Fixed Routes have established stops, published schedules or frequencies, and designated routes. They are along a defined corridor. They also have open-access boarding (no prior reservation required) and a repetitive service pattern (daily or weekly). Fixed Route service is most effective in high population and employment density areas with linear travel corridors. It's also best where there's predictable and recurring travel demand (work, school, etc.), high trip volumes, and supportive land use and pedestrian infrastructure; basically, along your urban cores (universities, medical centers, etc.). It also utilizes larger vehicles. Microtransit (POOL) is a form of demand-responsive public transportation with flexible routing and scheduling for shared rides. They typically use smaller vehicles and use technology-enabled trip booking (apps, call-in systems, web). The key characteristics are that it's on-demand (or semi-scheduled service) and zone-based operations vs corridor-based operations with technology-supported dispatching. It's often positioned between a fixed-route service (structured) and a ride-hailing service (fully individual service). It also goes into areas that fixed routes don't and is best where fixed routes are inefficient, so areas with low to moderate density and a lot of housing (low demand areas). This helps with a first mile and last mile connection; an example is that fixed route will get you to your shopping and microtransit will get you home. This has helped Connect fill service gaps; we used to have fixed routes in the POOL areas, but the ridership was low. This type of service could also be utilized in something like off-peak or evening service and in rural or underserved neighborhoods; this can improve deficiencies or improve accessibility. Paratransit (Call-A-Ride) is a federally mandated demand-responsive service required under the Americans with Disabilities Act (ADA). This is a service for individuals who cannot use fixed route public transit due to a disability, so people with disabilities can have equivalent access to public transportation. It's an eligibility-based service (application required); there has to be a reason they can't use the fixed route service (all Connect buses are ADA accessible, so CAR is only for those who really need it). CAR passengers must schedule their rides by at least the day before (they can't just go to a bus stop) and can request stops within the service

85 area. ADA requires the Paratransit service to have comparable hours/days of
86 service and a comparable service area within ¾ of a mile of our Fixed Route
87 service. Connect expanded Paratransit service to within city limits, so we provide
88 beyond what is required by the ADA (this excludes the commuter areas of
89 Lewiston and Idaho). It's also a shared ride service and it limits fares to within
90 two times of the fixed route service (not applicable to us). Discussion about the
91 transit services. There are 14 routes. Adding Fixed Route service requires
92 Paratransit service in that area as well; Microtransit doesn't require the addition of
93 Paratransit service because it is a comparable service. Connect avoided some of
94 the difficulties posed by Microtransit service by making it more like Fixed Route
95 service with designated stops (with similar walking distances to Fixed Route);
96 other agencies offer door to door or intersection service (versus designated stops).
97 By making it comparable to Fixed Route, we've kept it from growing too rapidly
98 (going out of budget).
99

100 **7. Board Chair Report:**

- 101 A. Recognition of Employee Anniversaries: Employee anniversaries include 16 years
102 for Mark Christensen (Maintenance Technician).
103
- 104 B. Report on City Council Reports: Lieren Hansen reported on the city council
105 meeting she presented at in Nibley about what Connect did in 2025 and the
106 upcoming short range transit study. It went well. One of the council members
107 thanked Connect Transit for the service; they have a son who is unable to drive
108 and regularly uses transit.
109

110 8. Public comments: No comments or questions.

111
112 9. **Adjourn:** Board Chair Lieren Hansen adjourned the meeting.