



San Luis Valley 2030 Regional Transportation Plan - Transit Element



San Luis Valley 2030 Regional Transportation Plan Transit Element

Final Report

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CHAPTER I

Introduction

The San Luis Valley Developmental Resource Group (DRG), on behalf of the San Luis Valley Regional Planning Commission (RPC), contracted with URS Corporation, Ostrander Consulting and LSC Transportation Consultants, Inc. (LSC) to prepare the San Luis Valley 2030 Regional Transportation Plan. This Final Report presents the Transit Element for Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache 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. Figure I-1 shows the location of the study area within the State of Colorado.



PROJECT PURPOSE

This 27-Year Transit Element will be incorporated into the Regional Transportation Plan and will become the transit planning document for the Regional Planning Commission and the transit service providers within the San Luis Valley. 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 San Luis Valley RPC will use the 2030 Transit Element for allocating available funds and project prioritization.

ORGANIZATION OF THE REPORT

Chapter II presents the existing socioeconomic and environmental profile of the San Luis Valley. 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 an analysis of the demand for transit services in the San Luis Valley. Chapter V provides information on the goals, objectives, and supporting policies gathered by the LSC Team. Chapter VI presents transit alternatives for the San Luis Valley. These include service and capital alternatives. Chapter VII reviews the evaluation criteria used in the *San Luis Valley Colorado Regional Transportation Plan*.

Chapter VIII 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, a policy plan for the San Luis Valley Transportation Planning Region (TPR), and a funding plan. This chapter identifies a policy plan for the San Luis Valley, which identifies policies and strategies for transit service within the region.

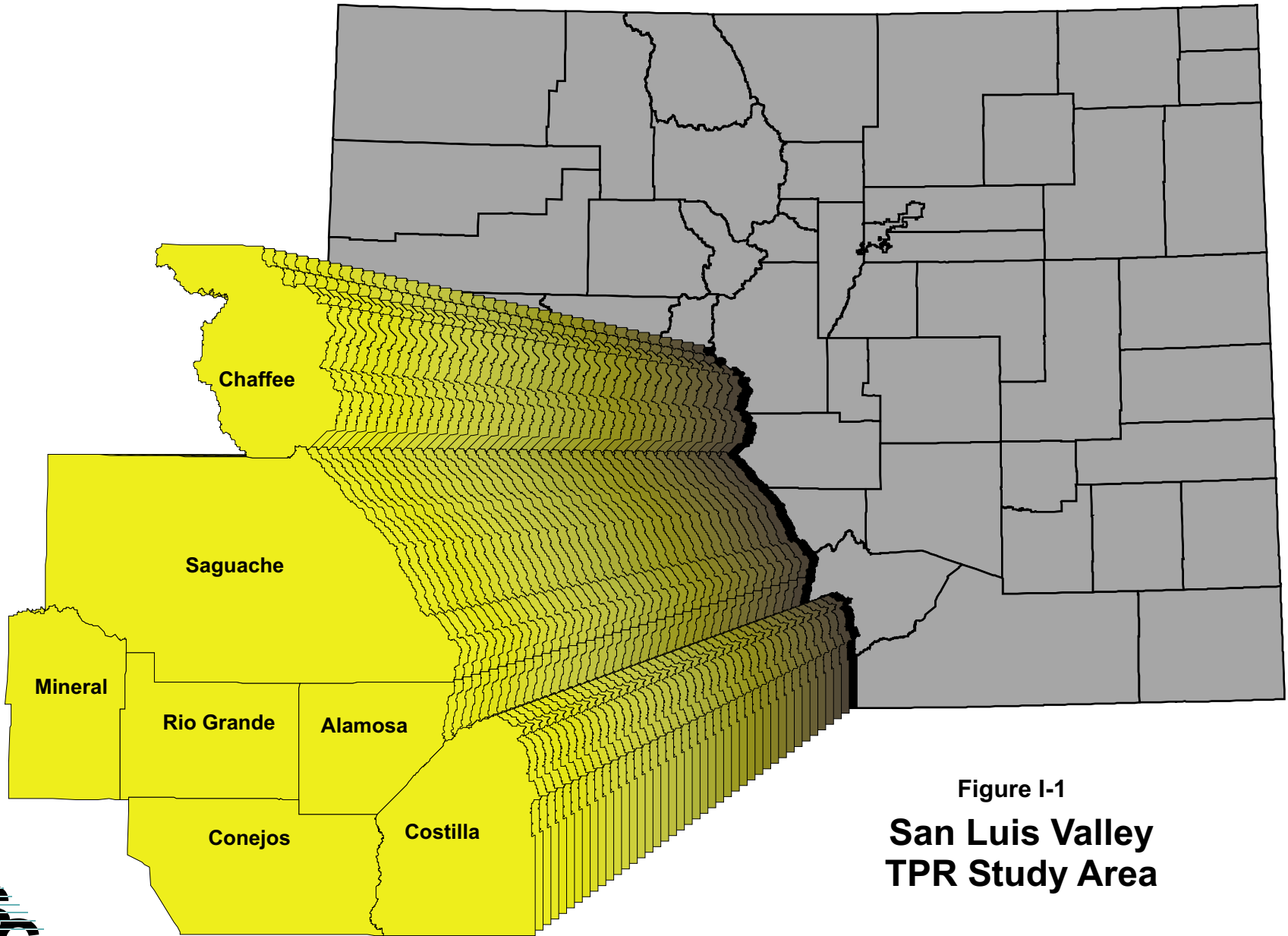


Figure I-1
**San Luis Valley
TPR Study Area**

Chapter IX presents the Short-Range Element for the San Luis Valley over the next eight years. This chapter includes the eight-year program of prioritized projects for each transit provider within the study area. The LSC Team chose to make the Short-Range Plan for eight years instead of the typical six years. This is due to the cycle of planning periods for the Statewide Transportation Plans. 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 seven-county study area. This will include investigating the different areas and how transportation needs vary across the study area. The needs of the rural areas in Saguache County are very different from the transit needs within the City of Alamosa. This study presents both a Short-Range and Long-Range Transit Element. The Short-Range Transit Element is the basis for operational plans for each transit provider within the region for 2004-2011. The Long-Range Transit Element provides a vision for the quality of life and transportation goals to support that vision. The Long-Range Transit Element will present the Preferred Transit Plan and also a 27-year Financially-Constrained Plan.

An initial “Kick-off Meeting” of the Transit Advisory Committee and local concerned citizens was held in Alamosa on April 29, 2003. The Transit Advisory Committee met to discuss project goals, priorities, and updated transit information. The last time the TAC met was approximately three years ago. The LSC Team explained the accelerated time schedule to the TAC and emphasized the need for quick data collection and local cooperation to apply for 2004/2005 federal funds for public transportation in the valley.



PUBLIC INVOLVEMENT

Throughout the planning process, public involvement is key to the success of the transit plan for the community. Public meetings were scheduled for May 29, 2003 in Alamosa, La Jara, and Monte Vista, specifically for the 2030 Transit Element. Other public open houses were also scheduled for the Regional Transportation Plan. Comments from these meetings are shown in the 2030 Regional Transportation Plan. Citizen participation is welcome and appreciated.

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.

SAN LUIS VALLEY REGIONAL TRANSPORTATION PLAN

San Luis Valley TPR Regional Mission

The following statement is the transportation vision for the 2030 San Luis Valley Regional Transportation Plan:

The San Luis Valley envisions a transportation system that supports the region's agricultural and tourism-based economies 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 San Luis Valley Transportation Planning Region.

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

SUMMARY OF LOCAL ISSUES

The list of issues presented in the following text were identified from a variety of sources including previous reports, the inventory of existing providers, interviews with transit managers, and the Kick-off Meeting. Issues have been identified that may require short-range or long-range actions. Each of the issues was considered when developing short-range and long-range plans for the study area. These issues, as well as others that are identified during the process, are addressed in this planning effort:

- What are the locations of services, employment, and residential areas which should be served?
- What is the level of demand for public transportation services? What are the current and projected unmet needs? How do the needs compare for service within the five counties, as well as adjacent counties?
- What is the key to successful transportation in the San Luis Valley. Other attempts have failed—what does it take to make it work?
- What are the current and future commute patterns within the region and among adjoining regions?
- How can regional mobility be enhanced?
- What coordination efforts could provide for effective and efficient use of available resources?
- Regional coordination—land use and transportation planning efforts.
- Safety.

These issues listed above and others were addressed as part of the 2030 Regional Transit Element.

CHAPTER II

Socioeconomic and Environmental Profile

Transportation has always played an important role for Colorado, and in particular the San Luis Valley. The study area for this 27-Year Transit Element includes Alamosa, Costilla, Rio Grande, Conejos, Saguache, Chaffee, and Mineral Counties, covering an area of approximately 9,206 square miles. The seven-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 numerous tourist attractions and recreational opportunities in the area.



The San Luis Valley Region has a 2000 total population of 62,432. Chaffee and Alamosa Counties have the largest populations within the region. Detailed county demographic information for each county is presented in the 2030 Regional Transportation Plan and is not 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.

MAJOR TRANSIT DESTINATIONS

Major transit destinations are important in terms of land use, trip generation rates, and their ability to be served by public transit. The towns within each county serve as activity centers for the surrounding rural areas for shopping, employment, medical treatment, and personal business. The City of Alamosa is the major hub of shopping, business, and medical facilities for much of the valley. Monte Vista serves as a secondary center for activity in the valley.

Major shopping for the valley is in Alamosa due to the Kmart, Wal-Mart, City Market, and Safeway. Most of the counties have clinics to serve medical needs of local residents. Four hospitals are located in the San Luis Valley. Valley-Wide Health Systems and San Luis Valley Medical Center are located in Alamosa. Conejos County Hospital in La Jara serves the medical needs for Conejos County. In Del Norte, St. Joseph Hospital is a major facility that serves many of the medical needs in Rio Grande County, as well as the rest of the valley.

ECONOMY AND POPULATION DATA

The economy of San Luis Valley is very dependent on agriculture and the services industry. As mentioned before, the 2030 Regional Transportation Plan includes detailed economic data for each county along with 2030 population projections. This Transit Element, in coordination with that Plan, does not repeat that information, but provides a summary of demographic information pertinent 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 elderly population, mobility-limited population, and below poverty population. These types of data are important to the various methods of demand estimation as shown in Chapter IV. These are also population groups identified under Title VI and Environmental Justice.

**Table II-1
Transit-Dependent Population Characteristics for SLV**

County	Land Area (sq.ml.)	Total Number of Elderly 60 & over		Mobility-Limited (16-64) Population		Below-Poverty Population		Total Population (Persons)	Zero Vehicle Households		Total Households
		#	%	#	%	#	%	#	#	%	#
Alamosa	723.0	2,030	13.6%	474	3.2%	2,992	20.0%	14,966	460	8.4%	5,467
Chaffee	1,013	3,637	22.4%	275	1.7%	1,737	10.7%	16,242	350	5.3%	6,584
Conejos	1,287	1,626	19.4%	324	3.9%	1,918	22.8%	8,400	256	8.6%	2,980
Costilla	1,227	825	22.5%	287	7.8%	978	26.7%	3,663	170	11.3%	1,503
Mineral	876	201	24.2%	21	2.5%	85	10.2%	831	15	4.0%	377
Rio Grande	912	2,443	19.7%	660	5.3%	1,769	14.3%	12,413	359	7.6%	4,701
Saguache	3,168	886	15.0%	231	3.9%	1,325	22.4%	5,917	205	8.9%	2,300
TOTAL	9,206	11,648	18.7%	2,272	3.6%	10,804	17.3%	62,432	1,815	7.6%	23,912

Source: 2000 US Census of Population and Housing, STF 3.

Elderly Population

Elderly persons (age 60 or older) represent 19 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 San Luis Valley. 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 four percent of the study area. Figure II-2 shows the percentage of the mobility-limited population in the study area.

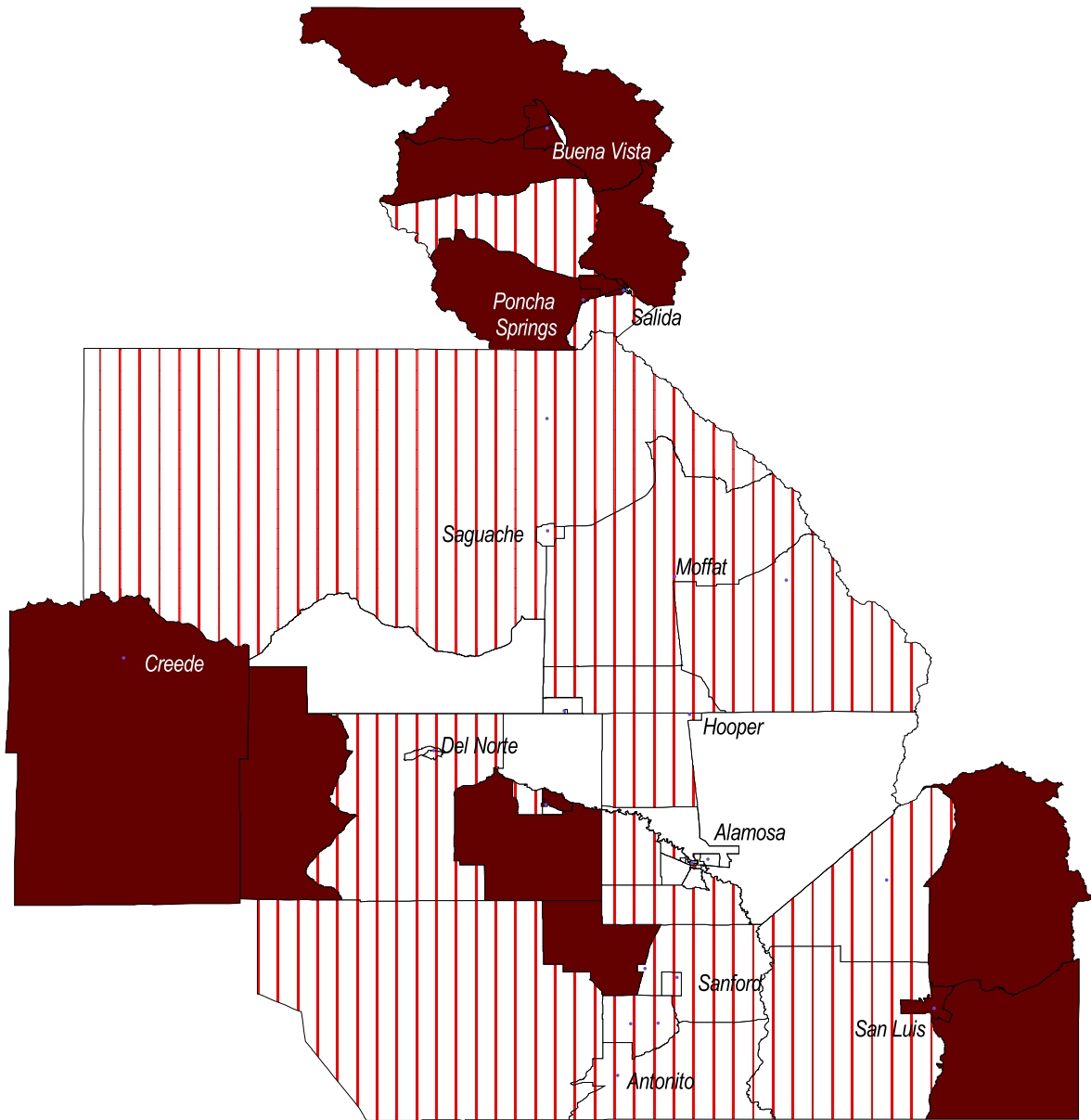
Low-Income Population

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 San Luis Valley had 17 percent (10,804) 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 1,815 households did not have a vehicle in 2000, representing about eight percent of the total households. The highest density for zero-vehicle households is in San Luis. Zero-vehicle households in Costilla County are about 11 percent of the total households.

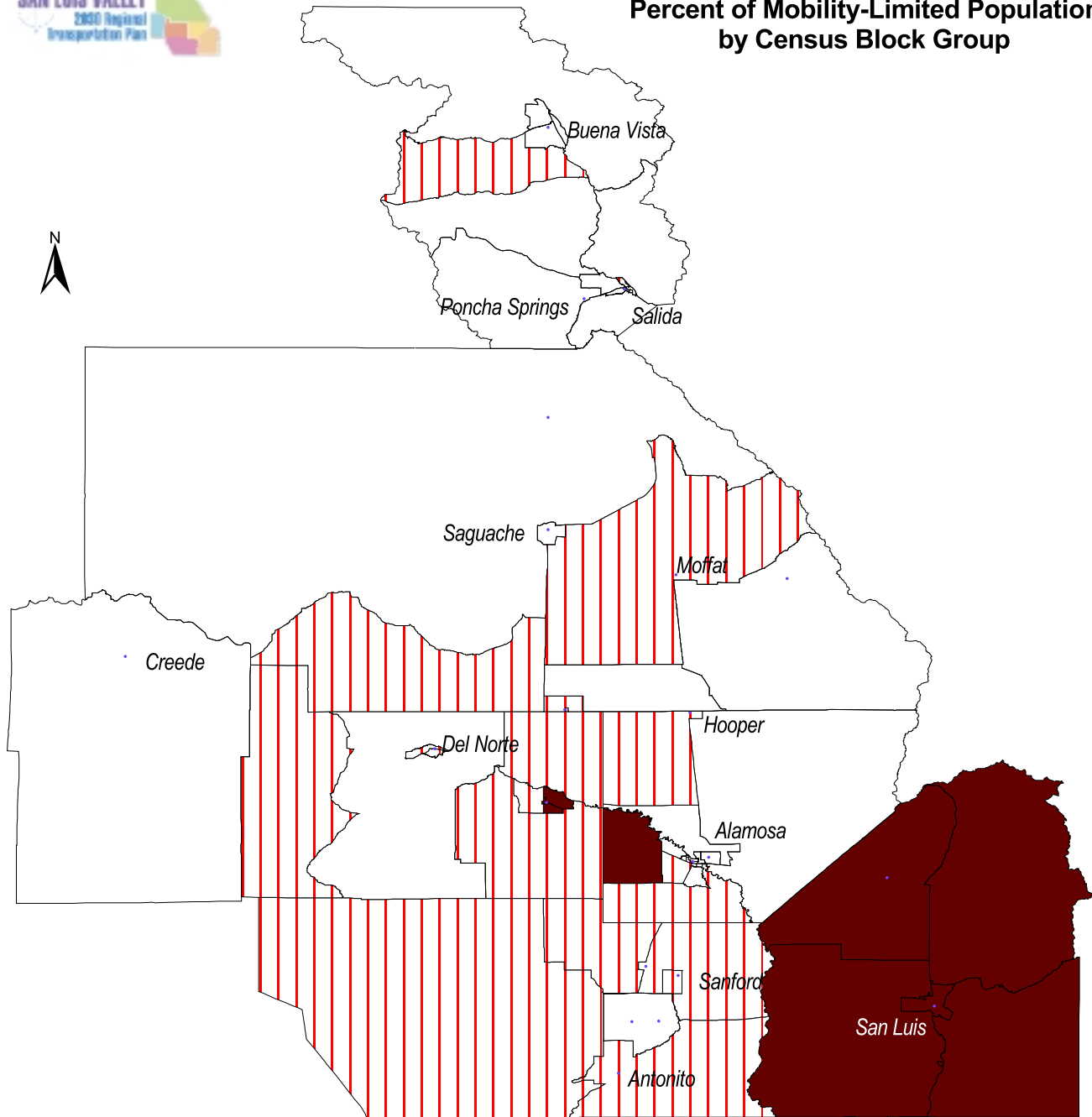
**Figure II-1
Percent of Elderly (60+) Population
by Census Block Group**



Percent of Elderly Population

- 0 - 13% elderly
- 14 - 22% elderly
- 23% or more elderly

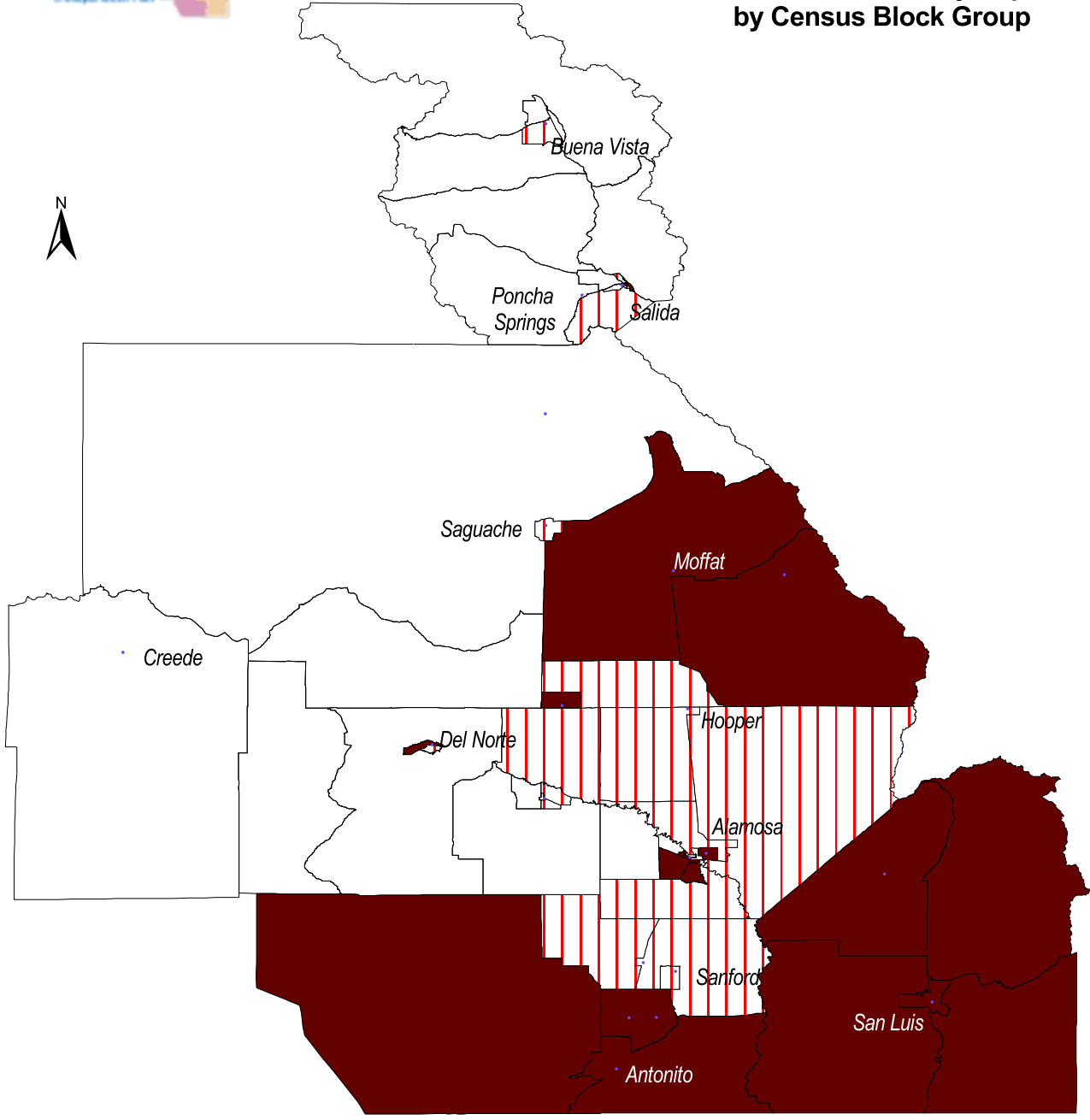
Figure II-2
Percent of Mobility-Limited Population
by Census Block Group



Percent of Mobility-Limited Population

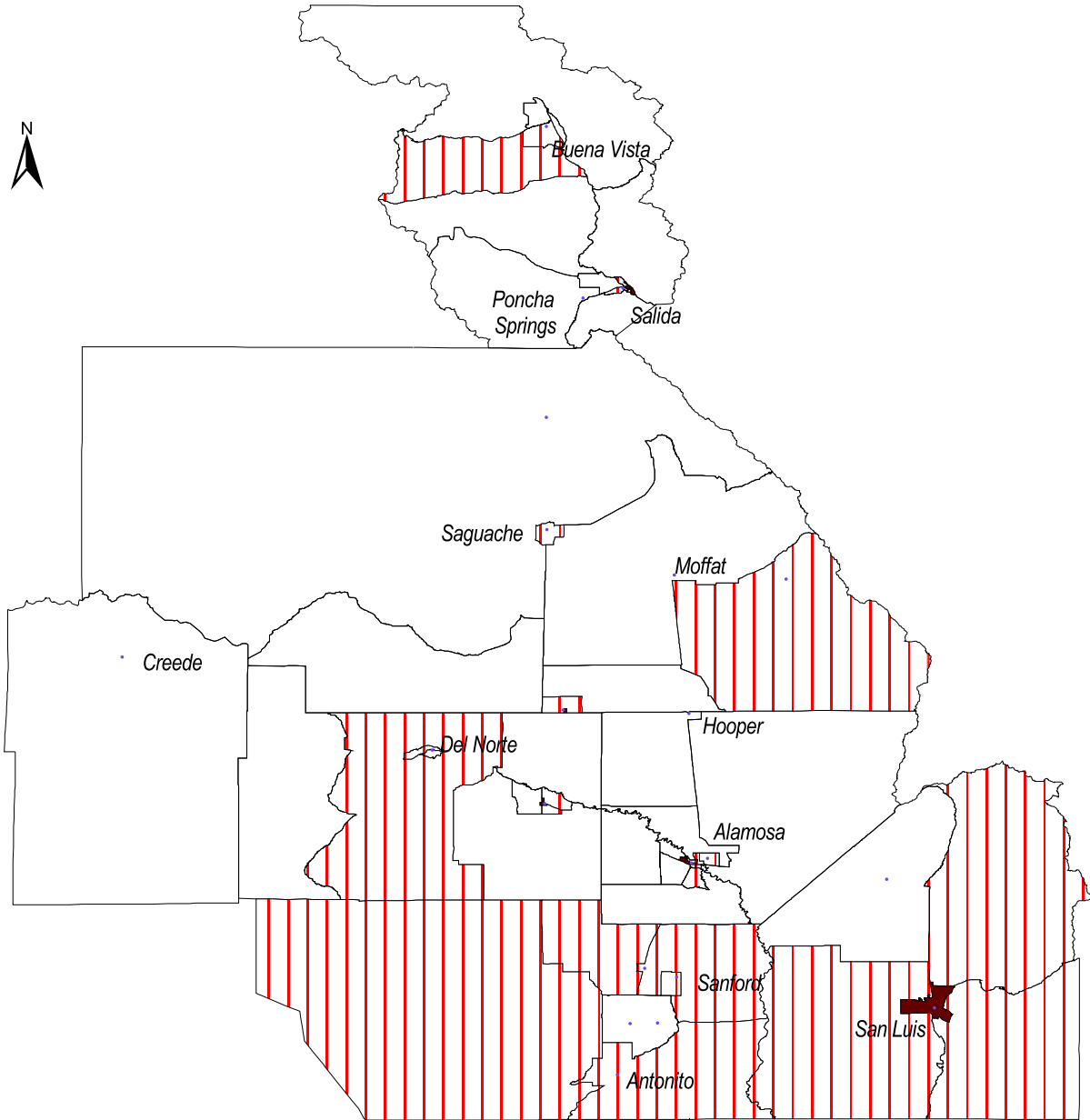
- 0 - 3% mobility-limited
- 4 - 6% mobility-limited
- 7 or more mobility-limited

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



Percent of Below Poverty Population
 0 - 11% below poverty
 12 - 21% below poverty
 22 or more below poverty

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



Percent of 0-vehicle Households

- 0 - 2% 0-veh hhds
- 3 - 5% 0-veh hhds
- 6% or more 0-veh hhds

CHAPTER III

Existing Transportation Systems

INTRODUCTION

Chapter III reviews the existing transportation provided within the San Luis Valley study areas. The chapter discusses current transportation services available to the communities in the San Luis Valley.

TRANSPORTATION PROVIDER SURVEY

A Transportation Provider Survey, shown in Appendix A, was sent to all existing providers that were identified in the San Luis Valley. Transportation providers that returned this survey are listed below.

- Blue Peaks Developmental Services, Inc.
- Costilla County Senior Citizen Club, Inc.
- Neighbor to Neighbor Volunteers
- Norm's Transportation Service
- Red Willow, Inc., d.b.a. San Luis Valley Transportation
- San Luis Valley Mental Health Center
- Tri-County Senior Citizens and Housing
- Valley-Wide Health Services
- Veterans Transportation

Other transportation services in the valley were sent surveys; the LSC Team did not receive responses to the survey. Based on phone interviews, other local transportation contacts, and the previous Transit Development Plan (TDP) Update completed in 1993, general comments and information have been provided for these providers listed below:

- Alamosa Senior Citizens, Inc.
- Antonito Senior Center
- Head Start
- Little Stinker's Taxi Cab Service
- Northern Seniors
- San Juan Care Center

TRANSPORTATION INVENTORY

Blue Peaks Developmental Services, Inc.

Blue Peaks Developmental Services provides specialized transit in the San Luis Valley. The agency was formerly known as the San Luis Valley Center for the Handicapped. Blue Peaks is a private nonprofit organization providing services for developmentally disabled persons within the San Luis Valley six-county area. Blue Peaks operates a workshop at its central administrative office location in Alamosa, as well as several decentralized group homes. Transportation is provided for Blue Peaks clients only.



Blue Peaks travels to several areas in the valley for its clients. Transportation is provided to the workshop in Alamosa, to decentralized work locations, to group home clients for a variety of purposes, and

for case management. Clients are provided transportation Monday through Thursday for program activities. Transportation is also provided for shopping, recreation, work, education, and medical visits for clients. The agency provides transportation services on a contractual basis for other community agencies. Approximately 60 percent of all Blue Peaks transportation is for education or employment purposes. Medical trips, social/recreation trips, and shopping/personal business account for about 10 percent of total trips. The agency provided approximately 313 passenger-trips per day in 2002.

A total of 32 vehicles are used by Blue Peaks to provide transportation. Six of the vehicles were purchased with FTA 5310 grant funds. The vehicles are used for case management, client work crews, workshop, and group home transportation. For vehicles housed at the group homes, mileage logs are kept to segregate residential from Home-to-Program costs. The agency has 28 vehicles in service on the average day. Depending on the location of the vehicle, the peak service hours are from 6:00 to 9:00 a.m., 9:00 a.m. to 4:00 p.m., and from 4:00 to 7:00 p.m. The agency provides transportation for the group homes and Supported Living Services program each day. However, the main usage occurs through the Day Services Program.

The average age of Blue Peaks' vehicles is seven years. Six vehicles have over 200,000 miles, nine vehicles have over 100,000 miles, 11 vehicles have over 50,000 miles, and six vehicles have fewer than 50,000 miles. As expected, the vehicles with high mileage need additional maintenance, which is an added expense. Five vehicles have wheelchair tie-downs. The vehicles are radio-equipped and communicate with the base station housed at the main office in Alamosa.

Blue Peaks employs one transportation director and four full-time drivers who are not required to be certified with a Commercial Drivers License (CDL). Approximately 100 employees are involved in some manner of transportation at Blue Peaks—this includes all staff such as Residential Services, Day Services Program, which includes Community Integrated Employment Services, Community Participation and Supported Living Services. Maintenance is overseen by the Transportation Director with minor repairs completed in-house and major repairs done at the local garage.

Major transportation issues identified by Blue Peaks include providing transportation in the vast and sparsely populated valley, consistent funding to replace vehicles, and the increased need for transportation. Additional transportation is always needed for client job placement, medical, shopping, and recreational trips, especially for clients not living in group homes. The Blue Peaks Board is not currently interested in expanding transportation beyond their clients.

The transportation budget for 2002 was \$224,200, with the majority of funding through the Department of Human Services for persons with developmental disabilities. Table III-1 provides the system-wide average performance measures for Blue Peaks.

Table III-1	
Blue Peaks Performance Measures	
Annual	Systemwide
Vehicle-Miles	495,675
Vehicle-Hours	33,984
One-way Trips	117,918
Operating Cost	\$224,200
Cost per Hour	\$6.60
Passengers per Hour	3.5
Cost per Trip	\$1.90
Source: Blue Peaks Developmental Services, 2003.	

Short-term needs and cost estimates for Blue Peaks are listed below. These requests are for fiscal years 2004 through 2009.

- Replace (3) 15-passenger vans at \$38,000 each \$114,000
- Replace (2) 12-passenger vans at \$25,000 each \$50,000
- Replace (4) mini-vans at \$20,000 each \$80,000

Long-term needs for Blue Peaks have also been identified for the transit program.

- Rehab (2) mini-buses at \$12,000 each \$24,000
- Replace (3) 15-passenger vans at \$25,000 each \$75,000
- Replace (4) mini-vans at \$20,000 each \$80,000
- Bus barn \$500,000

Costilla County Senior Citizens Club, Inc.

The Costilla County Senior Center is a nonprofit organization located in San Luis, which provides nutritional and recreational service to seniors in the San Luis/Fort Garland area. Van service is provided in coordination with meal delivery four days per week primarily for the residents of San Luis, San Francisco, San Pueblo, and Chama. Typically, clients are picked up at their homes at 10:00 a.m., transported to the Center in San Luis, and returned around 3:00 p.m. The seniors are provided a noon meal and participate in center activities.

Costilla County accepts donations for the transportation services. Estimated trip costs are provided to clients. The agency provides more trips during the winter months due to inclement weather. The Senior Center receives funding from the nutrition programs for delivering meals to county residents. Other funding comes from the county and from donations.

One full-time driver and eight volunteer drivers provide the transportation services. Three vehicles are in service on the average day. The peak time of service is from 10:30 a.m. to 1:30 p.m. The vehicles operated by the Center are 15-passenger vans with no wheelchair accessibility. The vehicles are in fair to poor condition and need to be replaced soon. The vehicles are maintained by Costilla

County in exchange for services. The county also pays for a certain amount of driver’s time for the agency.

The transportation budget is approximately \$21,270 for 2002. The Center reports additional transit needs for the southeastern and eastern part of the county. Table III-2 provides performance measure information for Costilla County.

Table III-2 Costilla County Seniors Performance Measures	
Annual	Systemwide
Vehicle-Miles	22,000
Vehicle-Hours	1,400
One-way Trips	1,000
Operating Cost	\$21,270
Cost per Hour	\$15.19
Passengers per Hour	0.7
Cost per Trip	\$21.27
<i>Source: Costilla County Senior Citizens, 2003.</i>	

Short-term needs and cost estimates for the Costilla County Senior Center are listed below.

- Replace (2) 14-passenger vans at \$38,000 each \$76,000

Long-term needs for the agency include vehicle replacement on a consistent basis.

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.

Norm's Transportation Service, LLC

Norm's Transportation Service specializes in providing transportation to riders needing wheelchair-accessible vehicles. Service is available six days a week year-round. The one vehicle, a 1993 Ford Super van, is equipped with a Ricon wheelchair lift and can accommodate up to three wheelchairs and four ambulatory riders. Norm's Transportation Service coordinates with San Luis Valley Transportation (SLVT) to provide accessible service to Medicaid clients.

No financial or operating data are available for this service that started in March 2003. Short-term needs include a replacement van in the next two years at a cost of \$37,000 to \$42,000. A second van may be required based on demand. No long-term needs were identified. As with SLVT, the recent reduction in Medicaid funding will impact this service.

Red Willow, Inc., d.b.a. San Luis Valley Transportation

San Luis Valley Transportation (SLVT) is a for-hire transportation service operating under Contract Carrier-B Permit authority issued by the Colorado Public Utilities Commission. This authority was originally awarded in August 1998 and most recently revised in June 1999. The authority allows transportation of passengers and their baggage between all points in the area comprised of the counties of Costilla, Rio Grande, Alamosa, Conejos, Saguache, and Mineral. In addition, transportation can be provided for passengers and their baggage from these same counties to Colorado Springs, Denver, and Pueblo.

As a contract carrier, SLVT is restricted to providing service to the following customers:

- Departments of Social Services for the counties served
- Alamosa-Saguache Options for Long-Term Care Agency
- Conejos/Costilla Options for Long-Term Care Agency
- Rio Grand/Mineral Options for Long-Term Care Agency

Service from San Luis Valley counties to Colorado Springs, Denver, and Pueblo is limited to the following customers—Colorado Compensation Insurance and Valley-Wide Health Service, Inc.

The primary population served by SLVT is Medicaid clients. However, non-Medicaid clients are also served via contract with the social service agencies.

Service is provided six days a week, Monday through Saturday. Long distance trips may be scheduled on Sunday with prior arrangement. Normal hours of operation are 5:00 a.m. to 6:00 p.m. Prior requests for early or after-hour service are accommodated if possible. Early morning service is frequently provided for dialysis patients. Reservations are required and scheduled subject to availability of seating, vehicle, and driver.

Fares are published in SLVT Passenger Tariff Colorado PUC No. 3. These fares reflect the Colorado Medicaid payment schedule of \$12.84 per person for trips within a five-mile radius of the cities of San Luis, Alamosa, Monte Vista, Del Norte, South Fork, Creede, Center, and Saguache. The same trip for a person requiring a wheelchair lift-equipped vehicle is \$15.99 per person. For trips more than the five miles or between the counties, there is an additional \$0.80 per mile/per person charge. Trips to Colorado Springs, Pueblo, or Denver have an additional \$1.10 per mile/per person charge.

SLVT has a total of six passenger vehicles ranging in age from 1995 to 1999. They are generally reported to be in good condition. On average, three to four vehicles are in service daily. None of the vehicles are wheelchair accessible. However, SLVT contracts with Norm's Transportation Service to provide transportation to those residents needing a wheelchair-accessible vehicle.

The operating budget for fiscal year 2002 was \$309,219. Approximately 15,200 annual trips were provided. Table III-3 provides performance measures for SLVT.

Table III-3 San Luis Valley Transportation Performance Measures	
Vehicle-Miles	265,145
Vehicle-Hours	19,910
One-way Trips	15,219
Operating Costs	\$309,219
Cost per Hour	\$15.53
Passengers per Hour	.76
Cost per Trip	\$20.32

Short-term needs and cost estimates for the SLVT include the following:

2004

- Advertising \$5,000
- Printed Schedules/Passcard \$11,000
- Bi-Monthly Service to Front Range Locations \$40,000
- Fixed-Route Service in San Luis Valley \$60,000

2005

- Upgrade Server/Database \$15,000
- Advertising \$10,000
- Two Lift-Equipped Vehicles \$74,000
- Twenty Bus Shelters \$20,000

2006

- Two Lift-Equipped Vehicles \$76,000

As mentioned, the primary riders for SLVT are Medicaid recipients referred by local social service agencies. The 2003 Colorado State Legislature, faced with an unprecedented budget deficit, cut state payment for Medicaid clients by 88 percent. This drastic reduction in funding presents serious funding issues for SLVT.

San Luis Valley Transportation may be the primary provider for general public transportation in the valley for Fiscal Year 2005, depending on management decisions.

San Luis Valley Mental Health Center

The San Luis Valley Mental Health Center, based out of Alamosa, is a private nonprofit human services organization that provides mental health care, alcohol treatment, and adult day care. The agency provides limited transportation to clients (mentally or emotionally disabled and alcohol dependent) participating in the Center's programs. Service is limited and clients are encouraged to use other "natural supports" such as family and friends if available. Service is primarily provided between clients' homes and the treatment centers in Alamosa, Del Norte, and Monte Vista. The agency provides service to all counties in the San Luis Valley.

Ten vehicles are available at the Center for all staff. Staff provides transportation in conjunction with other job functions. No financial or operating data were reported by the Center. The agency reported approximately 18,500 annual trips in the *1993 Transportation Coordination Plan*.

The need for a public transportation system to serve throughout the San Luis Valley was cited as a critical need for the community.

Tri-County Senior Citizens and Housing, Inc.

Tri-County Senior Citizens and Housing, Inc. is a nonprofit agency based in Monte Vista serving the social, recreational, and housing needs of the elderly in Rio Grande, Saguache, and Mineral Counties. Agency programs include housing, commodity distribution, house help, senior centers, as well as transportation.

Van service is provided four days a week—Monday, Tuesday, Wednesday, and Friday. An extensive schedule of trips from the outlying towns of Creede, South Fork, Saguache, Center, and Crestone to activities in the larger towns is provided. A second similar schedule is available to seniors in Monte Vista. In-town service is also available to nutrition sites, commodity distribution, medical appointments, and shopping.

Normal hours of operation are 9:00 a.m. to 4:00 p.m. Reservations are required and trips are subject to cancellation in the event of an insufficient number of passengers or due to adverse weather conditions. Recommended donations are clearly identified and range from \$1.50 for in-town trips to \$10.75 for the trip from Creede to Salida. Most suggested donations between the towns are \$3.50 per rider.



Tri-County Senior Citizens currently employs one full-time and one part-time driver. Three volunteer drivers are also scheduled regularly. Drivers of the larger vehicles are Commercial Driver License

(CDL)-certified. Maintenance is performed at a local garage. Each vehicle is serviced and inspected monthly. The vehicles are equipped with two-way radios.

Tri-County Senior Citizens has a total of three vehicles, shown in Table III-4.

Table III-4 Tri-County Fleet				
Year	Make	Wheelchair Lift	Passengers	Condition
1994	Ford	Yes	20	Fair
1996	Ford	Yes	15	Fair
2001	Ford	No	7	Excellent

The operating budget for fiscal year 2002 was \$37,378. Funding for the agency is from Title III of the Older Americans Act, donations, and the counties. Approximately 3,400 trips were provided. Table III-5 provides performance data for Tri-County Senior Citizens.

Table III-5 Tri-County Performance Measures	
Annual	Systemwide
Vehicle-Miles	27,274
Vehicle-Hours	1,346
One-way Trips	3,851
Operating Costs	\$37,378
Cost per Hour	\$9.70
Passengers per Hour	2.9
Cost per Trip	\$9.70

Short-term needs and cost estimates for the Tri-County Senior Citizens include the following:

- Replace two large vans with wheelchair lifts (\$60,000 each) \$120,000
- Expand Saguache route one more day per month \$5,000
- Hire one full time driver \$14,000
- Purchase one computer and one printer \$2,000

Long-term needs identified include:

- Replace one large van with wheelchair lift at \$65,000 each \$65,000
- Purchase one additional large van with wheelchair lift \$65,000
- Replace one mini-van \$25,000

Valley-Wide Health Systems, Inc. / Casa de Oro Adult Center

Valley-Wide Health Systems presently serves adult day care clients from four counties within the Valley—Conejos, Costilla, Alamosa, and Rio Grande. Transportation is available to program clients within those counties. Three full-time drivers and one part-time driver are employed by the agency. The agency currently has three vehicles in the fleet, with two of the vehicles in service on the average day. Table III-6 shows this information.

Table III-6 Valley-Wide Fleet			
Year	Make	Wheelchair Lift	Passengers
1993	Ford	No	15
2000	Dodge	No	6
1990	Ford	No	6

Transportation is available from 7:30 a.m. to 4:30 p.m. The agency transportation operating budget is approximately \$35,000 annually. Funding for the service is from Medicaid. Table III-7 shows performance measures for Valley-Wide Services. The agency currently has no short-term plans for transportation expenses.

Table III-7 Valley-Wide Performance Measures	
Annual	Systemwide
Vehicle-Miles	65,000
Vehicle-Hours	1,040
One-way Trips	3,120
Operating Costs	\$34,817
Cost per Hour	\$33.48
Passengers per Hour	3.0
Cost per Trip	\$11.16

Veterans Transportation

Veterans Transportation is a service provided by the Alamosa County Department of Veteran's Affairs in Alamosa. Most riders meet in the Alamosa Veteran Service Office parking lot, with some pick-ups made along Highway 160 if scheduled prior to the vehicle leaving Alamosa.

Most of the trips are to medical facilities in Pueblo, Colorado Springs, or Denver. The passengers do not have to pay for the transportation. Three to five volunteers provide driving services for the agency. Veterans Administration funding is used for fuel and maintenance. Two vehicles are in service on the average day.

No financial or operating data were reported by the agency. Short-term needs include additional funding to defray volunteer travel expenses such as meals and parking. A driver may be on the road 10 to 18 hours. Currently, expense money is limited to \$20 per trip. Replacement vehicles have not been planned, but will be needed in the future.

OTHER TRANSPORTATION PROVIDERS

Information in the following section is taken from on-site interviews and from the previous *1993 Transit Coordination Study*. The LSC Team contacted each of the following agencies, but no data were received to date.

Alamosa Senior Citizens, Inc.

The Alamosa Senior Citizens Center is a private nonprofit organization providing recreational, social, and nutritional services for seniors in the Alamosa area. Transportation is primarily for taking local residents to the Center from their home.



The Senior Center currently uses two vehicles—neither one wheelchair accessible. The agency previously applied for FTA 5310 grant funds for a wheelchair-accessible van, but was denied. The minivan, used by the Senior Center, is owned by Alamosa County, but used almost exclusively by the Senior Center and is parked at the Senior Center. The agency also owns a 15-passenger vehicle. Alamosa County provides the maintenance and insurance costs for the Senior Center.

The majority of trips (70 percent) are for nutrition. The agency accepts donations for transportation service.

Antonito Senior Center

The agency was contacted, but there was no response.

Northerners Seniors, Inc.

Northerners Seniors Inc., based out of La Jara, provides service to the elderly in the area. They currently provide transportation to nutrition sites as well as deliver meals to homes. One vehicle is available for service—a 1995 14-passenger van. There is also a 1987 vehicle that is currently out of service. The agency receives Title III funds and local and county funds for the services.

Little Stinker's Taxi Cab Service

Little Stinker's Taxi Cab is authorized by the Colorado Public Utilities Commission to provide taxi service in the five-county area. The fleet consists of four vehicles, with two vehicles in service on the

average day. In addition to providing some Medicaid service, the agency also serves students at Adams State College.

School Districts

All of the school districts in the San Luis Valley provide transportation for a portion of student enrollment. Each district operates a variety of vehicles (mostly school buses) to transport students to school, special school events, and occasional field trips.



Other Area Agencies

The following agencies have been contacted by the LSC Team, but no data have been received at the time of this printing. These include: Conejos County Hospital, Colorado State Veterans Center, San Juan Care Center, Evergreen Nursing Home, Mountain Meadows Nursing Home, and county Head Start programs.

SUMMARY OF TRANSIT AGENCIES

General public transit service is not currently provided in the San Luis Valley, except via private agencies such as Little Stinkers Taxi and San Luis Valley Transportation. Several specialized agencies are available for seniors and for those with disabilities. However, general public transportation is very limited for persons not in those categories. Table III-8 presents a summary of the transportation providers.

TRANSPORTATION RIGHT-OF-WAY ACQUISITION / PRESERVATION

Although transportation system improvements may not be needed immediately, it is often important to identify corridors or sites for future facilities so that the right-of-way or property may be preserved for future use as part of the transportation system. Short-term and long-term actions can be taken now to ensure that future generations will have options from which to select the best uses for these determined rights-of-way. The implementation of specific right-of-way projects requires the support and cooperation of all participating government agencies at all levels—local, county, state, and federal.

The Regional Planning Commission (RPC) for the San Luis Valley should develop a right-of-way preservation program for each participating county to set aside sites for facilities needed for the long-range system. Right-of-way will either be optioned, bought, or preserved by using local land-use zoning and permitting when allowed by law. There are no right-of-way projects currently being preserved in the San Luis Valley for future transportation improvements.

**Table III-8
SLV Transportation Providers**

Description	Provider								
	<i>Blue Peaks Deve. Serv</i>	<i>Costilla Co Sr Citizens</i>	<i>Neighbor to Neighbor</i>	<i>Norms Transport</i>	<i>Red Willow SLVT</i>	<i>Tri-County Seniors</i>	<i>Valley-Wide</i>	<i>Alamosa Sr. Citizens</i>	<i>Northerners</i>
	M-Th	4 days wk	varies	6 days wk	6 days wk	4 days wk	M-F	M-F	3 days wk
Vehicle-miles	495,675	22,000	13,060	n/a	265,145	27,274	65,000	n/a	500
Vehicle-hours	33,984	1,400	1,683	n/a	19,910	1,346	1,040	n/a	100
One-way trips	117,918	1,000	3,228	n/a	15,219	3,851	3,120	n/a	100
Operating costs	\$ 224,200	\$ 21,270	\$ 9,475	n/a	\$ 309,219	\$ 37,378	\$ 34,817	n/a	\$ 1,500
Cost per hour	\$ 6.60	\$ 15.19	\$ 5.63	n/a	\$ 15.53	\$ 27.77	\$ 33.48	n/a	\$ 15.00
Passengers per hour	3.5	0.7	1.9	n/a	0.8	2.9	3.0	n/a	1.0
Cost per trip	\$ 1.90	\$ 21.27	\$ 2.94	n/a	\$ 20.32	\$ 9.71	\$ 11.16	n/a	\$ 15.00
Subsidy per passenger-trip	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Farebox recovery	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Percent of estimated need being met	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vehicles per capita	0.001	0.001	n/a	n/a	0.000	0.000	0.000	n/a	n/a
Ridership per capita	\$ 2.99	\$ 0.27	n/a	n/a	\$ 0.24	\$ 0.20	\$ 0.08	n/a	n/a
Cost per capita	\$ 5.68	\$ 5.81	n/a	n/a	\$ 4.95	\$ 1.95	\$ 0.88	n/a	n/a

2002 FY data.



CHAPTER IV Transit Needs Assessment

INTRODUCTION

A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential ridership of transit services. Transit demand analysis is the basic determination of demand for public transportation in a given area. There are several factors that affect demand, not all of which can be forecast. However, as demand estimation is an important task in developing any transportation plan, several methods of estimation have been developed in the transit field. The analysis makes intensive use of the demographic data and trends discussed previously.



This chapter presents an analysis of the demand for transit services in the San Luis Valley based upon standard estimation techniques. 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 San Luis Valley.

- 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 are addressed in the Long-Range Transit Element. 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 Regional Transportation Plan.

Public Meetings

Public open houses were scheduled at the beginning of the study process and also before the draft report release date. These meetings were held in Alamosa and Salida. Other meetings specifically for the 2030 Transit Element were in La Jara, Alamosa, and Monte Vista.

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. Specific comments from the DOLA meetings are shown in the 2030 Regional Transportation Plan.

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 region. Knowing this information, the LSC Team presents the transit demand for 2000 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 county. 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 San Luis Valley.

For the San Luis Valley, a reasonable maximum level of service would be to serve every portion of the county 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. However, the rural character and level of provided transit service would reduce the vehicle-miles of service to approximately 1,000 vehicle-miles per square mile per year, the lower bound. This would give a more accurate estimate of a reasonable level of service. Both the upper and lower bounds are presented.

Applying this reasonable maximum service density to the 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 San Luis Valley for elderly transit service is 80,100 annual trips; disabled demand is 11,660 annual trips; and general public demand is 55,240 annual trips. The potential demand for each county is also shown in the table.

The estimated total demand for 2002, using the TCRP method, is 147,000 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 for 2030, using the TCRP methodology is estimated to be 215,480 one-way, annual passenger-trips for the San Luis Valley rural areas, as shown in Table IV-2.

<p align="center">Table IV-1 2002 Estimated Public Transit Demand using the TCRP Method San Luis Valley</p>							
County	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand	
	Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%
Alamosa	13,960	2,430	16,390	15,300	31,690	124	21.6%
Chaffee	25,020	1,410	26,430	8,880	35,310	138	24.0%
Conejos	11,180	1,660	12,840	9,810	22,650	89	15.4%
Costilla	5,670	1,470	7,140	5,000	12,140	48	8.3%
Mineral	1,380	110	1,490	430	1,920	8	1.3%
Rio Grande	16,800	3,390	20,190	9,050	29,240	115	19.9%
Saguache	6,090	1,190	7,280	6,770	14,050	55	9.6%
San Luis Valley Demand Total	80,100	11,660	91,760	55,240	147,000	576	100%

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

<p align="center">Table IV-2 2030 Estimated Public Transit Demand using the TCRP Method San Luis Valley</p>							
County	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand	
	Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%
Alamosa	24,200	4,300	28,500	27,060	55,560	218	25.8%
Chaffee	40,790	2,350	43,140	14,780	57,920	227	26.9%
Conejos	13,990	2,120	16,110	12,520	28,630	112	13.3%
Costilla	6,850	1,820	8,670	6,160	14,830	58	6.9%
Mineral	1,980	160	2,140	640	2,780	11	1.3%
Rio Grande	19,560	4,030	23,590	10,750	34,340	135	15.9%
Saguache	9,180	1,820	11,000	10,420	21,420	84	9.9%
SLV Regional Totals - 2030	116,550	16,600	133,150	82,330	215,480	845	

Source: Based on DOL County Population Projections & LSC, 2003.

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 San Luis Valley is taken from reports released by Head Start and Mental Health Services for fiscal year 2002. The participant numbers were reported by individual agencies at the state level. The existing program demand estimates are approximately 874,700 annual trips for the San Luis Valley, as shown in Table IV-3.

Table IV-3 Existing Annual Program-Trip Demand Estimates					
County	Participants		Demand Estimate		Total Program - Trip Need
	Head Start	Mental Health Services	Head Start	Mental Health Services	
Alamosa	173	562	45,499	195,014	240,513
Chaffee	63	279	16,569	96,813	113,382
Conejos	151	313	39,713	108,611	148,324
Costilla	77	176	20,251	61,072	81,323
Mineral	5	49	1,315	17,002	18,318
Rio Grande	187	394	49,181	136,718	185,899
Saguache	101	174	26,563	60,378	86,941
TOTAL					874,700

Source: 2000 Statewide Data.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates, the total existing transit demand for the San Luis Valley, using the TCRP Methodology, is approximately 1,021,700 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 San Luis Valley 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 numbers. Table IV-4 provides a summary of the needs updating the 1999 information with the new 2000 census data.

Table IV-4 TNBS Updated Transit Need Estimates		
Transit Category	1999	2002
Rural General Public	994,058	1,143,480
Disabled	5,170	5,170
Program Trips	831,496	848,126
Urban Area	n/a	n/a
Annual Need	1,831,000	1,996,776
Annual Trips Provided	13,000	164,608
Need Met (%)	1%	8%
Unmet Need (%)	99%	92%
<i>Source: LSC, 2003.</i>		

Unmet Needs

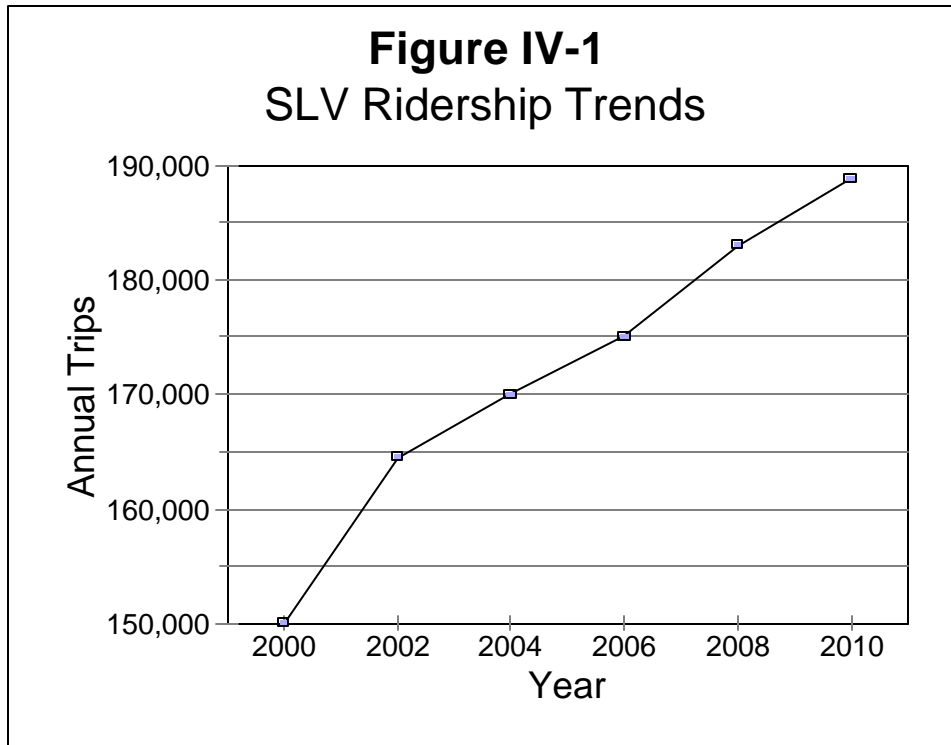
The updated annual transit need estimates for the San Luis Valley were 1,143,480 trips for the general public including youth and seniors; 5,170 trips for persons with disabilities; and 848,126 program trips. The total transit need in 2002 for the San Luis Valley is estimated at 1,996,776 annual trips. The table indicates that approximately 8 percent of the existing transit need is being met, with 92 percent of the transit need for the region unmet.

The TNBS approach used a combination of methodologies and aggregated the need for the San Luis Valley. However, the approach used factors based on statewide characteristics and is not specific to each of the five 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 in the San Luis Valley. Annual ridership data were presented earlier in Chapter III for the transit providers and are presented again in this chapter. Figure IV-1 shows the ridership trend and ridership projections based on recent trends in the San Luis Valley. This section is based on the existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.

As can be seen in this graph, the transit ridership is expected to increase in the future. Much of the transit demand pertains to the number of program trips provided in the San Luis Valley. Transit ridership for year 2005 is estimated at approximately 174,000 and for 2010 is estimated at 190,000 annual trips for the San Luis Valley. This is much lower than the estimates of demand because of the limited existing service.



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

Vision, Goals, and Strategies

The vision and goals for transit services in the San Luis Valley are discussed in this chapter.

REVIEW OF SAN LUIS VALLEY VISION

The Regional Planning Commission reviewed the mission, goals, and strategies for the 2030 Regional Transportation Plan.

SAN LUIS VALLEY REGIONAL TRANSPORTATION PLAN

Vision Statement

The following statement is the transportation vision for the 2030 San Luis Valley Regional Transportation Plan:

The San Luis Valley envisions a transportation system that supports the region's agricultural and tourism-based economies 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 San Luis Valley Transportation Planning Region.

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

GOALS AND STRATEGIES

The San Luis Valley 2030 Regional Transportation Plan identifies regional goals related to transportation. The following are the goals from that Plan:

Goal 1 *Provide for sustainable economic growth with supportive and efficient transportation infrastructure and programs*

- Strategy A Support the diversification of the region's agricultural economic base, including agri-processing by developing truck and rail modal opportunities.
- Strategy B Support the diversification and expansion of the San Luis Valley Region's tourism industry by improving the regional image and visibility.
- Strategy C Develop commercial air connections to Colorado Springs and Denver airports as well as Phoenix and Albuquerque.

- Strategy D Support a reduction in the percentage of below-poverty level incomes through increased employment opportunities.
- Strategy E Support the development of local land use management techniques that recognize the interrelationship between transportation and land use.

Goal 2 The plan will improve transportation linkages and modal alternatives for commerce, tourism, and transportation-dependent populations.

- Strategy A Actively pursue designation and development of interregional, interstate, and international routes through the San Luis Valley Region.
- Strategy B Plan for additional intercity bus services and demand-responsive transit for the entire region.
- Strategy C Develop transportation alternatives for the elderly and other transit-dependent populations.
- Strategy D Improve and expand access to medical facilities for all populations throughout the region.

Goal 3 Improved connection to other Colorado regions and states.

- Strategy A Improve access to interstate highways in Colorado and New Mexico thereby increasing access for tourists, residents, and commerce.
- Strategy B Upgrade US 285, US 160, US 24, and US 50, including through travel lanes where necessary, passing lanes, adequate shoulders, and rest areas.
- Strategy C Implement the recommendations of the Alamosa Mobility Study.

Goal 4 The transportation system minimizes impacts to the region's air, water, scenic view corridors, and wildlife habitat.

- Strategy A Preservation and enhancement of environmental and scenic quality of life.
- Strategy B Support for regulatory controls to minimize the impacts of mining, hazardous waste shipment, other types of heavy industry, and new housing and business development upon the region's most environmentally-sensitive areas.
- Strategy C Expanded and enhanced recreational opportunities and access.
- Strategy D Additional pedestrian and bicycle access to recreational areas, both on-street and off-street.
- Strategy E Preservation of the unique historic, cultural, and small-town character of the region.
- Strategy F Increased highway signage for key historic, cultural, scenic, and recreation areas.

Goal 5 *The highway 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 Construct other highway improvements, including passing lanes, paved shoulders, and improved intersections where require to promote improved levels of service and safety.

Goal 6 *The existing transportation system will be maintained in the most efficient manner possible.*

- Strategy A Maintained a safe and efficient roadway system appropriate to accommodate current and projected growth and development levels.
- Strategy B Structurally deficient and functionally obsolete bridges will be replaced or otherwise maintained to extend useful life.
- Strategy C Public transportation vehicles will be maintained and replaced on an effective schedule that allows providers to continue providing safe and efficient service.

Goal 7 *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.
- 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 Rest areas will be provided at appropriate intervals on regionally significant highways, including US 50, US 285, and US 24.

Goal 8 *To provide a safe and efficient airport system that maximizes existing investment and meets inter and 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 plan supports the efficient use of limited financial resources.
- Strategy B This fiscally-constrained plan leverages available state and federal resources with public/private partnerships.
- Strategy C The San Luis Valley Regional Transportation Commission supports the provision of state funds for the provision of public transportation services.
- Strategy D 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.
- Strategy E The preferred plan recognizes that transportation needs may exceed expected revenues and plans for long-term system improvements should additional funding become available at any time in the future.

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.

These goals and strategies were adopted by the Regional Planning Commission for the 2030 Plan. The data were refined as comments were received through the planning process to reflect the overall transportation goals of the San Luis Valley Transportation Planning Region.

CHAPTER VI

Transit Alternatives

Chapter VI presents transit alternatives for the San Luis Valley. As the world constantly changes, so does transportation—different vehicles, new roads, and more traffic, to mention just a few. By-products of these changes have been the dominance of the automobile and deteriorating air quality in many regions. The San Luis Valley 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 report. 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 San Luis Valley will not introduce general public transportation, but will remain the same as today. Thus the taxi service and Neighbor to Neighbor Volunteers would continue to provide general public transit service. Table VI-1 provides the 27-year capital and operating costs to maintain this level of service. The 27-year operating cost for the San Luis Valley is \$3,848,877, with capital costs for the next 27 years totaling \$2,900,000. To retain the same level of service as today, the region will spend \$6.7 million on public transportation in the next 27 years.

Table VI-1			
Capital and Operating Costs – SLV Region			
Region	Project Description	Investment Category	2030 Cost
SLV TPR	Bus purchase - capital (existing service)	System Quality	\$2,900,000
SLV TPR	Transit operating funds (existing service)	System Quality	\$3,848,877

The largest single factor expected to impact transit services in the San Luis Valley is the introduction of a new general public service 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 San Luis Valley do not begin to scratch the surface of transit need in the region. A general public provider is needed in the region. The provider must provide good, efficient and economically feasible service for local residents. Agencies are stretching budgets and maximizing the use of all services.

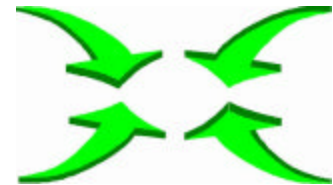
COORDINATION OPTIONS

Coordination of the various transit services provided in the San Luis Valley would provide opportunities to maximize the efficiency of management and administration, result in having the appropriate number of vehicles and increase vehicle utility, and provide more production services overall.

Alternatives for coordination were reviewed extensively in the *Transportation Coordination Plan* completed in April 1993 for the Community Transportation Association of America. Several functions were identified regarding coordination, such as increased vehicle fleet efficiency and expanded service for the general public and intercity.

Two areas are important to initiating coordinated service.

- Organizational options, and
- Developing regional funding sources



Organizational Options

A wide range of opportunities is available for organizing public transit services. Eight institutional alternatives are commonly used to manage transit service:

- *Department of Local Government*
- *Intergovernmental Transit Agency*
- *Metropolitan District*
- *Regional Service Authority*
- *Rural Transportation Authority*
- *Public-Private Partnership*
- *Private, Nonprofit*
- *Private, For-Profit*

In the first instance, a local government agency, such as the city or town, assumes administrative and operational control of the transit agency. Several political jurisdictions could agree to share the management and financing of operations under an intergovernmental agreement, which could form an Intergovernmental Transit Agency.

A separate Metropolitan District, much like a cross-jurisdictional police/fire district could be formed. A Regional Service Authority could be operated under the umbrella of another organization such as an Economic Development District.

Due to the State of Colorado enabling legislation that provides several alternatives for funding, a Regional Transportation Authority (RTA) is generally more attractive than a Service Authority. A public-private partnership may be attractive if there is a major resort, such as a ski area, in the community.

There are several nonprofit organizational models providing services tailored for an area. A good example is the nonprofit Special Transit in Boulder County that operates a traditional dial-a-ride service, contracts with the Town of Boulder to provide local fixed-route services, and provides brokered services to several other small towns. In Sunsites, Arizona, a private for-profit corporation

runs a small convenience store from the transit agency's offices. Profits are used as matching funds for the FTA 5311 program.

Regional Funding Source

In Colorado, funding for transit is available through the formation of a Rural Transportation Authority (RTA). Statewide authorization of RTAs was adopted in 1997 and amended in the 2000 legislative session. CRS Section 43-4-601 provides authority for Colorado municipalities and counties (outside the RTD area) to establish RTAs. RTAs have wider ranges of funding sources than the dedicated authorized sales tax exemption. RTAs are able to impose a \$10 annual vehicle registration fee and may levy a sales tax of up to one percent and/or a visitor benefit fee of up to two percent of the price of overnight lodging. Approval of local voters is required to form an RTA and approve the funding mechanism.

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. The authority to collect a visitor benefit fee was added to the statute in the 2000 legislative session. Again, approval of local voters is required to form an RTA.

Currently, three established RTAs provide transit service in Colorado: Roaring Fork Valley, Regional Transportation District in Denver, and in the Gunnison Valley. The Central Front Range plans to have a ballot initiative in November 2004. Colorado Springs is also working to form an RTA for the Pikes Peak Region. To date, the initiative has not passed with the local residents. The funding and organization are very complicated. Forming an RTA is very complex and requires strong local support culminating in an affirmative vote during a general election.

Voluntary Formation of Transit Coalition: First Step to Coordination of Services

Over the next short-term time period, it is not realistic that coordinated transit services can be managed and funded by a lead transit agency or centralized management. However, the formation of a transit coalition should be considered. Voluntary coordination of agencies could establish positive communication and opportunities for coordination. At a minimum, activities for this coalition could include:

- Establish consistent record-keeping for operating and financial information
- Identify costs for transportation services that could be pooled
- Address insurance issues
- Coordinate driver training/safety programs
- Support marketing/information for community
- Establish vehicle pool for back-up vehicles

This Transportation Coalition would include providers, rider groups, funding agencies, programs contracting for services, and other local stakeholders. This forum would be a first step to supporting coordinated services within the San Luis Valley.

TRANSIT OPTIONS

The following text provides specific projects within the San Luis Valley 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.

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.

Flex-Route Service within the Valley

A flex-route service is planned for the San Luis Valley. The flex-route service allows the local transit agency to maintain a consistent schedule for the small communities in the outlying area, but also allows the agency to schedule other trips among the flex routes. The preliminary budget for fiscal year 2004 is \$100,000 to serve the entire valley. The transit agency will maximize the use of these dollars to provide the most service for the large geographic area. The flex-route service must have local support to operate.

Other Regional Transit Projects

Other regional transit projects for the San Luis Valley are listed below. Most of the projects depend entirely on the establishment of general public transit service and support from the local communities, counties, and elected officials. The costs on the right-hand side indicate long-term costs of 27 years, which is until 2030.

- Increase Regional Transit Marketing \$500,000
- Right-of-Way Preservation \$1,000,000
- Regional Park-and-Rides \$1,000,000
- Rideshare Program \$200,000
- Regional Service into Alamosa (3 vehicles) \$200,000 /yr.
- City of Alamosa Transit \$150,000 /yr.
- RTA Study \$30,000
- RTA Study Implementation Assistance \$60,000

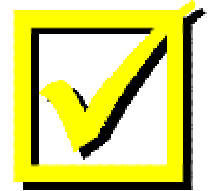
CHAPTER VII

Evaluation Criteria and Project Ranking

The transit projects within this report will far exceed expected transit revenues over the next 27 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.

SAN LUIS VALLEY CORRIDOR PRIORITIZATION

The *San Luis Valley 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 San Luis Valley 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 VIII

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, a policy plan for the region, and a funding plan. This chapter identifies a policy plan for the San Luis Valley, which identifies policies and strategies for transit service within the region.

The San Luis Valley 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 major 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 of all the seven 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

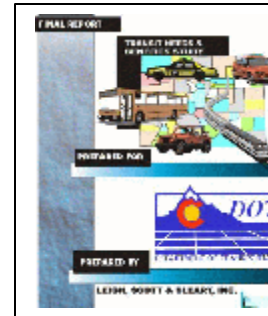
As mentioned previously, the existing transportation providers were presented in Chapter III, along with the transit demand for the region in Chapter IV. The following section summarizes unmet transit need for the area.

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 will be from public feedback from the open houses, which were held around the San Luis Valley in May 2003, September 2003, and March 2004. Detailed comments from these public open houses are shown in the 2030 Regional Transportation Plan.



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 San Luis Valley were 1,143,480 trips for the rural general public including youth and seniors; 5,170 trips for persons with disabilities; and 848,126 program trips. The total transit need in 2002 for the San Luis Valley is estimated at 1,996,776 annual trips.

Table VIII-1 presents a summary of the TNBS methodology for the San Luis Valley. The table indicates that approximately eight percent of the existing transit need *is being* met with 92 percent of the transit need for the region unmet.

Methodology	Srs./Youth/ Gen. Public	Disabled	Program	TOTAL DEMAND	Trips Provided*	Unmet Need
TNBS San Luis Valley	1,143,480	5,170	848,126	1,996,776	164,608	92%
* Information from local providers.						
Source: LSC, 2003.						

The TNBS approach used a combination of methodologies and aggregated the need for the San Luis Valley. However, the approach used factors based on statewide characteristics and is not specific to the San Luis Valley 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 Transit Element and Regional Transportation Plan held in May 2003, September 2003, and March 2004. Several public open house displays in different locations were held across the region—Alamosa Safeway, Tri-County Seniors in Monte Vista and Hometown Market in La Jara. Comments and suggestions from those meetings were included in this Final Report, 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 will be realistic and may be included as proposed 2030 future projects.

Increased funding is key to implementing the 2030 proposed transit projects. Under TEA-21, transportation plans are required to show the ability to fund all proposed projects for each mode—

TEA-21

transit, highway, bike/pedestrian, transportation demand management, and rail. This requirement has compelled the San Luis Valley to focus on projects that are high-performing and cost-effective.

Increased congestion in the region is another reason for this long-range transit plan to include a list of future projects. These projects could be advanced through the amendment process to the constrained plan if new funds are identified. Decision-makers have flexibility to consider any of the proposed projects and could change priorities if additional funding opportunities present themselves in the future.

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 San Luis Valley 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 San Luis Valley, *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 San Luis Valley 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 VIII-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 \$16 million dollars. This total includes operating and capital costs.

Table VIII-2 2030 Preferred Transit Plan		
OPERATING		
Preferred Project List Maintain Existing Service	2030 Cost	Description of Project
Costilla Co Senior Citizens	\$789,880	Expand service with 1 pd staff drivers
Neighbor to Neighbor	\$3,120,000	Expand staff to 2 FT pd drivers
Tri-County	\$475,000	Expand service to Saguache; Hire 1 FT pd driver
Antonito Srs	\$375,000	Expand service w/ 1 FT pd driver
Alamosa Sr. Citizens	\$375,000	Expand service w/ 1 FT pd driver
Northerners	\$375,000	Expand service w/ 1 FT pd driver
Blue Peaks	\$686,400	Expand service with 2 more staff drivers
SLVT	\$125,000	Marketing
	\$55,000	Printed Schedules/Passcard
	\$1,000,000	2x mth to Front Range locations
	\$1,500,000	FR for SLV
Subtotal Preferred - Operating Maintain Existing Service	\$8,876,280 \$3,848,877	
Preferred Total - Operating	\$12,725,157	
CAPITAL		
Preferred Project List	2030 Cost	Capital Projects
Costilla Co Senior Citizens	\$100,000	1 new vehicle @\$50K + 1 replacement until 2030
Neighbor to Neighbor	\$100,000	1 new vehicle @\$50K + 1 replacement until 2030
Blue Peaks	\$200,000	2 new vehicles @\$50K + 2 replacements until 2030
SLVT	\$40,000	Computer upgrades
	\$20,000	Bus shelters
Subtotal Preferred - Capital Maintain Existing Capital	\$460,000 \$2,900,000	
Preferred Total - Capital	\$3,360,000	
Preferred Total Cost	\$16,085,157	

POLICY PLAN

This Transit Element for the 2030 Transportation Plan has been developed with the understanding of community consensus for transportation initiatives that will enhance all elements of the San Luis Valley’s quality of life, while mitigating negative effects of population growth, sprawl, and traffic congestion.

The purpose of developing a regional vision statement and identifying issues and goals is to clearly articulate what is important to the residents of San Luis Valley. By clarifying a regional vision, issues, and goals, the San Luis Valley can better focus the use of scarce resources to address current and long-range needs. In terms



of transportation, a common vision and goals provide a focus for implementing the type of infrastructure required to support the desired quality of life in the region. Chapter V introduced the vision, goals, and objectives for the San Luis Valley. These items will be addressed thoroughly as the 2030 Regional Transportation Plan is underway.

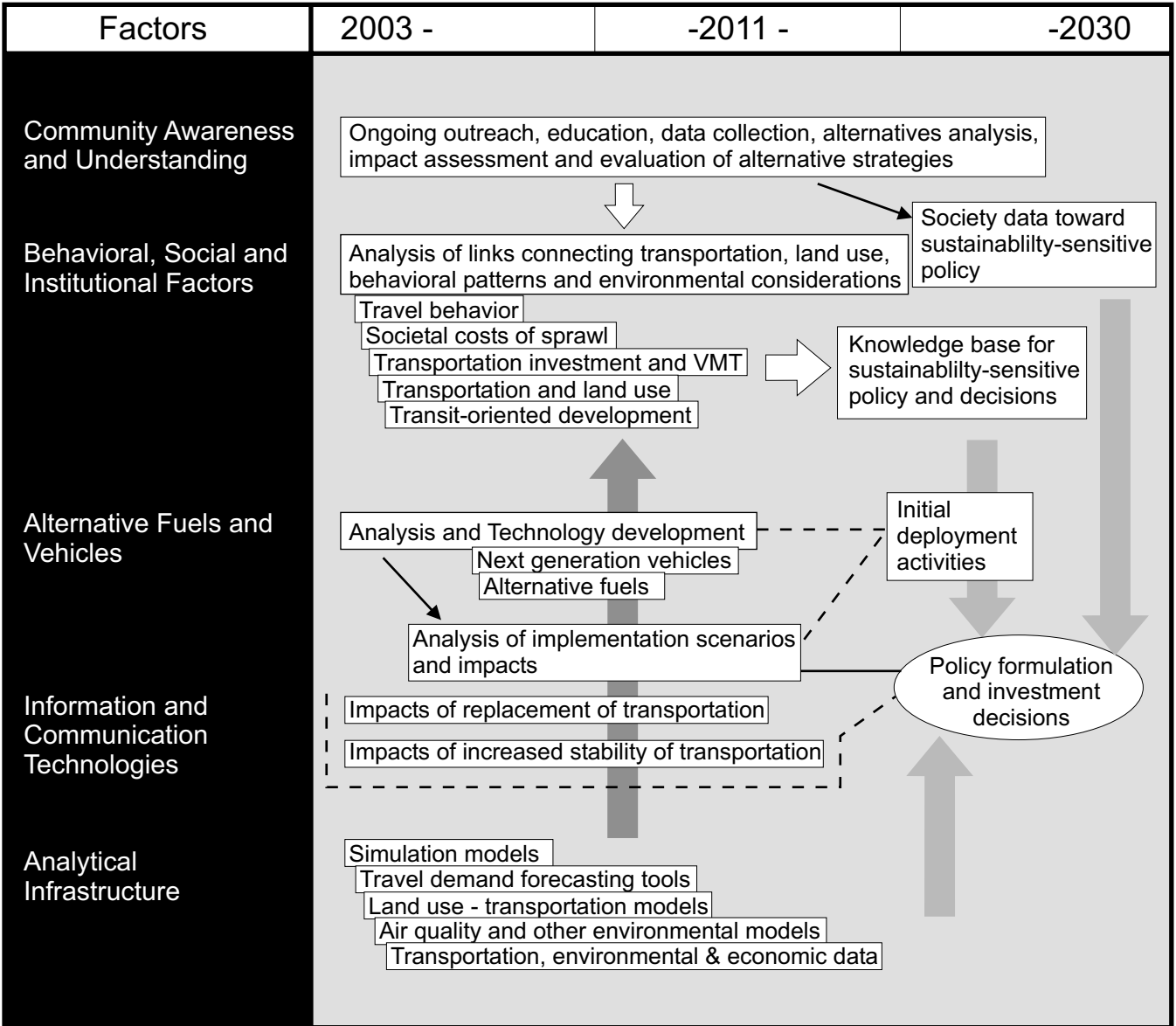
Transportation is vital to our economy and our society. It supports economic development through the movement of goods and through access to jobs, services, and other activities. However, as we enter the 21st Century, concerns are growing about how to meet increasing demands for access and mobility, safe and efficient operations, capacity of the current transportation infrastructure, environmental quality, and social equity.

The negative effects of transportation activities and the development patterns they support include contribution to greenhouse gases and global warming, congestion, air and water pollution, inefficient land use, unequal access to transportation, and ecosystem fragmentation.

There is a lack of understanding of how best to balance the often-conflicting goals of economic growth, environmental quality, and sustainability. A key focus to this dilemma is how sustainable transportation and land use contribute to this balance—including policies, investments, and strategies. These relationships produce environmental, social equity, and economic outcomes, sometimes characterized as the “Three Es.” As discussed above, progress is measured by outcomes ranging from reduced greenhouse gases to better access to jobs. Thus, the greatest challenge for decision makers at all levels is to achieve a balance among the components, some of which may be in competition. Figure VIII-1 provides a policy roadmap for each entity of the San Luis Valley—town, county, state, and federal agencies.

This Long-Range Transit Element will be a tool for the local planning staff. Specific goals of the plan will include transit projects to meet regional mobility needs, enhance economic development within the region, and increase transit service to reduce single-occupancy vehicle usage.

Figure VIII-1
Policy Roadmap for Committee



Concept adapted from US Department of Transportation, Volpe Center

FUNDING PLAN - FINANCIALLY-CONSTRAINED

This section of Chapter VIII presents the funding plan for the San Luis Valley 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 San Luis Valley. 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.

Federal 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 San Luis Valley 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 will be on the order of \$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. Preliminary estimates by FTA Regional staff indicate that CDOT’s apportionment for fiscal year 2002-03 will be 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 San Luis Valley 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 San Luis Valley. 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. Monies 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 San Luis Valley. This financial support should continue even if an Authority is established to ensure that adequate service is provided. The major employers in the San Luis Valley 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. If each of the seven counties wishes to work together within the framework of a single regional transit system, the RTA or a district is the only viable alternative under current statutes.

Financially-Constrained Plan

The following section presents the financially-constrained transit plan for the San Luis Valley. The long-range transit projects include the continuation of existing services and a limited number of future transit projects. Table VIII-3 summarizes the Financially-Constrained Plan for the San Luis Valley. Table VIII-4 shows the anticipated funding. The estimated total for the existing services over the next 25 years is approximately \$6.7 million. This financially-constrained plan is the basis for developing the Short-Range Transit Element, presented in Chapter IX.

Table VIII-3			
2030 Fiscally-Constrained Transit Plan			
Agency	2030 Operating \$	2030 Planned Capital	2030 Capital \$
Blue Peaks		18-Vehicles	\$423,000
	\$6,124,735	Bus Barn	\$500,000
Costilla Co Senior Citizens	\$581,058	9-Vehicles	\$450,000
Neighbor to Neighbor	\$744,221	5-Vehicles	\$250,000
Tri-County		5-Vehicles	\$275,000
	\$1,021,099	Computer Hardware	\$2,000
Antonito Srs	\$273,182	n/a	-
Valley-Wide	\$956,136	8-Vehicles	\$400,000
Alamosa Sr. Citizens	\$956,136	4-Vehicles	\$200,000
Northerners	\$273,182	2-Vehicles	\$100,000
SLVT	\$8,447,299	15-Vehicles	\$300,000
Operating Cost	\$3,848,877		
Capital Cost			\$2,900,000
Total 2030 Cost			\$6,748,877

**Note: Shaded Providers do not receive federal operating funds and therefore are excluded from total operating costs*

Table VIII-4	
Anticipated Funding for San Luis Valley	
Funding Source	\$
Local Funding	\$5,768,975
FTA 5310	\$755,154
FTA 5311	\$224,748
2030 Total	\$6,748,877

CHAPTER IX

Short-Range Transit Element

INTRODUCTION

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

2004 - 2011

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

This section presents the Short-Range Transit Element. The San Luis Valley 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 San Luis Valley 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 San Luis Valley. 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 – San Luis Valley

The fiscally-constrained Short-Range Transit Element for the San Luis Valley is presented in Table IX-1. The San Luis Valley Developmental Resources Group (DRG) is the fiscal agent for transit in fiscal years 2004/2005. DRG is looking for a local agency to provide general public service. The service would be available regionwide, with local and county governments contributing funds for the 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 San Luis Valley are from local and county governments, fares/donations, Medicaid, Title III, and the federal government.

**Table IX-1
Short-Range Plan
2006-2011**

	2004	2005	2006	2007	2008	2009	2010	2011
OPERATING COSTS								
Costilla County Senior Citizens	\$ 22,565	\$ 23,242	\$ 23,242	\$ 23,242	\$ 23,242	\$ 23,242	\$ 23,242	\$ 23,242
Neighbor to Neighbor	\$ 28,060	\$ 29,769	\$ 29,769	\$ 29,769	\$ 29,769	\$ 29,769	\$ 29,769	\$ 29,769
Tri-County	\$ 39,654	\$ 40,844	\$ 40,844	\$ 40,844	\$ 40,844	\$ 40,844	\$ 40,844	\$ 40,844
Antonito Srs	\$ 10,609	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927
Alamosa Sr. Citizens	\$ 37,132	\$ 38,245	\$ 38,245	\$ 38,245	\$ 38,245	\$ 38,245	\$ 38,245	\$ 38,245
Northerners	\$ 10,609	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927	\$ 10,927
<i>Subtotal</i>	\$ 148,629	\$ 153,955	\$ 153,955	\$ 153,955	\$ 153,955	\$ 153,955	\$ 153,955	\$ 153,955
CAPITAL COSTS								
Blue Peaks	\$ 104,000	\$ 52,000			\$ 104,000		\$ 104,000	
Costilla County Senior Citizens			\$ 52,000		\$ 52,000			
Neighbor to Neighbor			\$ 52,000			\$ 52,000		
SLVT			\$ 52,000					
Tri-County	\$ 52,000	\$ 52,000				\$ 52,000		
Valley-Wide			\$ 52,000					\$ 52,000
Alamosa Sr. Citizens					\$ 52,000	\$ 52,000		
Northerners	\$ 52,000					\$ 52,000		
<i>Subtotal</i>	\$ 208,000	\$ 104,000	\$ 208,000	\$ -	\$ 208,000	\$ 208,000	\$ 104,000	\$ 52,000
Expense Total	\$ 356,629	\$ 257,955	\$ 361,955	\$ 153,955	\$ 361,955	\$ 361,955	\$ 257,955	\$ 205,955
REVENUES								
Local Funding	\$ 188,629	\$ 220,267	\$ 324,267	\$ 145,311	\$ 324,267	\$ 324,267	\$ 220,267	\$ 168,267
FTA 5310	\$ 168,000	\$ 29,044	\$ 29,044	\$ -	\$ 29,044	\$ 29,044	\$ 29,044	\$ 29,044
FTA 5311	\$ -	\$ 8,644	\$ 8,644	\$ 8,644	\$ 8,644	\$ 8,644	\$ 8,644	\$ 8,644
<i>Revenue Total</i>	\$ 356,629	\$ 257,955	\$ 361,955	\$ 153,955	\$ 361,955	\$ 361,955	\$ 257,955	\$ 205,955
<i>Note: 2005 Constant Dollars</i>								

Appendix A: Transportation Provider 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. _____

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.

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.

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 B 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 FRIDAY, MAY 9, 2003

THANK YOU FOR YOUR HELP!