



Benefits Us All

HRDC Transportation



Streamline
A PROGRAM OF CH2M
Catch the Current!



What to expect

- Streamline Beginnings
- Growth Dictates Change
- Transit Development Plan
- Best Community Option & Next Steps
- Questions



HRDC



Program Beginnings

- Studies documented a clear **NEED** for transit, but **FEASIBILITY** was still a concern
- Additional studies were completed between 2001 and 2005 to see if public transit would be feasible in Bozeman
- Bobcat Transit (MSU) and Galavan (HRDC) worked together to leverage federal funding for fixed-route transportation
 - **HRDC was selected to be the recipient of the new FTA funds since HRDC was already operating Galavan**
 - HRDC created the Streamline/Galavan Advisory Board. It was structured to transition into an Urban Transportation District Board
 - **Streamline began service on August 21, 2006**





What is Streamline?

- A fixed-route community bus service that helps **ALL** people get where they need to go
 - Provides **zero-fare service** to work, shopping, medical appointments, recreation, etc.
 - Open to the general public
 - Operates from 7 am - 10 pm (M-F) and from 9 am - 6 pm on weekends
 - Service includes four in-town routes and weekday commuter service to Belgrade
 - Streamline also provides seasonal LateNight service and seasonal Livingston service
- Route maps and bus schedules can be viewed online at StreamlineBus.com
- Print brochures are also available in English and Spanish





Galavan: Streamline's Paratransit Service

- Door-to-Door service for seniors & individuals with disabilities
 - Service since 1973 (RSVP volunteers)
 - On-demand, shared-ride transportation
 - Riders must meet eligibility requirements
 - Federally mandated complementary paratransit service
 - Must serves all areas that are within $\frac{3}{4}$ mile of a Streamline route
 - Funding from state and local governments, local partners, & donations





Growth Dictates Change to Structure and Funding

- With the Census results certified, **Bozeman has surpassed the 50,000 population threshold moving from rural to a “small urban” area**
- Small urban designation changes federal funding structure for HRDC’s Transportation Programs
- Community growth & stagnate ridership indicated need to update transit network
- **In 2019, HRDC hired Transportation Planners to redesign the Streamline routes to better serve the community**





Redesign Streamline 2020

- No major update to the Streamline routes and network design since the system started in 2006
- With such rapid population growth in the area, HRDC launched Redesign Streamline 2020 **to evaluate existing service and rethink Streamline service for the future**
- The study was launched by evaluating the existing service and market conditions
 - These findings are detailed in the **Existing Service and Market Conditions** report released in April 2020
- New service strategies and recommendations were then **developed and vetted by the public outreach process and the Streamline Advisory Board**
- The project culminated in a **Transit Development Plan (TDP)** released in January 2021, which solidified the final service recommendations and provided implementation guidance for the next 5-10 years

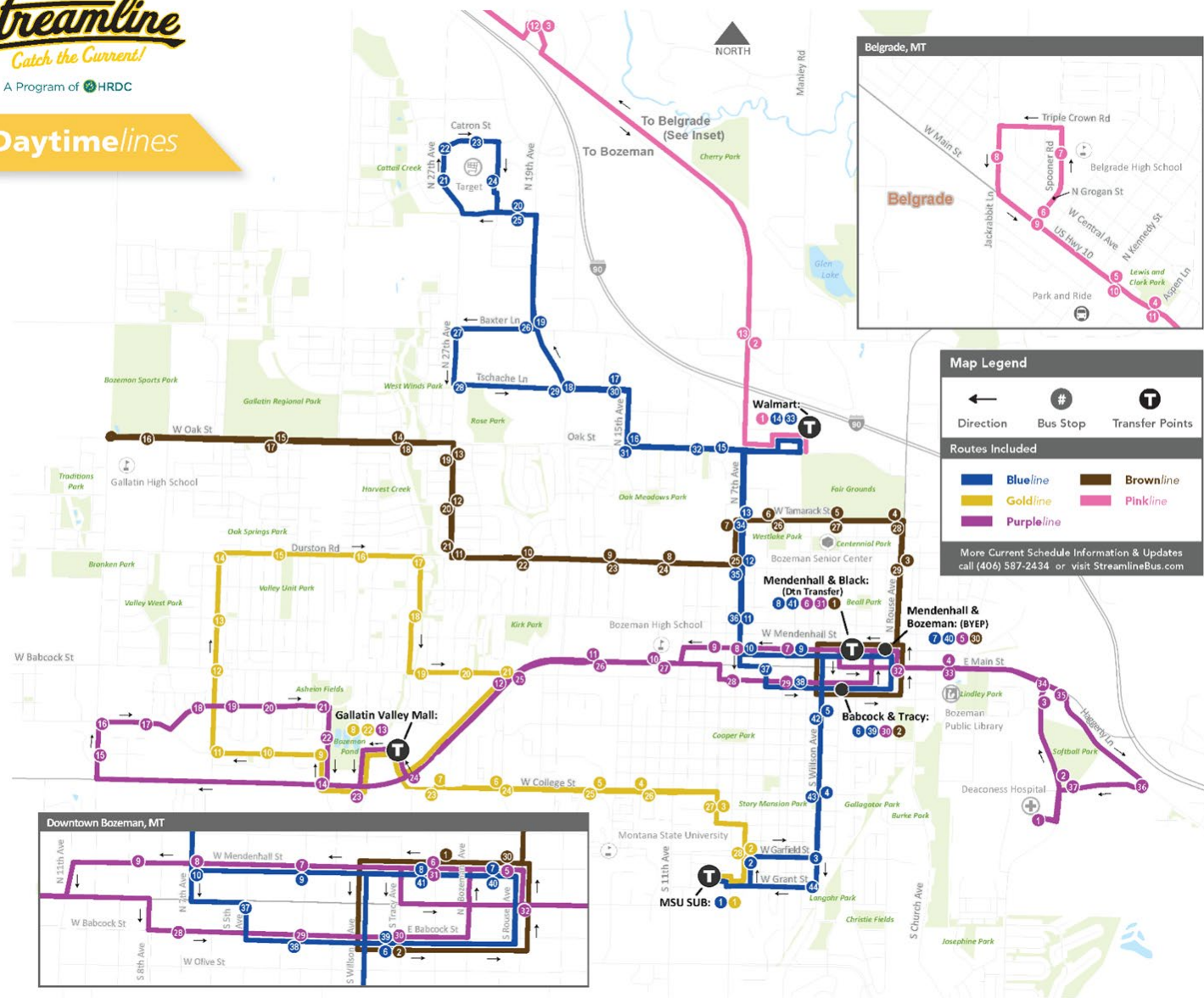


Streamline Routes

- As a result of the Redesign Streamline 2020 project, HRDC implemented new Streamline routes in August 2021
- New route summary:
 - **Bidirectional** instead of one-way loops
 - Focus on **major destinations & residential areas**
 - Added **4th route in Bozeman**
 - connecting the westside to downtown & other routes
 - New Belgrade route added many new stops (**AM, MID, and PM**)
 - **Rider app** and **live bus tracking** available



Daytime lines





Public Transit Benefits Us All

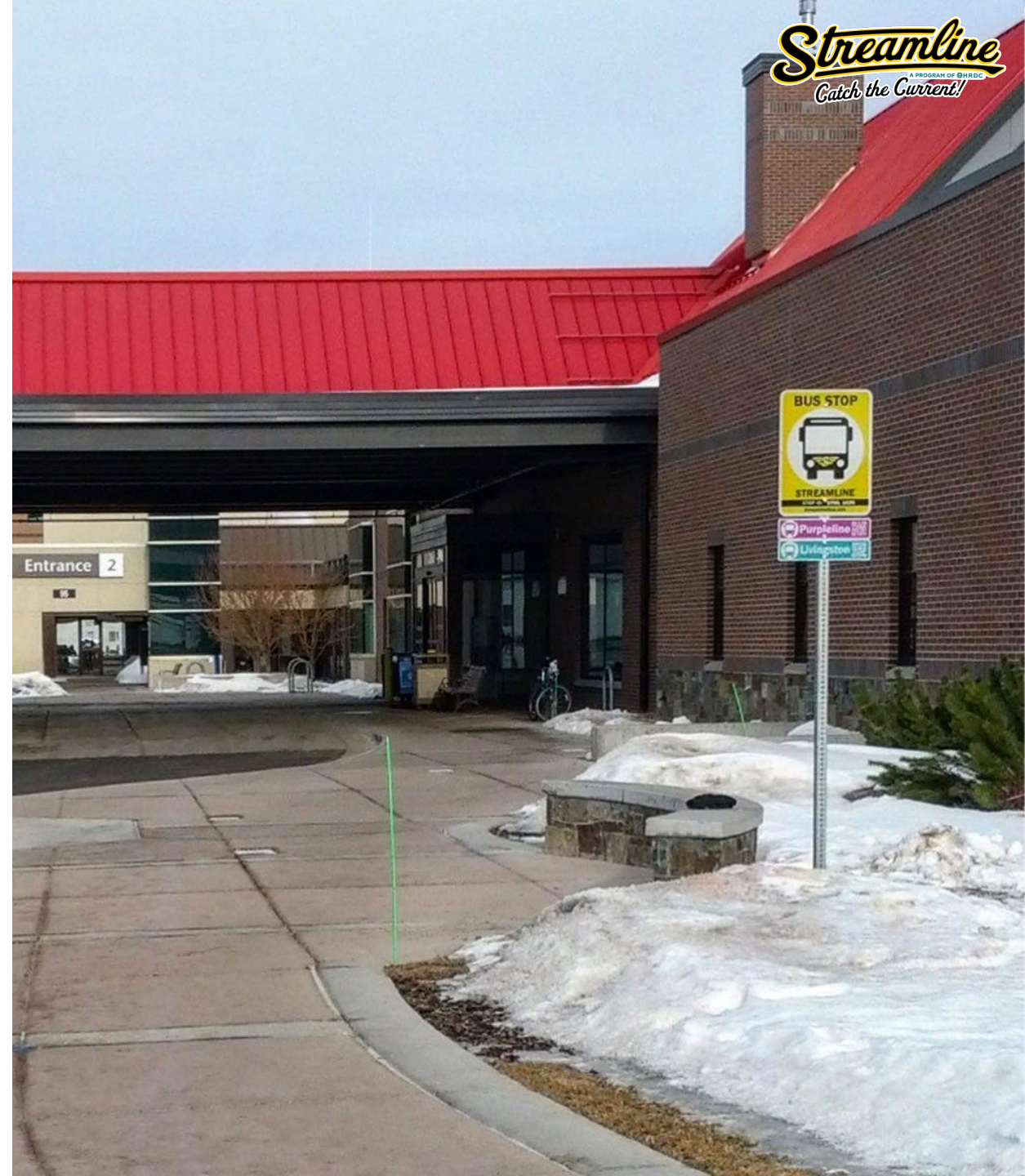
- Streamline **benefits us all by:**
 - Facilitating *responsible growth*
 - Creating *opportunities* for all (e.g. provides transportation to work, school, recreation, shopping, etc.)
 - Serving people with *unique needs* including seniors, people with mobility challenges, young riders
 - Reducing *traffic congestion*
 - Lessening *parking pressure*
 - Improving *air quality*
- Streamline is also key to addressing the growth and affordability issues of Gallatin County by ensuring everyone has access to essential services, educational & workforce opportunities, and recreation regardless of income





Preparing for Upcoming Changes

- 2021 Transit Development Plan Recommendations:
 - Significantly increase service levels
 - Add two fixed routes & expand two routes
 - Create three microtransit zones
 - Explore creation of an Urban Transportation District (UTD)
- New Funding Structure
 - Small Urban Area designation
 - Federal Funding levels uncertain
- HRDC & Public Transportation Steering Committee
 - UTD best option for community
 - Created UTD Boundary Map





UTD Sustainability for Public Transportation

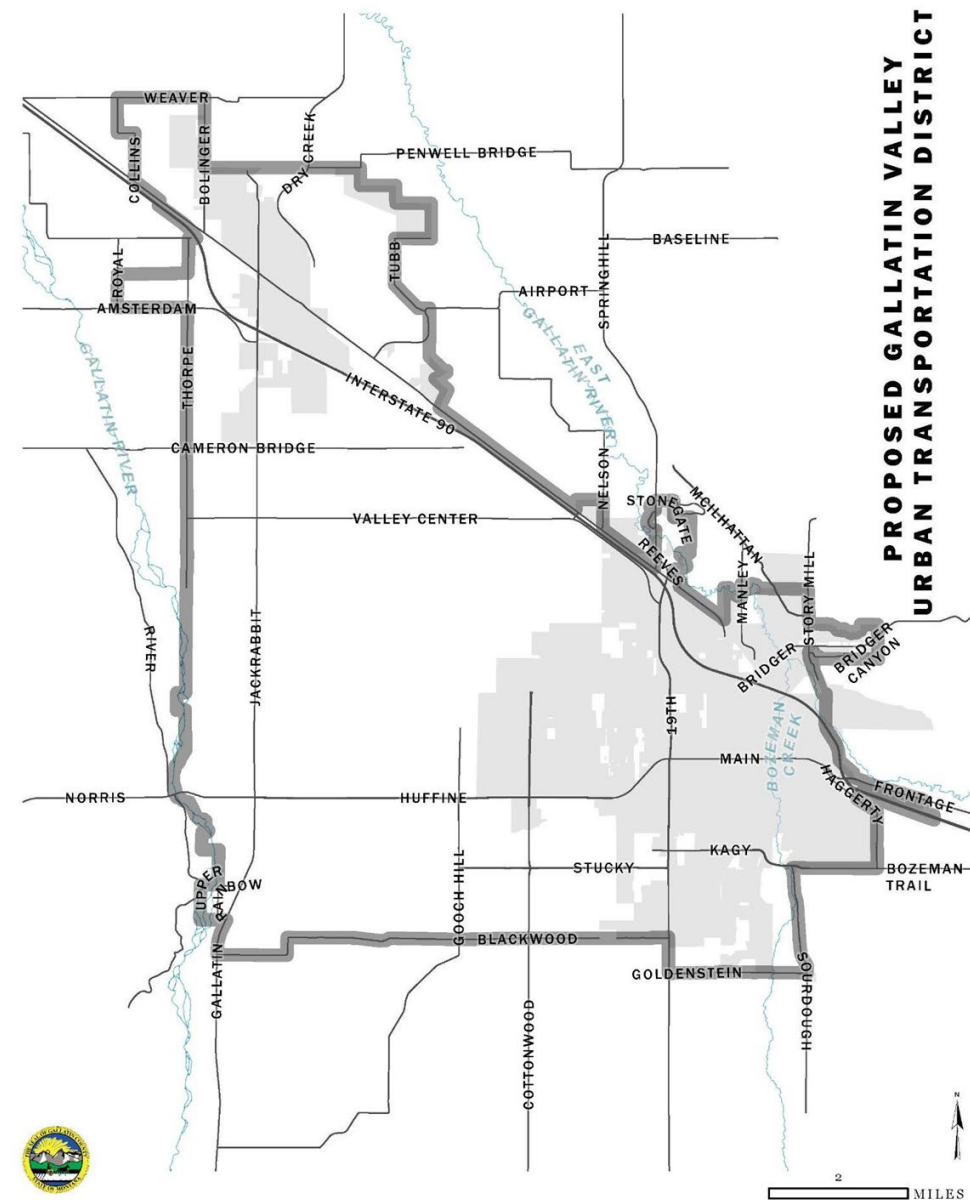
- Single Purpose Entity
 - Governing Board charged with operations, infrastructure, & activities of public transportation
- Focus on Regional Collaboration & Representation
 - Cities/County appoint to Governing Board
 - MSU, service organizations, & various rider demographics, etc.
- No significant geographical constraints
 - Transit service can be provided outside of boundaries if deemed appropriate
- Maintains current services provided by Streamline and Galavan





Gallatin Valley Urban Transportation District

- UTD Boundary Map
 - Final map created based on Streamline's current and projected service areas
 - Map also includes anticipated future growth areas
 - Transit service can be provided outside of District Boundaries if deemed appropriate
- Forming a UTD does the following:
 - Allows continuity of Streamline
 - Continue collaborations already established
 - Community focused approach
 - Representation from communities & governments
 - Sets stage for growth into a regional transportation system





Gallatin Valley Urban Transportation District

- Legal requirements to form UTD (per MCA)
 - **20%** of registered voters within proposed district boundaries sign petition - **Completed**
 - Ballot issue certified, Public Hearing & Resolution to appoint UTD Board - **Completed**
 - Special District Election Ballot (**May 2, 2023**) - **In Progress**
- Important Dates
 - UTD Board effective - **July 1, 2023** (*pending election results*)
 - Federal Funding Change - **October 1, 2023**





UTD Frequently Asked Questions

Q: What is a UTD?

A: Entity with a governing board to manage operations, infrastructure, and activities of public transportation.

Q: Why form a UTD now?

A: The 2020 Census classifies Bozeman as a small urban area, changing the structure of federal funding.

Q: What impact is there to taxpayers?

A: There is no cost to form the District

Q: Why is Streamline zero-fare?

A: Cities the size of Bozeman can only generate about 8-9% of operating revenue, meaning costs to charge fare outweigh revenue.

A: Local Partners provide match to federal dollars PLUS cover more than estimated fares.





Questions?

StreamlineBus.com/UTD

