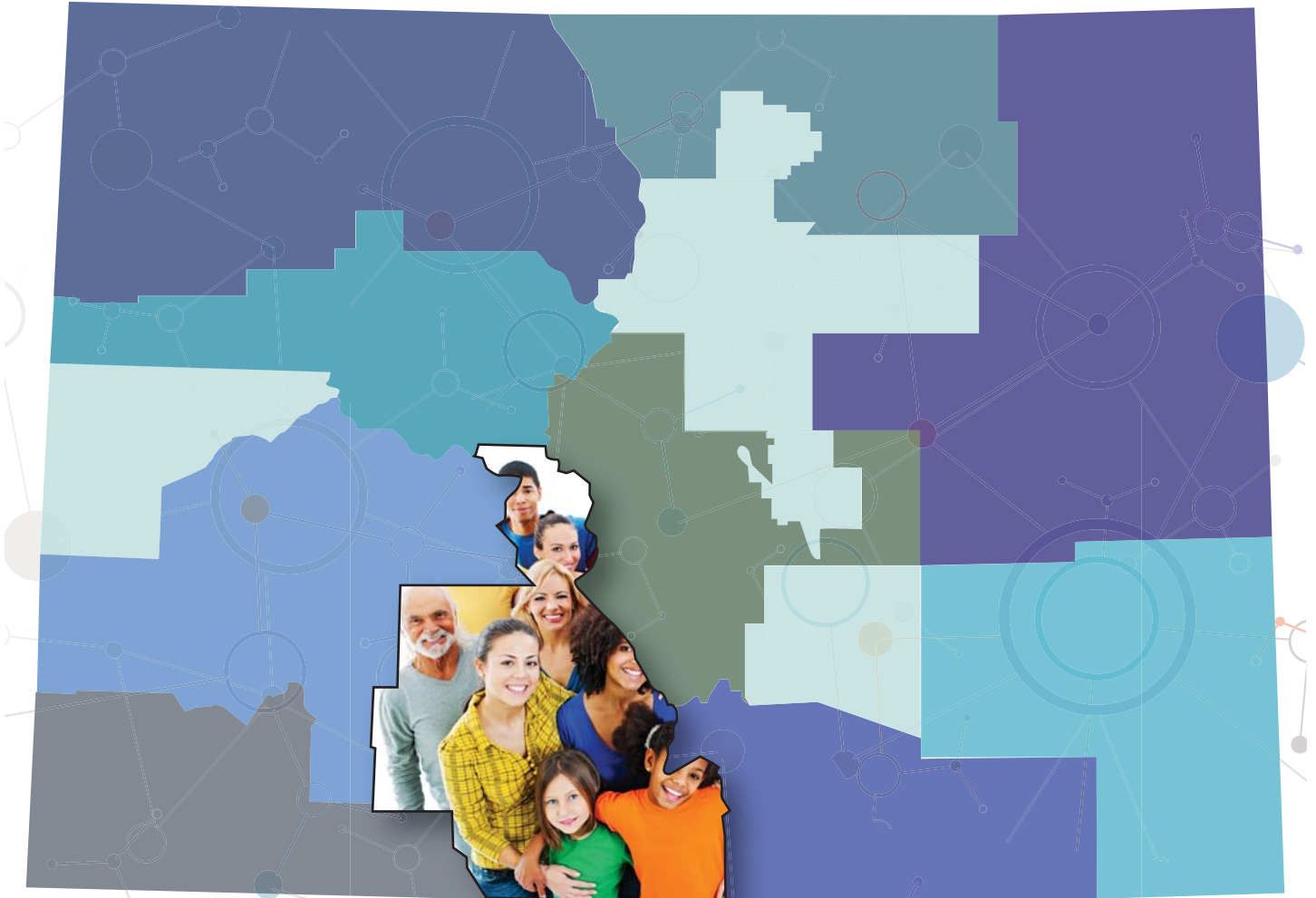


San Luis Valley

Transportation Planning Region
Regional Coordinated Transit &
Human Services Plan



Prepared for:
**Colorado Department of Transportation
Division of Transit and Rail
and San Luis Valley Transportation Planning Region**

December 2014

Prepared by:



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

**SAN LUIS VALLEY TRANSPORTATION
PLANNING REGION
REGIONAL COORDINATED TRANSIT AND
HUMAN SERVICES PLAN**

Prepared for:

Colorado Department of Transportation
Division of Transit and Rail and
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Prepared by:

Felsburg Holt and 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

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San Luis Valley TPR Transit Working Group Participants

Marty Asplin – Town of Del Norte

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Connie Cole– Chaffee Shuttle

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George Garcia – Blue Peaks Developmental Services

Eric Grossman – Mayor, City of Creede

Hew Hallock – San Luis Valley Development Resource Group

Randy Hammond – Division of Vocational Rehabilitation

Lori Isenberger – Chaffee County Transportation Advisory Board

Jody Kern – Rio Grande/Mineral Department of Social Services

Don Koskelin – City of Alamosa

Richard Landreth – Town of Buena Vista

Matt Muraro – CDOT Region 5

David P. Simpson – Iowa Pacific Holdings

Jack Rudder – Rio Grande County Veterans Services Office

Lacrecia Smith – South Central Colorado Seniors

John Stump – Alamosa County, SLRG

Adam Vasquez – San Luis Valley Behavioral Health Group (formerly San Luis Valley Mental Health Center)

Tommy Vigil – Costilla County Department of Social Services

Michael Wisdom – San Luis Valley Council of Governments

Randy Wright – Alamosa County Economic Development Corporation

Michael Yerman – City of Salida

Michael Yohn – Alamosa County



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1.0 INTRODUCTION

Public transportation is a lifeline for many residents throughout the San Luis Valley 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 broader labor market with more diverse skills; and providing savings associated with the reliability 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 by lessening congestion on the road; providing access to 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 the impacts on the environmental 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 San Luis Valley Transportation Planning Region (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 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 San Luis Valley TPR 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 developing 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, and there is a new requirement that recipients of transit funds 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 gathering information and providing outreach to low-income and minority populations in the San Luis Valley region.

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, coordination 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 adopted 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. 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 focuses on the development of 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.

No passenger rail elements of the Colorado State Freight and Passenger Rail Plan impact travel in the San Luis Valley region directly. However, a few planned projects will address improvements in bordering TPRs. The State Rail Plan identifies these suggested projects without any statement about the feasibility or likelihood of action.



The projects have been compiled based on recommendations/options from other plans or studies and through stakeholder and public comment during the plan development. Nearby projects include:

Project	TPR
Preserve Amtrak Southwest Chief Service	Southeast, South Central
Upgrade passenger rail cars on Zephyr Route	Denver, Eastern, Intermountain, Grand Valley
Acquire additional cars for Zephyr Route	Denver, Eastern, Intermountain, Grand Valley
Passenger rail link to Southwest Chief (Denver to La Junta or Trinidad)	Denver, Pikes Peak Area, Pueblo, Southeast, South Central
Rail service from Fort Collins to Trinidad	NFR, Denver, Pikes Peak Area, Pueblo, South Central
Rail service from Cheyenne to El Paso	Upper Front Range, NFR, Denver, Pikes Peak Area, Pueblo, South Central
Passenger Rail Glenwood Springs to Aspen	Intermountain
Passenger rail on Tennessee Pass Line Gypsum to Leadville	Intermountain
Provide connection to Amtrak’s Zephyr, Pueblo to Leadville	Pueblo, Central Front Range, Intermountain
Passenger rail Glenwood Springs to Steamboat Springs	Intermountain, Northwest

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. There are four airports in the San Luis Valley region that have been identified in the plan as needing improved ground transportation.

Airports within the San Luis Valley region identified in this plan as needing improved ground transportation include:

Airport	County
Leach Airport	Saguache County
Mineral County Memorial	Mineral County
Astronaut Rominger Airport	Rio Grande County
Monte Vista Municipal	Rio Grande County



1.3.4 Colorado Statewide Intercity and Regional Bus Network Plan

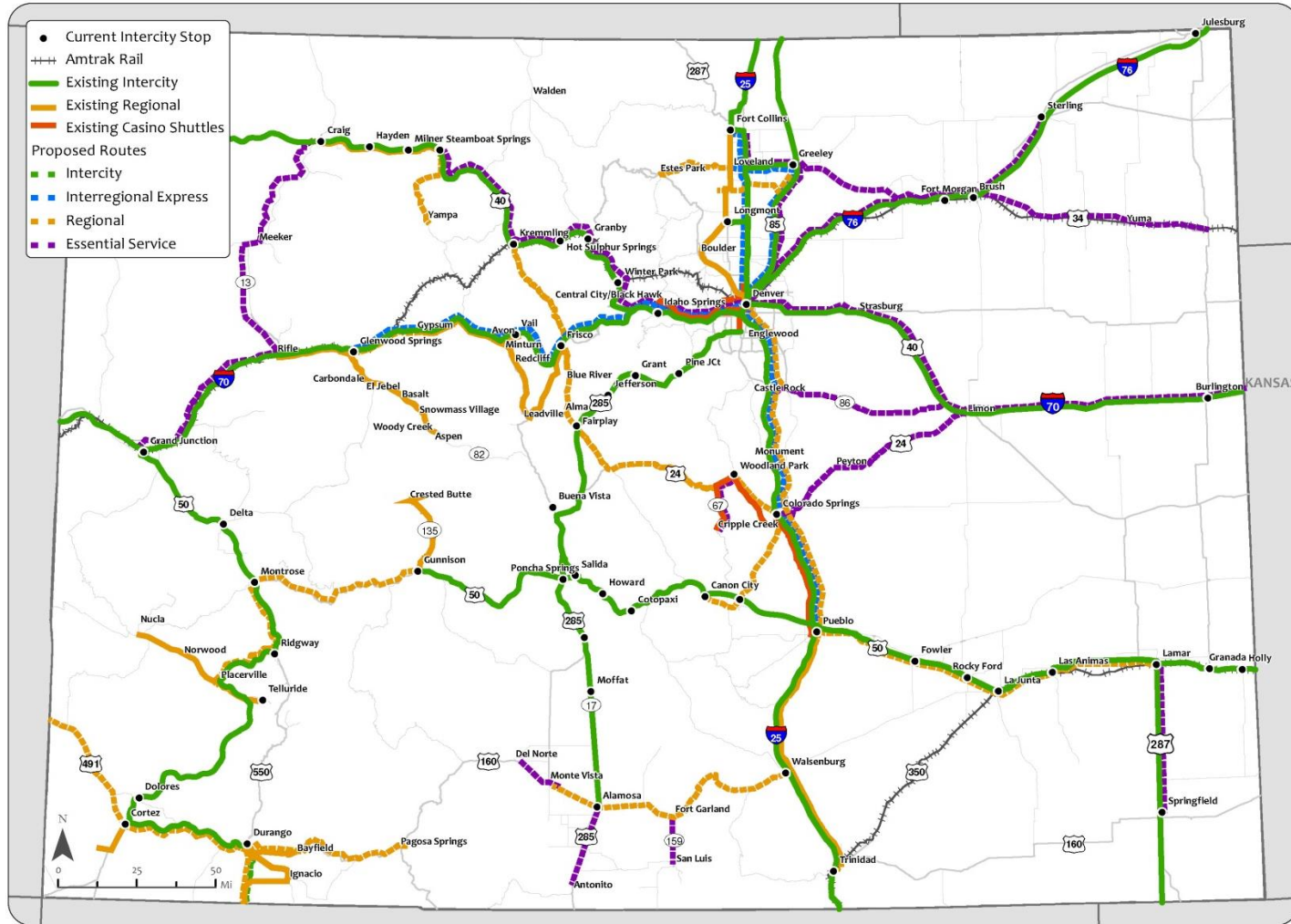
The 2014 Colorado Statewide Intercity and Regional Bus Network Plan updates the 2008 plan. The plan develops a regional network and provides policies for extending regional services within Colorado in addition to state-to-state trips served by intercity bus. It also provides a specific analysis of the I-70 corridor. Several types of service are evaluated in the plan 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. Administrative and operating 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 San Luis Valley TPR include a new regional route between Monte Vista and Walsenburg, through Alamosa and Fort Garland; an essential service route between Monte Vista and Del Norte; an essential service route between Antonito and Alamosa; and an essential service route between Fort Garland and San Luis. **Figure 1-1** includes the existing and proposed statewide routes identified in the Intercity and Regional Bus Network Plan.



Figure 1-1 Existing and Proposed Statewide Routes



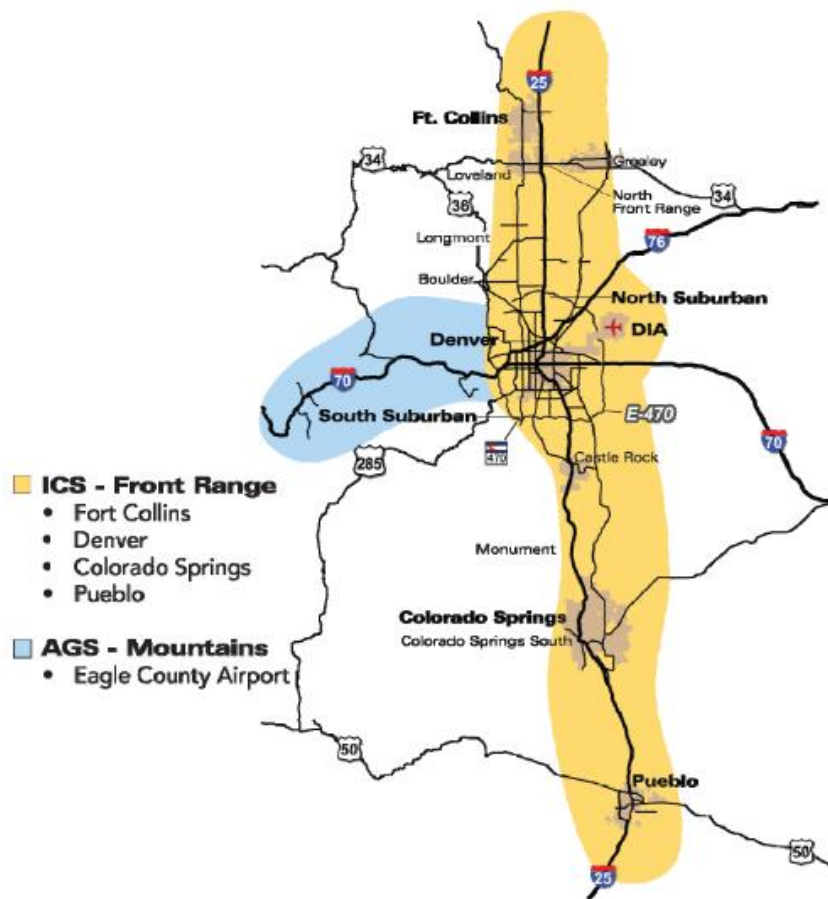
Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan



1.3.5 Interregional Connectivity Study and Advanced Guideway System Feasibility Study

The ICS and the 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** provides a snapshot of the study area.

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 CDOT's Transit and Rail Program website.



1.3.6 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. 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.

1.4 Relevant San Luis Valley TPR Background Studies/Plans

Past studies conducted within the San Luis Valley 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 2035 San Luis Valley Local Transit and Human Service Transportation Coordination Plan

In 2008, the San Luis Valley TPR completed its Local Transit and Human Service Transportation Coordination Plan as part of its 2035 Regional Transportation Plan. As a result of related study and analysis, the previous coordination plan included a list of 26 recommended capital, operating, and coordination projects for the TPR.

1.4.2 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 adult (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 his plan provides additional information and findings from the survey. **Appendix E** includes the full survey report for the San Luis Valley region.

1.4.3 San Luis Valley Trails and Recreation Master Plan

The San Luis Valley Great Outdoors currently is updating the region’s 1996 Trails and Recreation Master Plan. The plan will offer strategies for improving access to the outdoors, expanding recreation opportunities, and increasing awareness and promotion of all there is to do and see in the San Luis Valley (<http://www.slvgo.com/>). From a transportation perspective, this plan has the potential to impact the region by attracting new visitors and tourism revenue.

1.4.4 Local Public Health Improvement Plans

The Colorado Department of Public Health and Environment led an effort to create local public health assessments and improvement plans in counties across the state. While not directly tied to transportation improvements, local plans often cite transportation challenges as they relate to local health issues.

The Chaffee County Public Health Department, for example, found that one of the top health concerns locally is a need for adequate transportation for seniors, but the action plan did not address a specific solution.



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 create 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. Additionally, the region 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 San Luis Valley 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:

- ▶ **Meeting 1 (August 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 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 (February 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 visionary 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 compatible with the larger statewide transit vision and goals. The TWG refined and provided comment on the region's transit vision and goals to ensure that it 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 survey. 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 provider and human service agency survey respondents and survey questionnaires.

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

The San Luis Valley TPR public open house meetings were held on October 21, 2013, at the Buena Vista Community Center in Buena Vista, and on October 22, 2013, at the Alamosa Recreation Center in Alamosa. The meetings had an 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 general public, transit providers, elected officials, and agency staff. Input received from attendees included the following key comments:

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 one of the two public meetings in your area:	
Date: Monday October 21st	Date: Tuesday October 22nd
Location: Buena Vista Community Center Pinon Room 715 E. Main Street Buena Vista, CO 4:00 pm - 6:00 pm	Location: Alamosa Recreation Center 866 S Road 109 Alamosa, CO 81101 4:00 pm - 6:00 pm
Open House format with overview presentation at 5:15.	

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://coloradotransportationmatters.com/other-cdot-plans/transit/>
Comments can also be made using the CDOT PinTool at: <http://dtdapps.coloradodot.info/pintransit>

REGION VALLE DE SAN LUIS
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 una de estas dos reuniones públicas en su área:	
Fecha: Lunes 21 de octubre	Fecha: Martes 22 de octubre
Lugar: Buena Vista Community Center Pinon Room 715 E. Main Street Buena Vista, CO 81211	Lugar: Alamosa Recreation Center 866 S Road 109 Alamosa, CO 81101
Hora: 4:00 pm - 6:00 pm	Hora: 4:00 pm - 6:00 pm
Se trata de una reunión pública informal. Habrá una presentación a las 5:15 pm.	

Para más información, para solicitar acomodaciones especiales para personas con discapacidades, o para pedir servicios de traducción (incluyendo lenguaje de signos), 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://coloradotransportationmatters.com/other-cdot-plans/transit/>
Los comentarios también se pueden hacer usando el sistema PinTool de CDOT en <http://dtdapps.coloradodot.info/pintransit>



- ▶ Significant improvements to Highway 24 through Buena Vista should improve transit.
- ▶ There is a need for collaboration among Chaffee County, Buena Vista, and Poncha Springs.
- ▶ A shuttle between Buena Vista and Salida is important, as is a shuttle from Buena Vista to Leadville.
- ▶ Park-and-ride lots need to be incorporated.
- ▶ There is interest in a rail line that would use the Tennessee Pass line through Buena Vista.
- ▶ Student and medical travel throughout the region requires additional operating funds to meet service demand.
- ▶ Education about transit needs/services is important to share with the public and agency staff.
- ▶ A local shuttle would be helpful to add multimodal connectivity linking regional trails and bicycle facilities.
- ▶ Airport demand has grown and there is much potential to have a shuttle and transit center at the airport.
- ▶ A shared maintenance program would be beneficial and provide efficiencies.
- ▶ There is a need for operating funds; had to eliminate service due to lack of funds.
- ▶ The area is completely overwhelmed with the need for medical trips.
- ▶ A fixed route is needed to serve local destinations, including the County building where employment numbers are growing.
- ▶ A regional bus to Walsenburg would be a great contribution.
- ▶ There is an interest in using the rail line for freight and passenger service.

Appendix C includes meeting materials and the sign-in sheets and meeting materials from the San Luis Valley 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's 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.

Based on this work, an initial set of performance measures was developed and reviewed with the SSC for the Statewide Transit Plan followed by approval of the full TRAC. 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 below were identified as a reasonable starting point for DTR to initiate its performance-based planning work. These performance measures meet the requirements of MAP-21.

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
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, as well as 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 and 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 people, 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 San Luis Valley 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 San Luis Valley TPR is a scenic valley and is rural in character. Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande and Saguache counties make up the San Luis Valley TPR. The primary population centers are Alamosa, San Luis, Monte Vista, Del Norte, Saguache, Salida, and Buena Vista. Its population is projected to grow moderately over the next three decades, with a growth rate similar to that of the state overall.

Geographically, it is a high-elevation, broad, flat valley bordered to the west by the San Juan Mountains (Continental Divide) and the Rio Grande National Forest, and to the east by the Sangre de Cristo Mountains. The region also contains the Great Sand Dunes National Park and Preserve. With its ample supply of land and sunny weather, the region is rich in solar and geothermal energy sources.

There are no major highways through the region, and the primary roads are US 160, 50, 24 and 285. A tourist train, the Rio Grande Scenic Railroad, operates between Monte Vista and La Veta, through Alamosa. The San Luis and Rio Grande Railroad operates freight service to South Fork, Del Norte, Monte Vista, Alamosa, Antonito, Romeo, La Jara, and connects to Center via another short-line railroad, the San Luis Central. It also connects with the Union Pacific Railroad in Walsenburg.

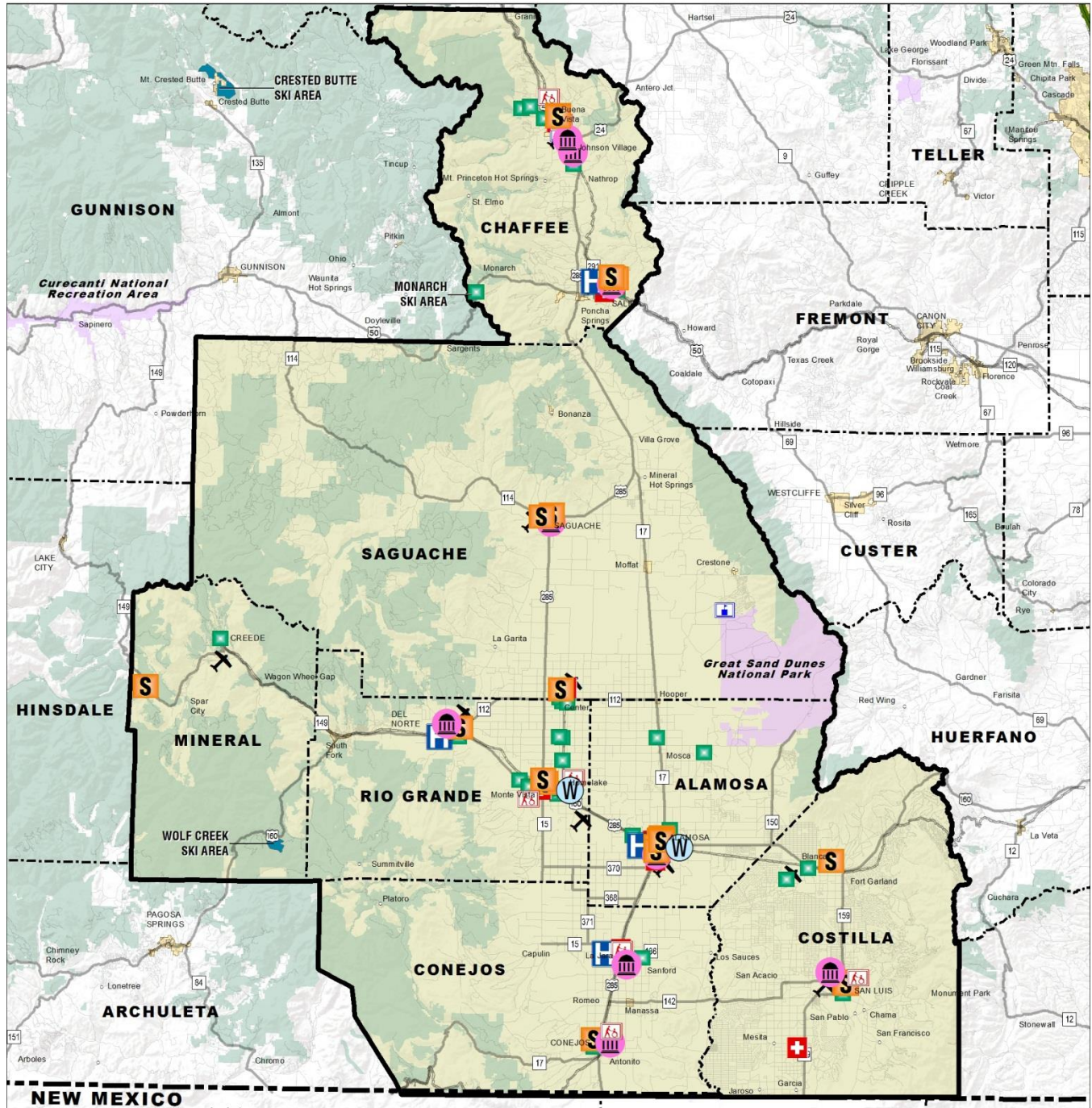
The region relies heavily on agriculture as its main economy and is prevalent throughout Alamosa, Conejos, Costilla, Rio Grande and Saguache counties. The region produces potatoes, alfalfa, barley, wheat and beef, as well as some specialty products. Monte Vista and Center are home to large potato marketing and distribution companies. Potato warehouses are scattered throughout the region at farm locations. Monte Vista, Center and Alamosa also are centers for agricultural machinery and supplies.

Visitors are also attracted to the area for its many outdoor recreational opportunities, including skiing, hiking, rafting, fishing, and rock climbing. It is also home to two colleges: Adams State University and Trinidad State Junior College. Wolf Creek Ski Resort along US 160, east of Pagosa Springs, offers recreation in the area.

Figure 2-1 illustrates the major activity centers and destinations within the San Luis Valley TPR. The map is intended to demonstrate the concentration of activity centers rather than identify specific locations. Chapter 3 includes a table of the region's primary transit and human services providers.

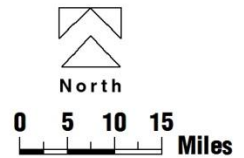
Figure 2-1 Major Activity Centers and Destinations Map

Business locations derived from 2011 ESRI data.



Legend

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





2.2 Regional Transit Vision and Goals

The San Luis Valley Transit Working Group (TWG) developed a high level vision and supporting goals for transit in the region. These were developed with consideration for the transit vision and goals developed for the Statewide Transit Plan by the Statewide Steering Committee (SSC). The outcome of this process resulted in the following transit vision and goals for the San Luis Valley TPR:

San Luis Valley Transit Vision:

Provide coordinated transportation services that enhance access to local, regional, and interregional destinations and serve local residents and visitors alike.

Supporting Goals:

- ▶ Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
- ▶ Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors
- ▶ Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational, and recreational services
- ▶ Seek funding opportunities to maintain existing services and expand the transit network
- ▶ Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico

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. 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, in this Chapter is based largely on a series of maps and tables. They show key population characteristics emphasizing the transit-dependent populations that tend to have limited mobility options and a higher propensity to use and need public transit services.

Some segments of the population 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. A commuter 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 consider 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. Population within the San Luis Valley TPR is concentrated in Alamosa and Chaffee counties, with local population centers located at the intersections of highways through the region: US 285, 24, 50, and 160 and CO 17, 159, 291, and 142. The key demographic characteristics highlighted in this plan include older adult (65+), households with no vehicle, low-income, race and ethnicity, LEP, persons with disabilities, and veteran population.

2.3.1 Population Growth

Though growth is predicted, no county in the San Luis Valley TPR has more than 20,000 total residents today and only Chaffee County is predicted to grow to 30,000 by 2040. Chaffee County, one of the smallest by land area, is the most populous county.

As shown in **Table 2-1** and **Figure 2-2**, each county in the San Luis Valley TPR is expected to experience population growth between 2013 and 2040, and only two counties—Alamosa and Chaffee—are projected to grow faster than the state average (47 percent). Conejos and Costilla counties, located on the southern Colorado border, are expected to grow the least over the next few decades.

These growth projections take into account several variables, including economic variables, age-specific and sex-specific survival rates, fertility rates, migration patterns, the base year population, elderly population, and “special populations” (including college students, state prison inmates, ski resorts, and military populations), whose growth projections differ systematically from the projection for the population at large.¹ Home to Adams State University and Trinidad State Junior College, Alamosa County is an economic hub whose population growth projection is influenced by the presence of these schools. Secondly, a state prison, the Buena Vista Correctional Facility and Minimum Center, is located in Buena Vista (Chaffee County). The presence of these facilities could contribute to the higher population growth predicted in these counties.

¹ See Colorado Department of Local Affairs’ Forecast Methodology, available for download here:
<http://www.colorado.gov/cs/Satellite/DOLA-Main/CBON/1251593300013>



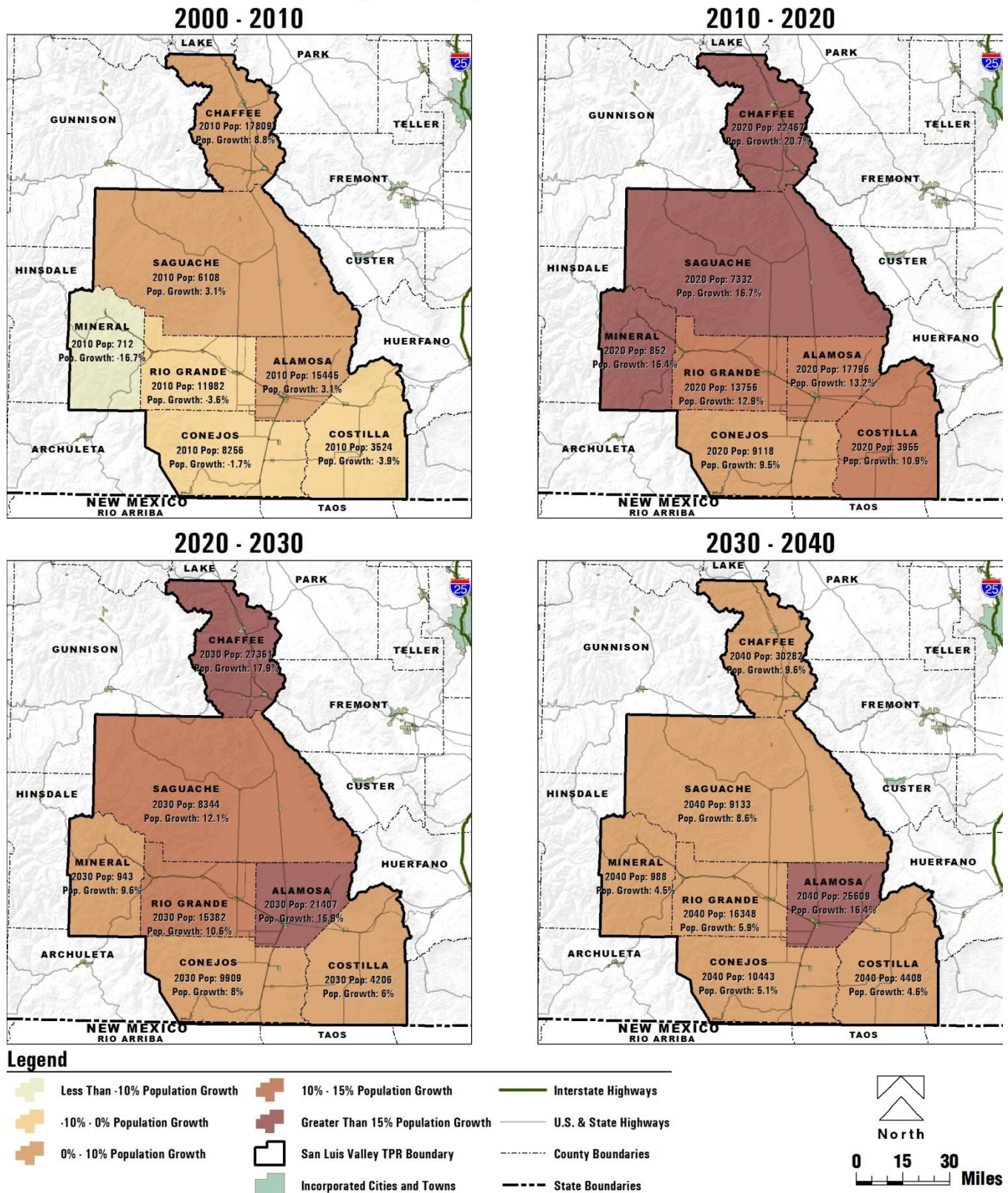
Table 2-1 Projected Population Growth by County

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Alamosa	16,046	17,796	21,407	25,609	60%
Chaffee	18,726	22,467	27,361	30,282	62%
Conejos	8,456	9,118	9,909	10,443	23%
Costilla	3,716	3,955	4,206	4,408	19%
Mineral	747	852	943	988	32%
Rio Grande	12,285	13,756	15,382	16,348	33%
Saguache	6,478	7,332	8,344	9,133	41%
TPR Overall	66,454	75,276	87,552	97,211	46%
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

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+

Transportation is a critical service that enables people to age in their community. **Table 2-2** and **Figure 2-3** illustrate the projected growth in older adults (people aged 65 and older) for the San Luis Valley region. Overall, the area is projected to see a low rate of growth of the older adult population relative to the state as a whole. The region’s projected 49 percent growth in people aged 65 or above is less than one-half the increase predicted for the state by 2040 (120 percent).

The change over time differs drastically between counties. The two fastest growing counties, Alamosa and Chaffee, are also expected to have the largest growth in elderly population between 2013 and 2040. However, in Costilla and Mineral counties, growth in this population will be basically negligible.

Table 2-2 Projected Growth of Residents Age 65+

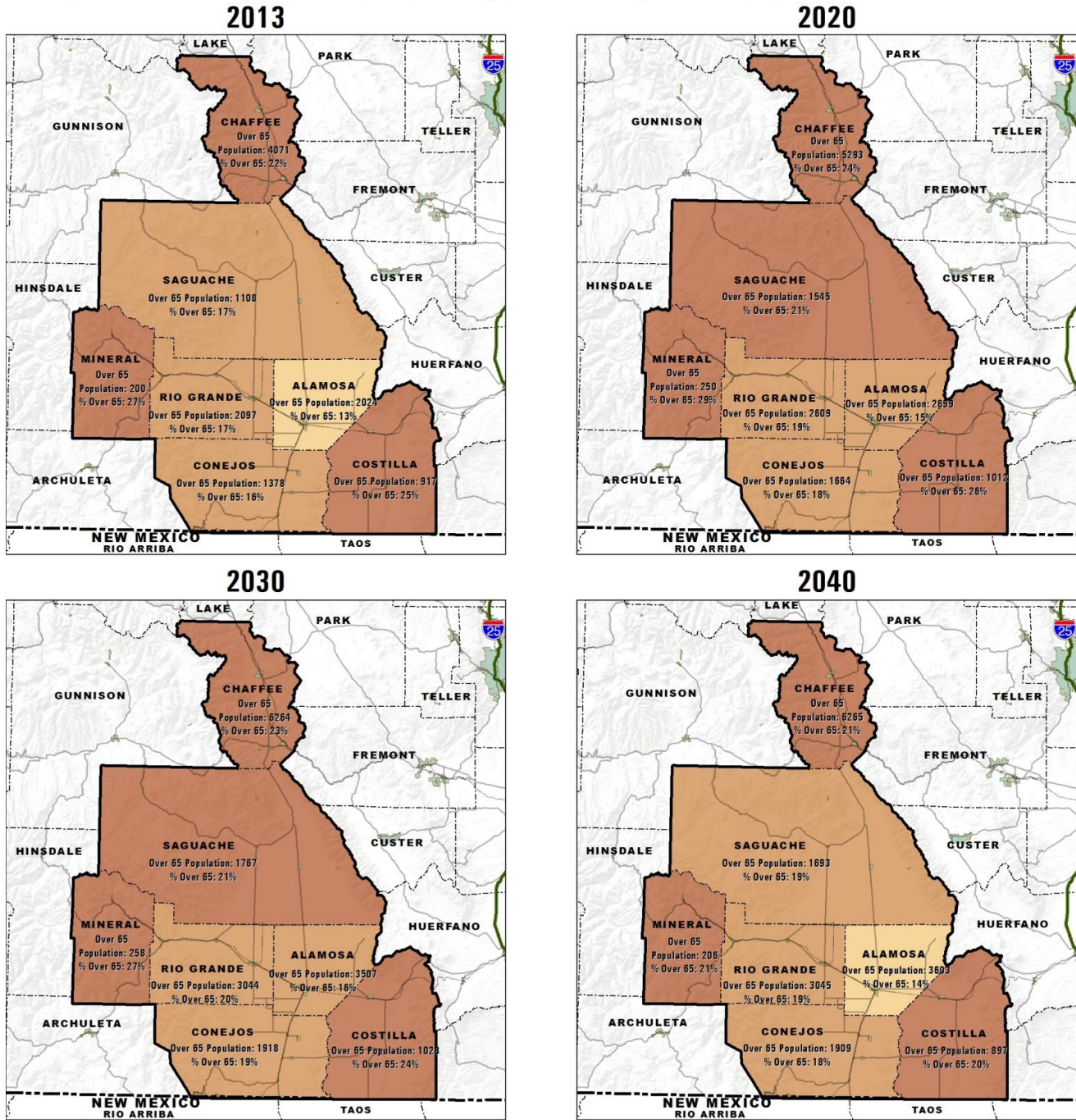
County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Alamosa	2,024	2,699	3,507	3,603	78%
Chaffee	4,071	5,293	6,264	6,265	54%
Conejos	1,378	1,664	1,918	1,909	39%
Costilla	917	1,012	1,028	897	-2%
Mineral	200	250	258	206	3%
Rio Grande	2,097	2,609	3,044	3,045	45%
Saguache	1,108	1,545	1,767	1,693	53%
TPR Overall	11,795	15,072	17,786	17,618	49%
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



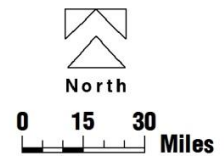
Figure 2-3 Projected Growth of Residents Age 65+

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



Legend

- Less Than 10% Age 65+
- 10% - 15% Age 65+
- 15% - 20% Age 65+
- Greater Than 20% Age 65+
- San Luis Valley TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries





2.3.3 Zero Vehicle Households

Because people without ready access to an automobile have more constraints on their ability to travel, there is a need to consider those populations that do not have vehicles in their household.

According to the 2011 American Community Survey 5-year estimates, about 4.8 percent of households in the region were “zero vehicle households.” This is in comparison to 5.7 percent in the state overall.

Mineral, the least populous county, had no zero vehicle households when these data were recorded. Six percent of households in Alamosa County, the fastest growing county in the region, are without a vehicle. In Chaffee County (the second fastest growing county), that rate is much lower (2.3 percent). Conejos County has the highest rate of zero vehicle households at 7.1 percent.

Table 2-3 contains the data shown geographically in **Figure 2-4**.

Table 2-3 2011 Households with No Vehicle

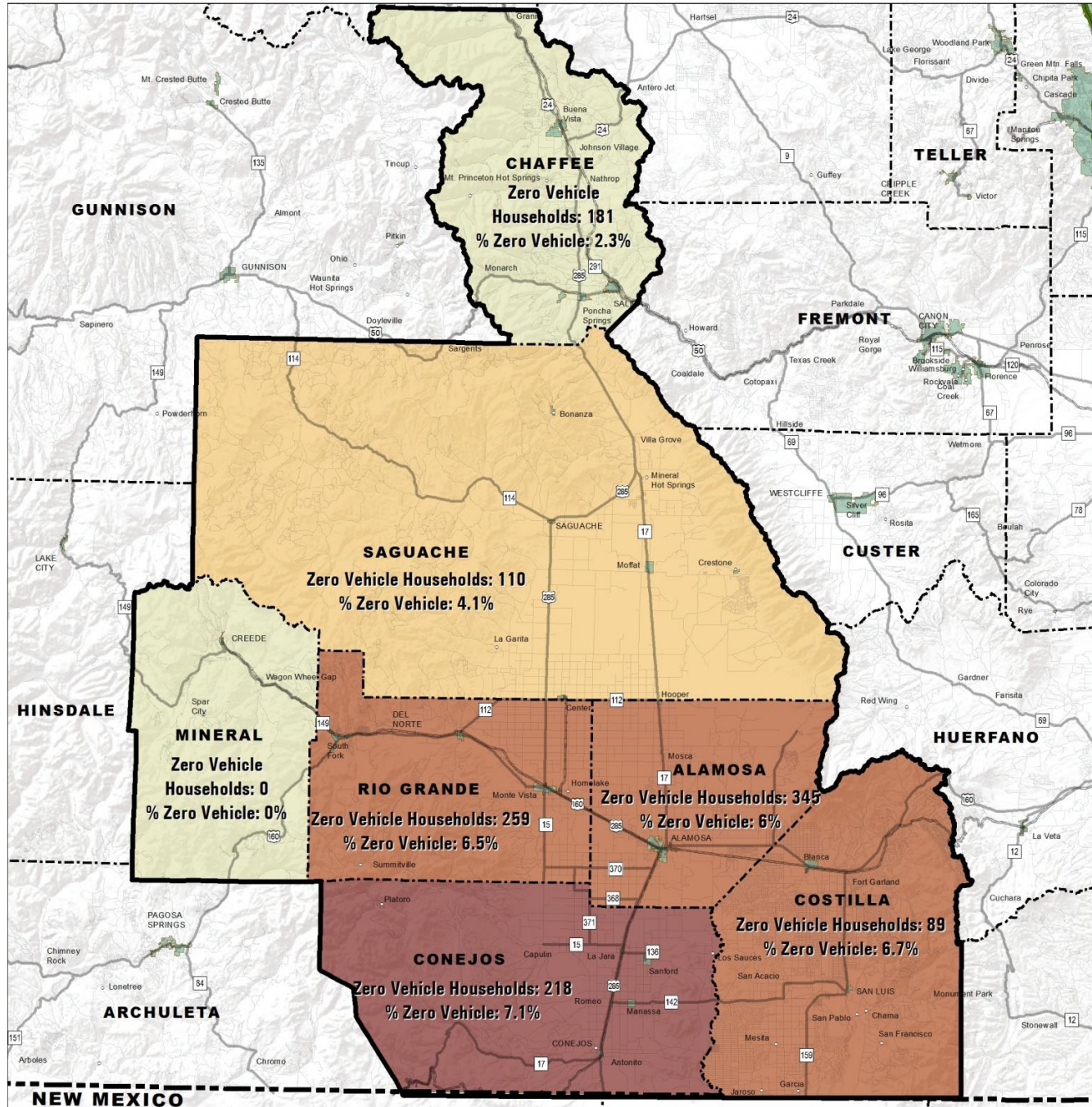
County	2011	% Households with No Vehicle
Alamosa	345	6.0%
Chaffee	181	2.3%
Conejos	218	7.1%
Costilla	89	6.7%
Mineral	0	0.0%
Rio Grande	259	6.5%
Saguache	110	4.1%
TPR Overall	1,202	4.8%
Statewide Total	111,148	5.7%

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



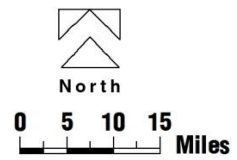
Figure 2-4 2011 Percentage of Households with No Vehicle

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



Legend

- Less Than 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- 6% - 7% Zero Vehicle Households
- Greater Than 7% Zero Vehicle Households
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.4 Poverty Level

Data from the American Community Survey provide an overview of how wealth and poverty are distributed in the San Luis Valley region (see **Figure 2-5**). Due to the costs of owning and maintaining a car, poverty is one of several factors used to identify populations that may need to rely on transit.

Federal poverty thresholds take into account household size, ages of persons in the household, and number of children. **Table 2-4** shows the estimated population within each county that falls below the poverty level, as indicated in the 2007–2011 American Community Survey.

The region’s poverty rate (16.4 percent) is higher than that for the state overall (12.5 percent). In three counties—Saguache, Costilla, and Alamosa—more than one-fifth of the population is below the federal poverty level. Alamosa is dually burdened (from a transportation standpoint) by poverty and limited access to household vehicles.

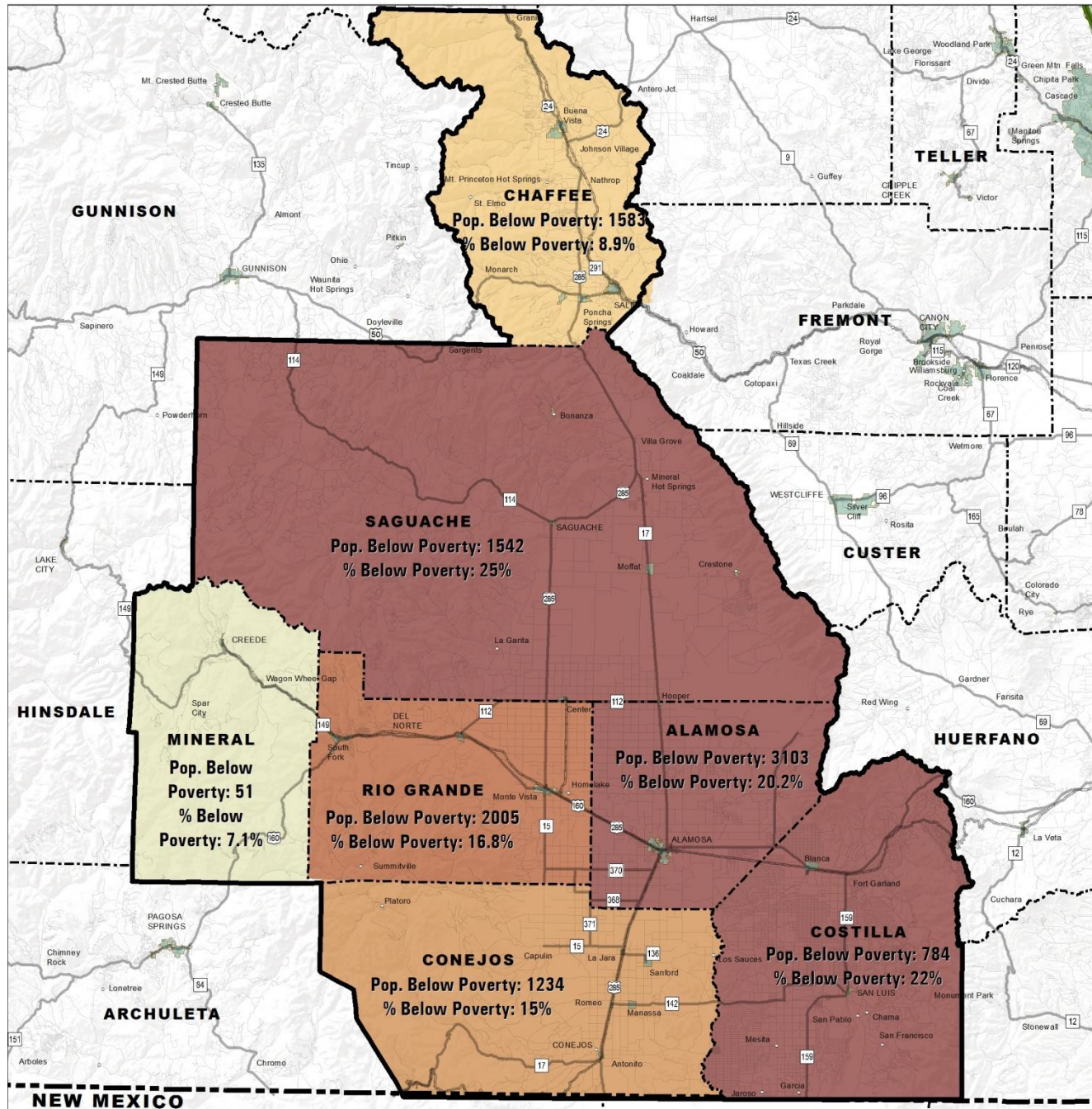
Table 2-4 2011 Population Below Federal Poverty Level

County	2011	% Below Federal Poverty Level
Alamosa	3,103	20.2%
Chaffee	1,583	8.9%
Conejos	1,234	15.0%
Costilla	784	22.0%
Mineral	51	7.1%
Rio Grande	2,005	16.8%
Saguache	1,542	25.0%
TPR Overall	10,302	16.4%
Statewide Total	607,727	12.5%

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

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

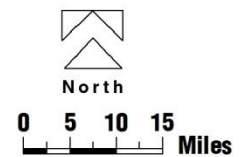


Legend

- Less Than 8% of Population Below Poverty Level
- 8% - 12% of Population Below Poverty Level
- 12% - 16% of Population Below Poverty Level

- 16% - 20% of Population Below Poverty Level
- 20% - 25% of Population Below Poverty Level
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns

- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.5 Race and Ethnicity

While race and ethnicity have no direct bearing on a person’s willingness or ability to use public transit services, these characteristics are often correlated with others that could influence individuals’ transit-dependency.

Though the region has a similar racial makeup to the state overall, with 15.2 percent of its population being non-white, there is significant variation across counties, and five of seven counties are less white than the state overall. About 20 percent of Conejos, Costilla, and Rio Grande counties are non-white. This is in contrast to Mineral (2.2 percent) and Chaffee (6.7 percent).

In addition, approximately 36 percent of people in the San Luis Valley identified themselves as Hispanic or Latino. This is substantially higher than the statewide percentage of 20 percent.

Table 2-5 and **Figure 2-6** illustrate the geographic distribution of the non-white population in the San Luis Valley TPR.

Table 2-5 2011 Race

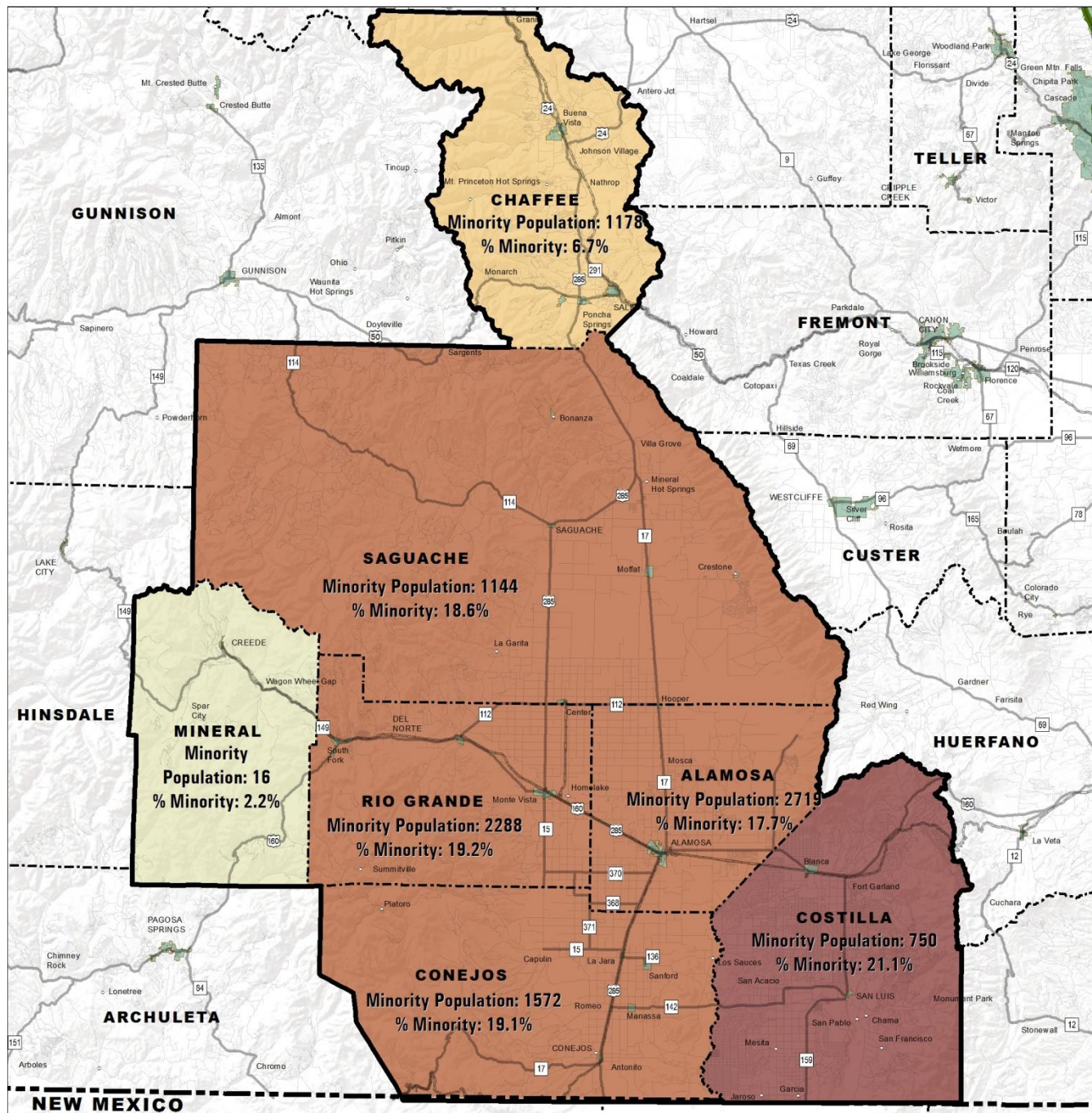
County	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Minority Percentage (Non-White Alone)
Alamosa	12,676	57	125	159	13	1,146	1,219	17.7%
Chaffee	16,529	489	148	57	0	320	164	6.7%
Conejos	6,656	41	78	23	0	493	937	19.1%
Costilla	2,806	13	15	60	189	473	5	21.1%
Mineral	707	0	3	1	0	6	6	2.2%
Rio Grande	9,625	41	160	22	4	1,719	342	19.2%
Saguache	5,021	26	101	53	5	596	363	18.6%
TPR Overall	54,020	667	630	375	22	4,469	3,504	15.2%
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 Five-Year Estimate



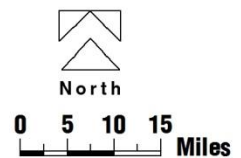
Figure 2-6 2011 Minority Population

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



Legend

- | | | | | | |
|--|----------------------------------|--|--------------------------------------|--|-----------------------|
| | Less Than 5% Minority Population | | 15% - 20% Minority Population | | Interstate Highways |
| | 5% - 10% Minority Population | | Greater Than 20% Minority Population | | U.S. & State Highways |
| | 10% - 15% Minority Population | | San Luis Valley 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 Limited English Proficiency (LEP). The American Community Survey categorizes this information based on how much English people are able to speak. For the purposes of this report, the LEP population is classified as those people who speak English not at all, not well, or well but not fluently.

Overall, the rate of LEP in the region is similar to that statewide—just less than 6 percent. However, like other demographic characteristics, there is much variation in English capability across the region. In Mineral County, the smallest and least diverse county with the highest rate of vehicle ownership, there is almost no LEP population. Chaffee County, the most populous, also has a very low rate of LEP.

However, in some of the counties with racial diversity, English proficiency is relatively low. At least 10 percent of the population in Saguache and Costilla counties cannot speak English at all, not well, or well, but not fluently. Therefore, in specific population centers, having transportation information available in languages other than English will be extremely important.

Table 2-6 2011 Limited English Proficiency Population

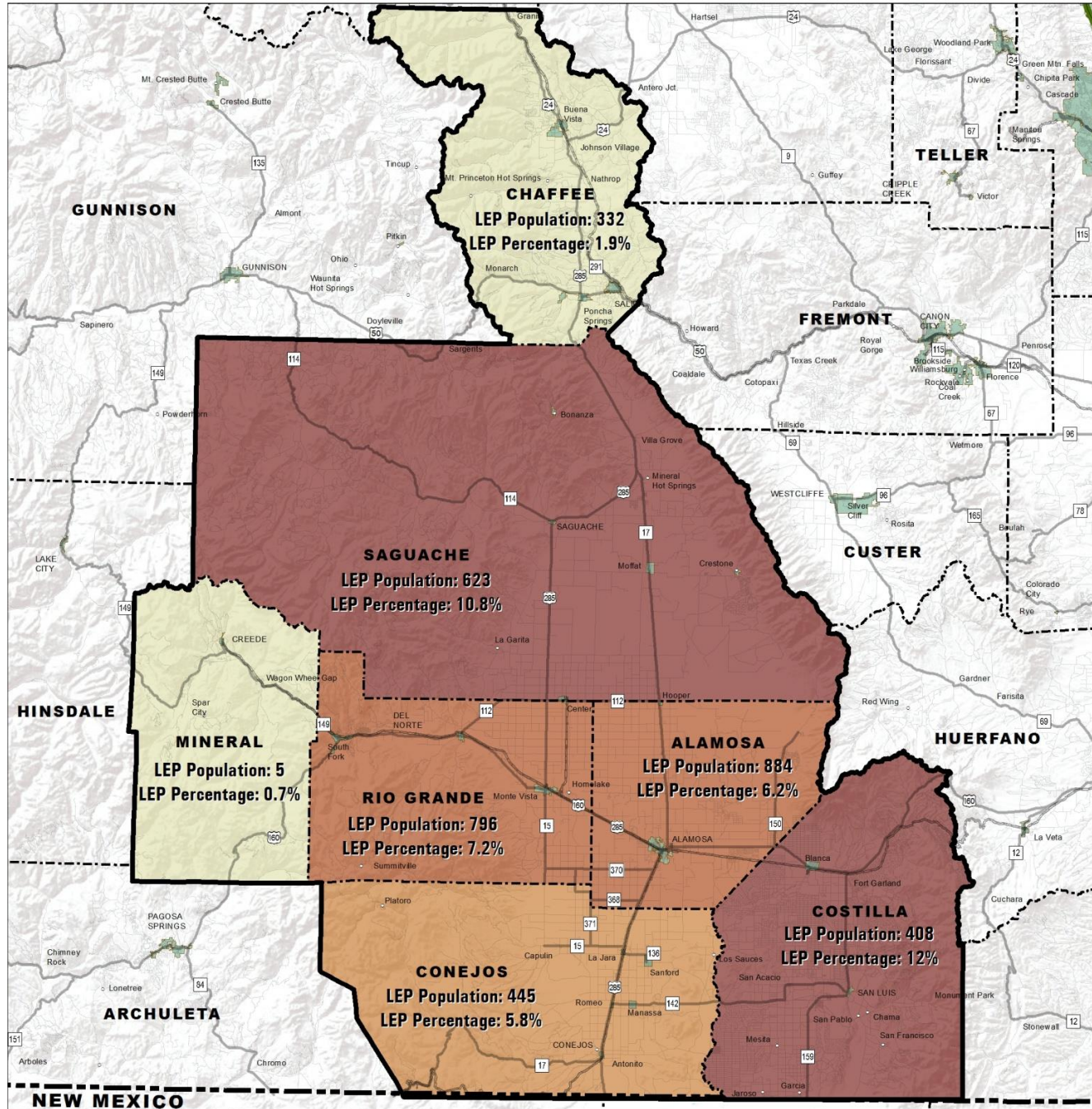
County	2011	% Limited English Proficiency
Alamosa	884	6.2%
Chaffee	332	1.9%
Conejos	445	5.8%
Costilla	408	12.0%
Mineral	5	0.7%
Rio Grande	796	7.2%
Saguache	623	10.8%
TPR Overall	3,493	5.8%
Statewide Total	264,397	5.7%

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



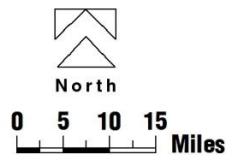
Figure 2-7 2011 Limited English Proficiency Population

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 2% Limited English Proficiency Population
- 2% - 4% Limited English Proficiency Population
- 4% - 6% Limited English Proficiency Population
- 6% - 8% Limited English Proficiency Population
- Greater Than 8% Limited English Proficiency Population
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways





2.3.7 Population of People with Disabilities

Table 2-7 and **Figure 2-8** provide information about the percent of the population that has a disability within the San Luis Valley region. People with disabilities are likely to depend on transportation services to maintain their personal mobility. According to the American Community Survey, about 16 percent of the overall population in the San Luis Valley TPR is disabled. This is significantly higher than that of Colorado overall, in which almost 10 percent of people have disabilities.

More than 25 percent of the population of Costilla County has a disability. This county, which is one of the region's smallest and most rural, is likely to exhibit a strong need for transportation services, especially to provide access to critical medical services in other counties.

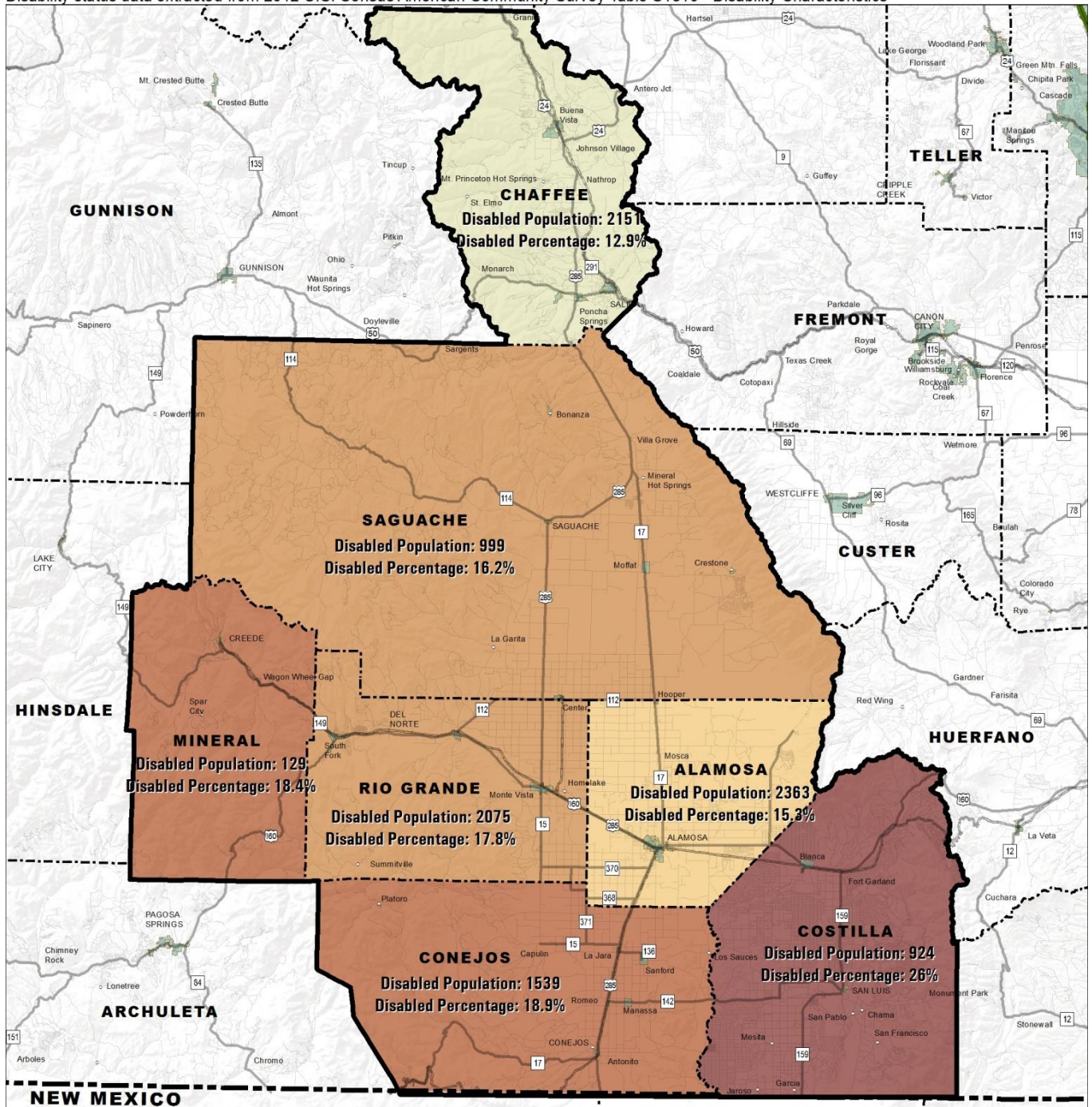
Table 2-7 2012 Disabled Population

County	2012	% Disabled Population
Alamosa	2,363	15.3%
Chaffee	2,151	12.9%
Conejos	1,539	18.9%
Costilla	924	26.0%
Mineral	129	18.4%
Rio Grande	2,075	17.8%
Saguache	999	16.2%
TPR Overall	10,180	16.3%
Statewide Total	487,297	9.8%

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

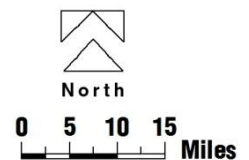
Figure 2-8 2012 Disabled Population

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



Legend

- | | | | | | |
|--|-------------------------------------|--|--------------------------------------|--|-----------------------|
| | Less Than 14.0% Disabled Population | | 18% - 20% Disabled Population | | Interstate Highways |
| | 14% - 16% Disabled Population | | Greater Than 20% Disabled Population | | U.S. & State Highways |
| | 16% - 18% Disabled Population | | San Luis Valley TPR Boundary | | County Boundaries |
| | | | Incorporated Cities and Towns | | State Boundaries |





2.3.8 Veteran Population

Veterans do not have an inherent transit dependency, but a person’s status as a veteran is often associated with other characteristics that suggest certain services (such as medical or transportation) may be important for their well-being.

Table 2-8 and **Figure 2-9** illustrate the veteran population within the San Luis Valley region. The region has a high veteran population in comparison to the state overall, with about 10 percent of people being a veteran. Unsurprisingly, the highest numbers of veterans reside in Chaffee County, which is the most populated county in the TPR. All counties’ populations within the region are at least 7 percent veteran, and Chaffee, Costilla, and Mineral counties are 12 percent or more.

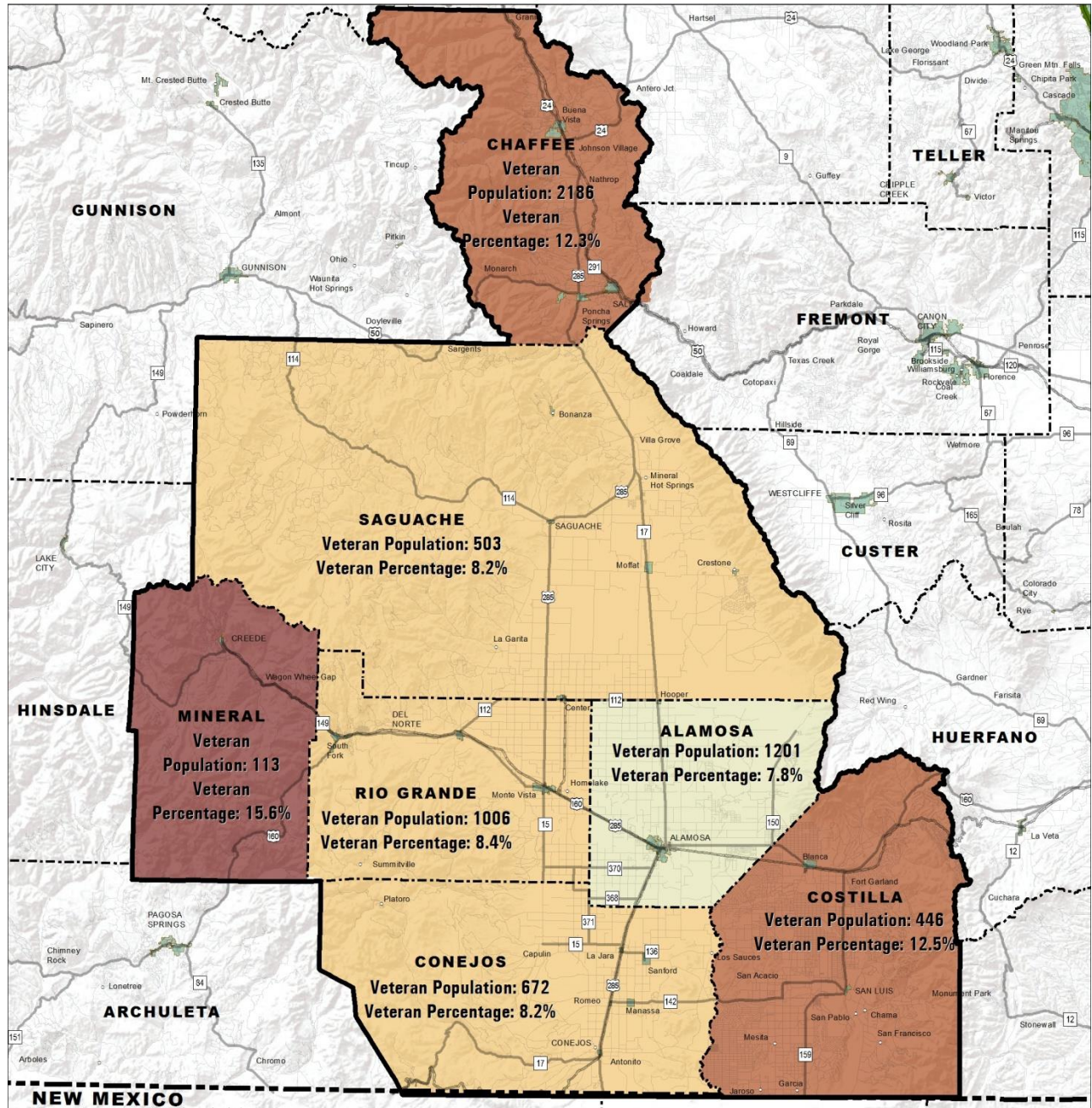
Table 2-8 2011 Veteran Population

County	2011	% Veteran Population
Alamosa	1,201	7.8%
Chaffee	2,186	12.3%
Conejos	672	8.2%
Costilla	446	12.5%
Mineral	113	15.6%
Rio Grande	1,006	8.4%
Saguache	503	8.2%
TPR Overall	6,127	10.4%
Statewide Total	405,303	8.2%

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

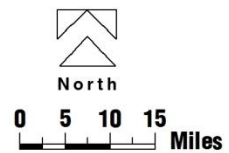
Figure 2-9 2011 Veteran Population

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



Legend

- Less Than 8% Veteran Population
- 8% - 10% Veteran Population
- 10% - 12% Veteran Population
- 12% - 14% Veteran Population
- Greater Than 14% Veteran Population
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.4 *Employment and Job Characteristics*

As a region, the primary employment sector is agriculture, with a lower annual average salary than its secondary employment sectors of health and wellness, transportation and logistics, and financial services. Tourism jobs are also prominent, especially in Alamosa County, with an average salary lower than that of agriculture.

Figure 2-10 illustrates projected job growth in the region through 2040. Though the region suffered job losses between 2000 and 2010, especially in Rio Grande, Conejos, and Costilla counties, between 2010 and 2040 growth is projected to increase, particularly in Chaffee, Saguache, Alamosa, and Rio Grande counties. The two fastest growing job types in the region are tourism and retiree-generated jobs, suggesting an increased need for services for older adults and transportation for those who cannot afford to live near where they work.

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. Alamosa County is the main job center and attracts up to a few thousand commuters daily, predominantly from other counties in the region. Rio Grande and Chaffee counties also have a net influx of commuters; Rio Grande draws primarily from within the region and Chaffee predominantly from outside the region.

2.5 *Summary of Community Characteristics*

The demographic and economic characteristics provide insight into locations and populations that are likely to need transportation-related services and investments over the next few decades (see **Figure 2-12**). As a whole, the San Luis Valley Region is expected to experience moderate population and job growth over the coming decades. Most growth will occur in Alamosa and Chaffee counties, the region's current economic centers. Agriculture is the predominant industry in the region, focused in Alamosa County, and supportive industries include tourism and recreation jobs and health services. The region has strong clean energy prospects with both solar and geothermal productivity. In comparison to the state, the region is poorer, more racially diverse, has a higher share of veterans, and has almost twice as many disabled residents.

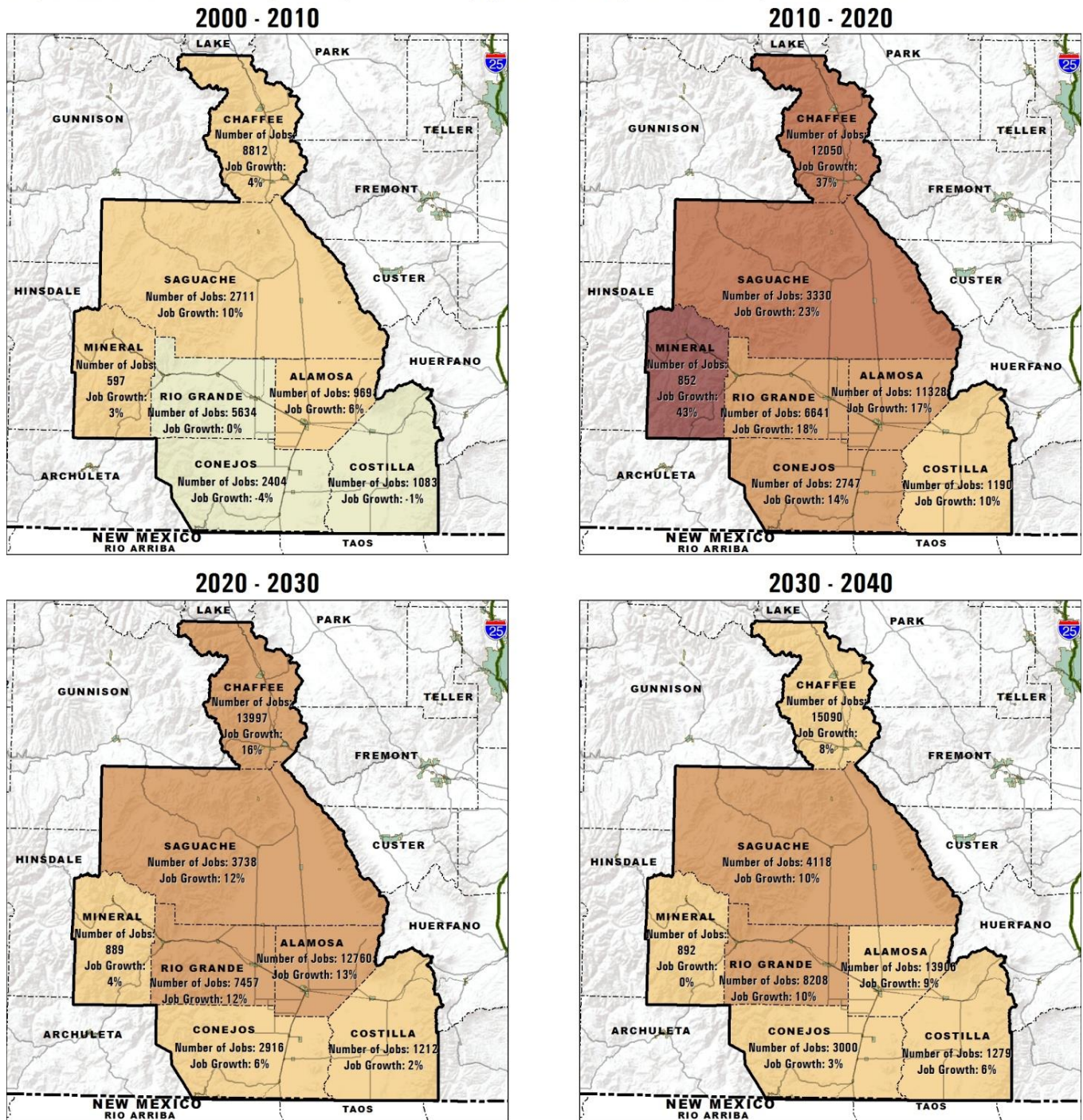
Alamosa County is the regional center. In addition to absorbing much of the region's growth, it also has a high population of zero vehicle households and a growing population of seniors. Chaffee County, also an economic center, is home to the Heart of the Rockies Medical Center and a state correctional facility. It stands out also for its large senior population. Conejos and Costilla counties, the southernmost counties in the region, have the least growth prospects. They have the lowest rates of vehicle ownership and, like other counties, have large disabled, minority, veteran, and low-income populations. More than one-quarter of residents in Costilla are disabled. In Mineral County, the region's smallest county by population, virtually every household has access to a car. Its senior population is not projected to grow over the next few decades. It has the highest veteran population of any county in the region.

From a social service/transportation coordination perspective, the region has good potential due to its proximity to existing economic and service hubs. The agricultural economic base in Alamosa County attracts a relatively large population and associated services. Chaffee County, the second most populated county, is geographically separate from much of the rest of the region but is home to a large medical center and has proximity to Colorado's main population center in Denver. The economically disadvantaged populations in Costilla and Conejos are concentrated in towns in close proximity to Alamosa. However, given their low rates of vehicle ownership, these counties may need increased transportation services, including information in multiple languages.



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 0% Job Growth
- 0% - 10% Job Growth
- 10% - 20% Job Growth
- 20% - 40% Job Growth
- Greater Than 40% Job Growth
- San Luis Valley TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries

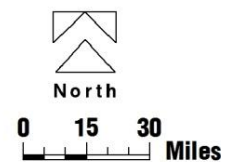
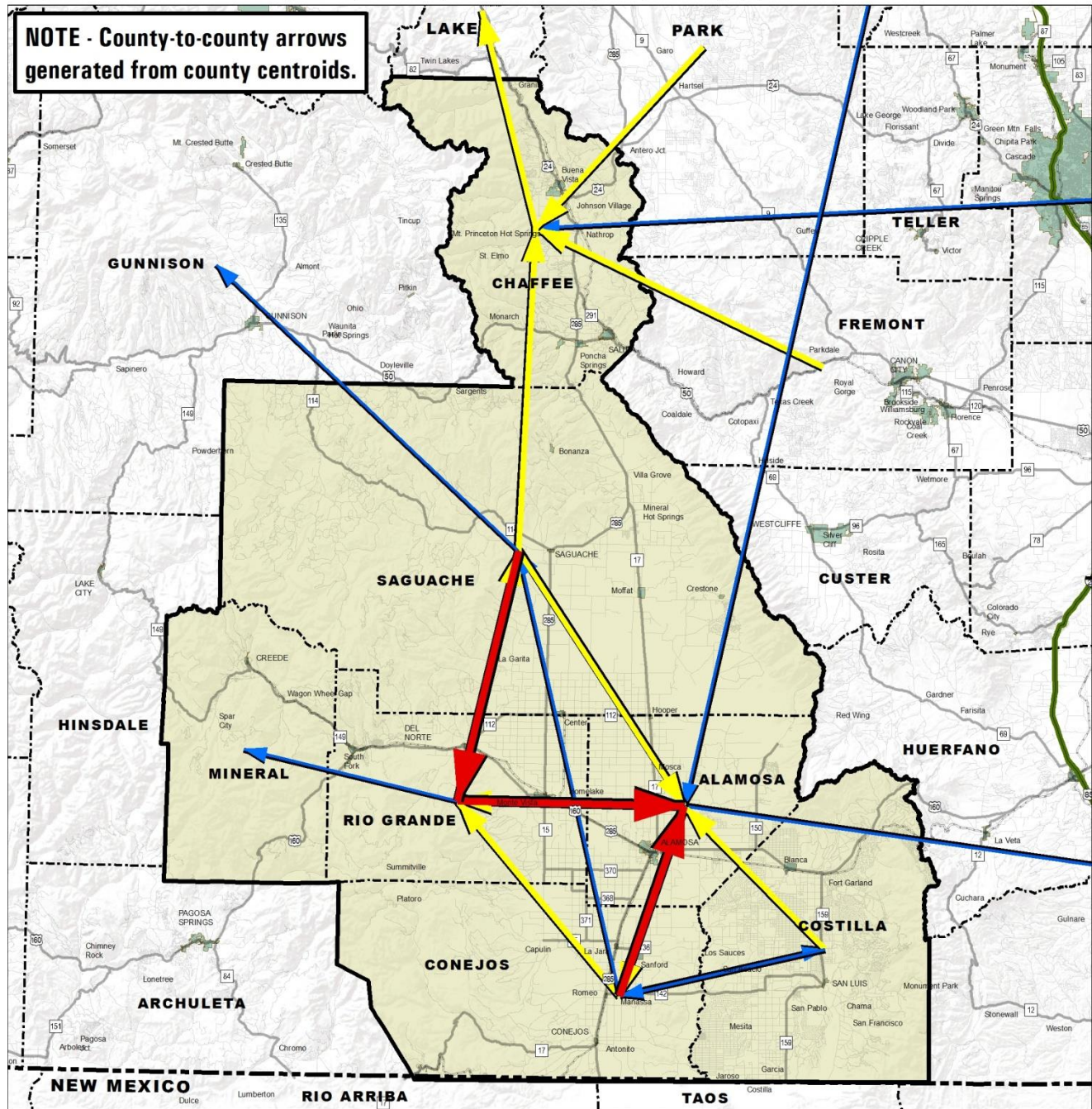




Figure 2-11 Employed Working Outside of County of Residence

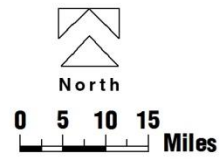
*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography



NOTE - County-to-county arrows generated from county centroids.

Legend

- Inter-County Commuter Trips 50 - 100 Commuters
- 100 - 500 Commuters
- 500 - 1400 Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



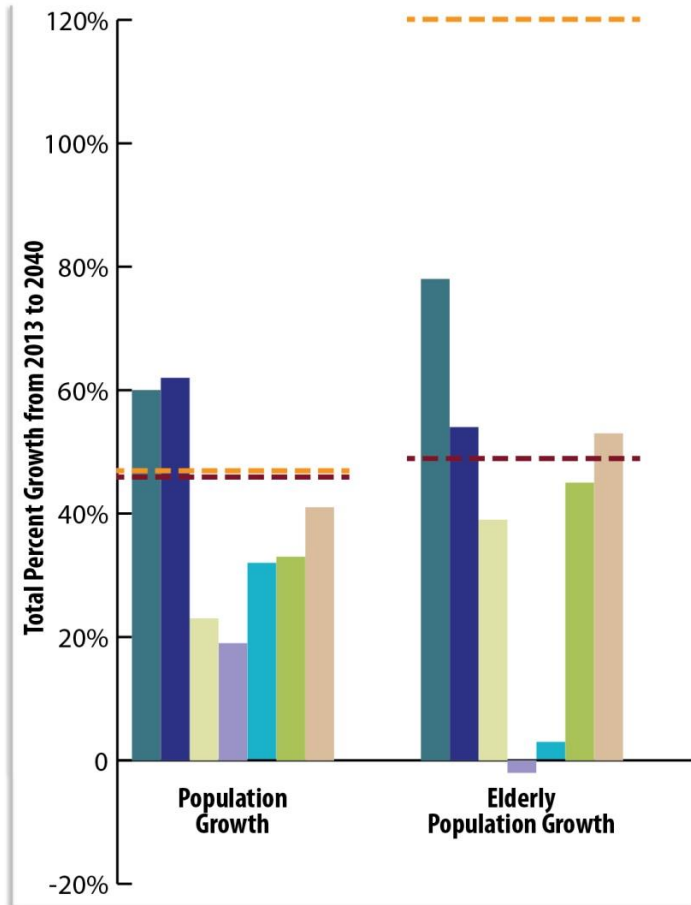
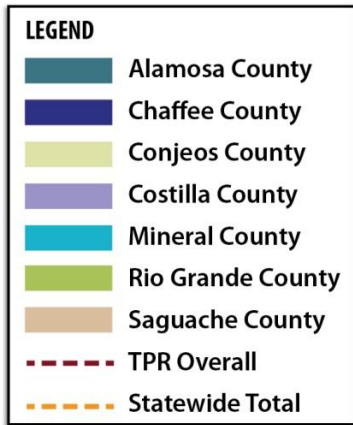
* County-to-county commuters totaling less than 50 not depicted.



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

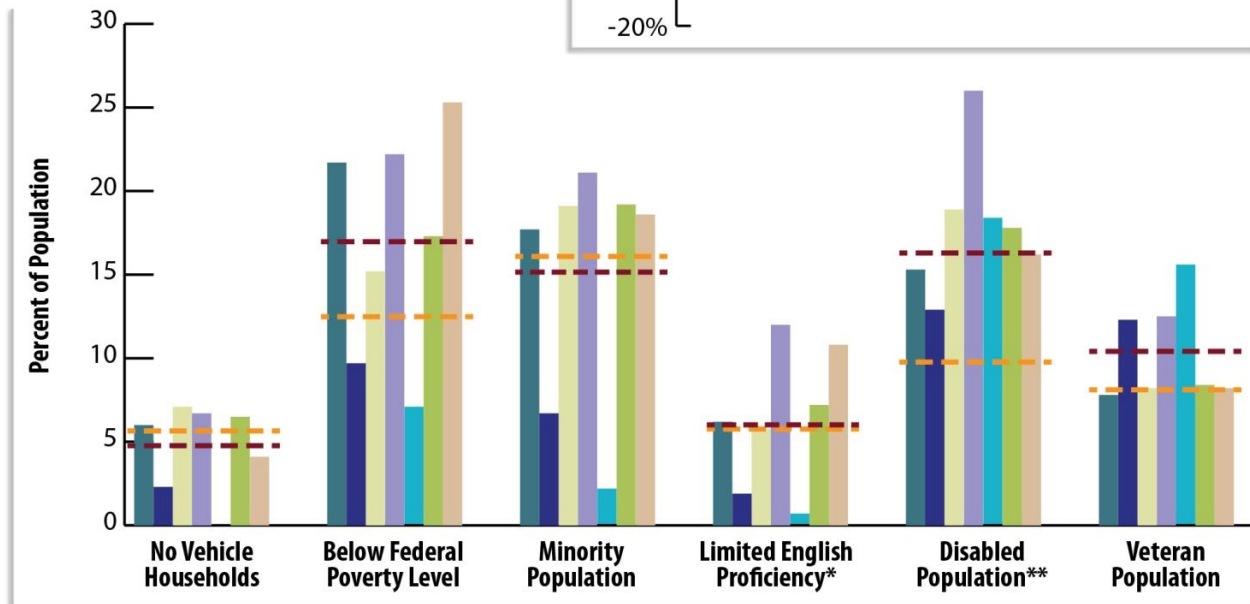


Demographic Profile Summary

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

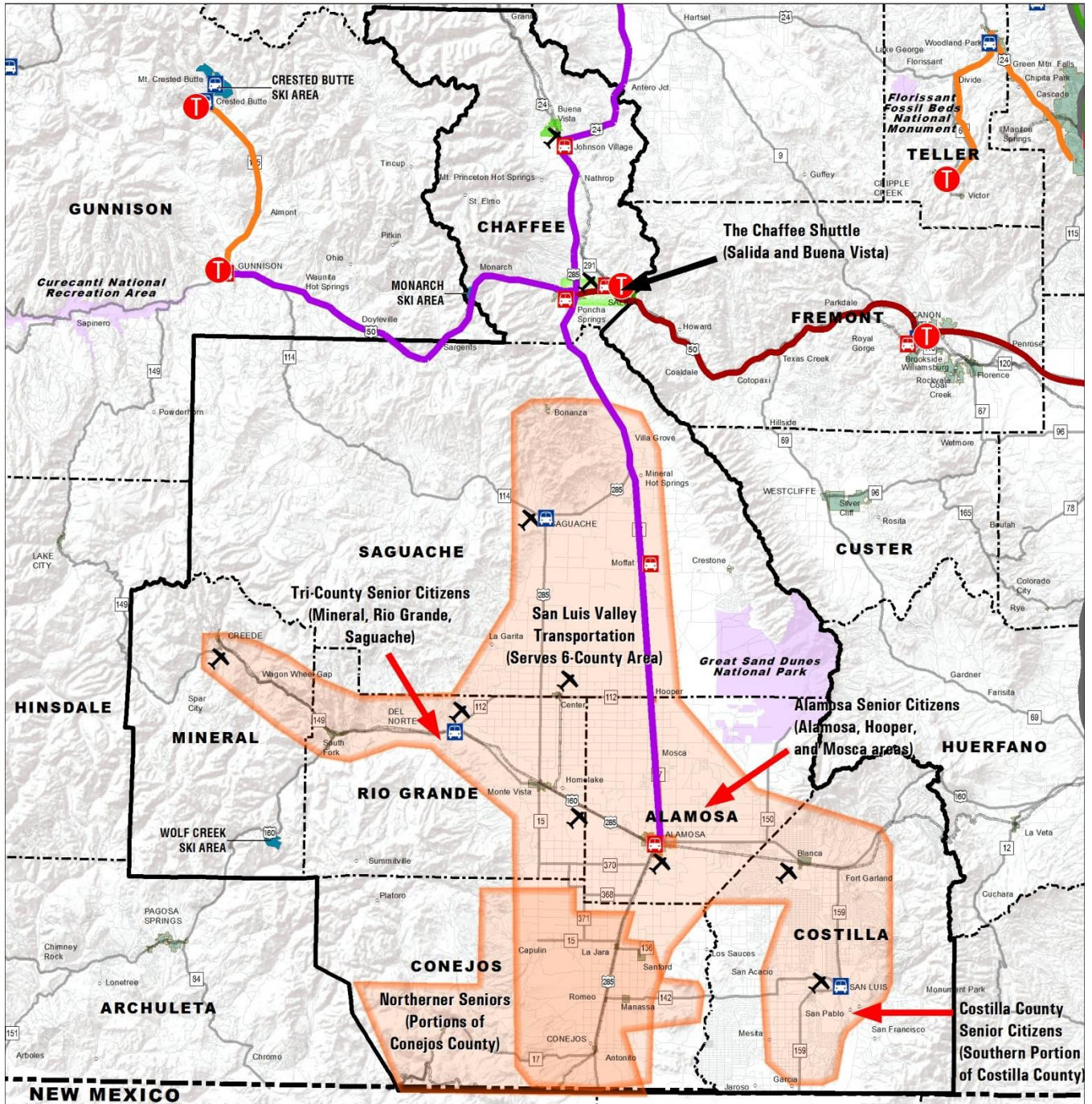
This Chapter describes existing public and private transit providers and the human service agencies in the San Luis Valley Transportation Planning Region (TPR) and their current coordination activities. **Figure 3-1** provides a snapshot of the primary transit providers and human service agency transportation services available in the TPR. While this map is not inclusive of every small agency, taxi service, or private transportation provider, it provides a useful summary of services that are available and illustrates gaps in service.

The inventory of services was developed primarily through survey responses collected from transit providers and human services agencies. Additional information was collected through feedback from the Transit Working Group (TWG), public meeting attendees, and agency websites.

Appendix A includes definitions of key terms used throughout this Chapter and the rest of the plan.

Figure 3-1 Transit Provider System Map

Transit service provider information based upon 2006 CDOT mapping.



Legend

- | | | | |
|---|-------------------------------|-----------------------|------------------------------|
| Human Service Transportation Providers | Ski Areas | Airports/Airfields | Railroads |
| Publicly Operated Transit Services | Inter-City Bus Stations/Stops | County Boundaries | National Parks and Monuments |
| Black Hills Stage Lines #879 (Denver-Salida-Gunnison) | Regional Bus Stations/Stops | State Boundaries | |
| Regional Bus Routes | San Luis Valley TPR Boundary | Interstate Highways | |
| Chaffee Shuttle | Incorporated Cities and Towns | U.S. & State Highways | |



3.1 Public Transit Providers

Public transit 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 providers that limit services to clientele who qualify such as people over the age of 65.

The San Luis Valley TPR has only one public transit service provider: the Chaffee Shuttle. It is operated by Neighbor to Neighbor Volunteers and provides demand response transportation to the general public in Salida, Poncha Springs and Buena Vista. Additionally, Chaffee Shuttle operates a fixed route, intercity bus service seven days a week from Salida to Cañon City and Pueblo.

These services provide coverage within the northernmost county of the San Luis Valley TPR with connections to destinations to the east (Cañon City and Pueblo) and to the west (Gunnison). Connections can be made in Pueblo to existing private intercity bus services along the I-25 and US 50 corridors to points north (including Denver), south, and east. The rest of the San Luis Valley region, however, does not have any public transit coverage. **Table 3-1** provides a summary of public transit services in the TPR.

Table 3-1 Public Transportation 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 and Admin Budget (includes all service types)
The Chaffee Shuttle (operated by Neighbor to Neighbor Volunteers)	Chaffee County; Salida and Buena Vista	▪ Demand Response	8:00 AM – 3:00 PM	M – Sa	By donation	16,786 one-way trips	\$170,000 operating and admin expenses
The Chaffee Shuttle (Mt. Goat Bus)	Salida - Cañon City - Pueblo	▪ Intercity bus	6:20 AM – 6:30 PM	M - Su	\$2 - \$15	1,400	\$85,000

Source: Transit Agency Provider Survey, 2013 and other research

3.2 Human Service Transportation Providers

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

In contrast to public transit, San Luis Valley has a multitude of transportation services operated by human service agencies that provide mobility for specialized populations who might otherwise have very limited mobility. Their coverage area includes all seven counties in the region, but service is mainly concentrated in Alamosa, Chaffee and Rio Grande counties. Service eligibility is primarily for veterans, people with disabilities, seniors, or people with low incomes.



Table 3-2 Human Service Transportation Provider Overview

Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
Upper Arkansas Area Agency on Aging	Lake, Chaffee, Fremont, Custer counties	<ul style="list-style-type: none"> Seniors 	<ul style="list-style-type: none"> Volunteers transport clients Gas vouchers 	M–F
Costilla County Veterans Service Office	Costilla County (VSOs also in Alamosa, Chaffee, Conejos, Mineral, Rio Grande, Saguache counties)	<ul style="list-style-type: none"> Veterans 	<ul style="list-style-type: none"> Program staff transport clients 	T, Th
Rio Grande County Veterans Service Office	Rio Grande County (VSOs also in Alamosa, Chaffee, Conejos, Costilla, Mineral, Saguache counties)	<ul style="list-style-type: none"> Veterans 	<ul style="list-style-type: none"> Volunteers transport clients Gas vouchers (as needed) 	T, Th
Starpoint	Fremont, Chaffee, Custer counties and service to Denver	<ul style="list-style-type: none"> Disabled 	<ul style="list-style-type: none"> Program staff transport clients (demand response) Bus ticket/passes 	N/A
Tri-County Senior Citizens	Rio Grande, Saguache, Mineral counties	<ul style="list-style-type: none"> Seniors (60+) 	<ul style="list-style-type: none"> Fixed Route Demand Response 	3 – 4 days a week
SLV Behavioral Health Group (formerly SLV Community Mental Health Center)	Alamosa, Conejos, Costilla, Rio Grande, Saguache counties	<ul style="list-style-type: none"> Clients 	<ul style="list-style-type: none"> Program staff and volunteers transport clients (demand response) 	M–Sun
Blue Peaks Developmental Services, Inc.	Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache counties	<ul style="list-style-type: none"> Developmentally disabled 	<ul style="list-style-type: none"> Fixed Route Demand Response 	M–Sun
Northerners Seniors, Inc.	Conejos County (La Jara, CO – Espanola, NM)	<ul style="list-style-type: none"> Seniors 	<ul style="list-style-type: none"> Scheduled Trips 	W
Red Willow/SLV Transportation	Rio Grande, Saguache, Mineral, Alamosa, Conejos, Costilla counties	<ul style="list-style-type: none"> Medicaid transportation 	<ul style="list-style-type: none"> Demand Response 	M – F (7:00 AM – 5:00 PM)

Note: Additional services exist in the San Luis Valley region; however the planning team was unable to provide detailed information for this table. Other services include Costilla County Senior Citizens, Alamosa Senior Citizens Inc., and Casa de Amistad.

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 directly 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 human service agencies/programs provide supportive services in the region:

- ▶ Boys and Girls Clubs of Chaffee County: Buena Vista—contracts with transportation providers
- ▶ Alamosa Department of Human Services—contracts with transportation service providers, and provides gas and car repair vouchers
- ▶ Rio Grande/Mineral County Department of Social Services—contracts with transportation providers and provides gas vouchers
- ▶ Non-Emergency Medical Transportation Medicaid Program (NEMT)—funds transportation services



- ▶ Costilla County Department of Social Services—medical/health services
- ▶ San Luis Valley Development Resources Group—regional coordination and transportation planning services
- ▶ Town of San Luis—zoning and town planning services
- ▶ Town of Saguache—water and sanitation services
- ▶ South Central Colorado Seniors, Inc. (San Luis Valley’s Area Agency on Aging)—nutrition, caregiver support, material aid, SHIP, homemaker services, care management, and information services
- ▶ Arkansas Headwaters Recreation Area—operation of a state park in Salida

3.4 Privately Operated Public Transportation Services

Aside from public transit and human service agency-provided transportation services, the San Luis Valley region has a few privately operated transportation services available to the general public. The core service is Black Hills Stage Lines, which provides intercity connections both within and between regions. In the San Luis Valley, it connects Alamosa, Saguache, and Chaffee counties along a north-south route. An east-west route connects Chaffee County with points in Gunnison County to the west.

There are two private tourist-focused passenger rail services in the region: the Rio Grande Scenic Railroad and the Cumbres and Toltec Scenic Railroad. The rail lines provide connections between La Veta, Alamosa, Monte Vista, Antonito, Osier and Chama (New Mexico). There is one taxi provider in Alamosa County.

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, Inc.	Gunnison, Alamosa, Hooper, Moffat, Villa Grove, Salida, Buena Vista, Fairplay, Jefferson, Grant, Pine Junction	▪ Fixed Route	▪ General Public	6 AM – 7 PM	M–Sun	Varies based on distance
Wilderness Journeys (shuttle to Wolf Creek Ski Area)	From Pagosa Springs to the ski resort Durango/La Plata Airport	▪ Demand Response	▪ General Public	Varies	M – Sun	\$30 round-trip; \$20 one-way \$250 round-trip; \$135 one-way
Little Stinkers Taxi Cab	Alamosa; Wolf Creek Ski Area from South Fork	▪ Demand Response	▪ General Public	Varies	M–Sun	\$1.60 per mile

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

3.5 Existing Coordination Activities

The main coordination activities in the region fall into the following four categories:

- ▶ Senior Resources Directory
- ▶ Regional Council of Governments
- ▶ Volunteer Driver Programs
- ▶ Partnerships

Specific projects and coordination efforts are described in more detail below.



3.5.1 Senior Resources Directory

The South-Central Colorado Seniors/Area Agency on Aging (AAA) publishes a resource directory for seniors and people with disabilities (“Adult Resources for Care and Help”) with funding from the state Division of Aging and the Centers for Medicare and Medicaid. The directory covers the entire TPR, except for Chaffee County, which is part of the Upper Arkansas AAA. Its purpose is to “assist older persons in leading independent, meaningful, and dignified lives in their own homes and communities for as long as possible.”

The directory, updated in 2013 and available only in print, contains information on resources targeted at seniors and people with disabilities. Organizations and phone numbers are available for health care providers, educational resources, housing, insurance, legal services, nutrition, recreation, social support, and transportation, among other topics. The resource is written in English and Spanish and can be obtained by visiting the Area Agency on Aging office.

3.5.2 Regional Council of Governments

The San Luis Valley Development Resource Group (SLVDRG) was formed in 1994 as a merger of the San Luis Valley Regional Development and Planning Commission, San Luis Valley Economic Development Council, and San Luis Valley Council of Governments. The group includes elected officials from six of the seven counties in the region. Chaffee County is not included as an official member of the group as it is part of the Upper Arkansas Area Council of Governments. However, SLVDRG has successfully included Chaffee County on at least one grant application and finds coordinating with them a “natural partnership” due to existing travel demands between the lower six counties and Chaffee. SLVDRG has three full-time staff positions.

With a mission to create jobs, improve income, and maintain quality of life in the region, members provide a multitude of coordination services to the region. Recent SLVDRG efforts include:

- ▶ Supporting transportation primarily through regional representation in statewide planning and funding discussions
- ▶ Inventorying historical private rail elements
- ▶ Authoring a grant to create the Comprehensive Economic Development Strategy, which includes a chapter addressing the impact of transportation on economic development
- ▶ Helping develop a Regional Trails and Recreation Master Plan, which views regional trail systems as an economic development tool
- ▶ Convening meetings for the TPR
 - Coordinating between different modal providers, such as rail, airports, and roads
 - Meeting as often as two to three times per month, but at least quarterly
- ▶ Helping facilitate a conversation to convert the historic Alamosa Train Depot and Welcome Center into a multimodal facility for locals and visitors
 - Taxis, tour buses, and the Rio Grande Scenic Railroad currently rent space from SLVDRG
 - Currently serves more visitors than locals; SLVDRG is interested in making the depot more useful for the general public, but has had difficulty finding funding to install essential facilities such as bathrooms and showers
- ▶ Assisting in TIGER grant efforts

3.5.3 Volunteer Driver Programs

Agencies in the region rely on volunteers to transport clients, including the Veterans Service Office and the Area Agency on Aging. However, there is no formalized or centralized volunteer driver program.



3.5.4 Partnerships

The Chaffee Shuttle, operated by Neighbor to Neighbor Volunteers, currently coordinates service with Cañon City, Pueblo, the Chaffee County Veterans Service Office, Red Willow, and Black Hills Stage Lines.

3.6 *Summary of Existing Services*

Transportation service available to the general public is extremely limited in the San Luis Valley TPR. What is available covers mainly Chaffee and Alamosa counties.

Due to the lack of public transit options, many human service agencies in the region provide their own transportation for clients and eligible populations. Most of these services focus on the region's population centers in Alamosa, Chaffee, and Rio Grande counties. Transportation is provided by volunteer drivers or by program staff.

Another way regional service agencies attempt to make up for a lack of affordable public transportation options is through subsidizing private transportation. Several agencies offer gas, bus, or car repair vouchers. However, many agencies in the region have no transportation-related services available.

There is no regional transit coordinating council in the San Luis Valley TPR, and overall, coordination activities are minimal. The Area Agency on Aging provides a resource directory that includes transportation services available to seniors, but it is not available online. The main coordination body for the region, the San Luis Valley Development Resource Group, addresses the region's transportation challenges mainly by providing regional representation in funding discussions, but to date has no member or staff devoted to coordinating regional transportation. A few transportation providers in Chaffee County have partnered to share the provision of transportation.



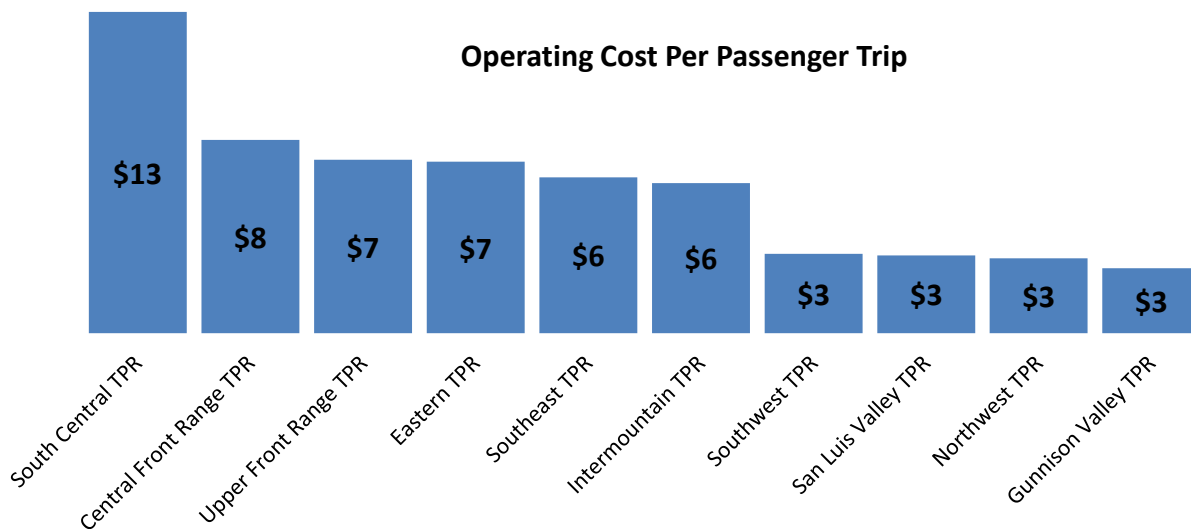
4.0 CURRENT AND POTENTIAL TRANSIT FUNDING

This Chapter presents a snapshot of current transit funding levels and potential sources of funds for the San Luis Valley 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 utilization and ridership, full-time resident population, and population of seasonal visitors and other system users. In 2012, approximately \$3 per trip was expended to support critical transit services within the region. While relatively low compared to other regions in Colorado, transit operating costs in the San Luis Valley TPR are still high due to the higher cost of fuel, trip distances, 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

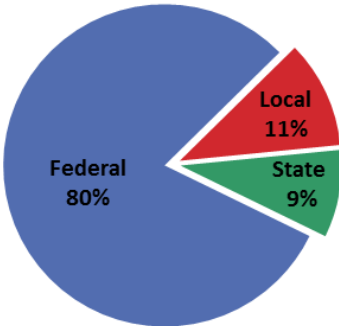
4.2 Current Transit Revenue Sources

Transit service providers in the San Luis Valley 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 Division of Transit and Rail (DTR) by providers in the region.

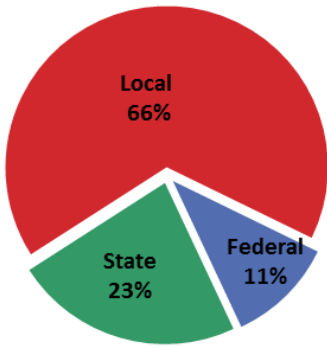


Figure 4-2 Comparison of National, State, and Regional Revenue Sources

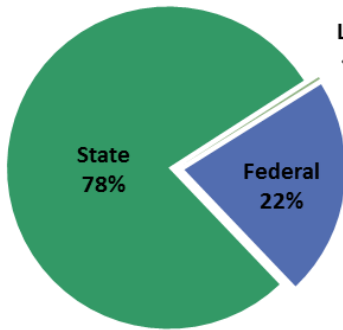
Capital Revenue Sources



National Average - Rural Providers
2012 National Transit Database

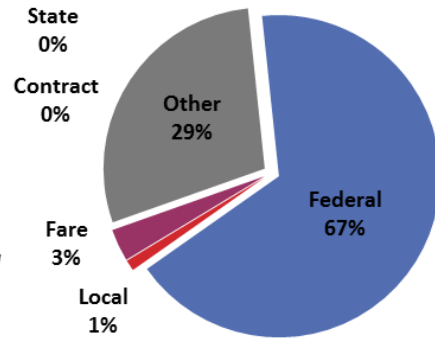
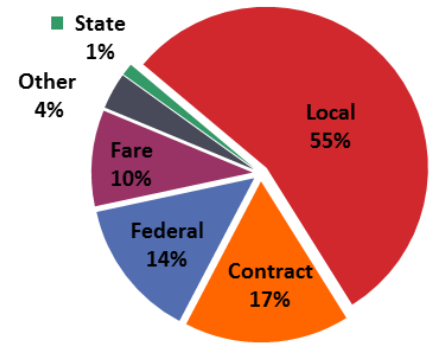
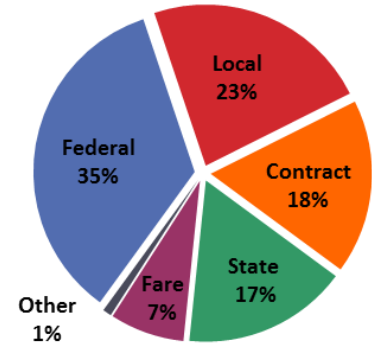


Colorado Average - Rural Providers
2012 National Transit Database



San Luis Valley TPR Average
2012 Self-Reported Survey Data

Operating Revenue Sources



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

At the national level, the majority of 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 a 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 FASTER program.

In the San Luis Valley TPR, the state provided most of the financial support for major capital investment projects in 2012. State support was primarily provided through FASTER funding. Federal capital investments made up 22 percent of regional capital funding in 2012. However, in previous years, federal investments have been the



largest contributor. Capital expenditures and revenues are not consistent over time and different sources are used to fund different projects as needs arise. Local funding accounts for less than one percent capital investments and includes a wide variety of local government contributions to services throughout the region.

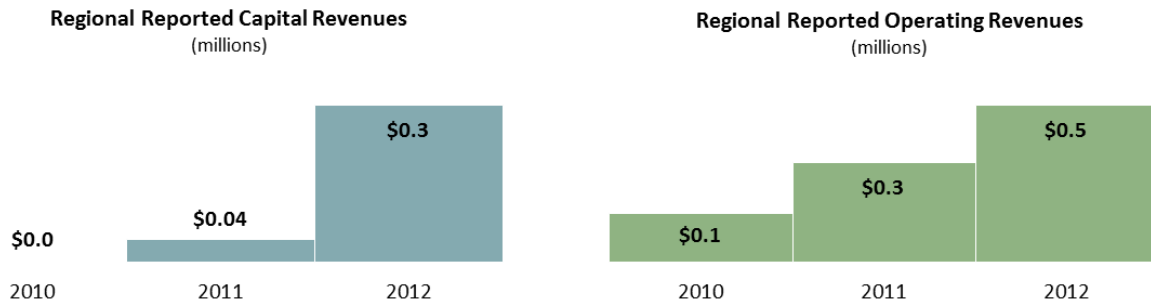
At the national level, operating revenues are relatively diversified among federal, local, agency-derived, and state funding sources. Colorado, on average, depends more on local sources and is less reliant on federal and state sources for operating funds. However, within the San Luis Valley region, the local share of operating revenues is substantially less than the state average (1 percent compared to 55 percent). Many providers in the region provide a variety of important local human services needs, which tend to be primarily funded through federal programs and others sources such as private and philanthropic funds.

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. Within the San Luis Valley region, providers have continued to fund services in recent years and partnered to undertake system expansions or needed capital projects. It should be noted that data for 2010 and 2011 are compiled from the National Transit Database and 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

Grant programs administered by the FTA 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 San Luis Valley 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 the updating of 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 operators of public transportation. 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 requirements of the ADA 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 supports 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 program 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 program requirements 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.



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), administered by the Department of Housing and Urban Development (HUD), 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), administered by the Department of Health and Human Services, 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. A variety of other relatively small, but important funding sources are used by providers and agencies 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, \$3,000,000 of the FASTER transit funds are now allocated to cover the cost of the planned Interregional Express Bus service and another \$1,000,000 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, administered by the Colorado Department of Military and Veteran Affairs, supports 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 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 half of total operating and maintenance expenses. Because of this, transit agencies are dependent on the federal, state, and local revenue sources they receive to continue operating.

Service contracts are a way for local agencies to 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, ongoing operating support or one-time grants for operating positions or even capital investments may be provided by community or private foundations.

4.5 *Future Funding Options*

The following section describes options that can be considered by Colorado’s local agencies to fund transit service. 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 sources of revenue 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 and can provide funding for specific capital projects, or 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 not typically utilized 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 San Luis Valley TPR rely primarily on federal grant programs. However, the future of some of these programs is not clear and future funding levels may be substantially reduced. 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. These estimates are intended to portray the approximate value of these potential funding sources and do not constitute an endorsement or recommendation. Values are based on currently published information for Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties.

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	\$620,832,000	\$4,345,824
2.	1.0 mill levy	Assessed Property Value	\$987,853,755	\$987,854
3.	\$15 annual fee	Total Housing Units	35,298	\$529,470
4.	2% equivalent fee	Local Tourism Tax Receipts	\$5,595,500	\$111,910
5.	10% flex transfer	Local Highway Users Tax Fund	\$13,847,105	\$1,384,711

- 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 \$4 million in 2012. An increase in sales taxes would require voter approval and would be collected by either a dedicated regional transportation authority or by local governments and then transferred to support transit services. Several counties and transportation authorities in the region 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 total assessed value), the potential revenue generated in 2012 could have reached nearly \$1 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 \$500,000 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.



4. **Tourism Tax Enactment:** Visitors to the region generated over \$5 million in local tax receipts. 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, approximately \$110,000 in annual revenues could have been generated. New taxes require voter approval in Colorado.
5. **Transfer of HUTF:** If each county in the region were to allocate 10 percent of HUTF receipts to transit, then approximately \$1.4 million could have become available for transit-related investments. Some counties in the region 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 provides several grant programs directly 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 on an annual or bi-annual basis. 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. Prior to 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 have National Environmental Policy Act (NEPA) documentation completed and submitted 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 made up 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 both DTR and the grant applicant fully execute a contract, 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 for transit in the San Luis Valley Transportation Planning Region (TPR). 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 San Luis Valley TPR include, but are not limited to, the San Luis Valley 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 survey of older adults and adults with disabilities, and input received from two public meetings 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 San Luis Valley region.

5.1.1 Population and Elderly Population Growth

The seven-county San Luis Valley Region is extremely rural in character. As of 2013, less than 70,000 people were living in the more than 9,000 square mile area (an average density of less than 8 people per square mile). Based on 2012 estimates from the Colorado State Demographer's Office (see Chapter 2), the region is expected to experience moderate population and job growth over the coming decades. The two most populated counties, Alamosa and Chaffee, are the region's economic centers. They are predicted to experience the most growth in the region by 2040, suggesting that most economic activity in the region will continue to concentrate in these two counties. Alamosa is expected to add nearly 10,000 residents to its population by 2040, which represents 60 percent growth; Chaffee will increase by almost 12,000 residents at a 62 percent growth rate.

In addition to being the main population centers in the region, these two counties also have large and growing senior populations. Chaffee and Alamosa's older adult populations are expected to grow the fastest of all the counties (54 percent and 78 percent, respectively), but no county in the region is predicted to age as significantly as Colorado as a whole (120 percent growth in older adults by 2040). And, because access to health care becomes ever more important with age, it is important to note that two of the region's main medical centers, San Luis Valley Medical Center and Heart of the Rockies Regional Medical Center, are located in Alamosa and Chaffee counties. Saguache, Rio Grande, and Conejos counties are expected to experience moderate growth in this population as well; Saguache residents could be the most challenging population to serve given the county's large size and distance from existing medical centers.

5.1.2 Resort/Tourism Demand Assessment

Tourism and resort spending in the region are small in comparison to other areas of the state, though tourism does represent one of the region's largest employment sectors. It ranks third from the bottom in a list of resort spending in each of Colorado's 10 rural regions.

No one county in the region stands out for tourist activity, but resort spending in Chaffee and Alamosa counties made up 67 percent of the rural region's resort spending as a whole in 2012 (the most recent year for which data is available). Chaffee, with its proximity to other population centers and Interstates 25 and 70, and US 285 may attract tourists due to its relatively good accessibility, especially in comparison to other destinations in the region. For tourists seeking to experience other regional attractions such as Great Sand Dunes National Park, Wolf Creek Ski Area and Pagosa Springs, Alamosa may serve as a main lodging location due to its central location within the San Luis Valley.



5.2 Qualitative Assessment of Needs and Gaps

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

5.2.1 Spatial Limitations

Like other Colorado regions, the San Luis Valley TPR is extremely rural in character, with great distances between regional population centers and only a few towns with critical services. As such, it is a challenging region in which to provide transportation coverage and access to services; essential services are the highest priority here. The following items have been identified as particularly challenging spatial limitations and needs in San Luis Valley:

- ▶ Limited access between Chaffee County, in the north, and the rest of the region to the south. There is local interest in reviving passenger rail that runs through Buena Vista.
- ▶ Limited transportation options specifically between the following population centers (which include intra- and inter-regional connections as well as out-of-state access):
 - Chaffee County and Colorado Springs
 - Alamosa and Walsenburg
 - Durango and Walsenburg
 - Buena Vista, Leadville, and Summit County
 - Alamosa to Albuquerque
 - Buena Vista and Salida (within Chaffee County)
 - Between communities within Alamosa County. Alamosa is a job center with growth expected. The county as a whole has a high percentage of zero-vehicle households and a growing senior population. Currently, there is no local transportation service available to the general public.
- ▶ No coordinated effort to plan feeder bus services—transportation that connects residents and visitors in more rural areas to the proposed intercity and regional bus stops identified in the Colorado Statewide Intercity and Regional Bus Network Plan. These first/last mile connections can increase ridership and reduce the need for parking at bus stop locations. The following bus stops planned for the San Luis Valley would benefit from feeder service:
 - Buena Vista
 - Salida
 - Poncha Springs
 - Moffat
 - Alamosa
 - Monte Vista
- ▶ No regional carpooling or ridesharing programs exist for employment or recreational access. Wolf Creek Ski Area used to participate in a Share-the-Ride program, but low participation caused them to stop offering the web-based carpool matching service. They still strongly suggest carpooling to their facility but do not offer any resources for arranging such rides. Additionally, there is strong community support for more park-and-ride facilities.
- ▶ Limited connections between rural populations and job centers.
 - In comparison to other counties in the region, Conejos and Costilla counties are slow growth areas with a high percentage of people with low incomes, disabilities (more than a quarter of Costilla’s population is disabled), and minority populations
 - There is a need to provide increased access to services, jobs, and educational opportunities in Alamosa County.



CDOT's survey of older adults and adults with disabilities also showed concurrence with many of the spatial needs in the San Luis Valley TPR, including:

- ▶ Forty-five percent of respondents in the San Luis Valley rely on others for transportation.
- ▶ Forty-six percent of respondents have difficulty finding transportation for trips they need or want to make. Of those 75 percent have difficulty finding transportation for medical appointments, 61 percent for shopping and pharmacy trips, and 33 percent for social activities, such as visiting friends and family, and community events.
- ▶ A majority of respondents (51 percent) were unable to get somewhere because they could not find transportation once or more in the last month.
- ▶ General public transportation (57 percent) and paratransit service (51 percent) is not available where respondents live or want to go and was identified as a "major problem."
- ▶ The distance to a bus stop showed to be a major problem for 40 percent of survey respondents and is a barrier to their use of transit.

5.2.2 Temporal Limitations

Similar to spatial limitations, temporal limitations 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.

In San Luis Valley, transportation services are especially limited on weekends. Most services are offered on weekdays only, and in many cases they are offered only certain days per week. There is no evening service.

CDOT's survey of older adults and adults with disabilities in the San Luis Valley TPR also indicated temporal needs of those surveyed, including:

- ▶ Forty-eight percent of respondents indicated that general public transportation service not operating during needed times is a "major problem" and a barrier to their using transit. For paratransit, 42 percent felt this was a "major problem."
- ▶ Fifty-six percent of respondents indicated that it was difficult to find transportation on weekdays from 10 AM to 4 PM, 37 percent on weekdays from 6 AM to 10 AM, and 34 percent on Saturdays day and night.

5.2.3 Funding Limitations

All general transit and human service transportation providers identified funding limitations and needs in the region. The following are the main issues identified.

- ▶ Projected annual deficit of \$29,000 in 2020, increasing to \$115,000 in 2030 and \$225,000 in 2040, for maintaining current service levels using existing funding sources.
- ▶ Limited operating funding for maintaining existing public transit and human services providers. Expanding service comes as a second priority as new operating funds are identified.
 - To provide the same level of service (per capita) in 2040 as today, the region will need to identify more than \$600,000 in additional operating funds (given the expected population growth).
 - Operating and administrative expenses for transit providers have grown faster than available revenues or population growth as a result of rising fuel costs, workforce costs, and maintenance needs.
 - Not counting visitors to the region, more than \$550,000 will be needed to support the critical transportation services that currently exist in San Luis Valley in 2030.
 - There is a need for a general public transportation service in the region, but there is no identified funding available.



- ▶ Limited capital funding for replacing aging fleets, constructing park-and-ride lots, or expanding existing vehicle fleets
- ▶ The Non-Emergency Medical Transportation Medicaid Program, which funds a significant portion of transportation services in the region, is expected to be depleted by 2026. The stability of other federal funding sources used in the region, including Title III of the Older Americans Act, Temporary Assistance for Needy Families/Workforce Investment Act, Head Start, and Community Services Block Grants, is uncertain in the long term.
- ▶ Fares cannot be considered a significant long-term source of funding; likely there will need to be an increased reliance on locally-sourced funds, such as sales tax revenues.
- ▶ Given the region's high percentage of veterans relative to the state (more than 12 percent), there is a need for veteran-specific transportation funding. Currently, veterans can be reimbursed on a per-mile basis for driving themselves to Veterans Affairs health care services. The current per-mile rate is often more generous than actual fuel costs, which provides an incentive to veterans to drive instead of supporting a veteran-specific transportation service.

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. Often, these limitations arise due to restrictions on how certain types of funding can be used (e.g., Title III of the Older Americans Act funding is available for senior services only). Eligibility and trip purpose limitations in the San Luis Valley TPR include:

- ▶ There is extremely limited general public transit service available in most of the San Luis Valley region. Chaffee County, and Salida to Cañon City and Pueblo are covered by the Chaffee Shuttle, and Black Hills Stage Lines provides a north-south connection between Buena Vista and Alamosa, and an east-west connection between Salida and Gunnison. Red Willow and Little Stinkers are demand-response services in the Alamosa area; Red Willow serves both medical and non-medical trips but is currently overwhelmed by serving medical trips, leaving shopping and local trips extremely underserved. All other transportation services within communities and throughout the region are limited to people with specific eligibility requirements, such as for seniors or clients of individual human service organizations. The existing publicly available services are often too costly to rely on as a primary mode of transportation.
- ▶ Similarly, services available for general trip purposes, such as shopping, recreation, social, and errands, are extremely limited. These types of services are imperative to keeping older adults and people with disabilities connected and active in the community.
- ▶ There is limited transportation for recreational access. Two big recreational draws in the region are the Great Sand Dunes National Park and the Wolf Creek Ski Area. Taxi and shuttle service is available to access the ski area, but it is costly. There are no transportation services for Great Sand Dunes National Park.
- ▶ There is a need to focus on student transportation, specifically to reduce the need for students to drive alone.

5.2.5 Human Services Transportation Coordination Limitations

Representatives from the region on this plan's Transit Working Group reported that comprehensive and coordinated activities were a top priority in the region. They view efforts to better coordinate services in the region as the "lowest hanging fruit"—strategies that have the most potential to improve transportation in the region in the shortest amount of time and lowest cost.



The following coordination limitations were identified:

- ▶ No Regional Transit Coordinating Council. Other rural regions in Colorado support a Regional Transit Coordinating Council, whose job it is to maintain an inventory of available services and an action plan for addressing service gaps. Such a council in the San Luis Valley Region could champion solutions to several other regional transportation needs.
 - Valley Wide Health Systems recently stopped providing transportation services because it is no longer within their adopted scope of service. Casa de Amistad, located in San Luis, operates the service in the meantime. A coordinating council could serve the role of identifying and implementing a permanent provider, minimizing service disruptions for passengers.
- ▶ Two Council of Governments cover the San Luis Valley TPR: the San Luis Valley Development Resources Group includes all counties in the TPR except Chaffee County, which belongs to the Upper Arkansas Area Council of Governments.
- ▶ No centralized resource for volunteer drivers. Volunteer drivers currently support the otherwise limited public transportation in the region. There is no centralized resource for people who need rides to find volunteers who are available to provide them. Agencies that currently use volunteer drivers do not coordinate with other agencies to expand coverage or pool driver training.
- ▶ No centralized transportation directory. The Area Agency on Aging currently provides a directory of senior transportation, but there is no all-in-one resource for transportation options in the region. If developed, this resource will need to be available in multiple languages and provided on-line and in hard copy.
- ▶ Limited sharing of resources. Many human service agencies currently provide their own transportation in the region. There may be redundancies that could be resolved through shared vehicle usage, especially in Chaffee and Alamosa counties. This strategy could lower the costs of maintaining a transportation service, which is necessary given the region's lack of funding.
- ▶ Difficulty in finding information on fares, routes and schedules for public and paratransit services was a barrier for 43 percent of San Luis Valley respondents to the CDOT survey of older adults and adults with disabilities. Creation of a regional transit and human services directory, providing information on services available in the region, would help residents and visitors to better understand and utilize existing services.



6.0 FINANCIAL AND FUNDING OVERVIEW

This Chapter presents current and estimated future operating expenses and revenues available in the San Luis Valley Transportation Planning Region (TPR) through 2040. These estimates are based on survey reported data from providers in the region. Through Transit Working Group meetings, every attempt was made to be inclusive of all providers and agencies operating in the region and to verify the accuracy of this 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

Generally, operating and administrative expenses for transit providers in the San Luis Valley Transportation Planning Region (TPR) have grown faster than available revenues or population growth, as a result of fast increasing fuel prices, workforce costs, and maintenance needs. As shown in Table 6-1, operating expenses are projected to grow by 0.9 percent (average annual growth) between 2013 and 2040, while operating revenues are projected to decline at an annual average rate of 0.4 percent for the same time period.

The region’s full-time resident population is expected to grow 1.4 percent annually from 2010 to 2040 and reach over 97,000 persons by 2040. In 2013, approximately \$418,000, or \$7 per capita, was expended to support critical transit and transportation services within all counties of the TPR. Per capita measures account only for full-time resident populations and do not capture seasonal visitors or workers. To provide the same level of service (as measured by per capita expenses) in 2040 as today, the region will require approximately \$629,000 in operating funds.

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

San Luis Valley TPR	Year 2013	Year 2020	Year 2030	Year 2040	Average Annual Growth (2013-2040)
Operating Expenses	\$418,166	\$486,000	\$566,000	\$629,000	0.9%
Operating Revenues	\$418,166	\$457,000	\$451,000	\$404,000	-0.4%
Potential Funding (Gap) / Surplus	\$0	(-\$29,000)	(-\$115,000)	(-\$225,000)	-1.30%

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

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 San Luis Valley TPR and the regional influences. Influences on operating cost measures include the rural nature of the area, long trip distances, higher fuel costs, and maintenance needs.



Table 6-2 San Luis Valley TPR Average Transit Operating Cost

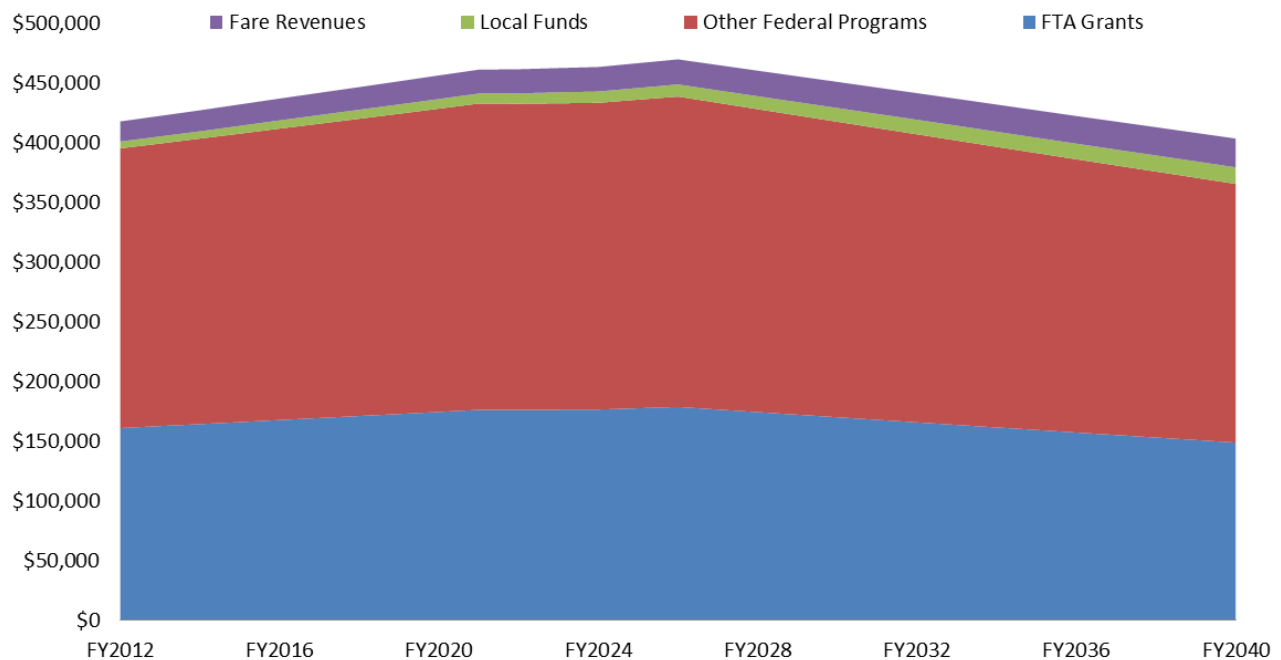
Performance Measure	Operating Cost
Cost per Capita	\$6
Cost per Passenger Trip	\$3
Cost per Revenue Mile	\$1
Cost per Revenue Hour	\$8

Source: Transit Agency Provider Survey, 2013

6.2 Current and Future Operating Revenues

By 2040, the San Luis Valley TPR could expect transit revenues available for operating and administration purposes to reach an estimated \$404,000 per year. Future revenue projections are based on historical trends in provider 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 providers 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 San Luis Valley TPR



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

- ▶ **Federal Transit Administration (FTA)** revenues depend on fuel tax revenues that are forecasted to grow slowly to 2025 and then decline through 2040. Operating support through 5311 rural funds is the primary FTA grant program supporting transit service in the region today. The Colorado Department of Transportation (CDOT) estimates future FTA funding levels per Congressional Budget Office forecasts.



- ▶ **Other federal funds**, such as the Non-Emergency Medical Transportation (NEMT) Medicaid program funds a significant portion of transit and transportation services in the region. These Medicare Health Insurance trust funds are currently forecast to be depleted in 2026. Funding available through this program is uncertain and will likely see declining growth rates over the long term. Other federal programs used in the region include Title III of the Older Americans Act (OAA), Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, and Community Services Block Grants (CSBG). Revenues available through these programs are variable over the long-run. Sequestration, reauthorization, or policy and program changes could impact the funding available through these important programs. Additionally, over the long-run, funding available for discretionary spending (such as transportation assistance) within these programs is likely to decline, as spending shifts to direct care.
- ▶ **Local governments** contribute a small, but important, portion of operating funds to support transit and transportation services in the region. Cities and counties may provide matching funds for grant awards, general fund transfers, contract services, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and the state of the economy in the region. Local sales and use taxes provide a significant source of revenue for local governments in the region (approximately two-thirds of all revenues in many municipalities and counties). Future revenues are based on long-term taxable sales forecasts for the state. Growth in sales tax revenue is expected to slow by 2040 as consumer spending shifts from durable goods to non-taxable services, such as healthcare.
- ▶ **Fare revenues** tend to be variable and many transit agencies in the region operate on a subsidized or no-fare basis. Growth in fare revenues is linked to personal income growth, ridership growth, and policy changes. Based on historic regional trends, fare revenues are anticipated to grow at an annual average of 2 percent over the forecast period.
- ▶ **Other revenues** include additional FTA operating grant programs, contract revenues to local colleges, businesses, or organizations, and agency-derived sources such as donations, investments, and fees. These sources are important but relatively small sources of revenues for most providers and are assumed to remain stable over the forecast period.

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 provide significant and ongoing funding for transit and transportation services, but is subject to periodic re-authorizations 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, often 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 Expense and Revenue Summary

Based on best available information and known trends, it is currently forecast that transit expenses in the San Luis Valley TPR will outstrip the growth in transit revenues by 1.3 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 \$225,000 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, 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 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, visitors, businesses, elderly, veterans, low-income, transit dependent populations.



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 San Luis Valley 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 San Luis Valley 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 San Luis Valley 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 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 San Luis Valley region's transit vision forward. The TWG identified these strategies based on input from the public, identified needs and gaps in service, and gathered input from transit and human service providers in the region. The strategies are categorized by the regional goal that it supports and also includes 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 San Luis Valley 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 as well as the *Statewide Intercity and Regional Bus Network Plan*. It is important to connect all planning efforts in an effort to meet the overall combined vision and goals of various stakeholders and entities throughout the region.

Regional Goal 1: Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population.

Strategy 1.1: Establish a Regional Transit Coordinating Council.

- ▶ Annual Operating Cost: \$40,000 (includes one full-time staff person)
- ▶ Annual Capital Cost: None
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Regional organizations involved in the TWG
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources: FTA 5304 and 5310, CDBG,

This strategy creates a focal point for coordination and mobility management activities. It formalizes specific regional responsibilities and assigns them to one centralized organization. Regional and/or County coordinating councils could assist both in implementing the regional and county-scale coordination strategies and in encouraging the implementation of local initiatives.



<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ 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 	<ul style="list-style-type: none"> ▪ Maintaining momentum with an ad-hoc group, before hiring staff to act in a leadership role, can be challenging ▪ Potential difficulty in identifying an ongoing funding source

Strategy 1.2: Update, expand, and promote the Adult Resources for Care and Help (ARCH) directory and make it available in multiple languages, online and in print.

- ▶ Annual Operating Cost: \$15,000
- ▶ Annual Capital Cost: None
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: SLV Development Resources Group/Council of Governments, CDOT, South Central Colorado Seniors (AAA)
- ▶ Performance Measure Categories: Mobility/Accessibility, Transit System Development and Partnerships
- ▶ Potential Funding Sources:
Operating – CDBG, VTCLI, FTA 5310, NEMT

The current version of the Directory was updated in 2013 and includes information on human services agencies and transportation providers (Black Hills Stage Lines, Little Stinkers Taxi Cab, Red Willow, and Tri-County Seniors Transportation). The guide is reasonably up to date, but a schedule for recurring updates should be established to ensure the guide includes the most current and comprehensive information possible. To facilitate this updating process, the TPR (or the regional coordinating council, as available) should consider supplementing the printed guide with a web-based version. It should continue to be translated into Spanish and other languages as needed.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Improves public awareness of available programs and transportation options ▪ Increases engagement with existing services 	<ul style="list-style-type: none"> ▪ Determining how to promote the guide can be a challenge ▪ Some people in the region may not be able to access a web-based guide

Strategy 1.3: Develop a regional transit marketing strategy, including web-based and print-based centralized transit information resources.

- ▶ Annual Operating Cost: \$15,000
- ▶ Annual Capital Cost: None
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: South-Central Colorado Seniors (AAA), CDOT
- ▶ Performance Measure Categories: Mobility/Accessibility, Transit System Development and Partnerships
- ▶ Potential Funding Sources:
Operating – CDBG, VTCLI

The purpose of this strategy is to promote information dedicated to transportation services in particular. This resource is separate from the ARCH Directory, which includes information on all of the region’s available human



services. The centralized transit guide would increase awareness of existing services and promote use of those services. However, the region could be well served by combining the two into one overarching resource.

Advertising alone may not necessarily lead to an increase in ridership, but information, visibility, and tools to expose misinformation and build support for transportation services areas is one key element in attracting riders. Marketing and public awareness strategies counter misperceptions by confirming that transit is an integral part of any community. Additionally, brand identities that incorporate local geography into their name can instill a sense of local pride among riders and non-riders alike.

A number of the transportation strategies recommended in this plan lend themselves to proactive marketing. This can take different forms, such as printed materials or signage at bus stops, brochures for dial-a-ride service, a website with instructional videos, social media engagement, and youth-specific/student marketing programs. Key elements of this program would include the following:

- ▶ A centralized and web-based regional transit resource
- ▶ A printed guide to complement the website with information about transportation services
- ▶ Proactive posting and advertising of these resources throughout the County/Region, both to individuals and regional organizations

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Promotes awareness of available services ▪ Directs individuals to specific transportation services that are the most appropriate for their situation ▪ Engages both individuals and partnering agencies and organizations 	<ul style="list-style-type: none"> ▪ Determining a promotional strategy can be a challenge ▪ Some people in the region may not be able to access a web-based guide ▪ Advertising alone will not increase ridership

Regional Goal 2: Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses, and visitors.

Strategy 2.1: Garner political and financial support to maintain existing services and implement and fund the Intercity and Regional Bus Network Plan.

- ▶ Cost: Staff time
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: SLV Development Resources Group, transit providers
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
Operating – N/A

To support all of the strategies recommended in the Intercity and Regional Bus Network Plan, the San Luis Valley TPR will need a regional champion to pursue the necessary political and financial support to implement the plan. The San Luis Valley Development Resources Group and the Upper Arkansas Area COG could potential partner on this effort.



Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Addresses shortfall in funding to maintain existing services ▪ Potential for increasing funding long-term 	<ul style="list-style-type: none"> ▪ Making the case for increased funding in an area with low population and other high priority needs

Strategy 2.2: Preserve the San Luis and Rio Grande Railroad right-of-way and explore opportunities to resurrect passenger rail service.

- ▶ Annual Capital Cost: Unknown
- ▶ Annual Operating Cost: \$50,000 to \$100,000 (depending on service level)
- ▶ Timeframe: Short-term (4–6 years)
- ▶ Champions/Partners: SLV Development Resources Group, CDOT, Iowa Pacific Holdings/Permian Basin Railways
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources:
 - Operating* – FHWA TAP, HUTF/General Funds, Corporate Sponsorship, Charitable Contributions

A tourism-focused service currently runs over La Veta Pass, connecting the San Luis Valley to Walsenburg, between May and October. The rest of the right-of-way capacity is used to transport freight. There is potential to increase the connections between San Luis Valley, Southwest Colorado to the west, and Walsenburg to the east by planning for future passenger rail.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Improves regional connections ▪ Increases transportation options for locals and visitors ▪ Increases tourism access 	<ul style="list-style-type: none"> ▪ Must negotiate the agreement with one or more private rail companies ▪ High capital costs and uncertain funding available

Regional Goal 3: Support the needs of the region’s diverse population by providing access to basic and critical services such as medical, employment, educational, and recreational services.

Strategy 3.1: Formalize and promote a regional volunteer driver program.

- ▶ Annual Capital Cost: None
- ▶ Annual Operating Cost: Less than \$5,000
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: SLV Development Resources Group
- ▶ Performance Measure Categories: Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources: FTA 5310 and 5311, General Fund, Corporate Sponsorship, Public-Private Partnerships

The San Luis Valley TPR is vast and there are long distances between each relatively small community. In areas like this, volunteer driver programs can provide a level of access and flexibility to travel that is otherwise difficult or impossible to provide. It is recommended that the SLVDRG pursue opportunities to develop a volunteer driver program that incorporates volunteer incentives and/or reimbursement opportunities to help recruit drivers for people with mobility needs.



Typically, a volunteer driver program is managed by a county government (or unit thereof, such as a Department of Human Services) or a nonprofit human service organization. SLVDRG could champion the development of this program and plan for the regional transit coordinating council or another social service agency to manage the program in the long term. SLVDRG is a strategic agency to start because of its ability to receive grant funding and/or donations and handle the administrative aspects of start-up.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Links people with the greatest need to a basic essential service ▪ Offers a low-cost way to address some transportation needs ▪ Facilitates a connection to social services and other programs for people who need it most 	<ul style="list-style-type: none"> ▪ Potential difficulty in finding volunteer drivers ▪ Developing an incentive/reimbursement program that encourages volunteers to commit to the program ▪ Transitioning responsibilities from SLV DRG to another managing entity in the long-term

Strategy 3.2: Develop a demand response service available to the general public focused on Alamosa with connections to adjacent counties.

- ▶ Annual Operating Cost: \$250,000 to \$300,000
- ▶ Capital Cost: \$75,000
- ▶ Timeframe: Short-term (4–6 years)
- ▶ Champions/Partners: SLVDRG with support from the Counties
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources: FTA 5311, HUTF/General Fund, Corporate Sponsorship, Public-Private Partnerships

“Dial-A-Ride” (DAR) or demand response service is a shared, curb-to-curb transportation service and is available to either the general public (known as General Public DAR) or to specifically eligible individuals (such as seniors or people with disabilities). General Public DAR services are a form of public transportation that provides rides in response to passenger requests. Passengers schedule their trip in advance and travel between pre-determined, requested locations. DAR services are frequently successful in rural areas where demand is too low to justify fixed-route services.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Provides service throughout county and beyond ▪ Provides intercity curb-to-curb travel beyond city limits to destinations throughout county ▪ Facilitates a connection to social services and other programs for people who need it most ▪ Meets basic mobility needs for transit-dependent people 	<ul style="list-style-type: none"> ▪ Securing capital and ongoing operating funding



Strategy 3.3: Maintain existing transportation services.

- ▶ 2030 Operating Cost: \$566,000 (0.9% average annual growth)
- ▶ Capital Costs: Vehicle replacement costs
- ▶ Timeframe: Ongoing
- ▶ Champions/Partners: All local transportation providers
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310 and 5311 and 5339, HUTF/General Fund, Corporate Sponsorship, Public-Private Partnerships

Some of the strategies in this plan are aspirational; they set up the region for future opportunities when funding is available. The maintenance of existing transportation services, however, is a critical current and ongoing need.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Continues to support the mobility needs of residents and visitors 	<ul style="list-style-type: none"> ▪ Identifying funding to fill funding gaps to support operations and capital needs

Regional Goal 4: Seek funding opportunities to maintain existing services and expand the transit network.

Strategy 4.1: Support efforts at the local, regional, and state levels of government for more transportation funding.

- ▶ Cost: Staff time
- ▶ Timeframe: Ongoing
- ▶ Champions/Partners: SLVDRG, Proposed Regional Transit Coordinating Council (when available)
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A

With no regional transit coordinating council in place, the SLVDRG is the best-positioned entity to serve as an advocate for the region in local, regional, and state discussions regarding funding opportunities. Transportation funding will continue to be a challenge in Colorado, especially in rural areas, and an entity, supported by a broad range of agencies, charged with advocating for the essential transportation services in San Luis Valley will be essential for success.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Addresses shortfall in funding to maintain existing services ▪ May potentially increase funding long term 	<ul style="list-style-type: none"> ▪ Making the case for increased funding in an area with low population and other high priority needs

Strategy 4.2: Identify local funds to match federal funds.

- ▶ Cost: Staff time
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: SLVDRG, Counties, Transit providers
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A



Many federal funding sources are available only to regions and localities that commit local support through matching funds. Matching funds requirements can range from 20 percent to 50 percent for some federal programs. Sources for the required matching funds can come from a combination of state, regional, local, and private funding sources.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Demonstrates local support for transportation improvements ▪ Provides opportunities to leverage state and federal funds ▪ Addresses shortfall in funding to maintain existing services and vehicle replacements 	<ul style="list-style-type: none"> ▪ Making the case for increased funding in an area with low population and other high priority needs

Strategy 4.3: Identify discretionary grant opportunities.

- ▶ Cost: Staff time
- ▶ Timeframe: Short-term (4–6 years)
- ▶ Champions/Partners: SLV DRG, Transit providers, Proposed Regional Transit Coordinating Council (as available)
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A

Unlike formula grants, discretionary grant funding is awarded to projects or services on a competitive basis. Many of the strategies contained in this plan can be further developed and then discretionary funding sought at the federal or state level. As the SLVDRG has had success in securing funding in the past, it is recommended that they champion this effort and garner support from local providers to demonstrate the importance of a project or service and help justify the need for grant funding.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Addresses shortfall in funding to maintain existing services ▪ Provides opportunity to implement new services 	<ul style="list-style-type: none"> ▪ Making the case for increased funding in an area with low population and other high priority needs

Regional Goal 5: Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico.

Strategy 5.1: Organize van service for long-distance trips to neighboring regions and New Mexico.

- ▶ Capital Cost: \$75,000 (new vehicle cost)
- ▶ Annual Operating Cost: \$50,000 to \$100,000
- ▶ Timeframe: Short-term (4-6 years)
- ▶ Champions/Partners: SLVDRG in partnership with CDOT Region 5
- ▶ Performance Measure Categories: Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources: FTA 5304, 5307, 5311, 5311(f) and 5339, HUTF, FASTER, General Fund, Charitable Contributions, Corporate Sponsorship

Vanpools are a potential transportation solution for commute and long-distance trips. Vans usually group people who have similar origins, destinations, and work hours. Vanpools are best for groups large enough to justify a van rather than a carpool (more than four or five people from any one destination at a given time of day).



Vanpooling has proven to be most successful in areas with little or no transit service and is especially beneficial when serving employment locations or specialized medical centers with a limited supply of parking and/or where parking is expensive. Vanpools can be especially appropriate in areas where park-and-ride facilities are available so people can leave their car and travel via van to their work location.

Implementing vanpools is comparatively inexpensive versus the development of new transit services and can benefit from its multiple potential funding sources, including vanpool users (who would pay less than had they driven alone), employers, and a sponsoring agency.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Provides a commuter-focused transportation option to serve longer-distance commute needs ▪ Uses a public-private partnership model where riders pay a greater share of costs than traditional bus and rail transit ▪ Offers a lower-cost commute solution to individuals ▪ Provides mobility for specialized long-distance trips such as medical, employment and recreation ▪ Helps employers attract employees who live farther away and/or have limited mobility options 	<ul style="list-style-type: none"> ▪ Securing start-up capital to purchase vans ▪ Identifying employers willing to participate and financially support van service

Strategy 5.2: Conduct planning study to identify strategic locations for park-and-ride lots to serve commuters, tourists, and residents.

- ▶ One-time Administrative Cost: \$50,000
- ▶ Timeframe: Short-term (4–6 years)
- ▶ Champions/Partners: CDOT (statewide study)
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources: FTA 5304, 5307, 5311, 5311(f) and 5339, FASTER, FHWA funds, General Fund, Charitable Contributions, Corporate Sponsorship

Park-and-ride lots support the use of transit, group transportation services, carpooling, and vanpooling. As these activities help the state achieve its transportation goals, CDOT should lead this study at a statewide level because park-and-ride lots need to be strategically located throughout the state to maximize their usage. In urban areas, the park-and-ride lots could help increase ridership on existing transit services. In rural areas like the San Luis Valley, they can create an opportunity for new mobility options.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Facilitates carpooling and vanpooling and creates potential for transit connections within the SLV TPR and beyond ▪ Improves visibility for transit and ridesharing 	<ul style="list-style-type: none"> ▪ Identifying funding for planning studies ▪ Identifying locations for park and ride lots and funds to acquire property



Strategy 5.3: Provide feeder service and coordinate schedules for convenient access to intercity and regional bus service.

- ▶ Capital Cost: \$75,000 (per vehicle)
- ▶ Annual Operating Cost: \$100,000
- ▶ Timeframe: Mid-term (7–12 years)
- ▶ Champions/Partners: Proposed Regional Transit Coordinating Council
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources: FTA 5304, 5307, 5311, 5311(f) and 5339, FASTER, General Fund, Charitable Contributions, Corporate Sponsorship

Feeder or connector service can be offered as a fixed-route service, demand-response service, or a flexible combination of the two. It is designed to “feed” passengers from low-density environments or communities not served by traditional fixed-route transit to nearby transit centers or rail stations. Feeder service can also be used to shorten paratransit trips by providing service to fixed-route transit, and are particularly important in environments with poor pedestrian networks or long walking distances.

As the planned enhancements are made to regional and intercity bus service in Colorado, feeder services that link more rural patrons with station areas will be critical to the success of the overall network.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increases access to improved regional transit connections, as planned in the Intercity and Regional Bus Plan ▪ Addresses first mile/last mile regional connections ▪ Potential to increase ridership on such services 	<ul style="list-style-type: none"> ▪ Identifying funding for new services amid an operating budget shortfall for existing services ▪ Identifying an agency or organization to operate the services

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 \$566,000. Inflation rates in Colorado over the last decade have averaged 2 percent per year. Price inflation for transportation commodities 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 \$1.2 million in operating and administrative dollars would be required, increasing the annual shortfall to approximately \$1.3 million in 2030. Capital expenses associated with the high-priority strategies will require an additional \$330,000 between 2014 and 2030 in 2013 dollars to implement.

As shown, to maintain existing services and implement high priority strategies identified in the region, the San Luis Valley 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	\$566,000
Growth – Implement High Priority Strategies	\$1,200,000
Total - Status Quo and Growth Costs	\$1,766,000
2030 Anticipated Revenues	\$451,000
Shortfall	(\$1,315,000)
<i>Values in 2030 dollars</i>	
2014-2030 Projected Capital Costs	
Growth – Implement High Priority Strategies	\$330,000 in 2013 dollars \$527,700 in 2030 dollars

As discussed in Chapter 6, it is currently forecast that transit expenses in the San Luis Valley region will outstrip the growth in transit revenues by 1.3 percent (average annual growth including inflation), resulting in a potential funding gap of approximately \$225,000 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 \$629,000 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 or 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 of 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 3/4 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

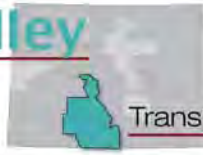


density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

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



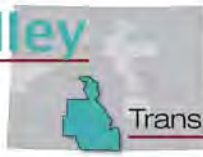
The following includes a list of stakeholders invited to the Transit Working Group meetings in the San Luis Valley region as well as meeting packets, sign-in sheets, and minutes.

SAN LUIS VALLEY TRANSIT WORKING GROUP INVITEES

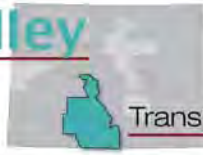
Agency	First Name	Last Name
Alamosa County	George	Wilkinson
Alamosa County, SLRG	John	Stump
Alamosa County Commissioner	Michael	Yohn
Alamosa County Commissioner	Marianne	Dunne
Alamosa County Department of Social/Human Services	Joe	Carrica
Alamosa County Department of Public Health	Julie	Geiser
Alamosa County Economic Development Corporation	Randy	Wright
Alamosa County Veterans Service Officer	Frank	Muniz
Alamosa Senior Citizens	Dorothy	Vantrees
Alamosa Workforce Center	Barbara	Pacheco
Antonito Senior Citizens	Virginia	Sylvester
Black Hills Stage Lines #879	Meghan	
Blue Peaks Developmental Services	George	Garcia
Blue Peaks Developmental Services	John	Kreiner
Blue Peaks Developmental Services	Manny	Martinez
Boys and Girls Club	Paul	Martz
Boys and Girls Club	Tammy	Cannedy
Boys and Girls Club (Chaffee County)	Danielle	del Castillo Shelton
CDOT DTR (Project Manager)	Tracey	MacDonald
CDOT DTR	John	Valerio
CDOT DTR	Scott	Weeks
CDOT DTR Grant Coordinator	TJ	Dlubac
CDOT DTD	Tim	Kirby
CDOT DTD	Michael	King
CDOT Policy Staff	Angie	Drumm
CDOT Public Relations Staff	Bob	Wilson
CDOT Region 5	Matt	Muraro
CDOT Region 5	Tony	Cady
Chaffee County Department of Health and Human Services	Philip	Maes
Chaffee County Administration	Bob	Christiansen
Chaffee County Economic Development Corp.	Ellen	Olson
Chaffee County Veterans Service Officer	David	Grover
Chaffee County Veterans Service Office, Transportation Coordinator	Jan	Wilson
Chaffee Shuttle (Neighbor to Neighbor Volunteers)	Connie	Cole
Chealsey's Charters	Chris	Francis
Citizen	Lori	Isenberger



Agency	First Name	Last Name
Citizen	Marty	Jones
City of Alamosa	Don	Koskelin
City of Alamosa	Heather	Brooks
City of Creede	Eric	Grossman
City of Salida	Michael	Yerman
City of Salida	Jim	Dickson
City of Salida	Dara	MacDonald
Colorado Division of Vocational Rehab	Randy	Hammond
Conejos Veterans Service Officer	Orlando	Gallardo
Conejos County Department of Social Services	Maria	Garcia
Conejos County Hospital	Anne	Holmes
Costilla County Department of Social Services	Tommy	Vigil
Costilla County	Matthew	Valdez
Costilla County Senior Citizens Club	Julie	Albert
Costilla County Senior Citizens Club	Patrick	Allaart
Costilla County Veterans Service Officer	Cristobal	Franco
Creede Community Center	Connie	Weller
Heart of the Rockies Regional Medical Center	Diane	Brooks
Iowa Pacific Holdings	David P.	Simpson
Mineral / Rio Grande County Department of Social Services	Jody	Kern
Mineral County	Leslie	Cahill
Mineral County Veterans Service Officer	Mike	Atwater
Northerners Seniors	Josie	Cordova
Red Willow (San Luis Valley Transportation)	Kendra	Lambert
Rio Grande County Commissioner	Karla	Shriver
Rio Grande County Commissioner	Doug	Davie
Rio Grande County Veterans Service Office	Jack	Rudder
Saguache County Department of Social Services	Jeannie	Norris
Saguache County	Lyn	Zimmer
Saguache County Veterans Service Office	Jim	Sheeran
Salida Senior Center	Elaine	Allameng
San Luis Valley Community Mental Health Center	Fernando	Martinez
San Luis Valley Community Mental Health Center	Mary	Trujillo-Young
San Luis Valley Community Mental Health Center	Adam	Vasquez
San Luis Valley Development Resource Group	Michael	Wisdom
San Luis Valley Development Resource Group	Hew	Hallock
San Luis Valley Development Resource Group	Roni	Wisdom
San Luis Valley Small Business Development Center	Jeff	Owsley
Senator Bennet's office	Charlotte	Bobicki
South-Central Colorado Seniors, Inc.	Frances	Valdez



Agency	First Name	Last Name
South-Central Colorado Seniors, Inc.	Lacrecia	Smith
Starpoint	Roger	Jensen
Starpoint	Jana	Butler
Starpoint	Robert	Lovegrove
Starpoint Adult and Children's Services	Bill	Davis
Town of Antonito	Rossi	Duran
Town of Blanca	Jean	Butler
Town of Buena Vista	Sue	Boyd
Town of Buena Vista	Rich	Landreth
Town of Buena Vista	Keith	Baker
Town of Center	Forrest	Neuerburg
Town of Crestone	Akia	Tanara
Town of Del Norte	Bernadette	Martinez
Town of Del Norte	Marty	Asplin
Town of Moffat	Mindy	Balser
City of Monte Vista	Forrest	Neuerburg
Town of Poncha Springs	Diana	Heeney
Town of Saguache	Theresa	Garcia
Town of San Luis	Theresa	Medina
Tri-County Senior Citizens	Mary	Baumfalk
Tri-County Senior Citizens	John	Velasquez
Upper Arkansas Area Agency on Aging	Steve	Holland
Valley Wide Health Systems	Gigi	Darricades



B.1 – Transit Working Group Meeting #1

San Luis Valley Transportation Planning Region

Date: August 20, 2013
Time: 1:00 PM – 3:00 PM
Location: Alamosa County Offices - Commission Room
8900 Independence Way
Alamosa, 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. Intermountain 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
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

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

Lead TPR Planner: Adina Ringler aringler@nelsonnygaard.com
Phone: 415-284-1544

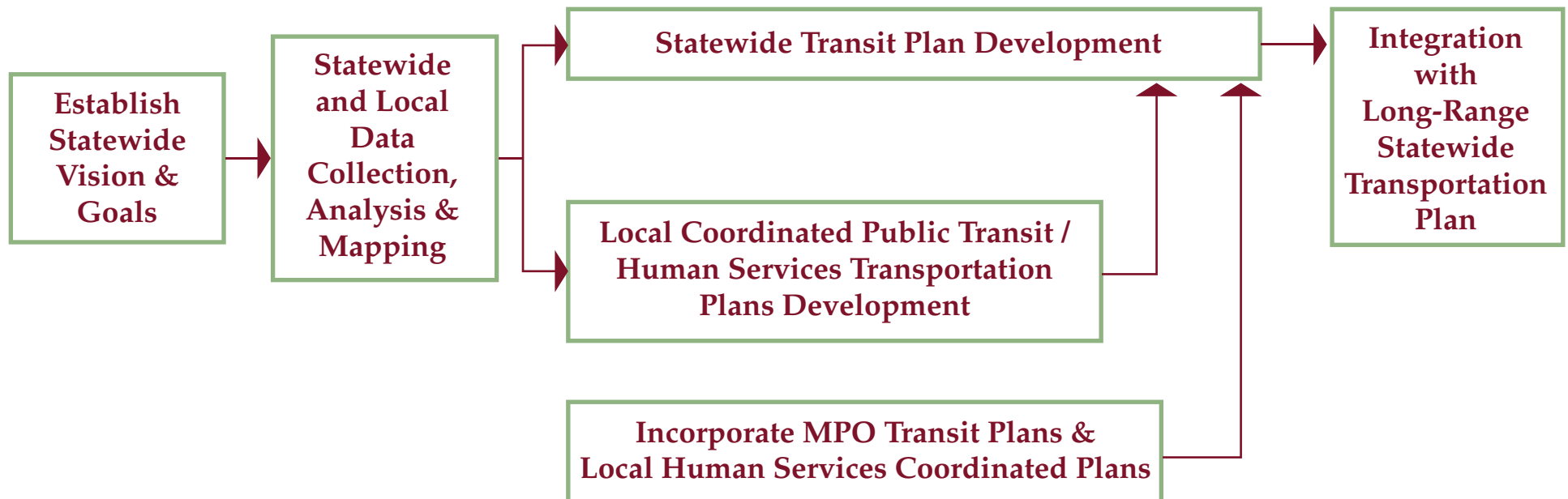
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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

Work Plan

Public Involvement & Agency Coordination

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



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide 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 Transit 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

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?

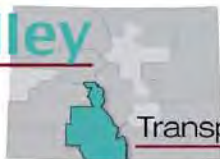
Some of the objectives of this plan include:

- ▶ 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?

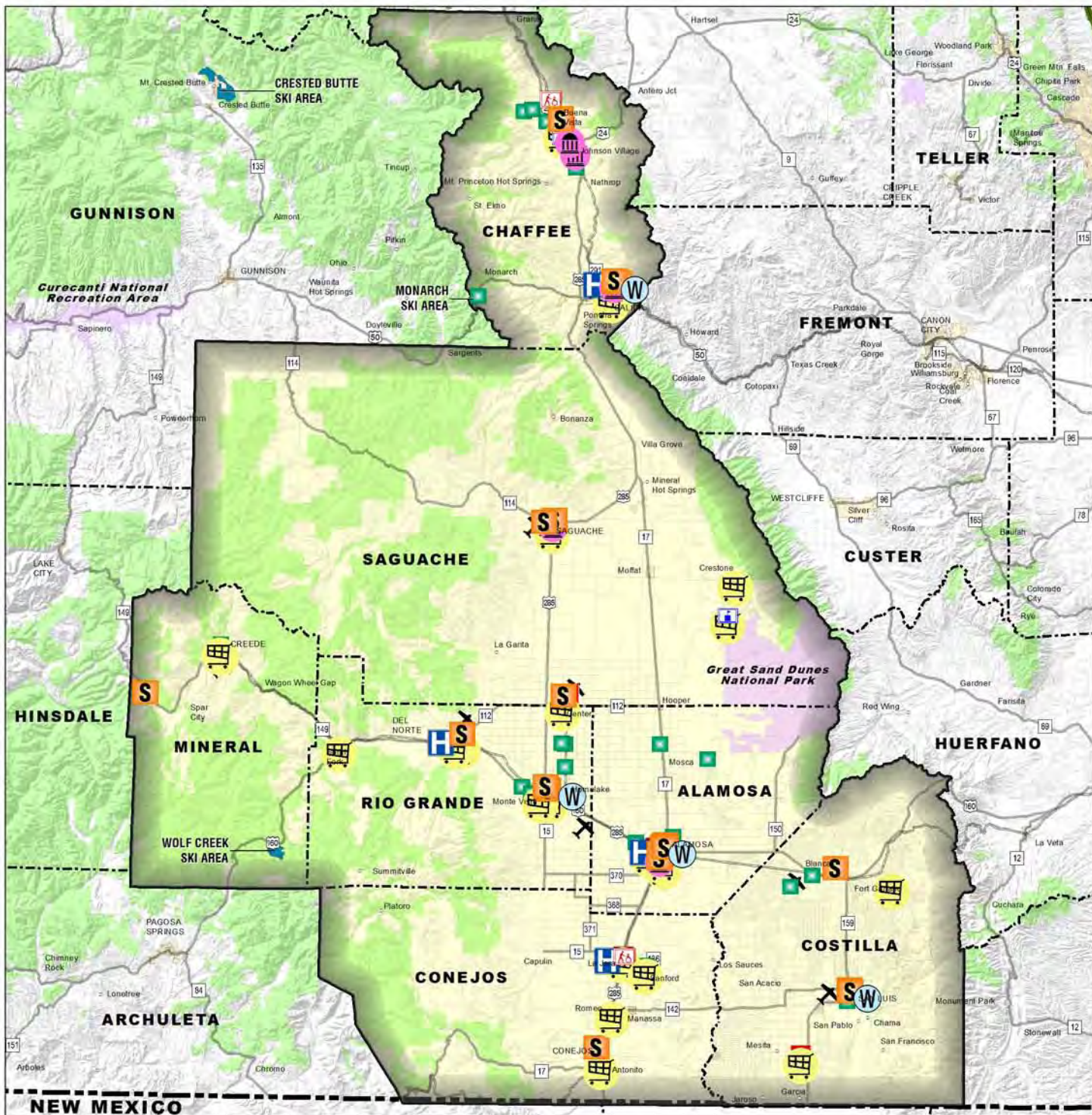
There are several positive outcomes achieved through transit coordination that add value to a region, including:

- ▶ **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.



Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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



San Luis Valley Transportation Planning Region – Activity Centers

Name	Type	Location
Alamosa Workforce Center	Workforce Centers	Alamosa
Monte Vista Workforce Center	Workforce Centers	Monte Vista
Salida Workforce Center	Workforce Centers	Salida
San Luis Satellite Workforce Center	Workforce Centers	San Luis
Ascension Counseling	Mental Health Services	Alamosa
E. Susan Young Consulting	Mental Health Services	Alamosa
Elinor Bethke RMNS CNS	Mental Health Services	Alamosa
San Juan House Counseling Center	Mental Health Services	Alamosa
San Luis Valley Counseling	Mental Health Services	Alamosa
San Luis Valley Mental Center	Mental Health Services	Alamosa
Tu Casa Domestic Violence	Mental Health Services	Alamosa
Alice Sherron Mental Health Counseling	Mental Health Services	Buena Vista
Crossroads Counseling	Mental Health Services	Buena Vista
West Central Mental Health	Mental Health Services	Buena Vista
San Luis Valley Mental Health Center	Mental Health Services	Center
SLV Family Resources	Mental Health Services	La Jara
Monte Vista Mental Health Center	Mental Health Services	Monte Vista
Stillriver Center for Wellness	Mental Health Services	Salida
West Center Mental Health Center	Mental Health Services	Salida
Adelante Family Services	Human Service Agencies	Alamosa
Alamosa County Child Support	Human Service Agencies	Alamosa
Alamosa County Public Health	Human Service Agencies	Alamosa
Alamosa County Social Services	Human Service Agencies	Alamosa
Alamosa Food Stamp Program	Human Service Agencies	Alamosa
Alamosa Meals on Wheels	Human Service Agencies	Alamosa
Habitat for Humanity	Human Service Agencies	Alamosa
La Puente Home Inc.	Human Service Agencies	Alamosa
Outreach Services	Human Service Agencies	Alamosa
Family Resource Center	Human Service Agencies	Blanca
Chaffee County Social Services	Human Service Agencies	Buena Vista
Habitat for Humanity	Human Service Agencies	Buena Vista
Saguache County Food Stamp Program	Human Service Agencies	Center
Conejos County Social Services	Human Service Agencies	Conejos
Mineral County Public Health	Human Service Agencies	Creede
Rio Grande Social Services	Human Service Agencies	Del Norte
Family Resource Center	Human Service Agencies	Monte Vista
Monte Vista Community Center	Human Service Agencies	Monte Vista
Saguache County Public Health	Human Service Agencies	Saguache
Saguache County Social Services	Human Service Agencies	Saguache
Chaffee County Health Nurse	Human Service Agencies	Salida
Chaffee County Public Health	Human Service Agencies	Salida
Chaffee County Social Services	Human Service Agencies	Salida
WIC Program	Human Service Agencies	Salida

Name	Type	Location
Costilla County Health Nurse	Human Service Agencies	San Luis
Costilla County Social Services	Human Service Agencies	San Luis
Alamosa County Jail	Correctional Facilities	Alamosa
Correctional Industries Ranch	Correctional Facilities	Buena Vista
Corrections Dept. Facility	Correctional Facilities	Buena Vista
Saguache County Jail	Correctional Facilities	Saguache
Chaffee County Jail	Correctional Facilities	Salida
Antencio's Market	Grocery Stores	Alamosa
City Market	Grocery Stores	Alamosa
Safeway	Grocery Stores	Alamosa
Valentino's Food Mart	Grocery Stores	Alamosa
Valley Food Co-Op	Grocery Stores	Alamosa
Walmart Supercenter	Grocery Stores	Alamosa
Hometown Food Mart	Grocery Stores	Antonito
City Market	Grocery Stores	Buena Vista
Skeff's Food Center	Grocery Stores	Center
Kentucky Belle Market	Grocery Stores	Creede
Tomkins Gift and Gas	Grocery Stores	Creede
Crestone County Store	Grocery Stores	Crestone
Crestone Mercantile	Grocery Stores	Crestone
Jack's Market	Grocery Stores	Del Norte
Organic Peddler on the Edge	Grocery Stores	Del Norte
Fort Market	Grocery Stores	Fort Garland
Jack's Market	Grocery Stores	La Jara
Manassa Market	Grocery Stores	Manassa
Jack's Market	Grocery Stores	Monte Vista
Larray Corporation	Grocery Stores	Monte Vista
Safeway	Grocery Stores	Monte Vista
Saguache Town Market	Grocery Stores	Saguache
First Stop	Grocery Stores	Salida
Safeway	Grocery Stores	Salida
Simple Foods Market	Grocery Stores	Salida
Walmart Supercenter	Grocery Stores	Salida
Duran's	Grocery Stores	San Luis
Sanford County Store	Grocery Stores	Sanford
Rainbow Grocery	Grocery Stores	South Fork
San Luis Valley Medical Center	Hospitals	Alamosa
Rio Grande Hospital	Hospitals	Del Norte
Conejos County Hospital	Hospitals	La Jara
Heart of the Rockies Medical Center	Hospitals	Salida
Adams State College	Higher Education Institutions	Alamosa
Rocky Mountain Prevention	Higher Education Institutions	Alamosa
Trinidad State Junior College	Higher Education Institutions	Alamosa
Colorado Mountain College	Higher Education Institutions	Buena Vista
Colorado College at Baca	Higher Education Institutions	Crestone
Crest Academy	Higher Education Institutions	Salida

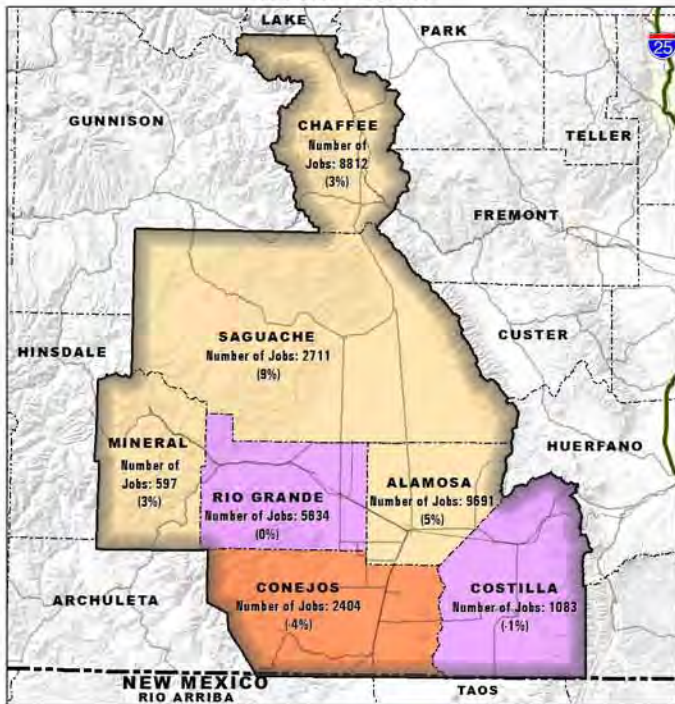
Name	Type	Location
Alamosa Senior Citizens Inc.	Senior Citizens' Services	Alamosa
Area Agency on Aging	Senior Citizens' Services	Alamosa
Mountain Haven Estate	Senior Citizens' Services	Buena Vista
Neighbor to Neighbor Volunteer Service	Senior Citizens' Services	Buena Vista
Northerners Senior Citizens	Senior Citizens' Services	La Jara
Area Agency on Aging	Senior Citizens' Services	Salida
Salida Senior Center	Senior Citizens' Services	Salida



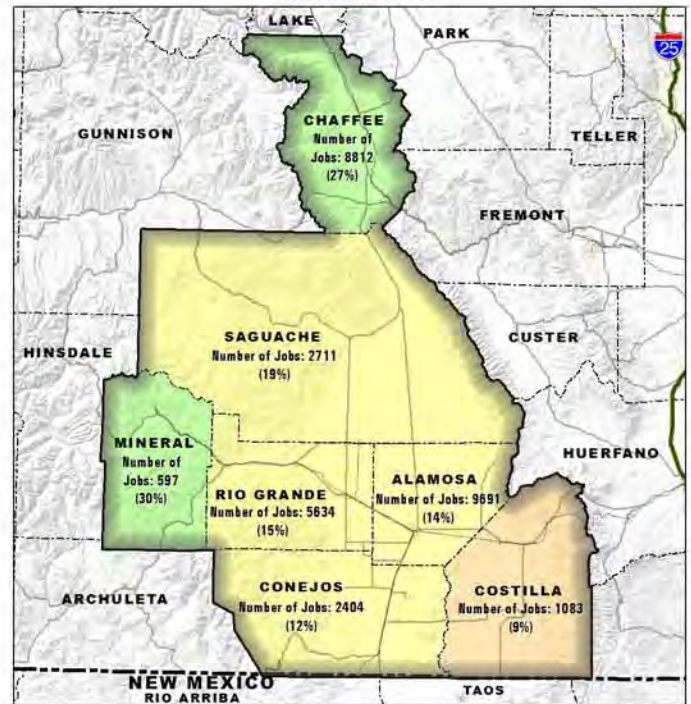
Job Growth from 2000 to 2040

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 -4% Job Growth
- 10% - 20% Job Growth
- San Luis Valley TPR Boundary
- U.S. & State Highways
- 4% - 0% Job Growth
- 20% - 30% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 0% - 10% Job Growth
- Interstate Highways
- State Boundaries

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North

0 15 30 Miles



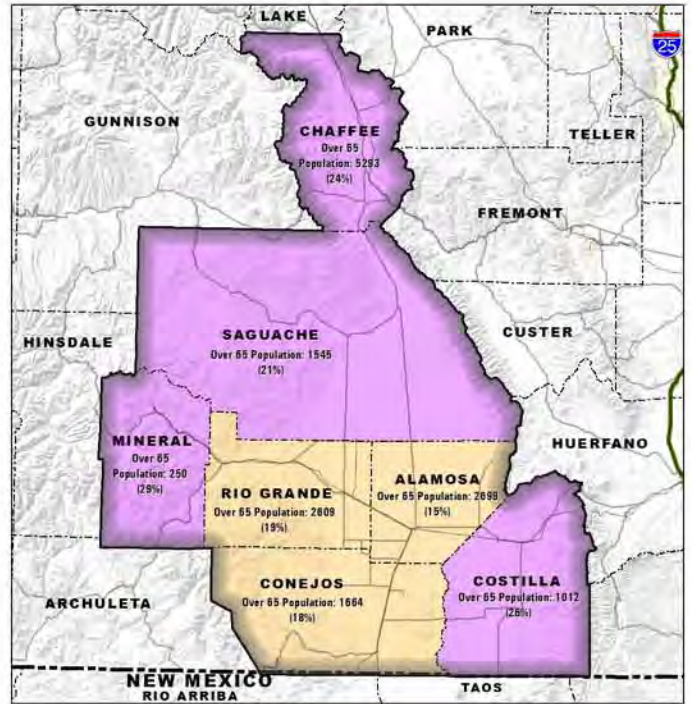
Projected Residents Age 65+ for 2013, 2020, 2030 and 2040

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

2013



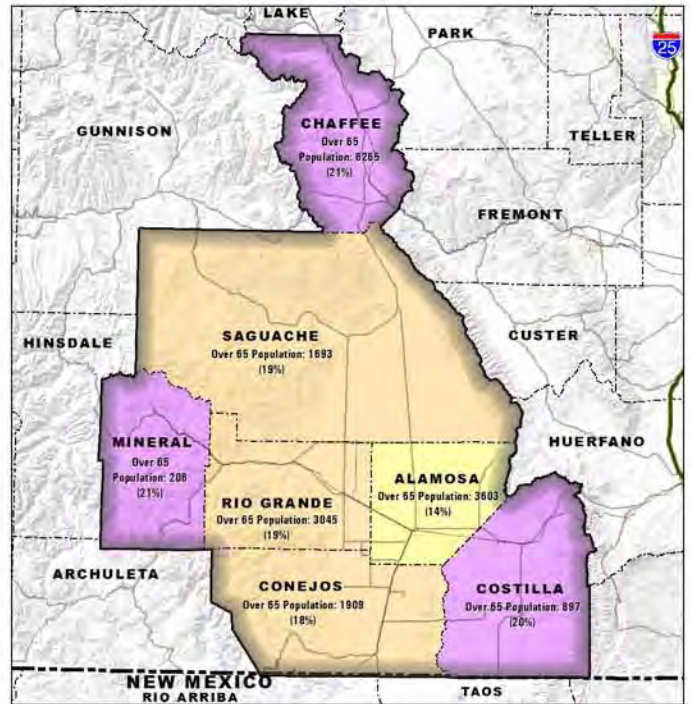
2020



2030



2040



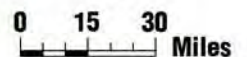
Legend

- Less Than 10% Age 65+
- 10 - 15% Age 65+
- 15 - 20% Age 65+
- Greater Than 20% Age 65+
- San Luis Valley TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries

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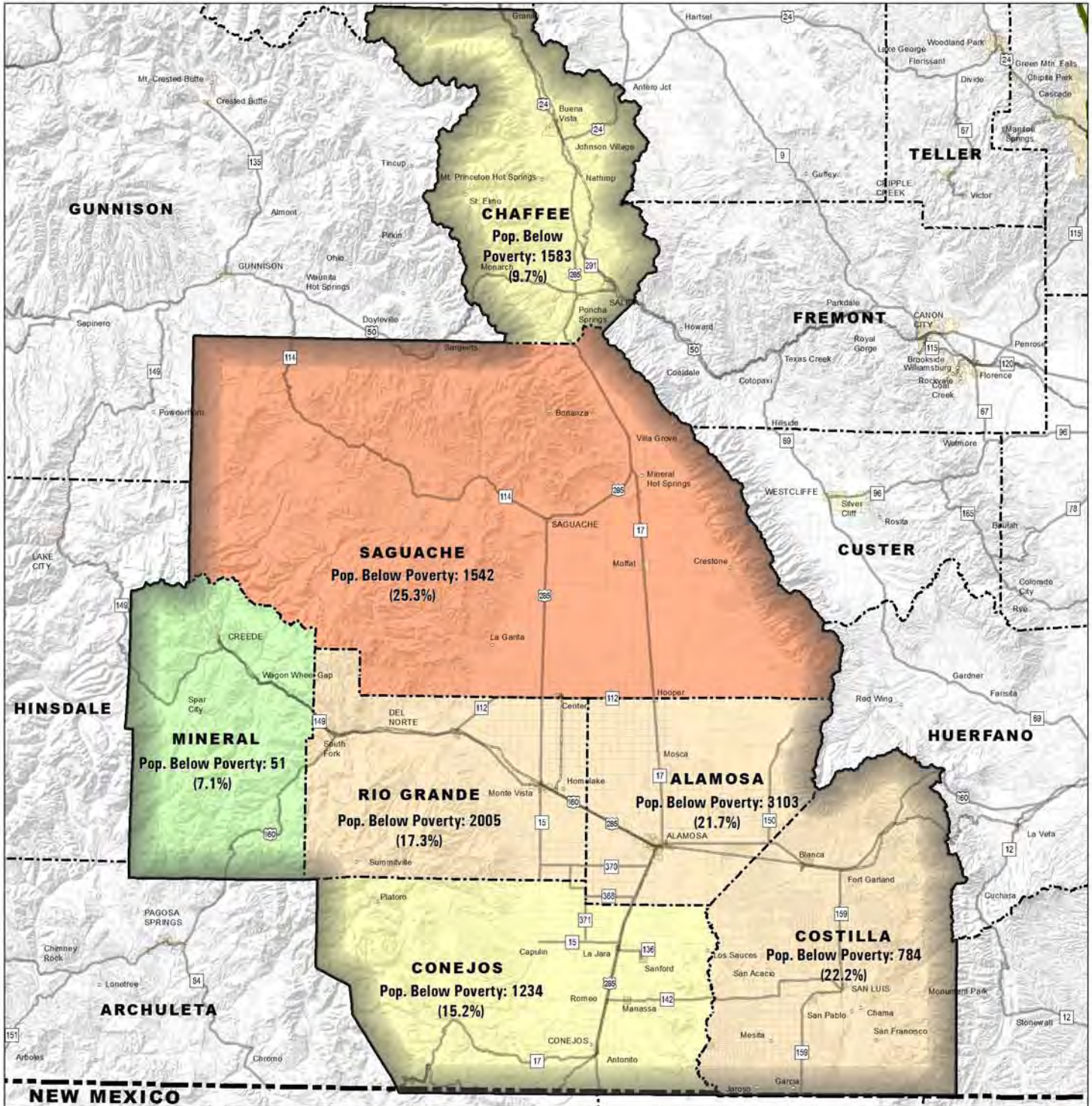
North





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 8% of Individuals Below Poverty Level
- 8% - 16% of Individuals Below Poverty Level
- 16% - 24% of Individuals Below Poverty Level
- Greater Than 24% of Individuals Below Poverty Level
- San Luis Valley TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- State Boundaries

North

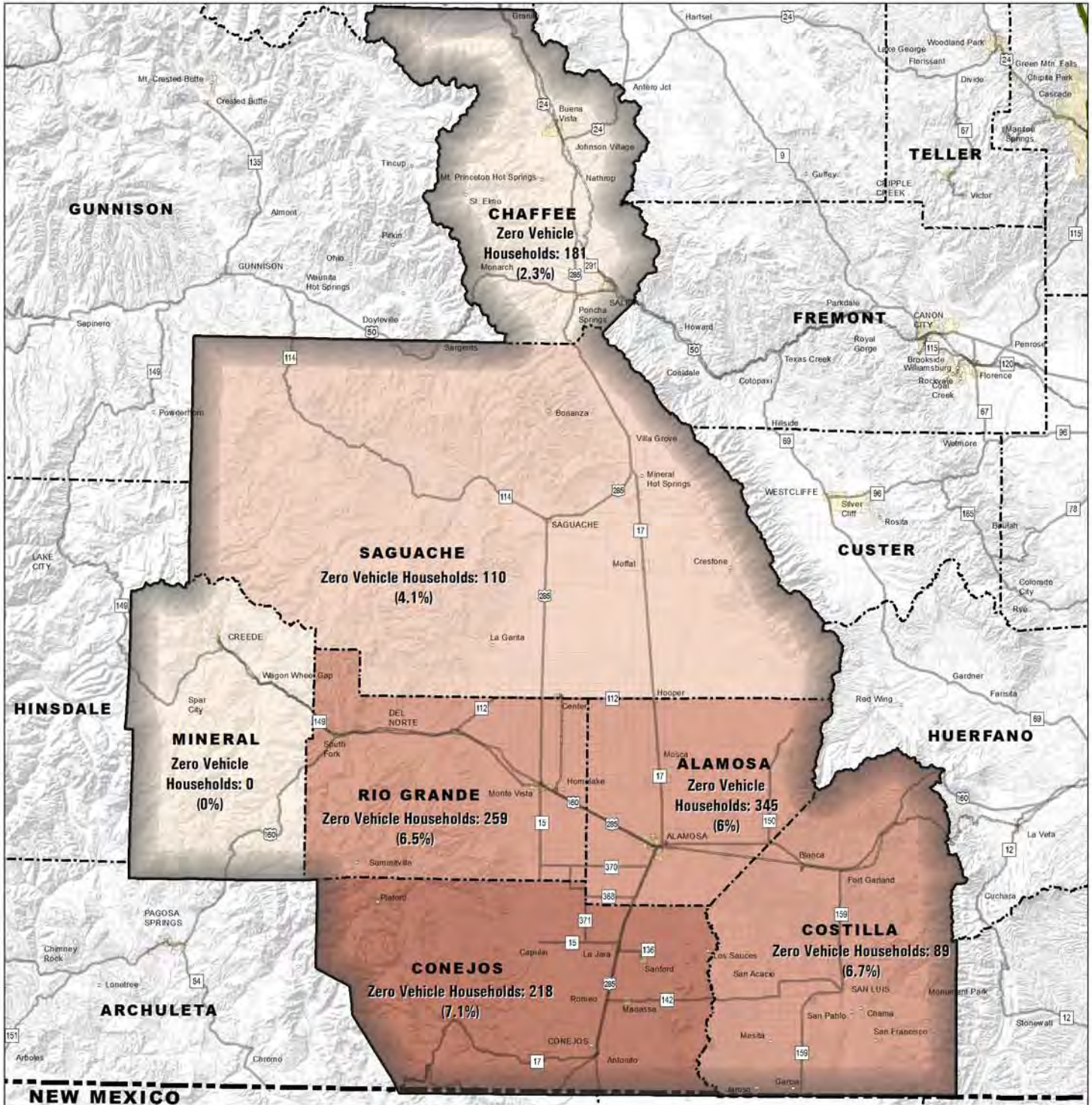
0 5 10 15 Miles

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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

- Less Than 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- 6% - 7% Zero Vehicle Households
- Greater Than 7% Zero Vehicle Households
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



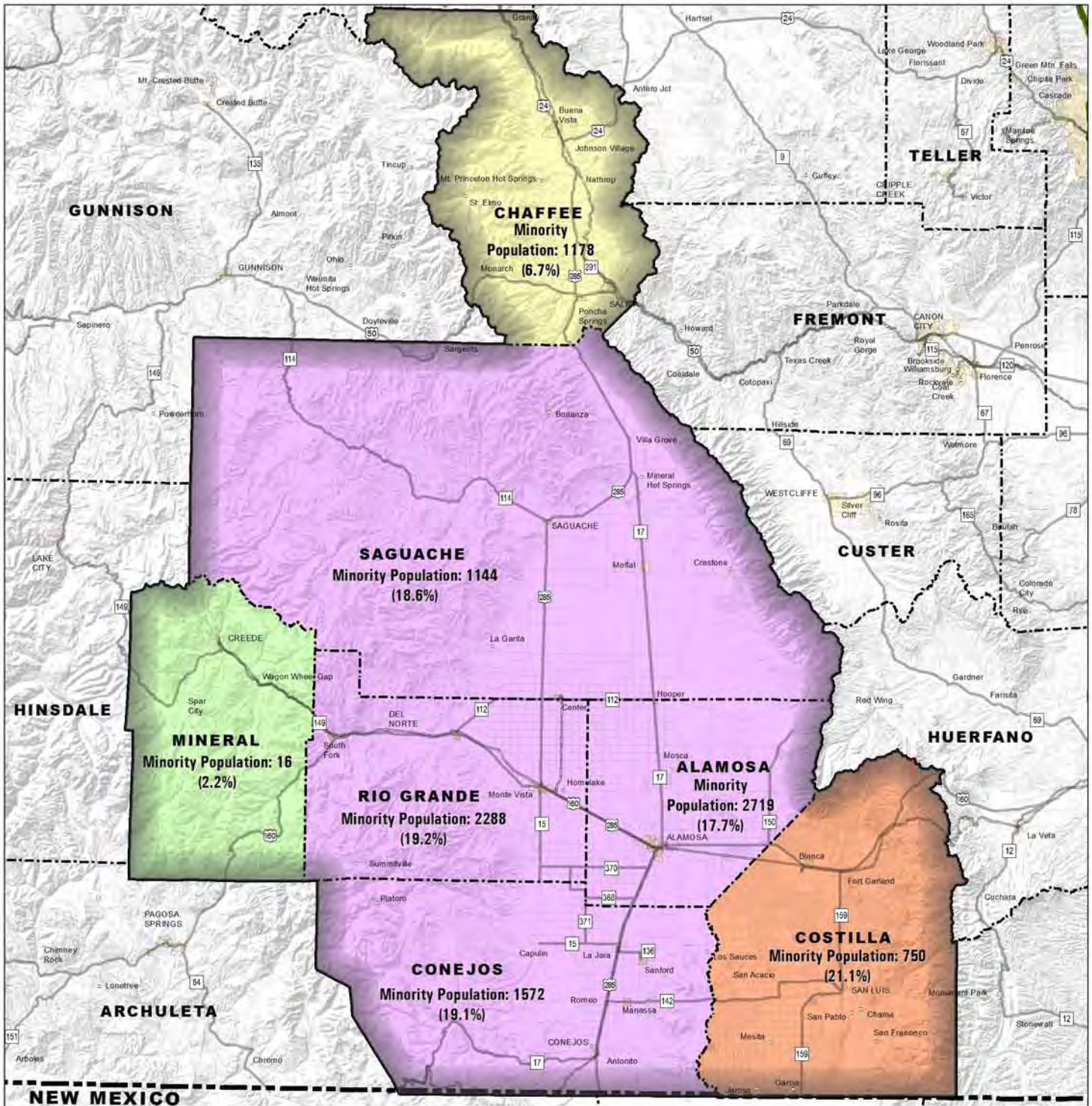
0 5 10 15 Miles

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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 | 15% - 20% Minority Population | Interstate Highways |
| 5% - 10% Minority Population | Greater Than 20% Minority Population | U.S. & State Highways |
| 10% - 15% Minority Population | San Luis Valley TPR Boundary | County Boundaries |
| Incorporated Cities and Towns | State Boundaries | |

North

0 5 10 15 Miles

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2012 K-12 English Language Learners (ELLs)

Percentage of English Language Learners based upon Colorado Department of Education - Fall 2012 K-12 Pupil Membership Data.



Legend

- 0% - 5% English Language Learners
- 5% - 10% English Language Learners
- 10% - 20% English Language Learners
- Greater Than 20% English Language Learners
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



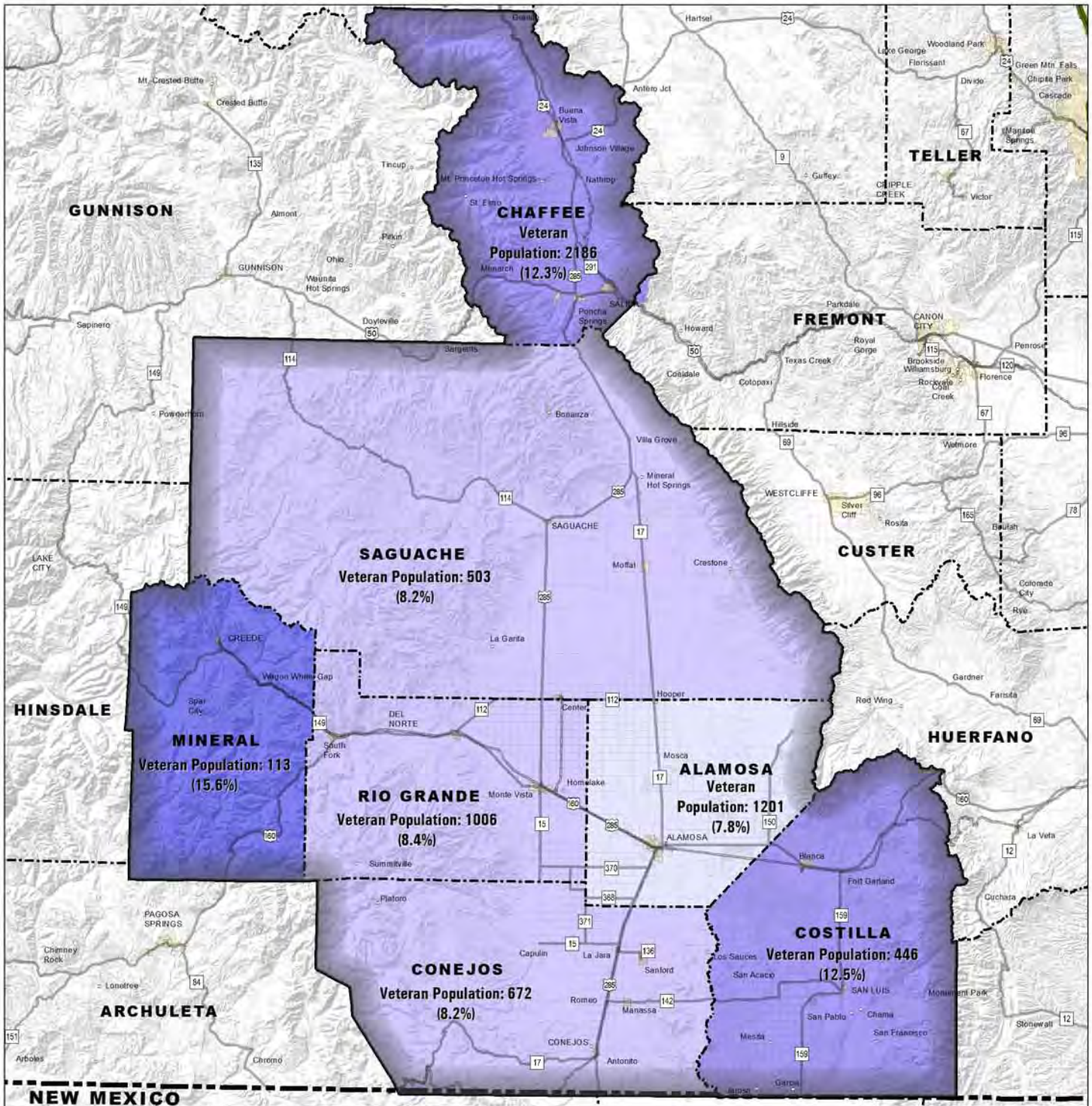
0 5 10 15 Miles

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2011 Veteran Population

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



Legend

- Less Than 8% Veteran Population
- 8% - 10% Veteran Population
- 10% - 12% Veteran Population
- 12% - 15% Veteran Population
- Greater Than 15% Veteran Population
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



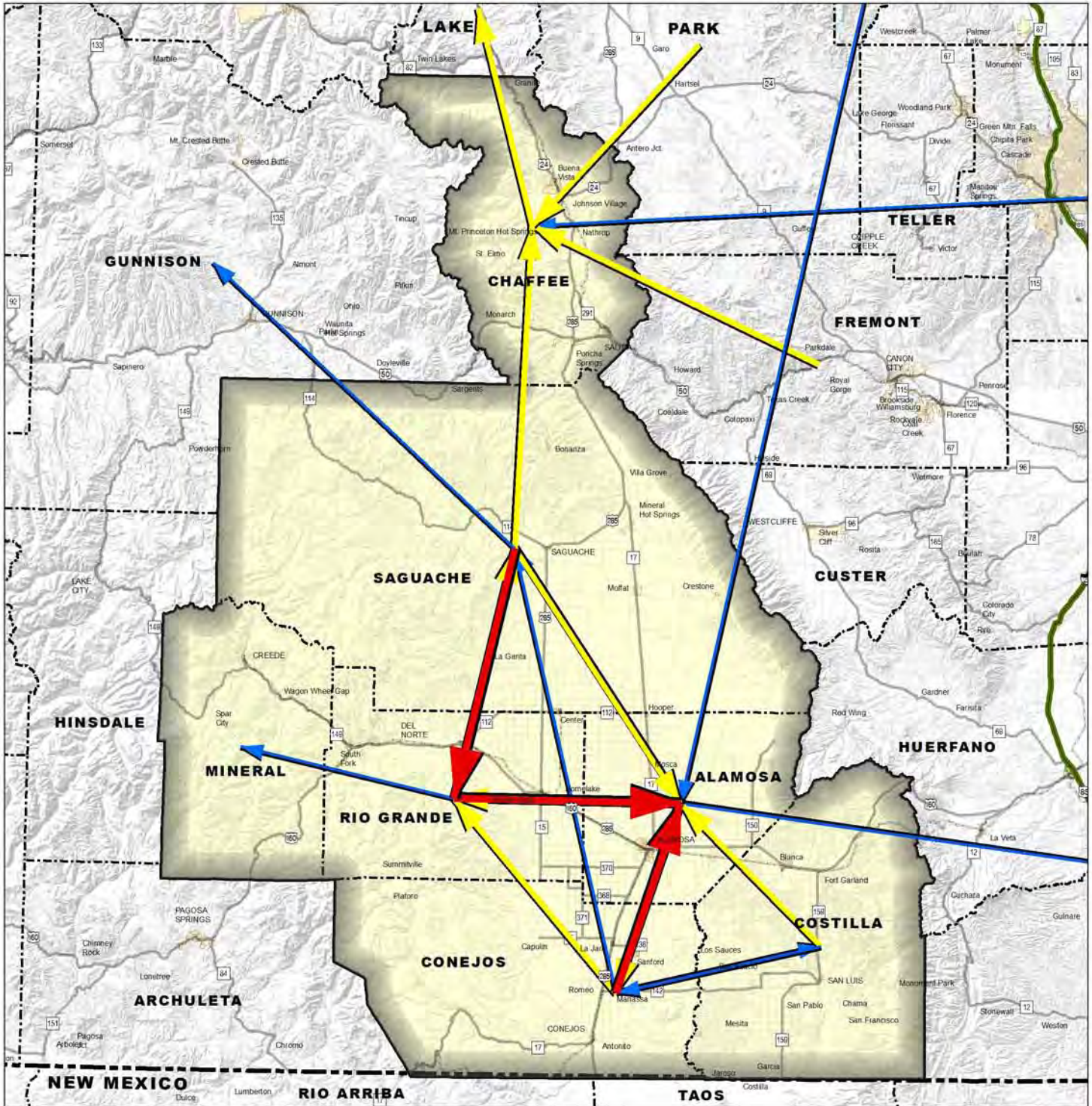
0 5 10 15 Miles

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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



Legend

- 50 - 100 Commuters
- 100 - 500 Commuters
- 500 - 1400 Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North

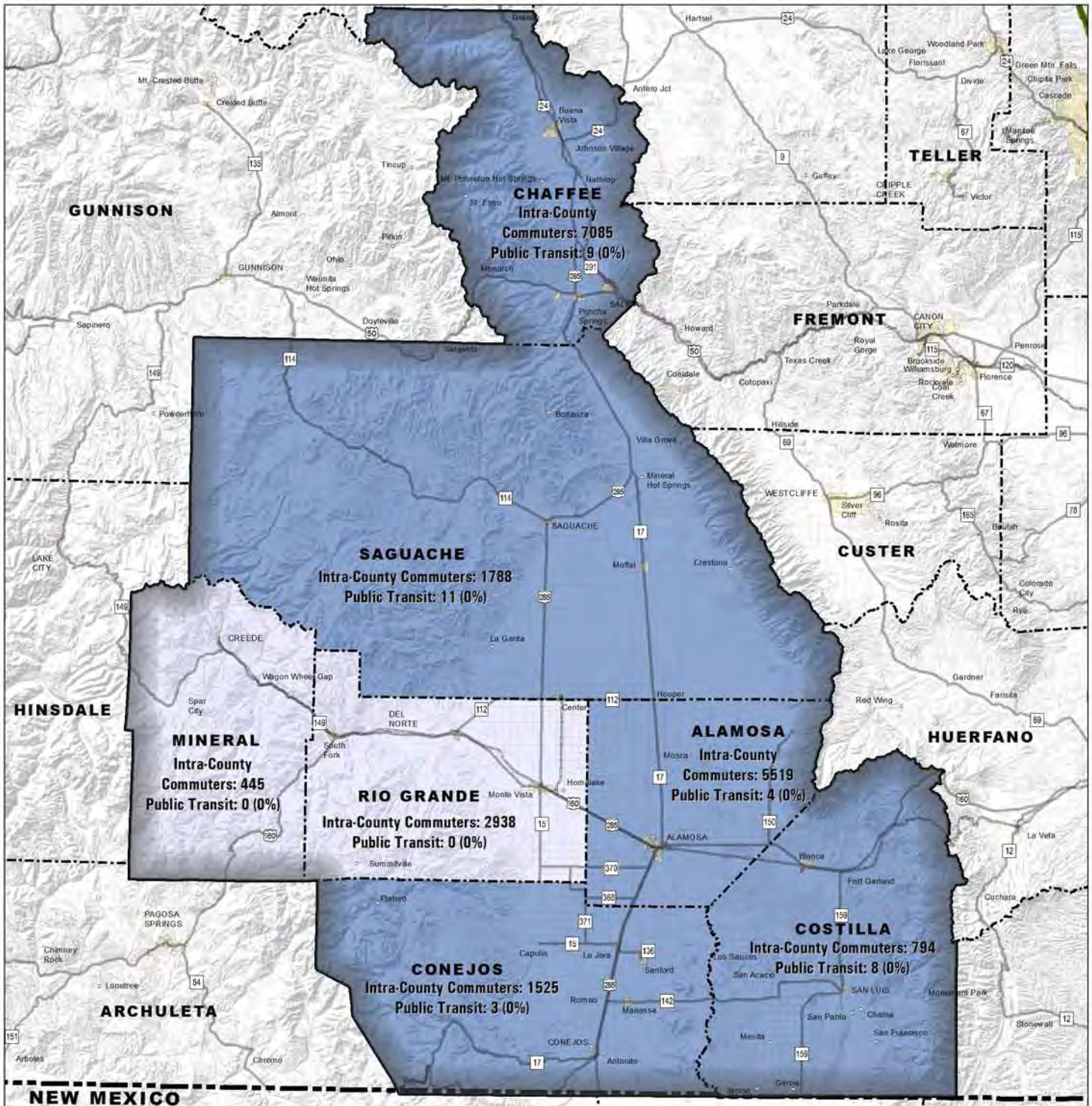
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0 5 10 15 Miles



Intra-County Public Transit Commuters

*Note: Values are based on the 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

- No Public Transit Commuters
- 0 - 11 Public Transit Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



0 5 10 15 Miles

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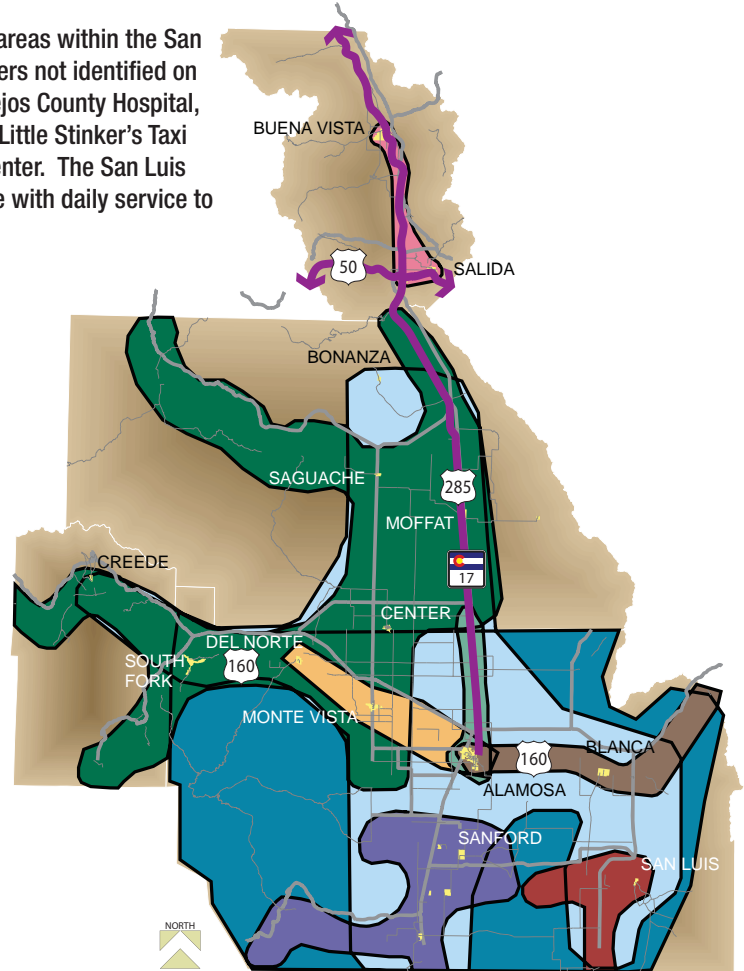
SAN LUIS VALLEY TPR

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 **San Luis Valley 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 San Luis Valley 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 San Luis Valley TPR according to the 2008 Plans. Additional smaller providers not identified on the map include: Alamosa Bus Company, Antonito Senior Center, Conejos County Hospital, Colorado State Veterans Center, Evergreen Nursing Home, Head Start, Little Stinker's Taxi Cab Service, Mountain Meadows Nursing Home and San Juan Care Center. The San Luis Valley TPR also has intercity service provided by Black Hills Stage Line with daily service to Denver from Alamosa.

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

Operator	
	Alamosa Senior Citizens, Inc.
	Blue Peaks Dev. Services
	Costilla County Senior Citizens
	Neighbor to Neighbor (Chaffee Shuttle)
	Northerners Senior Citizens
	SLV Mental Health Center
	Tri-County Senior Citizens
	Valley-Wide Health System
	Veterans Transportation Services
	Black Hills Stage Line #879



Key Issues Identified in the 2008 Plan

A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need has been expressed for eventually providing mass public transportation within the TPR, which would connect to the Great Sand Dunes National Park, Alamosa Wildlife Refuge, and Fort Garland.

- Provide general regional transit service on US 160 to the Front Range and US 285 to the Pikes Peak Region
- Provide service to rural populations in Mineral and Chaffee Counties
- Provide public transportation to connect local area attractions, such as the Great Sand Dunes National Park
- Expand hours and days of service
- Need for future commuter rail service through the Valley
- Alamosa and Chaffee County need multimodal or intermodal facilities
- Need for general public transit service in Alamosa
- Provide and enhance regional and intercity bus service along US and State Highways throughout the Region
- General public transit services are needed throughout the region (SH 150, US 50, SH 160)

Plan Goals and Strategies

- Improve transportation linkages and modal alternatives for commerce, tourism and transportation dependent populations
- Plan for additional intercity bus services and demand-responsive transit for the entire region
- Develop transportation alternatives for the elderly and other transit dependent populations
- Improve connections to other Colorado regions and states
- Maintain the existing transportation system in the most efficient manner possible
- Support the provision of State funds for the provision of public transportation services
- Support improved and sustainable quality of life for the region's diverse population

San Luis Valley TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

	Implemented	In Progress	Deferred	Eliminated
A. Replace and purchase new buses for Blue Peaks (18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Replace and purchase new vehicles for Northerners Senior Citizens (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Replace vehicles for Tri-County Senior Center (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Replace vehicles for Red Willow, Inc. (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Replace and purchase new buses for Chaffee Shuttle (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Purchase wheelchair accessible vans for SLV Transportation (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Purchase new vehicle for Rocky Mountain SER (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Construct a new bus storage facility for Chaffee Shuttle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Construct a multimodal facility in the San Luis Valley region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operating:

A. Develop a general public transit service in the City of Alamosa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Develop general public transit service in the community of Salida	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Expand service for Tri-County Senior Center (additional 600 annual revenue hours)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Expand service for Chaffee Shuttle (additional 1,000 annual revenue hours)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Expand service for Blue Peaks (additional 1,000 annual revenue hours)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Expand service for Red Willow, Inc. (additional 4,000 annual revenue hours)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Implement new general public regularly scheduled regional service from San Luis Valley to Pueblo, Trinidad, and Colorado Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Implement regional service to the Front Range, Intermountain, and Gunnison Valley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Create flex-route service between the region's major activity centers based in Alamosa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Coordination:

A. Hire a Lead Transit Coordinator position for the San Luis region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Develop an interagency agreement to operate the regional service and general public service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Investigate a Coordination Council to help coordinate transportation systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Establish vehicle sharing with local agencies to provide additional trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Investigate the practicality of nursing homes taking possession of older wheelchair-equipped vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Share responsibility for maintaining lift-equipped vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Coordinate regional trips to Pueblo and Colorado Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Develop a centralized dispatching center for trips throughout the region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans

A. Planning study to determine feasibility of rail in Fremont County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Rail operating funds for service between Buena Vista and Canon City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Regional operating funds for service from Salida to Buena Vista to Leadville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Regional operating funds for service from South Fork to Del Norte to Alamosa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Regional operating funds for service between San Luis and Alamosa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Regional operating funds for service between Fort Garland and Alamosa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2013 CASTA Survey – Transit Priorities

Alamosa / Blue Peaks Developmental Services, Inc.

1st Priority - Use money to back fill short falls

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

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

Accomplishments

- CDOT continues to provide funding to Black Hills Stage Lines for daily intercity bus service between Alamosa and Denver, with a connecting route between Salida and Pueblo

San Luis Valley Transportation Planning Region Transit Working Group #1 – Meeting Minutes

Date: August 20, 2013
Time: 1:00 PM to 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado
Meeting attendees: See Attached Sign in Sheet

Welcome & Introductions

Scott Weeks from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Background

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

Scott reviewed materials included in the meeting packet, including: 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.

During the review of the team structure a committee member asked Scott who from the SLV region was on the Statewide Steering Committee or on CDOT's TRAC. Scott and Tracey agreed to look at the committee lists to determine who would represent this region.

Public Involvement Approach

Tracey MacDonald from CDOT (via phone) reviewed the strategy for public involvement for both the statewide project and the local 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 San Luis Valley region.

Public meeting input/strategies:

- Bring CDOT and other reps to the groups to listen to the regional concerns
- Public meetings are less effective
- Alamosa is a good location to hold meetings

Key Elements of a Coordinated Transportation Plan

Holly Buck, Transportation Planner for Felsburg Holt & Ullevig (FHU), 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:

Updated 10/15/13

- 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

Holly 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
Potential map additions discussed:
 - Railroads
 - Clinics
 - Transit centers
 - Airports in Buena Vista, Salida and Alamosa*Changes to the Activity Center table:*
 - Clinics
 - Transit centers
 - Airports in Buena Vista, Salida and Alamosa
 - Adams State College is now Adams State University
 - Employers with 50+ employees
- 2012 K-12 English Language Learners
Comments:
 - Conejos County numbers seem too low and should be closer to the 2011 minority population numbers
- 2011 Veteran Population
Comments:
 - Committee member told the group that not including Chaffee County there are 5300 veterans drawing benefits in the area. Based on this, the numbers in the graphics seem a bit low.
- Intra-County Public Transit Commuters
Comments:
 - Would like more information about how many days per week these commuters make the trip.
 - There is also travel between Moffat and Crestone. It was pointed out that given the size of these communities, the demand between them was probably too low to show up on this graphic.
- 2011 Percentage of Households with No Vehicle
- Percentage of Residents Age 65+ for 2013, 2020, 2030, and 2040
- Job Growth from 2000 to 2040
- 2011 Minority Population
- 2011 Population below Federal Poverty Level

Updated 10/15/13

San Luis Valley TPR 2008 Plan Summary

Holly reviewed the 2008 San Luis Valley Plan Summary document with participants. Holly reiterated that this information is the outcome of the last plan update in 2008 and is being used to get an idea as to whether or not the key issues, strategies, goals, etc. are still in line for the region.

The group discussed how many of the agencies have not been able to accomplish the projects included in the 2008 plan as a result of the recession, Chaffee County Shuttle has grown from 1 to 7 buses and from 3,000 to 13,000 shuttles in the past 10 years. They have surpassed 2008 goals in terms of intercity connections, serving the elderly, and increasing the fleet.

Holly led a more detailed discussion to obtain feedback on current vision and goals for the region. The following are the key concepts that emerged from the discussion for the San Luis Valley region:

- Improve linkages and modal alternatives for commerce, tourism, and transportation dependent populations
- Plan for additional intercity bus and demand responsive transit for the region
- Develop transportation alternatives for the elderly
- Improve connections to other Colorado regions
- Maintain the existing transportation system
- Support the provision of state funds for public transportation
- Support improved and sustainable quality of life for the region's diverse population

The group generally agreed that these goals and strategies still apply to the region. There was concern over some of the agencies' ability to actually implement these goals due to financial constraints.

Regional Transit Needs, Projects, and Priorities

A portion of the first Transit Working Group meeting was used to discuss project needs within the San Luis Valley 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.

TWG members stated that there continues to be needs in the southern areas of the San Luis Valley region including Alamosa, Walsenburg, and Durango. There is a need to:

- Improve linkages and modal alternatives for commerce, tourism, and transportation dependent populations
- Plan for additional intercity bus and demand responsive transit for the region
- Develop transportation alternatives for the elderly

Projects were discussed using the following categories: operating, capital and coordination. The discussion outcomes are below.

Capital:

Short-Term

- ▶ Buena Vista: park and ride, intermodal
- ▶ Salida: park and ride, storage facility
- ▶ Alamosa: park and ride (Loaf-n-Jug site)
- ▶ Blanca: park and ride

Updated 10/15/13

- ▶ Fort Garland: park and ride
- ▶ Del Norte: park and ride, bus pull-out (local)
- ▶ Monte Vista: park and ride, bus pull-out
- ▶ Walsenburg: park and ride, bus pull-out
- ▶ Conejos: park and ride, bus pull-out

Long-Term

- ▶ San Luis: park and ride, bus pull-out (regional bus station)
- ▶ South Fork: park and ride
- ▶ La Veta: park and ride
- ▶ Alamosa: intermodal station on permanent site
- ▶ Chaffee: bus storage facility
- ▶ San Luis Valley: multimodal facility (depot)

Coordination:

The group discussed the possibility of sharing vehicles as one means of coordinating services. The group generally felt that sharing vehicles would be difficult because of the limitations of different funding mechanisms, insurance requirements, and training among other concerns. They encouraged other forms of coordination such as coordinating travel between different agencies for users.

In addition, since the previous plan was developed the group has determined that a centralized dispatch center would not work for them. This project was requested to be removed from the list.

Chaffee shuttle is currently coordinating service well with Canon City, the veterans office, and Red Willow.

Employment

- ▶ Golden Age Shuttle: Canyon City – Chaffee Shuttle
- ▶ Development Resource Group COG
 - Private rail owners – inventory historical elements

Medical

- ▶ Local coordination council: expand established LCLs

Operating:

The group discussed the following short and long term operating needs (priority designation by group is indicated with an asterisk *).

Short-Term

- ▶ * Durango – Alamosa: hospital, higher education, recreation, students
- ▶ * Alamosa: VA hospital, airport, medical
- ▶ * Alamosa – Walsenburg: connection to intercity bus routes on I-25
- ▶ * Buena Vista – North (Leadville): commerce, employment, tourism, north connect I-70) medical services in Vail Valley, Summit

Long-Term

Updated 10/15/13

- ▶ Conejos – Alamosa: education facilities, employment
- ▶ Costilla – Alamosa: education facilities, employment
- ▶ Alamosa – south: extend black stage route
- ▶ Montrose – Gunnison: higher education facilities, hospital)
- ▶ Alamosa (local service)
- ▶ South Fork – Walsenburg (rail service)
- ▶ Passenger rail line – short, haul connections/connecting services
- ▶ Shuttle services – outlying communities - Alamosa

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 Linda Rhine (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – late October
- Please send Linda Rhine (email below) any contact information of people that should be included in the Transit Working Group
 - The group suggested that a Red Willow should be present

Adjourn

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

CDOT Project Planner: Scott Weeks scott.weeks@state.co.us
Work: 303-757-9791

Lead TPR Planner: Linda Rhine lrhine@nelsonnygaard.com
Work: 415-284-1544

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



**San Luis Valley Transportation Planning Region
Transit Working Group Meeting #1**

Date: August 20, 2013
 Time: 1:00 - 3:00 PM
 Location: Alamosa County Offices, Commission Room
 8900 Independence Way
 Alamosa, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Alex Krudner	Rio Grande City Vet. Service Officer	PO Box 97 Hemeluh, Co 81135	719 852-5718	krudner@riograndecounty.co
Michael Wisdom	SAN LUIS VALLEY COUNCIL OF GOVERNMENTS	610 STATE AVE SUITE 200 P.O. Box 300 8101	719 589 6099	wisdom@ slv.org
George S. Garcia	BLUE PEAKS	705 4th St Alamosa	719 582-6135	ggarcia@ bluepeaks.org
Don Krudner	City of Alamosa	P.O. Box 419 Alamosa CO 81101	719-589-6631	dkrudner@ ci.alamosa.co.us
JOE CARRICA	Alamosa Dept. of Human Services	3900 S Alamosa Ave		J.CARRICA@ ALAMOSACOUNTY.CO
Jodyton	Rio Grande Municipal DSS	115 6th Street Del Norte, CO 81132	719-587-3381	Jody.Kern@ State.CO.US

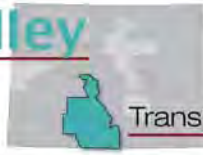
Michael John Alamosa Co Alamosa 719.589.4848 myjohn@alamosa.co.org
 John Stump 719-589-2917 jstump2917@gmail.com



NAME	AGENCY	ADDRESS	PHONE	EMAIL
Tracey M.	CDOT	via phone		
Mari Muraro	CDOT	3803 N. Meier Ave Denver, CO 80201	970 385-1433	MARI.MURARO@STATE.CO.US
Lacrecia Smith	South Central Colorado Seniors	1116 3rd St. Alamosa, CO 81001	719-589-4511	lacrecias@westoffice.net
Murthy Aspin	Town of Delta	520 Columbia Del Norte 8152	719 657-2827	on site
Hew Hallack	SU DRG	410 State PO Box 300 Idaho Springs 81101	719 584-6099	hwallack@svdreg.org
Sue Boyd	Town of Buena Vista	PO Box 2002 Buena Vista, CO 81241	719-395-8443 x13	bvadmin@buenvista.co.gov
Connie Cote	Chaffee Shuttle	54 Jones Salida	719 530-8980	maighlorSalida@yahoo.com
Michael Yerman	City of Salida	448 E 7th street Suite 112	(719) 530-2631	Michael.Yerman@CityofSalida.com
David P Simpson	Town Pacific Holdings	999 LINCOLN AVENUE SAINT PAUL, MN 55108	651.243.9195	simpsonconsulte.comcast.net

Randy Wright ACEDC 510 State Ave Almost Co 719-589-3681 randy.w@gojade.org

Scott Weeks CDOT DENVER 3.757.9771



B.2 - Transit Working Group Meeting #2

San Luis Valley Transit Working Group Meeting #2

Date: October 22, 2013
Time: 1:00 PM – 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado

Meeting Goals:

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

Agenda

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

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

Lead TPR Planner: Linda Rhine lrhine@nelsonygaard.com
Phone: 415-284-1544

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



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

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

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

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

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 San Luis Valley Transit Vision & Goals

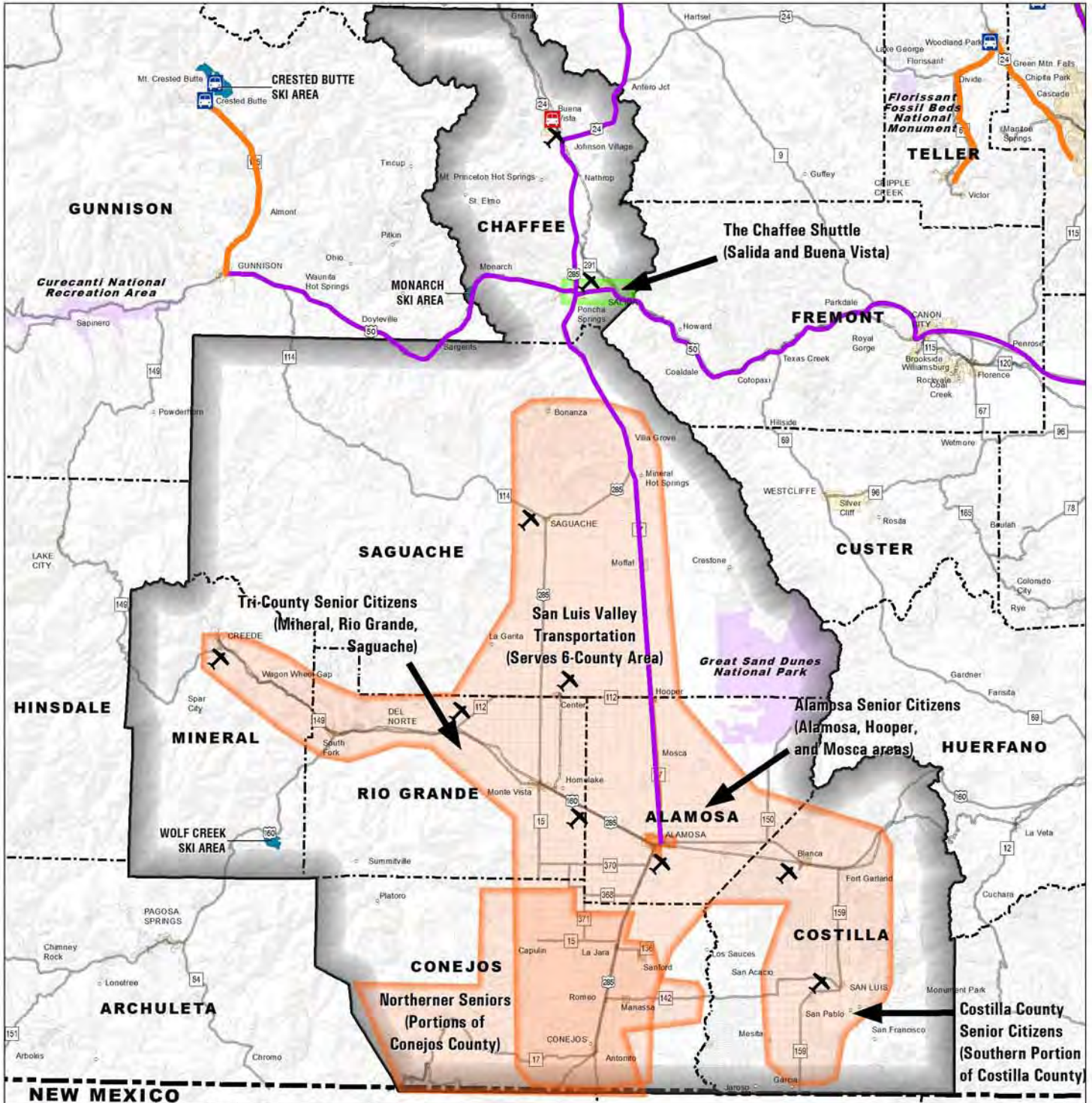
Provide coordinated transportation services that enhance access to local and regional destinations and serve local residents and visitors alike.

Supporting Goals

1. Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
2. Expand mobility options to ensure access to other Colorado regions and New Mexico, especially in the southern San Luis Valley region
3. Seek funding opportunities to maintain existing services and expand the transit network
4. Support the needs of the region's diverse population by providing access to critical medical and employment services

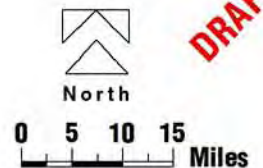
Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Legend

- | | | | | | |
|--|---|--|-------------------------------|--|------------------------------|
| | Elderly & Disabled Transit Service Providers | | Inter-City Bus Stations | | National Parks and Monuments |
| | Rural Transit Services | | Regional Bus Stations | | County Boundaries |
| | Black Hills Stage Lines #879 (Denver-Salida-Gunnison) | | San Luis Valley TPR Boundary | | State Boundaries |
| | Regional Bus Routes | | Incorporated Cities and Towns | | Interstate Highways |
| | | | Airports/Airfields | | U.S. & State Highways |



DRAFT



San Luis Valley Transit Services

Agency	Cientele	Service Type	Service Days	Service Area
Transit Agency				
Black Hills Stage Lines, Inc.	General Public	Fixed Route	All Days	Alamosa, Chaffee, Denver, Gunnison, Jefferson, Logan, Morgan, Park, Saguache, Sedgwick, Weld Counties (also destinations in NE, MT, NM)
Blue Peaks Developmental Services, Inc.	Seniors/Disabled	Fixed Route	All Days	Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache Counties
Neighbor to Neighbor Volunteers (The Chaffee Shuttle)	General Public	Fixed Route, Demand Response	Weekdays & Saturdays	Chaffee, Fremont, Pueblo Counties
Northerners Seniors, Inc.	General Public	Scheduled trips	Wednesday only	Conjeos County (La Jara, CO - Espanola, NM)
Alamosa Senior Citizens, Inc.				
Costilla County Senior Citizens				
SLV Mental Health Center				
Tri-County Senior Citizens				
Valley-Wide Health System				
Human Service Agency				
Arkansas Headwaters Recreation Area	State Park Clientele	Program staff transports clients		
Boys & Girls Clubs of Chaffee County: Buena Vista site	Boys & Girls Club Clientele	Contract with other providers		
Upper Arkansas Area Agency on Aging	Seniors	Volunteers transport clients, gas vouchers		
Alamosa Department of Human Services	Low Income / Disabled	Contract with other providers, gas vouchers, car repair vouchers		
Veterans Service Office	Veterans	Program staff transports clients		
Rio Grande County Veterans Service Office	Veterans	Volunteers transport clients, gas vouchers (as needed)		
Neighbor to Neighbor Volunteers (The Chaffee Shuttle)	General Public	Program staff transports clients		



Agency	Clientele	Service Type	Service Days	Service Area
Rio Grande/Mineral County DSS	Low Income	Contract with other providers, gas vouchers		
Starpoint	Disabled	Program staff transports clients, bus tickets/passes, adaptive transportation		
Human Service Agencies that Provide Other Types of Transit Support				
Town of Saguache	General Public	Water and sanitation services		
Costilla County Department of Social Services	Low Income	Medical / health services		
Northwest Colorado Council of Governments	Seniors / Low Income / Veterans	Transportation coordination		
Town of San Luis	General Public			
Alamosa County Economic Development Corp.	General Public			
The Training Advantage	Low Income / Unemployed	Bus tickets/passes, gas vouchers, car repair vouchers	Weekdays & Saturdays	

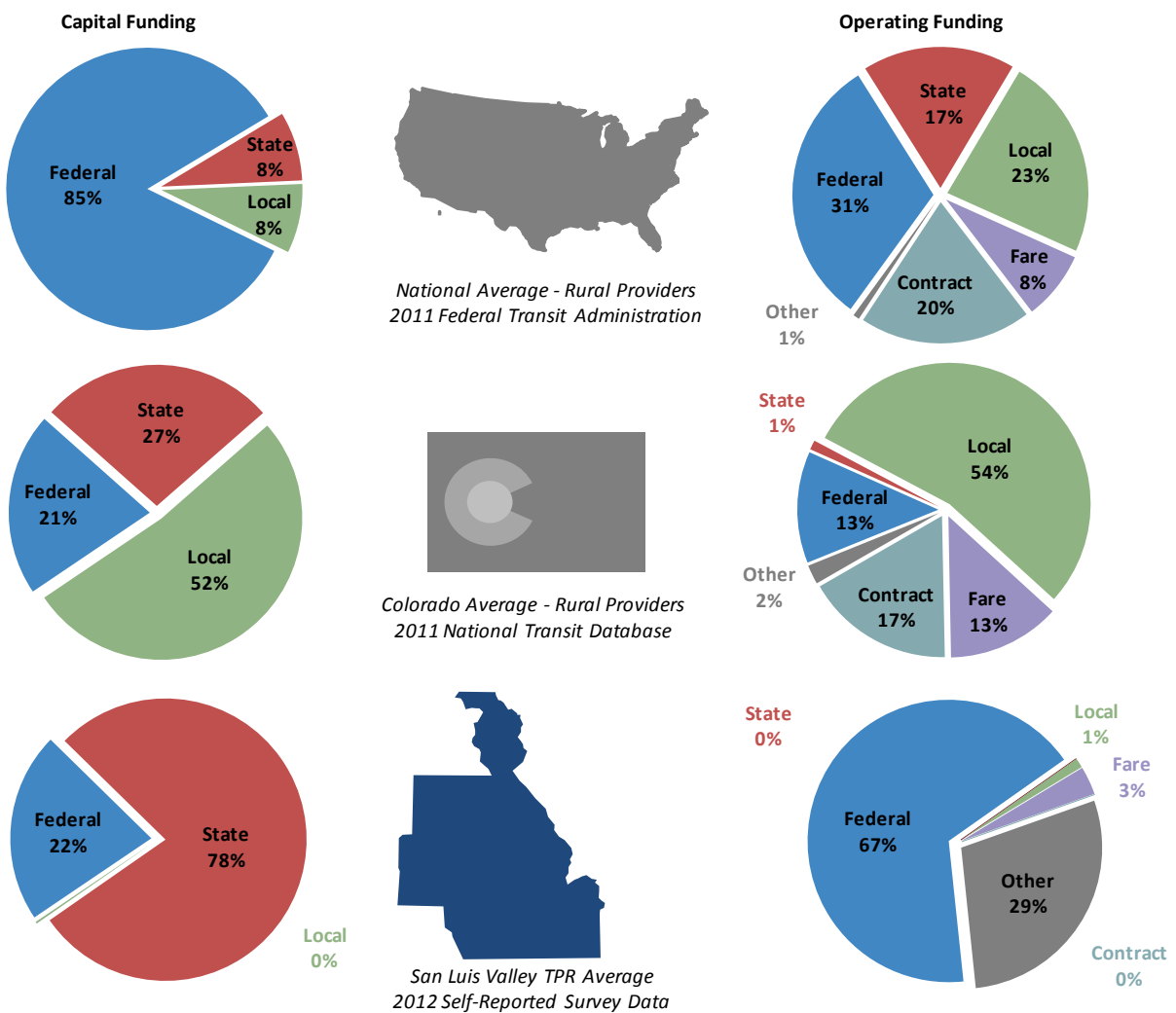


San Luis Valley Financial Summary

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 Funding Comparison



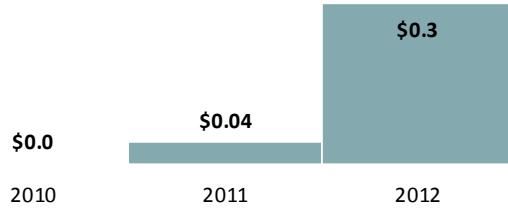
*Intended for illustrative purposes. Data in draft form.

"Other" includes miscellaneous revenues from private, civic, or non-FTA federal funds (e.g. NEMT, OAA, CSBG)

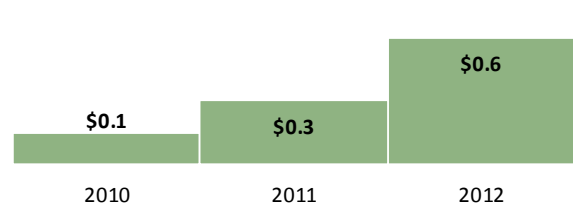


Regional Finance Summary

Regional Reported Capital Costs
(millions)



Regional Reported Operating Revenues
(millions)



San Luis Valley Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards	\$0	\$0	\$60,000	Federal Awards	\$61,000	\$359,725	\$348,200
State Support		\$40,000	\$215,000	State Support			
Local Support			\$600	Local Support	\$71,843	\$100,436	\$5,700
Other				Fare and Donation Revenue	\$7,558	\$10,682	\$16,900
				Contract Revenue			
Total Capital Revenues	\$0	\$40,000	\$275,600	Other Revenue			\$149,566
Total Capital Costs **	\$32,000	\$10,000	\$87,000	Total Operating Revenues **	\$140,401	\$290,843	\$580,032
				Total Operating Expenses **	\$0	\$0	\$312,794

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

** Self reported survey data

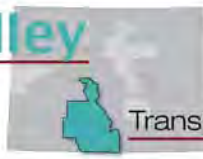
Blank = No Data Available



San Luis Valley 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
Alamosa	8.9%	17.0%	59.6%	28.3%	48.4%	78.0%
Chaffee	16.5%	29.4%	61.7%	26.0%	39.6%	53.9%
Conejos	6.6%	10.9%	23.5%	17.5%	27.6%	38.5%
Costilla	6.0%	8.7%	18.6%	8.8%	14.7%	-2.2%
Mineral	12.9%	18.7%	32.3%	23.5%	26.0%	3.0%
Rio Grande	10.6%	16.0%	33.1%	20.4%	32.7%	34.2%
Saguache	11.3%	18.6%	41.0%	35.8%	48.3%	52.8%
TPR Overall	11.2%	19.2%	46.3%	23.9%	37.1%	49.4%



San Luis Valley Transit Projects

Source	Agency/Location	Description	Cost	Horizon	Category
Provider Survey	Black Hills Stage Lines, Inc.	New ticketing system	\$30,000/year	Short-term	Capital
Provider Survey	Black Hills Stage Lines, Inc.	Technology upgrades		Mid-term	Capital
Provider Survey	Black Hills Stage Lines, Inc.	Add ticket scanners for buses		Mid-term	Capital
TWG Meeting #1	Buena Vista	Establish park and ride and intermodal facility		Short-term	Capital
TWG Meeting #1	Salida	Establish park and ride and storage facility		Short-term	Capital
TWG Meeting #1	Alamosa	Establish park and ride (at Loaf-n-Jug site)		Short-term	Capital
TWG Meeting #1	Blanca	Establish park and ride		Short-term	Capital
TWG Meeting #1	Fort Garland	Establish park and ride		Short-term	Capital
TWG Meeting #1	Del Norte	Establish park and ride, bus pull-out		Short-term	Capital
TWG Meeting #1	Monte Vista	Establish park and ride, bus pull-out		Short-term	Capital
TWG Meeting #1	Walsenburg	Establish park and ride, bus pull-out		Short-term	Capital
TWG Meeting #1	Conejos	Establish park and ride, bus pull-out		Short-term	Capital
TWG Meeting #1	San Luis	Establish park and ride, bus pull-out (at regional bus station)		Long-term	Capital
TWG Meeting #1	South Fork	Establish park and ride		Long-term	Capital
TWG Meeting #1	Laveta	Establish park and ride		Long-term	Capital
TWG Meeting #1	Alamosa	Establish an intermodal station on a permanent site		Long-term	Capital
TWG Meeting #1	Chaffee	Build a bus storage facility		Long-term	Capital
TWG Meeting #1	San Luis Valley	Build a multimodal facility (depot)		Long-term	Capital
TWG Meeting #1	San Luis Valley Region	Develop a system to coordinate travel between different providers		Mid-term	Coordination
TWG Meeting #1	Golden Age Shuttle	Establish Canyon City-Chaffee route			Coordination
TWG Meeting #1	Development Resource Group Council of Governments	Inventory historical elements owned by private rail owners			Coordination
TWG Meeting #1	Local coordination councils	Expand established local coordination councils			Coordination
Provider Survey	TBD	Expand public transportation options in Blue Peaks' service area		Long-term	Expanding Service



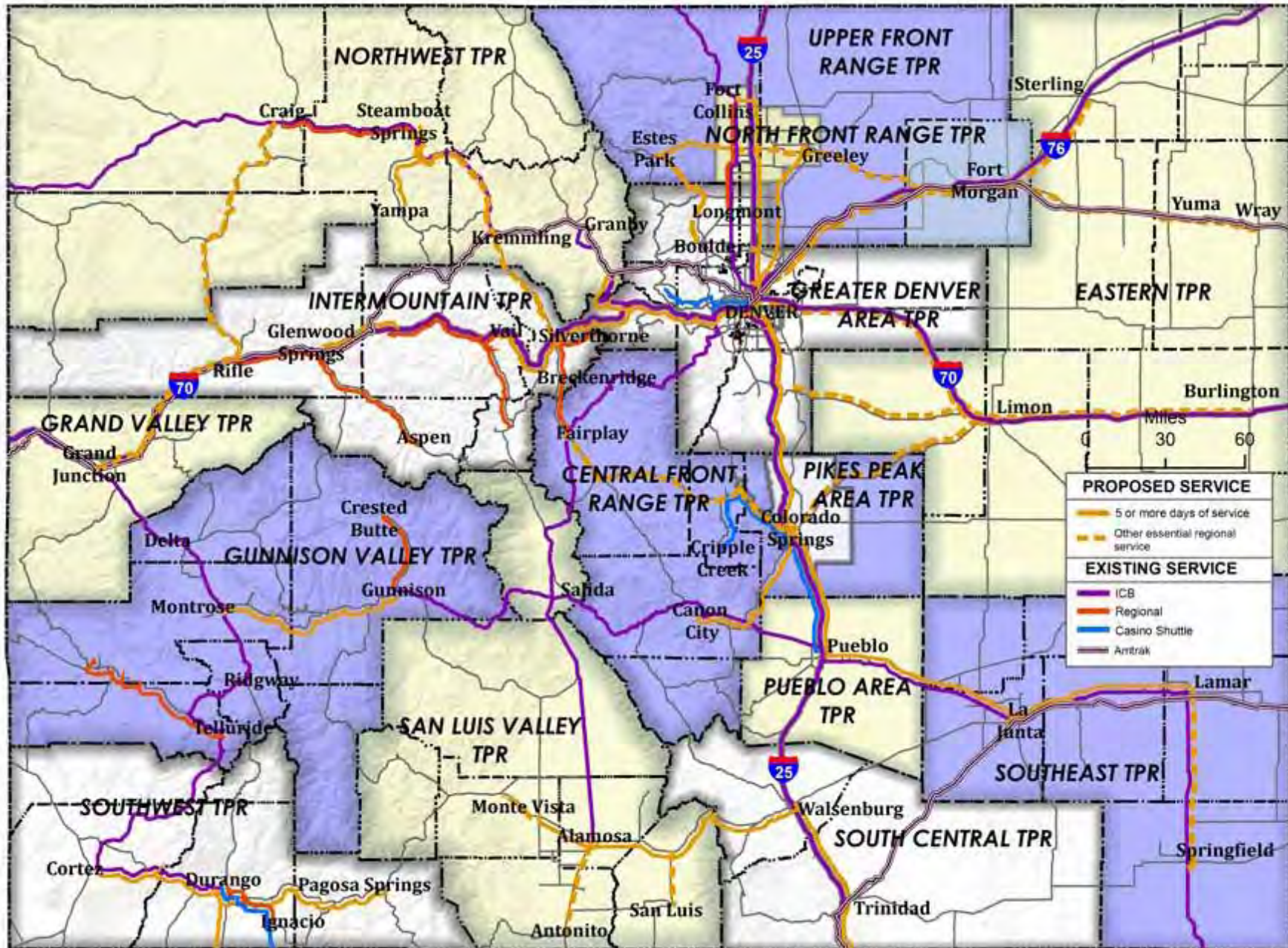
Source	Agency/Location	Description	Cost	Horizon	Category
Provider Survey	Black Hills Stage Lines, Inc.	Replace motor coaches for up to 4 routes	\$500,000 each	Short-term	Maintaining Service
Provider Survey	Black Hills Stage Lines, Inc.	Replace motor coaches every 3-5 years (intercity routes)	\$500,000 each	Mid-term	Maintaining Service
Provider Survey	Black Hills Stage Lines, Inc.	All motor coaches replaced	\$500,000 each	Long-term	Maintaining Service
Provider Survey	Blue Peaks Developmental Services	Replace 3-4 minibuses	\$220,000	Short-term	Maintaining Service
Provider Survey	Blue Peaks Developmental Services	Replace 6 15-passenger vans	\$132,000	Mid-term	Maintaining Service
Provider Survey	Blue Peaks Developmental Services	Replace 15 vehicles	\$300,000	Long-term	Maintaining Service
TWG Meeting #1	TBD	Establish a Durango-Alamosa route to connect hospital, higher ed, recreation, students		Short-term	Operating
TWG Meeting #1	TBD	Enhance Alamosa service to connect VA hospital, airport, medical areas		Short-term	Operating
TWG Meeting #1	TBD	Establish Alamosa-Walsenberg route to connect to intercity bus routes on I-25		Short-term	Operating
TWG Meeting #1	TBD	Establish Buena Vista-North (Leadville) to connect commerce, employment, tourism, I-70, and medical services in Vail Valley and Summit		Short-term	Operating
TWG Meeting #1	TBD	Establish Conejos-Alamosa service to connect education facilities, employment		Long-term	Operating
TWG Meeting #1	TBD	Establish Costilla-Alamosa service to connect education facilities, employment		Long-term	Operating
TWG Meeting #1	TBD	Establish Alamosa connection to the south (extend Black Hills Stage Lines route)		Long-term	Operating
TWG Meeting #1	TBD	Establish Montrose-Gunnison service to connect higher education facilities, hospital		Long-term	Operating
TWG Meeting #1	TBD	Establish local service in Alamosa		Long-term	Operating
TWG Meeting #1	TBD	Establish rail service between South Fork and Walsenberg		Long-term	Operating
TWG Meeting #1	TBD	Establish passenger rail line for short and long trips regionally		Long-term	Operating
TWG Meeting #1	TBD	Establish shuttle services to outlying communities in Alamosa		Long-term	Operating

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.



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 San Luis Valley 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).

San Luis Valley Transportation Planning Region Transit Working Group #2 – Meeting Minutes

Date: October 22, 2013
Time: 1:00 PM to 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado
Meeting attendees: See Attached Sign in Sheet

Welcome & Introductions

Tracey MacDonald from CDOT kicked the meeting off and asked that all participants introduce themselves.

Statewide Transit Plan

Tracey presented an overview of the planning process for the Statewide Transit Plan including the major milestones and project timeline. She referred participants to the packet which included the Statewide Vision and supporting goals and objectives that were developed to guide the planning process. She also stated that the Plan will include performance measures for monitoring progress and achievement toward meeting the goals and objectives.

Regional Plan Development Process

Linda Rhine of Nelson\Nygaard reviewed the overall goal of the Regional Coordinated Transit Plan which is to develop a series of short, mid and long term recommended strategies to address service gaps and needs and to improve coordination between public transit and human service providers. She highlighted the process for public and stakeholder involvement and the schedule for completing the Plan in the spring of 2014.

Regional Plan Vision and Goals

Linda reviewed the Draft Transit Vision and supporting goals for the San Luis Valley region's Plan. The TWG supported the Vision Statement provided that inter-regional travel is added to it. The changes are indicated in **RED** below.

The Vision Statement now reads:

- Provide coordinated transportation services that enhance access to local, regional **and inter-regional** destinations and serve local residents and visitors alike.

Suggested changes to the goals were made plus adding one new goal dealing with economic vitality.

- Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
- Expand mobility options to ensure access **within the region** and to other Colorado regions and New Mexico

- Seek funding opportunities to maintain existing services and expand the transit network
- Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational and recreational services
- Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses and visitors

Review of Existing Information

Services

The TWG was asked to review the map of existing transit service and human service providers and the list of providers in the packet for completeness and accuracy. Several corrections and clarifications were offered as listed below.

- It was noted that the Chaffee Shuttle should not be listed both as a transit and human service provider
- Red Willow is a large provider and is not included in the transit provider map and should be added
- Little Stinkers Taxi Service is missing from the list of providers
- Contact Phil Maes @ Chaffee County for additional information on Starpoint
- SUCAP is the agency name for the Training Advantage
- Alamosa County Economic Development Corp. no longer provides transportation services
- Check colors on map for services

Funding

Tracey noted that the identification of performance measures and performance-based planning is a requirement of MAP-21 although how and whether FTA will actually monitor measures once they are established is not known at this time.

Discussion about funding revealed that a shortage exists in operating funds to support existing transit services and enhancements. Capital funds are easier to obtain. A key challenge in securing Federal funds is the difficulty in securing the required local match. Many TWG members noted that when exploring funding opportunities, non-traditional transportation funding sources should be considered such as Health and Human Services, donations, etc. Tracey pointed out the Highway Users Tax Fund (HUTF) can now be used for transit. The funds are distributed on a formula basis so it is possible to project how much revenue each jurisdiction is expected to receive. It would be valuable to know how these funds are currently used.

TWG members noted that information on funding programs including non-traditional transportation funding sources, eligibility requirements, and how to get more information would be very helpful to include in this planning document. To be eligible for funding (FTA 5310 and other federal and state funds) for programs and strategies, they must be included in the plan.

Service Gaps and Needs

Linda noted that the packet lists proposed needs for the San Luis Valley region that were identified at the first meeting of the TWG and the provider survey. Since we did not have ample time to review the list at the meeting, it is being sent to individual providers to review and provide comment. After receipt of feedback, the consultant team will review these and consolidate them into a more manageable list of needs to include in the Plan.

David Simpson of Iowa Pacific noted that the Plan needs to include passenger rail service especially the need for connections to Walsenburg. Since passenger rail service would not be financially feasible until the long-term horizon, the Plan should identify the steps required that would be needed in the interim such as preserving the railroad Right-of-Way (ROW). Tracey noted that the plan will include passenger rail needs, pulling from this effort as well as what is in the State Freight and Passenger Rail Plan completed in 2010. CDOT is also conducting an Intercity Bus Study, currently in progress, that is exploring the feasibility of regional bus service and identifying corridor alignments. It was noted that when planning for rail service, connections to and from rail stations are needed. To be effective, passengers need access to services that get them from their origin to their destination. This is often referred to as the “first mile/last mile” dilemma.

Coordination Strategies

Linda introduced some of the coordination strategies that have been effective in other regions and presented an overview of select strategies and asked which ones might be relevant and practical in the San Luis Valley region. The highlights of this discussion are summarized below.

- The TWG liked the idea of a centralized source for accessing transit service information and thought a Website with all of the information in one place would be a cost effective strategy. Perhaps the COG could be the lead to oversee and monitor and update the website. Tracey said that CDOT is in the process of developing a statewide map showing all transit providers. It will include schedules and telephone numbers for the public to get additional information.
- A Senior Directory with transportation information currently exists according to Judy Kern. She said it includes valley wide information and is published through AAA.
- The TWG thought that partnerships for provision of services and funding of services have value. For example, it was mentioned that partnerships can play an important role for communities to take ownership of rail stations to support the service with bus connections. Tracey mentioned that National Parks have been partnering with transit services to provide shuttle services to and within the parks.
- No Regional Transit Coordinating Council exists today in the San Luis Valley region. It was noted that the Southwest region has a coordinating council that is financially supported by AmeriCorps with a part-time student staffing the council. Discussion focused on the potential for the San Luis Valley COG to take on the role of a coordinating council. The COG generally meets on a quarterly basis and participants are primarily elected officials. The COG has no employees. The question is “What role if any could the COG play in establishing a coordinating council focused on transit issues?” The challenge would be getting “the right people” around the table. Although the COG is the obvious agency, there are challenges because there are no employees and not all counties are part of it (Chaffee is not) plus the great distances people have to travel for meetings. To move ahead with establishing a RCC, there needs to be a compelling reason. Also, it is desirable for face to face meetings with the option for people to call in to a conference line
- Travel Training – There was general agreement that travel training is not needed at this time because there are not enough available transit services in the San Luis Valley.
- Volunteer Driver arrangements occur now on an informal basis. To formalize it, volunteer driver information could be put on the website with permissions from the drivers.

Prioritization Process

The TWG briefly discussed criteria for prioritizing projects and strategies. Listed below are proposed criteria for ranking recommended strategies (including projects, services and programs) in terms of their importance and implementation timeframe:

- Does the strategy have community and public support?
- Does the strategy have a lead agency or champion to carry it forward?
- Have operating and/or capital costs been developed for the project?
- Are there committed funds to support the strategy? If funds have not been committed, what is the likelihood of securing funds including local match requirements?
- How well does the strategy address the goals and objectives of the Plan?

These criteria and refinements suggested by the TWG will be used to rank the recommended strategies in the Plan.

Next Steps

The meeting closed by discussing when is a convenient time to meet and what will be presented at the next and final meeting of the TWG. A face-to-face meeting is preferred with an option for call-in for those who are unable to travel to the meeting. The group agreed the next TPR meeting in November is not ideal and there is no December meeting. Another option is to schedule a meeting to coincide with the January 2014 TPR meeting, either the 23 or 30 of January.

In the next few months, the consultant team will be conducting the following tasks:

- Updating the map and list of transit and paratransit providers to include all relevant information
- Refining and finalizing short and long term service needs and gaps
- Developing a list of recommendations strategies to address service needs and gaps
- Compiling funding information including traditional and non-traditional funding sources, eligibility requirements, purpose and use of funds, and where to obtain additional information
- Prioritization strategies and process for ranking strategies
- Action Plan and implementation timeline

The consultant team may be contacting TWG members in the next two months to gather additional information. **Please review the financial data and project lists and submit all updates and corrections to Linda Rhine by Friday, November 22nd.**

Adjourn

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

Lead Planner: Linda Rhine lrhine@nelsonnygaard.com
Work: 415-284-1544

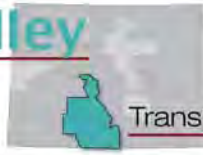
Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

San Luis Valley Transportation Planning Region Transit Working Group Meeting #2

Date: October 22, 2013
 Time: 1:00 PM – 3:00 PM
 Location: Alamosa County Offices, Commission Room
 8900 Independence Way
 Alamosa, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Tommy Vigil Tommy VIGIL	CASTILLA DSS	233 STATE A San Luis, CO	719-672-4131	tommy.vigil@state.co.us
JOE CARRICA	ALAMOSA DHS	3900 Independence Way 3900-C	719-588-6840	Joe.Carrica@state.co.us
Jody Kern	AG DSS	1456th Street Del Norte, CO	719-657-3381	Jody.kern@state.co.us
Howe Hallock	SLV DTA	610 State Alamosa 8101	719-589-6099	hhallock@slvdtg.org
John Simpson	SLRC	PO Box 774	719-589-2517	j.simp2517@gmail.com
DAVID P. SIMPSON	IOWA PACIFIC	St Paul MN 55105 999 Lincoln Ave.	651.243.9195	comcast.net simpsonconsultc

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Matt Muraro	CDOT	3803 N. Main Durango CO	970 385-1433	Matt.muraro@ STATE.CO.US
MICHAEL WISDOM	SLV Council of Governments	P.O. Box 300 610 State Avenue Suite 200-218 Alamosa CO 8101	719 589-6099	wisdom@ slv.org



B.3 - Transit Working Group Meeting #3

San Luis Valley Transit Working Group Meeting #3

Date: February 20, 2014

Time: 1:00 PM – 3:00 PM

Location: Alamosa County Offices
8900 Independence Way
Alamosa, 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: Linda Rhine lrhine@nelsonnygaard.com
Phone: 415-284-1544

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 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									■		



San Luis Valley Recommended Strategies

San Luis Valley Transit Vision: Provide coordinated transportation services that enhance access to local, regional and inter-regional destinations and serve local residents and visitors alike.

Focus Areas	Goal	Transit Needs and Gaps	Strategy	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Target Populations	Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population	No transit service available to general public within 6 of 7 counties in the SLV TPR.	<ol style="list-style-type: none"> 1. Formalize and promote volunteer driver program 2. Develop a demand response service available to general public focused on Alamosa with connections to adjacent counties 3. Maintain existing transportation services 	<ol style="list-style-type: none"> 1. <\$5,000/year¹ 2. \$250,000-\$300,000/year (op), \$75,000 (cap) 3. TBD 	FTA 5311 & 5307, Local General Funds, Corporate Sponsorship, Public-Private Partnerships	<ol style="list-style-type: none"> 1. TBD 2. SLV DRG/COG with county support 3. All local agencies 	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (4-6 yrs) 3. Short-Term (1-2 yrs)
Regional/Inter-regional Connectivity	Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico	<ol style="list-style-type: none"> 1. Need for periodic long-distance connections between communities for specialized services: <ul style="list-style-type: none"> ▪ Alamosa-to-Albuquerque ▪ Chaffee-to-Denver ▪ Alamosa-to-Durango 2. Need feeder services at bus stops in Buena Vista, Salida, Poncha Springs, Moffat, Alamosa when recommended Intercity and Regional Bus Plan is implemented 	<ol style="list-style-type: none"> 1. Organize van service for long-distance trips to neighboring regions and New Mexico 2. Conduct planning study to identify strategic locations for park and ride lots to service commuters, tourists, and residents 3. Provide feeder service and coordinate schedule for convenient access to intercity and regional bus service 	<ol style="list-style-type: none"> 1. Low cost – TBD 2. \$50,000 study 3. \$100,000-\$150,000/year (op) 	FTA 5304, 5307, 5311 & 5339, FASTER, Local General Funds, Charitable Contributions, Corporate Sponsorship	<ol style="list-style-type: none"> 1. SLV DRG in partnership with CDOT Region 5 2. CDOT (statewide study) 3. Proposed RTCC (see below) 	<ol style="list-style-type: none"> 1. Short-Term (4-6 yrs) 2. Short-Term (4-6 yrs) 3. Mid-Term (7-12 yrs)
Funding	Seek funding opportunities to maintain existing services and expand the transit network	<ol style="list-style-type: none"> 1. Need to increase operating funding for maintaining/enhancing existing public transit and human service providers 2. Need more capital funding to: <ul style="list-style-type: none"> ▪ Replace aging fleets ▪ Purchase vehicles to expand fleets ▪ Plan for and construct P&R lots 	<ol style="list-style-type: none"> 1. Support efforts at the local, regional, and state levels of government for more transportation funding 2. Identify local funds to match federal funds 3. Identify discretionary grant opportunities 	1-3. No cost, partnering agencies responsibility	FTA 5307, 5310, 5311 & 5339, TANF/WIA, CSBG, FASTER, Local General Funds, Local HUTF	SLV DRG/COG	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Short-Term (4-6 yrs)



Focus Areas	Goal	Transit Needs and Gaps	Strategy	Estimated Costs		Champion/Partners	Timeframe
				<i>(expressed as cost/year or total costs for project or study)</i>			
Comprehensive & Coordinated Activities	Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational and recreational services	<ol style="list-style-type: none"> Limited transit information available in SLV TPR No designated responsibility for coordinating services in the TPR, therefore access is fragmented 	<ol style="list-style-type: none"> Update and promote Senior Directory in multiple languages Develop centralized transit information resource, web and print Establish Regional Transit Coordinating Council 	<ol style="list-style-type: none"> Low cost – TBD TBD TBD 	FTA 5304, CSBG, VTCLI, NEMT, CDOT/DTR Coordination Support,	<ol style="list-style-type: none"> AAA SLV DRG/COG 	<ol style="list-style-type: none"> Short-Term (1-2 yrs) Short-Term (3-5 yrs) Short-Term (4-6 yrs)
Economic Development	Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses and visitors	Limited access between SLV region and major economic hubs	<ol style="list-style-type: none"> Garner political and financial support to maintain existing services and implement and fund Intercity & Regional Bus Plan Preserve the San Luis & Rio Grande RR right-of-way for future passenger rail service 	<ol style="list-style-type: none"> No cost, partnering agencies responsibility TBD 	FHWA TAP, Local General Funds, Corporate Sponsorship, Charitable Contributions	SLV DRG/COG	<ol style="list-style-type: none"> Short-Term (1-2 yrs) Short-Term (4-6 yrs)

**Total Estimated Cost: At least \$450,000/year (operating)
At least \$125,000 (planning & capital)**

¹ Assumes drivers reimbursed \$0.50/mile, average 200 trips/year

Legend

- Short-Term - 1-6 years Mid-Term - 7-12 years Long-Term - more than 12 years
- FTA 5304 Support for multimodal planning and Regional Transportation Planning Organization formation in rural areas.
- FTA 5310 Capital and operating assistance to enhance mobility for seniors and persons with disabilities.
- FTA 5311 Capital, planning, and operating assistance to support public transportation in rural areas.
- FTA 5307 Capital, planning, and operating (in areas with less than 200k population) assistance. Job Access and Reverse Commute assistance.
- FTA 5322 Training, outreach, coordination and research activities in human resource and workforce development programs as they apply to public transportation activities.
- FTA 5339 Capital funding to replace, rehabilitate and purchase buses and to construct bus facilities.
- FHWA TAP Construction, planning, and design assistance for projects that provide: of pedestrian and bicyclist facilities, safe routes to school, historical preservation, community enhancements, or environmental mitigation.
- FHWA STP Capital and planning assistance to preserve and improve the conditions and performance of transit, intercity-bus, and bicycle and pedestrian systems.
- VTCLI Veterans Transportation and Community Living Initiative supports activities that help veterans learn about and arrange for locally available transportation services, for example "One-Call, One-Click" tools and programs
- TANF/WIA Department of Health and Human Services Temporary Assistance for Needy Families (TANF) funds and Department of Labor Workforce Investment Act (WIA) funds may be used for a range of transportation services as long as the expenditure reasonably accomplishes a purpose of the program, including voucher programs, contracted or purchased shuttle services, capital and operating assistance for new services that primarily benefit low-income individuals.
- OAA Older Americans Act (OAA) Title III B funds may only be used to support the transport of seniors and services must be part of the overall comprehensive system of transportation services in the service area. OAA funds may be used to meet match requirements for programs administered by the FTA.
- CSBG Community Services Block Grant Program (CSBG) provides funds to governments and non-profit agencies to assist low-income households with a range of services, include reimbursed and direct transportation assistance.
- NEMT Non-Emergent Medical Transportation (NEMT) provides transportation assistance to or from Medicaid-related medical appointments or services. Funds may be used to reimburse private or public transportation providers.
- FASTER Funding Advancement for Surface Transportation & Economic Recovery (FASTER) funds provide capital support for transit projects, such as new bus stops, bike parking, transit maintenance facilities, multi-modal transportation centers, and other capital projects. Funds may be used to meet FTA match requirements.
- CO VTF State of Colorado Veterans Trust Fund (VTF) provides grants to fund veterans programs, including transit and transportation assistance.
- Local HUTF Colorado Highway Users Tax Fund (HUTF) distributions to municipalities and counties may be used to support transit and related capital projects, up to 15% of total disbursement.



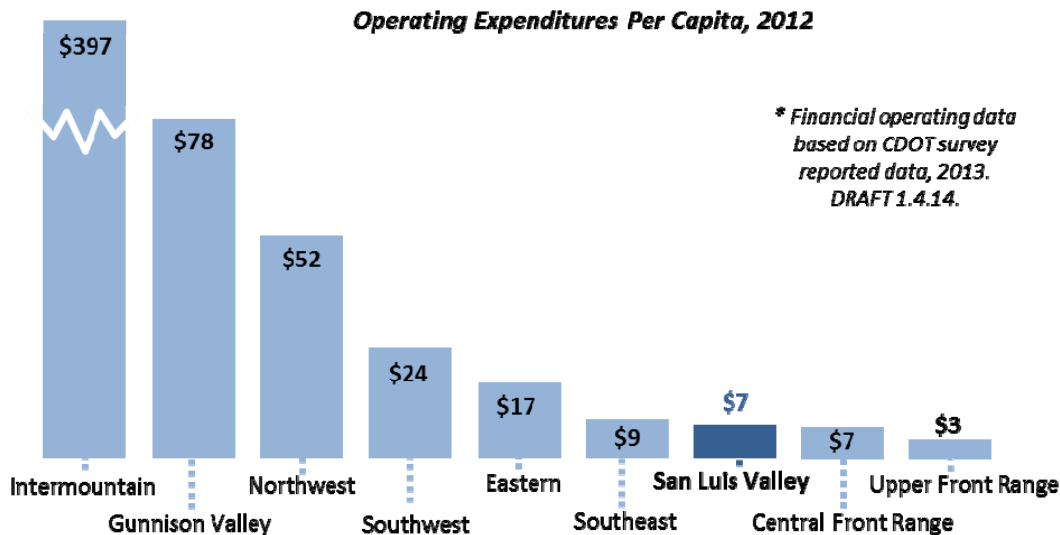


San Luis Valley Financial Resources and Anticipated Revenues

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 or other system users.



San Luis Valley TPR Operating Expenditures

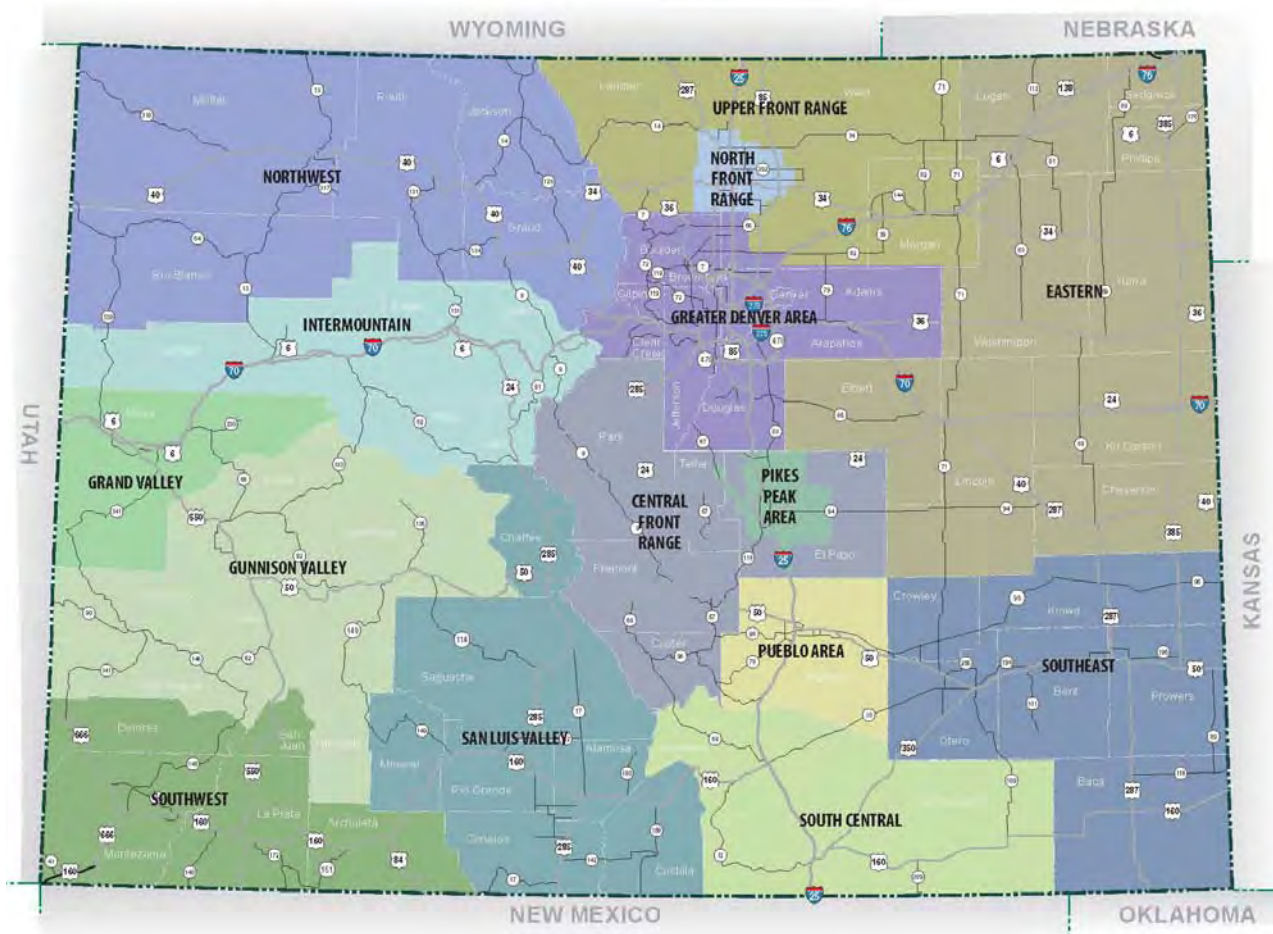
- ▶ Generally, operating and administrative expenses for transit providers have grown faster than available revenues or population growth, as a result of fast increasing fuel prices, workforce costs, and maintenance needs.
- ▶ The region’s full-time resident population is expected to grow 1.4% annually from 2010 to 2040 and reach over 96,209 persons by 2040.
- ▶ Approximately \$418,150 dollars annually, or \$7 per capita, is expended to support critical transit and transportation services within all counties of the region. Per capita measures account only for full-time resident populations and do not capture seasonal visitors or workers.
- ▶ To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$629,250 dollars in operating funds.

San Luis Valley



Transportation Planning Region

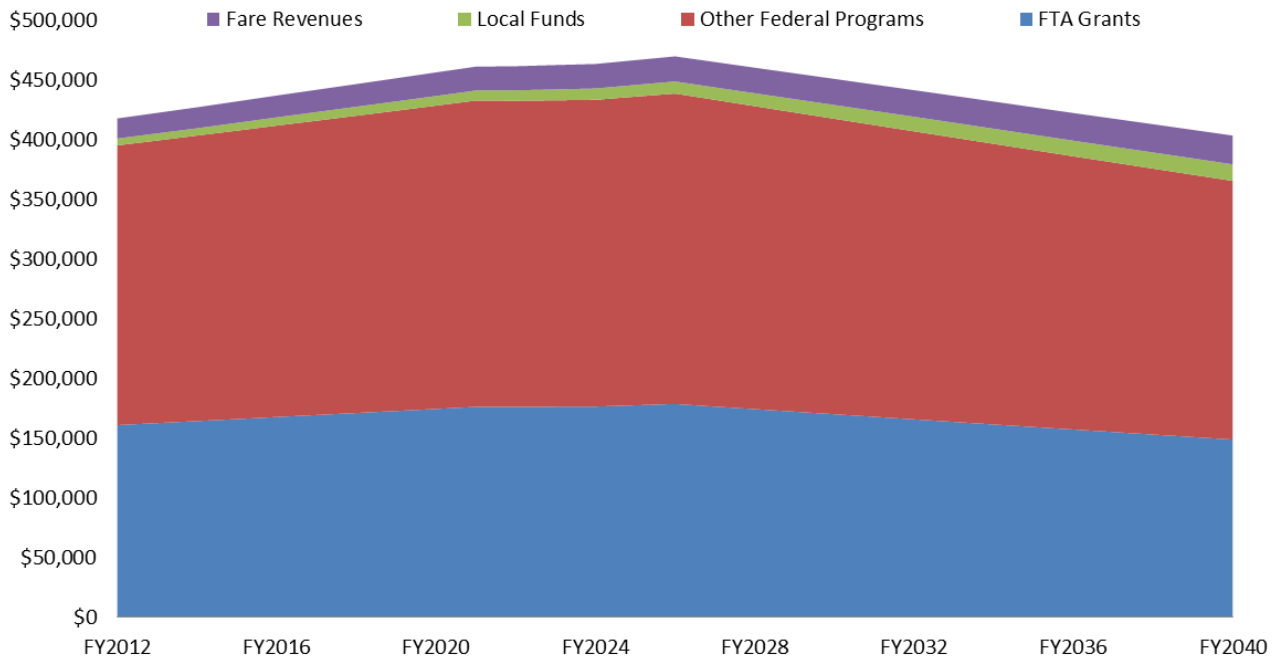
PLANNING REGIONS





San Luis Valley 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 San Luis Valley Region could expect transit revenues available for operating and administration purposes to reach an estimated \$404,000 dollars.



- ▶ Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are forecasted to grow slowly to 2025 and then decline through 2040. Operating support through 5311 rural funds is the primary FTA grant program supporting transit service in the region today. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- ▶ The Non-Emergent Medical Transportation (NEMT) Medicaid program funds a significant portion of transit and transportation services in the region. The Medicare Health Insurance trust funds are currently forecasted to be depleted in 2026. Funding available through this program is uncertain and will likely see declining growth rates over the long-term. Other Federal programs utilized in the region include: Title III of the Older Americans Act (OAA), Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, and Community Services Block Grants (CSBG). Revenues available through these programs are variable over the long-run. Sequestration, re-authorization, or policy and program changes could impact the funding available through these important programs. Additionally, over the long-run, funding available for discretionary spending (such as transportation assistance) within these programs is likely to decline, as spending shifts to direct care.
- ▶ Local governments, including tribal governments, contribute a small, but important, portion of operating funds to support transit and transportation services in the region. Cities and counties may provide matching funds for grant awards, general fund transfers, contract services, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Local sales and use taxes provide a significant source of revenue for local governments in the region (approximately two-thirds of all revenues in many municipalities and



counties). Future revenues are based on long-term taxable sales forecasts for the state. Growth in sales tax revenue is expected to slow by 2040 as consumer spending shifts from durable goods to non-taxable services, such as healthcare.

- ▶ Fare revenues tend to be variable and many transit agencies in the region operate on a subsidized or no-fare basis. Growth in fare revenues is linked to personal income growth, ridership growth, and policy changes. Based on historic regional trends, fare revenues are anticipated to grow at an annual average of 2 percent over the forecast period.
- ▶ Other revenues include additional FTA operating grant programs, contract revenues to local colleges, businesses, or organizations, and agency-derived sources such as donations, investments, and fees. These sources are important but relatively small sources of revenues for most providers and are assumed to remain stable over the forecast period.

San Luis Valley TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the San Luis Valley Region will outstrip the growth in transit revenues by as much as 1.3% 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 find new funding sources to address this potential funding gap.

<i>San Luis Valley TPR</i>	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	74,311	86,550	96,209	0.9%/yr
Estimated Operating Expenses	\$486,033	\$566,082	\$629,256	0.9%/yr
Estimated Operating Revenues	456,725	451,285	403,788	-0.4%/yr
<i>Potential Funding (Gap) / Surplus</i>	<i>(-\$29,307)</i>	<i>(-\$114,797)</i>	<i>(-\$225,468)</i>	<i>-1.3%</i>

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 and to meet the growing needs of seasonal visitors, businesses, elderly, veterans, low-income, and transit dependent populations.

San Luis Valley Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: February 20, 2014
Time: 1:00 PM to 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado
Meeting attendees: See Attached Sign in Sheet

Welcome & Introductions

Tracey MacDonald from CDOT kicked the meeting off and asked that all participants introduce themselves.

Schedule for Regional Transit Plans and Statewide Transit Plan

Tracey reviewed the schedule in the packet for completing the statewide and regional plans. A draft of the Regional Coordinated Transit Plan for the San Luis Valley region is scheduled for March/April timeframe. We will send out a link to let people know the draft plan is available for review. Your comments and feedback are welcome.

All of the Regional Transit Plans will be incorporated and integrated into the statewide transit plan, as well as the TPR's Regional Transportation Plan. A draft of the Statewide Transit Plan is scheduled for April/May. The Statewide Transit Plan will be adopted by the Transportation Commission (TC) and integrated into the long-range, multimodal Statewide Transportation Plan to be adopted by the TC in December 2014.

Review and Discussion of Recommended Strategies

Linda described how the strategies were developed and the structure and format of the table shown on pages 3 and 4 in the packet. The major transit needs and service gaps were identified and categorized in one of the five agreed upon goals for the San Luis Valley Region. Then a series of strategies, totaling 14 were developed to correspond with the needs and gaps including estimated costs, potential funding sources, a lead champion and partners, and timeframe. The TWG members discussed and provided feedback on each strategy. The TWG unanimously agreed that the highest priorities are comprehensive & coordinated activities and economic development so these strategies should be listed as numbers 1 and 2 to be followed by the other three categories.

An updated table of the recommended strategies is attached to these minutes. The highlights are presented in five focus areas and summarized below.

Comprehensive & Coordinated Activities

- Of all the strategies, the activities in this category are the “lowest lying fruit” meaning strategies in this area can provide high value for all of the region’s transportation providers.

- The TWG members felt that forming a Regional Transit Coordinating Council (RTCC) is the highest priority strategy in this category. Once formed, the RTCC becomes the champion for region. To house the RTCC, it needs an agency, a formal entity that covers the same planning region as the TPR. An advantage of using the same boundaries as the TPR is that there can be a multi-modal focus - transit and streets/highway needs – for transportation in the region. It was felt that the RTCC should be established through the Regional Planning Council (RPC) for the SLV Transportation Planning Region (Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande and Saguache Counties).
- A suggestion to seek funding for a full time staff person to support the RTCC is to apply for Mobility management funds through CDOT and have TPR members contribute funds for cost sharing among the 7 counties of the TPR.
- Hew noted that the region has been dealing with transit in different areas: 1) Chaffee and 2) “down here” – San Luis Valley. The reality is that people want to travel between the two. It is complicated because county boundaries don’t line up nor does COG or CDOT regions. Perhaps the establishment of a RTCC with TPR boundaries will be a good first step in how to better coordinate services.
- There was discussion about the fact that many people in the region are unaware of existing services and that it may be appropriate to expand The Senior Directory. Tracey said that the Division of Transit and Rail may be able to take on development of a resource directory; CDOT will be added as a partner to this strategy. It was also discussed that the directory should be available on-line as well as hard copies distributed. As a start, information can be posted on the CDOT website. A SLV facebook page was also mentioned as a way to market services in the area.

Economic Development

- Many TWG members expressed concern that they were unaware that an Intercity and Regional Bus Network Study was underway. As background, the Study began Dec. of 2012 and is scheduled to be complete by March 2014. Information on the study was presented at the 2nd TWG in October. Several members noted that this study the Plan for interregional connectivity should explore rail services as a mode of interregional travel, resurrecting passenger rail service. This will be added as a third strategy. The Regional and Statewide Transit Plans will include passenger rail as well as bus and human service transportation.

Target Populations

- It was suggested that the COG should be added as a champion and partner to the strategy to formalize and promote a volunteer driver program.

Regional/Inter-regional connectivity

- Some refinements were suggested for the transit needs and gaps in this category. While there is a need for long-distance connections, specialized services may not be needed as Veterans services and Red Willow provide.
- Connections between Chaffee to Denver are currently provided by the Chaffee Shuttle and Black Hills Stage Lines. Other connections that are needed, in addition to those listed, include:
 - Chaffee to Colorado Springs (instead of Denver),
 - Alamosa to Walsenburg,
 - Durango to Walsenburg and

- Buena Vista to Leadville with bus connections to Summit County
- The Intercity & Regional Bus Plan referred to in Need #2 has not yet been issued. To inform the TWG of the proposed specific regional routes, a Draft of the map will be sent with the minutes. Tracey explained that the draft Plan is comprehensive, includes recommendations for intercity, inter-regional and regional routes, and essential (lifeline) services and has an implementation plan to phase recommended routes over time. Once the bus plan is available it will be posted on CDOT's website. The link to website is:
<http://www.coloradodot.info/projects/intercityregionalbusnetworkstudy>
- We discussed a funding option to help pay for new inter-city services known as FTA 5311(f). These are a subset of 5311 funds and 15% is set-aside for inter-city services. These funds must be applied for and are competitively sought and are intended to help "jump start" new services. 5311(f) funds will be added to the list of potential funding sources.

Funding

- The TWG agreed that more operating and capital funds are needed to maintain and enhance existing services. There was discussion about the importance of cost sharing and the critical role local government needs to play to contribute to the overall cost of the service.

Financial Scenarios

Linda presented an overview of the financial resources and anticipated revenues for 2012 through 2040 on pages 5-9 in the packet. Per capita operating expenditures in 2012 for the San Luis Valley TPR was \$7. The cost and revenue projections assuming current service levels and existing funding sources reveals there will be a projected annual deficit of \$29,000 and it is expected to increase to approximately \$115,000 in 2030 and \$225,000 in 2040.

Next Steps

Linda thanked the group for attending and for their valuable input. The notes from this meeting will be distributed along with an updated list of strategies based on feedback from this meeting. The Draft Regional Coordinated Transit Plan for the San Luis Valley TPR will be distributed in late March or early April for review and comment.

PROJECT CONTACTS:

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

Lead Planner: Linda Rhine lrhine@nelsonnygaard.com
Work: 415-284-1544

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

San Luis Valley Transportation Planning Region VISION: Provide coordinated transportation services that enhance access to local, regional and inter-regional destinations and serve local residents and visitors alike.

Focus Areas	Goal	Transit Needs and Gaps	Strategy	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Comprehensive & Coordinated Activities	Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational and recreational services	1. Limited transit information available in SLV TPR 2. No designated responsibility for coordinating services in the TPR, therefore access is fragmented	1. Establish Regional Transit Coordinating Council 2. Update, expand and promote Senior Directory in multiple languages 3. Develop centralized transit information resource, web and print	1. TBD 2. TBD 3. TBD	FTA 5304, CSBG, VTCLI, NEMT, CDOT/DTR Coordination Support,	1. TPR 2. SLV DRG/COG, CDOT 3. AAA, CDOT	1. Short-Term (1-2 yrs) 2. Short-Term (3-5 yrs) 3. Short-Term (4-6 yrs)
Economic Development	Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses and visitors	Limited access between SLV region and major economic hubs	1. Garner political and financial support to maintain existing services and implement and fund Intercity & Regional Bus Plan 2. Preserve the San Luis & Rio Grande RR right-of-way for future passenger rail service 3. Explore opportunities to resurrect passenger rail service	1. No cost, partnering agencies responsibility 2. TBD 3. TBD	FHWA TAP, General Funds, Corporate Sponsorship, Charitable Contributions	SLV DRG/COG	1. Short-Term (1-2 yrs) 2. Short-Term (4-6 yrs)
Target Populations	Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population	No transit service available to general public within 6 of 7 counties in the SLV TPR.	1. Formalize and promote volunteer driver program 2. Develop a demand response service available to general public focused on Alamosa with connections to adjacent counties 3. Maintain existing transportation services	1. <\$5,000/year ¹ 2. \$250,000-\$300,000/year (op), \$75,000 (cap) 3. TBD	FTA 5311 & 5307, General Fund, Corporate Sponsorship, Public-Private Partnerships	1. SLV DRG/COG 2. SLV DRG/COG with county support 3. All local agencies	1. Short-Term (1-2 yrs) 2. Short-Term (4-6 yrs) 3. Short-Term (1-2 yrs)
Funding	Seek funding opportunities to maintain existing services and expand the transit network	1. Need to increase operating funding for maintaining/enhancing existing public transit and human service providers 2. Need more capital funding to: o To replace aging fleets o To purchase vehicles to expand fleets o To plan for and construct P&R lots	1. Support efforts at the local, regional, and state levels of government for more transportation funding 2. Identify local funds to match federal funds 3. Identify discretionary grant opportunities	1-3. No cost, partnering agencies responsibility	FTA 5307, 5311 & 5339, TANF/WIA, CSBG, FASTER, General Funds, Local HUTF	SLV DRG/COG	1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Short-Term (4-6 yrs)

Focus Areas	Goal	Transit Needs and Gaps	Strategy	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Regional/Inter-regional Connectivity	Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico	1. Need for periodic long-distance connections between communities for specialized services: -Alamosa-to-Albuquerque -Chaffee-to-Colorado Springs -Alamosa-to-Durango -Alamosa-to-Walsenburg -Buena Vista-to-Leadville 2. Need feeder services at bus stops in Buena Vista, Salida, Poncha Springs, Moffat, Alamosa when recommended Intercity and	1. Organize van service for long-distance trips to neighboring regions and New Mexico 2. Conduct planning study to identify strategic locations for park and ride lots to service commuters, tourists, and residents 3. Provide feeder service and coordinate schedule for convenient access to intercity and regional bus service	1. Low cost - TBD 2. \$50,000 study 3. \$100,000-\$150,000/year (op)	FTA 5304, 5307, 5311, 5311(f) & 5339, FASTER, General Fund, Charitable Contributions, Corporate Sponsorship	1. SLV DRG in partnership with CDOT Region 8 2. CDOT (statewide study) 3. Proposed RTCC	1. Short-Term (4-6 yrs) 2. Short-Term (4-6 yrs) 3. Mid-Term (7-12 yrs)
				Total Estimated Cost:	At least \$450,000/year (operating) At least \$125,000 (planning & capital)		

¹ Assumes drivers reimbursed \$0.50/mile, average 200 trips/year

Legend

Short-Term - 1-6 years

Mid-Term - 7-12 years

Long-Term - more than 12 years

FTA 5304	Support for multimodal planning and Regional Transportation Planning Organization formation in rural areas
FTA 5310	Capital and operating assistance to enhance mobility for seniors and persons with disabilities.
FTA 5311	Capital, planning, and operating assistance to support public transportation in rural areas
FTA 5307	Capital, planning, and operating (in areas with less than 200k population) assistance. Job Access and Reverse Commute assistance.
FTA 5322	Training, outreach, coordination and research activities in human resource and workforce development programs as they apply to public transportation activities.
FTA 5339	Capital funding to replace, rehabilitate and purchase buses and to construct bus facilities
FHWA TAP	Construction, planning, and design assistance for projects that provide: of pedestrian and bicyclist facilities, safe routes to school, historical preservation, community enhancements, or environmental mitigation.
FHWA STP	Capital and planning assistance to preserve and improve the conditions and performance of transit, intercity-bus, and bicycle and pedestrian systems.
VTCLI	Veterans Transportation and Community Living Initiative supports activities that help veterans learn about and arrange for locally available transportation services, for example "One-Call, One-Click" tools and programs Department of Health and Human Services Temporary Assistance for Needy Families (TANF) funds and Department of Labor Workforce Investment Act (WIA) funds may be used for a range of transportation services as long as the expenditure reasonably accomplishes a purpose of the program, including voucher programs, contracted or purchased shuttle services, capital and operating assistance for new services that primarily benefit low-income individuals.
TANF/WIA	Older Americans Act (OAA) Title III B funds may only be used to support the transport of seniors and services must be part of the overall comprehensive system of transportation services in the service area. OAA funds may be used to meet match requirements for programs administered by the FTA.
OAA	
CSBG	Community Services Block Grant Program (CSBG) provides funds to governments and non-profit agencies to assist low-income households with a range of services, include reimbursed and direct transportation assistance.
NEMT	Non-Emergency Medical Transportation (NEMT) provides transportation assistance to or from Medicaid-related medical appointments or services. Funds may be used to reimburse private or public transportation providers.
FASTER	Funding Advancement for Surface Transportation & Economic Recovery (FASTER) funds provide capital support for transit projects, such as new bus stops, bike parking, transit maintenance facilities, multi-modal transportation centers, and other capital projects. Funds may be used to meet FTA match requirements.
CO VTF	State of Colorado Veterans Trust Fund (VTF) provides grants to fund veterans programs, including transit and transportation assistance.
Local HUTF	Colorado Highway Users Tax Fund (HUTF) distributions to municipalities and counties may be used to support transit and related capital projects, up to 15% of total disbursement.

Name

Agency

E Mail

Tom Isenberger

Chaffee Co TAB

lorquiltdiva@ridgerviewtel.us

JIM DICKSON

CITY OF SALIDA (MAYOR)

Jim.dickson@salidaelected.com

RICHARD LANDRETH

TOWN OF BUENA VISTA

BVPWDIR@BUENAVISTACO.GOV

JOE CARRICA

ALABAMA Dept. of HUMAN SER.

joecarrica@state.co.us

TOMMY VIGIL

Costilla DSS

tommy.vigil@state.co.us

Hew Hallock

SLVDRG

hhallock@slvdr.org

Randy Hammond

Division of
Vocational Rehabilitation

randy.hammond
@state.co.us

Connie Cole

Chaffee
Shuttle

Chaffee Shuttle

Adam Vasquez

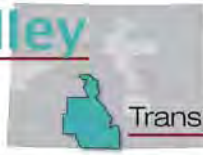
SLU mental Health Center

adamvasquez@slu.org

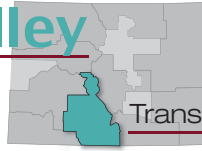
ERIC GROSSMAN

CITY of Creede Mayor

ericredlion@yahoo.com



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

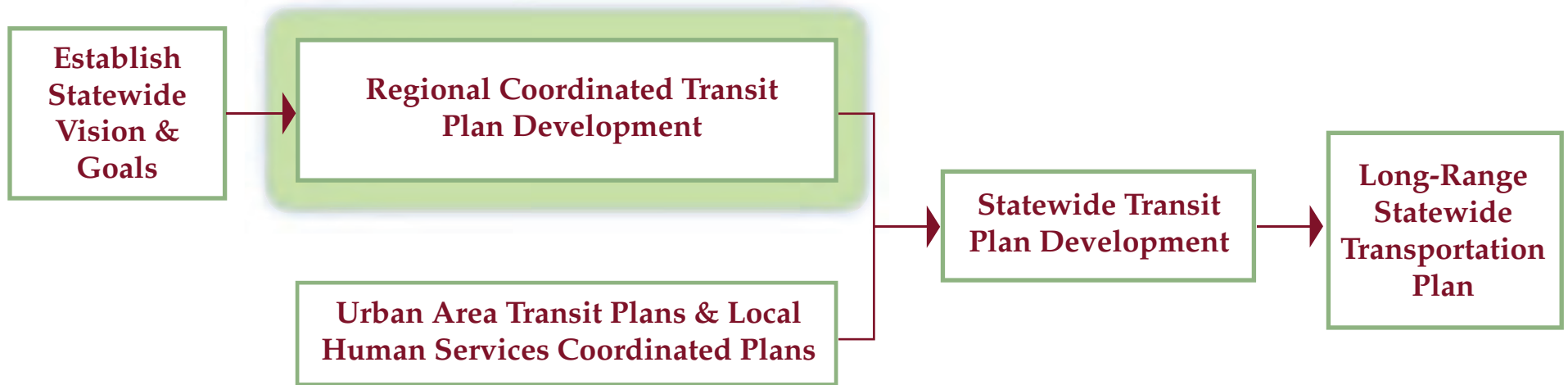
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

**Open House
October 2013**

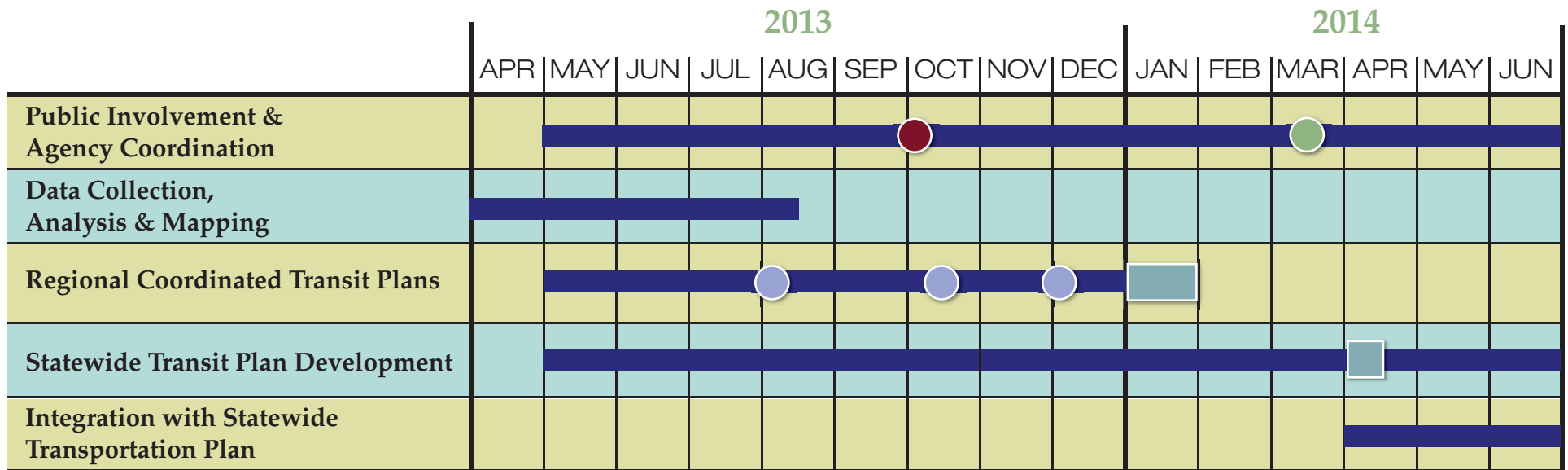
The Statewide Transit Plan will Include:





- 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

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

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:

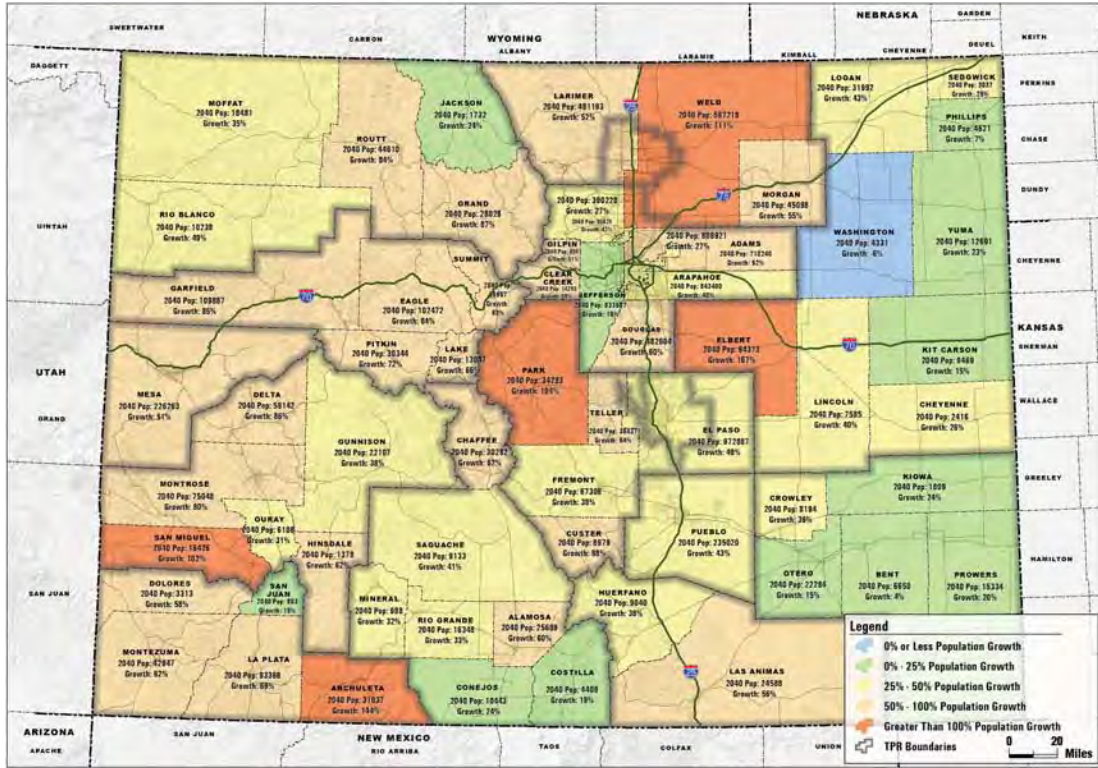
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

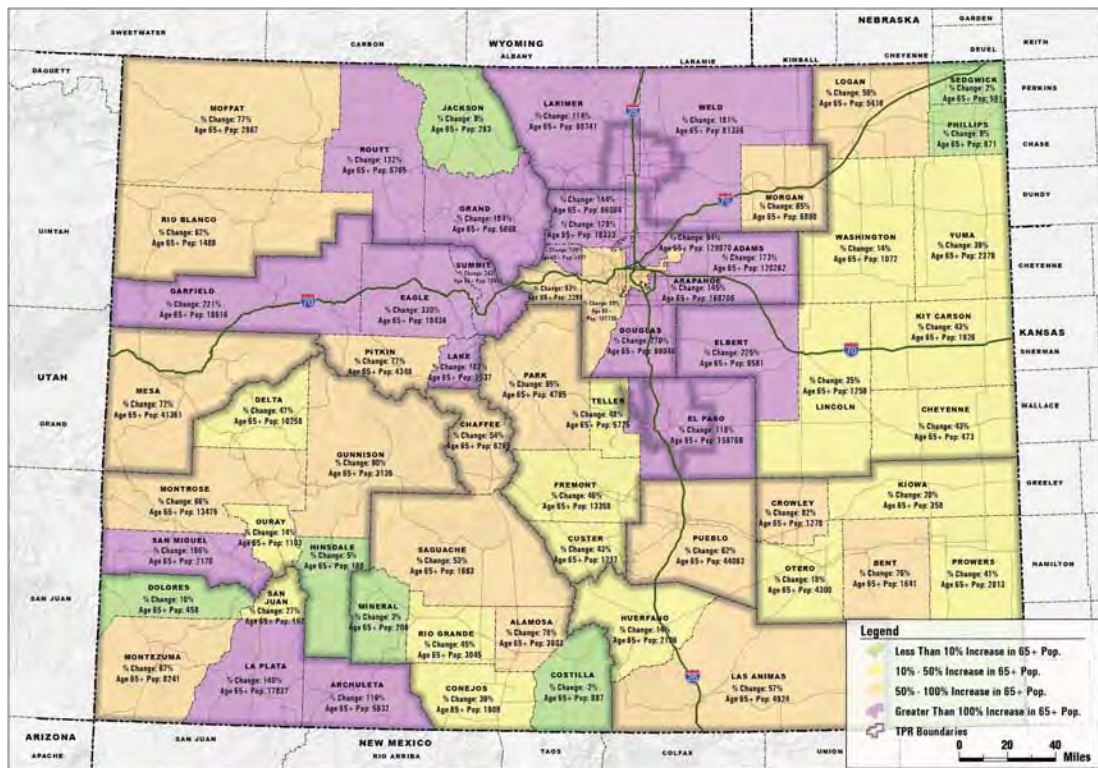
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

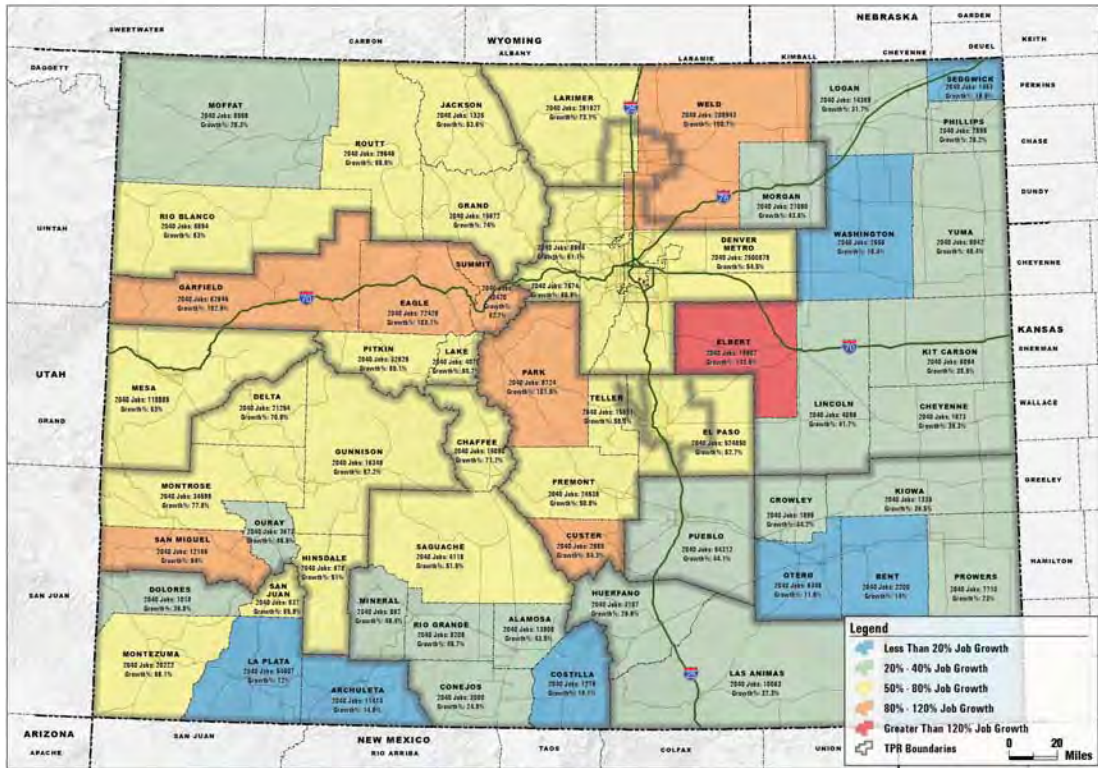
Population Growth (2013-2040)



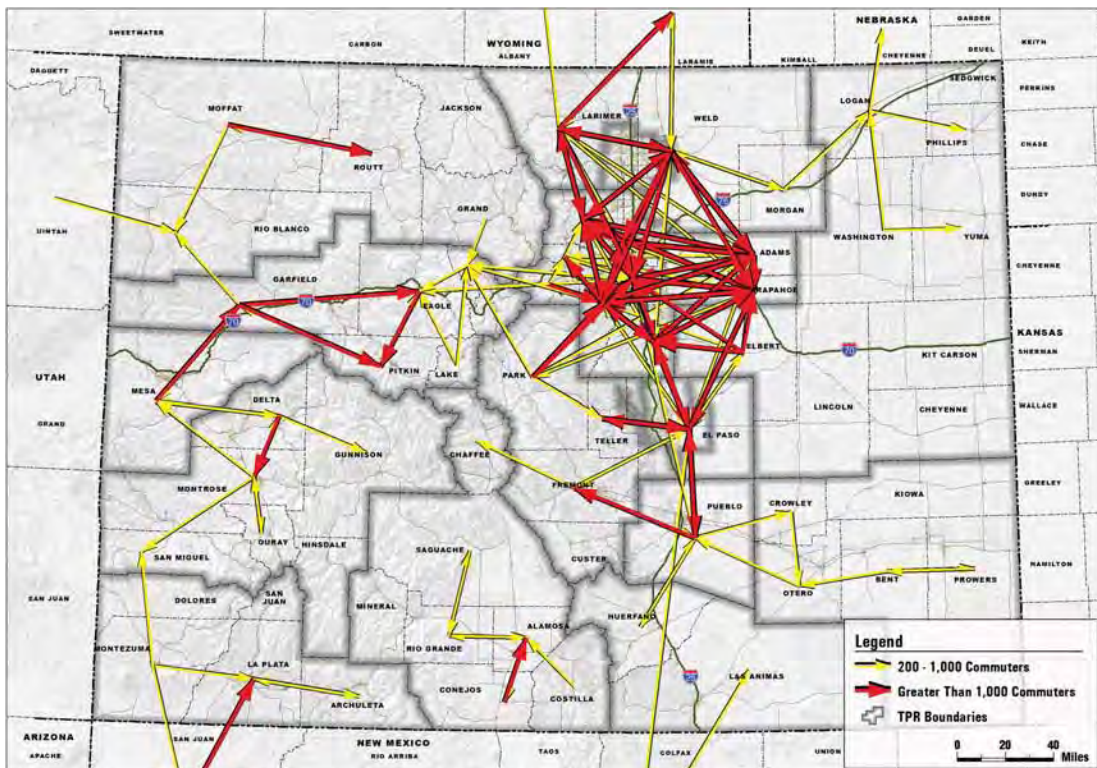
Age 65+ Population Growth (2013-2040)



Job Growth (2013-2040)



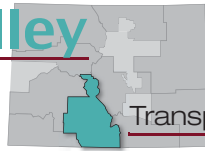
County to County Commuter Patterns



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
-

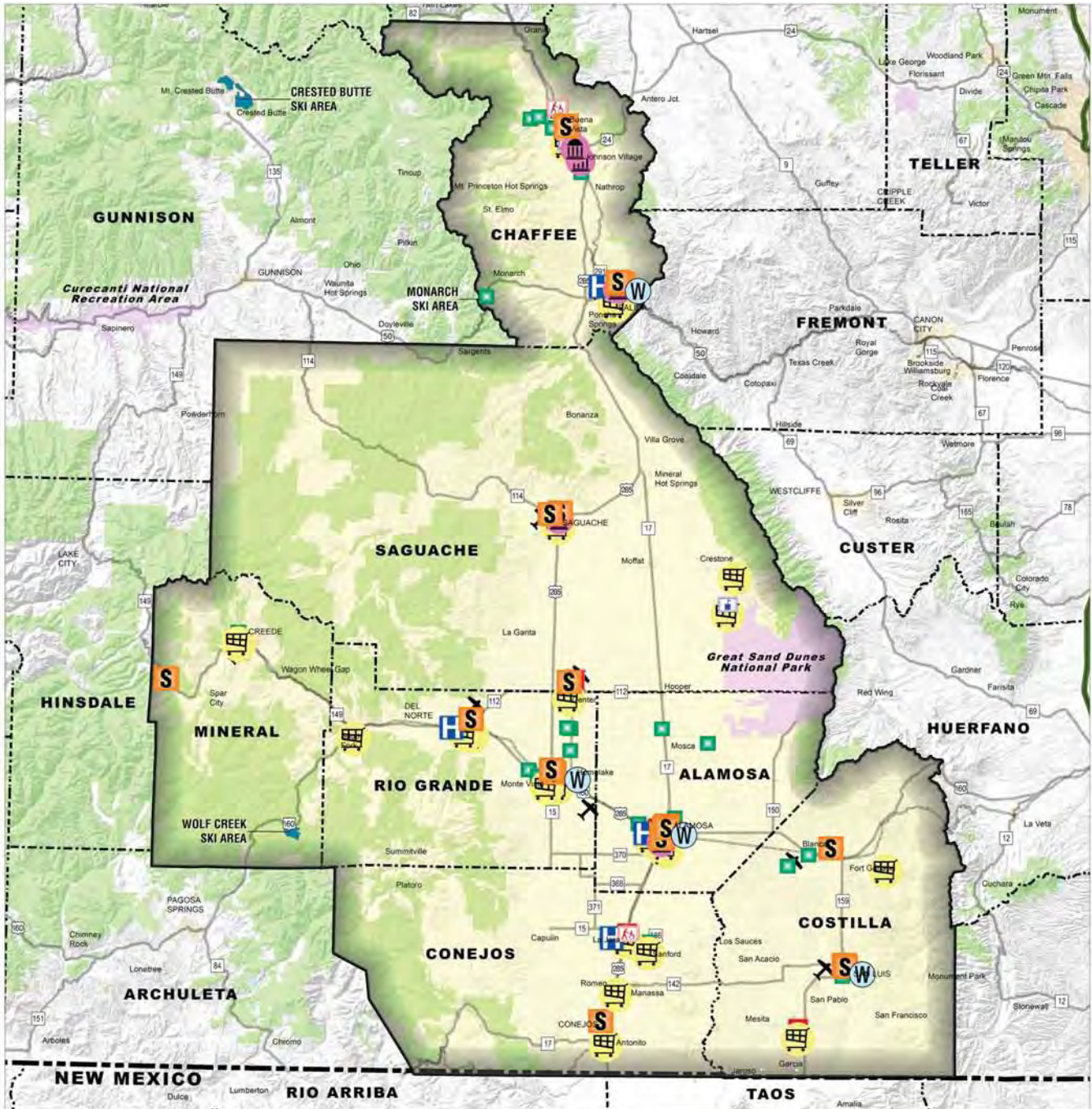
San Luis Valley



Transportation Planning Region

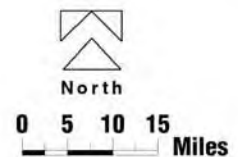
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.

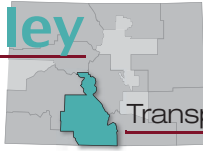


Legend

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



San Luis Valley

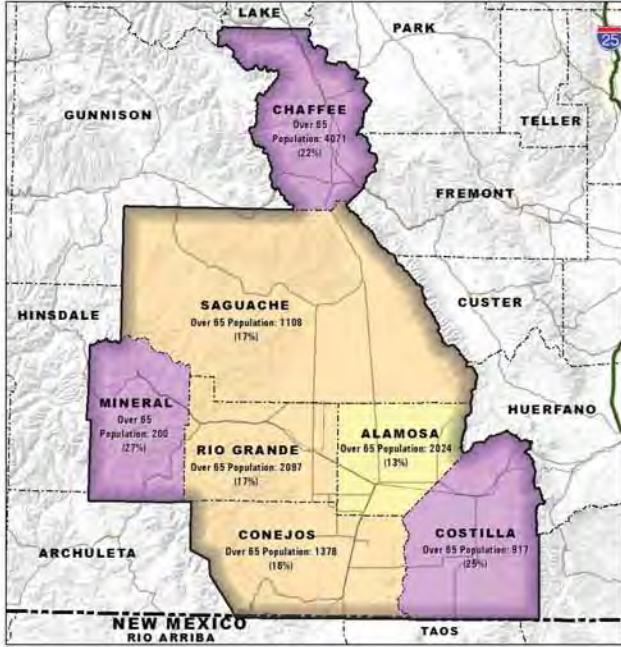


Transportation Planning Region

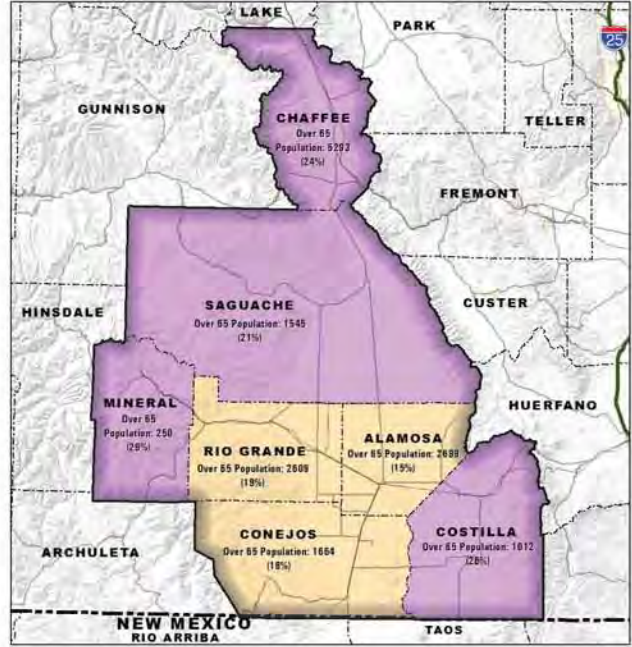
Projected Percentage of Residents Age 65+

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

2013



2020



2030

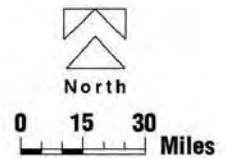


2040

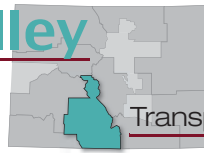


Legend

- Less Than 10% Age 65+
- 10% - 15% Age 65+
- 15% - 20% Age 65+
- Greater Than 20% Age 65+
- San Luis Valley TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries



San Luis Valley

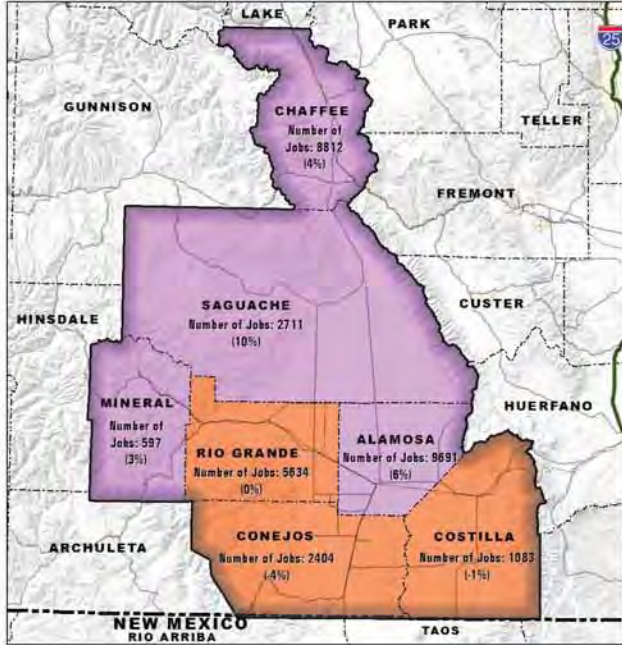


Transportation Planning Region

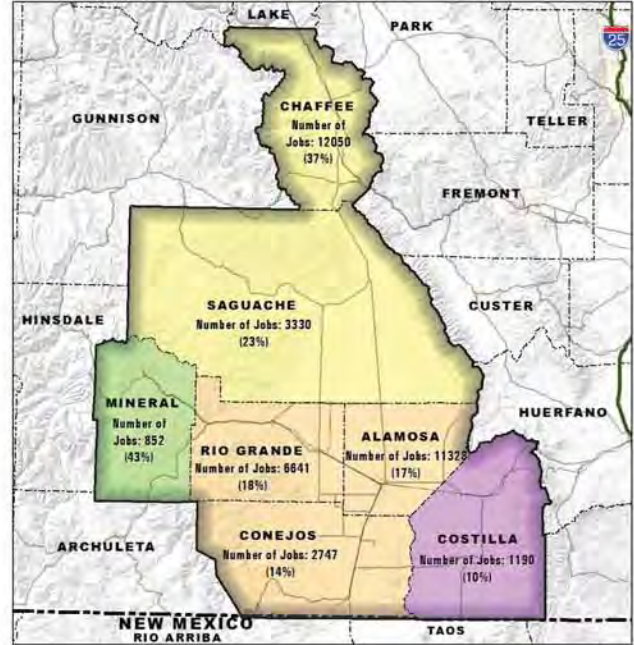
Job Growth from 2000-2040

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

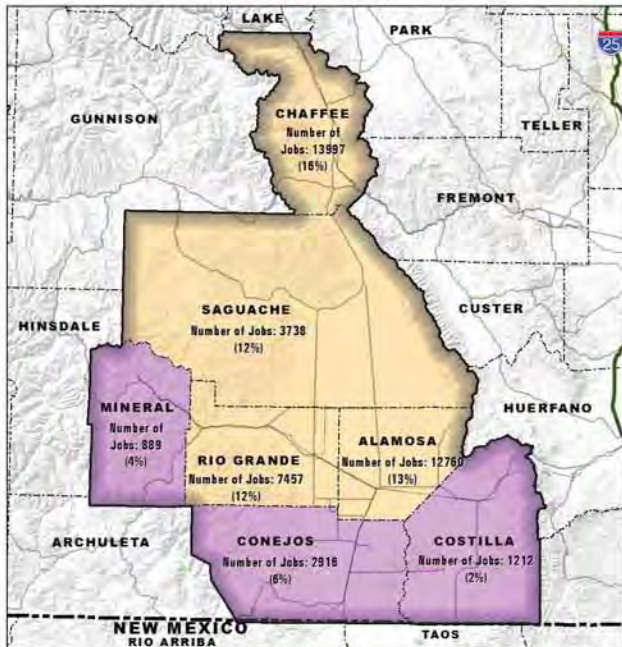
2000 - 2010



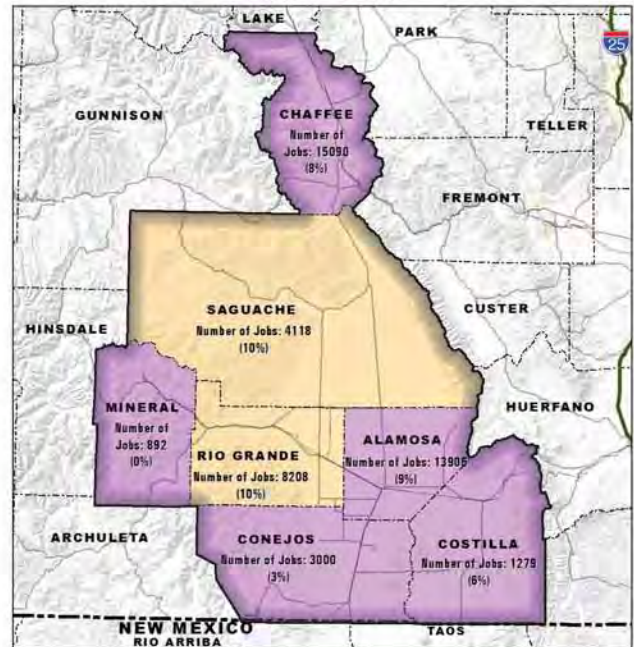
2010 - 2020



2020 - 2030

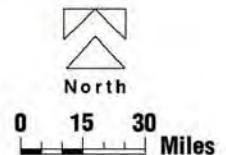


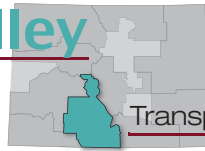
2030 - 2040



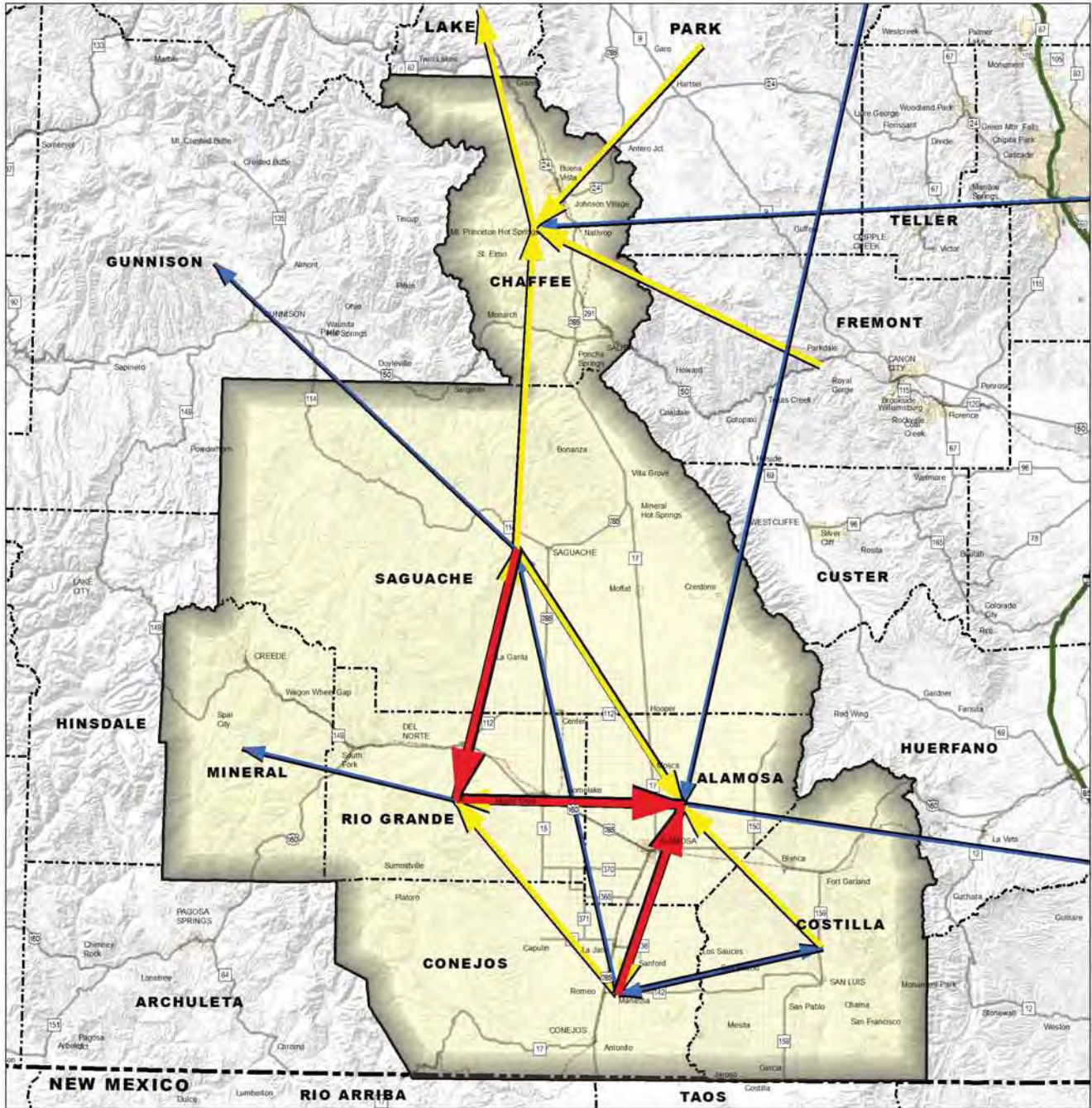
Legend

- Less Than 0% Job Growth
- 20% - 40% Job Growth
- San Luis Valley TPR Boundary
- U.S. & State Highways
- 0% - 10% Job Growth
- Greater Than 40% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 10% - 20% Job Growth
- Interstate Highways
- State Boundaries



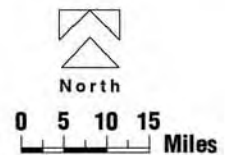


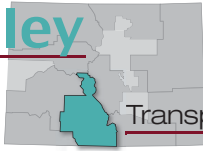
Employed Working Outside County of Residence



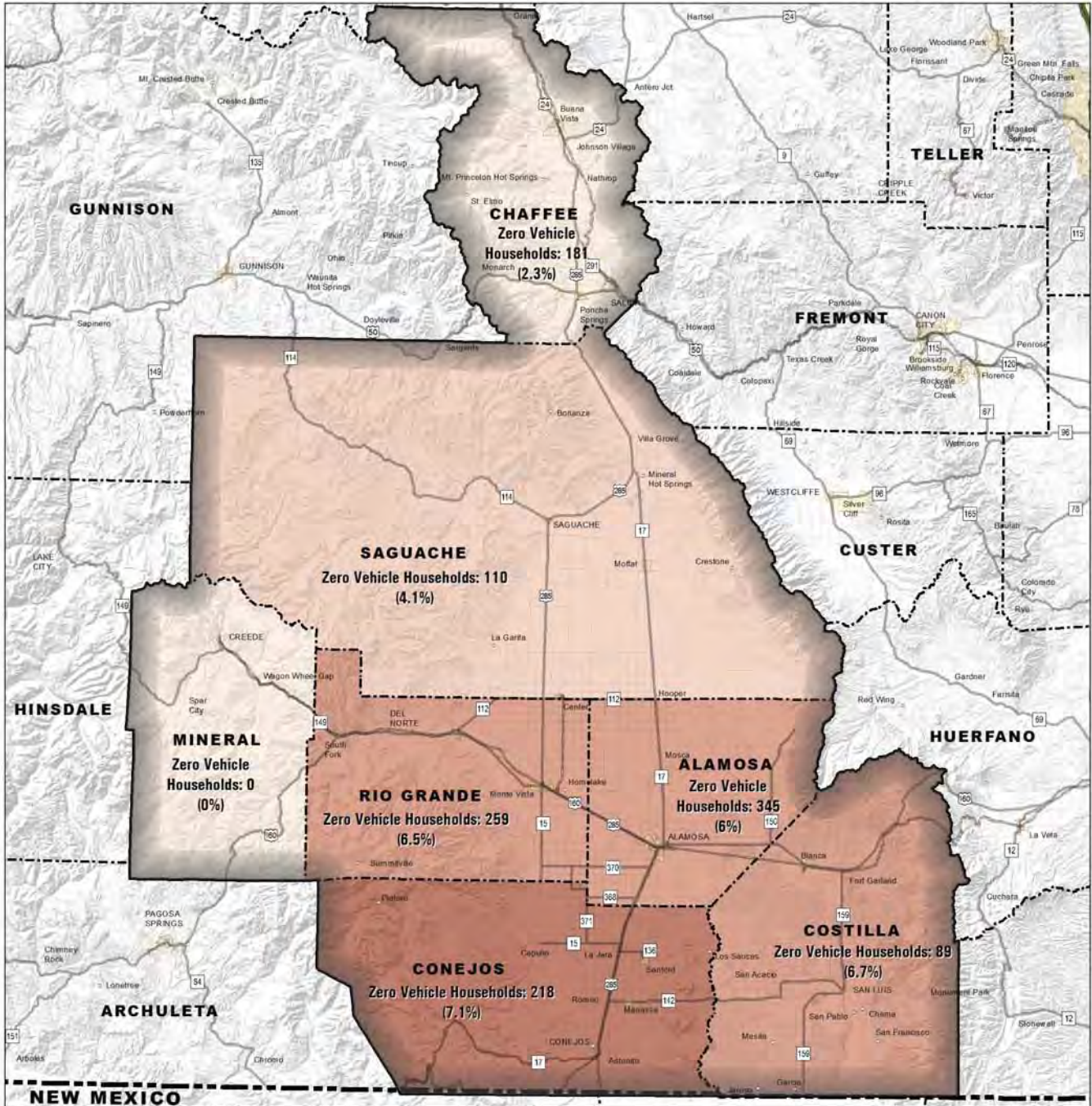
Legend

- 50 - 100 Commuters
- 100 - 500 Commuters
- 500 - 1400 Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



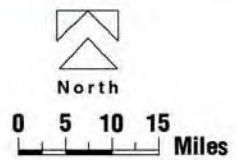


2011 Percentage of Households with No Vehicle

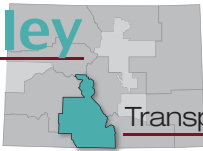


Legend

- Less Than 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- 6% - 7% Zero Vehicle Households
- Greater Than 7% Zero Vehicle Households
- San Luis Valley TPR Boundary
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways



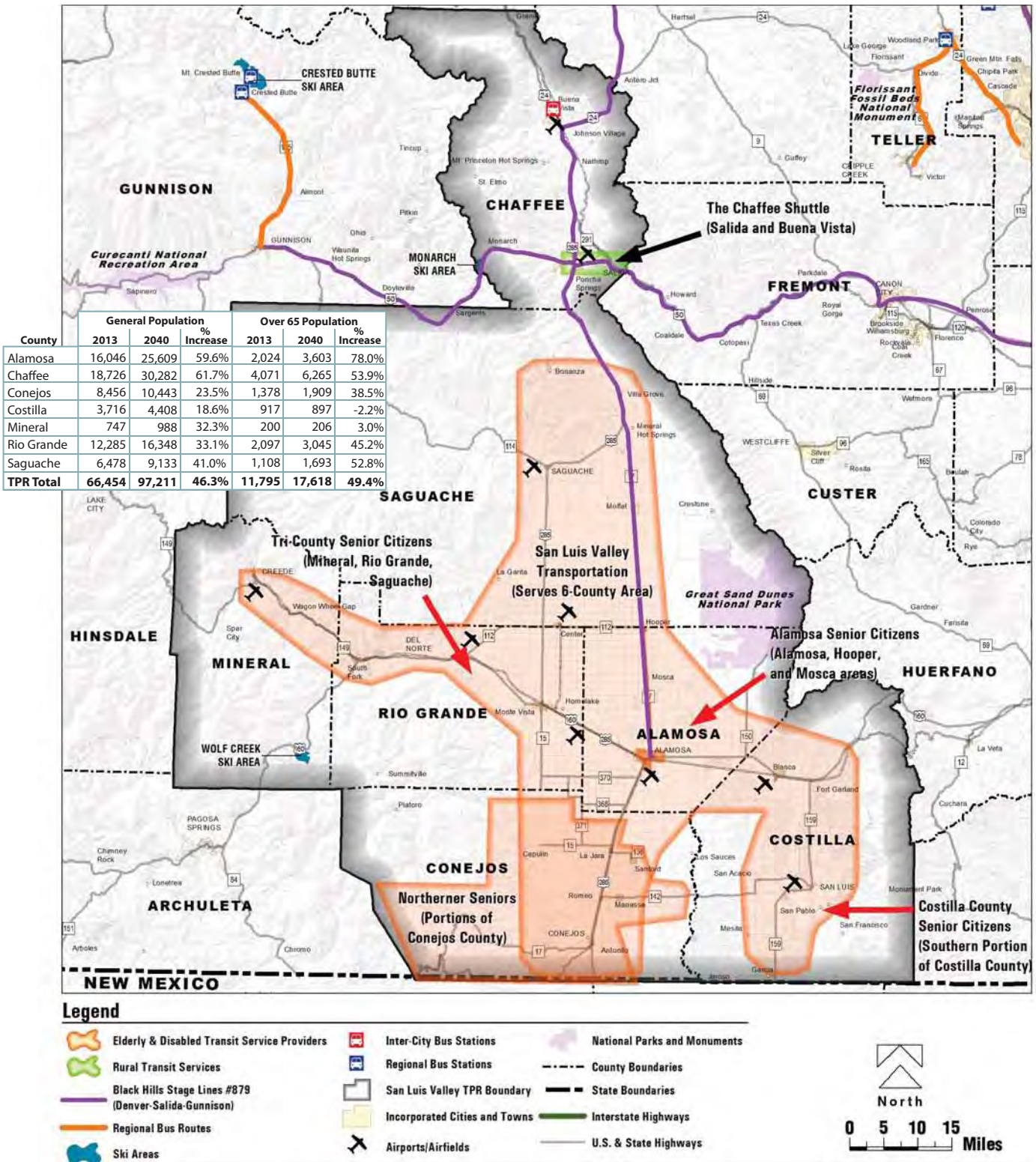
San Luis Valley



Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



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
-



October 21, 2013
 Buena Vista, Colorado
 San Luis Valley TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Lorraine Benherger		lorquilt@diva@ridgeviewotel.us
DARA MACDONALD	CITY OF SALIDA	dora.macdonald@cityofsalida.com
RICH LANDRETH	TOWN OF BUENA VISTA	RICH LANDRETH@HOTMAIL.COM
Keith Baker	Town of B.V.	trusteebaker@buonavista.co.gov

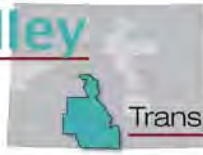


October 22, 2013
 Alamosa, Colorado
 San Luis Valley TPR

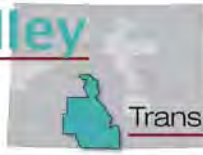
CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
John L. VELASQUEZ	Monte Vista TRI-County SR Citizens	John-Paulv@hiv.com
Marty Jones	Private citizen	mbjones@adams.edu
Sarah Duncan Pearson	SEPSupervisor public works	soluncara@alamosa.com
Charlotte Bobicki	Senator Michael Bennet	Charlotte_bobicki@bennet.senate.gov
Kerla Shriver	Rio Grande County Commission	kerla.shriver@gmail.com
Barbara Pacheco	Alamosa Workforce	barbara.pacheco@state.co.us
ERIC GROSSMAN	CITY OF CREEDE, MAYOR	ericredlion@yahoo.com
Doug Davis	Rio Grande County	doug@davis@hotmail.com
Marianne Dunne	Alamosa County Commission	mdunne@alamosacounty.org
Michael Yolen	Alamosa County	myolen@alamosacounty.org
Jeff Dowsley	Small Business Dev. Ctr	jeff@slv-sbdc.com
Don Koskeliu	City of Alamosa	dkoskeliu@ci.alamosa.co.us



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:

Statewide Transit Plan: Provider Survey

*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:

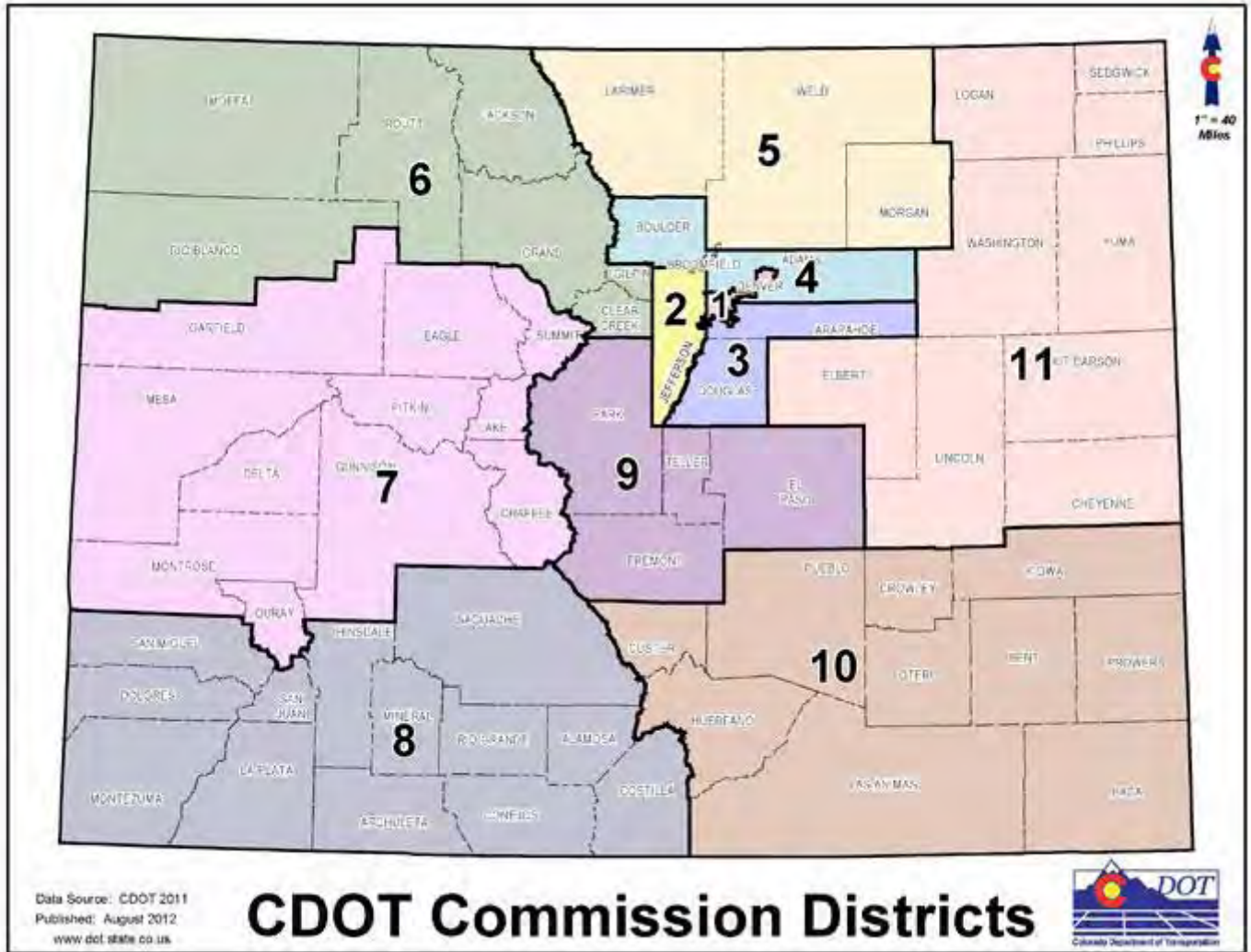
Mailing Zip/Postal

Code:

Mailing Country:

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

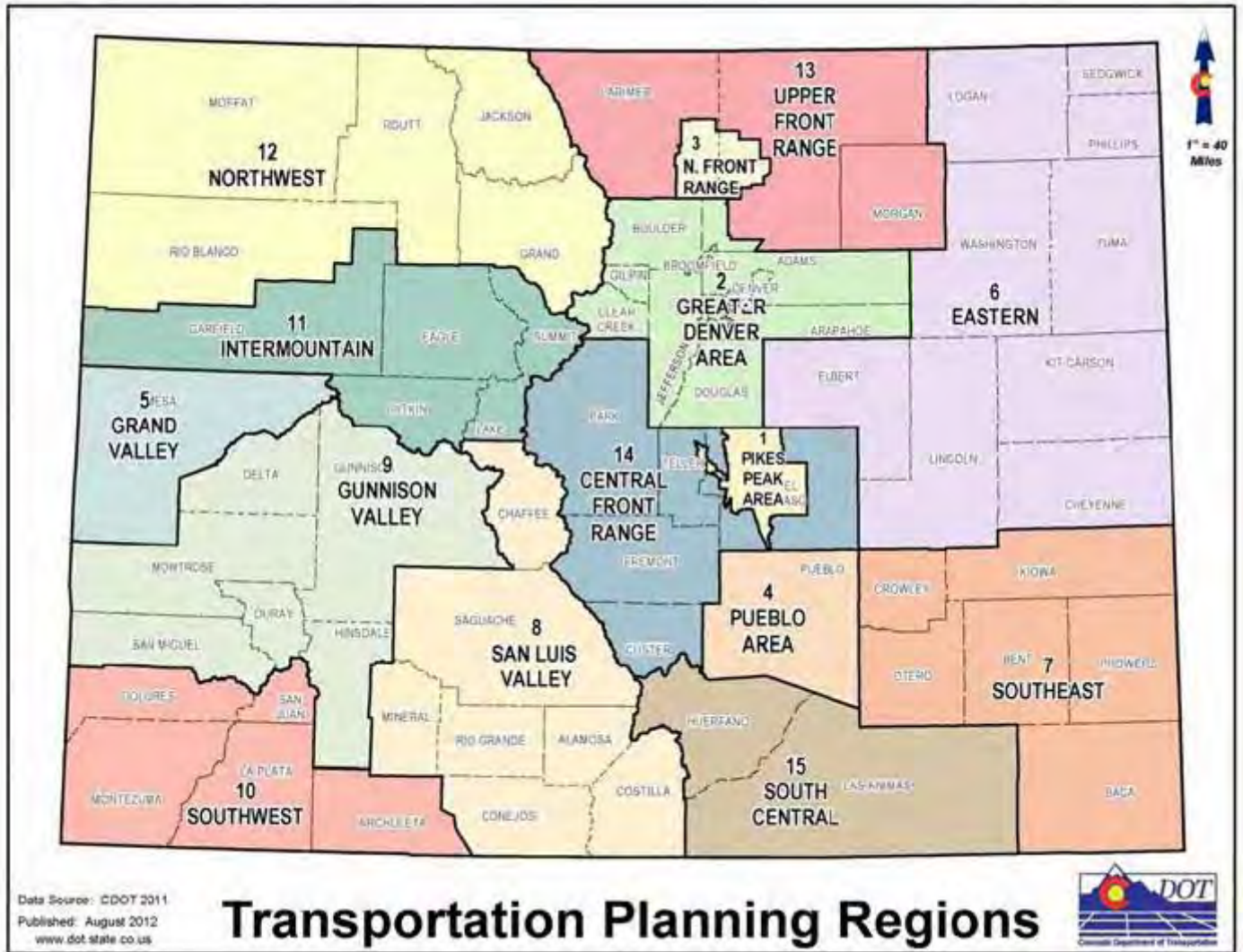


***13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

- 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](#).

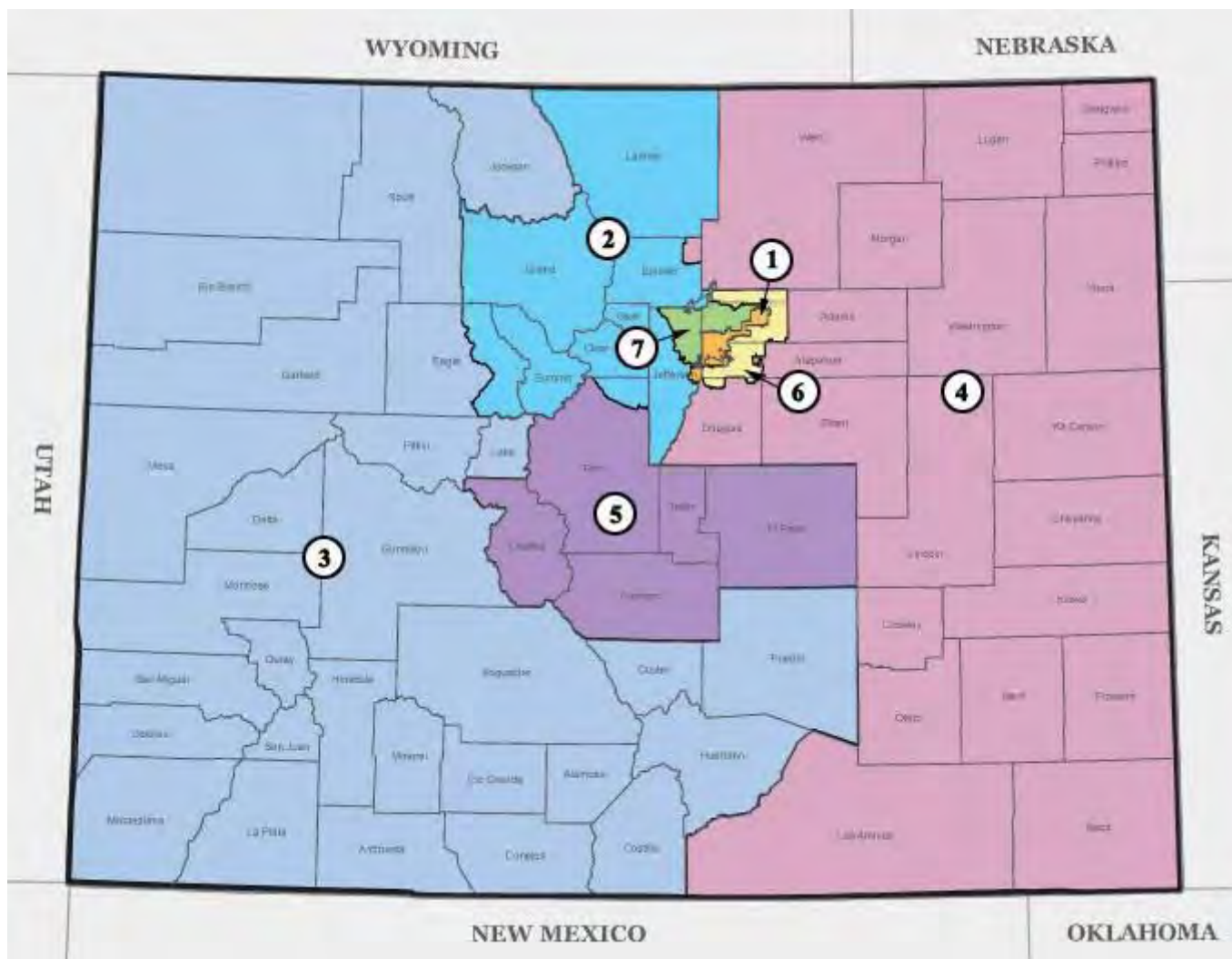
Statewide Transit Plan: Provider Survey

***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 | |

Statewide Transit Plan: Provider Survey

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 (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*54. Capital Revenues for 2012:

Federal (\$)	<input type="text"/>
Name of Federal Source	<input type="text"/>
State (FASTER / SB 1) (\$)	<input type="text"/>
Local (\$)	<input type="text"/>
Other (\$)	<input type="text"/>

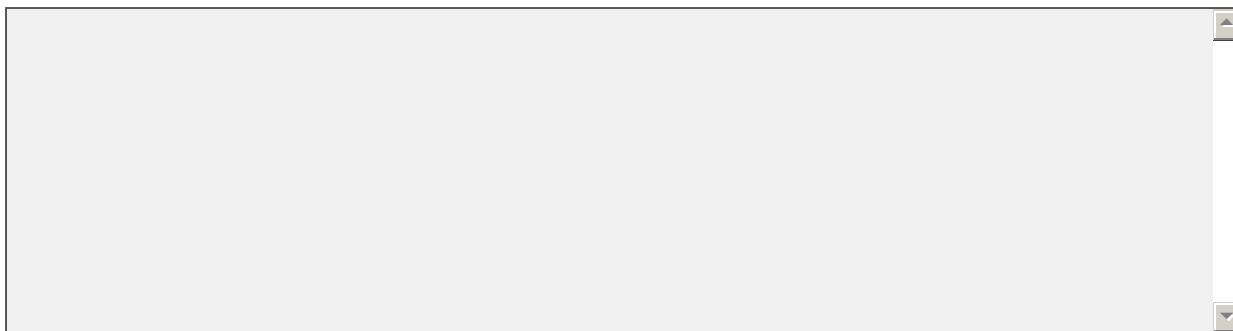
Section 6: Transportation Conditions and Needs

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

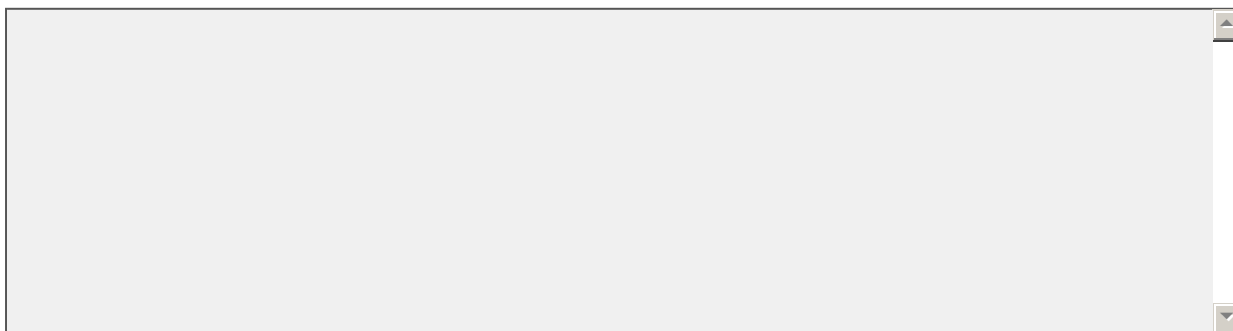
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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

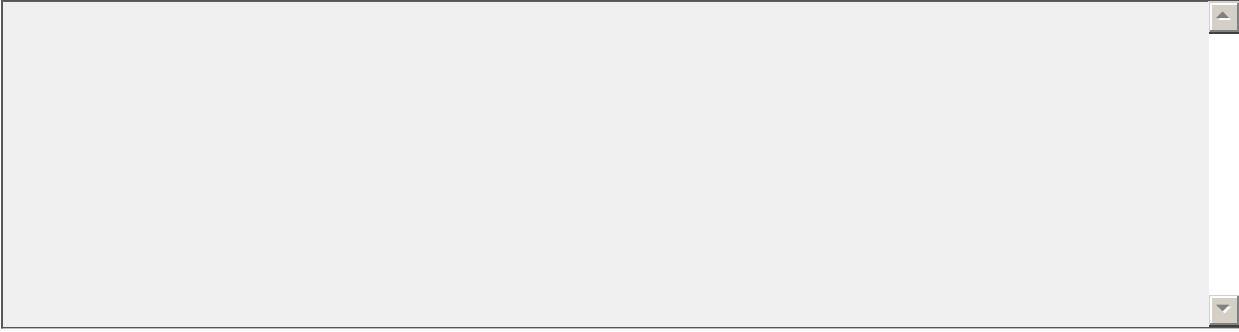
***61. Does your agency have agreements with other transportation providers in your community to:**

	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:

Part-Time:

Volunteer:

*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:**

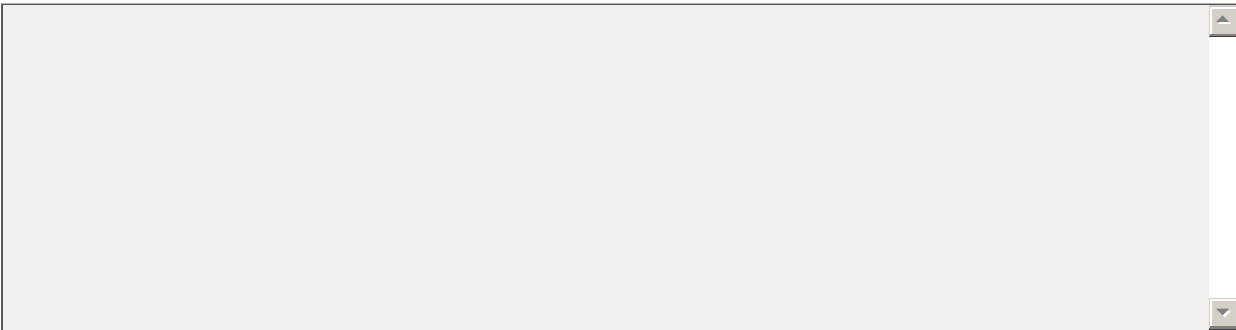
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

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.



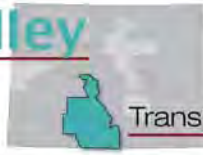
D.2 - List of Provider Survey Respondents

Northerners Seniors, Inc.

Black Hills Stage Lines, Inc.

Blue Peaks Developmental Services, Inc.

Chaffee Shuttle (Neighbor to Neighbor Volunteers)



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.

Statewide Transit Plan: Human Service Agency Survey

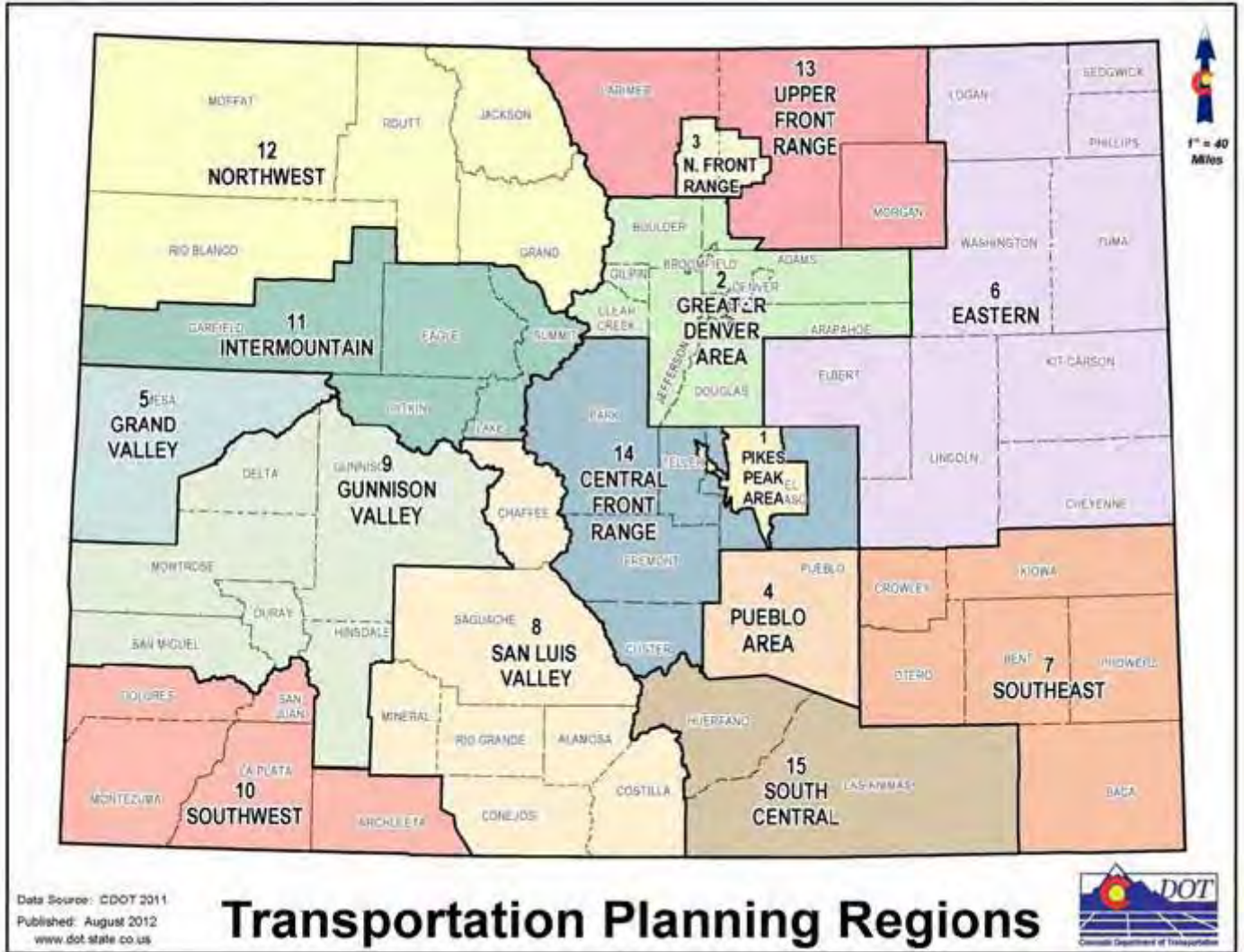
Agency Information

***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

***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)

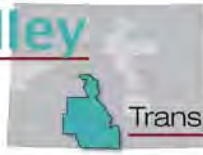
Transportation Benefits and Needs

***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
Boys and Girls Club of Chaffee County: Buena Vista Site
Town of Saguache
Upper Arkansas Area Agency on Aging
Costilla County Department of Social Services
Northwest Colorado Council of Governments
Veterans Service Office
Alamosa Department of Human Services
Neighbor to Neighbor Volunteers/The Chaffee Shuttle
Rio Grande County Veterans Service Office
Town of San Luis
Rio Grande/Mineral County Department of Social Services
Alamosa County Economic Development Corp.
The Training Advantage
Starpoint



D.5 – Regional Project List



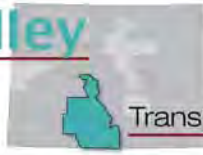
List of Transit Needs and Proposed Projects - San Luis Valley TPR

Agency/Location	Project	Cost	Time Frame	Category
Black Hills Stage Lines, Inc.	Technology upgrades		Mid-term	Capital - Equipment
Black Hills Stage Lines, Inc.	Add ticket scanners for buses		Mid-term	Capital - Equipment
Black Hills Stage Lines, Inc.	New ticketing system	\$30,000/year	Short-term	Capital - Equipment
Alamosa	Establish an intermodal station on a permanent site		Long-term	Capital - Facilities
Alamosa	Establish park and ride (at Loaf-n-Jug site)		Short-term	Capital - Facilities
Blanca	Establish park and ride		Short-term	Capital - Facilities
Buena Vista	Establish park and ride and intermodal facility		Short-term	Capital - Facilities
Chaffee Shuttle	Build a bus storage facility		Long-term	Capital - Facilities
Conejos	Establish park and ride, bus pull-out		Short-term	Capital - Facilities
Del Norte	Establish park and ride, bus pull-out		Short-term	Capital - Facilities
Fort Garland	Establish park and ride		Short-term	Capital - Facilities
La Veta	Establish park and ride		Long-term	Capital - Facilities
Monte Vista	Establish park and ride, bus pull-out		Short-term	Capital - Facilities
Salida	Establish park and ride and storage facility		Short-term	Capital - Facilities
San Luis	Establish park and ride, bus pull-out (at regional bus station)		Long-term	Capital - Facilities
San Luis Valley	Build a multimodal facility (depot)		Long-term	Capital - Facilities
South Fork	Establish park and ride		Long-term	Capital - Facilities
Walsenburg	Establish park and ride, bus pull-out		Short-term	Capital - Facilities
Black Hills Stage Lines, Inc.	All motor coaches replaced	\$500,000 each	Long-term	Capital - Vehicles
Black Hills Stage Lines, Inc.	Replace motor coaches every 3-5 years (intercity routes)	\$500,000 each	Mid-term	Capital - Vehicles
Black Hills Stage Lines, Inc.	Replace motor coaches for up to 4 routes	\$500,000 each	Short-term	Capital - Vehicles
Blue Peaks Developmental Services	Replace 15 vehicles	\$300,000	Long-term	Capital - Vehicles
Blue Peaks Developmental Services	Replace 6 15-passenger vans	\$132,000	Mid-term	Capital - Vehicles
Blue Peaks Developmental Services	Replace 3-4 minibuses	\$220,000	Short-term	Capital - Vehicles
Development Resource Group Council of Governments	Inventory historical elements owned by private rail owners			Coordination



List of Transit Needs and Proposed Projects - San Luis Valley TPR

Agency/Location	Project	Cost	Time Frame	Category
Local coordination councils	Expand established local coordination councils			Coordination
San Luis Valley Region	Develop a system to coordinate travel between different providers		Mid-term	Coordination
TBD	Enhance Alamosa service to connect VA hospital, airport, medical services		Short-term	Operating - Enhancement
TBD	Expand public transportation options in Blue Peaks' service area		Long-term	Operating - Expansion
Golden Age Shuttle	Establish Canon City-Chaffee route			Operating - new
TBD	Establish Conejos-Alamosa service to connect education facilities, employment		Long-term	Operating - new
TBD	Establish Costilla-Alamosa service to connect education facilities, employment		Long-term	Operating - new
TBD	Establish Alamosa connection to the south (extend Black Hills Stage Lines route)		Long-term	Operating - new
TBD	Establish Montrose-Gunnison service to connect higher education facilities, hospital		Long-term	Operating - new
TBD	Establish local service in Alamosa		Long-term	Operating - new
TBD	Establish shuttle services to outlying communities in Alamosa		Long-term	Operating - new
TBD	Establish a Durango-Alamosa route to connect hospital, education, recreation, employment		Short-term	Operating - new
TBD	Establish Alamosa-Walsenburg route to connect to intercity bus routes on I-25		Short-term	Operating - new
TBD	Establish Buena Vista-North (Leadville) to connect commerce, employment, tourism, I-70, and medical services in Vail Valley and Summit		Short-term	Operating - new
TBD	Establish rail service between South Fork and Walsenburg		Long-term	Rail
TBD	Establish passenger rail line for short and long trips regionally		Long-term	Rail



APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – SAN LUIS VALLEY REPORT

Colorado Department of Transportation Statewide Transit Survey of Older Adults and Adults with Disabilities

Transportation Planning Region: San Luis Valley Area

Survey Results

June 2014



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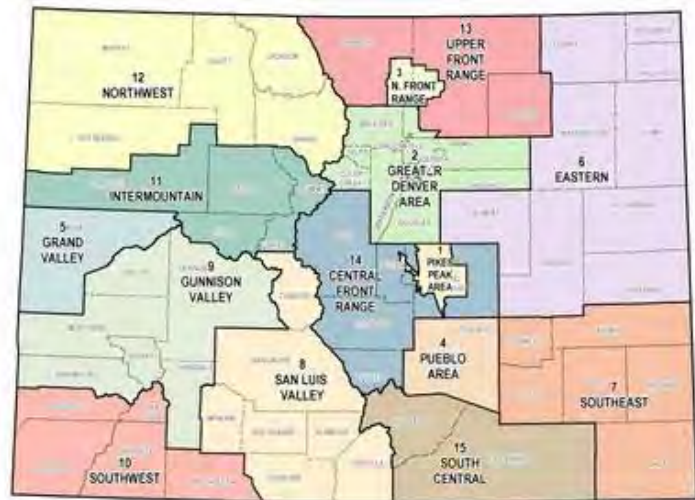
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Survey Background

About the San Luis Valley Transportation Planning Region

The San Luis Valley Transportation Planning Region is located in the lower central part of the state, and includes the entire counties of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande and Saguache. According to the 2010 Census, the total population of this region was 62,329. There were 10,299 adults age 65 and older residing in this region, and 5,509 adults with disabilities age 18 to 64. This region accounts for 2.0% 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 San Luis Valley TPR, 60 respondents completed an agency-distributed hard copy survey, 1 completed the web-based agency survey and 66 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 21% and 25%, 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

- **Almost 4 in 10 older adults and adults with disabilities in the San Luis Valley region reported having trouble finding transportation for trips they wanted or needed to make.**

When asked if they encountered difficulties finding transportation for trips they wanted or needed to make, 63% of respondents said they never had trouble, while 37% did have troubles. Of those 37% who had trouble, most (64%) said they experienced problems finding transportation sometimes or a lot of times, while (36%) had trouble rarely. Respondents most frequently indicated having trouble finding transportation for medical appointments and shopping/pharmacy trips.

- **About one-quarter respondents who drove themselves said they would be very or somewhat likely to use public transportation or paratransit in their community instead of driving.**

Conversely, three-quarters of San Luis Valley respondents who drove said they would be not at all likely to use public transportation or paratransit instead of driving.

- **The most frequently cited barrier to using public transportation and paratransit was lack of transportation services where respondents lived or wanted to go.**

Almost 6 in 10 respondents felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and another 14% felt this was minor problem. More than half cited limited service times, difficulty finding service information and the distance from the stop or station being too far to walk as major or minor problems. Many San Luis Valley respondents felt difficulty reading and understanding service information and difficulty boarding buses or light rail trains presented at least minor problems.

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 obstacle was lack of service where respondents lived or wanted to go, with 51% citing this as a major problem and 11% saying it was a minor problem. About 4 in 10 cited the difficulty getting information about how to use the service and costs as a major problem and a similar proportion thought service does not operate during the times they needed.

- **The two issues deemed of highest importance for the statewide transit plan by survey respondents in the San Luis Valley region were supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders.**

All of the issues included on the survey were deemed somewhat or very important by a majority of respondents in San Luis Valley. About 7 in 10 respondents felt that supporting the development of easily accessible and understandable transportation information and referral services, providing lower fares for seniors and disabled riders and providing more transportation services in their communities were very important. About two-thirds identified supporting veterans' transportation issues, providing more transportation services to regional destinations and expanding community routes as very important. Less important to San Luis Valley respondents was increasing the availability of wheelchair-accessible taxi cabs, although a majority still felt this was 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	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Drive myself in a personal vehicle	26%	N=32	7%	N=9	10%	N=13	57%	N=72	100%	N=126
Get a ride in a personal vehicle from a family member or someone who lives in my household	42%	N=50	33%	N=39	13%	N=15	12%	N=14	100%	N=117
Get a ride in a personal vehicle from family, friends or neighbors	47%	N=57	35%	N=43	8%	N=10	9%	N=11	100%	N=121
Driven by a paid driver or personal assistant	87%	N=99	10%	N=12	2%	N=2	1%	N=1	100%	N=114
Get a ride from a volunteer driver	92%	N=107	6%	N=7	2%	N=3	0%	N=0	100%	N=116
Take a taxi at the full price fare	94%	N=112	6%	N=7	0%	N=0	0%	N=0	100%	N=118
Take a taxi at a subsidized or discounted fare	96%	N=112	2%	N=3	1%	N=1	1%	N=1	100%	N=117
Walk	58%	N=66	19%	N=21	10%	N=12	14%	N=16	100%	N=115
Bicycle	87%	N=97	7%	N=8	4%	N=4	2%	N=3	100%	N=112
Use transportation provided by my faith community or church	94%	N=110	4%	N=5	1%	N=1	0%	N=0	100%	N=116
Use a senior center or community center shuttle	91%	N=106	6%	N=7	1%	N=1	2%	N=3	100%	N=117
Use shuttle/transportation provided by the housing facility or complex where I live	99%	N=116	0%	N=0	1%	N=1	0%	N=0	100%	N=116
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	97%	N=111	3%	N=3	0%	N=0	0%	N=0	100%	N=114
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.)	91%	N=105	7%	N=8	1%	N=1	0%	N=0	100%	N=114
Use a private or non-profit transportation service or program	94%	N=108	4%	N=5	1%	N=1	0%	N=0	100%	N=115

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	55%	N=68
Less than half my trips	15%	N=19
About half my trips	5%	N=7
More than half my trips	8%	N=10
All of my trips	16%	N=20
Total	100%	N=124

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	22%	N=26
Mornings	57%	N=70
Afternoons	20%	N=24
Evenings and nights	1%	N=1
Total	100%	N=122

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	12%	N=11
Somewhat likely	14%	N=13
Not at all likely	74%	N=70
Total	100%	N=94

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	63%	N=75
Rarely	13%	N=16
Sometimes	8%	N=10
A lot of times	15%	N=18
Total	100%	N=119

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	4%	N=1
Visiting family or friends	33%	N=13
Volunteering	16%	N=6
Medical appointment	75%	N=29
Community event	33%	N=13
Religious service	27%	N=10
Recreation	17%	N=7
School	2%	N=1
Shopping/pharmacy trips	61%	N=24
Other, please specify	19%	N=7

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	37%	N=14
Weekdays 10am to 4pm	56%	N=21
Weekdays 4pm to 7pm	30%	N=11
Weekdays 7pm to midnight	26%	N=10
Weekdays Midnight to 6am	16%	N=6
Saturday day time	34%	N=13
Saturday night time	34%	N=13
Sunday day time	25%	N=9
Sunday night time	23%	N=9

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	49%	N=20
Once or twice	26%	N=11
3 to 6 times	20%	N=8
7 times or more	5%	N=2
Total	100%	N=42

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	57%	N=62	14%	N=15	29%	N=31	100%
Service does not operate during the times I need	48%	N=42	11%	N=10	41%	N=37	100%	N=89
Information about fares, schedules and routes is difficult to find	43%	N=37	11%	N=10	45%	N=39	100%	N=86
Information about fares, schedules and routes is difficult to read	35%	N=28	16%	N=13	50%	N=40	100%	N=81
I cannot understand the information about fares, schedules and routes	27%	N=22	18%	N=15	55%	N=45	100%	N=82
Information about fares, schedules and routes is not in my first (non-English) language	19%	N=15	8%	N=6	73%	N=57	100%	N=78
I am unclear about how to use public transportation	30%	N=24	12%	N=10	58%	N=48	100%	N=83
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	32%	N=26	15%	N=12	53%	N=43	100%	N=81
Buses or light rail trains lack clear announcements or visual displays about the next stops	31%	N=24	15%	N=12	54%	N=42	100%	N=79
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	36%	N=29	13%	N=10	52%	N=42	100%	N=82
I have health reasons that prevent me from being able to use fixed route public transportation	32%	N=27	15%	N=12	53%	N=43	100%	N=82
I have difficulty boarding and exiting buses or light rail trains	34%	N=28	15%	N=12	51%	N=42	100%	N=82
Distance from bus stop or light rail station is too far for me to walk	40%	N=33	14%	N=12	45%	N=37	100%	N=81
I am unable to get a seat	24%	N=18	15%	N=11	62%	N=47	100%	N=76
I do not feel safe while waiting for the bus or light rail train	27%	N=21	17%	N=13	57%	N=44	100%	N=77
I do not feel safe while riding the bus or light rail train	22%	N=17	15%	N=12	62%	N=48	100%	N=77
Fares are too expensive	28%	N=21	19%	N=15	53%	N=40	100%	N=76
Travel time to my destinations is too long	28%	N=22	12%	N=9	60%	N=45	100%	N=76
Bus stops and stations are poorly maintained	21%	N=15	16%	N=12	63%	N=46	100%	N=73
Service is not reliable	27%	N=21	14%	N=11	59%	N=44	100%	N=76
I do not understand how to make a transfer	26%	N=19	14%	N=10	60%	N=44	100%	N=73

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	51%	N=48	11%	N=10	37%	N=35	100%
Services does not operate during the times I need	42%	N=31	7%	N=5	50%	N=36	100%	N=72
Information about how to use the service and costs is difficult to find	43%	N=31	9%	N=7	48%	N=35	100%	N=73
Information about how to use the service and the costs is difficult to read	37%	N=27	5%	N=3	58%	N=42	100%	N=71
Information about how to use the service and the costs is not in my first (non-English) language	25%	N=17	9%	N=6	66%	N=45	100%	N=68
I cannot understand the information on how to use the service and the costs	28%	N=20	12%	N=8	60%	N=42	100%	N=71
I am unclear about how to start using it	36%	N=24	13%	N=8	52%	N=35	100%	N=67

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	39%	N=42
Friends or family	20%	N=21
Printed materials	46%	N=49
Telephone	16%	N=17
Other, please specify	9%	N=10
Through the place where I work or volunteer	7%	N=8
Electronic (websites, email, social media, smart phone)	19%	N=20
In-person assistance	7%	N=7
Presentations at church, community centers, etc.	14%	N=15

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	71%	N=75	15%	N=16	14%	N=15	100%	N=105
Supporting veterans' transportation issues	66%	N=67	15%	N=15	19%	N=19	100%	N=100
Supporting volunteer and faith-based transportation services	53%	N=53	28%	N=28	19%	N=19	100%	N=100
Increasing the availability of wheelchair-accessible taxi cabs	54%	N=52	15%	N=15	31%	N=29	100%	N=96
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	53%	N=52	24%	N=24	23%	N=22	100%	N=98
Providing more transportation services in my community	69%	N=72	15%	N=16	16%	N=17	100%	N=106
Providing more transportation services to regional destinations	65%	N=63	24%	N=23	11%	N=10	100%	N=97
Expanding hours that transportation services are offered	56%	N=53	26%	N=25	19%	N=18	100%	N=96
Expanding or adding routes in my community	65%	N=64	20%	N=19	15%	N=15	100%	N=98
Providing lower fares for seniors and disabled riders	70%	N=75	17%	N=18	13%	N=14	100%	N=107

Question 15		
Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	48%	N=56
Talking	8%	N=9
Lifting or carrying a package or bag	42%	N=49
Understanding written directions	10%	N=12
Understanding spoken directions	12%	N=14
Seeing	19%	N=22
Hearing	27%	N=31
Walking 1/4 mile	39%	N=46
None	31%	N=36

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	62%	N=70
Guide or service dog	0%	N=0
White cane	2%	N=3
Cane or walker	33%	N=38
Power wheelchair or scooter	6%	N=7
Manual wheelchair	8%	N=8

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	79%	N=100
Townhouse, condominium, duplex or apartment	11%	N=14
Age-restricted senior living residence	7%	N=8
Assisted living residence	1%	N=1
Nursing home	0%	N=0
Other	3%	N=3
Total	100%	N=126

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	2%	N=2
Asian or Pacific Islander	1%	N=1
Black, African American	0%	N=0
Hispanic/Spanish/Latino	37%	N=46
White/Caucasian	61%	N=75
Other	3%	N=3

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	2%	N=2
45 - 54 years	1%	N=1
55 - 64 years	9%	N=11
65 - 74 years	46%	N=58
75 - 84 years	25%	N=32
85 - 94 years	17%	N=21
95 years or older	1%	N=1
Total	100%	N=126

Question 21		
What is your gender?	Percent	Number
Female	58%	N=71
Male	42%	N=51
Total	100%	N=122

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.”

- Electric mobility scooter
- My car (i'm able)
- My own
- My son drives me around
- Ride by a good friend

Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Never
- None
- Pay bills at different businesses
- To amarillo, tx to visit my sister
- To get to public transportation.

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.”

- #1 trains are local exsursion. Only one bus does not go to my town
- Can't get to city
- Do not have trains
- Do not need but also do not have available in our area
- I do not drive after dark. If for an occasion i would if i had to i would drive
- I do not need
- In my area non of the above exist
- My son usually takes me and picks up
- no bus system
- No service in my area
- Not available
- Our problem is that we have no public transportation bus, we need public transportation
- Public not available in this rural area unless you are low income
- Services are not available

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.”

- Do not need
- Don't know if service is provided
- Don't know if this service is available

- It is hard to tell since this service does not exist in my area
- no service
- Not available-no not need
- Service is not available
- We live in the country

Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- Do not need
- Don't have this service
- Mail
- Mail
- Senior citizen center

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 services needed in san luis valley
- Cost, out of line
- Do not need
- Don't use i drive myself
- Drivers not friendly
- Has not happened. I have friends however that have to depend on someone to take them to doctor visits, ect.
- Have not been able to get transportation when my appointments are one or two weeks after i call.
- I have missed important cultural events at the college. Medical appointments are becoming a problem due to lack of transportation to the cities.
- I haven't had no impacts yet.
- I use my providers car
- In such case i would depend on family members or neighbors and friends.
- It is very important to try get a ride to go to my doctors appointments and to the store
- No problem
- No public transportation available in alamosa colo.
- No service
- No transportation for dr. Appointments or shopping. None in the whole san luis valley
- None available
- None, my son takes me all over.
- Not a problem
- Not available all the time.
- Not being able to attend many functions having to rely on my friends if needing to get to the hospital emergency room at night
- Still drive my means of transportation
- The fact that most employees in the area believe i should have the information beforehand
- Today is 22 in sl valley and 3 or 4 inches of snow, son wanted me to stay home today

- Transportation access, having enough information of contact and or availability. Having money to pay for cabs unavailable as needed
- Travel 30 miles by car to meet trailways which leaves at 6:20 am to visit my family. Having local transportation would sure make life easier. Route that goes thru salida. I have family in pueblo, springs and denver.
- We have absolutely no transportation
- We have always had great experiences with our paratransit services. We are very appreciative of them.
- We live out in the country and the county or the state does not want to do nothing.
- When i didn't have my car to drive i would use the senior bus come for me or i would call my daughter
- When it has been provided they don't stop when i need to eat or use the bathroom and most of the time they can not take me to appointments because they are booked up.
- Where i live, there is no public transportation available.

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?

- Bus we need public transportation in our community
- Consider electric mobility scooters as well as wheelchairs. Not all physically challenged individuals use wheelchairs, but also do not have the ability to walk
- Enjoy taking handicapped women. I no longer drive at night. Have new tires and doing fine with 2001 chevy car.
- Go through the senior citizen center to have better transportation
- Have a transportation plan that has scheduled routes and runs at a regular bases
- Have more employees to meet the demand of clients and the proper training for employees to deal with the different clients.
- Have transportation bus more often.
- Having a way to get from antonito to denver or new mexico. Having to travel to alamosa to the trailway station is too early.
- I am not sure we have such services. It would be nice to have this services, especially because of the distance between towns.
- I just walk and ride my bike so far don't need anything yet.
- If one doesn't have money to pay for cab fare (and schedule with enough time) or have friends/family one is pretty much confined to home. Access to community activities, business, church sanctions, bill paying
- Just be nice to have some.
- Lower service charge 15.00 early pick up before 6am important appointments are mostly out of town need early pick up
- More accessibility to public transportation
- More cars
- No local bus service. Transportation does not run at night.
- No transportation for sr. Citizen events.
- None
- Not a problem
- Not public transportation
- Open some transportation for seniors on fixed income

- Over 20 miles to alamosa the only shopping center near me.
- Should have a system in rural areas and provide necessary services at a reasonable cost
- The cars that are to hard for me to get in to get out since i have had hip surgery i am afraid
- Town too small for taxi service. Sr. Citizen transportation available on limited schedule
- Transportation is lacking in rural areas
- Transportation to denver for medical appointments is necessary for all income levels
- We don't have any transportation
- We only have 1 taxi that i know of

Question 17: What best describes the building you live in? Responses to “other.”

- Own my own home
- With an upstairs

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.”

- My car recently went bad so i now cannot afford to fix it, so i need to rely on others except for short trips
- My own vehicle.
- Our own personal vehichle.
- Train, bus

Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Driving from rural to metro areas.
- I drive myself
- Rail, long distance trips.
- Taking dog to vet in monte
- Trips out of state

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.”

- Almost none of these transportation facilities are available where i live.
- Here in san luis valley there is only taxi service. Unless you use the senior citizen vans and they have limited schedules.
- I am nearly blind from macular degeneration. I am having a friend fill this out for me.
- None of the above actually applies due to location of where i live
- None of the above is available here.
- Pub. Trans. Not available.
- Saguache has no hookup to go anywhere. A sr. Van comes 2 times a month and takes a few of us seniors shopping in alamosa. There is no other transportation. Everyone is on their own, except if you are on medicade etc. Then someone gets you.
- This type of transportation is unavailable.
- We don't have any of these kids of transportation here where i live because it's a very very small community
- We have no buses or taxi in my area

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.”

- Again, macalar degeneration has left me nearly blind.
- I am unaware if there is a paratransit in my area.
- I do not need this service, i'm employed full time and drive myself everywhere!
- I live in a country home out in the country.
- I would drive myself to dental, but beyond that i have no health concerns and have never wanted the service.
- Never had problems so far so good
- No need at this time.
- None of the above applies

- None of the above is available here.
- Not available
- Service not provided in san luis

Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- Don't need
- Not provided
- Postings at the post office or local grocery store, or sent to me.
- To far away
- Unnecessary

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?

- Almost none in our community. Lots of elderly folks who rely on family, friends and some have no family.
- At this point in my life my experiences are ok. I wish more were available at more times during the week. I can manage with current availability because i don't have a work schedule. I don't drive into denver or colorado springs.
- Does not apply at this time.
- Does not pertain to us. Own & drive our own vehicles.
- Don't see well at night, no transportation services at night in my small community
- Get in trouble at work because i miss work, when my car broke down
- Have not had any experience, good or bad
- I (we) still drive and are not dependent on transportation
- I am afraid to take public transportation, because i am afraid of tripping or falling.
- i have red willow transportation not all the time they can take me to doctors appointments or shopping
- I live in the county, service is not available if i needed it.
- I must have a car to get anywhere, except for the sr. Van to shop 2 times a month. Saguache offers no trans. Except if you drive to moffitt to get a paid transport van to denver etc. The schedule is regular but you need a car go get to moffitt.
- I still drive myself anywhere i want to go.
- In my area all we have is a taxi service
- Never had to use them at all. So far so good but never know when.
- Never tried to use this transportation
- No experience no inpart
- No experience.
- No experiences
- No problem
- No problems.
- No public transportation in southern colorado ie. Costilla county
- None available.
- None available.

- None of this applies because we live in a mountain sub division and we are 16 miles from ft. Garland co.
- Not available in buena vista
- Not come up yet.
- Not much available in rural communities.
- Not provided in area
- Since i am still able to get around on my own i couldn't answer many of your questions. I hope what i did answer will be of help otherwise i would like to see more support for our veterans and seniors on wheelchairs so they can get around easier. And provide lower fares for these people
- Taxi service only thing available when it is accessible.
- The snow is never cleaned they do not plow the roads like they used to.
- There are no public transportation where i live that i am aware of.
- There are no transportation services!
- Transportation is understandably limited in low population rural areas. This will become more of a problem as i age.
- Very difficult to get to area airports no shuttles or even for hire options.
- We would appreciate rail service. If not possible, bus service.
- You should use another form for people living in small communities 90% of this form does not apply to buena vista co. We need to commute to denver, pueblo, colo spgs. For dr's etc.

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?

- Any additional transportation would benefit, we have only taxi and senior citizen vans, there is slv transportation but not sure how broad their routes are.
- Does not apply to me at this time.
- Don't know. Rural communities are usually hardly considered, if at all.
- I am unaware of any.
- I have no issues.
- I live in a rural area. Most of those questions did not seem applicable.
- I want to move out of saguache and maybe give up driving. I cannot afford cars anymore. I think people in saguache would use an -on demand- transport for going places in colo. Not just for medical appt.
- In my rural area there is no public trans. At all. So most of those questions don't apply here.
- Need help but they investigate more about income and if it's a few dollars more you don't qualify. Qualification is a big problem.
- Need local bus service
- Need medical transp. From rural areas to metro centers.
- No problems.
- No public transportation in creede area.
- No way to safely ride a bicycle, no shoulders, or trails, in my community
- None available in this area.
- Red willow will take me to the store and leave me for 4 hours
- See question 13
- Small community
- There are no services!

- There is some difficulty matching schedules of bus to train and or air travel. My flexibility due to time is some of the problem. I don't live in an urban area so much of my transportation needs are filled by my driving.
- This seems to be directed at larger communities. Here we fly by the seat of our pants it is a hit and miss to try to use public transportation, not for me. I drive everywhere.
- To have a transit, public access in each of the local towns, like hooper, mosca, moffat, saquache, etc, to travel to alamosa or salida, monte vista once a week for apt. Or groc.
- To my knowledge we have a shuttle and one taxi. Both of which are pretty expensive. We have no community supported or disability -sensitive.
- We need shuttles throughout our community -to dr's office, church, and other activities, most of the elderly are on a fixed income and cannot afford a taxi rates. For short distances
- Your snow removal is bad your workers are lazy they just ride around. What a waste of tax dollars.

Question 17: What best describes the building you live in? Responses to "other."

- Country home

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:

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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.

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Respectfully,

A handwritten signature in cursive script that reads "Tracey MacDonald".

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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.

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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