

2026

IDAHO PUBLIC TRANSIT

Connecting communities,
driving opportunity!



CTAI

Community
Transportation
Association of Idaho



**Safe,
high quality,
affordable,
accessible,
multimodal
transportation
OPTIONS
that promote
vibrant,
healthy,
and economically sustainable
COMMUNITIES.**



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A LETTER FROM THE CTAI BOARD

CTAI is proud to present this booklet, which highlights what public transportation can unlock for Idaho. For over 100 years transit has moved people across the State of Idaho. With stable, dedicated funding, it can unlock something bigger: freedom. Freedom to get to work, school, medical care, groceries, and community life without needing a second car. Freedom for seniors to age in place. Freedom for families, students, and workers to plan their days around opportunity, not around whether a ride exists.

CTAI represents public transit providers across Idaho. We bring agencies together to collaborate, share best practices, and tackle challenges. By working collectively, we help strengthen Idaho's transit network so it delivers the best possible service for everyone who relies on it, whether public transportation is their most convenient option, a necessary backup, or their only means of mobility.

Across urban and rural Idaho, budget uncertainties plague transit providers, making it difficult to maintain service levels, replace aging vehicles, hire and retain

operators, or build the reliable partnerships that communities depend on. The need is clear. The opportunity is real. What's missing is the key that unlocks long-term planning and consistent service.

In the pages that follow, you'll see what Idaho's transit agencies are doing today and what they envision a reliable investment in their service could do. Alongside the data, you'll find real stories from riders whose lives and livelihoods depend on these services. Together, these insights show why dedicated funding isn't just an expense -- it's the key to unlock mobility, resilience, and opportunity across Idaho.

Thank you for taking the time to explore this report. We look forward to continuing the conversation and working together to unlock a more connected Idaho.

CTAI Board of Directors



The Idaho Transportation Department (ITD) is committed to fostering a fiscally responsible and performance-based public transportation network that provides the most effective and efficient

use of funds and promotes ITD's mission of "Your Safety. Your Mobility. Your Economic Opportunity."

Public and special transportation service providers are key in successfully implementing numerous state policy objectives. The ITD Public Transportation team supports 48 public transit providers across six districts, ranging in size from those providing daily fixed-route services to specialized demand-response services with schedules and destinations determined daily.

Some of these services are open to the public while others are qualification-based and designed for medical appointments or older adults and persons with disabilities. These transit organizations serve the general public for many kinds of trips and assist youth, the elderly, those with disabilities, and low-income residents in gaining access to medical, nutrition, education, employment, social, and commercial needs and services.

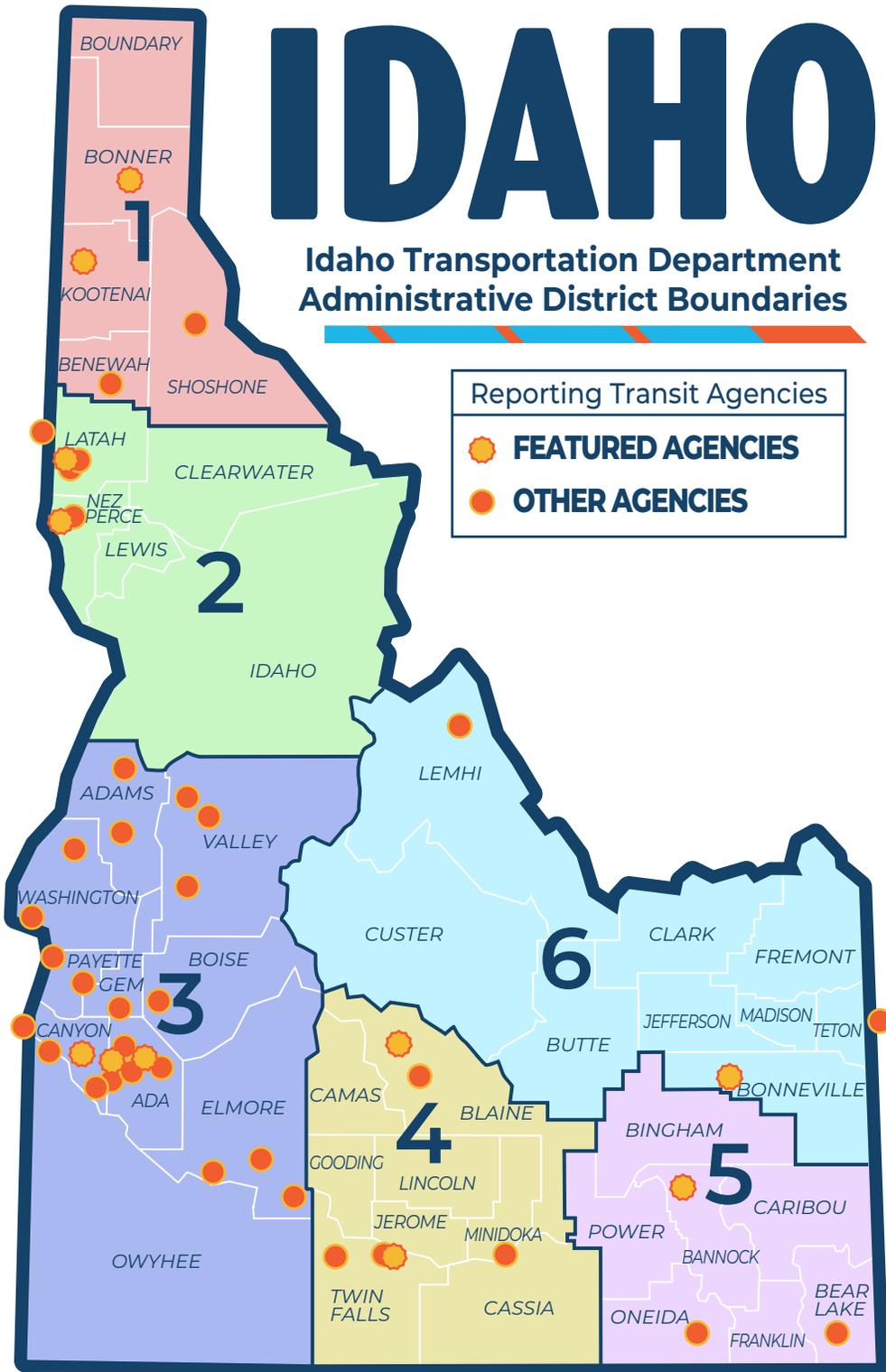
ITD supports rural transit and specialized transportation providers by managing federal grants, collecting and reporting data, and providing training and agency oversight. ITD also coordinates public transportation services between the public, the elderly, persons with disabilities, and non-emergency medical transportation. These services provide both urban and rural residents with transportation choices, access to work, independence, and social connections.



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO

Idaho Transportation Department Administrative District Boundaries



DISTRICT 1	Coeur d'Alene	Citylink	D1
	Greater Sandpoint	SPOT Selkirks - Pend Oreille Transit	D1
	Kingston	Shosone County	D1
	St. Maries	Benewah Area Transit (Valley Vista Care Corporation)	D1
DISTRICT 2	Colfax	COAST Public Transportation	D2
	Lapwai	Appaloosa Express	D2
	Lewiston	Lewiston Transit System & Asotin County PTBA	D2
	Moscow	Disability Action Center	D2
	Moscow	SMART Transit	D2
DISTRICT 3	Moscow	University of Idaho	D2
	Boise	Ada County Highway District	D3
	Boise	Boise State University Bronco Shuttle	D3
	Caldwell	Metro Community Services	D3
	Caldwell	Western Idaho Training Company (WITCO)	D3
	Cambridge	Cambridge Senior Center	D3
	Cascade	Cascade Senior Center	D3
	Council	Council Senior Center	D3
	Emmett	Gem County Senior Center	D3
	Glenns Ferry	Three Island Senior Center	D3
	Grandview	Rimrock Senior Center	D3
	Horseshoe Bend	Horseshoe Bend Senior Center	D3
	Idaho City	Boise Basin Senior Center	D3
	Kuna	Kuna Senior Center	D3
	McCall	McCall Senior Center	D3
	Melba	Melba Valley Senior Center	D3
	Meridian	Meridian Senior Center	D3
	Meridian	Valley Regional Transit	D3
	Mountain Home	Mountain Home Senior Center	D3
	Nampa	Treasure Valley Transit	D3
	New Meadows	New Meadows Senior Center	D3
	New Plymouth	New Plymouth Senior Center	D3
	Parma	Parma Senior Center	D3
Payette	Payette Senior Center	D3	
Weiser	Weiser Senior Center	D3	
DISTRICT 4	Buhl	West End Senior Center	D4
	Hailey	Blaine County Senior Center	D4
	Ketchum	Mountain Rides	D4
	Rupert	Minidoka Memorial Hospital	D4
	Twin Falls	Living Independence Network Corporation (LINC)	D4
DIST. 5	Twin Falls	TFT Twin Falls Taxi	D4
	Malad City	Oneida County Hospital	D5
	Montpelier	Bear Lake County Memorial Hospital	D5
DIST. 6	Pocatello	Pocatello Regional Transit	D5
	Idaho Falls	Greater Idaho Falls Transit (GIFT)	D6
intercity	Jackson	START (Town of Jackson)	D6
	Salmon	Lemhi Ride	D6
intercity	Salt Lake City	Salt Lake Express	Intercity
	Spokane	Northwestern Trailways	Intercity



UNLOCKING RELIABLE PUBLIC TRANSIT ACROSS IDAHO



Across Idaho, most transit agencies share a common barrier: fiscal uncertainty. Lacking a dedicated statewide funding source or the ability to raise their own revenue, they rely on a patchwork of local grants, year-to-year partner contributions, short-term pilots, and federal matching grants. And when a single funding source changes, riders feel it immediately through reduced hours, less frequent service, slower response times, and delayed vehicle replacement.



Idaho agencies already connect Idahoans to work, school, healthcare, shopping, and community life. What they don't have is a stable way to plan and grow. When funding is unpredictable, agencies can't confidently add service, hire operators, replace vehicles on time, invest in the rider tools that make transit easier to use, or maintain an efficient operation.

SERVICE PEOPLE CAN COUNT ON

More consistent service, especially evenings and weekends, so riders can rely on transit for real life, not just during limited time windows.

GRANT DOLLARS IDAHO ALREADY EARNS

Local match funds are a constant barrier, especially for small communities. Dedicated funding would help agencies meet match requirements and draw down available federal and state funds instead of leaving opportunities on the table.

FLEET RELIABILITY + LOWER LONG-TERM COSTS

Replacing vehicles on time reduces breakdowns, improves reliability, and protects public investment.

PARTNERSHIPS THAT WORK

It's easier to coordinate with employers, schools, tribes, healthcare providers, and intercity carriers when service is dependable.

THE BOTTOM LINE:

Dedicated, predictable funding doesn't just "support transit." It creates the stability agencies need to become reliable transportation partners to the communities they serve. Today, these barriers impact all 48 public transportation agencies in Idaho, putting 3.3 million rides per year at risk. Transit is ready to deliver more. Idaho's opportunity is not whether transit can improve; it's whether we can unlock the stability that makes those improvements possible statewide.



COUNTIES SERVED

BONNER BOUNDARY

LEGISLATIVE DISTRICTS

1

ITD DISTRICT

1

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE

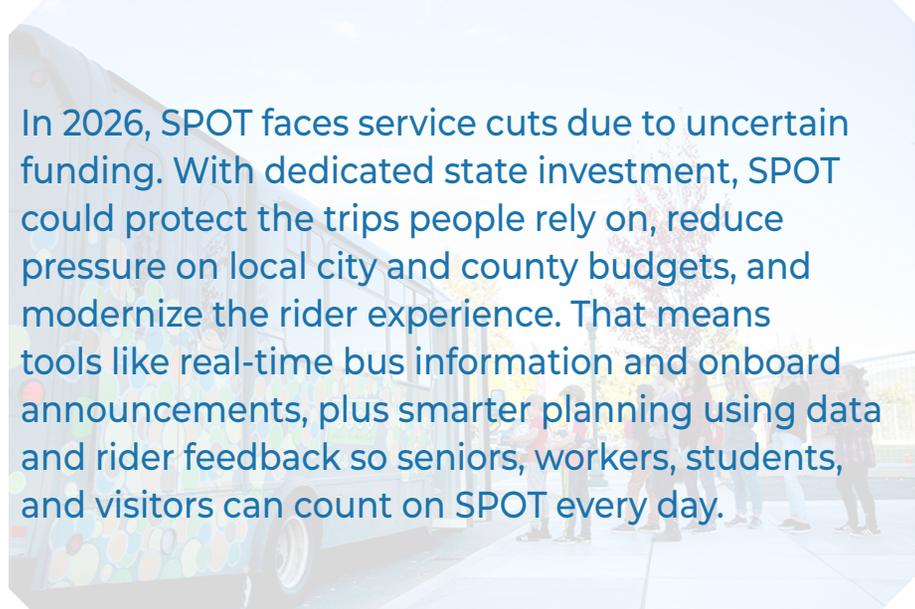
STATS AT A GLANCE

FY25 Revenue Miles	251,121
FY25 Boardings	163,915
FY25 Revenue Hours	16,923
FY25 Operating Budget	\$1,121,182
FY25 Capital Budget	\$ -

“SPOT IS AN IMPORTANT AND VALUABLE SERVICE THAT THE CITIES PROVIDE. LIKE EVERY ORGANIZATION, THEY AS THE CITY ARE WORKING HARD TO MAINTAIN SERVICE IN LIGHT OF FROZEN OR SHRINKING REVENUES.”

**JEREMY GRIMM, SANDPOINT MAYOR
BONNER COUNTY DAILY BEE, JULY 23, 2025**

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?



In 2026, SPOT faces service cuts due to uncertain funding. With dedicated state investment, SPOT could protect the trips people rely on, reduce pressure on local city and county budgets, and modernize the rider experience. That means tools like real-time bus information and onboard announcements, plus smarter planning using data and rider feedback so seniors, workers, students, and visitors can count on SPOT every day.



SERVICE STABILITY



REAL-TIME INFO + ANNOUNCEMENTS



DATA-GUIDED IMPROVEMENTS



COUNTIES SERVED

KOOTENAI, BENEWAH

LEGISLATIVE DISTRICTS

2 3 4 5

ITD DISTRICT

1

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE

STATS AT A GLANCE

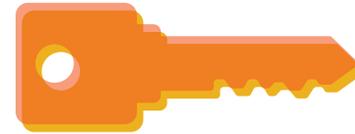
FY24 Revenue Miles	718,019
FY24 Boardings	208,433
FY24 Revenue Hours	32,345
FY24 Operating Budget	\$3,192,950
FY24 Capital Budget	\$1,505,063

“HOW DO WE COME TOGETHER TO SUPPORT THE TRIBE, WHO’S BEEN MAGNIFICENT IN THIS COMMUNITY, AND SUPPORT ALL THE PEOPLE WHO USE CITYLINK? IT DOESN’T COME ABOUT BY PLANTING OUR OWN FLAGS. WE HAVE TO WORK TOGETHER.”
 ~CHRISTIE WOOD, COEUR D’ALENE CITY COUNCILOR

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?



Citylink’s biggest challenge isn’t community support; it’s unstable funding that can strain relationships between cities, counties, and partners. Dedicated funding would reduce financial pressure on local jurisdictions and give Citylink the stability to focus on what matters: reliable service for residents, a durable governance structure, and strong partnerships built around shared funding goals.



DEDICATED FUNDING UNLOCKS:



STABLE PARTNERSHIPS



CONSISTENT SERVICE



RELIABLE LONG-TERM PLANNING



COUNTY SERVED

NEZ PERCE

LEGISLATIVE DISTRICTS

6 7

ITD DISTRICT

2

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE

OTHER

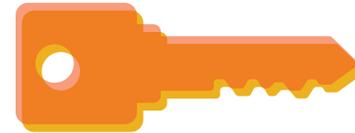
STATS AT A GLANCE

FY25 Revenue Miles	154,628
FY25 Boardings	47,621
FY25 Revenue Hours	11,118
FY25 Operating Budget	\$1,227,524
FY25 Capital Budget	\$757,400

“MOST RESIDENTIAL SENIOR LIVING FACILITIES PROVIDED TRANSPORTATION TO RESIDENTS BEFORE THE COVID-19 PANDEMIC. MANY OF THOSE SERVICES WERE NEVER REINSTATED, WHICH LIMITS MANY RESIDENTS’ ACCESS TO EVENTS, SOCIAL SERVICES, GROCERY STORES, AND CONNECTIONS TO OTHER TRANSPORTATION SERVICES TO LEWISTON TRANSIT’S OPERATING HOURS ON WEEKDAYS AND SHORT SATURDAY SERVICE.”
-LCVMPO HUMAN SERVICES TRANSPORTATION PLAN SURVEY RESPONSE

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?

With dedicated state funding, Lewiston Transit could run more frequent fixed routes with extended service and expand today’s limited on-demand service — especially evenings and weekends — so riders can count on transit for work shifts, appointments, and family needs. Stable investment would also allow Lewiston Transit to support roadway improvement projects that improve traffic, add transit amenities, and improve pedestrian and bicycle infrastructure.



DEDICATED FUNDING UNLOCKS:



MORE FREQUENT ROUTES



EVENING+WEEKEND COVERAGE



BETTER ACCESS SUPPORTING CITY PROJECTS



COUNTY SERVED

LATAH

LEGISLATIVE DISTRICTS

6

ITD DISTRICT

2

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE

STATS AT A GLANCE

FY24 Revenue Miles	95,494
FY24 Boardings	111,728
FY24 Revenue Hours	9,701
FY24 Operating Budget	\$870,877
FY24 Capital Budget	\$-

“WHAT WILL BE COOL FOR ALL THE PEOPLE LIVING IN APARTMENTS DOWN THERE... IS THEY’LL BE ONE OF THE FINAL STOPS AND IT’LL BASICALLY BE A STRAIGHT SHOT BACK UP TO THE UNIVERSITY... IT’LL BE PRETTY CONVENIENT.”

**~ROBERT MITCHELL,
UI PARKING & TRANSPORTATION**

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?

Ridership in Moscow is building momentum, and dedicated state funding would help SMART Transit keep growing in the directions residents need: a South Moscow route and an additional connection to Pullman. Reliable investment would also strengthen SMART Transit’s role as a regional connector by improving timed connections and partnerships at Moscow’s Intermodal Transit Center, where local routes meet intercity carriers and other transportation options.





COUNTIES SERVED

ADA & CANYON

LEGISLATIVE DISTRICTS

9 10 11 12 13 14 15 16 17 18
19 20 21 22 23

ITD DISTRICT

3

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE
SPECIALIZED OTHER

STATS AT A GLANCE

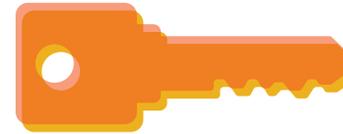
FY25 Revenue Miles	2,122,359
FY25 Boardings	1,030,310
FY25 Revenue Hours	134,276
FY25 Operating Budget	\$29,627,819
FY25 Capital Budget	\$19,864,198

“WITHOUT ON-DEMAND I’D BE A LOT MORE BROKE. LYFT IS AROUND \$18-\$24 PER TRIP AND I CAN’T JUSTIFY PAYING THAT AMOUNT EVERY DAY.”
~ ANDREW, ON RIDING VRT ON-DEMAND TO WORK

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?



With dedicated funding investments, VRT can scale service to match peer regions: quadrupling service levels, tripling access to easy-to-use frequent service, and doubling weekend service. This would result in ridership increasing by more than 600% and all cities in Ada and Canyon County having alternative transportation options to work, school, healthcare facilities, and community. Dedicated funding would also allow VRT to partner with other agencies to improve transit, enhance traffic operations, and expand bicycle and pedestrian facilities.



DEDICATED FUNDING UNLOCKS:



MORE FREQUENT, ALL-DAY, AND WEEKEND ROUTES



ADDITIONAL ON-DEMAND ZONES FILLING GAPS BETWEEN FIXED ROUTES



ALMOST 200 MILES OF CORRIDOR INVESTMENTS



Proudly serving for over 30 years

COUNTIES SERVED

ADAMS, BOISE, CANYON, ELMORE, GEM,
OWHYEE, PAYETTE, VALLEY, WASHINGTON

LEGISLATIVE DISTRICTS

7 8 9 10 11 12 13 14

ITD DISTRICT

3

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE
SPECIALIZED OTHER

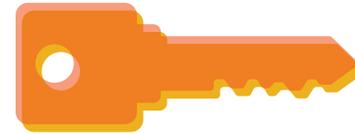
STATS AT A GLANCE

FY25 Revenue Miles	601,552
FY25 Boardings	107,070
FY25 Revenue Hours	30,640
FY25 Operating Budget	\$4,112,569
FY25 Capital Budget	\$161,050

TVT'S PRIMARY EMPHASIS IS OUR PASSENGER, PROVIDING THEM WITH A HIGHER STANDARD OF SERVICE AND COMMUNITY INVOLVEMENT. TVT'S EMPHASIS ON PROPER PLANNING AND REALISTIC EXPECTATIONS HAS RESULTED IN EXPANDED OR NEW SERVICE. TVT WAS A LEADER IN SECURING A LOCAL OPTION TAX IN MCCALL AND DONNELLY AND TRANSIT WAS LISTED AS A PRIORITY.

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?

A dedicated local funding source is imperative to maintain or expand services in TVT's rural 10 county area of Southwest Idaho. The ability for small rural cities and counties to meet the local match requirements for the rural grants is very difficult at approximately 40%. Yet the need for transit is critical as demonstrated by the ridership and local community support. A relatively small amount of state funding in rural Idaho would go a very long way in supporting Idaho communities. It would also give TVT the ability to meet the capital needs of an aging fleet.



DEDICATED FUNDING UNLOCKS:



REPLACE AND MODERNIZE VEHICLES



ENSURE RELIABLY ACCESS TO FEDERAL RURAL OPERATING AND CAPITAL DOLLARS



STABILIZE AND EXPAND SERVICE SO RURAL RIDERS CAN CONSISTENTLY REACH JOBS, HEALTHCARE, EDUCATION, AND COMMUNITY LIFE



BOISE STATE UNIVERSITY

COUNTY SERVED

ADA

LEGISLATIVE DISTRICTS

18 19

ITD DISTRICT

3

SERVICES PROVIDED

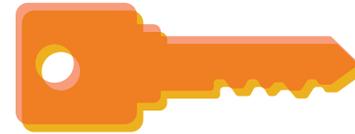
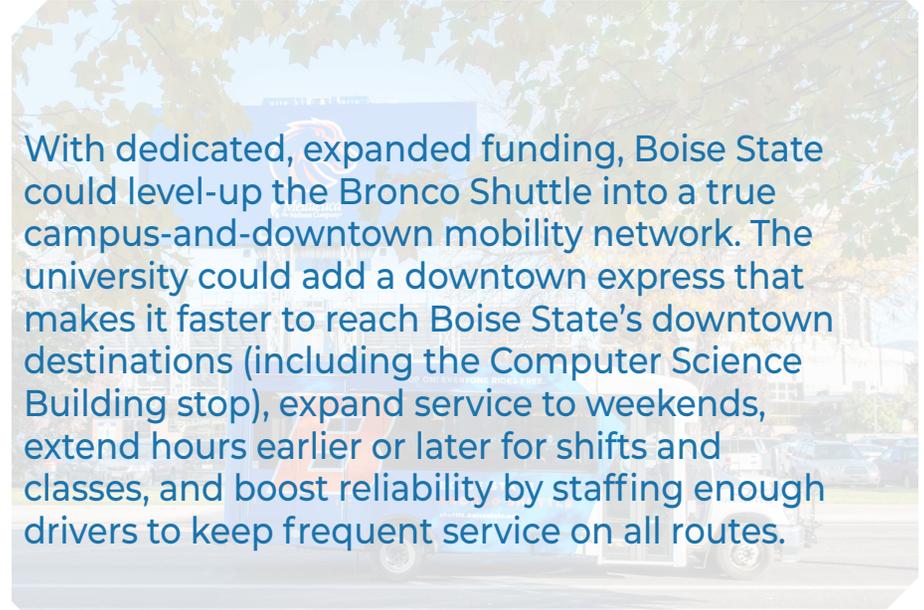
FIXED-ROUTE

STATS AT A GLANCE

FY25 Revenue Miles	140,381
FY25 Boardings	206,251
FY25 Revenue Hours	15,181
FY25 Operating Budget	\$351,157
FY25 Capital Budget	\$20,552

“FOUND THE SHUTTLES THIS SEMESTER WHEN I NEEDED TO GO TO THE CAPITOL FOR WORK. NOW I USE THEM WHEN I HAVE TO CROSS CAMPUS FOR CLASS EVERY WEEK. SUCH A USEFUL SERVICE WITH QUALITY, CLEAN AND CONSISTENT BUSES!”
 ~BOISE STATE STUDENT

WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?



DEDICATED FUNDING UNLOCKS:



WEEKEND + EXTENDED-HOUR SERVICE



MORE FREQUENT + MORE DRIVERS



BETTER RIDER EXPERIENCE



COUNTY SERVED

BLAINE

LEGISLATIVE DISTRICTS

24 26

ITD DISTRICT

4

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE

SPECIALIZED OTHER

STATS AT A GLANCE

FY25 Revenue Miles	1,045,500
FY25 Boardings	696,500
FY25 Revenue Hours	50,800
FY25 Operating Budget	\$4,937,000
FY25 Capital Budget	\$6,342,000



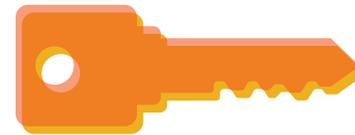
“I DON’T BELIEVE ANY ORGANIZATION IS MORE IMPORTANT TO THIS COMMUNITY THAN THIS ORGANIZATION... WITHOUT THIS TRANSPORTATION, THE VALLEY WOULD GRIND TO A HALT.”

~GRADY BURNETT, MOUNTAIN RIDES BOARD CHAIR



WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?

With the highest productivity and lowest cost per boarding of any of the largest transit operators in the State of Idaho, Mountain Rides shows what stable funding can unlock. With reliable local support, the Wood River Valley has built a high-quality system that the residents and businesses can rely on. Dedicated state funding would help more Idaho communities do the same: expanding frequent service to reduce congestion and parking pressure, modernizing fleets, and building safer, more comfortable stops and crossings. It also helps Mountain Rides keep leading on innovation while keeping service dependable for workers, families, and visitors.



DEDICATED FUNDING UNLOCKS:



ELECTRIC FLEET + CHARGING INFRASTRUCTURE



CORRIDOR IMPROVEMENTS (OHIO GULCH / THE MEADOWS STOPS + SAFER CROSSINGS)



MORE FREQUENCY WHERE CONGESTION IS WORST (E.G., VALLEY ROUTE)



COUNTY SERVED

TWIN FALLS

LEGISLATIVE DISTRICTS

24 25 26

ITD DISTRICT

4

SERVICES PROVIDED

DEMAND-RESPONSE

STATS AT A GLANCE

FY25 Revenue Miles	307,993
FY25 Boardings	88,959
FY25 Revenue Hours	25,343
FY25 Operating Budget	\$1,457,852
FY25 Capital Budget	\$-



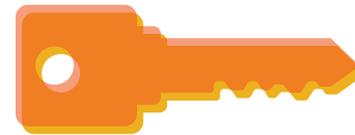
“IT HAS OPENED UP A WHOLE NEW WORLD BASICALLY FOR [SENIORS] TO BE ABLE TO GET OUT AGAIN AND EXPLORE THE TOWN THAT THEY HAVEN’T EXPLORED IN YEARS... FOR OUR SENIOR COMMUNITY IT’S LIKE A KID IN A CANDY STORE.”

~HEATHER, DRIVER



WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?

Ride TFT is Twin Falls’ on-demand public transit, and demand is rising. Dedicated, reliable funding would let the system add more vehicles and service hours to cut wait times, prevent missed or cancelled trips and allow for more pre-scheduled rides. It would also enable smart long-term investments so that Ride TFT can plan 10+ years out instead of rebuilding budgets year-to-year using general funds as local contributions towards federal funds. In FY24, the first full fiscal year of operation, Ride TFT delivered 90,083 boardings on a roughly \$1.4M operating budget.



DEDICATED FUNDING UNLOCKS:



**MORE VANS + MORE HOURS
(LESS DELAY, FEWER CANCELLATIONS)**



**FACILITIES + EFFICIENCY INVESTMENTS FOR
LOWER LONG-TERM OPERATING COSTS**



**STABLE PLANNING THAT
KEEPS PACE WITH GROWTH**



COUNTIES SERVED

BANNOCK, BEAR LAKE, BIGHAM,
CARIBOU, FRANKLIN, ONEIDA, POWER

LEGISLATIVE DISTRICTS

28 29 30 35

ITD DISTRICT

5

SERVICES PROVIDED

FIXED-ROUTE DEMAND-RESPONSE
SPECIALIZED OTHER

STATS AT A GLANCE

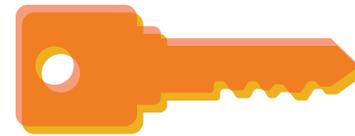
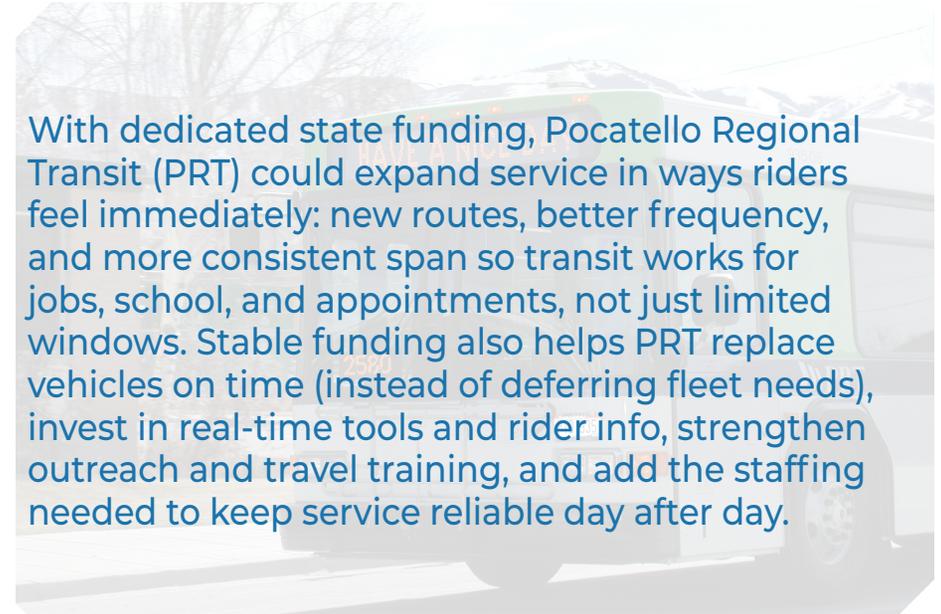
FY25 Revenue Miles	627,567
FY25 Boardings	196,463
FY25 Revenue Hours	36,918
FY25 Operating Budget	\$3,164,789
FY25 Capital Budget	\$1,721,863



“OUT-OF-VEHICLE WAIT TIME IS PERHAPS THE MOST IMPORTANT FACTOR... IMPROVING SERVICE FREQUENCY... CAN GREATLY ENHANCE THE PASSENGER EXPERIENCE.”
~ PRT TRANSIT MASTER PLAN



WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?



DEDICATED FUNDING UNLOCKS:



MORE ROUTES + BETTER FREQUENCY



TIMELY VEHICLE REPLACEMENT



BETTER TECH + RIDER EXPERIENCE



GREATER IDAHO FALLS

COUNTY SERVED

BONNEVILLE

LEGISLATIVE DISTRICTS

32 33 35

ITD DISTRICT

6

SERVICES PROVIDED

DEMAND-RESPONSE

STATS AT A GLANCE

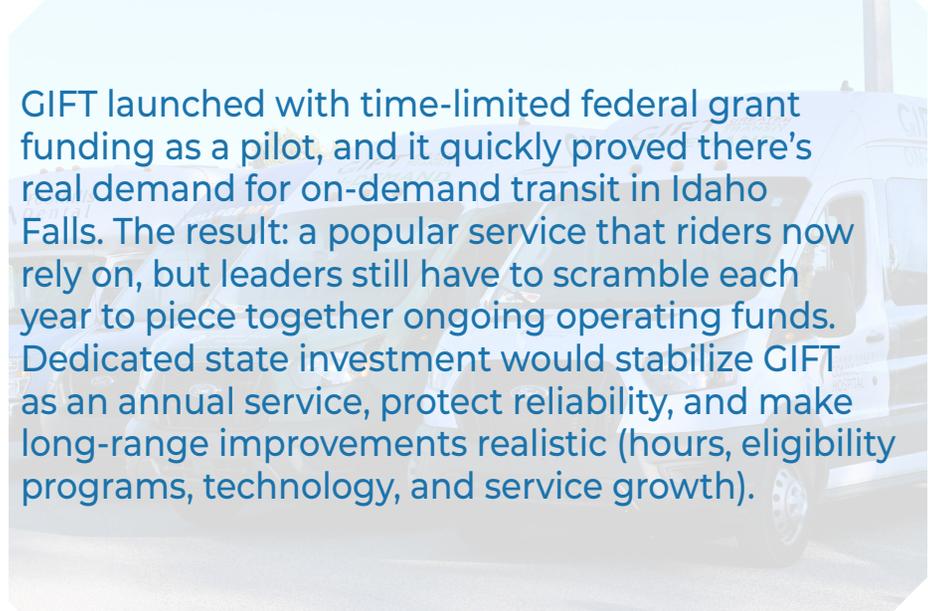
FY25 Revenue Miles	351,332
FY25 Boardings	98,631
FY25 Revenue Hours	24,854
FY25 Operating Budget	\$1,600,000
FY25 Capital Budget	\$25,000



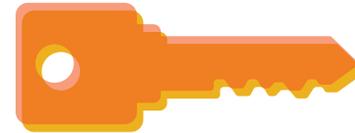
“DURING MY SUMMER INTERNSHIP AT INL, GIFT PROVED TO BE AN INVALUABLE RESOURCE. ARRIVING WITHOUT A VEHICLE, I FOUND GIFT’S AVAILABILITY AND CONVENIENCE TO BE INCREDIBLY BENEFICIAL.” ~ STEPHANIE GARCIA



WHAT COULD YOUR AGENCY DO WITH DEDICATED LOCAL FUNDING?



GIFT launched with time-limited federal grant funding as a pilot, and it quickly proved there’s real demand for on-demand transit in Idaho Falls. The result: a popular service that riders now rely on, but leaders still have to scramble each year to piece together ongoing operating funds. Dedicated state investment would stabilize GIFT as an annual service, protect reliability, and make long-range improvements realistic (hours, eligibility programs, technology, and service growth).



DEDICATED FUNDING UNLOCKS:



ANNUAL STABILITY (NO MORE YEAR-TO-YEAR SCRAMBLE)



RELIABLE PROGRAMS FOR OLDER ADULTS AND PERSONS WITH DISABILITIES



STRONGER PARTNERSHIPS THAT RELY ON DEPENDABLE SERVICE (HEALTH, WORKFORCE, COMMUNITY)



OTHER TRANSIT AGENCIES



Idaho hosts 35 other transportation agencies which provide specialized services to passengers who qualify for them. These include paratransit services, non-emergency medical transportation, senior center services, demand-response, vanpool, etc. There are two inter-city carriers that make important connections between cities across Idaho. These agencies provide more than 340,000 trips in Fiscal Year 2024 alone.



Just like the featured transit agencies, these other transportation providers rely on federal funding and a hodgepodge of local funding sources including Area Agency on Aging funding, medical funding etc. Dedicated funding would unlock stable operations for seniors and persons with disabilities in rural communities across the state.

SILVER EXPRESS IS A FREE, FIXED-ROUTE SHUTTLE THAT HELPS SILVER VALLEY RESIDENTS REACH GROCERIES, HEALTHCARE, SCHOOLS, AND SERVICES.

“It’s not just public transportation, it’s an economic driver... We know it’s imperative to the community.”

— COLLEEN ROSSON
SHOSHONE COUNTY GRANT ADMINISTRATOR

COAST PROVIDES DEMAND-RESPONSE TRANSPORTATION IN PARTS OF IDAHO INCLUDING CLEARWATER, IDAHO, LATAH, LEWIS, AND NEZ PERCE COUNTIES, SUPPORTING PEOPLE WHO NEED HELP ACCESSING ESSENTIAL SERVICES.

“We don’t have a large portion of our funds go to transportation... [it’s] mostly... federal funds... I wish there was a state entity that could more adequately fund transportation services for the elderly and disabled.”

— JENNY ZORENS, DIRECTOR,
AREA AGENCY ON AGING

ITD	LEGISLATIVE	BASE CITY	TRANSIT AGENCY
D1	2	Kingston	Shosone County
D1	2	St. Maries	Benewah Area Transit (Valley Vista Care Corp)
D2	6	Colfax	COAST Public Transportation
D2	2,6	Lapwai	Appaloosa Express
D2	6	Moscow	Disability Action Center
D2	6	Moscow	University of Idaho
D3	9 through 23	Boise	Ada County Highway District
D3	11	Caldwell	Metro Community Services
D3	10, 11, 12, 13, 20, 23	Caldwell	Western Idaho Training Company (WITCO)
D3	9	Cambridge	Cambridge Senior Center
D3	8	Cascade	Cascade Senior Center
D3	9	Council	Council Senior Center
D3	14	Emmett	Gem County Senior Center
D3	8	Glenns Ferry	Three Island Senior Center
D3	8	Grandview	Rimrock Senior Center
D3	8	Horseshoe Bend	Horseshoe Bend Senior Center
D3	8	Idaho City	Boise Basin Senior Center
D3	22, 23	Kuna	Kuna Senior Center
D3	8	McCall	McCall Senior Center
D3	13, 23	Melba	Melba Valley Senior Center
D3	13, 20, 21, 22	Meridian	Meridian Senior Center
D3	8	Mountain Home	Mountain Home Senior Center
D3	9	New Meadows	New Meadows Senior Center
D3	9, 14	New Plymouth	New Plymouth Senior Center
D3	9	Parma	Parma Senior Center
D3	9	Payette	Payette Senior Center
D3	9	Weiser	Weiser Senior Center
D4	24	Buhl	West End Senior Center
D4	26	Hailey	Blaine County Senior Center
D4	27	Rupert	Minidoka Memorial Hospital
D4	24, 25, 26	Twin Falls	Living Independence Network Corp (LINC)
D5	27	Malad City	Oneida County Hospital
D5	35	Montpelier	Bear Lake County Memorial Hospital
D6	35	Jackson	START (Town of Jackson)
D6	31	Salmon	Lemhi Ride
i	6, 8, 18, 24-31, 33-35	Salt Lake City	Salt Lake Expresss
i	2-8, 11-14, 16-18, 20, 21, 24-35	Spokane	Northwestern Trailways

SERVICE TYPE	FY24: BOARDINGS	OPERATING BUDGET
Other Public Transit	24,267	\$192,890
Special - NEMT/Medical	31	\$5,530
Special - NEMT/Medical	545	\$142,318
Other Public Transit	9,305	\$750,118
Special - Disability/Training	3,140	\$137,687
Other Public Transit	2,226	\$35,960
Other Public Transit	134,689	\$1,140,168
Special - NEMT/Medical	-	-
Special - Disability/Training	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	4,399	\$111,864
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	1,528	\$7,799
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	-	-
Special - Senior Center	3,756	\$33,766
Special - Senior Center	2,549	\$31,517
Special - Senior Center	-	-
Special - Senior Center	1,148	\$4,109
Special - Senior Center	-	-
Special - NEMT/Medical	1,163	\$1,721
Special - Disability/Training	1,634	\$78,172
Special - NEMT/Medical	311	\$3,005
Special - NEMT/Medical	-	-
Other Public Transit	27,308	\$458,106
Other Public Transit	9,597	\$234,730
Other Public Transit	104,520	\$5,318,564
Other Public Transit	9,700	\$92,728

AGENCIES BY LEGISLATIVE DISTRICT

LEGISLATIVE	BASE CITY	TRANSIT AGENCY
1	Greater Sandpoint	SPOT Selkirks - Pend Oreille Transit
2	Kingston	Shosone County
2	Lapwai	Appaloosa Express
2	St. Maries	Benewah Area Transit (Valley Vista Care Corporation)
3	Coeur d'Alene	Citylink
4	Coeur d'Alene	Citylink
5	Coeur d'Alene	Citylink
6	Colfax	COAST Public Transportation
6	Lapwai	Appaloosa Express
6	Lewiston	Lewiston Transit System & Asotin County PTBA
6	Moscow	Disability Action Center
6	Moscow	SMART Transit
6	Moscow	University of Idaho
7	Nampa	Treasure Valley Transit
8	Cascade	Cascade Senior Center
8	Glenns Ferry	Three Island Senior Center
8	Grandview	Rimrock Senior Center
8	Horseshoe Bend	Horseshoe Bend Senior Center
8	Idaho City	Boise Basin Senior Center
8	McCall	McCall Senior Center
8	Mountain Home	Mountain Home Senior Center
8	Nampa	Treasure Valley Transit
9	Boise	Ada County Highway District
9	Cambridge	Cambridge Senior Center
9	Council	Council Senior Center
9	Meridian	Valley Regional Transit
9	Nampa	Treasure Valley Transit
9	New Meadows	New Meadows Senior Center
9	New Plymouth	New Plymouth Senior Center
9	Parma	Parma Senior Center
9	Payette	Payette Senior Center
9	Weiser	Weiser Senior Center
10	Boise	Ada County Highway District
10	Caldwell	Western Idaho Training Company (WITCO)
10	Meridian	Valley Regional Transit
10	Nampa	Treasure Valley Transit
11	Boise	Ada County Highway District

AGENCIES BY LEGISLATIVE DISTRICT

LEGISLATIVE	BASE CITY	TRANSIT AGENCY
11	Caldwell	Metro Community Services
11	Caldwell	Western Idaho Training Company (WITCO)
11	Meridian	Valley Regional Transit
11	Nampa	Treasure Valley Transit
12	Boise	Ada County Highway District
12	Caldwell	Western Idaho Training Company (WITCO)
12	Meridian	Valley Regional Transit
12	Nampa	Treasure Valley Transit
13	Boise	Ada County Highway District
13	Caldwell	Western Idaho Training Company (WITCO)
13	Melba	Melba Valley Senior Center
13	Meridian	Meridian Senior Center
13	Meridian	Valley Regional Transit
13	Nampa	Treasure Valley Transit
14	Boise	Ada County Highway District
14	Emmett	Gem County Senior Center
14	Meridian	Valley Regional Transit
14	Nampa	Treasure Valley Transit
14	New Plymouth	New Plymouth Senior Center
15	Boise	Ada County Highway District
15	Meridian	Valley Regional Transit
16	Boise	Ada County Highway District
16	Meridian	Valley Regional Transit
17	Boise	Ada County Highway District
17	Meridian	Valley Regional Transit
18	Boise	Ada County Highway District
18	Boise	Boise State University Bronco Shuttle
18	Meridian	Valley Regional Transit
19	Boise	Ada County Highway District
19	Boise	Boise State University Bronco Shuttle
19	Meridian	Valley Regional Transit
20	Boise	Ada County Highway District
20	Caldwell	Western Idaho Training Company (WITCO)
20	Meridian	Meridian Senior Center
20	Meridian	Valley Regional Transit
20	Nampa	Treasure Valley Transit
21	Boise	Ada County Highway District

AGENCIES BY LEGISLATIVE DISTRICT

LEGISLATIVE	BASE CITY	TRANSIT AGENCY
21	Meridian	Meridian Senior Center
21	Meridian	Valley Regional Transit
22	Boise	Ada County Highway District
22	Kuna	Kuna Senior Center
22	Meridian	Meridian Senior Center
22	Meridian	Valley Regional Transit
23	Boise	Ada County Highway District
23	Caldwell	Western Idaho Training Company (WITCO)
23	Kuna	Kuna Senior Center
23	Melba	Melba Valley Senior Center
23	Meridian	Valley Regional Transit
23	Nampa	Treasure Valley Transit
24	Buhl	West End Senior Center
24	Twin Falls	Living Independence Network Corporation (LINC)
24	Twin Falls	TFT Twin Falls Taxi
25	Twin Falls	Living Independence Network Corporation (LINC)
25	Twin Falls	TFT Twin Falls Taxi
26	Hailey	Blaine County Senior Center
26	Ketchum	Mountain Rides
26	Twin Falls	Living Independence Network Corporation (LINC)
26	Twin Falls	TFT Twin Falls Taxi
27	Malad City	Oneida County Hospital
27	Pocatello	Pocatello Regional Transit
27	Rupert	Minidoka Memorial Hospital
28	Pocatello	Pocatello Regional Transit
29	Pocatello	Pocatello Regional Transit
30	Pocatello	Pocatello Regional Transit
31	Salmon	Lemhi Ride
32	Idaho Falls	Greater Idaho Falls Transit
33	Idaho Falls	Greater Idaho Falls Transit
35	Idaho Falls	Greater Idaho Falls Transit
35	Jackson	START (Town of Jackson)
35	Montpelier	Bear Lake County Memorial Hospital
35	Pocatello	Pocatello Regional Transit

Two intercity bus services provide service in Idaho:

Northwestern Trailways serves legislative districts 2-8, 11-14, 16-18, 20, 21, 24-35

Salt Lake Express serves legislative districts 6, 8, 18, 24-31, 33-35

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CTAI Community
Transportation
Association of Idaho



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