Grand Valley Transit

Grand Valley 2035 Regional Plan

Prepared for

Mesa County, CO

TRANSPORTATION CONSULTANTS, INC.

Grand Valley TPR
Transit and Human Services Coordination Plan

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Chapter I

TRANSPORTATION
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CHAPTER I

Introduction

PLAN PURPOSE

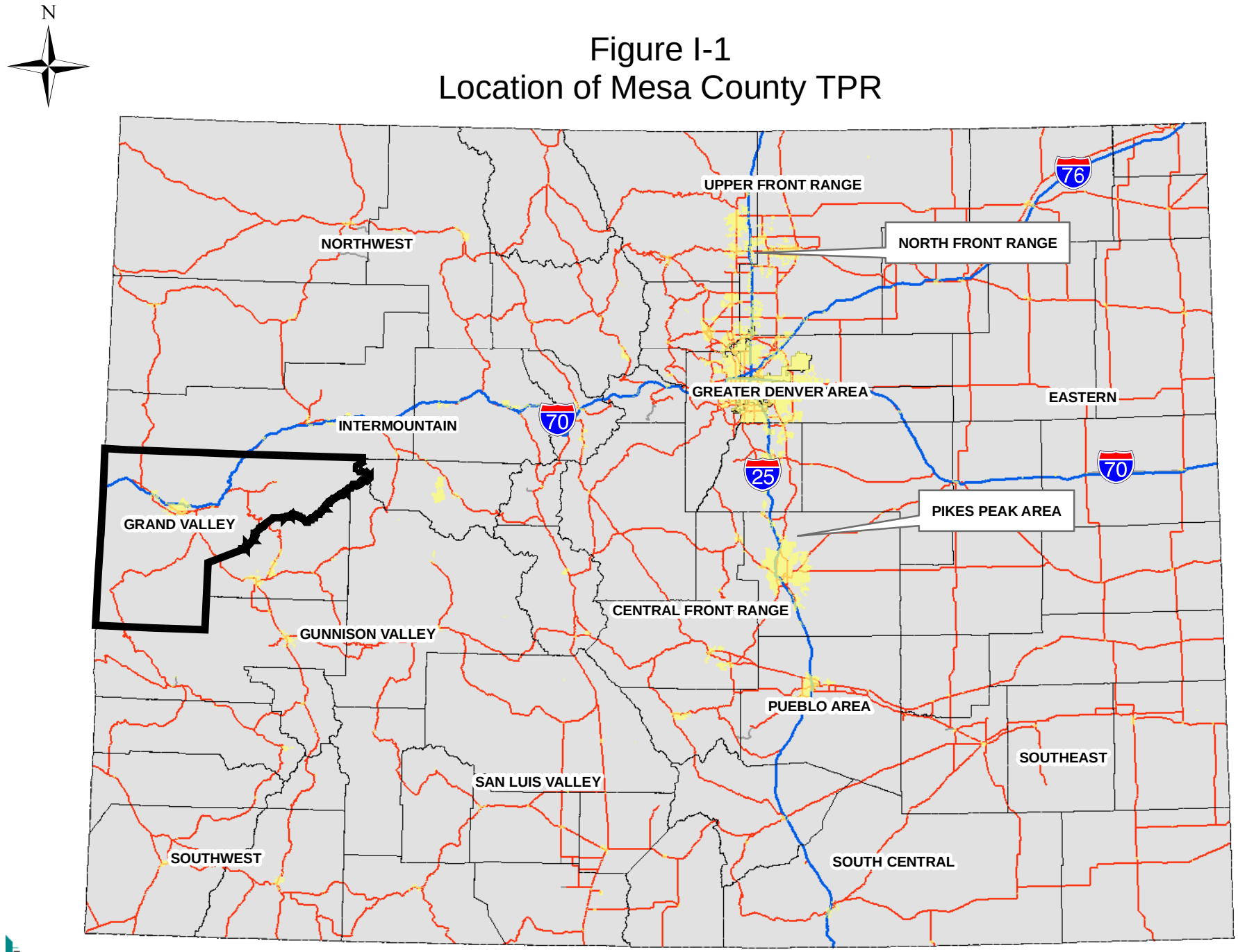
This Grand Valley Transit and Human Services Transportation Coordination Plan will serve as the planning document for the included providers which will meet all Federal Transit Administration (FTA) and Colorado Department of Transportation (CDOT) requirements and guidelines for funding eligibility. This Local Transit Plan will be incorporated into the 2035 Regional Transportation Plan and will serve as the planning document for the Grand Valley (Mesa County) area. CDOT will use this Plan in evaluation and approving grant applications for capital and operating funds from the FTA, as well as other available funds. The Grand Valley Regional Transportation Commission (GVRTC) will use the summary information provided for the 2035 Plan for allocating available funds and project prioritization.

This Plan specifically focuses on the Grand Valley MPO; however, the Plan encompasses all of Mesa County. Figure I-1 illustrates the study area. The basis for the development of a local human services coordinated transportation plan is described in the next sections which discusses new federal and state requirements which dictate that a locally developed coordinated transportation plan be derived. This plan is in response to those requirements.

This plan will include the following elements:

- Assessment of transportation needs for seniors, persons with disabilities, low-income population, and the general public
- Routes and service areas of providers
- Strategic transit program projects
- Inventory of existing transportation providers
- Identified gaps and duplications in service
- Strategies to eliminate gaps and duplication in service
- Priorities for coordination of services
- Six-year implementation and financial plan
- Inclusion of Grand Valley Transit's six-year financial plan

Figure I-1
Location of Mesa County TPR



Federal and State Requirements

On August 10, 2005 President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), providing $286.4 billion in guaranteed funding for federal surface transportation programs over six years through FY 2009, including $52.6 billion for federal transit programs—a 46 percent increase over transit funding guaranteed in the Transportation Efficiency Act for the 21st Century (TEA-21).

SAFETEA-LU builds on many of the strengths of rural transit's favorable treatment in TEA-21 and the Intermodal Surface Transportation Efficiency Act (ISTEA) (the two preceding highway and transit authorizations). Some of the desirable aspects of the rural transit program are brought into other elements of federal transit investment, and an increased share of the total federal transit program will be invested in rural areas under this new legislation.

SAFETEA-LU requires that projects selected for funding under Section 5310, JARC, and New Freedom programs be "derived from a locally developed, coordinated public transit-human services transportation plan" and that the plan be "developed through a process that includes representation of public, private, and nonprofit transportation and human services providers." The following section briefly outlines those funding sources requiring this local plan.

FTA Section 5310 Capital for Elderly and Disabled Transportation Funding Program

The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. Funds may be used only for capital expenses or purchase-of-service agreements. States receive these funds on a formula basis.

FTA Section 5316 Job Access and Reverse Commute Funding Program

This program, funded through SAFETEA-LU, has an emphasis on using funds to provide transportation in rural areas currently having little or no transit service. The list of eligible applicants includes states, metropolitan planning organizations, counties, and public transit agencies, among others. A 50 percent non-Department of Transportation match is required; however, other federal funds may be used as part of the match. FTA gives a high priority to applications that address the transportation needs of areas that are unserved or underserved by public transportation.

FTA Section 5317 New Freedoms Funding Program

This program is a new element of the SAFETEA-LU authorization with the purpose of encouraging services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities ACT (ADA). To encourage coordination with other federal programs that may provide transportation funding, New Freedoms grants will have flexible matching share requirements.

Additional Funding Sources

There are additional funding sources available to the Grand Valley through FTA. These are discussed in the following section.

FTA Section 5307 Urbanized Area Formula Program

This program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. Eligible purposes include planning, engineering design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

FTA Section 5309 Bus and Bus Facilities

The Bus and Bus-Related Facilities program provides capital assistance for new and replacement buses and related equipment and facilities. These funds flow through the Colorado Association of Transit Agencies (CASTA), and are fully allocated earmarks through Congress.

Eligible capital projects include the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers, and shop and garage equipment.

Additional Revenue Sources

CDOT policy states that Regional Priority Program (RPP) funding, which is allocated from the Transportation Commission to the Regional Planning Commissions (RPCs) for high-priority regional projects, is "flexible." This means that these funds can be used to fund alternative mode projects. Such projects would have to receive a high enough priority in the regional planning process to receive funding.

In the past, Colorado was one of about five states that did not provide state funds specifically for transit. However, during the 2002 Colorado legislative session a bill was approved to set aside 10 percent of Senate Bill 97-001 transportation funding for strategic transit projects. For the first time, projects have been funded using dedicated state funding for transit.

By far, the chief revenue source for most transit agencies in Colorado is local dollars accounting for approximately 75 percent of agencies' operating budgets. Transit taxing districts are the largest funding source for transit services in Colorado. State legislation allows for three types of taxing transit districts. The first and oldest is RTD, which covers most of the Denver metro area. District sales tax revenues fund transit services in a seven-county area. This is a unique district under state law. The second is the County Mass Transit Tax district, which is able to levy a sales tax specifically for transit funding. Summit and Eagle Counties fund transit services in this manner. The third is the Rural Transportation Authority (RTA), which is able to levy a variety of transit taxes on cities, towns, counties, and/or districts—whether in urban or rural areas. The Roaring Fork Transportation Authority is incorporated under the RTA law as well as the new Colorado Springs RTA. Other local funding sources include local government general funds, fares and user fees, service contracts, advertising revenue and private business contributions.

SERVICE AREA

This Transit and Human Services Transportation Coordination Plan is a locally developed plan with the assistance of LSC. The local service area is specific to those areas where coordination of services makes the most realistic sense. The service area was developed based upon geographic and current service areas of providers. Grand Valley Transit is the primary provider of general public transportation service within the area. The remaining providers represent those which serve specific client needs and the elderly and disabled.

Chapter II

TRANSPORTATION
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CHAPTER II

Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the demand for transit services in Mesa County based upon standard estimation techniques and updates from the 2030 Transit Element. The transit demand identified in this chapter will be utilized throughout the study process. Different methods are used to estimate the maximum transit trip need in Mesa County. The following methods were used to estimate transit need:

- Mobility Gap Methodology
- Rural Transit Demand Methodology
- Transit Use Modal Split Demand Estimates
- Employee Modal Split Transit Use Demand Estimates
- Greatest Transit Needs Index

MOBILITY GAP METHODOLOGY

The mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.31 for age 15-64 in urban households to 1.93 for age 65 or older in rural households. Table II-1 uses the following mobility gap trip rates to illustrate the actual mobility gap for both rural and urban areas of Mesa County.

Table II-1

Mobility Gap Trip Rates

Category	Trip Generation Rates			Trip Generation Rates		
	HH 15-64 w/o Veh Rate	HH 15-64 w/1+ Veh Rate	Mobility Gap	HH 65+ w/o Veh Rate	HH 65+ w/1+ Veh Rate	Mobility Gap
Urban	3.52	4.83	1.31	1.45	3.11	1.66
Rural	2.69	4.12	1.42	1.04	2.98	1.93

LSC, 2007.

By using these data, the percent of mobility gap filled is calculated and presented in Table II-2. The annual transit need for Mesa County, using the Mobility Gap Methodology is approximately ***1,261,000*** annual trips.

Table II-2
Transit Need for General Public in the Mesa County Area

County	Total Households						Total Daily Need	Total Annual Need
	HH 15-64 No veh	Mobility Gap	Transit Need	HH 65+ No Veh	Mobility Gap	Transit Need		
Mesa County (urban)	1193	1.31	1,566	1022	1.66	1,692	3,258	1,189,195
Mesa County (rural areas)	92	1.42	131	34	1.93	66	197	71,758
TOTAL Mesa County Study Area							***3,455***	***1,260,954***

Note: Urban areas include Grand Junction, Fruita, and Palisade.

Census 2000, NPTS 2001, LSC, 2007.

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 county. Knowing this information, the LSC Team presents the transit need for 2006, 2010, and 2035, based on population projections.

TCRP Methodology Background

The TCRP study presents 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 need, 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 need in two major categories:

- "Program Need" which is generated by transit ridership to and from specific social service programs, and

- "Non-Program Need" which is 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 Need

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 need, it is necessary to assume a high supply level, as measured in vehicle service miles provided per square mile per year. The high supply level is the upper-bound "density" of similar rural services provided in this country. This assessment of need 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 Mesa County.

For Mesa County, 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 service 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 service miles of service to approximately 1,000 vehicle service miles per square mile per year (the lower bound). This would give a more accurate estimate of a reasonable level of service. Applying a reasonable level of service density to the population of the county—1,000 vehicle service miles of transit service per square mile— yields the 2006 estimated *lower bound of* transit demand for the general population including youth, as well as the elderly and mobilitiy-limited populations, as shown in Table II-3. The 2006 potential need for the rural portion of Mesa County (which does not include Grand Junction, Fruita, or Palisade) is as follows:

- Elderly transit need is 7,750 annual passenger-trips
- Disabled need is 1,710 annual passenger-trips
- General public need is 380 annual passenger-trips

Mesa County's rural estimated total transit need for 2006, using the TCRP method, is ***9,840*** annual one-way passenger-trips. This ridership level would be desired by the elderly, mobility-limited, and general public populations if a reasonable level of transit service could be provided. Rural transit need estimates, using the TCRP methodology, for 2010 and 2035 are provided in Appendix A.

Total needs for 2010 and 2035 are estimated to be 10,710 and 53,710 annual one-way passenger-trips, respectively, for the study area. The 2006 upper bound, using 2,400 vehicle service miles of service per square mile, yields a total demand of approximately 19,520 annual one-way passenger-trips for the rural portion of the county. Both the upper and lower bounds are presented. Appendix A also includes maps of elderly, disabled, and low-income persons in the region.

Table II-3

TCRP Method of Rural Demand Estimation – 2006 Estimates

Census Tract	Area Description	Estimated Annual Passenger-Trip Demand: Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	Estimated Daily Transit Demand: #	%	Daily Demand Density (Trips per Sq. Mile per Day)
15.02	Northwest corner of Mesa County	3,260	610	3,870	240	**4,110**	16	41.8%	0.04
18	Northeast corner of Mesa County	2,250	380	2,630	120	**2,750**	11	27.9%	0.01
19	South portion of county from I-70 to county line	2,240	720	2,960	20	**2,980**	12	30.3%	0.01
Rural Study Area Total (Not including Grand Junction, Fruita, or Palisade)		**7,750**	**1,710**	**9,460**	**380**	**9,840**	**39**	**100%**	**0.06**

Source: LSC Transportation Consultants, Inc.

Program Trip Need

The methodology for forecasting need 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 need for Mesa County was calculated from data provided from various program-related agencies. The data were collected for Head Start, Developmental Services, Nursing Homes, Group Homes, Job Training, and Mental Health Services. The participant numbers were reported by individual agencies and are also available through the Regional Head Start office and the Department of Human Services. The existing program need estimates are approximately ***415,110*** annual trips for Mesa County if a very high level of service could be provided. Of the total trips, approximately 91 percent (377,000) are needed in the urban areas of the county. Table II-4 provides the program-related transit demand data. The majority of the need is concentrated in the urban areas, as would be expected.

Table II-4

Mesa County Program-Related Transit Demand

Program Type	Number Feasible Participants	Annual Feasible Number Rides		Annual Feasible Number Rides
		Urban	Rural	Total
Development Services: Adult	179	67,000	8,280	**75,280**
Development Services: Child Welfare	748	149,120	18,430	**167,550**
Group Home	159	89,970	7,820	**97,790**
Head Start (3 - 5 years)	240	59,960	3,160	**63,120**
Job Training	12	1,440	200	**1,640**
Nursing Home	792	9,150	580	**9,730**
Total Potential Ridership		**376,640**	**38,470**	**415,110**

Note: Demand estimates based on the methodology presented in "TCRP Report 3: Workbook for Estimating Demand for Rural Passenger Transportation."

MODAL SPLIT DEMAND ESTIMATION

The modal split demand estimation technique is based upon 2000 Census employee modal split percentages. The formula used for the modal split demand estimation is as follows:

Total Population * 3.5 * 365 days* Urban/Rural Transit Mode Split

Table II-5 provides the 2006 estimated transit demand based upon Census modal split percentages. The modal split method of demand estimation shows a 2006 transit need of approximately ***2,045,560*** annual one-way passenger-trips if a very high level of service could be provided. Of this need, approximately 99 percent is needed within the urban core of Mesa County. This need is expected to increase to an estimated 3,780,280 one-way passenger-trips annually for the county by 2035.

Table II-5
Modal Split Method of Demand Estimation

Census Area	Description	Population [1] 2006	Population [1] 2035	Estimated Transit Demand [2] 2006	Estimated Transit Demand [2] 2035	2035 Demand Density	% of 2035 Regional Demand
Urban Mesa County							
	Fruita Census Place	7,422	13,720	130,270	240,800	40,810	81.2%
	Grand Junction Census Place	48,106	88,900	844,310	1,560,290	50,660	100.8%
	Palisade Census Place	2,955	5,460	51,860	95,830	87,120	173.3%
	Urban Core	**58,483**	**108,080**	**1,026,440**	**1,896,920**	**50,183**	**99.8%**
	Urban Periphery	**60,480**	**111,770**	**862,790**	**1,594,470**	**n/a**	**n/a**
	Total	**118,964**	**219,850**	**1,889,230**	**3,491,390**	**50,183**	
Rural Mesa County							
15.02	Northwest corner of Mesa County	6,040	11,160	66,330	122,540	320	0.6%
18	Northeast corner of Mesa County	3,566	6,590	39,150	72,360	60	0.12%
19	South portion of county from I-70 to county line	4,631	8,560	50,850	93,990	60	0.12%
	Subtotal Rural Mesa County	**14,237**	**26,310**	**156,330**	**288,890**	**91**	**0.2%**
Study Area Total		**133,201**	**246,160**	**2,045,560**	**3,780,280**	**50,274**	**100%**

Note 1: 2000 data based on 2000 US Census population figures and 2025 based on LSC estimates using State of Colorado population growth projections.
Note 2: Demand estimates assume that the percentage of employees using transit is 1.37 percent in the urban area and 0.86 in the rural area.
Note 3: Demand density is measured in terms of one-way passenger-trips per square mile per year.

Source: LSC Transportation Consultants, Inc.

POTENTIAL EMPLOYEE TRANSIT DEMAND

The potential employee transit demand was calculated based on the following formula:

Total Employed Persons * 2 * 250 days* Urban/Rural Transit Mode Split

Table II-6 provides the estimated employee transit demand based upon the total number of employed persons in the urban core area. Demand estimates assume that the percentage of employees using transit as derived from mode split data from the Census and information from the most recent transit survey. Total demand based upon employment for the urban core is approximately 305,140 annual transit trips in 2006. Estimated demand for 2035 is approximately 563,880 annual one-way passenger-trips. Estimated total county demand in 2006 is approximately ***555,290*** annual one-way passenger-trips for employees.

POTENTIAL COLLEGE DEMAND

College demand was estimated using trip rates from other universities across the nation. Using the highest observable trip rates from other universities, Grand Valley Transit could see potential student demand levels at nearly 83,520 annual one-way rides. Currently, the student trip rate for the Mesa State College is approximately 19.06 rides per student annually. The highest observable rate for a university-based city is Green Bay, Wisconsin with a trip rate of nearly 46. Table II-7 provides historical trip rates for other university systems for comparison. Grand Valley Transit is slightly above the average trip rate of 17.77. The estimated college need is ***201,100*** annual one-way trips.

Table II-6

Employee Transit Use Method of Urban Demand Estimation

Census Area	Employment[1]		Estimated Transit Demand[2]		2035 Demand Density[3]	% of 2035 Regional Demand
	2006	2035	2006	2035		
Fruita Place	3,325	6,140	19,950	36,840	6244.067797	8.9%
Grand Junction Place	22,792	42,120	256,410	473,850	15,385	22.0%
Palisade Place	1,445	2,670	28,780	53,190	48,355	69.1%
Urban Core Total	**27,561**	**50,930**	**305,140**	**563,880**	**69,983**	**91%**
Mesa County Total	**55,529**	**102,620**	**555,290**	**2,044,220**	**614**	

[1] 2000 data based on 2000 US Census population figures and 2010 based on LSC estimates using State of Colorado population growth projections.

[2] Demand estimates assume that the percentage of employees using transit as derived from mode split data from the Census.

[3] Demand density is measured in terms of one-way passenger-trips per square mile per year.

Source: LSC Transportation Consultants, Inc.

Table II-7
Comparative FTE College Student Transit Trip Rates

Location	System	Annual Ridership	% College Riders	College Ridership	FTE Student Population	Student Trip Rate
Canton, OH	RTA	1,123,445	5.0%	56,170	2,000	28.09
Cedar Rapids, IA	Five Seasons	1,580,000	9.0%	142,200	12,800	11.11
Columbia, SC	Columbia Transit	2,941,000	5.0%	147,050	17,242	8.53
Durango, CO	The Lift	67,850	49.0%	33,250	3,000	11.08
Gainesville, FL	RTS	1,074,000	20.0%	214,800	40,000	5.37
Green Bay, WI	GBT	1,800,000	13.0%	234,000	5,100	45.88
Modesto, CA	MAX	2,100,000	5.0%	105,000	14,000	7.50
Logan, UT	LTD	1,100,000	28.0%	308,000	13,200	23.33
Grand Junction	Grand Valley Transit	759,238	11.0%	83,520	4,383	19.06
					Highest Observed Rate	45.88

Note: Data on ridership provided by individual systems. Data on student population provided by individual colleges. Trip rates are expressed in trips per FTE per year.

Source: LSC Transportation Consultants.

Transit Demand Summary

Various transit demand estimation techniques were used to determine Mesa County's current overall transit demand and future transit demand. The various methods for estimating current demand are summarized below. It should be noted that Mesa County's total demand is not the sum of all these estimates; rather these techniques give a picture of the various demands and estimations in the region. Table II-8 provides a summary of Mesa County transit demand using the Employee Transit Need Method, Modal Split Method, College Demand Method, and TCRP Model. This summary is based upon annualized ridership estimates for 2006. Transit demand using these methods estimates an approximate need of 1,652,490 annual one-way passenger-trips for Mesa County. It is estimated, through the various methodologies, that in 2035 transit demand is likely to exceed 2.6 million annual one-way passenger-trips.

As indicated in Table II-8, the Mobility Gap Methodology is not calculated as part of the total demand. The reason for this is that the "Other General Public" trips category is essentially a different way of calculating the Mobility Gap. In this case, "Other General Public" trips are calculated by subtracting total Modal Split demand from Employee Demand. This yields an "Other General Public" demand for the urban area of approximately 721,300 trips. Comparably, the Mobility Gap Methodology yields an annual urban trip demand of approximately 1,260,954. Substituting the Mobility Gap Methodology for the "Other General Public," the annual demand estimate is 2,191,764 annual trips.

Table II-8
Summary of Mesa County Transit Demand

URBAN ESTIMATES	Type of Trip					
	Work[1]	College[2]	Other General Public[3]	Total Non-Program	Program	TOTAL
Existing Urban Demand Estimates						
Urban Core	305,140	201,100	721,300	1,227,540	376,640	1,604,180
Existing Urban Ridership						
Grand Valley Transit – Urban	243,200	83,600	433,200	760,000	14,440	774,440
Existing Urban Unmet Demand						
Urban Core	61,940	117,500	288,100	467,540	362,200	829,740
Percent of Existing Urban Demand Met						
Urban Core	79.7%	41.6%	60.1%	61.9%	3.8%	48.3%

RURAL ESTIMATES	Type of Trip					
	Elderly	Mobility Limited	General Public	Total Non-Program	Program	TOTAL
Existing Rural Demand Estimates						
Rural Mesa County	7,750	1,710	380	9,840	38,470	48,310
Existing Rural Ridership						
Rural Transportation Providers	0	0	0	0	0	0
Existing Rural Unmet Demand						
Rural Mesa County	7,750	1,710	380	9,840	38,470	48,310
Percent of Existing Rural Demand Met						
Rural Mesa County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Current Mesa County Total Demand	**1,652,490**

2035 TOTAL STUDY AREA ESTIMATES

		Total Non-Program	Program	TOTAL
2035 Demand Estimates				
Urban Core		2,114,600	468,830	2,583,430
Rural Mesa County		18,140	47,890	66,030
	Subtotal	2,132,740	516,720	2,649,460
2035 Unmet Demand If Transit Services Are Unchanged From 2006				
Urban Core		1,354,600	454,390	1,808,990
Rural Mesa County		18,140	47,890	66,030
	Subtotal	1,372,740	502,280	1,875,020

[1] Based upon employee trip estimation methodology.
[2] Based upon survey of college student transit trip rates. Future college demand based on 2 percent annual growth in number of FTEs.
[3] Mode split methodology minus employee trip methodology for urban core, TCRP methodology in rural areas.

Source: LSC Transportation Consultants, Inc.

Unmet Needs

Based upon the information presented in this chapter, a reasonable level of transit demand can be estimated for the area. Transit demand using these methods estimates the approximate demand in the Grand Valley MPO area as:

- Between approximately ***1,652,000 to 2,192,000*** annual one-way passenger-trips for the Grand Valley Region.

- Between ***37 and 48 percent*** of the existing transit demand is being met in the urban areas, and nearly 100 percent of the transit demand for the rural areas is unmet. Some of the program trips in rural areas of Mesa County are likely being met by human service agencies; however, the exact number of trips provided is unknown. In comparison, similar areas across the country are experiencing similar trends in unmet need.

This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC's past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

GREATEST TRANSIT NEEDS

The "greatest transit need" is defined as those areas in Mesa County with the highest percentage of zero-vehicle households and elderly, disabled, and below- poverty populations.

Methodology

The US Census data were used to calculate the greatest transit need. The categories used for the calculation were zero-vehicle households, elderly population, disabled population, and below-poverty population. Using these categories, LSC developed a "transit need index" to determine the greatest transit need. The percentage of the population for each US census tract within each category was calculated, placed in numerical order, and divided into six segments. Six segments were chosen in order to reflect a reasonable range. Each segment contained an approximately equal number of US tracts in order to provide equal representation.

The US census tracts in the segment with the lowest percentages were given a score of 1. The tracts in the segment with the next lowest percentages were given a score of 2. This process continued for the remainder of the tracts. The tracts in the segment with the highest percentages were given a score of 6. This scoring was completed for each of the categories (zero-vehicle households, elderly population, disabled population, and below-poverty population). After each of the tracts was scored for the four categories, the four scores were added up to achieve an overall score. Table II-9 presents the ranked scores for each US tract in Mesa County. The scores range from eight (lowest need) to 22 (highest need).

Table II-9

2006 Greatest Transit Need Scores by Census Tracts

Mesa County

Census Tract	Area Description	Land Area (sq.ml.)	Zero-Vehicle Hhlds			Total # of Hhlds	Total Number of Elderly 60 & over			Mobility-Limited Population			Below-Poverty Population			Overall Score	Final	Total Population (Persons)
			#	%	rank		#	%	rank	#	%	rank	#	%	rank	(8-22)	(1-6)	#
2	7th Street west to 12th Steet, North Ave south to Pitkin Ave, Grand Junction	0.4	238	18.0%	6	1,323	408	16.0%	3	194	7.6%	5	591	23.2%	6	20	6	2,545
3	North Ave south to Pitkin Ave, I-70 B west to 7th Street, Grand Junction	0.6	179	13.9%	6	1,286	221	12.8%	1	164	9.5%	6	261	15.2%	6	19	5	1,723
4	25 Road west to 7th Street, Patterson Road south to Pitkin Ave, Grand Junction	1.4	109	12.5%	6	874	1022	26.7%	6	252	6.6%	5	392	10.2%	4	21	6	3,829
5	7th Street west to 12th Steet, Patterson Road south to Pitkin Ave, Grand Junction	0.5	162	9.3%	5	1,739	590	20.8%	4	285	10.1%	6	451	15.9%	6	21	6	2,831
6.01	12th Street east to 29 Road, Patterson Road south to Orchard, Grand Junction	1.0	86	8.4%	5	1,029	1196	31.9%	6	273	7.3%	5	580	15.5%	6	22	6	3,752
6.02	12th Street east to 29 Road, Orchard to North Ave, Grand Junction	1.0	258	15.2%	6	1,695	896	17.0%	3	335	6.4%	5	813	15.5%	6	20	6	5,258
7	12th Street east to Harmony Road, North Ave south to I-70 B, Grand Junction	1.3	215	9.2%	5	2,352	736	14.8%	2	361	7.3%	5	1188	24.0%	6	18	5	4,957
8	S 5th Street east to 31 Road, I-70 B south .5 miles, Grand Junction	6.3	79	3.8%	4	2,068	997	14.9%	2	539	8.0%	6	677	10.1%	4	16	4	6,697
9	Northwest Grand Junction, south of I-70	7.0	61	2.7%	3	2,288	249	12.6%	1	148	7.5%	5	270	13.7%	5	14	4	1,971
10.01	27 Road east to 29 Road, I-70 south to Patterson, Grand Junction	2.1	205	33.0%	6	622	1509	33.7%	6	264	5.9%	4	299	6.7%	3	19	5	4,477
10.02	25 Road east to Horizon Drive, I-70 south to Patterson, Grand Junction	3.5	126	6.5%	4	1,926	1803	31.4%	6	427	7.4%	5	226	3.9%	2	17	4	5,751
11.01	29 Road west to 30 Road, I-70 south to North Ave, Grand Junction	2.1	179	6.9%	4	2,579	1509	18.9%	4	427	5.3%	4	820	10.3%	4	16	4	7,999
11.02	30 Road west to 31 Road, I-70 south to I-70 B, Grand Junction	1.7	37	1.1%	2	3,330	1122	23.3%	5	121	2.5%	1	152	3.2%	1	9	1	4,805
12	Southwest of Grand Junction	13.0	7	0.4%	1	1,853	410	18.9%	4	92	4.2%	2	136	6.3%	3	10	2	2,172
13.01	Southern portion of Grand Junction, along US Hwy 50	3.9	81	9.7%	5	839	1110	14.3%	2	420	5.4%	4	678	8.7%	3	14	4	7,788
13.02	28 1/2 Road west to 30 Road, Unaweep Ave south to Sunridge Road, Grand Junction	2.9	11	0.4%	1	3,086	731	21.7%	5	128	3.8%	2	221	6.6%	3	11	2	3,371
14.02	West of Grand Junction along State Hwy 340 to Fruita	9.6	19	1.6%	2	1,231	1338	24.6%	5	259	4.8%	3	119	2.2%	1	11	2	5,441
14.03	Between S Broadway and US Hwy 50 and River Road and Mariposa Dr, Grand Junction	3.7	17	0.8%	2	2,050	914	23.5%	5	205	5.3%	4	198	5.1%	2	13	3	3,896
14.04	West portion of Grand Junction south of SH 340	6.5	0	0.0%	1	1,514	871	21.6%	5	168	4.2%	2	74	1.8%	1	9	1	4,026
15.01	Town of Fruita	7.5	134	8.0%	5	1,666	1643	21.3%	5	642	8.3%	6	960	12.4%	5	21	6	7,713
15.02	Northwest corner of Mesa County	387.7	93	3.2%	4	2,938	965	16.0%	3	207	3.4%	1	302	5.0%	2	10	2	6,040
16	Directly north of Grand Junction	45.5	21	0.9%	2	2,176	585	17.8%	3	119	3.6%	1	146	4.4%	2	8	1	3,293
17.02	West portion of county from Grand Junction city limits to just east of Palisade	20.2	101	8.3%	5	1,208	1140	22.6%	5	266	5.3%	3	665	13.1%	5	18	5	5,054
17.03	West of the I-70/I70 B Junction west of Grand Junction	2.0	38	1.9%	3	1,965	760	19.4%	4	136	3.5%	1	137	3.5%	1	9	1	3,922
17.04	31 Road west to 33 1/2 Road, I-70 (B) south to D Road, Grand Junction	4.0	71	4.8%	4	1,494	1130	11.7%	1	433	4.5%	3	1299	13.4%	5	13	3	9,662
17.05	Southeast of I-70/I70 B Loop Junction west of Grand Junction	2.7	104	2.9%	3	3,548	721	11.9%	1	302	5.0%	3	745	12.3%	5	12	3	6,031
18	Northeast corner of Mesa County	1,150.3	45	2.1%	3	2,175	667	18.7%	4	131	3.7%	2	475	13.3%	5	14	4	3,566
19	South portion of county from I-70 to county line	1,653.9	7	0.5%	1	1,295	662	14.3%	2	246	5.3%	4	470	10.1%	4	11	2	4,631
MESA COUNTY TOTAL:			***2,682***	***5.1%***		***52,146***	***25,905***	***19.4%***		***7,545***	***5.7%***		***13,349***	***10.0%***				***133,201***

Source: US Census Bureau and LSC, 2003.

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Results

Figure II-1 presents Mesa County's US census tracts with the greatest transit need, along with the transit need index. Six tracts were determined to have the greatest transit needs based on the zero-vehicle households, elderly population, disabled population, and below-poverty population. Table II-10 presents information on these six tracts. As shown in Figure II-1, the greatest transit need is mainly in the Grand Junction urban area. The other areas of greatest transit need are in the Town of Fruita.

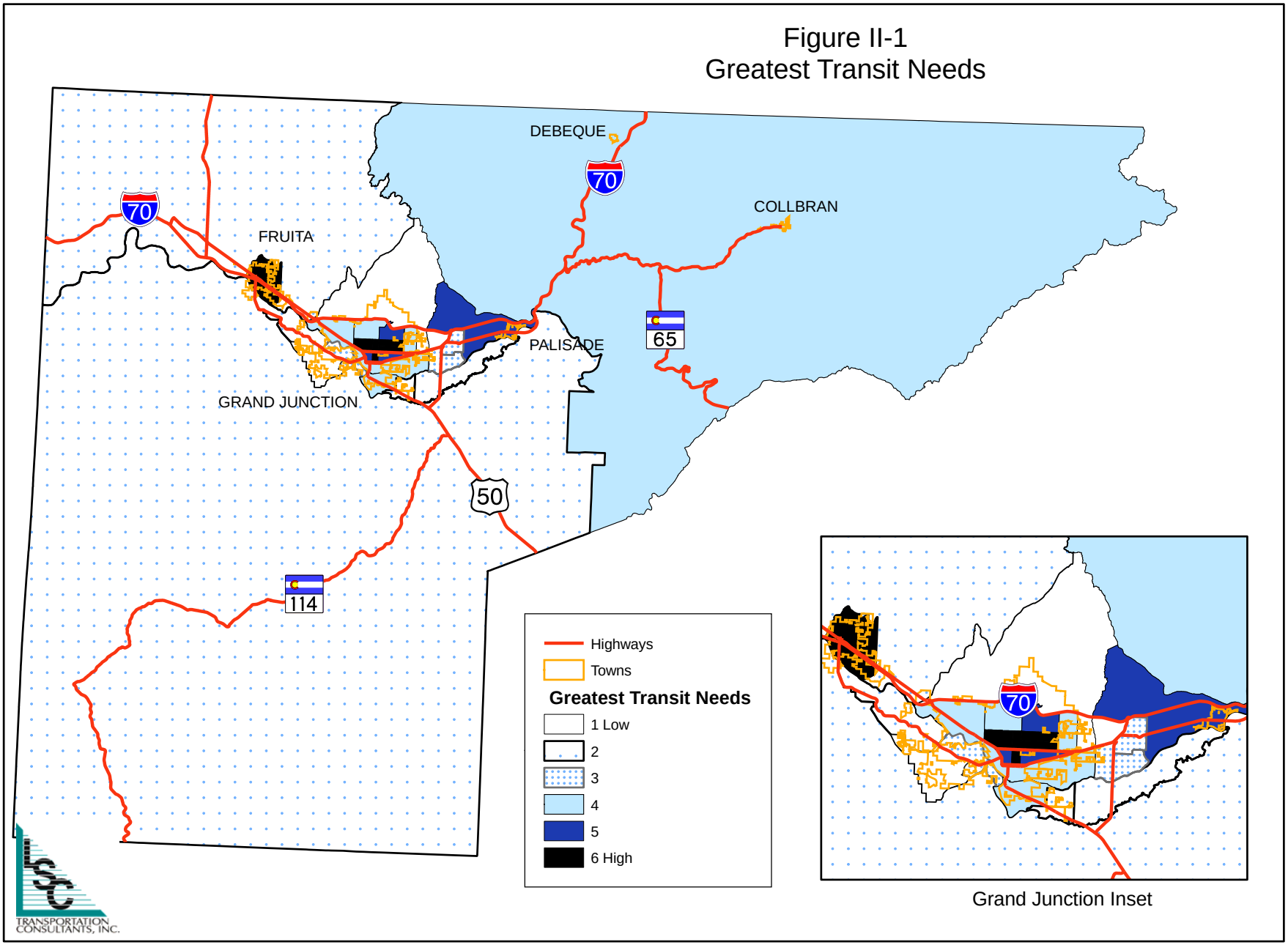
By identifying those areas with a high need for public transportation, LSC was able to uncover a pattern for the areas with the highest propensity to utilize transit service. Those US census tracts not scoring in the highest category, but still having a high score, could still be considered a high priority for transit service.

Table II-10
Census Tracts with the Greatest Transit Need

Census Tract	Description
2	7th Street east to 12th Street, North Ave south to Pitkin Ave, Grand Junction
4	25 Road east to 7th Street, Patterson Road south to Pitkin Ave, Grand Junction
5	7th Street east to 12th Street, Patterson Road south to Pitkin Ave, Grand Junction
6.01	12th Street east to 29 Road, Patterson Road south to Orchard, Grand Junction
6.02	12th Street east to 29 Road, Orchard to North Ave, Grand Junction
15.01	Town of Fruita

Source: LSC, 2007.

Figure II-1
Greatest Transit Needs



NEEDS IDENTIFIED BY AGENCIES AND THE PUBLIC

This section addresses the qualitative needs of this area based on information we received from the various transportation providers.

Coordination Meeting and Assessment

On March 15, 2007, the first coordination meeting among providers and human service agencies was held in Grand Junction, Colorado. Ten agencies/organizations/towns were represented at the meeting. Appendix B provides a list of attendees. This meeting was held to identify services, gaps, and coordination strategies which would be appropriate.

As part of the coordination effort, a community assessment tool was used to gauge how effectively coordination is currently accepted and practiced. The United We Ride – Framework for Action, Community Assessment Tool was completed by the agencies. Analysis and summary of these results is provided in Appendix C, and referenced in Chapter VI.

Agencies' Fleet and Facility Needs

Through the provider survey and coordination meeting, the following types of capital needs were identified by the local agencies:

- Grand Valley Transit has a short-term need for small, mid-sized, and large transit vehicles. The estimate is to replace up to 17 vehicles in the next six years.
- GVT indicated a need for a maintenance facility.
- GVT indicated a need for shelters and benches.
- There is a need for vehicles for the towns of Debeque and Collbran for the Senior Van program.
- Town of Fruita is in need of capital replacement for one small vehicle.
- Family Health West needs to replace a vehicle.
- Mesa Developmental Services needs to replace a vehicle.

Service Needs

Through the provider survey and coordination meetings, agencies indicated service needs including the following:

- The RTPO and GVT indicated an increase in fixed-route service area and number of routes.
- There was an indicated need for a taxi voucher program.
- There was a need to look at how to deal with rising fuel and insurance costs.

- There was an indication that the providers need to communicate more effectively with each other as well as educate the public and clients on where to obtain services.

Chapter III

TRANSPORTATION
CONSULTANTS, INC.

CHAPTER III

Inventory of Existing Service

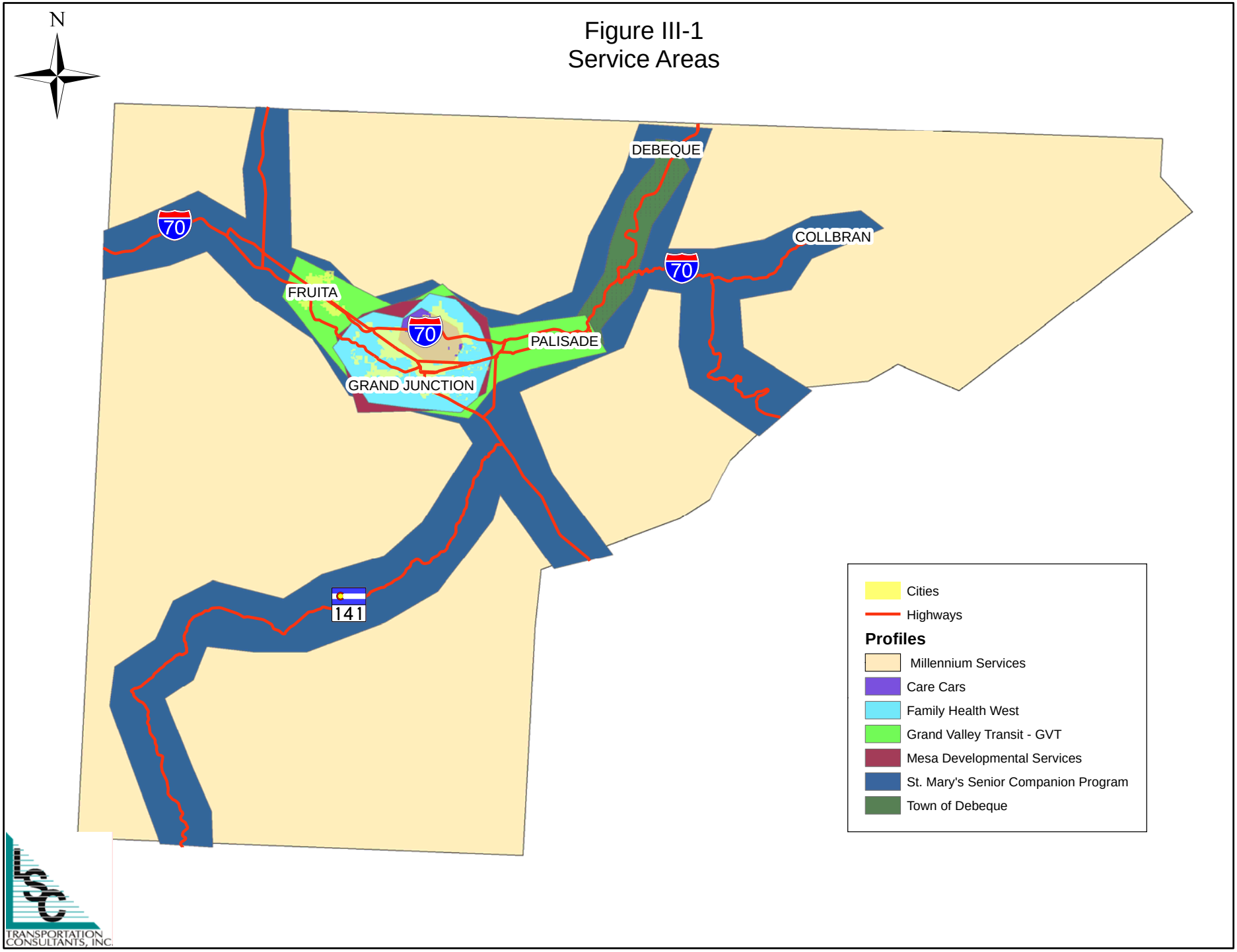
EXISTING PROVIDERS

This chapter reviews the existing transportation providers within the Grand Valley Transportation Planning service area. Currently, there are four main providers within the area that are eligible to receive FTA Section 5310 and/or FTA Section 5311 funding, although there are several "providers" which may provide a limited amount of additional service.

TRANSPORTATION INVENTORY

The Grand Valley Region currently has a host of private and public transportation services, ranging from agencies providing transportation services ancillary to the organization's core mission to larger, more-focused public transportation programs. The main provider within the region is Grand Valley Transit. Other providers within the region are the Town of DeBeque, Family Health West, Mesa Developmental Services, and St. Mary's Senior Companion Program. The following section details the service area, operating costs, funding sources, and ridership information of the transportation providers in the Grand Valley Region. The service areas for these providers are illustrated in Figure III-1.

Figure III-1
Service Areas



TRANSPORTATION CONSULTANTS, INC.

Grand Valley Transit

Laidlaw operates Grand Valley Transit under a contract with Mesa County. Grand Valley Transit began operations under MesAbility, Inc. in 2000. Grand Valley Transit operates Monday through Saturday from 5:15 a.m. until 7:15 p.m. GVT operates a mix of fixed-route and paratransit service. There are currently 11 fixed routes serving Grand Junction, Fruita, and Palisade. Grand Valley Transit provided nearly 760,000 one-way trips in 2006. This includes 750,900 trips for the fixed-route system and 8,400 paratransit trips.

GVT operates a pulse system with eleven fixed routes within Grand Junction, Fruita, and Palisade. Figure III-2 illustrates the current fixed routes operated by GVT. The fixed-route fare is $1.00 per ride with free transfers at any of the three transfer centers, where routes meet at the same time for convenient transfers. Transfers can also be made at any of the fixed-route bus stops. The three transfer stations are located at the following sites:

- South Avenue and 7th Street
- Clifton Transfer Site
- Mesa Mall

Complementary paratransit service is offered during the same times that the fixed-route service is offered. Paratransit clients must complete an ADA application and become certified riders.

Service Area

Grand Valley Transit mainly provides services in the Grand Junction, Fruita, and Palisade area. Transportation services provided approximately 50,000 hours and 761,378 miles of service in 2006.

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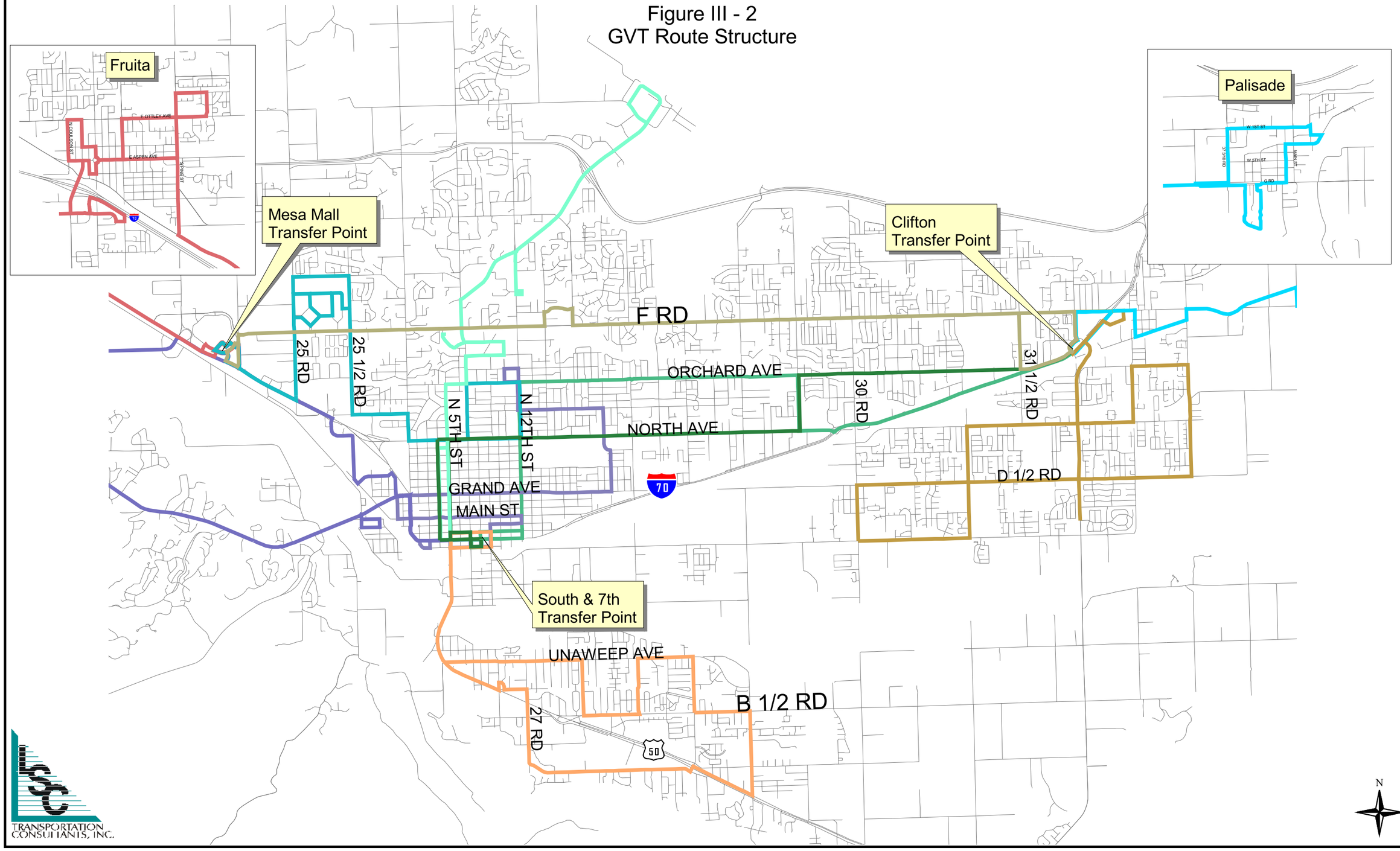
Figure III - 2
GVT Route Structure



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Fare Structure

Table III-1 below shows the current fares for the fixed-route and para-transit services.

Table III-1

GVT Fare Structure

Fare Category	Amount
Fixed Routes	$1.00
Transfers	Free
Paratransit	$2.00 (each way)
Passes	
One-Day Pass	$2.50
Eleven-Ride Pass	$10.00
One-Month Youth Pass (unlimited rides)	$15.00
Adult Pass (one-month unlimited rides)	$30.00
Six-Month Youth Pass (unlimited rides)	$75.00
Six-Month Adult Pass (unlimited rides)	$100.00
Youth One-Year (unlimited rides)	$125.00
Adult One-Year (unlimited rides)	$175.00

Source: GVT, 2007.

Current Operating Costs and Revenues

The agency revenue and expenditure information is provided in Tables III-2 and III-3. Revenues are provided through a variety of sources as shown in Table III-2. The agency receives FTA 5304, 5307, 5310, 5311, Job Access Reverse Commute (JARC) funds, Mesa County, funds from the city of Grand Junction, Fruita and Palisade. As shown in Table III-3, total operating costs are approximately $2,385,161 annually for FY2005-2006.

Table III-2 GVT Revenue Summary	
TOTAL BUDGET REQUESTED	
REVENUE	
FEDERAL SOURCES	
FTA Sec 5304 Transit Planning	$25,000
FTA Sec 5307 Transit Operating	$1,002,333
FTA Sec 5309 Bus and Bus Facilities	$430,500
FTA Sec 5310 Rural Capital	$59,918
FTA Sec 5311 Rural Operating	$84,525
FTA Sec 5311 Rural Capital	$59,918
TOTAL FEDERAL SOURCES	**$1,662,194**
COUNTY	
Mesa County	$841,118
TOTAL COUNTY	**$841,118**
CITIES	
City of Grand Junction	$388,208
City of Fruita	$38,821
Town of Palisade	$25,881
TOTAL CITIES	**$452,910**
OTHER	
Fares	$200,000
Advertising	$25,000
TOTAL OTHER	**$225,000**
TOTAL REVENUE SOURCES	**$3,181,222**
Source: RTPO, 2007.	

Table III-3 GVT Expenditure Summary	
EXPENDITURES	
GVT EXPENDITURES	
Operations	$1,685,161
Maintenance	$500,000
General and Administration	$200,000
TOTAL GVT EXPENDITURES	**$2,385,161**
Capital Expenditures	$789,873
TOTAL EXPENDITURES	**$3,175,034**
LOCAL MATCH DISTRIBUTION	**FY 2007**
Mesa County	$841,118
City of Grand Junction	$388,208
City of Fruita	$38,821
Town of Palisade	$25,881
Other	$225,000
TOTAL LOCAL CONTRIBUTIONS	**$1,519,028**
Source: RTPO, 2007.	

Fleet and Facility Information

The agency has a current fleet of 26 vehicles. The existing vehicle fleet information is provided in Table III-4.

Table III-4

GVT Vehicle Fleet Roster

Unit #	Year	Manufacturer	Model	Seating Capacity	Planned Replacement Year	Usage
40	1997	Ford	Startrans	12	2007	Spare
41	1999	Ford	Startrans	12	2007	Spare
42	1999	Ford	Startrans	12	2007	Spare
44	1999	Ford	Startrans	12	2007	Spare
45	1999	Ford	Startrans	12	2007	Fixed Route
46	1999	Ford	Startrans	12	2007	Fixed Route
48	1999	Ford	Startrans	12	2007	Fixed Route
49	2000	Ford	Aerotech	12	2008	Fixed Route
50	2000	Ford	Aerotech	12	2008	Fixed Route
51	2000	Ford	Aerotech	12	2008	Fixed Route
52	2000	Ford	Aerotech	12	2008	Fixed Route
53	2000	Ford	Aerotech	12	2008	Para Transit
54	2000	Ford	Aerotech	12	2008	Para Transit
55	2000	Ford	Aerotech	12	2008	Para Transit
56	2000	Ford	Aerotech	12	2008	Para Transit
57	2000	Ford	Aerotech	12	2008	Para Transit
58	2004	Ford	Aerotech	19	2011	Fixed Route
59	2005	Ford	Startrans	17	2012	Fixed Route
61	2007	Ford	Startrans	17	2014	Para Transit
63	2007	Chevy	Startrans	22	2019	Fixed Route
101	2003	Thomas	CL230	28	2015	Fixed Route
102	2003	Thomas	CL230	28	2015	Fixed Route
103	2004	Thomas	CL235	33	2016	Fixed Route
104	2004	Thomas	CL235	33	2016	Fixed Route
105	2005	Blue	Ultra	24	2017	Fixed Route
106	2005	Blue	Ultra	24	2017	Fixed Route
107	2004	Blue	Ultra	24	2017	Fixed Route

Source: Grand Valley Transit, 2007.

Ridership

Grand Valley Transit has undergone numerous service changes since service was begun. Since GVT began operation in 2000, ridership has rapidly increased. Table III-5 shows the fixed-route and Dial-A-Ride/ paratransit ridership trends since 2001. These trends were provided for the last five years with estimates for 2006 and are presented in Figures III-3, III-4, and III-5.

Systemwide ridership has increased from 211,000 to 759,000 annual one-way trips. It should be noted that Dial-A-Ride/paratransit ridership has decreased by approximately 54 percent, as more and more persons are shifting to the fixed routes.

Table III-5
GVT Ridership History

	Fixed-Route Ridership	Percent Change	Dial-A-Ride/ Paratransit Ridership	Percent Change	Systemwide Ridership	Systemwide Percent Change
Calendar Year 2001	192,852	--	18,480	--	211,332	--
Calendar Year 2002	591,760	206.8%	12,372	-33.1%	604,132	185.9%
Calendar Year 2003	641,392	8.4%	13,255	7.1%	654,647	8.4%
Calendar Year 2004	686,688	7.1%	9,472	-28.5%	696,160	6.3%
Calendar Year 2005	672,394	-2.1%	9,727	2.7%	682,121	-2.0%
Calendar Year 2006	750,827	11.7%	8,411	-13.5%	759,238	11.3%

Note 1: Calendar Year 2002 includes data from January through August

Source: Grand Valley Transit, 2007.

Figure III-3
GVT Fixed-Route Ridership
By Year

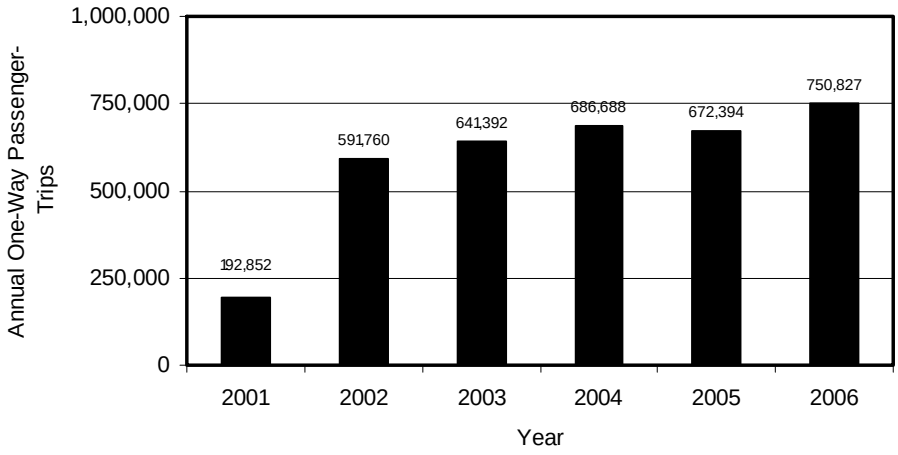


Figure III-4
GVT Dial-A-Ride/Paratransit Ridership
By Year

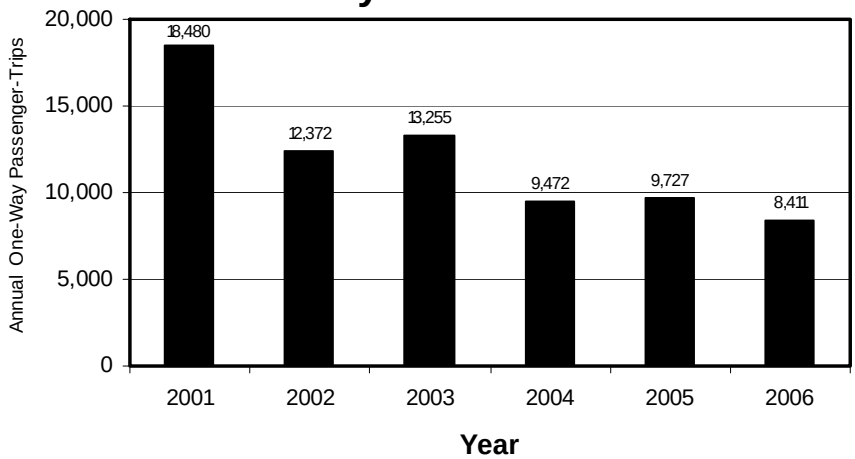
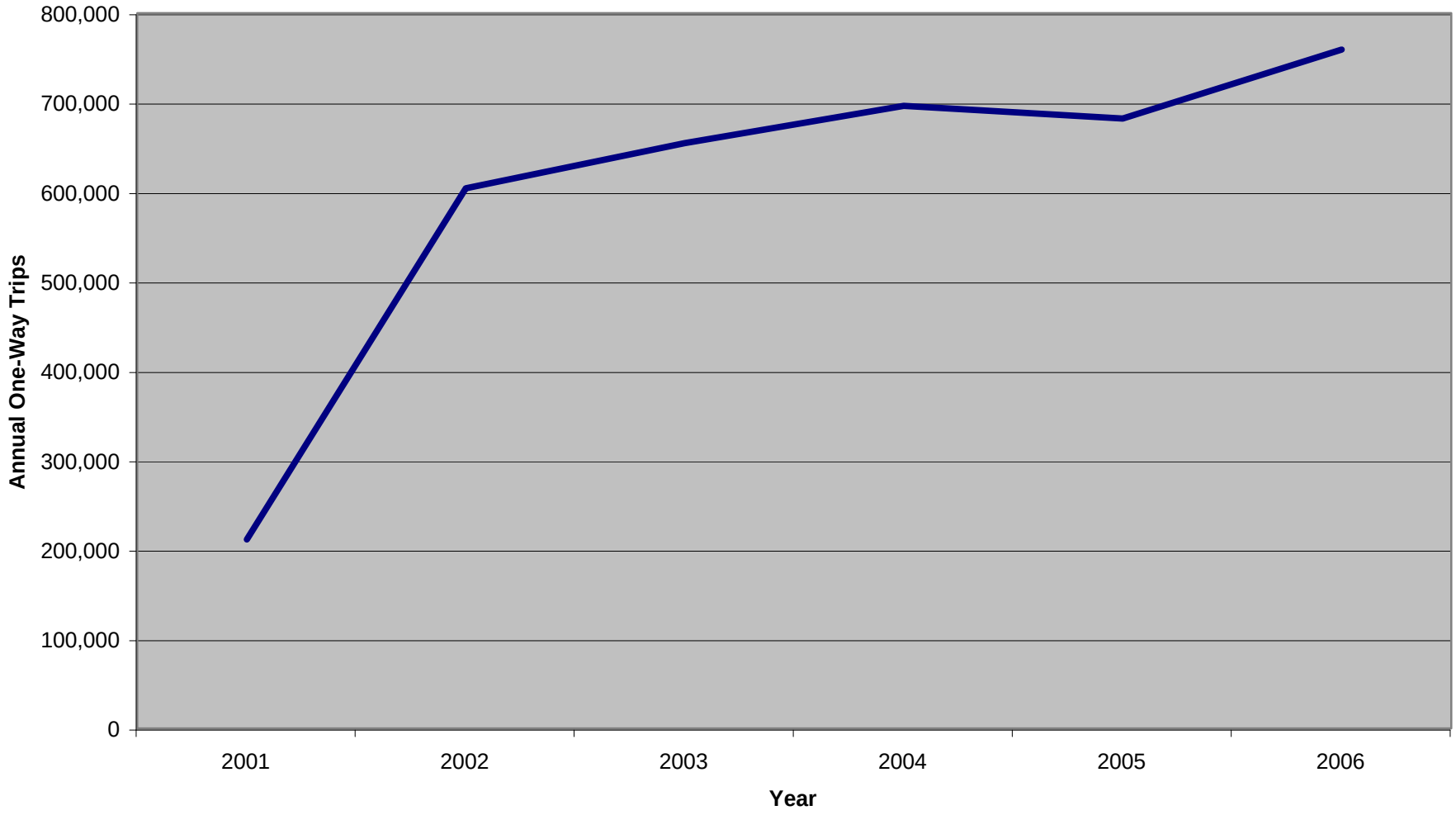


Figure III-5
Grand Valley Transit Ridership
(2001-2006)

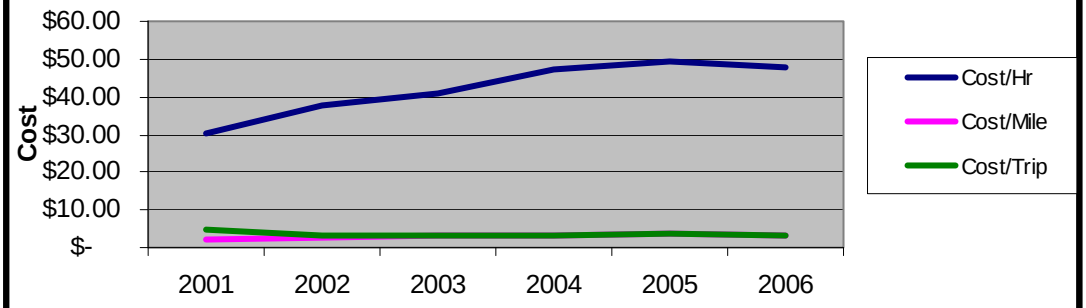


Performance Measures

The following performance measures were calculated for Grand Valley Transit from reported costs and ridership information for FY 2006. Figure III-6 illustrates the performance measure trends from FY 2006.

- Annual cost: $2,385,161
- Cost per hour: $47.70
- Cost per passenger-trip: $3.14
- Cost per mile: $3.13
- Passenger-trips per hour: 15.2
- Passenger-trips per mile: 1.00

Figure III-6
Grand Valley Transit Cost/Mile, Cost/Hour and Cost/Trip



PUBLIC TRANSPORTATION PROVIDERS

Town of DeBeque

The Town of DeBeque provides demand-responsive transportation through the Community Van program into Grand Junction. Services are offered on Mondays, departing the DeBeque Town Hall at approximately 8:00 a.m. and connecting with Grand Valley Transit at the South and 7th Transfer Station at 9:20 a.m. Return trips leave Grand Junction at 3:20 p.m. and are back at approximately 4:15 p.m. Any organization or club may reserve the Community Van for trips. The Town of DeBeque will provide the driver and charges on a per passenger basis.

Service Area

The Town of DeBeque mainly provides service on Monday to Grand Junction and its surrounding areas. Any organization or club may reserve the Community Van for trips. Transportation services provided are approximately 1,143 hours and 11,400 miles of service in 2006.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-6. As shown, total operating costs are approximately $15,320 annually for FY2005-2006. Revenues are provided through a variety of sources.

Table III-6
Town of DeBeque Operating Cost and Revenues (2005)

Line Item	Amount
Operating Labor	$9,529
Administration	
Material and Supplies	$2,939
Utilities	$1,755
Maintenance	$390
Other Expenses	$708
Total Operating Admin Cost	*$15,320*
Capital Costs	
Vehicles	$3,368
Equipment	$3,368
Total Capital Outlay	*$6,736*
Sources of Revenue	**Amount**
Fares	$961
Mesability Grant	$2,500
Total Revenues	*$3,461*

Source: Town of DeBeque, 2006.

Fleet Information

The agency has a current fleet of two vehicles. The existing vehicle fleet information is provided in Table III-7.

Table III-7
Town of DeBeque Vehicle Fleet

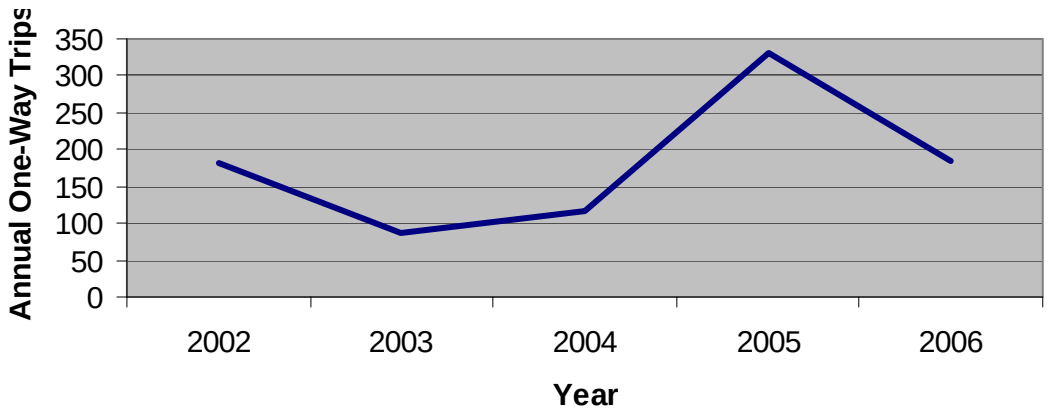
Make	Model	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Ford	Van	16	1994	2006	0	Fair
Ford	Van	12	2005		Yes	Excellent

Source: Town of DeBeque, 2006.

Ridership

Ridership was provided for the last five years with estimates for 2006. Ridership in 2001 was 132 annual one-way trips, which dropped in 2003 and 2004 and significantly increased in 2005 to 331 annual one-way trips. Figure III-7 illustrates the ridership trends since 2001.

Figure III-7
Town of DeBeque Ridership
(2001-2006)

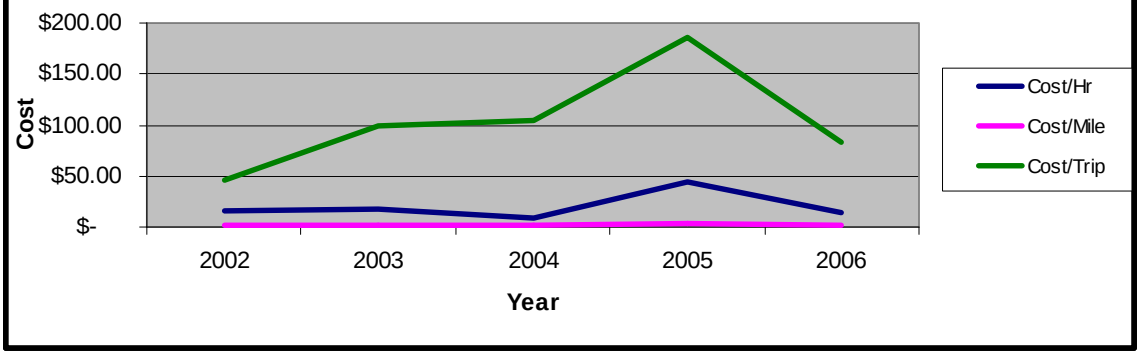


Performance Measures

The following performance measures were calculated for the Town of DeBeque from reported costs and ridership information for FY 2005. Figure III-8 illustrates the performance measure trends from FY 2001.

- Annual cost: $ 15,320
- Cost per hour: $13.40
- Cost per passenger-trip: $82.81
- Cost per mile: $1.34
- Passenger-trips per hour: 0.2
- Passenger-trips per mile: 0.02

Figure III-8
Town of DeBeque Cost/Mile, Cost/Hour and Cost/Trip



Family Health West

Family Health West is a private nonprofit agency that owns and operates several retirement housing complexes. The agency provides demand-response service five days per week to both residents and non-residents who are seniors or disabled persons. Service is also provided to residents as part of prescheduled program activities. Family Health West provides transportation using five vehicles. An estimated 6,500 one-way passenger-trips were provided annually in 2005.

Service Area

Family Health West mainly provides transportation services to Family Health West residents to and from doctor's appointment in the Grand Junction and Fruita area, and pleasure trips around town. Transportation services provided approximately 24,000 miles and 1,971 hours of service in 2005.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-8. As shown, total operating costs are approximately $136,600 annually for FY2006. Revenues received are through fares and general agency funds.

Table III-8 Family Health West Operating Cost (FY2005-06)	
Line Item	**Amount**
Operating Labor	$48,695
Administration	$8,404
Material and Supplies	$39,612
Insurance/Licenses/Taxes (in-kind)	$10,188
Service Contracts	
Maintenance Costs	$29,700
Total Operating Admin Cost	*$136,599*
Source: Family Health West, 2006.	

Fleet and Facility Information

The agency has a current fleet of five vehicles. The existing vehicle fleet information is provided in Table III-9.

Table III-9
Family Health West Vehicle Fleet

Make	Model	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Ford	Startrans	12	1997	2004	5	Medium
Ford	Startrans	12	1997	2004	5	Medium
GMC	Van	9	1989		0	Poor
Buick	4W Drive	5	2003		0	Good
Mercury	4W Drive	5	1989		0	Fair

Source: Family Health West, 2006.

Ridership

Ridership was provided for 2002 and 2005. In 2002 and 2005, ridership was 6,083 and 6,579 annual one-way trips, respectively.

Performance Measures

The following performance measures were calculated for Family Health West from reported costs and ridership information for FY 2005.

- Annual cost: $104,005
- Cost per hour: $52.77
- Cost per passenger-trip: $15.81

- Cost per mile: $4.36
- Passenger-trips per hour: 3.3
- Passenger-trips per mile: 0.28

Mesa Developmental Services

Mesa Developmental Services provides a variety of services to persons with developmental disabilities. Transportation services are provided to clients for both program and personal needs. In 2007, the agency reported operating 40 vehicles serving the areas of Grand Junction and Clifton. The agency does not charge a fare for clients and has no trip purpose restrictions. The operating budget reported in 2005 was approximately $351,000 annually. Revenue sources include FTA Section 5310 and Medicaid.

Service Area

Mesa Developmental Services mainly provides services in the City of Grand Junction.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-10. As shown, total operating costs are approximately $331,600 annually for FY2005-2006. The agency receives revenues through FTA 5310 and Medicaid contracts.

Table III-10 Mesa Developmental Services Operating Cost and Revenues (2005)	
Line Item	**Amount**
Operating Labor	$151,533
Administration	$44,594
Material and Supplies	$68,054
Utilities	$614
Insurance/Licenses/Taxes	$41,481
Maintenance Cost	$25,289
Miscellaneous	
Total Operating Admin Cost	*$331,565*
Capital Costs	
Vehicles	$116,000
Equipment	$1,000
Total Capital Outlay	*$117,000*
Sources of Revenue	**Amount**
FTA 5310	$42,000
Medicaid	$280,000
Total Revenues	*$322,000*
Source: Mesa Developmental Services, 2006.	

Fleet and Facility Information

The agency has a current fleet of seven vehicles. The existing vehicle fleet information is provided in Table III-11.

Table III-11
Mesa Developmental Services Vehicle Fleet

Make	Model	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Ford	Bussette	12	1999-2002	2009-2012	5	Fair-Good
Dodge Ford	Converted van	4	1995	2007-2008	1-2	Fair
Chevy		15	1995-2002	2007-2008	0	Fair-Good
Chevy	Astro	8	1995-2004	2008-2014	0	Good
Chevy	Venture	5	2001	2011	2	Excellent
Ford/ Chevy	Sedan	5	1997-2003	2007-2013	0	Good
Ford/ Chevy	Pickup	5	1997-1999	2007-2009	0	Good

Source: Mesa Developmental Services, 2006.

St. Mary's Senior Companion Program

The Foster Grandparent Program is a program sponsored by St. Mary's Hospital. The program only transports senior volunteers to and from the volunteer's home to placement locations. Volunteers are seniors working with children with special needs in Mesa County. The volunteers used to not use their own vehicles; however, that has since changed. Services are provided five days per week, year-round. Typical hours of transportation are from 8:00 a.m. to 3:30 p.m. daily, through the use of volunteer personal vehicles. Operating expenses are covered through various donations and grants. Approximately 100,000 vehicle-miles of service are provided annually.

Service Area

St. Mary's Senior Companion Program mainly provides services to homebound seniors in Mesa County. Transportation services provided approximately 99,732 miles of service in 2006.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-12. As shown, total operating costs are approximately $252,000 annually. Revenues are provided through a variety of sources. The agency receives fares, donations, corporation for national and community service, United Way of Mesa County, Area Agency on Aging, Daniels Fund, and Wells Fargo Community Assistance Funds.

Table III-12

St. Mary's Senior Companion Program Ridership Operating Cost and Revenues (2006)

Line Item	Amount
Operating Labor	
Administration	$85,532
Material and Supplies	
Sponsor In-Direct	$25,681
Insurance/Licenses/Taxes	
Other Expenses (For Volunteers)	$140,462
Miscellaneous	
Total Operating Admin Cost	*$251,675*
Sources of Revenue	**Amount**
Donations	$15,326
Sponsor In-Direct	$25,681
Corporation of National and Community Service	$131,132
United Way of Mesa County	$7,883
Area Agency on Aging	$26,066
Daniels Fund	$10,000
Wells Fargo Community Assistance Fund	$500
Total Revenues	*$216,588*

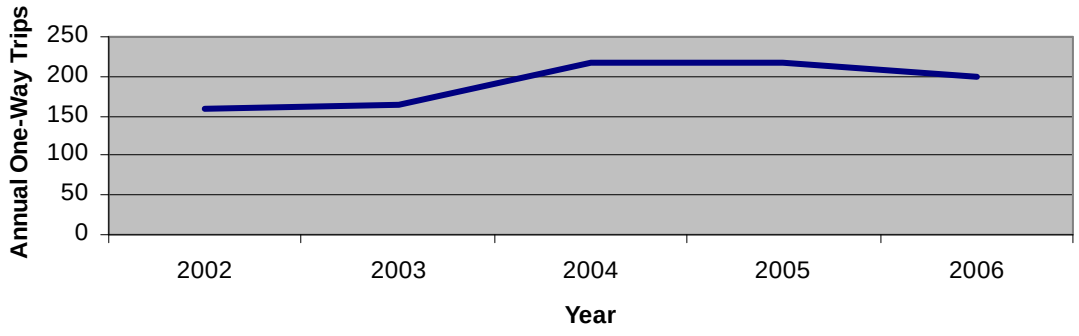
Source: St. Mary's Senior Companion Program, 2006.

Ridership

Ridership was provided for the last four years with estimates for 2006. Ridership has increased from 158 to 216 annual one-way trips in 2005. Figure III-9 illustrates the ridership trends since 2002.

Figure III-9

St. Mary's Senior Companion Program Ridership (2002-2006)



Performance Measures

The following performance measures were calculated for St. Mary's Companion Program from reported costs and ridership information for FY 2005.

- Annual cost: $251,675
- Passenger-trips per mile: 0.002

Center for Independence

The Center for Independence is a private nonprofit agency serving 13 counties. The agency provides numerous services to assist persons with disabilities, including transportation for clients. Transportation services are funded through federal grant programs for vocational rehabilitation and vision-impaired programs. Service is provided from 8:00 a.m. until 5:00 p.m., Monday through Friday. Service is provided using one Dodge 15-passenger van with a wheelchair lift.

Service Area

The Center relies mainly on volunteer drivers. Transportation services provided approximately 26,000 miles of service in 2006.

Current Operating Costs and Revenues

The agency spends approximately $8,000 annually to provide transportation. Revenues are from grants, donations, general funds, and FTA Section 5310 for capital.

Performance Measures

The following performance measures were calculated for the Center from reported costs and ridership information for FY 2006.

- Annual cost: $8,000
- Cost per mile: $3.25

OTHER LOCAL TRANSPORTATION PROVIDERS

Some of the other providers in the area are listed below. Due to lack of information provided by these agencies, some of the information is based on the 2030 Transit Element.

Care Cars

Care Cars is a private for profit company providing health care transportation for persons of all ages as well as unrestricted service to persons who use wheelchairs. The service area for ambulatory adults includes a

five-mile radius from the intersection of I-70 and Horizon Drive. However, there are no restrictions for wheelchair-bound clients. Service hours vary, but are generally 8:00 a.m. to 6:00 p.m. Monday through Friday with weekend service as requested. Fares for transportation services vary. Medical trips are charged $3.25 for the first mile and $2.05 for each additional mile. Service is provided using two body-on-chassis buses and two passenger vehicles. Care Cars also provides package delivery and prescription pick-up. The agency has four vehicles.

Colorado West Mental Health

Colorado West Mental Health is a private nonprofit agency serving persons with chronic mental illnesses across western Colorado. Transportation services are provided to clients in Mesa County during both daytime and evening hours, Monday through Friday. In the 2030 Transit Element, the agency reported providing approximately 10,000 annual one-way passenger-trips.

Disabled American Veterans (DAV)

Disabled American Veterans (DAV) is a private nonprofit agency which offers a nationwide network of services free of charge to all veterans and members of their families. The DAV in Grand Junction offers free, demand-response transportation services to veterans for medical appointments. All clients must be ambulatory patients, and reservations are preferred three days in advance. Transportation services are offered from 8:00 a.m. to 4:00 p.m., Monday through Friday, year-round. The DAV has nine year-round volunteer drivers and eight seasonal volunteer drivers.

The DAV operates two vehicles—a seven-passenger 2001 Ford Windstar and a seven-passenger 1995 Chevy Astro Van, neither of which is equipped with a wheelchair lift. The DAV is funded by the Department of Veteran Affairs General Fund. In 2001, the DAV operated 48,857 vehicle-miles and 2,936 vehicle-hours and provided approximately 3,300 annual one-way passenger-trips.

Grand Junction Regional Center

The Grand Valley Regional Center is a state agency which operates a state home with 11 dormitories and 11 group homes. The Regional Center provides transportation to elderly and disabled residents. The Regional Center does not limit the type of trips they provide. The Center provides both fixed-route and demand-responsive transportation services 24 hours per day, seven days per week, year-round. The Regional Center operates 28 vehicles and does not charge any fare for trips. Most residents are not capable of using public transportation, and therefore rely on the Center's vehicles for travel. In 2001, the Grand Junction Regional Center budgeted approximately $85,000 for transportation expenses.

Hilltop Community Resources, Inc.

Hilltop Community Resources, Inc. is a private nonprofit agency that provides numerous programs including residential services for persons who have suffered head injuries, juvenile shelter and detention, and senior retirement and assisted living. Hilltop Community Resources provides program-related transportation to all clients. According to the 2030 Transit Element, Hilltop Community Resources operates 20 demand-response vehicles to serve clients. Reservations are preferred 24 hours in advance, and the agency does not charge a fare for service. Annual operating costs for 2002 were approximately $160,272, which is funded through resident fees. In 2002, the agency did an estimated 35,000 trips with 86,000 miles annually. Transportation is also provided at The Atrium retirement residence. In 2000, two vehicles were used to provide service to residents for medical, shopping, and other trips as needed.

Laidlaw Education Services

Laidlaw Education Services is a private transportation provider for the Mesa County Valley School District and also provides charter services. The agency contracts with the school district to provide transportation for students to and from school and activities. Laidlaw operates both fixed-route school bus service and charter demand-response service seven days per week, year-round. The contractor employs 160 year-round full-time drivers and 60 seasonal full-time drivers to operate the 146-vehicle fleet owned by Laidlaw. Laidlaw typically operates from 6:00 a.m. to 6:00 p.m. daily. Laidlaw Education also operates contract service for Mesa Developmental Services to transport disabled adults for educational opportunities.

Millenium Services

Millenium Services is a privately owned company providing medical and non-medical transportation for anyone in a wheelchair. The service area is within a 250-mile radius of Grand Junction. Service hours are 24 hours a day, seven days a week, but most rides are scheduled in advance. The fare for private service is $3.50 for the first mile and $.25 for every 0.1 mile thereafter. Service is provided in five vehicles—one ambulance body with a lift in the back, two raised-top full-size vans, one GVT bus, and one regular-size van. All are equipped with wheelchair lifts and tie-downs. Service is also provided to local nursing homes and residents on Medicaid.

Peachtree Assisted Living

Peachtree Assisted Living provides various services such as geriatric services, nursing home services, assisted living services and social services, including providing transportation for elderly, persons with disabilities and low-income individuals for medical purposes only. Transportation services are provided five days a week between the hours of 8:00 a.m.

and 4:00 p.m. The agency has approximately 30 participants on Medicaid. The operating budget for transportation was approximately $20,860 annually. The agency utilizes a 1996 Pontiac Winstar which is a seven-passenger van not equipped with a wheelchair lift and is reported to be in fair condition. The agency employs one full-time driver.

Rocky Mountain HMO Time Bank

The Rocky Mountain HMO Time Bank is a private nonprofit agency that operates the Time Bank program designed to enable clients to live independently. Transportation services are provided seven days per week generally for medical, shopping, and other various needs. In 2001, the agency reported approximately 3,100 trips are served annually with an estimated 2,900 vehicle-hours. The operating budget for transportation services in 2000 was approximately $1,800 annually. Funding for transportation is from the HMO and donation.

Sunshine Taxi

Sunshine Taxi is a private for-profit company which provides general taxicab services as well as package delivery and tours. Service is provided in Mesa County 24 hours per day, seven days per week. Sunshine Taxi is often contracted by local agencies to provide needed transportation to clients. In the past, the Department of Human Services provided taxi vouchers for clients who should use GVT for one reason or another. This service has since been discontinued due to funding limitations. Service is provided to clients of Collbran Job Corps, the VA Hospital, and Mesa Developmental Services, which are billed directly for the service.

Greyhound Bus Lines

Intercity transit providers typically provide a fixed-route service to serve different cities or over much longer distances. Greyhound Bus Lines provides regularly scheduled service to and from the region. Four daily departures are available from Grand Junction to Denver providing service along the I-70 corridor.

Chapter IV

TRANSPORTATION
CONSULTANTS, INC.

CHAPTER IV

Gaps and Duplication in Service

DEFINING GAPS AND DUPLICATION

This section presents a brief analysis of the service gaps and identified service duplication for the Grand Valley TPR. As mentioned previously, there are myriad general public transportation services in the greater Grand Junction metropolitan area as well as services for the elderly and disabled population in the area; however, there are gaps and duplication in service. These identified gaps and duplications of services will be used in identifying service improvements and coordination for the area.

Identified Service Gaps

Gaps in service are both geographic in nature as well as service delivery to various market segments. While the greater Grand Junction area is well served with fixed-route services through Grand Valley Transit (GVT), much of the rural portions of Mesa County currently receive little, if any, services. However, that does not mean a significant portion of the population in the county is not being served, as much of the rural portions are sparsely populated and it would not be feasible to serve 100 percent of the county.

Geographic Service Gaps

As mentioned, there are areas throughout the rural portions of Mesa County which only receive specialized transportation services. Beyond the services provided by GVT, additional services are provided for client or market-specific needs. Some transit connectivity between communities currently exists, as well as some intercity services. Gaps in general public providers, as well as specialized providers, are apparent in the rural areas of the planning area. Many of the rural areas currently have some specialized services; however it is impossible to reach all areas of need with the limited resources. The following corridors and areas in Mesa County currently do not have any *general public transportation* services:

- State Highway 139 north of Loma.
- State Highway 141 south of Whitewater to Montrose County line.
- US Highway 50 to Delta.
- State Highway 65 east to Cedaredge.
- State Highway 330 from Mesa to Collbran.

Service Type Gaps

The largest gap in this area is a lack of any *rural* general public transit providers in the area. Service for general public in many of the smaller communities is non-existent. Service is limited in terms of the following:

- No rural public provider identified.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips not only needed for seniors, but other segments such as low-income.
- Population continues to age and as the paratransit service areas grow to meet this need, these costs continue to increase.
- Difficulty in attracting transit drivers due to the oil industry and the cost difference between the two.
- Need for qualified drivers in the Grand Junction area.
- Need facilities for providers.
- Same-day requests are difficult, if not impossible, to meet.
- There is a lack of accessible vehicles.
- Lack of affordable transportation for patrons.

Identified Service Duplication

There are a few service duplications due to the type of transportation providers. One identified service duplication is the fact that there are both human service agencies and private providers in Grand Junction which provide much the same geographic service area as does GVT; however, some coordination of services does occur and it is unlikely that GVT will become the sole provider of services in the city. As well, several of the regional elderly and disabled providers provide services into Grand Junction; however, it may not make sense to transfer patrons from one service to another. Many of the current providers are very specialized. They may be providing service for client-specific needs which GVT cannot meet. While GVT does provide fixed-route and paratransit services, many clients are not able to use the service for a variety of reasons. Service duplication will undoubtedly exist; however, it may only be geographic in nature.

There are no duplications in regard to agencies which receive federal or state funding. Any overlap in service type and geographic area is isolated to the Grand Junction area. The rural areas largest problem is a lack of services in the smaller communities as well as the intercity connections to the larger communities of Grand Junction and Montrose to the south, which serve as the main activity centers for shopping, medical, and other human services.

Chapter V

TRANSPORTATION
CONSULTANTS, INC.

CHAPTER V

Strategies to Eliminate Gaps and Duplication

INTRODUCTION

Strategies which can lead to elimination of gaps and duplication are divided into two main sections—additional services or coordination opportunities. These strategies are discussed in this section, while Chapter VI presents the general priorities and recommended strategies which could be implemented. General strategies which may be appropriate for the planning area are presented in the following discussion. There may be additional strategies which will be identified as this process continues.

GENERAL STRATEGIES TO ELIMINATE GAPS

As mentioned in Chapter IV, there are geographic or service gaps evident in the existing service area.

Appropriate Service and Geographic Gap Strategies

The general strategies which may meet the service gap needs of the planning area include the following:

- Increased services provided by Grand Valley Transit. This could involve either an increase in service area or increase in service frequency and operating times.
- Additional elderly/disabled services in the rural portions of the county, mainly designed to get patrons into Grand Junction for services.
- Coordination of services between the existing elderly and disabled providers to increase services to both Grand Junction and other communities for human services, including medical, shopping, and social/recreation. This could be done through a variety of means; however, coordination to increase ridership may not be likely given the specialization of each of the providers in the area.
- Grand Valley Transit could investigate a transit voucher program as well as a taxi voucher program. Each agency would need to coordinate with GVT to purchase vouchers for certified low-income clients.

As stated in Chapter IV, there is very little duplication of services in the rural portions of the service area. However, there may be general coordination strategies which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within the area.

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.

Implementation Steps

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinate transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

Benefits

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

Vehicle Sharing

This level of coordination requires that agencies own and operate vehicles. Memoranda of Understanding or Joint Agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when vehicles aren't in use by one agency, or when capacity for a specific trip is not available.

Benefits

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

Implementation Steps

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: 3 to 6 years.

Joint Procurement of Vehicles, Insurance, Maintenance, Fuel, Hardware, Software

Joint procurement, or bulk purchases, is a cost-effective approach to increase purchasing power. Joint maintenance and fuel purchase is being more widely used across the country, especially given the rising costs of parts and fuel. Shared maintenance can be done quite easily between agencies in a given locale. Many times, human service providers and other local providers contract out maintenance to a local vendor. While there may be very few qualified maintenance professionals, it may allow a competitive process between agencies to do fleet maintenance between multiple agencies. Insurance pooling is likely the most difficult joint procurement possibility.

Benefits

- Reduction in individual agency capital outlay.
- Economy of scale in purchasing fuel and hardware, thereby reducing the overall operational cost per agency.
- With a decrease in capital and maintenance costs, an agency may be able to shift funding from maintenance and capital to service hours, thereby increasing the level of service or operations of the transit system within the region.

Implementation Steps

- Agencies need to meet in order to develop a basic understanding of how the procurement process will work.
- Intergovernmental agreement (IGA) will need to be developed and agreed upon.

Shared Vehicle Storage and Maintenance Facilities

Agencies share indoor storage space and, if available, maintenance facilities. Shared storage, especially if and when vehicles are stored outside, can aid in reducing engine wear during cold weather startup. Obviously, if a provider is conducting its own maintenance on vehicles, they can likely share maintenance costs with another local provider.

Benefits

- Reduction in maintenance costs, resulting in additional funds available for operations.
- Reduction in lost time due to vehicles not starting in cold weather, thereby improving the overall performance of the transit service.
- Sharing a facility or building a facility together increases the amount of local match, thereby increasing the level of FTA funding to the region.
- Reduction in competition for FTA capital funding in the region.

Implementation Steps

- Agencies need to meet in order to identify the best existing facility among the coordinated agencies or the best location for a shared facility.
- Facility should be centrally located in order to reduce the possible deadhead time.
- Design the amount of space that each agency will get in the facility, based on funding participation for the facility.
- Develop a grant to purchase or upgrade the facility.

Joint Grant Applications

This is where transit providers in the region agree that they will submit a single grant to the state and/or FTA for transit funding for their capital and operational needs.

Benefits

- Reduction in the amount of time that each agency needs to spend in developing a grant on their own.
- Allows for possible increase in local match funds for state and FTA transit funding.
- Agencies are able to use each other's knowledge in developing a grant.

Implementation Steps

- Agencies need to review their needs and create a list of capital and operational requirements.
- Agencies need to itemize their lists and determine a priority of needs.
- Grant needs to be developed based on the priority lists.
- Grant needs to be approved by each of the agency's boards/councils, along with approval of the local match.
- Interagency agreement needs to be approved to allow the grants to be passed through a single agency.
- Submit one final grant.

Joint Training Programs

Joint training programs between agencies, in everything from preventative maintenance to safe wheelchair tie-down procedures, can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide Passenger Assistance Training, one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

Benefits

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

Implementation Steps

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures). Sharing expertise may be something as general as a list of personnel across the region who have some expertise in a particular field which may benefit another agency. A "yellow pages" of the subject matter expert made available to each agency may be helpful in operating transportation service.

Benefits

- Reduction in the need for costly training sessions for drivers and staff, thereby decreasing lost production time.
- Knowledge is passed on to other staff members and agencies, thereby increasing the efficiencies of the region's transit providers.

Implementation Steps

- Identify the information, field of work, and expertise needed to operate an effective transit service.
- Identify the individual in each agency that has expertise in each field of work.
- Develop a yellow pages or contacts list of the individuals in each agency that have expertise in certain fields of knowledge.

Provide Vehicles

This strategy involves an agency providing a used vehicle, either one that is being replaced or retired, to another agency. This can be done either through a transfer of title, donation for a small price (in the case of a retired vehicle), or sale to a local agency in desperate need of a replacement vehicle. GVT has sold body-on-chassis vehicles in the past to agencies needing a lift-equipped vehicle.

Benefits

- Reduction in the capital outlay for the agency that obtains the used vehicle.
- Reduction in the need to retire older vehicles in the fleet.
- Allow humans service transportation providers to obtain vehicles that they would otherwise not be able to purchase due to the cost of a new vehicle and the level of federal capital funding they are able to receive.

Implementation Steps

- Agencies in the region need to meet to determine the procedures for transferring a vehicle from one agency to another, as well as the level of overall need for vehicles.
- Agencies that receive federally-funded vehicles need to review their fleet and determine which vehicles can be transferred to other agencies.
- Agencies that wish to receive vehicles will need to review their fleet needs.

Rural Transportation Authority (RTA)

A Rural Transportation Authority should be investigated for the area. An RTA is a voter-approved Authority according to Colorado Statute. An RTA is authorized to levy taxes to support transportation initiatives, including highway, road, transit, and others. The formation of an RTA is not an easy task. State statutes would need to be followed for this to be accomplished.

Benefits

- Allows for greater input from the key transportation agencies in the area.
- Provides for a sustainable source of funding.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.
- Increases service levels and geographic area.

Implementation Steps

- Voter approval is required, so a ballot initiative must be implemented which incorporates numerous activities. As mentioned, implementation likely takes a significant amount of time and effort and is not an easy initiative to either place on a ballot or to gain voter approval. State statutes outline the steps necessary to accomplish this task and should be consulted carefully.
- Timing: 5 to 8 years.

Chapter VI

CHAPTER VI

Priorities for Implementation

INTRODUCTION

Mesa County held a local coordination meeting in Grand Junction, Colorado on March 15, 2007. As mentioned, Appendix B provides a summary of the attendees to that meeting. This local meeting was held to discuss service gaps, needs, and coordination strategies which could be done to improve service among providers. These meetings were facilitated by the RTPO and LSC representatives. This section provides a summary discussion of those meetings and the outcomes. Information from the local meetings was used to develop an implementation plan (presented in Chapter VII). Approximately 70 agencies/individuals were invited to participate in this meeting. Approximately 10 agencies or representatives attended and participated.

UNITED WE RIDE ASSESSMENT

During the local coordination meeting, the agencies were led through the United We Ride Community Assessment tool on coordination. This tool provides the participants with multiple assessment questions in five separate sections:

- Making Things Happen by Working Together
- Taking Stock of Community Needs and Moving Forward
- Putting Customers First
- Adapting Funding for Greater Mobility
- Moving People Efficiently

While there were only eight participants in the exercise, Appendix C presents a summary of the responses by question. Overall the community rated the five sections as provided in Table VI-1. As shown, very few felt that currently things are being "done well." Most evaluated the current state of coordination as needing either action or significant action.

Table VI-1
Summary of United We Ride Framework for Action - Grand Junction Participants

SECTION	NEEDS TO BEGIN %	NEEDS SIGNIFICANT ACTION %	NEEDS ACTION %	DONE WELL %
Section 1: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of Making Things Happen by Working Together is:	3%	31%	63%	3%
Section 2: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of Taking Stock of Community Needs and Moving Forward is:	9%	17%	65%	9%
Section 3: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of Putting Customers First is:	16%	23%	52%	10%
Section 4: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of Adapting Funding for Greater Mobility is:	18%	27%	27%	27%
Section 5: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of Moving People Efficiently is:	31%	31%	35%	4%

DISCUSSION AND PRIORITY OF STRATEGIES

The local coordination meeting was attended by various providers in the Mesa County service area. The meeting included the following:

- An overview of the planning process
- A discussion of the Regional Prioritization Process
- An assessment of existing services
- Assessment of needs for Mesa County
- Review of coordination strategies
- Community assessment of coordination initiatives (United We Ride, Framework for Action)
- Implementation strategies

GVT Local Service Needs

The following section details some of the short- and long-term service needs for GVT services. Additional needs are detailed in Chapter VII. Grand Valley Transit has myriad operating and capital needs in the next five years. The preferred list of short-term projects is provided in a discussion at the conclusion of this chapter.

Short Term (2008 to 2013)

The short-term needs for GVT and the region are rather limited in number; however, the main goal in the short term is the continuation of services. The following short-term needs have been identified by the RTPO.

- Bus replacement including body-on-chassis and low-floor buses.
- Continuation of operations (maintain existing services).
- Capital improvements to bring all stops up to ADA and Access Board standards. This includes stops and capital improvements related to accessibility for pedestrians.
- Extension of the service hours until 11:00 p.m. on weekdays.
- Providing express/enhanced service on select corridors.
- Coordinating with other providers to provide enhanced services such as the implementation of a taxi voucher program to aid in providing additional paratransit services.
- Hire staff to support services. This position could be a part-time mobility-manager as well as split duties with the RTPO to perform grant submittal and administration of a coordinated system, performance review, and additional ancillary functions of the transportation system.
- Investigate adding additional routes.
- Facility improvements, including maintenance and storage facilities.

Mid-Term (2014 to 2025)

- A need to possibly increase service frequency from 60 minutes to 30 minutes during peak periods.
- Service area expansion, particularly to outlying areas of the MPO.
- Capital improvements such as smart-card fare payment systems and advanced transportation systems, such as global positioning systems and security enhancements.

Long Term (2026 and Beyond)

- Study the feasibility of bus rapid transit corridors.
- Expanded service frequency to 30 minutes all day in the core service area.
- Continue bus capital replacement plan.
- Hire additional support staff.

- Construction of park-and-ride facilities to support increased commuter travel.
- Expand service frequency to 15 minutes during peak periods.

Additional Specialized Needs

The following identifies the short- and mid-term needs of the agencies who attended the coordination meeting, as well as those which have previously been identified.

General Discussion of the Issues

Local providers in the Mesa County area discussed several transportation issues such as the following:

- There is a difficulty in finding qualified drivers for services.
- The growth in the area, particularly Grand Junction and surrounding areas, is so fast that transit may struggle to keep pace.
- Needed facilities for some of the agencies.
- Some agencies report over-capacity issues. Same-day requests are most often denied.
- There is a lack of communication between the existing providers.
- There is a need for supplemental services for those who may not qualify for GVT paratransit services under ADA certification, but who need services for a variety of needs.

Coordination Potential and Priorities

There was good discussion on potential coordination potential and priorities. Several strategies were discussed by the group, with priorities given for those strategies. The following briefly highlights the strategies and needs discussed by the group:

Joint Grant Applications

Joint grant applications, coordinated through the RTPO, would ensure grants were consistent with the overall transportation goals of Mesa County. Additionally, the RTPO could work with each agency to ensure a seamless reporting system was established.

Hiring of Mobility Manager/Coordinator

The mobility coordinator is a position which should be funded through each of the member organizations. A part-time (20 hours per week) mobility manager for the area could serve as the coordinator for transportation trips within the area, serve as a local grant writer, support the formal transportation council as discussed in the previous section, and manage the development of a one-stop transportation call center. This

position could be funded as half-time to start, with additional duties as a part-time dispatcher for the GVT paratransit system, or as a part-time administration assistant for the RTPO. This position would be funded under FTA Section 5307 program and through cost sharing with agencies that would benefit. This would require a pooling of funds from local agencies to support this position.

Bulk Fuel Purchase

This program allows human service agencies to coordinate with Mesa County to receive a fuel discount card for purchase at a local station. The contract for fuel costs would need to be negotiated between the County and the local fuel station. This opportunity may present real cost savings to the human service agencies which use transit vehicles for services.

Education Component

Education and training of services is two-fold. First, education and training should be provided to all local human service agencies on the available resources. One example would be for the human service agencies to spend a half-day or day workshop learning about the dispatching procedures for the paratransit services provided by Grand Valley Transit. This workshop would be designed to provide education on how to effectively dispatch trips, but also allow the agencies to see just how taxed the current paratransit system is. Without additional funding, likely the paratransit system cannot grow to accommodate additional trips. This would also be a good chance to hold a monthly meeting for the local agencies.

Secondly, there may be FTA funds to provide rider education on the fixed-route and paratransit system provided by Grand Valley Transit. This education should be geared toward training on how the routes function, how the fare structure works, how to schedule a standing request or 24-hour advance ride, safety, and additional elements of the system.

Central Call Center for Transportation Services (211 system)

A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area. This center can reduce administrative costs for the participating agencies and is the first step toward a central dispatch center. This center can greatly increase customer service for the area and can be implemented easily and at a fairly low cost. However, an alternative to this call center is to use the established 211 system for the State of Colorado. This can be found at:

https://211colorado.communityos.org/tax/newoverview.taf?function=detail

Agencies should continually update this information as well as educate clients and patrons that this system exists and how to access and use it.

Coordination of Maintenance and Storage Activities

Grand Valley Transit may be willing to coordinate maintenance activities with the local agencies. This could be done on a contract basis for preventative maintenance, lift maintenance, or additional services. This could represent a cost savings for some agencies, as well as have qualified mechanics service both vehicle and lift equipment. This would need approval from Mesa County officials.

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures). The Transit Coordinator with the RTPO is willing to share expertise with agencies.

Shared Training

Joint training programs between agencies, in everything from preventative maintenance to safe wheelchair tie-down procedures, can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each possess a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide Passenger Assistance Training, one agency could specialize in preventative maintenance training, etc. This is something which can be done immediately. Additionally, in the future, a regional training facility is being constructed in the Clifton area. This facility would be available for defensive driving courses and other types of training.

Insurance Coordination

Through the Colorado Intergovernmental Risk Sharing Agency, pooled insurance programs may be a strong possibility, *if* a cost savings can be achieved. This is something which must be investigated fully by the interested agencies.

Taxi and/or Transit Voucher System

Grand Valley Transit and the local human service agencies which provide transportation services may wish to institute a taxi voucher program to enable individuals outside their service area to use the taxi service at a discounted rate. This could also be put in place to serve patrons after transit service hours. The operations of this system would need extensive

planning efforts. Additionally, GVT could offer discounted or free transit vouchers to agencies for emergency-type trips. Again, planning would need to be done to ensure this is handled properly.

Local Priorities

The following local priorities for coordination were discussed. They are in no particular order of importance:

- Formation of a coordination council.
- Shared or pooled insurance program.
- Shared maintenance functions.
- Taxi voucher program.

Chapter VII

CHAPTER VII

Implementation Plan

INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for the main providers within Mesa County. These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT. This plan not only details the projects that GVT would like to implement in the short and mid-term, but those additional agencies that are eligible for FTA Sections 5310, JARC, and New Freedoms funding. These additional agencies provide some level of transportation in the area and may be potential coordination partners.

Securing funding for any transit service is an ongoing challenge. The critical factor in providing needed transit services is to develop funding that allows a transit provider to operate reliably and efficiently within a set of clear goals and objectives, and accomplish long- and short-range plans. Dependable resources to fund transit service are important in developing reliable service that will encourage ridership.

LOCAL AGENCY PLANS

This section provides the constrained and unconstrained Transit Plan and projects for Grand Valley Transit and the Regional Transportation Planning Office. This information will be used by Grand Valley Transit to submit grant requests and for inclusion into the local TIP. Two separate transit plans were prepared for the RTPO. The first plan provides the financially-unconstrained preferred long-range vision for transit services in the TPR. The second plan contains the fiscally-constrained long-range transit plan based upon given levels of funding and a prioritized list of projects. The purpose of this Local Plan is to update the past Transit Element to meet current Colorado Department of Transportation (CDOT) Guidelines for the Regional Transportation Plan. The State Transportation Plan is being updated by CDOT and all Transportation Planning Regions are in the process of either preparing or updating their transportation plans. The primary changes are to prioritize projects to 2035, to update all costs to 2008 dollars, and to reflect future costs in constant dollars. Funding from Federal Transit Administration sources has been limited to the control totals developed by the FTA and CDOT for the fiscally-constrained plan.

As part of the coordination process, existing transportation providers completed an inventory of the current services being provided. Providers

met to discuss gaps and duplication of services, strategies to eliminate these gaps, and identified priorities to implement service improvements and coordination options. A Short-Range Transit Plan, with a budget including both expenses and revenues, has been developed for the six-year period 2008 to 2013. Long-term services needs are included in the budget for 2014 and beyond.

Budget estimates have been escalated at a rate of four percent annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. Budget requests from other transportation planning documents and funding resources—specifically the *Grand Valley 2030 Regional Transit Element* and the Colorado Transit Coalition—have been reviewed for consistency.

Grand Valley Short-Range Transit Plan

The Short-Range Transit Plan Budget for Grand Valley Transit has been developed based on an inventory of current services and community input. GVT is a local and regional fare-based service providing fixed-route and complementary paratransit service. The Short-Range Transit Plan includes expansion of service areas, additional service hours, new and coordinated services, and a capital replacement plan. Timing for the implementation of these projects is preliminary and is subject to the availability of local funds and review by the Grand Valley Regional Transportation Planning Office and Grand Valley Regional Transportation Commission. Table VII-1 presents GVT's Six-Year Operating and Capital Plan. The focus of this Short-Range Plan is on continuation of existing services and capital replacement of an aging fleet as well as a long-term maintenance facility. The basis for the Short-Range Transit Plan is the constrained control totals on FTA funding.

Budget expenditures for operating and administrative expenses include:

- **Existing service** for 2008 is based on planned operating and administrative costs of approximately $2.5 million. Continuation of existing services represents a status quo approach; however, capital replacement will be a vital component to the continuation of existing services.

- **Additional service hours** will include expanding service until 11:00 p.m. on all routes. This is planned for 2010 and includes additional paratransit service costs as well as fixed-route costs. This will not require additional capital, but will incur an additional $480,000 in operating funds.

- **Expanded service** will include express service on select routes at a cost of approximately $140,000. This service will be designed to accommodate commuters in the morning and afternoon peak hours. This will require capital expansion of additional vehicles. JARC funding will be sought to provide for this service expansion.

Table VII-1
Short-Range Transit Plan (Inflated Dollars)
Grand Valley Transit

EXPENSES

	2008	2009	2010	2011	2012	2013
Services						
Existing Services	$ 2,500,000	$ 2,600,000	$ 2,704,000	$ 2,813,000	$ 2,926,000	$ 3,044,000
Expanded Service (funding not identified)	$ -	$ -	$ -	$ -	$ -	$ -
Additional Service Hours	$ -	$ -	$ -	$ -	$ -	$ -
Service until 11:00 P.M.	$ -	$ -	$ 484,000	$ 504,000	$ 525,000	$ 546,000
Express Service on Select Routes	$ -	$ -	$ -	$ 136,000	$ 142,000	$ 148,000
Coordination Service	$ -	$ -	$ -	$ -	$ -	$ -
Taxi Voucher Program/Additional Paratransit	$ -	$ -	$ 200,000	$ 208,000	$ 216,320	$ 224,973
Operating Subtotal	**$ 2,500,000**	**$ 2,600,000**	**$ 3,388,000**	**$ 3,525,000**	**$ 3,667,320**	**$ 3,814,973**
Capital						
Replacement Vehicles						
Large Bus Replacement # of Units (12 year)				1	2	
Mid-sized Bus Replacement # of Units (7 year)	4					
Small Bus Replacement # of Units (5 year)	5					5
Large Bus Replacement	$ -	$ -	$ -	$ 324,000	$ 706,000	$ -
Mid-sized Bus Replacement	$ 159,000	$ -	$ -	$ -	$ -	$ -
Small Bus Replacement	$ 198,000	$ -	$ -	$ -	$ -	$ 278,000
Replace Vehicles Subtotal Cost	**$ 357,000**	**$ -**	**$ -**	**$ 324,000**	**$ 706,000**	**$ 278,000**
	$ 357,000	**$ -**	**$ -**	**$ 250,187**	**$ 500,148**	**$ 198,210**
New Vehicles						
New Large Bus # of Units				2		
New Mid-sized Bus # of Units				2		
New Small Bus # of Units				1		
New Vehicle Large	$ -	$ -	$ -	$ 648,000	$ -	$ -
New Mid-sized Bus	$ -	$ -	$ -	$ 147,000	$ -	$ -
New Vehicle Small	$ -	$ -	$ -	$ 49,000	$ -	$ -
New Vehicles Subtotal Cost	**$ -**	**$ -**	**$ -**	**$ 844,000**	**$ -**	**$ -**
Facilites		$ -		$ 6,517,229	$ -	$ -
Shelter/Benches	$ 20,000	$ 20,800	$ 21,632	$ 22,497	$ 23,397	$ 500,000
Capital Subtotal	**$377,000**	**$20,800**	**$21,632**	**$7,707,726**	**$729,397**	**$778,000**
Total	**$2,877,000**	**$2,620,800**	**$3,409,632**	**$11,232,726**	**$4,396,717**	**$4,592,973**

Notes: Assumed 4% Inflation Rate for Operations Costs and Funding
Federal/State Funding based upon CDOT Control Totals.
Assumed Large Vehicle cost at $250,000 in 2008 dollars.
Assumed Mid-Sized Vehicle cost of $58,000 in 2008 dollars.
Assumed Small Vehicle cost at $40,000 in 2008 dollars.

- **Replacement vehicle requests** include replacing several of the smaller passenger buses in 2008 and 2013. Additionally, larger vehicles are scheduled to be replaced in 2011 and 2012. It is anticipated that the larger vehicles will be heavy-duty low-floor buses similar to what is used currently with a unit cost of approximately $250,000 each. Funding for these vehicles has been included in the current request from the FTA Section 5309 program through the Colorado Transit Coalition. Additional vehicles are scheduled for replacement in the long term. The timing of these requests may need to be adjusted so large capital requests can be spread out over a longer time frame.

- **New vehicle requests** anticipate the addition of vehicles in 2011 to support the new/expanded express route service.

- **Facility requests** include funding to complete the downtown transfer facility in Grand Junction. This facility is currently being funded from a Senate Bill 1 application. At this point, a new maintenance facility is anticipated to cost approximately $6.5 million (inflated from an estimated $4.0 million cost in 2007 dollars) depending on availability of land. As shown, waiting to construct this facility will have major implications on the cost of design and construction. A prudent approach would be to fast-track this project if funding becomes available at an earlier time. This funding is included in the 2035 Vision Plan, however until funding becomes available, the project is not included in the Long-Range Fiscally-Constrained Plan for the Region.

Long-Range Preferred Plan

As part of the discussions during the coordination meetings, other transportation needs and strategies were identified for future consideration. There was agreement that there is a need for the coordination of local and regional services. However, these service expansions are not specifically identified in any of the current providers' plans and will need to be addressed in future planning. Table VII-2 provides the long-range unconstrained plan and priorities. Appendix D provides additional details on some of the project priorities. The preferred plan includes some of the following:

- Development of a coordinated program that includes a taxi voucher program and mobility coordinator for the county.
- Extension of service hours.
- Smart Card Fare Payment System on fixed-route buses.
- Advanced Public Transportation System, including security-related transit components, scheduling systems, and GPS on vehicles, as well as other components.
- Local providers in more rural areas coordinate for weekly regional trips to services available in Grand Junction.

- Additional service expansion to other areas.
- Increased commuter services and park-and-ride lots.
- Expanded service in the Pear Park area.
- Bus Rapid Transit.
- Additionally, Grand Valley Transit has made significant improvements to the Clifton transfer facility and progress is underway to design and construct a new downtown transfer and operations facility. The third significant transfer point in the City of Grand Junction is at Mesa Mall. Currently, this transfer point does not have facilities or any amenities for passengers. It is therefore likely that a future strategic project will be to enhance this transfer point significantly and to construct a small facility ($500,000) to accommodate passengers at this vital location. Additionally, the Fruita and Palisade areas may require strategic investment to improve transit facilities in those areas.

During coordination discussions, additional transportation needs were discussed. These issues will need to be part of an ongoing dialogue to encourage and implement coordination in the area.

- Formation of a Rural Transportation Authority should be examined.
- Formation of a Coordinating Council should begin immediately. This was discussed at the first coordination meeting between providers.
- Coordination of grant applications through the RTPO should continue. Those agencies/organizations that wish to apply for FTA funds for capital replacement should work with the RTPO to submit documentation and aid in the preparation of actual grant applications.
- Shared maintenance between the agencies should begin as soon as possible. This would be investigated once a coordination council is formed. Once the county constructs a new maintenance facility, it *may* be possible to form agreements for maintenance through the coordinating council for certain types of maintenance.
- Assistance with driver training should be implemented as soon as possible. With the construction of a new regional driver training facility, this will likely occur.
- Investigate shared or pooled insurance options between the human service agencies.
- Bulk fuel purchase between agencies should be investigated.
- Investigate shared maintenance/vehicle storage facilities.

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Table VII-2

Mesa County 2035 Financially Unconstrained Preferred Transit Plan (constant dollars)

Proj. #	*Description*	*Priority*	*Capital Operating*	Year 2008 Annual Cost	2008-2013 Cumulative Cost	2014-2019 Cumulative Cost	2020-2025 Cumulative Cost	2026-2031 Cumulative Cost	2032-2035 Cumulative Cost	2035 Total Cost (2008 dollars)	2035 Total Cost (Inflated Dollars)
Grand Valley Transit Projects											
1	Operating Cost (Maintain Existing Service)	HIGH	Operating	$ 2,500,000	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ 15,000,000	$ 10,000,000	$ 70,000,000	$ 152,634,960
2	Low-Floor Replacement Buses	HIGH	Capital	$ -	$ 750,336	$ 1,750,000	$ 1,250,000	$ 5,250,000	$ 750,000	$ 9,750,336	$ 43,824,010
3	Mid-Sized Bus Replacement	HIGH	Capital	$ 159,000	$ 159,000	$ 696,000	$ 870,000	$ 754,000	$ 638,000	$ 3,117,000	$ 10,317,186
4	Small Bus Replacement	HIGH	Capital	$ 198,000	$ 396,210	$ 316,720	$ 277,130	$ 316,720	$ 237,540	$ 1,544,320	$ 4,390,289
5	ADA/Bus Stop/Pedestrian Improvements	HIGH	Capital	$ 20,000	$ 510,964	$ 120,000	$ 120,000	$ 120,000	$ 80,000	$ 950,964	$ 1,293,286
6	Extend Service Until 11:00 P.M.	HIGH	Operating		$ 1,793,084	$ 2,692,633	$ 2,692,633	$ 2,692,633	$ 1,795,089	$ 11,666,072	$ 21,506,367
7	Coordination - Mobility Manager/Taxi Voucher Program	HIGH	Operating		$ 739,645	$ 1,109,467	$ 1,109,467	$ 1,109,467	$ 739,645	$ 4,807,692	$ 8,862,349
8	Express Service on Select Corridors/30 min Frequency	MEDIUM	Operating		$ 363,931	$ 729,871	$ 729,871	$ 729,871	$ 486,581	$ 3,040,126	$ 5,697,448
9	Double Frequency on All Routes (30-minute all day)	MEDIUM	Operating			$ 7,992,960	$ 7,992,960	$ 7,992,960	$ 7,992,960	$ 31,971,840	$ 41,036,915
10	Construction of a Long-Term/Maintenance Facility	MEDIUM	Capital		$ 4,000,000	$ -	$ -	$ -	$ -	$ 4,000,000	$ 4,000,000
11	Service Expansion - Pear Park& F1/2 Rd.	MEDIUM	Operating		$ -	$ 150,960	$ 150,960	$ 150,960	$ 150,960	$ 603,840	$ 591,783
12	Expanded Low-Floor Buses	MEDIUM	Capital		$ 500,375	$ 3,500,000	$ -	$ -	$ -	$ 4,000,375	$ 6,517,850
13	Expanded Mid-Sized Bus	MEDIUM	Capital		$ 119,996	$ 183,988	$ -	$ -	$ -	$ 303,984	$ 423,116
14	Expanded Small Bus	MEDIUM	Capital		$ 39,999	$ -	$ -	$ -	$ -	$ 39,999	$ 49,000
15	Smart Card - Fare Payment	MEDIUM	Capital		$ -	$ 35,000	$ -	$ -	$ -	$ 35,000	$ 35,000
16	APTS Technology	MEDIUM	Capital		$ -		$ 500,000	$ -	$ -	$ 500,000	$ 500,000
17	Transit/Environmental/Contingency Studies	LOW	Operating	$ 35,000	$ 210,000	$ 210,000	$ 210,000	$ 210,000	$ 210,000	$ 1,050,000	$ 992,250
18	Implement Sunday Service	LOW	Operating		$ -	$ -	$ -	$ 1,567,260	$ 1,567,260	$ 3,134,520	$ 7,405,304
19	Park-and-Ride Lots	LOW	Capital		$ -	$ -	$ -	$ 750,000	$ 750,000	$ 1,500,000	$ 1,500,000
20	Commuter Service for Park-and-Ride Lots	LOW	Operating/Capital		$ -	$ -	$ -	$ 588,100	$ 588,100	$ 588,100	$ 1,176,200
21	Bus Rapid Transit (BRT)	LOW	Operating/Capital		$ -	$ -	$ -		$ 5,000,000	$ 5,000,000	$ 5,000,000
22	Shopping/Downtown Circulator	LOW	Operating/Capital		$ -	$ -	$ -		$ 3,384,300	$ 3,384,300	$ 3,384,300
23	15 min. Service During Peak Period	LOW	Operating/Capital		$ -	$ -	$ -	$ -	$ 13,228,740	$ 13,228,740	$ 13,228,740
Other Providers' Projects											
24	Debeque/Collbran Senior Van Replacement	HIGH	Capital		$ 58,000		$ 58,000		$ 58,000	$ 174,000	$ 863,896
25	Town of Fruita	HIGH	Capital		$ 58,000		$ 58,000		$ 58,000	$ 174,000	$ 863,896
26	Family Health West Van Replacement	HIGH	Capital		$ 58,000		$ 58,000		$ 58,000	$ 174,000	$ 863,896
27	Mesa Developmental Service Van Replacement	HIGH	Capital		$ 58,000		$ 58,000		$ 58,000	$ 174,000	$ 863,896
28	Center for Independence	HIGH	Capital		$ 58,000		$ 58,000		$ 58,000	$ 174,000	$ 863,896
2035 Capital Costs										$ 26,611,976	$ 77,169,219
2035 Operating Costs										$ 148,475,230	$ 261,516,615
Total Costs					$ 24,873,538	$ 34,487,600	$ 31,193,022	$ 37,231,972	$ 47,889,175	$ 175,087,207	$ 338,685,834

***Opertating cost inflated at 5% annually**

***Small Bus $40,000**

***Mid Sized Bus $58,000**

***Large Bus $250,000**

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Additional Local Provider Capital Plans

Table VII-3 provides the Short-Range Capital Plan for several of the human service providers which may seek FTA Section 5310 funding for capital replacement. In the short term, a total of four mid-sized body-on-chassis vehicles are needed for the Grand Valley Region. Additionally, these requests are for vehicles that are past their replacement age or mileage. The requests are shown in 2010, 2011, 2012, and 2013 in order to take advantage of the full leveraged FTA funds that may be available to the Grand Valley Region.

Table VII-3
Short-Range Capital Plan
Additional Grand Valley Providers

EXPENSES						
	2008	**2009**	**2010**	**2011**	**2012**	**2013**
		1	**2**	**3**	**4**	**5**
Services						
Existing Providers	$ -	$ -	$ -	$ -	$ -	$ -
Town of Debuque/Collbran Vehicle Replacement	$ -	$ -	$ 66,404			
Town of Fruita				$ 71,052		
Family Health West Vehicle Replacement	$ -	$ -			$ 76,026	
Mesa Developmental Services Vehicle Replacement	$ -	$ -				
Center for Independence						$ 162,696
Capital Subtotal	**$ -**	**$ -**	**$ 66,404**	**$ 71,052**	**$ 76,026**	**$ 162,696**
Capital						
Replacement Vehicles						
Large Bus Replacement # of Units (12 year)						
Mid-Sized Bus Replacement # of Units (7 year)			1	1	1	2
Small Bus Replacement # of Units (5 year)						
Large Bus Replacement	$ -	$ -	$ -	$ -	$ -	$ -
Mid-Sized Bus Replacement	$ -	$ -	$ 66,404	$ 71,052	$ 76,026	$ 162,696
Small Bus Replacement	$ -	$ -	$ -	$ -	$ -	$ -
Replace Vehicles Subtotal Cost	**$ -**	**$ -**	**$ 66,404**	**$ 71,052**	**$ 76,026**	**$ 162,696**
Facilites	$ -	$ -	$ -	$ -	$ -	$ -
Shelter/Benches	$ -	$ -	$ -	$ -	$ -	$ -
Capital Total	**$0**	**$0**	**$66,404**	**$71,052**	**$76,026**	**$162,696**

Appendix A: Transit Demand and Demographic Maps

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Appendix A

TCRP Method of Rural Demand Estimation – 2010 Estimates

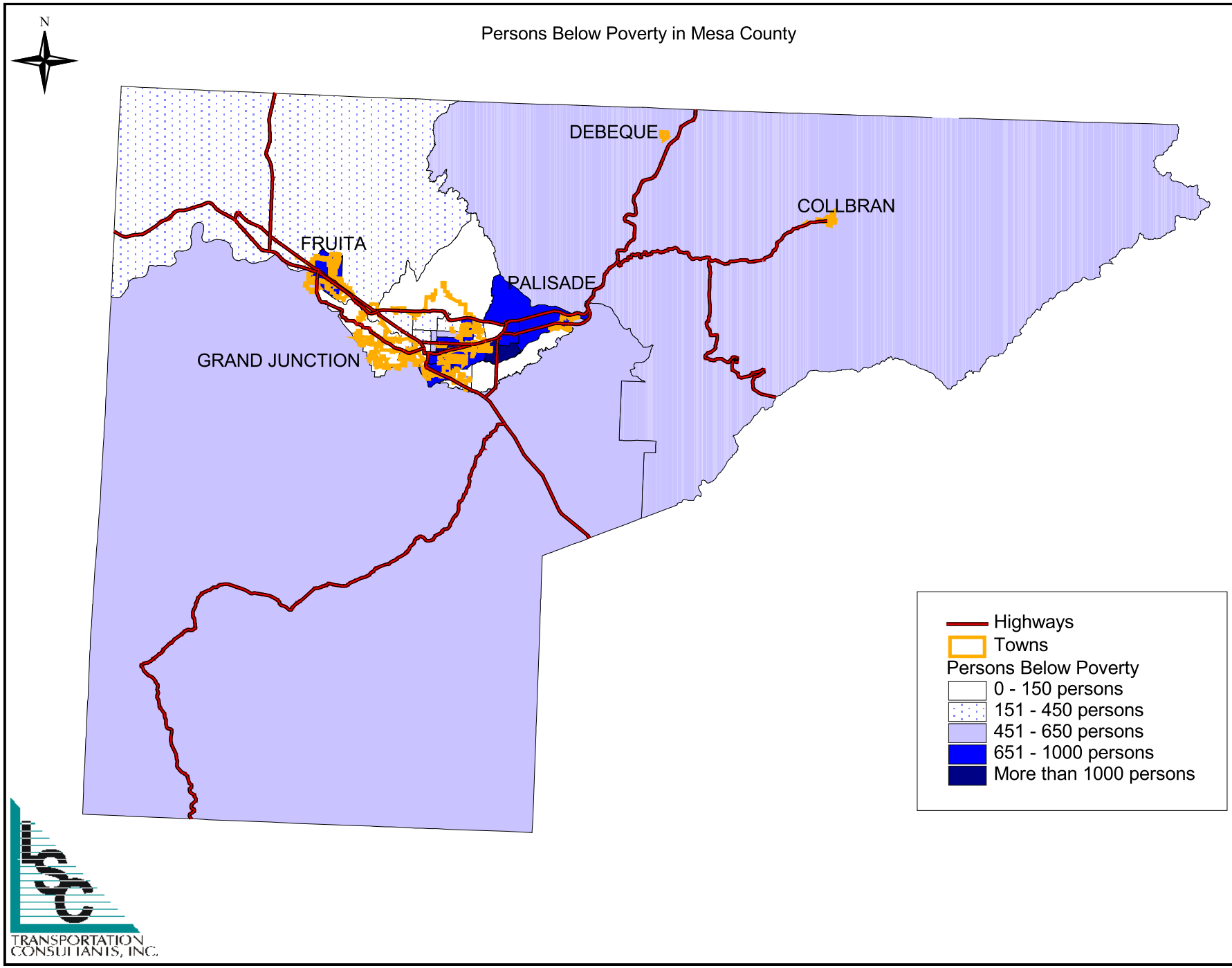
Census Tract	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
		Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	**TOTAL**	#	Regional %	
15.02	Northwest corner of Mesa County	3,550	680	4,230	260	**4,490**	18	41.9%	0
18	Northeast corner of Mesa County	2,430	410	2,840	130	**2,970**	12	27.7%	0.010125209
19	South portion of county from I-70 to county line	2,430	790	3,220	30	**3,250**	13	30.3%	0.007706073
Rural Study Area Total (Not Including Grand Junction, Fruita or Palisade)		**8,410**	**1,880**	**10,290**	**420**	**10,710**	**42**	**100%**	**0.06**

Source: LSC Transportation Consultants

Appendix A
TCRP Method of Rural Demand Estimation – 2035 Estimates

Census Tract	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
		Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	**TOTAL**	#	Regional %	
15.02	Northwest corner of Mesa County	6,010	1,120	7,130	440	**43,140**	169	80.3%	0.43640875
18	Northeast corner of Mesa County	4,150	710	4,860	210	**5,070**	20	9.4%	0.01728445
19	South portion of county from I-70 to county line	4,120	1,350	5,470	30	**5,500**	22	10.2%	0.01304105
Rural Study Area Total (Not Including Grand Junction, Fruita or Palisade)		**14,280**	**3,180**	**17,460**	**680**	**53,710**	**211**	**100%**	**0.47**

Source: LSC Transportation Consultants


N
Persons Below Poverty in Mesa County
DEBEQUE
COLLBRAN
FRUITA
PALISADE
GRAND JUNCTION
Highways
Towns
Persons Below Poverty
0 - 150 persons
151 - 450 persons
451 - 650 persons
651 - 1000 persons
More than 1000 persons
TRANSPORTATION
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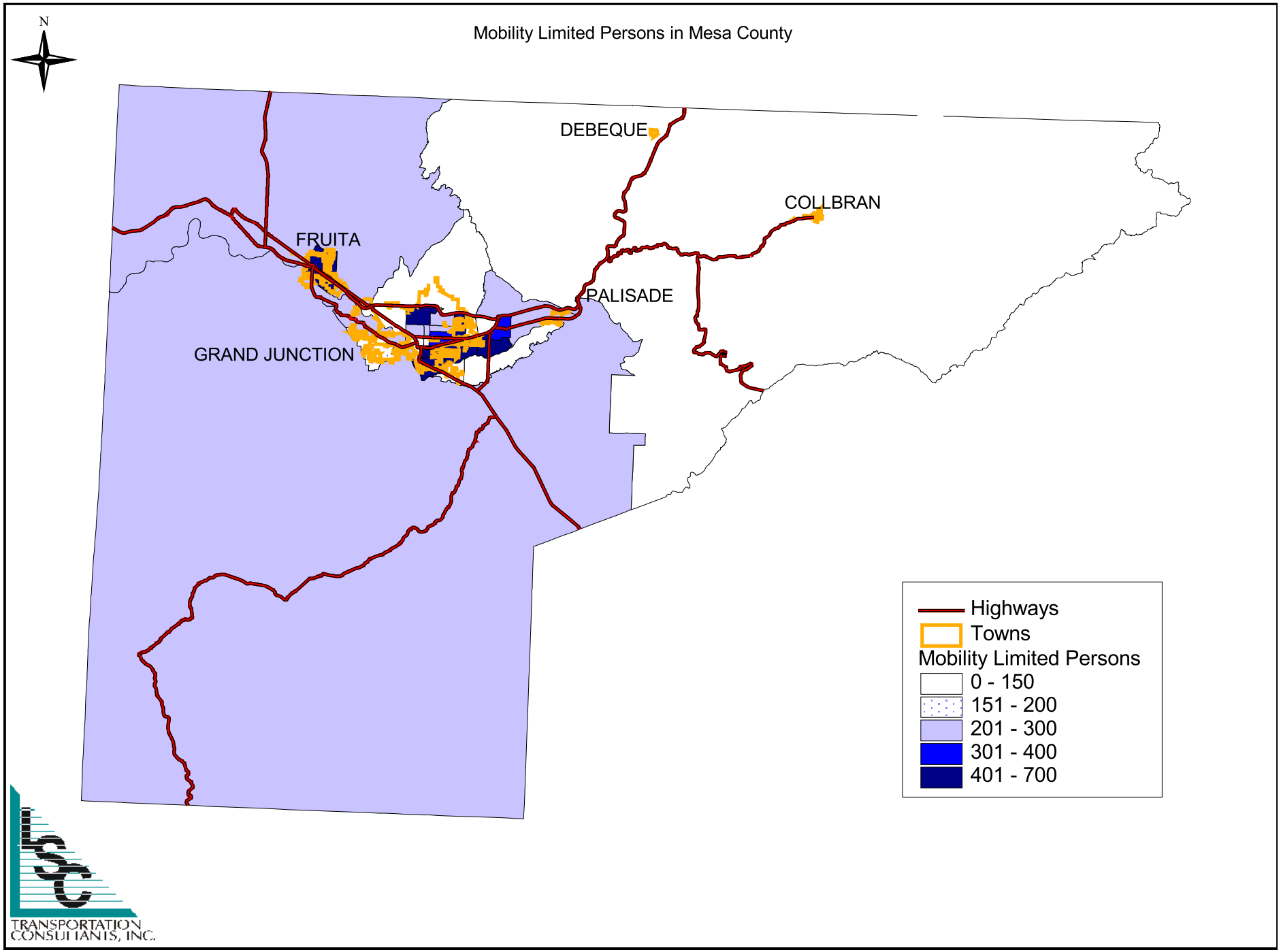
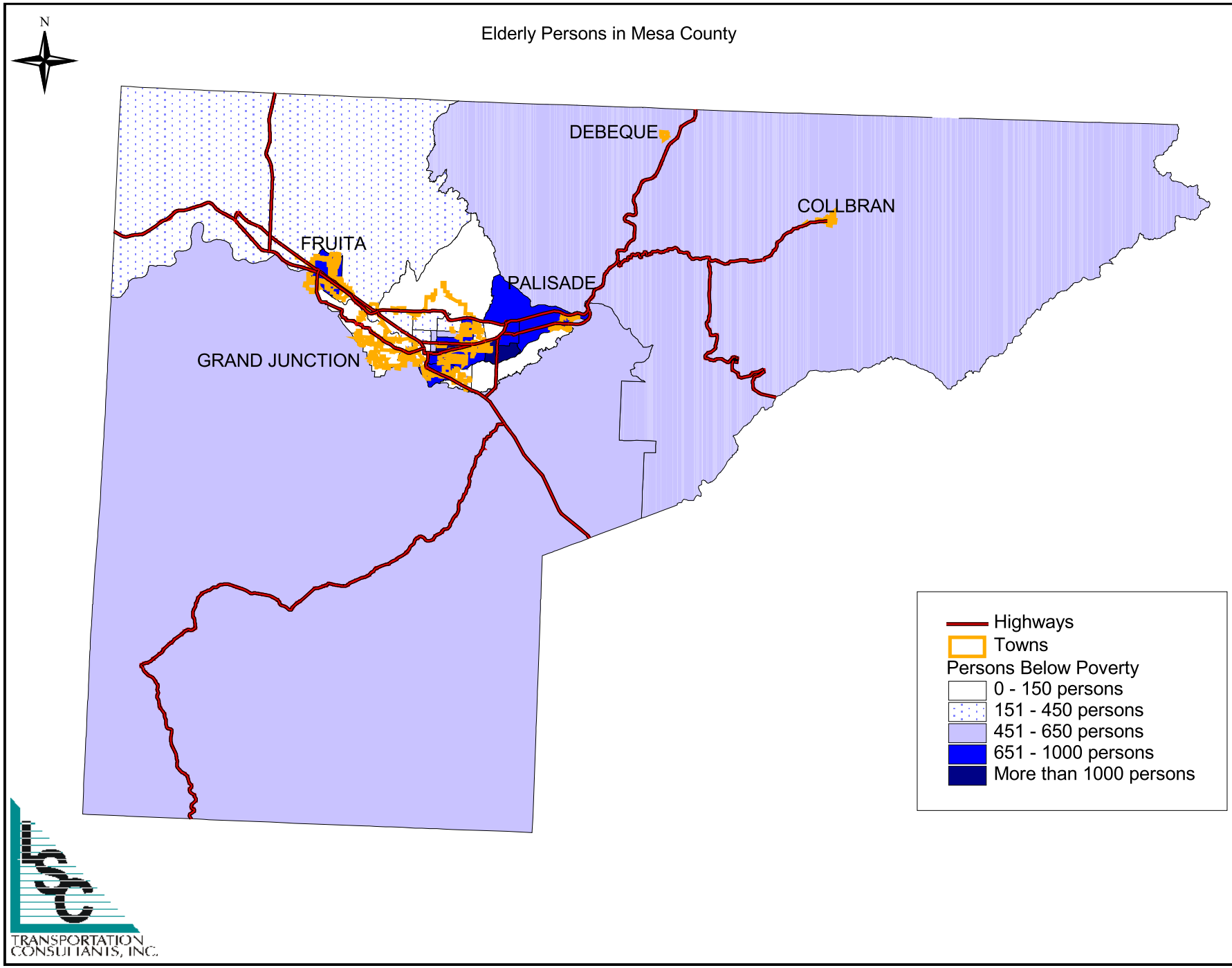

N
Mobility Limited Persons in Mesa County
DEBEQUE
COLLBRAN
FRUITA
PALISADE
GRAND JUNCTION
Highways
Towns
Mobility Limited Persons
0 - 150
151 - 200
201 - 300
301 - 400
401 - 700
TRANSPORTATION
CONSULTANTS, INC.


N
Elderly Persons in Mesa County
DEBEQUE
COLLBRAN
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PALISADE
GRAND JUNCTION
Highways
Towns
Persons Below Poverty
0 - 150 persons
151 - 450 persons
451 - 650 persons
651 - 1000 persons
More than 1000 persons
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Appendix B: Coordination Meeting Attendees

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Mesa County 2035 Transportation Plan Update

Provider Meeting - March 15, 2007

Name	Representing	Address	Phone	Fax	E-mail Address
Kyle Kosman	LSC Transportation Consultants	516 N. Tejon, Colorado Springs, CO 80903	719-633-2868	719-633-5430	kpkosman@lsccs.com
Todd Hollenbeck	Mesa County	750 Main Street	970-255-7168		Todd.Hollenbeck@mesacounty.us
John Klausz	Mesa Developmental Services	950 Grand Avenue, Grand Junction	970-243-3702		jklausz@mds.acsol.net
Joyce Burns	Grand Valley Transit/Laidlaw	802 1st Avenue	970-256-7433		Valdon.Lewis@laidlawtransit.com
Aggie Weir	Care Cars	2591 B-3/4 Rd, Grand Junction 81503	970-245-8949		
Rose Romero	Millenium Services	622 Ft. Uncompahgre, Grand Junction, CO 81504	970-270-9092	970-242-5192	
Jane Newton	Center for Independence	740 Gunnison Ave., Grand Junction, CO 81501	970-241-0315		jnewton@cfigj.org
Elizabeth Williams	Sunshine Taxi	2705B 1/4 Road, Grand Junction, CO 81503	270-263-9500	970-263-9501	NA
Dave Norman	AAA NW Co.	510 29 1/2 Road	970-248-2717		Dave.Norman@mesacounty.us
Bob Burdett	Family Healthwest	P.O. Box 130, Fruita, CO	970-858-2136		R.Burdett@familyhealthwest.org

Appendix C: Framework for Action Results

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Appendix C
United We Ride: Framework for Action
Building the Fully Coordinated Transportation System
A Self-Assessment Tool for Communities

Section 1: Making Things Happen by Working Together	**NEEDS TO BEGIN**	**NEEDS TO BEGIN %**	**NEEDS SIG ACTION**	**NEEDS SIG ACTION %**	**NEEDS ACTION**	**NEEDS ACTION %**	**DONE WELL**	**DONE WELL %**	**Total Responses**
1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?		0%	4	57%	3	43%		0%	7
2. Is a governing framework in place that brings together providers, agencies, and consumers? Are there clear guidelines that all embrace?		0%	1	14%	6	86%		0%	7
3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?		0%	2	29%	4	57%	1	14%	7
4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?		0%	3	43%	4	57%		0%	7
5. Is there positive momentum? Is there growing interest in and commitment to coordinate human service transportation trips and maximize resources?	1	14%	1	14%	5	71%		0%	7
Section 1: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of*Making Things Happen by Working Together* is:	1	3%	11	31%	22	63%	1	3%	35
Section 2: Taking Stock of Community Needs and Moving Forward									
6. Is there an inventory of community transportation resources and programs that fund transportation services?	1	14%	2	29%	4	57%		0%	7
7. Is there a process for identifying duplication of services, underused assets, and service gaps?		0%	2	29%	5	71%		0%	7
8. Are the specific transportation needs of various target populations well documented?		0%	1	13%	7	88%		0%	8
9. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs?	1	14%	1	14%	5	71%		0%	7
10. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?	1	20%		0%	2	40%	2	40%	5
11. Have transportation users and other stakeholders participated in the community transportation assessment process?		0%	1	14%	5	71%	1	14%	7
12. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?		0%	2	33%	4	67%		0%	6
13. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?	1	13%	2	25%	3	38%	2	25%	8
14. Is the plan for human services transportation coordination linked to and supported by other plans such as the Regional Transportation Plan, State Transportation Improvement Plan, human service program plans, and other state and local plans?	1	14%	0	0%	5	71%	1	14%	7
15. Is data being collected on the benefits of coordination? Are the results communicated strategically?	1	14%	1	14%	5	71%		0%	7
Section 2: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of*Taking Stock of Community Needs and Moving Forward* is:	6	9%	12	17%	45	65%	6	9%	69
Section 3: Putting Customers First									
16. Does the transportation system have an array of user-friendly and accessible information sources?	1	13%	4	50%	3	38%		0%	8

Appendix C
United We Ride: Framework for Action
Building the Fully Coordinated Transportation System
A Self-Assessment Tool for Communities

17. Are travel training and consumer education programs available on an ongoing basis?	1	14%	2	29%	4	57%		0%	7
18. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?	2	29%	1	14%	3	43%	1	14%	7
19. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?		0%		0%	2	50%	2	50%	4
20. Are marketing and communications programs used to build awareness and encourage greater use of the services?	1	20%		0%	4	80%		0%	5
Section 3: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of*Putting Customers First* is:	5	16%	7	23%	16	52%	3	10%	31
Section 4: Adapting Funding for Greater Mobility									
21. Is there a strategy for systematic tracking of financial data across programs?		0%	2	40%	1	20%	2	40%	5
22. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?	2	33%	1	17%	2	33%	1	17%	6
Section 4: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of*Adapting Funding for Greater Mobility* is:	2	18%	3	27%	3	27%	3	27%	11
Section 5: Moving People Efficiently									
23. Has an arrangement among diverse transportation providers been created to offer flexible services that are seamless to customers?	2	29%	1	14%	4	57%		0%	7
24. Are support services coordinated to lower costs and ease management burdens?	1	14%	3	43%	3	43%		0%	7
25. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?	3	43%	3	43%	1	14%		0%	7
26. Have facilities been located to promote safe, seamless, and cost-effective transportation services?	2	40%	1	20%	1	20%	1	20%	5
Section 5: Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of*Moving People Efficiently* is:	8	31%	8	31%	9	35%	1	4%	26

Appendix D: Preferred Project Descriptions

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Grand Valley Transit Improvement Priorities Project Descriptions

ADA/Bus Stop Improvements/Pedestrian Improvements

Under the Americans with Disabilities Act (ADA), accessibility to transit stops must be accommodated by the transit agency. This includes access to the stop (such as ramps/minimum size for pad/sight-impaired modifications), safety of location of stops, and those pedestrian improvements that provide for access to stops, such as sidewalks. Based upon recent planning in the Clifton area of the MPO, there are several areas that need improvements to bring stops up to both ADA and US Access Board Standards. This is not one project, but would constitute an "improvement pool" where an annual appropriation of funding would allow improvements to be made on an as-needed basis.

Hiring of Mobility Manager/Coordinator

The mobility coordinator is a position that should be funded through each of the member organizations. A part-time (20 hours per week) mobility manager for the area could serve as the coordinator for transportation trips within the area, serve as a local grant writer, support the formal transportation council as discussed in the previous section, and manage the development of a one-stop transportation call center. This position could be funded as half time to start, with additional duties as a part-time dispatcher for the GVT paratransit system, or as a part-time administration assistant for the RTPO. This position would be funded under the FTA Section 5307 program and through cost sharing with agencies that would benefit. This would require a pooling of funds from local agencies to support this position.

Taxi and/or Transit Voucher System

Grand Valley Transit and the local human service agencies that provide transportation services may wish to institute a taxi voucher program to enable individuals outside their service area to use the taxi service at a discounted rate. This could also be put in place to serve patrons after transit service hours. The operations of this system would need extensive planning efforts. Additionally, GVT could offer discounted or free transit vouchers to agencies for emergency-type trips. Again, planning would need to be done to ensure this is handled properly. This has been done in the past, but was discontinued due to funding constraints. This program would be funded under FTA Sections 5307 or 5317 programs and through cost sharing with agencies that would benefit. This would require a pooling of funds from local agencies to support this program on a subscription basis.

Smart Card Fare Payment (Description from APTA)

Contactless smart cards—credit card-sized plastic cards with an embedded antenna and computer chip—are beginning to gain traction at US public transit agencies. The contactless electronic link between card and reader equipment allows for a very fast interface that is needed by mass transit. Using smart cards to replace traditional transit tickets or tokens holds the promise of reducing cash handling, equipment maintenance, and security costs; increasing convenience for riders; improving collection of ridership data; lending a more modern image to transit; and providing new opportunities for innovative fare structures and marketing.

APTS

A key consideration in long-term planning is the impact of improvements in technology that can benefit transit services. In recent years, these technology research and development programs have been incorporated into the Intelligent Transportation System (ITS) concept. The application elements of ITS for public transportation are known as Advanced Public Transportation Systems (APTS).

APTS basically have to do with the application of many technological developments to the business of transportation. Most of the APTS developments come from the military and financial arenas. These include the use of Global Positioning Satellites (GPS) to determine the exact location of an object through triangulation, radio frequencies, and computers. From a financial standpoint, smart card fare payment systems can be applied to monitor persons using transit service by noting where they board, where they alight, debiting their fare from a bank account, or charging their fare to the appropriate human service agency, a key component to coordination.

Automated Vehicle Location (AVL) systems employ one of several means of determining the location of a vehicle. By monitoring the location of a vehicle historically and in real-time, dispatchers and planners can better refine schedules or can dispatch the closest vehicle to a location. This application holds much promise for public transportation service, especially in suburban and rural environments.

The existence of real-time dispatching and ridematching systems creates the need for linking the public to the service. The smart traveler system concept provides a quick link by phone, kiosk cable, computer, etc. to the service dispatching system. A caller would request a ride; the system would examine vehicle availability in response to the ride request and inform the caller where and when the rider would be met. The system may also suggest other mode choices available to the caller. The entire transaction need take only a few minutes. If an acceptable match cannot be made, the system may offer to fill the request with a taxi ride or other human service agency.

Bus Rapid Transit (BRT)

BRT is a broad term given to a variety of transportation systems that, through improvements to infrastructure, vehicles, and scheduling, attempt to use buses to provide a service that is of a higher quality than an ordinary bus line. Each BRT system uses different improvements, although many improvements are shared by many BRT systems. The goal of such systems is to at least approach the service quality of rail transit while still enjoying the cost savings of bus transit. The 16th Street Mall service in Denver is an example of BRT on a limited basis.