

APPENDIX A GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.coloradodot.info/about/transportation-commission

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MINORITY PERSONS - includes the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

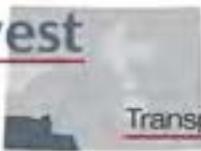
URBANIZED AREA - An area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages, and towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous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

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

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

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

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



APPENDIX B TRANSIT WORKING GROUP



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

Southwest Transit Working Group Invitees

Agency	First Name	Last Name
4CORE Office of Resource Efficiency	Amanda	Saunders
4CORE Office of Resource Efficiency	Gregg	Dubit
Adaptive Sports Association of Durango	Lee	Hager
Anasazi Heritage Center	Marietta	Eaton
Animas River Wetlands	Patti	Zink
Animas Transportation	John	
Animas Transportation	Sandy	
Archuleta County Department of Human Services	Matthew	Dodson
Archuleta County Veterans Service Office	Raymond	Taylor
Archuleta County Administrator	Jesse	Smith
Archuleta County Senior Center / Senior Services	Musetta	Wollenweber
Archuleta County Mountain Express Transit	John	Egan
Axis Health Systems	Bob	Medearis
Axis Health Systems	Jill	Quam
Axis Health Systems	Tom	Bonde
Boys and Girls Club	Vaughn	Morris
CDOT DTR Grant Coordinator	TJ	Dlubac
CDOT DTR (Project Manager)	Tracey	MacDonald
CDOT DTD Liaison	Michael	King
CDOT Policy Office	Angie	Drumm
CDOT Communications	Ashley	Mohr
CDOT Region 5	Matt	Muraro
CDOT Region 5	Tony	Cady
CDOT DTR Planner	John	Valerio
City of Cortez, Planning Dept	Kirsten	Sackett
City of Cortez, PW Dept	Ken	Torres
City of Durango	Roy	Petersen
City of Durango	Wade	Moore
City of Durango (Mayor)	Dick	White
City of Durango Transit	Kent	Harris
City of Durango Transit/Multimodal Division	Amber	Blake
City of Durango Transit/Multimodal Division	Sheila	Berger
Community Connections Inc.	Jason	Armstrong
Community Connections Inc.	Marcy	Cummins
Community Connections, Inc.	Gram	Wohlust

Agency	First Name	Last Name
Community Connections, Inc.	Crystal	Snyder
Cortez Cab, Owner	Ed	Gilbert
Division of Vocational Rehab	Carolina	Perky
Dolores – Department of Social Services and Montezuma – Department of Social Services	Dennis	Story
Dolores – Department of Social Services and Montezuma – Department of Social Services	Lue Ann	Everett
Dolores County	Ernest	Williams
Dolores County Senior Services	Nita	Purkat
Dolores County Veterans Service Officer	Rick	Brown
Durango Chamber of Commerce	Jack	Llewellyn
Durango Mountain Resort Transportation	Elizabeth	Edwards
Durango Mountain Resort Transportation	Matt	Nesbitt
Durango School District 9-R	Edward	Dingledine
Durango School District 9-R	Sharon	Couch
Durango-La Plata County Senior Center Transportation	Liz	Schmeiser
Durango-La Plata Senior Center Transportation	Frank	Clark
Easter Seals	Krystian	Boryeko
Easter Seals	Rik	Opstelten
Fort Lewis College	Hilary	Brenneman
Fort Lewis College Financial Allocation Board	Morgan	Gurule
La Plata County COA	Lynn	Vandegrift
La Plata – Department of Human Services and San Juan – Department of Social Services	Lezlie	Mayer
La Plata County Engineer	Jim	Davis
La Plata County Commissioner	Bobby	Lieb
La Plata County	Jason	Meininger
La Plata County Human Services	Karla	Davis
La Plata County Senior Services	Sheila	Casey
La Plata County Treasurer	Allison	Morrissey
La Plata County Veterans Service Officer	Richard	Schleeter
La Plata Economic Development Action Partnership	Roger	Zalneraitis
Manna Soup Kitchen	Sara	Wakeman
Mercy Housing	Brigid	Korce
Montezuma County Senior Services Transportation	Mary	Holaday
Montezuma County Senior Services	Sue	Fletcher
Montezuma County Commissioner	Keenan	Ertel
Montezuma County Senior Center/MoCo Public Transportation	Lori	Thompson

Agency	First Name	Last Name
Montezuma County Veterans Service Officer	Bud	Carriere
Montezuma County Veterans Service Officer	Rick	Torres
Mountain Express	Dan	McKeon
Navajo Transit	Lee	Bigwater
Operation Healthy Communities	Paul	Boyer
Pine River Sr. Center	Brenda	Jones
Red Cross	Cindi	Shank
Region 9 Economic Development District of Southwest Colorado	Laura	Lewis-Marchino
Rider	Mike	Larson
Southern Ute Community Action Programs (SUCAP)	Eileen	Wasserbach
SUCAP-Road Runner Transportation	Clayton	Richter
SUCAP – Road Runner Transportation	Peter	Tregillus
SUCAP–Ignacio Senior Center	Debra	Herrera
Salvation Army (Wanda Ellison)	Wanda	Ellison
San Juan Basin Area Agency on Aging	Christina	Knoell
San Juan Basin Health Department	Rita	Fowler
San Juan County	Willy	Tookey
San Juan County VSO	Tommy	Wipf
School to Work Alliance Program	Lisa	Reimers
Silverton Transportation	Karen	Srebacic
South West Mental Health / Axis Health	Annie	Satariano
Southern Ute Indian Tribe	Gloria	Frost
Southern Ute Indian Tribe, VSO	Rod	Grove
Southern Ute Transportation Services	Rodney	Class-Erickson
Southwest Center for Independence	Jason	Ragsdell
Southwest Center for Independence	Larry	Wales
Southwest Center for Independence	Martha	Mason
Southwest Colorado Community College	Norm	Jones
Southwest Colorado Council of Governments	Miriam	Gillow-Wiles
Southwest Colorado Workforce Center	Chloe	Wiebe
Southwest Colorado Workforce Center	Gabe	Torres
SW Connect / SWCCOG	Erica	Keter
Sunshine Gardens	Cristie	Schler
Town of Bayfield	Chris	LaMay
Town of Dolores	Ryan	Mahoney
Town of Ignacio	Lee	San Miguel
Town of Mancos	Robin	Schmittel

Agency	First Name	Last Name
Town of Mancos	Andrea	Phillips
Town of Mancos	Heather	Alvarez
Town of Pagosa Springs	James	Dickhoff
Town of Rico (Mayor)	Gregg	Anderson
Town of Silverton	Gilbert	Archuleta
The Training Advantage - SUCAP	Dawn	Farrington
The Training Advantage - SUCAP	Laura	Faubion
The Training Advantage/CO Workforce partner	Connie	Vigil
Ute Mountain Ute Tribe	Gary	Shaw
Ute Mountain Ute Tribe	Troy	Ralstin
Ute Mountain Ute Tribe	Lori	Smith
Veteran's Assistance	Charlie	Parnell
Volunteers of America	John	Gamble
Volunteers of America (Durango Community Shelter)	Sarada	Leavenworth
Volunteers of America (Southwest Safehouse)	Arianna	Smith
Wilderness Journeys	Wayne	Walls
Women's Resource Center	Liz	Mora



B.1 – Transit Working Group Meeting #1

Southwest Transportation Planning Region

Date: August 21, 2013
Time: 9:00 AM – 11:00 AM
Location: La Plata County Fairgrounds
2500 Main Avenue
Exhibit Hall (Upstairs Meeting Room)
Durango, 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

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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.

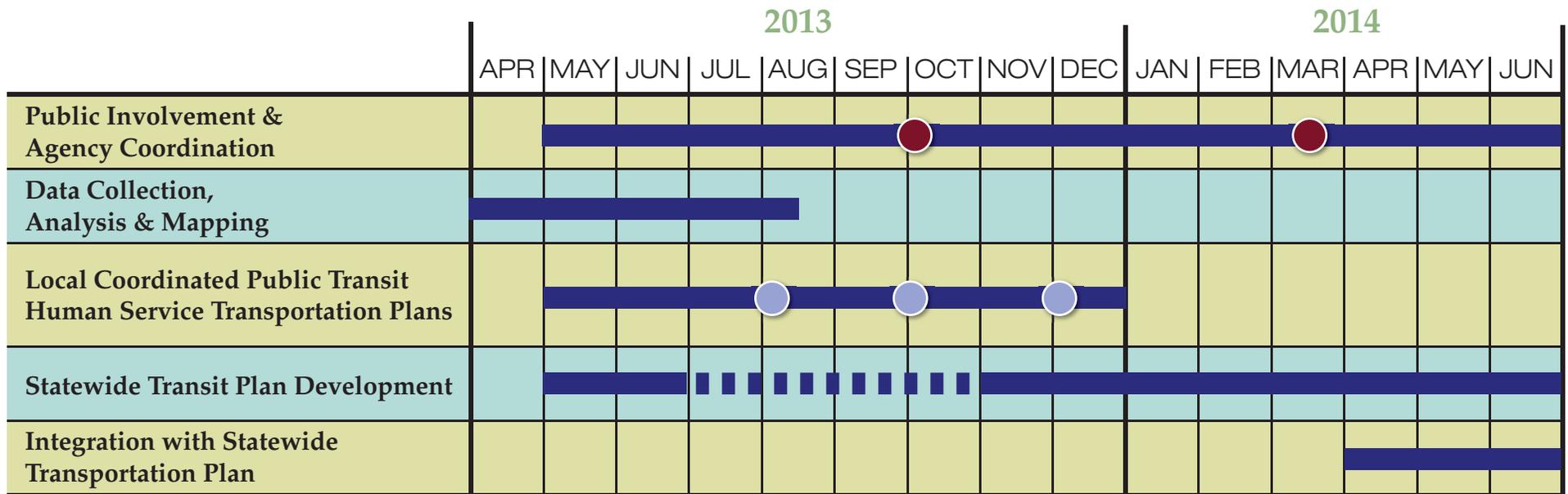
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

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

Project Overview Schedule



 Open Houses in each TPR
  TPR Transit Working Group Meeting

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

What is a Coordinated Transit Plan?

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

The purpose of this coordinated plan will be to:

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

Why do we need to coordinate transit services?

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

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

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

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

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

What will this plan do?

Some of the objectives of this plan include:

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

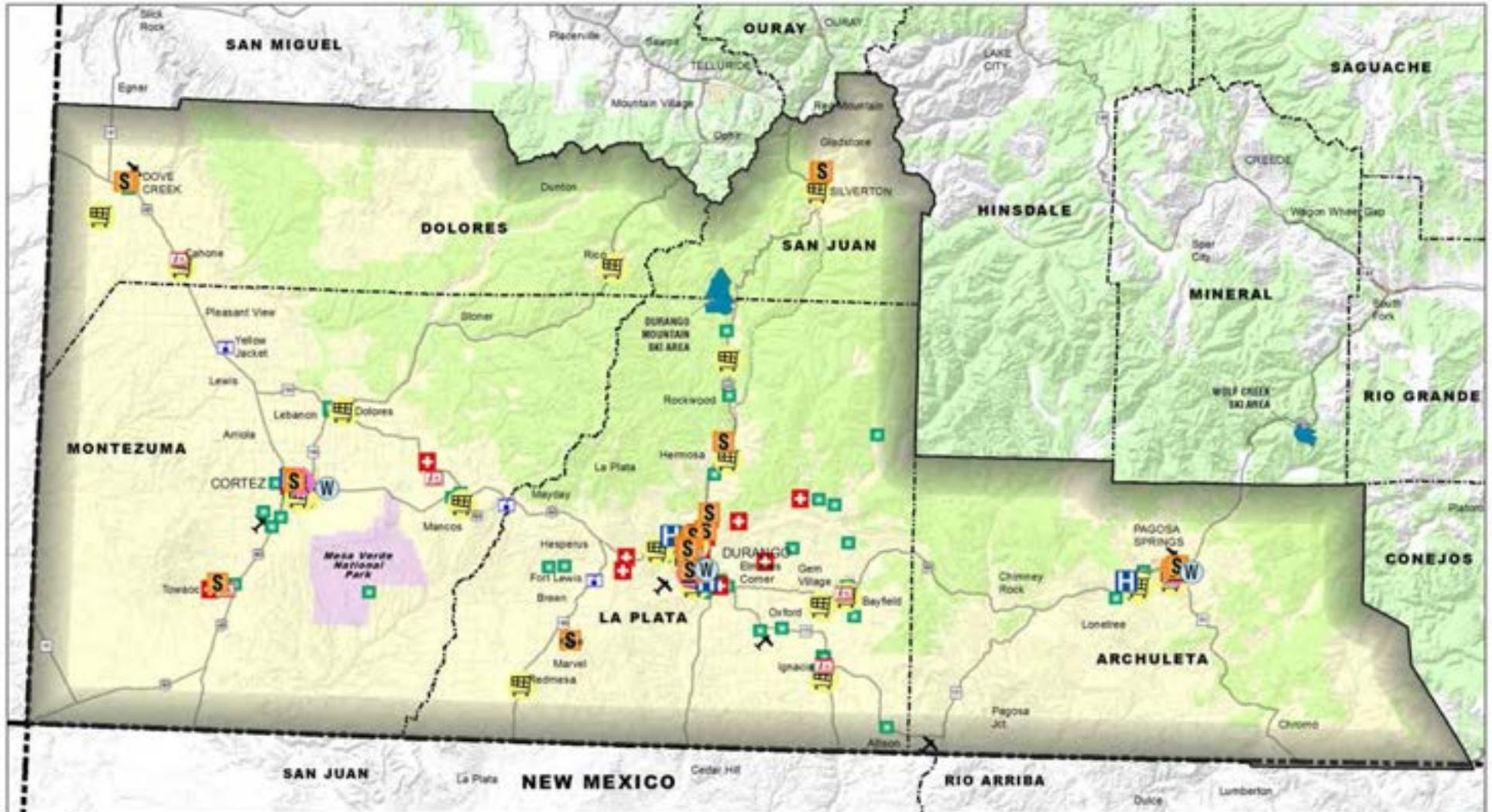
What value does transit coordination bring to the region?

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

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

Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data



Southwest Transportation Planning Region – Activity Centers

Name	Type	Location
Southwest Colorado Workforce Center	Workforce Centers	Cortez
Southwest Colorado Workforce Center	Workforce Centers	Durango
Southwest Colorado Workforce Center	Workforce Centers	Pagosa Springs
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
Costilla County Health Nurse	Human Service Agencies	San Luis

Name	Type	Location
Costilla County Social Services	Human Service Agencies	San Luis
Montezuma County Jail	Correctional Institutions	Cortez
Durango County Jail	Correctional Institutions	Durango
Archuleta County Jail	Correctional Institutions	Pagosa Springs
Grocery Store at Bayfield	Grocery Stores	Bayfield
Piedra Store	Grocery Stores	Bayfield
Dunmiere	Grocery Stores	Cahone
City Market	Grocery Stores	Cortez
Safeway	Grocery Stores	Cortez
Dolores Food Market	Grocery Stores	Dolores
Frosty's Ag Market	Grocery Stores	Dove Creek
Albertson's	Grocery Stores	Durango
City Market	Grocery Stores	Durango
Durango Natural Foods Co-Op	Grocery Stores	Durango
Food Emporium	Grocery Stores	Durango
James Ranch Market	Grocery Stores	Durango
Natural Grocers by Vitamin Cottage	Grocery Stores	Durango
Spruce Mesa Foods	Grocery Stores	Durango
TBR Service	Grocery Stores	Hesperus
Ignacio Shur Valu Market	Grocery Stores	Ignacio
P & D Grocery	Grocery Stores	Mancos
City Market	Grocery Stores	Pagosa Springs
Joy's Natural Foods	Grocery Stores	Pagosa Springs
Old Town Market	Grocery Stores	Pagosa Springs
Mountain Top Fuel and Market	Grocery Stores	Rico
Silverton Grocery	Grocery Stores	Silverton
Southwest Memorial Hospital	Hospitals	Cortez
Mercy Regional Medical Center	Hospitals	Durango
Pagosa Mountain Hospital	Hospitals	Pagosa Springs
Upper San Juan Medical	Hospitals	Pagosa Springs
Fort Lewis College	Higher Education Institutions	Durango
University of Denver Graduate Program	Higher Education Institutions	Durango
Colorado State University	Higher Education Institutions	Hesperus
Pueblo Community College	Higher Education Institutions	Mancos
SW Colorado Research Center	Higher Education Institutions	Yellow Jacket
Pine River Senior Center	Senior Citizens' Services	Bayfield
Cahone Recreation Center	Senior Citizens' Services	Cahone
Durango Senior Center	Senior Citizens' Services	Durango
Region 9 Ombudsman Program	Senior Citizens' Services	Durango
SUCAP Senior Center	Senior Citizens' Services	Ignacio
Mancos Senior Center	Senior Citizens' Services	Mancos
Archuleta County Senior Center	Senior Citizens' Services	Pagosa Springs

Name	Type	Location
Casa de los Arcos	Senior Citizens' Services	Pagosa Springs
San Juan Basin Area Agency on Aging	Senior Citizens' Services	Pagosa Springs
Socorro Senior Living Apartments	Senior Citizens' Services	Pagosa Springs
Ute Mountain Tribe Senior Center	Senior Citizens' Services	Towaoc

Job Growth from 2000 to 2040

2000 - 2010

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



2010 - 2020



2020 - 2030

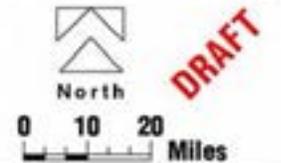


2030 - 2040



Legend

- | | | | |
|-------------------------|-----------------------------|-------------------------------|-----------------------|
| Less Than 5% Job Growth | 20% - 30% Job Growth | Southwest TPR Boundary | U.S. & State Highways |
| 5% - 10% Job Growth | Greater Than 30% Job Growth | Incorporated Cities and Towns | County Boundaries |
| 10% - 20% Job Growth | | Interstate Highways | State Boundaries |



Southwest

Transportation Planning Region

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

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

2013

2020



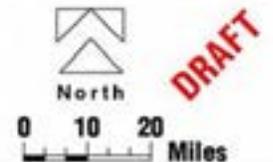
2030

2040



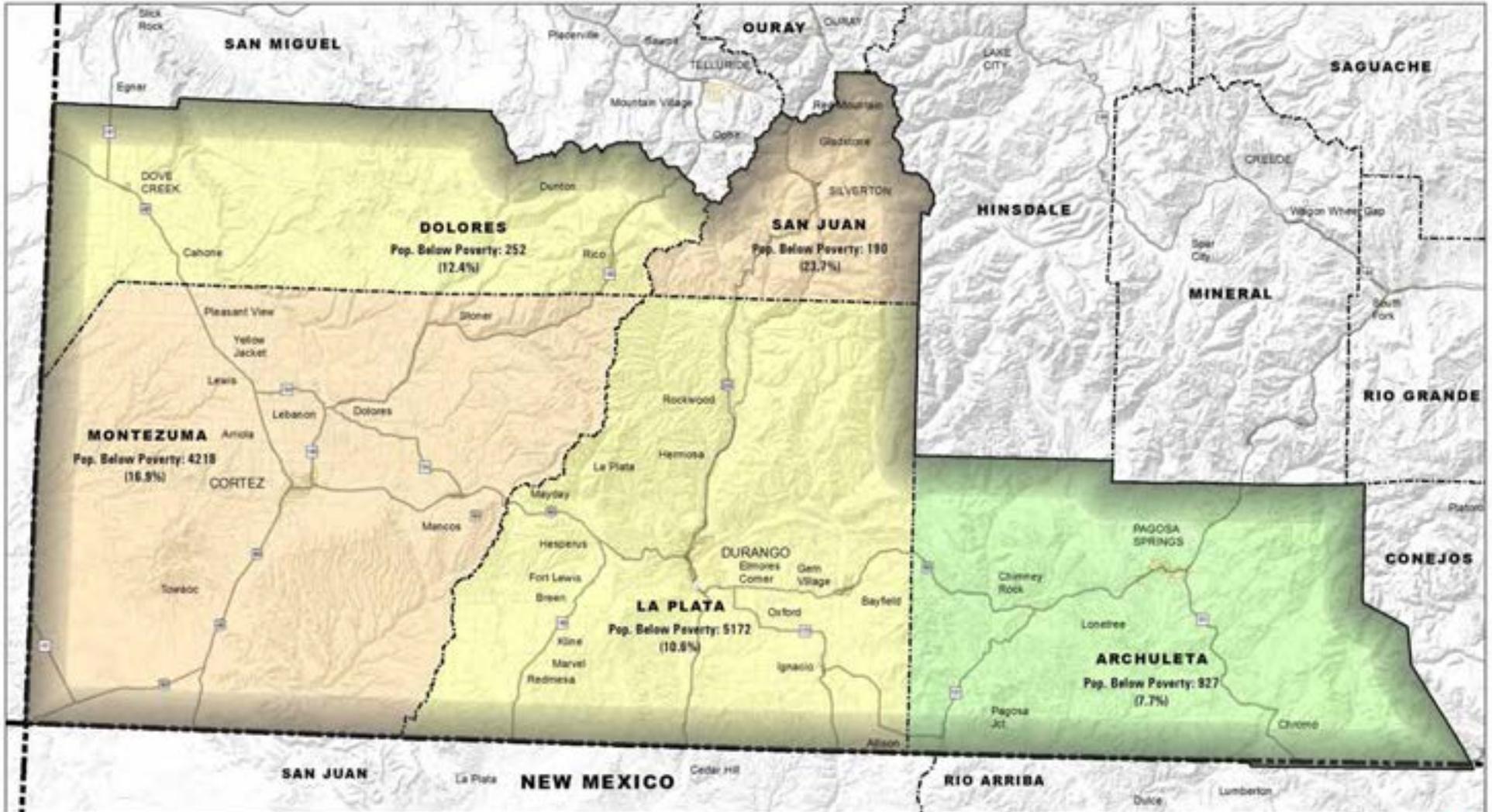
Legend

- Less Than 15% Age 65+
- 18% - 21% Age 65+
- Southwestern TPR Boundary
- U.S. & State Highways
- 15% - 18% Age 65+
- 21% - 24% Age 65+
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries



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
- Southwest TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- State Boundaries
- Interstate Highways
- U.S. & State Highways

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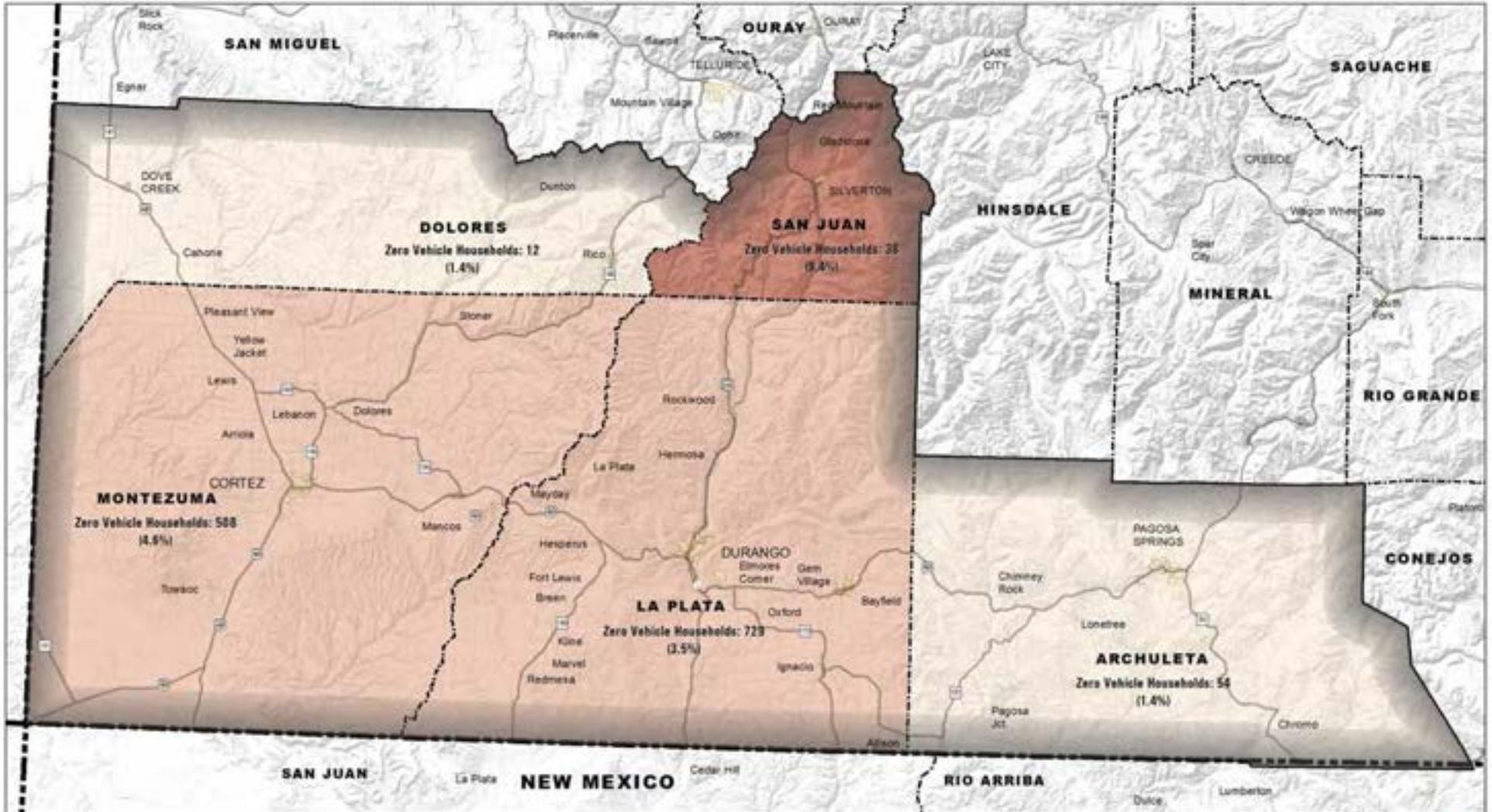
North



0 5 10 Miles

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.

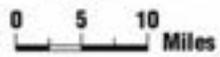


Legend

- Less Than 3% Zero Vehicle Households
- 3% - 6% Zero Vehicle Households
- 6% - 9% Zero Vehicle Households
- Greater Than 9% Zero Vehicle Households
- Southwest TPR Boundary
- County Boundaries
- State Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways

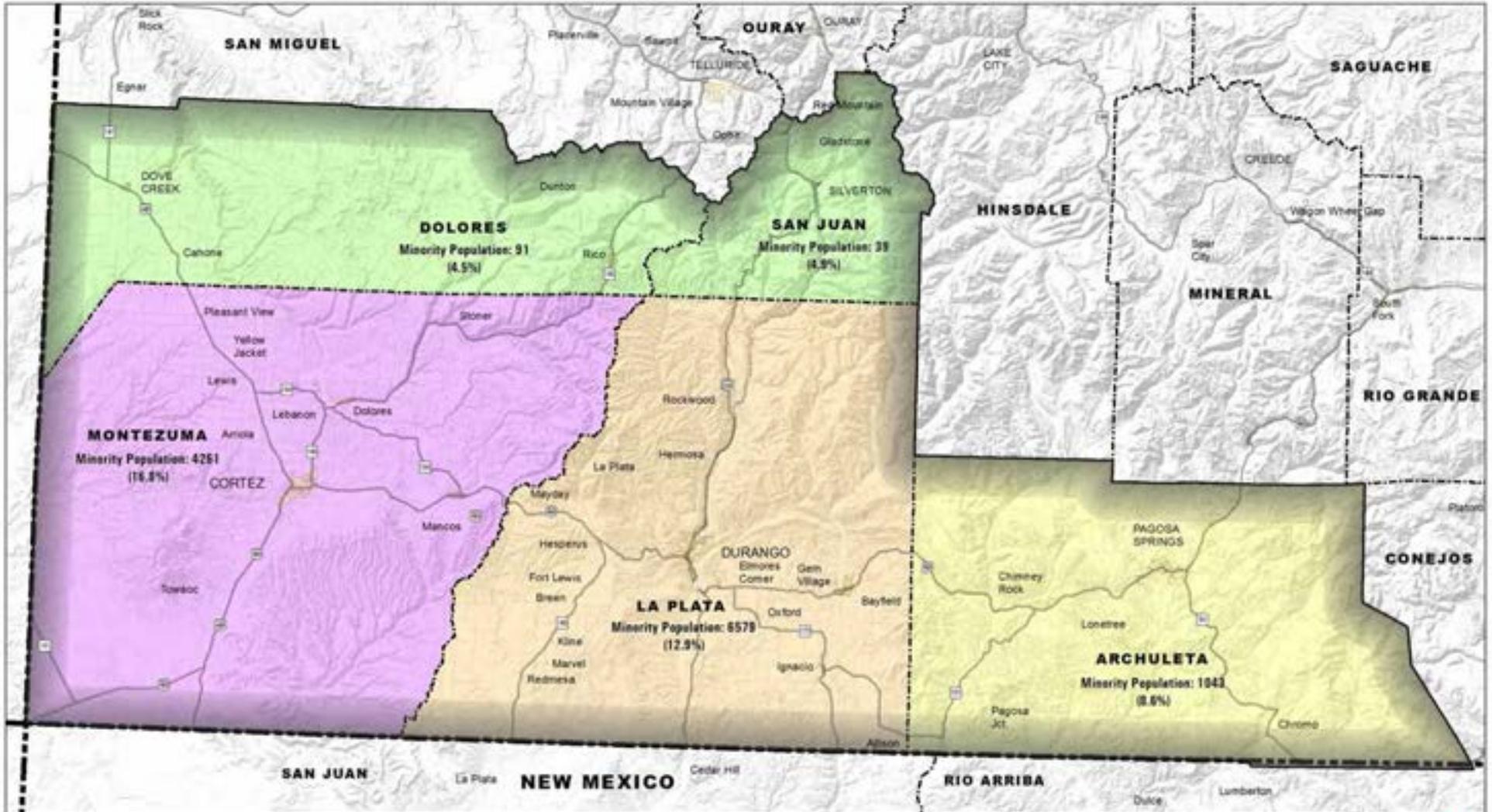


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2011 Minority Population

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)

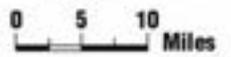


Legend

- Less Than 5% Minority Population
- 5% - 10% Minority Population
- 10% - 15% Minority Population
- 15% - 20% Minority Population
- 20%+ Minority Population
- Southwest TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- State Boundaries
- Interstate Highways
- U.S. & State Highways

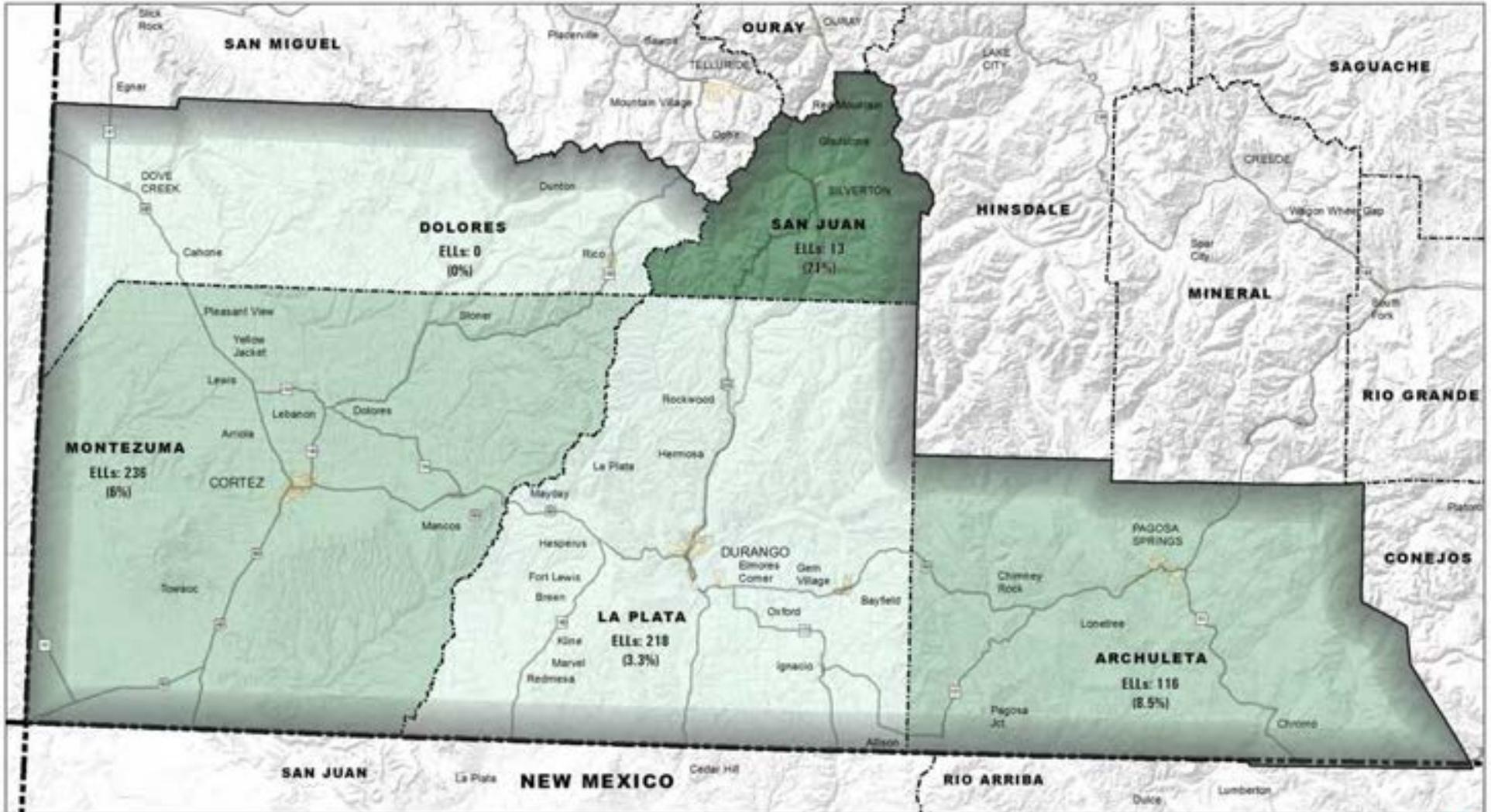


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2012 K-12 English Language Learners (ELLs)

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
- Southwest TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

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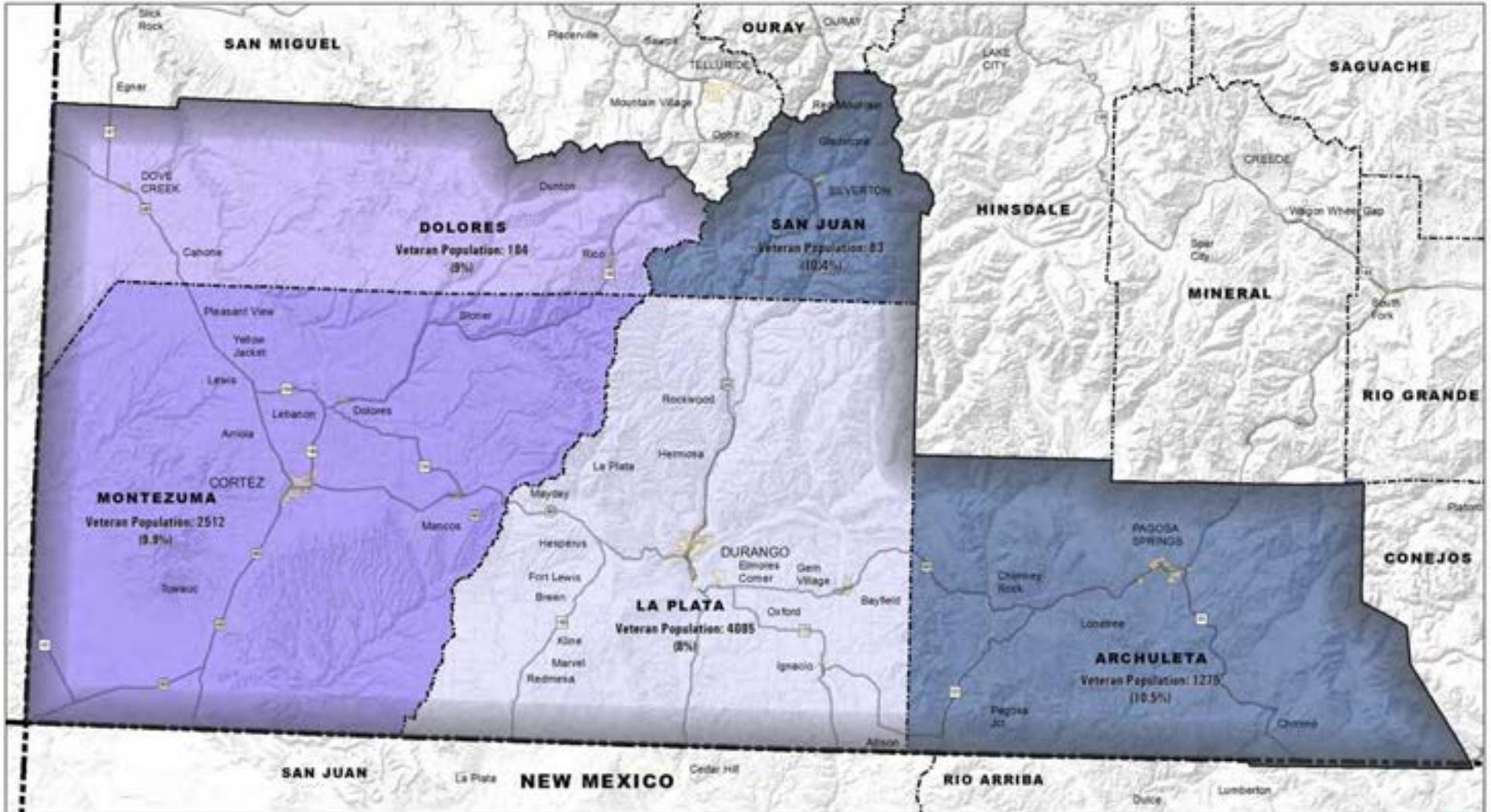
North



0 5 10 Miles

2011 Veteran Population

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



Legend

- 8% Veteran Population
- 8% - 9% Veteran Population
- 9% - 10% Veteran Population
- Greater Than 10% Veteran Population
- Southwest TPR Boundary
- County Boundaries
- Interstate Highways
- Incorporated Cities and Towns
- State Boundaries
- U.S. & State Highways



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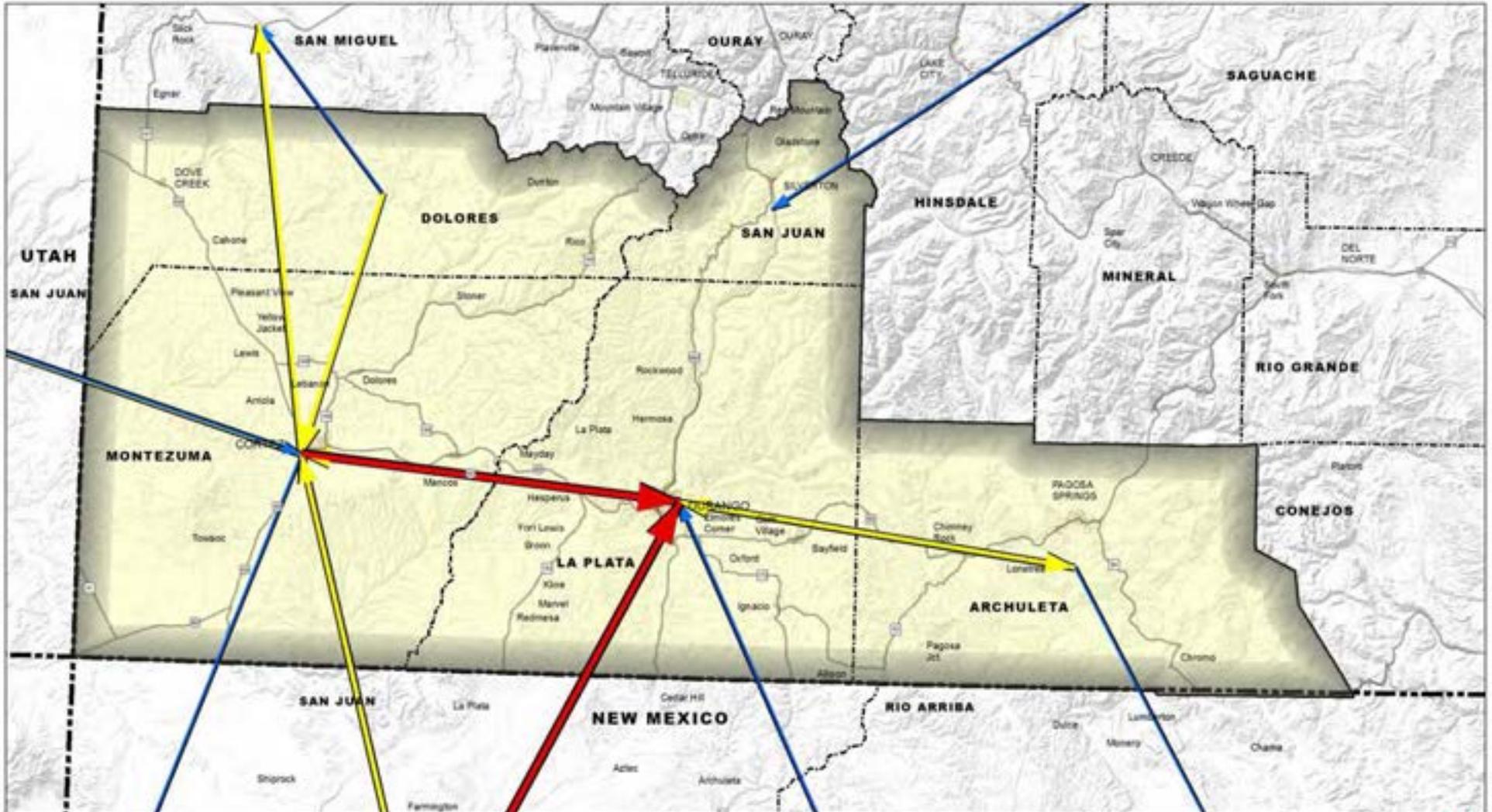


Southwest

Transportation Planning Region

Employed Working Outside County of Residence

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

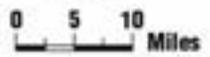


Legend

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



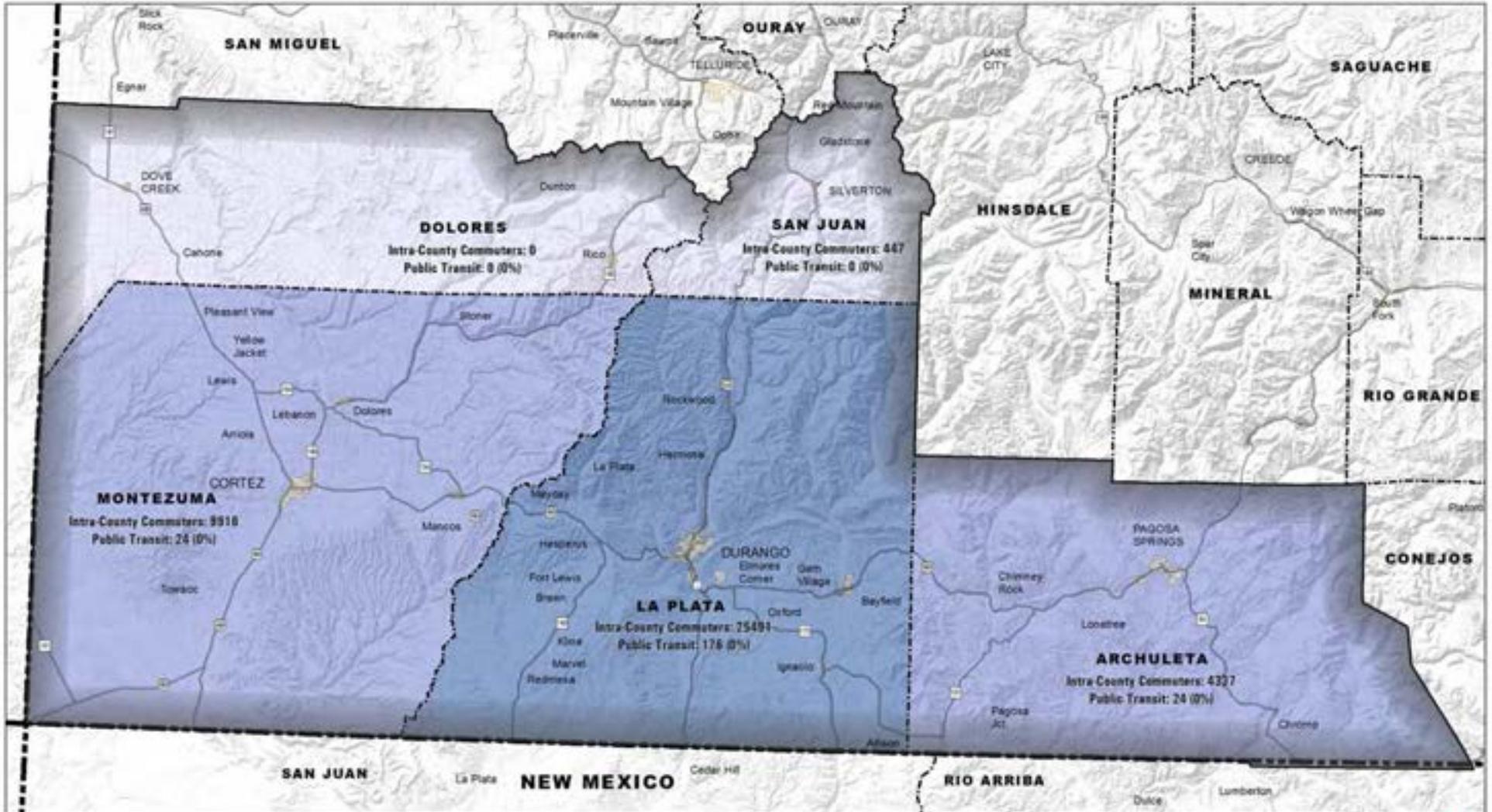
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*NOTE - County to county arrows generated from county centroids.

Intra-County Public Transit Commuters

*Note: Values are based on the 2009 ACS Table S0604 - Means of Transportation to Work by Workplace Geography



Legend

- No Public Transit Commuters
- 24 Public Transit Commuters
- 176 Public Transit Commuters
- Southwest TPR Boundary
- County Boundaries
- Interstate Highways
- Incorporated Cities and Towns
- State Boundaries
- U.S. & State Highways

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North

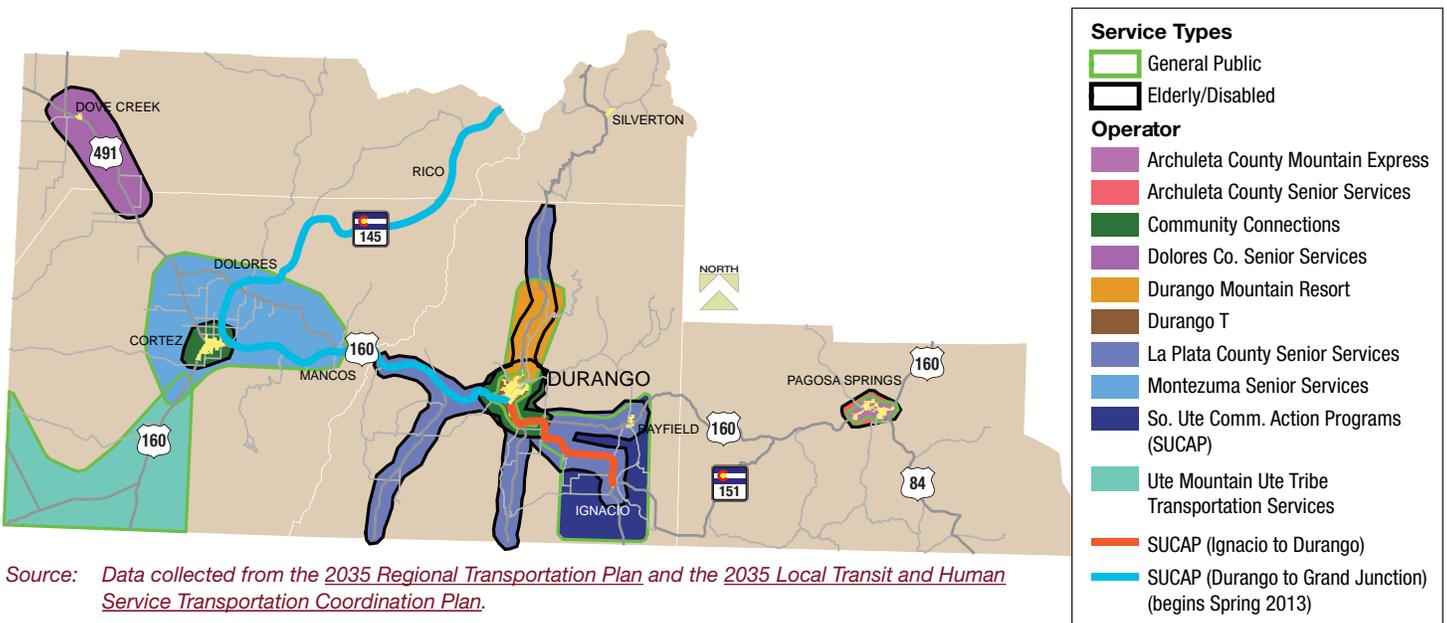


0 5 10 Miles

SOUTHWEST 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 **Southwest 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 Southwest 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 Southwest TPR according to the 2008 Plans. Additional smaller providers not identified on the map include: American Red Cross, Church Services, Durango Transportation, Inc., Four Corners Health Care Center, Lodging Properties, Mesa Verde Company, Pagosa Taxi, Pine Ridge Extended Care Center, Regional Rideshare Program, San Juan Backcountry, San Juan Basin Area Agency on Aging, School Districts, School to Work Alliance Program, Silverton Outdoor Learning and Recreation Center and Wilderness Journeys, Inc. The Southern Ute Community Action Program (SUCAP) provides regional service between Ignacio and Durango and intercity bus service between Durango and Grand Junction.



Source: Data collected from the 2035 Regional Transportation Plan and the 2035 Local Transit and Human Service Transportation Coordination Plan.

Key Issues Identified in the 2008 Plan

Public transportation should be given more consideration as an economically and environmentally viable alternative. There is increased congestion on US 160 and US 550 in and around Durango due to economic development and tourism.

- Need for better transit connections within communities and more public transportation regionally
- Need to establish intercity bus service from Cortez to Pagosa Springs
- Lack of regional intercity bus service for the region as a whole
- Expand service areas, frequency and service hours
- Look at public transportation opportunities to support tourism and second home market
- Need for better land use planning in coordination with transit services
- Need for service from Cortez to Durango along US 160
- Need for centralized dispatching
- Lack of general public transit service in Dolores and San Juan Counties

Plan Goals and Strategies

- Provide multimodal options for the region
- Maximize choices, options and incentives that reduce passenger vehicles at peak hours
- Encourage transit oriented development
- Conduct public education and outreach as well as incentives to encourage transit
- Consider future rail service for commerce, tourism, and economic development
- Encourage inclusion of transit-friendly options at the development review level

Project Website: www.coloradodot.info/programs/transitandrail/statewidetransitplan

Southwest TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

	Implemented	In Progress	Deferred	Eliminated
A. Replace and purchase new vehicles for Archuleta County Senior Services (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Replace and purchase new vehicles for Dolores County Senior Services (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Replace buses for Durango Transit (2); purchase new wheelchair accessible vans (2) and new small buses (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Purchase a new minibus (1) and replace vehicles (2) for Montezuma Senior Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Replace and purchase new vehicles for La Plata County Senior Services (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Replace and purchase new vehicles for Community Connections (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Purchase new buses (3) and replace vehicles for vanpool program (2) for SUCAP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Construct a transit center for Durango Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Construct new bus shelters and a garage for buses (SUCAP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Plan and construct a new regional park-and-ride facility (SUCAP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Construct a new bus storage facility for Archuleta County Senior Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. Construct a new transit facility for Archuleta County Mountain Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M. Construct a new transit facility for Montezuma Senior Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O. Build additional bus stop shelters for Durango Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operating:

A. Increase and expand Durango Transit fixed-route service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Expand services for Dolores County Senior Service agency from Dove Creek to Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Increase SUCAP service frequency for the Ignacio-Durango and Bayfield-Durango routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Implement new vanpool service from Bayfield to Ignacio and create a new vanpool coordinator position (SUCAP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Implement new regional service from Cortez to Durango and from Aztec to Farmington to Durango and Ignacio (SUCAP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Increase service hours for SUCAP (additional 1,020 hours of service)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Establish New Freedoms Senior Services program for escorted medical and shopping trips from Ignacio to Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Expand services for La Plata County Seniors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Expand Archuleta County Mountain Express service between Pagosa Springs to Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Coordination:

A. Create a Coordination Council to help coordinate systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Form a Rural Transportation Authority for Durango Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Investigate shared maintenance opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Investigate shared vehicle storage facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans

A. Replacement trolley for Durango Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Connectivity project for Arroyo Drive, 15th Street, and 25th Street/Junction Creek in Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Durango Transit bus barn design project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Regional operating funds for service from Ignacio to Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans (cont.)

E. Regional operating funds for service from Bayfield to Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Regional operating funds for service from Ignacio to Aztec (New Mexico)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Regional operating funds for service from Cortez to Durango	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Regional operating funds for service from Pagosa Springs to Bayfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Capital funds for service from Durango to Walsenburg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Build a transit facility in Ignacio with enclosed storage for four buses plus covered storage for six buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Expand service between Pagosa Springs and Durango to between two and eight round trips per day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. Expand commuter bus service between Dolores-Cortez-Durango to between two and eight round trips per day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2013 CASTA Survey – Transit Priorities

Dove Creek / Cahone Dolores County Senior Services

1st Priority - Expand the transit fleet to meet existing demand

2nd Priority - Extend hours of service

3rd Priority - Build new facilities

Durango Transit, City of Durango

1st Tier Priorities

Increase frequency of service on existing routes

Extend hours of service

New system upgrades (bus pullouts, etc)

Use money to back fill short falls

2nd Tier Priorities

Increase number of days of service

Upgrade fleet with more efficient and technologically advanced vehicles

3rd Tier Priorities

Operate new routes in areas not currently served

Expand the transit fleet to meet existing demand

Invest in system upgrades (dispatch, etc.)

Build new facilities

La Plata County Southern Ute Reservation – SUCAP Road Runner

1st Priority - Increase frequency of service on existing routes

2nd Priority - Extend hours of service

3rd Priority - Use money to back fill short falls

Accomplishments

- Durango Transit completed the development of a new intermodal station in Durango using SB1 funds
- SUCAP will initiate intercity bus service between Durango and Grand Junction in the Fall of 2013.
- Multiple transit vehicles have been awarded to Archuleta County, SUCAP, and Durango Transit
- La Plata County was awarded FASTER Transit funding for a park-and-ride.
- Dolores County initiated a new demand response transit service from Dove Creek to Cortez and Durango

Southwest Transportation Planning Region Transit Working Group #1 – Meeting Minutes

Date: August 21, 2013
Time: 9:00 AM – 11:00 AM
Location: La Plata County Fairgrounds
2500 Main Avenue
Durango, 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.

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 Southwest region.

Public meeting input/strategies:

- Use a non government meeting space
 - Identify what the invited public will get out of attending... what is the benefit to them – raffle, bus pass, etc.
 - Durango has previously had success with brewer sponsored public meetings
 - Using the fairgrounds is free and the rec center is also a good location
 - Meetings could be held midday in Durango and in the evening in Cortez to improve coverage
 - Video conferencing is available at locations in Pagosa Springs, Cortez and Durango – this has worked well for public TPR meetings and reduce the need to hold meetings at two different locations
 - It was requested that at lead one of the next two TWG meetings be held in Cortez
 - Post cards and information on the transit vehicles
-

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:

- 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:
 - Business centers*Changes to the Activity Center table:*
 - The table included a number of activity centers in SLV region. The team will update the table and map and send it to the group for another review
 - Add dialysis centers
 - Axis health system
 - Piedra store is closed
 - Frosty's ag Market is now the superette
 - Add clinics
 - Add two Walmarts
 - Check the presence of "Food Emporium"
 - Remove Spruce Mesa Foods
 - Check location of Pueblo Community College Mancos and Durango?
 - Add low income housing
 - Rec centers
 - Check location of Region 9 Ombudsman Program
 - Remove SW Colorado Research Center
 - Add GED program locations
 - Add continuing education locations
 - Add preschools and grade schools
 - Employed Working Outside of County of Residence
Comments:
 - There is travel between La Plata and New Mexico
 - There is travel between Archuleta and La Plata
 - 2011 Percentage of Households with No Vehicle
 - Percentage of Residents Age 65+ for 2013, 2020, 2030, and 2040
 - Job Growth from 2000 to 2040
Comments:
 - Archuleta County appears to show too much job growth. The team will check the number.
 - 2011 Veteran Population
 - 2011 Minority Population
-

- 2011 Percent of Population with No or Limited English Proficiency (LEP)
- 2011 Population below Federal Poverty Level

Southwest TPR 2008 Plan Summary

Holly reviewed the 2008 Southwest 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.

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 Southwest region:

- Maintain then enhance existing services
- Provide multimodal options for the region
- Maximize choices and incentives that reduce passenger vehicles at peak hours
- Encourage TOD
- Conduct public education and outreach as well as incentives to encourage transit
- Consider future rail service for commerce, tourist, and economic development
- Encourage inclusion of transit-friendly options at the development review level
- Improve services for seniors and transit dependent populations
- Implement strategies that improve air quality and address environmental sustainability

Regional Transit Needs, Projects, and Priorities

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

Amber Blake said that there were other plans and projects that should be considered. She will send those documents to the team for inclusion.

The discussion outcomes are below (highest priority designation by group is indicated with an asterisk *).

Capital:

Short-Term

- ▶ Bayfield: park and ride
- ▶ Cortez: park and ride *
- ▶ Dolores: park and ride
- ▶ Archuleta County: park and ride *
- ▶ Archuleta County: expand fleet; Transportation Center (Pagosa Springs)
- ▶ SUCAP: Bus Barn
- ▶ Dolores: Bus/Vehicle Shelter
- ▶ Area-wide: park and ride lots in common gathering locations (stores, etc.); shared parking (church, shopping centers)

Long-Term

- ▶ Area-wide: alternative fuel replacement vehicles
- ▶ Area-wide: General fleet replacement

Coordination:

Employment

- ▶ South Ute Tribe – serve employment center/service industries
- ▶ Transit coordination council – involvement, engage, organize
- ▶ Partnerships – medical facilities with bus services, taxi services, etc.
- ▶ Expand coverage area to service main employment centers

Medical

- ▶ Cortez – Durango: public-private medical facilities

Veterans

- ▶ VA Hospital – coordinate service to Grand Junction facility
- ▶ Veterans currently lose money if they use public transportation. If they drive themselves they get reimburse to a value that exceeds the price of fuel. This doesn't make transit a competitive option.

Information/Communication/Other

Area-wide:

- ▶ Voucher Program to allow transfers between agencies
- ▶ Regional Services – promote services to public via outreach, communication
- ▶ Alternative fuel vehicle replacements
- ▶ Alternative fueling stations

Operation:

Short-Term

- ▶ * Pagosa Springs – Durango – Cortez – Dove Creek (VM 491) – (160 Corridor Alamosa)
 - Primary – medical facility
 - Secondary general transportation
- ▶ Arch. City - Ignacio
- ▶ Expanding service to outlying communities
- ▶ Ft. Lewis College
- ▶ Durango – Durango Mountain Resort
- ▶ Area-wide: increase ADA access
- ▶ Area-wide: recruit trained certified drivers

Long-Term

- ▶ Provide transit service to regional airport
- ▶ Voucher program – allow transfers between agencies
- ▶ Expand operating hours
- ▶ Durango: service to Bayfield Medical Center
- ▶ Cortez – Walsenburg transit service
- ▶ Montezuma City – Durango: service to medical centers
- ▶ Montezuma City – provide weekend, evening service
- ▶ Bayfield – increase mobility/travel options
- ▶ Dolores City – Rico – Cortez transit service
- ▶ Dove Creek – SUCAP transit service

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. It was suggested that the the following organizations should be involved:
 - Womans Resource Center
 - Archuleta County Administrator to get more information about the budget for transit and transportation
 - Durango Mountain Resort
 - Private providers
 - Town of Rico
 - Chamber of Commerce

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>

Southwest Transportation Planning Region

Transit Working Group Meeting #1

Date: August 21, 2013
Time: 9:00 – 11:00 AM
Location: La Plata County Fairgrounds, Exhibit Hall
 2500 Main Avenue
 Durango, Colorado

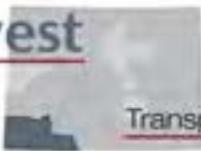
NAME	AGENCY	ADDRESS	PHONE	EMAIL
Healy Buck	FHU	6300 S. Spruce Durango CO	303 721 1440	Healy.Buck@fhucog.com
Scott Larson	CDOT		303. 757-9771	
Connie Vigil	The Training Advantage	331 S. Camino Del Rio, Dgo, CO	970-247-0368	
Matt Muraro	CDOT	3803 Main Ave. Durango CO 81301	970 385-1433	MATT.MURARO@CDOT.CO.GOV
Laura Lewis Marchino	Region 9	295 Girard St. Dgo.	970-247-9621	laura@Scan.org
William Bauman	FLC	1000 W. 1st St Durango, CO 81301	970-741-7220	bauman@flc.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
MARY Holaday	Montezuma Senior Services	107 W. Chestnut Cortez, CO 81321	(970) 564-2770	mholaday@co. montezuma.co.us
KEVIN ETEL	MONTIZUMA County COMMISSIONER	11510 Rd 26 Cortez, CO 81321	970-749-5524	KEVIN@ETEL@SIGMA.COM
Nita Purkat	Dolores County Senior Services & Public Transportation	PO Box 164 Cahone, CO 81320	970-562-4626	dcsenior@fone.net
Amber Blake	Durango Transit City of Durango	250 W. 8th St Durango CO 81301	(970) 375-4949	amber.blake@ durangogov.org
JASON SWICK	S.W.C.I	435 E. 2nd Ave DUNN, CO 81301	970-759-1672	IL - SWICK@ SWCI.ORG
Jason Armstrong	Community Connections	281 Sawyer Dr STE 205 Dgo, CO 81303	970-385-3459	jason@cci-colorado.org
Laura Faubion	SUCAP/ THE TRAINING Advantage	331 S Camino del Rio Suite C Dgo Co 81303	970 247 0327	LauraFaubion@ frontier.net
Lue Ann Everett	Montezuma Dolores Social Services	109 W Main Rm 203 Cortez, CO 81321	970-564-4138	lueann.everett@ state.co.us
Sheila Berger	City of Durango Transit/ DUSA	250 W. 8th St Durango 81301	970-375-4901	Sheila.Berger@ durangogov.org

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Bobby Lieb	LA PLATA COUNTY	1060 E. 2ND AVE.	970.382.6216	BOBBY.LIEB@CO.LAPLATA.CO.US
Ed Gilbert	CORTEZ CAB	CORTEZ, CO 81521 1430 E MAINWAY	970-565-6911	ride@cortezcab.com
Chris Lammay	TOWN OF BAYFIELD	PO BOX 80 Bayfield 81122	970-884-0544	clammay@bayfieldgov.org
John Egan	Archuleta County Mountain Express Transit	P.O. Box 1507 Pagosa Springs, CO 81447	470-264-2250 2: 470-946-9461	jegan@archuleta county.org
Peter Tregillus	SUCAP Road Runner	PO Box 800	970-403-0614	ptregillus@ sucap.org
CLAYTON RINTGER	Road Runner TRANSPORT	PO Box 800 Ignacio CO 81137	970-563-4545	clinton@rrta- sugar.org
Raymond Taylor	Archuleta County Veterans Services Office	PO Box 1507 Pagosa Springs CO 81447	(970) 264-4013	ray.taylor@archuleta county.org
Morgan Kurule	Fort Lewis College Financial Allocation Board	1000 Rim Drive Durango, CO 81301		mkurule@fortlewis.edu
GREGG WOIT	4CORE	10 Town Plaza Box 190, Durango	970- 757 259-1416	gregg@fourcore.org

x 114

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Erica Vetter	St. Croix County / St. Croix County	1060 W. 2nd Ave	770-692-4104	erica@sapping info@stcroixcounty.org



B.2 - Transit Working Group Meeting #2

Southwest Transit Working Group Meeting #2

Date: October 23, 2013
Time: 1:00 PM – 3:00 PM
Location: La Plata County Fairgrounds, Lightner Room
2500 Main Avenue
Durango, 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@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 Open Houses		[Blue bar spanning Oct 2013 to Jun 2014]									
	Statewide Needs Analysis		[Blue bar spanning Oct 2013 to Dec 2013]									
	Financial Analysis and Investment Needs		[Blue bar spanning Oct 2013 to Dec 2013]									
	Statewide Policies and Strategies		[Blue bar spanning Oct 2013 to Dec 2013]									
	Performance Measures		[Blue bar spanning Oct 2013 to Dec 2013]									
	Draft Final Report Development							[Blue bar spanning Feb 2014 to Mar 2014]				
	Agency Consultation - State/Federal						[Blue bar in Jan 2014]					
	CDOT - 30 Day Review of Draft Final Report								[Blue bar spanning Mar 2014 to Apr 2014]			
	Update Draft Report									[Blue bar in Apr 2014]		
	SSC and Public Review of Draft Final Report									[Blue bar spanning Apr 2014 to May 2014]		
	Prepare Final Report										[Blue bar in May 2014]	
	Submit Final Report/ TC Adoption											[Blue bar in Jun 2014]
	Final Report Spanish Translation											[Blue bar in Jun 2014]
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Local Plan Open Houses		[Red bar in Oct 2013]									
	Vision and Goals Development	[Red bar in Sep 2013]	[Red bar in Oct 2013]									
	Financial Analysis and Investment Needs	[Red bar in Sep 2013]	[Red bar in Oct 2013]									
	Projects, Strategies & Prioritization	[Red bar in Sep 2013]	[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Needs Assessment/ Gap Analysis		[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Development of Draft Final Reports			[Red bar in Nov 2013]	[Red bar in Dec 2013]							
	CDOT - 30 Day Review of Draft Final Reports					[Red bar in Jan 2014]						
	Update Draft Reports						[Red bar in Feb 2014]					
	TWG and Public Review of Draft Final Reports							[Red bar in Feb 2014]				
	Prepare Final Reports							[Red bar in Mar 2014]				
Integration with Statewide Transportation Plan									[Purple bar in May 2014]	[Purple bar in Jun 2014]		



Open Houses in each TPR

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

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 Southwest Transit Vision & Goals

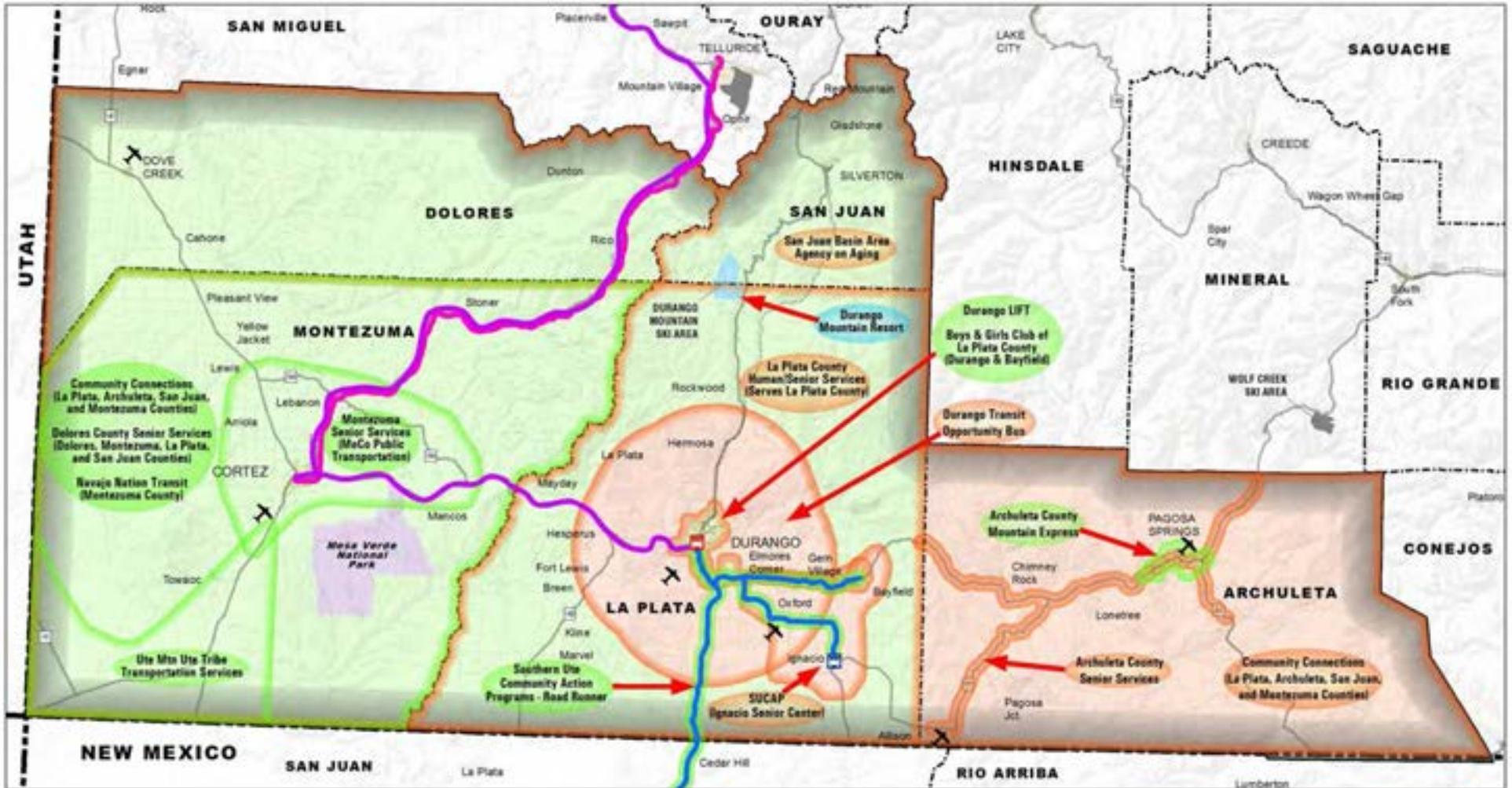
Provide coordinated transportation services that encourage transit travel among the region's residents, employees, and visitors.

Supporting Goals

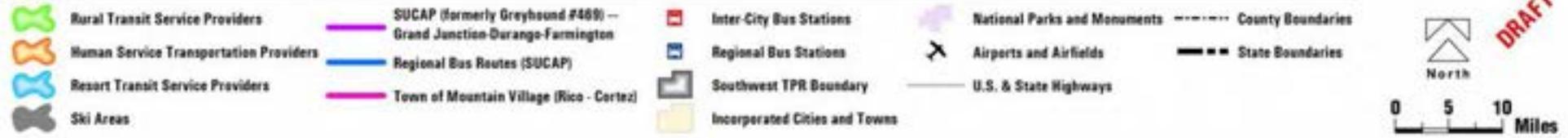
1. Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile
2. Seek funding opportunities to preserve existing transportation services and expand the transportation network
3. Consider future rail service to boost commerce, tourism, and economic development
4. Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations
5. Support existing and future transportation services with informational programs, outreach, and incentives

Existing Transit Service Providers

Transit service provider information based upon 2013 research and data provided by Nelson-Nygaard Consulting Associates.



Legend



DRAFT

Southwest Transit Services

Agency	Clientele	Service Type	Service Days	Service Area
Transit Agency				
Community Connections, Inc.				Archuleta, La Plata, Montezuma, San Juan
Boys & Girls Club of La Plata County	<ul style="list-style-type: none"> ▪ Low Income ▪ Disabled ▪ Members Only 	Fixed Route	Weekdays	La Plata
Navajo Nation Transit				Montezuma
Dolores County Senior Services	<ul style="list-style-type: none"> ▪ General Public ▪ Seniors ▪ Disabled ▪ Veterans ▪ Limited English ▪ Low Income 	Demand Response, Assistance with Shopping	Weekdays	Dolores, La Plata, Montezuma, San Miguel
Montezuma Senior Services (MoCo Public Transportation)	<ul style="list-style-type: none"> ▪ General Public 	Demand Response	Weekdays	Montezuma
Southern Ute Community Action Programs, Inc. (Road Runner Transportation)	<ul style="list-style-type: none"> ▪ General Public ▪ Seniors ▪ Disabled ▪ Veterans ▪ Limited English ▪ Low Income ▪ School Children ▪ Workforce 	Deviated Fixed Route, Demand Response, ADA, Assistance with Shopping, Escorted Transportation	All Days	La Plata
City of Durango (Durango Transit)	<ul style="list-style-type: none"> ▪ General Public ▪ Seniors ▪ Disabled' ▪ Veterans ▪ Limited English ▪ Low Income ▪ School Children ▪ Workforce 	Fixed Route, Demand Response, ADA, Travel Training	Weekdays & Saturdays	La Plata
San Juan Sentry, LLC (Cortez Cab)	<ul style="list-style-type: none"> ▪ General Public ▪ Seniors ▪ Disabled ▪ Veterans ▪ Limited English ▪ Low Income ▪ School Children ▪ Workforce 	Demand Response	All Days	Dolores, La Plata, Montezuma, San Miguel



Agency	Clientele	Service Type	Service Days	Service Area
Town of Mountain Village	<ul style="list-style-type: none"> ▪ General Public ▪ Seniors ▪ Veterans ▪ Limited English ▪ Low Income ▪ School Children ▪ Workforce 	Fixed Route, Demand Response, Vanpool, Fixed Guideway (aerial gondola), Fare Free Services	All Days	Dolores, Montezuma, Montrose, Ouray, San Miguel
La Plata County Human Services (La Plata County Senior Services)	<ul style="list-style-type: none"> ▪ Disabled ▪ Seniors ▪ Veterans ▪ Low Income ▪ Caregivers 	Demand Response	Weekdays	La Plata
Archuleta County Mountain Express				
Archuleta County Senior Services				
Durango Mountain Resort				
Ute Mountain Ute Tribe Transportation Services				
Human Service Agency				
Volunteers of America - Southwest Safehouse	<ul style="list-style-type: none"> ▪ Women and children survivors of domestic violence 	Volunteers transport clients, bus tickets/passes, contract with other providers, gas vouchers, car repair vouchers		
Volunteers of America - Southwest Colorado Division	<ul style="list-style-type: none"> ▪ Veterans ▪ Low Income ▪ Homeless 	Program staff transport clients, volunteers transport clients, car repair vouchers, referrals		
SUCAP - Senior Center		Program staff transport clients		
Southwest Colorado Community College	<ul style="list-style-type: none"> ▪ High School Graduates / GED 	Volunteers transport clients, bus tickets/passes		
La Plata County Department of Human Services		Program staff transport clients, bus tickets/passes, gas vouchers		
Sunshine Gardens Senior Community	<ul style="list-style-type: none"> ▪ 55+ / Medicaid Approved 	Contract with other providers		
Dolores County Senior Services	<ul style="list-style-type: none"> ▪ 60+ 	Program staff transport clients, adaptive transportation		
Montezuma Senior Services		Program staff transport clients		
SUCAP - Southern Ute Community Action Programs	<ul style="list-style-type: none"> ▪ Low Income ▪ Native American priority 	Program staff transport clients, bus tickets/passes		



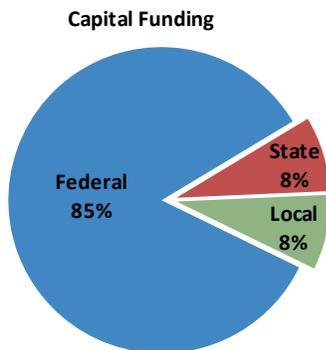
Agency	Clientele	Service Type	Service Days	Service Area
Human Service Agencies that Provide Other Types of Transit Support				
Volunteers of America - Durango Community Shelter		Bus tickets/passes, gas vouchers, car repair vouchers		
Women's Resource Center		Car repair vouchers		
Manna - The Durango Soup Kitchen		Bus tickets/passes		
Town of Mancos				
4CORE				
Montezuma County Social Services				
Southwest Mental Health (Axis Health System)	<ul style="list-style-type: none"> ▪ Mental Health/ Substance Abuse diagnosis 	Bus tickets/passes		
Mercy Housing - Durango Properties	<ul style="list-style-type: none"> ▪ Low Income 	Bus tickets/passes, contract with other providers		
Southwest Center for Independence	<ul style="list-style-type: none"> ▪ Disabled/Living in Archuleta, La Plata, Montezuma, San Juan Counties 	Short term car rental/rideshare program		
San Juan Basin Health Department	<ul style="list-style-type: none"> ▪ Elderly ▪ Blind ▪ Disabled ▪ People Living with Aids 	Bus tickets/passes		
SUCAP - The Training Advantage				
The Training Advantage	<ul style="list-style-type: none"> ▪ Low Income ▪ Unemployed 	Bus tickets/passes, gas vouchers, car repair vouchers		

Southwest Financial Summary

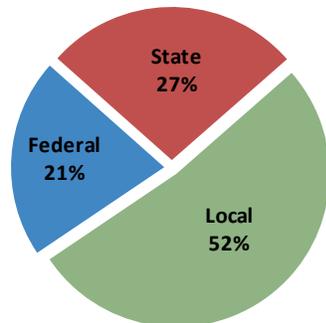
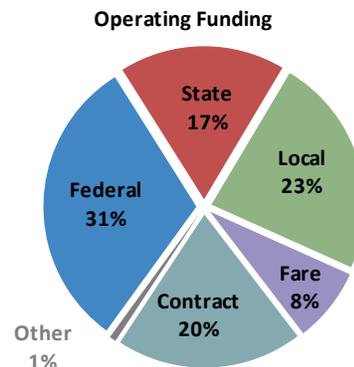
The information presented here is in draft form and subject to change. Financial data for each provider has been aggregated to the regional level. Data is drawn from survey responses, CDOT grant award records, and information within the National Transit Database. While incomplete in some cases, this 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

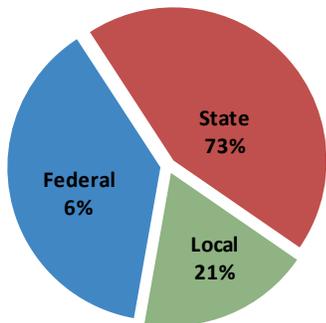
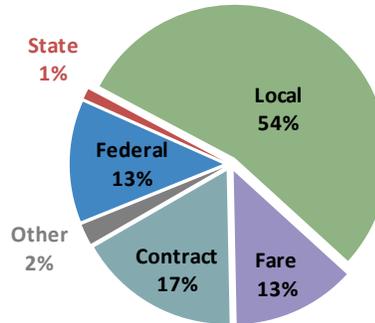
Regional Funding Comparison



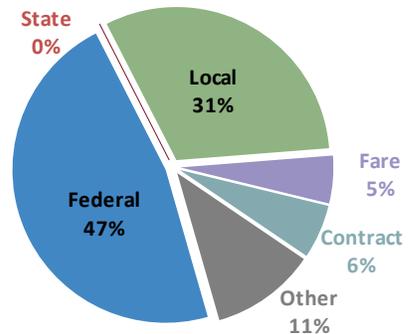
National Average - Rural Providers
2011 Federal Transit Administration



Colorado Average - Rural Providers
2011 National Transit Database



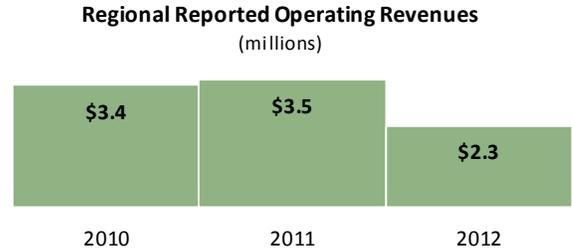
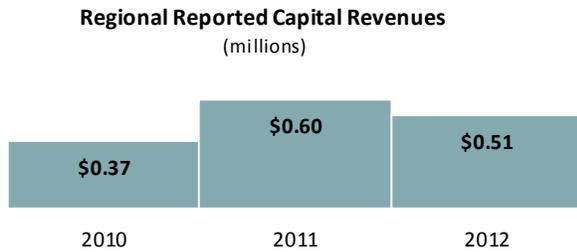
Southwest TPR Average
2012 Self-Reported Survey Data



* 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



Southwest Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards	\$281,117	\$327,143	\$195,663	Federal Awards	\$1,756,925	\$1,065,736	\$1,478,920
State Support			\$225,311	State Support	\$60,616	\$136,411	\$0
Local Support	\$86,789	\$155,962	\$93,528	Local Support	\$1,258,549	\$1,037,673	\$985,981
Other				Fare and Donation Revenue	\$139,920	\$1,166,746	\$158,624
				Contract Revenue	\$148,761	\$101,293	\$180,000
				Other Revenue		\$3,451	\$348,856
Total Capital Revenues	\$367,906	\$603,105	\$514,502	Total Operating Revenues	\$3,364,771	\$3,511,310	\$2,257,850
Total Capital Costs **	\$529,998	\$45,558	\$553,311	Total Operating Expenses	\$0	\$0	\$3,159,921

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

** Self reported survey data

Blank = No Data Available



Southwest 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
Archuleta	27.0%	48.5%	143.8%	43.5%	66.6%	119.2%
Dolores	10.6%	18.8%	58.0%	5.8%	9.4%	9.8%
La Plata	18.3%	29.6%	69.4%	45.3%	74.9%	140.5%
Montezuma	13.3%	23.0%	62.2%	27.7%	44.0%	67.4%
San Juan	5.6%	8.6%	15.2%	20.0%	34.2%	26.7%
TPR Overall	17.8%	29.9%	76.6%	38.2%	61.7%	109.3%

Southwest Transit Projects

Source	Agency/Location	Description	Cost	Horizon	Category
Provider Survey	Boys & Girls Club of La Plata County	Youth after school and summer school transportation	\$500,000	Short-term	Access to human services
TWG Meeting #1	Bayfield	Establish park and ride		Short-term	Capital
TWG Meeting #1	Cortez	Establish park and ride		Short-term (priority)	Capital
TWG Meeting #1	Dolores	Establish park and ride		Short-term	Capital
TWG Meeting #1	Archuleta County	Establish park and ride		Short-term (priority)	Capital
TWG Meeting #1	Archuleta County	Expand fleet		Short-term	Capital
TWG Meeting #1	Archuleta County	Build a Transportation Center in Pagosa Springs		Short-term	Capital
TWG Meeting #1	Southern Ute Community Action Programs	Build Bus Barn		Short-term	Capital
TWG Meeting #1	Dolores	Build bus/vehicle shelter		Short-term	Capital
TWG Meeting #1	Southwest Region	Coordinate and establish shared parking lots (churches, shopping centers)		Short-term	Capital
TWG Meeting #1	Southwest Region	Replace fleets with alternative fuel vehicles		Long-term	Capital
TWG Meeting #1	Southwest Region	General fleet replacement		Long-term	Capital
Provider Survey	Town of Mountain Village	Long term operating and funding agreement		Long-term	Coordination
Provider Survey	Dolores County Senior Services	Develop long-term transportation plan		Mid-term	Coordination
Provider Survey	City of Durango (Durango Transit)	Increase coordination between regional providers and park and rides in La Plata		Long-term	Coordination
Provider Survey	City of Durango (Durango Transit)	Increase connectivity between local/intercity bus systems		Long-term	Coordination
TWG Meeting #1	Southern Ute Tribe	Expand service to employment center/service industries			Coordination
TWG Meeting #1	Transit coordination council	Increase involvement and engagement			Coordination
TWG Meeting #1	VA Hospital	Enhance service to Grand Junction facility			Coordination
TWG Meeting #1	Veterans Affairs	Eliminate the drive-alone subsidy (veterans reimbursed for driving)			Coordination
TWG Meeting #1	Southwest Region	Create a regional transit voucher program to allow transfers between agencies			Coordination



Source	Agency/Location	Description	Cost	Horizon	Category
TWG Meeting #1	Southwest Region	Create a promotional campaign through outreach and communications region wide			Coordination
TWG Meeting #1	Southwest Region	Build alternative fuel stations			Coordination
Provider Survey	Montezuma Senior Services	Extend hours of service and expand into La Plata and Dolores	\$30,000/year	Short-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Increase frequency Ignacio-Bayfield routes	\$76,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Add daily commuter service from Cortez and Mancos to Durango	\$70,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Add daily commuter service between Farmington and Durango	\$105,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Add daily commuter and mid-day service between North Animas Valley and Durango	\$50,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Add late night service on Durango, Ignacio, Hermosa, Cortez routes	\$191,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Increase funding for Intercity bus service Durango to Grand Junction daily service	\$85,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Add 2 new motor coaches for Intercity bus service Durango to Grand Junction daily service	\$440,000	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Increase funding for intercity bus service Monticello, UT to Walsenburg	\$115,000/year	Mid-term	Expanding Service
Provider Survey	Southern Ute Community Action Programs	Add 2 new buses for intercity bus service Monticello, UT to Walsenburg	\$440,000	Mid-term	Expanding Service
Provider Survey	Boys & Girls Club of La Plata County	Service Expansion throughout La Plata County		Mid-term	Expanding Service
Provider Survey	Montezuma Senior Services	Extend hours of service	\$30,000/year	Long-term	Expanding Service
Provider Survey	City of Durango (Durango Transit)	Expand service to the Airport, Durango Mtn Resort, La Plata County		Long-term	Expanding Service
Provider Survey	Dolores County Senior Services	Central bus shelter with dispatch office	\$250,000	Short-term	Facilities
Provider Survey	City of Durango (Durango Transit)	Upgrade/install new transit shelters	\$20,000/year	Short-term	Facilities

Source	Agency/Location	Description	Cost	Horizon	Category
Provider Survey	City of Durango (Durango Transit)	Implement connectivity projects in the Multi Modal Transportation Master Plan (connecting transit, bicycle, pedestrian facilities)	\$15,000,000	Long-term	Facilities
Provider Survey	Town of Mountain Village	Replace main gondola drives and motors	\$600,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Upgrade gondola control systems	\$350,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Refurbish gondola cabins	\$600,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Replace gondola grips and hangers	\$520,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Add full-time APU backup	\$1,000,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Replace gondola support vehicles	\$160,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Paint gondola towers and terminals	\$120,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Replace gondola haul rope	\$750,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Replace 3 gondola drive bullwheels	\$225,000	Mid-term	Facilities
Provider Survey	Town of Mountain Village	Rebuild main gondola gearbox	\$100,000	Mid-term	Facilities
Provider Survey	Montezuma Senior Services	Build a maintenance facility	\$1,000,000	Long-term	Facilities
Provider Survey	City of Durango (Durango Transit)	Print new service schedules	\$10,000/year	Short-term	Information
Provider Survey	City of Durango (Durango Transit)	Funding needed to continue Mobility Management program	\$60,000/year	Short-term	Information
Provider Survey	Dolores County Senior Services	3 new replacement vans	\$120,000	Short-term	Maintaining Service
Provider Survey	Dolores County Senior Services	One new 14 passenger bus	\$80,000	Short-term	Maintaining Service
Provider Survey	Montezuma Senior Services	Replace 2 buses	\$120,000	Short-term	Maintaining Service
Provider Survey	Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Short-term	Maintaining Service
Provider Survey	Southern Ute Community Action Programs	9 new replacement buses	\$630,000	Short-term	Maintaining Service
Provider Survey	Southern Ute Community Action Programs	2 new ADA van replacements	\$100,000	Short-term	Maintaining Service

Source	Agency/Location	Description	Cost	Horizon	Category
Provider Survey	Southern Ute Community Action Programs	Expand operating budget	\$375,000	Short-term	Maintaining Service
Provider Survey	Southern Ute Community Action Programs	Replace 2 engines for Intercity bus service Durango to Grand Junction daily service	\$50,000	Short-term	Maintaining Service
Provider Survey	Southern Ute Community Action Programs	Replace 3 transmissions for Intercity bus service Durango to Grand Junction daily service	\$45,000	Short-term	Maintaining Service
Provider Survey	Southern Ute Community Action Programs	Replace 2 engines for intercity bus service Monticello, UT to Walsenburg	\$50,000	Short-term	Maintaining Service
Provider Survey	Southern Ute Community Action Programs	Replace 3 transmissions for intercity bus service Monticello, UT to Walsenburg	\$45,000	Short-term	Maintaining Service
Provider Survey	City of Durango (Durango Transit)	Replace 4 trolleys	\$360,000	Short-term	Maintaining Service
Provider Survey	City of Durango (Durango Transit)	Replace 5 minibuses	\$375,000	Short-term	Maintaining Service
Provider Survey	City of Durango (Durango Transit)	Funding needed to continue operations	\$700,000	Short-term	Maintaining Service
Provider Survey	Town of Mountain Village	Add 2-4 new cutaway buses	\$70,000 each	Mid-term	Maintaining Service
Provider Survey	Town of Mountain Village	Add 10-15 new shuttle vans	\$25,000 each	Mid-term	Maintaining Service
Provider Survey	Town of Mountain Village	Rebuild 6 gondola conveyors	\$480,000	Mid-term	Maintaining Service
Provider Survey	Boys & Girls Club of La Plata County	Replacement vehicles		Mid-term	Maintaining Service
Provider Survey	Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Mid-term	Maintaining Service
Provider Survey	Montezuma Senior Services	Replace 2 buses	\$175,000	Long-term	Maintaining Service
Provider Survey	Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Long-term	Maintaining Service
TWG Meeting #1	TBD	Establish Pagosa Springs-Durango-Cortez-Dove Creek route		Short-term (priority)	Operation
TWG Meeting #1	TBD	Establish Archuleta City-Ignacio route		Short-term	Operation
TWG Meeting #1	TBD	Increase service to Ft. Lewis College		Short-term	Operation
TWG Meeting #1	TBD	Increase service to outlying communities		Short-term	Operation
TWG Meeting #1	Southwest Region	Increase ADA access		Short-term	Operation



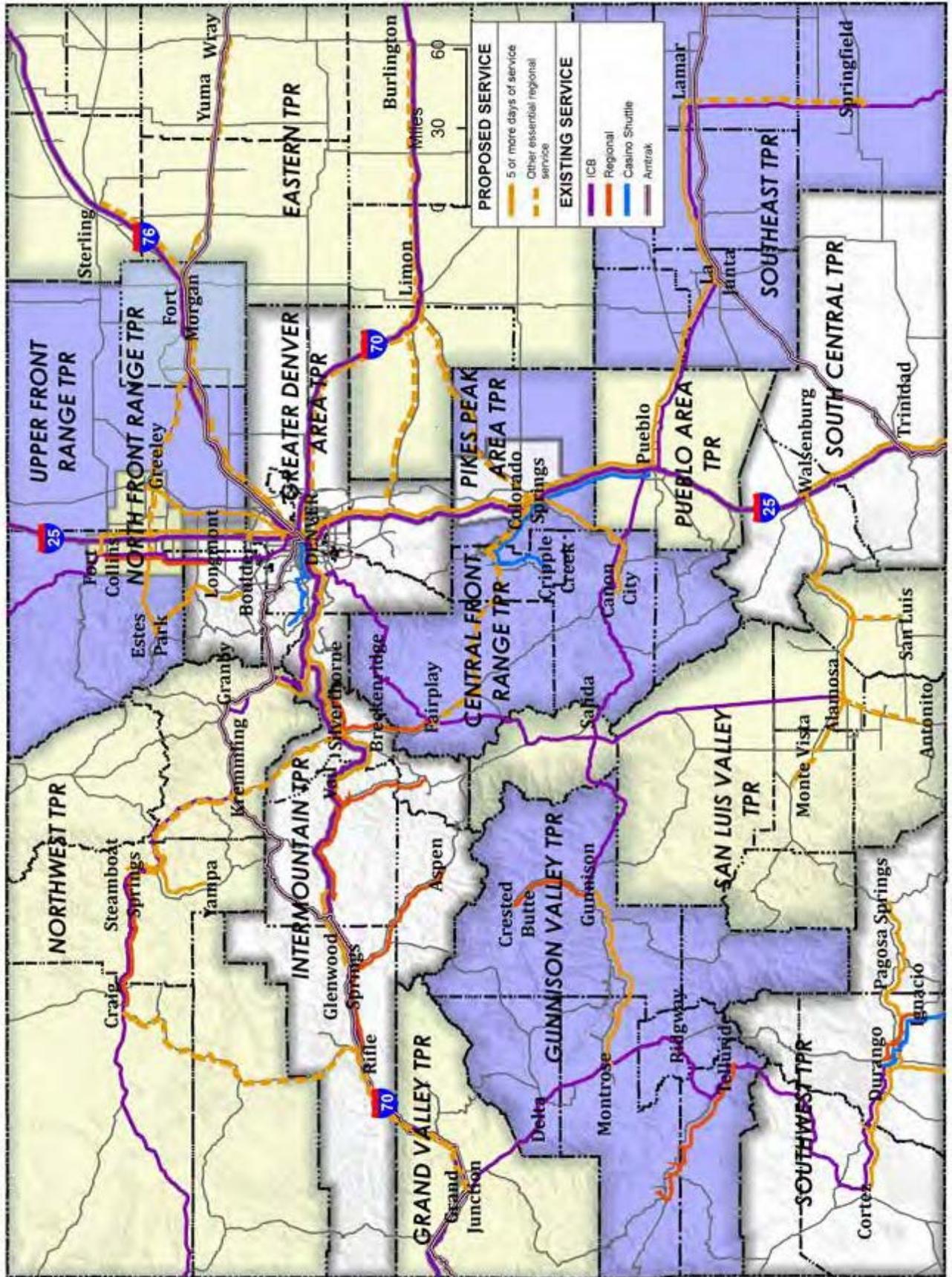
Source	Agency/Location	Description	Cost	Horizon	Category
TWG Meeting #1	Southwest Region	Recruit trained and certified drivers		Short-term	Operation
TWG Meeting #1	TBD	Add Montezuma City-Durango medical facilities		Long-term	Operation
TWG Meeting #1	TBD	Add weekend and evening service to Montezuma City		Long-term	Operation
TWG Meeting #1	TBD	Add Dolores City-Rico-Cortez transit service		Long-term	Operation
TWG Meeting #1	Southern Ute Community Action Programs	Establish Dove Creek transit service		Long-term	Operation

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 Southwest 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. It is important to note that agencies and organizations responding to the survey may not necessarily have provided complete financial information. 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).

Southwest Transportation Planning Region Transit Working Group #2 – Meeting Minutes

Date: October 23, 2013
Time: 1:00 PM – 3:00 PM
Location: La Plata County Fairgrounds
2500 Main Avenue
Durango, 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. Several questions were asked about performance measures including how often will CDOT report on them? Where will information be available and how will CDOT let people know? How will CDOT work with providers on developing asset management plans? Tracey will look into this and report back.

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 Southwest region's Plan, which is based on the last plan and the meeting in August, as well as the statewide transit plan vision and goals. The TWG supported the Vision and suggested some changes to the goals as indicated in **RED** below.

- Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile
- **Identify and explore** funding opportunities to preserve existing transportation services and expand the transportation network; **and to share funding information with all transportation providers**
- Consider **regional bus** service to boost commerce, tourism, and economic development

- Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations
- Support existing and future transportation services with informational programs, outreach, and incentives

Corresponding objectives that are more specific and measurable will be developed to support the above listed goals.

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. Peter Tregillus of SUCAP noted that the route heading south to New Mexico is incorrect and that he will send corrections to the team. Other information that needs updating includes:

- Durango Lift should be changed to Durango Transit
- Archuleta County Mountain Express (contact Musetta Wollenweper @970 264-2167)
- Durango Mountain Resort (contact Trent Meshew at tmeshew@durangomountain.com) – a fixed route shuttle service operating on Fri, Sat, Sunday and when school is not in session. The service connects the Durango Transit Center, the airport and the resort.
- SUCAP – should be listed once under human service agencies providing other types of transit support.
- Axis Health System is the correct name and offices are in Pagosa, Durango and Cortez.
- The Training Advantage is provided by SUCAP and covers all 5 counties.

Funding

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

TWG members noted that information on funding programs including non-traditional transportation funding sources, eligibility requirements, match requirements, eligible sources for match, 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. The TWG talked about the role of private sector funds and how these funds could be used for local match and/or to help pay for capital improvements. One suggestion was to identify ski resorts (for example, the Durango Mt. Resort currently provides some funds for shuttle services). All agreed that there is a shortage of operating funds which limits existing services and constrains options for expanding services. Ski resort funds a vanpool service for employees.

Service Gaps and Needs

Linda noted that the packet lists proposed needs for the Southwest 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. TWG members generally agreed that since the Right-of-Way (ROW) has been abandoned and the cost to acquire land is prohibitively expensive, regional *bus* service is much

more likely and financially feasible than future rail service. One specific connection that is needed is from Cortez to Walsenburg.

Sheila Casey talked about the difference between travel needs and mobility options for seniors residing in rural areas versus metropolitan areas. A growing trend is that seniors are moving to rural areas where housing is cheaper, yet creating challenges for accessing transit services

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 Southwest region. The highlights of this discussion are summarized below.

- Centralized Information through a Website – Sheila noted that we need to be mindful that many seniors do not use the web. Instead, we should consider 2-1-1 as an option for disseminating transit information. Another option to explore is the Adult Resources for Care and Help (ARCH) which is Colorado's Aging and Disability Resource Center (ADRC). SWConnect, part of the COG, is another organization that should be considered. It serves as an online gathering center designed to highlight resources in Archuleta, Dolores, La Plata, Montezuma, and San Juan counties.
- Centralized Resource Directory – the TWG thought this would be a valuable resource and that people need both hard copy information and a person to call to get more information. The challenge of a directory is keeping the information current.
- Transit Coordinating Council - TWG members noted that a Council was started about 1.5 years ago with the assistance of a part-time staff person funded with an AmeriCorps grant. The Council members include transit providers and other stakeholders and meets on a periodic basis. It was suggested that the part-time staff person could use some technical training on transit. To continue the council on a long-term basis will require a staff person on a part-time basis.
- Voucher Program – TWG members thought a voucher program exists and is sponsored by the Southwest Colorado Council of Governments. This item needs further investigation.
- Travel Training - Amber Blake mentioned that she is planning for travel training, although it is being called by another name to attract participants. The official name is “Way to Go Club”. It is funded through a JARC (FTA Section 5316) grant and it is scheduled to go live in Jan 2014.
- Short-Term Car Rental - Jason Ragsdell of the Southwest Center for Independent Living said that a short-term car rental program just got underway. It is similar to Zip Car and other private sector short-term car rental services. There is currently one car now and it will be expanding to the College. He said he will require that people that rent cars on a short-term basis participate in Way to Go Club. Amber notes that there are two parking spaces for these cars at the Durango Transit Center.
- Volunteer Driver program – Raymond Taylor said that veterans would rather receive reimbursements for travel to medical appointments than take public transit or participate in a volunteer driver program both because it requires less travel time and the reimbursement is a generous amount. These funds are not available for other trip purposes.
- Joint procurement – It was generally agreed that this is not practical at this time because there are so few vehicle purchases in any one year.

Prioritization Process

Since the TWG did not have time to discuss this item on the agenda, the proposed following criteria are suggested for ranking recommended strategies (including projects, services and programs) in terms of their importance and implementation timeframe:

- Does the strategy have community and political 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.

TWG members said that the next Southwest TPR meeting is December 6th, which may be too soon for the next meeting on this Plan. A preferred option may be coordinated with the next Coordinating Council meeting in early 2014.

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/>

Southwest Transportation Planning Region Transit Working Group Meeting #2

Date: October 23, 2013
 Time: 1:00 PM – 3:00 PM
 Location: La Plata County Fairgrounds, Lightner Room
 2500 Main Avenue
 Durango, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Raymond Taylor	Archuleta County Veteran Services Office	P.O. Box 1507 Pagosa Springs CO 81147	(970) 264-4013	ray.taylor@ archuleta-county.org
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STAXON RICHTER	ROADRUNNER SUCAP	Box 800 IGNACIO 81137	970-563-9545	CRICHTER@ SUCAP.ORG
Peter Vregillus	SUCAP	..	970 403 0614	ptvregillus@ sucap.org
Matt Muraro	CDOT	3603 W. Main Durango CO 81301	970 385-1433	matt.muraro@ STATE.CO.US
Laura Faubion	SUCAP / THE Training Advantage	P.O. Box 800 Ignacio CO 81137	970 247 0327	laura.faubion@ frontier.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Siela Casey	La Plata County Senior Services	2424 Main Ave Durango	970 3826442	Siela.Casey@ co.laplata.co.us
BETH VOGELSONG	OR CONSULTING			beth@orlt.com
JASON RHEFFEL	SWCI	435 E 2ND AVE #200 Durango, CO	970-259- 1472	XXXXXXXXXX IL-SWCI@SWIC.ORG
Amber Blake				



B.3 - Transit Working Group Meeting #3

Southwest Transit Working Group Meeting #3

Date: February 19, 2014

Time: 12:00 PM – 2:00 PM

Location: La Plata County Fairgrounds
2500 Main Avenue
Durango, 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										█	

Southwest Recommended Strategies

Southwest Transit Vision: Provide coordinated transportation services that encourage transit travel among the region’s residents, employees, and visitors.

Focus Areas	Goals	Transit Needs and Gaps	Strategies	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Transportation Options/Service Coordination	Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile	Limited transportation options are available and they are not well-known. Need to increase options, knowledge of available alternatives, and enhance coordination of services.	<ol style="list-style-type: none"> 1. Reintroduce a short-term car rental program in Durango 2. Seek funding for full-time staff person for the Regional Transit Coordinating Council 3. Develop a 1-2 year Action Plan for coordination activities (includes updating existing RTCC Action Plan) 4. Review and evaluate SWConnect resource 5. Proactively pursue partnerships to maintain existing service, enhance coordination, and achieve economies of scale of existing services 	<ol style="list-style-type: none"> 1. Cost TBD 2. \$50,000/year 3. \$5,000-\$10,000 4. Ongoing cost for RTCC 5. Ongoing cost for RTCC 	FTA 5322, Local General Funds, CDOT/DTR Coordination Support, Corporate Sponsorship, Charitable contributions, Public-Private Partnerships	<p>RTCC is the lead agency with all agencies supporting and serving as partners.</p> <p>For the short-term car rental program, City of Durango in partnership with the Southwest Independent Living Center are champions.</p>	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Short-Term (1-2 yrs) 4. Short-Term (1-2 yrs) 5. Short-Term (4-6 yrs)
Funding	Identify and explore funding opportunities to preserve existing transportation services and expand the transportation network and to share funding information with all transportation providers	<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 	<ol style="list-style-type: none"> 1. No cost, staff time 2. No cost, staff time 3. No cost, staff time 	FTA 5311, 5307 & 5339, TANF/WIA, CSBG, FASTER, Local General Funds, Local HUTF	SWCOG and CDOT could serve as lead agencies with all local agencies supporting their efforts.	<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	Goals	Transit Needs and Gaps	Strategies	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Regional Connectivity	Consider regional bus service to boost commerce, tourism, and economic development	<ol style="list-style-type: none"> 1. Need regional connections between outlying communities and Durango city center 2. Need feeder services at bus stops in Pagosa Springs, Durango, Cortez when recommended Intercity and Regional Bus Plan is implemented 3. Passengers need to conveniently transfer between local and regional bus service 	<ol style="list-style-type: none"> 1. Garner political and financial support to implement and fund Intercity & Regional Bus Plan. 2. Conduct planning study to identify strategic locations for park and ride lots to service carpooling for commuters, tourists, and residents. 3. Study fare integration opportunities between regional and local services 4. Provide feeder service and coordinate schedule for convenient access to intercity and regional bus service 5. Plan for increasing service frequency from 1-2 trips/day to 3-4 trips/day connecting three regional hubs 	<ol style="list-style-type: none"> 1. No cost, staff time 2. \$50,000 study 3. \$35,000-\$45,000 4. \$100,000-\$150,000 5. \$100,000-\$150,000 	FTA 5304, 5307, 5311 & 5339, FHWA TAP/STP, FASTER, Local General Funds, Corporate Sponsorship, Public-Private Partnerships	All agencies in Southwest TPR, including the RTCC and CDOT	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (3-5 yrs) 3. Short-Term (3-5 yrs) 4. Short-Term (4-6 yrs) 5. Mid-Term (7-8 yrs)
Target Populations	Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations	<ol style="list-style-type: none"> 1. Limited long distance van service to Grand Junction and Albuquerque VA Hospitals 2. Limited transportation for low income residents San Juan County 3. Need for expanded intra- and inter-county services for growing senior population in Archuleta County 	<ol style="list-style-type: none"> 1. Continue and support expanding van service for veterans to access VA hospitals 2. Maintain and enhance Archuleta County Mountain Express services 3. Maintain and enhance Durango Transit services 4. Maintain and enhance Road Runner Transit (SUCAP) services 5. Consider offering safe driving classes for seniors who opt to maintain their driver's license 6. Explore options to subsidize tickets for Silverton-Durango rail for residents during summer months or other voucher opportunities 7. Establish a life-line service for low income residents in San Juan County 	<ol style="list-style-type: none"> 1. Cost - TBD 2. \$50,000-\$100,000/year 3. \$50,000-\$100,000/year 4. \$50,000-\$100,000/year 5. \$20,000-\$30,000 6. Cost – TBD 7. \$75,000 - \$150,000 	FTA 5310, 5311 & 5307, FHWA TAP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, Local General Funds, Local HUTF	Local Departments of Veterans Affairs, Durango Transit, Archuleta County Mountain Express, Road Runner Transit, Durango & Silverton Rail Co. in partnership with the RTCC, SWCOG, and local agencies as needed	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (3-5 yrs) 3. Short-Term (3-5 yrs) 4. Short-Term (3-5 yrs) 5. Short-Term (3-5 yrs) 6. Short-Term (4-6 yrs) 7. Mid-Term (7-12 yrs)

Focus Areas	Goals	Transit Needs and Gaps	Strategies	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Public Information & Marketing	Support existing and future transportation services with informational programs, outreach, and incentives	Limited comprehensive information available on transportation services and options in the region	<ol style="list-style-type: none"> Update and enhance RTCC's Regional Transit Guide to be more user-friendly and accessible to the target populations Develop wide distribution network for the Regional Transit Guide Establish a mobility management function to provide a one-stop shop clearinghouse of information 	<ol style="list-style-type: none"> \$10,000 - \$15,000 \$5,000 - \$7,000 \$75,000 - \$100,000 	VTCLI, CDOT/DTR Coordination Funds, Local General Funds, Charitable Contributions	RTCC in partnership with local agencies as needed	<ol style="list-style-type: none"> Short-Term (1-2 yrs) Short-Term (1-2 yrs) Mid-Term (7-8 yrs)
Total Estimated Cost:				At least \$300,000 (planning) At least \$500,000 (operating)			

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.

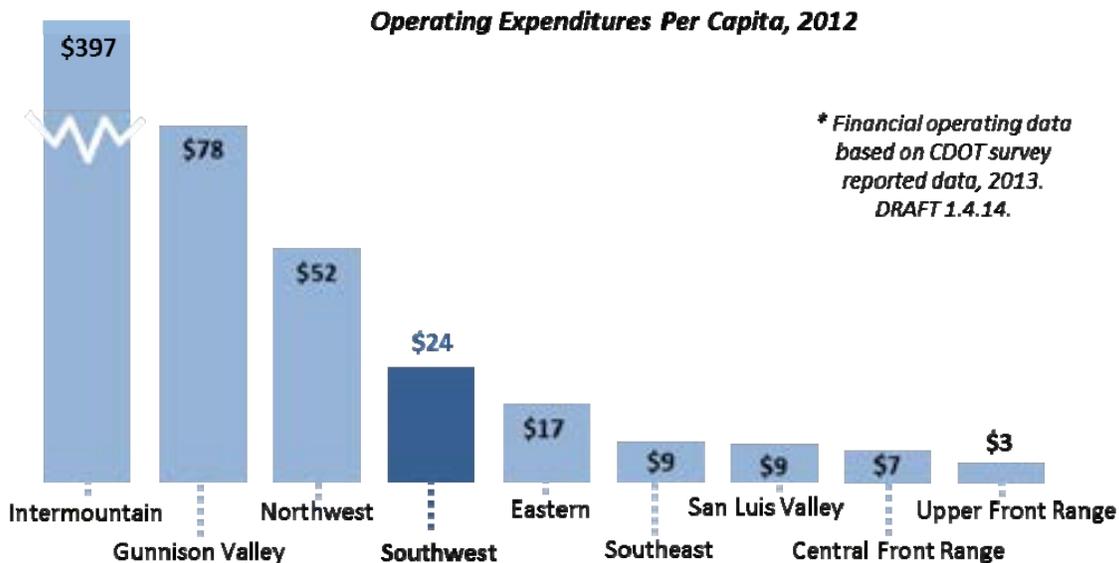
Local HUTF Colorado Highway Users Tax Fund (HUTF) distributions to municipalities and counties may be used to support transit and related capital projects, up to 15% of total disbursement.

Southwest 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.



Southwest TPR Operating Expenditures

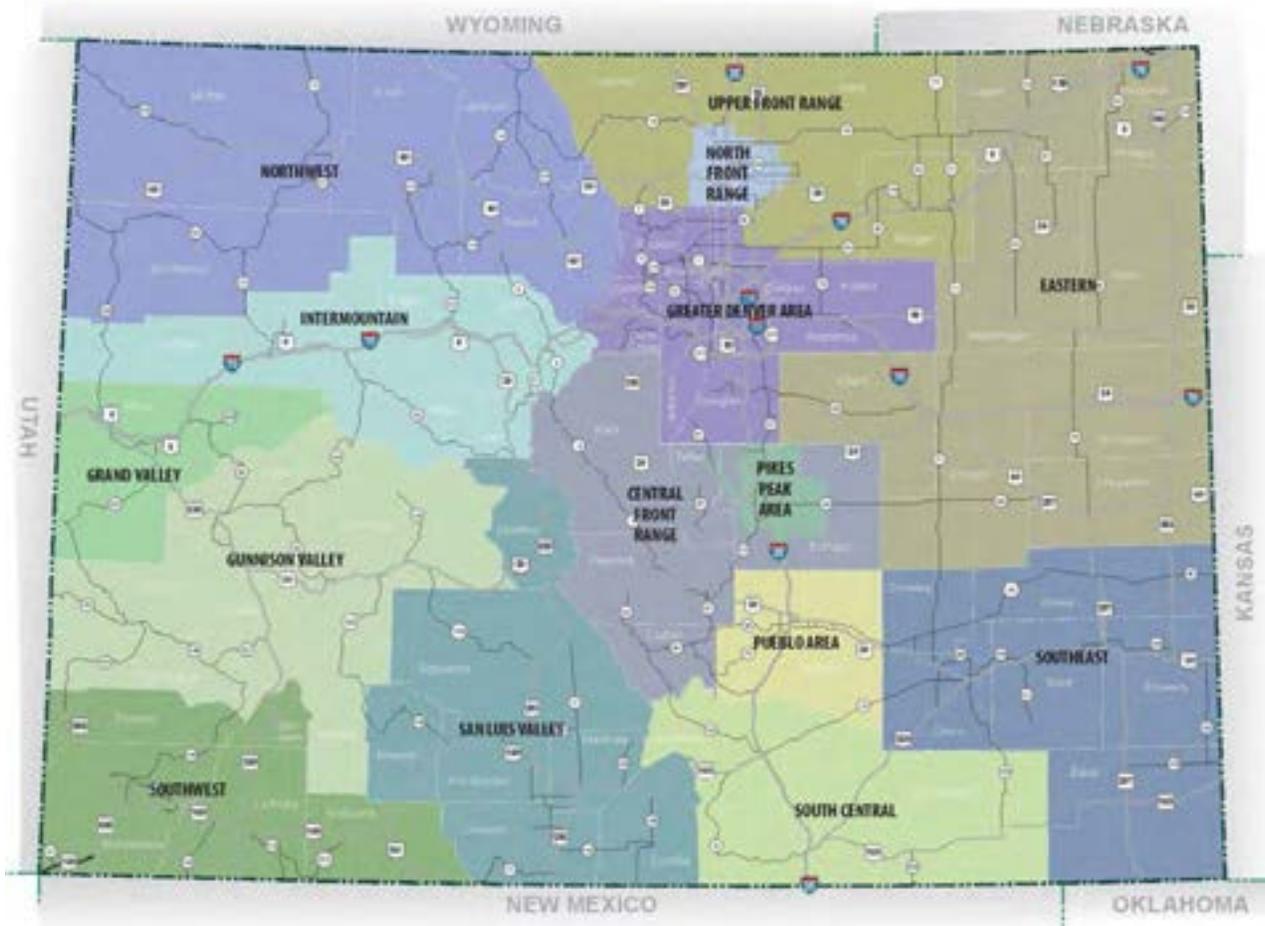
- ▶ Generally, operating and administrative expenses for transit providers have grown faster than available revenues or population growth, as a result of fast increasing fuel prices, workforce costs, and maintenance needs. For some of the region’s larger providers, operating expenses have fallen in recent years as a result of service reductions.
- ▶ The region’s full-time resident population is expected to grow 2.1% annually from 2010 to 2040 and reach over 172,816 persons by 2040.
- ▶ Approximately \$2.2 million annually, or \$24 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 \$4.2 million in operating funds.

Southwest



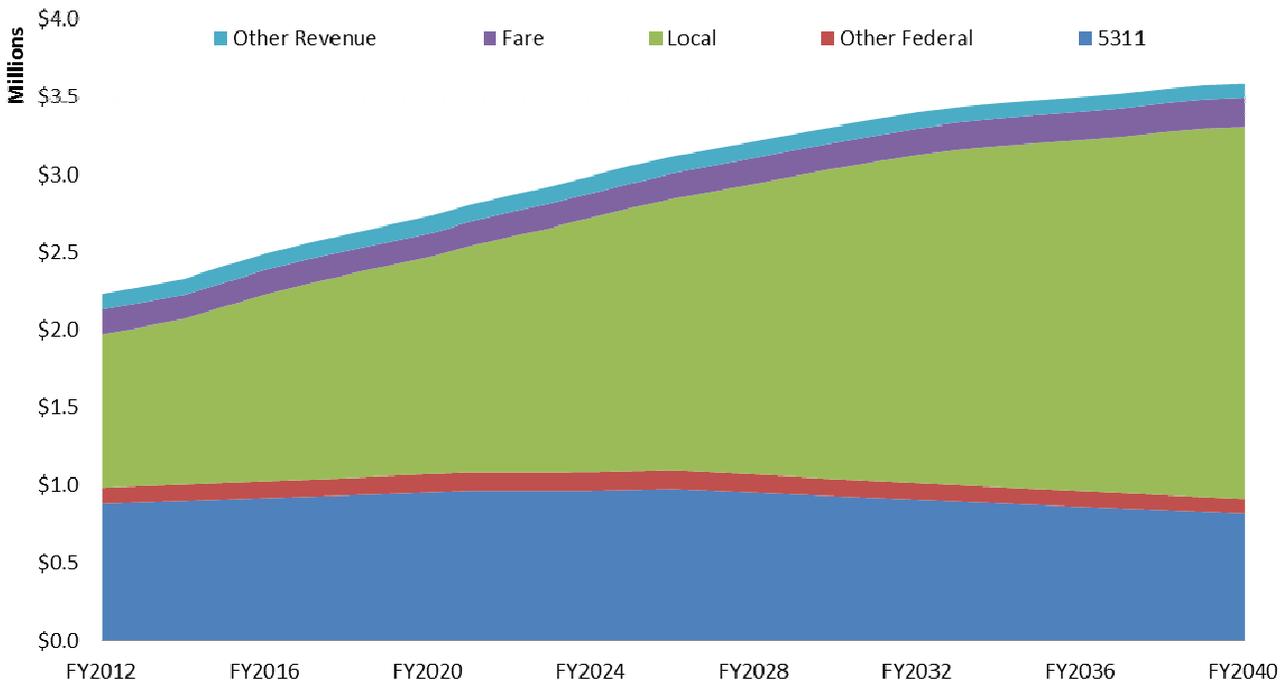
Transportation Planning Region

PLANNING REGIONS

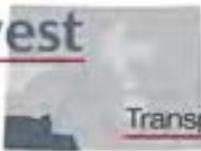


Southwest TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Southwest Region could expect transit revenues available for operating and administration purposes to reach an estimated \$3.6 million in current year 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 are 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.
- ▶ Other Federal programs utilized in the region include: Title III of the Older Americans Act (OAA), Non-Emergent Medical Transportation (NEMT) Medicaid, 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 significant 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 fare policy changes. In the Southwest Region, fare revenues have on average declined with reductions in service levels. Based on regional trends, fare revenues are anticipated to grow at just 0.5 percent annually 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.

Southwest TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Southwest Region will outstrip the growth in transit revenues by as much as 0.4% 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>Southwest TPR</i>	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	115,790	145,460	172,816	1.3%/yr
Estimated Operating Expenses	\$2,814,728	\$3,535,979	\$4,200,978	1.3%/yr
Estimated Operating Revenues	2,727,875	3,310,194	3,585,522	0.9%/yr
<i>Potential Funding (Gap) / Surplus</i>	<i>(-\$86,853)</i>	<i>(-\$225,786)</i>	<i>(-\$615,456)</i>	<i>-0.4%</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.

Southwest Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: February 19, 2014
Time: 12:00 PM – 2:00 PM
Location: La Plata County Fairgrounds
2500 Main Avenue
Durango, 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 Plans and Statewide Transit Plan

Tracey reviewed the schedule in the packet for completing the statewide and regional transit plans. A draft of the Regional Coordinated Transit Plan for the Southwest 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 – 5 in the packet. The major transit needs and service gaps were identified and categorized in one of the five agreed upon goals for the Southwest Region. Then a series of strategies, totaling 23 were developed to correspond with the needs and gap including estimated costs, potential funding sources, a lead champion and partners, and timeframe. The TWG members discussed and provided feedback on each strategy. An updated table of the recommended strategies is attached to these minutes. The highlights are presented in five focus areas and summarized below.

Transportation Options/Service Coordination

- Re-introducing short-term car rental is endorsed by the TWG. Jason Ragsdale explained how the short-term rental program worked at Animas Village, a low income housing complex. It used the Hertz model which provides the cars for \$20 per hour rental fee inclusive of gasoline, insurance and legal requirements. The program was well received and used as a “shared ride” but was discontinued after six months due to limited funding. He said the service was intended to provide mobility from the Village into town where people could then catch the bus for travel within Durango. Approximately \$1800 was spent on the program with use of one car. Coordination with the property manager was good and reintroducing the program and extending to other locations such as the college is desirable.

- The TWG agreed that seeking funding for full-time staff for the Regional Transit Coordinating Council (RTCC) is important. It would allow for a much higher level of activity including program coordination and fostering networks.
- There is an Action Plan in place today developed by the RTCC; what is needed is leadership to update and monitor it and move it to the next level for implementation and oversight.
- Members of the TWG explained that the SWConnect resource covers more than transportation services such as housing, medical needs, etc. What is needed is funding to support and sustain it, updating it on a regular basis. The Division of Transit and Rail at CDOT could help partner in this effort.

Funding

- Peter Tregillus explained that they went through a recent exercise of what they would do if they had access to more funding from the state. He said many agencies have experienced shrinking pots of local and federal funds and have been exploring non government funds. He explained a potential complex way that if they received more FASTER funds, then they could potentially leverage more Federal 5311 funds. Tracey said that FASTER is not a huge pot of money and except for inter-regional express service, it does not provide operating support. She also said that local HUTF funds can now be used for transit although there will be competition for use of the funds for streets/roads purposes.

Regional Connectivity

- The Intercity & Regional Bus Network Study referred to in Strategy 1 has not yet been issued. 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>. To inform the TWG of the proposed specific regional routes, a Draft of the map was passed around the room and will be distributed with the minutes. There is interest in whether any of the proposed routes connect with neighboring states- Utah and New Mexico.
- Discussion focused on the ridership potential and fare revenues for proposed new intercity and inter-regional routes. It was explained that fare revenues account for a very small percentage – ranging between 5% - 20% of operating costs – and that use of public funds are needed to support transit services, with higher percentages in rural areas because of low densities and long distance travel.

Target Populations

- Transit needs in San Juan County are not limited to low income residents; it is a need for all residents because there is no public transit service in the county. Limited transportation is also an issue for the entire Southwest region.
- Expanded intra-and inter-county transit services are needed for the entire Southwest region, not just Archuleta County.
- Peter suggested that when referring to transit dependent populations, a better term may be “economically vulnerable populations” because it addresses people who are on the economic edge; without access to an automobile, low income and other constraints. This term is further supported by the fact that there are veterans who are able to work, but are unable to accept jobs because they don't have transportation to travel to the job site.

- There are jobs at the Sky Ute Casino in Ignacio and residents in Pagosa Springs who may want to take these jobs but transportation is a challenge. A vanpool program known as V-Ride would be a good strategy for transporting employees who travel long distances and at odd hours. Ideally, employers like the Casino and others would help administer vanpool programs. The RTCC conducted a webinar for employers on company vanpools (Laura will send the information and presentation to Linda). Vanpooling and carsharing will be added as strategies for the Southwest region including options to coordinate vanpooling with Enterprise and car sharing with WeCar, part of Enterprise. Vanpools could also be used for employees at ski areas to free up parking spaces for skiers vs workers taking them. Tried to set up vanpool service for the college, but one challenge is that drivers have to be 25+ years old.
- Add another strategy to maintain and enhance services for MoCo Public Transportation (Montezuma County Social Services) and Dolores Senior Transportation Services.
- Safe driving programs are currently offered through AARP. This strategy will be modified to reflect the current program and to expand throughout the region.
- Modify strategy #6 to reflect that buses as well as rail services are provided between Silverton and Durango. The revised strategy will be “Coordinate with Silverton-Durango Railroad to provide alternative transportation for residents traveling to Durango.” Laura will send contact info for the railroad.
- Add a new strategy that addresses the voucher program that is currently in progress. Voucher programs support human service transportation by offering vouchers to clients that can be used as payment on local transit services. Eligibility would be determined by the human service agencies. The voucher program is funded through CDOT. This strategy should be listed under the Regional Connectivity category.
- Modify strategy #7 to reflect that a private service provider currently operates in San Juan County – The Mountainside Concierge, although it is expensive. The strategy will be modified to state that the service should be subsidized to make it affordable for local residents.

Public Information/Marketing

- The TWG concurred with the proposed strategies to enhance and update the Regional Transit Guide. On-line information is not practical for seniors and other targeted populations, but is beneficial for families seeking information.
- Tracey said that CDOT may be developing a map of transportation services and then posting it on CDOT’s website. It was noted that this could be a helpful resource for families assisting seniors identify transit options. CDOT will be added as a partner to the strategies for marketing and public information.

Financial Scenarios

Linda presented an overview of the financial resources and anticipated revenues for 2012 through 2040 on pages 6-9 in the packet. Per capital operating expenditures in 2012 for the Southwest TPR was \$24. The cost and revenue projections assuming current service levels and existing funding sources reveals there will be a projected annual deficit of approximately \$87,000 and it is expected to increase to \$225,000 in 2030 and \$615,000 in 2040.

Other Issues

There were questions about the format and structure of the Regional Coordinated Transit Plan. Tracey explained that it will not include a list of projects (however, those identified in the first TWG meeting will be included in an appendix); rather it will focus on strategies that may result in many different types of projects. It will include the recommended strategies reviewed at this meeting with a more robust description of them along with examples if appropriate. Tracey also said that to be eligible for FTA 5310 funding, the strategies must be included in the Plan.

Peter noted that corrections are needed in some of the maps and that he will forward them to the consultant team.

Adjourn

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 Southwest 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/>

Southwest TWG Meeting #3

February 19, 2014; 12:00PM - 2:00 PM

Name	Agency	Email Address	Telephone #
John Eggen	AYN Express	jeagan@archuleta-county.org	(970) 264-2250
KERAN ETEL	Montezuma County	keran@montezumacounty.org	970-749-5514
RAYMOND TAYLOR	Archuleta County Veterans	raytaylor@archuleta-county.org	(970) 264-4013
Kent Harris	Durango Transit	Kent.HARRIS@DurangoCOV.org	(970) 375-4945
Wanda Cason	San Mark Udall		970 247-1047
Matt Murawo	CDOT	matt.murawo@state.co.us	970 385-1420
ALLISON MOERISSEY	Candidate, LPC Treasurer	allisonmoerissey@hotmail.com	970-375-2690
ALAN RAGSDALE	SWCI	alan_ragsdale@swci.org	970-259-1672
LEE SAN MIGUEL	TOWN OF SANTIAGO	lee@sanmiguel.org	970 563 9494
DICK WHITE	City of Durango	dickwhite@durango.org	970-382-0049
Erica Yeter	Reg. Coord. Council	durango.org	
		→ suzanne@durango.org	970-690-4104
Laura Lewis Hartman	Region 9 FDD	lhartman@scap.org	970-247-9621
Liz Schmeiser	Senior Trans. LaPlata	liz.schmeiser@co.laplatea.co.us	970-759-6309
Nita Purkat	Dolores County Sr. Services	de.senior@fmc.net	970-562-4626
Peter Triggillus	SCAP	ptriggillus@scap.org	970-403-0614

Southwest Transportation Planning Region VISION: The Southwest TPR will provide coordinated transportation services that encourage transit travel among the region’s residents, employees, and visitors.

Focus Areas	Goals	Transit Needs and Gaps	Strategies	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Transportation Options/Service Coordination	Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile	Limited transportation options are available and they are not well-known. Need to increase options, knowledge of available alternatives, and enhance coordination of services.	<ol style="list-style-type: none"> 21. Reintroduce a short-term car rental program in Durango 2. Seek funding for full-time staff person for the Regional Transit Coordinating Council 3. Update and Monitor the Action Plan for coordination activities 4. Seek Funding to support and sustain SWConnect resource 5. Proactively pursue partnerships to maintain existing service, enhance coordination, and achieve economies of scale of existing services 	<ol style="list-style-type: none"> 1. \$5,000 /year 2. \$50,000/year 3. \$5,000-\$10,000 4. Ongoing cost for RTCC 5. Ongoing cost for RTCC 	FTA 5322, General Funds, CDOT/DTR Coordination Support, Funds, Corporate Sponsorship, Charitable contributions, Public-Private Partnerships	<p>RTCC is the lead agency with all agencies supporting and serving as partners.</p> <p>For the short-term car rental program, City of Durango in partnership with the Southwest Independent Living Center are champions.</p> <p>CDOT's Division of Transit and Rail could partner with SWConnect</p>	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Short-Term (1-2 yrs) 4. Short-Term (1-2 yrs) 5. Short-Term (4-6 yrs)
Funding	Identify and explore funding opportunities to preserve existing transportation services and expand the transportation network and to share funding information with all transportation providers	<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"> o To replace aging fleets o To purchase vehicles to expand fleets o To 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 	<ol style="list-style-type: none"> 1. No cost, staff time 2. No cost, staff time 3. No cost, staff time 	FTA 5311,5307 & 5339, TANF/WIA, CSBG, FASTER, General Funds, Local HUTF	SWCCOG and CDOT could serve as lead agencies with all local agencies supporting their efforts.	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Short-Term (4-6 yrs)
Regional Connectivity	Consider regional bus service to boost commerce, tourism, and economic development	<ol style="list-style-type: none"> 1. Need regional connections between outlying communities and Durango city center 2. Need feeder services at bus stops in Pagosa Springs, Durango, Cortez when recommended Intercity and Regional Bus Plan is implemented 3. Passengers need to conveniently transfer between local and regional bus service 	<ol style="list-style-type: none"> 1. Garner political and financial support to implement and fund Intercity & Regional Bus Plan. 2. Conduct planning study to identify strategic locations for park and ride lots to service carpooling for commuters, tourists, and residents. 3. Study fare integration opportunities between regional and local services 4. Provide feeder service and coordinate schedule for convenient access to intercity and regional bus service 5. Plan for increasing service frequency from 1-2 trips/day to 3-4 trips/day connecting three regional hubs 6. Work toward full implementation of a voucher program to subsidize the cost of local transit service for low income passengers 	<ol style="list-style-type: none"> 1. No cost, staff time 2. \$50,000 study 3. \$35,000-\$45,000 4. \$100,000-\$150,000 5. \$100,000-\$150,000 6. Cost - TBD 	FTA 5307 & 5339, FHWA TAP/STP, FASTER, General Funds, Corporate Sponsorship, Public-Private Partnerships	All agencies in Southwest TPR, including the RTCC and CDOT	<ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (3-5 yrs) 3. Short-Term (3-5 yrs) 4. Short-Term (4-6 yrs) 5. Mid-Term (7-8 yrs)

Focus Areas	Goals	Transit Needs and Gaps	Strategies	Estimated Costs (expressed as cost/year or total costs for project or study)	Potential Funding Sources	Champion/Partners	Timeframe
Target Populations	Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other economically disadvantaged (or sometimes refer to as "transit dependent") populations	1. Limited long distance van service to Grand Junction and Albuquerque VA Hospitals 2. Limited transportation for residents of San Juan County and Southwest region 3. Need for expanded intra- and inter-county services for growing senior population in the Southwest region	1. Continue and support expanding van service for veterans to access VA hospitals 2. Maintain and enhance Archuleta County Mountain Express services 3. Maintain and enhance Durango Transit services 4. Maintain and enhance Road Runner Transit (SUCAP) services 5. Maintain and enhance MoCo Public Transportation services (Montezuma County) 6. Maintain and enhance Dolores County Senior Transportation services including a Voucher Program 7. Maintain and enhance La Plata County Senior Transportation Services 8. Work with employers to organize vanpools through vRide and for car sharing through WeCar for employees to travel to work. 9. Continue and expand safe driving classes offered through AARP for seniors who opt to maintain their driver's license 10. Coordinate with Silverton-Durango Rail to provide alternative transportation for residents traveling to Durango (includes bus & other services) 11. Subsidize the Mountaintop Concierge service	1. Cost - TBD 2. \$50,000-\$100,000/year 3. \$50,000-\$100,000/year 4. \$50,000-\$100,000/year 5. \$20,000-\$30,000 6. Cost - TBD 7. \$75,000 - \$150,000 8. Cost - TBD 9. No cost - Staff time 10. Cost - TBD 11. Cost - TBD	FTA 5310, 5311 & 5307, FHWA TAP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds, Local HUTF	Local Departments of Veterans Affairs, Durango Transit, Archuleta County Mountain Express, Road Runner Transit, Durango & Silverton Rail Co. in partnership with the RTCC, SWCCOG, and local agencies as needed	1. Short-Term (1-2 yrs) 2. Short-Term (3-5 yrs) 3. Short-Term (3-5 yrs) 4. Short-Term (3-5 yrs) 5. Short-Term (3-5 yrs) 6. Short-Term (4-6 yrs) 7. Mid-Term (7-12 yrs)
Public Information & Marketing	Support existing and future transportation services with informational programs, outreach, and incentives	Limited comprehensive information available on transportation services and options in the region	1. Update and enhance RTCC's Regional Transit Guide to be more user-friendly and accessible to the target populations 2. Develop wide distribution network for the Regional Transit Guide 3. Establish a mobility management function to provide a one-stop shop clearinghouse of information	1. \$10,000 - \$15,000 2. \$5,000 - \$7,000 3. \$75,000 - \$100,000	VTCLI, CDOT/DTR Coordination Funds, General Funds, Charitable Contributions	RTCC in partnership with local agencies and CDOT as needed	1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Mid-Term (7-8 yrs)
Total Estimated Cost:				At least \$300,000 (planning) At least \$500,000 (operating)			

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.



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

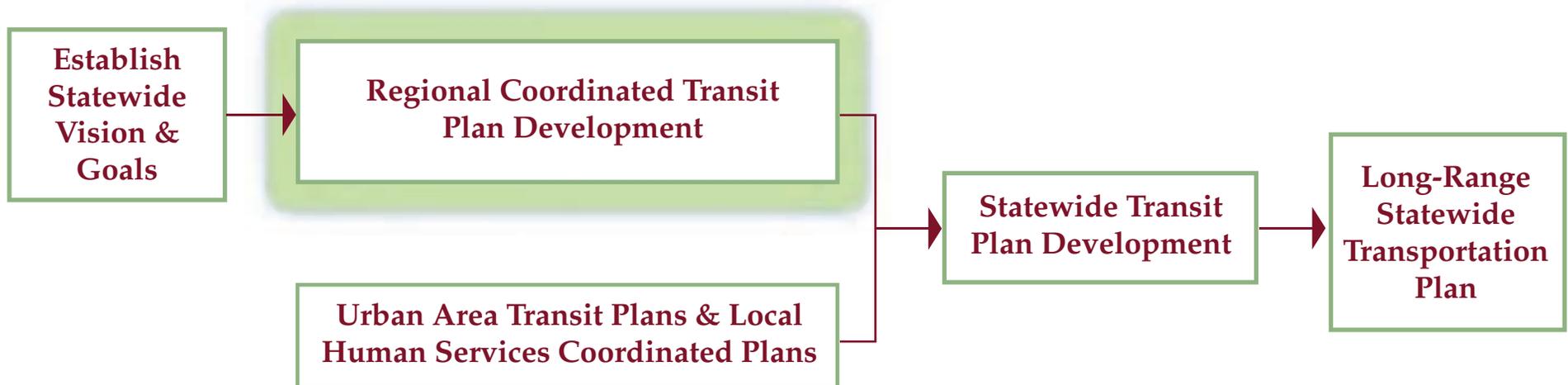
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

Open House October 2013

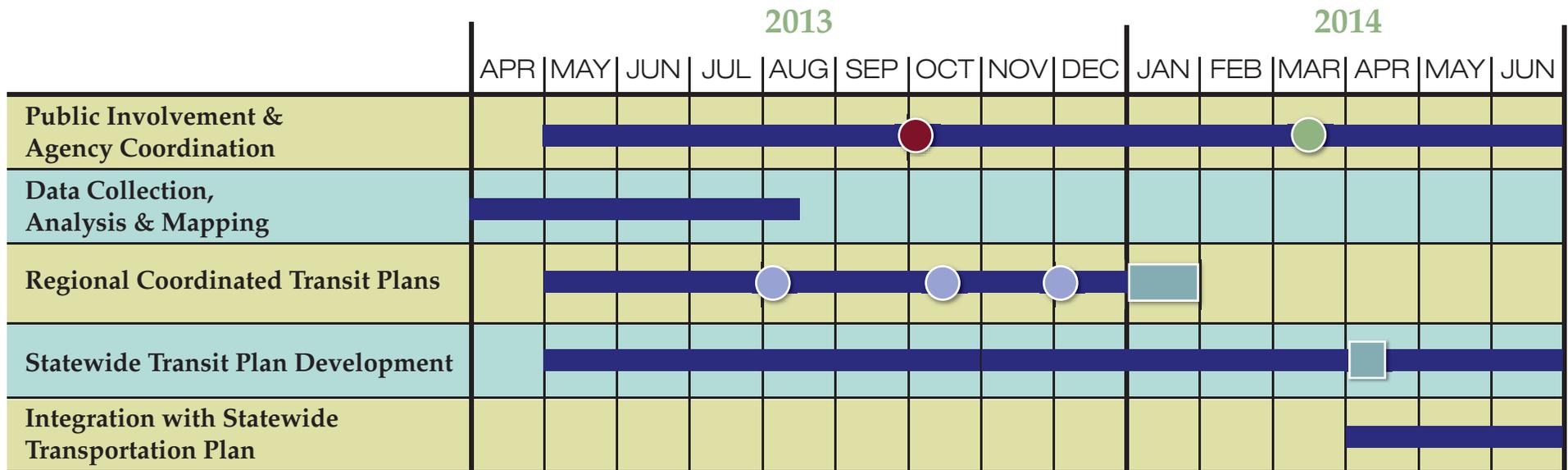
The Statewide Transit Plan will Include:

- 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:

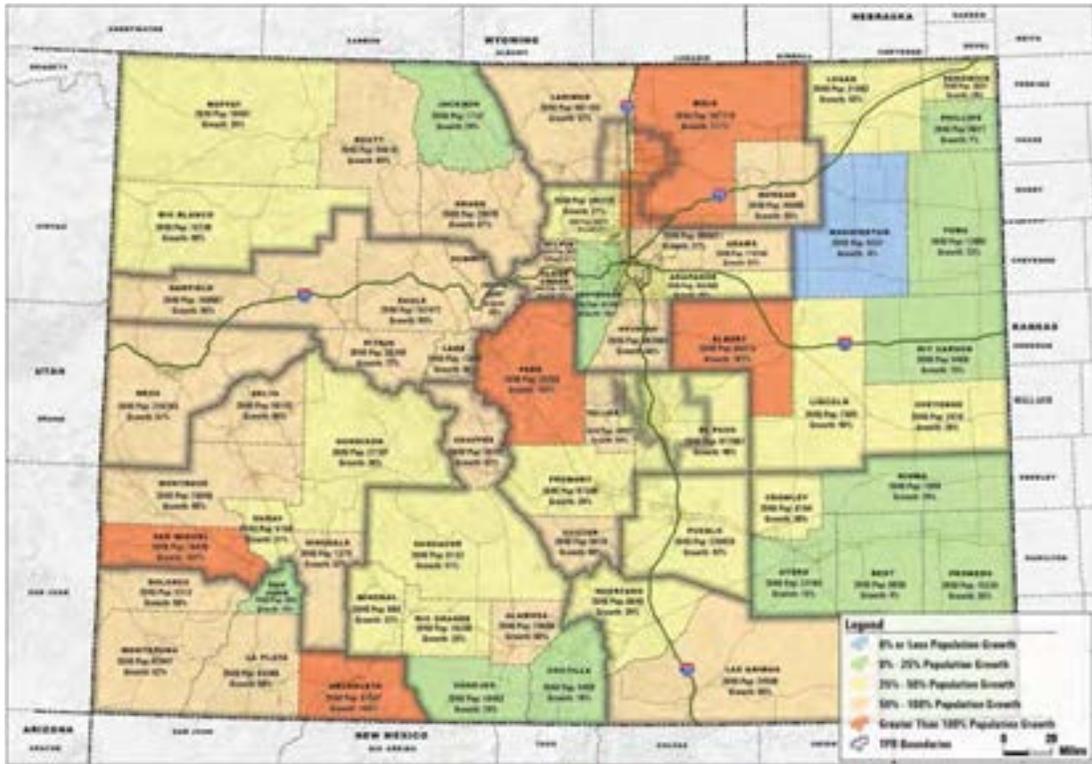
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

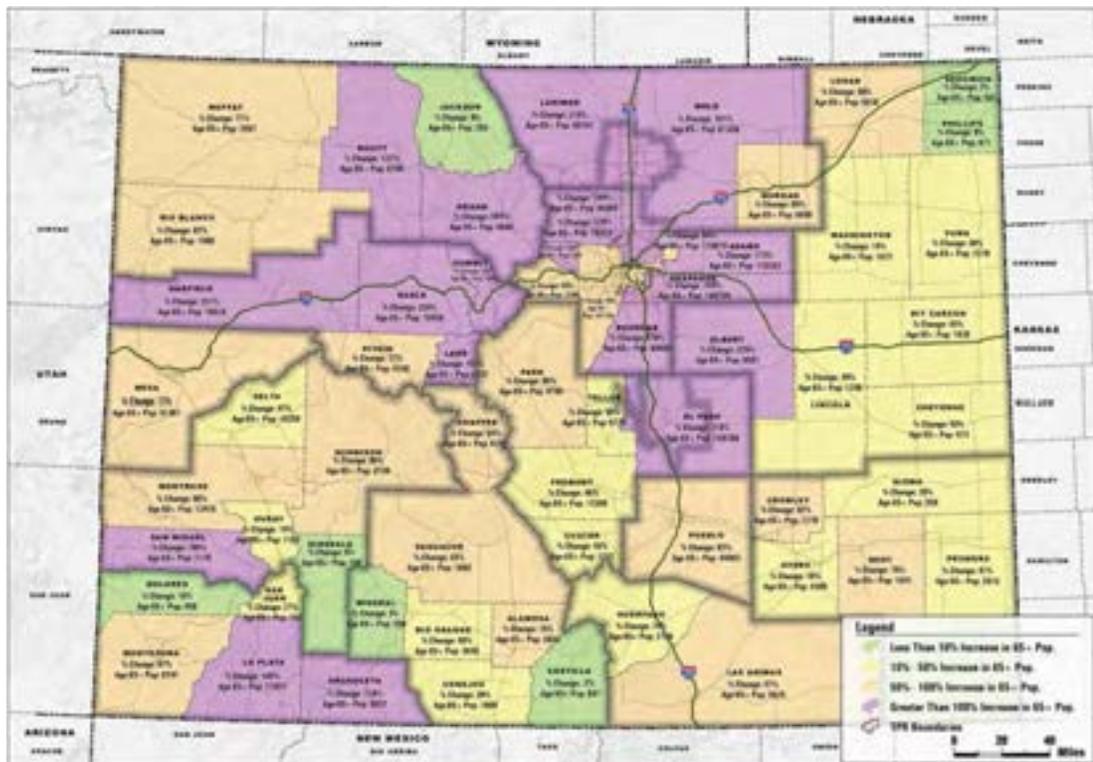
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

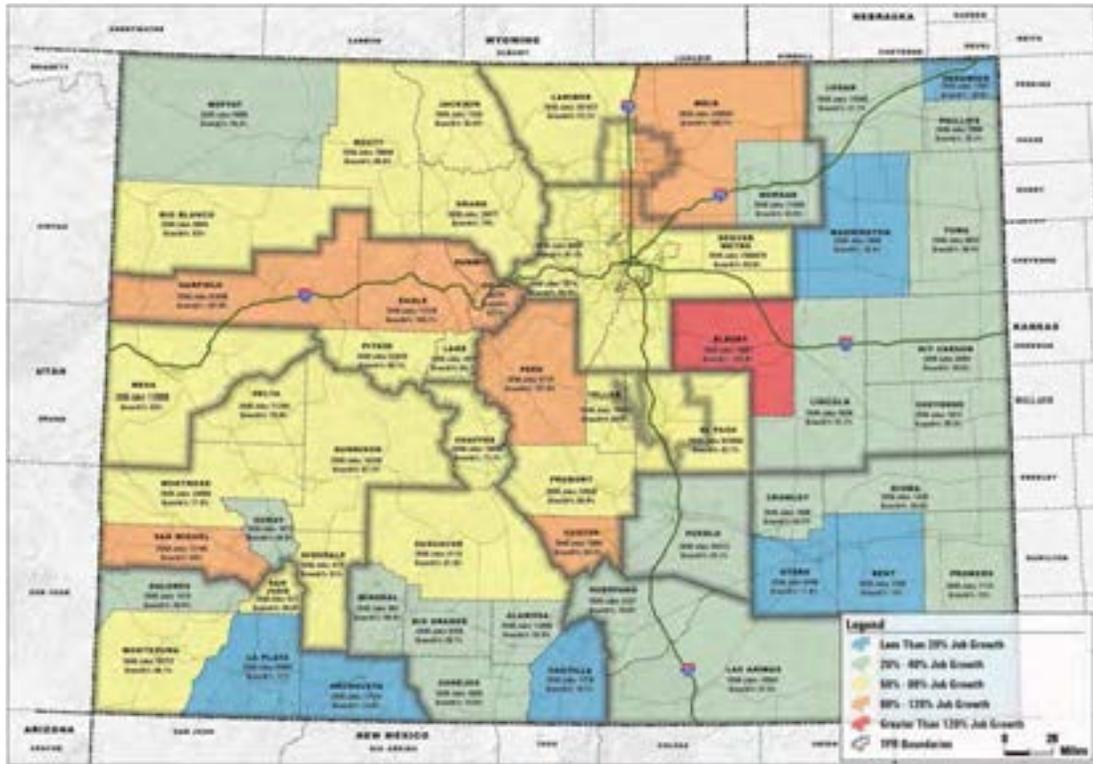
Population Growth (2013-2040)



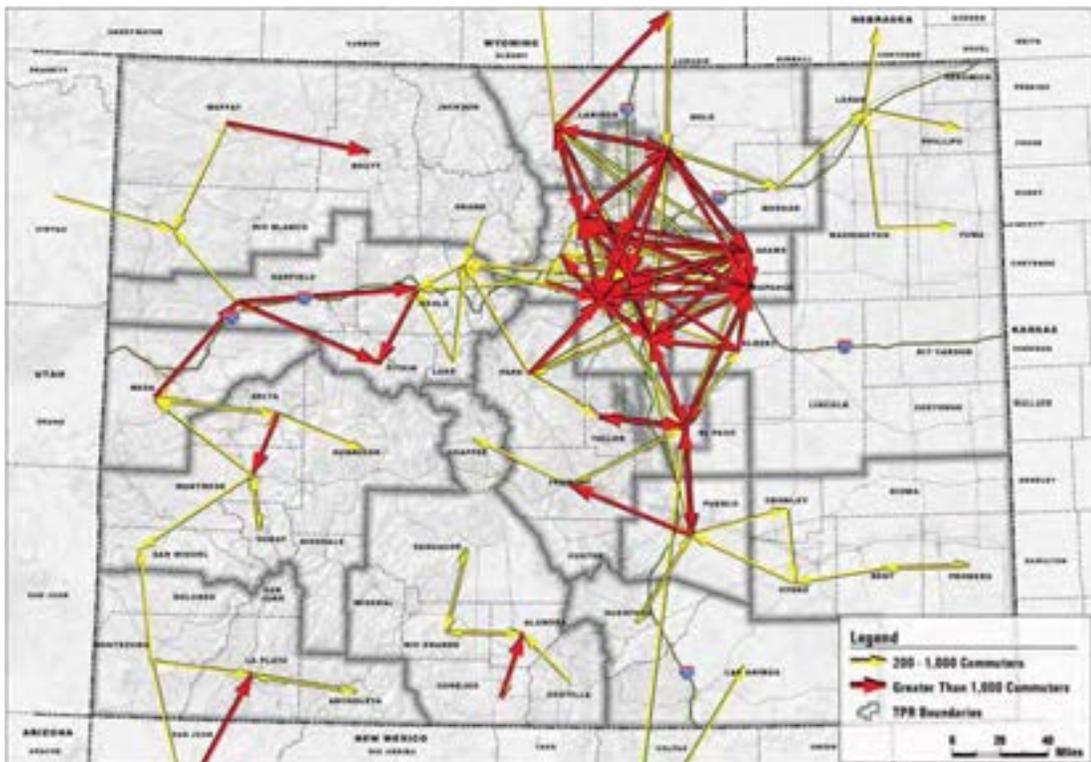
Age 65+ Population Growth (2013-2040)



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

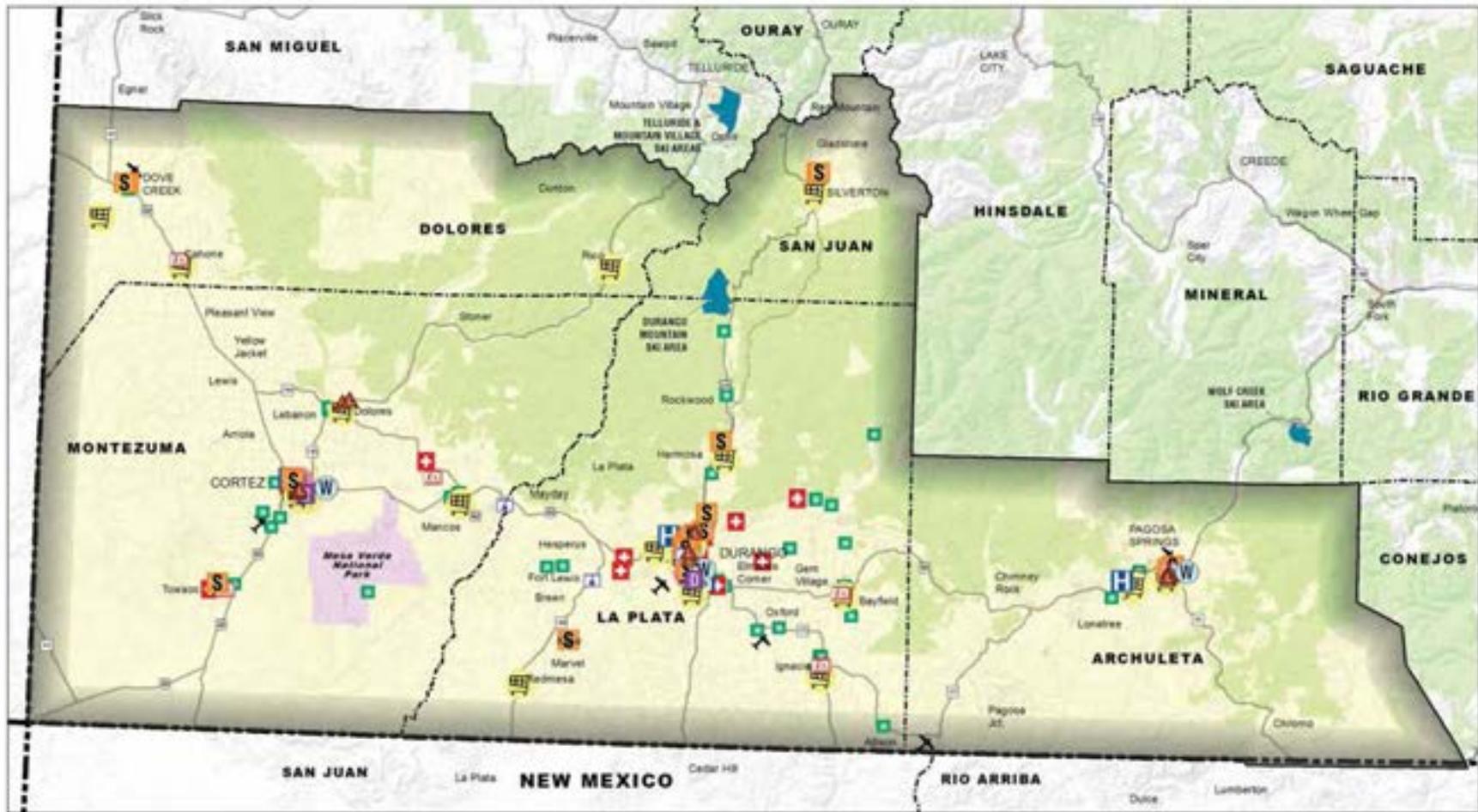
Southwest



Transportation Planning Region

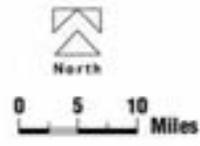
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

- | | | | | | |
|------------------------------|---------------------------|-------------------------------|---|-----------------------|-------------------------------|
| Workforce Centers | Correctional Institutions | Hospitals | Section 8 and Multi-Family Housing Assistance | County Boundaries | Airports and Airfields |
| Mental Health Services | Dialysis Clinics | Higher Education Institutions | Ski Areas | State Boundaries | Incorporated Cities and Towns |
| Human Service Agencies | Grocery Stores | Senior Citizens' Services | Southwest TPR Boundary | Interstate Highways | National Parks and Monuments |
| Employers with 50+ Employees | | | | U.S. & State Highways | National Forest |



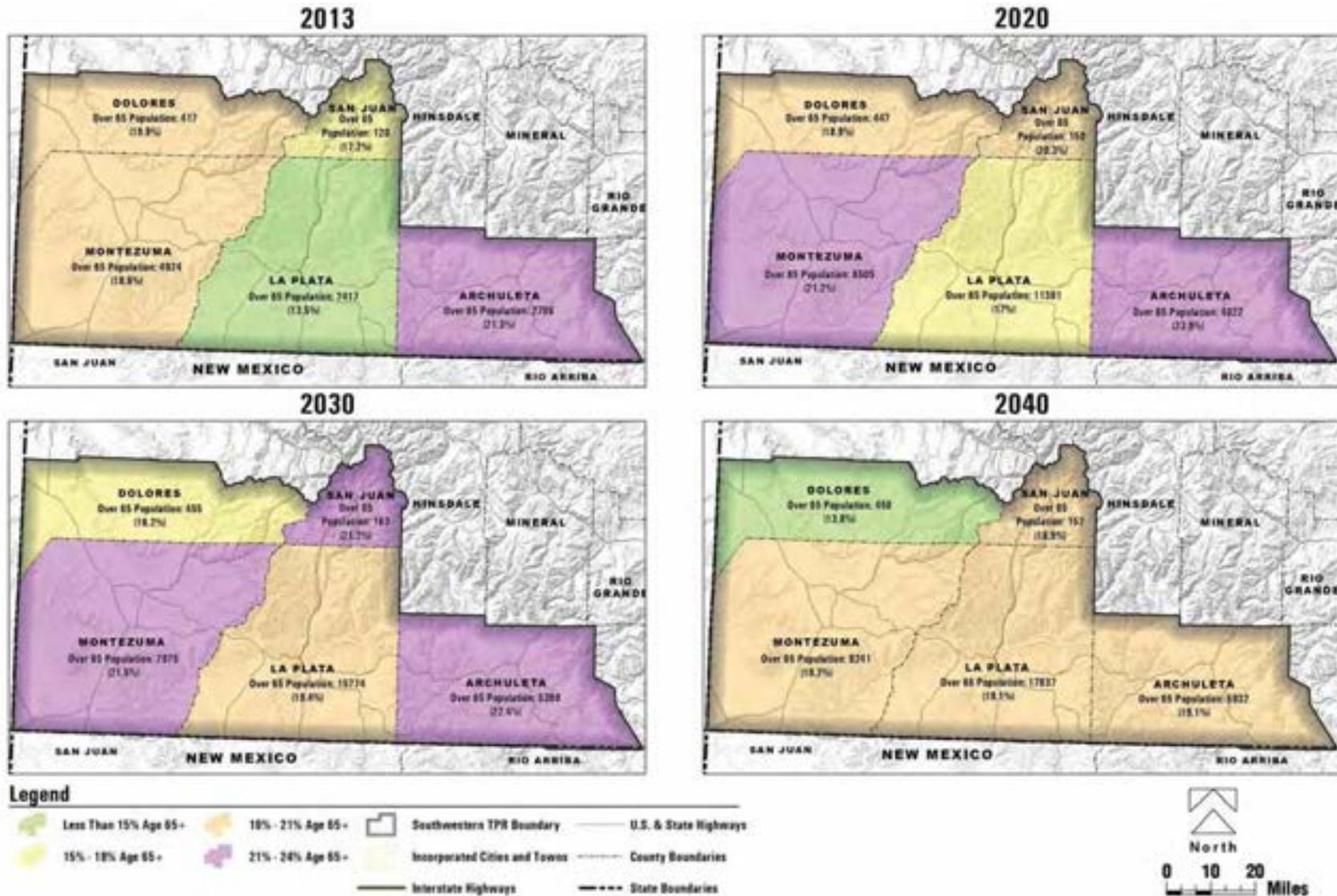
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Transportation Planning Region

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.



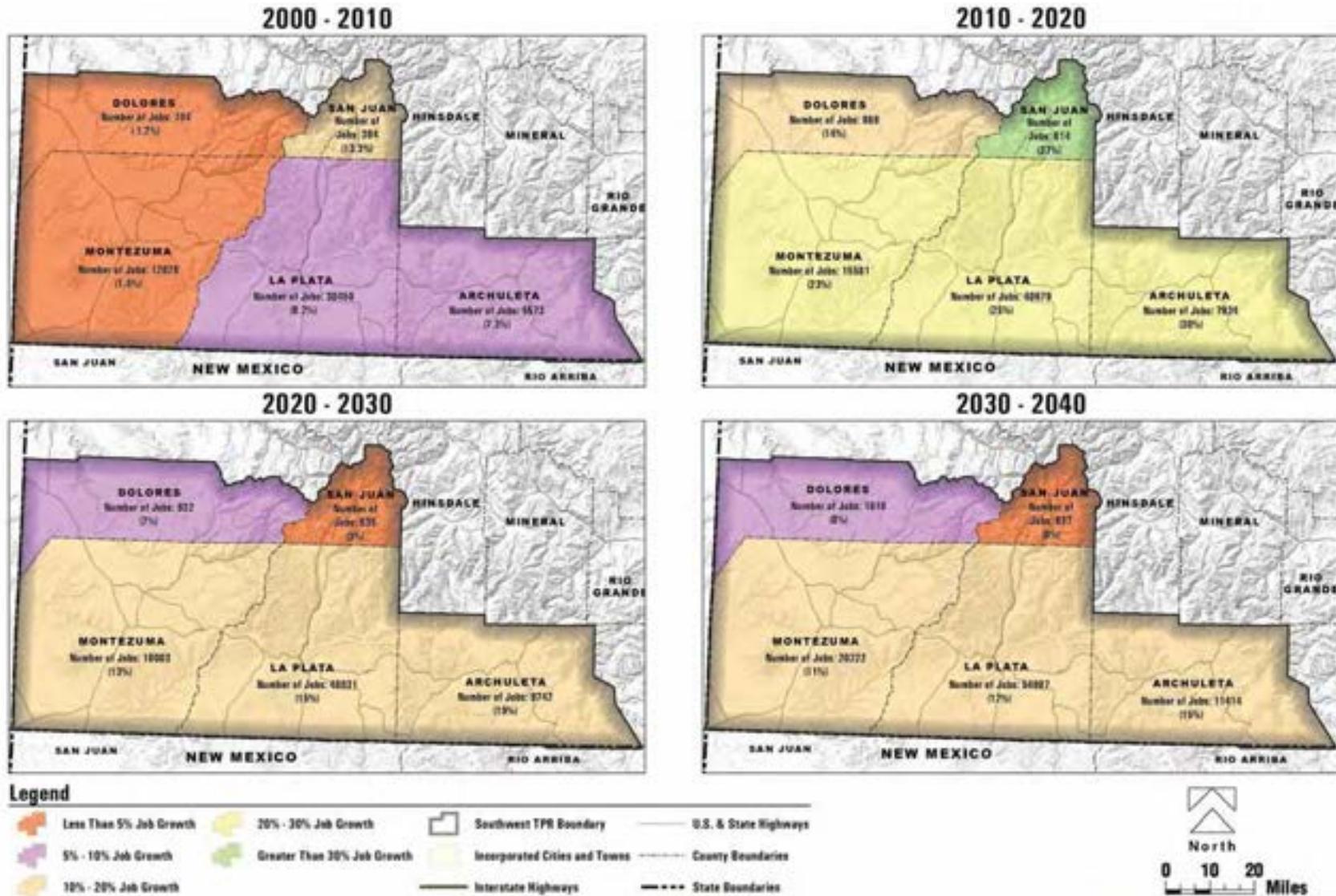
Southwest



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.



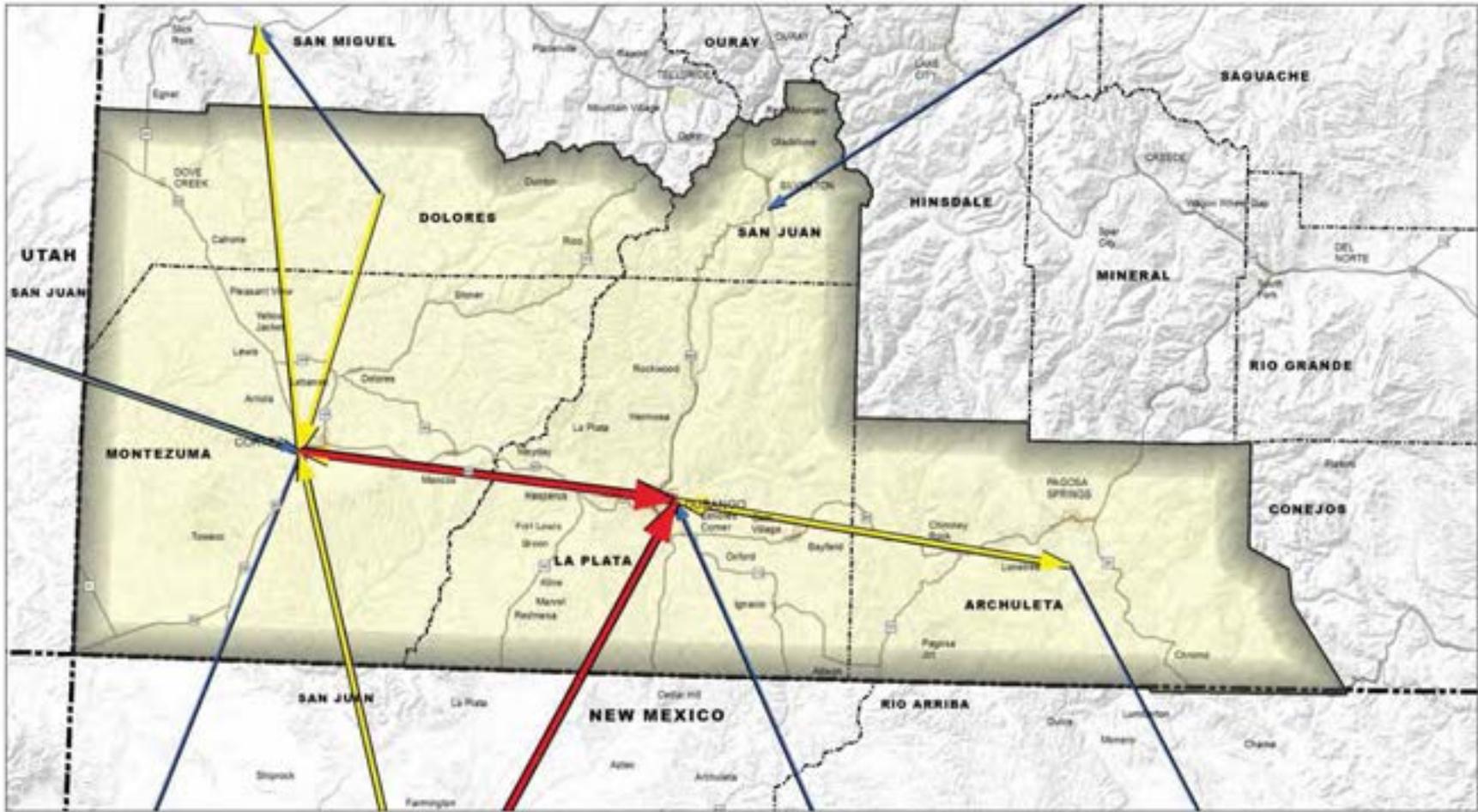
Southwest



Transportation Planning Region

Employed Working Outside County of Residence

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



Legend

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

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



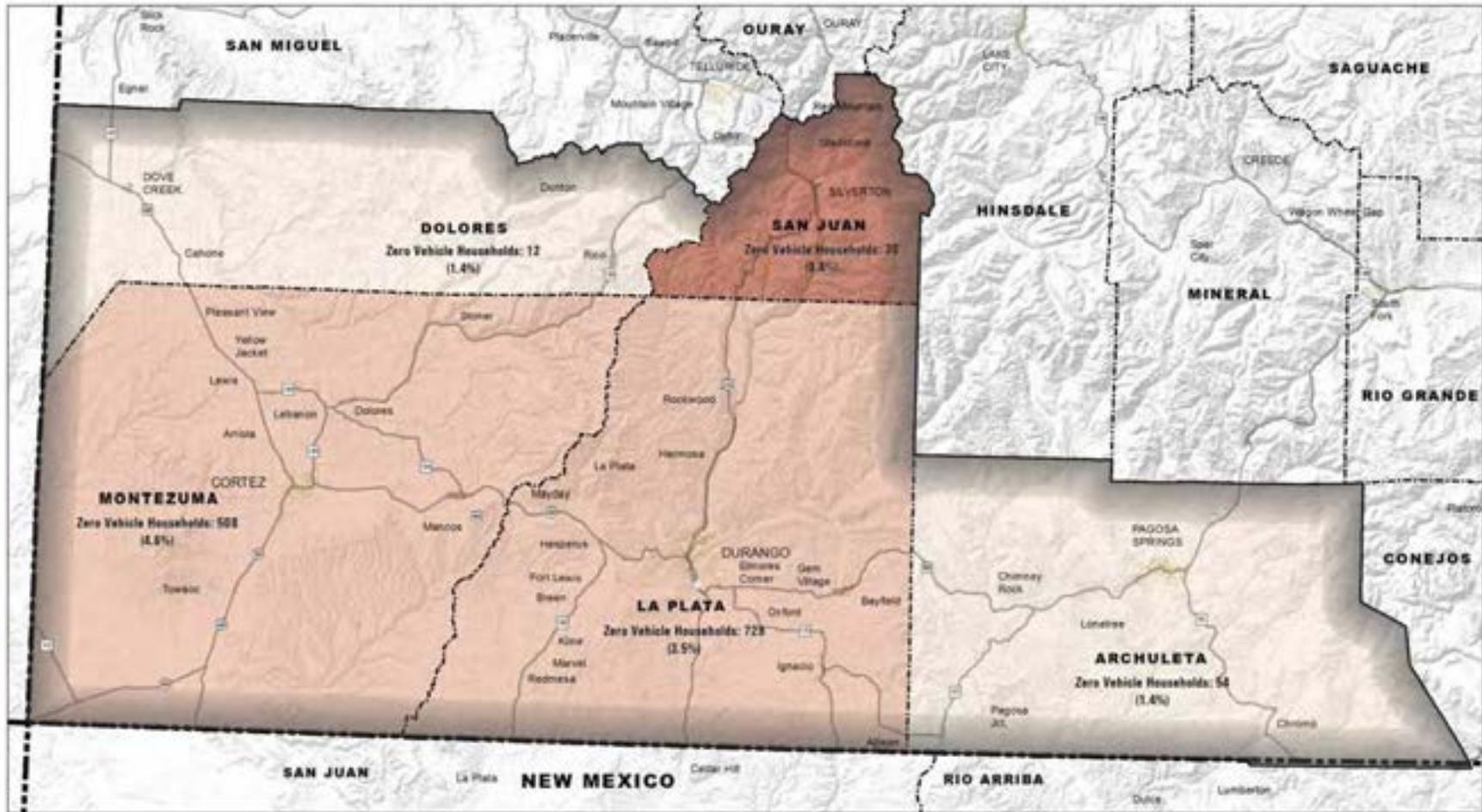
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Transportation Planning Region

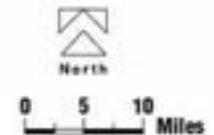
2011 Percentage of Households with No Vehicle

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



Legend

- Less Than 2% Zero Vehicle Households
- 2% - 6% Zero Vehicle Households
- 6% - 9% Zero Vehicle Households
- Greater Than 9% Zero Vehicle Households
- Southwest TPR Boundary
- County Boundaries
- Interstate Highways
- U.S. & State Highways
- Incorporated Cities and Towns
- State Boundaries



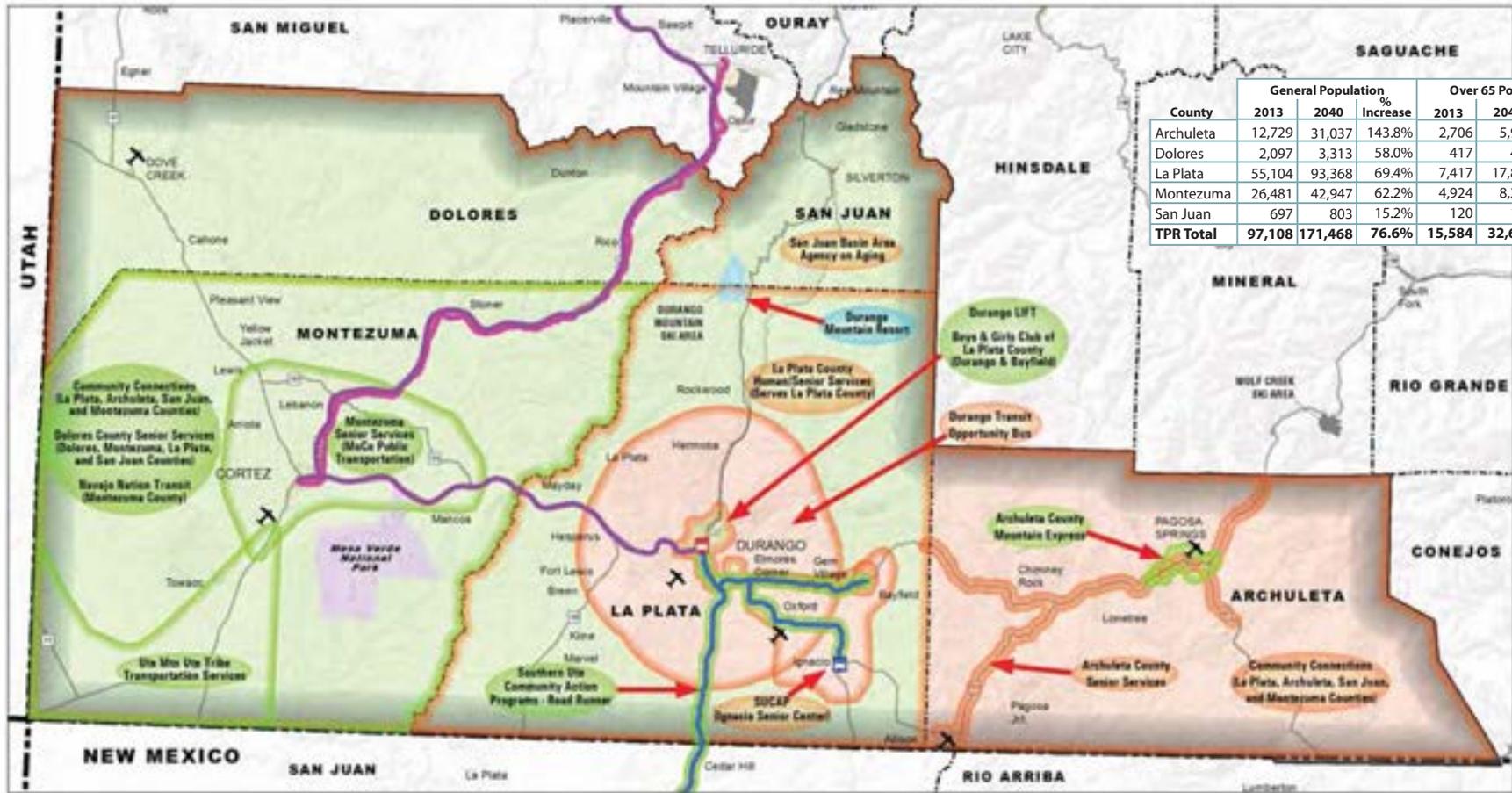
Southwest



Transportation Planning Region

Existing Transit Service Providers

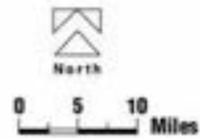
Transit service provider information based upon 2006 CDOT mapping.



County	General Population			Over 65 Population		
	2013	2040	% Increase	2013	2040	% Increase
Archuleta	12,729	31,037	143.8%	2,706	5,932	119.2%
Dolores	2,097	3,313	58.0%	417	458	9.8%
La Plata	55,104	93,368	69.4%	7,417	17,837	140.5%
Montezuma	26,481	42,947	62.2%	4,924	8,241	67.4%
San Juan	697	803	15.2%	120	152	26.7%
TPR Total	97,108	171,468	76.6%	15,584	32,620	109.3%

Legend

- Rural Transit Service Providers
- Human Service Transportation Providers
- Resort Transit Service Providers
- Ski Areas
- SUCAP (formerly Greyhound #485) — Grand Junction-Durango-Farmington
- Regional Bus Routes (SUCAP)
- Town of Mountain Village (Rico - Cortez)
- Inter-City Bus Stations
- Regional Bus Stations
- Southwest TPR Boundary
- Incorporated Cities and Towns
- National Parks and Monuments
- Airports and Airfields
- U.S. & State Highways
- County Boundaries
- State Boundaries



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 23, 2013
 Durango, Colorado
 Southwest TPR

CDOT Statewide Transit Plan
 Public Meetings – Fall 2013

Name	Agency or Association	Email
Gram Wohlst	CCI	gram@cci-colorado.org
Mentt Nesbitt	Durango MNT Resort	mnesbitt@durangomountain.com
Patti Zink	Animas River Wetlands	patti@animasriverwetlands.com
Peter Regillus	SUCAP / Road ^{Transit} Revue	peregillus@sucap.org
Jim Davis	La Plata County	Jim.Davis@co.lplata.co.us
Mike Larson	Rider	Larson-m@fortlewis.edu
Duke White	City of Durango	dukewhite@durangogov.org
JO FEUQUAY	SELF	JO FEUQUAY@AOL.COM



October 23, 2013
 Cortez, Colorado
 Southwest TPR

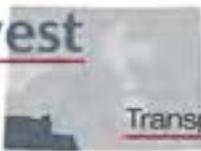
CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Ken Torres, PE	City Engineer / City of Cortez	Ktorres@cityofcortez.com
	Service Center 110 W Progress Circle Cortez CO 81321	
Kirsten Sackett	Dir. of Planning	SAME ADDRESS - look up?



APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEYS



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

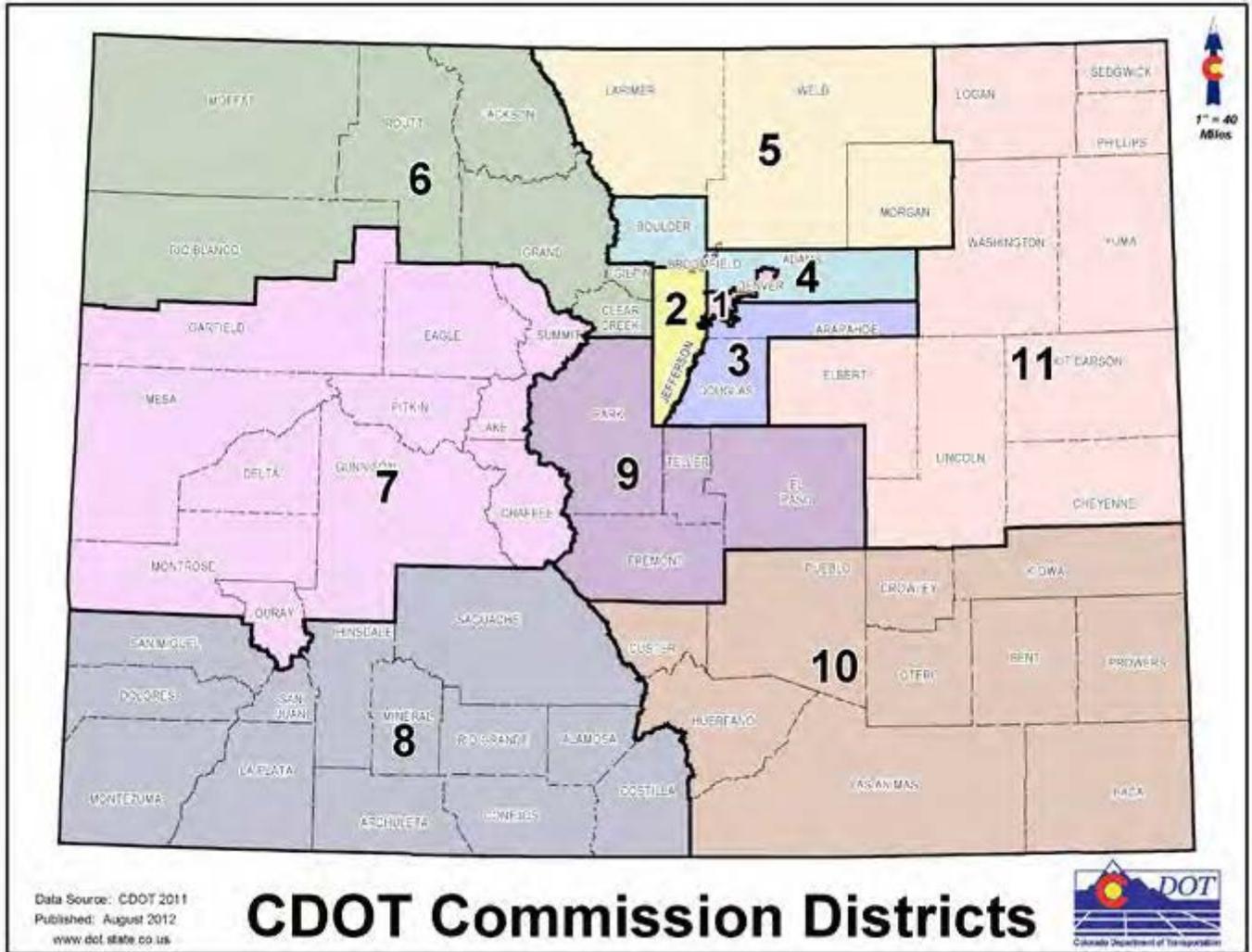
Section 1: Transit Agency Information (cont.)

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

Mailing Street:	<input type="text"/>
Mailing Street 2:	<input type="text"/>
Mailing City/Town:	<input type="text"/>
Mailing State/Province:	<input type="text"/>
Mailing Zip/Postal Code:	<input type="text"/>
Mailing Country:	<input type="text"/>

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

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

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

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

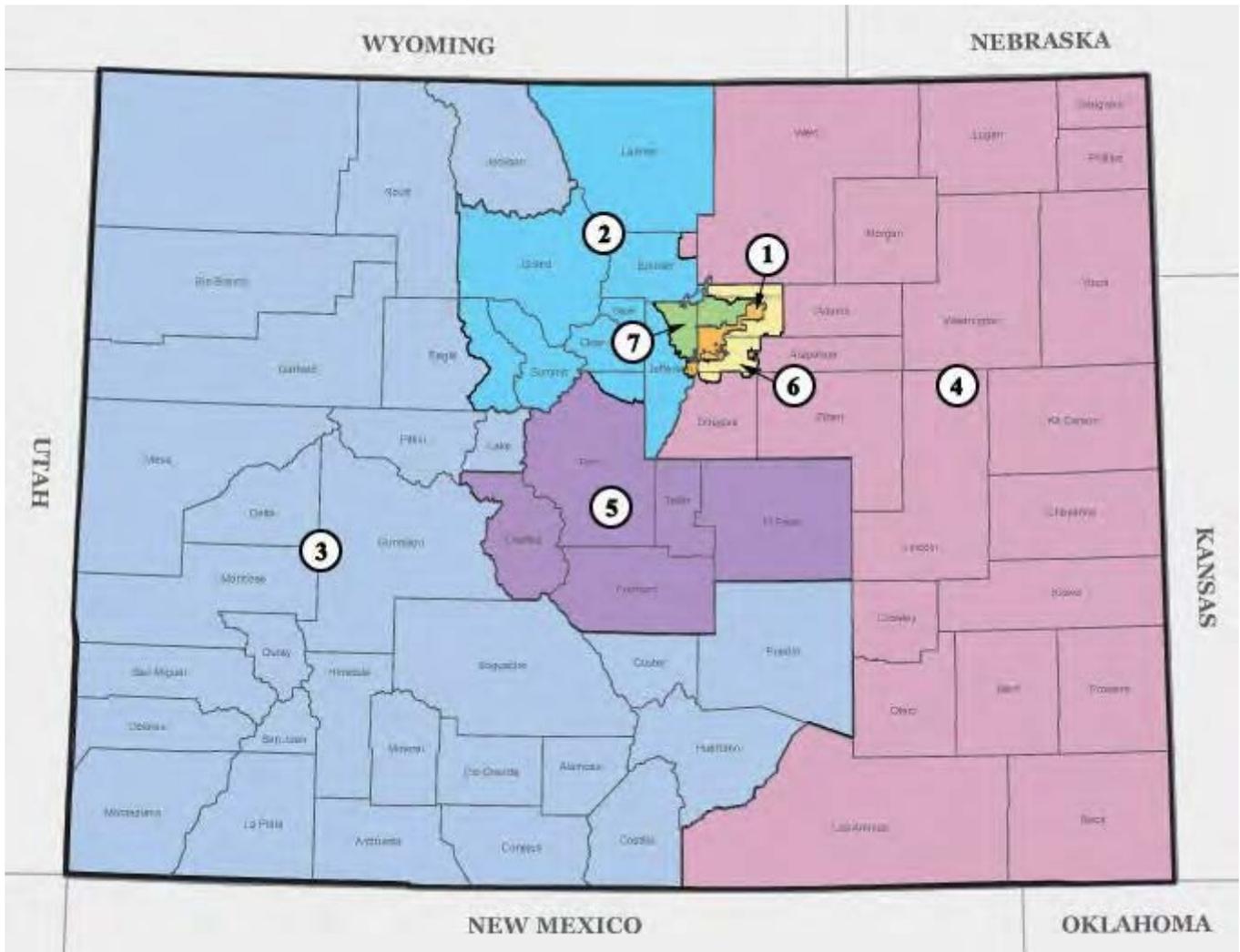
Statewide Transit Plan: Provider Survey

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Source: The Colorado Department of Education

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

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

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

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

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

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

Statewide Transit Plan: Provider Survey

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

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

Section 2: Service Information

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

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

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

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

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

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

- S M T W Th F Sa

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

Weekdays between

Saturdays between

Sundays between

Statewide Transit Plan: Provider Survey

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

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

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

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

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

***26. Please select how your agency provides information on your services.
(check all that apply)**

- Website
- Email
- Phone
- Pamphlets/Brochures
- Mailed Newsletters
- Other Mailings
- Transportation Plans
- Other (please specify)

**27. Does your agency offer any of the following:
(check all that apply)**

- Travel training
- Rideshare services
- Mileage reimbursement
- Assistance as needed with shopping or other activities (besides transporting clients to these activities)
- Other (please describe)

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

Please provide ridership information about transit services that your agency provides. Annual trips should be recorded as one-way. For example, traveling from home to work and back is 2 one-way trips.

For demand response or ADA services where clients are registered, please identify the number of clients registered at year-end 2012.

If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.

28. Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

29. Deviated Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

30. Demand-Response:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

31. ADA Services:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

Statewide Transit Plan: Provider Survey

32. Taxicab:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

33. Vanpool or Other:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

Number of Registered

Clients

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

Please estimate the numbers below. Enter percentages in whole number format (i.e. 70, not 0.70). Each question in bold should equal 100. Please provide information that reflects your overall program data, not specific trip/project data.

If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.

*34. Trip Purpose

% Medical:	<input type="text"/>
% Senior Programs:	<input type="text"/>
% Workforce / Employment Related:	<input type="text"/>
% Education:	<input type="text"/>
% Social / Recreational / Shopping / Personal:	<input type="text"/>
% Meal Delivery:	<input type="text"/>
% Other Trip Purpose:	<input type="text"/>

*35. Americans with Disabilities Act

% Disabled Non- Elderly (< 60 yrs/old):	<input type="text"/>
% Elderly and Disabled (60+ yrs/old):	<input type="text"/>
% Elderly Non- Disabled 60+ yrs/old):	<input type="text"/>
% Non-Elderly, Non- Disabled (< 60 yrs/old):	<input type="text"/>
% Wheelchair Trips:	<input type="text"/>

Statewide Transit Plan: Provider Survey

Section 3: Transportation Cost Information

Please provide your agency's annual passenger transportation costs (OPERATIONAL and ADMINISTRATIVE) for 2012.

Subsequent sections will ask for total operating and administrative revenues by type, and for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation. Do not include capital depreciation in your expenses.

*** 36. What percentage of your service is operated by a contractor?
(please round to the nearest whole number)**

*** 37. Total Operating Expenses:**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

*** 38. Total Administrative Expenses:
(office equipment, grant management, etc.)**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

Statewide Transit Plan: Provider Survey

Section 4: Operating and Administrative Revenue Information / Funding Sourc...

Please provide your agency's OPERATING and ADMINISTRATIVE annual revenues for ALL services combined for 2012.

The subsequent section will ask for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation.

***39. Total Annual Revenue from Fares/Donations:**

\$

***40. Total Annual Revenue from Advertising:**

\$

***41. Total Annual Revenue from Dedicated Transit Tax:**

\$

***42. General Funds Revenue:**

Cities, Towns, and/or

Districts - \$

Counties - \$

***43. Grant Revenues:**

FTA 5304 - \$

FTA 5307 (urbanized) -

\$

FTA 5309

(discretionary capital) -

\$

FTA 5310 (elderly &

disabled) - \$

FTA 5311 (rural) - \$

FTA 5316 - \$

FTA 5317 - \$

Tobacco Trust Funds -

\$

Statewide Transit Plan: Provider Survey

44. Other Federal Grant Revenues (CMAQ, FHWA, CSBG, etc.):

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

45. Other Miscellaneous Grant Revenues:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

46. Other Operating and Administrative Revenue Sources, including volunteer labor:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

*47. TOTAL ANNUAL OPERATIONAL REVENUE:

\$

*48. TOTAL ANNUAL ADMINISTRATIVE REVENUE:

\$

Statewide Transit Plan: Provider Survey

Section 5: Capital Expense and Revenue

Please provide your agency's annual CAPITAL costs for the past five years and revenues for 2012. Do not include capital depreciation in your expenses.

*49. Capital Costs for 2008:

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

*50. Capital Costs for 2009:

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

*51. Capital Costs for 2010:

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

*52. Capital Costs for 2011:

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

Statewide Transit Plan: Provider Survey

*53. Capital Costs for 2012:

Number of vehicles (#)	<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"/>

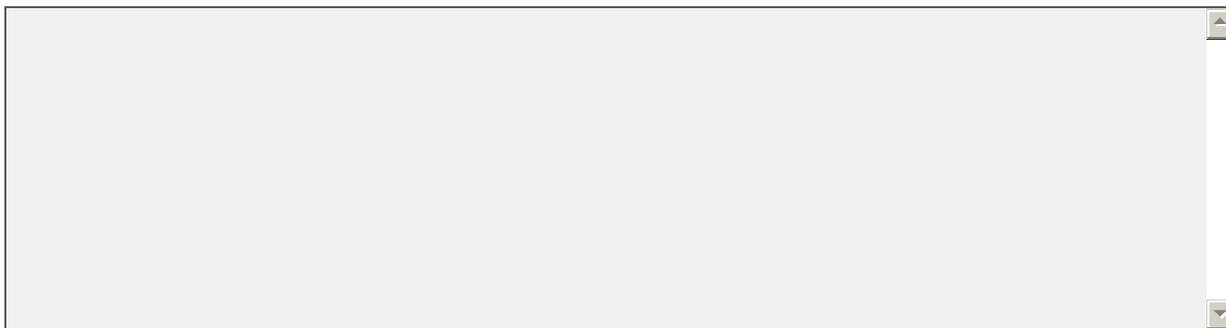
Section 6: Transportation Conditions and Needs

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

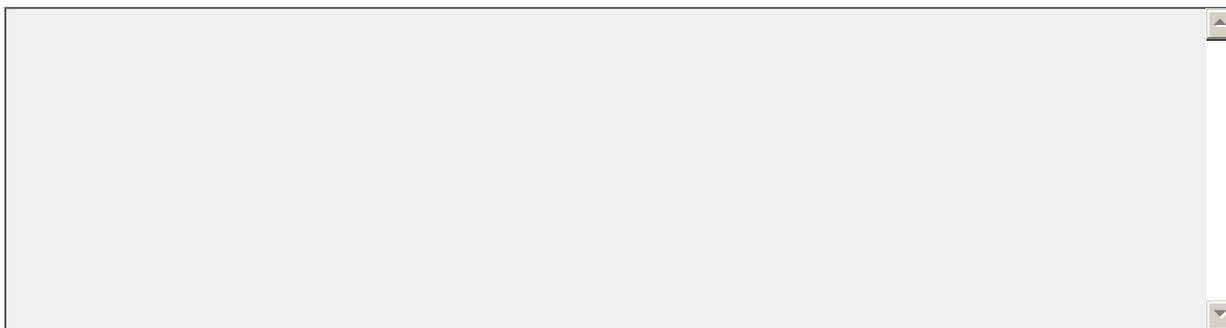
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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

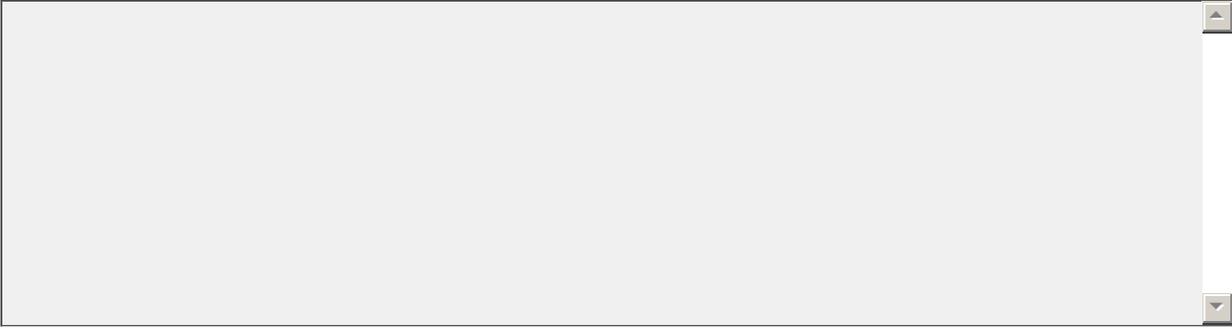
***61. Does your agency have agreements with other transportation providers in your community to:**

	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:	<input type="text"/>
Part-Time:	<input type="text"/>
Volunteer:	<input type="text"/>

*65. Does your organization use volunteers as:

- We do not use volunteers
- Drivers
- Other program services (meal delivery, office work, etc.)
- Drivers and other program services
- Other (please specify)

Section 9: Employee Information (cont.)

*** 66. How many hours did your volunteers record in 2012?**

Section 10: Service Area(s) and Other Data to Submit

The final section of the Survey includes service area information. In addition to the question below, please send the following information to Cady Dawson:

- Map of service area boundaries
- Map of routes
- Schedule
- Fleet roster

If you have electronic versions of these items, you can email Cady Dawson at cady.dawson@fhueng.com. Please include GIS files if available. GIS files are especially helpful for regions covering more than a single jurisdiction, but not an entire county.

If you do not have electronic copies of these files, please mail hard copies to:

Cady Dawson
Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

If you have any questions or concerns, please also feel free to call Cady at (303) 721-1440.

***67. How do you plan to submit the requested materials noted above? This information will help us know how to anticipate the arrival of your materials and whether we need to contact you in regards to any issues in receiving the materials (spam filter, lost in the mail, etc.).**

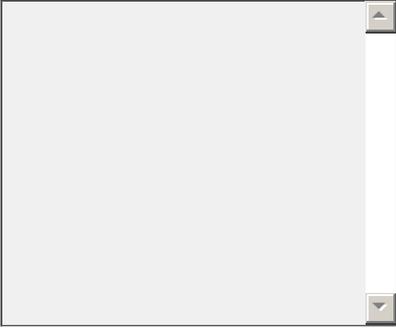
- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

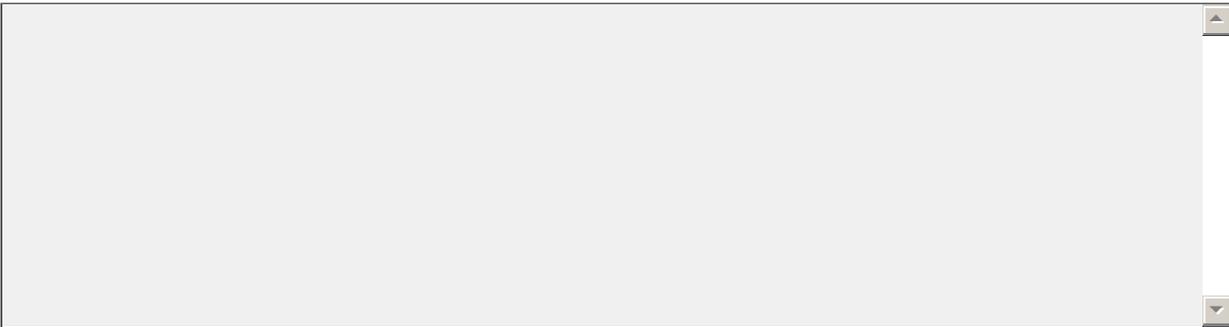
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

Statewide Transit Plan: Provider Survey

***69. Please list the municipalities you operate in, one per line.**



***70. Please provide a written description of your service area. Please specify the approximate boundaries of the service area and location of regular routes.**





D.2 - List of Provider Survey Respondents

La Plata County Human Services

Boys and Girls Club of La Plata County

Community Connections, Inc.

Navajo Nation Transit

Town of Mountain Village

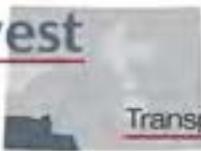
San Juan Sentry, LLC

City of Durango

Dolores County Senior Services

Montezuma Senior Services

Southern Ute Community Action Programs, Inc.



D.3 – Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

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

Your assistance is needed in helping to identify the transportation needs of clients of human service, employment, and training agencies in rural areas. This survey contains up to 18 questions and is the start of the process to begin collecting current information on existing transit service and human service providers in your region.

Data you will need for this survey includes:

- Contact Information
- Programs Operated and their Eligibility Criteria
- Client Data and Demographics
- Client Trip/Transportation Needs
- Benefits Provided to Clients

Please complete this survey by no later than **Wednesday, August 28th, 2013**. Should you have questions about this survey, please contact Cady Dawson at 303-721-1440 or cady.dawson@fhueng.com

Thanks for your time!

Please click "Next" to start the survey.

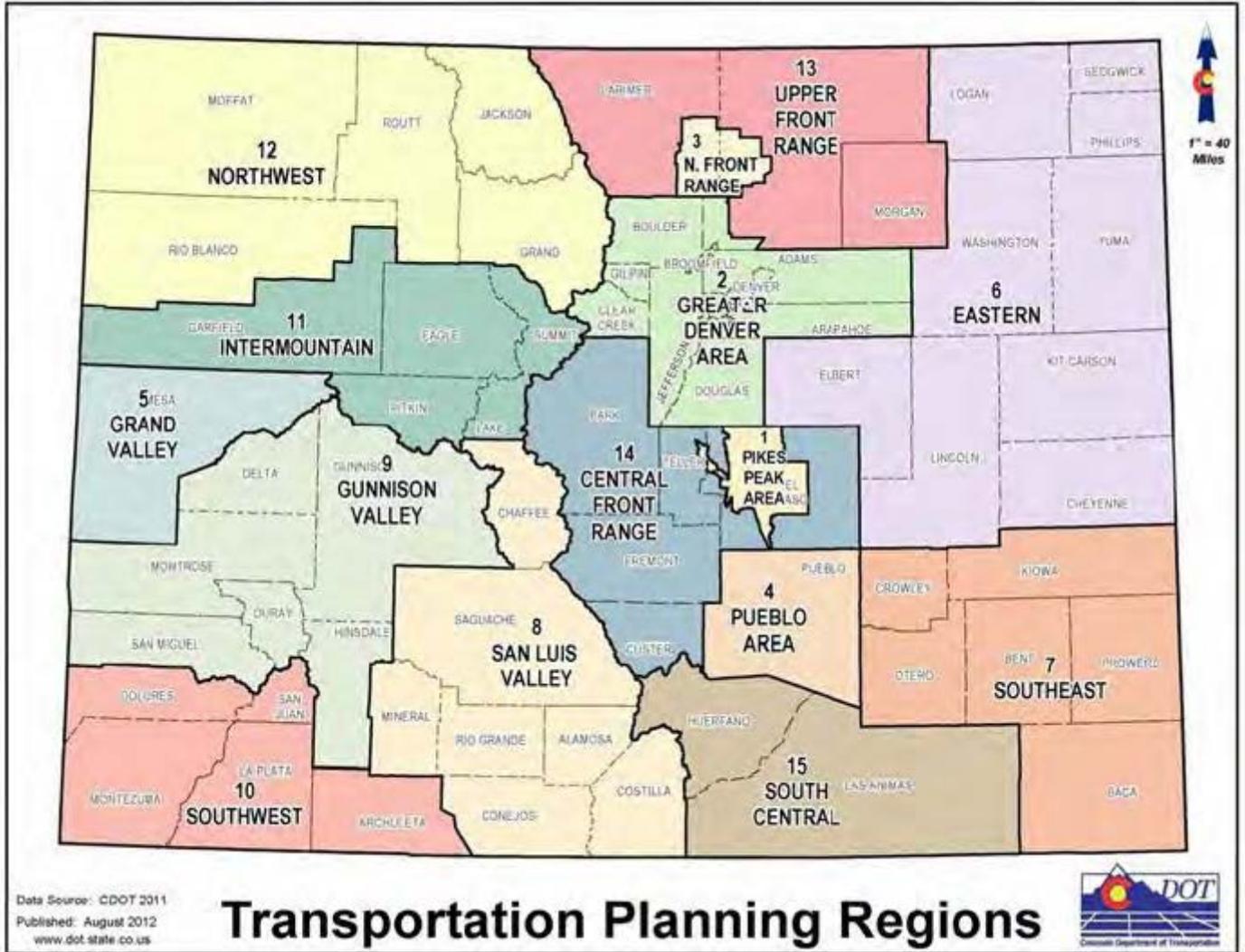
Agency Information

***1. Please provide the following contact information.**

Organization:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
Zip Code:	<input type="text"/>
Phone:	<input type="text"/>
Fax:	<input type="text"/>
Contact Person:	<input type="text"/>
Title/Dept.:	<input type="text"/>
E-mail Address:	<input type="text"/>
Website:	<input type="text"/>

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



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

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

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

Service Information

***3. What basic programs are operated by your agency? (check all that apply)**

- Older Americans Act / Older Coloradans Act services
- Temporary Assistance for Needy Families (TANF)
- Medicaid Funded Services
- Head Start or Migrant Head Start
- Veterans services, including transportation, training, and other benefits
- Education
- Employment training and other Workforce Investment Act services
- Mental / Behavioral Health
- Substance Abuse Rehabilitation
- Vocational Rehabilitation
- Housing Assistance - Section 8 or assisted living facilities
- Other (please specify)

Medicaid Service Information

***4. You selected "Medicaid Funded Services" as a program operated by your agency. Please select the applicable Medicaid categories your agency provides. (check all that apply)**

- Developmental Disabilities
- Other Disabilities
- Home and Community Based Services
- Long-term Care for Aged
- Behavioral Health
- Other (please specify)

Service Information (cont.)

***5. Please describe the eligibility criteria for your program(s).**

***6. Please describe the services provided by your agency.**

7. If you operate out of more than one location, please list the services provided by location. For example, list where the senior centers, housing sites, or training sites are located.

***8. Please provide the average number of clients served in a typical year.**

Average number of
clients served in a
typical year

Statewide Transit Plan: Human Service Agency Survey

***9. What percent of your clients do you estimate:
(please round to the nearest whole number)**

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

Are unable to drive due to disabling condition or frailty, being too young, or whose license has been rescinded

Live where there is some public transit service available

Transportation Importance

***10. On a scale of 1 (unimportant) to 5 (very important), how important is transportation for your clients?**

	1 (Unimportant)	2 (Not Very Important)	3 (Somewhat Important)	4 (Important)	5 (Very Important)
--	--------------------	---------------------------	---------------------------	------------------	-----------------------

The importance of transportation to my clients is:

Transportation Importance (cont.)

***11. Check up to three of the most important types of trips / trip purposes your clients need.**

- Access jobs
- Access education
- Access health care
- Access shopping and services
- Continue to live independently
- Other (please specify)

***12. For the trips / trip purposes you selected above, please provide primary areas where your clients travel.**

Examples are:

"From Victor and Cripple Creek to Woodland Park"

"Throughout our region to Grand Junction"

"To Craig from other parts of Moffat County"

"Within Alamosa"

Access jobs	<input type="text"/>
Access education	<input type="text"/>
Access health care	<input type="text"/>
Access shopping and services	<input type="text"/>
Continue to live independently	<input type="text"/>
Other	<input type="text"/>

Statewide Transit Plan: Human Service Agency Survey

***13. Check up to three transit improvements that you believe are priorities for the clients you serve.**

- Local service within a county
- Regional service between counties
- Early morning service (before 9AM)
- Later evening service (after 6PM)
- Weekend service
- More information about public transit services
- Other (please specify)

14. If you selected "Local service within a county" in Q13, please provide the county or counties where local service needs improvement.

15. If you selected "Regional service between counties" in Q13, please provide the county pair(s) where regional service needs improvement. For example, "Pitkin and Eagle".

16. Please check any additional transportation options that clients in your area might need.

- Improved access to reliable autos
- Carpool services
- Vanpool services

Other (please specify)

Transportation Benefits and Needs

***17. Please select the ways in which your program meets the transportation needs of your clients.**

(check all that apply)

- Program staff transports clients to appointments, training, or activities of daily living
- Volunteers transport clients to appointments, training, or activities of daily living
- Bus tickets or passes can be provided
- Program contracts with others to provide transportation to appointments or activities
- Gas vouchers
- Car repair vouchers
- Adaptive transportation (e.g. modifications to vehicles or wheelchair accessible vehicles)
- Other (please specify)

18. Please provide any additional comments you have about the transportation needs of your clients.

D.4 – List of Human Service Agency Respondents

Volunteers of America Southwest Safehouse
Sunshine Gardens Senior Community
Volunteers of America Durango Community Shelter
Volunteers of America Colorado Southwest Colorado Division
Southern Ute Community Action Programs
Women’s Resource Center
Ignacio Senior Center
Manna – The Durango Soup Kitchen
Southwest Colorado Community College
La Plata County Department of Human Services
Town of Mancos
4CORE
Dolores County Senior Services
Montezuma Senior Services
Montezuma County Social Services
Southwest Mental Health dba Axis Health System
Mercy Housing: Durango Properties
Southwest Center for Independence
San Juan Basin Health Department
The Training Advantage



D.5 – Regional Project List



Southwest Transit Projects

List of Transit Needs and Proposed Projects - Southwest TPR

Agency/Location	Description	Cost	Time Frame	Category
Archuleta County	Build a Transportation Center in Pagosa Springs		Short-term	Capital - Facilities
Archuleta County	Establish park and ride utilizing existing parking infrastructure where possible		Short-term (priority)	Capital - Facilities
Archuleta County	Expand fleet		Short-term	Capital - Vehicles
Bayfield	Establish park and ride utilizing existing parking infrastructure where possible		Short-term	Capital - Facilities
Boys & Girls Club of La Plata County	Youth after school and summer school transportation	\$500,000	Short-term	Access to human services
Boys & Girls Club of La Plata County	Replacement vehicles		Mid-term	Capital - Vehicles
Boys & Girls Club of La Plata County	Service Expansion throughout La Plata County		Mid-term	Operation - Expansion
City of Durango (Durango Transit)	Upgrade/install new transit shelters	\$20,000/year	Short-term	Capital - Facilities
City of Durango (Durango Transit)	Replace 4 trolleys	\$360,000	Short-term	Capital - Vehicles
City of Durango (Durango Transit)	Replace 5 minibuses	\$375,000	Short-term	Capital - Vehicles
City of Durango (Durango Transit)	Implement connectivity projects in the Multi Modal Transportation Master Plan (connecting transit, bicycle, pedestrian facilities)	\$15,000,000	Long-term	Coordination
City of Durango (Durango Transit)	Increase coordination between regional providers and park and rides in La Plata		Long-term	Coordination
City of Durango (Durango Transit)	Increase connectivity between local/intercity bus systems		Long-term	Coordination
City of Durango (Durango Transit)	Print new service schedules	\$10,000/year	Short-term	Coordination
City of Durango (Durango Transit)	Funding needed to continue Mobility Management program	\$60,000/year	Short-term	Coordination
City of Durango (Durango Transit)	Funding needed to continue operations	\$700,000	Short-term	Maintaining Service
City of Durango (Durango Transit)	Expand service to the Airport, Durango Mtn Resort, La Plata County		Long-term	Operation - Expansion
Cortez	Establish park and ride utilizing existing parking infrastructure where possible		Short-term (priority)	Capital - Facilities
Dolores	Establish park and ride utilizing existing parking infrastructure where possible		Short-term	Capital - Facilities
Dolores	Build bus/vehicle shelter		Short-term	Capital - Facilities
Dolores County Senior Services	Central bus shelter with dispatch office	\$250,000	Short-term	Capital - Facilities

List of Transit Needs and Proposed Projects - Southwest TPR

<i>Agency/Location</i>	<i>Description</i>	<i>Cost</i>	<i>Time Frame</i>	<i>Category</i>
Dolores County Senior Services	3 new replacement vans	\$120,000	Short-term	Capital - Vehicles
Dolores County Senior Services	One new 14 passenger bus	\$80,000	Short-term	Capital - Vehicles
Dolores County Senior Services	Develop long-term transportation plan		Mid-term	Study
La Plata County Senior Services	Replace one wheelchair-accessible bus	\$60,000	Short-term	Capital - Vehicles
La Plata County Senior Services	Add fleet vehicles and associated staff		Mid-term	Capital - Vehicles
Montezuma Senior Services	Build a maintenance facility	\$1,000,000	Long-term	Capital - Facilities
Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Mid-term	Capital - Facilities
Montezuma Senior Services	Replace 2 buses	\$175,000	Long-term	Capital - Vehicles
Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Long-term	Capital - Vehicles
Montezuma Senior Services	Replace 2 buses	\$120,000	Short-term	Capital - Vehicles
Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Short-term	Capital - Vehicles
Montezuma Senior Services	Extend hours of service	\$30,000/year	Long-term	Operation - Expansion
Montezuma Senior Services	Extend hours of service and expand into La Plata and Dolores	\$30,000/year	Short-term	Operation - Expansion
Southern Ute Community Action Programs	Build Bus Barn		Short-term	Capital - Facilities
Southern Ute Community Action Programs	9 new replacement buses	\$630,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	2 new ADA van replacements	\$100,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 2 engines for Intercity bus service Durango to Grand Junction daily service	\$50,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 3 transmissions for Intercity bus service Durango to Grand Junction daily service	\$45,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 2 engines for intercity bus service Monticello, UT to Walsenburg	\$50,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 3 transmissions for intercity bus service Monticello, UT to Walsenburg	\$45,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Expand operating budget	\$375,000	Short-term	Maintaining Service
Southern Ute Community Action Programs	Establish Dove Creek transit service		Long-term	Operation - Expansion
Southern Ute Community Action Programs	Increase frequency Ignacio-Bayfield routes	\$76,000/year	Mid-term	Operation - Expansion

List of Transit Needs and Proposed Projects - Southwest TPR

Agency/Location	Description	Cost	Time Frame	Category
Southern Ute Community Action Programs	Add daily commuter service from Cortez and Mancos to Durango	\$70,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add daily commuter service between Farmington and Durango	\$105,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add late night service on Durango, Ignacio, Hermosa, Cortez routes	\$191,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Increase funding for Intercity bus service Durango to Grand Junction daily service	\$85,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add 2 new motor coaches for Intercity bus service Durango to Grand Junction daily service	\$440,000	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Increase funding for intercity bus service Monticello, UT to Walsenburg	\$115,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add 2 new buses for intercity bus service Monticello, UT to Walsenburg	\$440,000	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add daily commuter and mid-day service between North Animas Valley and Durango	\$50,000/year	Mid-term	Operation - New
Southern Ute Tribe	Expand service to employment center/service industries			Operation - Expansion
Southwest Region	Build alternative fuel stations			Capital - Facilities
Southwest Region	Replace fleets with alternative fuel vehicles		Long-term	Capital - Vehicles
Southwest Region	General fleet replacement		Long-term	Capital - Vehicles
Southwest Region	Coordinate and establish shared parking lots (churches, shopping centers)		Short-term	Coordination
Southwest Region	Increase ADA access		Short-term	Coordination
Southwest Region	Create a regional transit voucher program to allow transfers between agencies			Coordination
Southwest Region	Create a promotional campaign through outreach and communications region wide			Coordination
Southwest Region	Recruit trained and certified drivers		Short-term	Operation
TBD	Add Montezuma City-Durango medical facilities		Long-term	Operation
TBD	Add weekend and evening service to Montezuma City		Long-term	Operation
TBD	Add Dolores City-Rico-Cortez transit service		Long-term	Operation
TBD	Establish Archuleta City-Ignacio route		Short-term	Operation
TBD	Increase service to Ft. Lewis College		Short-term	Operation
TBD	Increase service to outlying communities		Short-term	Operation



List of Transit Needs and Proposed Projects - Southwest TPR

<i>Agency/Location</i>	<i>Description</i>	<i>Cost</i>	<i>Time Frame</i>	<i>Category</i>
TBD	Establish Pagosa Springs-Durango-Cortez-Dove Creek route		Short-term (priority)	Operation
Town of Mountain Village	Upgrade gondola control systems	\$350,000	Mid-term	Capital - Equipment
Town of Mountain Village	Add full-time APU backup	\$1,000,000	Mid-term	Capital - Equipment
Town of Mountain Village	Paint gondola towers and terminals	\$120,000	Mid-term	Capital - Facilities
Town of Mountain Village	Replace gondola haul rope	\$750,000	Mid-term	Capital - Facilities
Town of Mountain Village	Replace 3 gondola drive bull wheels	\$225,000	Mid-term	Capital - Facilities
Town of Mountain Village	Rebuild main gondola gearbox	\$100,000	Mid-term	Capital - Facilities
Town of Mountain Village	Add 2-4 new cutaway buses	\$70,000 each	Mid-term	Capital - Vehicles
Town of Mountain Village	Add 10-15 new shuttle vans	\$25,000 each	Mid-term	Capital - Vehicles
Town of Mountain Village	Rebuild 6 gondola conveyors	\$480,000	Mid-term	Capital - Vehicles
Town of Mountain Village	Replace main gondola drives and motors	\$600,000	Mid-term	Capital - Vehicles
Town of Mountain Village	Refurbish gondola cabins	\$600,000	Mid-term	Capital - Vehicles
Town of Mountain Village	Replace gondola grips and hangers	\$520,000	Mid-term	Capital - Vehicles
Town of Mountain Village	Replace gondola support vehicles	\$160,000	Mid-term	Capital - Vehicles
Town of Mountain Village	Long term operating and funding agreement		Long-term	Coordination
Transit coordination council	Increase involvement and engagement			Coordination
VA Hospital	Enhance service to Grand Junction facility			Coordination
Veterans Affairs	Eliminate the drive-alone subsidy (veterans reimbursed for driving)			Coordination



APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – SOUTHWEST REPORT

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

Transportation Planning Region: Southwest Area

Survey Results

June 2014



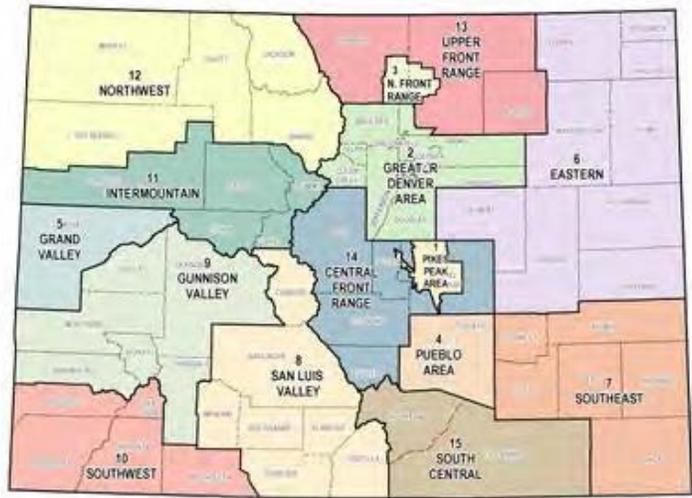
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Survey Background

About the Southwest Transportation Planning Region

The Southwest Transportation Planning Region is located in the southwest corner of the state, and includes the entire counties of Archuleta, Dolores, La Plata, Montezuma, and San Juan. According to the 2010 Census, the total population of this region was 90,530. There were 12,626 adults age 65 and older residing in this region, and 5,379 adults with disabilities age 18 to 64. This region accounts for 2.2% 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 Southwest TPR, 27 respondents completed an agency-distributed hard copy survey, 6 completed the web-based agency survey and 85 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 13% and 32%, 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

- **About half of older adults and adults with disabilities surveyed depended on family, friends, aides or volunteers for transportation for at least some of their trips, while half did not depend on others for any of their trips.**

About one-quarter of survey participants in the Southwest TPR said they relied on someone else for half or more of their trips and one-quarter relied on someone else for some, but fewer than half, of their trips.

In a typical month, many reported driving themselves (77%) getting a ride in a personal vehicle from family, friends or neighbors who did not live with them (47%) or walking (56%) at least once. Less than one in five reported using a taxi, volunteer driver or paratransit.

- **Almost two-thirds of respondents reported having no 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 (15% said they experienced problems finding transportation “a lot of times” and 23% had trouble sometimes or rarely). Respondents most often reported having trouble finding needed transportation for medical appointments and shopping/pharmacy trips.

- **The most frequently cited barriers to using public transportation and paratransit were a lack of service and wanting to use the service during hours it was not available.**

About half of respondents from the Southwest TPR felt that the lack of public transportation service where they lived or where they wanted to go was major problem, and 4 in 10 said that lack of service during needed times. One in three respondents said they cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions (30% cited this as a “major” problem), or do not want to or cannot wait for delayed buses or trains in poor weather. About one-quarter said the long distance from the transit stop or station was a major problem.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. As with public transportation services, the largest obstacles were a lack of service and limited service hours, considered a major or minor problem by half of Southwest TPR respondents.

- **The two issues deemed of highest importance for the statewide transit plan by Southwest TPR residents were providing lower fares for seniors and disabled riders and providing more transportation services in the community.**

Overall, most of the issues included on the survey were deemed somewhat or very important by a majority of respondents. Providing lower fares for seniors and disabled riders were somewhat (9%) or very important (74%) to about 8 in 10 respondents as was providing more transportation services in the community (20% somewhat and 66% very important). Supporting the development of easily accessible and understandable transportation information and referral services also was a priority for respondents (22% somewhat and 63% very important).

Slightly fewer, about 6 in 10 respondents, identified areas that focused on expanding services and routes in their communities and to regional destinations. About 6 in 10 also identified expanding discount programs and/or subsidies, expanding or adding routes in their community supporting veterans' transportation issues. Just over half thought that hours of service for transportation services should be expanded. Less important to Southwest TPR respondents was increasing the availability of wheelchair-accessible taxi cabs, although 43% 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	23%	N=27	4%	N=5	12%	N=14	61%	N=72	100%	N=117
Get a ride in a personal vehicle from a family member or someone who lives in my household	60%	N=70	20%	N=23	11%	N=12	10%	N=12	100%	N=117
Get a ride in a personal vehicle from family, friends or neighbors	53%	N=61	32%	N=37	7%	N=8	8%	N=9	100%	N=116
Driven by a paid driver or personal assistant	88%	N=101	0%	N=1	4%	N=4	8%	N=9	100%	N=115
Get a ride from a volunteer driver	85%	N=98	7%	N=8	4%	N=4	4%	N=5	100%	N=115
Take a taxi at the full price fare	95%	N=110	4%	N=5	0%	N=0	0%	N=1	100%	N=115
Take a taxi at a subsidized or discounted fare	96%	N=110	4%	N=4	0%	N=1	0%	N=0	100%	N=115
Walk	44%	N=52	16%	N=18	17%	N=20	23%	N=27	100%	N=117
Bicycle	84%	N=99	11%	N=13	2%	N=2	3%	N=3	100%	N=117
Use transportation provided by my faith community or church	95%	N=109	5%	N=5	0%	N=0	0%	N=0	100%	N=115
Use a senior center or community center shuttle	74%	N=87	8%	N=10	10%	N=12	8%	N=9	100%	N=117
Use shuttle/transportation provided by the housing facility or complex where I live	98%	N=115	0%	N=1	0%	N=0	2%	N=2	100%	N=117
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	82%	N=97	10%	N=12	2%	N=2	6%	N=7	100%	N=117
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.)	88%	N=103	7%	N=8	4%	N=4	2%	N=2	100%	N=117
Use a private or non-profit transportation service or program	89%	N=104	8%	N=9	0%	N=0	4%	N=4	100%	N=117

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	47%	N=55
Less than half my trips	32%	N=37
About half my trips	5%	N=5
More than half my trips	6%	N=7
All of my trips	11%	N=13
Total	100%	N=116

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	19%	N=21
Mornings	59%	N=66
Afternoons	21%	N=24
Evenings and nights	1%	N=1
Total	100%	N=112

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	10%	N=9
Somewhat likely	27%	N=24
Not at all likely	63%	N=57
Total	100%	N=90

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=72
Rarely	13%	N=14
Sometimes	10%	N=11
A lot of times	15%	N=17
Total	100%	N=114

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	18%	N=7
Visiting family or friends	40%	N=15
Volunteering	17%	N=7
Medical appointment	66%	N=26
Community event	50%	N=19
Religious service	28%	N=11
Recreation	27%	N=10
School	7%	N=3
Shopping/pharmacy trips	54%	N=21
Other, please specify	32%	N=13

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	53%	N=18
Weekdays 10am to 4pm	67%	N=22
Weekdays 4pm to 7pm	48%	N=16
Weekdays 7pm to midnight	30%	N=10
Weekdays Midnight to 6am	21%	N=7
Saturday day time	64%	N=21
Saturday night time	43%	N=14
Sunday day time	72%	N=24
Sunday night time	43%	N=14

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	47%	N=20
Once or twice	20%	N=8
3 to 6 times	17%	N=7
7 times or more	16%	N=7
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	47%	N=52	17%	N=19	36%	N=39	100%
Service does not operate during the times I need	38%	N=36	27%	N=25	35%	N=33	100%	N=93
Information about fares, schedules and routes is difficult to find	11%	N=10	22%	N=20	67%	N=60	100%	N=90
Information about fares, schedules and routes is difficult to read	13%	N=11	14%	N=13	72%	N=63	100%	N=87
I cannot understand the information about fares, schedules and routes	11%	N=9	6%	N=5	84%	N=73	100%	N=87
Information about fares, schedules and routes is not in my first (non-English) language	1%	N=1	0%	N=0	99%	N=85	100%	N=86
I am unclear about how to use public transportation	6%	N=5	17%	N=15	76%	N=65	100%	N=85
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	12%	N=10	14%	N=12	74%	N=63	100%	N=86
Buses or light rail trains lack clear announcements or visual displays about the next stops	13%	N=11	6%	N=5	80%	N=68	100%	N=85
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	30%	N=24	14%	N=11	57%	N=46	100%	N=81
I have health reasons that prevent me from being able to use fixed route public transportation	12%	N=10	14%	N=12	73%	N=62	100%	N=84
I have difficulty boarding and exiting buses or light rail trains	14%	N=11	10%	N=8	77%	N=65	100%	N=85
Distance from bus stop or light rail station is too far for me to walk	26%	N=22	15%	N=13	59%	N=50	100%	N=84
I am unable to get a seat	5%	N=4	11%	N=9	83%	N=69	100%	N=83
I do not feel safe while waiting for the bus or light rail train	16%	N=14	9%	N=8	74%	N=62	100%	N=84
I do not feel safe while riding the bus or light rail train	8%	N=7	11%	N=9	80%	N=67	100%	N=84
Fares are too expensive	18%	N=15	9%	N=7	73%	N=59	100%	N=81
Travel time to my destinations is too long	17%	N=14	17%	N=14	67%	N=54	100%	N=82
Bus stops and stations are poorly maintained	6%	N=5	8%	N=7	86%	N=70	100%	N=81
Service is not reliable	11%	N=9	19%	N=15	70%	N=56	100%	N=79
I do not understand how to make a transfer	7%	N=6	3%	N=3	89%	N=72	100%	N=80

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	34%	N=33	15%	N=15	51%	N=51	100%
Services does not operate during the times I need	32%	N=25	23%	N=19	45%	N=36	100%	N=80
Information about how to use the service and costs is difficult to find	13%	N=10	11%	N=9	77%	N=63	100%	N=82
Information about how to use the service and the costs is difficult to read	11%	N=8	16%	N=12	73%	N=54	100%	N=74
Information about how to use the service and the costs is not in my first (non-English) language	3%	N=2	0%	N=0	97%	N=73	100%	N=75
I cannot understand the information on how to use the service and the costs	4%	N=3	14%	N=10	83%	N=60	100%	N=72
I am unclear about how to start using it	13%	N=10	14%	N=11	73%	N=57	100%	N=79

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	40%	N=40
Friends or family	10%	N=10
Printed materials	63%	N=64
Telephone	16%	N=16
Other, please specify	7%	N=7
Through the place where I work or volunteer	17%	N=18
Electronic (websites, email, social media, smart phone)	33%	N=34
In-person assistance	6%	N=7
Presentations at church, community centers, etc.	9%	N=9

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	63%	N=67	22%	N=23	15%	N=16	100%	N=106
Supporting veterans' transportation issues	57%	N=60	12%	N=13	31%	N=33	100%	N=106
Supporting volunteer and faith-based transportation services	45%	N=48	36%	N=38	18%	N=20	100%	N=106
Increasing the availability of wheelchair-accessible taxi cabs	43%	N=46	25%	N=27	32%	N=34	100%	N=106
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	57%	N=60	23%	N=25	20%	N=21	100%	N=106
Providing more transportation services in my community	66%	N=69	20%	N=21	15%	N=16	100%	N=106
Providing more transportation services to regional destinations	61%	N=66	20%	N=22	19%	N=21	100%	N=109
Expanding hours that transportation services are offered	55%	N=57	24%	N=24	21%	N=22	100%	N=103
Expanding or adding routes in my community	58%	N=63	25%	N=27	17%	N=18	100%	N=108
Providing lower fares for seniors and disabled riders	73%	N=78	9%	N=10	18%	N=19	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	24%	N=26
Talking	6%	N=7
Lifting or carrying a package or bag	22%	N=23
Understanding written directions	11%	N=12
Understanding spoken directions	10%	N=10
Seeing	18%	N=19
Hearing	25%	N=27
Walking 1/4 mile	28%	N=30
None	50%	N=53

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	78%	N=81
Guide or service dog	2%	N=2
White cane	4%	N=4
Cane or walker	18%	N=19
Power wheelchair or scooter	7%	N=8
Manual wheelchair	5%	N=5

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	69%	N=78
Townhouse, condominium, duplex or apartment	15%	N=17
Age-restricted senior living residence	10%	N=12
Assisted living residence	0%	N=1
Nursing home	0%	N=0
Other	5%	N=6
Total	100%	N=113

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	4%	N=5
Asian or Pacific Islander	0%	N=0
Black, African American	0%	N=0
Hispanic/Spanish/Latino	9%	N=10
White/Caucasian	83%	N=95
Other	4%	N=5

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	6%	N=7
45 - 54 years	6%	N=7
55 - 64 years	21%	N=25
65 - 74 years	34%	N=39
75 - 84 years	21%	N=24
85 - 94 years	7%	N=8
95 years or older	4%	N=4
Total	100%	N=115

Question 21		
What is your gender?	Percent	Number
Female	46%	N=51
Male	54%	N=60
Total	100%	N=111

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.”

- Motorcycle

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

- Everything
- I just use it to go to the senior center
- If a person does not have 4WD or AWD in the winter, a taxi will be needed when weather gets bad. Public transportation is not available in certain areas.
- Insurance bank
- None
- Ride to distant areas/shopping.

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.”

- I drive my own car. To get to lunch at the pagosa senior ctr. I take the bus provided to and from the senior center.
- Not available in my area
- Rural area-not enough funding

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.”

- For comment previous page bottom
- It is expensive and unreliable/not enough times.
- Never used it
- None available

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

- Internet

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?

- Delay for health,go to county commissing, eye glasses.

- Depressing not able to get to places need to go. Driver compassionate, very considerate and helpful
- Difficult and unreliable to use. Very little available. Not available after 4pm and weekends.
- Good
- Haven't used transportation services
- I do not use the service very much but am very satisfied what i use. The drivers are fantastic and very polite and helpful
- I have a vehicle that is rear wheel drive. During heavy snow storms or icy roads, I am not able to get to certain places. Walking to bus stop is about 15 minutes from my house. The wait is 15 to 30 minutes for a bus. If raining or snowing, there is no cover. Planning ahead is helpful but sometimes there is no way to be prepared in the Mountainous areas. I need to cancel plans if weather gets nasty as safer staying home. If have to get to work and car will not make it out of the driveway, it cost \$15.00 for a taxi. I do not have it that bad compared to other people. I know some who work at night and if they do not drive or don't have a ride, they have to pay expensive taxi fares or beg someone for a ride. Some people work weekends and there is no public transportation. Students who live at college campus who have no cars and work in town have to walk about 45 minutes at night in the dark to get back home. Campus provides public transportation during the day. After 9:00 pm, there are no buses. They are lucky if someone stops for them during winter months. Summer time is a minor problem. More people use bikes, scooters or walk. I understand that if not enough people taking the public transportation then it goes away. It does take time for individuals to get used to a new way or options. If there was better public transportation, I would rarely use my personal car. I grew up in NYC and got every where using public transportation. There are some folks who will never use or need public transportation. It is a service for the ones who need it and want to use it. How are the individuals who are interested in public transportation being reached in every community especially rural so they can express their opinion? Perhaps during a census, several transportation questions can be asked of each individual to figure out needs in every community. Thanks for the opportunity.
- I wish there was a grayhound bus going to other regions east and west.
- I work with Seniors and if they live outside the city of Durango, transportation is limited to the Senior Services transportation. They do a great job but they are only available Monday through Friday and only until 4:30pm for assisted transportation. 20% of our county population is 60 years of age or older, and it is growing. We need a regional bus service and greater coordination among communities throughout the 5 county region.
- I'm either late or don't make my appointments.
- Lack of good services in Cortez. Times not good, driver good with regard to disability, need more buses, have to wait long periods for bus
- My experience has all been good
- My work is 16 miles out of town and at a time when it would not work for others
- public transit in Cortez is very expensive and does not always go where I need to go.
- The only problem i have had is long distance travel. Bus travel like greyhound for poorer people doesn't even exist in my community anymore.
- The route that stops near my house only goes into town (one direction) getting back is clumsy. A 15 min. Commute takes 1 hour on bus. When on crutches this would have been difficult to manage.
- There is no transportation area on the weekends.
- Town of durango co. Has trans for all kinds of younger people! But elderly have a big problem. I moved from there.

- Worn out knees and having to walk too far from bus station in Durango to E. 2nd Av. and back from work.
- Would like to have bus run on Saturday and Sunday for work and shopping. Use the same route and schedule as during the week.

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?

- Archuleta, CO has discontinued transportation for seniors and non-ambulatory persons because of funds. These people need transportation for medical purposes.
- Better services for those unable to get to bus stops, have schedules accessible, always announce stops!
- I believe that all individuals like to have a better quality of life. Transportation can play a huge role in how people live. If they have the convenience to walk to a bus stop to get to places they like to go, we would have a better place to live with happier people. Independence is a big deal in America, why don't we have services that keep motivating people to continue having that freedom especially older adults and people with disabilities who might not be able to drive, but want to be as independent as possible.
- I have no problem
- I know of none available except taxi
- Is very good in our community for the week days.
- more frequent buses
- More routings, more scheduled time.
- No problems for what I use
- Providing weekend and evening transportation
- reliable, affordable bus service to Durango would be great
- Same as #13
- See last answer, thank-you.
- Service to Durango and hospital, opposed by local jackasses.
- There is only a bus that goes across town and 1 bus that will go anywhere in town via senior transportation
- Very little available
- We have problems with transportation for our clients with Sunday hours.
- We need a regional bus service throughout Region 9 and we for our vets that have to travel to another state to receive medical services.

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

- Supported living
- Travel trailer

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.”

- Just transit i have a question if i can use the disabled van. I am orentally disable not physically disabled. Linda kelley
- My own vehicle
- Snowmobile

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

- Airport
- Does not apply
- Don't have any available.
- Snow
- Social gatherings, meetings, funerals etc.
- Transport to airport
- Trips to durango or farmington to shop
- Visiting family or friends in abq-vernal, ut-kentucky

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.”

- Does not apply in our rural area
- I am a capable driver and do not need these services
- I live in town of 250 people at 9000 feet in mountains, only transportation is my car!
- I retired in pagosa springs getting to airport and airport flights super expensive to get out of here.
- Limited public transportation in community
- No buses, trains, non available here in silverton
- No public trans. Where i live.
- No service available where i live.
- Public transportation isnt available in bayfield. I wouldn't use it even if it were.
- Service not provided.
- There is none available.
- This kind of service is not available in our community.
- We don't have public trans. Where we live.
- We have no public transportation here.
- We live in a very rural area, the only transportation is via our personal vehicle.
- We live out in the country. 7 miles from durango.

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
- Do not need this yet but could in near future. I'm 91
- I still drive but am 80 yrs. Old and will soon need paratransit.
- Live in remote area.

- No public transportation.
- Service not provided

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

- At service providers i.e. dr. Offices.
- Na
- Newspaper
- No interest
- Not at all, do not need at this time.
- Not interested
- Not interested
- We use our own car.

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?

- After going to the transit center in durango and complaining about where they stopped the local route, another stop was added closer to where i live.
- Better services
- Cannot volunteer with organizations that require meetings out of town. Difficult to stay in touch with grandchildren and friends, with no bus or rail its eather drive or fly or a combination of both.
- Don't use
- Don't apply. Use our car, always. 7 miles from town.
- Frustration in the past i had to go out of town for cancer treatments and had to depend on friends as there was no other way.
- I am very mobile and not had problems
- I drive where ever i want to go, but i know others who need transportation and use volunteers to drive them.
- I have never relied on public transportation except to and from the airport when living in denver
- I have to plan 2 or 3 weeks in advance. I have to arrange for someone other than me to do shopping!!!! I have been inside a supermarket once in the past 3 years!
- I live 12 miles from town and try to help my neighbors when applicable and hope they will be there for me if i should ever need them.
- I live in a rural la plata county. Little to no public transport is available. But this is not a problem for me personally.
- I will be using this service soon but don't yet. I am 80 years old.
- I'm still pretty capable to drive, bike or walk. Although i could see unsing a paratransit service if ever under medication and needed to make a doctors, dentist appointment.
- Mostly good
- My husband and i do not need any of these services but realize that there is a great need in our community
- My regular bus dropped me at my house when i broke my leg years ago. I was impressed. My wife drives me everywhere but she may not be able to do it if her health problems worsen.
- Nearest transportation is 10 miles from here.

- No available public transportation
- No problem at this time.
- No rural service available, requires leaving personal car in paid parking.
- No service to town from my home.
- No transportation , public or private, for the residence, i drive.
- None available, no problem
- Not available in community.
- Not used. Not available
- Not yet! Have been lucky
- Our town is very small pop. 700 there is no bus to go to grand junction, durango or denver.
- Presently i am self reliant, however in my work experience i know many clients who live in rural areas, reservations who cannot keep court ordered appointments due to lack of acces to public transportation.
- Regional and long distance bus service discontinued from my community a while ago.
- Service are not available in the county.
- Since bus service was discontinued in durango co. 60 miles from us. My disabled husband and i can no longer visit my husbands sister and niece in albuquerque, nm. They are not able to visit us so we are isolated from our family. Airport in durango is not accessible because its cost prohibitive, and not a direct flight. Rarely we are able to catch a ride with a friend who needs to go to albuquerque, very difficult. Getting to durango was difficult enough and now our options are almost non existent, especially devastating to my husband. I feel powerless and trapped.
- Snowplowing cdot frontage road, pushing snow closer to frontage road, snow from clearing highway. Larger no parking signs, to prevent trucks blocking my driveway and frontage road
- There is only one taxi service and one shuttle in our small community for transportation services.
- Transportation in durango is excellent! Trolley drivers are excellent and pleasant.
- Transportation to doctor appointments in durango. Honestly, i drive and do not have a disability.
- Used to take bus to mercy-got spoiled since it was direct adding stops prolonged transit time. Cost to park. Cut of last bus leaving mercy led to my driving myself.
- Very dependent on auto in rural community. I know there is a service if i need it.
- We are lucky to get roads plowed. This is all na however my mom is in cortez and public transportation is awful.
- We don't have any choices other than friends where we live.
- We don't have public trans. In the area.
- We don't have this in silverton.
- We have very little public transportation in this town.
- We live in a rural area and are about 10 miles from our small town. There is no public transportation to our area and very little in town

Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

- A number of people in our town need public transportation
- Any would be appreciated.
- Basically an excellent program.

- Both my son and myself are disabled. We rely on our personal vehicle. When it breaks down, we are stuck since we live in a remote area. There is nothing cdot can do for us.
- Bringing back passenger bus service would help!!! Like greyhound and continental railways used to be. I cannot afford air fare from cortez or durango to denver.
- City provides go transportation county doesn't
- Colo. Needs the yellow triangular. No passing signs-its impossible to see upcoming yellow, no passing strips, at night. Almost all other states have them. Why not us?
- Don't need public transportation yet because i can still drive myself. But shall probably need it in a few years! Don't drive on the highways!
- Expand routes. Have park and ride routes so people can take public transport. Into town. Keep durango moving.
- Expand transportation to rural county.
- Expanding 50 mph speed signs
- Funding seems to be the biggest problem to keep ther service going.
- I have a car. If i didn't i would use any transportation available.
- I know it is not fiscally feasible to have in town bus or light rail the only advantage to city life. But affordable transportation to nearby airports or rail. In gallup would sure be great. To conserve energy and money we should develop rail service like europe.
- I live 10 miles from town and have own transportation.
- I live in silverton where there is no bus service etc.
- I still drive without difficulty
- I think that's there is a taxi service that will serve seniors on medicaid but i am not versed in their services.
- I think the best thing you can do is encourage people to help one another. And encourage seniors and disabled to move into assisted living. Thus discovering the transportation assistance needed.
- In cortez the sr. Center has one bus. You have to call for an apt. For a ride, it does not work.
- Many times buses are mostly or totally empty. Waste of effort in rural areas
- May be at a transistion stage in my wife cannot drive, we will depend solely on public transportation. I have poor vision and the closest bus stop is too far away.
- My daughter is blind and lives in kansas city. She finds wait times for transportation is too long. Two hours at door of mall when you are blind is a problem.
- Our senior center is a dispatch center for disabled and or public transport and assists with arch referrals.
- Pagosa springs has a seniors bus but we never use. My wife and i are still capable of driving.
- Road repair
- See #12 all issues important.
- See above
- See last q-13
- Stop people from parking in all handy cap parking if not disabled.
- Support free or very low cost public transportation. There are many economically disadvantaged people in our county.
- There are no public transportation choices (buses, rail, etc) in this county (Montezuma), or this town (Dolores). There is only a limited availability of senior transport (vans on call), which is underfunded.
- To much waiting time.
- We are on the western slope feel like a red headed step child.
- We have none.

- White line on shoulder versus faded one! More lighted roads for night driving.

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

- 30' trailer
- At farm 12 mi. From town
- Three story house.

Survey Instrument

A copy of the questionnaire appears on the following pages.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan.

(To learn more, you can visit the website:

www.coloradodot.info/programs/transitandrail/statewidetransitplan)

The Division of Vocational Rehabilitation, the Division of Developmental Disabilities and the Division of Aging & Adult Services are all members of the State Coordinating Council on Transportation and have been working closely with CDOT to create opportunities for persons with special transportation needs to give input during their 5-year transit planning process.

Since you are one of a small number of people in the area randomly chosen to participate in this survey, it is very important that you do so!

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

www.n-r-c.com/survey/cdotsurvey.htm

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me, Tracey MacDonald, at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurvey.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español.

Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan. (To learn more, you can visit the website: www.coloradodot.info/programs/transitandrail/statewidetransitplan)

Since your household is one of a small number of households in the area randomly chosen to participate in this survey, it is very important that you do so!

Because we want to hear from a representative group of people who are age 65 and older or adults age 18 or older with a disability, please have the adult age 65 years or older or the adult with a disability age 18 or older in your household **who most recently had a birthday** (regardless of the year of birth) take a few minutes to complete this survey.

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

www.n-r-c.com/survey/cdotsurveyXX.htm

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

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

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurveyXX.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español.

Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

You should have received a copy of this survey about a week ago. If you completed it and sent it back, we thank you for your time and ask you to discard this survey. Please do not respond twice.

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan. (To learn more, you can visit the website: www.coloradodot.info/programs/transitandrail/statewidetransitplan)

Since your household is one of a small number of households in the area randomly chosen to participate in this survey, it is very important that you do so!

Because we want to hear from a representative group of people who are age 65 and older or adults age 18 or older with a disability, please have the adult age 65 years or older or the adult with a disability age 18 or older in your household **who most recently had a birthday** (regardless of the year of birth) take a few minutes to complete this survey.

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

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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