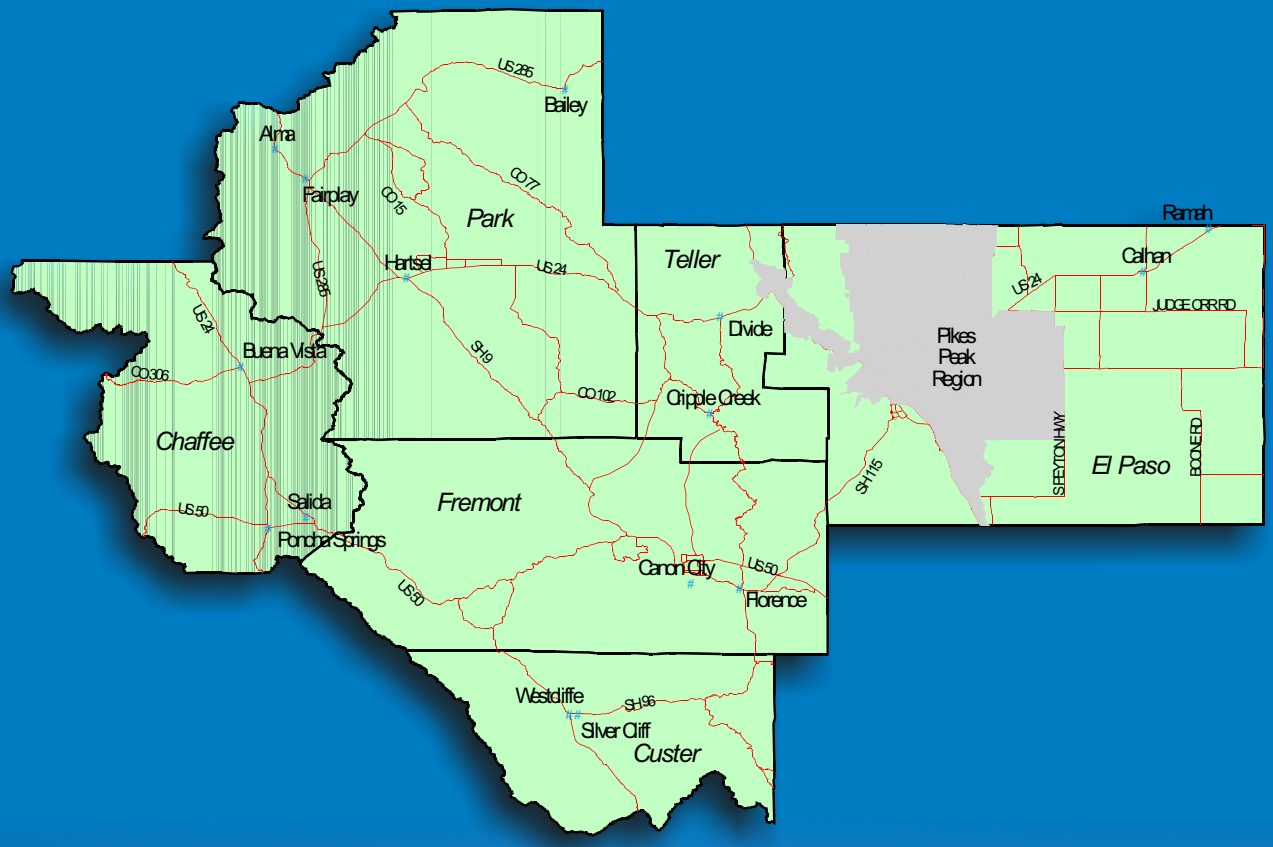

Central Front Range 2030 Regional Transportation Plan - Transit Element

TRANSPORTATION CONSULTANTS, INC.

URS

Ostrander Consulting, Inc.

Central Front Range
2030 Regional Transportation Plan

Draft Report

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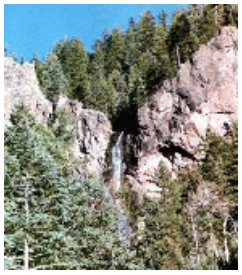


The Central Front Range Regional Planning Commission (RPC) contracted with URS, LSC Transportation Consultants, Inc. (LSC), and Ostrander Consulting to prepare the Central Front Range 2030 Regional Transportation Plan. This Final Report represents the Transit Element for Chaffee, Custer, Fremont, Park, rural El Paso, and rural Teller Counties. Information in this report includes a description of the communities, a review of the existing transportation providers in the study area, issues to be addressed in the study, the transit demand estimates for the study area, and the Long-Range and Short-Range Transit Elements for the Regional Transportation Plan.

PROJECT PURPOSE

This 2030 Transit Element will be incorporated into the 2030 Regional Transportation Plan and will become the transit planning document for the Regional Planning Commission and the transit service providers within the Central Front Range. The Colorado Department of Transportation (CDOT) will use the Transit Element in evaluating and approving grant applications for capital and operating funds from the Federal Transit Administration (FTA), as well as other available transit funds. The Central Front Range RPC will use the 2030 Transit Element for allocating available funds and project prioritization.

This 2030 Transit Element is an update to the Transit Element completed in November 2001. This planning process will take data from that report and update information, where appropriate.

ORGANIZATION OF THIS REPORT

Chapter II presents the existing socioeconomic and environmental profile of the Central Front Range. This includes available demographic data provided by the release of the 2000 Census and projections for the six-year and twenty-five year planning horizons. Chapter III presents a summary of the existing transportation systems within the region. Information for the providers includes service information, schedules, operating data, and ridership information.

Chapter IV provides information on the public transit needs assessment for the Region. Chapter V presents transit alternatives for the Central Front Range. These include service and capital alternatives. Chapter VI reviews the evaluation criteria used in the previous *Central Front Range Regional Transportation Plan*.

Chapter VII presents the Long-Range Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan with strategies for transit service within the region.

Chapter VIII presents the Short-Range Element for the Central Front Range over the next six years. This chapter includes the six-year program of prioritized projects for each transit provider within the study area. Details for each project include the agency responsible for implementing each project. This chapter also includes the financially-constrained plan for transit. The constrained plan is based on projected funding for the region and the individual providers.

STUDY APPROACH

This study looks at how transportation services are provided within the six-county study area. This included investigating the different areas and how transportation needs vary across the study area. The needs of rural areas in El Paso and Custer Counties are very different from the local needs within Canon City and Salida. This study presents both short-range and long-range transit elements. The short-range transit element is the basis for operational plans for each transit provider within the region for 2006-2011. The long-range transit element provides a vision for the quality of life and transportation goals to support that vision. The long-range transit presents the Preferred Transit Plan and also a 2030 Financially-Constrained Plan.

COMMUNITY INVOLVEMENT

Initial Kick-Off Meeting – Transit Advisory Committee

An initial "Kick-off Meeting" of the Transit Advisory Committee (TAC) and local concerned citizens was held in Canon City on July 7, 2003. The Transit Advisory Committee met to discuss the 2030 Transportation Plan and how the Transit Element will feed into that plan. The project goals, timeline, and expectations were discussed at the meeting. The LSC Team distributed the Central Front Range Transit Survey to local providers for updated data.

The next meeting of the TAC was held September 10, 2003. The LSC Team discussed the first working paper and identified major transportation issues for the region related to public transportation. The TAC met at Mr. Ed's Family Restaurant in Canon City on October 22, 2003 to discuss the second working paper for the Transit Element. TAC members also presented agency information. The final TAC meeting was held on March 10, 2004 to discuss the Long-Range Preferred Plan and Constrained Plan.

Public Involvement

Throughout the planning process, public involvement is key to the success of the transit plan for the community. At key points during the process, public meetings were held where citizen participation was openly welcome and appreciated. The public involvement process was coordinated with the Regional Transportation Plan.

CDOT initiated a strong effort to involve the small communities around the State of Colorado in the 2030 planning process. CDOT contracted with the Department of Local Affairs (DOLA) to involve all communities under population 5,000 with a "Go to the People" approach. Representatives from CDOT coordinated with the communities to provide a meeting with local staff and elected officials. These meetings focused on future transportation needs for their community and ensured the local needs will be included in the 2030 plan. This additional effort by CDOT involved more local governments and citizens in statewide planning efforts.

The first public meeting was held on July 22, 2003 in Canon City. The second public meeting was held on March 24, 2004 in Cripple Creek. Specific comments related to public transportation from those meetings are listed below.

- Park County would like to implement a shuttle service within its boundaries, with two or three towns as hubs: Hartsel, Fairplay, Alma, Bailey, Guffey.
- Transit in Fremont County, especially Canon City, is needed, while mixed feelings exist about the role of transit in the Florence area. However, transit volunteer service is being looked at in 2003.
- Public transportation is needed for communities like Salida and Buena Vista on a fixed-route basis for medical service, labor, recreation, and entertainment (located on the Front Range).
- Transportation for seniors, disabled, and children needs improvement in the south part of Park County.
- Many are stranded without access to a car. In a recent situation, a sick child needed emergency transport, the ambulance did not respond, and the family had no vehicle available. As the only recourse, the Mayor of Fairplay offered her personal vehicle for transportation.
- Public transportation is needed in Fairplay.
- Public transportation is needed to jobs in the resort areas.

Additional input was received from the DOLA meetings. Details from these meetings are available in the 2030 Transportation Plan.

CENTRAL FRONT RANGE REGIONAL TRANSPORTATION PLAN

Central Front Range TPR Regional Transportation Vision

The following statement is the transportation vision for 2030.

> *The transportation system will accommodate the region's rapidly growing transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the state highway system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make it a great place to live, work, and visit. The transportation system supports economic development by providing mobility for people and goods, as well as multimodal access to services. The 2030 Regional Transportation Plan envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the Central Front Range Transportation Planning Region.*

This transportation vision was used throughout the planning process to guide the local residents and consultant team. All projects and planning support this vision for the region.

Goals and Strategies

The 2030 Central Front Range Regional Transportation Plan identifies regional goals and strategies related to transportation. The following are the goals and strategies from the 2030 Plan:

Goal 1 The roadway system provides mobility to the traveling public at an acceptable level of service.

Strategy A *Additional travel lanes will be constructed to alleviate congestion where appropriate and when alternative solutions are either not feasible or not effective.*

Strategy B *Other highway improvements, including passing lanes, paved shoulders, and improved intersections will be constructed where required to promote improved levels of service and safety.*

Goal 2 The existing transportation system will be maintained in the most efficient manner possible.

Strategy A *Pavement condition on highways will be maintained in accordance with goals set by the Colorado Transportation Commission.*

Strategy B *Pavement condition on airport runways will be maintained at a level that protects the original investment and provides for safe use.*

Strategy C *Pavement condition on multi-use facilities will be maintained at a level that protects the original investment and provide for safe use.*

Strategy D *Structurally deficient and functionally obsolete bridges will be replaced or otherwise maintained to extend useful life.*

Strategy E *Public transportation vehicles will be maintained and replaced on an effective schedule that allows providers to continue providing safe and efficient service.*

Goal 3 The transportation system provides safe travel opportunities.

Strategy A *The TPR will support local, regional, statewide, and national initiatives to modify and improve vehicle safety and driver behavior for all types of vehicles, including private automobiles, transit vehicles, trucks, and bicycles.*

Strategy B *Locations with historically high crash ratios in relation to vehicle-miles traveled will be evaluated for potential safety improvements.*

Strategy C *Passing lanes, turn lanes, and adequate shoulders will be constructed where appropriate financially and environmentally in order to maximize infrastructure safety.*

Strategy D *Additional paved shoulder width will be incorporated into highway construction projects to provide safer bicycle and pedestrian zones.*

Strategy E *Bicyclist and pedestrian facilities should be constructed separate from motorized vehicle lanes where necessary and feasible.*

Strategy F *Encourage safe driving initiative such as CDOT's "Share the Road" program which identifies the responsibilities of all users of the state's roadways.*

Strategy D *Rest areas will be provided at appropriate intervals on regionally significant highways, including US 50, US 285, and US 24.*

Goal 4 The transportation system enhances and/or minimizes impacts to the region's air, water, scenic view corridors, cultural resources, and wild life habitat.

Strategy A *The 2030 transportation plan will be used to identify critical habitat and cultural locations that should be avoided or mitigated during transportation development.*

Strategy B *Consideration will be given to scenic views during transportation planning so as to minimize negative impacts to important tourism corridors and quality of life.*

Strategy C	*Multimodal development such as public transit, bicycle, and pedestrian options will be implemented where feasible so as to offer alternatives to single-occupant vehicle travel.*
Strategy D	*Transportation Enhancement projects that are included in local comprehensive, recreation, or other community plans will be considered consistent with the Central Front Range Regional Transportation Plan and will be eligible for application to CDOT's Transportation Enhancement Program.*

Goal 5 The transportation system functions as a complete system with effective connectivity both within the region and to the rest of the state.

Strategy A	*The transportation system provides effective through-access to interregional destinations.*
Strategy B	*The transportation system provides effective access to visitor destinations, including multimodal choices such as public transportation and bicycle/ pedestrian facilities.*
Strategy C	*The transportation system provides enhanced Tourist-Oriented Destination Signs for key historic, cultural, scenic, and recreation areas.*
Strategy D	*The 2030 plan coordinates with surrounding regions' transportation plans, including developing corridor visions for interregional transportation corridors.*
Strategy E	*Priorities for highest level improvements on interregional corridors include US 50, US 285, and US 24.*
Strategy F	*Improve system connectivity by providing missing segments linking designated interregional multi-use trails.*

Goal 6 The transportation system preserves and enhances the region's overall economic health.

Strategy A	*Access to goods and services is as critical to the region as general mobility and will be enhanced by implementation of the transportation plan.*
Strategy B	*Since the economic health of the region depends in part on mobility of commercial goods, the plan evaluates and recommends implementation of improved facilities to enhance commercial goods movement, including truck routes, Intelligent Transportation Systems (ITS), truck/rail intermodal facilities, and aviation cargo facilities.*
Strategy C	*The transportation system provides enhanced tourism facilities such as rest areas, traveler information services, signage, Scenic and Historic Byway enhancements, and linkage to historic and other downtown areas by pedestrian access from parking areas.*
Strategy D	*Recognize significant economic opportunities by developing bicycle and pedestrian facilities so as to enhance tourism and other travel opportunities.*
Strategy E	*Recognizes that historic trolleys and other public transportation may enhance both transportation and economic development.*

Goal 7 The transportation system provides new intermodal access and mobility options for individuals and commerce.

Strategy A	*The plan seeks to promote the addition of intercity bus service along major corridors in the region and that provides access to Pueblo, Colorado Springs, and the Denver metropolitan areas.*
Strategy B	*The plan identifies transportation alternatives for the elderly, low income, and other transit-dependent populations and promotes their development.*
Strategy C	*Park-and-ride facilities will be constructed at appropriate locations in higher volume commuting corridors.*

Strategy D	*The plan supports the development of new or additional public transportation funding resources such as a Rural Transportation Authority (RTA) in the Upper Arkansas Valley.*
Strategy E	*The plan envisions passenger rail facilities in high volume corridors.*
Strategy F	*The plan seeks to improve additional non-motorized transportation access to recreation areas.*
Strategy G	*Construct and maintain bicycle and pedestrian facilities so as to provide additional access and mobility options.*

Goal 8 To provide a safe and efficient airport system that maximizes existing investment and meets interstate/intrastate travel and emergency needs while supporting Colorado's diverse economy.

Strategy A	*Provide a system of airports that is adequate to meet existing and projected demand.*
Strategy B	*Provide a system of airports that meets future demand levels while considering community and environmental compatibility.*
Strategy C	*Provide a system of airports that supports economic growth and diversification.*
Strategy D	*Provide a system of diverse airports that is convenient to Colorado residents while also supporting critical health, welfare, and emergency services within the state.*
Strategy E	*Provide a system of airports that maximizes the useful life of airport facilities by recognizing historic local, state, and federal investment.*

Goal 9 The transportation plan identifies, evaluates, and prioritizes transportation development options that enhance travel and can be implemented through existing or reasonably anticipated funding

Strategy A	*The preferred plan recognizes and prioritizes transportation needs that may exceed expected revenues and plans for long-term system improvements should additional funding become available at any time in the future.*
Strategy B	*The plan supports the efficient use of limited financial resources.*
Strategy C	*The fiscally-constrained plan leverages available state and federal resources with public/private partnerships.*
Strategy D	*The Central Front Range Regional Transportation Commission supports the provision of state funds for the provision of public transportation services.*
Strategy E	*The fiscally-constrained plan recognizes that the costs of desired transportation development may exceed reasonably anticipated revenues and therefore, estimated costs of development will be held to those expected revenues.*

Goal 10 The transportation plan develops options that are understood and supported by the traveling public.

Strategy A	*The regional transportation planning process invites full public involvement and input at key points through the use of advisory committees, public meetings, a project website, newsletters, and input opportunities for the general public and interest groups.*
Strategy B	*The plan upholds, supports, and implements the provisions of CDOT's Environmental Justice initiative which seeks to eliminate disparities in transportation development among ethnic minority, low income, and other disadvantaged populations.*
Strategy C	*The plan supports improved and sustainable quality of life for the region's diverse population.*
Strategy D	*The plan supports education of the public for multimodal options.*

These goals and strategies were reviewed by the RPC, the TAC, and all those concerned with public transportation within the region, as well as those areas immediately surrounding the study area. Preliminary goals were refined throughout the planning process to reflect the overall transportation goals of the Central Front Range Transportation Planning Region.

LOCAL ISSUES

The Transit Advisory Committee identified major transit issues during the July 7, 2003 meeting. These issues were addressed throughout the study and are used to develop transit projects for the next 25 years. The issues discussed at the TAC meetings are grouped into different categories.

Regionwide

General Issues

- We take "one step forward, two steps back."
- "Boomers" to Seniors – increasing demand for public transportation from all ages.

Funding

- Funding change associated with Medicaid payments.
- Difficult to increase fares; not realistic for clients to pay. They won't ride.
- After 2006, there is a possibility for no new capital funds for Head Start.
- Legislative action: county level, state level (lottery funds).
- Dedicated funding on county/regional level.
- Increasing liability insurance costs.

Coordination

- Increase/improve coordination of public transportation.
- Getting information out about service (i.e., motel offering low rates in Pueblo for certain medical trips).
- Getting information out about funding needs and additional resources.
- Medicaid trips returning from hospital.
- New partners? Faith-based organizations, hospitals/medical centers.
- Broker system for coordination/ economy.
- Nursing/senior residents. Coordinated service pool.

Operations

- Supporting volunteer drivers.
- Declining volunteer driver pool.
- Capital replacement (one vehicle making 400 trips/month).
- Transition from seniors only to general public: dynamic/unknown challenges.

County/City Level

Park County

- Employee transportation between Park/Summit Counties.
- Park County needs: medical/shopping. Leadville/Buena Vista. Medical trips to Vail, Colorado Springs, Canon City, Denver. No taxi service. Limited to seniors only.

Canon City/Fremont County

- Impact of Developmental Opportunities limiting service to clients.
- New nonprofit in Canon City area/extending to Fremont County.
- Paratransit service separate from ambulance and/or general public.
- Participation by all players.
- Taxi service in Canon City in jeopardy. Lost Medicaid payments reduce number of vehicles in service, increased insurance costs.
- Local transit system needed for low-income citizens.

Local issues were identified from a variety of other sources including previous reports, the inventory of existing providers, interviews with transit managers, the Regional Planning Commission (RPC), and discussion with and observation of users. Issues may require short-range or long-range actions. Each of the issues will be considered when developing short-range and long-range plans for the study area.

CHAPTER II
Socioeconomic and Environmental Profile

Transportation has always played an important role for Colorado, including the Central Front Range Region. The study area for this 25-Year Transit Element includes Chaffee, Custer, Fremont, Park, rural Teller, and rural El Paso Counties, covering an area of approximately 7,545 square miles. The six-county region is a rural, sparsely populated area with an economy based primarily on the natural attractions to the region and the services and retail trade associated with the area. There are numerous tourist attractions and recreational opportunities in the area.

The six-county region had a 2000 total population of 123,932, an increase of 45 percent from 1990. Much of the population growth in the counties can be attributed to what is being termed "amenity migration" or defined as new residents moving into the area to take advantage of the unique natural resources, quality of life, and other amenities that the region offers. Many of these new residents are retirees or second-home owners that bring along their pensions and other retirement benefits. This "new" money affects the local economy as it is spent on new homes, goods, and services.

Detailed county socio-demographic information is presented in the 2030 Transportation Plan and will not be repeated in this chapter. That report includes information regarding population and employment projections and other data for the region. This chapter for the 2030 Transit Element focuses on the transit-dependent demographic information that specifically relates to public transportation.

STUDY AREA DEMOGRAPHICS

Transit-Dependent Populations

This section provides information on individuals considered by the transportation profession to be dependent upon public transit. In general, these population characteristics preclude these individuals from driving and increase the dependence on friends and relatives for transportation.

The four types of limitations that preclude persons from driving are: (1) physical limitations, (2) financial limitations, (3) legal limitations, and (4) self-imposed limitations. Physical limitations may include everything from permanent disabilities such as frailty due to age, blindness, paralysis, or developmental disabilities to temporary disabilities such as acute illnesses and head injuries. Financial limitations essentially include those persons unable to purchase or rent their own vehicle. Legal limitations refer to such limitations as persons who are too young (generally under age 16) or those persons whose privileges have been revoked (DUI, etc.). The final category of limitation includes those people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation is generally recognized as representing an insignificant proportion of transit ridership. Table II-1 presents the regional census statistics including zero-vehicle households, youth population, elderly population, mobility-limited population, and below poverty population. These types of data are important to the various methods of demand estimation, which will be performed later in the study process. These are also population groups identified under Title VI and Environmental Justice.

Table II-1
Transit-Dependent Population Characteristics for the Central Front Range Region

County	Census Tract	Census Block Group	Zero-Vehicle Households #	Zero-Vehicle Households %	Total Number of House-holds	Total Number of Youth Ages 0 - 15 #	Total Number of Youth Ages 0 - 15 %	Total Number of Elderly 60 & Over #	Total Number of Elderly 60 & Over %	Mobility-Limited (16-64) Population #	Mobility-Limited (16-64) Population %	Below-Poverty Population #	Below-Poverty Population %	Total Population (Persons) #
Chaffee	0001	1	106	18.7%	568	211	18.0%	192	16.4%	40	3.4%	265	22.6%	1,170
	0001	2	20	6.0%	334	109	15.8%	161	23.4%	38	5.5%	114	16.5%	689
	0001	3	18	6.1%	297	160	24.8%	128	19.8%	13	2.0%	92	14.2%	646
	0001	4	0	0.0%	195	46	10.5%	118	26.9%	0	0.0%	34	7.8%	438
	0002	1	17	4.1%	410	121	12.5%	352	36.4%	12	1.2%	55	5.7%	968
	0002	2	35	5.4%	645	273	18.5%	505	34.3%	31	2.1%	176	11.9%	1,474
	0002	3	27	4.1%	655	329	21.0%	268	17.1%	34	2.2%	263	16.8%	1,565
	0003	1	8	3.2%	253	90	15.4%	161	27.6%	1	0.2%	62	10.6%	584
	0003	2	0	0.0%	315	105	14.8%	142	20.1%	0	0.0%	47	6.6%	708
	0003	3	10	2.5%	396	168	18.3%	211	23.0%	13	1.4%	103	11.2%	918
	0004	1	16	3.4%	472	128	12.1%	296	27.9%	9	0.8%	41	3.9%	1,062
	0004	2	11	2.3%	471	300	12.5%	158	6.6%	17	0.7%	120	5.0%	2,393
	0004	3	18	6.8%	264	73	12.1%	199	33.1%	24	4.0%	15	2.5%	602
	0004	4	53	9.6%	552	281	22.7%	312	25.2%	17	1.4%	182	14.7%	1,240
	0004	5	11	1.5%	757	364	20.4%	434	24.3%	26	1.5%	168	9.4%	1,785
TOTALS: CHAFFEE COUNTY			350	5.3%	6,584	2,758	17.0%	3,637	22.4%	275	1.7%	1,737	10.7%	16,242
Custer	9801	1	5	2.4%	211	102	19.2%	123	23.2%	9	1.7%	45	8.5%	530
	9801	2	37	8.2%	453	245	22.8%	220	20.5%	59	5.5%	192	17.9%	1,073
	9801	3	30	8.3%	363	144	17.4%	197	23.8%	24	2.9%	137	16.6%	826
	9801	4	0	0.0%	453	211	19.6%	231	21.5%	19	1.8%	86	8.0%	1,074
TOTALS: CUSTER COUNTY			72	4.9%	1,480	702	20.0%	771	22.0%	111	3.2%	460	13.1%	3,503
El Paso	003301	1	0	0.0%	234	87	15.6%	84	15.0%	31	5.5%	19	3.4%	559
	0034	2	39	7.3%	534	158	13.3%	222	18.8%	25	2.1%	87	7.3%	1,184
	003701	1	7	1.3%	547	400	26.6%	137	9.1%	6	0.4%	26	1.7%	1,501
	003902	1	0	0.0%	483	387	27.2%	91	6.4%	29	2.0%	24	1.7%	1,423
	003902	2	0	0.0%	453	389	28.6%	80	5.9%	29	2.1%	65	4.8%	1,361
	003909	1	19	3.1%	621	542	28.9%	103	5.5%	51	2.7%	130	6.9%	1,876
	003909	2	37	2.6%	1,450	1,061	26.5%	492	12.3%	170	4.2%	347	8.7%	4,011
	0044	9	33	2.0%	1,684	2,766	25.8%	31	0.3%	63	0.6%	584	5.4%	10,728
	004509	2	9	2.0%	457	332	26.8%	123	9.9%	35	2.8%	256	20.7%	1,239
	0046	3	45	3.2%	1,391	1,239	29.7%	399	9.6%	134	3.2%	610	14.6%	4,165
TOTALS: EL PASO COUNTY			189	2.4%	7,854	7,361	26.2%	1,762	6.3%	573	2.0%	2,148	7.7%	28,047
Fremont	9781	1	21	4.7%	449	302	22.7%	183	13.7%	22.0	1.7%	149	11.2%	1,331
	9781	2	21	2.3%	930	575	23.1%	470	18.9%	71.0	2.9%	334	13.4%	2,490
	9781	3	13	4.9%	264	184	25.7%	99	13.8%	18.0	2.5%	79	11.0%	715
	9782	1	89	10.6%	838	382	19.7%	386	19.9%	74.0	3.8%	270	13.9%	1,941
	9782	2	41	7.7%	531	360	26.5%	378	27.8%	47.0	3.5%	226	16.6%	1,359
	9782	3	19	7.6%	251	188	29.1%	79	12.2%	31.0	4.8%	127	19.7%	645
	9783	1	11	1.9%	566	352	22.5%	335	21.4%	32.0	2.0%	137	8.7%	1,567
	9783	2	24	5.9%	406	126	13.5%	236	25.4%	33.0	3.5%	66	7.1%	930
	9783	3	44	4.0%	1,104	618	23.5%	675	25.6%	130.0	4.9%	262	9.9%	2,634
	9784	1	45	7.4%	605	276	17.8%	355	22.9%	49.0	3.2%	117	7.5%	1,553
	9784	2	45	11.2%	402	183	21.2%	190	22.0%	26.0	3.0%	130	15.1%	863
	9785	1	56	7.2%	778	539	28.1%	313	16.3%	38.0	2.0%	166	8.7%	1,919
	9785	2	8	1.6%	497	351	26.6%	147	11.1%	75.0	5.7%	186	14.1%	1,320
	9785	3	61	8.5%	719	163	9.0%	854	47.2%	44.0	2.4%	115	6.4%	1,808
	9785	4	64	19.6%	327	158	19.9%	279	35.2%	26.0	3.3%	116	14.6%	792
	9786	1	10	3.2%	309	172	23.3%	208	28.2%	0.0	0.0%	42	5.7%	738
	9786	2	27	6.5%	413	363	33.1%	167	15.2%	18.0	1.6%	195	17.8%	1,096
	9786	3	120	27.0%	444	141	16.0%	115	13.0%	72.0	8.2%	142	16.1%	882
	9786	4	82	22.2%	369	144	18.3%	164	20.8%	55.0	7.0%	101	12.8%	789
	9787	1	0	0.0%	0	0	0.0%	59	6.3%	0.0	0.0%	0	0.0%	942
	9788	1	29	5.4%	542	230	19.2%	293	24.4%	36.0	3.0%	194	16.2%	1,200
	9788	2	20	6.9%	289	139	22.1%	154	24.5%	15.0	2.4%	24	3.8%	629
	9788	3	47	15.1%	312	184	22.9%	161	20.0%	45.0	5.6%	98	12.2%	805

Table II-1
Transit-Dependent Population Characteristics for the Central Front Range Region

County	Census Tract	Census Block Group	Zero-Vehicle Households #	Zero-Vehicle Households %	Total Number of House-holds	Total Number of Youth Ages 0 - 15 #	Total Number of Youth Ages 0 - 15 %	Total Number of Elderly 60 & Over #	Total Number of Elderly 60 & Over %	Mobility-Limited (16-64) Population #	Mobility-Limited (16-64) Population %	Below-Poverty Population #	Below-Poverty Population %	Total Population (Persons) #
Fremont	9790	1	0	0.0%	164	109	25.5%	69	16.2%	15.0	3.5%	20	4.7%	427
	9790	2	5	1.3%	384	113	13.0%	256	29.6%	45.0	5.2%	77	8.9%	866
	9790	3	5	1.3%	395	160	17.7%	233	25.7%	35.0	3.9%	101	11.2%	905
	9790	4	12	3.1%	385	182	19.2%	207	21.9%	45.0	4.8%	129	13.6%	947
	9791	1	22	3.8%	580	250	17.8%	370	26.3%	33.0	2.3%	68	4.8%	1,405
	9791	2	0	0.0%	476	200	19.0%	392	37.3%	44.0	4.2%	181	17.2%	1,051
	9791	3	12	4.6%	261	188	26.5%	125	17.6%	31.0	4.4%	102	14.4%	709
	9791	4	2	1.1%	181	106	22.5%	107	22.7%	17.0	3.6%	62	13.2%	471
	9792	1	0	0.0%	68	38	21.5%	10	5.6%	0.0	0.0%	0	0.0%	177
	9792	2	0	0.0%	121	32	10.1%	106	33.3%	0.0	0.0%	0	0.0%	318
	9792	3	0	0.0%	56	83	52.9%	9	5.7%	0.0	0.0%	8	5.1%	157
	9793	1	0	0.0%	81	69	2.0%	67	1.9%	0.0	0.0%	8	0.2%	3,467
	9793	2	16	2.2%	735	526	24.7%	394	18.5%	67.0	3.1%	282	13.3%	2,127
	9794	1	0	0.0%	0	0	0.0%	83	2.0%	0.0	0.0%	0	0.0%	4,170
TOTALS: FREMONT COUNTY			971	6.4%	15,232	8,186	17.7%	8,728	18.9%	1,289.0	2.8%	4,314	9.3%	46,145
Park	0001	1	23	1.6%	1,454	850	23.4%	319	8.8%	70	1.9%	165	4.5%	3,638
	0001	2	7	1.0%	700	379	20.1%	232	12.3%	35	1.9%	36	1.9%	1,890
	0002	1	9	1.4%	645	359	21.2%	136	8.0%	57	3.4%	17	1.0%	1,693
	0002	2	19	2.6%	738	471	23.8%	164	8.3%	49	2.5%	145	7.3%	1,982
	0003	1	14	2.1%	673	250	16.5%	104	6.8%	36	2.4%	88	5.8%	1,519
	0003	2	4	2.2%	179	87	19.9%	31	7.1%	10	2.3%	22	5.0%	437
	0004	1	17	3.1%	551	220	18.0%	236	19.3%	41	3.4%	57	4.7%	1,220
	0004	2	0	0.0%	139	62	18.8%	32	9.7%	24	7.3%	25	7.6%	329
	0005	1	14	5.4%	260	118	20.2%	104	17.8%	15	2.6%	84	14.4%	585
	0005	2	22	6.2%	357	122	15.0%	204	25.0%	24	2.9%	130	16.0%	815
	0005	3	0	0.0%	198	35	8.4%	120	28.9%	4	1.0%	34	8.2%	415
TOTALS: PARK COUNTY			129	2.2%	5,894	2,953	20.3%	1,682	11.6%	365	2.5%	803	5.5%	14,523
Teller	010104	2	0	0.0%	670	402	23.8%	144	8.5%	32	1.9%	42	2.5%	1,688
	010105	1	0	0.0%	500	201	16.9%	196	16.5%	24	2.0%	8	0.7%	1,187
	010105	2	20	1.9%	1,035	672	24.3%	292	10.6%	55	2.0%	207	7.5%	2,762
	010105	3	5	0.9%	581	477	29.1%	131	8.0%	35	2.1%	172	10.5%	1,637
	010106	1	4	0.8%	492	212	16.6%	133	10.4%	95	7.5%	37	2.9%	1,274
	010106	2	2	0.7%	274	90	13.2%	84	12.3%	0	0.0%	4	0.6%	682
	010106	3	20	4.4%	454	213	19.4%	205	18.7%	0	0.0%	91	8.3%	1,098
	010201	1	24	5.3%	450	246	22.0%	154	13.8%	87	7.8%	38	3.4%	1,116
	010201	2	29	5.6%	520	185	15.9%	210	18.1%	79	6.8%	57	4.9%	1,162
	010202	1	9	2.8%	316	161	22.2%	82	11.3%	29	4.0%	110	15.2%	724
TOTALS: TELLER COUNTY			113	2.1%	5,292	2,859	21.4%	1,631	12.2%	436	3.3%	766	5.7%	13,330
TOTAL: CFR REGION			***1,824***	***4.3%***	***42,336***	***24,819***	***20.4%***	***18,211***	***15.0%***	***3,049***	***2.5%***	***10,228***	***8.4%***	***121,790***

Source: 2000 US Census of Population and Housing, STF3.

Youth Population

The total population of youth aged 0 to 15 years for the study area was 24,819 persons in 2000, representing 20 percent of the total population.

Elderly Population

Elderly persons (age 60 or older) represent 15 percent of the total population of the study area. Figure II-1 illustrates the percentage of elderly persons within each census block group across the region. Generally, the areas with the highest density are in the larger communities in the Central Front Range. These areas of high elderly concentration are important areas for senior service programs. A general trend across the United States is that the elderly population has been increasing as a proportion of the total population.

Mobility-Limited Population

The mobility-limited population, as a whole, represents approximately three percent of the study area. Figure II-2 shows the percentage of the mobility-limited population in the study area.

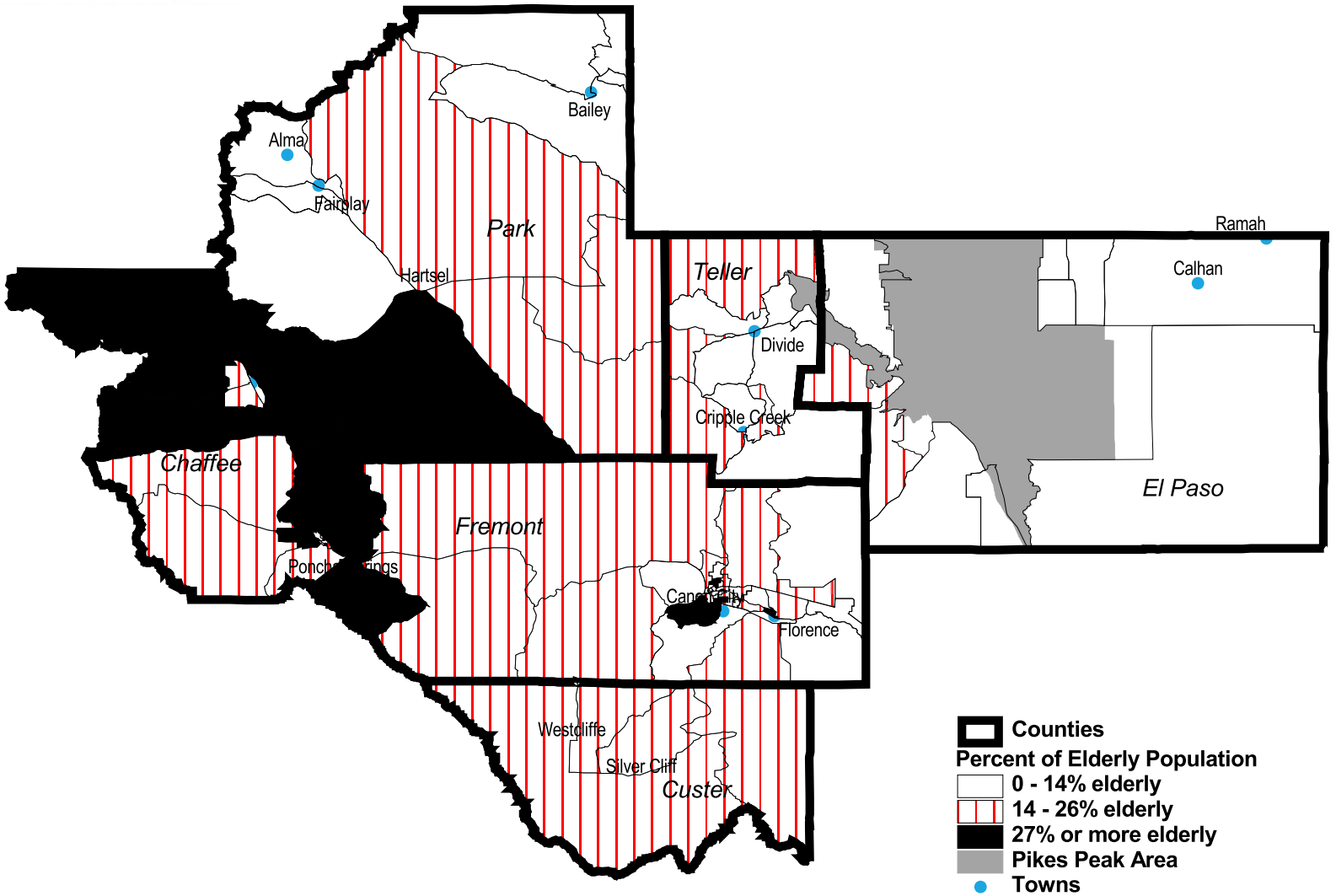
Low-Income Population

Low-income persons tend to depend on transit to a greater extent than persons with a high level of disposable income. Based on the 2000 US Census, the Central Front Range Region had eight percent (10,228) of the population ranked below poverty level. Figure II-3 presents the percentage of below-poverty persons within the study area.

Zero-Vehicle Households

The final census information related to the "transit-dependent" is the distribution of households without their own vehicle. That distribution is shown for the study area in Figure II-4. The census indicates that 1,824 Central Front Range households did not have a vehicle in 2000, representing about four percent of the total households.

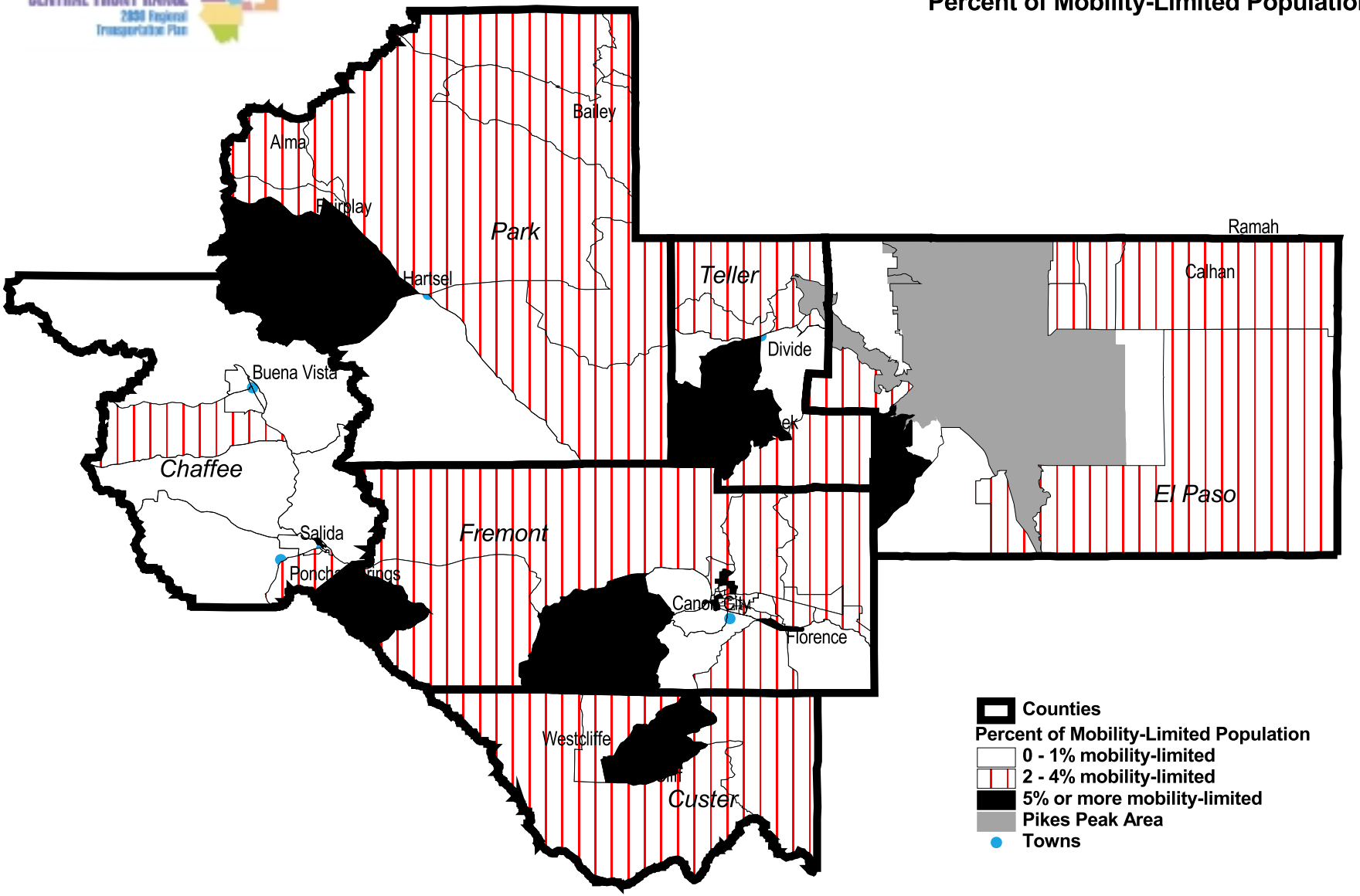
Figure II-1
Percent of Elderly Population by Census Block Group



Source: Census 2000

CENTRAL FRONT RANGE
2030 Regional Transportation Plan

Figure II-2
Percent of Mobility-Limited Population



Source: Census 2000

URS Ostrander Consulting, Inc.

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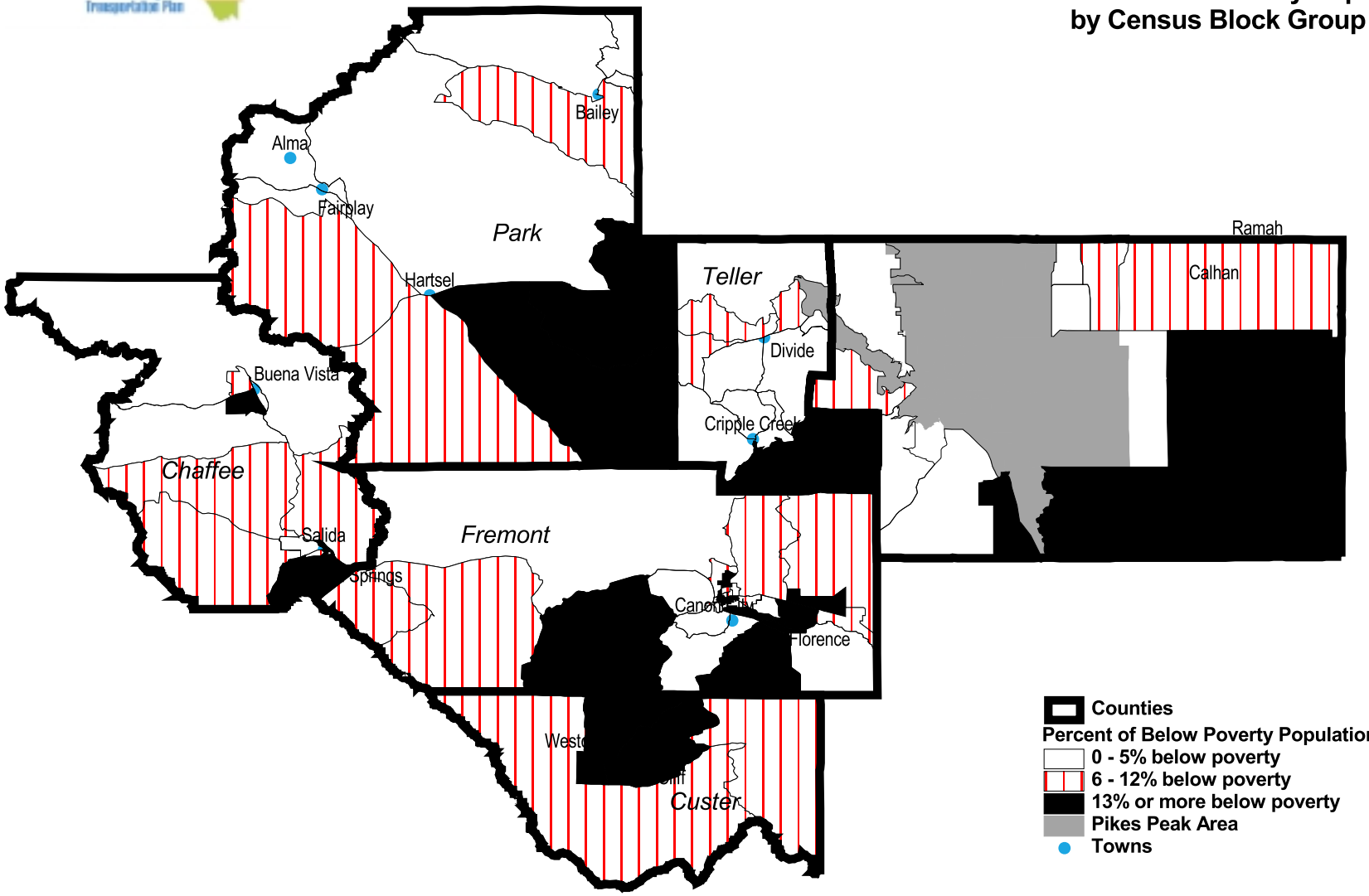
CENTRAL FRONT RANGE 2030 Regional Transportation Plan

Figure II-3
Percent of Below Poverty Population by Census Block Group

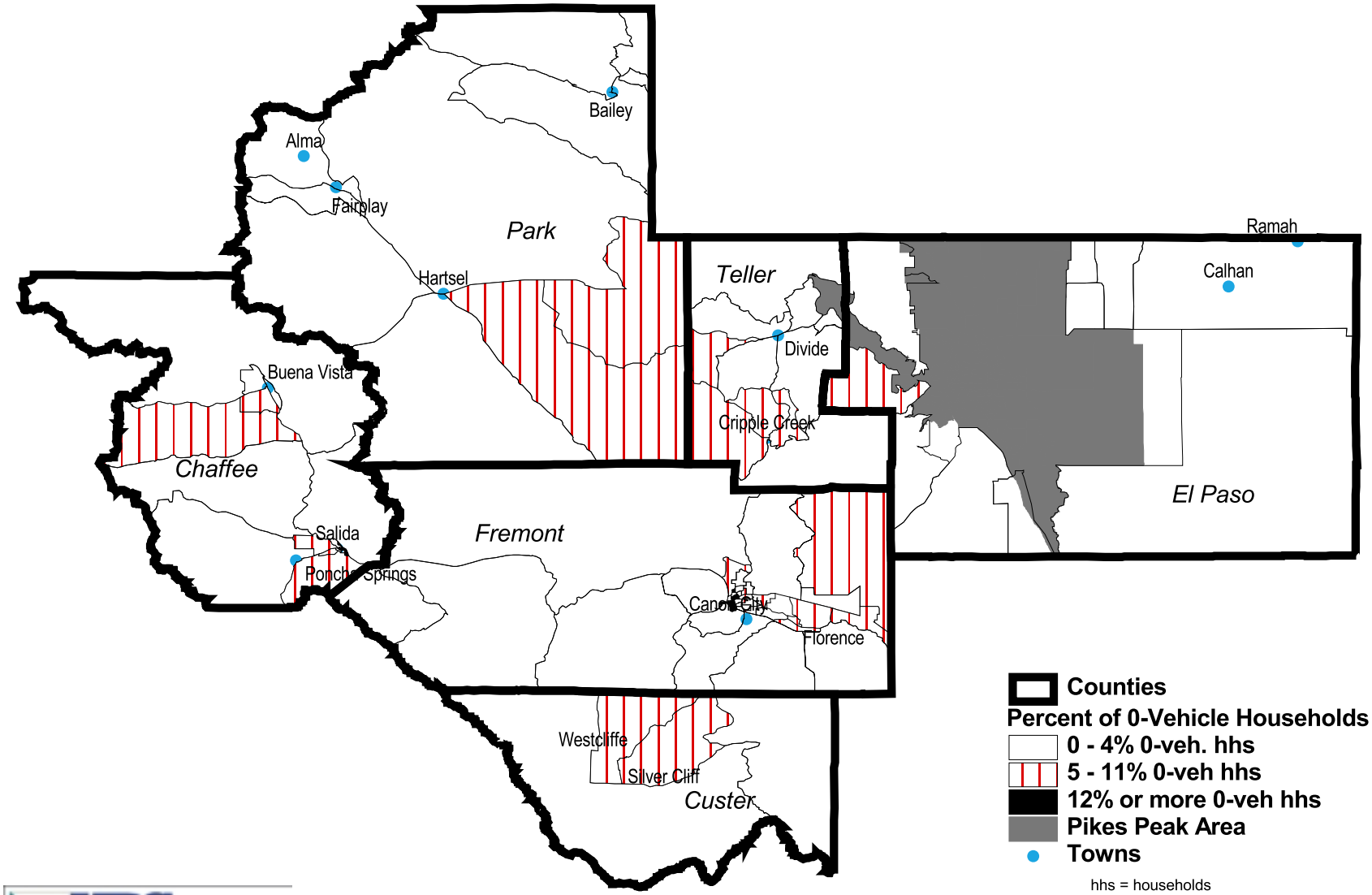


URS Ostrander Consulting, Inc.

Source: Census 2000

CENTRAL FRONT RANGE
2030 Regional Transportation Plan

Figure II-4
Percent of 0-vehicle Households by Census Block Group



Source: Census 2000

URS Ostrander Consulting, Inc.

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CHAPTER III
Existing Transportation Providers

INTRODUCTION

This chapter reviews the existing transportation providers within the Central Front Range study area. The chapter discusses elderly transportation service and other providers within the region.

TRANSPORTATION PROVIDER SURVEY

The Central Front Range Transportation Provider Survey, shown in Appendix A, was sent to all providers from which the LSC Team needed updated information. Several agencies did not return surveys; therefore, the LSC Team reported the most recent data for those agencies. The transportation agencies that completed information in the 2003-2005 Transit Element Amendment did not need to complete the survey.

TRANSPORTATION INVENTORY

Developmental Opportunities - Ride Transit Services

Developmental Opportunities (DO) is the "community-centered board" that provides services to persons with developmental disabilities in Fremont, Chaffee, and Custer Counties. Developmental Opportunities provides transportation services to specialized services for persons with disabilities that enable them to get to programs and community services. Specialized trips for Developmental Opportunities programs are provided with staff drivers.

DO provided general public transit service until December 2002. The agency ceased the service and now provides client-only transportation services. Developmental Opportunities has a fleet of 36 passenger vehicles.

City of Cripple Creek

The City of Cripple Creek provides demand-response transportation within the city limits. The service operates seven days per week, and fares are $0.50 for each one-way trip. The trolley runs from 7:00 a.m. to 4:30 p.m., and the shuttle bus operates from 5:00 p.m. to 2:30 a.m. Cripple Creek provides same-day scheduling with passengers calling 15 minutes prior to pick-up.

According to Cripple Creek staff, typical passengers are age 20 to 50 and use the service to commute to and from work. Approximately 20 percent of the riders are elderly, and a very small percentage of the users are disabled individuals. During the school year, Cripple Creek Transit provides a scheduled route for town children going to and from school, which is part of the general public service.

As mentioned previously, Cripple Creek Transportation provides service within the city. However, there are other unmet transportation concerns for residents of rural Teller County. These are listed below.

- The City of Cripple Creek currently does not offer service to Woodland Park for medical appointments. Providing a flexible and affordable means of getting to and from medical appointments would benefit the Cripple Creek community.

- Extending service to nearby towns—Divide, Victor, and Florissant—would enhance transit service.

- Affordable transportation for many retired and/or low-income people is needed to Canon City and Colorado Springs for shopping needs. However, the Teller Senior Coalition (TSC) does provide service for medical appointments for seniors in Cripple Creek and the surrounding rural areas. The TSC also provides shopping trips from Cripple Creek to Colorado Springs.

- Promoting public transportation for children's programs would be an asset.

The Cripple Creek fleet consists of one trolley and three vans. The service is available to the general public, including residents and visitors to the area. Table III-1 presents the 2000 performance measures for Cripple Creek.

Table III-1
City of Cripple Creek
2000 Performance Measures

	Annual
Vehicle-Miles	61,961
Vehicle-Hours	7,500
One-way Trips	46,736
Operating Cost	$184,290
Cost per Hour	$24.57
Pass. per Hour	6.23
Cost per Trip	$3.94

Teller Senior Coalition

Teller Senior Coalition (TSC) is a nonprofit corporation providing transportation to seniors (60 years and older), as well as to disabled citizens who need travel assistance for necessities such as medical care and nutrition. Transportation is available weekdays (except on major federal holidays) but must be arranged 24 hours in advance. Service hours are 9:00 a.m. to 5 p.m., although they may be extended to accommodate unusual situations (e.g., surgical appointments). Funding sources include federal and state grants administered through the Pikes Peak Area Council of Governments, grants from Teller County and other local governments, donations from private foundations and individuals, and from a Community Service Block Grant administered through the Colorado State Department of Local Affairs.

Prior to March 2003, transportation was contracted out to a local transit company—Peak Transit—and administered by TSC. In 2002, Peak Transit provided 5,287 passenger-trips for elderly and disabled persons. Estimated hours and miles are shown in Table III-2.

Table III-2
Teller Senior Coalition
2002 Estimated Hours and Miles

Annual	
Vehicle-Miles	27,208
Vehicle-Hours	2,040
One-way Trips	5,287
Operating Cost	$63,900
Cost per Hour	$31.32
Pass. per Hour	2.1
Cost per Trip	$12.09

TSC, 2003.

Sharply rising costs caused the TSC Board of Directors to look for a more economical approach to continuing essential transportation service for their members. With the agreement of the Teller County Commissioners, TSC began service as the transportation provider in April 2003. TSC Transit currently has two all-wheel drive station wagons and one aging bus with a wheelchair lift. TSC received funding through FTA for a new bus in 2004, which will increase passenger capacity for both disabled and senior clients. The small fleet is sometimes augmented by a private vendor who serves southern Teller County. The vendor transports clients from the Cripple Creek-Victor area to the Woodland Park hub, where clients then transfer to a TSC vehicle to complete their travel.

Transportation was included in an overall survey sent to approximately 1,200 senior households in the fall of 2002. There were not enough responses (23) to be statistically significant. A transportation survey for program participants will be mailed in the spring of 2004 to coincide with the first anniversary of the TSC Transit program.

Teller Senior Coalition staff recognized that with the exclusion of Woodland Park from the study area, two key items should be noted. The first item is the significant number of senior and disabled citizens that live within the ever-expanding city limits of Woodland Park. Second, by representing only rural Teller County, there is not a perspective to illustrate one of the grave transportation shortfalls: long distances to Woodland Park, the nearest hub for essential services, make travel expensive and, in bad weather, dangerous for many citizens in outlying areas. Additional transit planning, which is outside the scope of this study, for rural Teller County and Woodland Park may be needed for service expansion.

Teller Senior Center Transportation Survey

The Teller Senior Coalition administered their own transportation survey via mail for their program participants in August 2001. Staff at the Senior Coalition made these conclusions from the survey responses.

Of the approximately 70 Transportation Surveys mailed out, 38 responses were received. The results were as follows: of those 38 responses, 31 replied they are satisfied with the existing service, and the drivers are polite and helpful. Seven stated they had problems scheduling a ride, but did not provide any details. Ten responses stated the drivers were always on time with another 19 stating they were usually on time. Six respondents stated they did not know how the service was funded, although the majority (28) stated they knew how the service was funded.

The most significant response was in the area of other transportation availability. Eighteen of the respondents indicated they had an alternate means of transportation available, 29 participants indicated that it would be difficult to very difficult to find other transportation if this program did not exist, and those 29 indicated they would participate in the program next year. Of the six respondents who indicated they would not participate next year, all are individuals who are currently able to drive, or are moving out of the area.

Fountain Valley Senior Citizens Program

The Fountain Valley Senior Citizens Program, based in Fountain, offers multiple services to seniors, including demand-response transportation, Monday through Friday from 8:00 a.m. to 4:00 p.m. The service area includes southern Stratmoor Valley, Security, Widefield, Fort Carson Army Base, Fountain, Ellicott, Rush, Yoder, Calhan, and Peyton. Services include recreational activities, education, information and referral, wellness, socialization, respite for caregivers, handyman services, meals in congregate settings, meals to the homebound, and transportation. The transportation program is provided without charge (voluntary contributions accepted) on a demand-response and semi-scheduled basis.

Characteristics

The transportation service is operated from two different bases: 1) Fountain Valley Senior Center for southern services; and 2) Calhan Senior Center for eastern services. The southern service operates five days per week using one full-time driver, four part-time drivers, and several volunteer drivers. The eastern service is operated out of the home of the Transportation Coordinator. An office is also located in the Swink Town Hall. Transportation from Calhan is provided Tuesday through Thursday by three part-time drivers. Every other Wednesday, the drivers cook lunch in Calhan and pick up seniors for congregate meals.

The eastern and southern Transportation Coordinators take 48-hour advance reservations from clients. The scheduling and dispatching are done by hand in the rural areas, with same-day requests and cancellations phoned to drivers or relayed by message via clients. Clients are rarely denied service, and every effort is made to fulfill all requests. Approximately 50 percent of all trip requests are for subscription trips. Preventative maintenance is performed daily on all the vehicles, and fluid levels are checked before the routes begin each morning. A significant strength of the Fountain Valley Service is the use of volunteer drivers to assist with transportation needs.

Fountain Valley currently provides approximately 75 daily trips. Denials have increased in the past few years, with estimates of about 10 per month. Approximately 70 percent of the annual trips are subscription trips. Table III-3 provides the 2000 operating statistics for the Fountain Valley Senior Citizens Program for the Eastern Division of their services, which is within the Central Front Range boundaries.

Table III-3
Fountain Valley Sr. Program
Operating Statistics –
Eastern Division Only

Annual	
Vehicle-Miles	7,779
Vehicle-Hours	231
One-way Trips	2,350
Operating Cost	$17,120
Cost per Hour	$74.11
Pass. per Hour	10.2
Cost per Trip	$7.29

Fountain Valley currently operates seven vehicles daily and one back-up vehicle. Four of the vehicles are accessible for wheelchair clients. The Senior Services Director and the Transportation Coordinators are responsible for training both paid and volunteer drivers. Both volunteers and paid drivers attend agency orientations and training, which includes defensive driving, passenger assistance training, and sensitivity and passenger relations training. Transportation policies follow Title III requirements. El Paso County personnel policies are used by the agency. Fountain Valley is applying for FTA 5310 funds for fiscal years 2002 and 2003, totaling $218,000. This includes three vehicle replacements ($120,000) and two vehicle expansion units ($98,000).

The clients served by the Fountain Valley Senior Services are over the age of 60. A small number of under-60 wheelchair clients are also served (approximately three percent of total trips). Approximately 16 percent of all trips are for minority populations, and 48 percent of the total trips are for frail/elderly passengers. Approximately 20 percent of the passengers have wheelchairs, and 46 percent of the clients have incomes below or at poverty level. Rural trips account for 27 percent of the total ridership. Approximately 26 percent of the trips are for medical, 43 percent to nutrition sites, 20 percent for shopping, and 18 percent to recreational, educational, or other destinations for daily living.

Staff

A staff of 7 part-time paid drivers and 12 part-time volunteer drivers provide daily service. The volunteers work more with demand requests for medical appointments and drive the non-accessible vehicles.

One full-time paid staff member does all preventative maintenance inspections and also serves as the dispatch/scheduler. Fountain Valley Seniors purchased a customized scheduling software system which is utilized daily in the Fountain main office. Routine scheduled maintenance and repairs cannot be done on-site at Fountain Valley. All mechanical repair and bodywork is done by El Paso County. Fuel is purchased from El Paso County, and purchased from a private provider for backup emergencies, with no state or federal taxes, resulting in a substantial savings over the prices of local gas stations.

Transportation is just one of many senior services provided by Fountain Valley Senior Services. The two Transportation Coordinators supervise all full-time, part-time, and volunteer drivers. One coordinator is based in Fountain and the other in Calhan. The Transportation Coordinators report to the Director of Senior Services.

Funding

Fountain Valley Senior Transportation Program's primary funding sources include El Paso County (55%), Title III - Area Agency on Aging (29%), Program Donations (13%), and local cash (3%).

Park County Senior Coalition

The Park County Senior Coalition, a nonprofit agency, operates a demand-response service offering transportation to Park County senior citizens for social events, medical appointments, and shopping in Denver, Colorado Springs, Salida, Breckenridge, and other areas outside Park County. Fairplay is the central administrative base for the Senior Services. Four distinct population centers are served by four Senior Services Coordinators—Platte Canyon, Lake George, Guffey and the Southeast Area, and South Park. Seniors call their area coordinator to make transportation reservations when medical appointments, shopping, or other personal business requires transportation into the urban areas or other activity centers.

The agency has five vehicles. The Fairplay transit service is the only vehicle in the fleet with a wheelchair lift. Operating costs for the agency are approximately $60,050.

The agency's mission is to help seniors remain independent and live in their homes. Services include recreational activities, well-adult clinics, meals to the homebound, and medical/shopping, recreational, and educational transportation. Suggested donations are $1.00 per local trip, $2.00 for regional or intercity trips, and $5.00 for fun trips.

Fairplay is the central administrative base for the Senior Services. Four distinct population centers are served by four Senior Services Coordinators. These are listed below:

- ***Platte Canyon*** - US 285 corridor from Kenosha Pass to Bailey, with many destinations in Denver. Two drivers are available for this service, but the agency would like to have one more.

- ***Lake George*** - US 24 corridor from the east side of Wilkerson Pass through Lake George into Colorado Springs. One driver operates the service.

- ***Guffey and the Southeast Area*** - State Highway (SH) 9 corridor from Guffey into Canon City. One driver operates the service.

- ***South Park*** - Southwest Park County, including the communities of Alma, Fairplay, Garo, Hartsel, Antero Junction, and the unincorporated portions of Park County along US 285 from Fairplay, SH 9 to Hartsel, and US 24 to Antero Junction. Destinations for this service are Denver, Colorado Springs, Canon City, Buena Vista, and Salida. Two drivers are available for the South Park service.

Transportation is generally scheduled one day per week in each geographic service area. Seniors call their area coordinator to make transportation reservations when medical appointments, shopping, or other personal business requires transportation into the urban areas or other activity centers.

Preventative maintenance is performed prior to scheduled trips. All fluid levels are checked before driving staff begin routes on designated days of operation. Routine scheduled maintenance and repairs are done on-site at the County Maintenance facility in Fairplay, in addition to mechanical repair and body work. Maintenance and vehicle safety inspections are scheduled every 3,000 miles. Fuel is purchased by Park County with no state or federal taxes, resulting in a substantial savings over the prices at local gas stations.

Transportation is one of several senior services provided by Park County Senior Coalition. The great distances between residential communities and the lack of medical, shopping, and social services result in a centralized service delivery system, which works well. The Senior Coordinators live in each geographic area and are "networked" within their communities to advocate for the seniors.

Primary funding sources for the Park County Senior Coalition are Title IIIB (Aging Services), Park County, donations, in-kind volunteers, local support, and some fund-raising. In the past, vehicles have been purchased with FTA funds.

Fremont County Head Start

The Head Start program is a child development program that serves low-income children and their families in Fremont County. The program provides assistance to foster healthy development in low-income children. Services include education, training, child care, community support networks, and transportation.

The Fremont County Program has seven vehicles—six mini-buses and one van—that operate four days per week. All of the participants are transported by agency vehicles or reimbursed mileage for the trips. Two full-time drivers and six part-time drivers operate the vehicles. The program budget is approximately $97,000 annually, with only a portion of those funds used for transportation. Transportation services are funded by donations, United Way, fund-raising, and volunteer and federal Head Start funding. Future needs for the agency include vehicle replacements, continued funding, restraint systems for children, and communication equipment on the vehicles.

Fremont County Cab

Fremont Cab is based out of Florence and provides transportation for residents and visitors of the Central Front Range 24 hours a day, seven days per week. The cab company has five full-time drivers and six part-time drivers, with approximately four vehicles in service on the average day. Peak hours for the taxi drivers are from 7:00 to 11:30 a.m., 2:00 to 6:00 p.m., and from 1:00 to 2:30 a.m.

Future needs for the taxi service are:

- purchase an accessible van ($30,000)
- provide driver uniforms ($4,000)
- provide safety panels ($15,000)
- purchase GPS tracking system ($40,000)
- replace vehicles.

Approximately 380,000 annual miles are driven by the company with approximately 32,850 annual passenger-trips for year 2002.

Some of the local agencies served by Fremont County Cab Service include:

- Social Services - Work First Program
- West Central Mental Health
- Rocky Mountain Behavioral Health
- Vocational Rehabilitation
- Various workmen's compensation providers
- Developmental Opportunities
- Federal Bureau of Prisons

Taxicab rates are $5.00 minimum for the first three miles, $1.00 for each additional mile, and $1.00 for each additional passenger. Children ride free with a paid fare. Senior discounts and discounts for disabled persons are available from 7:00 a.m. to 7:00 p.m.

Custer County Rider (CC Rider)

CC Rider operates a demand-response service out of Westcliffe in Custer County. The service was previously operated by the West Mountain Clinic, but discontinued a few years ago. The elderly residents in Custer County approached the Area Agency on Aging, who then contacted the Rotary Club in Westcliffe to see if they would operate the service. The service began in August 1999 and continues to be operated by the Rotary Club.

The service is available to any residents within Custer County. CC Rider travels up to 100 miles and does not go to Denver. All drivers for CC Rider are volunteers through the Rotary Club. Approximately 25 members are available to drive. The service is available three days per week—primarily Monday, Wednesday, and Friday. However, depending on the request, the service may operate on other days, too. The operating hours are typically from 9:00 a.m. to 4:00 p.m. Not surprisingly, the winter season is busier for CC Rider than summer. Operating expenses are approximately $9,475 for the 2004 fiscal year. CC Rider insurance is the largest expense item. All funding is through the Area Agency on Aging.

CC Rider operates a 2003 lift-equipped bus purchased through Developmental Opportunities. No fares are charged for the service, but donations are accepted. The primary dispatcher for CC Rider is a local resident that schedules rides at her home. Previously, the Sheriff's Office provided the dispatch. Table III-4 provides systemwide operating characteristics for CC Rider.

Table III-4
CC Rider – 2004

Annual	
Vehicle-Miles	61,000
Vehicle-Hours	1,575
One-way Trips	1,520
Operating Cost	$9,475
Cost per Hour	$6.02
Pass. per Hour	1.0
Cost per Trip	$6.23

The Golden Shuttle

The Golden Shuttle, operated by the nonprofit Golden Age Center in Canon City, provides demand-response service for Canon City seniors and disabled persons of any age. The service operates Monday through Friday, from 8:00 a.m. to 4:00 p.m. A suggested donation of $1.00 for each one-way trip is the current fare. Punch cards are also available for greater convenience and can be sold at a discounted price to those who qualify.

The program is volunteer-based, with the dispatchers and drivers as volunteers. Passengers call in for rides a day in advance. If the schedule permits, same day service is often available. Passengers use the service for medical visits and necessary shopping excursions. The agency uses two vans, one with a wheelchair lift, to provide specified weekday service. The agency acquired a new vehicle for its fleet in 2004.

Neighbor To Neighbor Volunteers

The Neighbor to Neighbor Volunteers organization is part of the National Federation of Interfaith Volunteer Caregivers, which supports efforts to address needs of people in their own communities. The agency is based out of Salida and provides assistance for numerous programs. These include: transportation, shopping, respite assistance, meal preparation and delivery, yard work, personal business, companionship, shared faith, share recreation, special events assistance, and mentors.

The limited transportation program is available in Salida and Buena Vista. The curb-to-curb service is called The Chaffee Shuttle and has been in operation since late 2002. The agency is currently using two vehicles that were purchased in coordination with Chaffee County. One vehicle is in Salida and the other in Buena Vista. Local residents call the office and can schedule trips 24 hours in advance.

Approximately 22 volunteers are available for the Neighbor to Neighbor programs. The current vehicles are stored outside. The Salida vehicle is stored outside the Neighbor to Neighbor office, and the Buena Vista vehicle is stored outside the Phillips station.

The service in Salida is available weekdays from 9:00 a.m. to 2:00 p.m. Tuesdays are designated medical office day, Wednesdays are designated for Wal-Mart, and Fridays are primarily for grocery shopping. Public transit service is available Tuesday, Thursday, and Friday in Buena Vista. A $1.00 donation is asked for each one-way trip. Local residents can schedule a trip Monday through Friday from 8:00 a.m. to 12 noon in Salida. Buena Vista residents call the dispatcher at her home, and she arranges for the transportation.

Neighbor to Neighbor would like to expand service to include Sundays in the future. They would also like to serve dialysis patients who travel to Canon City. The agency may coordinate with CC Rider to meet dialysis needs.

Provider Summary

Table III-5 presents a summary of the transportation providers. As shown in the table, limited data were received from the providers.

Table III-5
CFR Transportation Providers

	Provider								
	City of Cripple Creek	*Teller Sr Coalition*	*Ftn Valley Sr. Program*	*Park Co Sr. Coalition*	*Fremont Co Head Start*	*Fremont Co Cab*	*CC Rider*	*Golden Shuttle*	*Neighbor to Neighbor*
Description	M-Sun; 7-2:30a	M-F; 9a - 5p	M,T,Th; 8a-4p	2 days wk	M-Th; sch yr	24 / 7	M,W,F; 9a-4p	M-F; 8a-4p	
Vehicle-Miles	61,961	27,208	7,779	n/a	n/a	380,000	61,000	n/a	13,060
Vehicle-Hours	7,500	2,040	231	n/a	n/a	21,600	1,575	n/a	1,683
One-way Trips	46,736	5,287	2,350	n/a	n/a	32,850	1,520	n/a	3,228
Operating Costs	$ 184,290	$ 63,900	$ 17,120	$ 61,000	$ 97,000	n/a	$ 9,475	$ 17,107	$ 9,475
Cost per Hour	$ 24.57	$ 31.32	$ 74.11	n/a	n/a	n/a	$ 6.02	n/a	$ 5.63
Passengers per Hour	6.2	2.6	10.2	n/a	n/a	1.5	1.0	n/a	1.9
Cost per Trip	$ 3.94	$ 12.09	$ 7.29	n/a	n/a	n/a	$ 6.23	n/a	$ 2.94

2002 FY data.

OTHER TRANSPORTATION SERVICES

Gaming Community - Teller County

Private transit services are establishing themselves in the gaming communities. At least four of the casinos have outlying parking areas with free shuttle service to their door. There are also charter transit services that cater to the casinos—specifically Ramblin' Express that provides scheduled pick-ups in Colorado Springs, Pueblo, and other points along the way. Ramblin' Express is a common carrier which serves the general public. Summer hours are the busiest for the company, and they operate about every hour and a half.

Seniors, Inc.

Seniors, Inc., based in Canon City began providing transportation to clients in July 2002. The transportation service is provided by volunteers at the agency, and the volunteers use their personal vehicles for trips. Residents call into the office and trips are arranged as needed.

Park County

Areas in northern Park County are experiencing residential growth due to Summit County employees seeking more affordable housing—especially in Alma and Fairplay. The employees commute on SH 9 over Hoosier Pass to jobs in Summit County. The Village at Breckenridge provides a free employee shuttle from Chaffee and Park Counties to Breckenridge. Shuttles operate morning and evening, seven days a week, serving employees in Buena Vista, Johnsons Village, Fairplay, and Alma. The company has declined opening the service to the general public due to the high insurance costs and liability.

Monarch Ski Area

Monarch Ski Area provides a van to transport employees to the ski area on a daily basis during the ski season. Additionally, the ski area has contracted with the Salida School District to transport school children from Salida to the ski area on weekends. In the past, Monarch provided shuttle service from the lodges, but the service was not successful and has not been attempted again for several years.

Royal Gorge Bridge Company

The Royal Gorge Bridge Company provides transportation services for company employees seven days per week during the peak season. During peak season, the Bridge Company employs approximately 200 persons who utilize the bus service instead of taking up valuable parking spaces at the bridge. During peak summer season, three buses are used to transport employees. One bus is used during the off-peak seasons. Employees park at the rodeo grounds in Canon City and take the bus to the Royal Gorge Bridge.

FOCUS

Families and Friends of Convicts United for Support (FOCUS) arranges transportation services for visitors to the correctional facilities located in Canon City and Florence. The service is not used very often, but FOCUS is willing to help visitors if they are called in advance. Several years ago, the agency received some grant money to provide more transportation, but the demand was not warranted at the time. FOCUS used the grant funds to buy RIDE Transit coupons. Volunteer drivers currently

use their personal vehicles when a ride is requested. Primarily, transportation service is needed on Fridays, Saturdays, and Sundays throughout the year.

Friendly Visitor

The Friendly Visitor provides transportation to mainly low-income and disabled elderly people. Most of the trips are generated within the Canon City/Florence/Penrose area. Volunteers supply their own vehicle on an on-call basis. Approximately 20-25 trips per month are run locally with four trips per month out of town. Donations are taken, and the service receives a block grant from the county.

TNM&O

Greyhound Lines, d.b.a. TNM&O (Texas, New Mexico, and Oklahoma) Lines, provides scheduled service through Fremont and southern Chaffee Counties. The route follows US 50, originating in Grand Junction and Pueblo. Scheduled stops are made in Salida and Canon City twice a day, one bus heading westbound and the other bus heading eastbound.

Other Agencies

Several other agencies also provide limited transportation. These include Valley Assisted-Living in Westcliffe, Come Soar With Us, Volunteers of America, and several private rafting companies. Detailed information for these organizations was not available.

CHAPTER IV
Transportation Needs Assessment

INTRODUCTION

This chapter presents an analysis of the demand for transit services in the Central Front Range based upon standard estimation techniques and public commentary from residents. The transit demand identified in this chapter was used throughout the study process. Different methods are used to estimate the maximum transit trip demand in the Central Front Range:

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allow citizens to express their ideas and provide suggestions to the planning document.

COMMUNITY INPUT

Community input at public meetings provides an opportunity for residents to express transit needs for their area. These needs from the first public meeting were recorded by the URS Team and were used in the development of transit alternatives. A goal of the Preferred Plan is to meet as many of the needs as possible, provided funding is available. Detailed public meeting comments are shown in the 2030 Regional Transportation Plan.

Public Meetings

A public meeting was scheduled during the initial stage of the project. The meeting was held on July 22, 2003 in Canon City. Many comments were submitted by meeting attendees. The following is a list of the comments related to transit and to alternate modes of transportation.

- *Park County would like to implement a shuttle service within its boundaries, with two or three towns as hubs: Hartsel, Fairplay, Alma, Bailey, Guffey.*
- *Transit in Fremont County, especially Canon City, is needed, while mixed feelings exist about the role of transit in the Florence area; however, transit volunteer service was looked at in 2003.*
- *Public transportation is needed for communities like Salida and Buena Vista on a fixed-route basis for medical service, labor, recreation, and entertainment (located on the Front Range).*
- *Transportation for seniors, disabled, and children needs improvement in the south part of Park County.*
- *Many are stranded without access to a car. In a recent situation, a sick child needed emergency transport, the ambulance did not respond, and the family had no vehicle available. As the only recourse, the Mayor of Fairplay offered her personal vehicle for transportation.*

- *Public transportation is needed in Fairplay.*
- *Public transportation is needed to jobs in the resort areas.*

The second public meeting was held in Cripple Creek on March 24, 2004. Detailed comments from the meeting are listed in the 2030 Regional Transportation Plan.

DOLA Meetings

CDOT initiated a strong effort to involve the small communities around the State of Colorado in the 2030 planning process. CDOT contracted with the Department of Local Affairs (DOLA) to involve all communities with a population under 5,000 with a "Go to the People" approach. Representatives from CDOT coordinated with the communities to provide meetings with local community staff and elected officials. These meetings focused on future transportation needs for their community and ensured that their needs will be included in the 2030 plan. This additional effort by CDOT involves more local governments and citizens in statewide planning efforts.

Meetings were held in the following locations.

- Westcliffe – August 26, 2003; representing Custer County, Westcliffe, and Silver Cliff.
- Fairplay – July 28, 2003; representing Fairplay and Alma
- Calhan – August 11, 2003; representing Calhan and Ramah
- Cripple Creek – September 10, 2003; representing Cripple Creek and Victor
- Florence – September 15, 2003
- Coal Creek – September 18, 2003; representing Coal Creek, Rockvale, Williamsburg
- Brookside – October 13, 2003

Specific comments from the DOLA meetings related to public transportation are summarized below. All comments will be reviewed and considered as alternatives are developed for the Central Front Range.

- *Park County would like to implement a shuttle service within its boundaries, with two or three towns as hubs: Hartsel, Fairplay, Alma, Bailey, Guffey.*
- *Transportation for seniors, disabled, and children needs improvement in the south part of Park County.*
- *Many are stranded without access to a car. In a recent situation, a sick child needed emergency transport, the ambulance did not respond, and the family had no vehicle available. As the only recourse, the Mayor offered her personal vehicle for transportation.*
- *Public transportation is needed in Fairplay.*
- *Public transportation is needed to jobs in the resort areas.*
- *Public transportation needed from the Calhan/Ramah area—at a minimum carpooling/ vanpooling. More people moving further away from Colorado Springs because they cannot afford the homes in the Falcon area.*
- *Public transportation is needed for communities like Salida and Buena Vista on a fixed-route basis for medical service, labor, recreation, and entertainment (located on the Front Range).*
- *Transit in Fremont County, especially Canon City, is needed, while mixed feelings exist about the role of transit in the Florence area; however, transit volunteer service was looked at in 2003.*
- *Transit services needed from Cripple Creek/Victor to Woodland Park and Colorado Springs.*
- *Should look at passenger rail service from Cripple Creek/Victor to Colorado Springs and Canon City.*

- *Transit service needed in west Fremont County to Chaffee County mostly for elderly and disabled. General public service may be needed too.*

RURAL TRANSIT DEMAND METHODOLOGY

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the Central Front Range. Knowing this information, the LSC Team presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs.

TCRP Methodology Background

The TCRP study documents present a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the country. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. This model incorporates an exponential equation, which relates the quantity of service and the demographics of the area.

This analysis procedure considers transit demand in two major categories:

- *"program demand"* which is generated by transit ridership to and from specific social service programs, and
- "*non-program demand"* generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth. Examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. To use the TCRP methodology in identifying a feasible maximum demand, it is necessary to assume a high supply level, as measured in vehicle-miles per square mile per year. The high supply level is the upper-bound "density" of similar rural services provided in this country. This assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the Central Front Range. The TCRP methodology is based on the *permanent* population of the six-county area. Therefore, the TCRP methodology is a good demand method to use for the Central Front Range.

For the Central Front Range, a reasonable maximum level of service would be to serve every portion of the region with four round-trips (eight one-way trips) daily, Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year. This is at the upper range of observed rural systems.

Applying this feasible maximum service density to the permanent population of each county yields the 2002 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations, as shown in Table IV-1. The 2002 potential demand for the entire

Central Front Range for elderly transit service is 124,580 annual trips; disabled demand is 15,610 annual trips; and general public demand is 52,160 annual trips. The potential demand for each county is also shown in the table. The Central Front Range estimated total transit demand for 2002, using the TCRP method, at 192,350 annual trips. This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

Transit demand estimates, using the TCRP methodology, for 2030 are provided in Table IV-2. Total demand for 2030 is estimated to be 394,030 one-way, annual passenger-trips for the Central Front Range.

Table IV-1

2002 Estimated Public Transit Demand using the TCRP Method

Central Front Range

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Chaffee	1	1	1,370	210	1,580	1,410	2,990	12	8.4%	21
	1	2	1,140	200	1,340	600	1,940	8	5.4%	11
	1	3	920	70	990	490	1,480	6	4.2%	36
	1	4	860	0	860	180	1,040	4	2.9%	34
	2	1	2,420	60	2,480	280	2,760	11	7.7%	1
	2	2	3,520	160	3,680	910	4,590	18	12.9%	17
	2	3	1,840	170	2,010	1,340	3,350	13	9.4%	0
	3	1	1,110	10	1,120	320	1,440	6	4.0%	0
	3	2	980	0	980	240	1,220	5	3.4%	0
	3	3	1,450	70	1,520	530	2,050	8	5.8%	0
	4	1	2,040	50	2,090	210	2,300	9	6.5%	0
	4	2	1,080	90	1,170	610	1,780	7	5.0%	3
	4	3	1,370	120	1,490	80	1,570	6	4.4%	0
	4	4	2,150	90	2,240	930	3,170	12	8.9%	1
	4	5	2,980	130	3,110	860	3,970	16	11.1%	2
Subtotal Chaffee County			*25,230*	*1,430*	*26,660*	*8,990*	*35,650*	*140*		*128*
Custer	9801	1	850	50	900	230	1,130	4	13.7%	0
	9801	2	1,510	300	1,810	980	2,790	11	33.9%	0
	9801	3	1,350	120	1,470	700	2,170	9	26.4%	0
	9801	4	1,590	100	1,690	440	2,130	8	25.9%	0
Subtotal Custer County			*5,300*	*570*	*5,870*	*2,350*	*8,220*	*32*		*0*
El Paso (rural area only)	3301	1	580	160	740	100	840	3	3.2%	0
	34	2	1,530	130	1,660	440	2,100	8	8.1%	0
	3701	1	940	30	970	130	1,100	4	4.2%	0
	3902	1	630	150	780	120	900	4	3.5%	0
	3902	2	550	150	700	330	1,030	4	4.0%	0
	3909	1	710	260	970	660	1,630	6	6.3%	0
	3909	2	3,380	870	4,250	1,770	6,020	24	23.1%	0
	44	9	210	320	530	2,990	3,520	14	13.5%	0
	4509	2	850	180	1,030	1,310	2,340	9	9.0%	0
	46	3	2,740	690	3,430	3,120	6,550	26	25.2%	0
Subtotal El Paso County			*12,120*	*2,940*	*15,060*	*10,970*	*26,030*	*102*		*1*

Table IV-1, continued

2002 Estimated Public Transit Demand using the TCRP Method

Central Front Range

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Fremont	9781	1	1,260	110	1,370	760	2,130	8	2.4%	0
	9781	2	3,230	360	3,590	1,710	5,300	21	6.1%	2
	9781	3	680	90	770	400	1,170	5	1.3%	0
	9782	1	2,650	380	3,030	1,380	4,410	17	5.0%	1
	9782	2	2,580	240	2,820	1,150	3,970	16	4.5%	15
	9782	3	540	160	700	650	1,350	5	1.5%	2
	9783	1	2,300	160	2,460	700	3,160	12	3.6%	0
	9783	2	1,650	170	1,820	340	2,160	8	2.5%	23
	9783	3	4,550	660	5,210	1,310	6,520	26	7.4%	22
	9784	1	2,420	250	2,670	590	3,260	13	3.7%	5
	9784	2	1,260	130	1,390	640	2,030	8	2.3%	12
	9785	1	2,150	190	2,340	850	3,190	13	3.6%	2
	9785	2	1,010	380	1,390	950	2,340	9	2.7%	4
	9785	3	5,680	220	5,900	570	6,470	25	7.4%	42
	9785	4	1,620	120	1,740	500	2,240	9	2.6%	60
	9786	1	1,310	0	1,310	200	1,510	6	1.7%	22
	9786	2	1,030	80	1,110	900	2,010	8	2.3%	34
	9786	3	880	400	1,280	810	2,090	8	2.4%	43
	9786	4	1,090	270	1,360	500	1,860	7	2.1%	28
	9787	1	390	0	390	0	390	2	0.4%	6
	9788	1	2,110	190	2,300	1,040	3,340	13	3.8%	23
	9788	2	1,100	80	1,180	130	1,310	5	1.5%	18
	9788	3	1,090	230	1,320	490	1,810	7	2.1%	6
	9790	1	470	80	550	100	650	3	0.7%	0
	9790	2	1,760	230	1,990	390	2,380	9	2.7%	0
	9790	3	1,600	180	1,780	520	2,300	9	2.6%	0
	9790	4	1,420	230	1,650	660	2,310	9	2.6%	0
	9791	1	2,490	170	2,660	340	3,000	12	3.4%	10
	9791	2	2,630	220	2,850	900	3,750	15	4.3%	15
	9791	3	870	160	1,030	530	1,560	6	1.8%	6
	9791	4	740	90	830	320	1,150	5	1.3%	1
	9792	1	70	0	70	0	70	0	0.1%	0
	9792	2	730	0	730	0	730	3	0.8%	0
	9792	3	60	0	60	40	100	0	0.1%	0
	9793	1	460	0	460	40	500	2	0.6%	0
	9793	2	2,710	340	3,050	1,440	4,490	18	5.1%	0
	9794	1	570	0	570	0	570	2	0.7%	0
Subtotal Fremont County			*59,160*	*6,570*	*65,730*	*21,850*	*87,580*	*343*		*406*

Table IV-1, continued

2002 Estimated Public Transit Demand using the TCRP Method

Central Front Range

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Park	1	1	2,190	360	2,550	840	3,390	13	19.4%	0
	1	2	1,590	180	1,770	180	1,950	8	11.1%	0
	2	1	930	290	1,220	90	1,310	5	7.5%	1
	2	2	1,130	250	1,380	740	2,120	8	12.1%	0
	3	1	720	180	900	450	1,350	5	7.7%	0
	3	2	210	50	260	110	370	1	2.1%	0
	4	1	1,620	210	1,830	290	2,120	8	12.1%	0
	4	2	220	120	340	130	470	2	2.7%	0
	5	1	720	80	800	430	1,230	5	7.0%	0
	5	2	1,400	120	1,520	660	2,180	9	12.5%	0
	5	3	830	20	850	170	1,020	4	5.8%	0
Subtotal Park County			*11,560*	*1,860*	*13,420*	*4,090*	*17,510*	*69*		*2*
Teller (rural area only)	10104	2	990	160	1,150	210	1,360	5	7.8%	1
	10105	1	1,350	120	1,470	40	1,510	6	8.6%	0
	10105	2	2,010	280	2,290	1,060	3,350	13	19.1%	0
	10105	3	900	180	1,080	880	1,960	8	11.2%	0
	10106	1	910	490	1,400	190	1,590	6	9.1%	0
	10106	2	580	0	580	20	600	2	3.4%	0
	10106	3	1,410	0	1,410	470	1,880	7	10.7%	0
	10201	1	1,060	450	1,510	190	1,700	7	9.7%	0
	10201	2	1,440	410	1,850	290	2,140	8	12.2%	0
	10202	1	560	150	710	560	1,270	5	7.3%	0
Subtotal Teller County			*11,210*	*2,240*	*13,450*	*3,910*	*17,360*	*68*		*3*
Central Front Range Transit Demand Total			**124,580**	**15,610**	**140,190**	**52,160**	**192,350**	**754**		**540**

Source: Based on 2000 Census Data; LSC, 2003.

Table IV-2

2030 Estimated Public Transit Demand using the TCRP Method

	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Chaffee	1	1	2,310	360	2,670	2,390	5,060	20	8.5%	35
	1	2	1,920	340	2,260	1,020	3,280	13	5.5%	19
	1	3	1,550	120	1,670	840	2,510	10	4.2%	61
	1	4	1,440	0	1,440	310	1,750	7	2.9%	57
	2	1	4,080	100	4,180	480	4,660	18	7.8%	2
	2	2	5,920	270	6,190	1,550	7,740	30	13.0%	29
	2	3	3,100	300	3,400	2,290	5,690	22	9.6%	1
	3	1	1,860	10	1,870	540	2,410	9	4.0%	0
	3	2	1,630	0	1,630	410	2,040	8	3.4%	0
	3	3	2,430	110	2,540	890	3,430	13	5.8%	0
	4	1	3,410	80	3,490	350	3,840	15	6.5%	0
	4	2	1,820	150	1,970	1,040	3,010	12	5.1%	5
	4	3	2,290	210	2,500	130	2,630	10	4.4%	0
	4	4	3,620	150	3,770	1,580	5,350	21	9.0%	2
	4	5	5,020	230	5,250	1,460	6,710	26	11.3%	4
Subtotal Chaffee County			*42,040*	*2,400*	*44,440*	*15,090*	*59,530*	*233*		*0*
Custer	9801	1	1,970	110	2,080	540	2,620	10	4.4%	0
	9801	2	3,520	710	4,230	2,310	6,540	26	11.0%	0
	9801	3	3,150	290	3,440	1,650	5,090	20	8.6%	0
	9801	4	3,700	230	3,930	1,030	4,960	19	8.3%	0
Subtotal Custer County			***12,340***	***1,340***	***13,680***	***5,530***	***19,210***	***75***		***1***
El Paso (rural area only)	3301	1	970	270	1,240	160	1,400	5	2.4%	0
	34	2	2,550	220	2,770	750	3,520	14	5.9%	0
	3701	1	1,580	50	1,630	220	1,850	7	3.1%	0
	3902	1	1,050	250	1,300	210	1,510	6	2.5%	0
	3902	2	920	250	1,170	560	1,730	7	2.9%	0
	3909	1	1,180	440	1,620	1,120	2,740	11	4.6%	0
	3909	2	5,660	1,470	7,130	3,000	10,130	40	17.0%	0
	44	9	360	550	910	5,050	5,960	23	10.0%	0
	4509	2	1,420	300	1,720	2,210	3,930	15	6.6%	0
	46	3	4,590	1,160	5,750	5,270	11,020	43	18.5%	0
Subtotal El Paso County			*20,280*	*4,960*	*25,240*	*18,550*	*43,790*	*172*		*2*

Table IV-2, continued

2030 Estimated Public Transit Demand using the TCRP Method

	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Fremont	9781	1	1,990	180	2,170	1,220	3,390	13	5.7%	0
	9781	2	5,120	580	5,700	2,730	8,430	33	14.2%	3
	9781	3	1,080	150	1,230	650	1,880	7	3.2%	1
	9782	1	4,200	610	4,810	2,200	7,010	27	11.8%	2
	9782	2	4,080	380	4,460	1,830	6,290	25	10.6%	24
	9782	3	860	250	1,110	1,040	2,150	8	3.6%	3
	9783	1	3,650	260	3,910	1,120	5,030	20	8.4%	0
	9783	2	2,610	270	2,880	550	3,430	13	5.8%	36
	9783	3	7,210	1,050	8,260	2,100	10,360	41	17.4%	34
	9784	1	3,840	400	4,240	950	5,190	20	8.7%	8
	9784	2	2,000	210	2,210	1,030	3,240	13	5.4%	19
	9785	1	3,400	310	3,710	1,350	5,060	20	8.5%	3
	9785	2	1,600	620	2,220	1,520	3,740	15	6.3%	6
	9785	3	8,990	350	9,340	910	10,250	40	17.2%	67
	9785	4	2,560	190	2,750	800	3,550	14	6.0%	96
	9786	1	2,070	0	2,070	320	2,390	9	4.0%	35
	9786	2	1,630	140	1,770	1,440	3,210	13	5.4%	55
	9786	3	1,400	640	2,040	1,290	3,330	13	5.6%	68
	9786	4	1,720	440	2,160	800	2,960	12	5.0%	45
	9787	1	620	0	620	0	620	2	1.0%	9
	9788	1	3,340	310	3,650	1,660	5,310	21	8.9%	37
	9788	2	1,740	130	1,870	200	2,070	8	3.5%	29
	9788	3	1,720	360	2,080	790	2,870	11	4.8%	10
	9790	1	750	120	870	160	1,030	4	1.7%	0
	9790	2	2,790	370	3,160	630	3,790	15	6.4%	0
	9790	3	2,540	290	2,830	830	3,660	14	6.1%	0
	9790	4	2,250	370	2,620	1,060	3,680	14	6.2%	0
	9791	1	3,950	270	4,220	550	4,770	19	8.0%	16
	9791	2	4,160	350	4,510	1,440	5,950	23	10.0%	24
	9791	3	1,380	260	1,640	840	2,480	10	4.2%	10
	9791	4	1,170	140	1,310	510	1,820	7	3.1%	2
	9792	1	110	0	110	0	110	0	0.2%	0
	9792	2	1,150	0	1,150	0	1,150	5	1.9%	0
	9792	3	100	0	100	70	170	1	0.3%	0
	9793	1	730	0	730	70	800	3	1.3%	0
	9793	2	4,290	550	4,840	2,310	7,150	28	12.0%	0
	9794	1	900	0	900	0	900	4	1.5%	1
Subtotal Fremont County			*93,700*	*10,550*	*104,250*	*34,970*	*139,220*	*546*		*645*

Table IV-2, continued

2030 Estimated Public Transit Demand using the TCRP Method

	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Park	1	1	12,100	2,000	14,100	4,700	18,800	74	31.6%	0
	1	2	9,470	1,080	10,550	1,100	11,650	46	19.6%	2
	2	1	5,550	1,750	7,300	520	7,820	31	13.1%	6
	2	2	6,700	1,510	8,210	4,450	12,660	50	21.3%	0
	3	1	4,250	1,110	5,360	2,700	8,060	32	13.5%	0
	3	2	1,270	310	1,580	680	2,260	9	3.8%	0
	4	1	9,640	1,260	10,900	1,750	12,650	50	21.2%	0
	4	2	1,310	740	2,050	770	2,820	11	4.7%	0
	5	1	4,250	460	4,710	2,580	7,290	29	12.2%	0
	5	2	8,330	740	9,070	3,990	13,060	51	21.9%	0
	5	3	4,900	120	5,020	1,040	6,060	24	10.2%	0
Subtotal Park County			*67,770*	*11,080*	*78,850*	*24,280*	*103,130*	*404*		*10*
Teller (rural area only)	10104	2	1,650	280	1,930	360	2,290	9	3.8%	2
	10105	1	2,250	210	2,460	70	2,530	10	4.2%	0
	10105	2	3,360	480	3,840	1,790	5,630	22	9.5%	1
	10105	3	1,510	300	1,810	1,480	3,290	13	5.5%	1
	10106	1	1,530	820	2,350	320	2,670	10	4.5%	0
	10106	2	970	0	970	30	1,000	4	1.7%	0
	10106	3	2,360	0	2,360	790	3,150	12	5.3%	0
	10201	1	1,770	750	2,520	330	2,850	11	4.8%	1
	10201	2	2,420	690	3,110	490	3,600	14	6.0%	0
	10202	1	940	250	1,190	950	2,140	8	3.6%	0
Subtotal Teller County			*18,760*	*3,780*	*22,540*	*6,610*	*29,150*	*114*		*5*
Central Front Range Transit Demand Total			**254,890**	**34,110**	**289,000**	**105,030**	**394,030**	**1,545**		**663**

Source: Based on 2000 Census and Dept. of Local Affairs Population Projections.

Program Trip Demand

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

The program demand data for the Central Front Range was taken from reports released by Head Start and Mental Health Services for fiscal year 2002. The participant numbers were reported by individual agencies and are also available through the Region 8 Head Start office and the Colorado Department of Human Services. The existing program demand estimates are approximately 747,358 annual trips for the Central Front Range, which has increased approximately 50,000 trips from 1999. These data are shown in Table IV-3.

Table IV-3
2002 Annual Program Trip Need Estimates

County	Participants		Need Estimate		Total Program - Trip Need
	Head Start	Mental Health Services	Head Start	Mental Health Services	
Chaffee	56	275	14,728	95,425	110,153
Custer	0	40	0	13,880	13,880
El Paso	45	290	11,835	100,630	112,465
Fremont	240	1,070	63,120	371,290	434,410
Park	20	120	5,260	41,640	46,900
Teller	20	70	5,260	24,290	29,550
TOTAL					747,358

Source: Region 8 Head Start, 2003; CO Department of Human Services, 2002 data.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total existing *non-peak* transit demand for the Central Front Range, using the TCRP Methodology, is approximately 939,708 annual trips.

TRANSIT NEEDS AND BENEFITS STUDY (TNBS)

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The unmet need estimates in the TNBS incorporated needs related to households without transportation, seniors, persons with disabilities, and resorts. Program trips for the Central Front Range are those transportation needs associated with specific programs for mental health services (such as Head Start, Development Services programs, Senior Nutrition, or Sheltered Workshop programs) reported by the Colorado Department of Human Services.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census data. Table IV-4 provides a summary of the needs using the 1996, 1999, and 2000 data. One notation for the needs table is that the Census 2000 collected disability information differently than in previous years. The actual numbers reported for 2000 were much higher than those reported in the 1990 Census. The LSC Team believes the increase is due to the revised questioning procedure for the 2000 census.

Table IV-4
TNBS Updated Transit Need Estimates – CFR Region

Transit Category	1996	1999	2002
Rural General Public	802,100	970,736	1,303,822
Disabled	4,230	6,130	15,370
Program Trips	481,521	486,255	747,358
Urban Area	n/a	n/a	n/a
Resort Area	n/a	n/a	n/a
Annual Need	1,287,851	1,463,121	2,066,910
Annual Trips Provided	110,000	236,181	230,200
Need Met (%)	9%	17%	11%
Unmet Need (%)	91%	83%	89%

Source: LSC, 2003.

Unmet Needs

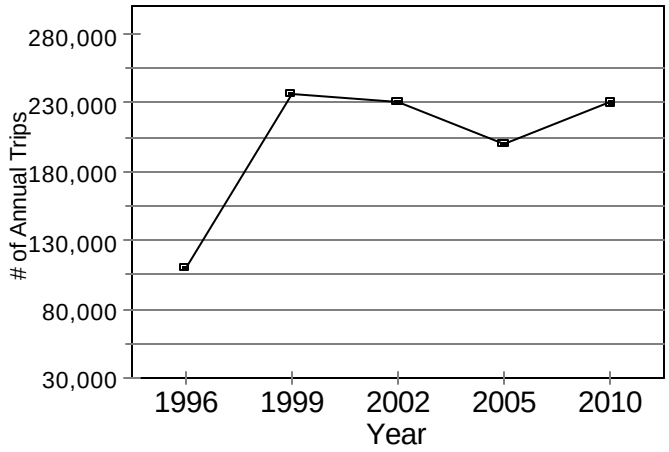
The updated annual transit need estimates for the Central Front Range were 1,303,822 trips for the general public including youth and seniors, 15,370 trips for persons with disabilities, and 747,358 program trips. The total transit need in 2002 for the Central Front Range is estimated at 2,066,910 annual trips. The table indicates that approximately 11 percent of the existing transit need is being met with 89 percent of the transit need for the region unmet. The unmet need for fiscal year 2003 will likely increase due to the cease in operation of Developmental Opportunities.

The TNBS approach used a combination of methodologies and aggregated the need for the Central Front Range. However, the approach used factors based on statewide characteristics and is not specific to each of the five rural and resort counties. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

RIDERSHIP TRENDS

Another approach to looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there are existing transit services such as in the Central Front Range. Annual ridership data were presented in Chapter III for the transit providers. Figure IV-1 shows the past ridership trends and ridership projections based on recent trends for the Central Front Range. This section is based on existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.

Figure IV-1
Ridership Trends- CFR



As can be seen in this graph, the transit ridership decreased in the recent years due to the discontinuation of Developmental Opportunities in Canon City. However, Over the next five to ten years, ridership will increase. The graph shows a conservative estimate. If the Rural Transportation Authority passes in the CFR Region in November 2004, these projections will change dramatically. Transit service will more than double, if the initiative is pass. Demand will also be affected by the increases or decreases in population for the study area. Transit ridership for year 2005 is estimated at approximately 200,000 and for 2010 is estimated at 230,000 annual trips for the Central Front Range.

TRANSIT DEMAND SUMMARY

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current demand are summarized in the previous pages. This chapter presents a brief summary of the unmet need based on data from previous studies and the previous chapters of this report.

CHAPTER V
Transit Alternatives

This chapter presents transit alternatives for the Central Front Range. As the world constantly changes, so does transportation—different vehicles, new roads, and more traffic—to mention just a few. Byproducts of these changes have been the dominance of the automobile and deteriorating air quality in many regions. The Central Front Range vision, values, and goals—discussed earlier in this report—specifically addressed similar issues, such as a regional transportation system, growth management, and economic development.

The projects presented in this chapter are future transit alternatives that depend on available funding for implementation. The Final Report for this study includes a Preferred Plan and a Fiscally-Constrained Plan, as required by the Colorado Department of Transportation. The projects identified within this chapter will increase the efficient movement of people around the region. In addition, the projects strengthen the regional efforts to reduce single-occupant vehicle travel and efficient use of existing transportation facilities, such as through the use of advanced transportation technologies.

A detailed assessment of the existing transit system was completed in Chapter III. Capital and operating costs for projects in this chapter are based on data reported from local transit agencies in that chapter. This chapter has the transit projects organized by agency and by region, for those transit projects not specific to any one area. The first section of this chapter identifies transit projects that will maintain the existing level of service, more commonly known as Status Quo.

STATUS QUO - MAINTAIN EXISTING LEVEL OF TRANSIT SERVICE

A good starting point and a very realistic place to start with the transit service alternatives is the Status Quo analysis. This analysis assumes that the Central Front Range continues general public transportation as it is today. Thus, the primary providers—CC Rider, Neighbor to Neighbor, Fountain Valley, Teller Senior Coalition—would continue to provide general public transit service. Table V-1 provides the 25-year capital and operating costs to maintain this level of service. The 25-year operating cost for the Central Front Range is $20,911,400, with capital costs for the next 25 years totaling $6,238,092. To retain the same level of service as today, the region will spend $27.2 million on public transportation in the next 25 years.

Table V-1
Capital and Operating Costs

Region	Project Description	Investment Category	2030 Plan Cost
CFR TPR	Bus purchase - capital (existing service)	System Quality	$6,238,092
CFR TPR	Transit operating funds (existing service)	System Quality	$20,911,400

The largest single factor expected to impact transit services in the Central Front Range is whether an agency begins public transit service in Fremont County or Canon City. The current grass roots Transit

Advisory Committee is working on an initiative towards the development of a Rural Transportation Authority (RTA). The group plans to have an initiative on the ballot in November 2004. Transit service is needed within the county; however, several local agencies have shown they are not interested in providing transportation outside their current clientele.

Park County also faces a challenge managing growth and the traffic that accompanies. Currently, no public transit service is offered. However, the county, in coordination with Park County Senior Coalition, has undertaken a study to look at options for Park County Senior Coalition and for the county.

Other factors affecting transit in the Central Front Range Region include the fluctuation of Medicaid funding and the increasing number of program clients in the region. As presented in Chapter II, population is expected to increase in the region, which will directly affect the demand for transit service in the region. As the nation's economy and security remain unstable, the tourism market will fluctuate, as will the sales tax revenues in the region.

Public transit services in the Central Front Range Region do not begin to scratch the surface of transit need in the region. The transit agencies must provide good, efficient, and economically feasible service for local residents. Agencies are stretching budgets and maximizing the use of all services.

COORDINATION OPTIONS

Coordination of the various transit services provided in the Central Front Range Region provide opportunities to maximize the efficiency of management and administration, and result in having the appropriate number of vehicles, increase vehicle utility, and provide more production services overall. Currently, there are several coordination efforts with the Upper Arkansas Area Council of Governments (UAACOG), CC Rider, and Neighbor to Neighbor. A coordinated grant for transit services is an initial step to regional transit services. Other coordination efforts with Golden Age Shuttle and Fremont County Cab should continue. Coordination between Teller County Senior Coalition and City of Cripple Creek should begin. The City of Cripple Creek should subcontract with Teller Senior Coalition for services outside the Woodland Park area.

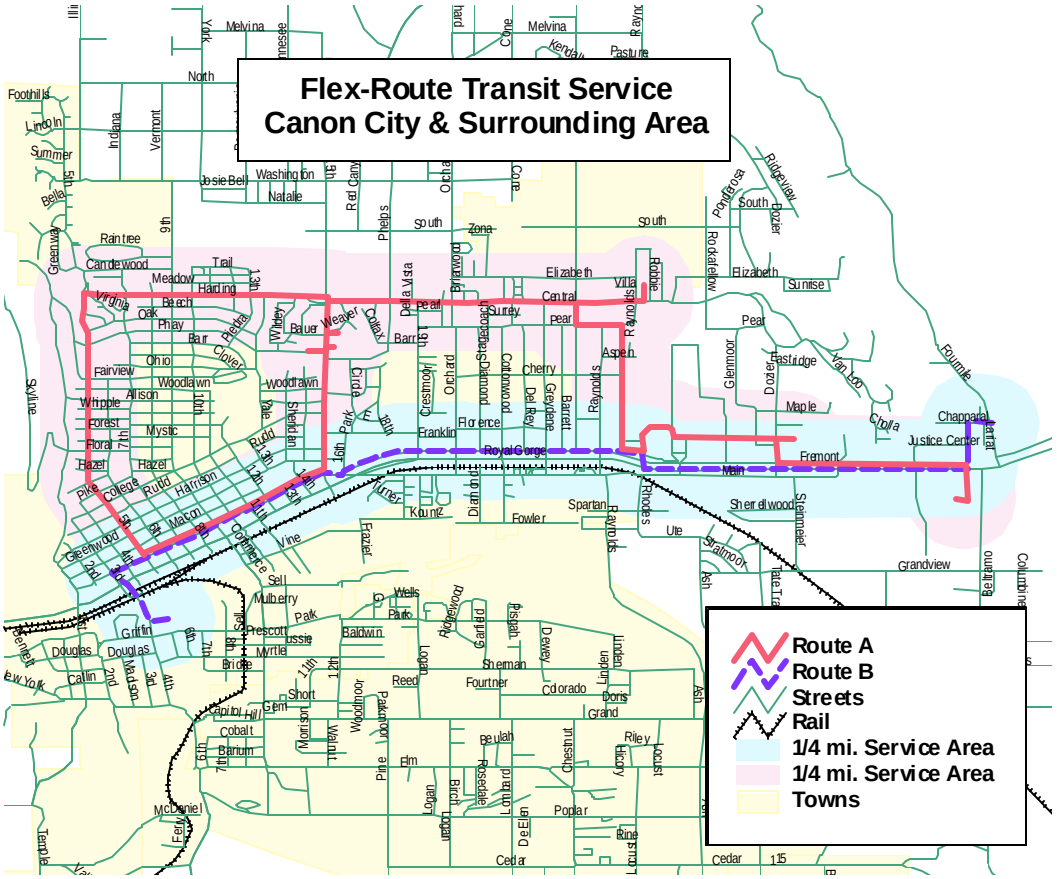
TRANSIT OPTIONS

The following text provides specific transit projects within the Central Front Range Region that may be introduced in the short term or may be funded in the next decade. This section of the chapter presents options for local transit agencies.

Canon City Public Transit Service

Transit service within Canon City should begin immediately. A CFR Transit Element Amendment was completed in 2003. The Plan included a flex-route service concept for the Canon City area. The flex-route service would operate, at a minimum, on a $60,000 budget. The service would be available Monday through Friday from 7:30 a.m. to 5:30 p.m. with designated stops around town. Figure V-1 shows the Flex-Route Service concept for the Canon City area.

Figure V-1



Canon City flex-route concept uses two vehicles to provide the service. Depending on customer requests, the service may need to be modified to a checkpoint service, with one route focusing on Main Street. After three months of service, the systemwide flex-routes should be analyzed and changes made accordingly to adjust to passenger needs.

Increase Teller County Senior Coalition service to Rural Areas

The residents of rural Teller County currently receive a limited amount of service from the Senior Coalition. To expand service by one more vehicle would double the existing budget, which would be approximately $63,000 more per year. If the Senior Coalition decides to open their doors to the general public, approximately half of the expenses could be paid through a Federal Transit Administration grant.

Hire Paid Driver – CC Rider

CC Rider currently operates the transit service with volunteers only. However, because the ridership has grown and the long distance to essential services, the service is limited. CC Rider should look at

hiring a paid driver. The volunteers would still be used as needed. The cost for a full-time paid driver would be approximately $25,000 per year.

Expand Service – Neighbor to Neighbor

Neighbor to Neighbor currently has two buses in service, one in Salida and one in Buena Vista. Neighbor to Neighbor is working with a local agency to help employ one full-time driver. The driver is not paid by Neighbor to Neighbor, but by the other agency. The job helps train the program participant and helps alleviate the volunteer base through Neighbor to Neighbor.

Neighbor to Neighbor has requests to provide additional service, especially to church on Sunday. To hire an additional full-time paid driver would be approximately $25,000 per year.

Park County Senior Coalition – Provide Public Transit Service

The current service in Park County is for seniors and disabled residents only. The service is primarily provided by volunteers with some special trips scheduled. One option for Park County is to open the doors to the general public and hire paid full-time drivers. The service could start begin with Monday-Wednesday-Friday service in each of the four areas. Four part-time drivers for three days per week would cost approximately $80,000 per year. More service would be phased in as needed.

The cost for the general public service could be supplemented by the Federal Transit Agency up to 50 percent. Other options that should be considered for service include a commuter route to the Denver metro area. This may include carpools or vanpools. The Senior Coalition could be the primary contact for this type of service. Funding for these transit services would need support from the local governments.

CHAPTER VI

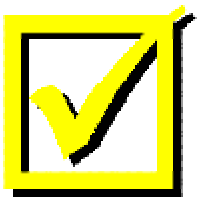
Evaluation Criteria and Project Ranking

The transit projects within this report will far exceed expected transit revenues over the next 25 years. Therefore, it is pertinent for the region to prioritize the transit projects. CDOT also prefers some consistency among the regions in the prioritization process, including transit.

CENTRAL FRONT RANGE CORRIDOR PRIORITIZATION

The *Central Front Range Regional Transportation Plan* developed a vision, strategies, and goals that were supported by evaluation criteria. The Regional Planning Commission approved these guidelines based on the CDOT *Colorado Regional Transportation Planning Guidebook.* Development of the adopted project prioritization process followed a three-step process.

Project Prioritization Criteria



The first step in the process was to develop the evaluation criteria. The following criteria were selected for the region. Although not all of the criteria apply directly to transit, these criteria have been used as transit projects may compete for funding with projects in other modes.

- $ Congestion
- $ Safety
- $ Ability to Implement
- $ Community Acceptance
- $ Integration of Modes
- $ Economic Impact
- $ Environment
- $ System Continuity
- $ System Preservation

Criteria Weighting

In the second step, each criterion is assigned a scoring range and weight for the score.

Project Evaluation

The third step in the process is to evaluate each project and assign a score for each of the criteria.

CORRIDOR EVALUATION

Each Central Front Range corridor was ranked using the criteria from the Regional Transportation Plan. Transit emerged as the high priority. The Regional Transportation Plan has the detailed information for this process. It must again be noted that the assumption *"Maintain Existing Service"* for all transit systems in the region is the highest priority.

CORRIDOR PRIORITIZATION

The application of evaluation criteria to corridors is a subjective process. No quantitative information is required to score each project. General CDOT guidelines may be used for the criteria. The corridor prioritization is described in detail in the 2030 Regional Transportation Plan.

CHAPTER VII
Long-Range Transit Element (2030)

INTRODUCTION

Transportation planning was once simple. It meant more money for more roads, especially freeways. Building roads was also simpler. There was more available land, better funding, fewer environmental constraints, and people clearly wanted more and better roads for their cars. Today the situation and the regulatory climate are much more complex. Clearly there is a crisis in transportation, but the only consensus on solutions may be that there is no easy solution. There are not enough transportation funds, preservation for right-of-way is not readily practiced in communities, and public opposition often arises. Yet the mobility needs of a growing population need to be met.

Making better use of our existing transportation system will require overcoming significant obstacles. Local governments and rural counties are hard-pressed to maintain the roads they have. The transportation issue itself is now interlinked with many complex issues. Air quality and transportation go hand-in-hand. Accommodating growth, land use, environmental concerns, and public safety directly relate to transportation. The state spending limit, budgeting process, and the economics of transportation tie the issue to a myriad of often conflicting or competing interests. This report focuses on the long-range and short-range transit alternatives to meet these transportation challenges.

This chapter presents the Long-Range 2030 Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, and a funding plan.

The Central Front Range is a challenging environment for public transportation due to the distinct rural nature of the area and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and the *lack of* dedicated local funding in the study area. A second constraint is the low residential density within the six counties, combined with scattered work destinations, which limit the ability of traditional transit service to efficiently serve an increasing number of people. Also, the demands stimulated from tourism industry, from visitors to employees to residents, present a different challenge. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The communities of each county are continuously working to update the general comprehensive plans, land use plans, and transportation plans within the study area. Changes in these plans are needed to meet the long-range transit needs and to develop a sustainable transit system for the future.

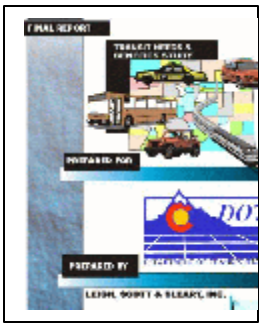
UNMET NEED

As mentioned previously, the existing transportation providers were presented in Chapter III, along with the transit demand for the region in Chapter IV. The following section summarizes unmet transit need for the area.

Unmet need has several definitions. This study introduces two different definitions of unmet need. The first unmet needs analysis is from the Statewide Transit Needs and Benefits Study, as presented

in Chapter IV. The second unmet needs analysis is from public feedback from the open houses, which were held in the Central Front Range Region on August 27, 2003 in Canon City and March 24, 2004 in Cripple Creek. The LSC Team received several comments and suggestions regarding the adequacy of transit services in the local area. The 2030 Regional Transportation Plan shows the details from the public meetings.

Statewide Transit Needs and Benefits Study



The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis. Chapter IV presents the detailed methodology for the TNBS.

The LSC Team updated the TNBS transit needs estimates using the recently released 2000 census numbers. The 2002 annual transit need estimates for the Central Front Range were 1,303,822 trips for the rural general public including youth and seniors; 15,370 trips for persons with disabilities, and 747,358 program trips. The total transit need in 2002 for the Central Front Range is estimated at 2,066,910 annual trips.

Table VII-1 presents a summary of the TNBS methodology for the Central Front Range. The table indicates that approximately eight percent of the existing transit need *is being* met with 89 percent of the transit need for the region unmet.

Table VII-1
2002 Transit Demand Summary
(TNBS Methodology)

Methodology	Srs./Youth/ Gen. Public	Disabled	Program	TOTAL DEMAND	Trips Provided*	Unmet Need
TNBS Central Front Range	1,303,822	15,370	747,358	2,066,910	230,200	89%

** Information from local providers.*

Source: LSC, 2004.

The TNBS approach used a combination of methodologies and aggregated the need for the Central Front Range. However, the approach used factors based on statewide characteristics and is not specific to the Central Front Range counties. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Unmet Need Based on Public Input

The purpose of the unmet transit needs analysis is to ensure that all reasonable unmet transit needs are met. Unmet transit needs are currently defined in terms of a couple of target groups—specifically,

people who are recognized as "transportation disadvantaged" and people who are "choice riders." An individual is considered "transportation disadvantaged" when his or her transportation needs are not adequately met by the automobile. The following are examples of people who meet this definition:

- *Individuals who do not own and/or operate an automobile for reasons of low income.*
- *Individuals who do not own and/or operate an automobile because of advanced age, physical disability, and/or mental impairment.*

The definition includes all individuals who, by virtue of their age, income, or disability, are not adequately served by the automobile. Transportation-disadvantaged persons are the primary targets for proposals to provide or expand public transportation services. Choice riders are those persons who have a vehicle available for transportation, but opt to utilize the public transportation system for any number of reasons—environmental consciousness, saving gas, parking too expensive, transit convenience, etc.

Local Meetings

This report addresses unmet needs based on input received from local citizens at open houses for the Regional Transportation Plan held August 27, 2003 and March 24, 2004. Comments and suggestions from those meetings are included in this Final Report and the 2030 Regional Transportation Plan, where appropriate.

To conclude, the second method of looking at unmet needs has several different aspects with unique transit needs around the region. Most suggestions from residents are realistic and were included in the 2030 Preferred Plan.

GAPS IN SERVICE AREAS

Going hand-in-hand with unmet needs are gaps in service areas. The existing regional transit services were presented in Chapter III and are used to identify gaps in the service area. The future transit projects presented in this report consciously plug some of the most glaring gaps in service. However, the funding sources for future projects are not dedicated and provoke the obvious question of "How will we pay for it?" Many sources could potentially be used, such as: higher fares charged, private/public partnerships, more county funding, more federal and state funds, rural transportation authority, and others.

The LSC Team looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobiles over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds. However, a fast, frequent, and reliable transit system would attract all market segments to the service.

There is no sugarcoating the fact that transit services cannot come close to paying for themselves. There is justification for public support given the benefits the proposed transit projects would provide in reducing traffic and protecting community character and improving the environment—but the options for who would pay, and how much, are pertinent issues.

REGIONAL NEEDS - PREFERRED PLAN

Each provider in the Central Front Range study area was asked to submit operational and capital projects for the next 25 years to address long-range transit needs. The projects discussed in the following pages are the 2030 Long-Range Preferred Plan for the Central Front Range, *not* the Constrained Plan. The Long-Range Constrained Plan is presented later in the chapter. The Preferred Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding.

Under TEA-21, transportation plans must show the ability to fund all proposed projects. This requirement has compelled the Central Front Range to focus on projects that are high-performing and cost-effective. The available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan that is not constrained by financial resources. Projects in the unconstrained list could be advanced through the amendment process to the Constrained Plan, if new funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

Table VII-2 presents a regional total for the long-range transit projects. The transit projects for the region for the next 20-plus years have an estimated cost of approximately $59.2 million dollars. This total includes operational and capital costs.

Table VII-2

2030 Long-Range Preferred Plan

Agency	Service	Annual Cost	Operating 25 Yr Cost 2030	Capital 25 Yr Cost 2030
City of Cripple Creek	Service Divide/Woodland Park (2 x per day; 5 days/wk)	$ 52,000	$ 1,040,000	
City of Cripple Creek	Canon City service (1 x per wk)	$ 16,640	$ 332,800	
City of Cripple Creek	Victor/Florissant (2 x per day; 5 days wk)	$ 52,000	$ 1,040,000	
Fountain Valley	Increase staff/wages (2 PT drivers & salary increase)	$ 30,000	$ 450,000	
Fountain Valley	Increase service hours (7a - 8p)	$ 30,000	$ 450,000	
Fountain Valley	Facility expansion			$ 200,000
Fountain Valley	Vehicle bus barn			$ 50,000
Fountain Valley	Other capital needs			$ 50,000
Fountain Valley	Service expansion (weekends)	$ 32,000	$ 320,000	
CC Rider	Add paid driver to staff	$ 13,000	$ 260,000	
CC Rider	Service expansion (5 days wk)	$ 80,000	$ 1,200,000	
Teller Sr Coalition	Service expansion (2 drivers)	$ 77,900	$ 1,558,000	
Teller Sr Coalition	Service expansion (4 drivers)	$ 108,000	$ 1,620,000	
Teller Sr Coalition	Vehicles for new service			$ 54,000
Golden Shuttle	Add paid driver to staff	$ 20,800	$ 416,000	
Golden Shuttle	Repair shop/parking garage			$ 25,000
CFR Region	Intercounty regional service (5 days wk; 7a - 6p)	$ 115,000	$ 1,725,000	
CFR Region	Vehicle & replacement for intercounty service			$ 150,000
CFR Region	W CFR service (Poncha Spgs/Salida/BV/Fairplay)	$ 115,000	$ 1,725,000	
CFR Region	Vehicle & replacement for W CFR service			$ 150,000
CFR Region	BV/Fairplay to Ski Area (2 x per wk)	$ 32,000	$ 480,000	
CFR Region	Vehicle & replacement for BV/Fairplay service			$ 150,000
CFR Region	CFR Westside airport service (on demand)	$ 12,000	$ 180,000	
CFR Region	Tipsy Taxi - BV/Salida	$ 33,280	$ 499,200	
CFR Region	Canon City/Florence Penrose service	$ 114,000	$ 1,716,000	
CFR Region	Vehicle & replacement for Canon expansion			$ 150,000
CFR Region	Chaffee County special event service (1 x mth)	$ 4,800	$ 96,000	
CFR Region	BV Circulator	$ 114,400	$ 1,716,000	
CFR Region	Canon City to Col. Spgs service	$ 41,600	$ 624,000	
CFR Region	Custer County special event service (1 x mth)	$ 4,800	$ 96,000	
CFR Region	Custer County to Col Spgs/Pueblo (2 x wk)	$ 41,600	$ 624,000	
CFR Region	Canon City Circulator	$ 208,000	$ 4,160,000	
CFR Region	Canon to Cripple Creek	$ 20,800	$ 312,000	
CFR Region	Canon to Westcliffe/Silver Creek	$ 37,440	$ 374,400	
CFR Region	Rideshare Program	$ 5,000	$ 120,000	
CFR Region	Salida Circulator	$ 160,600	$ 3,854,400	
CFR Region	Teller County rural service	$ 93,600	$ 2,246,400	
			$ 29,235,200	$ 979,000

FUNDING PLAN - FINANCIALLY-CONSTRAINED

This section of Chapter VII presents the funding plan for the Central Front Range Long-Range Financially-Constrained Plan. The revenue projections are presented along with alternative funding sources to be pursued by the agencies within the region. This Financially-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon.

Funding for transit services within the region will come from federal and local (public and private) sources. The Transportation Equity Act for the 21st Century (TEA-21) is the current legislation guiding the federal transit program. Under TEA-21, the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Central Front Range. Currently, no state funding is available for transit services in Colorado. Senate Bill 1 will result in state funding for transit, but no funds are anticipated for several years. The following text provides a short description of other existing funding sources.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. These funds are generally used for "big ticket" major capital investment projects, such as modernization of a fleet and expansion plans. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Total Section 5309 funding nationwide increased from a Fiscal Year 1997-98 level of $1.9 billion to a Fiscal Year 2001-02 apportionment of $2.8 billion. Approximately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. In Fiscal Year 2001-02, $7,672,725 was earmarked for projects in Colorado. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition—CASTA. The LSC Team encourages the transit agencies in the Central Front Range to join the CASTA coalition.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies that transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. In Fiscal Year 2001-02, Colorado received $994,098 for this program. Preliminary estimates by FTA Regional staff indicate that CDOT's apportionment for Fiscal Year 2002-03 was approximately $1,115,251.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provides funding assistance to communities with a population of less than 50,000. The Federal

Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. Most of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the Department of Transportation on a discretionary basis, and are typically used for capital purposes.

Cuts in this program have been substantially smaller than in the urbanized area program, equaling roughly 16.4 percent. According to FTA Regional staff, CDOT's apportionment for Fiscal Year 2002-03 was approximately $2,791,089—$538,500 more than last fiscal year.

5312 Research, Development, Demonstration, and Training Projects

The Secretary of Transportation may make grants or contracts that will help reduce urban transportation needs, improve mass transportation service, or help mass transportation service meet the total urban transportation needs at a minimum cost. The Secretary of Transportation may make grants to nonprofit institutions of higher learning:

- To conduct research and investigation into the theoretical or practical problems of urban transportation.
- To train individuals to conduct further research or obtain employment in an organization that plans, builds, operates, or manages an urban transportation system.

The grants could be for state and local governmental authorities for projects that will use innovative techniques and methods in managing and providing mass transportation.

5313 State Planning and Research Programs

Planning and research appropriations provided under 5338 are split in Section 5313. Fifty percent of the research grants are available to the Transit Cooperative Research Program (TCRP), and fifty percent are available to states to conduct their own research. The dollars for state research are allocated based on each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.

5319 Bicycle Facilities

These funds are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project under Sections 5307, 5309, and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.

Transit Benefit Program

The "Transit Benefit Program" is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee's cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

Under Section 132 of the IRC, employers can provide up to $100 per month to those employees who commute to work by transit or vanpool. A vanpool vehicle must have seating capacity of at least six adults, not including the driver, to qualify under this rule. The employer can deduct these costs as business expenses, and employees do not report the subsidy as income for tax purposes. The subsidy is a qualified transportation fringe benefit.

Under TEA-21, this program has been made more flexible. Prior to TEA-21, the transit benefit could only be provided in addition to the employee's base salary. With the passing of TEA-21, the transit pass may be provided as before, or can be provided in lieu of salary. In addition, the transit pass may be provided as a cash-out option for employer-paid parking for employees. To summarize, this program may not necessarily reduce an employer's payroll costs. Rather, it enables employers to provide additional benefits for employees without increasing the payroll.

Congestion Mitigation/Air Quality (CMAQ) ISTEA Funding

A strong new source of funding for many transit services across the country has been provided by the Congestion Mitigation/Air Quality (CMAQ) program, authorized through ISTEA. This funding is available to metropolitan areas that do not meet federal air quality standards regarding ozone or carbon monoxide. If any of the Central Front Range communities are designated as a non-attainment area in the future, these funds could be accessed.

Surface Transportation Program (STP)

The funds from this program may be spent on any road that is functionally classified as a collector or arterial for urban streets or as a major collector or arterial for rural areas. The type of projects may range from rehabilitation to new construction. These funds may also be used for transit projects.

Fifty percent of a state's STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the state at the discretion of the State Transportation Commission. For the remaining 20 percent of the funds, 10 percent must be spent on highway safety projects, and 10 percent must be spent on Transportation Enhancements. Enhancement projects can range from historic preservation and bicycle and pedestrian facilities to landscaping and water runoff mitigation.

Advantages

- Using federal funding reduces the need to raise funds locally, freeing up funds for other needed services.

Disadvantages

- Many organizations are frustrated by the "bureaucratic" requirements attached to using federal funding.
- Competition for federal funding is strong.
- Federal funding is never a certainty, especially given current federal efforts to reduce expenses and balance the budget.
- Only certain entities can secure funds.

Other Federal Funds

The US Department of Transportation funds other programs including the Research and Special Programs Administration (RSPA), and the National Highway Traffic Safety Administration's State and Community Highway Grants Program funds transit projects that promote safety.

A wide variety of other federal funding programs provide support for transportation programs for the elderly and handicapped. Some of these are currently being utilized in the region and others can be explored further, including the following:

- Retired Senior Volunteer Program (RSVP)
- $ Title IIIB of The Older Americans Act
- $ Medicaid Title XIX
- $ Veterans' Affairs
- $ Job Training Partnership Act (JTPA)
- $ Temporary Assistance for Needy Families (TANF)
- $ Developmental Disabilities
- $ Housing and Urban Development (Bridges to Work and Community Development Block Grants)
- $ Head Start
- $ Vocational Rehabilitation
- $ Health Resources and Services Administration
- $ Senior Opportunity Services
- $ Special Education Transportation
- $ Weed and Seed Program, Justice Department
- $ National Endowment for the Arts
- $ Rural Enterprise Community Grants, Agriculture Department
- $ Department of Commerce, Economic Development, and Assistance Programs
- $ Pollution Prevention Projects, Environmental Protection Agency
- $ Access to Jobs/Reverse Commute Program

State Funding Sources

The Colorado Legislature passed legislation that will provide state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are not anticipated until 2007 to 2009. Potential funding from this source could be as much as $24 million statewide.

Local Transit Funding Sources

A variety of local funds are available in the Central Front Range. Examples of local support that could be used for transit include the following: voluntary assessments of municipalities; contributions by major business associations; and taxes (sales tax, lodging tax, property tax, fuel tax, real estate tax). Many local agencies benefit from business support in the form of advertising. These and other local funding sources are discussed below.

- $ ***General Fund Appropriations:*** Counties and municipalities appropriate funds for transit operations and maintenance and for transit capital needs. Funds to be appropriated come generally from local property taxes and sales taxes. Competition for such funding is tough and local governments generally do not have the capacity to undertake major new annual funding responsibilities for transit.

- $ ***Advertising:*** One modest but important source of funding for many transit services is on-vehicle advertising. The largest portion of this potential is for exterior advertising, rather than interior "bus card" advertising. The potential funds generated by advertising placed within the vehicles are comparatively low.

- $ ***Voluntary Assessments:*** This alternative requires each participating governmental entity (cities and counties) and private businesses to contribute to funding of the system on a year-to-year basis. This alternative is common for areas that provide regional service rather than service limited to a single jurisdiction. An advantage of this type of funding is that it does not require voter approval. However, the funding is not steady and may be cut off at any time.

- $ ***Private Support:*** Financial support from private industry is essential to provide adequate transportation services in the Central Front Range. This financial support should continue even if an Authority is established to ensure that adequate service is provided. The major employers in the Central Front Range are potential sources of revenue.

- $ ***Transportation Impact Fees:*** Traditional methods of funding transportation improvements required by new development raise questions of equity. Sales and property taxes are applied to both existing residents and to new residents attracted by development. However, existing residents then inadvertently pay for public services required by the new residents. As a means of correcting this inequity, many communities nationwide, faced with strong growth pressures, have implemented development impact fee programs that place a fee on new development equal to the costs imposed on the community.

  Previous work by the LSC Team indicates that the levy of impact fees on real estate development has become a commonplace tool in many areas to ensure that the costs associated with a development do not fall entirely on existing residents. Impact fees have been used primarily for highways and roads, followed by water and sewer projects. A program specifically for mass transit has been established in San Francisco.

A number of administrative and long-term considerations must be addressed:

- It is necessary to legally ensure that the use on which the fees are computed would not change in the future to a new use with a high impact by placing a note restricting the use on the face of the plat recorded in public records.

- The fee program should be reviewed annually.

- The validity of the program, and its acceptability to the community, is increased if a time limit is placed on the spending of collected funds.

- TIF funds need to be strictly segregated from other funds. The imposition of a TIF program could constrain capital funding sources developed in the future, as a new source may result in a double payment.

- TIF fees should be collected at the time that a building permit is issued.

$ ***Lodging Tax:*** The appropriate use of lodging taxes (a.k.a. occupancy taxes) has long been the subject of debate. Historically, the bulk of these taxes are used for marketing and promotion efforts for conferences and general tourism. In other areas, such as resorts, the lodging tax is an important element of the local transit funding formula. A lodging tax can be considered as a specialized sales tax, placed only on lodging bills. As such, it shares many of the advantages and disadvantages of a sales tax. Taxation of this type has been used successfully in Park City, Utah; Sun Valley, Idaho; and Telluride, Colorado. A lodging tax creates inequities between different classes of visitors, as it is only paid by overnight visitors. Day visitors (particularly prevalent in the summer) and condominium/second homeowners, who may use transit as much as lodging guests, do not contribute to transit.

$ ***Sales Tax:*** A sales tax could be implemented with funds to go to transit services. Sales tax is the financial base for many transit services in the western United States. The required level of sales tax would depend upon the service alternatives chosen. One advantage is that sales tax revenues are relatively stable and can be forecast with a high degree of confidence. In addition, sales tax can be collected efficiently, and it allows the community to generate revenues from visitors in the area. This source, of course, would require a vote of the people to implement. In addition, a sales tax increase could be seen as inequitable to residents not served by transit. This disadvantage could be offset by the fact that sales taxes could be rebated to incorporated areas not served by transit. Transit services, moreover, would face competition from other services that may seek to gain financial support through sales taxes.

$ ***Ad Valorem Property Taxes for Capital Projects:*** Counties are authorized (Sec. 39-13-103) to impose property taxes for specific capital projects with voter approval.

$ ***Rural Transportation Authority:*** Legislation adopted in 1997 and amended in the 2000 session (CRS Sec. 43-4-603) provides authority for Colorado municipalities and counties (outside the RTD area) to establish RTAs. RTAs are able to impose a $10 annual vehicle registration fee and, with voter approval, may levy a sales tax of up to one percent and/or a visitor benefit fee (fee added to the lodging rate within the area) of up to two percent of the price of overnight lodging. Local governments have considerable flexibility in designing the boundaries of RTAs, which may include all or a portion of the areas of participating jurisdictions. An RTA is a regional, multi-jurisdictional entity that becomes a separate subdivision

of the state, but which operates pursuant to an intergovernmental agreement adopted by its member governments.

A visitor benefit fee was added to the statute in the 2000 legislative session. Extensive research would be required to estimate the funding potential from this source.

- $ ***Special Districts:*** Colorado local governments also may create a variety of local districts including special districts (CRS Sec. 32-1-101), service authorities (CRS Sec. 32-7-101), municipal general improvement districts (CRS Sec. 31-25-601), county public improvement districts (CRS Sec. 30-20-501), municipal special improvement districts (CRS Sec. 31-25-501), and county local improvement districts (CRS Sec. 30-20-601). In general, these districts are funded from fees or property taxes, with the exception of the county improvement district, which, with voter approval, may levy a sales tax of up to 0.5 percent. In general, these districts are limited in their usefulness as mechanisms for funding transit systems, particularly in a multi-jurisdictional setting.

- $ ***Local College Funding:*** A strategy to generate transit revenues from campus communities is to levy a student activity fee for transit services or an established amount from the college general fund. An activity fee would have to be approved by a majority of students and would be applied each semester or quarter of school.

The best and most versatile of the above funding sources for local and regional transit services will be the RTA, which offers more options for funding sources and much greater flexibility in designing the boundaries and makeup of a multi-jurisdictional transit system. As mentioned previously in this report, a grass roots initiative is underway for the RTA.

The RTA would be established and operate a transit district in the Central Front Range Region. Legislation allows the formation of a governmental unit that can "act" like a municipality in that it can enter into contracts, administer state and federal grants, collect sales tax or license plate revenues, own real and personal property, issue revenue bonds, and operate a transit system.

Denver RTD, the Roaring Fork Valley, and the Gunnison Valley District are the only established RTAs in Colorado. Funding for RTAs is not a simple process, since it often involves cities and counties. Each entity collects revenues, in accordance to what local citizens approved, which is passed on to the RTA for services. Forming the RTA is a very complex process which requires buy-in from local elected officials and community leaders, and is a time-consuming process.

Financially-Constrained Plan

The following section presents the financially-constrained transit plan for the Central Front Range. The long-range transit projects include the continuation of existing services. Table VII-3 presents the transit cost information for the Central Front Range. Table VII-4 shows the anticipated funding. The estimated total for the existing services over the next 25 years is approximately $27.2 million. This financially-constrained plan is the basis for developing the Short-Range Transit Element, presented in Chapter VIII.

Table VII-3
2030 Long-Range Constrained Plan

Agency	Service	Annual Cost	Operating 25 Yr Cost 2030	Capital 25 Yr Cost 2030
Canon City Providers		$ 270,290	$ 6,486,960	$ 1,408,000
Cripple Creek		$ 220,000	$ 5,280,000	$ 480,000
Fountain Valley		$ 165,000	$ 3,960,000	$ 1,600,000
Park County		$ 100,000	$ 2,400,000	$ 1,040,000
CC Rider		$ 15,000	$ 360,000	$ 208,000
Teller Sr. Coalition		$ 36,000	$ 864,000	$ 832,000
Golden Shuttle		$ 15,000	$ 360,000	$ 312,000
			$ 19,710,960	$ 5,880,000

Table VII-4
Anticipated Funding for Central Front Range

Funding Source	$
Local Funding	$24,902,417
FTA 5310	$818,250
FTA 5311	$1,428,825
2030 Total	$27,149,492

CHAPTER VIII

Short-Range Transit Element

INTRODUCTION

The LSC Team prepared this Final Report, which includes the Short-Range Transit Element for the Central Front Range. The Short-Range Plan establishes transit services which will be provided over the next six years.

2006 - 2011

SHORT-RANGE TRANSIT ELEMENT (Six-Year Transit Plan)

This section presents the Short-Range Transit Element. The Central Front Range shows maintaining the existing services as the plan for the next six years. CDOT requires dedicated funds to be used for the Short-Range Transit Element and the Central Front Range does not currently anticipate increased funding.

The major assumptions used in developing revenue and cost projections are sources *currently dedicated* to the transit agencies or to be realized over the short planning horizon.

The Short-Range Transit Element is the basis for operational plans for each transit provider within the Central Front Range. Each operator is responsible for developing their own detailed operational plans to implement the Short-Range Transit Element. The Short-Range Transit Element is used by the Colorado Department of Transportation in the evaluation of transit grant applications.

Service Plan – Central Front Range

The fiscally-constrained Short-Range Transit Element for the Central Front Range is presented in Table VIII-1. The CFR has several public transit providers in the region. One primary goal of the region is service in Fremont County and Park County. These services depend on the local support for transit service. The current economic status with statewide budget cuts and unsteady markets does not favor transit agencies. However, transportation is necessary to get employees to jobs and people to services. The primary funding sources for transit services in the Central Front Range are from local and county governments, fares/donations, and the federal government.

Table VIII-1
Short-Range Plan
2006-2011

	2006	2007	2008	2009	2010	2011
OPERATING COSTS						
City of Cripple Creek	$ 191,773	$ 191,773	$ 191,773	$ 191,773	$ 191,773	$ 191,773
Teller Senior Coalition	$ 66,495	$ 66,495	$ 66,495	$ 66,495	$ 66,495	$ 66,495
Ftn Valley Senior Program	$ 17,815	$ 17,815	$ 17,815	$ 17,815	$ 17,815	$ 17,815
Park County Senior Coalition	$ 63,477	$ 63,477	$ 63,477	$ 63,477	$ 63,477	$ 63,477
CC Rider	$ 9,860	$ 9,860	$ 9,860	$ 9,860	$ 9,860	$ 9,860
Golden Shuttle	$ 17,802	$ 17,802	$ 17,802	$ 17,802	$ 17,802	$ 17,802
Neighbor to Neighbor	$ 9,475	$ 9,475	$ 9,475	$ 9,475	$ 9,475	$ 9,475
Subtotal	*$ 376,696*	*$ 376,696*	*$ 376,696*	*$ 376,696*	*$ 376,696*	*$ 376,696*
CAPITAL COSTS						
City of Cripple Creek	$ 50,000		$ 50,000		$ 250,000	
Teller Senior Coalition			$ 50,000			
Ftn Valley Senior Program	$ 50,000				$ 50,000	
Park County Senior Coalition	$ 40,000		$ 40,000		$ 40,000	
CC Rider				$ 50,000		
Golden Shuttle						
Neighbor to Neighbor	$ 50,000			$ 50,000		
	$ 190,000	$ -	$ 140,000	$ 100,000	$ 340,000	$ -
Subtotal	*$ 190,000*		*$ 140,000*		*$ 340,000*	*$ -*
Expense Total	$ 566,696	$ 376,696	$ 516,696	$ 376,696	$ 716,696	$ 376,696
REVENUES						
Local Funding	$ 476,813	$ 286,813	$ 426,813	$ 286,813	$ 626,813	$ 286,813
FTA 5310	$ 32,730	$ 32,730	$ 32,730	$ 32,730	$ 32,730	$ 32,730
FTA 5311	$ 57,153	$ 57,153	$ 57,153	$ 57,153	$ 57,153	$ 57,153
Revenue Total	*$ 566,696*	*$ 376,696*	*$ 516,696*	*$ 376,696*	*$ 716,696*	*$ 376,696*

Source: 2005 Constant Dollars

Appendix A: Transportation Provider Survey

CENTRAL FRONT RANGE
2030 Regional Transportation Plan

CFR 2030 Transit Element -
Transit Survey

Section 1: Transportation Provider Informations

Organization: _____

Address: _____

_____

Phone: _____

Fax: _____

Contact Person: _____

Title/Dept.: _____

E-mail Address: _____

Who is eligible for transportation service with your agency? (check all that apply)

- ❑ Elderly (60+) Non-disabled
- ❑ Elderly Disabled
- ❑ Non-elderly Disabled (mental/physical)
- ❑ Low Income
- ❑ Youth
- ❑ General Public
- ❑ Other _____

What type of service does your agency provide?

- ❑ Fixed-Route (FR)
- ❑ Demand-Response (DR)
- ❑ Both FR and DR
- ❑ Route Deviation
- ❑ Other _____

Does your agency provide contract service?

- ❑ Yes. If YES, FR or DR (circle the correct response)
- ❑ No

How many days per week do you regularly provide transit service?

Days _____

How many weeks per year do you regularly provide transit service?

Weeks _____

How many people at your agency are involved in transit?

# of Full-time employees _____

# of Part-time employees _____

How many drivers do you employ?

TYPE OF DRIVER	# Year-round	# Seasonal
Full-time Drivers		
Part-time Drivers		
Volunteer Drivers		

Are your drivers required to be CDL-certified?

- ❑ **Yes**
- ❑ **No**

How many vehicles do you have in service on an average day?

# of Vehicles _____

How many vehicles do you have in service for peak periods?

# of Vehicles _____

What are your peak period hours?

From _____ to _____

From _____ to _____

From _____ to _____

Section 2: Transportation Cost Information

FIXED-ROUTE SERVICE ONLY

(Demand-response information goes on the following page.)

Please provide your agency's annual passenger transportation costs for FIXED-ROUTE services. Use Calendar Year 2002 information. If the information for 2002 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year. _____

OPERATING COSTS – FIXED-ROUTE (variable/direct)	**ANNUAL COST ($)**
Labor	
Driver(s) Salary	**$**
Other salaries	**$**
Fringe Benefits	**$**
Services	
Professional and technical services	**$**
Advertising fees	**$**
Temporary help	**$**
Vehicle maintenance services (including parts)	**$**
Custodial services	**$**
Other services	**$**
Materials & Supplies	
Fuel and lubricants	**$**
Tires and tubes	**$**
Utilities	**$**
Casualty and Liability Costs	**$**
Taxes	
Property tax	**$**
Vehicle licensing and registration fees	**$**
Other taxes	**$**
Purchased Transportation Service	**$**
Leases and Rentals	
Passenger shelters	**$**
Vehicles	**$**
Facilities	**$**
Miscellaneous Expense	
Dues and subscriptions	**$**
Travel and meetings	**$**
Other miscellaneous expense	**$**
TOTAL OPERATING COSTS	**$**

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3 years, divide by 3 and enter the averages below.

CAPITAL COSTS – FIXED-ROUTE (3-year average)	**ANNUAL COST ($)**
Vehicles	**$**
Facilities	**$**
Equipment	**$**
TOTAL CAPITAL COSTS	**$**

Section 2: Transportation Cost Information (cont.)

DEMAND-RESPONSIVE SERVICE ONLY

Please provide your agency's annual passenger transportation costs for DEMAND-RESPONSE services. Use Calendar Year 2002 information. If the information for 2002 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year. _____

OPERATING COSTS – DEMAND-RESPONSE (variable/direct)	**ANNUAL COST ($)**
Labor	
Driver(s) Salary	**$**
Other salaries	**$**
Fringe Benefits	**$**
Services	
Professional and technical services	**$**
Advertising fees	**$**
Temporary help	**$**
Vehicle maintenance services (including parts)	**$**
Custodial services	**$**
Other services	**$**
Materials & Supplies	
Fuel and lubricants	**$**
Tires and tubes	**$**
Utilities	**$**
Casualty and Liability Costs	**$**
Taxes	
Property tax	**$**
Vehicle licensing and registration fees	**$**
Other taxes	**$**
Purchased Transportation Service	**$**
Leases and Rentals	
Passenger shelters	**$**
Vehicles	**$**
Facilities	**$**
Miscellaneous Expense	
Dues and subscriptions	**$**
Travel and meetings	**$**
Other miscellaneous expense	**$**
TOTAL OPERATING COSTS	**$**

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3 years, divide by 3 and enter the averages below.

CAPITAL COSTS – DEMAND-RESPONSE (3-year average)	**ANNUAL COST ($)**
Vehicles	**$**
Facilities	**$**
Equipment	**$**
TOTAL CAPITAL COSTS	**$**

Section 3: Revenue Information

Please provide your agency's annual passenger transportation revenues. Use Fiscal Year 2002 information.

REVENUE SOURCE	**AMOUNT ($)**
Fares/Donations	**$**
Advertising	**$**
Dedicated transit tax	**$**
Grants	
FTA 5307 (urbanized)	**$**
FTA 5309 (discretionary capital)	**$**
FTA 5310 (elderly & disabled)	**$**
FTA 5311 (rural)	**$**
Other federal grants (CMAQ, FHWA, etc.)	
Other #1 (name)	**$**
Other #2 (name)	**$**
Other #3 (name)	**$**
Other #4 (name)	**$**
Other miscellaneous grants	
Other #1 (name)	**$**
Other #2 (name)	**$**
TOTAL OF ALL GRANTS	**$**
Contracts	
Developmental Services	**$**
Head Start	**$**
Medicaid	**$**
Older Americans	**$**
Other #1 (name)	**$**
Other #2 (name)	**$**
Other #3 (name)	**$**
TOTAL OF ALL CONTRACT REVENUE	**$**
Other revenue sources	**$**
	$
TOTAL REVENUES	**$**

Section 4: Transportation Conditions

The following questions will help measure existing conditions. The information is also needed to determine current deficiencies, future needs, and project costs for the planning horizon. Please be as specific as possible when answering the questions. Since the questions are more descriptive, you may fill in the answers on this sheet or supply us with the answers on sheets generated by your own agency.

What are the major transportation needs of your agency in the short term (1 – 6 years)? Please list specific projects. Some examples include the following: Replacement of 4 large buses at a cost of $250,000 each; 2 minibuses at $50,000 each; New service to the shopping mall with 30 minute headways at a cost of $500,000 annually; 1-day per week demand-response service to the elderly apartments at a cost of $20,000 annually; 4 new bus shelters at $1,000 each; New schedules printed, estimated cost with labor and materials $5,000; Hire 1 dispatcher at $18,000 annually.

_____

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What are the major transportation needs of your agency in the long term (7 – 20 years)? Please list specific projects, such as the above examples.

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Section 5: Service Information

Please provide information about general public transit services that your organization provides. Annual trips should be recorded as one-way or unlinked trips.

Service Performance

Service Type	Annual Veh. Miles	Annual Veh. Hours	Annual Pass. Trips
Fixed-Route			
ADA Services			
Demand-Response			
Other			
TOTAL SERVICE			

Passenger Information

Please list the number of rides provided. Record each ride in one category only.

Category	Contracted	Non-contracted
Elderly (60 yrs +)		
Under 60 yrs.		
Disabled		
TOTAL RIDES		

We hope to obtain as much of this information as possible at the beginning of the study. Each agency plays a key role in transportation and we will make every attempt to include each entity. The items which we will need include:

- Any reports or brochure regarding transit services – copies of the most recent TDPs.
- Organizational chart of each transportation provider.
- Hours of operation for each transit provider.
- Ridership for each transit provider; average daily and total for the past 3 years.
- Variations in ridership by time of day, day of the week month of the year, and year-to-year, and if possible, broken down by type of passenger (general public, elderly, disabled, etc.), and or route.
- Fares charged by each transit agency.
- Total vehicle-miles and vehicle-hours of service for the most recent year.
- List of intercity providers (Amtrak, Greyhound, etc.).

Section 6: Vehicle Fleet Inventory

Vehicle Inventory

Please include a vehicle inventory sheet. Information should include vehicle make, model, year, replacement year, seating capacity, wheelchair tiedowns, condition.

Section 7: Service Areas

The final section of the Survey includes service area information. Please provide a written description of your transportation services offered and the service area. Please specify the approximate boundaries of the service area and location of regular routes.

Please return this information to:

Corinne Donahue
LSC Transportation Consultants, Inc.
101 North Tejon Street, Suite 200
Colorado Springs, CO 80903

Telephone: 800-677-1671
FAX: (719) 633-5430
Email: CLDONAHUE@LSCCS.COM

Please do not hesitate to call if you have any questions.

DUE: MONDAY, AUGUST 4, 2003

THANK YOU FOR YOUR HELP!

Appendix A: Transportation Provider Survey

CENTRAL FRONT RANGE
2030 Regional Transportation Plan

CFR 2030 Transit Element -
Transit Survey

Section 1: Transportation Provider Information

Organization: _____

Address: _____

_____

Phone: _____

Fax: _____

Contact Person: _____

Title/Dept.: _____

E-mail Address: _____

Who is eligible for transportation service with your agency? (check all that apply)

- ❑ Elderly (60+) Non-disabled
- ❑ Elderly Disabled
- ❑ Non-elderly Disabled (mental/physical)
- ❑ Low Income
- ❑ Youth
- ❑ General Public
- ❑ Other _____

What type of service does your agency provide?

- ❑ Fixed-Route (FR)
- ❑ Demand-Response (DR)
- ❑ Both FR and DR
- ❑ Route Deviation
- ❑ Other _____

Does your agency provide contract service?

- ❑ Yes. If YES, FR or DR (circle the correct response)
- ❑ No

How many days per week do you regularly provide transit service?

Days _____

How many weeks per year do you regularly provide transit service?

Weeks _____

How many people at your agency are involved in transit?

# of Full-time employees _____

# of Part-time employees _____

How many drivers do you employ?

TYPE OF DRIVER	# Year-round	# Seasonal
Full-time Drivers		
Part-time Drivers		
Volunteer Drivers		

Are your drivers required to be CDL-certified?

- ❑ **Yes**
- ❑ **No**

How many vehicles do you have in service on an average day?

# of Vehicles _____

How many vehicles do you have in service for peak periods?

# of Vehicles _____

What are your peak period hours?

From _____ to _____

From _____ to _____

From _____ to _____

Section 2: Transportation Cost Information

FIXED-ROUTE SERVICE ONLY

(Demand-response information goes on the following page.)

Please provide your agency's annual passenger transportation costs for FIXED-ROUTE services. Use Calendar Year 2002 information. If the information for 2002 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year. _____

OPERATING COSTS – FIXED-ROUTE (variable/direct)	**ANNUAL COST ($)**
Labor	
Driver(s) Salary	**$**
Other salaries	**$**
Fringe Benefits	**$**
Services	
Professional and technical services	**$**
Advertising fees	**$**
Temporary help	**$**
Vehicle maintenance services (including parts)	**$**
Custodial services	**$**
Other services	**$**
Materials & Supplies	
Fuel and lubricants	**$**
Tires and tubes	**$**
Utilities	**$**
Casualty and Liability Costs	**$**
Taxes	
Property tax	**$**
Vehicle licensing and registration fees	**$**
Other taxes	**$**
Purchased Transportation Service	**$**
Leases and Rentals	
Passenger shelters	**$**
Vehicles	**$**
Facilities	**$**
Miscellaneous Expense	
Dues and subscriptions	**$**
Travel and meetings	**$**
Other miscellaneous expense	**$**
TOTAL OPERATING COSTS	**$**

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3 years, divide by 3 and enter the averages below.

CAPITAL COSTS – FIXED-ROUTE (3-year average)	**ANNUAL COST ($)**
Vehicles	**$**
Facilities	**$**
Equipment	**$**
TOTAL CAPITAL COSTS	**$**

Section 2: Transportation Cost Information (cont.)

DEMAND-RESPONSIVE SERVICE ONLY

Please provide your agency's annual passenger transportation costs for DEMAND-RESPONSE services. Use Calendar Year 2002 information. If the information for 2002 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year. _____

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