



**South Central Local Transit
&
Human Service Transportation
Coordination Plan**

**Huerfano County
Las Animas County**



South Central Transportation Planning Region Human Services Transportation Coordination Plan

Prepared for:

South Central Transportation Planning Region

and

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Introduction

PLAN PURPOSE

This South Central Transportation Planning Region (TPR) 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 Plan will be incorporated into the 2035 Regional Transportation Plan and will serve as the planning document for this local area. CDOT will use this Plan in evaluating and approving grant applications for capital and operating funds from the FTA, as well as other available funds. The South Central Regional Planning Commission will use the summary information provided for the 2035 Plan for allocating available funds and project prioritization.

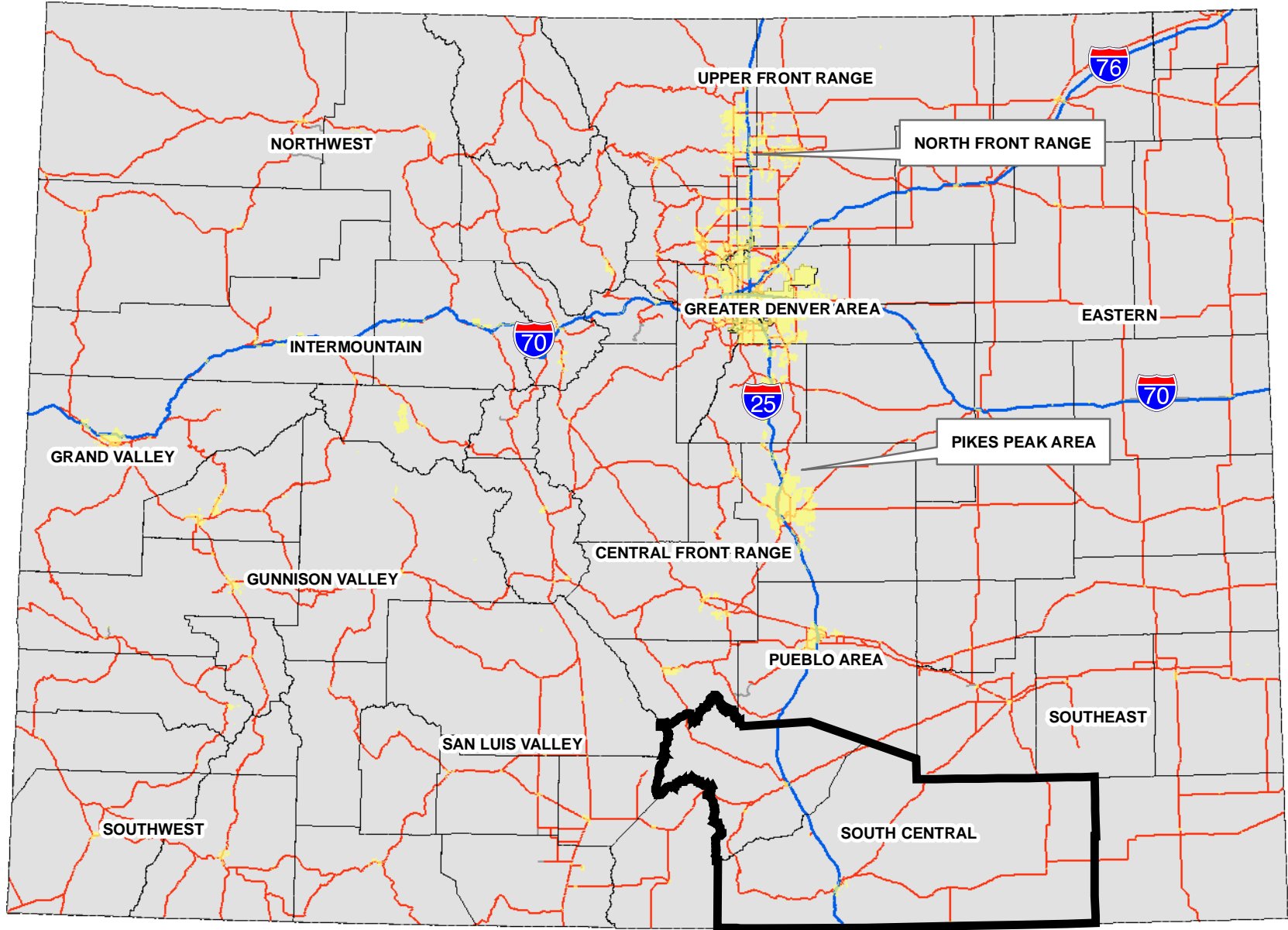
This plan specifically focuses on the local area of South Central TPR and those services provided to the area's residents. Figure I-1 illustrates the area of concern. This plan focuses specifically on the South Central Council of Governments, identified as the only current FTA grant recipient in the region. There are several transportation providers in the region which do not currently receive FTA grant funding, but which are eligible under FTA guidelines. The basis for this local plan is described in the next section, which discusses the new federal and state requirements that dictate how a locally developed human services transportation plan is to be derived. This plan is in response to those requirements.

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).



Figure I-1 Location of South Central TPR



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.

LOCAL SERVICE AREA

The South Central TPR Human Services Transportation Coordination Plan is a locally developed plan with the assistance of LSC. The local service area is specific to the South Central TPR. The service area was developed based upon the geographic and current service areas of providers. The South Central Council of Governments is the only general public transit provider within the region. There are three other transportation providers that serve the region, which primarily serve elderly and disabled individuals.

The South Central TPR is in the southern portion of the state east of the Sangre de Cristo Mountains and just north of the New Mexico border. The region is approximately 6,337 square miles in size. Major activity centers in the South Central TPR are limited to several small to medium-sized communities along Interstate 25 and US Highways 160 and 350. The following communities are the main activity centers:

- Trinidad
- Walsenburg
- La Veta
- Branson
- Hoehne
- Segundo
- Weston
- Gardener
- Redwing
- Stonewall
- Ludlow
- Aguilar
- Starkville



Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the need for transit services in the South Central TPR based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter was used throughout the study process. LSC outlined these methodologies in a memorandum to Colorado Department of Transportation (CDOT). For more specifics on these methodologies, please refer to that document. Two methods are used to estimate the maximum transit trip need in the South Central TPR area:

- Mobility Gap
- Rural Transit Demand Methodology

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The Forum meetings, the coordination meetings, and the transit provider information received helped identify the qualitative needs for this process.

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 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled is calculated and presented in Table II-1.

The annual transit need for the South Central TPR—using the Mobility Gap methodology—is approximately 605,000 annual trips. This should be seen as an upper bound of the need and not reflective of the actual demand for a particular level of service.

Table II-1 Daily Transit Need for General Public in the South Central Region								
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		
Huerfano	178	1.42	253	173	1.93	335	588	214,527
Las Animas	291	1.42	414	338	1.93	654	1,068	389,665
TOTAL South Central Region							1,655	604,192
<i>Census 2000, NPTS 2001, LSC, 2006.</i>								

Rural Transit Demand Methodology

The Rural Transit Demand Method was developed by SG Associates, Inc. and LSC through the Transit Cooperative Research Program (TCRP) Project B-3: Rural Transit Demand Estimation Techniques. The TCRP Methodology is based on permanent population. Thus, the methodology provides a good look at transit demand for South Central TPR. Knowing this information, the LSC Team presents the transit demand for 2006 and for 2035, based on population projections from the Colorado Department of Local Affairs. This method uses a two-factor approach to estimate the need and demand, given a level of service.

The method includes the following two factors:

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

Non-Program Needs

Applying this feasible maximum service density to the permanent population of the South Central TPR yields the 2006 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations. The 2006 potential demand for the South Central TPR is as follows:

- Elderly transit need is 38,670 annual trips;
- Disabled need is 5,540 annual trips; and
- General public need is 20,870 annual trips.
- Total non-program total transit demand for 2006 is 65,080 annual trips.

This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

- Total non-program demand for 2035 is estimated to be 107,190 one-way, annual passenger-trips for the South Central TPR.

Details on the transit demand estimates for 2006 and 2035, using the TCRP methodology, are provided in Appendix A.

Program Trip Needs

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

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

The program demand data for the South Central TPR was estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

Using the participant numbers for each program, the existing program trip demand is approximately 186,835 annual trips.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total current transit need for the South Central TPR, using the TCRP Methodology, is approximately 252,000 annual trips.

Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current need are summarized below. It should be noted that these techniques give a picture of the needs and estimations in the region.

Table II-2 provides a summary of South Central TPR transit need using the Mobility Gap and the TCRP Model. Transit need using these methods estimates an approximate **need** of:

- A total annual need of approximately 798,000 annual one-way passenger-trips was estimated for the South Central TPR.

This was calculated by adding the annual trips from the mobility gap methodology and the program trips and the mobility-limited population trips from the TCRP methodology, to calculate the total annual need based on the *permanent* population.

Table II-2 Summary of Need Estimation Techniques for the South Central Region	
Methodology	Estimated Annual Need
Mobility Gap	605,000
Rural Need Assessment	252,000
Estimated Annual Need	798,000
<i>Annual Trips Provided</i>	35,000
Need Met (%)	4%
Unmet Need (%)	96%
<i>Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999</i>	
<i>Source: LSC, 2006.</i>	

Based upon information from the local transit providers, approximately 35,000 annual trips are being provided. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Nearly **96 percent** of the need is not being met. 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.

NEEDS IDENTIFIED BY AGENCIES AND THE PUBLIC

This section addresses the qualitative needs of this area based on information we received through the forums and transportation providers. The first section is the input for the individual agencies on their capital and the operational needs. The next section is the needs as they were stated at the public forum and the coordination meeting.

Fleet and Facilities

- SCCOG needs to purchase six minivans and two buses.

Services

- SCCOG needs to expand service to the western portion of the region.
- SCCOG needs to add 3 times service between Trinidad and Walsenburg.
- SCCOG needs to expand service to the eastern portion of Las Animas County, including the communities of Kim and Branson.
- SCCOG needs to create regional services to Pueblo and La Junta.

Public Forums

Information from the Regional Transportation Forum (held in Trinidad) discusses both the lack of intercity bus service as well as service throughout the region. The main concern of transit was the western portion of the region.

Coordination Meetings

The coordination meeting identified the need for additional marketing efforts in the region, improving coordination between SSCOG and the local human service program, coordinating staff training, and continuing the existing contract service that SCCOG currently provides in the region.



Inventory of Existing Services

EXISTING PROVIDERS

This section reviews the existing transportation providers within the South Central TPR service area. Currently, the South Central Council of Governments represents the only general public transit FTA Sections 5310 and 5311 grant recipient.

OVERVIEW OF LOCAL AREA

The South Central TPR has four transit providers. However, only one provider responded to the request for information. The other three providers either did not reply or sent limited information. The main focus of this document is the transit service provided by the South Central Council of Governments. The region is made up of two rural counties—Las Animas and Huerfano. The major communities are Trinidad in the southern portion of the region and Walsenburg in the northern portion of the region. Both communities are along I-25.

The four agencies are the Harry R. Sayre Senior Center, Las Animas County Health Services, Rocky Mountain Head Start, and South Central Council of Governments. Las Animas County Health Services covers the greatest service area in the region, followed by Rocky Mountain Head Start. The South Central Council of Governments service area is primarily in Trinidad and Walsenburg. The service areas are presented in Figure III-1.



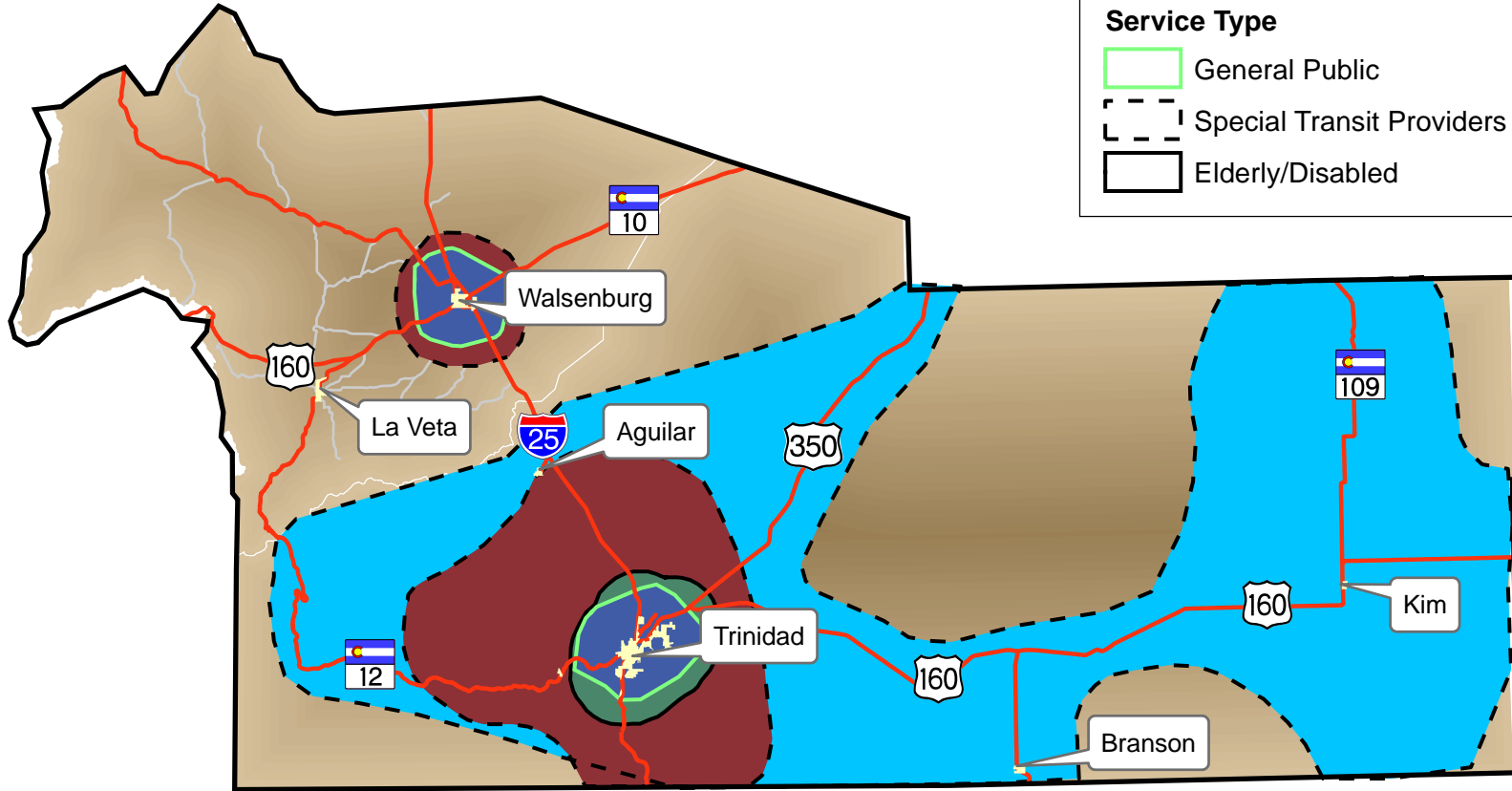
Figure III-1 South Central Service Area

South Central Provider Areas

- Harry R. Sayre Senior Center
- Las Animas County
- Rocky Mountain Head Start
- South Central COG

Service Type

- General Public
- Special Transit Providers
- Elderly/Disabled



TRANSPORTATION INVENTORY

Very few transportation providers exist within the region. The main provider is the South Central Council of Governments, which is a recipient of FTA 5310 and 5311 capital and operating funding. The following section provides information on the agency.

South Central Council of Governments

The South Central Council of Governments (SCCOG) serves as the lead agency for general public transportation services in the study area. The agency provides curb-to-curb demand-responsive and subscription transportation services to senior citizens, people with disabilities, and the general public.

Service Area

The service area includes Las Animas and Huerfano Counties. However, the service is primarily concentrated in the communities of Trinidad and Walsenburg. Service is provided five days a week, Monday through Friday. Service hours are from 8:00 a.m. to 4:00 p.m., with peak demand between the hours of 8:00 - 9:00 a.m., 11:30 a.m. - 1:00 p.m., and again between 3:00 - 4:00 p.m. Fares are \$3.00 for the general public and suggested voluntary contributions for seniors only \$2.00.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-1. As shown, total operating costs are approximately \$185,000 annually for FY 2005-2006. Revenues are provided through a variety of sources. The agency receives FTA Sections 5310 and 5311 funding for operations and capital replacement, fares/donations, contract service for developmental transportations, and local and county general funds.

Table III-1	
SCCOG Operating Cost and Revenues (2005)	
Line Item	Amount
Labor	\$102,151
Administration	\$20,700
Office Overhead	\$4,896
Material and Supplies	\$24,800
Utilities	\$2,200
Insurance/Licenses/Taxes	\$22,425
Maintenance	\$1,728
Fuel/Lubricants/Tires	--
Other	\$1,990
Service Contacts	\$1,406
In-Kind	\$2,772
Total Operating Admin Cost	\$185,068
Capital Costs	
Vehicles	\$43,153
Facilities	--
Equipment	\$996
Total Capital Outlay	\$44,149
Sources of Revenue	
	Amount
Fares/Donations	\$17,500
Title III	--
Grants (FTA)	\$168,380
Local Funds	\$2,772
Contract Services	\$41,300
Other	--
In-Kind	--
Total Revenues	\$229,952
<i>Source: SCCOG, 2006.</i>	

Fleet and Facility Information

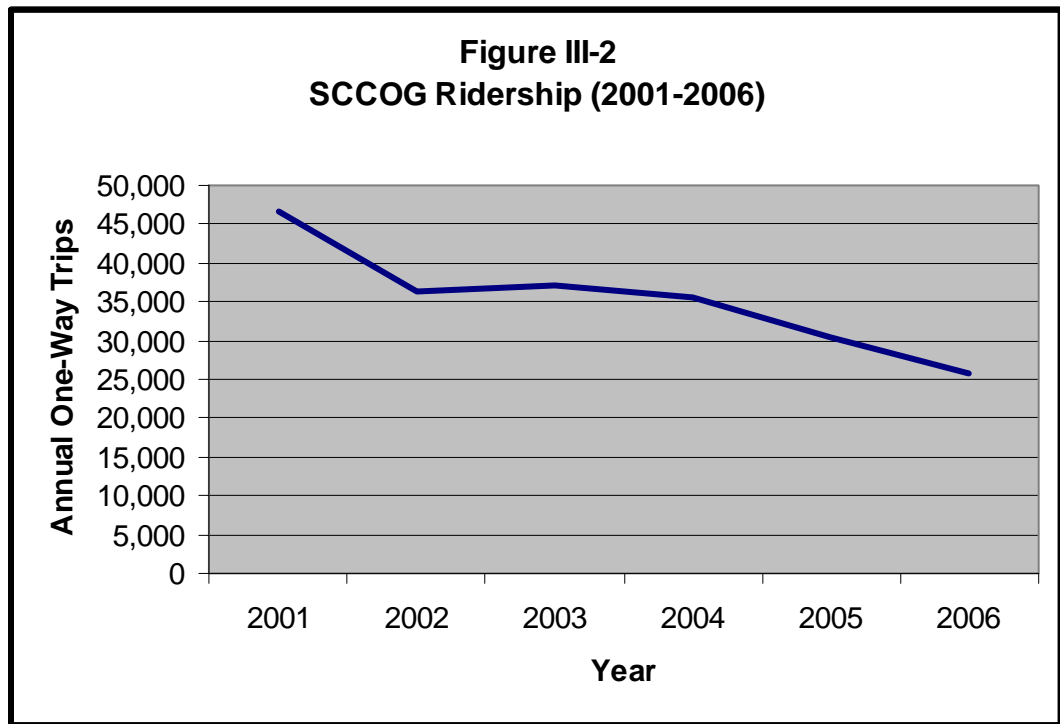
The agency has a current fleet of eight body-on-chassis vehicles. Four vehicles are used on a daily basis. The existing vehicle fleet information is provided on Table III-2. The vehicles are stored on the SCCOG property in Trinidad and Walsenburg. Vehicles in Walsenburg are also stored at the senior center parking lot. Minor maintenance is performed in-house. Major repairs are done by local garages or through contracts.

Table III-2 SCCOG Vehicle Fleet							
Make	Model	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition	Unit
Ford	Bus	11	1997	2002	1	Fair	1
Ford	Bus	17	1999	2003	1	Good	1
Dodge	Paravan	10	1999	2004	1	Good	1
Ford	Eldorado bus	17	2001	2006	2	Fair	1
Ford	Conversion Van	10	2002	2007	1	Good	1
Ford	Startrans Bus	11	2003	2008	1	Good	1
Goshen	Pacer II	13	2004	2009	1	Good	1
Supreme	Senator II	12	2006	2011	1	Good	1

Source: SCCOG, 2006.

Ridership

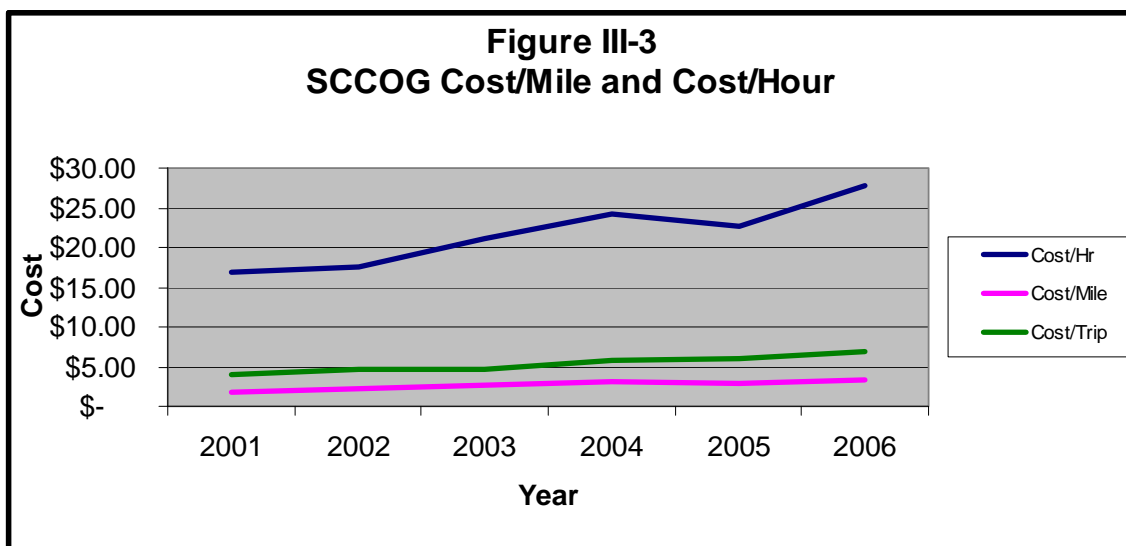
Ridership data were provided for the last five years, with estimates provided for 2006. Ridership has decreased over the past few years, with annual one-way trips ranging from 46,000 in 2001 to 30,000 in 2005. Figure III-2 illustrates the ridership trends since 2001.



Performance Measures

The following performance measures were calculated for the Council of Governments from reported costs and ridership information. Figure III-3 illustrates the performance measure trends from FY 2005.

- Annual cost: \$185,000
- Cost per hour: \$22.59
- Cost per passenger-trip: \$6.10
- Cost per mile: \$2.82
- Passenger-trips per hour: 3.7
- Passenger-trips per mile: 0.46



Other Providers

The following providers serve the region, but as stated earlier, either did not respond to the survey for the 2035 planning process or the survey had very little information. The information for these agencies was based on the information presented in the 2030 Transit Element for South Central.

Las Animas County Department of Human Services

This agency provides transportation reimbursements for TANF clients engaged in work activities. The agency reported no vehicles for providing a traditional transit service. They only provide reimbursement to TANF clients and only for going to and from work activities. The agency did state that their major need in the short term (one to six years) would be

to develop an affordable public transportation service in Las Animas County.

Harry R. Sayre Senior Center

The Harry R. Sayre Senior Center, located in Trinidad, is a private, non-profit agency providing general services to seniors age 60 and older.

Currently, the only vehicle available to the Center is a 1994, 15-passenger van. Transportation for field trips and emergency trips to doctors are provided by volunteer drivers and/or the staff of the Senior Center. Private vehicles are frequently used. The Senior Center refers many of their members to the COG transit service. No current ridership or budget information was provided. No current ridership or budget information was provided.

Rocky Mountain SER - Southern Colorado Head Start

This preschool program operates in both Las Animas and Huerfano Counties. Fixed-route service is provided based on the educational schedule of the Head Start program. Service in Las Animas County is provided within approximately five miles of Trinidad REI School District boundaries. Huerfano County service is provided to Head Start children living in Walsenburg or approximately five miles outside the city limits. The school year is generally four days per week, 40 weeks per year. Peak hours are from 8:00 - 9:00 a.m., 2:00 - 3:00 p.m., and 4:00 - 5:00 p.m. The program has one full-time and four part-time drivers. One staff person also serves half-time as the Transportation Coordinator and Driver. The program has five vehicles in service on an average day, with six vehicles on a peak day. No information was provided regarding the fleet. No ridership numbers were available. The program budget for 2002 was \$89,014. No current ridership or budget information was provided.

Trinidad State Nursing Home

The Trinidad State Nursing Home is a public convalescent nursing facility providing residential health care to elderly and disabled residents of the community. The facility, accommodating approximately 140 residents, is operated by the Colorado Department of Human Services. In addition, an Adult Day Service is provided for approximately six active and two drop-in clients. Transportation for medical trips, shopping, and other activities is provided in three cars and one wheelchair van. All vehicles are owned and licensed by the State of Colorado. Staff members drive these vehicles as part of other responsibilities. The nursing home also uses the COG transit service for clients. It would be convenient for the nursing home if the COG could expand service into the evening and on weekends. No ridership or budget information was provided.

Inventory of Existing Services

Huerfano County Community Center

Located on Russell Avenue in Walsenburg, this Community Center is open five days a week and offers site-based meals, as well as other activities. One vehicle is available to provide transportation. No ridership or budget information was provided. SCCOG stations two vehicles at the center for service in the Walsenburg area.

Additional Providers

There are very few additional “providers” in the area which provide limited services:

- Greyhound TMN&O provides services from Montrose through Delta to Grand Junction. This provides connections to Denver and Salt Lake City.
- A local taxi provider in the City of Trinidad.
- Disabled American Veterans Transportation.
- Local nursing homes.
- Amtrak station in Trinidad provides service through Albuquerque to Los Angeles and Kansas City to Chicago.



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 South Central TPR. As mentioned previously, the South Central Council of Governments (SCCOG) is the main provider of transportation service for the general public. This includes elderly and disabled individuals. These identified gaps and duplication of services were used in identifying service improvements for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services. Gaps in transportation service are geographic in nature, as well as related to various market segments. Identified service gaps include the following:

Geographic Service Gaps

There are many areas throughout the rural portions of the South Central TPR which do not receive any type of transportation services. These areas include:

- The west portion of Huerfano and Las Animas Counties west of I-25 outside of Trinidad and Walsenburg.
- The east portion of Las Animas County does not receive general public transit service.
- The communities between Trinidad and Walsenburg.
- Service from Weston to Trinidad for medical and employment trips.
- Service linking the Community of Kim to the City of La Junta.
- Expanding transit service to link Branson to services in the City of Trinidad.
- Need for an intermodal facility in Trinidad for bus and rail service.

Gaps and Duplication in Service

- Need park-and-ride lots along the I-25 corridor.
- ADA Accessibility

Service Type Gaps

The largest gap in this area is a lack of any general public transit providers in the areas of the region. As mentioned, while SCCOG does provide general public transit service, it is mainly in the Trinidad and Walsenburg areas. The identified service gaps are as follows:

- Limited hours and days of service provided by SCCOG, with no evening or weekend service.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are not only needed for seniors, but other segments such as the low-income population and children.
- Need regional links to Pueblo for medical trips.
- Under the SB-1 funding, the region identified the need for the ADA minivans pilot project that would increase service to the rural areas of the region. This need was also identified in the supplemental FTA 5311 funding through CDOT.

Identified Service Duplication

There are few service duplications due to the limited supply of transportation providers. There is one identified service duplication in that the SCCOG overlaps with all of the other transportation providers in the region within the cities of Trinidad and Walsenburg and some limited portions of the county. However, these agencies operate very differently from each other and provide limited services in comparison to the SCCOG.

There are no duplications in regard to agencies which receive federal or state funding.



Strategies to Eliminate Gaps and Duplication

INTRODUCTION

Strategies which can lead to the elimination of transportation service gaps and duplication are divided into two main sections—additional services and coordination opportunities. The 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 South Central TPR are presented in the following discussion.

GENERAL STRATEGIES TO ELIMINATE GAPS

As mentioned in Chapter IV, there are geographic gaps in existing services as well as gaps in types of services.

Appropriate Service and Geographic Gap Strategies

The general service gap strategies to meet the needs in the South Central TPR include the following:

- Expanding SCCOG service to the western portion of the region (west of I-25) by operating a demand-response system.
- Expanding service between Trinidad and Walsenburg by operating limited express service.
- Expand service to the eastern portion of Las Animas County, including the communities of Kim and Branson.
- Obtaining additional local and FTA funding in order to implement the expanded services.
- Use minivans to supply the expanded service to the rural areas of the region.
- Increase the level of marketing so the public understands the type of transit services that are available.
- Increase ADA transit service.

GENERAL STRATEGIES TO ELIMINATE DUPLICATION

As stated in Chapter IV, there is very little duplication of services in the region. Many of the agencies/organizations which provide their own

transportation are restricted due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. The real issue is a lack or gap in transportation, not a duplication of service.

COORDINATION STRATEGIES FOR FURTHER DISCUSSION

There may be general coordination strategies, which could ultimately improve services in the area. The following discussion presents appropriate strategies which could be done within the region:

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinating 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.

Joint Planning/Marketing and Decision Making

Description

This level of coordination involves agencies working cooperatively with either other similar agencies or a local provider in order to make known the needs of their clients and become involved in the local planning/marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operations plans and marketing which attempt to meet the needs of the agencies' clients.

Benefits

- Reduction in the need for expensive planning documents for each transit agency.
- Allows for more complex coordination in capital development and operational functions.
- Reduction in the duplication of service among the coordinating agencies.

Implementation Steps

- Coordinating agencies meet with regional transit and transportation planners to develop a scope of work for the planning process.
- The scope of work should identify the goals and objectives.
- A timeline should be developed for the completion of the planning document.
- The planning and marketing documents should develop recommendations for making decisions on the operation services, capital, funding, coordination process, and administration functions.

One-Call Center

Description

A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area or region.

Benefits

- Reduction in the administrative costs for the participating agencies.
- First step to centralized dispatching.
- Users only need to call one number in order to obtain all the transit information they need, thereby improving customer service.

Implementation Steps

- Agencies need to meet in order to determine which agency will house the call center, how the call center will be funded, and what information will be provided to the customer.
- Set up the telephone line and purchase the needed communication equipment.
- Develop a marketing brochure that details the purpose of the call center, hours of service, and telephone number.

Contracts For Service

Description

Contracts for service are created with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public transportation provider. The contract revenue can then be used as local match for the local public transportation provider, using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aids or teachers.

Benefits

- Increase the amount of local match that can be used to pull additional state and federal funding for transit services into the region.
- Reduce the duplication of transportation services in the region, thereby creating an economy of scale and improving the overall transit performance level.

Implementation Steps

- Agencies should meet and identify the needs and capacity of the contract parties.
- Develop a contract that details the responsibility of each party.
- Timing: 3 to 6 years or longer.

Consolidated Transportation Program

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.

- Increase in the level of local match funding available to obtain federal funding, through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the intergovernmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer.



Priorities for Implementation

INTRODUCTION

The South Central Transportation Planning Region held a local coordination meeting in Trinidad, Colorado on October 27, 2006. The meeting was facilitated by local agencies and CDOT representatives. Appendix B provides a summary of the invitees and attendance for that meeting. The meeting was held to discuss service gaps, needs, and coordination strategies which could be done to improve service among the transportation providers. This section provides a summary discussion of the meeting, as well as the meeting outcomes. Information from the local meetings was used to develop the implementation plan in Chapter VII.

DISCUSSION AND PRIORITY OF STRATEGIES

General Discussion of the Issues

Local providers in the South Central TPR discussed several transportation issues such as the following:

- How time and distance limit transit service opportunities.
- Limited funding resources for the provision of transportation.
- Lack of connectivity in the area outside the South Central region.
- Coordination of agencies in term of contract services.
- Level of marketing for transportation services that is currently being conducted in the region.

Local Service Priorities

The following are the service improvement potentials and priorities for the South Central TPR.

Short-Term (1 to 5 Years)

- SCCOG will purchase six minivans and two buses.

Priorities for Implementation

- SCCOG will be expanding service to the western portion of the region for total of 2,000 annual revenue-hours.
- SCCOG to coordinate the creation of a regional service to Pueblo and La Junta.

Long-Term (6 to 15 Years)

- SCCOG will purchase replacement and expansion minivans.
- SCCOG will add daily regional service between Trinidad and Walsenburg for a total of 2,100 annual revenue-hours.
- Expand service to the eastern portion of Las Animas County, including the communities of Kim and Branson.

Coordination Potential and Priorities

There was limited discussion on the coordination potentials and priorities. Only the following two strategies were discussed by the group:

- Develop additional service contracts between SCCOG and the local human service programs.
- Create additional coordination on marketing for transit services in the region.

Additional Strategies Which Could Be Implemented

Based on the needs, gaps, and strategies presented in Chapters IV and V, the following strategies should be included as elements of future transit development within the region:

- Coordinate regional trips to Pueblo (4 to 6 years).
- Local transportation providers could coordinate (on a weekly basis) the need for regional trips to Pueblo for medical services. To ensure cost sharing, each transportation provider involved could take a turn at providing the service, pay the share of the trip cost, or contract with SCCOG to provide the service.

Local Coordination Priorities

- Increase marketing for the transportation services in the region (1 to 3 years).

These priorities are presented as alternatives in Chapter VII. Planning level cost estimates for additional services and capital requirements for sustained and possible increased services are provided.



Implementation Plan

INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for the South Central Council of Governments in the South Central Transportation Planning Region including Las Animas and Huerfano Counties. These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT.

Transportation services are also provided by the Harry R. Sayre Senior Center, Las Animas County Health Services and Rocky Mountain Head Start. Due to limited information, a detailed financial plan has not been developed.

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

As part of the coordination process, the South Central Council of Governments submitted a Transportation Provider Inventory. Several 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 expenses and revenues, has been developed for the six-year period 2008 to 2013. Long-term service needs are included in the budget for 2014 and beyond.

Budget estimates have been escalated at a rate of 7.0 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 *South Central Transit Element 2030 Preferred Plan* are included.

South Central Council of Governments (SCCOG)

The Short-Range Transit Plan Budget for SCCOG services has been developed based on an inventory of current services. Table VII-1 shows the SCCOG Six-Year Operating and Capital Plan

Estimated budget expenditures for operating and administrative expenses in 2008 include:

- **Existing service** was supported by additional funding in 2007 from the Section 5311 program as a result of funding levels authorized by SAFETEA-LU. The costs are expected to escalate to \$344,600 in 2008.
- **New service** is proposed for the long term, possibly in 2014, to provide 2,100 annual revenue-hours of service to provide daily regional service between Trinidad and Walsenburg. Operating cost per hour in 2006 was \$43 per hour; total cost for new service in 2014 was estimated to be \$94,400.
- **Replacement vehicle** requests include replacing the smaller minivans on a three-year cycle.
- **New vehicle** requests include adding one fuel-efficient minivan each year in 2008 and 2009 for long-distance trips from Walsenburg, Trinidad to Pueblo, and other Front Range services not available locally. These vehicles will have accessible ramps for wheelchairs. Two new expansion vehicles will be purchased in 2014 to support the new service.

Anticipated revenues include:

- **Title III** revenue is estimated to be \$70,000 in 2008 for providing service to the senior community.
- **FTA Section 5310** funding will be requested for vehicle replacement.
- **FTA Section 5311** funding for operating and administration will be requested.
- **Other grant funding** includes payments from Medicaid of about \$12,800.
- **Fares** and donations are expected to generate \$21,400.
- **Local operating and capital funds** will be provided by other local funding sources.



**Table VII-1
Short-Range Transit Plan
South Central Council of Governments**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$344,661	\$368,787	\$394,602	\$422,224	\$451,780	\$483,405
<i>Expanded Service</i>	\$0		\$0	\$0	\$0	\$0
<i>Additional Service Hours</i>	\$0	\$0	\$0	\$0	\$0	\$0
<i>New Services</i>		\$0	\$0	\$0	\$0	\$0
<i>Coordination Service</i>	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$344,661	\$368,787	\$394,602	\$422,224	\$451,780	\$483,405
Capital						
REPLACEMENT VEH						
Large Bus Replacement #						
Small Bus Replacement #			3	1	1	1
Large Bus Replacement	\$0	\$0	\$0	\$0	\$0	\$0
Small Bus/ Minivan Replacement	\$0	\$0	\$157,309	\$56,107	\$60,034	\$64,237
Replace Vehicles	\$0	\$0	\$157,309	\$56,107	\$60,034	\$64,237
NEW VEH						
Large Bus New						
Small Bus New	1	1				
New Vehicle Large	\$0	\$0	\$0			
New Vehicle Small/ Minivan	\$45,800	\$49,006	\$0	\$0	\$0	\$0
New Vehicles	\$45,800	\$49,006	\$0	\$0	\$0	\$0
Facilities			\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$45,800	\$49,006	\$157,309	\$56,107	\$60,034	\$64,237
Grand Total	\$390,461	\$417,793	\$551,912	\$478,331	\$511,815	\$547,642

Other Providers

In the *South Central Transit Element, 2030 Preferred Plan*, information was included for several other regional projects: These costs are 25 year costs.

- From 2030 Operating Cost
 - Harry Sayre Senior Center, \$375,000
 - City of Trinidad Trolley, \$500,000
- From 2030 Capital Cost
 - City of Trinidad Trolley, \$50,000

During this study process, no updated information about operating plans or projected timetables to implement service was provided. No specific grant programs were identified as a source of funding or local match resources were available. Therefore, these projects were not included in either the Short- or Long-Range Budgets.

Other Transit Needs

As part of the discussions during the coordination meetings, other transportation needs and strategies were identified for future consideration. While these are not specifically identified in the current providers plans, these issues are important to the stakeholders and will be addressed in future planning.

- Develop additional service contracts with local human service programs.
- Create coordinated marketing information.
- Expand service to the eastern portion of Las Animas County, including the communities of Kim and Branson.

2008-2013 Fiscally-Constrained Plan

The Fiscally-Constrained Plan is presented in Table VII-2. The Fiscally-Constrained Plan presents the short-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the next six years. Additionally, the local funding amounts are based on existing funding levels and any additional service identified by the local transit providers, plus rate of

inflation. The operating plan has an estimated cost of approximately \$2.4 million, with a capital cost of approximately \$430,000. Total FTA funding is approximately \$1.6 million. The remainder of funding will need to be generated from local funding; this amount is estimated at \$2.8 million over the short term. This amount includes an additional \$328,000 in local funding to cover operations and capital.

Table VII-2 South Central Constrained Local Transit Plan						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Operating Costs						
South Central Council of Governments	\$ 344,661	\$ 368,787	\$ 394,602	\$ 422,224	\$ 451,780	\$ 483,405
Subtotal						
Capital Needs						
Small Bus Replacement (\$48,000)						
South Central Council of Governments	\$ -	\$ -	\$ 157,309	\$ 56,107	\$ 60,034	\$ 64,237
Subtotal	\$ -	\$ -	\$ 157,309	\$ 56,107	\$ 60,034	\$ 64,237
Replace Vehicles Subtotal	\$ -	\$ -	\$ 157,309	\$ 56,107	\$ 60,034	\$ 64,237
New Small Bus						
South Central Council of Governments	\$ 45,800	\$ 49,006	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 45,800	\$ 49,006	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ 45,800	\$ 49,006	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 344,661	\$ 368,787	\$ 394,602	\$ 422,224	\$ 451,780	\$ 483,405
TOTAL CAPITAL COSTS	\$ 45,800	\$ 49,006	\$ 157,309	\$ 56,107	\$ 60,034	\$ 64,237
TOTAL COSTS	\$ 390,461	\$ 417,793	\$ 551,912	\$ 478,331	\$ 511,815	\$ 547,642
REVENUES						
	2008	2009	2010	2011	2012	2013
Grant Funding						
Title III	\$ 69,776	\$ 74,660	\$ 79,887	\$ 85,479	\$ 91,462	\$ 97,864
SB-1 Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ 36,640	\$ 39,205	\$ 52,796	\$ 44,886	\$ 48,028	\$ 51,389
FTA 5311	\$ 172,330	\$ 184,394	\$ 240,362	\$ 211,112	\$ 225,890	\$ 241,702
FTA New Freedom	\$ 7,125	\$ 7,532	\$ 7,716	\$ 8,161	\$ 8,565	\$ 8,959
FTA JARC	\$ 12,443	\$ 13,121	\$ 13,441	\$ 14,216	\$ 14,921	\$ 15,607
Subtotal	\$ 298,314	\$ 318,912	\$ 394,201	\$ 363,853	\$ 388,865	\$ 415,522
Local Funding						
Constrained Local Funding Available	\$ 44,072	\$ 47,157	\$ 50,458	\$ 53,990	\$ 57,769	\$ 61,813
Fares	\$ 21,438	\$ 22,939	\$ 24,545	\$ 26,263	\$ 28,101	\$ 30,068
Total Constraint Funding	\$ 363,825	\$ 389,008	\$ 469,203	\$ 444,106	\$ 474,736	\$ 507,403
ADDITIONAL LOCAL FUNDING REQUIRED	\$ 26,636	\$ 28,786	\$ 82,708	\$ 34,225	\$ 37,079	\$ 40,238
TOTAL FUNDING	\$ 390,461	\$ 417,793	\$ 551,912	\$ 478,331	\$ 511,815	\$ 547,642

10-Year Financial Plan

The 10-year vision for project costs is based upon inflation, new and additional services, a capital plan based upon five- or seven-year replacement of vehicles, and known information on agency operations. Table VII-3 provides the estimated 10-year cost (2008-2018) costs for the South Central TPR. As shown, total cost estimates show a need of approximately \$7.3 million over 10 years. Of this total, approximately 82 percent is dedicated for system maintenance, or continuation of existing services. About 8 percent is for new or expanded services. Sixteen percent is for capital requests, of which 87 percent is for replacement of vehicles for system maintenance. Twelve percent of the total capital request is for new vehicles.

**Table VII-3
Ten-Year Financial Plan**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Operating												
Existing Operational Costs	\$344,661	\$368,787	\$394,602	\$422,224	\$451,780	\$483,405	\$517,243	\$553,450	\$592,192	\$633,645	\$678,000	\$5,439,990
Expanded Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Additional Service Hours	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Services	\$0	\$0	\$0	\$0	\$0	\$0	\$94,420	\$101,029	\$108,101	\$115,668	\$123,765	\$542,984
Coordination Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$344,661	\$368,787	\$394,602	\$422,224	\$451,780	\$483,405	\$611,663	\$654,479	\$700,293	\$749,314	\$801,765	\$5,982,974
Capital												
Replace Vehicles	\$0	\$0	\$157,309	\$56,107	\$60,034	\$64,237	\$206,200	\$73,545	\$78,693	\$84,201	\$360,382	\$1,140,709
New Vehicles	\$45,800	\$49,006	\$0	\$0	\$0	\$0	\$68,733	\$0	\$0	\$0	\$0	\$163,539
Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$45,800	\$49,006	\$157,309	\$56,107	\$60,034	\$64,237	\$274,934	\$73,545	\$78,693	\$84,201	\$360,382	\$1,304,249
Grand Total	\$390,461	\$417,793	\$551,912	\$478,331	\$511,815	\$547,642	\$886,597	\$728,024	\$778,986	\$833,515	\$1,162,148	\$7,287,223



Appendix A: Transit Demand and Demographic Maps



**2006 Estimated Public Transit Demand using the TCRP Method
South Central Region**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Huerfano	9806	1	1,890	400	2,290	960	3,250	13	15.5%	1
	9806	2	1,720	150	1,870	950	2,820	11	13.4%	1
	9806	3	1,290	220	1,510	970	2,480	10	11.8%	1
	9806	4	2,000	210	2,210	1,050	3,260	13	15.5%	2
	9807	1	3,300	240	3,540	880	4,420	17	21.0%	0
	9807	2	1,480	200	1,680	870	2,550	10	12.1%	1
	9808	1	740	40	780	670	1,450	6	6.9%	0
9808	2	510	30	540	240	780	3	3.7%	0	
<i>Subtotal Huerfano County</i>			12,930	1,490	14,420	6,590	21,010	82		6
Las Animas	1	1	2,120	260	2,380	1,570	3,950	15	9.0%	0
	1	2	3,160	550	3,710	1,640	5,350	21	12.1%	0
	1	3	2,110	580	2,690	2,580	5,270	21	12.0%	31
	2	1	1,000	190	1,190	880	2,070	8	4.7%	24
	2	2	760	110	870	340	1,210	5	2.7%	5
	2	3	1,560	240	1,800	440	2,240	9	5.1%	38
	3	1	1,780	160	1,940	560	2,500	10	5.7%	0
	3	2	800	60	860	600	1,460	6	3.3%	0
	3	3	580	30	610	290	900	4	2.0%	0
	3	4	710	110	820	260	1,080	4	2.5%	0
	4	1	1,040	260	1,300	560	1,860	7	4.2%	4
	4	2	1,230	110	1,340	230	1,570	6	3.6%	0
	4	3	1,180	440	1,620	890	2,510	10	5.7%	18
	5	1	30	0	30	0	30	0	0.1%	0
	5	2	2,350	380	2,730	1,000	3,730	15	8.5%	11
	5	3	2,000	100	2,100	830	2,930	11	6.6%	38
	6	1	990	290	1,280	840	2,120	8	4.8%	0
6	2	810	120	930	160	1,090	4	2.5%	0	
7	1	680	10	690	430	1,120	4	2.5%	0	
7	2	740	50	790	170	960	4	2.2%	0	
7	3	110	0	110	10	120	0	0.3%	0	
<i>Subtotal Las Animas County</i>			25,740	4,050	29,790	14,280	44,070	173		171
South Central Region Transit Demand Total			38,670	5,540	44,210	20,870	65,080	255		176

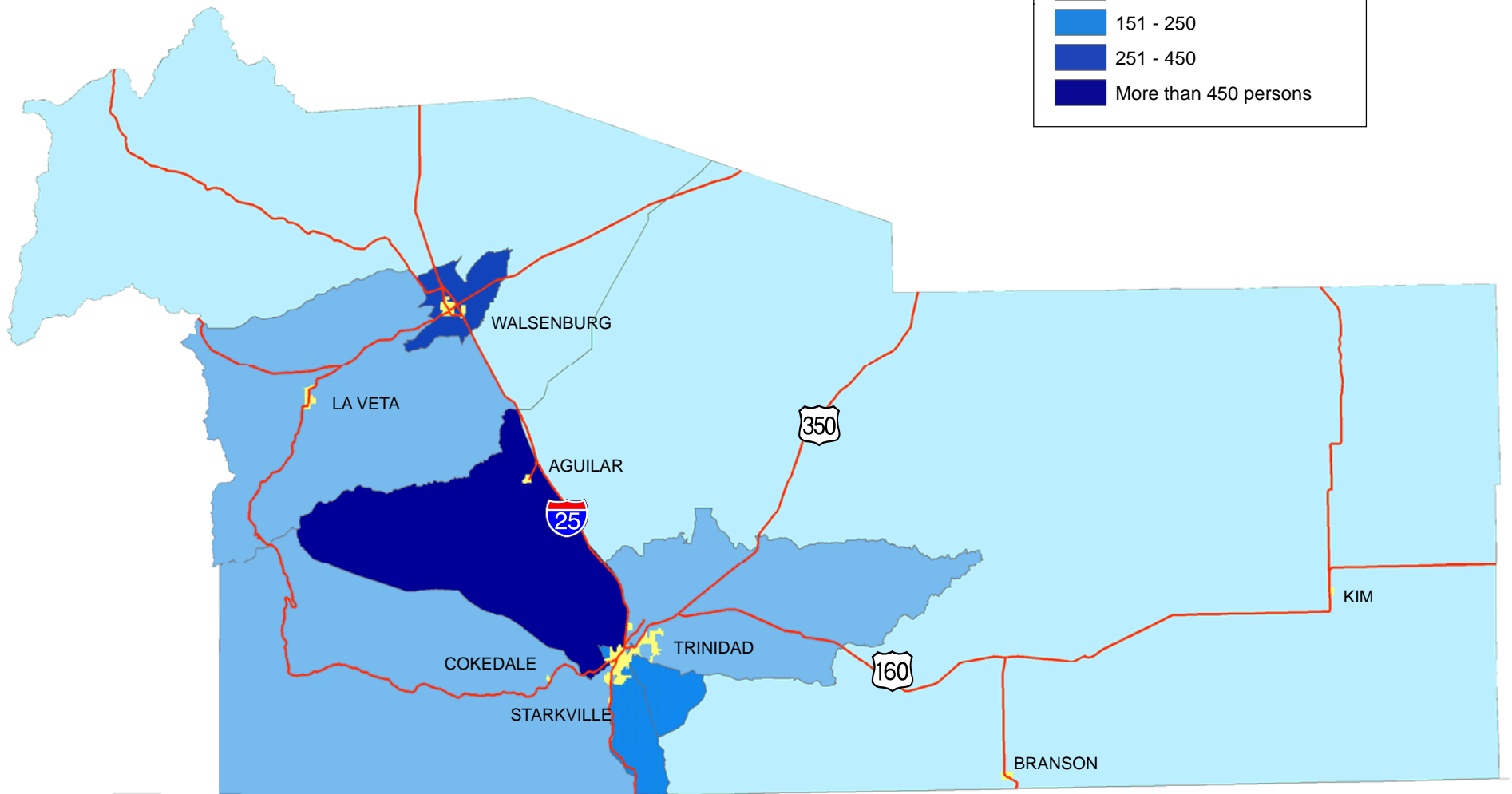
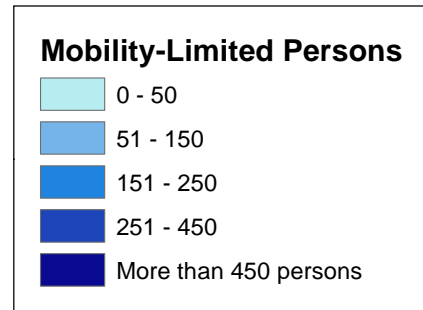
Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

**2035 Estimated Public Transit Demand using the TCRP Method
South Central Region**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Huerfano	9806	1	3,510	600	4,110	1,460	5,570	22	15.3%	1
	9806	2	3,210	230	3,440	1,440	4,880	19	13.4%	2
	9806	3	2,410	330	2,740	1,470	4,210	17	11.6%	2
	9806	4	3,710	320	4,030	1,590	5,620	22	15.5%	4
	9807	1	6,140	370	6,510	1,340	7,850	31	21.6%	0
	9807	2	2,750	300	3,050	1,320	4,370	17	12.0%	1
	9808	1	1,380	60	1,440	1,010	2,450	10	6.7%	0
	9808	2	960	50	1,010	360	1,370	5	3.8%	0
<i>Subtotal Huerfano County</i>			24,070	2,260	26,330	9,990	36,320	142		10
Las Animas	1	1	3,500	410	3,910	2,430	6,340	25	8.9%	0
	1	2	5,220	860	6,080	2,540	8,620	34	12.2%	0
	1	3	3,480	900	4,380	4,010	8,390	33	11.8%	50
	2	1	1,650	300	1,950	1,360	3,310	13	4.7%	38
	2	2	1,260	170	1,430	530	1,960	8	2.8%	8
	2	3	2,580	370	2,950	680	3,630	14	5.1%	61
	3	1	2,930	240	3,170	870	4,040	16	5.7%	0
	3	2	1,320	100	1,420	930	2,350	9	3.3%	0
	3	3	960	50	1,010	450	1,460	6	2.1%	0
	3	4	1,170	160	1,330	400	1,730	7	2.4%	0
	4	1	1,720	400	2,120	870	2,990	12	4.2%	7
	4	2	2,030	160	2,190	350	2,540	10	3.6%	0
	4	3	1,940	680	2,620	1,380	4,000	16	5.6%	29
	5	1	50	0	50	0	50	0	0.1%	0
	5	2	3,880	580	4,460	1,550	6,010	24	8.5%	18
	5	3	3,310	160	3,470	1,280	4,750	19	6.7%	62
	6	1	1,630	450	2,080	1,300	3,380	13	4.8%	0
	6	2	1,330	190	1,520	250	1,770	7	2.5%	0
	7	1	1,120	10	1,130	670	1,800	7	2.5%	0
	7	2	1,210	80	1,290	270	1,560	6	2.2%	0
7	3	170	0	170	20	190	1	0.3%	0	
<i>Subtotal Las Animas County</i>			42,460	6,270	48,730	22,140	70,870	278		274
South Central Region Transit Demand Total			66,530	8,530	75,060	32,130	107,190	420		284

Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

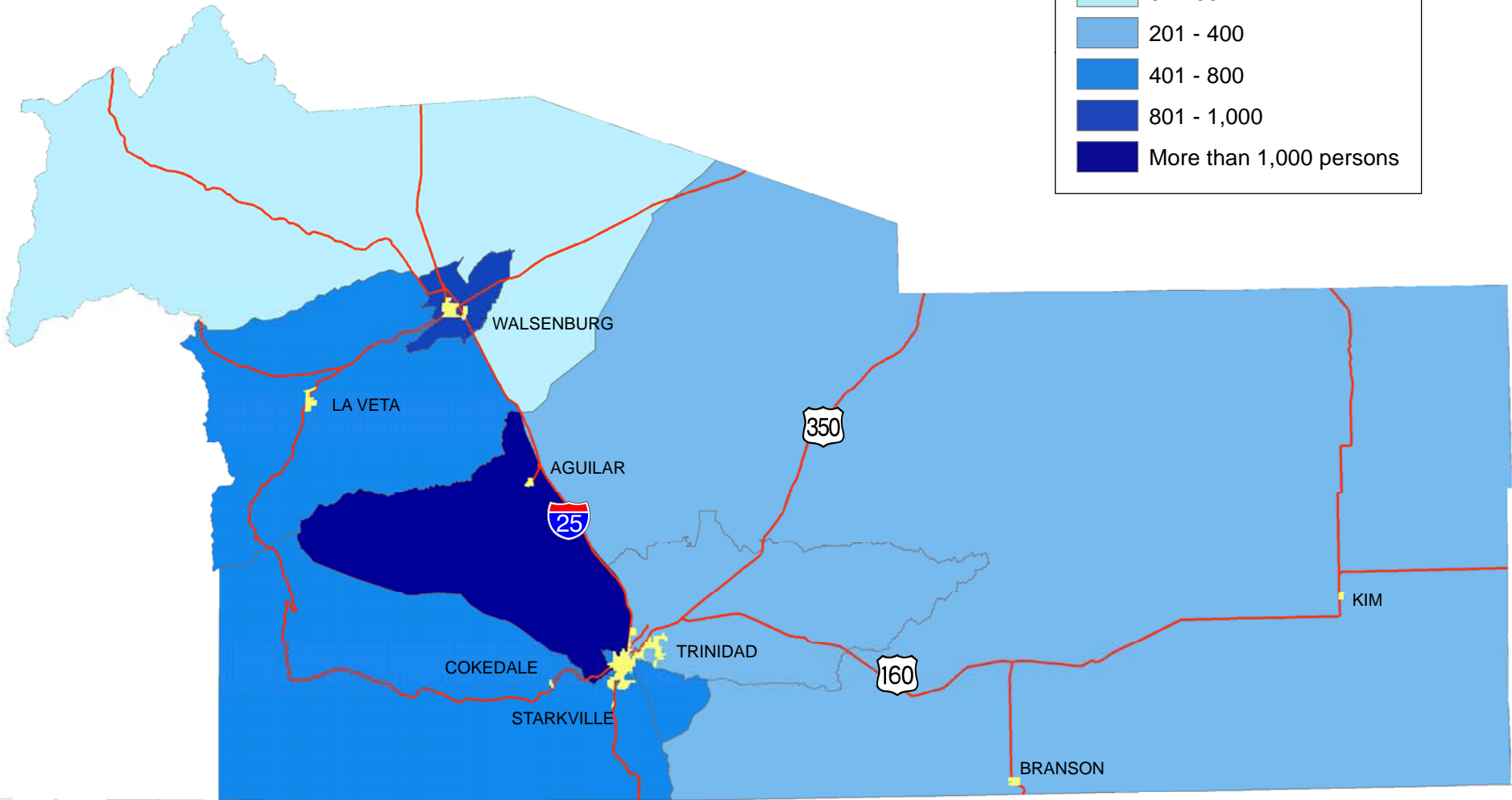
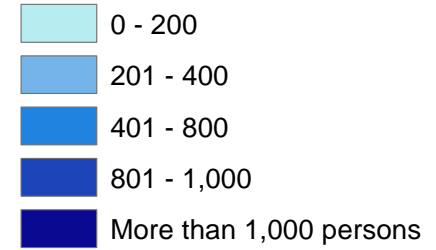
Number of Mobility-Limited Persons



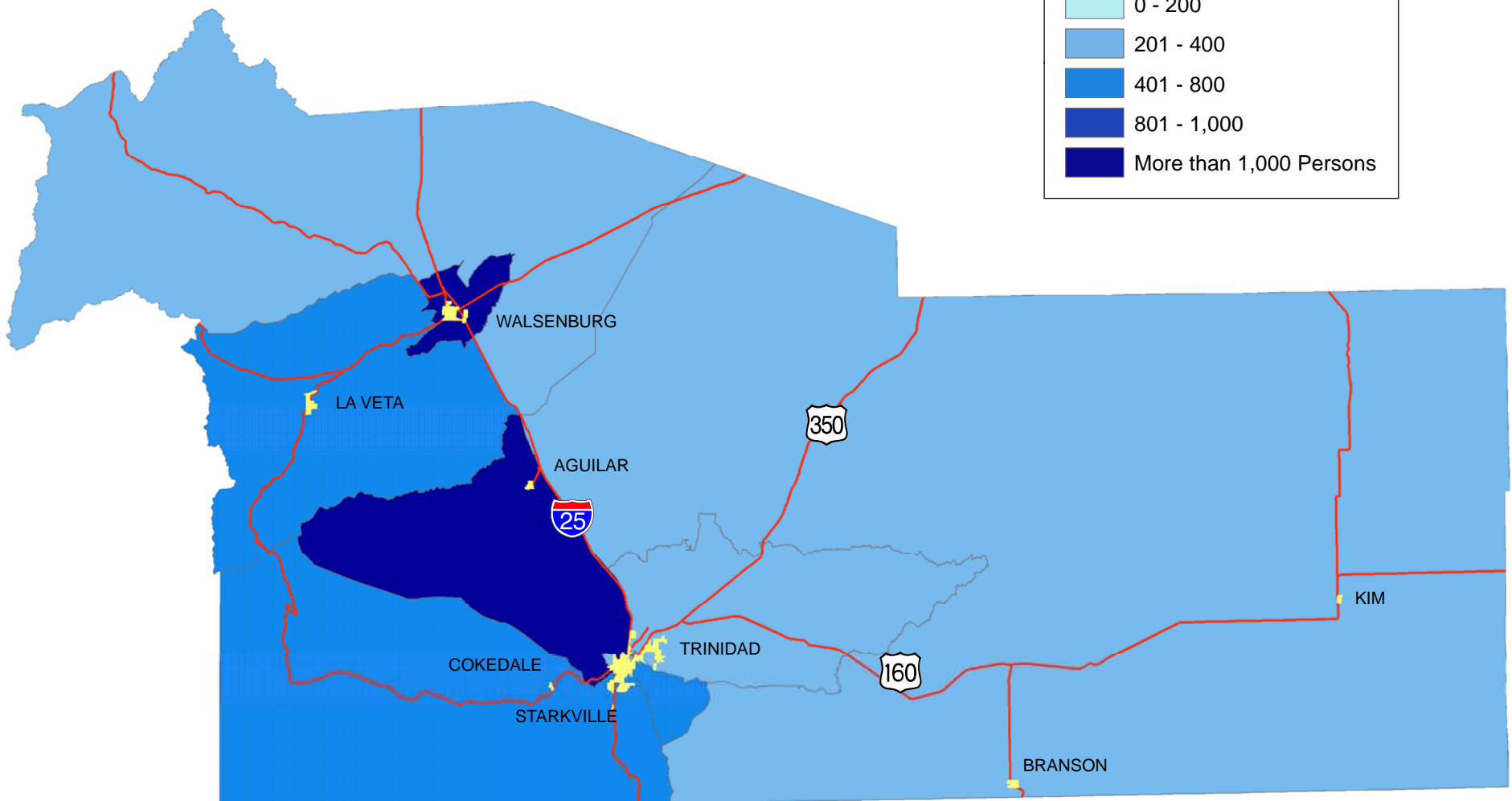
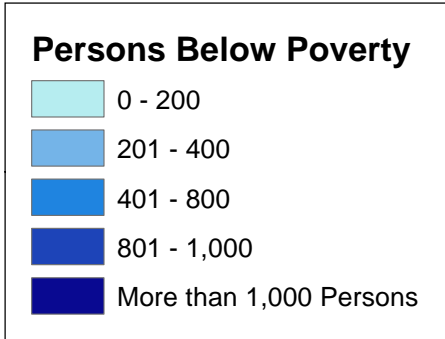
Number of Persons Aged 60 and Over



Persons 60 and over



Number of Persons Below Poverty



Appendix B: Coordination Meeting Attendees



HUMAN SERVICES-TRANSPORTATION MEETING

Transportation Planning Region 7

La Junta, Colorado 81050

October 25, 2006

Attendees are listed at the end.

Assessment of Available Services

John Deleon, Arkansas Valley Community Center (DD), is a current 5310 grantee. John deals mostly with D.D., but some public and kids, too. He serves about 135 DD. They have one paid driver and one vehicle.

Dacra, Baca County, noted that people with medical needs have to get to Pueblo or Colorado Springs. Lamar has a kidney dialysis center. She said that the hospital, medical center, and nursing homes sometimes pick up some funds. Most nursing homes have vehicles but it's too hard to get reimbursed; there's so much paperwork.

[? Regional transportation is being done in part (???) by Dan Tate in Lamar, SE Economic Development.]

Tammy, Lamar Area Transit, serves six towns in Baca County: Pritchard, Springfield, Walsh, Holly, etc.

Dawn, La Junta Transit, serves the general public, but they're mostly seniors. Sometimes they pick up more people who live even more remotely. AAA reimburses them for people over 60. They have one vehicle and 45,000 people in the county.

There is no area taxi. Greyhound provides limited regional service, running north-south through Rocky Ford.

Dacra and Dawn both noted there are lots of school kids riding the bus. Dawn said the kids who ride are younger children. She charges them the general public fare. Dacra said they contract with the parents through "Project Acquire." They also contract with the "problem" kids through the school district and with Southeastern Developmental Center (D.D.).

Dacra said they've tried serving the community college, but there's a stigma attached to riding the bus. They also work through the county to get veterans to Denver as needed. Most veterans go to Amarillo for medical service.

Needs

Everyone agreed that coordinating is important but very hard. They try to coordinate things like vehicle storage and maintenance, but the extreme distances between communities makes it unrealistic. Sometimes they conduct training together, usually going to Lamar since they have a bus barn.

It's a huge problem working with government agencies and especially locally elected officials.

Everyone is looking for more economical vehicles. Vehicles procured through the state are less expensive, but the process is very slow.

Tammy needs another driver. John recognized a need to serve the migrant communities. Dawn said fixed routes are needed in general. And it's very hard to find qualified individuals to drive.

Getting to Pueblo and other medical centers is key.

John, Arkansas Valley Community Center (DD), is looking to get to Rocky Ford daily and trips to Crowley/Crowley County, and Sugar City. They also need to expand to Bent County. They'd like to shift to a 12-passenger vehicle or minivan.

ATTENDEES

Full Name: Johnnie Deleon
Company: Arkansas Valley Community Center
Business Address: 1500 SAN JUAN AVE
LA JUNTA, CO 81050
Business: 719-469-8750
E-mail: jedleon@arkvalleyccb.org

Full Name: Dacra Jones
Company: Prowers County Area Transit
Business Address: 407 E OLIVE
LAMAR, CO
Business: 719-336-8039
Business Fax: 719-336-8018
E-mail: djones@prowerscounty.net

Full Name: Dawn Marsh
Company: LaJunta Transit
Business: 719-384-5486
Business Fax: 719-384-5453
E-mail: dmarsh@ci.la-junta.co.us

Full Name: Tammy Newman
Company: Baca County
Business Address: 714 MAIN ST
SPRINGFIELD, CO 81073
Business: 719-523-6532
Business Fax: 719-523-6584
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And Sylvia Labrucherie, Transit Unit, CDOT

COLORADO STATEWIDE 2035 TRANSPORTATION PLAN - UPDATE

SOUTH CENTRAL Human Services Transportation Coordination Meeting - TRINIDAD, Colorado
OCTOBER 27, 2006

Name	Representing	Address	Phone/Fax	E-mail Address
NORMA BLATNICK	SEGUNDO SENIOR Citizens	24295 Co. Rd. 184	846-3811	
Barb Holik	Segundo Senior Citizen	Weston, Co 81091 15450 CR. 31.9	868-2024	
SYLVIA LABRUCHERIE	TRANSIT UNIT CDOT	SCHUMATE BLDG 4201 E. ARKANSAS DENVER 80222	303 757-9766 (TEMPORARY)	sylvia.labrucherie @dot.state.co.us
Georgette Santistevan	Trinidad State Nursing Home	409 Benedicta Ave. Trinidad, CO 81082	845-2813 (Phone) 845-2807 (Fax)	georgette.santistevan @state.co.us
MICHAEL A. ESPINOSA	SCCOG TRANSIT	300 BONAVENTURE ON AVENTURE	719-845 1133X204	mespinosa@sccong NET
ALANE WILSON	SPMHC	417 S. Indiana	719-846- 4416	alane@spmhc. org.
Gregory V. Costa	SCCOG Transit	300 Bonaventure	719-845-1133 ext 213	gcosta@sccong.net

Ms. Veronica Lucero	Corazon Square	201 Raton	Trinidad,	CO	81082
Ms. Georgette Santistevan	Trinidad State Nursing Home	Star Club	Trinidad,	CO	81082
Ms. Patty Pickett	H. R. Sayre Seniors Center	1222 San Pedro	Trinidad,	CO	81082
Ms. Ann Risley	H. R. Sayre Seniors Center	1222 San Pedro	Trinidad,	CO	81082
Ms. Catherine Salazar	Director/Las Animas County Dept.of Human Services	204 S. Chestnut	Trinidad,	CO	81082
Ms. Sherry Mann	Huerfano Ambulance Service	1039 Russell Ave.	Walsenburg,	CO	81089
Mr. Duane Roy	Executive Director/LACRC/SCDDS	1205 Congress Drive	Trinidad,	CO	81082
Mr. Brandon Chambers	Executive Director/Trinidad Ambulance District	2309 E. Main Street	Trinidad,	CO	81082
Ms. Alane Wilson	Program Director/Spanish Peaks Mental Health Center	417 S. Indiana Ave	Trinidad,	CO	81082
Ms. Norma Blatnick	24295 C. R. 18.4		Segundo,	CO	81082
Mr. Bill Cordova	Administrator/Las Animas County/ Emergency Response	200 E. 1st Street Rm #110	Trinidad,	CO	81082
Mr. James Casias	Sheriff/Las Animas County	2309 E. Main Street	Trinidad,	CO	81082
Sgt. Kevin Vallejos	Emergency Contact/Huerfano County Sheriff Department	500 S. Albert Avenue	Walsenburg,	CO	81089
Mr. Bruce Newman	Sheriff/Huerfano County	401 Main St., Ste.#201	Walsenburg,	CO	81089
Ms. Sharon Sciacca	TSJC/Scheduling Coordinator #188	600 Prospect Street	Trinidad,	CO	81082
Mr. Ken Lenzotti	Case Manager/Huerfano County Department of Social Servi	121 W. 6th Street	Walsenburg	CO	81082