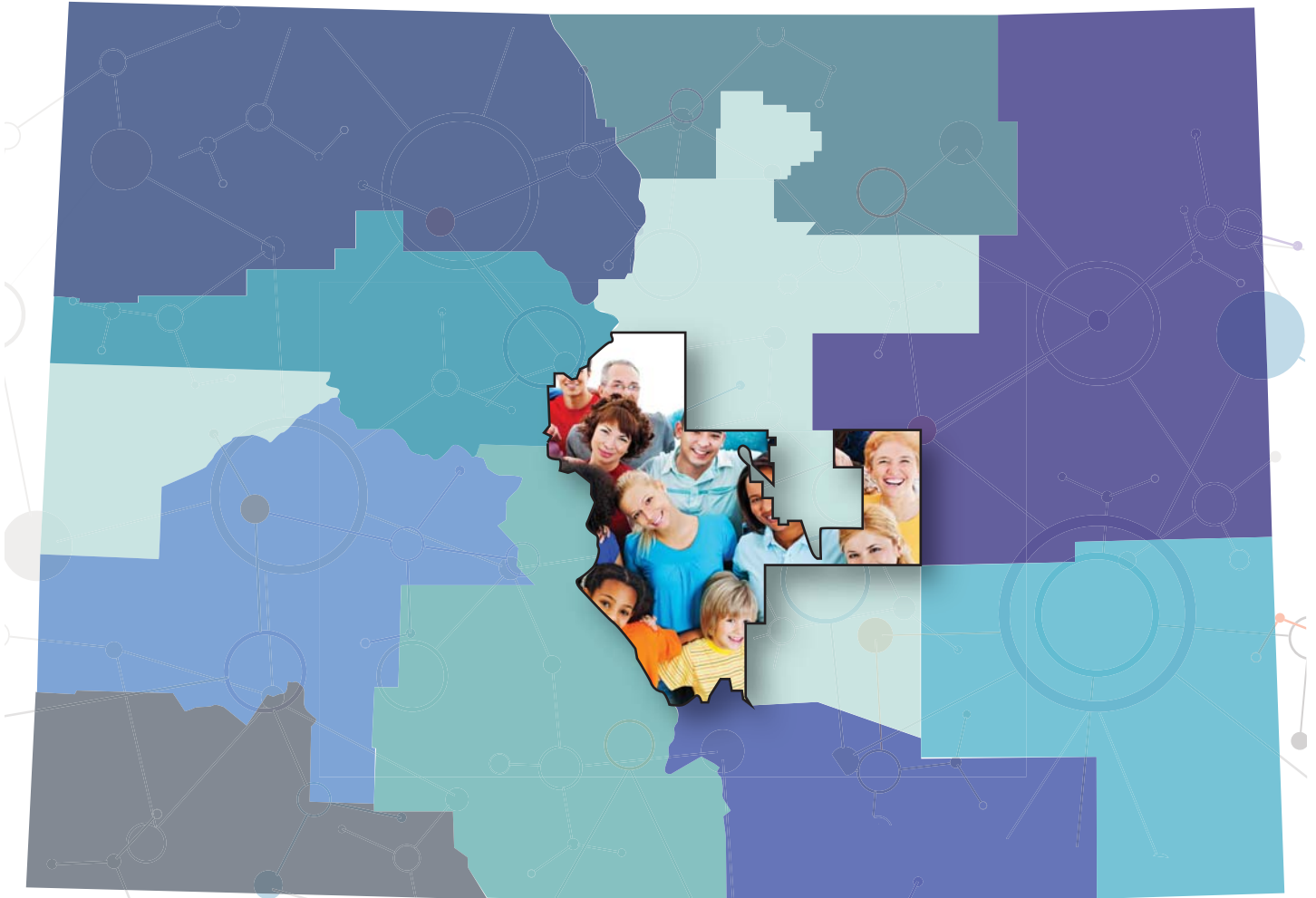


Central Front Range

Transportation Planning Region
Regional Coordinated Transit &
Human Services Plan



Prepared for:

**Colorado Department of Transportation
Division of Transit and Rail
and Central Front Range Transportation Planning Region**

December 2014

Prepared by:



FELSBURG
HOLT &
ULLEVIG

In association with:
Cambridge Systematics
Nelson\Nygaard Consulting Associates
OV Consulting
TransitPlus

CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

Prepared for:

Colorado Department of Transportation
Division of Transit and Rail and
Central Front Range Transportation Planning Region

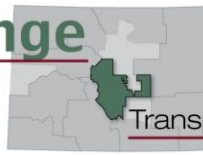
Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
303/721-1440

In Association with:

Cambridge Systematics
Nelson\Nygaard Consulting Associates
OV Consulting
TransitPlus

FHU# 12-206-01
December 2014



ACKNOWLEDGEMENTS

This plan was developed with strong support from a variety of leaders and stakeholders from CDOT and throughout the Central Front Range Transportation Planning Region (TPR). A special thank you to:

Central Front Range TPR Transit Working Group Participants

Courtney Stone – The Independence Center
Achini Wijesinghe – The Independence Center
Ted Schweitzer – City of Cripple Creek
Craig Casper – Pikes Peak Area Council of Governments (PPACG)
Angel Bond – Pikes Peak Area Council of Governments (PPACG)
Joe Chen – Pikes Peak Area Council of Governments (PPACG)
Connie Cole – Chaffee Shuttle
Frank Holman – Chaffee County
Norm Steen – Teller County
Mark Dowaliby – Park County
Shelly Penkoff – Wet Mountain Valley Rotary Community Service
Judy Gilkerson – Upper Arkansas Area Council of Governments (UAACOG)
Judy Lohnes – Upper Arkansas Area Council of Governments (UAACOG)
Vicky Casey – Upper Arkansas Area Council of Governments (UAACOG)
Lori Isenberger – Chaffee County Transportation Advisory Board
Jim Wiles – Golden Shuttle/Fremont County Transit
Shirley Donahue – Golden Shuttle/Fremont County Transit
Gary Howard – Fremont Cab
Mary Howard – Fremont Cab
Gail Nehls – Amblicab
Robert Lovegrove – Starpoint
George Sugars – Fremont County
Debbie Bell – Fremont County
Tim Payne – Fremont County
Adam Lancaster – City of Cañon City
James Berg – Department of Human Services
Ted Borden – Community of Caring
Wendy Pettit – CDOT Region 2



TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Purpose of Plan	1
1.2 Federal and State Planning Regulations.....	2
1.3 Relevant Statewide Background Reports/Plans.....	4
1.4 Relevant Central Front Range TPR Background Studies/Plans	8
1.5 Plan Methodology	9
1.6 Relationship to Statewide Planning Efforts.....	11
1.7 Overview of Plan Contents.....	14
2.0 REGIONAL OVERVIEW	16
2.1 Transportation Planning Region Description	16
2.2 Regional Transit Vision and Goals	18
2.3 Population Characteristics.....	18
2.4 Employment and Job Characteristics	35
2.5 Summary of Community Characteristics.....	35
3.0 EXISTING TRANSIT PROVIDERS AND HUMAN SERVICE AGENCIES.....	39
3.1 Public Transit Providers.....	41
3.2 Human Service Transportation Providers	42
3.3 Other Human Service Agencies/Programs.....	42
3.4 Privately Operated Public Transportation Services.....	43
3.5 Existing Coordination Activities.....	43
3.6 Summary of Existing Services	44
4.0 CURRENT AND POTENTIAL TRANSIT FUNDING	45
4.1 Current Transit Expenditures	45
4.2 Current Transit Revenue Sources.....	45
4.3 Regional Transit Revenue Trends.....	47
4.4 Current and Potential Transit and Transportation Funding Sources	47
4.5 Future Funding Options.....	53
4.6 Potential Revenue Estimates.....	56
4.7 CDOT Grants Process.....	57
5.0 TRANSIT NEEDS AND SERVICE GAPS	58
5.1 Quantitative Assessment of Needs and Gaps	58
5.2 Qualitative Assessment of Needs and Gaps.....	59
6.0 FINANCIAL AND FUNDING OVERVIEW	62
6.1 Current and Future Operating Expenses.....	62
6.2 Current and Future Operating Revenues	63
6.3 Status Quo Revenue and Expense Summary	65
7.0 IMPLEMENTATION PLAN	66
7.1 High Priority Strategies.....	66
7.2 Implementation Plan Financial Summary	71

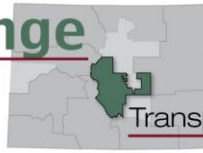


LIST OF FIGURES

Figure 1-1	Existing and Proposed Statewide Routes	6
Figure 1-2	ICS and AGS Study Area	7
Figure 2-1	Major Activity Centers and Destinations Map	17
Figure 2-2	Population Growth	20
Figure 2-3	Projected Growth of Residents Age 65+	22
Figure 2-4	2011 Percentage of Households with No Vehicle	24
Figure 2-5	2011 Population Below Federal Poverty Level.....	26
Figure 2-6	2011 Minority Population	28
Figure 2-7	2011 Limited English Proficiency Population	30
Figure 2-8	2012 Disabled Population	32
Figure 2-9	2011 Veteran Population	34
Figure 2-10	Job Growth	36
Figure 2-11	Employed Working Outside of County of Residence	37
Figure 2-12	Counties with Higher than Statewide and TPR Average Transit Needs Indicators	38
Figure 3-1	Transit Provider System Map	40
Figure 4-1	Operating Cost per Passenger Trip in Colorado Transportation Planning Regions.....	45
Figure 4-2	Comparison of National, State, and Regional Revenue Sources	46
Figure 4-3	Recent Trends in Regional Transit Revenues	47
Figure 6-1	Forecasted Operating Revenues in the Central Front Range TPR.....	63

LIST OF TABLES

Table 1-1	CDOT Division of Transit and Rail Performance Measures	13
Table 2-1	Projected Population Growth by County	19
Table 2-2	Projected Growth of Residents Age 65+	21
Table 2-3	2011 Households with No Vehicle.....	23
Table 2-4	2011 Population Below Federal Poverty Level.....	25
Table 2-5	2011 Race	27
Table 2-6	2011 Limited English Proficiency Population	29
Table 2-7	2012 Disabled Population	31
Table 2-8	2011 Veteran Population	33
Table 3-1	Public Transit Provider Services Overview	41
Table 3-2	Human Service Transportation Provider Overview.....	42
Table 3-3	Privately Operated Public Transportation Services Overview	43
Table 4-1	Estimates of Funds Generated Through Alternative Revenue Sources	56
Table 6-1	Existing and Projected Operating Expenses and Revenues to Maintain Existing Service Levels (2013 – 2040).....	62
Table 6-2	Central Front Range TPR Average Transit Operating Cost	63
Table 7-1	Financial Summary	71



LIST OF APPENDICES

- APPENDIX A GLOSSARY OF TERMS
- APPENDIX B TRANSIT WORKING GROUP
- APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE
- APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEYS
- APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES –
CENTRAL FRONT RANGE REPORT



1.0 INTRODUCTION

Public transportation is a lifeline for many residents throughout the Central Front Range Transportation Planning Region (TPR) and state of Colorado. Transit services connect residents, employees, and visitors to major activity centers such as jobs, schools, shopping, medical care, and recreation. These transit services are important contributing factors to the economic, social, and environmental health of the state and also provide many benefits to individuals and communities. The following are just a few of the benefits:

- ▶ Economic benefits of transit include providing access to jobs, shopping, and other destinations; creating jobs in public transit and related industries; reducing the cost of transportation for individuals and families with a portion of the cost savings redirected to the local economy; providing businesses with access to a broader labor market with more diverse skills; and providing savings associated with the reliability and effects of reduced congestion.
- ▶ Social benefits of transit include providing transportation options to access destinations; reducing household expenditures on transportation, allowing savings to be spent in the local economy; reducing non-transportation service costs; reducing travel time and accidents because of less congestion on the road; providing accessibility of transit by all segments of the population; providing health benefits associated with walking to/from transit; and providing an overall savings in time and money.
- ▶ Environmental benefits of transit include reducing emissions and the carbon footprint, reducing gas consumption, improving air quality with a reduction in associated health issues; and lessening impacts on the environment and neighborhoods due to transit's typically smaller footprint.

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT), in cooperation with the Central Front Range TPR, developed this Regional Coordinated Transit and Human Services Plan to meet all CDOT and Federal Transit Administration (FTA) planning requirements for funding eligibility and planning for Colorado's transit needs.

CDOT will use this plan to evaluate grant applications for state and federal funds received by regional transit and human service providers over the next five years. Transit and human service providers in the TPR will use this plan to prioritize transit investments in the next several years that work toward implementation of the TPR's long-term transit vision and goals, and priority strategies.

1.1 Purpose of Plan

This plan serves as the Regional Coordinated Transit and Human Services Plan for the region per FTA requirements. It identifies projects and strategies to enable the region's transit and human service providers to improve mobility of the populations who rely upon human service transportation or public transit, to minimize duplication of federally funded services, and to leverage limited funds. The coordination projects and strategies identified generally have a short-term focus and are based on the prioritized needs of the TPR.

In addition, this plan identifies a regional transit vision and financial plan to guide transit investment over the next 20+ years. Along with the State's other Regional Coordinated Transit and Human Services Plans, this plan will act as the foundation for Colorado's first Statewide Transit Plan setting the stage for CDOT's vision, goals, policies and strategies for long-term transit investment.

Key findings and recommendations from this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and into the region's Regional Transportation Plan. Both of these documents will become part of the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.



1.2 *Federal and State Planning Regulations*

There are a variety of federal and state planning regulations and requirements that are met through the development of this plan and its incorporation in the Statewide Transit Plan. These are described below.

1.2.1 **Federal Planning Regulations**

Federal planning regulations are codified in 23 Code of Federal Regulations 450, which requires each state to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. This includes the development of a long-range statewide transportation plan with a minimum 20-year forecast period for all areas of the state and a statewide transportation improvement program that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the state. The long-range transportation plan shall consider connections among public transportation, non-motorized modes (e.g., bicycle and pedestrian facilities), rail, commercial motor vehicle, and aviation facilities, particularly with respect to intercity travel.

The transportation planning process considers projects, strategies, and services that address several planning factors including:

- ▶ Economic vitality of the US, state, metropolitan and non-metropolitan areas
- ▶ Safety of the transportation system for motorized and non-motorized users
- ▶ Security of the transportation system for motorized and non-motorized users
- ▶ Accessibility and mobility of people and freight
- ▶ Protection and enhancement of the environment, promotion of energy conservation, improvement of the quality of life, and promotion of consistency between transportation improvements and state and local planned growth and economic development patterns
- ▶ Enhancement of integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
- ▶ Promotion of efficient system management and operations
- ▶ Preservation of the existing transportation system

The planning process is to be conducted in coordination with local officials in metropolitan and non-metropolitan areas, federal land management agencies, Tribal governments, health and human service agencies, and agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. In addition, preparation of the Regional Coordinated Transit and Human Services Plans should be coordinated and consistent with the statewide transportation planning process.

1.2.2 **MAP-21**

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century Act (MAP-21), providing approximately \$10 billion per year nationally for transit funding in fiscal years 2013 and 2014. CDOT receives and distributes a portion of these federal transit funds to transit and human service providers throughout Colorado through a competitive grant process. Under MAP-21, several transit programs were consolidated and streamlined. There is a new requirement that transit fund recipients develop a Transit Asset Management Plan. There is also new emphasis on performance-based planning and establishment of performance measures and targets that must be incorporated into the long-range planning and short-term programming processes. Seven national goal areas were established: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced



project delivery delays. In August 2014, MAP-21, which was set to expire on September 30, 2014, was given a short-term extension to May 31, 2015.

Similar to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous transportation authorization bill, MAP-21 requires that projects selected for federal funding under the Elderly Individuals and Individuals with Disabilities program (Section 5310) be derived from a locally developed, coordinated public transit human services transportation plan. This plan meets this requirement for the region. While not a requirement for other FTA funds, FTA recommends, as a best practice, that all projects be identified through a coordinated planning process and be consistent with a plan.

1.2.3 Title VI

Title VI is a federal statute that is intended to ensure that programs (including public transit and human services) receiving federal financial assistance do not discriminate or deny benefits to people based on race, color, or national origin, including the denial of meaningful access to transit-related programs and activities for people with limited English proficiency (LEP). Title VI applies to CDOT and all CDOT grant partners receiving federal funds. While this document is not intended to be a Title VI compliance report, it does provide information on the demographic characteristics in the region compared to services provided in the region to assist with a Title VI assessment. The process to develop this transit plan includes information and outreach to individuals by providing language assistance upon request and by providing public information materials in Spanish.

1.2.4 Environmental Justice

Executive Order 12898 calls on all federal agencies to make environmental justice part of their mission by identifying and addressing disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Similar to Title VI, this plan does not provide a comprehensive environmental justice evaluation. It does, however, provide information on low-income and minority populations in comparison service areas in the region to assist with understanding how well these populations are served by transit services in the region. The process to develop this transit plan included providing information for and conducting outreach with low-income and minority populations in the Central Front Range region and throughout the state.

1.2.5 Colorado Planning Requirements

CDOT is the agency responsible for providing strategic planning for statewide transportation systems to meet the transportation needs and challenges faced by Colorado; promoting coordination between different modes of transportation; and enhancing the state's prospects to obtain federal funds by responding to federal mandates for multimodal planning. State planning regulations, consistent with federal planning regulations, call for a multimodal plan that considers the connectivity between modes of transportation, coordinates with local land use planning, focuses on preservation of the existing transportation system to support the economic vitality of the region, enhances safety of the system, addresses strategic mobility and multimodal choice, supports urban and rural mass transit, promotes environmental stewardship, provides for effective, efficient and safe freight transport, and reduces greenhouse gas emissions.

In 2009, state legislation created DTR with responsibility for planning, developing, operating, and integrating transit and rail into the statewide transportation system. As part of that mandate, a statewide transit and passenger rail plan that identifies local, interregional and statewide transit and passenger rail needs and priorities shall be developed and integrated into the Statewide Transportation Plan.

As a first step, a State Freight and Passenger Rail Plan was developed by DTR and adopted by the Colorado Transportation Commission in March 2012 (see **Section 1.3.2** for a summary). The next step was to develop the Statewide Transit Plan, which was done concurrently to the development of this Regional Transit Plan. The



Division may also expend funds to construct, maintain, and operate interregional transit, advanced guideway, and passenger rail services, among other things.

In addition, DTR is responsible for the administration of federal and state transit grants. In accordance with FTA, DTR will use this plan to determine if grant applications are consistent and compatible with the Plan's vision, goals, and strategies identified. Those that are consistent will be eligible for state and federal funding allocations through CDOT.

1.3 Relevant Statewide Background Reports/Plans

The following section describes transportation planning documents that have been completed in the last five years and their key findings and recommendations relevant to this Regional Transit Plan.

1.3.1 Statewide Bicycle and Pedestrian Plan

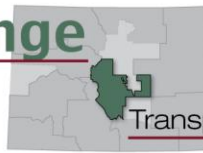
CDOT adopted Colorado's first Statewide Bicycle and Pedestrian Plan in October 2012. The plan focused on developing investment criteria for evaluating bicycle and pedestrian projects and programs, and performance measures. These criteria are based on a vision and eight broadly supported goals that can be achieved in part through improved bicycle and transportation projects and increased bicycling and walking activity. The goals, identified through extensive public and stakeholder input, include the following:

1. Enhance safety
2. Increase bicycling and walking activity
3. Expand recreational opportunities and enhance quality of life
4. Improve public health
5. Improve environment, air quality, and fossil fuel independence
6. Provide transportation equity
7. Maximize transportation investments
8. Improve the state and regional economies

The plan points out that nearly all transit trips begin and end with a walking trip and many also include a bicycle trip at the origin and/or destination and that successful bicycle and pedestrian networks have the potential to greatly expand the reach and effectiveness of public transit. Colorado's major metropolitan transit agencies, as well as many mountain communities, operate buses with bike racks. The plan suggests that the next step will be to increase the percentage of transit stops and stations that are easily accessible by bike or on foot and the percentage that provide secure bicycle parking.

1.3.2 Colorado State Freight and Passenger Rail Plan

The Colorado State Freight and Passenger Rail Plan, completed in March 2012, offers recommendations for both short- and long-term investments in the state's rail system while embracing a performance-based evaluation process and positioning Colorado to receive federal funding for infrastructure projects. This plan provides guidance for investing in future rail needs and presents ways to enhance passenger and freight rail development to support economic growth and environmental sustainability. It is a project-based plan required to have a major update at least every five years. In 2014, CDOT amended the passenger rail elements with a high-speed transit vision, based on the conclusions of the Advanced Guideway System (AGS) Feasibility Study and the Interregional Connectivity Study (ICS). The high-speed transit vision encompasses 340 miles of high-speed passenger transit network through or affecting four I-70 Mountain Corridor counties west of the Denver region from Eagle County Regional Airport to Denver International Airport (DIA), and twelve I-25 Front Range counties from Fort Collins to Pueblo. The next update for the Plan is anticipated to begin in 2016.



1.3.3 Colorado 2011 Aviation System Plan

The Colorado Aviation System Plan Update, completed in 2011, is a performance-based plan that summarizes how airports of different classifications are meeting their assigned objectives and how the state airport system as a whole measures up. It identifies and describes actions and projects with the potential to improve system performance and offers generalized cost estimates for these policy choices.

This plan includes an objective for all airports in the Major and Intermediate categories to have access to ground transportation services for the millions of visitors who reach Colorado each year by air and support the Colorado economy. Ground transportation could include shuttles, taxis, buses, rail, and rental cars. One airport in the Central Front Range region has been identified in the plan as needing improved ground transportation: Silver West Airport in Custer County.

1.3.4 Southwest Energy Efficiency Project – Economic Benefits of Transit Systems: Colorado Case Studies

In September 2013, the Southwest Energy Efficiency Project released their report, *Economic Benefits of Transit Systems: Colorado Case Studies*, which examined Fort Collins, the Roaring Fork Valley, and Grand Valley. This study showed quantifiable annual net benefits created by transit systems in the respective communities. Roaring Fork Transportation Authority (RFTA) provides an annual net benefit of \$38.6 to \$49.9 million to the Roaring Fork Valley. These benefit calculations took into account gasoline savings, vehicle maintenance savings, reduced congestion savings, avoided public assistance payments, reduced parking infrastructure demand, reduced cost of medical trips, and income from employment accessible by transit. Other benefits of transit that cannot be monetarily quantified include increased independence for elderly and disabled citizens, improved air quality, and health benefits of walking or biking to and from transit stops.

1.3.5 Colorado Statewide Intercity and Regional Bus Network Plan

The 2014 Colorado Statewide Intercity and Regional Bus Network Plan updates the 2008 plan. The plan develops a regional network and provides policies for extending regional services within Colorado in addition to state-to-state trips serviced by intercity bus. It also provides a specific analysis of the I-70 corridor. The plan evaluates several types of service, including:

- ▶ Interregional Express Bus service – Travels between regions, focuses on commuter service, typically operates weekdays, and attempts to provide time sensitive travel times.
- ▶ Intercity Bus service – Provides long-distance travel connecting major hubs throughout the nation, is typically funded with fares, and carries luggage and sometimes packages.
- ▶ Regional Bus service – Provides travel into urban areas and resort communities, typically provides more frequent bus service each day than intercity bus service. Operating and administrative funds come from federal, state and/or local sources.
- ▶ Essential Bus service – Focuses on meeting the needs of residents in rural areas for medical and essential services, and typically provides very infrequent service.

Recommendations made in this plan for the Central Front Range TPR include adding a regional route between Colorado Springs and Fairplay and a route between Colorado Springs and Cañon City. **Figure 1-1** includes the existing and proposed statewide routes identified in the Intercity and Regional Bus Network Plan.

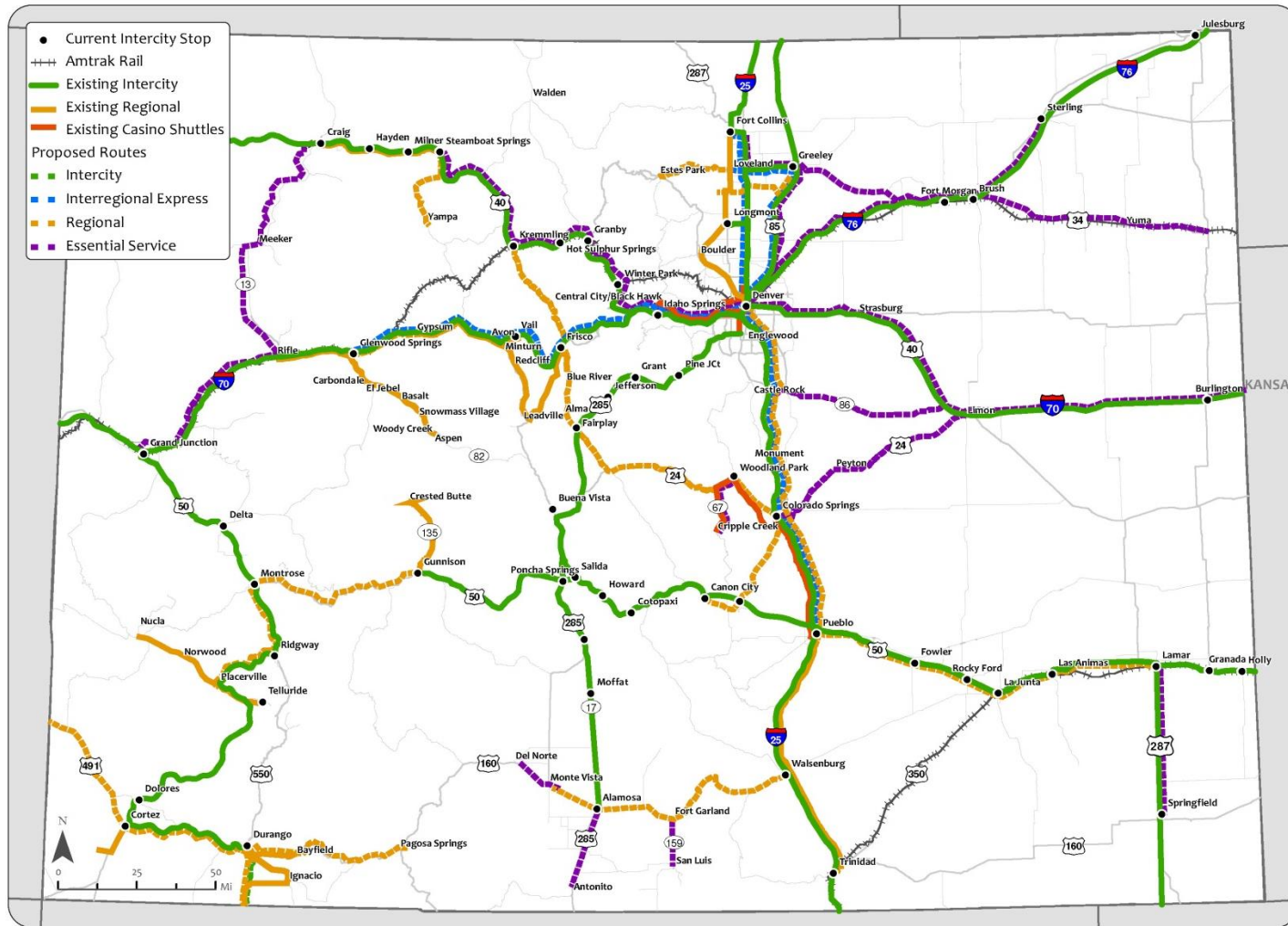
Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Figure 1-1 Existing and Proposed Statewide Routes



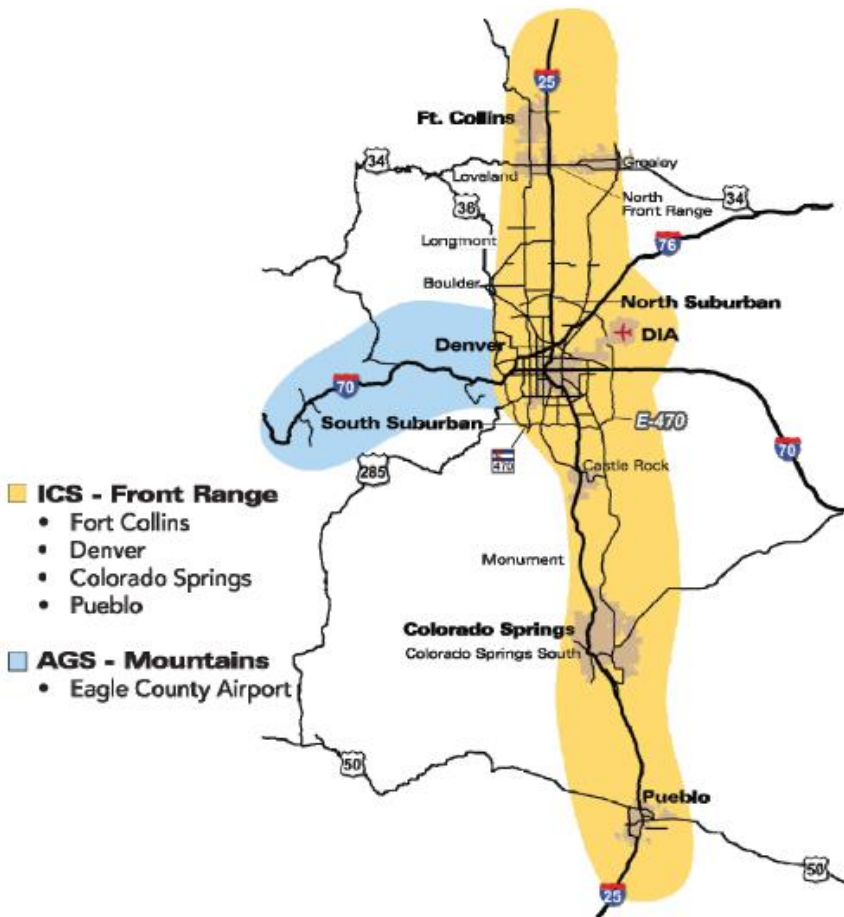
Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan



1.3.6 Interregional Connectivity Study and Advanced Guideway System Feasibility Study

The Interregional Connectivity Study (ICS) and the Advanced Guideway System (AGS) Feasibility Study, together, represent the vision for a comprehensive future high-speed transit system in the state. The two studies were conducted between April 2012 and 2014 and were coordinated throughout the planning processes, each examining the potential for high-speed transit alignments and ridership along different corridors. The ICS study limits included DIA to the east, the C-470/I-70 interchange near Golden to the west, the city of Fort Collins to the north, and the city of Pueblo to the south. The AGS study limits extended from the C-470/I-70 interchange near Golden west to Eagle County Regional Airport.

Figure 1-2 ICS and AGS Study Area



Source: *Interregional Connectivity Study, 2014*

The recommendations for the ICS system, combined with the I-70 Mountain Corridor AGS system, estimate 18 million riders per year in 2035, with corresponding revenue of \$342 million to \$380 million annually. Implementation of the high-speed transit vision (both ICS and AGS combined) is estimated at over \$30 billion in capital costs. Implementation of the full high-speed transit vision from Fort Collins to Pueblo is assumed to begin with a Minimum Operating Segment, such as DIA to Briargate to the south or DIA to Fort Collins to the north.

Detailed information and reports on each study can be found on the CDOT's Transit and Rail Program website.



1.4 *Relevant Central Front Range TPR Background Studies/Plans*

Past studies conducted within the Central Front Range TPR provide a framework for understanding the transportation needs throughout the region. Relevant reports and plans are listed below with a brief description and key findings.

1.4.1 **CDOT Statewide Survey of Older Adults and Adults with Disabilities (2013)**

In 2013, CDOT DTR conducted a statewide survey to learn about the travel behavior and characteristics of older adults (65 years or older) and disabled (18 years or older) residents of Colorado, and to determine their transportation priorities, needs, and preferences. The survey also gathered information on the gaps and barriers to using transit and identified areas of focus to help address the transportation needs of older adults and adults with disabilities. The survey was conducted through direct mail efforts and also distributed by agencies throughout the state that serve older adults and adults with disabilities. Both Spanish and English versions were available for respondents. Survey results are reported at the statewide level and by TPR. Chapter 5 of this plan includes additional information and findings from the survey. **Appendix E** includes the full survey report for the Central Front Range region.

1.4.2 **2035 Central Front Range Local Transit Coordinated Human Services Plan (2008)**

The 2008 Central Front Range Local Transit and Coordinated Human Services Plan presents transit and coordination options for the Central Front Range region. The local plan was incorporated into the 2035 Regional Transportation Plan and served as the planning document for this local area. CDOT used this plan to evaluate and approve grant applications for capital and operating funds from the FTA, as well as other available funds. The key issues that were identified in the 2008 Plan were:

- ▶ Increase transit service levels and expand hours of service throughout the region, including rural and in-town services
- ▶ Need affordable public transportation that meets the needs of all market segments
- ▶ Need additional employment-based transit services and a medical transportation system that provides 24-hour on-call services
- ▶ Enhance service from Salida north to Buena Vista on US 24
- ▶ Expand public transportation services on US 285 in Park County and along US 24
- ▶ Add fixed-route transit service along US 50, particularly through Cañon City
- ▶ Need intercity bus service to Denver, Colorado Springs, Pueblo, and Cañon City
- ▶ Increase coordination, collaboration, and funding across the region
- ▶ Add elderly/disabled services in the rural portions of the TPR, including Park County and Teller County
- ▶ Need intercity bus services on SH 115

The Final Report can be found at http://www.coloradodot.info/programs/statewide-planning/documents/2035-regional-plans/central_front_range/.

1.4.3 **Central Front Range 2030 Regional Transportation Plan (2004)**

The 2014 Central Front Range 2030 Regional Transportation Plan highlights how the transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Key strategies identified in the 2030 Regional Transportation Plan include:

- ▶ The existing transportation system will be maintained in the most efficient and safe manner possible.



- ▶ The transportation system will enhance and/or minimize impacts to the region's air, water, scenic-view corridors, cultural resources, and wildlife habitat, providing regional and statewide connectivity.
- ▶ The transportation system will preserve and enhance the region's overall economic health and provide intermodal access and mobility options for individuals and commerce.
- ▶ The transportation plan identified, evaluated, and prioritized transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding.

1.5 Plan Methodology

Many strategies were used to obtain the data and public input needed to develop this Regional Coordinated Transit and Human Services Plan. One of the foundational elements of the methodology was to use the guiding principles developed by CDOT's Transit and Rail Advisory Committee (TRAC) to guide the process. A Statewide Steering Committee (SSC) was formed to develop a framework for the development of the regional and statewide transit plans, to create a statewide vision, supporting goals, and objectives for transit, and to guide the overall plan development process. Demographic data were used to identify regional characteristics and growth projections for transit demand in the future. The region also created a Transit Working Group (TWG) that met three times over the course of the planning process, developed a survey to obtain operational data and issues and needs from stakeholders, and held public open houses to gather input from the public.

1.5.1 Transit and Rail Advisory Committee Guiding Principles

The following are the guiding principles developed by the TRAC, which serve as a foundation for developing transit policies at CDOT. The guiding principles were also used to guide the development of this plan.

TRAC Guiding Principles

- ▶ When planning and designing for future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system. CDOT will facilitate increased modal options and interface to facilities for all transportation system users.
- ▶ CDOT will consider the role of transit in maintaining, maximizing, and expanding system capacity and extending the useful life of existing transportation facilities, networks, and right-of-way.
- ▶ CDOT will promote system connectivity and transit mobility by linking networks of local, regional, and interstate transportation services.
- ▶ CDOT will work toward integrating transit to support economic growth, development, and the state's economic vitality. CDOT will pursue transit investments that support economic goals in an environmentally responsible manner.
- ▶ CDOT will establish collaborative partnerships with local agencies, transit providers, the private sector and other stakeholders to meet the state's transit needs through open and transparent processes.
- ▶ CDOT will advocate for state and federal support of transit in Colorado, including dedicated, stable, and reliable funding sources for transit. Through partnerships, CDOT will leverage the limited transit funds available to seek new dollars for transit in Colorado.

1.5.2 Plan Development Process

At the inception of the planning process for the Central Front Range region, the planning team identified key stakeholders to be invited to participate in a TWG to guide and direct the development of the Regional Coordinated Transit and Human Services Plan. The TWG included representatives from public and private transit agencies, human service organizations, workforce centers, area agencies on aging, veteran organizations, community centered boards, elected officials, municipal staff, CDOT DTR, DTD and regional staff, and key consultant team members. The TWG convened at key intervals throughout the planning process with the following objectives:

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

- ▶ **Meeting 1 (July 26, 2013):** Identify the region's transit and human service transportation issues/needs and provide information on plan approach. Develop draft transit vision and goals.
- ▶ **Meeting 2 (October 7, 2013):** Finalize regional transit vision and goals; gather input on approach to prioritization of regional transit projects; and identify potential regional coordination strategies.
- ▶ **Meeting 3 (January 27, 2014):** Review key concepts and major findings, identify final plan strategies, provide an overview of financial scenarios, and concur on plan recommendations.

The TWG identified vision concepts for transit within their region at Meeting 1, and from that juncture, the planning team drafted a transit vision statement and key supporting goals. At Meeting 2, the TWG reviewed the statewide transit vision, goals, and objectives developed by the SSC to ensure that their region was also compatible with the larger statewide transit vision and goals. The TWG refined and commented on the region's transit vision and goals to ensure that they met the needs of the region. The transit vision and supporting goals were used to vet key strategies and projects to include in the plan. At Meeting 3, the TWG identified high-priority strategies for inclusion in the implementation portion of this plan. **Appendix B** includes a list of TWG invitees, TWG meeting materials and minutes, and TWG meeting sign in sheets.


Additionally, as part of the plan development process, a transit provider and human service agency survey was developed and distributed to obtain provider service, operational, and financial information. The TWG assisted with completion of the surveys. Survey results were used to identify needs and gaps in service for human services and general public transit, to develop financial summaries of agencies in the TPR, and to support the development of high priority strategies for implementation in the TPR. **Appendix D** includes the provider and human service agency survey respondents, and survey questionnaires.

Another element of the planning process was the review of demographic characteristics, review of growth projections, and development of a future transit demand methodology. The methodology developed included the use of general population growth projections through 2040 and the growth of the population aged 65+ through 2040.

1.5.3 Public Involvement Process

Public outreach and involvement for the Statewide Transit Plan and Regional Coordinated Transit and Human Services Plans was conducted to be inclusive of all interested stakeholders. Strategies included public open houses, three TWG meetings, a Transit Plan website for sharing plan information, and an online comment form. The website provided up-to-date information on SSC meetings, TWG meetings, and public meetings in each TPR. Exhibit boards, PowerPoint presentations, meeting materials, and meeting notes for all meetings were made available on the website.

Seventeen public open house meetings were held throughout the rural areas of the state across the 10 rural TPRs. Notification of the open houses was provided to TWG members, local agencies, transit providers, local libraries, community centers, senior centers, and local media. Information was prepared in both Spanish and English. Translation services were provided upon request for language and hearing impaired. Meetings were held in ADA accessible facilities.

Statewide Transit Plan 

You're Invited...

...to the CDOT Statewide Transit Plan Public Open House!

CDOT's Statewide Transit Plan addresses the local and regional transit and human service transportation needs in your region and across the state. Your input is greatly needed!

Please join us for the public meeting in your area:

Date: Monday October 7th
Location: Upper Arkansas Area Council of Governments
3224 Independence Road, Suite A
Carlon City, CO
Time: 4:30 pm - 6:30 pm
Open House format with overview presentation at 5:30.

For more information, or for those who require accommodation for disabilities or a language interpreter, including hearing impaired, please contact Beth Vogelsang at (303)589-5651 no later than 3 business days before the meeting. The facility is accessible for disabled individuals.

Can't make the meeting?
View materials and provide comments at our project website: <http://dotcolorado.transportationmatters.com/other-cdot-plans/transit/>
Comments can also be made using the CDOT PinTool at: <http://dtidapps.coloradodot.info/pintransit>

REGIÓN CENTRAL FRONT RANGE
de Planificación de Transporte

Lo invitamos...

...a la reunión pública sobre el Plan Estatal de Transporte Público de CDOT

El Plan Estatal de Transporte Público de CDOT responde a las necesidades locales y regionales de tránsito y de transporte para personas en su región y en todo el estado. ¡Su opinión será muy valiosa!

Por favor, haga planes para participar en esta reunión pública en su área:

Fecha: Lunes 7 de octubre
Lugar: Upper Arkansas Area Council of Governments
3224 Independence Road, Suite A
Carlon City, CO
Hora: 4:30 pm - 6:30 pm
Se trata de una reunión pública informal. Habrá una presentación a las 5:30.

Para más información, para solicitar acomodaciones especiales para personas con incapacidad, o para pedir servicios de traducción (incluyendo lenguaje de señas), llamar a Beth Vogelsang al (303)589-5651 por lo menos tres días antes de la reunión. El lugar de la reunión es accesible para personas incapacitadas.

Si no puede asistir a la reunión, lo invitamos a que revise los materiales y comparta sus comentarios en el sitio del proyecto: <http://dotcolorado.transportationmatters.com/other-cdot-plans/transit/>
Los comentarios también se pueden hacer usando el sistema PinTool de CDOT en <http://dtidapps.coloradodot.info/pintransit>



The Central Front Range TPR public open house meeting was held on October 7, 2013, at the Upper Arkansas Area Council of Governments in Cañon City. The meeting was open house format with the project team making a presentation. Public comments were collected via computer, hard copy comment forms, and the Transit Plan website. Additionally, an online GIS-based mapping tool was created to record geographically based comments. Attendees included the general public, transit providers, elected officials, and agency staff. Input received from attendees included the following key comments:

- ▶ Uncertainty over the type of transit service CDOT would run;
- ▶ Concern from local taxi services that CDOT would be taking local market share and would prefer CDOT stick with the regional connections rather than local service;
- ▶ Taxi vouchers may be a means of supporting local mobility and addressing the need for operating funds;
- ▶ Need for regional shuttle between Cañon City and Pueblo and Cañon City and Colorado Springs;
- ▶ Need to increase regional connections to include Park, Teller, and other counties; and
- ▶ The Golden Shuttle is limited to Cañon City and trip demand is growing.

Appendix C includes the meeting materials and sign-in sheets from the Central Front Range TPR public meetings.

1.6 Relationship to Statewide Planning Efforts

As previously mentioned, this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and the Regional Transportation Plan. The Statewide Transit Plan and Regional Transportation Plan will then be integrated in the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.

The Statewide Transit Plan is a performance-based plan that includes a statewide transit vision statement and a set of performance measures to track CDOT's progress at achieving the statewide transit vision and goals over time.

1.6.1 Statewide Transit Vision and Goals

This region's transit vision and goals directly support the statewide transit vision, supporting goals, and objectives that were developed through the statewide planning process. The statewide transit vision and goals are broad and reflective of the entire state. They were developed through a series of meetings with the SSC over the course of this plan development.

Statewide Transit Vision

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

Supporting Goals and Objectives

Goals and objectives that are related to the impacts of transit on the statewide transportation network were crafted in the planning process. Statewide goals and objectives include:

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- ▶ Preserve existing infrastructure and protect future infrastructure and right-of-way
- ▶ Expand transit services based on a prioritization process
- ▶ Allocate resources toward both preservation and expansion
- ▶ Identify grant and other funding opportunities to sustain and further transit services statewide



- ▶ Develop and leverage private sector investments

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- ▶ Strive to provide convenient transit opportunities for all populations
- ▶ Make transit more time-competitive with automobile travel
- ▶ Create a passenger-friendly environment, including information about available services
- ▶ Increase service capacity
- ▶ Enhance connectivity among local, intercity, and regional transit services and other modes
- ▶ Support multimodal connectivity and services

Transit System Development and Partnerships

Increase communication, collaboration, and coordination within the statewide transportation network by supporting and implementing strategies that:

- ▶ Meet travelers' needs
- ▶ Remove barriers to service
- ▶ Develop and leverage key partnerships
- ▶ Encourage coordination of services to enhance system efficiency

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- ▶ Reduce vehicle miles traveled and greenhouse gas emissions
- ▶ Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- ▶ Increase the availability and attractiveness of transit
- ▶ Inform the public about transit opportunities locally, regionally, and statewide
- ▶ Further integrate transit services into land use planning and development

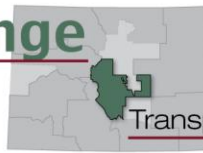
Safety and Security

Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- ▶ Help agencies maintain safer fleets, facilities, and service
- ▶ Provide guidance on safety and security measures for transit systems

1.6.2 Statewide Transit Performance Measures

Under MAP-21, the U.S. DOT will establish performance measures and state DOTs will develop complementary performance targets. For transit, MAP-21 focuses on the state of good repair and asset management. Transit agencies receiving federal assistance are required to develop performance targets for state of good repair. They will also be required to develop asset management plans, which include capital asset inventories, condition assessments, decision support tools, and investment prioritization. Within four years of the enactment of MAP-21 and every other year thereafter, states are required to submit reports on the progress made toward achieving performance targets.



DTR initiated the development of transit performance measures in their document entitled *Establishing a Framework for Transit and Rail Performance Measures*, December 2012. They have continued the effort through the inclusion of measures in CDOT Policy Directive 14, which provides a framework for the statewide transportation planning process, which will guide development of a multimodal, Statewide Transportation Plan and distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget.

This work was used as the basis for developing an initial set of performance measures, which were reviewed with the SSC for the Statewide Transit Plan. Comments and suggestions from the SSC were then taken to the TRAC Performance Measure Subcommittee and the TRAC Statewide Transit Plan Subcommittee for review, followed by approval of the full TRAC. Through this process, the performance measures were identified as a reasonable starting point for DTR to initiate its performance-based planning work. These performance measures meet the MAP-21 requirements.

At the regional level, transit agencies are encouraged to review and use these categories and performance measures to identify and implement projects that help achieve the state’s transit vision and meet the national goals.

Table 1-1 CDOT Division of Transit and Rail Performance Measures

Category	Goal	Performance Measure
System Preservation and Expansion	Establish public transit as an important element within an integrated multimodal transportation system.	<ul style="list-style-type: none"> ▪ Portion of CDOT grantees with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017 (PD 14) ▪ Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14) ▪ Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14)
Mobility/Accessibility	Improve travel opportunities within and between communities.	<ul style="list-style-type: none"> ▪ Percentage of rural population served by public transit ▪ Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14) ▪ Percent of agencies providing up-to-date online map/schedule information ▪ Annual small urban and rural transit grantee ridership compared to five-year rolling average (PD 14)
Transit System Development and Partnerships	Increase communication, collaboration, and coordination within the statewide transportation network.	<ul style="list-style-type: none"> ▪ Percentage of grantee agencies reporting active involvement in local/regional coordinating councils or other transit coordinating agency
Environmental Stewardship	Develop a framework of a transit system that is environmentally beneficial over time.	<ul style="list-style-type: none"> ▪ Percentage of statewide grantee fleet using compressed natural gas, hybrid electric, or clean diesel vehicles or other low emission vehicles ▪ Passenger miles traveled on fixed-route transit
Economic Vitality	Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.	<ul style="list-style-type: none"> ▪ Percentage of major employment and activity centers that are served by public transit



Category	Goal	Performance Measure
Safety and Security	Create a transit system in which travelers feel safe and secure and in which transit facilities are protected.	<ul style="list-style-type: none"> ▪ Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14) ▪ Number of fatalities involving transit vehicles per 100,000 transit vehicle miles ▪ Percentage of grantees that have certified CDOT Safety and Security Plans which meet FTA guidance

1.6.3 Transit Asset Management

Asset management is a critical area of focus for any transportation provider regardless of mode. In fact, it is seen as so important that it will soon become the driving force behind CDOT's department-wide approach to resource allocation and project prioritization.

Furthermore, with the adoption of MAP-21, Transit Asset Management (TAM) is now a priority area of focus for the FTA. MAP-21 requires that all FTA grant recipients develop TAM plans and that the states certify these plans. CDOT's approach to helping its grant partners meet this new set of requirements is based on a combination of general oversight of asset management practices at the agency level and providing focused and direct technical assistance where appropriate.

At the time of this writing, FTA had not provided final rules or guidance regarding how to satisfy the new asset management requirements in MAP-21. However, the legislation itself articulates two basic requirements that TAM plans must contain: an inventory of all transit capital assets and a prioritized capital development/replacement plan. CDOT is helping its grant partners meet these most basic requirements through the ongoing Statewide Transit Capital Inventory (STCI) project, which will provide a comprehensive inventory of transit assets throughout the state, including rolling stock, facilities, and park and rides. In addition to completing an asset inventory for each recipient of federal funds, CDOT and its STCI consulting team will prepare prioritized capital development/replacement plans for each transit provider. In the case that an agency has already developed an asset management plan, CDOT will review the plan for conformity with FTA's expectations and regulations.

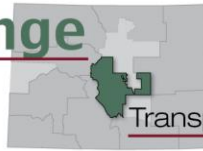
CDOT is also providing technical assistance in the form of a guide to the preparation of Asset Management Plans, a revised guide to implementing a preventative maintenance program for rolling stock, and training and information sessions at conferences. A Transit Infrastructure Specialist is an available resource to all grant partners as a subject matter expert on the creation and implementation of TAM plans, maintenance procedures and policies, and the development of capital projects.

Progress on CDOT's asset management initiatives will be measured by several performance metrics. Some of these are identified in CDOT's Policy Directive 14, and others have been developed as part of this plan. Chapter 7 discusses asset management related strategies.

1.7 Overview of Plan Contents

The Regional Coordinated Transit and Human Services Plan is organized into seven chapters as described below. Overall, the plan is intended to paint a picture of the region, document the transportation needs based on various demographic data and trends, illustrate available funding, identify the transit needs, and recommend strategies for meeting the needs over the short, mid, and long term. This plan is intended to be an action plan used to guide the region in making decisions about how best to invest limited resources to implement transit projects that improve mobility and offer transportation choices for the region.

Chapter 1 – Introduction: Describes why the plan was developed, the process used to develop the plan, and the planning requirements fulfilled by this plan.



Chapter 2 – Regional Overview: Describes the region’s major activity centers and destinations, key demographics, and travel patterns. It includes existing data on populations that are often associated with transit demand in a community (people over age 65, low-income individuals, and households without vehicles). Other data are included on persons with disabilities, veterans, race, ethnicity, and English proficiency to paint a comprehensive picture of the region’s need for transit.

Chapter 3 – Existing Transit Provider and Human Service Agencies: Summarizes the key features of the region’s public and private transit providers, as well as the human service agencies in the region. Information is provided on service areas, types of service, eligibility, and ridership.

Chapter 4 – Current and Potential Funding: Describes the variety of transit funding sources at various levels of government and the challenges faced by transit and human service transportation providers in seeking these various funding sources.

Chapter 5 – Transit Needs and Service Gaps: Describes key findings from the review of the region’s demographic profile and the existing and future unmet transit needs.

Chapter 6 – Financial and Funding Overview: Summarizes the anticipated funding through 2040 and the funding needed through 2040 based on population growth.

Chapter 7 – Implementation Plan: Provides an overview of the high priority strategies identified in the region to meet the region’s transit vision and goals over the next 15 years to 2030.



2.0 REGIONAL OVERVIEW

This Chapter includes an overview of the Central Front Range Transportation Planning Region (TPR), provides a map that identifies major activity centers and destinations in the region, and provides demographic information about populations that are typically aligned with transit use.

2.1 *Transportation Planning Region Description*

The Central Front Range TPR includes parts to all of five counties: Custer, El Paso, Fremont, Park, and Teller. The largest towns in the region include Cañon City, Cripple Creek, Fairplay, Florence, and Westcliffe. The approximate population in the TPR in 2013 was 96,000, which represents about 2 percent of the state's total population. The topography of the region is mostly mountainous, with most of the population living in areas in and near incorporated towns and cities. Given the low density of development throughout the region, many trips require long-distance travel.

The Central Front Range TPR is a major year-round tourist destination for activities such as skiing, hiking, camping, biking, rafting, and fishing. The TPR is also home to Royal Gorge Bridge and Park and the Pike and San Isabel National forests.

Given the vast recreational opportunities in the region, it is not surprising that the top employment industry in the Central Front Range region is tourism and outdoor recreation. The other top two industries in the region are (1) health and wellness and (2) energy and natural resources. Federal, state, and local government are also large employers.

The major transportation corridors/facilities in the TPR are US 50, US 24, US 285, State Highway (SH) 9, SH 67, SH 69, SH 94, SH 96, SH 165, and CO 115. The two regional airports in the region are Silver West Airport and the Fremont County Airport.

Figure 2-1 identifies many of the major activity centers and destinations within the Central Front Range TPR. Major activity centers for the purpose of this plan include human service agencies, correctional institutions, grocery stores, hospitals, higher education institutions, senior citizens' services, workforce centers, mental health services, and employers with 50+ employees. The Central Front Range region's major activity centers and destinations are mostly clustered around Bailey, Cañon City, Cripple Creek, Florence, Florissant, and Silver Cliff as these are the largest communities in the region. Mapping the selected activity centers listed above provides a general understanding of where people who are using transit and/or are in need of human service transportation are likely to be traveling to and from within the region.

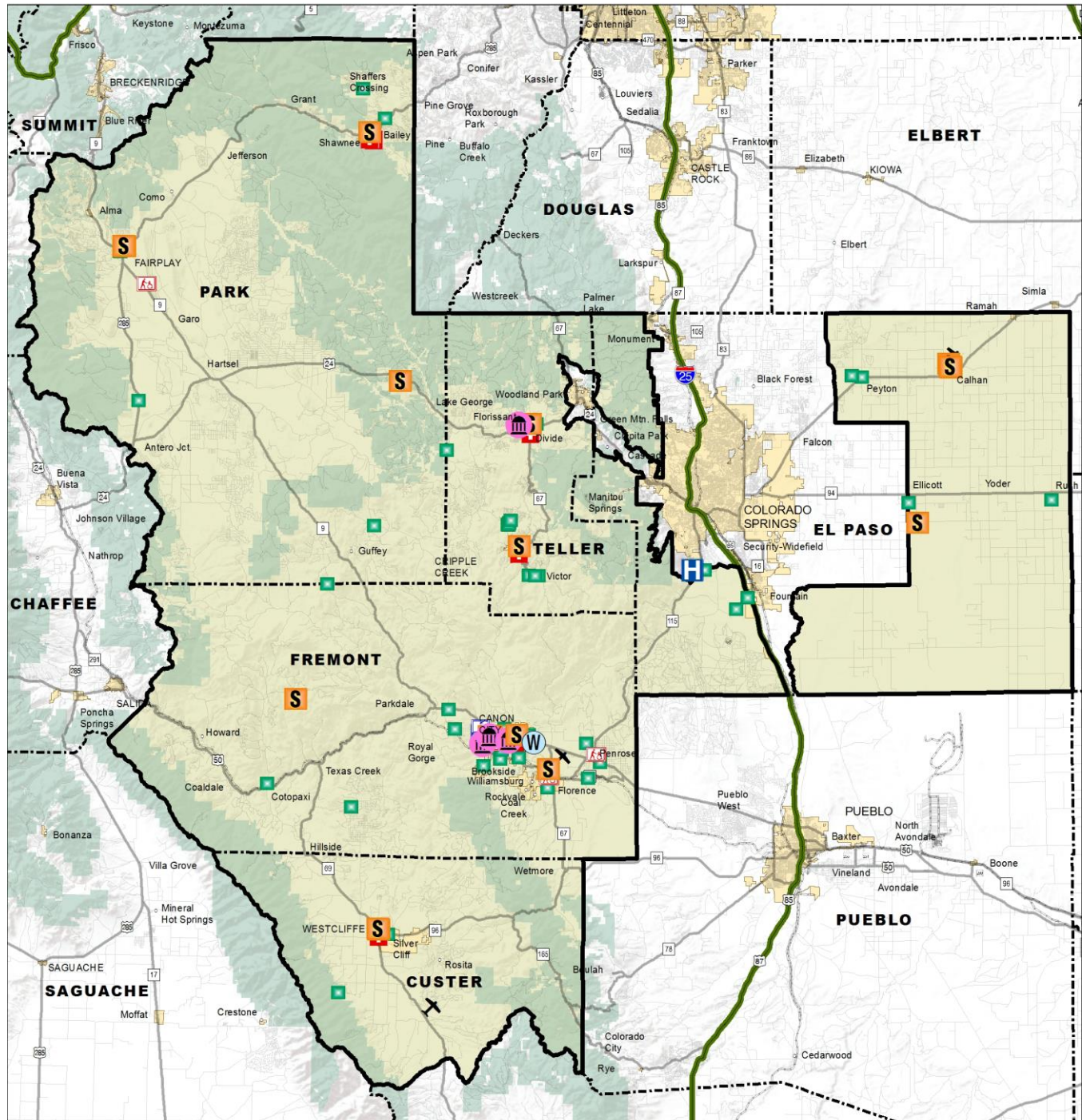
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

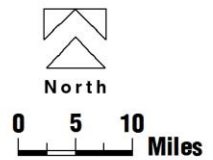
Figure 2-1 Major Activity Centers and Destinations Map

Business locations derived from 2011 ESRI data.



Legend

- Workforce Centers
- Mental Health Services
- Human Service Agencies
- Correctional Institutions
- Hospitals
- Higher Education Institutions
- Senior Citizens' Services
- Employers with 50+ Employees
- Airports/Airfields
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- National Forests
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways





2.2 Regional Transit Vision and Goals

The Central Front Range TWG developed a high level vision and supporting goals for transit in the region. These were developed with consideration for the vision and goals developed for the Statewide Transit Plan by the Statewide Steering Committee (SSC). The TWG was charged with crafting a regional transit vision and supporting goals that align with the statewide transit vision and goals. The outcome of this process resulted in the following transit vision and goals for the Central Front Range TPR:

Central Front Range Transit Vision:

The Central Front Range's vision is to improve mobility for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.

Supporting Goals:

- ▶ Improve coordination and develop partnerships
- ▶ System preservation and expansion
- ▶ Develop regional connections

2.3 Population Characteristics

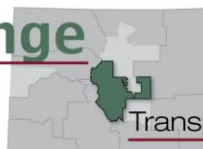
An understanding of the distribution and density of population and employment is an integral part of the transportation planning process. Demographics such as population, employment, and age distribution can tell a story about the complex travel needs of residents and employees, especially as they relate to the use of transit service. In this Chapter, the presentation of relevant data focusing on transit-dependent persons including older adults, persons with disabilities (including some veterans and older adults), and low-income individuals, is based largely on a series of maps and tables. These maps and tables show key population characteristics emphasizing the transit-dependent populations that tend to have limited mobility options and a higher likelihood to use and need public transit services.

Some population segments have a greater need for public transit and depend on it as their primary form of transportation. Typically, the reasons relate to economics, ability, or age, and whether individuals own or have access to a private vehicle. Transit dependency characteristics based on age include both youth (individuals 18 or younger) and older adults (persons age 65 or older). Others who typically rely on public transit include people with disabilities, individuals with low income, zero-vehicle households, veterans, and persons with limited English proficiency (LEP).

In general, the two key markets for public transportation services are:

- ▶ "Transit Dependent" riders who do not always have access to a private automobile. This grouping includes individuals who may not be physically (or legally) able to operate a vehicle or those who may not be able to afford to own a vehicle.
- ▶ "Choice" riders are those who usually or always have access to a private automobile (either by driving a car or getting picked up by someone) but choose to take transit because it offers them more or comparable convenience. For example, a choice rider might choose to add 10 minutes to their overall trip via bus to save a 10 dollar all-day parking charge. Commuters might choose to take a bus if they can work along the way rather than focusing on driving.

Another newer trend that has increased transit ridership over the last several years is the increase in the Millennial population choosing to use public transportation as a lifestyle choice. This generational shift is occurring across the United States as the Millennials and many other Americans are increasingly choosing to use modes of transportation other than the private automobile, such as transit, carpools, vanpools, biking and walking. Millennials are choosing to live in walkable communities closer to jobs, recreation and amenities so that



they can use transit and eliminate the expense of vehicle ownership. This is impacting the typical travel patterns that have been seen in the United States since the coming of age of the automobile in the 1950s. Transit agencies must now consider not only the transit dependent users but also the impact that the Millennial generation will have on transit system ridership.

The following sections detail various demographic data, as collected from the U.S. Census and from the State Demographer, that are typically aligned with the primary markets for transit ridership and use. They also analyze the spatial distribution of people who are more likely to take transit, as well as the location of activity centers and destinations that are likely to generate transit ridership. Two-thirds of the population within the Central Front Range region is widely dispersed across rural areas, with one third clustered in the communities of Bailey, Cañon City, Cripple Creek, Florence, Florissant, and Silver Cliff. Many well-traveled highways cross the region, such as US 285, US 50, and US 24, thus you see higher transit dependent populations along these corridors as well. The key demographic characteristics highlighted in this plan include older adults (65+), households with no vehicle, low-income, race and ethnicity, LEP, persons with disabilities, and veteran population.

2.3.1 Population Growth

Table 2-1 and **Figure 2-2** summarize the growth in population anticipated in each county in the Central Front Range region. The counties with the highest overall populations in the region in 2013 are Fremont and Park counties and the projections indicate that this will continue into 2040. Only about 2 percent of El Paso County and 60 percent of Teller County’s population is within the Central Front Range region. Each county within the Central Front Range TPR is anticipated to see growth in population through the year 2040, with the highest growth shown in Park County (110.8 percent) and Custer County (110.2 percent). The total population in the TPR is projected to grow by nearly 60,000 people or 61.4 percent by 2040 from the base year of 2013. Comparatively, the projected growth from the entire state during the same timeframe is 47.1 percent.

Table 2-1 Projected Population Growth by County

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Custer	4,272	5,757	7,467	8,979	110.2%
El Paso (in CFR)	14,616	17,024	19,852	22,652	55.0%
Fremont	46,843	54,070	61,284	67,306	43.7%
Park	16,262	22,830	31,385	34,283	110.8%
Teller (in CFR)	14,065	16,235	19,138	21,795	55.4%
TPR Overall	96,058	115,916	139,126	155,015	61.4%
Statewide Total	5,267,800	5,915,922	6,888,181	7,749,477	47.1%

Source: Based on 2012 estimates provided by the Colorado State Demographer’s Office through the Department of Local Affairs

Central Front Range

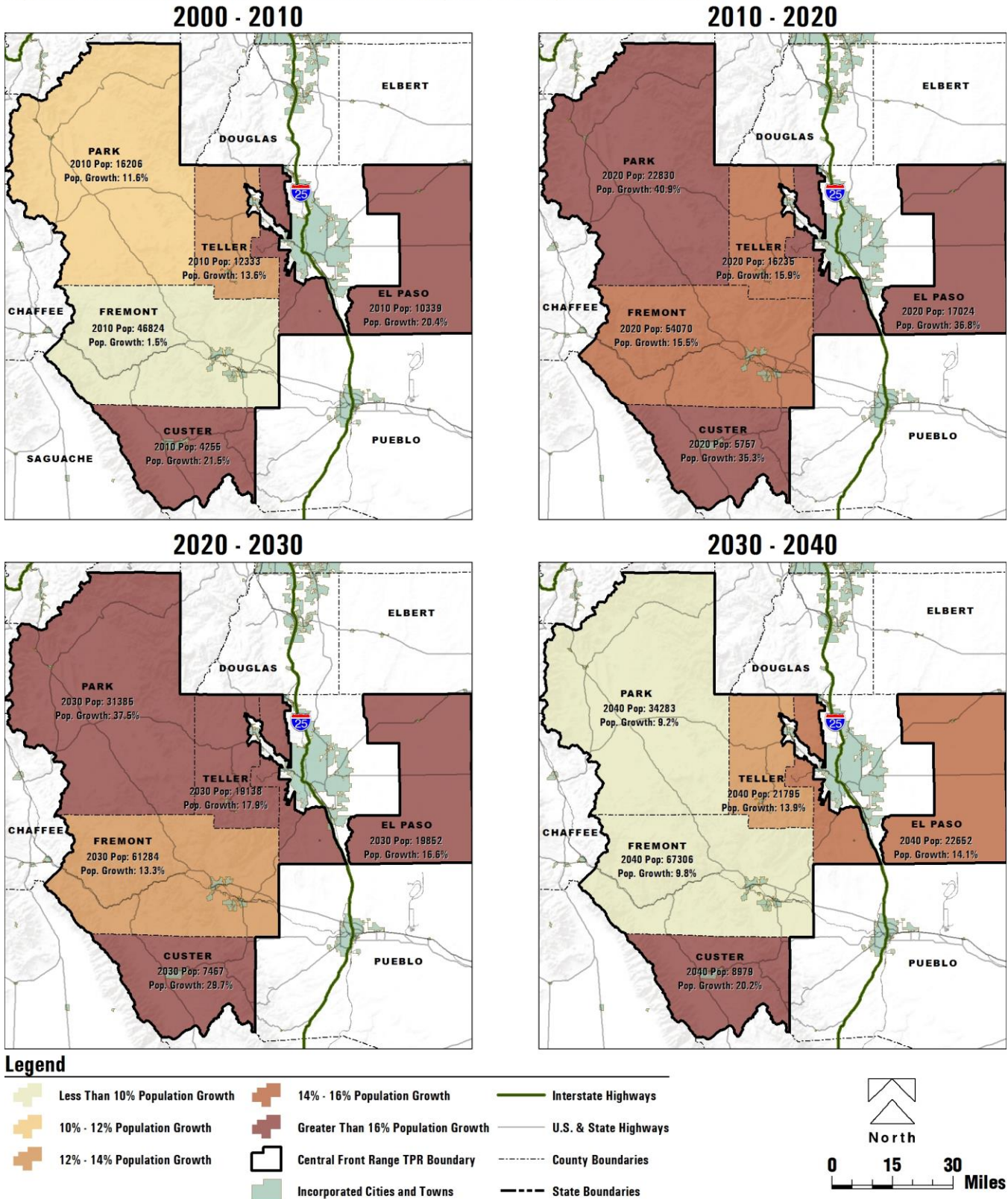
Regional Coordinated Transit and
Human Services Plan

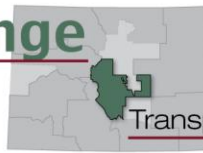


Transportation Planning Region

Figure 2-2 Population Growth

Population growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs and 2000 - 2010 U.S. Census Summary File 1 100% Population Count statistics.





2.3.2 Population Growth Ages 65+

Table 2-2 and **Figure 2-3** summarize the growth in the population anticipated in each county in the Central Front Range TPR. The highest anticipated growth in the 65+ population is in El Paso County, which projects a growth of 117.8 percent by 2040. **Figure 2-3** shows the growth in age 65+ in 10-year increments, with the growth of this age population at its peak in 2030 and tapering off in some counties by 2040. The total projected statewide growth of residents age 65+ is 120.5 percent from 2013 to 2040.

Table 2-2 Projected Growth of Residents Age 65+

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Custer	1,199	1,686	1,872	1,717	43.2%
El Paso (in CFR)	1,467	2,016	2,895	3,195	117.8%
Fremont	9,160	11,030	13,081	13,358	45.8%
Park	2,459	3,719	4,887	4,795	95.0%
Teller (in CFR)	2,319	3,209	3,812	3,435	48.1%
TPR Overall	16,604	21,660	26,548	26,500	59.6%
Statewide Total	645,735	891,805	1,240,944	1,423,691	120.5%

Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

Central Front Range

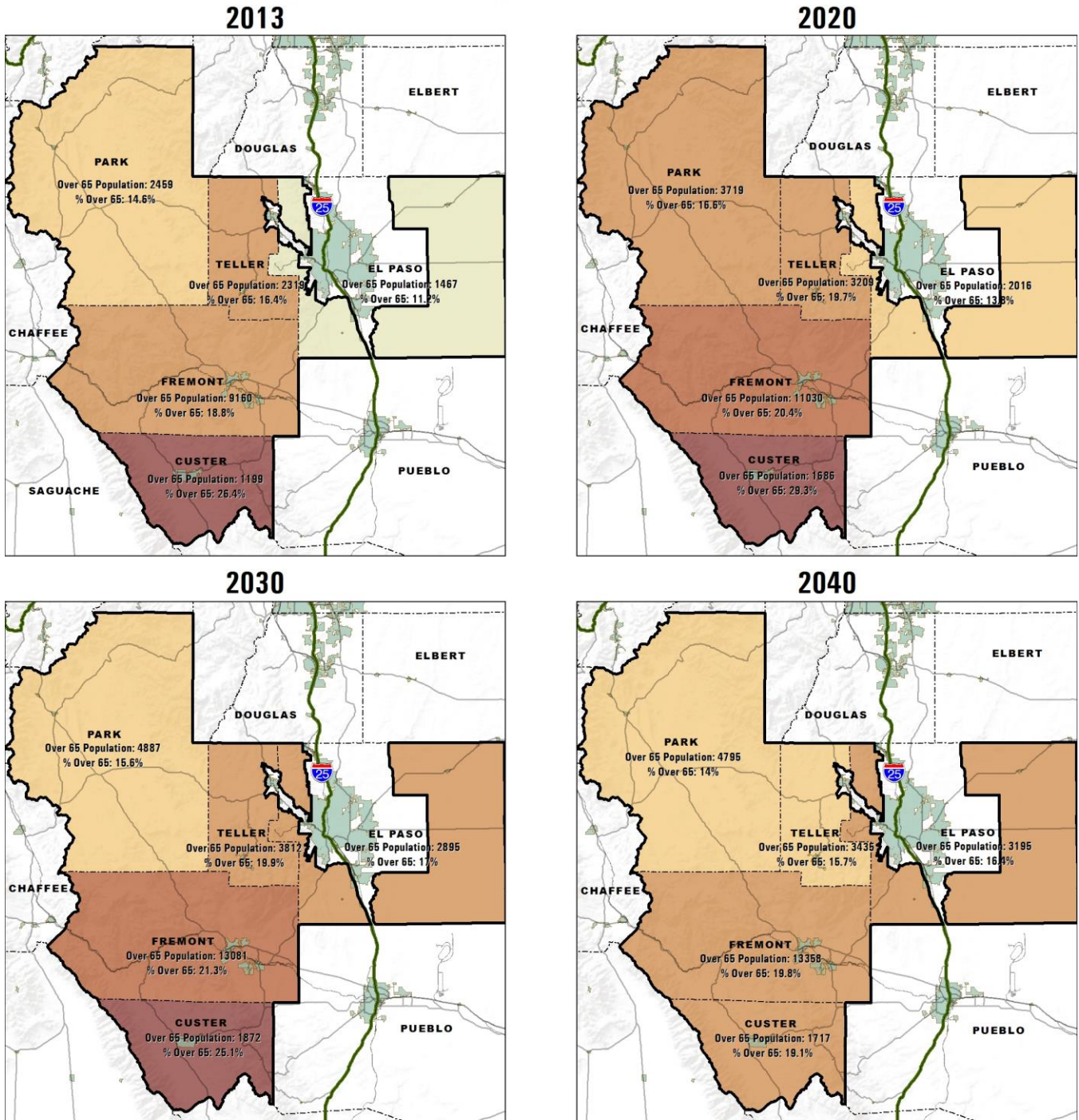
Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

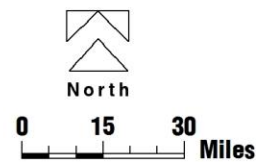
Figure 2-3 Projected Growth of Residents Age 65+

Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.



Legend

- Less Than 12% Age 65+
- 12% - 16% Age 65+
- 16% - 20% Age 65+
- 20% - 24% Age 65+
- Greater than 24% Age 65+
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.3 Zero Vehicle Households

Table 2-3 and **Figure 2-4** identify the number of households without vehicles in the five-county Central Front Range region. El Paso has the highest percentage of households with no vehicle at 5.4 percent, and Fremont County follows at 5.0 percent. The total number of households without vehicles in the region is approximately 1,595, which is 4.4 percent of total households. The TPR falls below the statewide average of 5.7 percent of households with no vehicle in each of the five counties.

Table 2-3 2011 Households with No Vehicle

County	2011	% Households with No Vehicle*
Custer	79	4.3%
El Paso (in CFR)	248	5.4%
Fremont	858	5.0%
Park	288	4.1%
Teller (in CFR)	122	2.2%
TPR Overall	1,595	4.4%
Statewide Total	111,148	5.7%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

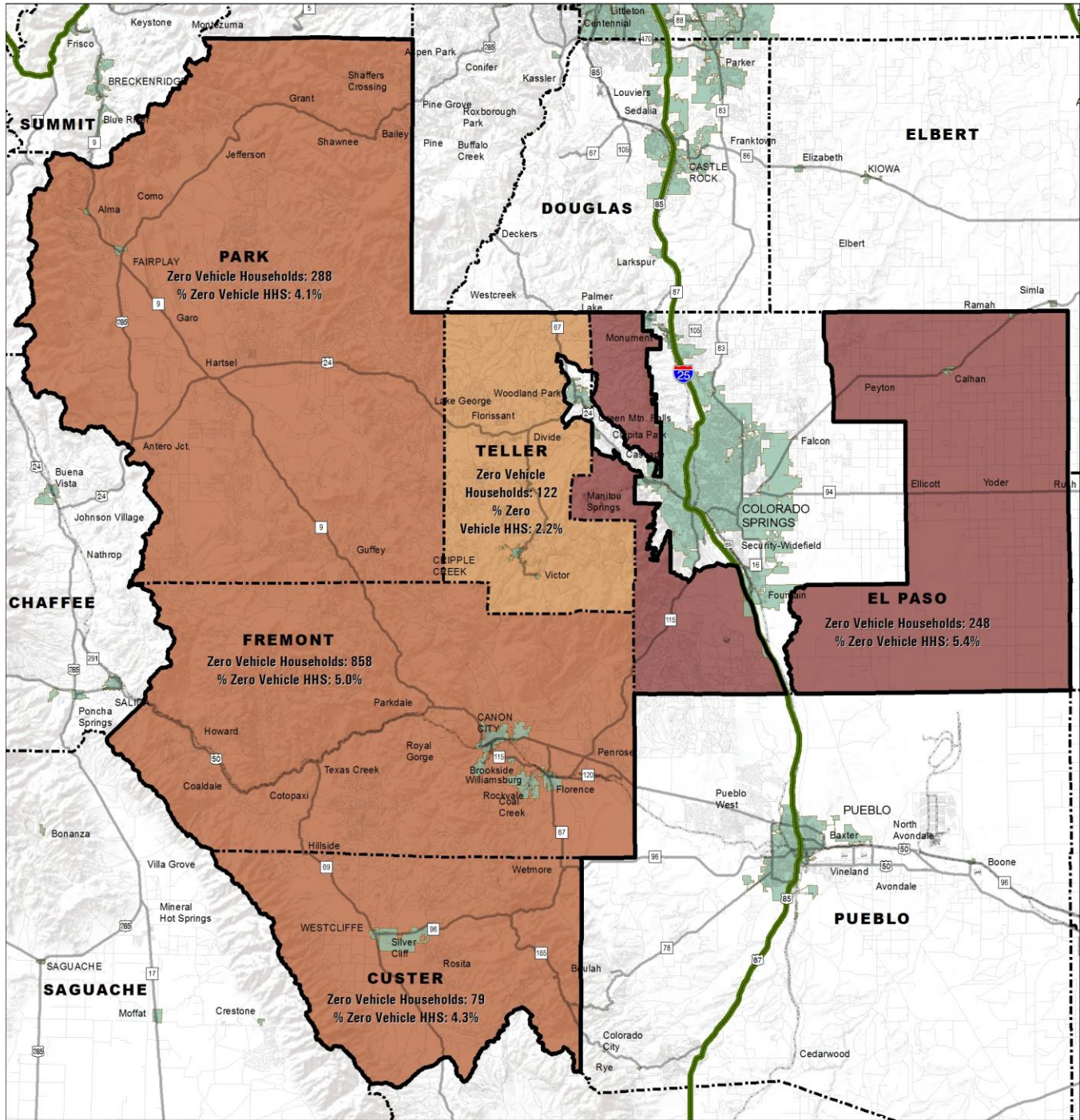
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

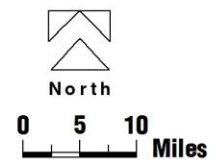
Figure 2-4 2011 Percentage of Households with No Vehicle

Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



Legend

- No Zero Vehicle Households
- 0.1% - 2% Zero Vehicle Households
- 2% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.4 Poverty Level

Table 2-4 and **Figure 2-5** illustrate the number of people who fall below the federal poverty level in the Central Front Range region. The average percentage of the population below the federal poverty level is 11.8 percent, which is comparable to the statewide average of 12.5 percent.

Table 2-4 2011 Population Below Federal Poverty Level

County	2011	% Below Federal Poverty Level*
Custer	439	11.5%
El Paso (in CFR)	1,385	11.7%
Fremont	5,674	15.9%
Park	1,043	6.5%
Teller (in CFR)	1,023	7.5%
TPR Overall	9,564	11.8%
Statewide Total	607,727	12.5%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

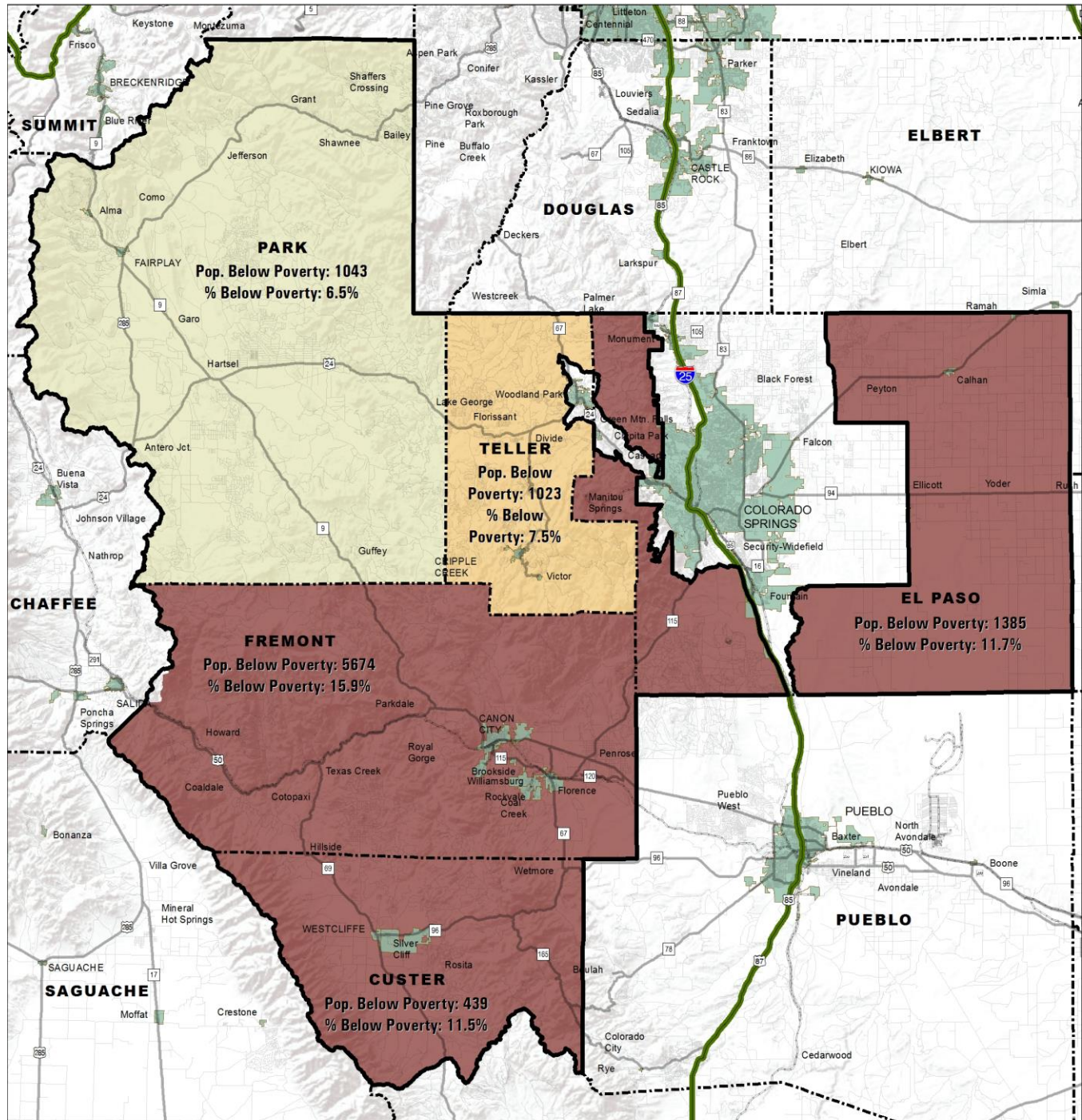
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

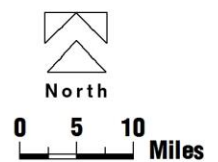
Figure 2-5 2011 Population Below Federal Poverty Level

Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



Legend

- Less Than 7% of Population Below Poverty Level
- 7% - 8% of Population Below Poverty Level
- 8% - 9% of Population Below Poverty Level
- 9% - 10% of Population Below Poverty Level
- Greater Than 10% of Population Below Poverty Level
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.5 Race and Ethnicity

Table 2-5 and **Figure 2-6** provide an indication of the racial composition of the region and an overall understanding of the distribution of minority populations within the Central Front Range TPR's five counties. It is estimated that El Paso County has a higher portion of minorities than the state average of 16.1 percent while the other four counties fall below the state average. In addition, approximately 10 percent of the population in the region is Hispanic/Latino compared to the state average of 20 percent.

Table 2-5 2011 Race

County	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Minority Percentage (Non-White Alone)*
Custer	3,679	9	28	37	0	21	79	4.5%
El Paso (in CFR)	9,936	735	99	323	36	478	620	18.7%
Fremont	39,568	2,689	967	513	68	2,124	1,111	15.9%
Park	15,887	5	101	89	0	44	133	2.3%
Teller (in CFR)	13,127	96	103	119	13	128	236	5.0%
TPR Overall	82,198	3,534	1,297	1,081	117	2,795	2,179	11.8%
Statewide Total	4,167,044	195,640	48,201	134,228	5,798	255,364	159,786	16.1%

Source: 2011 U.S. Census American Community Survey

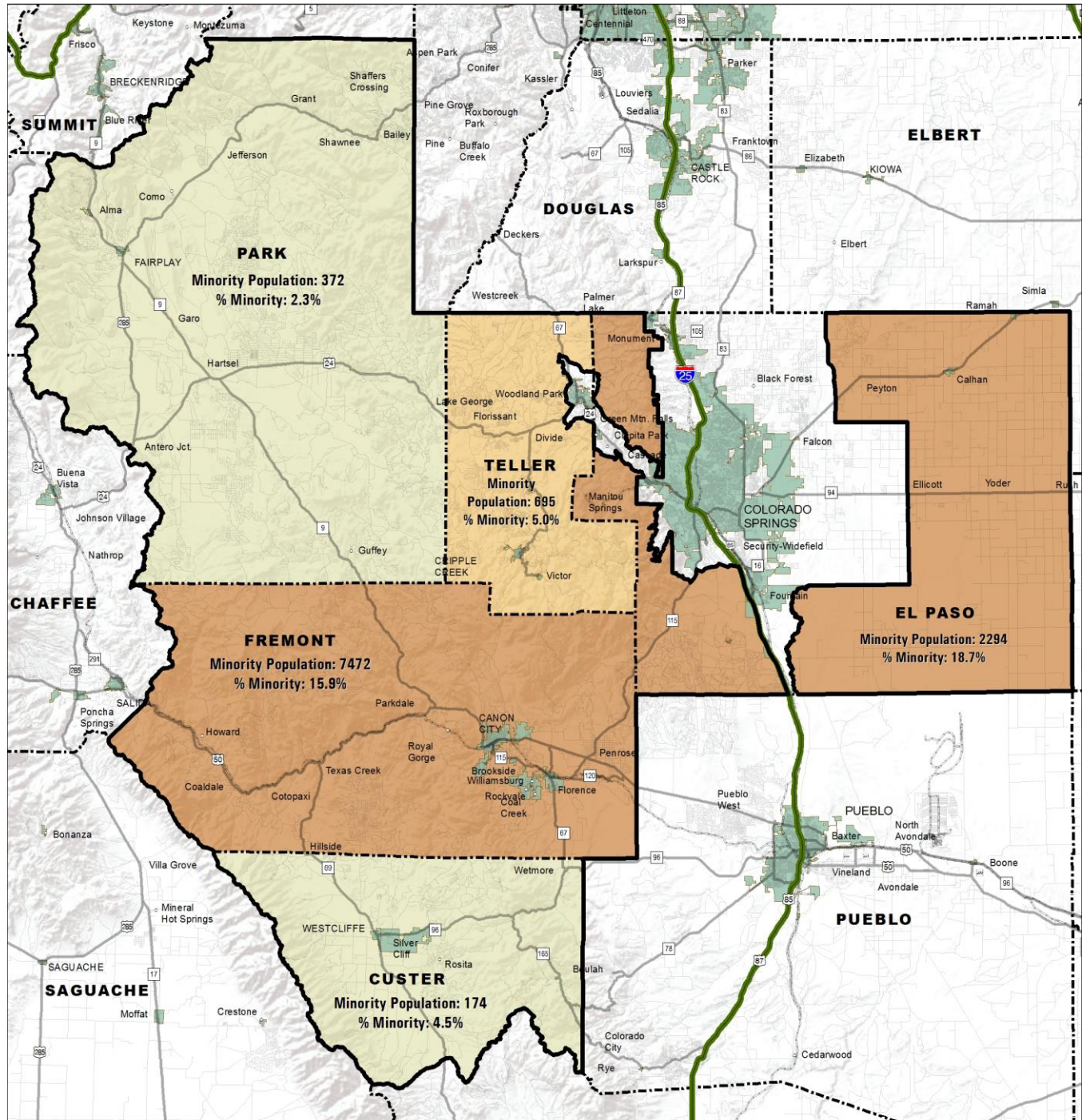
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

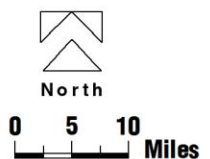
Figure 2-6 2011 Minority Population

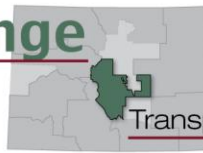
Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race



Legend

- | | | |
|----------------------------------|--------------------------------------|-----------------------|
| Less Than 5% Minority Population | 20% - 30% Minority Population | Interstate Highways |
| 5% - 10% Minority Population | Greater Than 30% Minority Population | U.S. & State Highways |
| 10% - 20% Minority Population | Central Front Range TPR Boundary | County Boundaries |
| Incorporated Cities and Towns | State Boundaries | |





2.3.6 Limited English Proficiency Population

Table 2-6 and **Figure 2-7** illustrate the number of people within the region who have LEP. The American Community Survey categorizes this information based on how much English people are able to speak. For the purposes of this plan, the portion of the population that is classified as having LEP is those who speak English “not at all, not well or well” but not fluently. As a percent of the total population, Fremont County has the highest number of LEP people at 5.5 percent, with El Paso County following at 3.9 percent. The overall percentage of the LEP population in the TPR is 3.7 percent, which is below the overall statewide total of 5.7 percent.

Table 2-6 2011 Limited English Proficiency Population

County	2011	% Limited English Proficiency*
Custer	3	0.1%
El Paso (in CFR)	440	3.9%
Fremont	2,461	5.5%
Park	135	0.9%
Teller (in CFR)	206	1.6%
TPR Overall	3,246	3.7%
Statewide Total	264,397	5.7%

Source: 2011 U.S. Census American Community Survey, based on values for “Speak English – not at all, not well or well”

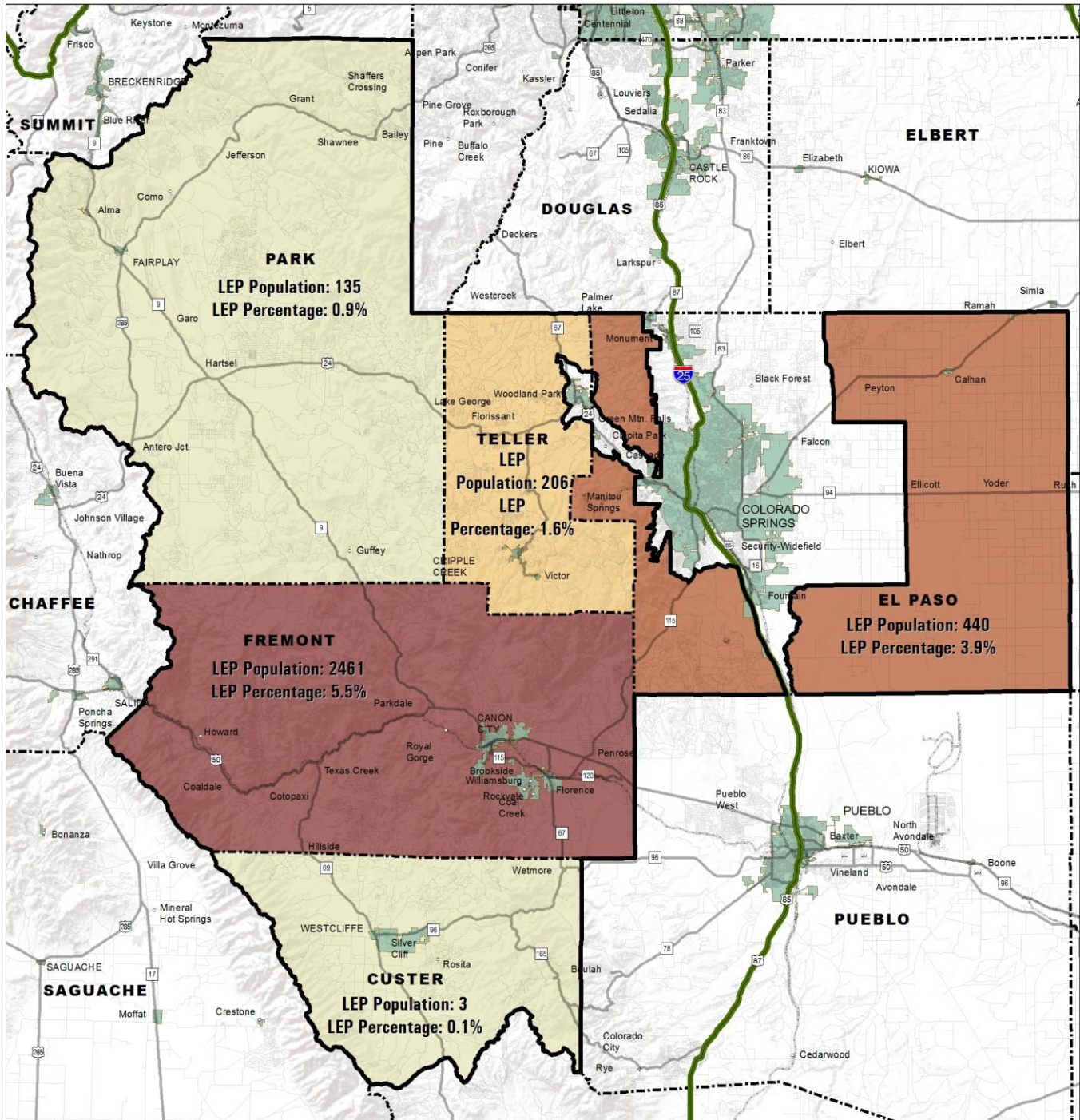
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

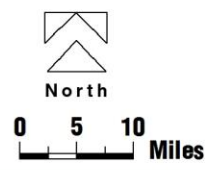
Figure 2-7 2011 Limited English Proficiency Population

Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - well, not well, or not at all".



Legend

- Less than 1% Limited English Proficiency Population
- 1% - 2% Limited English Proficiency Population
- 2% - 3% Limited English Proficiency Population
- 3% - 4% Limited English Proficiency Population
- Greater Than 4% Limited English Proficiency Population
- Central Front Range TPR Boundary
- County Boundaries
- State Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways





2.3.7 Population of People with Disabilities

Table 2-7 and **Figure 2-8** illustrate the percentage of the population that has a disability within the Central Front Range region. The highest number of disabled persons live in Fremont County and the lowest number in Custer County. The highest percentage of disabled persons as a percentage of total population is located in Fremont County with 17.3 percent. Park County is the lowest with 8.9 percent. The percentage of disabled persons as a share of the total population for the entire state of Colorado is 9.8 percent, indicating that the Central Front Range region has a relatively high disabled population.

Table 2-7 2012 Disabled Population

County	2012	% Disabled Population*
Custer	627	15.0%
El Paso (in CFR)	1,288	10.8%
Fremont	6,184	17.3%
Park	1,420	8.9%
Teller (in CFR)	1,937	14.2%
TPR Overall	11,457	14.1%
Statewide Total	487,297	9.8%

Source: 2012 U.S. Census American Community Survey Five-Year Estimate

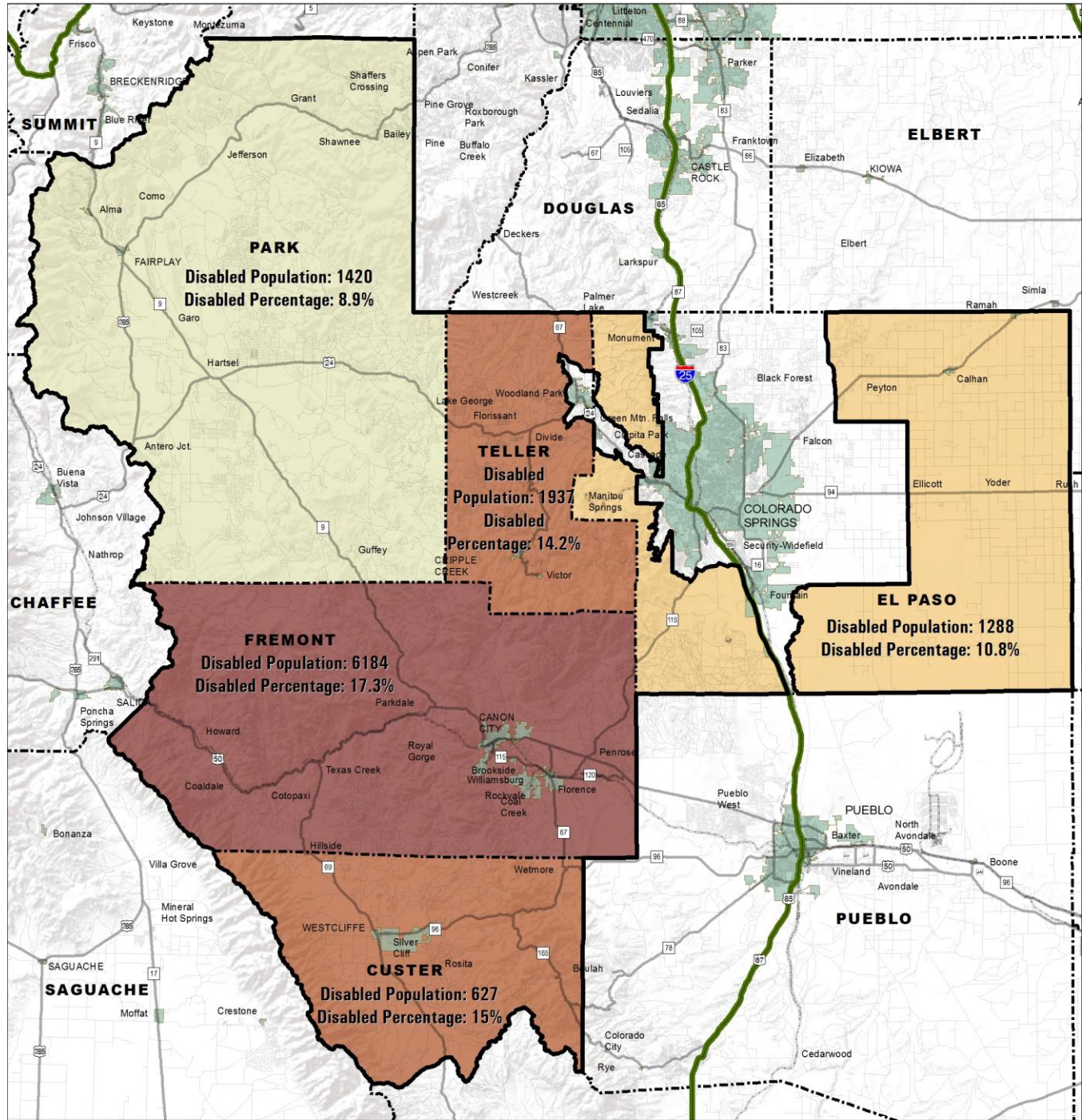
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

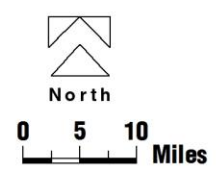
Figure 2-8 2012 Disabled Population

Disability status data extracted from 2012 U.S. Census American Community Survey Table S1810 - Disability Characteristics



Legend

- Less Than 10% Disabled Population
- 10% - 12% Disabled Population
- 12% - 14% Disabled Population
- 14% - 16% Disabled Population
- Greater Than 16% Disabled Population
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.8 Veteran Population

Table 2-8 and **Figure 2-9** illustrate the veteran population within the Central Front Range region. The highest number of veterans reside in Fremont County and the lowest number in Custer County. However, the highest percentage of veterans as a portion of total population is in Custer County with 15.8 percent and Park County is the lowest with 10.9 percent. The percentage of veterans as a percent of total population for the entire State of Colorado is 8.2 percent, indicating that the Central Front Range region has a relatively high veteran population.

Table 2-8 2011 Veteran Population

County	2011	% Veteran Population*
Custer	608	15.8%
El Paso (in CFR)	1,550	12.7%
Fremont	6,383	13.6%
Park	1,776	10.9%
Teller (in CFR)	1,939	14.0%
TPR Overall	12,256	14.0%
Statewide Total	405,303	8.2%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

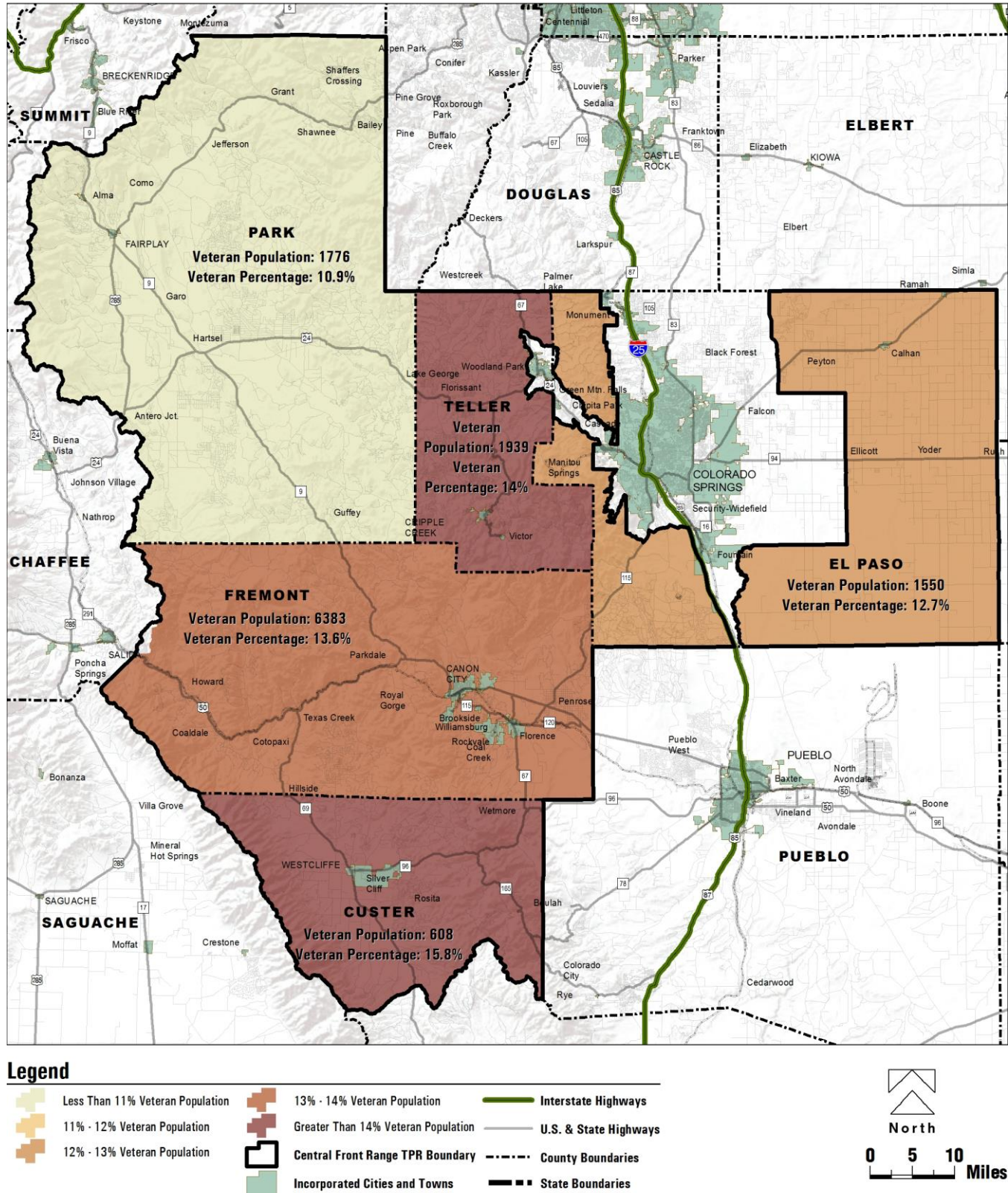
Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Figure 2-9 2011 Veteran Population

Veteran status data extracted from 2012 U.S. Census American Community Survey Table S2101 - Veteran Status





2.4 *Employment and Job Characteristics*

Employment opportunities within the Central Front Range TPR center on tourism and recreational activities. The region is home to 14 casinos, the Royal Gorge, the Arkansas River, and several National Forests, as well as being near Colorado Springs, which attracts nearly 5 million visitors per year. These activities support a significant employment base in resort lodging, outdoor recreational activities, retail, and food service industry employees. Additional industries contributing to the regional economy include mining, government, health and wellness, energy, and natural resources. Mining provides a large employment base, particularly near Cripple Creek and Victor, while the prisons located near Cañon City and Florence bolster those local economies. These economic activities require a significant number of employees, many of who must commute great distances to reach work.

Figure 2-10 illustrates the job growth from a base year of 2000 out to 2040. As the figure shows, the most significant job growth in the region is projected to occur between 2020 and 2030, at greater than 10 percent. Job growth is minimal between 2010 and 2020, with Fremont County actually projected to lose jobs. Job growth remains relatively flat between 2030 and 2040, with growth between zero and 10 percent.

Figure 2-11 provides a snapshot of the commuting patterns in the region with each line indicating the number of commuter trips taken per day between counties (county-to-county trips with less than 100 commuters are not depicted). The most significant number of trips in the Central Front Range region take place from Park to Teller, from Park to Fremont, from Fremont to Teller, and from Custer to Fremont counties. The commuter travel patterns identify that a large number of employees live a significant distance from their places of employment.

2.5 *Summary of Community Characteristics*

As shown in **Figure 2-12**, Park County is expected to see the highest population growth (on a percentage basis) by 2040 in the Central Front Range region, while the highest increase in the number of adults aged 65+ (by population and on a percentage basis) is expected in El Paso County. With the overall above average growth in the elderly population, it is likely that the region will require more human service transportation options to meet the demand. El Paso County has the highest percentage of the population below the federal poverty level while Fremont has the largest population of persons with LEP. These transit indicators suggest that the need for employment transportation and information and marketing materials in multiple languages may be warranted. Based on the comparison of the transit need indicators for each county in the TPR to the TPR average and the statewide average, El Paso and Fremont counties have the most significant number of transit indicators indicating a higher than average need for both public and human service transit options.

Job growth is expected to increase significantly in the Central Front Range region until 2030 and then tapers off to 0 to 10 percent growth until 2040. These characteristics are all indicators of the need for transit service and provide insight into how to plan for transit services both now and in the future.

Central Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region



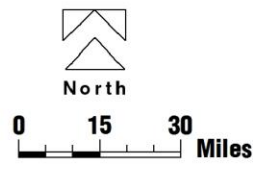
Figure 2-10 Job Growth

Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.



Legend

- Less Than -10% Job Growth
- 10% - 0% Job Growth
- 0% - 10% Job Growth
- 10% - 20% Job Growth
- Greater Than 20% Job Growth
- Central FR TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



Central Front Range

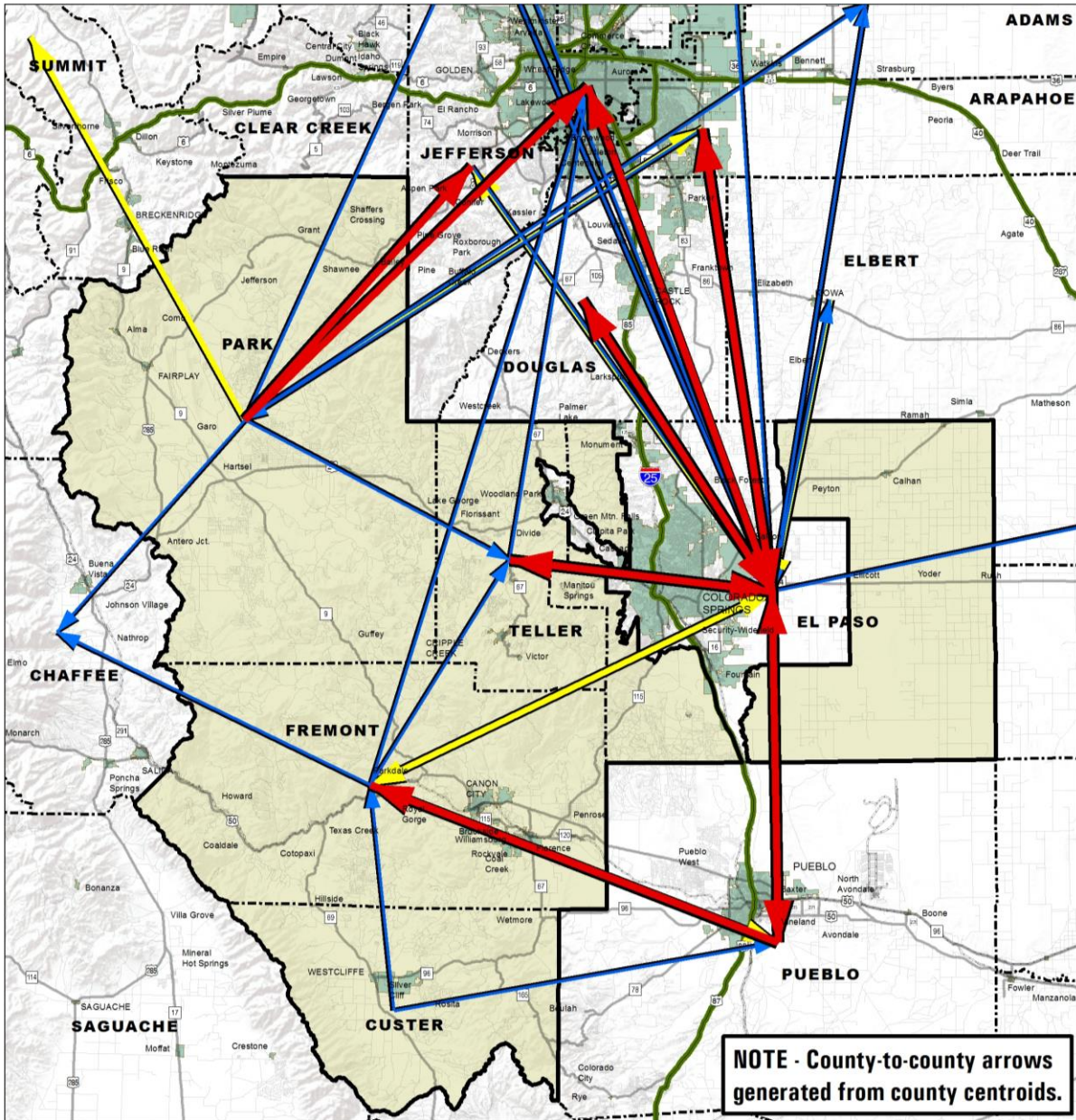
Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Figure 2-11 Employed Working Outside of County of Residence

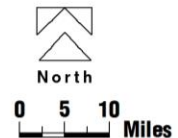
Employed Working Outside County of Residence

*Note: Values are based on the 2006-2010 U.S. Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2-Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.



Legend

- 100 - 500 Commuters
- 500 - 1000 Commuters
- 1000 - 4000 Commuters
- Central Front Range TPR Boundary
- County Boundaries
- State Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways



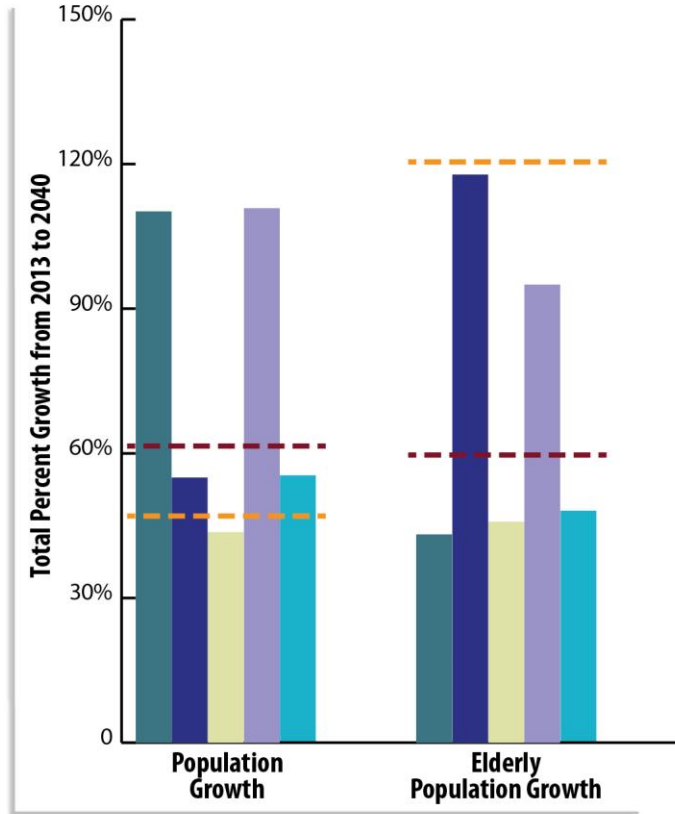
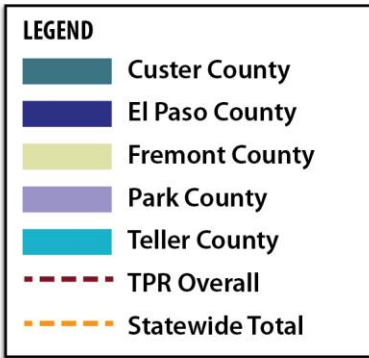
County-to-county commuters totaling less than 100 not depicted.



Figure 2-12 Counties with Higher than Statewide and TPR Average Transit Needs Indicators

Population Growth Projections from 2013 to 2040

Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

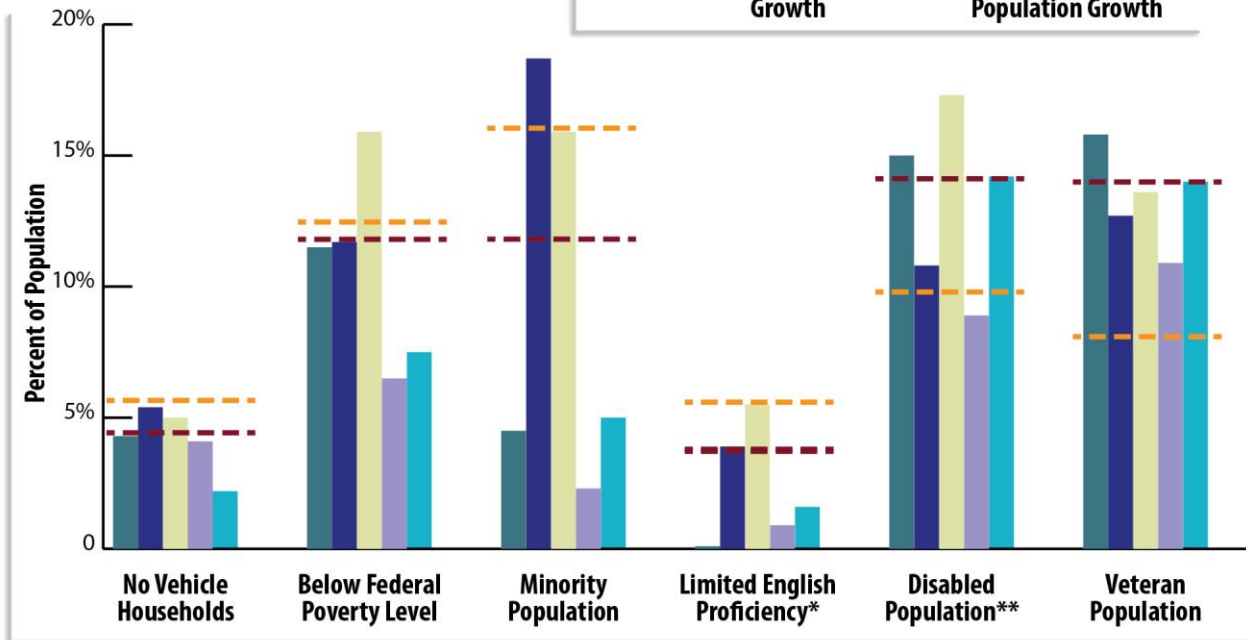


Demographic Profile Summary

Source: 2011 U.S. Census American Community Survey

*Source: 2011 U.S. Census American Community Survey, based on values for "Speak English - not at all, not well or well"

**Source: 2012 U.S. Census American Community Survey





3.0 EXISTING TRANSIT PROVIDERS AND HUMAN SERVICE AGENCIES

This Chapter describes existing public and private transit providers and the human service agencies in the region as well as their current coordination activities. The information included in this Chapter was gathered through detailed surveys that were distributed to all transit providers and human service agencies in the Central Front Range TPR and supplemented by telephone interviews and web research. **Figure 3-1** provides a snapshot of the primary public and private transit providers, and human service agency transportation services available in the Central Front Range TPR. While the map in **Figure 3-1** is not inclusive of every small agency or private taxi service it does provide a useful summary of all services that are available and illustrates some gaps in service. **Appendix A** includes definitions of key terms used throughout this Chapter and the rest of this plan.

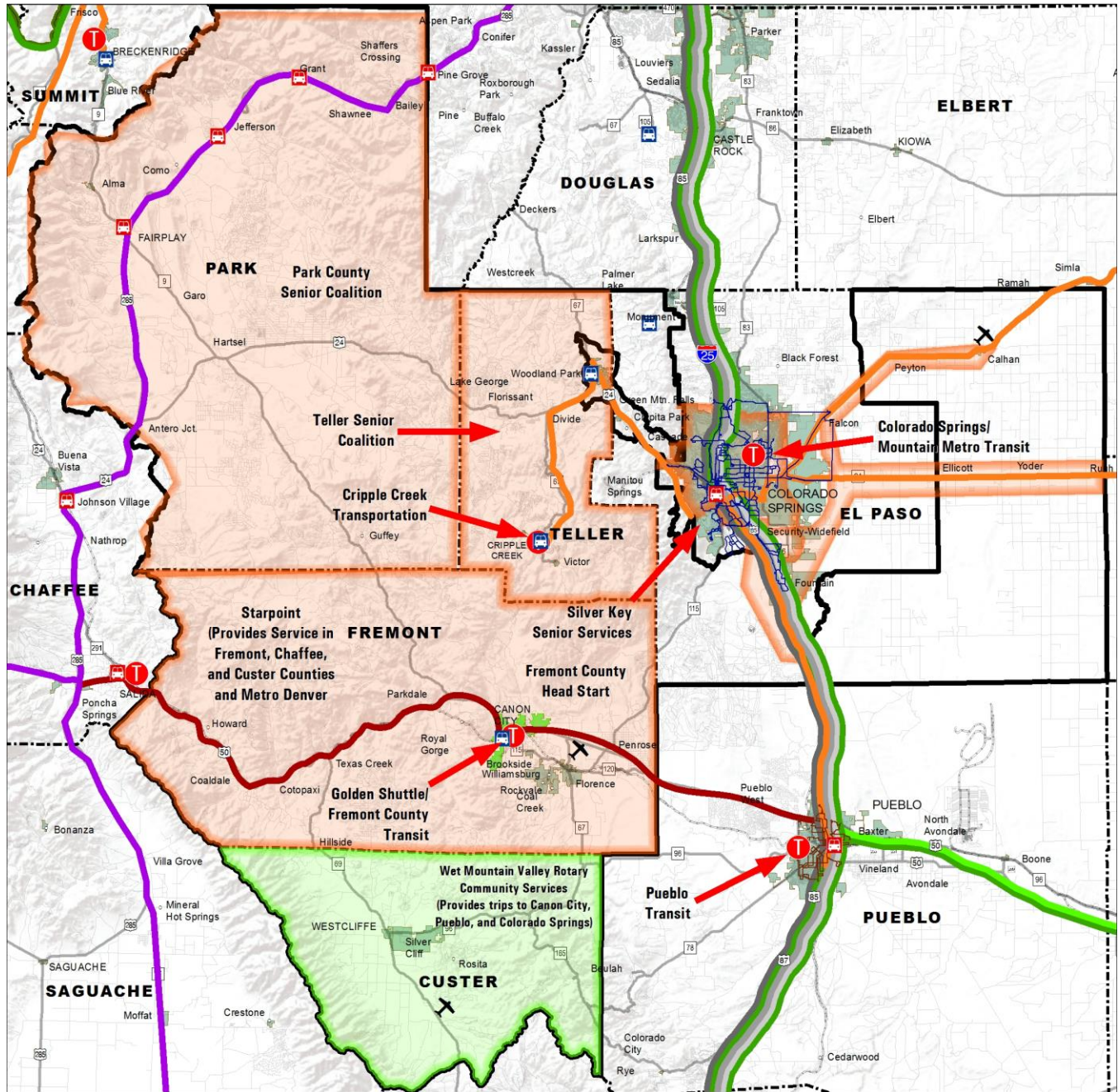
Central Front Range

Regional Coordinated Transit and Human Services Plan

Transportation Planning Region

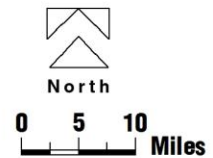
Figure 3-1 Transit Provider System Map

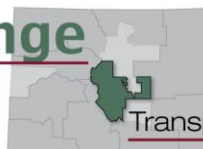
Transit service provider information based upon 2013 mapping and research.



Legend

- | | | | |
|---|---|----------------------------------|--------------------|
| Publicly Operated Transit Service Providers | Americanos (Den-CS-Pueblo-Wals-Trin-Raton) | Inter-City Bus Stations/Stops | Airports/Airfields |
| Human Service Transit Service Providers | El Paso-LA Limo (Denver-Alb-El Paso) | Regional Bus Stations/Stops | |
| Local Transit Services | Los Paisanos (Denver-Alb-El Paso) | Incorporated Cities and Towns | |
| City of Pueblo Transit | Prestige - Beeline (Pueblo-Lamar-Witchita) | Central Front Range TPR Boundary | |
| Colorado Springs/Mountain Metro Transit | Greyhound #467 (Denver-Pueblo-Lamar-Dallas) | County Boundaries | |
| Regional Bus Routes | Greyhound #360 (KC-Limon-Denver-FC-SLC) | State Boundaries | |
| Americanos USA (Denver-Alb-El Paso) | Greyhound #555 (Denver-Green River-LA) | Interstate Highways | |
| Greyhound (Den-Wals-Trin-Raton-Dallas) | Black Hills Stage Lines #879 (Denver-Salida-Gunnison) | U.S. & State Highways | |
| | Chaffee Shuttle | | |





3.1 Public Transit Providers

There are several public transit providers in the region. Publicly operated services are those that are funded by the local or regional agencies and are open to all members of the public. These differ from human service transportation services that are limited to clientele who qualify, e.g., people over the age of 65. **Table 3-1** includes key information about each public transit provider in the region.

Table 3-1 Public Transit Provider Services Overview

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating & Admin Budget (includes all service types)
Cripple Creek Transportation (includes the Cripple Creek Shuttle, Cripple Creek Trolley and Gold Camp Connector)	Cripple Creek & Victor	<ul style="list-style-type: none"> ▪ Fixed-Route ▪ Demand Response 	6:30 AM – 1:00 AM	S M T W Th F Sa	\$1.00 Free for Elderly and Disabled	N/A	\$260,000
Golden Shuttle/ Fremont County Transit	Cañon City Area	<ul style="list-style-type: none"> ▪ Demand Response 	9:00 AM – 4:00 PM	M T W Th F	Donation: Elderly (60+): \$1/trip Public: \$2/trip	10,000	\$125,000
Wet Mountain Valley Rotary Community Service, Inc.	Westcliffe and Custer County	<ul style="list-style-type: none"> ▪ Demand Response 	8:00 AM – 4:00 PM	M T W Th F	No Fare	2,000	\$60,293
Chaffee Shuttle (Neighbor to Neighbor)	Salida - Cañon City - Pueblo	<ul style="list-style-type: none"> ▪ Fixed-Route/ Intercity Bus ▪ Complementary ADA 	8:00 AM – 5:00 PM	M T W Th F	Varies	13,655	\$145,000



3.2 Human Service Transportation Providers

Human service organizations often provide transportation for program clients to access their services and augment local public transportation services. **Table 3-2** describes human service organizations that fund or operate transportation service and participated in this coordinated planning process.

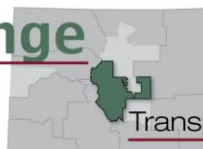
Table 3-2 Human Service Transportation Provider Overview

Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
Fremont County Head Start	Fremont County	<ul style="list-style-type: none"> Low-Income 	<ul style="list-style-type: none"> Provides transportation for pre-school children enrolled in their program 	M T W Th
Starpoint	Fremont, Chaffee, and Custer counties	<ul style="list-style-type: none"> Disabled Low-Income 	<ul style="list-style-type: none"> Transportation for low-income families Transportation for disabled residents 	M T W Th F
Park County Senior Coalition	Park County	<ul style="list-style-type: none"> Elderly (60+) 	<ul style="list-style-type: none"> Demand response 	Varies
Teller Senior Coalition	Teller County and to Colorado Springs	<ul style="list-style-type: none"> Elderly (60+) Medicaid Disabled Low -income 	<ul style="list-style-type: none"> Demand response 	T W Th F
Upper Arkansas Area Agency on Aging	Chaffee, Custer, Fremont, and Lake counties	<ul style="list-style-type: none"> Elderly (60+) 	<ul style="list-style-type: none"> Volunteers transport clients to appointments, training, or activities of daily living 	M T W Th F
Community of Caring (Aspen Mine Center)	Teller County (primarily southern Teller County)	<ul style="list-style-type: none"> Resident 	<ul style="list-style-type: none"> Volunteers transport clients to appointments Refer clients to transit providers, e.g., Teller Senior Coalition Provides gas vouchers for medical and employment trips 	M T W Th F

3.3 Other Human Service Agencies/Programs

Many types of human service agencies in the region provide critical services and fund transportation programs but do not provide transportation for their clients. These agencies rely on public transit and human service transportation programs to get their clients where they need to go. The following types of human service agencies/programs need to be considered when determining transportation needs in the region:

- ▶ Area Agencies on Aging
- ▶ Community Centered Boards
- ▶ Departments of Human Services/Social Services (all counties)
- ▶ Departments of Public Health (all counties)
- ▶ Division of Vocational Rehabilitation (all counties)
- ▶ Healthcare Facilities
- ▶ Low-Income Housing
- ▶ Mental Health Facilities and Services



- ▶ Senior Services, Nursing Homes, Senior Centers
- ▶ Veteran’s Services (all counties)
- ▶ Workforce Centers (all counties)
- ▶ Independent Living Centers
- ▶ Educational Institutions

3.4 Privately Operated Public Transportation Services

Table 3-3 provides an overview of the privately operated public transportation services that are available in the Central Front Range TPR. These services are open to the public, but operated by private companies. This includes casino bus and shuttle operators, taxi services, other shuttle services (e.g., airport, resort, etc.), and intercity bus services.

Table 3-3 Privately Operated Public Transportation Services Overview

Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
Black Hills Stage Lines	<ul style="list-style-type: none"> ▪ Nationwide ▪ Stops in Fremont, Park and El Paso counties as well as Chaffee, Alamosa, Gunnison and Denver counties 	<ul style="list-style-type: none"> ▪ Intercity Bus 	General Public	N/A	S M T W Th F Sa	Varies
Ramblin Express	<ul style="list-style-type: none"> ▪ Colorado Springs, Pueblo and Woodland Park to Cripple Creek 	<ul style="list-style-type: none"> ▪ Casino shuttle 	General Public	7:00 AM – 3:00 AM	W - Su and select holidays	Varies
Fremont Cab	<ul style="list-style-type: none"> ▪ Cañon City 	<ul style="list-style-type: none"> ▪ Taxi -private demand response transportation 	General Public	Varies	S M T W Th F Sa	Varies
Teller Cab	<ul style="list-style-type: none"> ▪ Teller County 	<ul style="list-style-type: none"> ▪ Taxi and airport service; Medicaid transportation 	General Public	Varies	S M T W Th F Sa	Varies

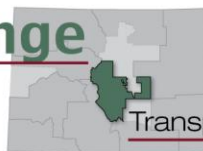
Source: Rates and schedules from stakeholder input and internet information in Q1 2014.

3.5 Existing Coordination Activities

Coordination activities in the region are limited due in part to lack of funding, staff time, and resources. This coordination plan will assist the region in identifying those activities already in place and in organizing efforts toward local issues that can be addressed through coordination.

3.5.1 Local Coordinating Councils

The Upper Arkansas Area Council of Governments (UAACOG) was designated as the Local Coordinating Council (LCC) in 2010 for Lake, Custer, Chaffee and Fremont counties. Adjacent counties, outside of the COG area, are also invited to participate. The UAACOG acts as the grants administrator for state and federal funds for Golden Shuttle in Cañon City and Wet Mountain Valley Rotary Community Services in Westcliffe. While lack of funding and resources have limited the activities of the LCC, the group continues to meet quarterly to discuss strategies to improve regional coordination and reduce transportation service gaps and has experienced some success in gaining membership and joint grant applications.



The Community of Caring/Aspen Mine Center in Cripple Creek provides human services programs and functions as the Local Coordinating Council (LCC) for Teller County including the communities of Woodland Park, Divide, Cripple Creek, and Victor. In 2009, Teller County created a Community Resource Directory with information on services available to residents, including human services transportation. One activity that could be undertaken in the near term is to update the directory and include more detailed information on transit services available in the County and the region. The LCC is undertaking a study to assess the county-wide transit needs in Teller County.

3.5.2 Joint Grant Applications

Combining resources to write and pursue grants is an effective coordination strategy that reduces costs and adds weight to grant proposals. Through the coordination efforts of the UAACOG, the Wet Mountain Valley Rotary Community Service and Golden Shuttle pooled efforts on a successful FTA grant application. The UAACOG plans to continue to seek out and support joint grant application opportunities that make sense.

3.5.3 Analysis of Contracting Service Provision

Many agencies and governments look to private transportation providers when integrating coordinated transportation networks. In many cases, private contractors can provide less expensive services and provide their own equipment. The UAACOG has begun conversations on whether private providers would benefit the regional network and how best they could be used. Representatives of Fremont Cab of Cañon City have played an active role in private contractor discussions.

3.5.4 Partnerships

The Central Front Range TPR has many working relationships among its transit providers and human service agencies. The transit providers work together regularly and are able to come together as a region when decisions need to be made about distribution of funds, service coordination, and marketing.

3.6 *Summary of Existing Services*

The Central Front Range TPR includes a broad range of service providers whose efforts range from client-specific human services programs to intercity bus connections. The City of Cripple Creek, Golden Shuttle in Cañon City, and Wet Mountain Rotary in Westcliffe provide general public service that includes intercity connections. Chaffee Shuttle, headquartered outside the Central Front Range TPR in Salida, provides intercity bus service through the region that connects Salida with Pueblo, making a stop in Cañon City. A limited number of human services providers include Starpoint, Park County Senior Coalition, Teller Senior Coalition and Fremont County Head Start. Fremont Cab, Teller Cab and Black Hills Stage Lines are the primary private providers, with Black Hills Stage Lines providing additional intercity services. Ramblin Express provides shuttle service to the casinos in Cripple Creek from Colorado Springs, Woodland Park and Pueblo.

The existing services, together with coordination efforts from the LCCs in the region, combine to form a solid but base-level transportation network.



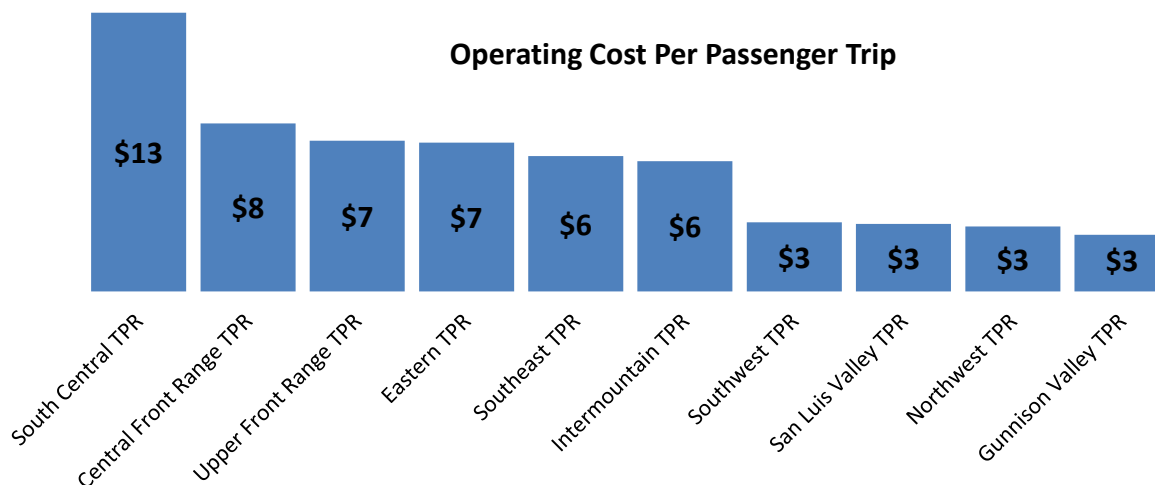
4.0 CURRENT AND POTENTIAL TRANSIT FUNDING

This Chapter presents a snapshot of current transit funding levels and potential sources of funds for the Central Front Range Transportation Planning Region (TPR). Significant current and potential future funding programs are summarized and estimates of funds generated through future potential revenue mechanisms are provided.

4.1 Current Transit Expenditures

Figure 4-1 illustrates the various levels of transit service provided in each of Colorado’s rural TPRs as measured by operating cost per passenger trip. Each region varies considerably in the scale and type of operations, system use and ridership, full-time resident population, and population of seasonal visitors and other system users. In 2012, approximately \$8 per trip was expended to support critical transit services within the region. Transit operating costs in the Central Front Range TPR are relatively high compared to other regions, due to the higher cost of fuel, trip distances, higher shares of elderly and disabled population, and general maintenance imposed by the region’s geography and economy.

Figure 4-1 Operating Cost per Passenger Trip in Colorado Transportation Planning Regions



Source: 2012 Self-reported data from Colorado Department of Transportation (CDOT) Transit Agency Provider Survey, 2013

4.2 Current Transit Revenue Sources

Transit service providers in the Central Front Range TPR and across Colorado rely on a patchwork of funding sources to continue operations or fund improvements and system expansions. **Figure 4-2** displays information from the National Transit Database of rural providers for the nation and for Colorado. This information is compared to the aggregate regional financial information as reported to the DTR by providers in the region.

At the national level, most capital revenues are derived from federal sources, primarily Federal Transit Administration (FTA) grants. Over the past five years, federal capital spending increased substantially through the American Recovery and Reinvestment Act (ARRA) and some of those investments are still being awarded. In 2012, ARRA funding represented one-third of all federal transit-related capital funding nationally. However, in Colorado, relatively few ARRA investments and other large-scale transit capital projects are underway and the federal share of capital revenues is substantially less at the state level—at just 11 percent. The state of Colorado contributes more than twice the national average toward capital investments, primarily through the Funding Advancement for Surface Transportation & Economic Recovery (FASTER) program.

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

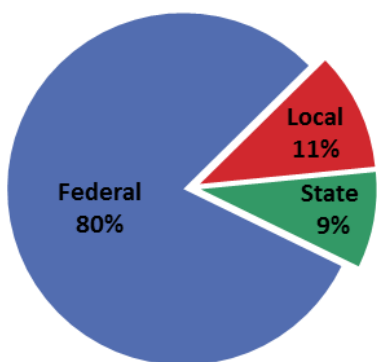
In the Central Front Range TPR, the state of Colorado provided 100 percent of capital funding in 2012 through FASTER funding. No funds from federal or local sources were reported in that year.

At the national level, operating revenues are relatively diversified among federal, local, agency-derived, and state funding sources. Colorado, on average, is more dependent on local sources and less reliant on federal and state sources for operating funds. However, within the Central Front Range TPR, the local share of operating revenues is greater than the state average (74 percent compared to 55 percent). The federal share of operating revenues in the region is similar to the state average and is primarily from FTA 5311 grants. Fares and other sources such as donations and charitable contributions provide additional funding.

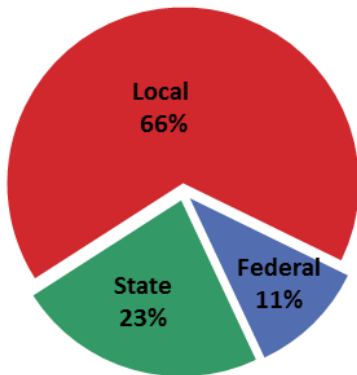
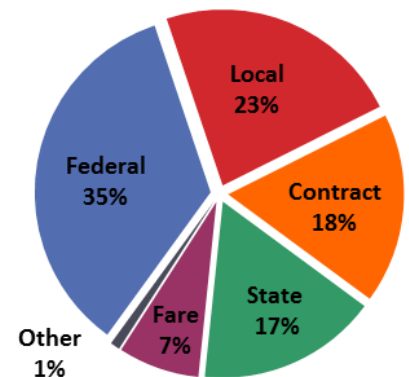
Figure 4-2 Comparison of National, State, and Regional Revenue Sources

Capital Revenue Sources

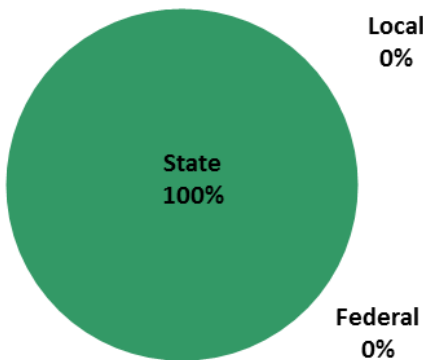
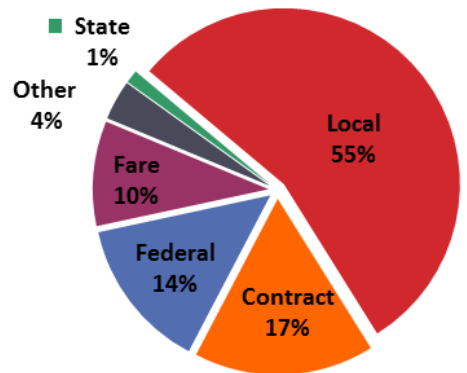
Operating Revenue Sources



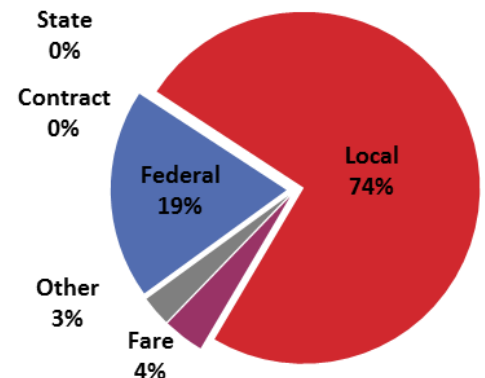
National Average - Rural Providers
2012 National Transit Database



Colorado Average - Rural Providers
2012 National Transit Database



Central Front Range TPR Average
2012 Self-Reported Survey Data



Source: National Transit Database, 2012 | CDOT Transit Agency Provider Survey, 2013

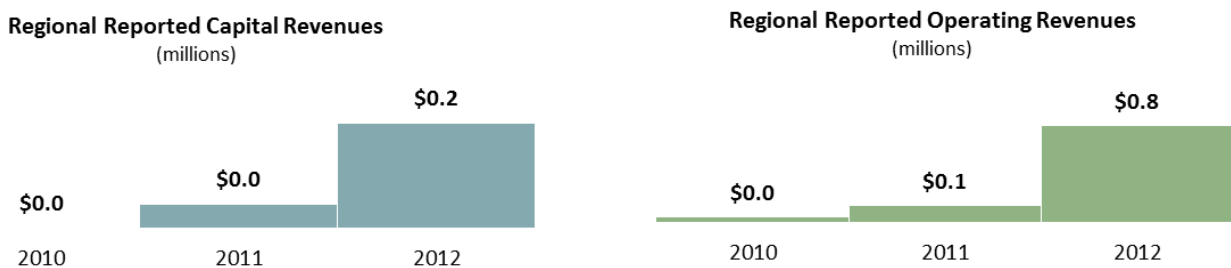


4.3 Regional Transit Revenue Trends

While federal operating support for rural transit is relatively stable and predictable, many other funding sources are highly variable, including federal or state competitive grant awards, one-time transfers from local governments, private or philanthropic donations, or local tax revenues that are subject to fluctuations in local economies. When these funding streams decline or remain stagnant, transit agencies are forced to respond by reducing service, raising fares, eliminating staff positions, delaying system expansions, or postponing maintenance activities.

Figure 4-3 illustrates trends in reported capital and operating revenues for the past three years. Trend financial data from the National Transit Database and from direct provider survey-reported information are not readily available for the Central Front Range TPR. Reported capital revenues in recent years have not totaled more than \$200,000, despite current needs to replace vehicles and improve facilities. Trend data on operating revenues in the region is also inconsistent. Providers reporting varying levels of local support from municipalities and limited gaming revenues transferred to support transit services have declined in recent years. It should be noted that data for 2010 and 2011 are compiled from the National Transit Database and are not directly comparable to data derived from survey information reported by providers in the region in 2013 based on 2012 data.

Figure 4-3 Recent Trends in Regional Transit Revenues



Source: 2012 Self-reported data from CDOT Transit Agency Provider Survey, 2013

4.4 Current and Potential Transit and Transportation Funding Sources

Public funds are primarily used to support transit and transportation services in Colorado's rural areas. Support from federal agencies, state programs, and local governments provide most funding to support capital construction and acquisition. Operating and administration activities are most often supported by local governments, FTA grants, private or civic gifts and from agency-generated revenues such as contract services, service fares, and investments.

The following sections detail a number of commonly used funding streams and provide estimates of potential new revenue sources for the region.

4.4.1 Federal Grant Programs – U.S. Department of Transportation

FTA-administered grant programs provide the most significant source of ongoing funds to support transit services in rural areas. CDOT conducts a statewide competitive application process to determine awards of FTA grants and to ensure that it and the local grantees follow federal laws and regulations. CDOT contracts with the local grantees once it selects the funding recipients. FTA funds are complex and governed by varying requirements and provisions for use.

Only the 5311 grant programs are specifically intended to support transit in rural areas; however, under certain circumstances and with the discretion of the state, many other programs may be used to support rural services. The following list of major FTA and U.S. DOT programs cover grant assistance programs for rural areas. Providers



in the Central Front Range region may not be eligible for some of these programs. CDOT provides a clearinghouse of information on current grant programs and can provide limited technical assistance with grant applications.

FTA Section 5311 Formula Grants for Rural Areas program provides formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital, or operating costs, including planning, job access, and reverse commute programs, for local transportation providers when paired with local matching funds. States may distribute funding to public, private non-profit, or tribal organizations, including Local and Regional Coordinating Councils. Within this program, Section 5311(f) requires at least 15 percent of a state's funds under this program to be used to support intercity bus services, unless the governor has certified that such needs are already being met. The Rural Transit Assistance Program and the Tribal Transit Program are funded as a takedown from the Section 5311 program. The federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the federal share may not exceed 50 percent of the net operating cost of the project. For projects that meet the requirements of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, they may be funded at 90 percent federal match.

FTA Section (5311(b)(3)) Rural Transit Assistance Program (RTAP) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in rural areas. States may use RTAP funds to support non-urbanized transit activities in four categories: training, technical assistance, research, and related support services. Colorado receives a base allocation of \$65,000 annually in RTAP funds. There is no federal requirement for a local match. CDOT provides RTAP funding to the Colorado Association of Transit Agencies (CASTA).

FTA Section 5304 Statewide and Metropolitan Planning funds can be used for a wide variety of transit planning activities, including transit technical assistance, planning, research, demonstration projects, special studies, training, and other similar projects. These funds are not available for capital or operating expenses of public transit systems. First priority is given to statewide projects, which includes grant administration; the provision of planning, technical and management assistance to transit operators; and special planning or technical studies. The second priority is given to updating existing regional transit plans. Third priority is given to requests for new regional transit plans. Fourth priority is given to requests to conduct local activities, such as research, local transit operating plans, demonstration projects, training programs, strategic planning, or site development planning.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities is a formula grant program intended to enhance mobility of seniors and persons with disabilities. It is used to fund programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services. Eligible recipients include states or local government authorities, private non-profit organizations, or public transportation operators. At least 55 percent of program funds must be used on public transportation capital projects that are intended to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent of program funds may be used for projects that exceed the ADA requirements or that improve access to fixed-route service and decrease reliance by individuals with disabilities on paratransit services or that provide alternatives to public transportation for seniors and individuals with disabilities. The 5310 program funds certain capital and operating costs, with an 80 percent federal share for capital and 50 percent federal share for operating.



FTA Section 5312 Research, Development, Demonstration, and Deployment Projects support research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality. Eligible recipients include state and local governments, public transportation providers, private or non-profit organizations, technical and community colleges, and institutions of higher education. Federal share is 80 percent with a required 20 percent non-federal share for all projects (non-federal share may be in-kind).

FTA Section 5322 Human Resources and Training program allows the FTA to make grants or enter into contracts for human resource and workforce development programs as they apply to public transportation activities. Such programs may include employment training, outreach to increase minority and female employment in public transportation activities, research on public transportation personnel and training needs, and training and assistance for minority business opportunities. Eligible recipients are not defined in legislation and are subject to FTA criteria. This program is initially authorized at \$5 million total through 2014. The federal share is 50 percent, with a required 50 percent non-federal share for all projects.

FTA Section 5339 Bus and Bus Facilities program provides capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment and to construct bus-related facilities. This program replaces the previous 5309 program and provides funding to eligible recipients that operate or allocate funding to fixed-route bus operators. Eligible recipients include public agencies or private non-profit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income. States may transfer funds within this program to supplement urban and rural formula grant programs, including 5307 and 5311 programs. Federal share is 80 percent, with a required 20 percent local match.

FTA Section 5309 Fixed Guideway Capital Investment Grants (New Starts) program is the primary funding source for major transit capital investments. The 5309 program provides grants for new and expanded rail and bus rapid transit systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Projects must demonstrate strong local commitment, including local funding, to earn a portion of this limited federal capital funding source. Generally, the requirements of this program limit funding to major urban providers; however, some rural systems have been competitive and received funding in recent years, including RFTA for the new VelociRFTA BRT service along SH 82. Maximum federal share is 80 percent.

Federal Highway Administration (FHWA) Surface Transportation Program (STP) provides flexible funding that states and local governments may use for a variety of highway-related projects, as well as pedestrian and bicycle infrastructure, transit capital projects, including vehicles and facilities used to provide intercity bus service, transit safety infrastructure improvements and programs, and transportation alternatives as defined by MAP-21 to include most transportation enhancement eligibilities. Funds may be flexed to FTA programs, local governments, and transit agencies to support transit-related projects.

FHWA Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including transit-related projects, pedestrian and bicycle facilities,



infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. The TAP replaced the funding from pre-MAP-21 programs including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program. Requirements and guidelines for this program, as related to transit, largely remain similar to the previous transportation enhancement program. TAP funds transferred to FTA are subject to the FTA program requirements, including a required 20 percent matching local funds.

FHWA National Highway Performance Program (NHPP) provides funding specifically to support the condition and performance of the National Highway System (NHS). While this is a highway-oriented program, NHPP funds can be used on a public transportation project that supports progress toward the achievement of national performance goals. Public transportation eligible projects include construction of publicly owned intracity or intercity bus terminals servicing the NHS, infrastructure-based intelligent transportation system capital improvements, and bicycle transportation and pedestrian walkways.

Veterans Transportation and Community Living Initiative (VTCLI) is a competitive grant program to support activities that help veterans learn about and arrange for locally available transportation services to connect to jobs, education, health care, and other vital services. The initiative focuses on technology investments to build One-Call/One-Click Transportation Resource Centers. The VTCLI program is a joint effort of the Departments of Transportation, Defense, Health and Human Services, Labor, and Veterans Affairs but is managed and administered by the FTA. Funded in 2011 and 2012 only, future funding for the effort has not been announced.

4.4.2 Federal Grant Programs – Other

Other federal agencies, including the Department of Health and Human Services, Department of Veterans Affairs, Department of Labor, Department of Education, and others provide grants or continuing financial assistance to support the needs of aging residents, military veterans, unemployed workers, and other populations. A 2011 Government Accountability Office report found that over 80 federal programs may be used for some type of transit and transportation assistance. For a complete inventory of other federal programs available, see recent reports from the National Resource Center for Human Service Transportation Coordination (http://www.unitedweride.gov/NRC_FederalFundingUpdate_Appendix.pdf). Most federal human services related funding assistances flow through state or regional organizations and may be used to cover a wide range of services, including, but not dedicated to, transit and transportation assistance. These other federal programs may provide for contracted transportation services, or offer reimbursement for transportation services provided to covered individuals or may be used as “non-federal” matches for FTA grants or may support transportation assistance and coordination positions.

The following section briefly describes current and major federal grant programs that are most frequently used to support transit and transportation services, according to the National Resource Center for Human Service Transportation Coordination:

Medicaid is the only program outside the U.S. DOT that requires the provision of transportation. This federal-state partnership for health insurance and medical assistance is provided for low-income individuals. In Colorado, Non-Emergency Medical Transportation (NEMT) is provided for medical appointments and services for clients with no other means of transportation. Medicaid in Colorado provides a significant source of funds for many transit service providers. However, these funds are provided on a reimbursement basis.

Older Americans Act (OAA), Title III provides funding to local providers for the transport of seniors and their caregivers. Eligible recipients include transportation services that facilitate access to supportive services or nutrition services, and services provided by an area agency on aging, in conjunction with local transportation service providers, public transportation agencies, and other local government agencies,



that result in increased provision of such transportation services for older individuals. Under certain conditions, OAA funds can be used to meet the match requirements for programs administered by the FTA.

Workforce Investment Act (WIA) Funds for Temporary Assistance to Needy Families (TANF) is a federal program that provides funding to states. State TANF agencies, including Colorado Works, may use TANF funds to provide support services including transportation. States have wide latitude on how this money can be spent, but the purchase of vehicles for the provision of transportation services for TANF-eligible individuals is included. For example, supporting and developing services such as connector services to mass transit, vanpools, sharing buses with elderly and youth programs, coordinating with existing human services transportation resources, employer provided transportation, or guaranteed ride home programs are all activities that may be covered under the TANF program.

Community Development Block Grants (CDBG) are administered by the Department of Housing and Urban Development (HUD) and cover funding for transportation. A portion of CDBG funds are spent on directly operated transit services, transit facilities or transit-related joint facilities, and services for persons with disabilities, low-income populations, youth and seniors. These grants have statutory authority to be used as the “non-federal” matching funds for FTA formula grants.

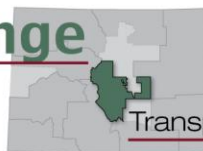
Community Services Block Grants (CSBG) are administered by the Department of Health and Human Services and cover funding for transportation. CSBG funds are primarily intended to alleviate the causes and conditions of poverty in communities. Eligible transportation activities include programs or projects to transport low-income persons to medical facilities, employment services, and education or healthcare activities.

Vocational Rehabilitation grants are from the Department of Education. Often, a portion of these grants are used to provide participating individuals with transportation reimbursements, vouchers, bus passes, or other purchased transportation service, often from FTA grantees and subrecipients. State vocational rehabilitation agencies are encouraged to cooperate with statewide workforce development activities under the WIA. In Colorado, these grants are administered through the Statewide Independent Living Council and State Rehabilitation Council.

4.4.3 State, Local, and Agency-Derived Revenue Sources

In Colorado, local revenue sources provide an important source of funding for transit agencies and service providers. Transfers and grants from local governments provide ongoing operating support and assistance with one-time planning efforts or matching funds for major capital projects. The state of Colorado provides direct funding for capital equipment investments and for projects that support transit activities. Providers and agencies use a variety of other relatively small, but important funding sources to meet the needs of transit dependent populations in the state.

Funding Advancement for Surface Transportation & Economic Recovery (FASTER) is a state funding source that provides direct support for transit projects. FASTER funds provide \$15 million annually for statewide and local transit projects, such as new bus stops, bike parking, transit maintenance facilities, multimodal transportation centers, and other capital projects. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). CDOT DTR competitively awards the local transit grants and statewide funds. Local recipients are required to provide a minimum 20 percent local match. Among the types of projects that have been awarded are the purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.



In 2014, the Colorado Transportation Commission approved the use of these funds for operating and capital costs. As a result, \$3 million of the FASTER transit funds are now allocated to cover the cost of the planned Interregional Express Bus service and another \$1 million is available annually to cover the operating costs of other regional/interregional routes. From fiscal years 2010 to 2013, over \$52 million in FASTER funds have been invested in transit projects throughout the state. However, while total revenues collected under the overall FASTER program (\$252 million FY 2013) are projected to increase over time, the allocation for transit projects remains at a flat \$15 million per year.

The Colorado Veterans Trust Fund is administered by the Colorado Department of Military and Veteran Affairs to support organizations providing transit and transportation assistance to veterans. The state supports Veterans Service Offices in each county and grants are awarded to non-profit organizations providing transportation and other services to veterans. An estimated \$200,000 a year is directed to supporting the transportation needs of veterans.

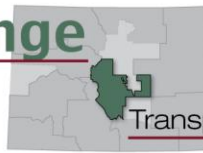
Highway Users Tax Fund (HUTF) is funded through revenues raised from the statewide gas tax, vehicle registration fees, license fees, and user fees. These taxes are not indexed to inflation or motor fuel prices. As a result, revenues within this fund do not keep pace with actual construction or program costs over time. Funds are distributed based on a formula to CDOT, counties, and municipalities. Under Senate Bill 13-140, local governments (counties and municipalities) are authorized to flex HUTF dollars to transit-related projects. Transit and other multimodal projects allowed include, but are not limited to, bus purchases, transit and rail station constructions, transfer facilities, maintenance facilities for transit, rolling stock, bus rapid transit lanes, bus stops and pull-outs along roadways, bicycle and pedestrian overpasses, lanes and bridges. Local governments may expend no more than 15 percent of HUTF allocations for transit-related operational purposes.

Local Governments including cities, counties, and special districts support or directly fund rural transit services. These services are typically funded through a city or county's general fund, although mass transit districts, metropolitan districts, and rural transportation authorities can levy and collect dedicated funding from sales and use taxes. Local funds flow to public or non-profit transit or transportation service agencies either on a contract basis or in the form of general operating support. Transit agencies also often seek direct local support to provide matching funds to federal grant awards. Local governments in Colorado are most commonly funded through general sales and use taxes or property taxes.

In 1990, Colorado provided the “authority of counties outside the Regional Transportation District to impose a sales tax for the purpose of funding a mass transportation system.” Eagle, Summit, and Pitkin counties currently employ this Mass Transit District mechanism to support transit services. Unlike a rural transportation authority, this option does not require a geographic boundary separate from the county and does not require the creation of a legal authority.

In 1997, Colorado enabled the “Rural Transportation Authority Law” to allow any single or coalition of several local governments to create rural transportation authorities. These authorities are empowered to develop and operate a transit system, construct and maintain roadways, and petition the citizens within the authority boundary to tax themselves for the purpose of funding the authority and the services provided. There are currently five Rural Transportation Authorities active in Colorado (Roaring Fork, Gunnison Valley, Pikes Peak, Baptist Road, and South Platte Valley).

Fares and other revenues (such as advertising) generated by transit agencies are used to offset operating expenses. Farebox recovery varies by agency, but rarely do passenger fares cover more than one-half of total operating and maintenance expenses. Because of this, transit agencies depend on the federal, state, and local revenue sources they receive to continue operating.



Service contracts are a way that local agencies fund operations for specific economic or employment centers, such as universities or the campuses of major employers. Examples around the country include CityBus in Lafayette, Indiana, which has a service contract with Purdue University and Ivy Tech State College; Kalamazoo Metro Transit in Michigan, which contracts with Western Michigan University; Corvallis Transit in Oregon, with a contract with Oregon State University. Service contracts can also be made with neighboring counties or municipalities. In addition to service contracts, another way to partner with local colleges or universities is through a College Pass Program. These programs often involve a student activity fee for transit services that is administered by the school. This can be paired with a discounted or free pass that students can use to ride the transit system.

Private support from major employers within a transit agency service area can be a source of funds. These employers may be willing to help support the cost of vehicles or the operating costs for employee transportation. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers.

Charitable contributions are a source of revenue for many rural transit or service providers. While contributions from individuals are uncommon, community or private foundations may provide ongoing operating support or one-time grants for operating positions or even capital investments.

4.5 *Future Funding Options*

The following section describes options that can be considered by Colorado's local agencies to fund transit services. These sources include revenue streams that are relatively common across the country or those that are not often implemented except in a small number of communities. Available options for any given community are dependent on state and local regulations, funding needs, and political considerations. Many of the examples listed in this section are drawn from TCRP Project J-11, Task 14: Alternative Local and Regional Funding Mechanisms.

Local Sales Taxes: Local sales and use taxes are one of the most common revenue sources used to fund public transit by counties, cities, and special districts. Revenues derived from sales taxes may be dedicated to a transit agency or special district or may be collected by a local government and transferred to a local public provider for ongoing support. Dedicated assessments commonly range from 0.25 to 1 percent of total taxable sales. The use of these revenues is generally flexible, can provide funding for specific capital projects, or can provide dedicated operating revenue to an entire agency. In Colorado, formation of special districts and any tax policy change resulting in net revenue gains requires voter approval under the TABOR constitutional amendment.

Property Taxes: Another common source of funding for transit agencies is property taxes. Property tax assessments are usually levied as a percentage of assessed residential and commercial value within a transit agency's service area. Property tax assessments that are levied solely on mineral or natural resource property value are infrequently used, but do exist. As with sales tax assessments, local communities seeking to raise property tax mil rates must seek voter approval and must consider TABOR and Gallagher limits.

Motor Fuel Taxes: Motor fuel taxes are commonly levied by states for transportation and most state funding for transit comes from fuel tax revenues. At the local or regional level, state motor fuel taxes are generally dedicated to roadways, although some local governments can transfer fuel tax revenues to



transit, including in Colorado. In addition to state-collected fuel taxes, at least 15 states allow for local-option motor fuel taxes to be administered and collected at the city or county level.

Those states that enable local-option fuel taxes that may be used to support transit services within a local area include Tennessee, California, Florida, Illinois, Hawaii, and Virginia.

Vehicle Fees: Fees tied to vehicle ownership most commonly include annual registration titling fees and other mechanisms such as vehicle titling or sales fees, rental or lease taxes, toll revenues, parking, or taxi company licensing fees. State collected vehicle-related fees are used to support transit, including the FASTER program in Colorado. Locally collected vehicle-related fees are not in widespread use to directly support transit, though there are a few examples around the country.

Triangle Transit in North Carolina and New York MTA both receive multiple types of vehicle fees that are collected at the local level. Allegheny County in Pennsylvania enacted a \$2 rental car fee to support transit services in the Pittsburgh region.

Parking Fees: Fees and fines for parking vehicles within certain city areas may be imposed to achieve local goals, including managing congestion and encouraging mode shifts to transit. Local transit agencies may receive funding for operations from parking fees and fines levied by local governments or they may receive parking-related revenues generated at facilities (e.g., parking garages or park and ride lots actually owned by that transit provider).

The San Francisco Metropolitan Transportation Agency (Muni) receives a significant amount of revenues for the provision of transit services through parking fees and fines. Eighty percent of city parking revenues are dedicated to Muni operations.

Employee or Payroll-Based Taxes: Payroll taxes are generally imposed on the gross payroll of businesses within a transit district or transit agency service area and are paid by the employer. An income-based tax is imposed on employee earnings and may be administered by a local government based on employees' place of work.

Transit agencies currently using payroll taxes include TriMet in Oregon, New York MTA, and CityBus in Lafayette, Indiana.

Value Capture: Value capture describes a range of revenue mechanisms related to residential or commercial development, including impact fees, tax increment financing (TIF), and special assessment districts. Impact fees are based on anticipated traffic and transit volumes of major new developments and are used to offset the costs of new transportation infrastructure. TIF mechanisms seek to capture some portion of the value of redevelopment or new development property value within a certain geographic area and usually administered by local business improvement or special districts.

Tampa, Florida's Hillsborough Area Regional Transit Authority uses a combination of three value capture mechanisms. Impact fees provide matching funds for bus capital projects, TIF funds operations for the city's streetcar system, and a special assessment district funds the capital costs of the city's streetcar system.

Utility Taxes or Fees: Utility fees are annual flat assessments per household or housing unit that range from \$5 to \$15. These fees are widely used in Oregon for operations and maintenance expenditures for transit and capital improvements of transportation infrastructure, primarily local roads and streets. Local governments in other states such as Florida, Texas, and Washington have enacted utility fees for transportation, but their use is not widespread across the country.

In 2011, the Corvallis Transit System implemented a Transit Operations Fee that is a hybrid revenue mechanism but most closely associated with a utility fee. The fee is indexed to the average price of a gallon of gas and adjusted each year. In 2012, the fee was \$3.73 per month for single family residences and \$2.58 per unit per month for multifamily properties. Pullman Transit in Washington State levies a



voter-approved 2 percent utility tax on natural gas, electricity, telephone, water, sewer, and garbage collection services within the city of Pullman. This tax brings in approximately \$1 million annually.

Room and Occupancy Taxes: Additional sales taxes for hotel and lodging purchases are common across the country and include flat service fees and percentage based sales taxes. This revenue source is popular in areas with high tourism demand to fund additional needs associated with visitors.

Savannah, Georgia uses room occupancy fees to fund free public transportation and Park City Transit in Utah relies on occupancy taxes to fund services.

Lottery or Limited Gaming Taxes: Taxes are imposed on the sale of lottery tickets, most often by a state, while local municipalities may tax casino revenues or assess a fee per machine. In Colorado, state lottery taxes are devoted to fund costs associated with open space and recreation as well as the state and local library system. Those municipalities or tribal governments that allow for gaming may also transfer limited gaming fees to support local transit systems, including in Cripple Creek, Colorado.

The State of New Jersey diverts a portion of the state Casino Revenue Fund to support a Senior Citizens and Disabled Residents Transportation Assistance Program. The Commonwealth of Pennsylvania dedicates a percentage of lottery revenues to a free transit program for persons over 65 years old traveling in off-peak hours.

Vehicle-Miles Traveled Fees: A number of states are increasingly researching alternatives to fuel taxes that would instead charge drivers a fee based on the amount of miles traveled rather than a tax on the amount of fuel used. Fees could also be variable to help manage congestion at peak times. Generally, those states examining VMT-based fees consider this system to be a revenue-neutral alternative to fuel taxes, rather than a source of additional new funding.

Corporate Sponsorship: Businesses across the country have practiced funding private employee shuttles or vanpool options for decades and subsidized or fully-funded transit passes are a common employee benefit. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers. Private sponsorship can be uncertain and unsustainable, but partnerships and contracts do provide alternative revenue streams and offer opportunities for increasing system ridership.

Public-Private Partnerships: Public-private partnerships or P3 arrangements generally refer to a range of project delivery and financing agreements (loans) between a public agency and private business to complete infrastructure projects. P3 arrangements are becoming increasingly common for major public works or infrastructure projects. However, according to the National Council of State Legislatures, P3s are used for less than 20 percent of transportation projects nationally and are not typically used for transit projects. In Denver, a recent agreement between the Regional Transportation District and Denver Transit Partners was the first full design-build-finance-operate-maintain transit P3 project in the United States.

States and communities across the country have enabled and enacted a wide variety of revenue mechanisms to directly or indirectly support transit services. Generally, those states with more robust local transit operations or with state policies that are more supportive of public transit allow for more innovative revenue options. In Colorado, the constitutional TABOR amendment restricts state and local governments from implementing new taxes without voter approval and from raising revenues collected under existing tax rates in excess of the rate of inflation and population growth, without voter approval. Additional constitutional restrictions in Colorado limit the ability of local governments to creatively finance transit services.



4.6 Potential Revenue Estimates

Transit providers in the Central Front Range TPR rely primarily on funding support from local governments and federal grant programs. However, the future of some federal programs is not clear, and future funding levels may be substantially reduced. No dedicated local funding is available in the region. To meet future needs and continue to provide critical services in the region, alternative revenue sources should be considered.

Table 4-1 presents high-level estimates of the potential funds that could be generated by enabling additional or alternative revenue sources. These estimates are intended to provide an approximate gauge of the potential value of alternative revenue sources in closing future funding gaps. The exact amount of revenues that could become available depends on voter approval, implementation of the mechanism, and local limitations and tax policy. This estimate is intended to portray the approximate value of these potential funding sources and does not constitute an endorsement or a recommendation. Values are based on currently published information for Custer, Fremont, Park, and Teller counties. A portion of El Paso County falls within the urban planning area of the Pikes Peak Area Council of Governments and the county is not considered within this analysis.

Table 4-1 Estimates of Funds Generated Through Alternative Revenue Sources

	Mechanism	Revenue Source	2012 Revenue Base	Annual Funds Generated
1.	0.7% sales tax	Net Taxable Sales	\$570,325,000	\$3,992,275
2.	1.0 mill levy	Assessed Property Value	\$1,529,231,684	\$1,529,232
3.	\$15 annual fee	Total Housing Units	49,954	\$749,310
4.	2% equivalent fee	Local Tourism Tax Receipts	\$3,306,900	\$66,138
5.	10% flex transfer	Local Highway Users Tax Fund	\$10,432,559	\$1,043,256

- Sales Tax Increase:** If each county in the region were to enact an additional levy of 0.7 percent of net taxable sales in the region, annual revenues would vary but could have reached nearly \$4 million in 2012. An increase in sales taxes would require voter approval and would be collected either by a dedicated regional transportation authority or by local governments and then transferred to support transit services. Several counties and transportation authorities in the state currently levy dedicated mass transit sales taxes ranging from 0.4 percent to 0.8 percent, varying by city and county.
- Property Tax Increase:** If each county in the region were to increase property taxes the equivalent of 1.0 mill (or \$1 per \$1,000 of assessed value), the potential revenue generated in 2012 could have reached over \$1.5 million. An increase in taxes would require voter approval and local cities and counties may be limited by existing TABOR revenue limits.
- Utility Fee Enactment:** If each county in the region were to enact a \$15 per housing unit annual fee to provide transportation and transit services, potential revenue could have reached almost \$750,000 in 2012. Housing units account for single and multi-family residences, including those for seasonal use or second-home ownership. Housing units do not account for nightly lodging or rental units.
- Tourism Tax Enactment:** Visitors to the region generated over \$3 million in local tax receipts in 2012. If each county in the region were to enact a fee or daily tax on lodging equivalent to 2 percent of all local tourism-based tax receipts, nearly \$70,000 in annual revenues could have been generated. New taxes require voter approval in Colorado.
- Transfer of HUTF:** If each county in the region were to allocate 10 percent of HUTF receipts to transit, then approximately \$1 million could have become available for transit-related investments. Some counties in the region do use these funds to support transit infrastructure.



4.7 *CDOT Grants Process*

CDOT's DTR is responsible for awarding and administering state and federal transit funds to public transit and human service transportation providers throughout Colorado. State transit funds are provided through the FASTER Act passed by the state legislature in 2009. FASTER provides a fixed \$15 million per year for statewide, interregional, regional, and local transit projects.

On the federal side, the FTA provides funding for transit services through various grant programs. FTA directly provides several grant programs to Designated Recipients, primarily in urbanized areas. For rural areas, FTA transit funds are allocated by formula to the state and are administered by DTR through a competitive application process. These grant programs provide funding assistance for administrative, planning, capital, and operating needs. For more information on the various FTA grant programs, visit the FTA website at <http://www.fta.dot.gov/index.html>.

To begin the grant application process, DTR issues a Notice of Funding Availability (NOFA) and a "call for projects" for FASTER and FTA funds annually or bi-annually. Capital and operating/administrative calls for projects are conducted separately and at different times during the year. Applications for FTA operating and administrative funds are solicited every two years. Applications for FTA and FASTER capital funds are solicited every year in a single application, and DTR determines the appropriate source of funds (FTA or FASTER).

From the date of the NOFA, grant applicants have a minimum of 45 days to submit an application. The application process will soon be available online using DTR's new CoTRAMS grant management program. Before submitting an application, each grant applicant must submit an agency profile and capital inventory. Applications will not be reviewed until this is complete. Applicants applying for funds for a construction project must complete and submit National Environmental Policy Act (NEPA) documentation with the application and demonstrate the readiness of the project to proceed.

Following the 45-day grant application period, applications for operating/administrative funds are then evaluated, scored, and ranked by both internal DTR staff and an Interagency Advisory Committee composed of individuals outside DTR (including the Colorado Department of Human Services and the Public Utilities Commission). Amounts awarded are often less than the amount requested. Applications for capital funds are evaluated primarily on performance metrics (age, mileage, and condition).

DTR announces the awards and obtains CDOT Transportation Commission approval for projects that are awarded FASTER transit funds. Transportation Commission approval is not necessary for FTA awarded funds. All awards require a local match—50 percent local match for operating funds, and 20 percent for administrative and capital funds. All funds are awarded on a reimbursement basis—that is, grant recipients must first incur expenses before seeking reimbursement from CDOT.

Once funding awards are made, a scope of work for each awarded project is developed and negotiated between DTR and the grant applicant. Once the scope of work is complete, the project can be offered a contract. Once a contract is fully executed by both DTR and the grant applicant, CDOT issues a notice to proceed. For more information on the grant application process, visit the DTR Transit Grants website.



5.0 TRANSIT NEEDS AND SERVICE GAPS

This Chapter provides an assessment of key quantitative factors that play a role in assessing and understanding transit needs and gaps in the Central Front Range region. Additionally, an assessment of existing public transit and human service transportation services` are reviewed with the needs and gaps expressed by a variety of sources and data collection efforts conducted as a part of this plan development. The sources used to prepare this subjective assessment of needs and gaps in the Central Front Range Transportation Planning Region (TPR) included, but were not limited to, the Central Front Range Transit Working Group (TWG), provider and human service agency survey results, geographic analysis of the locations/concentrations of the likely transit user populations (see Chapter 2), CDOT Statewide Survey of Older Adults and Adults With Disabilities, and input received from one public meeting in the region.

5.1 *Quantitative Assessment of Needs and Gaps*

This section provides information relevant to general population growth, elderly population growth, and growth in resort/tourism dollars spent in the TPR. These data aid in the quantitative assessment of transit needs and gaps in the Central Front Range region.

5.1.1 Population and Elderly Population Growth

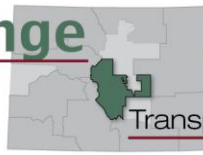
Based on 2012 estimates from the Colorado State Demographer's Office (see Chapter 2), the general population in the Central Front Range region is expected to see significant growth by 2040, increasing from 96,000 residents in 2013 to approximately 155,000 residents in 2040, a 61 percent increase. While the general population is likely to grow quite significantly in every county in the region, the highest growth rates are in Park and Custer counties. Because these counties are mountainous and rural in nature, travel over long distances to reach services and employment will continue to be a challenge, especially as the population becomes more dependent on public transit to meet employment and medical needs.

The overall growth in the elderly population for the region is anticipated to be 59.6 percent from 2013 to 2040. El Paso County will see the most significant growth in the 65+ population in the region with a nearly 118 percent increase from 2013 to 2040. Park County also has a high growth projection at 95 percent over the same time period. When comparing these numbers to the expected growth rate of 120.5 percent on the statewide level, it is important to understand that this demographic will put added pressure on public transit and Non-Emergency Medical Transit (NEMT) providers.

5.1.2 Tourism Demand Assessment

The Central Front Range TPR offers many outdoor recreational opportunities: white-water rafting, hiking, biking, and other activities. While there are no ski resorts in the region, many highways are frequently used to reach ski resorts. In 2004 travel spending in the Central Front Range region was just about \$207 million and grew to \$223 million in 2012. The average growth in travel spending between 2004 and 2012 was 1.0 percent.

Based on the historical travel spending growth from 2004 to 2012 in the Central Front Range region, it is reasonable to assume that there will be an average of 1.0 percent annual growth in travel spending in future years. Assuming this growth rate in future years, travel spending could reach \$241 million by 2020, \$267 million by 2030, and just about \$295 million by 2040. While visitors tend to access recreational opportunities in the Central Front Range TPR through private vehicles or private shuttle operators (e.g., rafting operators), these projections warrant monitoring for the potential need to accommodate access via public transit services.



5.2 Qualitative Assessment of Needs and Gaps

Various gaps impact transit service delivery to the general public and specialized populations. By reviewing these limitations within the Central Front Range TPR, a baseline is established, which then helps to identify the larger service needs and gaps. Identified service needs and gaps for the five-county TPR are reviewed below.

5.2.1 Spatial Needs & Gaps

Spatial gaps were observed in many parts of the Central Front Range TPR. Spatial gaps make it challenging for some travelers to access education, medical, service, shopping, and employment centers outside their home service area. The following highlights the spatial gaps identified in the Central Front Range TPR:

- ▶ There is currently no regional general public transit service connecting Cañon City and Florence to Colorado Springs.
- ▶ There is currently no regional general public service connecting Cripple Creek and Woodland Park with Colorado Springs. However, Ramblin Express does operate a casino shuttle from Colorado Springs, Woodland Park and Pueblo to Cripple Creek, which is often used by the general public.
- ▶ There is currently no regional general public service connecting Cripple Creek with Cañon City.
- ▶ There is currently no general public service in Teller County. Through the LCC, a study is planned to look at the need to implement county-wide service.
- ▶ Human service transportation programs are limited in the region, particularly Park and Custer counties, likely resulting in unmet needs.
- ▶ There is a need for carpool and vanpool services connecting Cañon City and Woodland Park with Colorado Springs and Cañon City with Pueblo.
- ▶ The region needs enhanced multimodal connections to allow passengers to travel using various modes. Specifically, bicycle and pedestrian improvements at and near transit centers/stops were identified to improve connectivity to local, regional, and intercity transit networks.
- ▶ There is a need for additional transit amenities such as transfer centers in Cripple Creek, Cañon City, and Woodland Park.

Additionally, supporting the needs identified through analysis of the region and from the TWG, the Colorado Statewide Intercity and Regional Bus Network Plan indicates the following spatial gaps in the Central Front Range TPR:

- ▶ Need for Interregional express service between Colorado Springs and Pueblo
- ▶ Need for Regional service between Cañon City, Florence and Colorado Springs
- ▶ Need for Regional service between Colorado Springs and Fairplay via Woodland Park and into Summit County

CDOT's Statewide Survey of Older Adults and Adults with Disabilities of the Central Front Range region also showed concurrence with many of the spatial needs identified, including:

- ▶ Nearly half of all respondents (48 percent) rely on others for some or all of their transportation needs with 27 percent have trouble finding transportation for trips they want or need to make sometimes or a lot of times. Over half of respondents (55 percent) were unable to get somewhere because they could not find transportation once or more in the last month.
- ▶ The majority (57 percent) of the elderly and disabled surveyed has difficulty finding transportation for shopping and pharmacy trips and 46 percent have trouble finding transportation for medical appointments and recreation.
- ▶ For the majority of respondents, general public transportation service (65 percent) and paratransit service (58 percent) are not available where survey respondents live and/or where they want to go and was indicated as a "major problem."



- ▶ The distance to a bus stop was identified as a major problem for 34 percent of survey respondents and is a barrier to their use of transit.

5.2.2 Temporal Needs & Gaps

Temporal gaps were also observed in many parts of the Central Front Range TPR. Similar to spatial gaps, temporal gaps create challenges for passengers trying to access education, medical, service, shopping, and employment centers outside their home service area at certain times during the week/day. The following are the temporal needs and gaps noted for the Central Front Range TPR:

- ▶ A lack of transit service frequency in the late evening and early morning hours was identified in the region. The lack of services during these times impacts the ability of service industry workers to access employment where jobs do not typically fall in the 8:00 AM to 5:00 PM timeframe.
- ▶ A need for additional and/or expanded weekend transit service was identified as a need by several agencies in the region. Again, weekend service allows specialized populations access to employment, recreation/social activities, and services.

CDOT's Statewide Survey of Older Adults and Adults with Disabilities of the Central Front Range region also indicated temporal needs of those surveyed, including:

- ▶ Forty-nine percent of respondents indicated that service not operating during needed times is a "major problem" and a barrier to their using transit.
- ▶ Fifty-six percent of respondents indicated that it was difficult to find transportation on weekdays from 10:00 AM to 4:00 PM, and 34 percent indicated this same challenge on weekdays from 4:00 PM to 7:00 PM. Many survey respondents also indicated there is a lack of transportation services during the day on Saturday and Sunday, times that they need transportation services, 47 percent and 46 percent, respectively.

5.2.3 Funding Limitations

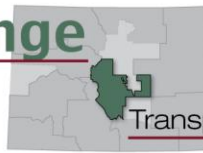
All general transit and human services transportation providers identified funding limitations in the region as an issue. The following are the main issues identified.

- ▶ All providers identified the need for additional operating and capital funds to maintain existing services as a major issue. The lack of ongoing, consistent funding remains an issue in the state of Colorado and within the Central Front Range TPR. While capital funds are needed, all providers noted the lack of operating funds as a major limitation.
- ▶ A high projected rate of growth in the elderly population in the Central Front Range region will increase the demand for specialized services and likely require additional funds to meet that demand.
- ▶ Local forecasts anticipate that tourism is expected to grow by 3.6 annually, which will place further strain on the transportation network.

5.2.4 Program Eligibility and Trip Purpose Limitations

Program eligibility and trip purpose limitations also result in gaps and unmet needs in existing services. Examples in the Central Front Range TPR include:

- ▶ Many human service transportation programs are often available only to their program clients with no comingling of various subsets of the population allowed. This is often due to the funding limitations, liability concerns, vehicle needs, and passenger behavior. The region specifically identified a need for comingling of passengers for medical trips to Denver, Colorado Springs and Pueblo to reduce the number of trips and to increase the number of clients served on each trip.

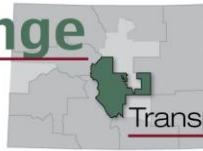


- ▶ Many quality of life trips (e.g., shopping, meals, and friends) are often not eligible trips through human service transportation providers. This becomes especially problematic as the elderly population grows and these older adults want to age in place.

5.2.5 Human Services Transportation Coordination Limitations

The Central Front Range TPR has made some progress in its coordination efforts since this plan was last updated in 2008. The Local Coordinating Councils have been established and meeting on a regular basis, with participants working collaboratively to solve problems. Following are general ideas for increasing transportation coordination in the Central Front Range TPR:

- ▶ Encourage greater participation of human services agencies and area transit providers in the LCC.
- ▶ Develop and maintain a regional transit services inventory (public, private, and volunteer programs) to improve traveler access to information and increase awareness and recognition of available services.
- ▶ Expand collaboration between regional partners on joint procurements of vehicles, joint training programs, sharing drivers and sharing of facilities and vehicles.
- ▶ Increase coordination to improve local general transit services in Cripple Creek and Cañon City and increasing specialized transportation options throughout the region.
- ▶ Analyze the potential for increasing efficiency and coordination between agencies through a regional mobility manager.



6.0 FINANCIAL AND FUNDING OVERVIEW

This Chapter presents current and estimated future operating expenses and revenues available in the Central Front Range Transportation Planning Region (TPR) through 2040. These estimates are based on survey reported data from providers in the region. Through Transit Working Group (TWG) meetings, every attempt was made to be inclusive of all providers and agencies operating in the region and to verify the accuracy of these data. These estimates reflect best available data and are intended solely to illustrate long-term trends in operating needs.

The 2040 operating revenue and expense projections presented here are intended to estimate the general range of future revenues available and the magnitude of future resource needs. While any forecast is subject to uncertainty, estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies.

6.1 Current and Future Operating Expenses

In recent years, operating expenses for service providers in the region have grown faster than available revenues. Some providers in the Central Front Range TPR have reduced services or sought additional revenue sources to make up for the difference. Other providers have recently expanded services through grants and contributions. As shown in **Table 6-1**, operating expenses are projected to grow by 1.0 percent (average annual growth) between 2013 and 2040, while operating revenues are projected to grow by just 0.3 percent for the same time period. The region’s full-time resident population is expected to grow 1.6 percent annually from 2013 to 2040 and reach 155,000 by 2040.

Table 6-1 Existing and Projected Operating Expenses and Revenues to Maintain Existing Service Levels (2013 – 2040)

Central Front Range TPR	Year 2013	Year 2020	Year 2030	Year 2040	Average Annual Growth (2013-2040)
Operating Expenses	\$670,921	\$811,000	\$971,000	\$1,083,000	1.0%
Operating Revenues	\$670,921	\$762,000	\$821,000	\$837,000	0.3%
<i>Potential Funding (Gap) / Surplus</i>	0	(-\$49,000)	(-\$150,000)	(-\$246,000)	-0.70%

Source: CDOT, Transit Agency Provider Survey, 2013. Dollars in year of expenditure value.

In 2013, approximately \$671,000, or \$7 per capita, was expended to support critical transit and transportation services in the Central Front Range TPR. To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region will require over \$1.0 million in operating funds.

Table 6-2 provides an overview of several indicators often used to measure performance of transit systems. The operating cost indicators provide an additional perspective on the operational costs in the Central Front Range TPR and the regional influences. Influences on operating cost measures include the rural and suburban nature of the area, long trip distances, higher fuel costs, and maintenance needs.



Table 6-2 Central Front Range TPR Average Transit Operating Cost

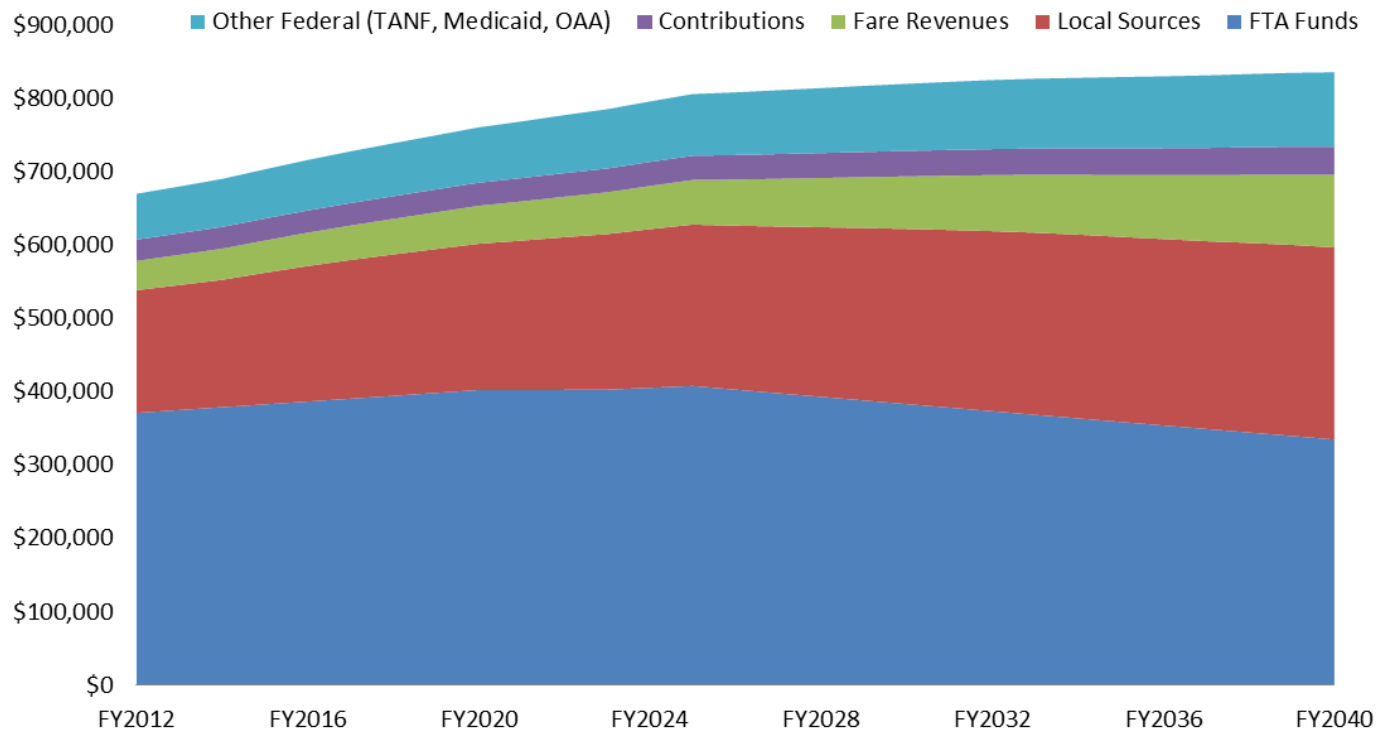
Performance Measure	Operating Cost
Cost per Capita	\$7
Cost per Passenger Trip	\$8
Cost per Revenue Mile	\$0.40
Cost per Revenue Hour	\$16

Source: Transit Agency Provider Survey, 2013

6.2 Current and Future Operating Revenues

By 2040, the Central Front Range TPR could expect transit revenues available for operating and administration purposes to reach an estimated \$837,000. Projections of future revenues are based on historical trends in transit operating budgets, current estimates of federal revenue growth, and state and regional population and economic growth rates. (All operating expenses also include administrative expenses as reported by the transit operators and as collected from available National Transit Database and survey reported data.) **Figure 6-1** illustrates potential future trends in major operating revenue sources currently used within the region.

Figure 6-1 Forecasted Operating Revenues in the Central Front Range TPR





The following information summarizes each revenue category identified in **Figure 6-1** above.

- ▶ **Federal Transit Administration (FTA) funds** depend on fuel tax revenues, which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. The Colorado Department of Transportation (CDOT) estimates future FTA funding levels per Congressional Budget Office forecasts.
- ▶ **Local governments** contribute to services in the Central Front Range TPR through matching funds for grant awards, general fund transfers, or in-kind contributions. Municipal funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Gaming tax contributions and gaming device fees are the two largest sources of revenue for the Town of Cripple Creek, which is the largest source of local funds in the region. Those funding sources have declined substantially in recent years. Local sales tax sources provide the second most common source of revenue for local governments in the region. However, growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services, such as healthcare.
- ▶ **Fare revenues** tend to be variable, and many systems in the region operate on a suggested donation policy. Fare revenue growth is also linked to personal income growth, system ridership, and policy changes. Based on historic trends, fare revenues are anticipated to grow steadily at 3.3 percent annually.
- ▶ **Contributions** are a significant source of revenues for many providers in the region and include donations from individuals, community foundations, or local businesses. Contributions are assumed to hold steady over the forecast period.
- ▶ **Other federal revenues** include relatively stable sources such as payments through Title III of the Older Americans Act (OAA). Other federal programs are highly variable including payments through the Non-Emergency Medical Transportation (NEMT) Medicaid program. Sequestration or other changes in federal programs will impact the revenues available through Medicaid, OAA, Community Service Block Grants (CSBG), and other important programs. Over the long-run, the revenues available for discretionary spending within these programs, such as transportation assistance, are likely to decline.
- ▶ **Other revenues**, including Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA operating grant programs, and agency-derived sources such as investments and fees are important but relatively small sources of revenues and not directly included in this forecast.

Estimating future revenues is challenging, particularly for the diverse federal, state, and local funding mechanisms used to support transit services in rural areas. Federal legislation, such as Moving Ahead for Progress in the 21st Century Act, OAA, Social Security Act, and WIA provides significant and ongoing funding for transit and transportation services, but is subject to periodic reauthorizations and annual budget appropriations. Individual programs funded through the FTA, Department of Veteran Affairs, and Department of Health and Human Services continue to evolve over time and changes in state funding formulas can significantly impact the monies available to providers in Colorado.

Other federal grant awards are competitive, one-time grants, and highly uncertain over the long term. Revenues from local governments or regional transportation authorities are often not dedicated and are subject to variations in local tax revenues and local budget processes. Donations and awards from private, civic, or philanthropic sources are highly variable and not often recurring. Fare and contract revenues reflect demand for services, but may also vary substantially with local economic fluctuations or changes internal to the agency. Every effort has been made to reasonably estimate the overall level of revenues available to support operating expenses at the regional level.



6.3 *Status Quo Revenue and Expense Summary*

Based on best available information and known trends, it is currently forecast that transit expenses in the Central Front Range TPR will grow faster than transit revenues by 0.70 percent (average annual growth including inflation) between 2013 and 2040. As illustrated in **Table 6-1**, these trends could result in a potential funding gap of approximately \$246,000 in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example, the higher cost of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated. Additionally, revenue forecasts are highly variable and actual future values may be higher or lower than expected. Sales and use tax collections, in particular, are cyclical and depend entirely on economic conditions.

Given the magnitude of potential future funding shortfalls in the region, alternative revenue sources, such as those described in Chapter 4, or growth in current revenue streams will more than likely be necessary to continue to fund improvements and to meet the growing needs of the general public, seasonal visitors, businesses, elderly, veterans, low-income, and transit dependent populations in the region.



7.0 IMPLEMENTATION PLAN

Transit is an important economic engine that helps drive the State of Colorado's economy. Transit helps connect employees, residents, and visitors to jobs and recreation and much more throughout the Central Front Range Transportation Planning Region (TPR). The strategies identified in this Chapter highlight the importance of continuing to make meaningful investments in transit in the region.

Based on the financial scenarios and the projected growth in the Central Front Range TPR, the highest priority strategies for the region have been identified including the associated costs, common funding sources, local champions and partners, and the ideal timeframe for implementation. Each strategy falls in line with the vision identified by the Central Front Range TPR Transit Working Group (TWG), aligns with one or more of the region's supporting goals, and supports the statewide goals and performance measures (see Chapter 1) established by CDOT with input from the Statewide Steering Committee.

7.1 High Priority Strategies

The following strategies are to be used as an implementation plan to help prioritize and fund projects over the next 15 years between now and 2030. The implementation plan should be used as a guide for moving the Central Front Range region's transit vision forward. The TWG identified these strategies based on input from the public, identified needs and gaps in service, and input from transit and human service providers in the region. The strategies are categorized by the regional goal that it supports and also include information, as appropriate, on the performance measure categories the strategy supports. **Appendix D.5** includes a full list of regional transit projects identified by the Central Front Range TWG.

It should be noted that the strategies identified in this Chapter complement and are congruent with the recommendations that have been identified in plans and studies completed in the region within the last five years. This includes the local plans identified in Chapter 1 and in the Statewide Intercity and Regional Bus Network Plan. It is important to connect all planning efforts to meet the overall combined vision and goals of various stakeholders and entities throughout the region.

Regional Goal 1: Improve Coordination and Develop Partnerships.

Strategy 1.1: Strengthen coordinating council participation and increase coordination between providers and with human service agencies by exploring strategies for joint initiatives and mobility management, including hiring a mobility manager.

- ▶ Annual Administrative Cost: \$0 - \$60,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: UAACOG, PPACG, Teller County LCC, TPR counties
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources:
Operating – FTA 5304, FTA 5310, agency revenues, and local governments/HUTF

Strategy 1.2: Develop joint grant applications through the Upper Arkansas Area Council of Governments (UAACOG) and/or Pikes Peak Area Council of Governments (PPACG).

- ▶ Annual Cost: \$0
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: UAACOG, PPACG, providers, and stakeholders
- ▶ Performance Measure Categories: Transit System Development and Partnerships



Strategy 1.3: Explore the possibility of integrating carpool and vanpool programs into the regional transportation network.

- ▶ Annual Cost: \$0
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: UAACOG, PPACG, providers, and stakeholders
- ▶ Performance Measure Categories: Mobility/Accessibility, Economic Vitality

Strategy 1.4: Identify and resolve the issues that make vehicle and resource sharing so difficult and identify ways to increase service capacity.

- ▶ Annual Cost: \$0
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: UAACOG, PPACG providers, and stakeholders
- ▶ Performance Measure Categories: Mobility/Accessibility, Transit System Development and Partnerships

Strategy 1.5: Expand efforts to improve connectivity between local, intercity, and regional transit services and other modes through better sharing of information and schedules.

- ▶ Annual Cost: \$0
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: UAACOG, PPACG, providers, and stakeholders
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality

Regional Goal 2: System Preservation and Expansion.

Operating and Capital

Strategy 2.1: Maintain existing levels of service of existing providers in the TPR.

- ▶ 2030 Operating Cost: \$971,000 (1.0% average annual growth)
- ▶ Timeframe: ongoing
- ▶ Champions/Partners: UAACOG, Counties, Cities, service providers
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, and Safety and Security
- ▶ Potential Funding Sources:
Operating – FTA 5310, FTA 5311, FASTER, agency revenues, and local governments/HUTF

Strategy 2.2: Replace vehicles for existing providers in the TPR. 9 body-on-chassis buses, 1 four-wheel drive van.

- ▶ Annual Capital Cost: \$100,000
- ▶ Timeframe: Present to 2030
- ▶ Champions/Partners: UAACOG, Counties, Cities, service providers
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, and Safety and Security
- ▶ Potential Funding Sources:
Capital – FTA 5310, FTA 5311, FASTER, agency revenues, and local governments/HUTF

Strategy 2.3: Expand Starpoint service to include weekend and early morning service. Estimated annual hours 1,000 hours/yr. Annual depreciated cost of one-half time body-on-chassis bus.

- ▶ Annual Operating Cost: \$75,000
- ▶ Annual Capital Cost: \$12,000



- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Starpoint
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, OAA/Title III, CDBG, CSBG, agency revenues, and local governments/HUTF
 - Capital* – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF

Strategy 2.4: Expand Golden Shuttle service to include weekend and evening service. Estimated annual hours 4,400 hours/yr. Annual depreciated cost of one-half time body-on-chassis bus.

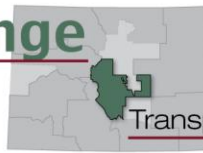
- ▶ Annual Operating Cost: \$330,000
- ▶ Annual Capital Cost: \$12,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Golden Shuttle
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, OAA/Title III, CDBG, CSBG, FASTER, agency revenues, and local governments/HUTF
 - Capital* – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF

Strategy 2.5: Expand City of Cripple Creek service to include evening hours. Estimated annual hours 500 hours/yr. Annual depreciated cost of one-half time body-on-chassis bus.

- ▶ Annual Operating Cost: \$38,000
- ▶ Annual Capital Cost: \$12,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: City of Cripple Creek
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, FASTER, agency revenues, and local government/HUTF
 - Capital* – FTA 5310, 5311, FASTER, agency revenues, and local government/HUTF

Strategy 2.6: Expand service in Fremont County between Florence and Cañon City. Estimated annual hours 625 hours/yr. Annual depreciated cost of one-half time body-on-chassis bus.

- ▶ Annual Operating Cost: \$47,000
- ▶ Annual Capital Cost: \$12,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Fremont County
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF
 - Capital* – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF



Strategy 2.6: Conduct a study to analyze provision of general public transit service throughout Teller County.

- ▶ Total Administrative Cost: \$30,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Teller County , Teller County LCC, Teller County Senior Coalition
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources: FTA 5304, FASTER, agency revenues, local government/HUTF

Facility Investments

Strategy 2.7: Cripple Creek bus storage and administration facility.

- ▶ Total Capital Cost: \$1.7 million
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: City of Cripple Creek
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources:
Capital – FTA 5310, 5311, FASTER, FHWA, agency revenues, and local government/HUTF

Strategy 2.8: Wet Mountain Rotary metal bus storage facility.

- ▶ Total Capital Cost: \$400,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Wet Mountain Rotary, Custer County, UAACOG
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources:
Capital – FTA 5310, 5311, FASTER, FHWA, agency revenues, and local governments/HUTF

Strategy 2.9: Regional Park and Ride facilities. Assumes approximately 7 facilities with 50 parking spaces.

- ▶ Total Capital Cost: \$3,500,000
- ▶ Timeframe: 1–12 years
- ▶ Champions/Partners: UAACOG, PPACG, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility
- ▶ Potential Funding Sources:
Capital – FTA 5310, 5311, FASTER, FHWA, agency revenues, and local governments/HUTF

Regional Goal 3: Develop Regional Connections.

Strategy 3.1: Expand US 50 service connecting Salida and Cañon City to Pueblo. Add 2 days per week to the existing 5 days per week, 12 hours per day, estimated 1,250 hours per year.

- ▶ Annual Operating Cost: \$94,000
- ▶ Annual Capital Cost: \$10,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Chaffee Shuttle, UAACOG, providers, and stakeholders
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources:
Operating – FTA 5310, FTA 5311, FTA 5311(f), FASTER, agency revenues, and local governments/HUTF
Capital – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF



Strategy 3.2: Provide regional service along US 24 connecting Cripple Creek with Woodland Park and then Colorado Springs. 5 -7 days per week, 9 hours per day, estimated 2,300 – 3,230 hours per year.

- ▶ Annual Operating Cost: \$173,000 - \$242,000
- ▶ Annual Capital Cost: \$15,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Cripple Creek, PPACG, Teller County, Silverkey
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, FTA 5311(f), FASTER, agency revenues, and local governments/HUTF
 - Capital* – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF

Strategy 3.3: Provide regional service along SH 115 connecting Cañon City and Florence with Colorado Springs. 5 – 7 days per week, 8 hours per day, estimated 2,080 – 2,912 annual hours.

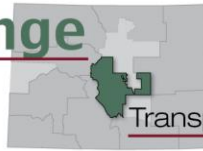
- ▶ Annual Operating Cost: \$156,000 - \$218,000
- ▶ Annual Capital Cost: \$12,000
- ▶ Timeframe: 7–12 years
- ▶ Champions/Partners: Golden Shuttle, UAACOG, PPACG, providers, Fremont County and stakeholders
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, FTA 5311(f), OAA/Title III, CDBG, CSBG, FASTER, agency revenues, and local governments/HUTF
 - Capital* – FTA 5310, 5311, FASTER, agency revenues, and local governments/HUTF

Strategy 3.4: Implement carpool and/or vanpool service connecting Cripple Creek, Woodland Park, and Colorado Springs, and Cañon City with Pueblo. 5 days per week, 2 vans.

- ▶ Annual Administration Cost: \$10,000 (operating cost covered by program revenues)
- ▶ Annual Capital Cost: \$15,000
- ▶ Timeframe: 7–12 years
- ▶ Champions/Partners: Teller and Fremont counties, UAACOG, PPACG, Cripple Creek, Silverkey, private providers
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, agency revenues, and local governments/HUTF
 - Capital* – FTA 5310, 5311, FTA 5311(f), FASTER, agency revenues, and local governments/HUTF

Strategy 3.5: Provide transfer facilities for regional services to be located in Cripple Creek, Cañon City, and Woodland Park.

- ▶ Total Capital Cost: \$90,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Cripple Creek, Cañon City, Woodland Park, UAACOG, providers, and stakeholders
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility,
- ▶ Potential Funding Sources:
 - Capital* – FTA 5310, 5311, FASTER, FHWA, HUTF, agency revenues, and local governments/HUTF



7.2 Implementation Plan Financial Summary

Table 7-1 provides an overview of estimated costs over the next 15 years associated with maintaining the existing system compared to implementing the high-priority strategies as identified in Section 7.1.

To maintain existing service levels in 2030, the region would require operating funds in the amount of approximately \$971,000. Overall inflation rates in Colorado over the last decade have averaged 2 percent per year. Price inflation for goods and services has averaged 3 percent and motor fuel price inflation has averaged over 10 percent over the last decade. Inflation erodes the purchasing power of current revenue streams.

To implement the “growth” scenario, which implements the high priority strategies, an additional \$3.3 million in operating and administrative funds would be required between now and 2030. Capital costs associated with implementation of the high-priority strategies will require approximately \$5.9 million over the next 15 years in 2013 dollars and \$9.4 million in 2030 dollars.

As shown, to maintain existing services and implement high priority strategies identified in the region, it will cost \$4.3 million. The Central Front Range TPR will need to secure new funding to ensure growth and expansion of transit and human services transportation in the region.

Table 7-1 Financial Summary

2030 Projected Annual Operating/Administrative Costs	
Status Quo – Maintain Existing Service Levels	\$971,000
Growth – Implement High Priority Strategies	\$3.3 million
Total - Status Quo and Growth Costs	\$4.3 million
2030 Anticipated Revenues	\$821,000
Shortfall	(\$3.5 million)
<i>Values in 2030 dollars</i>	
2014-2030 Projected Capital Costs	
Growth – Implement High Priority Strategies	\$5.9 million in 2013 dollars \$9.4 million in 2030 dollars

As discussed in Chapter 6, it is currently forecast that transit expenses in the Central Front Range region will outstrip growth in transit revenues by 0.70 percent, resulting in a potential funding gap of approximately \$246,000 to maintain existing service levels in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example, higher costs of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated.

To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region will require approximately \$1.0 million in operating funds.



COLORADO

Department of
Transportation





APPENDIX A GLOSSARY OF TERMS



ACCESSIBLE VEHICLE (OR WHEELCHAIR-ACCESSIBLE VEHICLE OR ADA ACCESSIBLE VEHICLE) - Public transportation revenue vehicles, which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs, and which are accessible using ramps or lifts.

ADVANCED GUIDEWAY SYSTEM (AGS) – A fully automated, driverless, grade-separated transit system in which vehicles are automatically guided along a guideway. The guideway provides both physical support as well as guidance. The system may be elevated or at-grade. Examples include maglev systems, people mover systems and monorail.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA) – Legislation passed in 2009 as an economic stimulus program to fund projects such as improving education, building roads, public transportation, criminal justice, health care and others. The intent of the act is that it would result in jobs and other associated economic benefits.

AMERICANS WITH DISABILITIES ACT (ADA) – Federal civil rights legislation for disabled persons passed in 1990. It mandates that public transit systems make their services more fully accessible to the disabled. If persons with disabilities are not capable of accessing general public transit service, the law requires agencies to fund and provide for delivery of paratransit services which are capable of accommodating these individuals.

AREA AGENCY ON AGING (AAA) A state-approved county or regional body responsible for administering Title III funds within a particular geographical area. There are 16 AAAs in Colorado.

ASSET MANAGEMENT – A systematic and strategic process of operating, maintaining, upgrading and expanding physical assets effectively through their life cycles.

BROKERAGE - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.

BUS RAPID TRANSIT (BRT) – BRT combines the quality of rail transit with the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems (ITS) technology, priority for transit, lower emissions, quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

CAPITAL COSTS – Refers to the costs of long-term assets of a public transit system such as property, buildings, equipment and vehicles. Can include bus overhauls, preventive maintenance, mobility management and even a share of transit providers' ADA paratransit expenses.

CARPOOL – Arrangement made between a group of people that ride together to a designated place.

CAR SHARE – Companies that own cars that can be rented by members for the hour or day and are conveniently located at designated locations (transit stations, downtown, etc.).

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) - CDOT is primarily responsible for the design, construction, maintenance, and operation of Colorado Highway System, including the Interstate Highway System within the state's boundaries. Within CDOT, the Division of Aeronautics supports aviation interests statewide, the Division of Transit and Rail provides assistance to numerous transit systems around the state, and the Bicycle and Pedestrian Program supports improvements to non-motorized facilities, such as bike paths, trails and routes, and pedestrian walkways and trails. www.coloradodot.info

COLORADO TRANSPORTATION COMMISSION – The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission. The commission is comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the



Governor, confirmed by the Senate, and serves a four-year term. The Transportation Commission is responsible for formulating general policy with respect to the management, construction, and maintenance of the state's transportation system; advising and making recommendations to the Governor and the General Assembly relative to transportation policy; and promulgating and adopting CDOT's budgets and programs, including construction priorities and approval of extensions of abandonments of the state highway system.

www.coloradodot.info/about/transportation-commission

COMMUTER RAIL – A transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service is operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.

COUNCIL OF GOVERNMENTS (COG) – A voluntary association of local governments that operates as a planning body, collects and disseminates information, reviews applications for funding, and provides services common to its member agencies.

COMMUNITY CENTERED BOARDS (CCBS) – Private non-profit agencies that provide services to the developmentally disabled population. CCBs provide a variety of services, including transportation.

COORDINATION – A cooperative arrangement among public and private transportation agencies and human service organizations that provide transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages of consolidated transportation service providers. Coordination also means the cooperative development of plans, programs and schedules among responsible agencies and entities to achieve general consistency, as appropriate.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (COORDINATED PLAN) – a locally or regionally developed, coordinated plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation. The Federal Transit Administration (FTA) requires that a project be included in a Coordinated Plan to be eligible for certain federal transit funds.

CURB-TO-CURB – A form of paratransit or demand-response service that picks up passengers at the curbside.

DEADHEAD – The time/distance that a transit vehicle does NOT spend in revenue service or moving passengers, as in the movement from the garage to the beginning of a route.

DEMAND-RESPONSE SERVICE – Personalized, direct transit service where individual passengers request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed schedule or a fixed route, but travel throughout the community transporting passengers according to their specific requests. Can also be called "dial-a-ride," "paratransit" or "specialized service" to refer to any non-fixed route service. These services usually, but not always, require advance reservations and are often provided for elderly and disabled persons.

DEVIATED FIXED ROUTE – Provides service along a fixed route with deviations to pick up special riders (e.g., elderly and disabled persons) without significantly detracting from its schedule.

DISABLED – Any person who by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, is unable, without special facilities, to use local transit facilities and services as effectively as people who are not so affected.

DIVISION OF TRANSIT AND RAIL (DTR) – A division within the Colorado Department of Transportation (CDOT) responsible for transit and rail policy, planning, funding and oversight. DTR was created in 2009 to promote, plan, design, build, finance, operate, maintain and contract for transit services, including, but not limited to bus, passenger rail and advanced guideway systems. The Division is also responsible for administering and expending



state and federal transit funds, integrating transit and rail into the statewide transportation system, and developing a statewide transit and passenger rail plan as part of the multimodal statewide transportation plan.

DOOR-TO-DOOR SERVICE – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and the door of the passengers' home or other destination. A higher level of service than curb-to-curb, yet not as specialized as "door-through-door" service.

DOOR-THROUGH-DOOR SERVICE – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and within the home or destination. A higher level of service than curb-to-curb and door-to-door service.

ENVIRONMENTAL JUSTICE (EJ) – Refers to the fair treatment of all people, regardless of race, color, national origin or income in terms of the distribution of benefits and costs of federal programs, policies and activities. Executive Order 12898, signed by President Clinton on February 11, 1994, requires procedures be established to protect against the disproportionate allocation of adverse environmental and health burdens on a community's minority and low-income populations.

FARE BOX RECOVERY – The amount of revenue generated through fares by paying customers as a fraction of the total operating expenses.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) – The agency within the U.S. Department of Transportation that provides funding for the construction, maintenance and preservation of the nation's highways, bridges and tunnels. www.fhwa.dot.gov

FEDERAL TRANSIT ADMINISTRATION (FTA) – The agency within the U.S. Department of Transportation that administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. FTA provides financial assistance for capital, operating, administration and planning costs of these public transportation systems. www.fta.dot.gov

FEDERAL RAILROAD ADMINISTRATION (FRA) – The federal agency within the U.S. Department of Transportation that oversees certain aspects of rail services, especially safety issues. The FRA promulgates and enforces rail safety regulations, administers railroad assistance programs, conducts research and development in support of improved railroad safety and national rail transportation policy, among other things. www.fra.dot.gov

FIXED ROUTE – Transit services where vehicles run on regular, scheduled routes with fixed stops and no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

FUNDING AGENCY - Any organization, agency, or municipality that funds transportation services by contracting with another organization, agency, or municipality to provide the service. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER) ACT – Signed into law in 2009, FASTER provides state funds from an increase in vehicle registration fees to improve roadways, repair unsafe bridges, and support and expand transit. FASTER generates approximately \$200 million every year for transportation projects across Colorado. Of this, \$15 million annually goes to fund public transportation/transit projects statewide. Additional money is provided for city roads (approx. \$27 million annually) and county roads (approx. \$33 million annually). <http://www.coloradodot.info/projects/fasternew>



HEAD START – A federal program that provides support to children, birth to age five, that come from low income families by improving their physical, social and emotional development. Head Start programs are typically managed by local nonprofit organizations and are in almost every county in the country.

HEADWAY – The time interval between the passing of successive transit buses or trains moving along the same route in the same direction, usually expressed in minutes. It may also be referred to as service frequency.

HIGHWAY TRUST FUND (HTF) – is a federal transportation fund, established in 1956 to finance the Interstate Highway System. In 1982, the Mass Transit Fund was created and a portion of the HTF also funds transit projects. Revenue for the HTF is generated by the federal fuel tax (18.4 cents per gallon on gasoline and 24.4 cents per gallon of diesel fuel), which has not increased since 1993.

HIGHWAY USERS TAX FUND (HUTF) – A state transportation fund, primarily funded by a motor fuel tax of 22 cents per gallon. Colorado’s gas tax has been 22 cents since 1991. Funds are distributed based on a formula to CDOT, counties, and municipalities. Counties are authorized to flex HUTF dollars to transit, multimodal, bicycle, and pedestrian projects.

HUMAN SERVICES TRANSPORTATION - Transportation for clients of a specific human or social service agency that is usually limited to a specific trip purpose (e.g., Medicaid, Title III, etc.). Human service agency trips are often provided under contract to a human service agency and may be provided exclusively or rideshared with other human service agencies or general public service.

INTERCITY TRANSPORTATION - Long distance service provided between at least two urban areas or that connects rural areas to an urbanized area, usually on a fixed route, and often as part of a large network of intercity bus operators. Both express and local bus service may be provided. The Greyhound and Trailways systems are examples national intercity bus networks. Under the Federal Transit Administration’s Section 5311(f) program, intercity transportation service must receive no less than 15 percent of each state's total Section 5311 funding, unless a state's governor certifies that these needs are already being met.

ITS (INTELLIGENT TRANSPORTATION SYSTEMS) – Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems.

LAST MILE CONNECTION – Refers to the challenge of getting people from transit centers/stations to their final destination. Last mile connections can be made by walking, biking, shuttles, local bus routes, etc.

LIGHT RAIL – A transit mode that typically is an electric railway with a light volume traffic capacity characterized by vehicles operating on fixed rails in shared or exclusive right-of-way. Vehicle power is drawn from an overhead electric line (catenary).

LIMITED ENGLISH PROFICIENT (LEP) PERSONS - Refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

LOW-INCOME PERSON – A person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

LOW-INCOME POPULATION –Refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient person who will be similarly affected by a proposed DOT program, policy or activity.

MAGLEV (Magnetic Levitation) – A high-speed form of transit that moves along a fixed guideway by means of magnetic forces that vertically lift the vehicle from the guideway to propel it forward.



MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21) – A two-year funding and authorization bill to govern the United States federal surface transportation spending passed by Congress June 29, 2012 and signed into law by President Obama on July 6, 2012.

MATCH - State or local funds required by various federal or state programs to complement funds provided by a state or federal agency for a project. A match may also be required by states in funding projects that are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.

METROPOLITAN PLANNING ORGANIZATION (MPO) – The agency designated by law as responsible for carrying out the transportation planning process and developing transportation plans and programs within an urbanized area. MPOs are established by agreement between the Governor and the local governments. There are five MPOs in Colorado.

MINORITY PERSONS - includes the following:

- (1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- (2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- (3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- (4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- (5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

MODE/INTERMODAL/MULTIMODAL - *Mode* refers to a form of transportation, such as automobile, transit, bicycle, and walking. *Intermodal* refers to the connections between modes, and *multimodal* refers to the availability of transportation options within a system or corridor.

MODE SHARE – Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region’s transportation trips as a whole.

MONORAIL – Guided transit vehicles operating on or suspended from a single rail, beam or tube.

NATIONAL TRANSIT DATABASE (NTD): Annual reports (formerly known as “Section 15” reports) that provide financial and operating data that are required of almost all recipients of transportation funds under Section 5307. www.ntdprogram.gov/ntdprogram/

NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT) - A form of medical transportation that is provided in non-emergency situations to people who require special medical attention. Often a form of human service transportation and a resource of Departments of Health and Human Services.

OLDER AMERICANS ACT (OAA) – An act passed in 1965 to addresses the needs of older adults and provide comprehensive services to those at risk of losing their self dependence. The act focuses on boosting the income, housing, health, employment, retirement and community services for older adults.



OPERATING EXPENSES/COSTS – The sum or all recurring expenses (e.g., labor, materials, supplies, fuel and equipment) associated with the operation and maintenance of the transit system including maintain equipment and buildings, operate vehicles, and to rent equipment and facilities.

OPERATING REVENUES – All funds generated from the operation of a transit system, including passenger fares, donations, advertising fees, etc.

PARATRANSIT SERVICE - The ADA requires public transit agencies that provide fixed-route service to provide “complementary paratransit” services to people with disabilities who cannot use the fixed-route bus or rail service because of a disability. The ADA regulations specifically define a population of customers who are entitled to this service as a civil right. The regulations also define minimum service characteristics that must be met for this service to be considered equivalent to the fixed-route service it is intended to complement. In general, ADA complementary paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, for no more than twice the regular fixed route fare.

PARK-AND-RIDE – A parking garage or lot used for parking passengers’ automobiles while they use transit agency facilities. Generally established as collector sites for rail or bus service, but may also serve as collector sites for vanpools and carpools, and as transit centers. Can be either free or fee-based.

PERFORMANCE MEASURES – Specific measures developed to evaluate the impact and effectiveness of public transit.

PUBLIC (MASS) TRANSPORTATION – Transportation by bus, rail, or other conveyance, either publicly or privately owned, provided to the general public or special service on a regular and continuing basis. Does not include school bus, charter, or sightseeing service.

REGIONAL PLANNING COMMISSION (RPC) – The planning body responsible for transportation planning within a MPO or rural area.

REGIONAL TRANSPORTATION PLAN (RTP) – A multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO or RPC through the transportation planning process.

REVENUE SERVICE MILES – The time when a vehicle is available to the general public, including running time and layover/recovery time.

RIDESHARING – A form of transportation in which two or more people shares the use of a vehicle, such as a van or a car. Also known as carpool or vanpool.

SERVICE AREA - A measure of access to transit service in terms of population served and area coverage (square miles). For fixed-route service, service areas are typically arranged in corridors. Complementary ADA paratransit services are required by ADA law to extend ¾ mile beyond the fixed-route corridors. As demand response serves a broad area and does not operate over a fixed route, the “service area” encompasses the origin to destination points wherever people can be picked up and dropped off.

SERVICE SPAN – The hours at which service begins and ends during a typical day.

SOCIAL SECURITY ACT (SSA) – Federal legislation enacted in 1935 to provide elderly citizens (age 60 and older) with a monthly stipend, which is funded by payroll taxes on working citizens. The Act has been amended several times and now also provides stipends to dependents and those with disabilities.

STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC) – Committee that provides advice to the Colorado Department of Transportation and the Transportation Commission on the needs of the transportation system in Colorado and review and comment on all regional transportation plans submitted by the transportation planning regions and/or CDOT.



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – A statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, regional transportation plans, and TIPs, and required for projects to be eligible for funding.

STATEWIDE TRANSPORTATION PLAN – The long-range, fiscally constrained, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from the time of adoption, developed through the statewide transportation planning process, and adopted by the Colorado Transportation Commission.

TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) – A federal assistance program created in 1997. It is a social security program that provides financial assistance to indigent American families with dependent children through the Department of Health and Human Services.

TITLE VI – A federal regulation that prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including denial of meaningful access for limited English proficient persons.

TRANSIT AND RAIL ADVISORY COMMITTEE (TRAC) – An advisory committee created specifically to advise the CDOT Executive Director, the Colorado Transportation Commission and the Division of Transit and Rail on transit and rail related activities.

TRANSIT ORIENTED DEVELOPMENT (TOD) – A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

TRANSPORTATION DEMAND MANAGEMENT (TDM) – Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

TRANSPORTATION DISADVANTAGED: A term used to describe those people who have little or no access to meaningful jobs, services, and recreation because a transportation system does not meet their needs. Often refers to those individuals who cannot drive a private automobile because of age, disability, or lack of resources.

TRANSPORTATION EXPENSES - Expenses for transportation services including vehicle operation, scheduling, dispatching, vehicle maintenance, fuel, supervision, fare collection (including ticket or scrip printing and sales), and other expenses for the purpose of carrying passengers, whether provided in-house, through contracts, or via taxicab.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the transportation planning process, consistent with the regional transportation plan, and required for projects to be eligible for funding. The TIP is included in the STIP without modification.

TRANSPORTATION PLANNING REGION (TPR) – A geographically designated area of the state within which a regional transportation plan is developed. The term is inclusive of non-MPO TPRs, MPO TPRs and areas with both. There are 15 TPRs in Colorado; 5 are MPOs and 10 are in rural areas of the state.

TRANSPORTATION PROVIDER - Any organization, agency, or municipality that operates its own vehicles with agency staff and schedules trips for passengers or clients. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

URBANIZED AREA - An area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages, and towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a



density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

U.S. DOT (UNITED STATES DEPARTMENT OF TRANSPORTATION) – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports headed by the secretary of transportation. The DOT includes the Federal Highway Administration, Federal Railroad Administration, Federal Aviation Administration and the Federal Transit Administration, among others. www.dot.gov

VANPOOL – An arrangement in which a group of passengers share the use and costs of a van in traveling to and from pre-arranged destinations together.

WORKFORCE INVESTMENT ACT (WIA) – A federal law enacted in 1998 to provide workforce investment activities, through statewide and local workforce investment systems with a goal of increasing the employment, retention, and earnings of participants and to increase occupational skill attainment.



APPENDIX B TRANSIT WORKING GROUP



The following is a list of stakeholders invited to the Transit Working Group meetings in the Central Front Range region.

Central Front Range Transit Working Group Invitees

Agency	Name	Title
Action 22	Cathy Garcia	President/CEO
Boys and Girls Club	Penny Wilken	
Cañon City	Robin Gooldy	
Cañon City	Adam Lancaster	City Engineer
Cañon City Chamber of Commerce		
Cañon City Schools	Brad Kemper	
Cañon City Workforce Center	Linda Lane Pings	
CDOT DTD	Michael Snow	Planning Liaison
CDOT DTR	Tracey MacDonald	Project Manager
CDOT DTR	John Valero	Planner
CDOT Region 2	Tom Wrona	Regional Transportation Director
CDOT Region 2	Wendy Pettit	Region Planner
CDOT Transportation Commission	Les Gruen	District 9 Commissioner
CDOT Transportation Commission	Gilbert Ortiz, Sr.	District 10 Commissioner (former)
CDOT Transportation Commission	Bill Thiebaut	District 10 Commissioner
Chaffee County	Jim Osborne	County Commissioner
Chaffee County	Robert Christiansen	Director, General Administration
Chaffee County	Frank Holman	County Commissioner
Chaffee County Economic Development Council	Ellen Olson	Director
Chaffee Shuttle	Connie Cole	Owner/Manager
Chealsey's Charters	Chris Francis	Owner
City of Colorado Springs	Lisa Czelatdco	Council Member
City of Cripple Creek Transportation	Ted Schweitzer	Transit Manager
Colorado Division of Vocational Rehabilitation	Mary Smith	
Colorado Division of Vocational Rehabilitation	John Ferlin	
Colorado Mountain College	Susanna Spaulding	Division Director

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Name	Title
Colorado Springs Independence Center	Courtney Stone	
Colorado Springs Independence Center	Achini Wijesinghe	
Community Intersections	Kevin Graves	Chief Operating Officer
Community of Caring Foundation	Ted Borden	Executive Director
El Paso County	Dennis Hisey	County Commissioner
Fountain Valley Senior Center	Dennis Crosser	Director
Fremont County	George Sugars	Administrator
Fremont County	Ed Norden	County Commissioner
Fremont County	Debbie Bell	County Commissioner
Fremont County Cab	Gary and Mary Howard	Owners
Fremont County DHS	Jim Berg	
Fremont County DHS	Steve Clifton	Director
Fremont County DHS	Janice Brekke	
Fremont County Head Start	JoBeth Palmer	Director
Fremont County Veterans Service Office	Albert Augustine	Veterans Service Officer
Friendly Visitors		
Golden Shuttle/Fremont County Transit	Shirley Donahue	
Golden Shuttle/Fremont County Transit	Jim Wiles	Executive Director
Heart of the Rockies Regional Medical Center	Diane Brooks	
Innovage (Seniors, Inc.)		
Loaves & Fishes Ministries	Don Farr	
Monarch Ski Area		
Mountain Valley Developmental Services	Dana Peterson	Director of Human Services
Park County	Mark Dowaliby	County Commissioner
Park County Senior Coalition	Bobbi Gore	Director
Pikes Peak Area Agency on Aging	Guy Dutra-Silveira	Director

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Name	Title
Pikes Peak Area Council of Governments	Angel Bond	Mobility Manager
Pikes Peak Area Council of Governments	Craig Casper	Transportation Director
Pikes Peak Area Council of Governments	Rob MacDonald	Executive Director
Pikes Peak Regional Transportation Authority	Rick Sonnenburg	Program Manager
Rocky Mtn Conf. UMC	Lori Isenberger	
Silver Key Senior Services	Ashley Brehm	Grants Manager
Starpoint	Jan Butler	Finance Director
Starpoint	Robert Lovegrove	Chief Financial Officer
Starpoint Adult & Children's Services	Bill Davis	Director
Teller County	Norm Steen	County Commissioner
Teller Senior Coalition	Gerry Coulter	Fleet Manager
Teller Senior Coalition	Barbara Berger	Executive Director
The Resource Exchange	David Ervin	Executive Director
TransitPlus	Cally Grauberger	Consultant
TransitPlus	Ralph Power	Consultant
Upper Arkansas Area Agency on Aging	Jody Lohnes	Director
Upper Arkansas Area Council of Governments	Jody Lohnes	Executive Director
Upper Arkansas Area Council of Governments	Judy Gilkerson	Administrative Assistant
Valley Assisted Living		
Wet Mountain Rotary Community Service, Inc.	Shelly Penkoff	Administrator



B.1 – Transit Working Group Meeting #1

Central Front Range Transportation Planning Region

Date: July 29, 2013
Time: 1:30 PM – 3:30 PM
Location: UAACOG
3224-A Independence Road
Canon City, Colorado

Agenda

Meeting Goal: Identify the region's transit and human service transportation issues/needs and provide information on project approach.

- 1) Welcome & Introductions (10 minutes)
- 2) Project Background (15 minutes)
- 3) Public Involvement Approach (10 minutes)
- 4) Key Elements of a Coordinated Transportation Plan (5 minutes)
- 5) Regional Planning (20 minutes)
 - a. Demographics
 - b. Central Front Range TPR 2008 Plan Summary
 - i. Vision
 - ii. Goals & Objectives
- 6) Regional Transit Needs, Projects, and Priorities (50 minutes)
 - a. Immediate Needs
 - b. Long-Term Vision
- 7) Next Steps (10 minutes)
 - a. Project Correspondence and Information by Emails/Web
 - b. Feedback on Demographic Data/Maps
 - c. Surveys (Distributed July 24th – Submit by August 7th)
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

CDOT Project Manager: John Valerio john.valerio@state.co.us
Work: 303-757-9769

Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

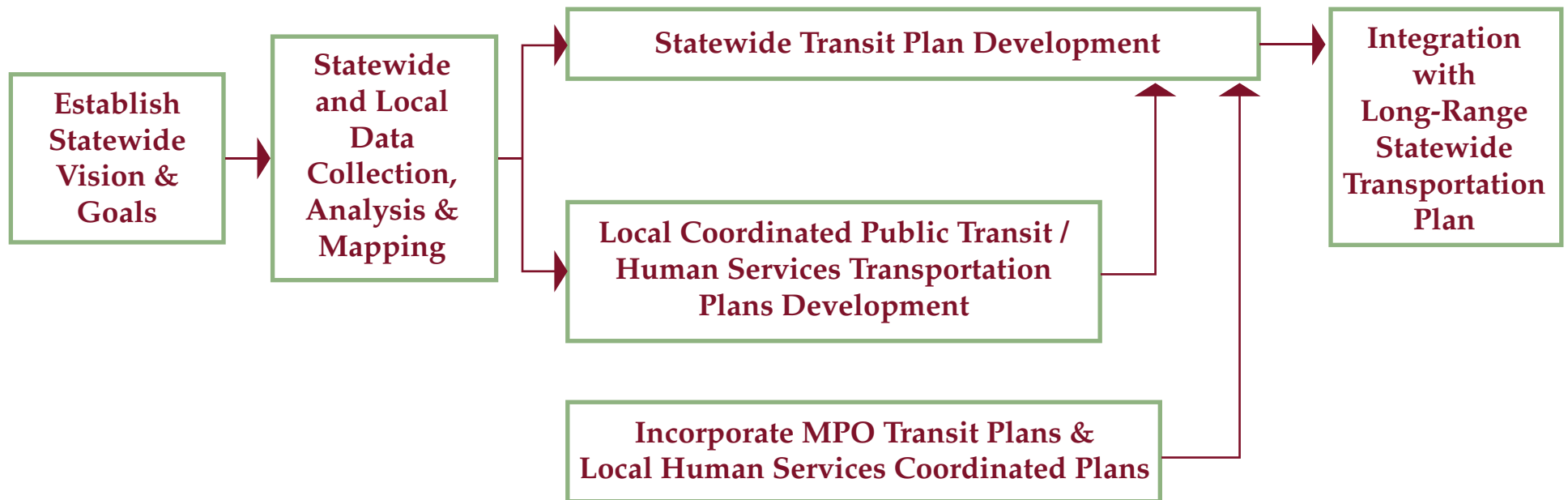
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

Conference Call # 1-877-820-7831
Participant Code: 418377#

Work Plan

Public Involvement & Agency Coordination

- Statewide Steering Committee
- Technical Working Groups
- Public Open Houses



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide Transit Plan Goals and Objectives

- Develop a vision for an integrated transit system
- Develop policies that identify and support programs / projects to:
 - *Increase availability and attractiveness of transit*
 - *Make transit more time-competitive*
 - *Maximize role of transit in the broader transportation system*
 - *Reduce vehicle-miles traveled and emissions*
 - *Coordinate service*
- *Communicate the value of transit*

Guiding Principles for Transit Planning at CDOT

- When planning and designing for future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system. CDOT will facilitate increased modal options and interface to facilities for all transportation system users.
- CDOT will consider the role of transit in maintaining, maximizing and expanding system capacity and extending the useful life of existing transportation facilities, networks and right-of-way.
- CDOT will promote system connectivity and transit mobility by linking networks of local, regional and interstate transportation services.
- CDOT will work towards integrating transit to support economic growth and development, and the state's economic vitality. CDOT will pursue transit investments that support economic goals in an environmentally responsible manner.
- CDOT will establish collaborative partnerships with local agencies, transit providers, the private sector and other stakeholders to meet the state's transit needs through open and transparent processes.
- CDOT will advocate for state and federal support of transit in Colorado including dedicated, stable and reliable funding sources for transit. Through partnerships, CDOT will leverage the limited transit funds available and seek new dollars for transit in Colorado.

The Statewide Transit Plan will Include:

- Ten local transit and human services coordination plans
- A vision for transit in Colorado
- CDOT's role in fulfilling the State's vision
- Policies, goals, objectives and strategies for meeting needs
- Visions for multimodal transportation corridors
- Demographic and travel profiles
- Existing and future transit operations and capital needs
- Funding and financial analysis
- Performance measures
- Public involvement
- Statewide survey of the transportation needs of the elderly and disabled

Local Transit and Human Services Transportation Coordination Plans will Include:

- Local vision, goals, and objectives
- Regional demographics
- An inventory of existing services
- Identification of needs and issues
- Prioritized projects and strategies
- Vision and framework for transit in 20 years
- Public involvement and agency coordination
- Funding and financial analysis

Team Structure

Statewide Steering Committee (SSC)

- A body of 25-30 members representing a wide range of federal, state and local planning entities, transit providers, advocacy groups and special needs groups.

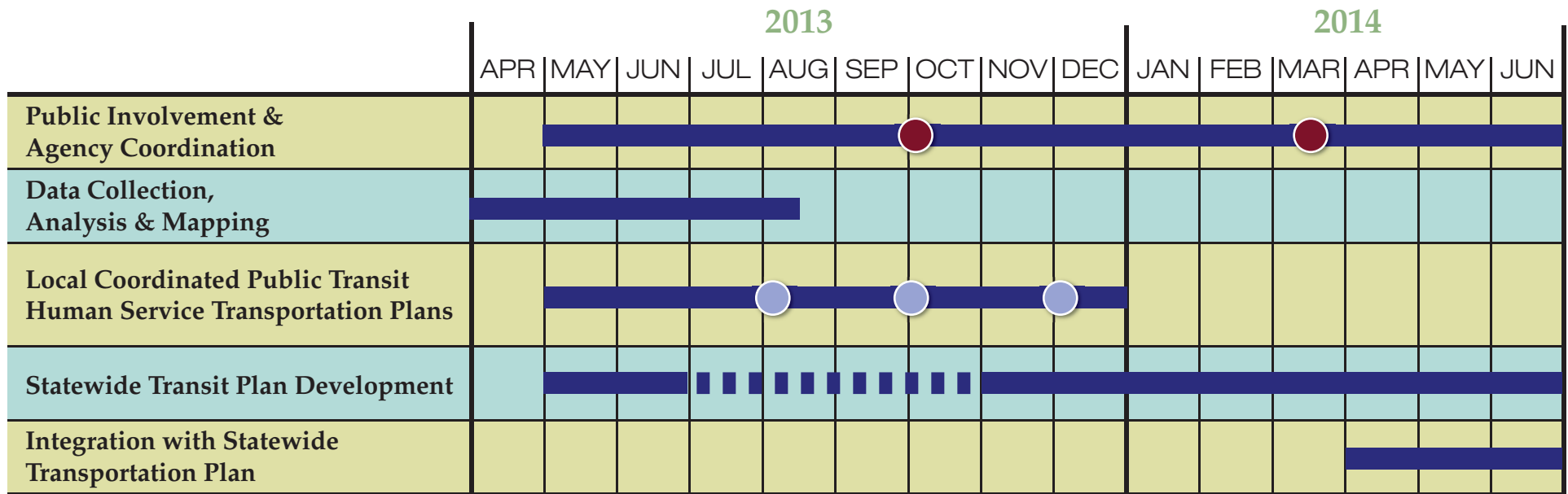
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

TPR Technical Working Groups (TWG)

- CDOT DTR staff
- CDOT Region staff
- TPR staff
- Local / regional coordinating councils
- Key transit providers and human service organizations
- Other affected local stakeholders

- Meet approximately three times
- Help identify statewide and regional needs
- Advise team on development of local transit plans

Project Overview Schedule



 Open Houses in each TPR
  TPR Technical Working Group Meeting

The schedule of all open houses will be coordinated with the outreach program for the Statewide Transportation Plan. All meeting dates are subject to change.

What is a Coordinated Transit Plan?

Transportation coordination is a process between transportation organizations and providers to maximize the use of transportation resources through shared responsibility, management and funding of transportation services.

The purpose of this coordinated plan will be to:

- ▶ Provide a process where transit and human service providers can discuss issues
- ▶ Identify areas where enhanced coordination between transit and human services might be beneficial
- ▶ Establish a set of priorities and projects to improve mobility and access
- ▶ Move some priorities and projects into the larger regional and statewide planning processes to gain state assistance and/or funding; and
- ▶ Satisfy the requirements for a coordinated transit and human services transportation plan under MAP 21.

Why do we need to coordinate transit services?

In times of limited funding options, coordinated planning is one way to create added capacity and free up funding resources for baseline or enhanced transit services.

In addition, there may be changes in conditions, programs, and transit needs. Your region may benefit from a readjustment of services to help use resources most effectively.

As with any business or organization, it is helpful periodically to review processes and identify areas for greater efficiency. Your region may consider the following:

- ▶ A level of transportation service well below the level of need;
- ▶ Vehicles and other resources not utilized to capacity;
- ▶ Duplicative services in some areas of the community and little or no service in other areas;
- ▶ Variations in service quality among providers, including safety standards;
- ▶ A lack of overall information for consumers, planners and providers about available services and costs; and
- ▶ Multiple transportation providers, each with its own mission, equipment, eligibility criteria, funding sources, and institutional objectives, resulting in duplication of expenditures and services

If so, there is an opportunity to use this transit process to create dialog and work on strategies and actions that can make a difference to daily operations and, in turn, to the customers who are served.

What will this plan do?

Some of the objectives of this plan include:

- ▶ Review of the demographic profile and transit services within the region for any changes in recent years
- ▶ Establish a transit-human service coordination vision and subsequent goals and objectives
- ▶ Provide a prioritized list of goals that can be used to prioritize strategies and projects
- ▶ Move from a list of issues to action strategies that would enhance mobility and access

What value does transit coordination bring to the region?

There are several positive outcomes achieved through transit coordination that add value to a region, including:

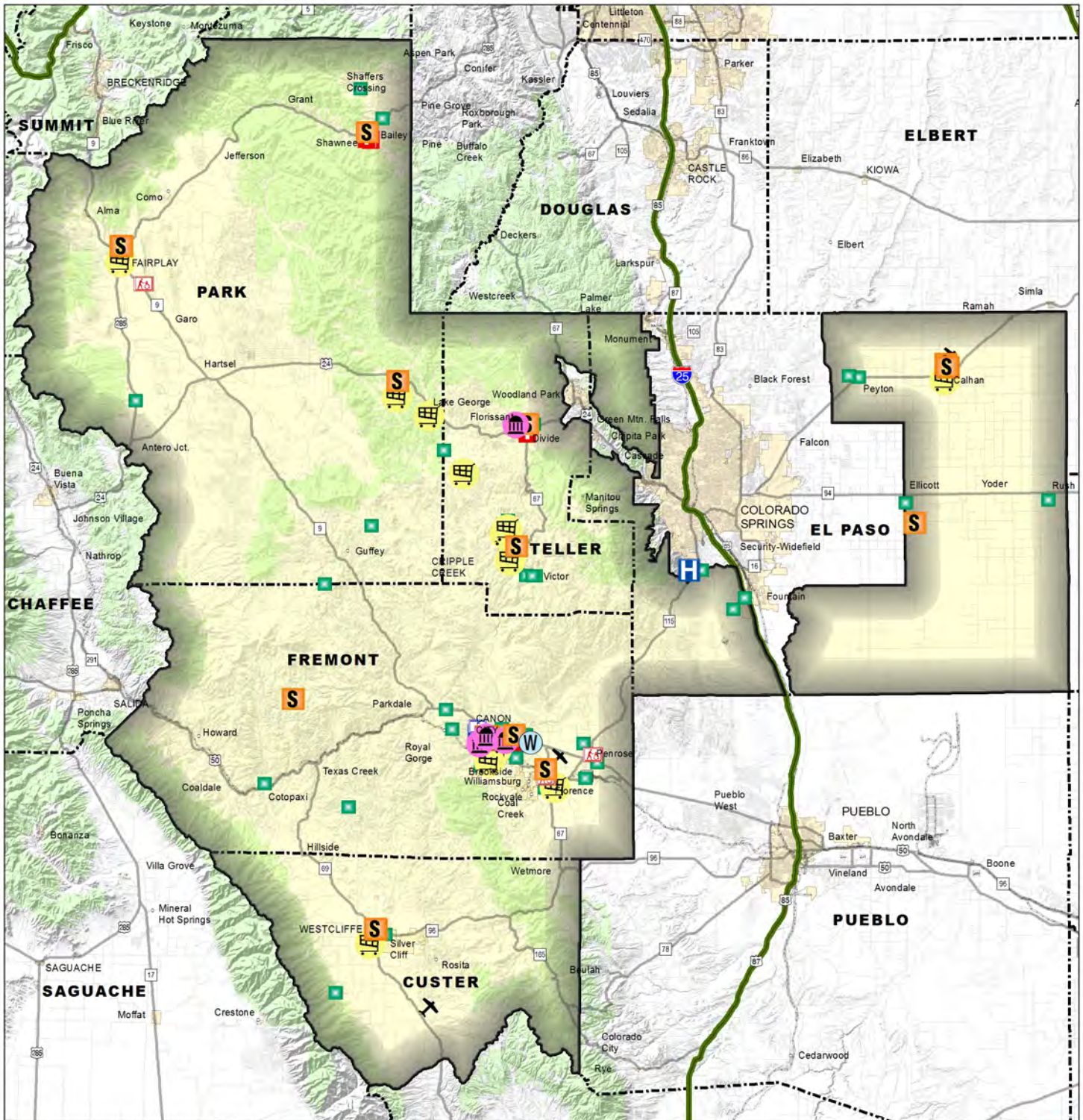
- ▶ **Reduces Cost Inefficiencies** - Higher quality and more cost-effective services can result from more centralized control and management of resources; reduced cost of capital and better use of capital investments ; and matching customers with the least restrictive and least costly service that best meets their needs for a particular trip.
- ▶ **Improves Cost Efficiency**, leading to reduced costs per trip - Coordinated transportation services often have access to more funds and thus are better able to achieve economies of scale. They also have more sources of funds and other resources, thus creating organizations that are more stable because they are not highly dependent on only one funding source.
- ▶ **Improves quality of life and cost savings** – Coordinated services can offer more visible transportation services for consumers and less confusion about how to access services. It can also provide more trips at lower cost. This improved mobility can enable people to live independently at home for a longer period of time.
- ▶ **Promotes diverse travel options** - For many people, receiving transportation services such as taxis, vans, buses or other options is not a choice, but rather a necessity. Coordinated transportation services can often provide the most number of choices from which a traveler can choose.

Central Front Range

Transportation Planning Region

Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

- | | | | |
|---------------------------|-------------------------------|----------------------------------|-----------------------|
| Workforce Centers | Grocery Stores | Employers with 50+ Employees | Airports/Airfields |
| Mental Health Services | Hospitals | Central Front Range TPR Boundary | Interstate Highways |
| Human Service Agencies | Higher Education Institutions | Incorporated Cities and Towns | County Boundaries |
| Correctional Institutions | Senior Citizens' Services | National Forests | State Boundaries |
| | | | U.S. & State Highways |

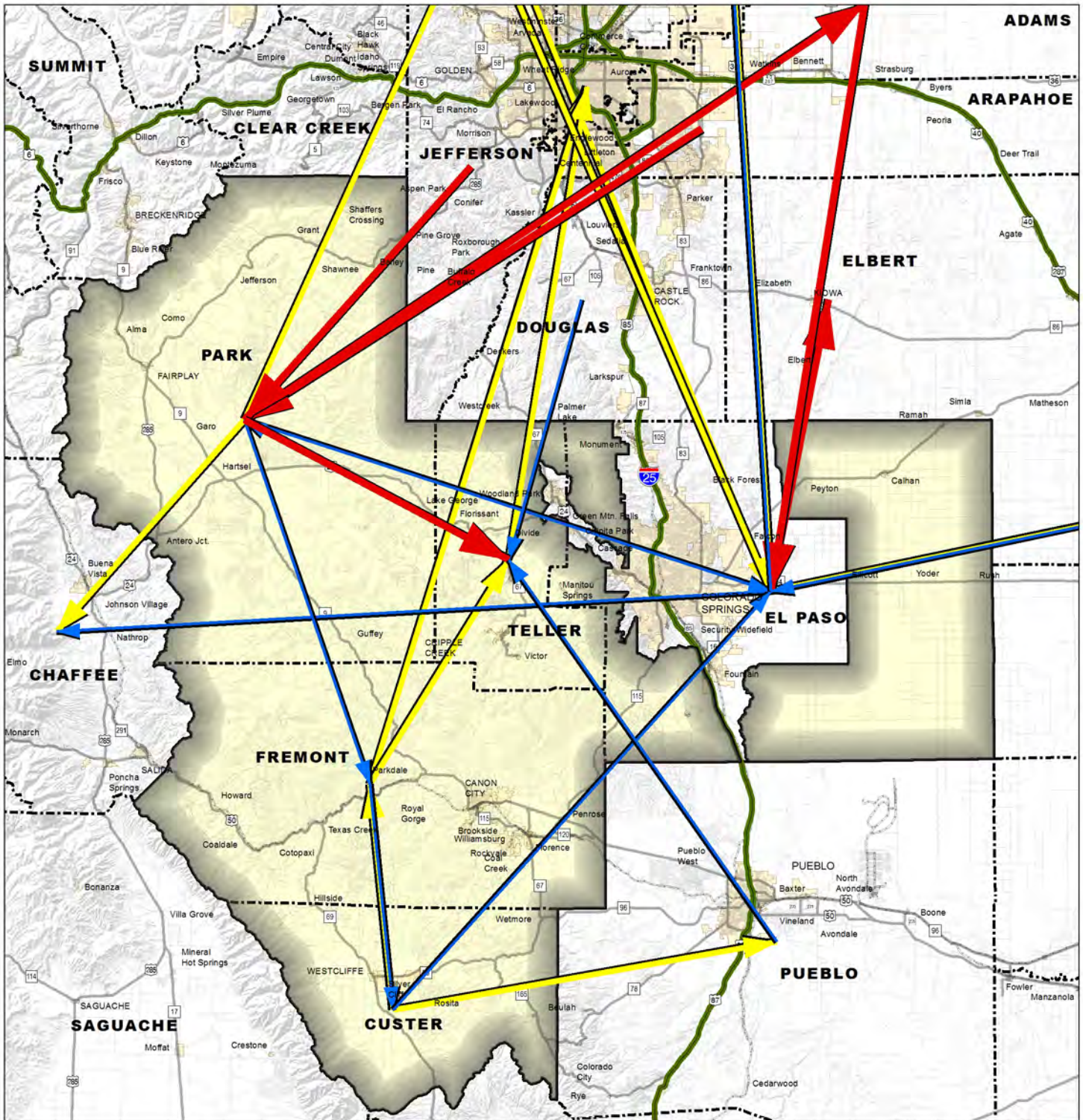


Central Front Range

Transportation Planning Region

Employed Working Outside County of Residence

*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

- ▶ 50 - 100 Commuters
- ▶ 100 - 200 Commuters
- ▶ 200 - 400 Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- U.S. & State Highways
- Interstate Highways

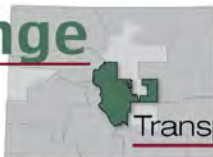


North

DRAFT

0 5 10 Miles

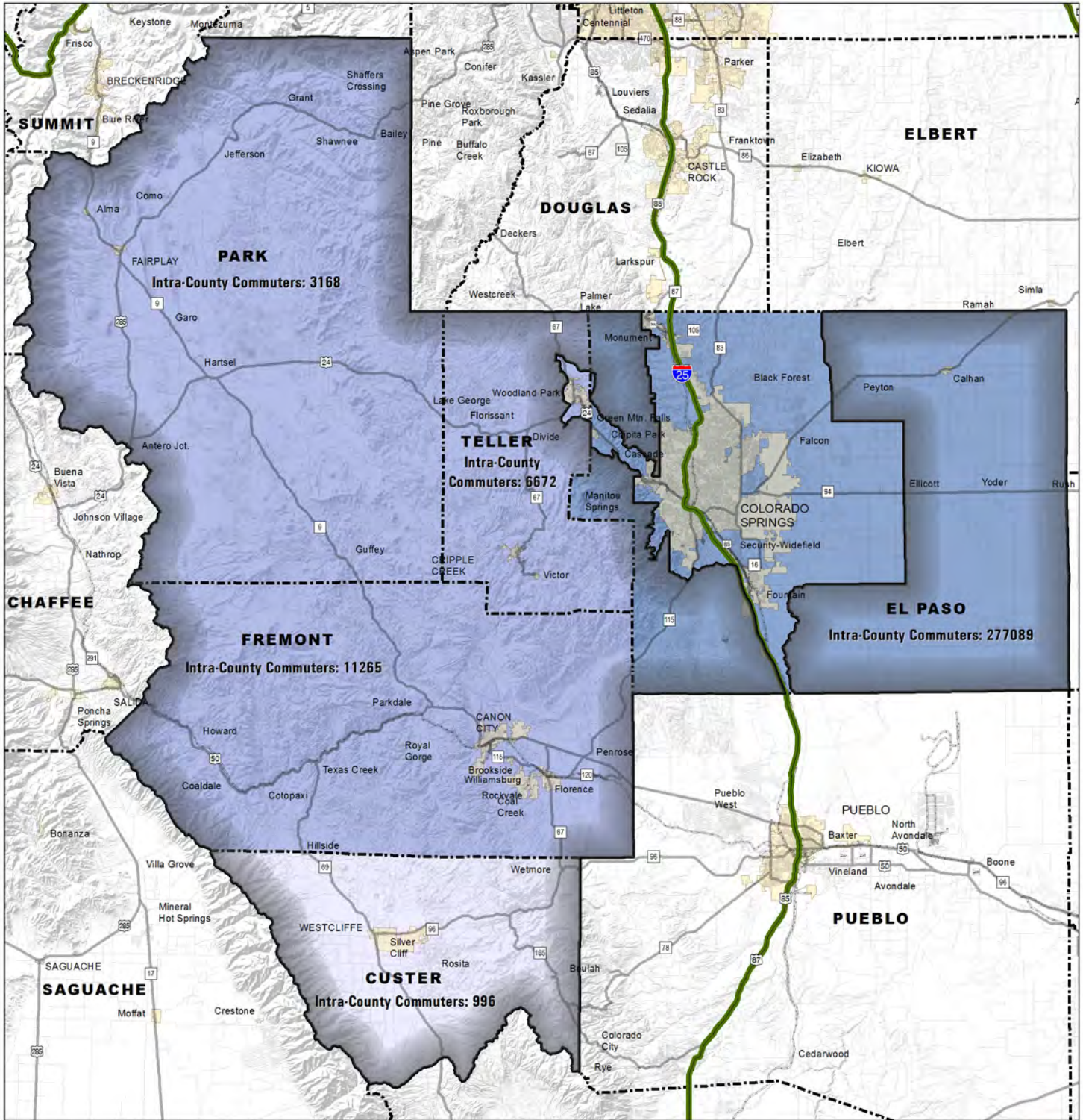
Central Front Range



Transportation Planning Region

Intra-County and Public Transit Commuters

*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

- No Public Transit Commuters
- 1 - 100 Public Transit Commuters
- 3,500 Public Transit Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



0 5 10 Miles

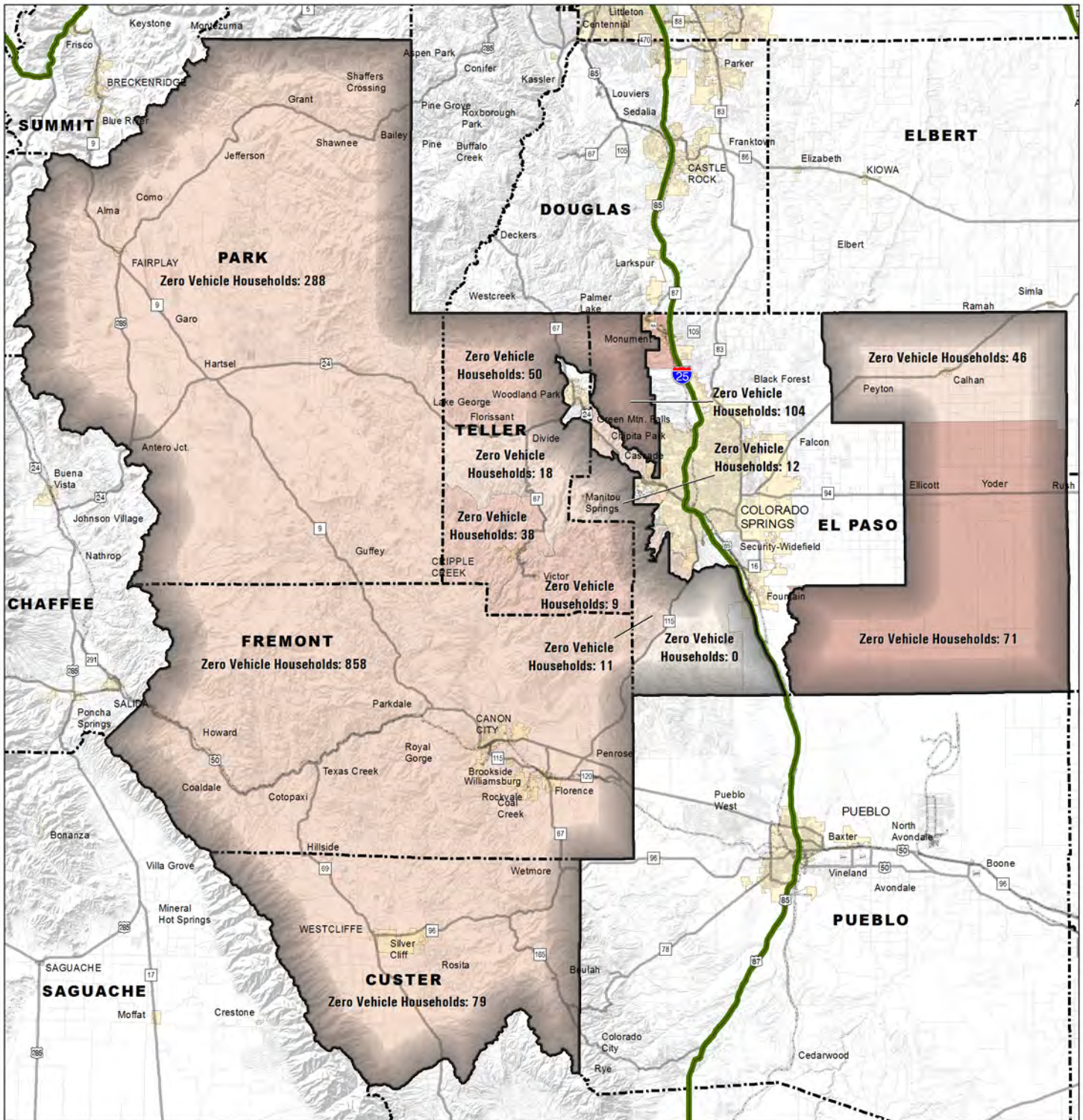
DRAFT

Central Front Range

Transportation Planning Region


2011 Percentage of Households with No Vehicle

Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.

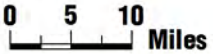


Legend

- No Zero Vehicle Households
- 0.1% - 2% Zero Vehicle Households
- 2% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



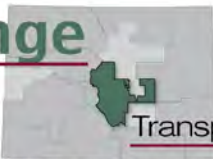
North



0 5 10 Miles

DRAFT

Central Front Range

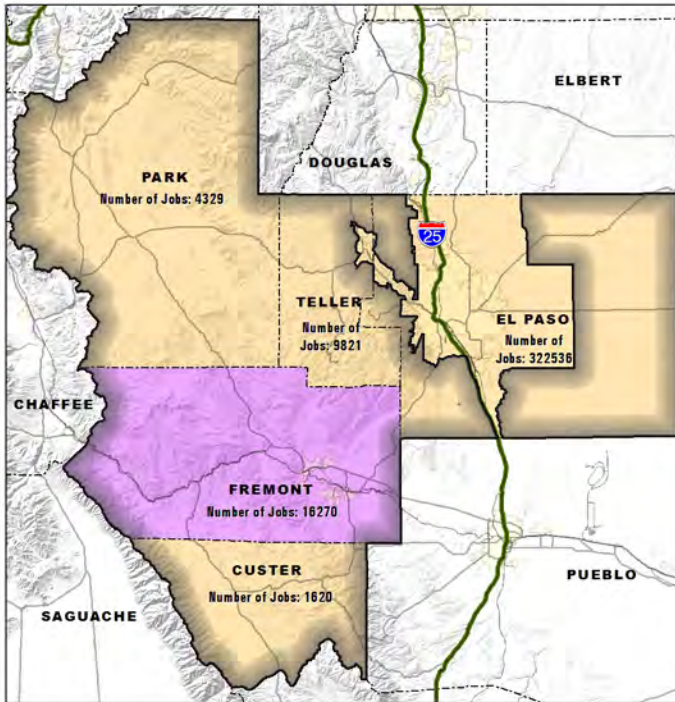


Transportation Planning Region

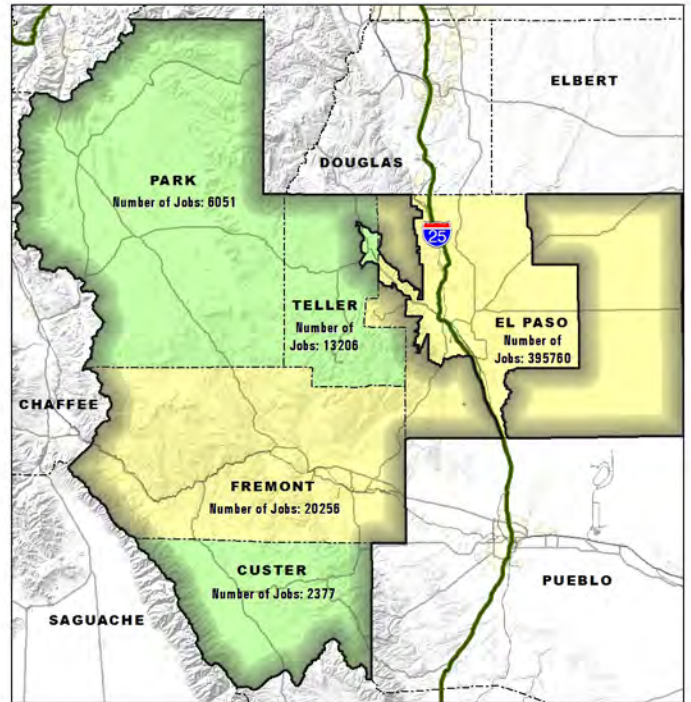
Job Growth from 2000 to 2010, 2020, 2030 and 2040

Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

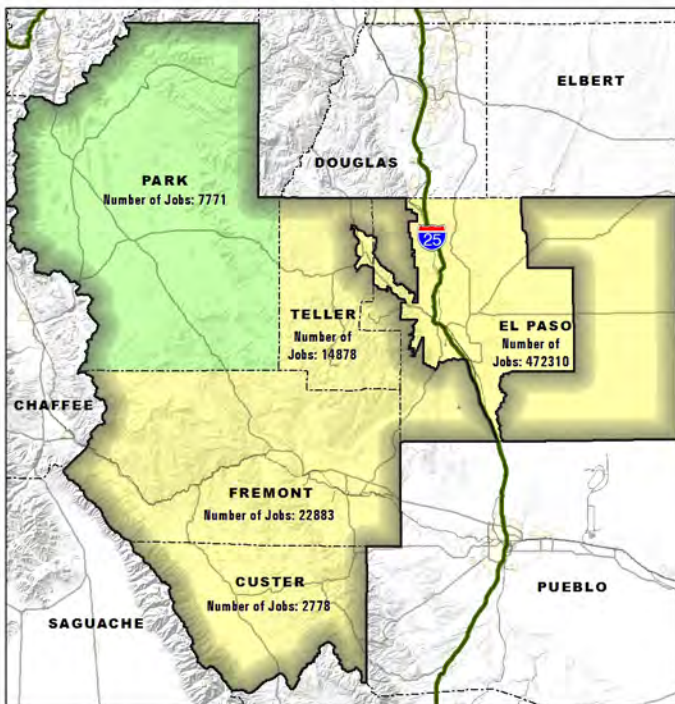
2010



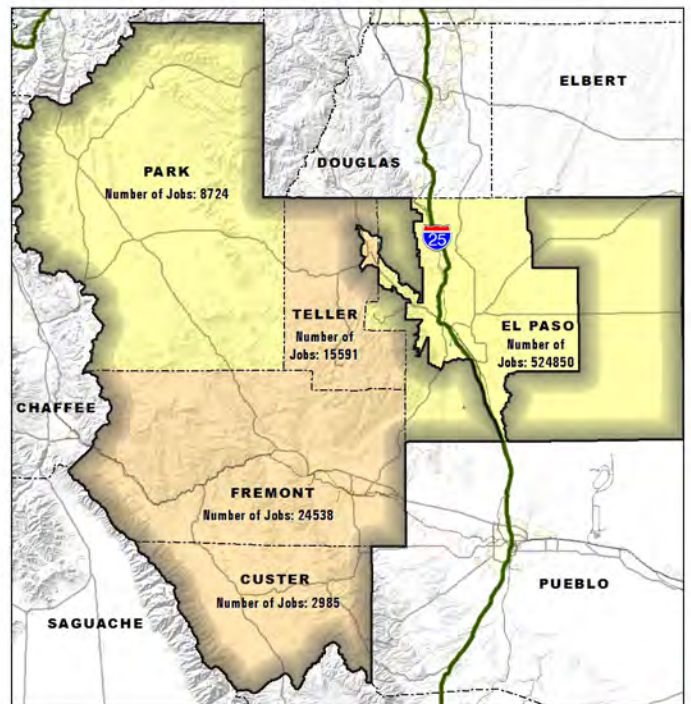
2020



2030

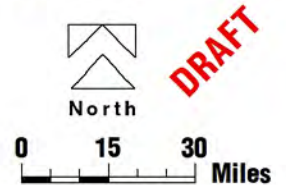


2040

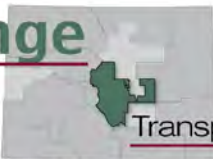


Legend

- Less Than -10% Job Growth
- 10% - 20% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 10% - 0% Job Growth
- Greater Than 20% Job Growth
- Interstate Highways
- State Boundaries
- 0% - 10% Job Growth
- Central FR TPR Boundary
- U.S. & State Highways



Central Front Range

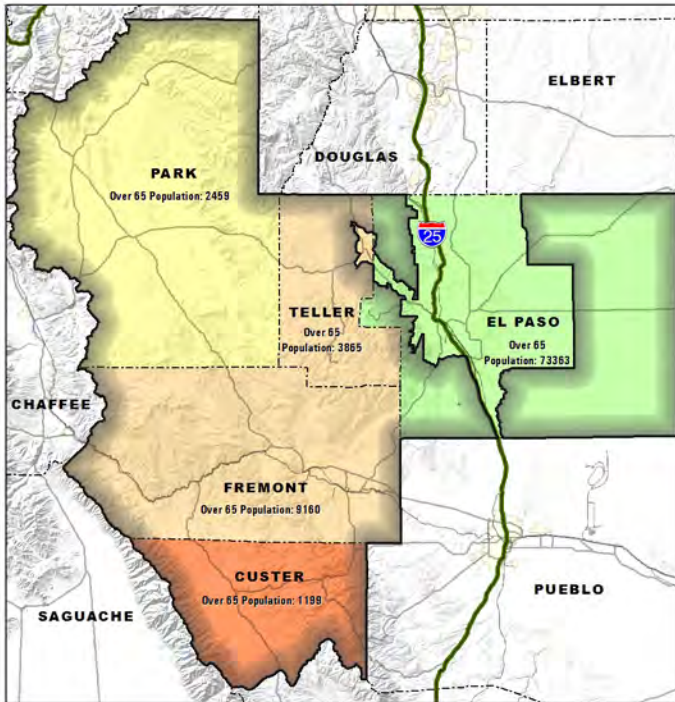


Transportation Planning Region

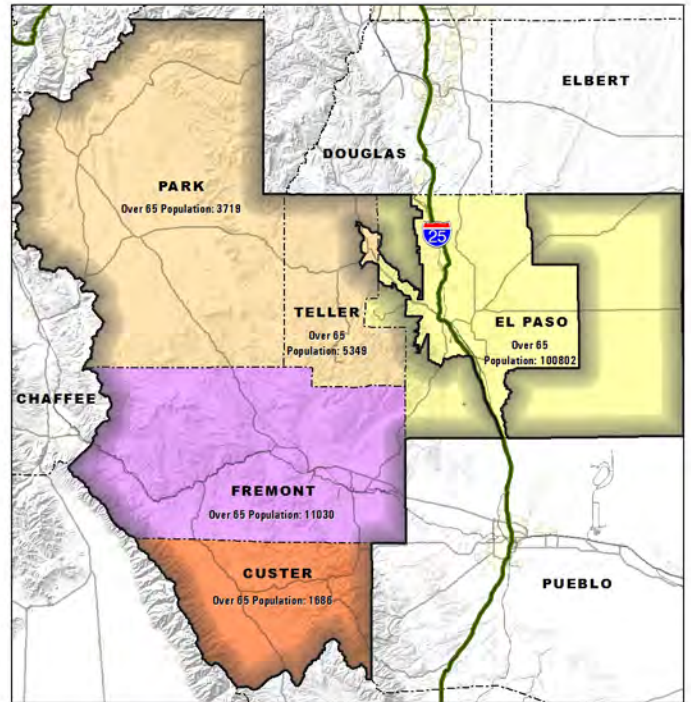
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

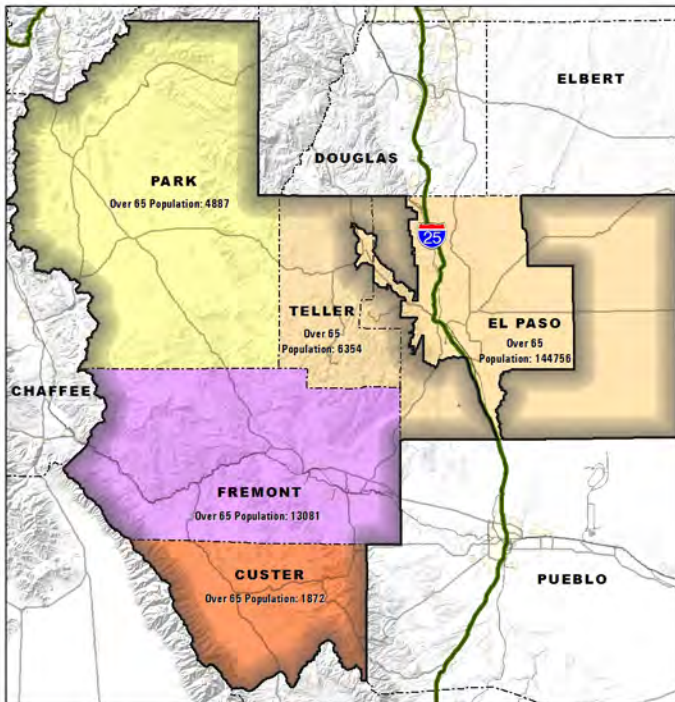
2013



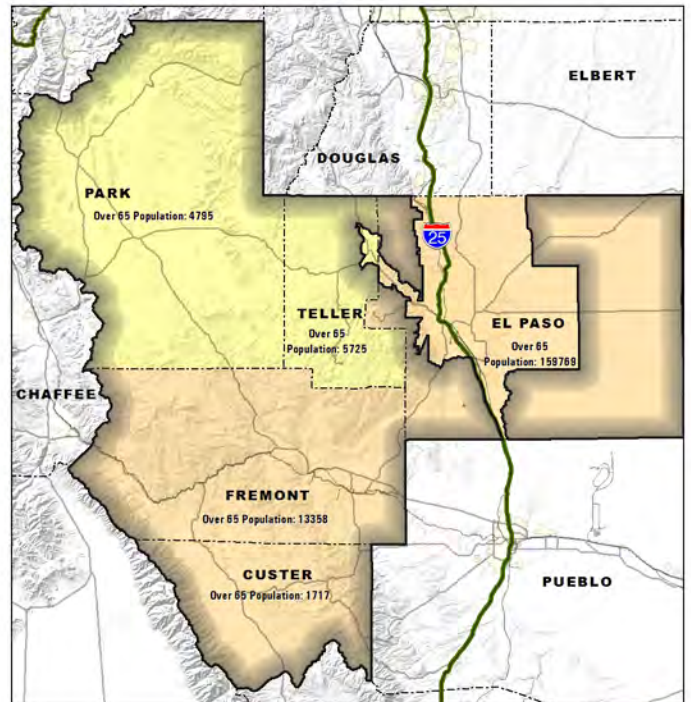
2020



2030

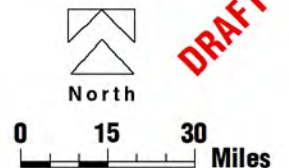


2040



Legend

- Less Than 12% Age 65+
- 12% - 16% Age 65+
- 16% - 20% Age 65+
- 20% - 24% Age 65+
- Greater than 24% Age 65+
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries
- Southeastern TPR Boundary
- U.S. & State Highways

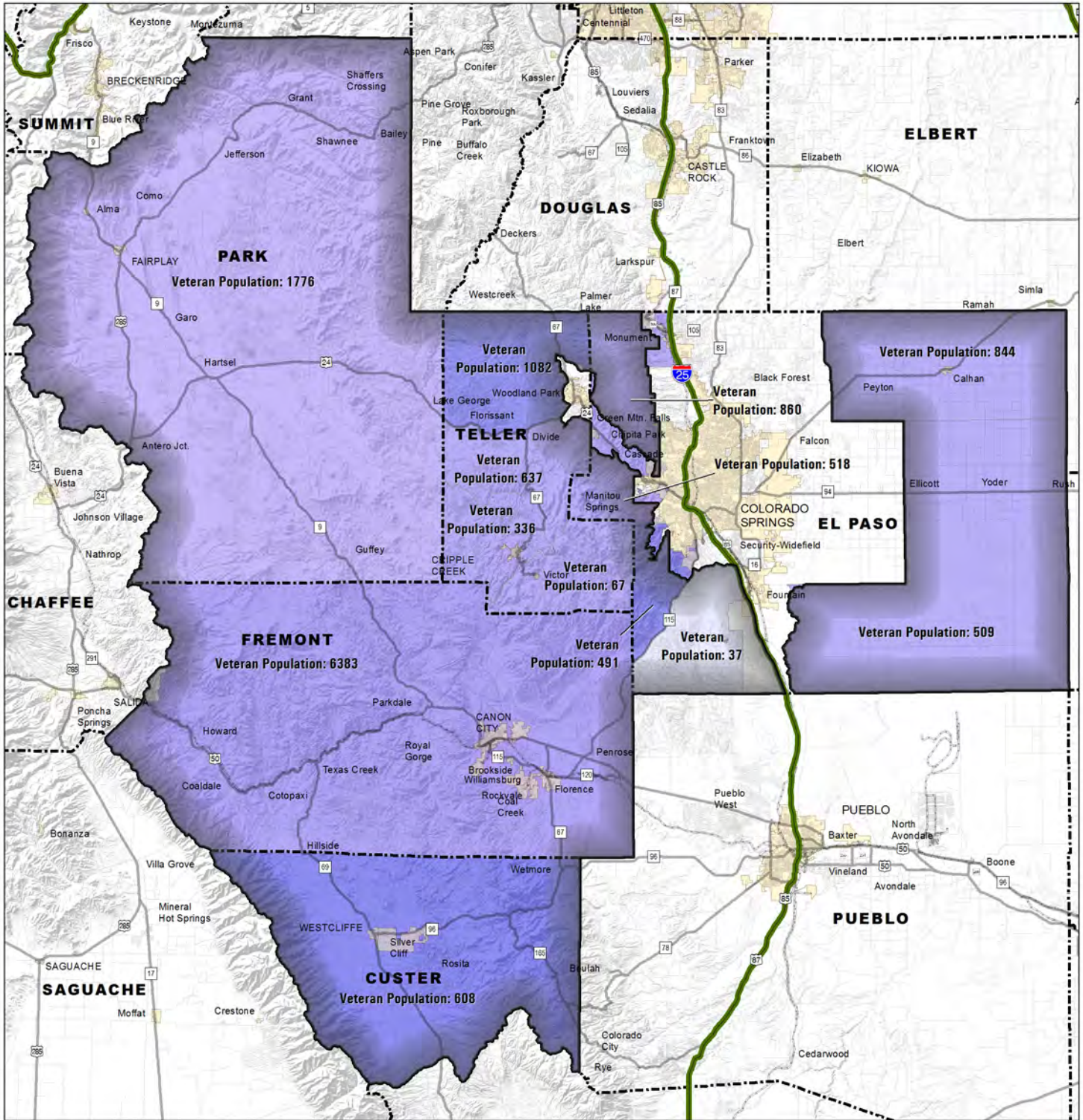


Central Front Range

Transportation Planning Region

2011 Veteran Population

Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



Legend

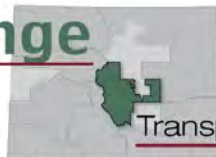
- | | | | | | |
|--|---------------------------------|--|----------------------------------|--|-----------------------|
| | Less Than 6% Veteran Population | | 12% - 15% Veteran Population | | Interstate Highways |
| | 6% - 9% Veteran Population | | 15% - 18% Veteran Population | | U.S. & State Highways |
| | 9% - 12% Veteran Population | | Central Front Range TPR Boundary | | County Boundaries |
| | Incorporated Cities and Towns | | State Boundaries | | |

North

DRAFT

0 5 10 Miles

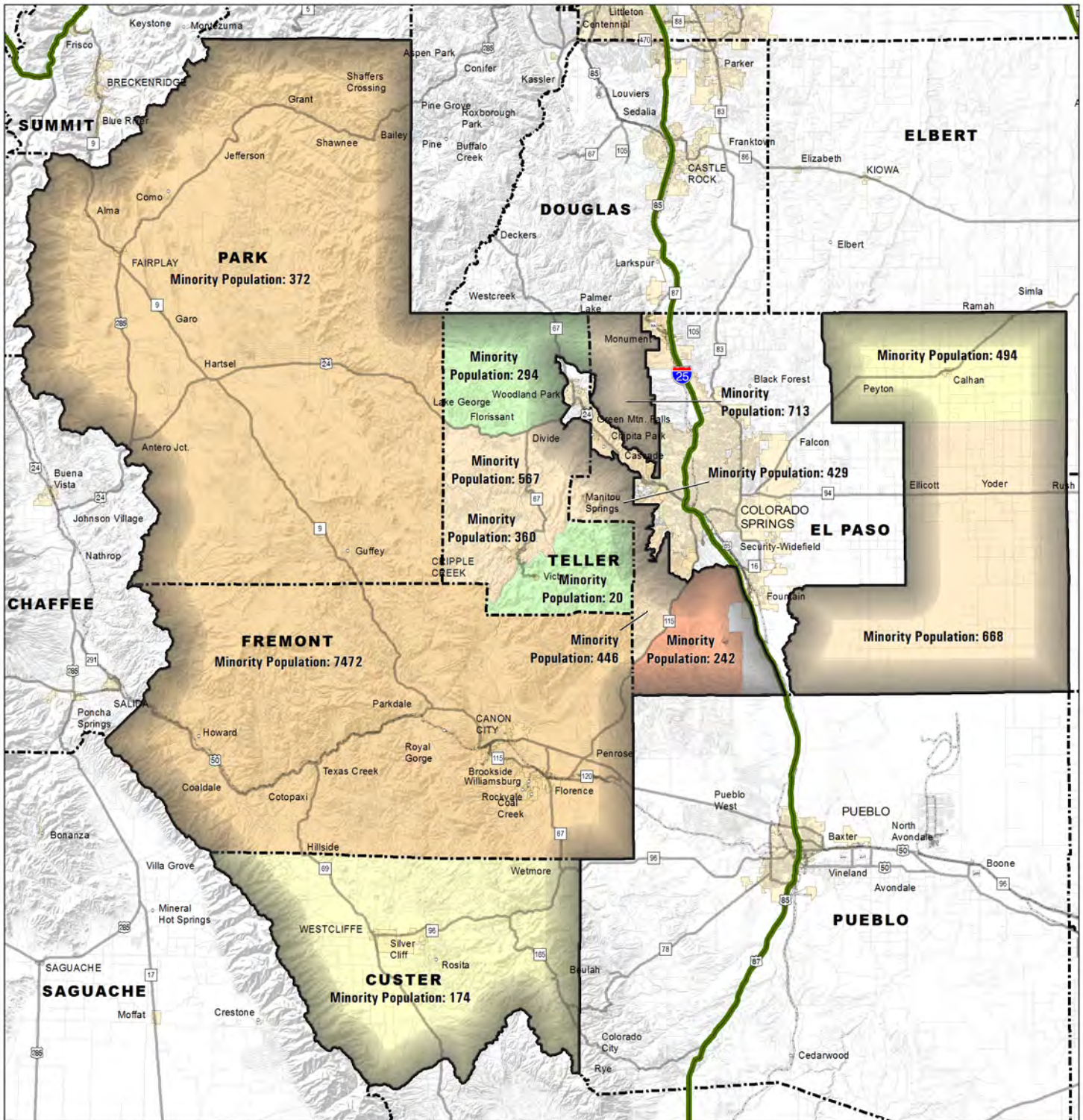
Central Front Range



Transportation Planning Region

2011 Minority Population

Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)



Legend

- | | | |
|----------------------------------|--------------------------------------|-----------------------|
| Less Than 5% Minority Population | 20% - 30% Minority Population | Interstate Highways |
| 5% - 10% Minority Population | Greater Than 30% Minority Population | U.S. & State Highways |
| 10% - 20% Minority Population | Central Front Range TPR Boundary | County Boundaries |
| Incorporated Cities and Towns | State Boundaries | |

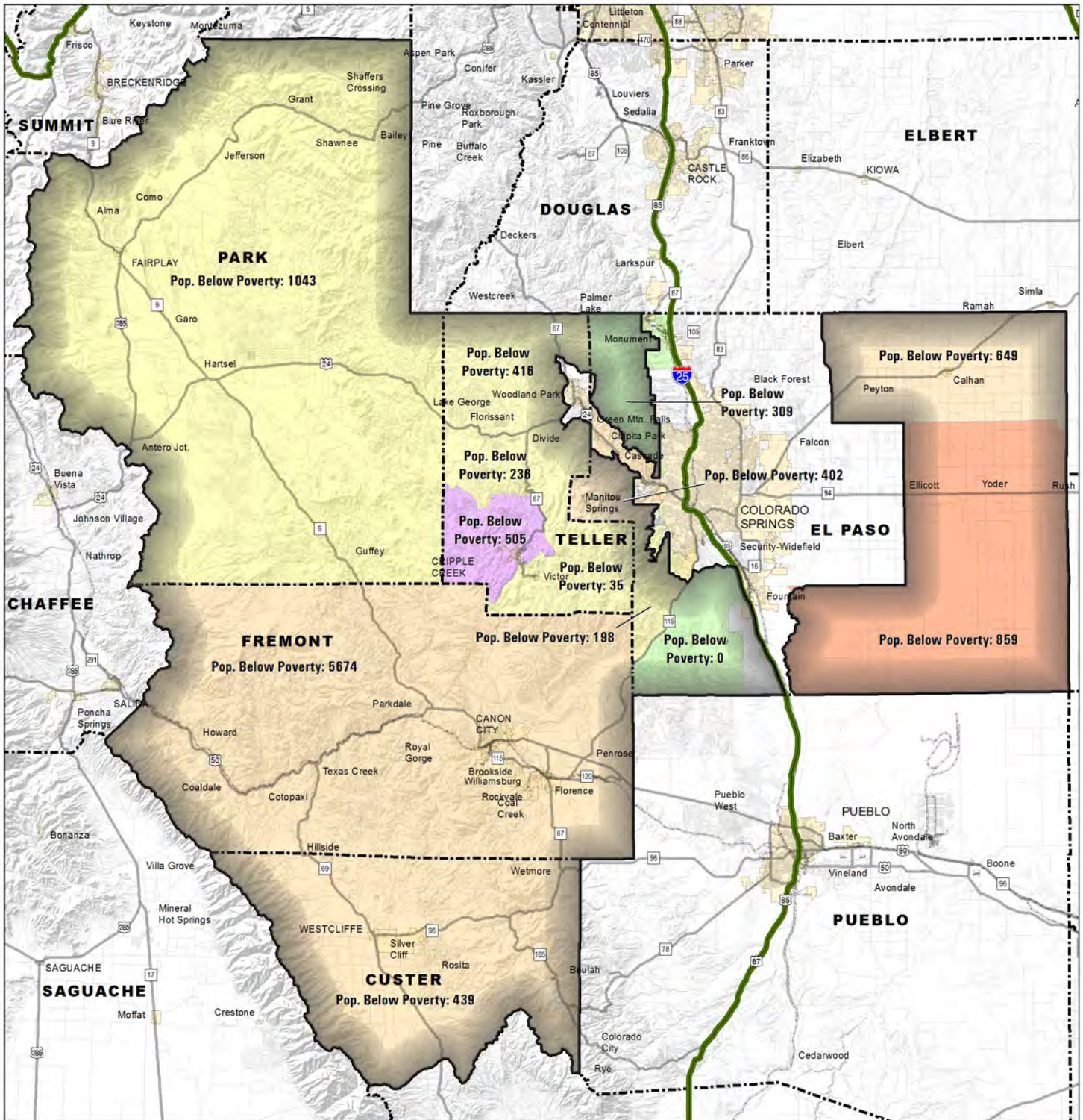


Central Front Range

Transportation Planning Region

2011 Population Below Federal Poverty Level

Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



Legend

- Less Than 5% of Individuals Below Poverty Level
- 5% - 10% of Individuals Below Poverty Level
- 10% - 15% of Individuals Below Poverty Level
- 15% - 20% of Individuals Below Poverty Level
- 20% - 25% of Individuals Below Poverty Level
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

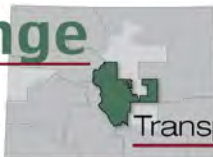


North

DRAFT



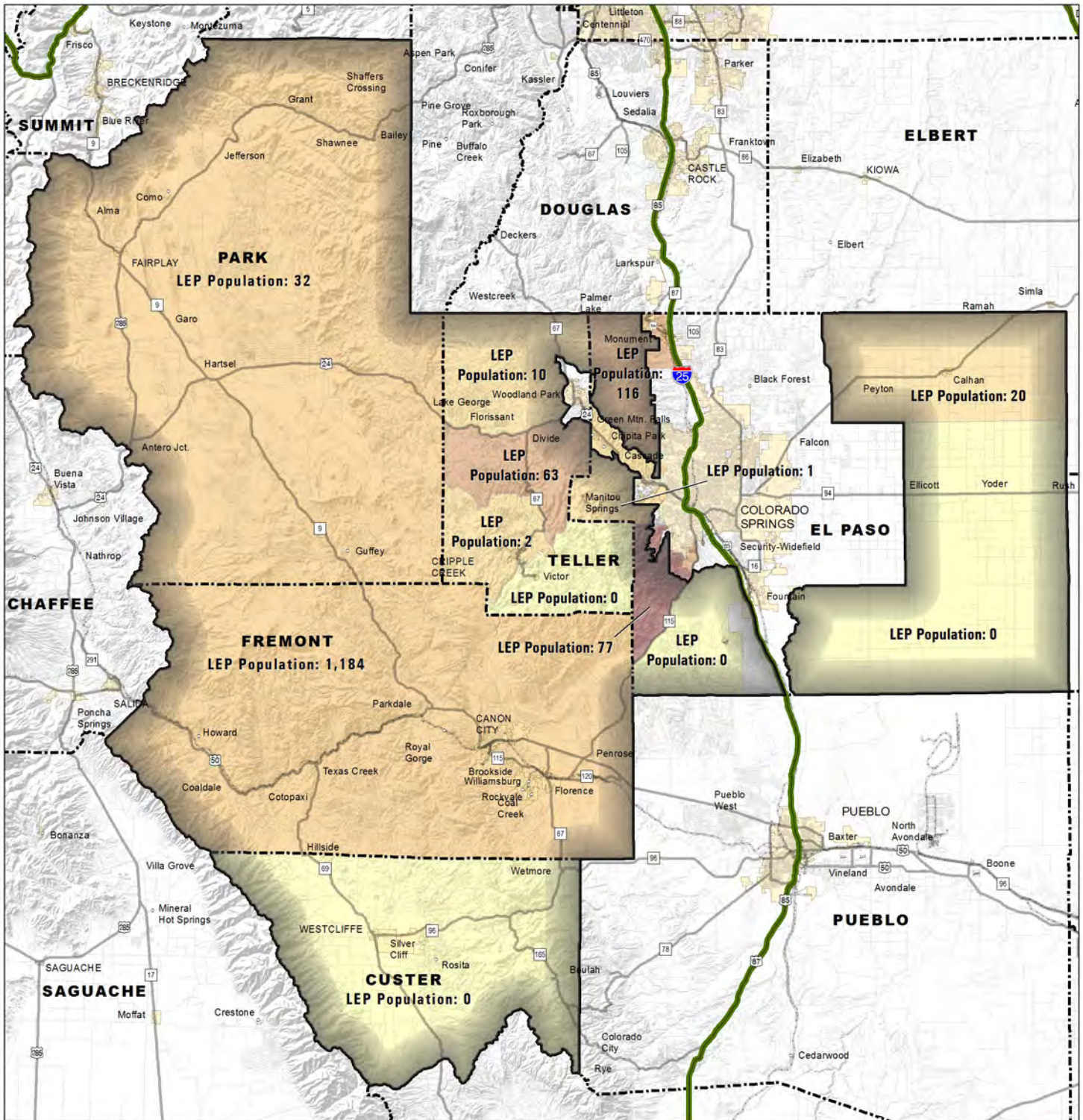
Central Front Range



Transportation Planning Region

2011 Percent of Population with No or Limited English Proficiency

Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - not at all or not well".



Legend

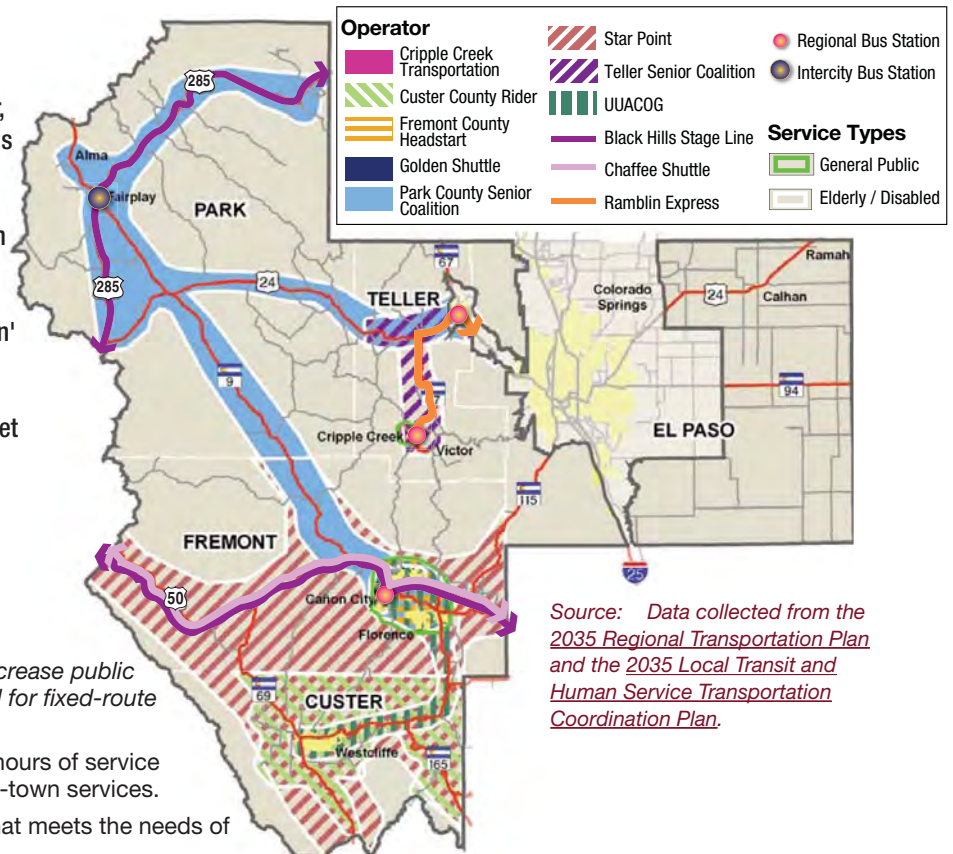
- | | | | | | |
|--|---|--|----------------------------------|--|-----------------------|
| | 0% Limited English Proficiency | | Central Front Range TPR Boundary | | U.S. & State Highways |
| | 0.1% - 1.0% Limited English Proficiency | | Incorporated Cities and Towns | | County Boundaries |
| | 1% - 2% Limited English Proficiency | | Interstate Highways | | State Boundaries |
| | Greater Than 2% Limited English Proficiency | | | | |



CENTRAL FRONT RANGE TPR

The following information provides a brief summary of transit providers, transit services and key issues from the 2008 Local Transit and Human Service Transportation Coordination Plan and Regional Transportation Plan for the **Central Front Range Transportation Planning Region**. The information included in this summary is not intended to be inclusive of all current providers and services as over the course of the next year the local plans will be updated and integrated into the Central Front Range Regional Transportation Plan as well as the Colorado Department of Transportation's first ever comprehensive Statewide Transit Plan.

This map identifies some of the known service providers and service areas within the Central Front Range TPR. Additional providers not identified on the map include: Chealsey's Charter, Come Soar With Us, Fountain Valley Senior Citizens Program, Families and Friends of Convicts United for Support (FOCUS), Fremont County Cab, Friendly Visitor, Gaming Community Transportation Services, Homeless Shelter, Monarch Ski Area, Neighbor-to-Neighbor (Chaffee Shuttle), Private Rafting Company Transportation Services, Ramblin' Express, Seniors, Inc., Royal Gorge Bridge Company, Valley Assisted Living, Veterans Transportation Services, Volunteers of America, Wet Mountain Rotary Community Service Inc., West Central Mental Health, and the Workforce Center. In addition Black Hills Stage Line, Chaffee Shuttle and Ramblin Express operate routes in the TPR.



Source: Data collected from the [2035 Regional Transportation Plan](#) and the [2035 Local Transit and Human Service Transportation Coordination Plan](#).

Key Issues Identified in the 2008 Plan

The Central Front Range TPR has a desire to increase public transportation options and has identified a need for fixed-route and inter-city services in the future.

- Increase transit service levels and expand hours of service throughout the region including rural and in-town services.
- Need for affordable public transportation that meets the needs of all market segments.
- Need for additional employment-based transit services and a medical transportation system that provides 24 hour on-call services.
- Enhance transit service in Cañon City to include downtown, door-to-door and fixed/flex route services.
- Expand service from Salida north to Buena Vista on US 24.
- Expand public transportation services on US 285 in Park County and along US 24 from Elbert Road east to Limon.
- Addition of fixed-route transit service along US 50, particularly through Cañon City.
- Need for intercity bus service to Denver, Colorado Springs, Pueblo, and Cañon City.
- Increase coordination, collaboration, and funding across the region.
- Additional elderly/disabled services in the rural portions of the TPR including Park County and Teller County.
- Need for intercity bus services on SH 115.

Plan Goals and Strategies

- Multi-modal development, including public transit, will be implemented where feasible to offer alternatives to single occupant vehicle travel.
- Provide new intermodal access and mobility options for individuals and commerce.
- Recognize that historic trolleys and other public transportation may enhance both transportation and economic development in the region.
- Promote the addition of intercity bus service along major corridors in the region that provide access to Pueblo, Colorado Springs and the Denver metropolitan areas.
- Identify transportation alternatives for the elderly, low income, and other transit dependant populations and promote their development.
- Park 'n' Ride facilities will be constructed at appropriate locations in higher volume commuting corridors.
- Support the development of new or additional public transportation funding resources such as a Rural Transportation Authority (RTA) in the Upper Arkansas Valley.

Central Front Range TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

	Implemented	In Progress	Deferred	Eliminated
A. Park County Senior Coalition: new and replacement mid size buses (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Starpoint: new and replacement mid size buses (23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Fremont County Headstart: new and replacement mid size buses (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Wet Mountain Rotary: new and replacement mid size buses (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Golden Age: new and replacement mid size buses (2).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operating:

A. Upper Arkansas Area Agency on Aging (UAAAoA) – Maintain Existing Service Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Park County Senior Coalition – Maintain Existing Service Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Starpoint – Maintain Existing Service Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Coordination:

A. Create a coordinating council to lead the coordination of systems and strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Investigate the potential of centralized dispatching in the Region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Develop joint grant applications through the Upper Arkansas Council of Governments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Explore the potential of vehicle and resources sharing to increase service capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Analyze the potential of contracting for services on increasing efficiency and coordination between agencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans

A. Regional operations to/from Canon City and Pueblo, Colorado Springs, Florence, and Penrose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. New buses (1-2) for Canon City-Florence-Penrose service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Bus stops every 1/4 mile, with basic stop improvements (bench, sign, concrete sidewalk) every other stop, and full stop improvements with bus pad and shelter for Canon City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Improve transit and pedestrian access for Canon City on US 50 and Freemont Drive (Canon City urban corridor), including aesthetic improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2013 CASTA Survey – Transit Priorities

Amblicab

1st Priority - Operate new routes in areas not currently served

2nd Priority - Upgrade fleet with more efficient and technologically advanced vehicles.

3rd Priority - Invest in system upgrades (dispatch, etc.)

Westcliffe - Wet Mountain Valley Rotary Community Service, Inc.

1st Tier Priorities

Increase frequency of service on existing routes

Expand the transit fleet to meet existing demand

Upgrade fleet with more efficient and technologically advanced vehicles

Accomplishments

- New general public service in Canon City/Fremont County
- Chaffee Shuttle new intercity bus service between Salida and Pueblo in 2011 (connects in Salida with Black Hills route)
- Park County new commuter bus and intercity bus service between Fairplay and Breckenridge in 2013
- Additional commuter bus/casino shuttle service between Pueblo, Colorado Springs, Woodland Park, and Cripple Creek provided by Ramblin Express (private funds)
- City of Cripple Creek received CDOT FASTER Transit funds for bus purchases and equipment
- CDOT provided operating funds for the expansion of the Cripple Creek bus service
- CDOT provided operating funding for new Victor to Cripple Creek commuter bus starting in July 2013

Central Front Range Transportation Planning Region

TWG Meeting #1

Date: July 29, 2013
 Time: 1:30 PM – 3:30 PM
 Location: UAACOG
 3224-A Independence Road
 Canon City, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
CALLY BRAUBERGER	TRANSIT PLUS		303 717-8350	CALLY.BRAUBERGER@ TRANSITPLUS.BIZ
John Valerio	COOT-DTR		303-757-9769	John.Valerio@ state.co.us
Ralph Power	Transitplus		303.726.4502	ralph.power@ transitplus.biz
Courtney Stone	The Independence Center	729 S. Tejon St. Co Springs 80903	720-427-3330	cstone@ the-ic.org
Achini Wijesinghe	The Independence Center	"	719-471-8181	awijesinghe@ the-ic.org
TED SCHWEITZER	CITY OF CRIPPLE CREEK		719-689-3253	TSCHEWITZER@ CRIPPLE-CREEK.CO.US

NAME	AGENCY	ADDRESS	PHONE	EMAIL
CRAIG CASPER	PPACG	15 South 7th Colorado Springs CO 80905	719 476 7080	ccasper@ppacg.org
Connie Cole	Chaffee Shuttle	54 Jones Salida 8/201	719 530-8980	neighborsalida@yahoo.com
FRANK HOLMAN	CHAFFEE COUNTY 104 CRESTONE AVE	SALIDA CO 81201	719-539-2212	fholman@chaffee county.org
NOAM STEEN	TELLER COUNTY COMMISSIONER	112 NORTH 'A' ST CRIPPLE CREEK, CO 80813	719-689-2988	SteenN@ co.teller.co.us
Mark Deuchiby	Dart CO Commish	Fairplay CO 80420	719 836 4211	mpowalby@dartco.us
Shelly Penkoff	Rotary Van Service	P.O. Box 1542 Westcliffe, CO 81252	(719) 783-2343	rpenkoff@ centurytel.net
Judy Gilkerson	Upper Arkansas Area Council of Governments	3224-A Independence Rd. Canon City	(719) 275-1675	Judy.Gilkerson@ uaacog.com
Judy Lohnes	UAACOG	3224-A Independence Canon City, CO	719-275-8350	judy.lohnes@uaacog.com
Vicky Casey	UAACOG	3224 A INDEPENDENCE Canon City CO	719-275-8350	victoria.casey@cwfc.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Jim Wiles	Golden Shuttle	728 main St.	275-5177	idirector@ccgac.com
Shirley Donahue	Golden Shuttle	728 Main ST	275-5177	astdir@ccgac.com
Gary Howard	Fremont Cab	806 W. 5th	784-2222	GDHBoss@Yahoo.com
Mary Howard	Fremont Cab	Florence 806 W 5	7842222	
T-BEAR LOVELL	STARPOINT	700 S P th & S Canon	763-276-3964	RLOVELL@STARPOINT CO
Wendy Pettit	CDOT-R-2			
George Sugars	Fremont County	Canon City 615 Macon Ave	719-276-7410	george.sugars@fremontco.com
Adam Lancaster	City of Canon City	Po 1460 Canon City CO 81215	719-269-9011	atlancaster@canoncity.org

Central Front Range Transportation Planning Region

Transit Working Group #1 – Meeting Minutes

Date: July 26, 2013
Time: 1:30 PM – 3:30 PM
Location: Upper Arkansas Area Council of Governments Building
3224 – A, Independence Road
Canon City, Colorado

Meeting attendees:

Courtney Stone – The Independence Center
Achini Wijesinghe – The Independence Center
Ted Schweitzer – City of Cripple Creek
Craig Casper – Piles Peak Area Council of Governments
Connie Cole – Chaffee Shuttle
Frank Holman – Chaffee County
Norm Stern – Teller County
Mark Dowaliby – Park County
Shelly Penkoff – Wet Mountain Valley Rotary Community Services, Inc.
Judy Gilkerson – Upper Arkansas Area Council of Governments
Judy Lohnes – Upper Arkansas Area Council of Governments
Vicky Casey – Upper Arkansas Area Council of Governments
Jim Wiles – Golden Shuttle
Shirley Donahue – Golden Shuttle
Gary Howard – Fremont Cab
Mary Howard – Fremont Cab
Robert Lovegrove – Starpoint
George Sugars – Fremont County
Adam Lancaster – City of Canon City
Ted Borden – Community of Caring
Wendy Pettit – CDOT Region 2
John Valerio – CDOT Division of Transit and Rail
Cally Grauberger – Transit Plus
Ralph Power – TransitPlus

Welcome & Introductions

John Valerio from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Background

Mr. Valerio provided an overview of the planning processes for the Statewide Transit Plan and for the Regional Transit and Human Service Coordination plans.

Mr. Valerio then distributed the meeting packet, which included: public involvement and agency coordination for the planning processes, review of the Statewide Transit Plan goals and objectives, guiding principles for transit planning at CDOT, what will be included in the Statewide Transit Plan, the key elements of the Local Transit and Human Service Coordinated Transportation Plans, and an overview of the project schedule.

Public Involvement Approach

Mr. Valerio reviewed the strategy for public involvement for both the statewide transit plan and the local coordinated transit plan. The schedule at present includes a public open house in the fall of 2013 and a second open house in the spring of 2014. Input was solicited as to the best approaches and locations for public meetings in the Central Front Range region.

Public meeting input/strategies:

- Links on the Upper Arkansas Area Council of Governments website
- Flyers at human services agencies, libraries, schools. Flyers should also be in Spanish.
- Notice in the school newsletters
- A small 4-question survey that could be given to riders of the transit systems.
- For the mailing list, include Blue River Shuttle and the Park County Senior Coalition

Key Elements of a Coordinated Transportation Plan

Ralph Power, Senior Transit Consultant for TransitPlus, Inc., reviewed a handout that covered the basic components of a coordinated transportation plan. Some of the key elements of completing a coordinated transportation plan include the following:

- Provide a forum for transit providers and human service agencies to discuss issues
- Identify opportunities for collaboration and coordination (reducing cost inefficiencies)
- Create a list of priorities and projects
- Satisfy requirements of MAP 21.

Regional Planning

Mr. Power reviewed the demographic materials that have been created to date by the consultant team. The following maps/information was presented with a request for participants to provide comments:

- Major Activity Centers and Destinations

Comments

Attendees were asked to look at the list and send back comments on any missing agencies or activity centers to update the map. Potential issues were identified as:

- There was a comment that the 50 + employers may not accurately reflect the size of employers in rural areas. It was explained this information was to be used to show a picture of employers for the Statewide Transit Plan. The team will take the concern back to the state.
- Boundaries from the 2008 Summary page are wrong on the lower half of the map, particularly for UAACOG.

- Golden Shuttle is listed but not shown on the map.
- Percent of Households with No Vehicles - The map was presented to little discussion, which was centered on the link between no vehicle households and poverty.
- Employment – There was much discussion on the reality of the job growth shown by the State Demographer’s Office. The numbers appeared high to most of the participants and the consulting team agreed to review all data.
- Population 65+ - discussions centered on part-time residents and those with RVs who spend their summers in various communities. Craig Casper from PPACG stated that the Census only includes the primary residence so the second home would not be reflected in the Census. The county may have some numbers about the temporary residents.
- Veteran Populations – Custer County does have a high number of veterans in the county. Throughout the TPR, there is a need for VA trips to Denver, Colorado Springs, Pueblo and Salida. The VA Clinic in Salida should be added to the list of activity centers and the map.
- Minority Populations – Fremont County’s high percentage of minorities may be related to high percentage of prison inmates. There may be a need to extract the prison population so a true number of transit riders can be defined. Also, the area in red may be including the military bases in the PPACG area. Need to check data.
- Commuter Trip map – Everyone in the meeting felt that the data was shifted, even PPACG. They would like to see the consultant review the data and make sure the geo-referencing is accurate and resend the map for comment.
- Poverty Level – There was a concern that the data may again be reflecting the prison populations as part of the data. If so, the prison population needs to be removed to accurately reflect those who would use transit. UAACOG uses the “Kid Count” data from the Department of Social Services to look at poverty levels in their counties.
- Make sure that the data and modeling remove Woodland Park area because it is part of PPACG.
- There was no inter-city service map prepared for the meeting. Need to send out this map for comment.

Central Front Range TPR 2008 Plan Summary

Mr. Power walked through the list of projects from the 2008 Transit Plan in the back of the packet. Each project was reviewed to identify what projects have been implemented; if the projects should continue for this transit plan update; and, if there were any new projects. A new list will be prepared and sent out for final comment. Comments can be sent to Ralph or John at their e-mail addresses or phone numbers. Below is a list of additional comments:

- Review of number of bus/van replacements – it was stated that a survey would be going out in the next few weeks to each provider asking for this information. Chaffee County does need three or four 4-wheel drive vehicles to reach their clients on the dirt roads in their county. However, for the time being, a general statement on operating and capital needs would be included in the list.
- Intercity and Regional bus needs will be proposed as part of the CDOT study

- Park-n-ride activities currently occur at Walmart in Canon City, the Airport, and the Quick-stop in Penrose. No agreement was reached at this time on the need for a more formal park-n-ride area. This will need to be identified in the plan.
- A question was asked about veteran transit services. Several attendees stated that there was a need for more veteran type transit services, including Canon City and Park County. Chaffee County does have help from the American Legion to transport veterans and shares in the cost of transport.
- There was a question asked about developmental disability clients and their needs. There is a need for services in eastern El Paso County to Colorado Springs and Denver. Courtney Stone is new to the Independence Center and will need to get back with the consultant regarding other needs and program benefits.
- Regional transit service with stops in Cripple Creek, Divide, Woodland Park and Colorado Springs is needed.
- Florissant may need operating and some capital. Vehicles are 10 years old with some vehicles over 200,000 miles. They will need 10 vehicles over the next 5 years.

Immediately following the discussion of regional needs, a side discussion on the general need and merit of transit in rural communities as well as funding opportunities took place. Key topics addressed in this discussion included:

- The funding opportunities that may be available through MPACT 64. There was concern expressed regarding RTD's share of the funding pot.
- The need for rural public transit and its impact on private transit providers such as taxi cab companies was discussed.
- A discussion on the Qualitative vs Quantitative aspects of rural transit ensued. The discussion focused on farebox recovery and passenger subsidy, with Teller and Park County Commissioners questioning the value of transit services, stating that adding passengers simply added cost. Mr. Power explained that through coordination and promotion, more people would be grouped in vehicles, thereby creating economies of scale.
- Lack of funding and maximized resources emerged as a consistent theme.

Regional Transit Needs, Projects, and Priorities

A portion of the first Transit Working Group meeting was used to discuss project needs within the Central Front Range TPR. A "Project List" was developed based on the 2008 Transit Plan and "other" CDOT plans to be used as a reference and starting point for the discussion. The projects were discussed using the following categories: operating, capital and coordination. The discussion outcomes are below.

Capital Projects and Needs

- Park County Senior Coalition – vehicle replacements
- Starpoint – replacement and expansion vehicles
- Wet Mountain Rotary – replacement vehicles
- Golden Age – replacement and expansion vehicles
- City of Cripple Creek – replacement vehicles, shop equipment
- Vehicles for Penrose/Canon City/Pueblo Service
- Formal park and ride facility in Canon City

Operating Projects and Needs

- Need for more operating funds on an ongoing and consistent basis; systems are reaching their capacity; more funds for regional connections
- Maintain existing services (Upper Arkansas Area Agency on Aging, Park County Senior Coalition, City of Cripple Creek)
- Starpoint seeks to expand services as current services are nearing capacity
- Intercity connections

Coordination Projects and Needs

- Creation of multi-modal commuter connections
- Joint grant applications through UAACOG
- Vehicle and resource sharing
- Analyze public-private partnerships and contracting opportunities

Next Steps

The meeting closed by discussing what we need from the Transit Working Group and what they can expect in the months to come, including:

- All project correspondence and information will be distributed via email and online
- Feedback on demographic data/maps – send any comments to Ralph Power (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – October 7, 2013
- Please send Ralph Power (email below) any contact information of people that should be included in the Transit Working Group

Adjourn

John Valerio of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to working with them over the next several months.

PROJECT CONTACTS:

CDOT DTR Lead: Scott Weeks, scott.weeks@state.co.us
Work: 303-757-9771

Lead TPR Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>



B.2 - Transit Working Group Meeting #2

Central Front Range Transit Working Group Meeting #2

Date: October 7, 2013
Time: 1:30 PM – 3:30 PM
Location: UAACOG
3224-A Independence Road
Canon City, Colorado

Meeting Goals:

Finalize vision and goals
Gather input on prioritization
Identify potential coordination strategies

Agenda

- 1) Welcome & Introductions (5 minutes)
- 2) Regional Plan Development Process (5 minutes)
- 3) Statewide Transit Plan (10 minutes)
 - Proposed Performance Measures
 - Vision and Goals
- 4) Regional Plan Vision and Goals (15 minutes)
- 5) Regional Analysis (15 Minutes)
 - Existing Services
 - Financial Summary
 - Growth Analysis
- 6) Projects and Prioritization (30 minutes)
- 7) Coordination Strategies (35 minutes)
- 8) Next Steps (5 minutes)
- 9) Adjourn

CDOT Project Manager: John Valerio john.valerio@state.co.us
Work: 303-757-9769

Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

Conference Call # 1-877-820-7831
Participant Code: 418377#

		2013				2014						
		SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Statewide Transit Plan Development	Statewide Steering Committee Meetings		●			●		●		●		
	Statewide Open Houses		[Blue bar spanning Oct 2013 to Jun 2014]									
	Statewide Needs Analysis		[Blue bar spanning Oct 2013 to Dec 2013]									
	Financial Analysis and Investment Needs		[Blue bar spanning Oct 2013 to Dec 2013]									
	Statewide Policies and Strategies		[Blue bar spanning Oct 2013 to Dec 2013]									
	Performance Measures		[Blue bar spanning Oct 2013 to Dec 2013]									
	Draft Final Report Development							[Blue bar spanning Feb 2014 to Mar 2014]				
	Agency Consultation - State/Federal						[Blue bar in Jan 2014]					
	CDOT - 30 Day Review of Draft Final Report								[Blue bar spanning Mar 2014 to Apr 2014]			
	Update Draft Report									[Blue bar in Apr 2014]		
	SSC and Public Review of Draft Final Report									[Blue bar spanning Apr 2014 to May 2014]		
	Prepare Final Report										[Blue bar in May 2014]	
	Submit Final Report/ TC Adoption										[Blue bar in Jun 2014]	
	Final Report Spanish Translation										[Blue bar in Jun 2014]	
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Local Plan Open Houses		[Red bar in Oct 2013]									
	Vision and Goals Development	[Red bar in Sep 2013]	[Red bar in Oct 2013]									
	Financial Analysis and Investment Needs	[Red bar in Sep 2013]	[Red bar in Oct 2013]									
	Projects, Strategies & Prioritization	[Red bar in Sep 2013]	[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Needs Assessment/ Gap Analysis		[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Development of Draft Final Reports			[Red bar in Nov 2013]	[Red bar in Dec 2013]							
	CDOT - 30 Day Review of Draft Final Reports					[Red bar in Jan 2014]						
	Update Draft Reports						[Red bar in Feb 2014]					
	TWG and Public Review of Draft Final Reports							[Red bar in Feb 2014]				
	Prepare Final Reports							[Red bar in Mar 2014]				
Integration with Statewide Transportation Plan									[Purple bar in May 2014]	[Purple bar in Jun 2014]		



Open Houses in each TPR

The schedule of all open houses will be coordinated with the outreach program for the Statewide Transportation Plan. All meeting dates are subject to change.

STATEWIDE TRANSIT VISION

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

Increase coordination, collaboration and communication within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity and regional transit services and other modes
- Support multi-modal connectivity and services

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and green house gas emissions
- Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit opportunities locally, regionally and statewide
- Further integrate transit services into land use planning and development

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

Safety and Security

Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems

Draft Central Front Range Transit Vision & Goals

The Central Front Range's vision is to improve mobility for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.

Supporting Goals

Goal 1: Improve Coordination and Develop Partnerships

- ▶ Continue on the success of the Local Coordinating Council to develop and leverage key partnerships and encourage the coordination of services and activities to maximize resources and improve customer service.
- ▶ Continue to explore public-private partnerships to increase system efficiency and leverage resources.
- ▶ Build on successful partnerships for joint grant applications (Golden Age and Custer County) and expand to include training to better utilize area resources. Seek out more partnerships.
- ▶ Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules.

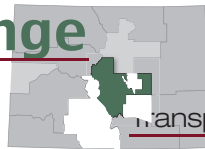
Goal 2: System Preservation and Expansion

- ▶ Maintain existing levels of service and infrastructure. Starpoint, Fremont Senior Coalition, and Golden Age are seeking to maintain existing levels of service. Continue the Canon City to Florence route.
- ▶ Maintain capital to meet service needs for Starpoint, Fremont Senior Coalition, Golden Age, and Lower Arkansas.
- ▶ Expand prioritized services as resources allow. Starpoint seeks to expand services and are discussing regional service, which require additional operating and capital funds.
- ▶ Identify grant and other funding opportunities to sustain and further transit services.

Goal 3: Regional Connections

- ▶ Colorado Highway 105 service connecting Florence with Colorado Springs.
- ▶ US Highway 50 service connecting Canon City to Pueblo and Salida.
- ▶ Explore the need and feasibility of other regional connections; coordinate with the Intercity Bus Plan.

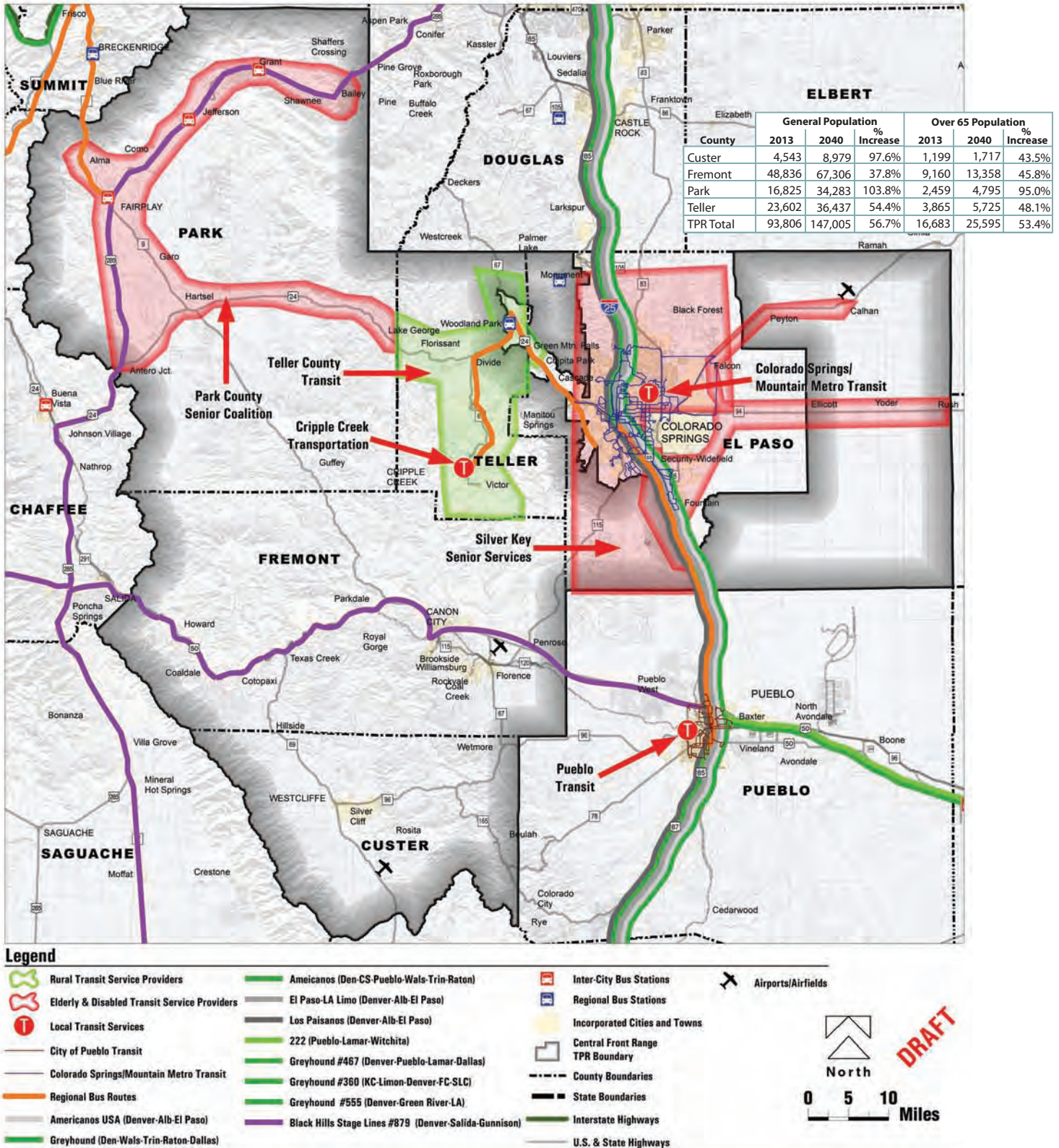
Central Front Range



Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Central Front Range Transit Services

Transit Agency	Clientele	Service Type	Service Days	Service Area
Black Hills State Lines, Inc.	General Public	ICB	S M T W H F S	Statewide. Regionally in Park, and Chaffee Counties
Wet Mountain Valley Rotary Community Service, Inc.		DR/ADA	M T W H F	Custer County. 100-200 mile radius around Custer County
City of Cripple Creek	General Public	FR/DR/ADA	S M T W H F S	Within the city limits of Cripple Creek and Victor

Human Service Agencies that Provide Other Types of Transit Support

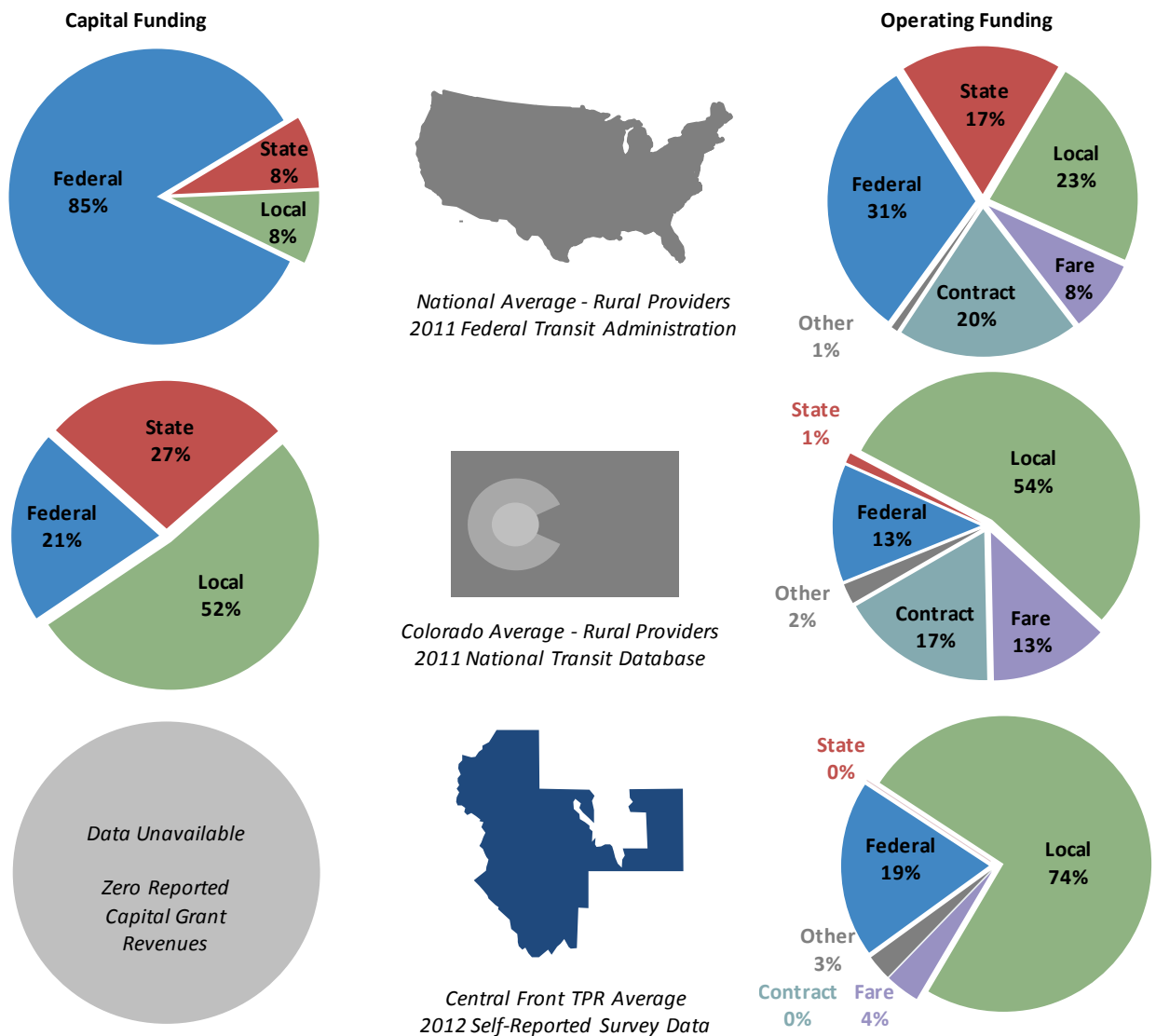
Transit Agency	Clientele	Service Program	Service Days	Service Area
Arkansas Headwater Recreation Area	General Public	Program staff transport clients	M T W H F	Multiple State Park locations in the region
Upper Arkansas Area Agency on Aging	General Public	Volunteers transport clients to appointments. Provides gas vouchers	M T W H F	Lake, Chaffee, Fremont, and Custer Counties
UAACOG Fremont County Head Start	Low Income	Program staff transports clients.	M T W H F	Fremont County
Developmental Opportunities - Starpoint	Developmental Disabled	Program staff transport clients, volunteer drivers, bus tickets or passes provided, gas vouchers	M T W H F	Fremont and Chaffee Counties

Central Front Range Financial Summary

Central Front Range Financial Summary

The information presented here is in draft form and subject to change. Financial data for each provider has been aggregated to the regional level. Data is drawn from survey responses, CDOT grant award records, and information within the National Transit Database. While incomplete in some cases, this summary provides a snapshot of investment in the region in recent years and how the region compares to the state and nation.

Comparison of Regional Funding Sources

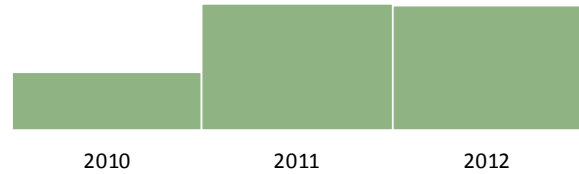


Regional Finance Summary

Total Regional Survey Reported Capital Costs



Total Regional Recorded Operating Revenues



Central Front Range Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards		\$0	\$0	Federal Awards			
5309				5304			
5310				5309			
5311				5310			\$8,500
5316				5311 Admin + Operating ***			
5317				5311 SAP + Merit ***			
ARRA				5311 Self Reported **	\$21,200	\$61,412	\$175,000
Other Federal				5316			
State Support				5317			
Local Support				Other Federal	\$8,000		
Other				State Support			
				Local Support	\$12,500	\$22,873	\$709,270
Total Capital Revenues	\$0	\$0	\$0	Fare and Donation Revenue	\$2,000	\$5,637	\$35,829
Total Capital Costs **	\$19,453	\$135,474	\$36,406	Contract Revenue			
				Other Revenue	\$0	\$50,796	\$26,376
				Total Operating Revenues	\$43,700	\$140,718	\$806,085
				Total Operating Expenses	\$43,700	\$140,718	\$349,897

* 2012 data self reported through survey. Prior year data from National Transit Database and CDOT records.

** Self reported survey data *** CDOT reported data

Blank = No Data Available

Central Front Range Regional Growth Projections

To estimate future transit demand the following table provides regional growth projections as described by the State Demographers Office. These growth projections can be used to infer transit needs in the future.

County	Population Growth from 2013			Elderly Growth from 2013		
	6 Year	10 Year	By 2040	6 Year	10 Year	By 2040
Custer	22.8%	38.3%	97.6%	37.3%	50.0%	43.2%
Fremont	9.1%	15.4%	37.8%	17.5%	28.1%	45.8%
Park	27.4%	52.2%	103.8%	43.9%	72.0%	95.0%
Teller	12.9%	21.3%	54.4%	33.2%	50.8%	48.1%
TPR Overall	14.0%	24.6%	56.7%	26.5%	41.4%	53.4%

Draft Central Front Range Transit Projects

Agency	Project Description	Cost	Horizon	Category
				Access to Human Services
				Access to Human Services
				Access to Human Services
Arkansas Headwaters Recreation Area	Vanpool Service			Coordination Strategies
Upper Arkansas Area Agency on Aging	Vanpool Service			Coordination Strategies
Starpoint	Evaluate strategies to improve access to reliable autos			Coordination Strategies
2008 – TPR Transit Projects List	Create a coordinating council to lead the coordination of systems and strategies			Coordination Strategies
2008 – TPR Transit Projects List	Investigate the potential of centralized dispatching in the Region			Coordination Strategies
2008 – TPR Transit Projects List	Develop joint grant applications through the Upper Arkansas Council of Governments			Coordination Strategies
2008 – TPR Transit Projects List	Explore the potential of vehicle and resources sharing to increase service capacity			Coordination Strategies
2008 – TPR Transit Projects List	Analyze the potential of contracting for services on increasing efficiency and coordination between agencies			Coordination Strategies
Black Hills Stage Lines, Inc.	New Ticketing System	\$30,000/annual	Short	Facilities
Black Hills Stage Lines, Inc.	Ticket scanner for bus side		Mid	Facilities
City of Cripple Creek	Need a transit facility built similar to the hub in Durango	\$4M	Mid	Facilities

Agency	Project Description	Cost	Horizon	Category
Wet Mountain Valley Rotary Community Service, Inc.	Metal building to house vehicles	\$100,000		Facilities
2008 - Park County Senior Coalition	New and Replacement mid-size buses (6)			Facilities
2008 - Starpoint	New and Replacement mid-size buses (23)			Facilities
2008 – Fremont County Headstart	New and Replacement mid-size buses (3)			Facilities
2008 – Golden Age	New and Replacement mid-size buses (2)			Facilities
Black Hills Stage Lines, Inc.	Replace motocoaches for up to four schedules	\$500,000 /ea.	Short	Maintaining Service
Black Hills Stage Lines, Inc.	Replacement of coaches evry 3-5 years (most of miles on intercity routes)	\$500,000 /ea.	Mid	Maintaining Service
Black Hills Stage Lines, Inc.	Technology Upgrades		Mid	Maintaining Service
Black Hills Stage Lines, Inc.	Replacement of motorcoaches as needed	\$500,000 /ea.	Long	Maintaining Service
City of Cripple Creek	Need to replace 4 mid-size shuttles	\$90,000/ea.	Short	Maintaining Service
City of Cripple Creek	Trolley Replacement x5	\$240,000 /ea.	Long	Maintaining Service
Wet Mountain Valley Rotary Community Service, Inc.	New 4-Wheel-Drive vehicle	\$30,000	Short	Maintaining Service
Wet Mountain Calley Rotary Community Service, Inc.	New vehicles	\$30,000	Mid	Maintaining Service
Wet Mountain Valley Rotary Community Service, Inc.	4-Wheel-drive vehicle	\$30,000	Mid	Maintaining Service
Wet Mountain Valley Rotary Community Service, Inc.	2 new vehicles & 4-wheel drive vehicle	\$100,000	Long	Maintaining Service

Agency	Project Description	Cost	Horizon	Category
2008 - Upper Arkansas Area Agency on Aging (UAAAoA)	Maintain Existing Service Level			Maintaining Service
2008 - Park County Senior Coalition	Maintain Existing Service Level			Maintaining Service
2008 - Starpoint	Maintain Existing Service Level			
2008 - UAACOG Fremont County Head Start	More information about public transit services			Marketing Strategies
				Miscellaneous
Arkansas Headwaters Recreation Area	Early Morning Service (before 9AM)			Mobility for the General Public
Upper Arkansas Area Agency on Aging	Weekend Service			Mobility for the General Public
UAACOG Fremont County Head Start	Weekend Service			Mobility for the General Public
Starpoint	Weekend Service			
Starpoint	Early Morning Service (before 9AM)			Mobility for the General Public
UAACOG Fremont County Head Start	Improve local service within Fremont County			Mobility for the General Public
Arkansas Headwaters Recreation Area	Improve service in Pueblo, Fremont, Chaffee, and Lake Counties			Mobility for the General Public
Upper Arkansas Area Agency on Aging	Improve service in Chaffee, Custer, Fremont, Lake and Park Counties			Mobility for the General Public
Starpoint	Improve service within Chaffee and Fremont Counties			Mobility for the General Public
City of Cripple Creek	Early Morning service (before 9AM)			Mobility for the General Public
City of Cripple Creek	Later evening service (after 6PM)			Mobility for the General Public

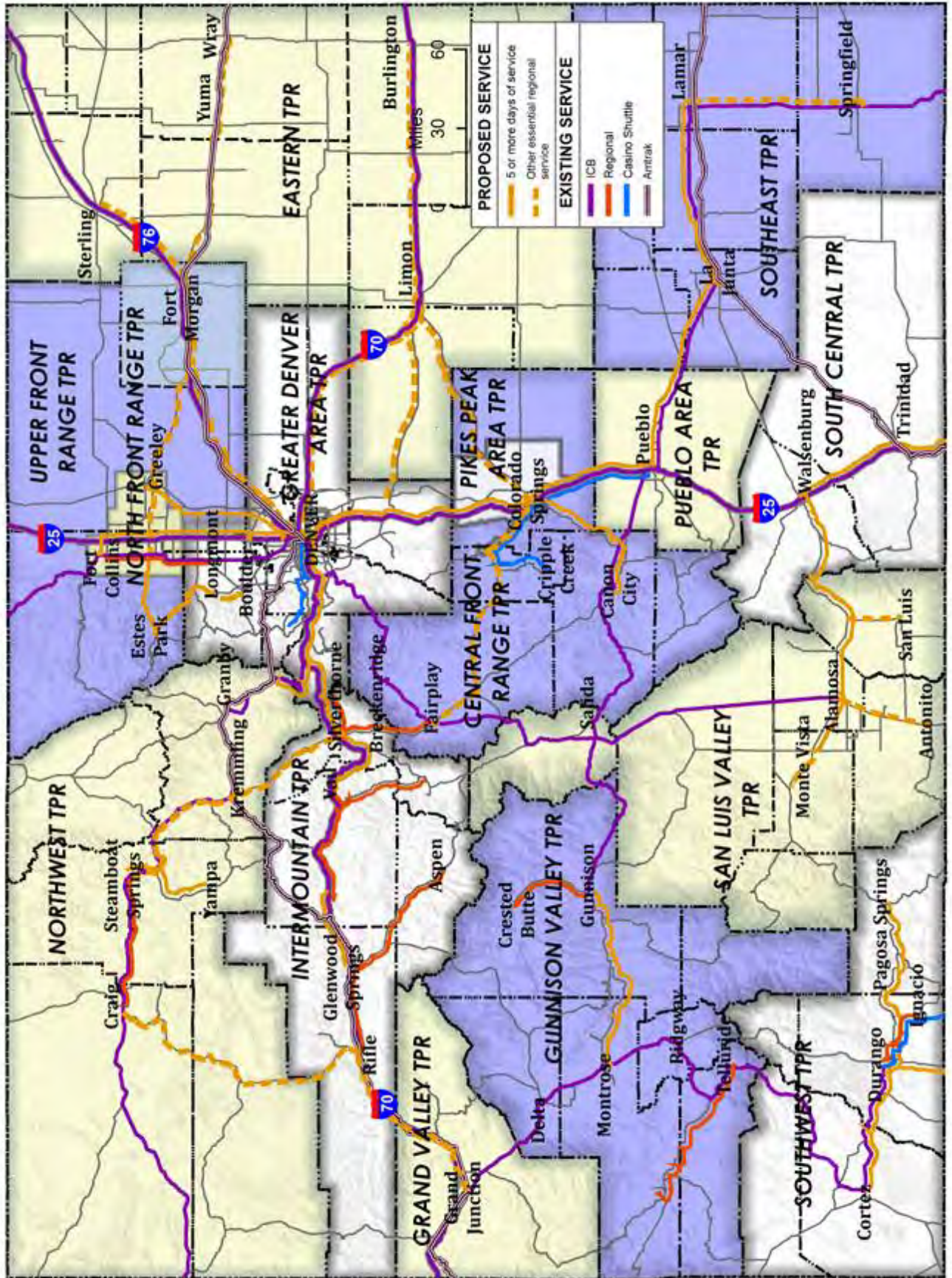
Agency	Project Description	Cost	Horizon	Category
City of Cripple Creek	Weekend Service			Mobility for the General Public
				Mobility for the General Public
Neighbor-to-Neighbor/Chaffee Shuttle	Park-n-Ride at Buena Vista		Short	Regional Connectivity
Neighbor-to-Neighbor/Chaffee Shuttle	Expand service to Leadville from Buena Vista PNR		Mid	Regional Connectivity
Neighbor-to-Neighbor/Chaffee Shuttle	Build a proper Bus Facility (possibly purchase the lot next door for bus storage)		Long	Regional Connectivity
Neighbor-to-Neighbor/Chaffee Shuttle	Purchase a trolley for Friday & Saturday service to the hotels		Long	Regional Connectivity

Intercity and Regional Bus Service

What is Intercity Bus Service? What is Regional Bus Service? There is overlap between these two terms and their common definitions have changed over time. Thirty years ago Greyhound and other intercity carriers operated a comprehensive network of services but today they focus only on connecting key cities. Regional services have developed to provide connections that are no longer provided by private intercity carriers.

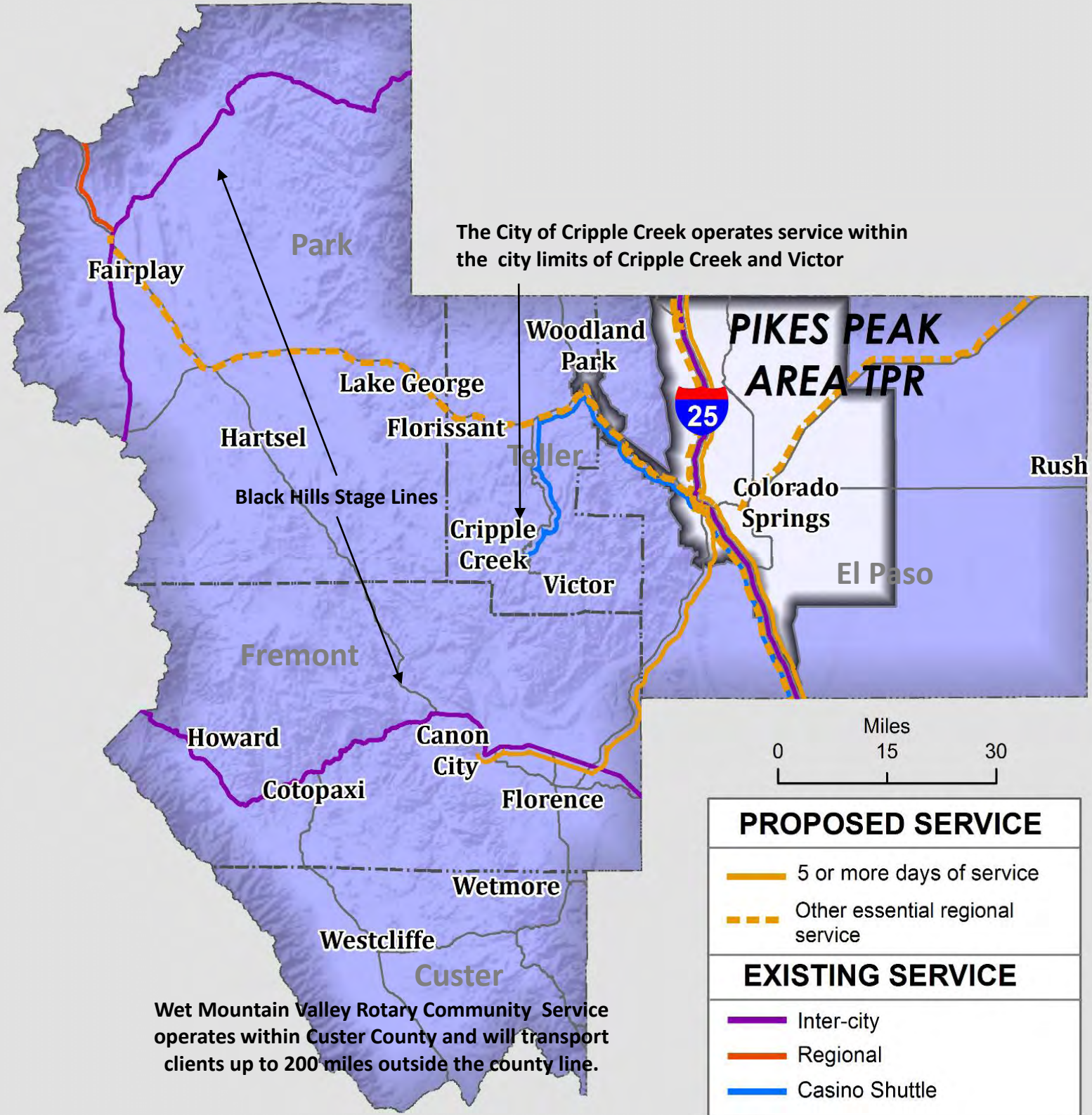
The FTA defines Intercity Bus Service as regularly scheduled bus service that connects two or more urban areas, serves passengers traveling long distances, serves the general public, can transport passengers' baggage, and makes meaningful connections with national intercity bus service to more distant points. Intercity bus generally operates with only a few trips each day, but usually operates every day. Greyhound is a major provider of intercity services.

Regional Bus Service also crosses jurisdictional lines, but may operate within rural regions or connect to an urban area. Regional services are generally 20 - 60 miles in length. Regional services are often geared around certain markets (e.g., workers or airport shuttles) and operate on schedules geared to these markets. Regional services may also be designed to serve people who need to travel long distances to access government services, medical trips, or other destinations. Some regional services only operate 1-2 trips each day while others have robust schedules.



Central Front Range Transit Services

Existing & Proposed Services



Coordination Strategies

1. **Centralized Call Center** – a centralized call center puts information access for all county or regional transportation operations in one place, with one phone number for residents to call to schedule a ride. In communities where there are several transportation service providers, a centralized call center can be very valuable to assign service requests to the most appropriate provider.

Expected Benefits/Needs Addressed

- Can create cost efficiencies by consolidated trip reservations and scheduling staff
- Maximizes opportunities for ride sharing
- Improves service delivery and customer satisfaction
- Provides one number for clients to call to access service

Potential Obstacles and Challenges

- Requires allocation/reimbursement models and service delivery standards
- Requires champion agency to take on consolidation and support idea
- Once implemented, requires leadership, on-going attention and committed staff
- Existing providers may not want to outsource reservation function

2. **Mobility Managers/ Mobility Management Organizations** – A mobility manager could be an individual, a group of individuals or an organization that provides a wide variety of mobility management functions for consumers, human service agency staffs, and/or for community transportation providers. A mobility manager could be an individual, a group of individuals or an organization that provides mobility management functions for consumers and provide a range of services.

Expected Benefits/Needs Addressed

- Ensures staff resources are available to implement mobility and coordination strategies
- Creates community resource to promote existing and available resources

Potential Obstacles and Challenges

- Individual will need to be well supported by key institutions and organizations to be effective
- Individuals will likely need training and support

3. **Centralized Resource Directory** – Centralized resource directories are very helpful to consumers, human service agency staff, and advocates who need to find and/or arrange transportation for members of the target populations (low income, seniors, and persons with disabilities) online.

Expected Benefits/Needs Addressed

- Provide a “one-stop” resource for all public and private transit services and human service agency transportation
- Provide easy contact and eligibility information enabling consumers and advocates alike to identify potential service providers for specific members of the target populations
- Particularly useful in larger communities with a large number of public and private sector transportation resources

Potential Obstacles and Challenges

- Requires a comprehensive data collection effort to create the directory
- Keeping the directory up-to-date has proven problematic in other areas
- Consumers must be aware that the directory exists in order to be useful

4. **New Partnerships** – Partnerships with private or other nonprofit organizations can increase ridership as well as provide sponsorship for transit routes and services. Partnerships with private employers and retailers could include schools and colleges, employers, social service agencies, etc.

Expected Benefits/Needs Addressed

- Potential to subsidize routes and/or services with private funding
- Increased/guaranteed ridership on some routes and /or services

Potential Obstacles and Challenges

- Some businesses are unwilling to participate

5. **Marketing and Information Campaigns** – In many areas there is a lack of awareness and/or a negative perception of available public transportation services. In conjunction with a directory of services (#3), a marketing campaign can begin to change awareness and attitudes.

Expected Benefits/Needs Addressed

- Creates awareness of services for eligible clients
- Can shift perceptions to transit as a community resource

Potential Obstacles and Challenges

- Needs continuous updating if detailed service information (i.e., schedules) is included
- Sophisticated, comprehensive marketing campaigns can be costly

6. **Regional and County Coordinating Councils** – Create focal points for coordination and mobility management activities. Regional and County coordinating councils could assist in implementing the regional and county-scale coordination strategies and assist and encourage the implementation of local initiatives.

Expected Benefits/Needs Addressed

- Ensures that one body is responsible for addressing transportation needs in the community or region
- Enhances local/regional awareness of transportation needs and mobility issues
- Provides a vehicle for implementing strategies, facilitating grants and educating the public and professionals

Potential Obstacles and Challenges

- Maintaining momentum with an ad-hoc group, prior to the hiring of a mobility manager, can be challenging

7. **Taxi Subsidy Programs** – Provide reduced fare vouchers to older adults, persons with disabilities and persons with low incomes to allow for more trip flexibility and increased travel coverage as needed. Encourages use of lower-cost travel modes and supports expansion of accessible and community car fleet. Typically, human service agencies that employ this strategy generally limits taxi subsidies to agency clientele or program participants.

Expected Benefits/Needs Addressed

- Provide same-day if not immediate service
- Effective for unanticipated travel and evening and weekend hours
- Effective for trips outside of service area or “under-served” areas
- Effective way to “divert” more expensive paratransit trips to a less expensive mode
- Can set/control subsidy per trip and/or overall budget

Potential Obstacles and Challenges

- Requires well-managed/controlled taxi car companies
- Few accessible taxicabs
- Requires good communication among all parties
- Need to establish fraud-protection mechanisms

8. **Travel Training** – Programs designed to train individuals to use fixed-route and/or dial-a-ride public transit. Travel training may be promoted as a marketing strategy to encourage key consumer groups (i.e., older adults) to use public transit; or it may be targeted towards frequent users of paratransit to encourage individuals to use lower-cost fixed route services, as appropriate to the individual’s circumstances.

Expected Benefits/Needs Addressed

- Encourage and support use of local fixed-route services
- May reduce demand for paratransit services
- Increase awareness and use of a variety of community transportation services
- May support other regional priorities, such as workforce development
- Build good community will through the establishment of a corps of volunteers who act as advocates for the transit system

Potential Obstacles and Challenges

- Some audiences and individuals may require specialized training
- Requires multiple-agency cooperation to identify training opportunities
- Training may require support from agencies that perceive no, or minimal, long-term gain
- Volunteer retention can be an issue, creating an ongoing need to train new volunteers

9. **Volunteer Driver Program** – Volunteer drivers are individuals who volunteer to drive people who lack other mobility options. A sponsoring organization, such as a transportation provider, human service agency or other entity often helps match volunteer drivers with individuals who need rides. A volunteer driver will typically use their private vehicle but will be reimbursed, usually based on mileage driven, by the sponsoring agency. Sponsoring agencies may also arrange for insurance coverage. Volunteer driver programs have proven to be an effective and important resource to help supplement community transportation programs.

Expected Benefits/Needs Addressed

- Provide low cost transportation option
- Some programs will reimburse friends or family members for providing rides
- Volunteers can provide a flexible source of transportation that can be useful for longer distance, out of area trips

Potential Obstacles and Challenges

- Setting up a volunteer driver network requires time and effort to recruit, screen, train, and reward volunteer drivers
- Riders need to be introduced to and appreciate concept of volunteer drivers
- Real or perceived driver liability and insurance issues

10. **Joint Procurement of Vehicles and Equipment and Insurance** – This is a strategy for agencies to coordinate on purchasing capital equipment and insurance coverage. For overall coordination, there is value in procuring vehicles, insurance and equipment as part of a joint effort because it encourages transportation providers to work together and potentially achieve some resource savings (in direct costs and staff time).

Expected Benefits/Needs Addressed

- Potential to reduce unit costs and speed up process for procuring vehicles, equipment and insurance
- Reduces duplication in preparing vehicle specifications
- Allows “piggybacking” on existing programs

Potential Obstacles and Challenges

- Agencies may have difficulty on agreeing on same vehicle specifications
- May need “high level” assistance in preparing bid specifications

Baseline Provider Financial Datasets

For the Central Front Range TPR, baseline financial information is being compiled for each provider operating within the region. This information will be used to produce estimates of future revenues, to illustrate regional funding flows, and to inform prioritization and coordination discussions.

We need your help to verify and complete this baseline data. The following worksheets includes a summary of major capital and operating revenue sources. The information was compiled from responses to the recent DTR survey, from the National Transit Database, and from CDOT award records.

1) In some cases, we have incomplete information or inaccurate data for providers. We would like to work with the best available information to build a dataset that is accurate and may be used for future analysis.

We are requesting your assistance to verify this data. We are not asking for additional information. To this end, please review and provide comments with particular attention to:

- ▶ Are there providers in the region not included, but that should be?
- ▶ We are not interested in correcting to exact dollar amounts, but rather if the data presented is reasonably accurate and inclusive of all major funding sources? If not, please provide corrections or notations.
- ▶ Are there any recent major investments or grant awards that are not included or that are inaccurately noted?
- ▶ For missing data or missing providers, please provide data or suggest contacts or information that we might use to fill in the blanks.

2) This baseline data will then be used to guide later prioritization discussions by estimating future fiscal constraint and illustrating potential future funding gaps. At this time, we would also like to gather input on considerations and adjustments that should be made to any future estimates.

- ▶ Are there significant investments, or significant challenges in the region that may skew historical trend data (e.g. extraordinary capital investment programs, local government budget shortfalls, recent changes in provider finances, etc.)?
- ▶ Are there significant future investments already planned, policy or taxation decisions anticipated, or expected changes in provider services or structure (e.g. known within the next 6 years)?
- ▶ Are there significant federal, state, or local investments in transit supportive plans or projects that should be noted (e.g. Transit oriented development or planning, park and ride construction, livability and sustainability initiatives, etc. Please brainstorm to list major investments)?

The agencies and organizations listed in this worksheet are identified because they completed the recent DTR statewide survey and/or because they are recent CDOT/FTA grantees. Providers that have responded to the survey are listed below. If there are other known transit operators or social services providers active in the region, please help identify those.

Corrections and notations may be returned to Evan Enarson-Hering (eenarsonhering@camsys.com).

Sign - IN sheet CFR TWG 2

Name	Organization	Contact
✓ R. Power	Transitplus	rclph.power@transitplus
✓ Angel Bond	PPACG	abond@ppacg.org
✓ Joe Chen	PPACG	
✓ Shelly Penkoff	WMVRC SI	wmvrCSI@gmail.com
✓ Judy Gilkerson	UAACOG	Judy.gilkerson@uaacog.com
Debbire Bell	Fremont County	debbie.bell@fremontco.com
✓ George Sugars	Fremont County	george.sugars@fremontco.com
✓ Beth Vojlesony	OV Consulting	beth@ovlc.com
✓ Adam Lancaster	Canon City	atlancaster@canoncity
✓ Gail Nehls	Amblicab	gail@amblicab.org

Central Front Range Transportation Planning Region

Transit Working Group #2 – Meeting Minutes

Date: October 7, 2013
Time: 1:30 PM – 3:30 PM
Location: Upper Arkansas Area Council of Governments Building
3224 – A, Independence Road
Canon City, Colorado

Meeting attendees:

Angel Bond – Pikes Peak Area Council of Governments
Joe Chen – Pikes Peak Area Council of Governments
Gail Nehls – Amblicab
Debbie Bell – Fremont County
Shelly Penkoff – Wet Mountain Valley Rotary Community Services, Inc.
Judy Gilkerson – Upper Arkansas Area Council of Governments
George Sugars – Fremont County
Adam Lancaster – City of Canon City
Wendy Pettit – CDOT Region 2
Beth Vogelsang - OV Consulting
Ralph Power – TransitPlus

Welcome & Introductions

Wendy Pettit from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Background

Ms. Pettit provided an update of the planning processes, current status, timelines, and vision/goals for the Statewide Transit Plan.

Ms. Pettit distributed the meeting packet, which included: a project schedule, statewide vision/goals, draft CFR vision/goals, summary of existing service providers, a regional financial summary, growth projections, and a regional project list that was derived from prior meeting comments and planning efforts.

Draft Central Front Range Vision and Goals.

Ralph Power, Senior Transit Consultant for TransitPlus, Inc., reviewed a draft vision and goal statements to gain consensus from the Transit Working Group (TWG). After some discussion, the TWG agreed to changes to the vision and supporting goals. The vision and goals discussion produced the following:

- *Vision: The Central Front Range’s vision is to improve mobility, economic vitality and economic growth for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefits in using available resources.*
- Goal 1: Improve coordination and develop partnerships
- Goal 2: System preservation and expansion
- Goal 3: Regional connections

Transit Service and Financial Summaries

Mr. Power reviewed the existing CFR transit services and financial summary and solicited corrections or other information that may have been omitted or inaccurately reported on the survey that generated the information. It was discussed that some service provider information, as well as financial information, was inaccurate and that the project team would be following up with respondents to correct the information. Items identified in the discussion included:

- Wet Mountain Valley Rotary transports the general public; this category was blank in the summary table.
- The Golden Shuttle was not included among the providers and was added.
- The Arkansas Headwater Recreational Area was listed as service provider based on prior planning studies. There was no knowledge of the service among the TWG members and it was removed from the provider list.
- Fremont Taxi was omitted from the private provider list and will be added to the final list.

Regional Transit Needs, Projects, and Priorities

The final portion of the second TWG meeting was used to prioritize project needs within the Central Front Range TPR. A “Project List” was developed during the first TWG meeting and the projects were prioritized under broader categories. The projects were prioritized using the following categories: coordination strategies, facilities/vehicles, maintenance of service, and mobility for the general public. Several key discussion items included the need for regularly scheduled regional service connections to Pueblo and Colorado Springs from Canon City for medical and shopping trips; a current lack of participation in the Coordinating Council and subsequent lack of participation among providers; and the difficulties in coordinating rides among service providers because individual riders have specific travel needs, destinations and travel times. It was also noted that liability concerns make sharing of vehicles difficult and that the very rural areas typically require a very personalized travel service. The group did not feel that dispatch services were relevant to their limited service providers at this time, and would not effectively increase coordination. The discussion prioritization outcomes and time approximations are listed below.

Coordination Strategies

- Strengthen coordinating council participation and increase coordination between systems by exploring strategies for joint initiatives (short-term)
- Develop joint grant applications through the Upper Arkansas Area Council of Governments (short-term)
- Work to resolve the issues that make vehicle and resource sharing so difficult and identify ways to increase service capacity (long-term)

Facilities/Vehicles

- Metal building/structure to house vehicles – Wet Mountain Valley Rotary (medium-term)
- Transit transfer facility/hub – City of Cripple Creek (medium-term)

Maintaining Service

- New and replacement buses – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Fremont County Head Start (short-term)
- Maintain existing service levels - City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Fremont County Head Start (short-term)

Mobility for the General Public

- Expand service to include later hours and weekends – Golden Shuttle (short-term)
- Weekend and early morning service – Starpoint (long-term)
- Later evening service – City of Cripple Creek (long-term)
- Increase regional connections to Colorado Springs and Pueblo

Next Steps

The meeting closed by discussing what we need from the Transit Working Group and what they can expect in the months to come, including:

- The project team will compile remaining data, information, and prioritized project list for distribution to the TWG and inclusion in the final coordinated plan document
- Next Transit Working Group Meeting – January 27, 2014.
- Please send Ralph Power (email below) any information that is missing or otherwise should be included in the coordinated transit plan for the region

Adjourn

Wendy Pettit of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to continuing to work with them through plan completion.

PROJECT CONTACTS:

Lead Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>



B.3 - Transit Working Group Meeting #3

Central Front Range Transit Working Group Meeting #3

Date: Monday, January 27th, 2014

Time: 1:30 – 3:30pm

Location: Upper Arkansas Area Council of Governments
3224-A Independence Road
Cañon City, CO

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

CDOT Project Manager: Tracey MacDonald tracey.macdonald@state.co.us
Work: 303-757-9753

Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

Conference Call # 1-877-882-3610
Participant Code: 4584777#

		2013				2014					
		SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Statewide Transit Plan Development	Statewide Steering Committee Meetings		●				●	●		●	
	Statewide Needs Analysis		■								
	Financial Analysis and Investment Needs	■	■								
	Statewide Policies and Strategies		■								
	Performance Measures	■	■								
	Draft Final Report Development						■				
	Agency Consultation - State/Federal						■				
	CDOT - 30 Day Review of Draft Final Report							■			
	Update Draft Report									■	
	SSC and Public Review of Draft Final Report									■	
	Prepare Final Report										■
	Submit Final Report/ TC Adoption										■
Final Report Spanish Translation										■	
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		■			■					
	Local Plan/Statewide Open Houses		■								
	Vision and Goals Development	■									
	Financial Analysis and Investment Needs	■									
	Projects, Strategies & Prioritization	■									
	Needs Assessment/ Gap Analysis		■								
	Development of Draft Final Reports			■							
	CDOT Review of Draft Final Reports						■				
	Update Draft Reports							■			
	TWG and Public Review of Draft Final Reports							■			
Prepare Final Reports								■			
Integration with Statewide Transportation Plan									■		

Central Front Range



Transportation Planning Region

Central Front Range Vision: *The Central Front Range’s vision is to improve mobility for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.*

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1) Improve Coordination and Develop Partnerships	Strengthen coordinating council participation and Increase coordination between systems by exploring strategies for joint initiatives (short-term)			Upper Arkansas Area Council of Governments, providers, and stakeholders	1-6 years
	Develop joint grant applications through the Upper Arkansas Area Council of Governments (short-term)			Upper Arkansas Area Council of Governments, providers, and stakeholders	1 -6 years
	Work to resolve the issues that make vehicle and resource sharing so difficult and identify ways to increase service capacity (long-term)			Upper Arkansas Area Council of Governments, providers, and stakeholders	12 years and beyond
	Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules			Upper Arkansas Area Council of Governments, providers, and stakeholders	1 – 6 years
2) System Preservation and Expansion	Maintain existing levels of service and infrastructure of Existing	\$810,000	FTA 5310, FTA 5311, Fare	UAACOG, Counties,	1 – 6 years

Central Front Range



Transportation Planning Region

	providers – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Freemont County Head Start (short-term)		Revenues, Local Government.	Cities, service providers	
	Replacement buses – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Freemont County Head Start (short-term). 4 body-on-chassis buses, 1 four wheel drive van.	\$60,000 – annual depreciation	FTA 5310, FTA 5311, FASTER	UAACOG, Counties, Cities, service providers	1 – 6 years
	Replacement buses – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Freemont County Head Start (mid-term). 10 body-on-chassis buses, 2 four -wheel drive vans, 1 trolley.	\$200,000 – annual depreciation	FTA 5310, FTA 5311, FASTER	UAACOG, Counties, Cities, service providers	7 - 12 years
	Replacement buses – City of Cripple Creek, Wet Mountain Rotary. One trolley, 2 four wheel drive vans	\$70,000 – annual depreciation	FTA 5310, FTA 5311, FASTER	UAACOG, Counties, Cities, service providers	12 years and
	Starpoint – weekend and early morning service. Estimated annual hours 1,000 hours/yr. Annual depreciated cost of one half time body-on-chassis bus.	Op: \$75,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	Starpoint	1 - 6 years
	Golden Shuttle – weekend and evening service. Estimated	\$75,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare	Golden Shuttle	1 - 6 years

Central Front Range



Transportation Planning Region

	annual hours 1,000 hours/yr. Annual depreciated cost of one half time body-on-chassis bus.		Revenues, Local Government		
	City of Cripple Creek – expanded evening hours. Estimated annual hours 500 hours/yr. Annual depreciated cost of one half time body-on-chassis bus.	\$38,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	City of Cripple Creek	1 - 6 years
	Cripple Creek Bus Storage and Administration Facility	\$1.7 million	FTA 5310, FTA 5311, FASTER	City of Cripple Creek	1 – 6 years
	Wet Mountain Rotary metal bus storage facility	\$400,000	FTA 5310, FTA 5311, FASTER	Wet Mountain Rotary, Custer County	12 years and beyond
3) Regional Connections	Colorado Highway 115 service connecting Canon City and Florence with Colorado Springs. 5 days per week, 8 hours per day, estimated 2080 annual hours	Op: \$156,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	Upper Arkansas Area Council of Governments, providers, and stakeholders	1 – 6 years
	US Highway 50 Service connecting Canon City to Pueblo and Salida. 3 days per week, 12 hours per day, estimated 1,900 hours per year	Op: \$143,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	Upper Arkansas Area Council of Governments, providers, and stakeholders	1 – 6 years

Central Front Range



Transportation Planning Region

TOTAL CURRENT ANNUAL OPERATING		\$810,000			
TOTAL EXPANSION ANNUAL OPERATING		\$387,000			
TOTAL CURRENT ANNUAL CAPITAL		\$60,000			
TOTAL MID TO LONG RANGE ANNUAL CAPITAL		\$270,000			
TOTAL EXPANSION ANNUAL CAPITAL		\$2.1 million			

DRAFT

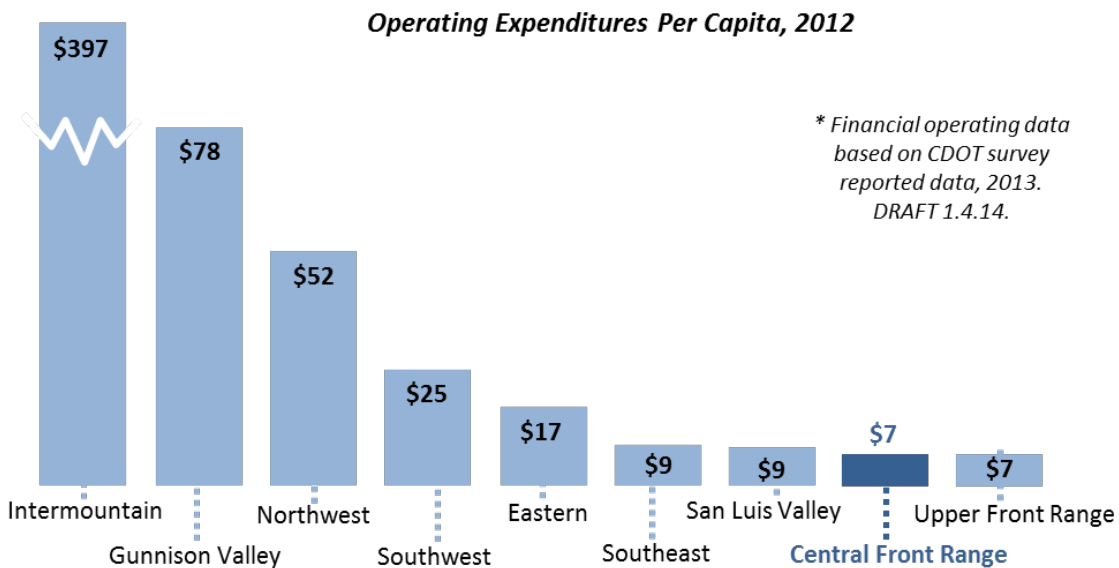


Central Front Range Financial Resources and Anticipated Revenues

The 2040 revenue and operating expense projections presented here are intended to estimate the general range of future revenues and magnitude of future resource needs. While any forecast is subject to uncertainty, these estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies. These sketch-level planning estimates are intended to foster dialogue among regional partners, not to determine local decision-making or prioritization.

Statewide Current and Future Operating Expenditures

Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of transit revenues, scale and type of operations, system utilization and ridership, full-time resident population, and population of seasonal visitors.



Central Front Range TPR Operating Expenditures

- In recent years, operating expenses for service providers in the region have grown faster than available revenues. As a result, some providers have reduced services or sought additional revenue sources. Other providers have recently expanded services through grants and contributions.
- The region’s full-time resident population is expected to grow 1.6% annually from 2010 to 2040 and reach 155,000 by 2040. Population growth is anticipated to slow rapidly after 2024.
- Approximately \$670,000 annually, or \$7 per capita, is expended to support critical transit and transportation services in the Central Front Range.

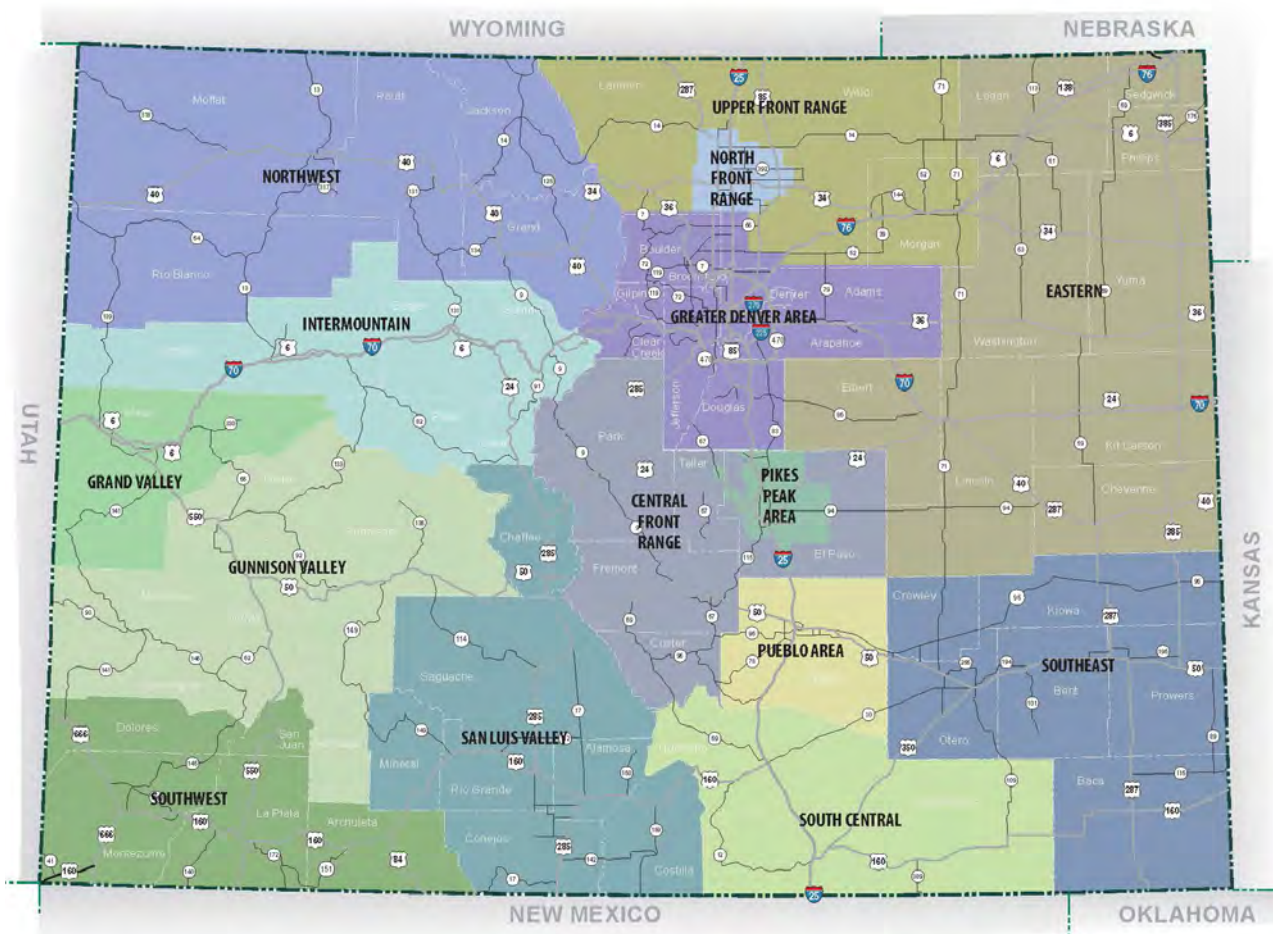
Central Front Range



Transportation Planning Region

- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$836,000 in operating funds.

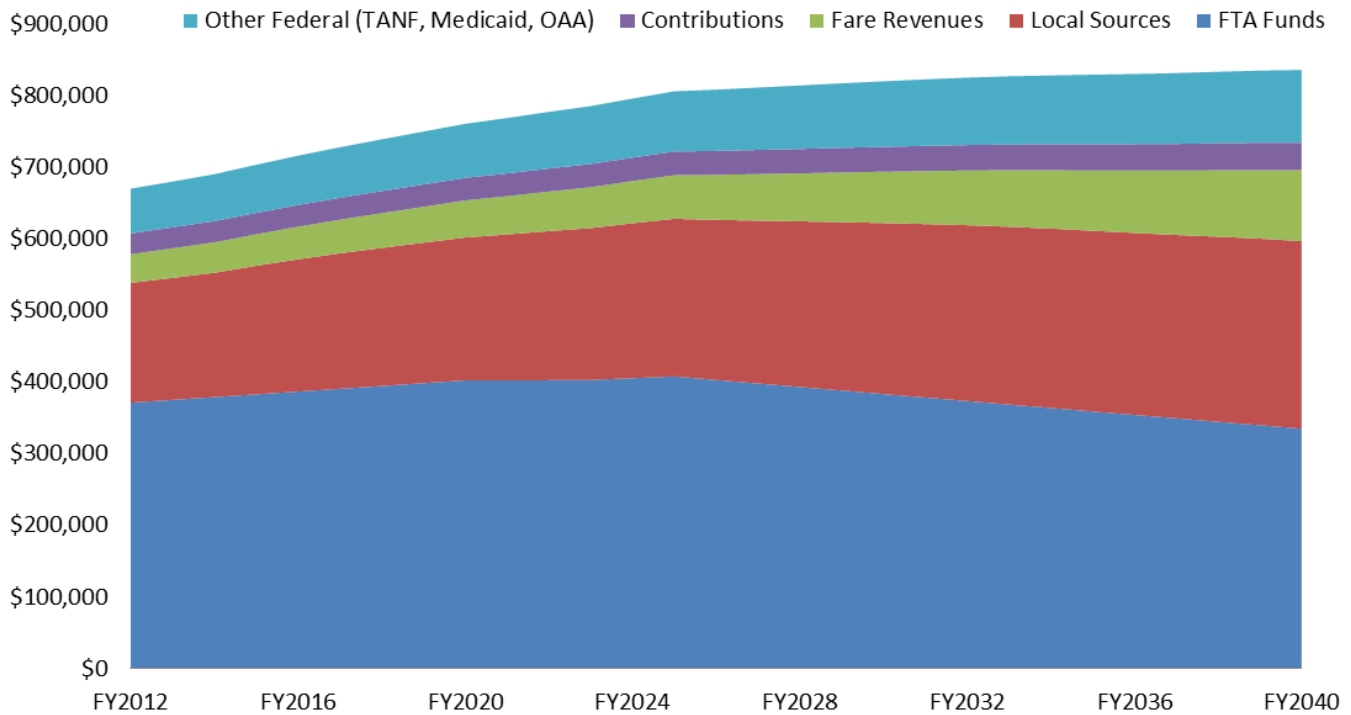
PLANNING REGIONS





Central Front Range TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Central Front Range could expect to see transit revenues available for operating and administration purposes reach an estimated \$836,800 dollars.



- Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local governments contribute to services in the region through matching funds for grant awards, general fund transfers, or in-kind contributions. Municipal funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Gaming tax contributions and gaming device fees are the two largest sources of revenue for the Town of Cripple Creek – which is the largest source of local funds in the region. Those funding sources have declined substantially in recent years. Local sales tax sources provide the second most common source of revenue for local governments in the region. However, growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services, such as healthcare.
- Fare revenues tend to be variable and many systems in the region operate on a suggested donation policy. Fare revenue growth is also linked to personal income growth, system ridership, and policy



changes. Based on historic trends, fare revenues are anticipated to grow steadily at 3.3 percent annually, though recovery rates could slow over the long-term.

- Contributions are a significant source of revenues for many providers in the region and include donations from individuals, community foundations, or local businesses. Contributions are assumed to hold steady over the forecast period.
- Other Federal revenues include relatively stable sources such as payments through Title III of the Older Americans Act (OAA). Other Federal programs are highly variable including payments through the Non-Emergent Medical Transportation (NEMT) Medicaid program. Sequestration or other changes in Federal programs will impact the revenues available through Medicaid, OAA, Community Service Block Grants (CSBG), and other important programs. Over the long-run, the revenues available for discretionary spending within these programs, such as transportation assistance, is likely to decline.
- Other revenues, including Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA operating grant programs, and agency-derived sources such as investments and fees are important but relatively small sources of revenues and not directly included in this forecast.

Central Front Range TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Central Front Range region will outstrip the growth in transit revenues by as much as 0.7% annually by 2040. In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or that finding new funding sources may have to become a higher priority to address this potential funding gap.

Future operating expenses represent only the resources necessary to maintain transit services at current levels on a per-capita basis. Potential future funding shortfalls or surplus amounts indicate what resources might be available or needed to improve or expand service over existing levels. Revenue forecasts are highly variable and could come in higher or lower than expected. Alternative revenue sources or growth in current revenue streams will be necessary to continue to fund improvements or to meet the growing needs of elderly, veterans, low-income, and transit dependent populations.

<i>Central Front Range TPR</i>	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	116,000	139,000	155,000	1.0%/yr
Estimated Operating Expenses	\$810,696	\$971,437	\$1,083,258	1.0%/yr
Estimated Operating Revenues	\$761,628	\$820,988	\$836,822	0.3%/yr
<i>Potential Funding (Gap) / Surplus</i>	(-\$49,068)	(-\$150,449)	(-\$246,435)	-0.7%



REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

KEY CONCEPTS

Introduction

This section describes why the plan was developed, the process used to develop the plan and the planning requirements fulfilled by this plan.

Regional Overview

This section describes the region's activity centers, key demographics and travel patterns. It includes existing data on populations that are often associated with transit demand in a community (people over age 65, low income people and households without vehicles). Other data is included on veterans, race, ethnicity, and English proficiency to paint a comprehensive picture of the region's need for transit.

Existing Transit Provider and Human Service Agencies

This section summarizes the key features of the region's public and private transit providers as well as the human service agencies in the region. Data is provided on provider's service areas, types of service, eligibility, and ridership.

Current and Potential Funding

This section describes the variety of transit funding sources at various levels of government. This section also describes the challenges faced by transit and human service transportation providers with various funding sources.

Key Findings, Transit Needs and Service Gaps

This section describes key findings from the review of the region's demographic profile and activity centers that illustrate the existing and future unmet transit needs.

Financial Scenarios and Recommended Strategies

This section summarizes the anticipated funding through 2040 as well as the funding needed through 2040 based on population growth. This section also lists the recommended strategies for meeting the region's transit vision.

SCHEDULE: Draft Regional Coordinated Plan to region for review March 2014
Final Regional Coordinated Plan to region May 2014

Name	Organization	Contact
Ralph Power	Transit Plus, Inc.	ralph.power@transitplus.com
✓ TED SCHWEITZER	CITY OF CHIPPIS CREEK	TSCHWEITZER@CHIPPE-CREEK.CO.US
✓ Lori Isenberger	TAB (Chaffee)	lorquilt@diva@ridgeriver.com
CONNIE COLE	Chaffee Shuttle	neighborsalida@yahoo.com
✓ JAMES BERG	HB 1451 & DHS	james.berg1@state.co.us
✓ Judy Gilkerson	UAACOG	Judy.gilkerson@uaacog.com
✓ David Krutzing	CDOT - Transit & Rail	david.krutzing@state.co.us
✓ Debra Bell	Fremont BACC	debrae.bell@fremontco.com
✓ Vicky Casey	UAACOG	vicki.cassey@uaacog.com
✓ Tim Payne	Fremont BACC	Tim.PAYNE@FremontCO.com
✓ Norm Steen	Teller County	Steen.N@co.teller.co.us
✓ Shelly Penkoff	WMURCSI	wmurcsi@gmail.com
✓ Angel Bond	PPACG	a.bond@ppacg.org



Central Front Range Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: Monday, January 27th, 2013
Time: 1:30 PM – 3:30 PM
Location: Upper Arkansas Area Council of Governments Building
3224 – A, Independence Road
Cañon City, Colorado

Meeting attendees:

Angel Bond – Pikes Peak Area Council of Governments
Ted Schweitzer – City of Cripple Creek
Lori Isenberger – Chaffee Shuttle
Connie Cole – Chaffee Shuttle
James Berg – Department of Human Services
Debbie Bell – Fremont County
Vicky Casey – UAACOG
Tim Payne – Fremont BOCC
Shelly Penkoff – Wet Mountain Rotary Van Service
Judy Gilkerson – Upper Arkansas Area Council of Governments
Norm Steen – Teller County
Wendy Pettit – CDOT Region 2
David Krutsinger – CDOT DTR
Ralph Power – TransitPlus

Welcome & Introductions

David Krutsinger from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Schedule

Mr. Krutsinger provided an update of the schedule for completing the Statewide Transit Plan. The Draft Final Plan documents will be distributed to the Central Front Range Transit Working Group by March 2014.

Draft Central Front Range Goals and Strategies

Ralph Power of TransitPlus facilitated a discussion on goals and strategies aimed at prioritizing and further refining strategies (projects) that had been previously identified by the group as important. Mr. Power explained how the strategies were in direct of support of the vision and goals that the group had identified earlier in the process.





Mr. Power then led the group through each of the strategies supporting the three (3) goals established by the group. The group weighed in on strategy details, costs, and timelines in moving the study forward. Potential funding sources were omitted from the strategies chart that was distributed to the group, leading to funding discussions.

Goal 1 – Improve coordination and develop partnerships

- Strategy – Strengthen Coordinating Council participation and increase coordination between systems by exploring strategies for joint initiatives: This short-range (1 – 6 years) strategy would entail applying (utilizing) the LCC at a regional level to increase coordination.
- Strategy – Develop joint grant applications through the Upper Arkansas Area Council of Governments in the short term.
- Provide recurring education and outreach efforts to local elected officials as resources allow. This effort would be led by the UAACOG and is scheduled within the short-term.
- Strategy – Identify and resolve issues that would make vehicle resource sharing difficult and identify ways to increase service capacity. Chaffee Shuttle coming through Cañon City and back to Salida was discussed as one possible example. This strategy was moved from mid-range to short term.
- Strategy – Improve connectivity between local, intercity, and regional transit services, as well as other modes through better sharing of information and schedules. Discussions centered on developing web pages, links, and brochures.
- Strategy – Explore the possibilities of implementing carpools or vanpools, as Vride and other programs have or may have some institutional support elements in place. This strategy was added by the group and is placed in the short-term timeframe.

Goal 2 – System preservation and expansion

- Strategy – Maintain existing operating levels, estimated at more than \$800,000 per year. Providers include City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Fremont County Head Start.
- Strategy – Maintain capital and vehicles required to operate the system(s). Initial bus replacements in years 1 – 6 were identified for the above referenced providers, with recommendations for mid and long-range replacements as well. Given the uncertainty in determining actual replacement schedules, the providers had committed to sending their individual replacement schedules to Ralph Power and/or making contact to discuss them.
- Strategy – Expand existing services. Starpoint, Golden Shuttle, City of Cripple Creek, and Fremont County are all seeking to expand services within the short-term.
- Strategy – Develop new transit facilities to support services. Wet Mountain Rotary seeks a metal bus storage facility and City of Cripple Creek is seeking to build a bus administration, training, and storage facility. Both providers operate in extreme winter conditions and need indoor vehicle storage and light maintenance facilities. Additionally, the Town of Woodland Park is seeking to develop a transit center



in connection with the current Senior Center, City Hall, or Cultural Center. Each of these projects was placed in the 1 – 6 year timeframe.

Goal 3 – Regional Connections

- Strategy – Colorado Highway 115 service connecting Cañon City with Florence and Colorado Springs. The strategy was still deemed to be important by the group was changed from the short-term to mid-range (7 – 12 years) in light of the importance of competing projects. Golden Shuttle was added as the project champion.
- Strategy – US Highway 50 service connecting Salida to Cañon City and Pueblo. The group suggested some changes to operating hours and other logistics, while maintain the short-term timeframe. The Chaffee Shuttle was listed as the logical champion despite being in a separate planning region, since they are already making intercity trips between Salida and Pueblo.
- Strategy – Intercity connection between Cripple Creek and Woodland Park was identified as another important regional connection in the short-term. The new service could potentially connect with Silver Key in Woodland Park to provide access to Colorado Springs.
- Strategy – Initiate vanpool service that could expand to fixed route service connecting Cripple Creek with Cañon City. This project is listed as mid-range and could include casinos and mines as potential partners.

Financial Summaries

Subsequent to the finalization of strategies, Mr. Power reviewed anticipated financial resources and revenues of the Central Front Range Transportation Planning Region. He reiterated that the projections were basic, sketch-level numbers aimed at spurring discussion, not for decisions. It was also discussed that there is presently a paradigm shift underway that is lifting transit service to be viewed as an essential part of the region's economy, not an optional part. This will create greater demand in the long-range, despite projected funding shortfalls. This dynamic will cause the region to seek alternative funding sources that may include sales tax, RTA, property taxes, public-private partnerships, and other sources.

Key Concepts and Plan Outline

Ralph concluded the meeting with a brief overview of key concepts and chapters that will be included in the Final Regional Coordinated Transit and Human Services Plan. In addition to strategies and funding options, the plan will detail the steps that took place throughout the project.

Next Steps

This was the final meeting of the Transit Working Group and the Draft Final Plan document will be distributed in March for TWG member review and comment. Some agencies will be contacting or be contacted by Mr. Power to finalize specific details.

Adjourn

David Krutsinger of CDOT thanked the group for attending and reiterated the value of their participation in the process.

Central Front Range



Transportation Planning Region

PROJECT CONTACTS:

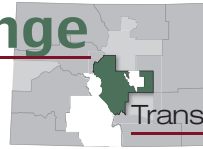
CDOT Project Manager: David Krutsinger, david.krutsinger@state.co.us
Work: 303-757-9008

Lead Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

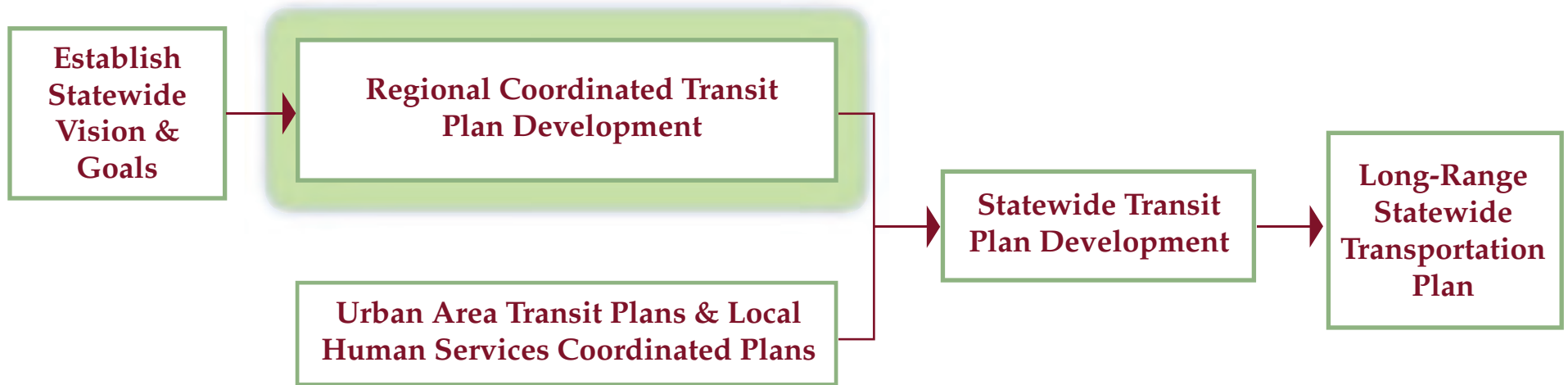
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

Open House October 2013

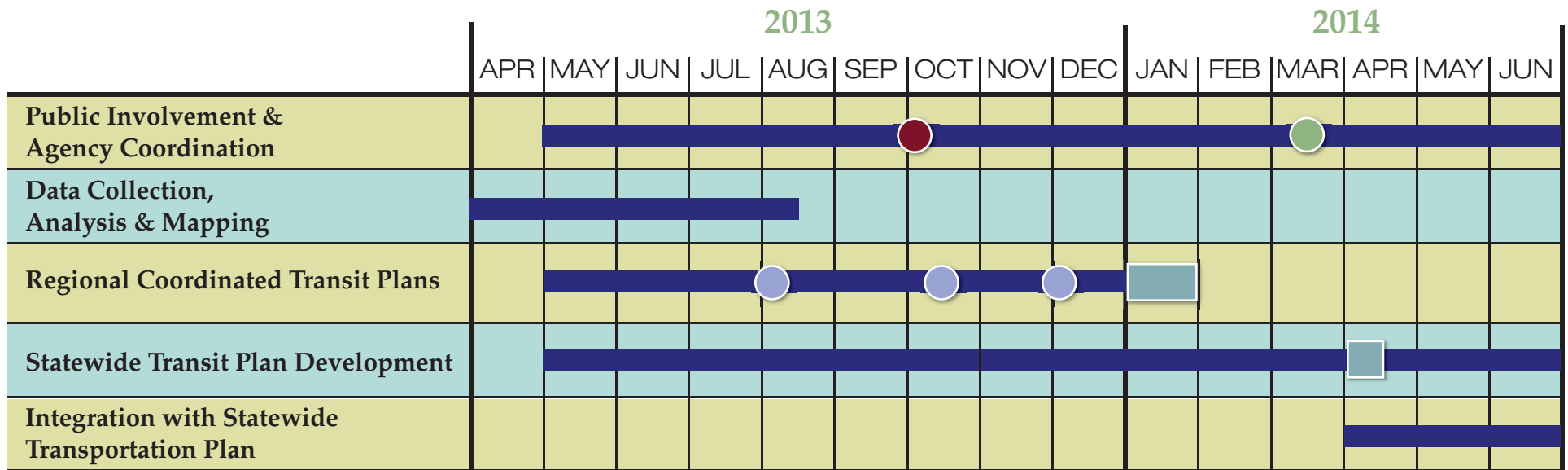
The Statewide Transit Plan will Include:





- Ten local transit and human services coordination plans
- A vision for transit in Colorado
- CDOT's role in fulfilling the State's vision
- Policies, goals, objectives and strategies for meeting needs
- Visions for multimodal transportation corridors
- Demographic and travel profiles
- Existing and future transit operations and capital needs
- Funding and financial analysis
- Performance measures
- Public involvement
- Statewide survey of the transportation needs of the elderly and disabled

Work Plan



Project Overview Schedule



-  Statewide Open Houses (4 locations)
-  Two Open Houses in each TPR
-  TPR Transit Working Group Meeting
-  Draft Plan Available for Public Review

The schedule of all open houses will be coordinated with the outreach program for the Statewide Transportation Plan. All meeting dates are subject to change.

STATEWIDE TRANSIT VISION

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

Increase coordination, collaboration and communication within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity and regional transit services and other modes
- Support multi-modal connectivity and services

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and green house gas emissions
- Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit opportunities locally, regionally and statewide
- Further integrate transit services into land use planning and development

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

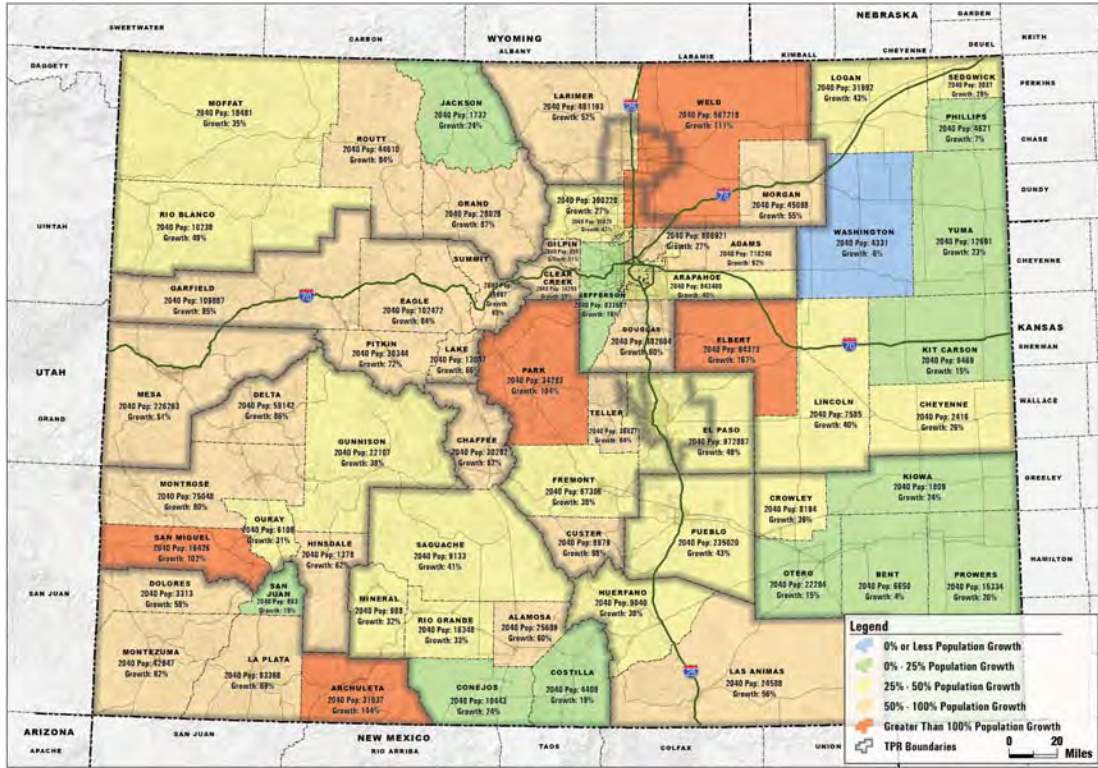
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

Safety and Security

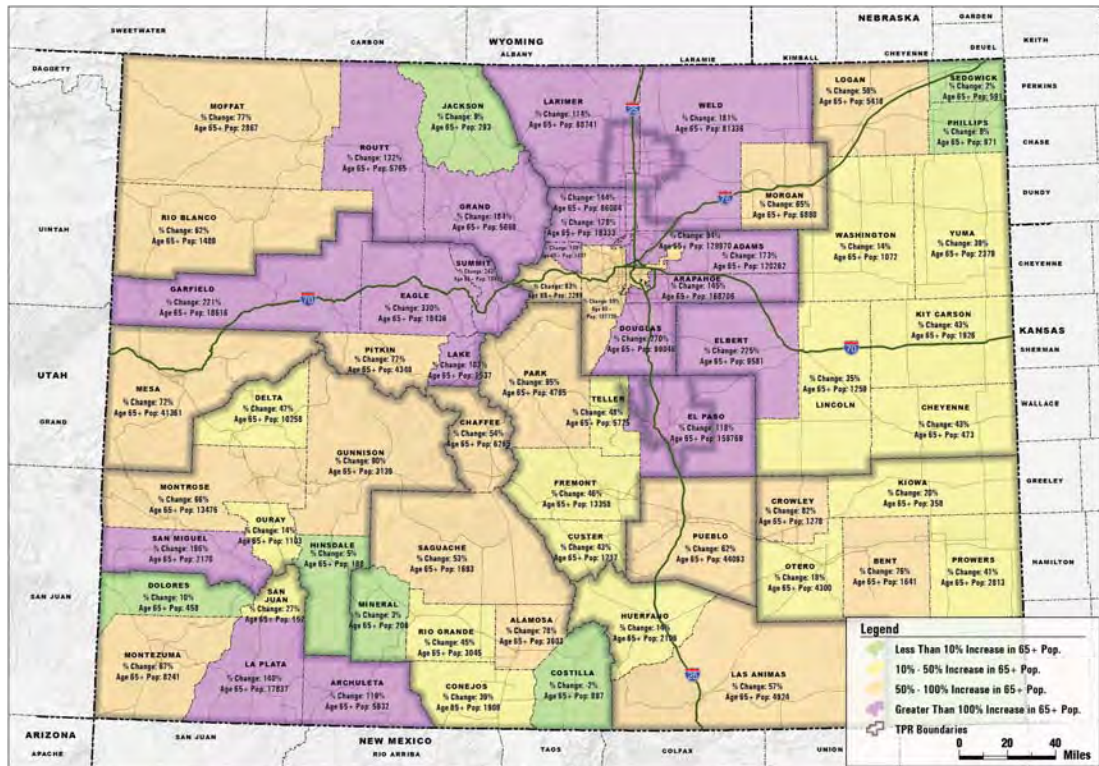
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems

Population Growth (2013-2040)



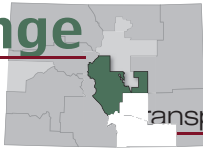
Age 65+ Population Growth (2013-2040)



Regional Coordinated Transit Plan will Include:

- Regional vision, goals, and objectives
- Regional demographics
- An inventory of existing services
- Identification of needs and issues
- Prioritized projects and strategies
- Vision and framework for transit in 20 years
- Public involvement and agency coordination
- Funding and financial analysis

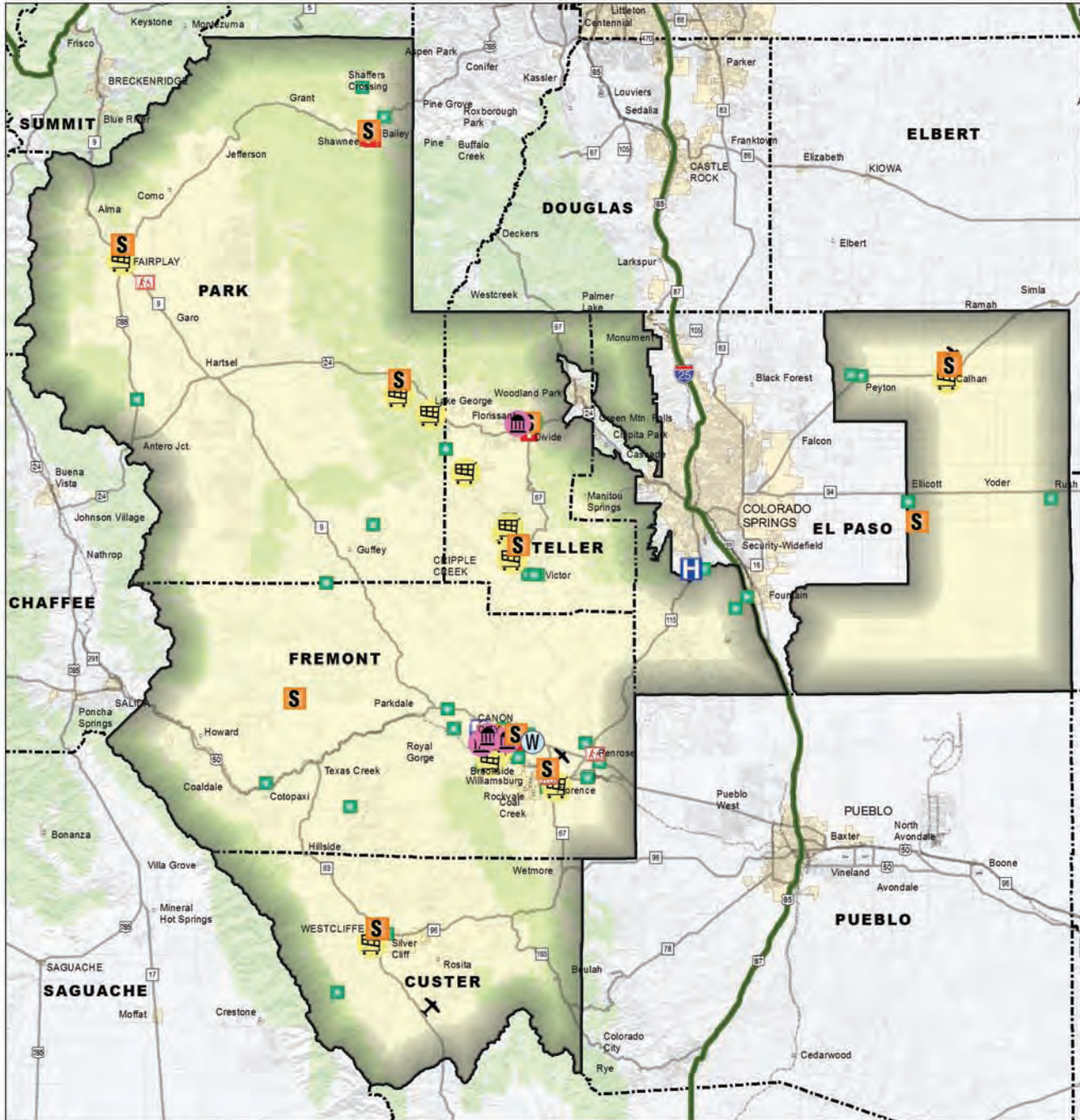
Central Front Range



Transportation Planning Region

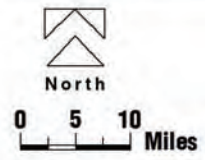
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.

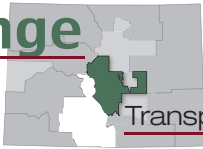


Legend

- | | | | |
|---------------------------|-------------------------------|----------------------------------|-----------------------|
| Workforce Centers | Grocery Stores | Employers with 50+ Employees | Airports/Airfields |
| Mental Health Services | Hospitals | Central Front Range TPR Boundary | Interstate Highways |
| Human Service Agencies | Higher Education Institutions | Incorporated Cities and Towns | County Boundaries |
| Correctional Institutions | Senior Citizens' Services | National Forests | State Boundaries |
| | | | U.S. & State Highways |



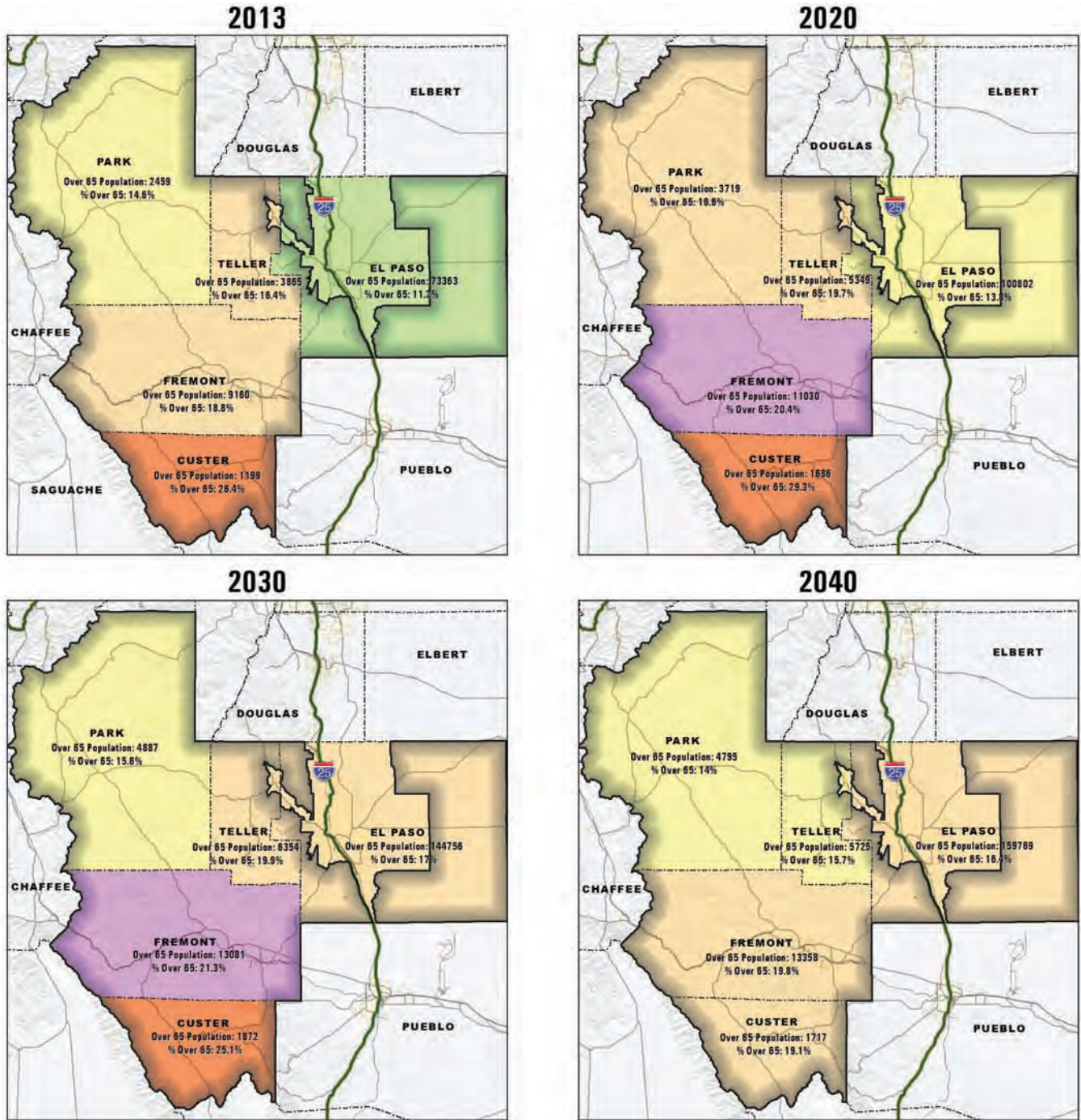
Central Front Range



Transportation Planning Region

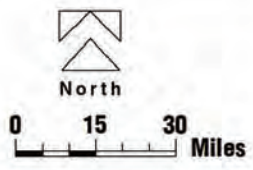
Projected Percentage of Residents Age 65+

Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

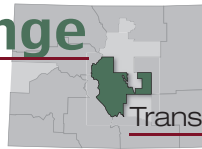


Legend

- Less Than 12% Age 65+
- 12% - 16% Age 65+
- 16% - 20% Age 65+
- 20% - 24% Age 65+
- Greater than 24% Age 65+
- Southeastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways



Central Front Range

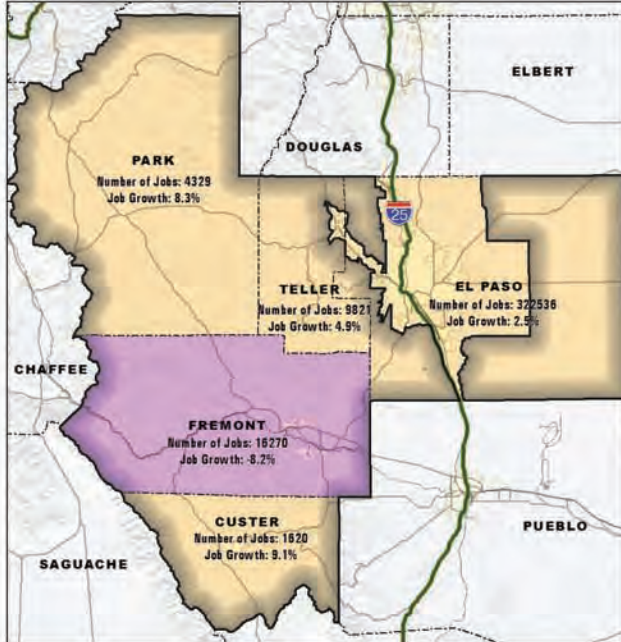


Transportation Planning Region

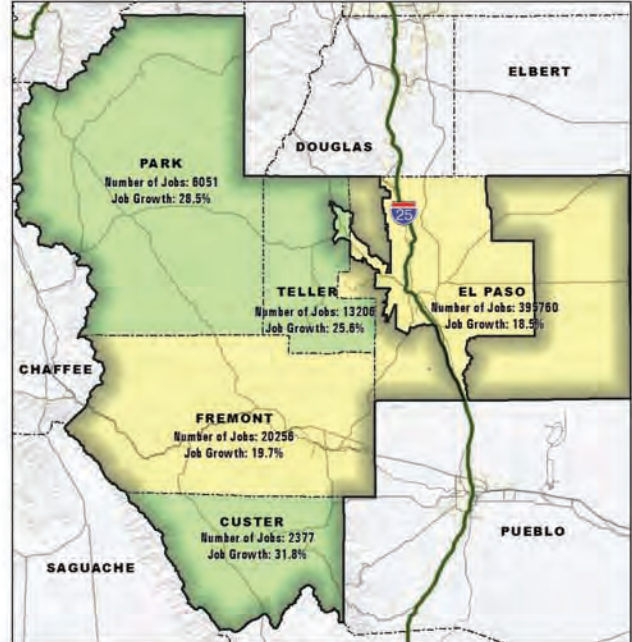
Job Growth from 2000-2040

Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

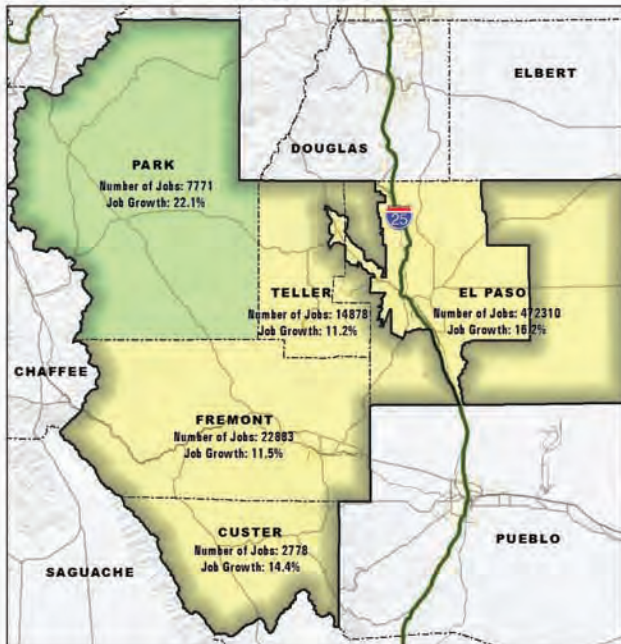
2000 - 2010



2010 - 2020



2020 - 2030

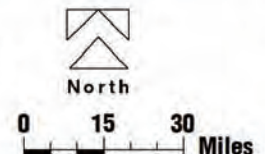


2030 - 2040

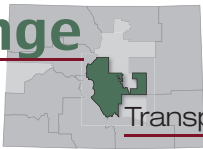


Legend

- Less Than -10% Job Growth
- 10% - 0% Job Growth
- 0% - 10% Job Growth
- 10% - 20% Job Growth
- Greater Than 20% Job Growth
- Central FR TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- U.S. & State Highways
- State Boundaries

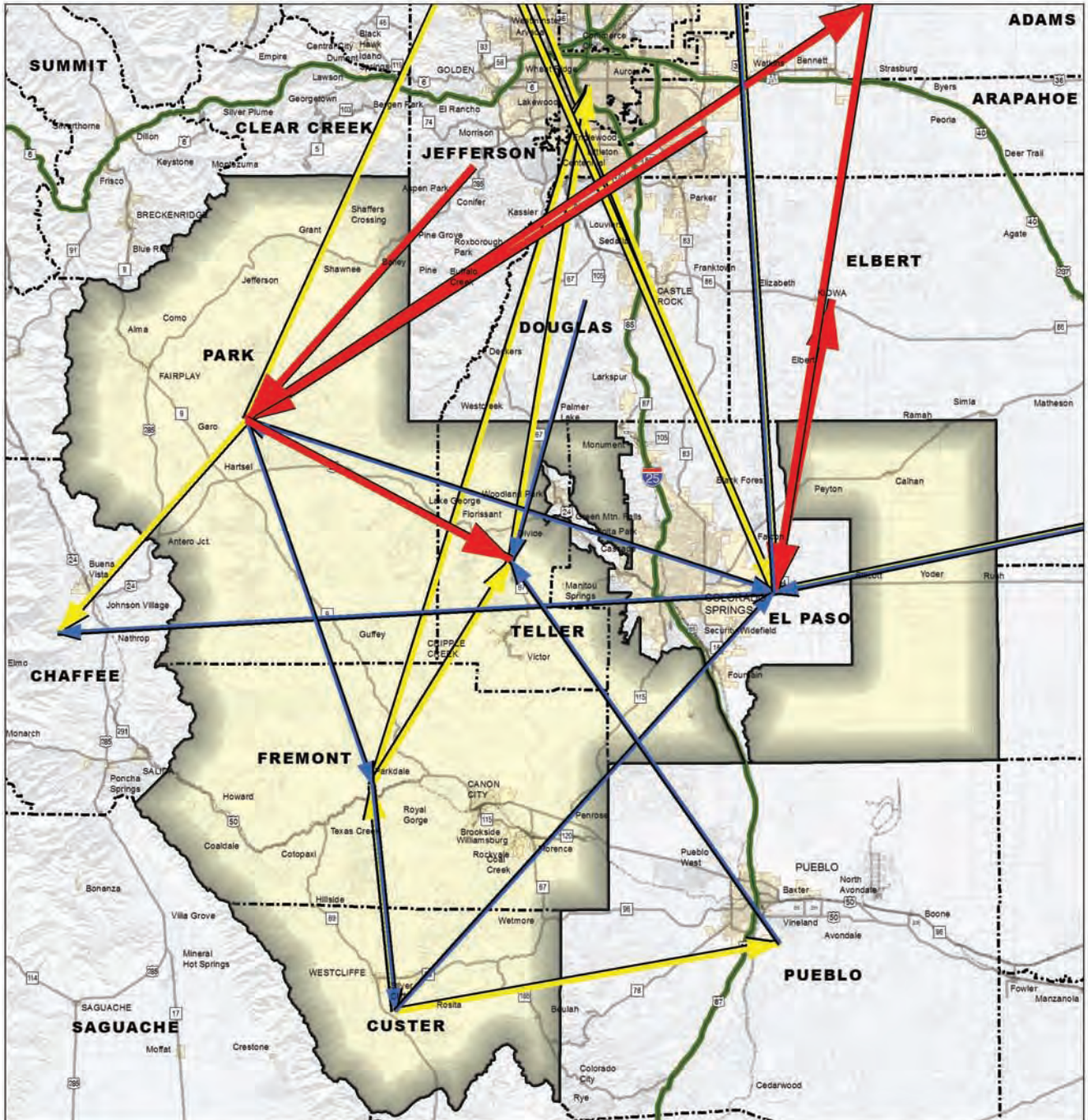


Central Front Range



Transportation Planning Region

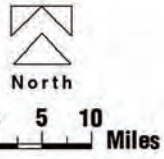
Employed Working Outside County of Residence



Legend

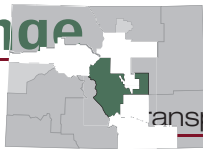
- 50 - 100 Commuters
- 100 - 200 Commuters
- 200 - 400 Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Microplace - Residence County to Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.



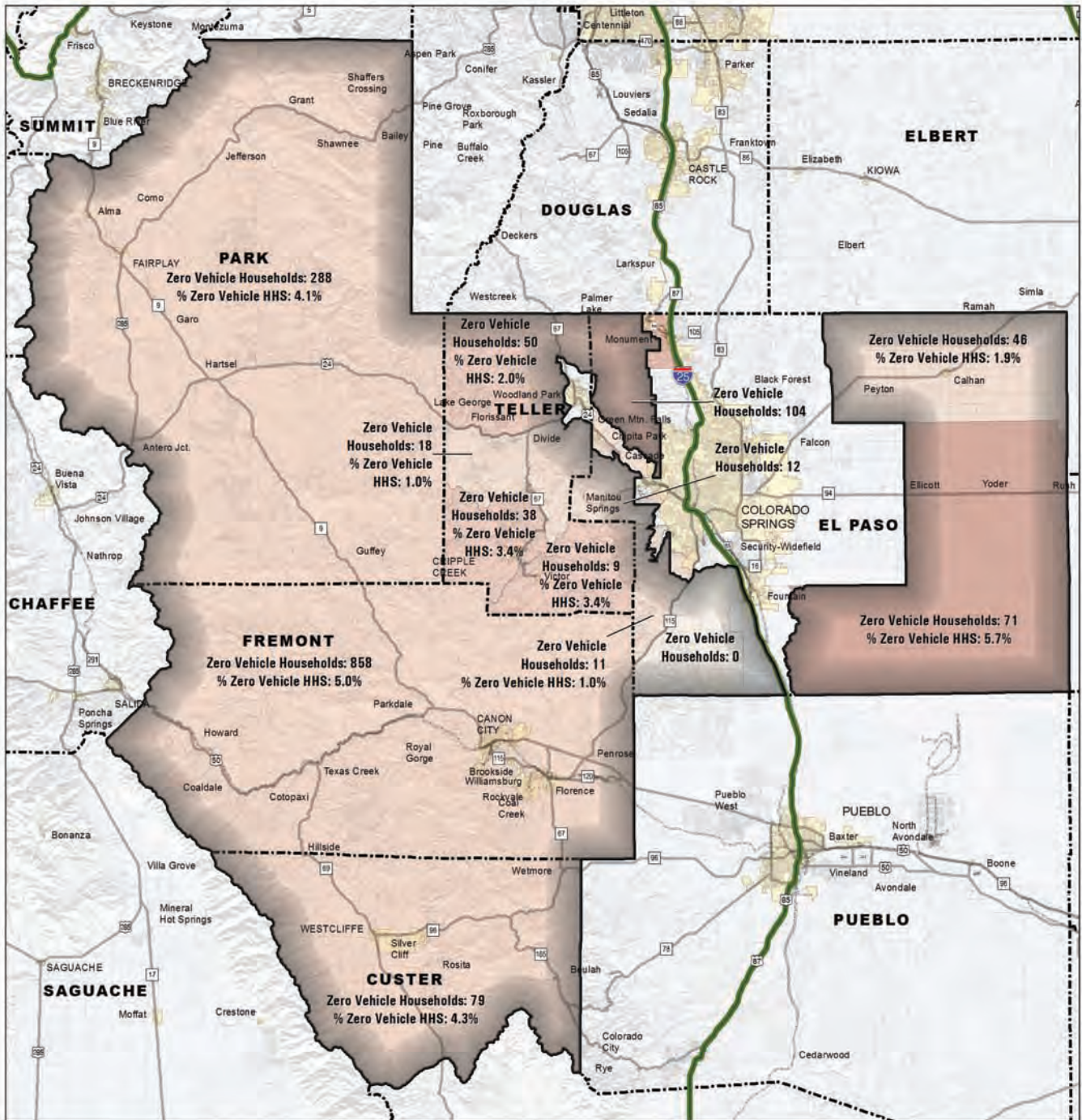
County-to-county commuters totaling less than 50 not depicted.

Central Front Range



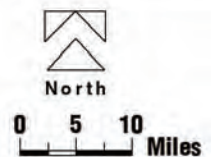
Transportation Planning Region

2011 Percentage of Households with No Vehicle

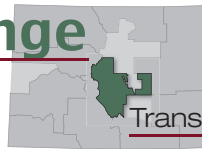


Legend

- No Zero Vehicle Households
- 0.1% - 2% Zero Vehicle Households
- 2% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Central Front Range TPR Boundary
- County Boundaries
- State Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



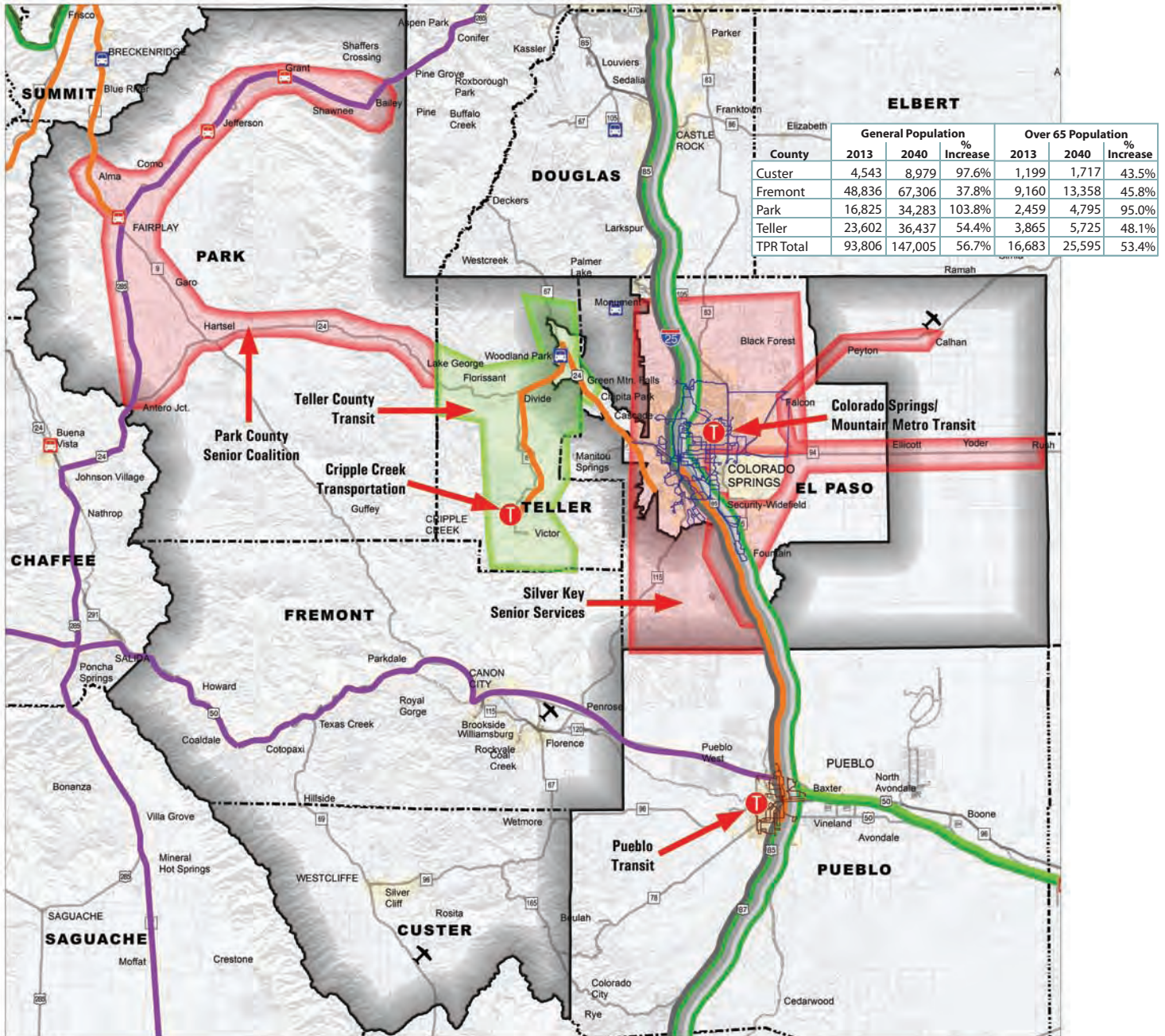
Central Front Range



Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Legend

- Rural Transit Service Providers
- Elderly & Disabled Transit Service Providers
- Local Transit Services
- City of Pueblo Transit
- Colorado Springs/Mountain Metro Transit
- Regional Bus Routes
- Americanos USA (Denver-Alb-El Paso)
- Greyhound (Den-Wals-Trin-Raton-Dallas)
- Americanos (Den-CS-Pueblo-Wals-Trin-Raton)
- El Paso-LA Limo (Denver-Alb-El Paso)
- Los Paisanos (Denver-Alb-El Paso)
- 222 (Pueblo-Lamar-Witchita)
- Greyhound #467 (Denver-Pueblo-Lamar-Dallas)
- Greyhound #360 (KC-Limon-Denver-FC-SLC)
- Greyhound #555 (Denver-Green River-LA)
- Black Hills Stage Lines #879 (Denver-Salida-Gunnison)
- Inter-City Bus Stations
- Regional Bus Stations
- Incorporated Cities and Towns
- Central Front Range TPR Boundary
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways
- Airports/Airfields



We Want to Hear From You!

- Please fill out our brief questionnaire or a comment card
- Visit the web site at:
<http://coloradotransportationmatters.com/other-cdot-plans/transit/>
- Talk with your regional planning lead at tonight's meeting



APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEY



D.1 – Provider Survey Questionnaire

Statewide Transit Plan: Provider Survey

Welcome!

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT) has initiated the process of developing the Department's first Statewide Transit Plan. As a part of this process, CDOT will also be updating the Local Transit and Human Service Coordination Plans in the rural regions throughout the state. Inclusion in this plan is **required to be eligible for FTA funds**.

This survey is also being conducted in coordination with the Colorado Association of State Transit Agencies (CASTA).

It is our intention to minimize the number of surveys and forms that each agency is required to fill out. In this effort:

- CDOT will be using this data as the basis to initiate each State and Federal grantee's agency profile and in assessing **FTA operating and administrative awards for FY's 2014 and 2015**.
- CASTA will be using this data to update the **Colorado Transit Resource Directory**.

The survey is split into ten sections. Data you will need for this survey includes:

- Agency Contact Information and Characteristics
- Service Information (type, operating times, etc.)
- Ridership/Operational Data and Demographics
- Operation Costs and Revenues
- Administrative Costs and Revenues
- Capital Costs and Revenues
- Transportation Needs (6 yr., 10 yr., and 20 yr.)
- Vehicle Fleet Inventory Information
- Coordination Efforts
- Number of Employees / Volunteers
- Service Area Information

Please complete the survey by **Wednesday, August 28th**. Should you have questions about this survey, please contact Cady Dawson at (303) 721-1440 or cady.dawson@fhueing.com

Thanks for your time!

Please click "Next" to start the survey.

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information

*1. Please provide the following agency information.

Agency Name:

Doing Business As:

Tax ID (FEIN):

Vendor Number:

Financial Software:

DUNS Number:

Previous Agency Name (if applicable):

*2. Agency Type:

- Public Transit Agency
- County-Operated Agency
- Municipal-Operated Agency
- Private Non-Profit
- State Agency
- Other (please specify)

*3. Agency Type: (check all that apply)

- Rural
- Urbanized
- Charter / Taxi / Tours
- Intercity / Regional (operates regionally but qualifies for intercity bus funding)
- Intercity Bus (Greyhound, Blackhills Stagelines, etc.)
- Pass Through (grantee contracts out the service or passes it through to a sub-recipient)
- Resort
- Specialized

*4. Agency Description:

*5. Agency History:

*6. Please provide the following contact information.

Phone:

Fax:

Website:

*7. Agency Associated Contact 1:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

8. Agency Associated Contact 2:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

9. Agency Associated Contact 3:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

Statewide Transit Plan: Provider Survey

***10. Please provide your agency's physical address information.**

Street:

Street 2:

City/Town:

State/Province:

Zip/Postal Code:

Country:

***11. Is your agency's physical address the same as its mailing address?**

Yes

No

Section 1: Transit Agency Information (cont.)

***12. Please provide your agency's mailing address information.**

Mailing Street:

Mailing Street 2:

Mailing City/Town:

Mailing State/Province:

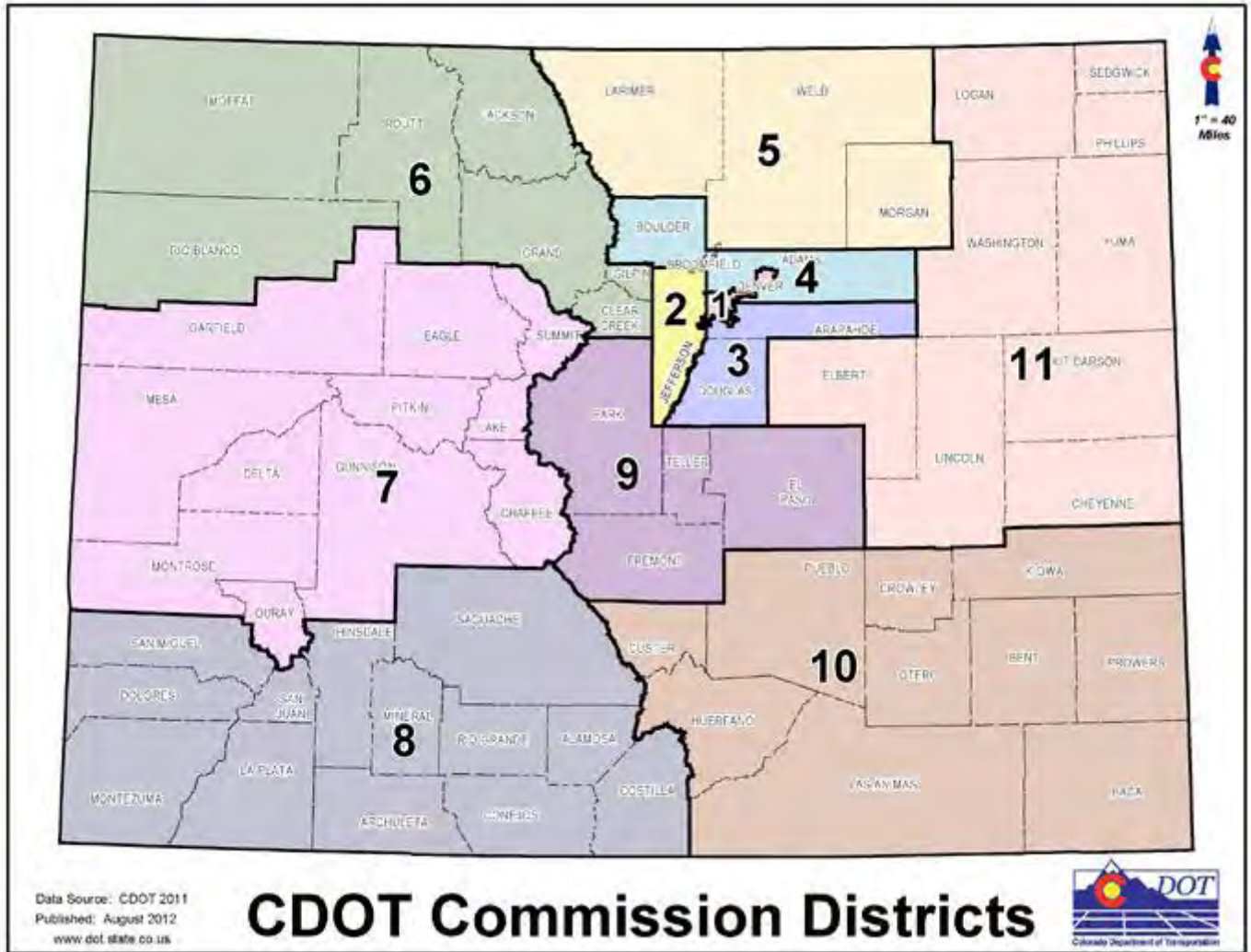
Mailing Zip/Postal

Code:

Mailing Country:

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

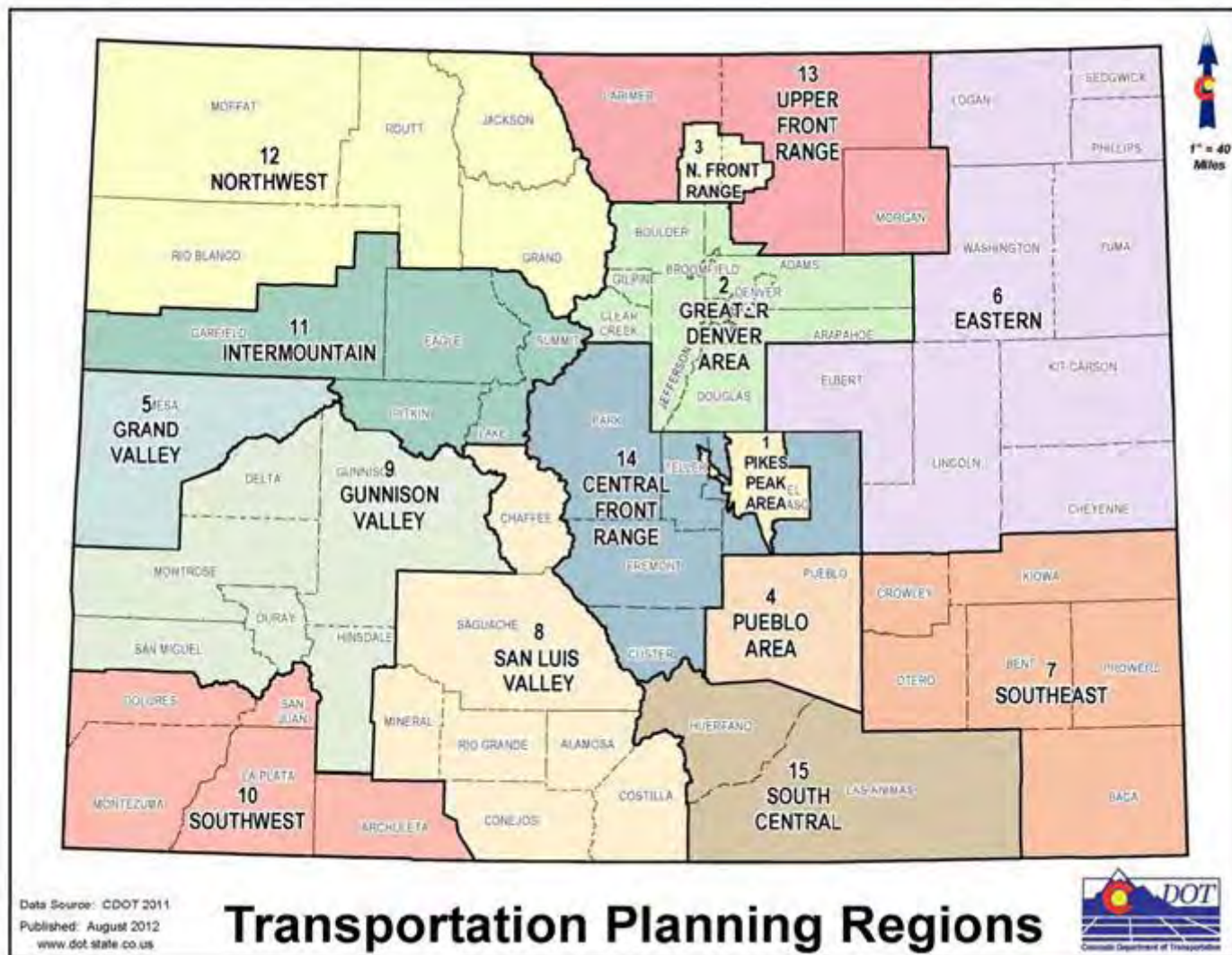


***13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

- 1 2 3 4 5 6 7 8 9 10 11

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Statewide Transit Plan: Provider Survey

***14. Which CDOT Planning Region(s) does your agency operate in?
(check all that apply)**

- 1 - Pikes Peak Area Council of Governments (PPACG)
- 2 - Denver Regional Council of Governments (DRCOG)
- 3 - North Front Range MPO (NFRMPO)
- 4 - Pueblo Area Council of Governments (PACOG)
- 5 - Grand Valley MPO (GVMPO)
- 6 - Eastern TPR
- 7 - Southeast TPR
- 8 - San Luis Valley TPR
- 9 - Gunnison Valley TPR
- 10 - Southwest TPR
- 11 - Intermountain TPR
- 12 - Northwest TPR
- 13 - Upper Front Range TPR
- 14 - Central Front Range TPR
- 15 - South Central TPR
- DO NOT KNOW

More information about CDOT planning regions is available [here](#).

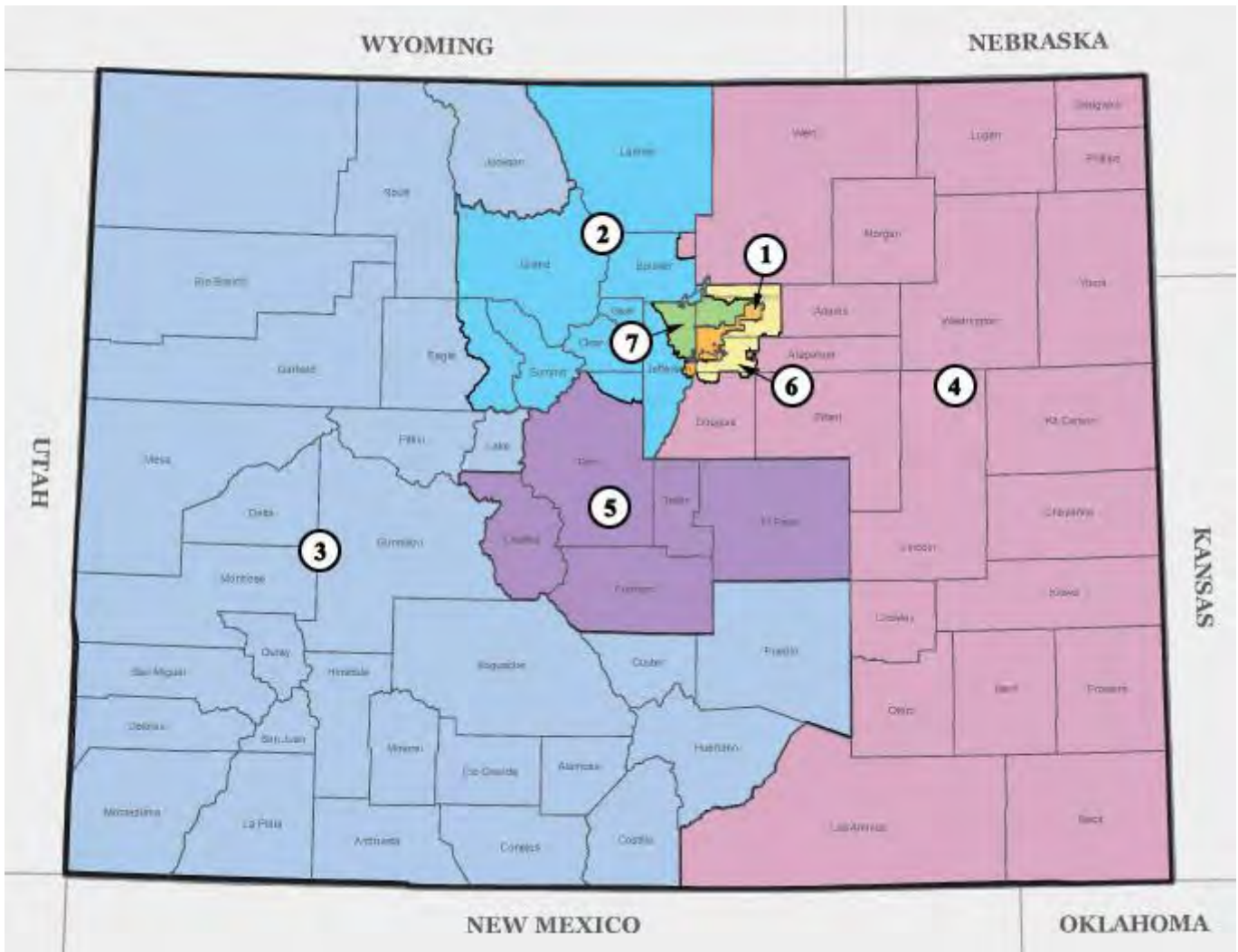
Statewide Transit Plan: Provider Survey

***15. Which counties does your agency operate in?
(check all that apply)**

- | | | |
|--------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> Adams | <input type="checkbox"/> Fremont | <input type="checkbox"/> Morgan |
| <input type="checkbox"/> Alamosa | <input type="checkbox"/> Garfield | <input type="checkbox"/> Otero |
| <input type="checkbox"/> Arapahoe | <input type="checkbox"/> Gilpin | <input type="checkbox"/> Ouray |
| <input type="checkbox"/> Archuleta | <input type="checkbox"/> Grand | <input type="checkbox"/> Park |
| <input type="checkbox"/> Baca | <input type="checkbox"/> Gunnison | <input type="checkbox"/> Phillips |
| <input type="checkbox"/> Bent | <input type="checkbox"/> Hinsdale | <input type="checkbox"/> Pitkin |
| <input type="checkbox"/> Boulder | <input type="checkbox"/> Huerfano | <input type="checkbox"/> Prowers |
| <input type="checkbox"/> Broomfield | <input type="checkbox"/> Jackson | <input type="checkbox"/> Pueblo |
| <input type="checkbox"/> Chaffee | <input type="checkbox"/> Jefferson | <input type="checkbox"/> Rio Blanco |
| <input type="checkbox"/> Cheyenne | <input type="checkbox"/> Kiowa | <input type="checkbox"/> Rio Grande |
| <input type="checkbox"/> Clear Creek | <input type="checkbox"/> Kit Carson | <input type="checkbox"/> Routt |
| <input type="checkbox"/> Conejos | <input type="checkbox"/> La Plata | <input type="checkbox"/> Saguache |
| <input type="checkbox"/> Costilla | <input type="checkbox"/> Lake | <input type="checkbox"/> San Juan |
| <input type="checkbox"/> Crowley | <input type="checkbox"/> Larimer | <input type="checkbox"/> San Miguel |
| <input type="checkbox"/> Custer | <input type="checkbox"/> Las Animas | <input type="checkbox"/> Sedgwick |
| <input type="checkbox"/> Delta | <input type="checkbox"/> Lincoln | <input type="checkbox"/> Summit |
| <input type="checkbox"/> Denver | <input type="checkbox"/> Logan | <input type="checkbox"/> Teller |
| <input type="checkbox"/> Dolores | <input type="checkbox"/> Mesa | <input type="checkbox"/> Washington |
| <input type="checkbox"/> Douglas | <input type="checkbox"/> Mineral | <input type="checkbox"/> Weld |
| <input type="checkbox"/> Eagle | <input type="checkbox"/> Moffat | <input type="checkbox"/> Yuma |
| <input type="checkbox"/> El Paso | <input type="checkbox"/> Montezuma | |
| <input type="checkbox"/> Elbert | <input type="checkbox"/> Montrose | |

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Source: The Colorado Department of Education

***16. Which Congressional District(s) does your agency operate in?
(check all that apply)**

- C-1 C-2 C-3 C-4 C-5 C-6 C-7

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

Please use the following link to determine your Colorado Senate and House district(s):

<http://www.colorado.gov/apps/maps/neighborhood.map>

Click the green "+" button next to "Legislators" and then check the appropriate district type. Once displayed, move the map to find your area and click to reveal the district number.

***17. Which State Senate District(s) does your agency operate in?
(check all that apply)**

- | | | |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> S-01 | <input type="checkbox"/> S-13 | <input type="checkbox"/> S-25 |
| <input type="checkbox"/> S-02 | <input type="checkbox"/> S-14 | <input type="checkbox"/> S-26 |
| <input type="checkbox"/> S-03 | <input type="checkbox"/> S-15 | <input type="checkbox"/> S-27 |
| <input type="checkbox"/> S-04 | <input type="checkbox"/> S-16 | <input type="checkbox"/> S-28 |
| <input type="checkbox"/> S-05 | <input type="checkbox"/> S-17 | <input type="checkbox"/> S-29 |
| <input type="checkbox"/> S-06 | <input type="checkbox"/> S-18 | <input type="checkbox"/> S-30 |
| <input type="checkbox"/> S-07 | <input type="checkbox"/> S-19 | <input type="checkbox"/> S-31 |
| <input type="checkbox"/> S-08 | <input type="checkbox"/> S-20 | <input type="checkbox"/> S-32 |
| <input type="checkbox"/> S-09 | <input type="checkbox"/> S-21 | <input type="checkbox"/> S-33 |
| <input type="checkbox"/> S-10 | <input type="checkbox"/> S-22 | <input type="checkbox"/> S-34 |
| <input type="checkbox"/> S-11 | <input type="checkbox"/> S-23 | <input type="checkbox"/> S-35 |
| <input type="checkbox"/> S-12 | <input type="checkbox"/> S-24 | |

Statewide Transit Plan: Provider Survey

***18. Which State House District(s) does your agency operate in?
(check all that apply)**

- | | | |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> H-01 | <input type="checkbox"/> H-23 | <input type="checkbox"/> H-45 |
| <input type="checkbox"/> H-02 | <input type="checkbox"/> H-24 | <input type="checkbox"/> H-46 |
| <input type="checkbox"/> H-03 | <input type="checkbox"/> H-25 | <input type="checkbox"/> H-47 |
| <input type="checkbox"/> H-04 | <input type="checkbox"/> H-26 | <input type="checkbox"/> H-48 |
| <input type="checkbox"/> H-05 | <input type="checkbox"/> H-27 | <input type="checkbox"/> H-49 |
| <input type="checkbox"/> H-06 | <input type="checkbox"/> H-28 | <input type="checkbox"/> H-50 |
| <input type="checkbox"/> H-07 | <input type="checkbox"/> H-29 | <input type="checkbox"/> H-51 |
| <input type="checkbox"/> H-08 | <input type="checkbox"/> H-30 | <input type="checkbox"/> H-52 |
| <input type="checkbox"/> H-09 | <input type="checkbox"/> H-31 | <input type="checkbox"/> H-53 |
| <input type="checkbox"/> H-10 | <input type="checkbox"/> H-32 | <input type="checkbox"/> H-54 |
| <input type="checkbox"/> H-11 | <input type="checkbox"/> H-33 | <input type="checkbox"/> H-55 |
| <input type="checkbox"/> H-12 | <input type="checkbox"/> H-34 | <input type="checkbox"/> H-56 |
| <input type="checkbox"/> H-13 | <input type="checkbox"/> H-35 | <input type="checkbox"/> H-57 |
| <input type="checkbox"/> H-14 | <input type="checkbox"/> H-36 | <input type="checkbox"/> H-58 |
| <input type="checkbox"/> H-15 | <input type="checkbox"/> H-37 | <input type="checkbox"/> H-59 |
| <input type="checkbox"/> H-16 | <input type="checkbox"/> H-38 | <input type="checkbox"/> H-60 |
| <input type="checkbox"/> H-17 | <input type="checkbox"/> H-39 | <input type="checkbox"/> H-61 |
| <input type="checkbox"/> H-18 | <input type="checkbox"/> H-40 | <input type="checkbox"/> H-62 |
| <input type="checkbox"/> H-19 | <input type="checkbox"/> H-41 | <input type="checkbox"/> H-63 |
| <input type="checkbox"/> H-20 | <input type="checkbox"/> H-42 | <input type="checkbox"/> H-64 |
| <input type="checkbox"/> H-21 | <input type="checkbox"/> H-43 | <input type="checkbox"/> H-65 |
| <input type="checkbox"/> H-22 | <input type="checkbox"/> H-44 | |

Section 2: Service Information

Please provide the following information on the services your agency provides.

***19. What type of service does your agency provide?
(check all that apply)**

- Fixed-Route
- Deviated Fixed-Route
- Demand-Response
- Complementary ADA
- Other (please specify)

***20. Description of clientele eligible for transportation service with your agency:
(check all that apply)**

- General Public
- Disabled Non-Elderly (<60 yrs/old)
- Elderly Non-Disabled (60+ yrs/old)
- Elderly and Disabled (60+ yrs/old with disability)
- Veterans
- Limited English Proficiency (LEP)
- Low Income
- School Children
- Workforce (employment specific)
- Other (please specify)

***21. What are the typical days per week that service is provided? (check all that apply)**

- S M T W Th F Sa

***22. What are the typical operating hours per week that service is provided?
(e.g., 8am-10am and 4pm-6pm, or Winter: 7am-8pm and Summer: 8am-6pm)**

Weekdays between

Saturdays between

Sundays between

Statewide Transit Plan: Provider Survey

***23. How many weeks per year is service operated?**

**24. Does your agency:
(check all that apply)**

- Broker trips (act as a broker by subcontracting trips to other providers)
- Have seasonal fluctuations
- Require advanced reservations

If you broker more than 50 percent of your trips, do not include these trips in your agency's service information.

25. If you have seasonal fluctuations, please describe them:

***26. Please select how your agency provides information on your services.
(check all that apply)**

- Website
- Email
- Phone
- Pamphlets/Brochures
- Mailed Newsletters
- Other Mailings
- Transportation Plans
- Other (please specify)

**27. Does your agency offer any of the following:
(check all that apply)**

- Travel training
- Rideshare services
- Mileage reimbursement
- Assistance as needed with shopping or other activities (besides transporting clients to these activities)
- Other (please describe)

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

Please provide ridership information about transit services that your agency provides. Annual trips should be recorded as one-way. For example, traveling from home to work and back is 2 one-way trips.

For demand response or ADA services where clients are registered, please identify the number of clients registered at year-end 2012.

If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.

28. Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

29. Deviated Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

30. Demand-Response:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

31. ADA Services:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

Statewide Transit Plan: Provider Survey

32. Taxicab:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way
Passenger Trips

33. Vanpool or Other:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way
Passenger Trips

Number of Registered
Clients

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

Please estimate the numbers below. Enter percentages in whole number format (i.e. 70, not 0.70). Each question in bold should equal 100. Please provide information that reflects your overall program data, not specific trip/project data.

If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.

*34. Trip Purpose

% Medical:	<input type="text"/>
% Senior Programs:	<input type="text"/>
% Workforce / Employment Related:	<input type="text"/>
% Education:	<input type="text"/>
% Social / Recreational / Shopping / Personal:	<input type="text"/>
% Meal Delivery:	<input type="text"/>
% Other Trip Purpose:	<input type="text"/>

*35. Americans with Disabilities Act

% Disabled Non- Elderly (< 60 yrs/old):	<input type="text"/>
% Elderly and Disabled (60+ yrs/old):	<input type="text"/>
% Elderly Non- Disabled 60+ yrs/old):	<input type="text"/>
% Non-Elderly, Non- Disabled (< 60 yrs/old):	<input type="text"/>
% Wheelchair Trips:	<input type="text"/>

Statewide Transit Plan: Provider Survey

Section 3: Transportation Cost Information

Please provide your agency's annual passenger transportation costs (OPERATIONAL and ADMINISTRATIVE) for 2012.

Subsequent sections will ask for total operating and administrative revenues by type, and for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation. Do not include capital depreciation in your expenses.

*** 36. What percentage of your service is operated by a contractor?
(please round to the nearest whole number)**

*** 37. Total Operating Expenses:**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

*** 38. Total Administrative Expenses:
(office equipment, grant management, etc.)**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

Statewide Transit Plan: Provider Survey

Section 4: Operating and Administrative Revenue Information / Funding Sourc...

Please provide your agency's OPERATING and ADMINISTRATIVE annual revenues for ALL services combined for 2012.

The subsequent section will ask for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation.

***39. Total Annual Revenue from Fares/Donations:**

\$

***40. Total Annual Revenue from Advertising:**

\$

***41. Total Annual Revenue from Dedicated Transit Tax:**

\$

***42. General Funds Revenue:**

Cities, Towns, and/or

Districts - \$

Counties - \$

***43. Grant Revenues:**

FTA 5304 - \$

FTA 5307 (urbanized) -

\$

FTA 5309

(discretionary capital) -

\$

FTA 5310 (elderly &

disabled) - \$

FTA 5311 (rural) - \$

FTA 5316 - \$

FTA 5317 - \$

Tobacco Trust Funds -

\$

Statewide Transit Plan: Provider Survey

44. Other Federal Grant Revenues (CMAQ, FHWA, CSBG, etc.):

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

45. Other Miscellaneous Grant Revenues:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

46. Other Operating and Administrative Revenue Sources, including volunteer labor:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

*47. TOTAL ANNUAL OPERATIONAL REVENUE:

\$

*48. TOTAL ANNUAL ADMINISTRATIVE REVENUE:

\$

Statewide Transit Plan: Provider Survey

Section 5: Capital Expense and Revenue

Please provide your agency's annual CAPITAL costs for the past five years and revenues for 2012. Do not include capital depreciation in your expenses.

*49. Capital Costs for 2008:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*50. Capital Costs for 2009:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*51. Capital Costs for 2010:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*52. Capital Costs for 2011:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

Statewide Transit Plan: Provider Survey

*53. Capital Costs for 2012:

Number of vehicles (#)

Vehicles (\$)

Facilities (\$)

IT hardware/software
(\$)

Other equipment (\$)

*54. Capital Revenues for 2012:

Federal (\$)

Name of Federal
Source

State (FASTER / SB
1) (\$)

Local (\$)

Other (\$)

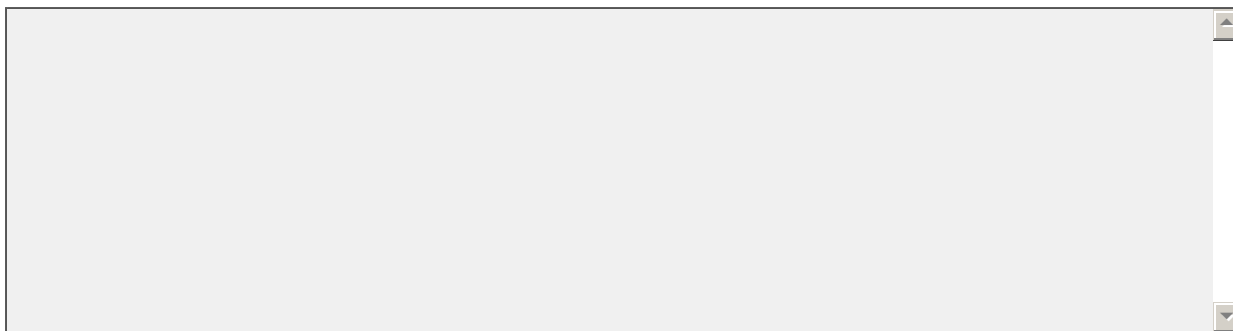
Section 6: Transportation Conditions and Needs

The following questions will identify current deficiencies, future needs, and project costs for the planning horizon. This information will augment the projects identified in the Transit Working Group meetings. Please be as specific and descriptive as possible when answering the questions. Some examples include the following:

- Need to replace four large buses at a cost of \$250,000 each
- Need two minibuses at \$50,000 each
- Want new service to the shopping mall with 30-minute headways at a cost of \$500,000 annually
- Add one day per week of demand-response service to the elderly apartments at a cost of \$20,000 annually
- Four new bus shelters at \$1,000 each
- Print new service schedules - estimated cost with labor and materials \$5,000
- Hire one dispatcher at \$18,000 annually
- Reinstate 30-minute service frequency on the Red Route

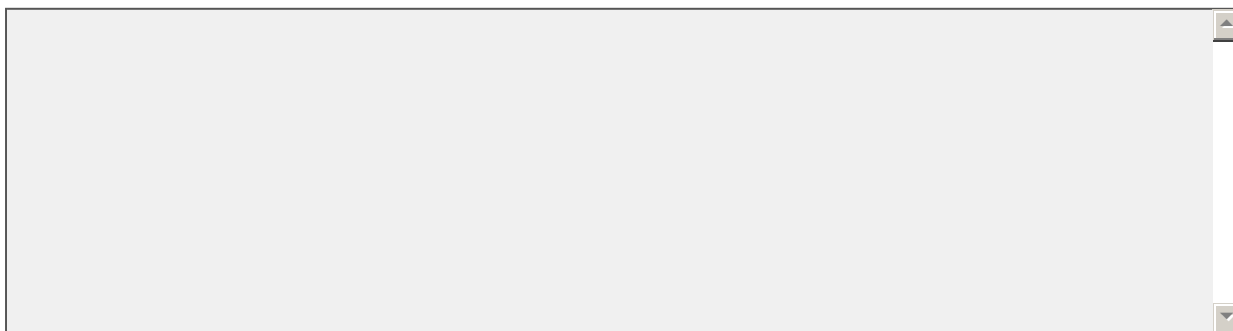
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

Please list specific projects and include type of service, frequency of service, population served and cost as appropriate.



*** 56. What are the major transportation needs of your agency in the mid term (7 – 10 years)?**

Please list specific projects, such as the above examples, and include as much detail as possible.



Statewide Transit Plan: Provider Survey

***57. What are the major transportation needs of your agency in the long term (11 – 20 years)?**

Please list specific projects, such as the above examples, and include as much detail as possible.

58. Are there other transit needs in your service area? Please describe.

Section 7: Vehicle Fleet Inventory

Please provide the following fleet information. If you have a fleet roster, please email it to Cady Dawson at cady.dawson@fhueng.com. Additional instructions on what to send in conjunction with this survey are provided at the end of this survey.

***59. Fleet Size:**

Total Number of Vehicles in Fleet

Total Number of Vehicles in Service (excluding spares and backups)

60. If you do not have a fleet roster available to send, please list the type and number (type, #) of each different vehicle in your fleet. Please place each type on a separate line.

Section 8: Coordination

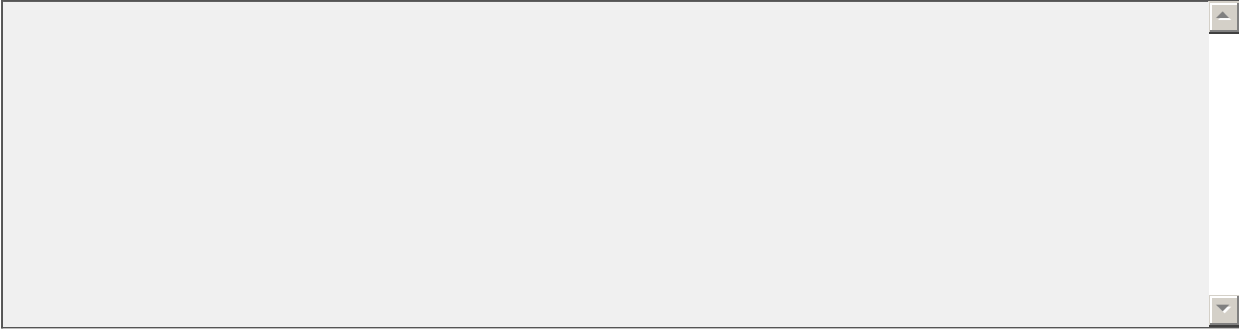
***61. Does your agency have agreements with other transportation providers in your community to:**

	Yes	No
Share an accessible vehicle	<input type="radio"/>	<input type="radio"/>
Share back-up vehicles	<input type="radio"/>	<input type="radio"/>
Share vehicles when not in use by your program	<input type="radio"/>	<input type="radio"/>
Share maintenance facilities	<input type="radio"/>	<input type="radio"/>
Share call centers / dispatch	<input type="radio"/>	<input type="radio"/>

Other (please specify)

62. If you share resources in any significant way with other agencies (e.g. maintenance, mechanics, vehicles, staff/drivers, facilities, marketing, insurance, fuel purchases, training, bi-lingual programs, brokers, etc.), please describe them briefly.

63. Describe any barriers to coordination that you may have encountered.



Section 9: Employee Information

Please provide the following employee and volunteer information. Please use the average number in 2012, as we realize the number fluctuates throughout the year.

*64. Total Employees

Full-Time:	<input type="text"/>
Part-Time:	<input type="text"/>
Volunteer:	<input type="text"/>

*65. Does your organization use volunteers as:

- We do not use volunteers
- Drivers
- Other program services (meal delivery, office work, etc.)
- Drivers and other program services
- Other (please specify)

Section 9: Employee Information (cont.)

*** 66. How many hours did your volunteers record in 2012?**

Section 10: Service Area(s) and Other Data to Submit

The final section of the Survey includes service area information. In addition to the question below, please send the following information to Cady Dawson:

- Map of service area boundaries
- Map of routes
- Schedule
- Fleet roster

If you have electronic versions of these items, you can email Cady Dawson at cady.dawson@fhueng.com. Please include GIS files if available. GIS files are especially helpful for regions covering more than a single jurisdiction, but not an entire county.

If you do not have electronic copies of these files, please mail hard copies to:

Cady Dawson
Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

If you have any questions or concerns, please also feel free to call Cady at (303) 721-1440.

***67. How do you plan to submit the requested materials noted above? This information will help us know how to anticipate the arrival of your materials and whether we need to contact you in regards to any issues in receiving the materials (spam filter, lost in the mail, etc.).**

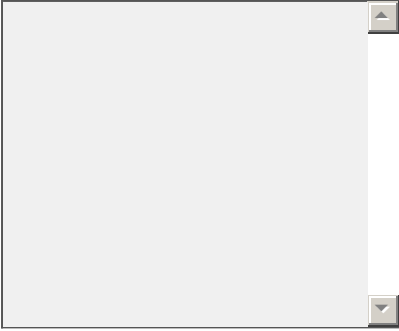
- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

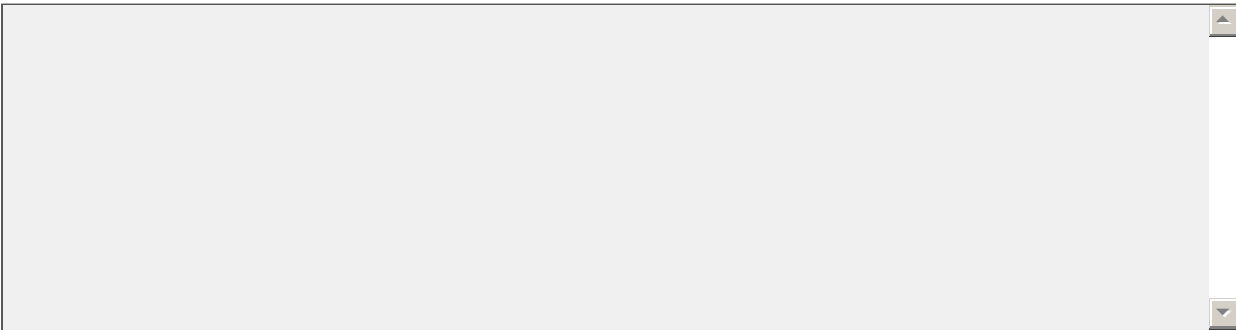
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

Statewide Transit Plan: Provider Survey

***69. Please list the municipalities you operate in, one per line.**

A rectangular text input field with a light gray background and a thin black border. It includes a vertical scrollbar on the right side, indicating it is a multi-line text area.

***70. Please provide a written description of your service area. Please specify the approximate boundaries of the service area and location of regular routes.**

A large rectangular text input field with a light gray background and a thin black border. It includes a vertical scrollbar on the right side, indicating it is a multi-line text area.



D.2 - List of Provider Survey Respondents

Black Hills Stage Lines, Inc.

Chaffee Shuttle

City of Cripple Creek

Wet Mountain Valley Rotary



D.3 – Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT) has initiated the process of developing the Department's first Statewide Transit Plan. As a part of this process, CDOT will also be updating the Local Transit and Human Service Coordination Plans in the rural regions throughout the state.

Your assistance is needed in helping to identify the transportation needs of clients of human service, employment, and training agencies in rural areas. This survey contains up to 18 questions and is the start of the process to begin collecting current information on existing transit service and human service providers in your region.

Data you will need for this survey includes:

- Contact Information
- Programs Operated and their Eligibility Criteria
- Client Data and Demographics
- Client Trip/Transportation Needs
- Benefits Provided to Clients

Please complete this survey by no later than **Wednesday, August 28th, 2013**. Should you have questions about this survey, please contact Cady Dawson at 303-721-1440 or cady.dawson@fhueng.com

Thanks for your time!

Please click "Next" to start the survey.

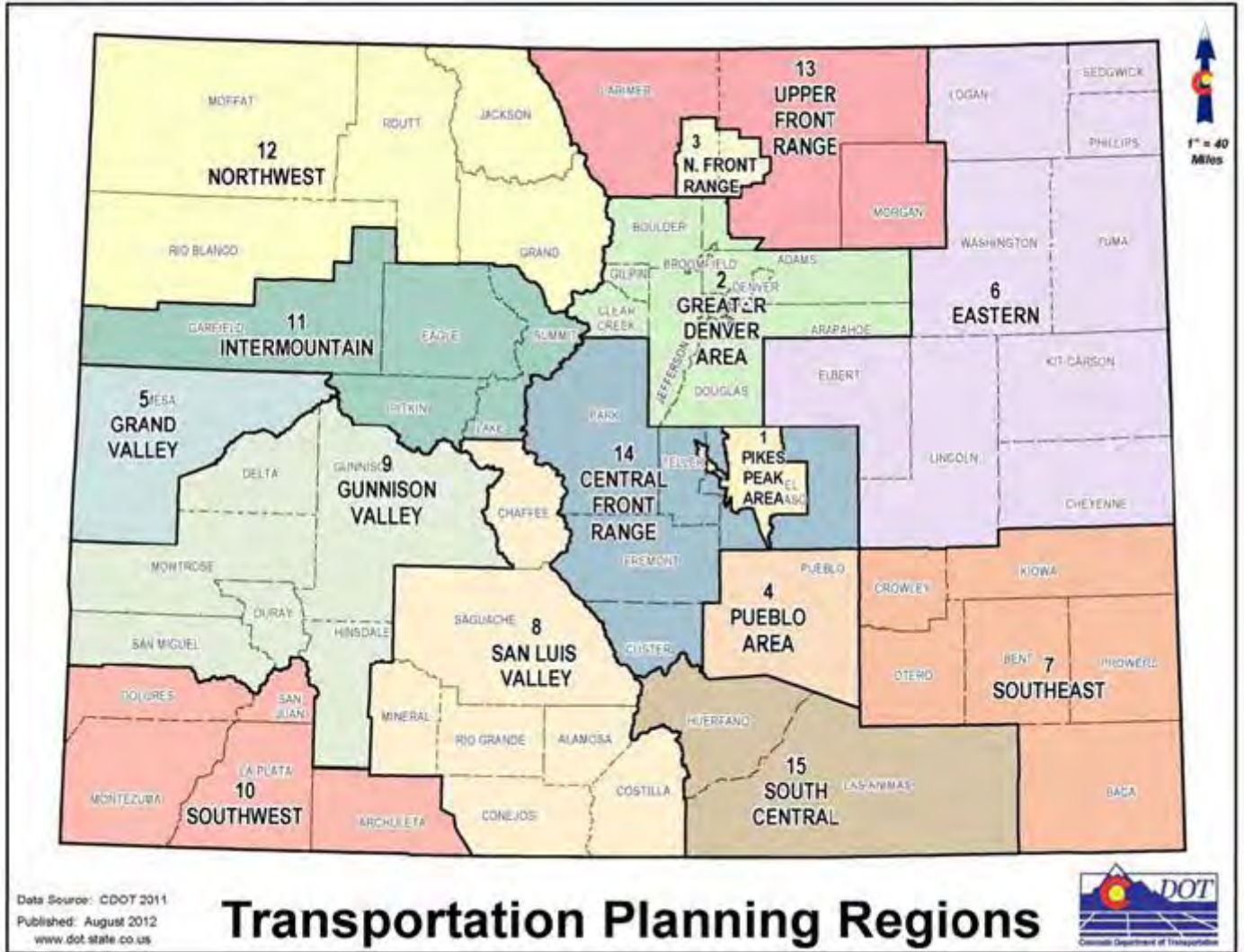
Agency Information

***1. Please provide the following contact information.**

Organization:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
Zip Code:	<input type="text"/>
Phone:	<input type="text"/>
Fax:	<input type="text"/>
Contact Person:	<input type="text"/>
Title/Dept.:	<input type="text"/>
E-mail Address:	<input type="text"/>
Website:	<input type="text"/>

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



Statewide Transit Plan: Human Service Agency Survey

***2. Which CDOT Planning Region(s) does your agency operate in?
(check all that apply)**

- 1 - Pikes Peak Area Council of Governments (PPACG)
- 2 - Denver Regional Council of Governments (DRCOG)
- 3 - North Front Range MPO (NFRMPO)
- 4 - Pueblo Area Council of Governments (PACOG)
- 5 - Grand Valley MPO (GVMPO)
- 6 - Eastern TPR
- 7 - Southeast TPR
- 8 - San Luis Valley TPR
- 9 - Gunnison Valley TPR
- 10 - Southwest TPR
- 11 - Intermountain TPR
- 12 - Northwest TPR
- 13 - Upper Front Range TPR
- 14 - Central Front Range TPR
- 15 - South Central TPR
- DO NOT KNOW

More information about CDOT planning regions is available [here](#).

Service Information

***3. What basic programs are operated by your agency? (check all that apply)**

- Older Americans Act / Older Coloradans Act services
- Temporary Assistance for Needy Families (TANF)
- Medicaid Funded Services
- Head Start or Migrant Head Start
- Veterans services, including transportation, training, and other benefits
- Education
- Employment training and other Workforce Investment Act services
- Mental / Behavioral Health
- Substance Abuse Rehabilitation
- Vocational Rehabilitation
- Housing Assistance - Section 8 or assisted living facilities
- Other (please specify)

Medicaid Service Information

***4. You selected "Medicaid Funded Services" as a program operated by your agency. Please select the applicable Medicaid categories your agency provides. (check all that apply)**

- Developmental Disabilities
- Other Disabilities
- Home and Community Based Services
- Long-term Care for Aged
- Behavioral Health
- Other (please specify)

Service Information (cont.)

***5. Please describe the eligibility criteria for your program(s).**

***6. Please describe the services provided by your agency.**

7. If you operate out of more than one location, please list the services provided by location. For example, list where the senior centers, housing sites, or training sites are located.

***8. Please provide the average number of clients served in a typical year.**

Average number of clients served in a typical year

Statewide Transit Plan: Human Service Agency Survey

***9. What percent of your clients do you estimate:
(please round to the nearest whole number)**

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

Are unable to drive due to disabling condition or frailty, being too young, or whose license has been rescinded

Live where there is some public transit service available

Transportation Importance

***10. On a scale of 1 (unimportant) to 5 (very important), how important is transportation for your clients?**

	1 (Unimportant)	2 (Not Very Important)	3 (Somewhat Important)	4 (Important)	5 (Very Important)
--	--------------------	---------------------------	---------------------------	------------------	-----------------------

The importance of transportation to my clients is:

Transportation Importance (cont.)

***11. Check up to three of the most important types of trips / trip purposes your clients need.**

- Access jobs
- Access education
- Access health care
- Access shopping and services
- Continue to live independently
- Other (please specify)

***12. For the trips / trip purposes you selected above, please provide primary areas where your clients travel.**

Examples are:

"From Victor and Cripple Creek to Woodland Park"

"Throughout our region to Grand Junction"

"To Craig from other parts of Moffat County"

"Within Alamosa"

Access jobs	<input type="text"/>
Access education	<input type="text"/>
Access health care	<input type="text"/>
Access shopping and services	<input type="text"/>
Continue to live independently	<input type="text"/>
Other	<input type="text"/>

Statewide Transit Plan: Human Service Agency Survey

***13. Check up to three transit improvements that you believe are priorities for the clients you serve.**

- Local service within a county
- Regional service between counties
- Early morning service (before 9AM)
- Later evening service (after 6PM)
- Weekend service
- More information about public transit services
- Other (please specify)

14. If you selected "Local service within a county" in Q13, please provide the county or counties where local service needs improvement.

15. If you selected "Regional service between counties" in Q13, please provide the county pair(s) where regional service needs improvement. For example, "Pitkin and Eagle".

16. Please check any additional transportation options that clients in your area might need.

- Improved access to reliable autos
- Carpool services
- Vanpool services

Other (please specify)

Transportation Benefits and Needs

***17. Please select the ways in which your program meets the transportation needs of your clients.**

(check all that apply)

- Program staff transports clients to appointments, training, or activities of daily living
- Volunteers transport clients to appointments, training, or activities of daily living
- Bus tickets or passes can be provided
- Program contracts with others to provide transportation to appointments or activities
- Gas vouchers
- Car repair vouchers
- Adaptive transportation (e.g. modifications to vehicles or wheelchair accessible vehicles)
- Other (please specify)

18. Please provide any additional comments you have about the transportation needs of your clients.



D.4 – List of Human Service Agency Respondents

Arkansas Headwaters Recreation Area

City of Cripple Creek

Developmental Opportunities DBA Starpoint

Fremont County Head Start

Upper Arkansas Area Council of Governments (UAACOG)

Upper Arkansas Area Agency on Aging (UAAAAA)

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

D.5 – Regional Project List

Agency	Project Description	Cost	Time Frame	Category
City of Cripple Creek	Need a transit facility built similar to the hub in Durango	\$4M	Long	Facilities
City of Cripple Creek	Later evening service (after 6PM)		Short	Mobility for the General Public
City of Cripple Creek	Need to replace 4 mid-size shuttles	\$90,000 ea.	Short	Vehicles
City of Cripple Creek	Trolley Replacement	\$240,000 ea.	Long	Vehicles
Fremont County Head Start (2008)	New and Replacement mid-size buses (3)		Mid	Vehicles
Golden Shuttle/ Fremont County Transit	Expand service		Short	Mobility for the General Public
Golden Shuttle/ Fremont County Transit (2008)	Maintain Existing Service Level		Ongoing	Maintaining Service
Golden Shuttle/ Fremont County Transit (2008)	New and Replacement mid-size buses (2)		Short	Vehicles
Park County Senior Coalition (2008)	Maintain Existing Service Level		Ongoing	Maintaining Service
Park County Senior Coalition (2008)	New and Replacement mid-size buses (6)		Short	Vehicles
Starpoint	Weekend Service		Long	Mobility for the General Public
Starpoint	Early Morning Service (before 9AM)		Long	Mobility for the General Public
Starpoint	Improve service within Chaffee and Fremont Counties		Mid	Mobility for the General Public
Starpoint (2008)	Maintain Existing Service Level		Ongoing	Maintaining Service
Starpoint (2008)	New and Replacement mid-size buses (23)		Short	Vehicles
TPR Transit Projects List (2008)	Strengthen a coordinating council to lead the coordination of systems and strategies		Short	Coordination Strategies
TPR Transit Projects List (2008)	Develop joint grant applications through the Upper Arkansas Council of Governments		Short	Coordination Strategies
TPR Transit Projects List (2008)	Explore the potential of vehicle and resources sharing to increase service capacity		Long	Coordination Strategies

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Project Description	Cost	Time Frame	Category
UAACOG, Fremont County Head Start (2008)	More information about public transit services		Short	Marketing Strategies
Wet Mountain Valley Rotary Community Service	Metal building to house vehicles	\$400,000	Long	Facilities
Wet Mountain Valley Rotary Community Service	New 4-Wheel-Drive vehicle	\$30,000	Short	Vehicles
Wet Mountain Valley Rotary Community Service	New vehicles	\$30,000	Mid	Vehicles
Wet Mountain Valley Rotary Community Service	4-Wheel-drive vehicle	\$30,000	Mid	Vehicles
Wet Mountain Valley Rotary Community Service	2 new vehicles & 4-wheel drive vehicle	\$100,000	Long	Vehicles



APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – CENTRAL FRONT RANGE REPORT

Colorado Department of Transportation Statewide Transit Survey of Older Adults and Adults with Disabilities

Transportation Planning Region: Central Front Range Area

Survey Results

June 2014



Contents

SURVEY BACKGROUND 1

HIGHLIGHTS OF SURVEY RESULTS..... 4

RESPONSES TO SURVEY QUESTIONS..... 5

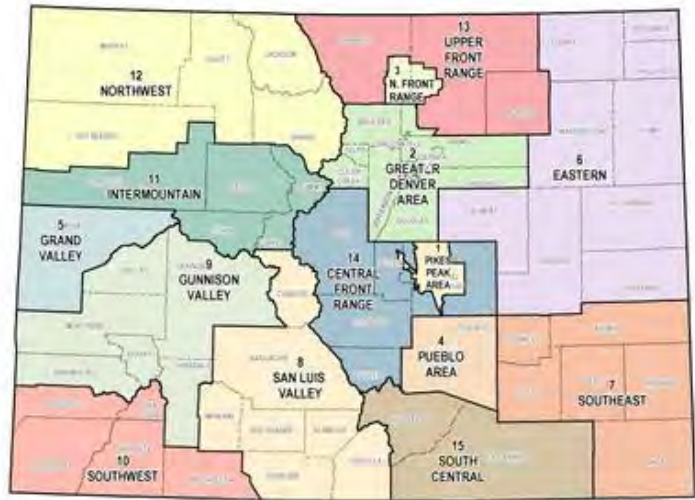
VERBATIM RESPONSES TO OPEN-ENDED QUESTIONS 12

SURVEY INSTRUMENT..... 23

Survey Background

About the Central Front Range Area Transportation Planning Region

The Central Front Range Area Transportation Planning Region is located in the central part of the state, and includes the entire counties of Custer, Fremont and Park. It includes portions of Teller and El Paso Counties outside the metropolitan area of Colorado Springs, which is primarily along the I-25 corridor (including Colorado Springs) and the portion of the US-24 corridor from Colorado Springs to Woodland Park. According to the 2010 Census, the total population of this region was 244,757. There were 29,260 adults age 65 and older residing in this region, and 16,069 adults with disabilities age 18 to 64. This region accounts for 5.6% of older adults and adults age 18 to 64 with disabilities in the state of Colorado.



Why the survey was conducted

The Colorado Department of Transportation's (CDOT) Division of Transit and Rail (DTR) is developing its first ever comprehensive Statewide Transit Plan, providing a framework for creating an integrated transit system that meets the mobility needs of Coloradans. In addition, development of the Regional Coordinated Transit and Human Services Plans (Regional Plans) for the state's rural Transportation Planning Regions (TPR) is being undertaken. These Regional Plans will be integrated into the CDOT Statewide Transit Plan and the TPR Regional Transportation Plans, along with the developed transit plans of various metropolitan planning organizations, providing a complete picture of existing transit services, future transit needs, and overall transit service gaps statewide. Funding and financial needs also will be assessed.

Using the Statewide Transit Plan as a foundation, CDOT will be able to implement policies and strategies for funding enhanced transit services throughout the state. These transit services will facilitate mobility for the citizens and visitors of Colorado, offer greater transportation choice to all segments of the state's population, improve access to and connectivity among transportation modes, relieve congestion, promote environmental stewardship, and improve coordination of service with other providers in an efficient, effective and safe manner.

As one of the data collection efforts for the Statewide Transit Plan, CDOT DTR contracted with National Research Center, Inc. (NRC) to conduct a statewide survey to learn about the travel behavior and characteristics of the elderly (65 years or older) and disabled (18 years or older) residents of Colorado, and determine their transportation priorities, needs and preferences.

How the survey was conducted

The survey topics were discussed and refined by CDOT DTR staff in meetings and discussions with NRC and reviewed with various stakeholders. In addition, survey questions from other surveys were reviewed. A questionnaire was drafted by NRC, and revised through an iterative process with CDOT DTR. The final questionnaire was five pages in length.

Two approaches were taken to recruit survey participants. In the first approach, approximately 4,000 households containing persons with disabilities aged 18 to 64 and persons age 65 and over were randomly selected to receive the survey. NRC purchased marketing mailing lists that identified household members as fitting into one of these two groups. A total of 267 surveys were distributed in each of the 15 Transportation Planning Regions (TPRs), with roughly one-third going to households including people with disabilities and two-thirds to households in which older adults lived. Each selected household was contacted three times starting in November 2013: a prenotification postcard and two survey packets, each mailed one week apart. The cover letters to the survey included a web link where the respondent could complete the survey online in Spanish and in English, if preferred.

Additionally, CDOT worked with various agencies across the state that serve older adults (age 65+) and adults with disabilities to distribute the survey to their clientele. These agencies were provided with 6,746 hard copy survey packets. Agencies that had email addresses for their clients also were provided a web link they could email to their clientele if they desired. Surveys were collected from both sources through mid-January 2014.

A total of 3,113 respondents completed a survey: 1,190 completed the mailing list survey; 998 completed the agency-distributed hard copy survey; and 925 completed the agency-distributed web survey. The response rate for those responding to the mailing list survey was 30%. Assuming all 6,746 agency surveys were given to clients, the response rate for the agency-distributed paper surveys was 15%. Because the number of emails sent by the agencies is unknown, a response rate cannot be calculated for the 925 web responses.

The response rates for the mailing list survey and the agency-distributed survey varied across the TPRs. Response rates for the mailing list survey ranged from 22% to 45% across the TPRs, while the agency survey response rates ranged from 9% to 25%. Overall, roughly two-thirds of the completed surveys received were those distributed by agencies (62%), while about one-third (38%) came from those distributed by mail. However, these proportions differed across the 15 TPRs. In examining the differences among those who responded to the agency-distributed survey versus those who responded to the mailing list survey, it was found that agency clientele were less likely to drive than those who received the survey from the mailing list. In order to make comparisons across the TPRs as fair as possible, survey results were weighted such that the proportion of surveys from agencies and the mailing list were similar across the TPRs.

For the Central Front Range TPR, 41 respondents completed an agency-distributed hard copy survey, 18 completed the web-based agency survey and 121 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 12% and 45%, respectively.

Number of Surveys and Survey Response Rates by TPR

TPR	Hard copy agency surveys			Web-based agency surveys*	Mailed surveys			Total number of surveys
	Surveys distributed	Number returned	Response rate		Surveys distributed	Number returned	Response rate	
Pikes Peak Area	228	53	23%	94	267	59	22%	206
Greater Denver Area	1,181	150	13%	388	267	88	33%	626
North Front Range	620	157	25%	72	267	71	27%	300
Pueblo Area	606	64	11%	10	267	76	28%	150
Grand Valley	801	71	9%	25	267	79	30%	175
Eastern	475	77	16%	4	267	76	28%	157
Southeast	130	24	18%	0	267	95	36%	119
San Luis Valley	282	60	21%	1	267	66	25%	127
Gunnison Valley	257	35	14%	10	267	64	24%	109
Southwest	209	27	13%	6	267	85	32%	118
Intermountain	400	68	17%	20	267	68	25%	156
Northwest	225	31	14%	15	267	66	25%	112
Upper Front Range	845	77	9%	26	267	68	25%	171
Central Front Range	333	41	12%	18	267	121	45%	180
South Central	156	18	12%	7	267	67	25%	92
Unknown	--	45		229	--	41	--	315
Overall	6,746	998	15%	925	4,005	1,190	30%	3,113

Highlights of Survey Results

- **Four in 10 older adults and adults with disabilities from the Central Front Range TPR reported having difficulty finding transportation for trips they wanted or needed to make.**

Those who reported having trouble finding transportation were asked how many times in the last month, if at all, they had been unable to get somewhere as a result. About half of these respondents had been unable to make one or more trips in the last month. Respondents most often reported having trouble finding transportation for shopping/pharmacy trips and medical appointments.

- **Many older adults and adults with disabilities reported driving themselves in a personal vehicle; about one-third of these respondents said they would be willing to use public transportation or paratransit instead.**

About 8 in 10 Central Front Range TPR respondents said they drove themselves at least once in a typical month. When asked how frequently, if at all, they depended on family, friends, aides or volunteers, half of respondents did so for at least some of their trips, with one-quarter relying on others for over half their trips.

While less than 10% reported using public transportation or paratransit, about a third of the respondents who drove themselves said they would be very or somewhat likely to use public transportation or paratransit in their community instead of driving.

- **The most frequently cited barriers to using public transportation and paratransit were a lack of service and wanting to use the service during hours it was not available.**

About two-thirds of respondents in the Central Front Range area felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and another 11% felt this was a minor problem. Approximately half of respondents cited limited service hours as a major problem, while a third said the distance from the bus stop or light rail station being too far to walk and difficulty finding information about schedules and routes represented major issues.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. As with public transportation services, the largest obstacles were lack of service and limited service hours, considered major problems by 58% and 41% of Central Front Range respondents, respectively.

- **Respondents identified providing more community transportation and supporting the development of easily accessible and understandable transportation information and referral services as the most important issues in creating a statewide transit plan.**

Overall, most of the issues included on the survey were deemed somewhat or very important by a majority of Central Front Range TPR respondents. Two-thirds felt that providing additional community transportation and developing accessible and understandable transportation information and referral services were very important issues. About 6 in 10 prioritized expanding routes in their community, providing more transportation to regional destinations and providing lower fares for seniors and disabled riders. Less important to Central Front Range residents was increasing the availability of wheelchair-accessible taxi cabs, although a third still cited this as very important.

Responses to Survey Questions

The following pages contain a complete set of responses to each question on the survey. The percent of respondents giving a particular response is shown followed by the number of respondents (denoted with “N=”).

Question 1										
In a typical month, about how often, if ever, do you use the following forms of transportation?	Never		4 or fewer times a month		1 to 2 times a week		3 or more times a week		Total	
	Drive myself in a personal vehicle	22%	N=38	7%	N=12	13%	N=23	57%	N=100	100%
Get a ride in a personal vehicle from a family member or someone who lives in my household	47%	N=79	19%	N=32	17%	N=29	18%	N=30	100%	N=170
Get a ride in a personal vehicle from family, friends or neighbors	49%	N=82	32%	N=53	9%	N=15	10%	N=16	100%	N=166
Driven by a paid driver or personal assistant	96%	N=160	0%	N=0	1%	N=2	2%	N=4	100%	N=166
Get a ride from a volunteer driver	89%	N=147	5%	N=9	4%	N=7	1%	N=2	100%	N=164
Take a taxi at the full price fare	97%	N=162	3%	N=4	0%	N=0	0%	N=0	100%	N=166
Take a taxi at a subsidized or discounted fare	95%	N=160	2%	N=4	1%	N=2	1%	N=2	100%	N=167
Walk	55%	N=92	17%	N=29	8%	N=14	20%	N=33	100%	N=167
Bicycle	79%	N=131	11%	N=18	3%	N=5	8%	N=13	100%	N=167
Use transportation provided by my faith community or church	96%	N=160	4%	N=6	0%	N=0	0%	N=0	100%	N=166
Use a senior center or community center shuttle	91%	N=150	6%	N=10	2%	N=4	1%	N=2	100%	N=166
Use shuttle/transportation provided by the housing facility or complex where I live	100%	N=164	0%	N=0	0%	N=0	0%	N=0	100%	N=164
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	95%	N=157	3%	N=5	1%	N=2	1%	N=2	100%	N=165
Use paratransit which is "on demand" transportation where you can call ahead or otherwise arrange for services (e.g., "call-a-ride," "access-a-ride", etc.)	95%	N=158	2%	N=4	1%	N=2	1%	N=2	100%	N=165
Use a private or non-profit transportation service or program	90%	N=150	5%	N=8	1%	N=2	4%	N=8	100%	N=168

Question 2		
About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?	Percent	Number
None of my trips	52%	N=90
Less than half my trips	18%	N=31
About half my trips	5%	N=8
More than half my trips	4%	N=7
All of my trips	21%	N=37
Total	100%	N=173

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	22%	N=40
Mornings	57%	N=103
Afternoons	19%	N=34
Evenings and nights	1%	N=2
Total	100%	N=179

Question 4		
For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?	Percent	Number
Very likely	16%	N=22
Somewhat likely	16%	N=22
Not at all likely	68%	N=94
Total	100%	N=138

This question was asked only of those who said that they drive themselves.

Question 5		
Do you ever have trouble finding transportation for trips you want or need to make?	Percent	Number
No, never	58%	N=102
Rarely	15%	N=26
Sometimes	13%	N=23
A lot of times	14%	N=25
Total	100%	N=176

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	24%	N=16
Visiting family or friends	36%	N=24
Volunteering	20%	N=13
Medical appointment	46%	N=31
Community event	28%	N=19
Religious service	20%	N=13
Recreation	46%	N=31
School	6%	N=4
Shopping/pharmacy trips	57%	N=38
Other, please specify	8%	N=5

Total may exceed 100% as respondents could select more than one answer.

This question was asked only of those who said that they had trouble finding transportation for trips.

Question 7		
What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Weekdays 6am to 10am	26%	N=15
Weekdays 10am to 4pm	56%	N=33
Weekdays 4pm to 7pm	34%	N=20
Weekdays 7pm to midnight	31%	N=18
Weekdays Midnight to 6am	4%	N=2
Saturday day time	47%	N=28
Saturday night time	41%	N=24
Sunday day time	46%	N=27
Sunday night time	38%	N=22

Total may exceed 100% as respondents could select more than one answer.

This question was asked only of those who said that they had trouble finding transportation for trips.

Question 8		
How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?	Percent	Number
Never	44%	N=31
Once or twice	30%	N=22
3 to 6 times	19%	N=14
7 times or more	6%	N=4
Total	100%	N=71

This question was asked only of those who said that they had trouble finding transportation for trips.

Question 9								
Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation.	Major problem		Minor problem		Not a problem		Total	
	Service is not provided where I live or where I want to go	65%	N=104	11%	N=18	24%	N=38	100%
Service does not operate during the times I need	49%	N=61	15%	N=19	35%	N=44	100%	N=124
Information about fares, schedules and routes is difficult to find	34%	N=41	18%	N=22	48%	N=59	100%	N=122
Information about fares, schedules and routes is difficult to read	23%	N=26	13%	N=14	64%	N=71	100%	N=110
I cannot understand the information about fares, schedules and routes	14%	N=16	11%	N=13	75%	N=87	100%	N=116
Information about fares, schedules and routes is not in my first (non-English) language	4%	N=5	1%	N=1	95%	N=108	100%	N=114
I am unclear about how to use public transportation	13%	N=16	16%	N=18	71%	N=84	100%	N=118
I cannot easily access bus stops or light rail stations because there are no sidewalks, I can't access sidewalks due to the curbs, or because I'm not able to safely and easily cross the road	27%	N=32	4%	N=5	69%	N=83	100%	N=120
Buses or light rail trains lack clear announcements or visual displays about the next stops	12%	N=13	13%	N=14	75%	N=82	100%	N=110
I cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions, or don't want to or can't wait for delayed buses or trains in poor weather	21%	N=25	15%	N=17	64%	N=74	100%	N=115
I have health reasons that prevent me from being able to use fixed route public transportation	20%	N=24	10%	N=12	70%	N=83	100%	N=119
I have difficulty boarding and exiting buses or light rail trains	17%	N=20	10%	N=12	73%	N=87	100%	N=118
Distance from bus stop or light rail station is too far for me to walk	34%	N=40	10%	N=12	56%	N=66	100%	N=119
I am unable to get a seat	9%	N=10	6%	N=7	85%	N=97	100%	N=113
I do not feel safe while waiting for the bus or light rail train	13%	N=15	8%	N=8	79%	N=90	100%	N=113
I do not feel safe while riding the bus or light rail train	14%	N=15	5%	N=6	81%	N=90	100%	N=112
Fares are too expensive	19%	N=21	11%	N=12	71%	N=80	100%	N=113
Travel time to my destinations is too long	17%	N=19	8%	N=9	74%	N=83	100%	N=112
Bus stops and stations are poorly maintained	14%	N=15	11%	N=12	75%	N=82	100%	N=109
Service is not reliable	21%	N=23	11%	N=12	68%	N=74	100%	N=109
I do not understand how to make a transfer	8%	N=9	14%	N=16	77%	N=86	100%	N=111

Question 10								
Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided "on demand," meaning the person using the service must contact the agency to arrange service. Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?	Major problem		Minor problem		Not a problem		Total	
	Service is not provided where I live or where I want to go	58%	N=80	8%	N=11	34%	N=46	100%
Services does not operate during the times I need	41%	N=45	14%	N=15	45%	N=50	100%	N=111
Information about how to use the service and costs is difficult to find	34%	N=38	13%	N=14	54%	N=60	100%	N=112
Information about how to use the service and the costs is difficult to read	17%	N=19	11%	N=12	72%	N=79	100%	N=110
Information about how to use the service and the costs is not in my first (non-English) language	2%	N=2	3%	N=3	95%	N=100	100%	N=106
I cannot understand the information on how to use the service and the costs	7%	N=7	8%	N=8	85%	N=88	100%	N=103
I am unclear about how to start using it	26%	N=28	9%	N=9	65%	N=70	100%	N=106

Question 11		
How would you prefer to get your information about transportation services and programs? (Please select all that apply.)	Percent	Number
Through my place of residence	45%	N=69
Friends or family	19%	N=30
Printed materials	61%	N=93
Telephone	8%	N=13
Other, please specify	9%	N=14
Through the place where I work or volunteer	14%	N=21
Electronic (websites, email, social media, smart phone)	43%	N=66
In-person assistance	10%	N=15
Presentations at church, community centers, etc.	18%	N=27

Total may exceed 100% as respondents could select more than one answer.

Question 12								
CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?	Very important		Somewhat important		Not at all important		Total	
Supporting the development of easily accessible and understandable transportation information and referral services	65%	N=98	20%	N=30	16%	N=24	100%	N=151
Supporting veterans' transportation issues	53%	N=80	30%	N=45	16%	N=24	100%	N=149
Supporting volunteer and faith-based transportation services	35%	N=52	39%	N=57	26%	N=38	100%	N=148
Increasing the availability of wheelchair-accessible taxi cabs	33%	N=47	41%	N=59	26%	N=36	100%	N=143
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	47%	N=72	34%	N=51	19%	N=30	100%	N=152
Providing more transportation services in my community	65%	N=99	22%	N=33	13%	N=20	100%	N=152
Providing more transportation services to regional destinations	58%	N=87	24%	N=37	18%	N=27	100%	N=151
Expanding hours that transportation services are offered	44%	N=64	37%	N=54	19%	N=28	100%	N=146
Expanding or adding routes in my community	59%	N=85	25%	N=36	17%	N=24	100%	N=146
Providing lower fares for seniors and disabled riders	59%	N=92	25%	N=39	16%	N=24	100%	N=156

Question 15		
Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	39%	N=64
Talking	1%	N=2
Lifting or carrying a package or bag	30%	N=49
Understanding written directions	8%	N=14
Understanding spoken directions	10%	N=16
Seeing	11%	N=18
Hearing	16%	N=26
Walking 1/4 mile	39%	N=64
None	39%	N=65

Total may exceed 100% as respondents could select more than one answer.

Question 16		
Do you use any of the following to get around? (Please select all that apply.)	Percent	Number
None	75%	N=121
Guide or service dog	0%	N=1
White cane	0%	N=1
Cane or walker	21%	N=34
Power wheelchair or scooter	5%	N=9
Manual wheelchair	5%	N=7

Total may exceed 100% as respondents could select more than one answer.

Question 17		
Which best describes the building you live in?	Percent	Number
Single family home or mobile home	88%	N=155
Townhouse, condominium, duplex or apartment	11%	N=19
Age-restricted senior living residence	0%	N=0
Assisted living residence	0%	N=0
Nursing home	0%	N=0
Other	1%	N=2
Total	100%	N=176

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	2%	N=4
Asian or Pacific Islander	0%	N=1
Black, African American	0%	N=0
Hispanic/Spanish/Latino	2%	N=4
White/Caucasian	97%	N=171
Other	1%	N=2

Total may exceed 100% as respondents could select more than one answer.

Question 20		
In which category is your age?	Percent	Number
18 - 44 years	7%	N=12
45 - 54 years	9%	N=16
55 - 64 years	11%	N=20
65 - 74 years	39%	N=69
75 - 84 years	21%	N=37
85 - 94 years	10%	N=18
95 years or older	2%	N=4
Total	100%	N=176

Question 21		
What is your gender?	Percent	Number
Female	54%	N=92
Male	46%	N=79
Total	100%	N=171

Verbatim Responses to Open-Ended Questions

The following are verbatim responses to open-ended questions. Because these responses were written by survey participants, they are presented here in verbatim form, including any typographical, grammar or other mistakes. Within each question the responses are in alphabetical order.

Comments from those completing an Agency survey

Question 1: In a typical month, about how often, if ever, do you use the following forms of transportation? Responses to “some other form of transportation.”

- FREX
- Hitch hiking

Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Going to denver -colorado springs
- I drive
- Treatment appointments

Question 9: Please tell us how much of a problem, if at all, each of these are for you when using public transportation. Responses to “other.”

- Do not have bus service
- Live in fairplay not much public transportation!
- Need out of town transportation from canon city to colo springs.
- no bus in fremont county
- No public transportation in this area. So questions do not apply!
- no rural access to these transportation options
- No saturday night, sunday daytime and sunday night time service!
- No transportation in my area
- See the first option above. None is available here.
- Service not provided in our rural area
- There is no public transportation where i live.
- Too far- live in rural area
- We live in a rural area no buses taxis

Question 10: To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? Responses to “other.”

- Cannot see the service schedule, do not have access to computer.
- Do not have
- has alzheimer
- Have not needed to use senior shuttle.
- I don't need it yet but available here.
- no public transit in my community
- No service
- No service in this area
- Was unaware of it

- we have a Rotary van service and I do not need to use it

Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- being on an email distribution list
- None
- Regular mail, or local newspaper

Question 13: What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?

- Bus service is good to get me to volunteer work and community meals and other events in daytime. Mon-sat. No saturday night, sunday daytime and sunday night service has kept me from enjoying some community events and visiting friends.
- Could not get to therapy sessions. Must call 2 weeks in advance for rides
- Feeling depressed because i can't stay involved. No transportation services available.
- Hard to come by divide, co 80814 costly and dangerous to be out alone and drive alone, taking major drugs for disease and pain and needing food and medications.
- Have become content staying home.
- I have nothing to add. Questionnaire covers it.
- I live in a rural area and am five miles from the nearest bus service. I have had to curtail recreational and social activities because of the inability to get transportation.
- I live in Colorado Springs and use Metro Mobility. The service is great! the service area is too small. Needs to be expanded into all areas within city limits.
- I live in fairplay. Would like service to buena vist, salida, breckenridge, frisco, etc. Major problem when weather is not good.
- I still drive my own car, so these don't apply at this time.
- I would have had to move without bus (senior)
- If we go to denver and use light rail to go to a game or zoo, then there are issues getting from station to event. We don't go many places in the winter anymore because parking at the event is an issue. We have to load a hitch hauler for a scooter if there is much walking mounting the hitch hauler is difficult at our age.
- Most of the time social services has been good. But there is only one driver and therefore he cannot do it all. There are things i'd like to attend at the senior center.
- My wife drives me if i have surgery. Otherwise i drive myself.
- No public transportation
- No service provided in my rural area
- No services available where i live. I need to drive myself.
- Nothing at all is provided in my community. I have to depend on someone taking me to my appointments and then spend the entire day hanging around somewhere in order to get back home.
- Rotary van in westcliff is worth its weight in gold!
- Schedules, long waits to transfer, long distances when needing to transfer
- There aren't any other than taxi in canon city
- There is little service in this area so i rely totally on family and friends for transportation, help or service.

- There is no transportation service within 20 miles of my home.
- There is only a taxi that visits Florence, CO
- They just don't come to fairplay often and then you have a long trip and now way to get to your final destination. We have good luck with church friend and neighbors.
- Transportation services are not available in my community as of yet i have not had a problem getting where i want to go
- Very good in woodland park. No service elsewhere in area. Lack of contact with daughter -10 years. Other than phone.
- We don't have any transportation offered
- We have an all volunteer accessible van service provided by our local Rotary and they could use more support to expand hours of operation and additional accessible vans and drivers.

Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

- A fixed scheduled route from one side of town to the other would be extremely helpful to many segments of our population.
- Any transportation would be appreciated.
- Discounted rates, availability.
- Ditto
- Each individual has different problems. Don't know of any other solutions.
- Expand, my future will be very difficult if family is not available. Cost would be extremely difficult.
- I am a senior and have disabilities.
- I believe a local shuttle service, operating several times a week, would be of great value to seniors and the disabled.
- I live in a rural area where if you want/need to call and set appointment would never use because taxi service is in another town
- I want a rail system to go between Boulder through Denver through Colorado Springs to Pueblo. So I can take it to events I want it to start at 6am and run until 12am.
- I work with social services in Fremont County. The number one issue our clients have is transportation.
- If a shuttle were available from woodland park to colorado springs i would use it once a week for shopping or visiting friends.
- If there was better reimbursement for volunteer drivers for medical trips, maybe the park county senior coalition could get more drivers.
- it would be nice to have bus transportation to larger cities like Pueblo or Colorado Springs
- Ive already mentioned 4 times. That bus service needs to be expanded to saturday night and sunday. Personally i have no other transportation problem
- Metro Mobility service area needs to be expanded in Colorado Springs. Should service all areas within city limits.
- Must deal with problems of no service for disabled adults
- Need public transportation from woodland park to colorado springs
- No buses going to or from canon city
- Quicker routes
- See 13

- service provided during times most likely to be used for MAJOR LIFE FUNCTIONS such as grocery shopping, medical appointments, church...
- Sr. Coalition offers rides most specialists in denver. But has problems getting volunteers.
- There is limited public transit in my community, limited hours of use, does not set hours that normal business hours fit into, limit funds to expand and relays upon volunteer drivers
- There is no public transportation available in my area
- There is no transportation service.
- There is virtually no or little service here. This community is ped. Or biker friendly making it dangerous to walk or ride in many areas.
- This is none except taxi cab
- To employ more drivers
- Van service to and from airport, especially early am's and late pm's
- We are a small community and it is tough for companies to have the revenue needed to start a regular transportation schedule.
- We do not have public transportation really in our area and it does not go to bigger cities like Pueblo or Colorado Spgs
- We live in a very small county that is at least an hour from any major medical or shopping facilities. I believe that CDOT can be of the most help to us by maintaining our roads and providing accessible sidewalks on the state roads. In addition it would be very helpful if CDOT could provide additional space along their right ways for parking to pick-up and drop-off places where major county roads intersect with state highways. This would not only support adults & people with disabilities but also children that must use school busses to get to and from school. I am a strong believer in serving all of the public needs in the most cost effective manner possible, and not singling out special groups for services.
- We need transportation services east of Colorado Springs. There is nothing. A bus system would really help everyone.
- We only have the golden shuttle-will not wait for you. Horrible ride not always dependable
- Woodland Park does not a bus route to Colorado Springs and to Denver and prices need to be affordable for the elderly and disabled.
- Woodland park has no transportation-public. I drive and my wife drives. So far so good

Question 17: What best describes the building you live in? Responses to “other.”

- Homeless, i sleep outside in hills west of manitou springs

Comments from those completing a mailed survey

Question 1: In a typical month, about how often, if ever, do you use the following forms of transportation? Responses to “some other form of transportation.”

- Horse
- Horse

Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Airports dia cos
- Inclimate weather, blocked roads due to snow, mud, tumble weeds.
- Need ride to colo. Spgs.
- None
- None
- None

Question 9: Please tell us how much of a problem, if at all, each of these are for you when using public transportation. Responses to “other.”

- Cant answer questions no service provided here.
- Can't use public transportation with my dogs.
- Colorado has the poorest mass or any transportation in any state i've live in, many!
- Do not use public transportation
- Don't have it! None of the above apply
- Don't know anything about public transportation as i drive myself.
- Don't know of any other than taxis
- Don't use public transportation
- Don't use public transportation
- I can't walk 45 miles each day.
- I have not taken public service since i live here 2 1/2 years.
- I live 28 mi. From work no transport. Work at military base. No public transportation there.
- I live 4 1/2 miles in country.
- I live 50 miles from any public transportation.
- Live remote high park road
- No service
- No service is available.
- NO service within 25 miles of home
- None near where we live
- Not available.
- Not even sure if there is public transportation on to breckenridge.
- There in so public transportation period.
- There is no bus or light rail in my area
- There is no public transportation in our area.
- There is no public transportation in woodland park co.
- This does not pertain, i drive where i need to go
- Two circled are the only ones that apply. I don't live within the city limits.
- We have a van from the rotary club we can use. They have the driver.
- Where i live has no public transportation other than taxi serivce

- Where i live the closest park and ride is over 4 miles away.

Question 10: To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? Responses to “other.”

- Available thru rotary but not needed
- Does not apply
- Don't know as i drive myself.
- Don't use paratransit
- Etc. From quest. 9
- I am too rural to use public transportation
- I do not need-use this service
- I live 50 miles from public transportation.
- Live in mtns.
- Mailing having advertising or offices with info.
- Never use.
- No need for it
- No paratransit in my area
- No services at all where i live.
- No such service is available.
- Not available.
- Not sure if this is available in our area.
- Only one question applies.
- See last other reason
- Unavailable.

Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- Dna
- Do not want any
- Don't need
- Don't need any
- Local newspaper
- Local paper
- None of the above.
- Not at all
- Not interested at all
- Not interested.
- Not necessary
- Not needed
- Television, newspaper advertisements

Question 13: What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?

- Can't ride lite rail in denver as goal/failed to provide any kind of parking facilities.
- Distance
- Dna
- Do not use
- Do not use public transportation
- Does not apply, i live in a rural area.
- Don't need transportation services at this time. Drive my own car
- Eye sight bad, can no longer drive, really hard to find a ride to groc. Store, doc. Office, bank, post office. Call on seniors but a lot of times they are booked up
- Has not been needed
- Has yet to be an issue
- Have no services in our area
- I adapt. I don't want or use public transportation.
- I always drive myself, so it isnt a problem.
- I cant really be of any help. I drive my own car and able to walk wherever i want to go.
- I drive myself when i need to go somewhere.
- I have a car.
- I have not needed this service
- I live 1 hour west of colorado springs, my son live in denver, i have to drive to and from c-s to pick him up after he takes the bus, with only 1 time for him to get off work no transport to teller co.
- I live in a place public transportation is not available.
- I live in the mountains. Not available.
- I really don't know who or what to call. Cost? Stay home sometimes if family is busy. A lot. Or friend not available.
- If anything- my kids take me.
- If i lived in a city/urban area, i would depend on public transportation. My husband does the city driving, i would not attempt it.
- I'm writing in regards to the enclosed survey for el paso county. Specifically, the 80928 zip code. I've found that your survey primarily consisted of your concern of public transportation and my feedback on how cdot is conducting this convenience. I'd like to fist point out that, you are a research company. If you would have researched my zip code, you will have noticed that the closet place to find any form of public transportation is 23-25 miles away. Common sense would say that if i needed a ride to the nearest bus stop, i might as well ask for a ride to my destineation. Which is what i have done for the past decade. In fact, the postal service and school transportation require us to drive 2 miles to retrieve mail, and drop our childen off to ride the bus to school. My concern is about safety in an emergency or evacuation situation. We are aware of recent fires. Thankfully our area has not encountered a wild fire in a couple of years. As it is very rural, and very dry for a majority of the year. However, in the event that we may have to evacuate, it would create a trememdous challenge. Cactus hills rd. In the foxx springs ranch subdivision has one way in and on way out. Unfortunately, we are required to maintain our own side roads, and main artery (cactus hills rd.) In the 10 years that i've live in this area, i've made numerous attempts for assistance from cdot and el paso county to adopt merely 1.6 miles of dirt

road. Many of us in the subdivision have had discussions among each other and we all agree that those of us whose property is adjacent to cactus hills rd. Would be thrilled to forfeit a portion of our property for el paso county to help us make better, safer roads for us. I've even discussed inflating our property tax for a few years to pay for it. The past five years, we have had snow drifts so high, it makes the road impassable. Residents cannot get home, or leave their homes. We have sink holes so wide and deep that my children can opt to swim in them (at one point, they were 26" deep) and recently, tumbleweeds build so high, they would touch the roof of my jeep. We are forced by the county to clear these disasters ourselves. In the event of a medical or even criminal emergency, vehicles would not be able to maneuver through this, as they are not as familiar with where the road is as we are. I, personally feel as though i'm in a dangerous area. To the point that i rarely invite guests for fear that they may encounter vehicle damage. Additionally, the school buses refuse to travel this 1.6 mile stretch because the road isn't country maintained. Forcing me to adjust my schedule at work to ensure i'm there to pick up my children so they are not forced to walk 1.6 miles in the wind, rain, snow or blistering heat. As i mentioned previously, i've made several attempts to talk with el paso county officials for assistance. One official made me feel as though there was concern. However i am aware that he has his hands full, and i have been unable to synchronize a schedule to meet. So i do my best to leave him alone. On the contrary, i feel we need help desperately. I honestly cannot afford to miss work for several days in a row due to impassable unsafe roads when it snows or rains. I feel as though we have been neglected by el paso county. Or at the very least, shyly over looked. I was hoping that your survey would be addressing more of the rural road concerns, rather than public transportation. I couldn't be more disappointed. But, i will add that if we had a place for pick up using public transportation, i would certainly use it. In fact, there is a rather large turn about that would make a perfect place to "share a ride" as commuting would be a very economical method of transportation of us. There are several families in the 80928 zip code that could use public transportation/assistance and perhaps the convenience of "share a ride" i hope that my answers on your survey were of some help to you, however most questions simply do not apply to us. If you feel that a different survey would apply to my situation i would be happy to participate. Feel free to mail to: laura barkus 14465 whistling hills lane, colorado springs, co 80928

- Its not available.
- Just not available. I live in woodland park and work in ft carson
- My wife and i are able to drive ourselves.
- My wife and i live in a rural area. Own our own 1997 vehicle. So as for this point in time. Right now were okay
- My wife and i run a small ranch 30 miles west of pueblo, co. On hwy 96
- N.a. provide own transportation so far out of necessity.
- Na yet.
- Never
- Never had the problem
- Never use it
- Never use.
- Never used transportation services.
- No experience
- No experience.
- No problems
- No transportation services offered
- None

- None needed.
- None, at this point in time i am in good health and capable of handling my own needs.
- Not available in rural area.
- Not had much use for them yet!
- Not needed outside trans.
- Our personal needs have been mostly served by family, neighbors, friends and volunteers for transportation needs outside the community within the region.
- Prefer to live in rural environment, so i do not expect others to provide transportation.
- Public transport is very limited in my region. I would like to see a public transportation corridor from cheyenne-ft. Collins to pueblo-trinidad and radiating east-west from the major cities along this corridor.
- Rtd bus from parker pin. To denver bronco's game mile high field-excellent service.
- Services not available in my area. I drive.
- Stay home
- Taxis are very expensive. Ridefinders wasn't easy to find acceptable partners. The ute pass bus didn't last.
- The rotary club has a van and provides a driver, if you need help. I believe it has to be only in a 50 mile radius, it is a free service. I've only used it twice. The service was good.
- There are no transportation where i live.
- There are none except taxi service
- There are some volunteer drivers available for seniors here.
- There is no service in my area. Stress comes by not being able to get to places i need to go
- They don't exist in custer county, except for special service.
- They really don't exist in my area.
- Unable to even expect any kind of public transportation in my very rural area
- Unreliable or poor service to breckenridge, extremely poor at posting schedules and times.
- We had bus service in woodland park for 3 years and now we do not have it anymore.
- We have had intermittent taxi service and bus service never materialized as planned.
- We have no problem driving our own vehicles. We have always been able to drive to places i need or want to go.
- When i lived in denver i used park and ride for trips downtown. In portland, or. My family used light rail more than autos, we lovet it!
- While in denver or washington dc. Public transportation worked well

Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

- Add one step, retractable on transportation vehicle on entrance and exit.
- Cost of taxi service out of reach for most low income seniors and disabled low income, very limited shuttle services available and times of service fremont county
- Dna
- Grade county road occasionally and plow them if it snows.
- I am 62 and just know i better stay healthy and able to drive or i become vulnerable.
- I have asked friends for driving assistance when i needed to drive more then 1 hour.
- I really don't know what is available so can't make an informed comment.
- I think it should be available if needed.

- If your talking about bus rides, i live four miles from florissant, i don't think there will ever be a bus coming down my way.
- I'm afraid i don't know but will probably find out as i age further. Alas.
- Live too remote for services
- Low rates
- Make known by mail. Not all of us have computers. Price needs to be reasonable.
- No problem
- No problems.
- None at this time-to far out
- None available
- None available that i know
- None available.
- None- i drive as a volunteer driver for the gap in canon city.
- Not everyone is as fortunate as i am, may that keep up the way it has been.
- Not yet an issue and please keep rtd and ist obscence taxes out of park county rtd is a major rip off to tax payers.
- Nothing to talk about. I have used public transportation 2 or 3 times in my 77 years.
- Nothing.
- Our older and disabled people have need to travel to other cities col sprgs. Pblo. Denver for specialists health and surgeries.
- Penrose, co. Has no public transportation
- Personally not much need for that yet!
- Possibly more routes more often.
- Probably those who have such issues will have more meaningful suggestions.
- Rotary club provides volunteer service is the only service in our area
- Rural area township population 200
- Same as above
- Senior center is a big help.
- Small town not available.
- Taxi is all that is available.
- The rotary van service is the only means of public transportation in this area.
- There is no public transportation in my community.
- There is no public transportation within 25 miles
- There is nothing to tell. I live 12 miles southwest of floressant.
- There should be a left turn lane into como heading northbound, very dangerous with uncoming traffic. 285
- To my knowledge there isnt any, my x was blind and couldn't get to teller county either for holidays etc. And my son from denver.
- We are 72-75 active and healthy most questions do not apply to us, we also think c-dot kicks butt in keeping hwy 24 squared away thanks.
- We both drive wherever we want to go no matter what time of day
- We do have transportation for seniors and those with disabilities and this program needs to continue here in woodland park
- We don't know of any
- We live in a rural community 30 miles from colorado springs. Would make many more try's to denver or colorado springs, if we had good regional transportatation. Light rail would be great!
- We live in a rural community which does not have public transportation. But also spend time in mn where there is public transportation which we never use.

- We live in a rural community, public transportation will never be here. This survey is a waste of our money and time.
- We live in a very rural area and don't have any type of public transportation.
- We live on a ranch in a remote mountain area. We don't expect a public transportation system out here. When, however we can no longer drive, it would be helpful to have a taxi -small bus service available.
- Your buses and drivers appear to be irresponsible and you cancel lines without warning.

Question 17: What best describes the building you live in? Responses to “other.”

No “other” responses were provided for this question.

Survey Instrument

A copy of the questionnaire appears on the following pages.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan.

(To learn more, you can visit the website:

www.coloradodot.info/programs/transitandrail/statewidetransitplan)

The Division of Vocational Rehabilitation, the Division of Developmental Disabilities and the Division of Aging & Adult Services are all members of the State Coordinating Council on Transportation and have been working closely with CDOT to create opportunities for persons with special transportation needs to give input during their 5-year transit planning process.

Since you are one of a small number of people in the area randomly chosen to participate in this survey, it is very important that you do so!

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

www.n-r-c.com/survey/cdotsurvey.htm

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me, Tracey MacDonald, at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurvey.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español.

Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan. (To learn more, you can visit the website: www.coloradodot.info/programs/transitandrail/statewidetransitplan)

Since your household is one of a small number of households in the area randomly chosen to participate in this survey, it is very important that you do so!

Because we want to hear from a representative group of people who are age 65 and older or adults age 18 or older with a disability, please have the adult age 65 years or older or the adult with a disability age 18 or older in your household **who most recently had a birthday** (regardless of the year of birth) take a few minutes to complete this survey.

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

www.n-r-c.com/survey/cdotsurveyXX.htm

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

A handwritten signature in cursive script that reads "Tracey MacDonald".

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurveyXX.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español.

Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

You should have received a copy of this survey about a week ago. If you completed it and sent it back, we thank you for your time and ask you to discard this survey. Please do not respond twice.

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan. (To learn more, you can visit the website: www.coloradodot.info/programs/transitandrail/statewidetransitplan)

Since your household is one of a small number of households in the area randomly chosen to participate in this survey, it is very important that you do so!

Because we want to hear from a representative group of people who are age 65 and older or adults age 18 or older with a disability, please have the adult age 65 years or older or the adult with a disability age 18 or older in your household **who most recently had a birthday** (regardless of the year of birth) take a few minutes to complete this survey.

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

www.n-r-c.com/survey/cdotsurveyXX.htm

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurveyXX.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español. Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.

Colorado Department of Transportation Survey

1. In a typical month, about how often, if ever, do you use the following forms of transportation?

	<u>Never</u>	<u>4 or fewer times a month</u>	<u>1 to 2 times a week</u>	<u>3 or more times a week</u>
Drive myself in a personal vehicle.....	1	2	3	4
Get a ride in a personal vehicle from a family member or someone who lives in my household	1	2	3	4
Get a ride in a personal vehicle from family, friends or neighbors	1	2	3	4
Driven by a paid driver or personal assistant.....	1	2	3	4
Get a ride from a volunteer driver.....	1	2	3	4
Take a taxi at the full price fare	1	2	3	4
Take a taxi at a subsidized or discounted fare.....	1	2	3	
Walk	1	2	3	4
Bicycle	1	2	3	4
Use transportation provided by my faith community or church.....	1	2	3	4
Use a senior center or community center shuttle	1	2	3	4
Use the shuttle/transportation provided by the housing facility or complex where I live	1	2	3	4
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	1	2	3	4
Use paratransit, which is “on demand” transportation, where you can call ahead or otherwise arrange for services (e.g., “call-a-ride,” “access-a-ride”, etc.)	1	2	3	4
Use a private or non-profit transportation service or program.....	1	2	3	4
Some other form of transportation (what? _____)	1	2	3	4

2. About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?

- None of my trips
- Less than half my trips
- About half my trips
- More than half my trips
- All of my trips

3. If you drive yourself, what time of day do you most often drive?

- I don't drive → GO TO QUESTION #5
- Mornings
- Afternoons
- Evenings and nights

4. For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?

- Very likely
- Somewhat likely
- Not at all likely

5. Do you ever have trouble finding transportation for trips you want or need to make?

- No, never → GO TO QUESTION #9
- Rarely
- Sometimes
- A lot of times

6. For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)

- Work
- Visiting family or friends
- Volunteering
- Medical appointment
- Community event
- Religious service
- Recreation
- School
- Shopping/pharmacy trips
- Other, please specify: _____

7. What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)

- Weekdays 6am to 10am
- Weekdays 10am to 4pm
- Weekdays 4pm to 7pm
- Weekdays 7pm to midnight
- Weekdays Midnight to 6am
- Saturday day time
- Saturday night time
- Sunday day time
- Sunday night time

8. How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?

- Never
- Once or twice
- 3 to 6 times
- 7 times or more

9. Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation.

	<u>Major problem</u>	<u>Minor problem</u>	<u>Not a problem</u>
Service is not provided where I live or where I want to go.....	1	2	3
Service does not operate during the times I need	1	2	3
Information about fares, schedules and routes is difficult to find.....	1	2	3
Information about fares, schedules and routes is difficult to read	1	2	3
I cannot understand the information about fares, schedules and routes	1	2	3
Information about fares, schedules and routes is not in my first (non-English) language	1	2	3
I am unclear about how to use public transportation.....	1	2	3
I cannot easily access bus stops or light rail stations because there are no sidewalks, I can't access sidewalks due to the curbs, or because I'm not able to safely and easily cross the road	1	2	3
Buses or light rail trains lack clear announcements or visual displays about the next stops	1	2	3
I cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions, or don't want to or can't wait for delayed buses or trains in poor weather.....	1	2	3
I have health reasons that prevent me from being able to use fixed route public transportation.....	1	2	3
I have difficulty boarding and exiting buses or light rail trains.....	1	2	3
Distance from bus stop or light rail station is too far for me to walk	1	2	3
I am unable to get a seat	1	2	3
I do not feel safe while waiting for the bus or light rail train	1	2	3
I do not feel safe while riding the bus or light rail train.....	1	2	3
Fares are too expensive	1	2	3
Travel time to my destinations is too long.....	1	2	3
Bus stops and stations are poorly maintained	1	2	3
Service is not reliable	1	2	3
I do not understand how to make a transfer.....	1	2	3
Other reasons: _____			

10. Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service.

Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?

	<u>Major problem</u>	<u>Minor problem</u>	<u>Not a problem</u>
Service is not provided where I live or where I want to go	1	2	3
Service does not operate during the times I need.....	1	2	3
Information about how to use the service and the costs is difficult to find	1	2	3
Information about how to use the service and the costs is difficult to read.....	1	2	3
Information about how to use the service and the costs is not in my first (non-English) language.....	1	2	3
I cannot understand the information on how to use the service and the costs...	1	2	3
I am unclear about how to start using it.....	1	2	3
Other reasons: _____			

11. How would you prefer to get your information about transportation services and programs? (Please select all that apply.)

- Through my place of residence
- Friends or family
- Printed materials
- Telephone
- Other, please specify: _____
- Through the place where I work or volunteer
- Electronic (websites, email, social media, smart phone)
- In-person assistance
- Presentations at church, community centers, etc.

12. CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?

	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>
Supporting the development of easily accessible and understandable transportation information and referral services	1	2	3
Supporting veterans’ transportation issues.....	1	2	3
Supporting volunteer and faith-based transportation services	1	2	3
Increasing the availability of wheelchair-accessible taxi cabs	1	2	3
Expanding discount programs and/or subsidies for public transportation and/or taxi fares.....	1	2	3
Providing more transportation services in my community.....	1	2	3
Providing more transportation services to regional destinations.....	1	2	3
Expanding hours that transportation services are offered.....	1	2	3
Expanding or adding routes in my community	1	2	3
Providing lower fares for seniors and disabled riders.....	1	2	3

13. What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?

14. What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

15. Please indicate if you have difficulty with any of these activities. (Please select all that apply.)

- Climbing stairs
- Talking
- Lifting or carrying a package or bag
- Understanding written directions
- Understanding spoken directions
- Seeing
- Hearing
- Walking ¼ mile

16. Do you use any of the following to get around? (Please select all that apply.)

- None
- Guide or service dog
- White cane
- Cane or walker
- Power wheelchair or scooter
- Manual wheelchair

17. Which best describes the building you live in?

- Single family home or mobile home
- Townhouse, condominium, duplex or apartment
- Age-restricted senior living residence
- Assisted living residence
- Nursing home
- Other _____

18. What is your home zip code?..... _____

19. What is your race/ethnicity? (Mark one or more categories to indicate which you consider yourself to be.)

- American Indian or Alaskan native
- Asian or Pacific Islander
- Black, African American
- Hispanic/Spanish/Latino
- White/Caucasian
- Other

20. In which category is your age?

- 18 - 44 years
- 45 - 54 years
- 55 - 64 years
- 65 - 74 years
- 75 - 84 years
- 85 - 94 years
- 95 years or older

21. What is your gender?

- Female
- Male

Thank you for completing this survey.
Please return the completed survey in the postage-paid envelope to:
National Research Center, Inc.
2955 Valmont Rd., Suite 300
Boulder, CO 80301