

The Central Front Range Local Transit & Human Service Transportation Coordination Plan

Custer County
Fremont County
Park County
Teller County



Central Front Range Local Transit & Human Services Transportation Coordination Plan

Prepared for:

Central Front Range Transportation Planning Region

and

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Introduction

PLAN PURPOSE

This Local 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 evaluation and approving grant applications for capital and operating funds from the FTA, as well as other available funds. The Central Front Range Regional Planning Commission (RPC) will use the summary information provided for the 2035 Plan for allocating available funds and project prioritization.

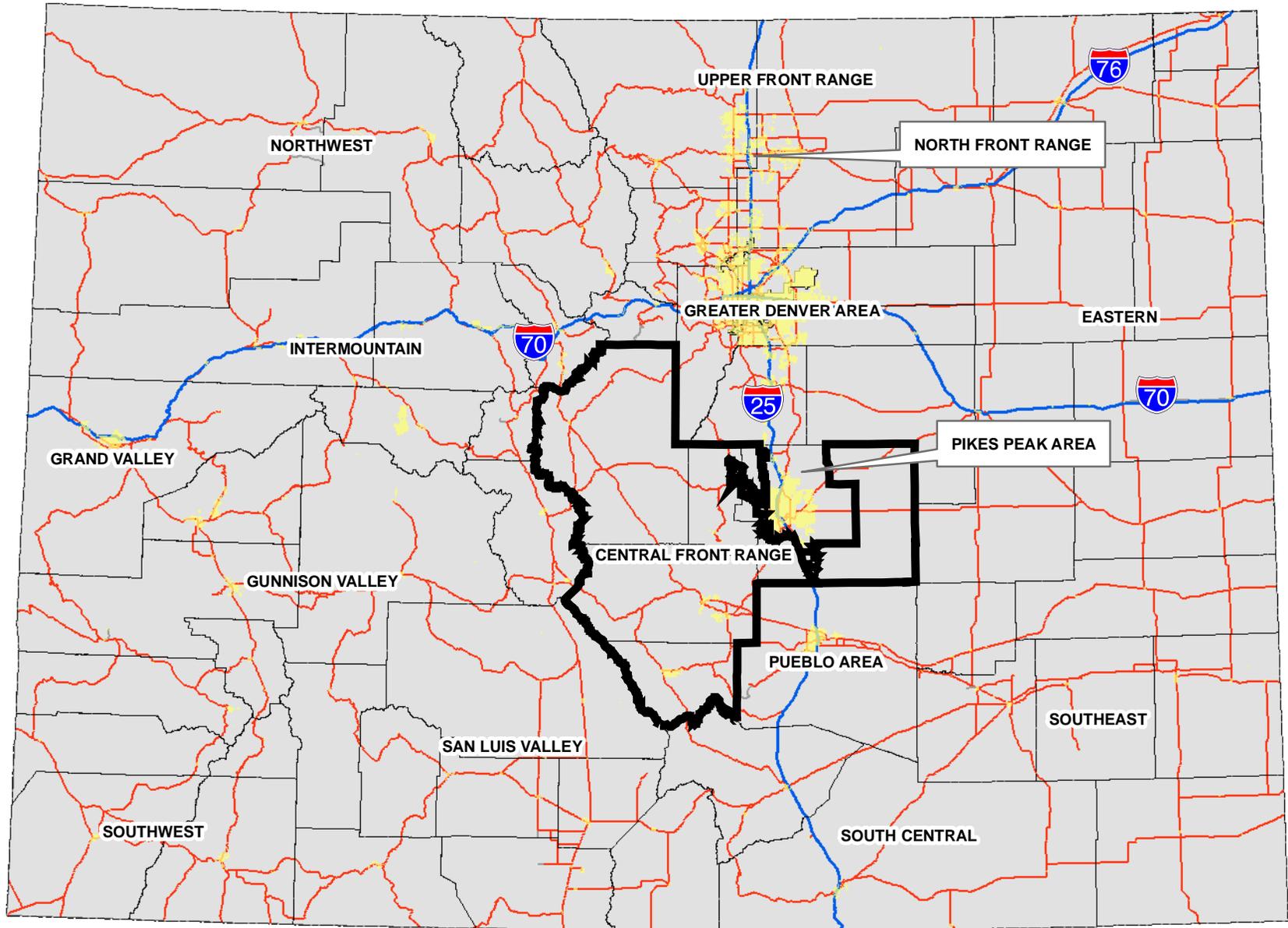
This Plan specifically focuses on the local area of the Central Front Range Region, including Custer, rural El Paso, Fremont, Park, and Teller Counties and those services provided to the area's residents. Figure I-1 illustrates the area of concern. The basis for these local plans is described in the next sections which discusses new federal and state requirements which dictate that a locally developed human services coordinated transportation plan 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 Central Front Range 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

This 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. Some of the providers may be easier to coordinate than others. For example, the rural character of Park County, and its relationship to the Denver area, may not make sense to attempt to coordinate with Custer County. However, providers in Chaffee, Custer, and Fremont may realistically be able to coordinate regional trips.

It was attempted to separate this Region into two areas; however, given the locales of providers and the amount of service providing in some of these areas, this was not possible. Therefore, the entire Region constitutes the local planning area. El Paso County is covered by the Pikes Peak Region, and providers in this area are assumed to have worked with that Region. Additionally, providers in Teller County, such as the Teller Senior Coalition, have stated they are coordinating with the Pikes Peak Region, as Woodland Park falls into the Pikes Peak Region. Therefore, throughout this plan, the area of concentration is, for the most part, limited to Chaffee, Custer, Fremont, and Park County.



Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the need for transit services in the Central Front Range Region 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 Central Front Range 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

This 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 Central Front Range TPR, using the Mobility Gap Methodology is approximately 886,000 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 Transit Need for General Public in the Central Front Range 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		
Custer	37	1.42	53	35	1.93	68	120	43,914
El Paso (rural areas only)	139	1.42	198	50	1.93	97	294	107,451
Fremont	472	1.42	671	499	1.93	965	1,636	597,278
Park	90	1.42	128	39	1.93	75	203	74,250
Teller (rural areas only)	93	1.42	132	20	1.93	39	171	62,394
TOTAL Central Front Range Region							2,425	885,287
<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 Central Front Range 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 Central Front Range 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 Central Front Range TPR is as follows:

- Elderly transit need is 116,190 annual trips;
- Disabled need is 15,390 annual trips; and

- General public need is 46,640 annual trips.

Total non-program total transit demand for 2006 is 178,220 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 429,360 one-way, annual passenger-trips for the Central Front Range TPR.

Details on the transit demand estimates for 2006 and 2035, using the TCRP methodology, are provided in Appendix A, along with corresponding maps of transit-dependent populations.

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 Central Front Range TPR was estimated based on the methodology presented in TCRP Report 3. The available program data includes 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 684,164 annual trips.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total current transit need for the Central Front Range TPR, using the TCRP Methodology, is approximately 863,000 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 Central Front Range 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 1,587,000 annual one-way passenger-trips was estimated for the Central Front Range TPR.

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

Table II-2	
Summary of Need Estimation Techniques for the Central Front Range	
Methodology	Estimated Annual Need
Mobility Gap	886,000
Rural Need Assessment	863,000
Estimated Annual Need	1,587,000
<i>Annual Trips Provided</i>	250,000
Need Met (%)	16%
Unmet Need (%)	84%
<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 250,000 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 **84 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.

Public Forums

Information from the Regional Transportation Forum, held in Cripple Creek, discussed public or transit related needs throughout the region. In the short term, the focus of filling the service gaps was centered on keeping service at its current levels. The second focus gleaned from the Forum was that local transit options for the general public be investigated. The forums provided the opportunity to poll attendees on their opinions regarding public transportation within the Region. The following is a brief summary of those responses:

- Improvements on State Highway 50 to support growing residential and commercial areas east of Canon City should look toward transit options. Approximately 40 percent of the audience agreed that transit should be the focus of improvements. Discussion regarding funding transit at higher levels could reduce congestion.
- Transit services need to serve seniors more than current levels.
- Over 35 percent of the attendees felt that improvements on State Highway 67 from Divide to Cripple Creek should focus on transit improvements in the short term.
- Nearly 45 percent of the attendees felt that with the increasing expansion of Fort Carson, transportation growth for the affected areas should be addressed by an increase in transit in combination with other minor improvements to existing roads.
- Approximately 30 percent of the audience felt that as Park County continues to grow, increased transportation demands should be accommodated using public transit service. Suggestions included increased carpooling and more transit service for the area.
- Nearly 40 percent of the attendees agreed that the focus of near term transit improvements should be on local transit for the general public, while 30 percent felt that the focus should be on transportation for the elderly and disabled for medical appointments, shopping, and work. Approximately 10 percent agreed that transit levels should be kept at the same level as it is currently.
- The allocation of funding showed that transit service received approximately 20 percent of the funds provided to the attendees. More services and vehicles are needed in Park County.
- US Highway 50, particularly through Canon City, needs fixed-route transit services.

- Prison families, low-income persons, and those without a license need transit services in Canon City and other locales.

Coordination Meetings

Two separate human service coordination meetings were held—one for Chaffee County and then one for the rest of the Region. These meetings were held on October 19 and November 15, 2006. These meetings were held to identify services, gaps, and coordination strategies which would be appropriate. The following highlights the needs and gaps identified by those representatives at both meetings:

- Increased services and hours throughout the region.
- Salida north to Buena Vista on the State Highway 24 Corridor is viewed as a need for service.
- Intercity bus service to Denver, Colorado Springs, Pueblo, and Canon City is a need.
- Consistent service levels are required.
- Need to meet more of the needs for all market segments.
- The overall need for affordable public transportation.
- Need increased coordination, collaboration, and funding across the region.
- Medical transportation system that would provide 24-hour on-call service is a priority.
- Both door-to-door and fixed/flex-route service is needed in Canon City.
- Additional providers must be identified.
- Drivers and volunteers are needed.
- Need for additional service planning studies.
- Possible need for a Rural Transit Authority to fund increased services.
- Need for increased employment-based services.
- Education for public is needed.
- Need for rural transportation as well as in-town services.

- Need for a regional system.
- Downtown Canon City needs services.

Agencies Fleet and Facility Needs

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

- Wet Mountain indicated a long-term need for a replacement non-accessible minivan.
- The Fremont County Head Start has indicated a short-term need for two buses totaling approximately \$100,000. Additionally, they stated they need to replace an additional three vehicles, in the long term.
- Starpoint has a need to replace 23 vehicles at an estimated cost of \$866,000.
- Park County needs six vehicles.
- Golden Age needs one vehicle in 2008 and one in 2009 for continuation of operations, not expansion.



Inventory of Existing Service

EXISTING PROVIDERS

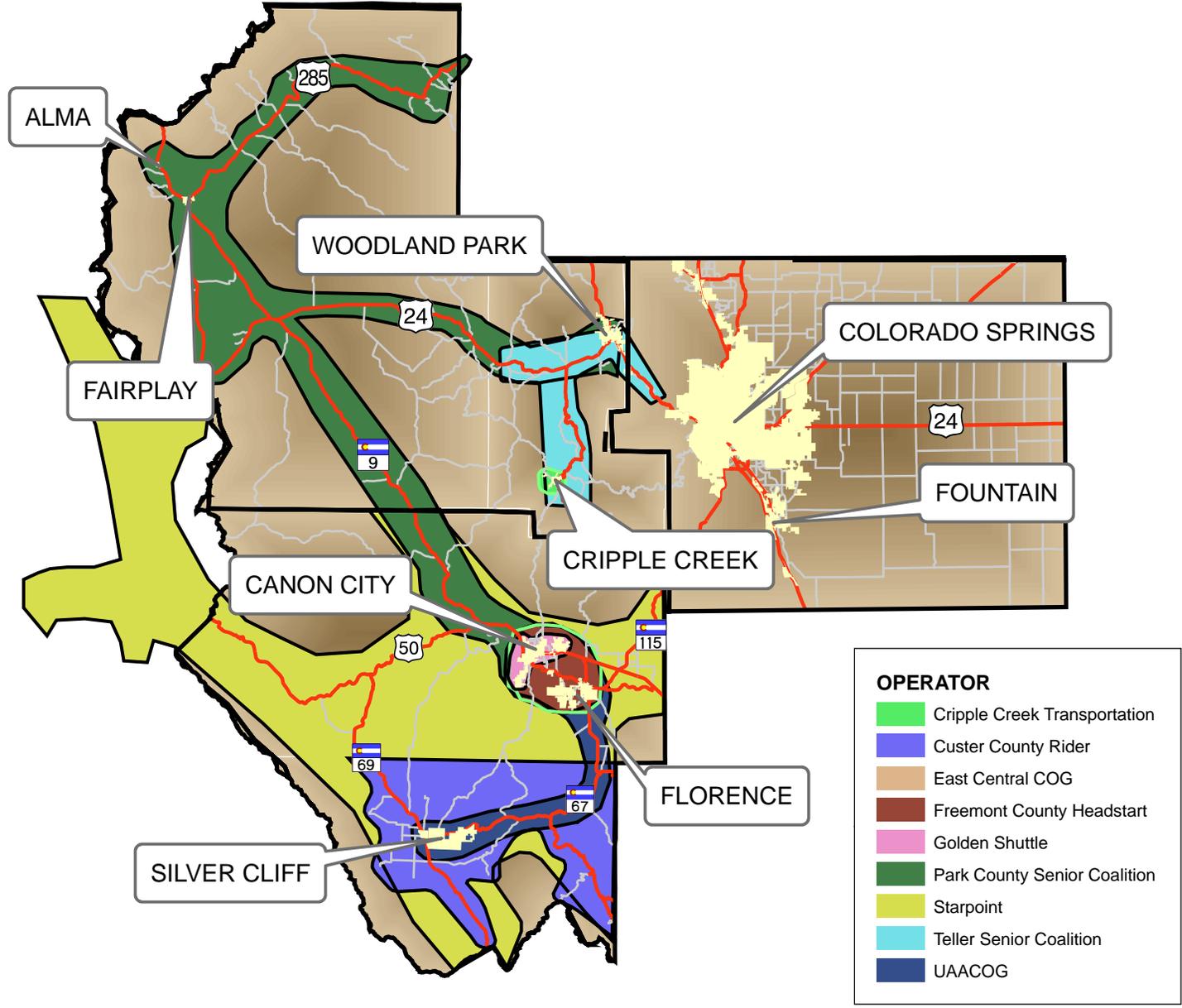
This section reviews the existing transportation providers within the local planning area of the CFR Region. Providers who participated in the last 2030 Transit Element as well as any identified additional providers were contacted numerous times to submit updated information on the service they provide and their needs. Only a few providers have responded to the inquiries.

TRANSPORTATION INVENTORY

There are only a few transportation providers operating within the area. Currently, there are two general public FTA Section 5311 provider identified, although they operate mostly within Chaffee County. The following section provides information on each of the agencies within the area. Figure III-1 illustrates the service area of the existing providers.



Figure III-1 Central Front Range Service Area



City of Cripple Creek

The City of Cripple Creek provides demand-response transportation within the city limits. To date, Cripple Creek Transportation has not provided updated information.

Fremont County Head Start

The Fremont County Head Start program provides transportation services to approximately 170 pre-school children enrolled in the Head Start program. Service is provided four days per week, Monday through Thursday, starting at approximately 6:30 a.m. with return trips prior to 5:30 p.m. The agency provides transportation approximately 180 days per year using numerous aging vehicles. Agency indicated an interest in coordinating with other providers for transportation services as well as shared procurement, maintenance, and training.

Current Operating Costs and Revenues

The agency’s operating cost and revenue information for 2006 is presented in Table III-1. Head Start is completely funded through the State Department of Health and Human Services. Total operating costs are estimated at nearly \$135,000 annually.

Table III-1	
Fremont County Head Start	
Operating Cost and Revenues (2006)	
Line Item	Amount
Operating Labor	\$ 95,300
Administration	\$ 3,055
Material and Supplies	\$ 13,000
Insurance/Licenses/Taxes	\$ 11,000
Service Contracts	\$ 12,000
Total Operating Admin Cost	\$ 134,355
Capital Costs	
Vehicles	\$ -
Equipment	\$ -
Total Capital Outlay	\$ -
Sources of Revenue	
DHHS	\$ 134,355
Total Revenues	\$ 134,355

Source: Fremont County Head Start, 2006.

Fleet and Facility Information

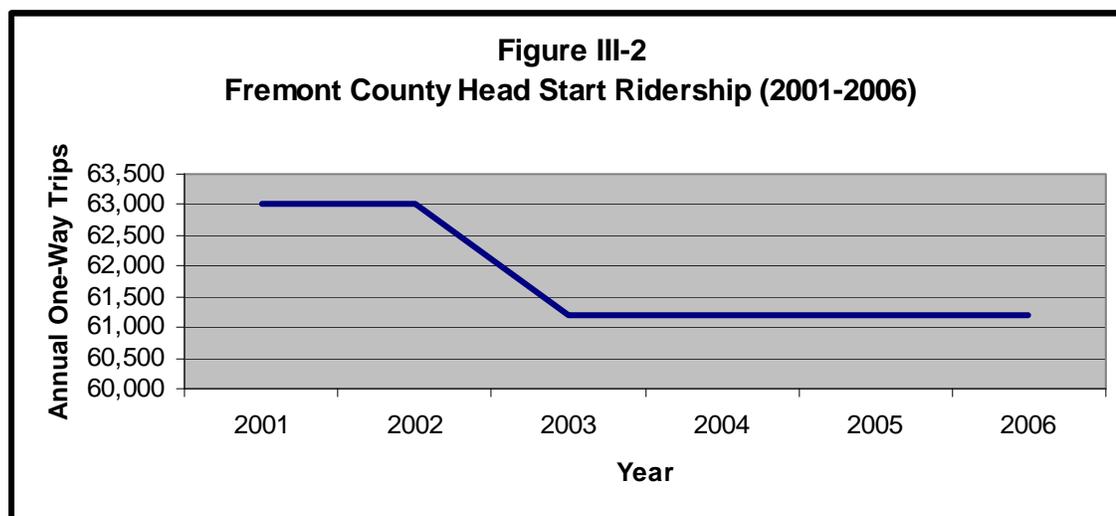
This agency has six vehicles in the fleet, with passenger seating ranging from 19 to 22 seats. The existing vehicle fleet information is provided in Table III-2. As shown, most vehicles are in need of replacement due to age.

Table III-2 Fremont County Head Start Vehicle Fleet					
Make	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Chevy	19	1989	n/a	Yes	Fair
Chevy	19	1993	n/a	Yes	Good
Chevy	19	1993	n/a	No	Good
GMC	19	1991	n/a	No	Poor
Chevy	21	1995	n/a	No	Good
Chevy	22	1999	n/a	No	Very Good

Source: Fremont County Head Start, 2006.

Ridership

Ridership was provided for the last five years with estimates for 2006. Ridership has remained relatively constant, with annual one-way trips of between 61,000 and 63,000. Figure III-2 illustrates the ridership trends since 2001.



Golden Shuttle

The Golden Shuttle provides demand-response transportation in the Canon City area for seniors and disabled persons. Service is provided entirely by volunteer drivers and dispatchers from 9:00 a.m. to 3:30 p.m., Monday through Friday. The Shuttle serves primarily the Canon City area. Reservations for rides are taken 24-hours in advance. The Shuttle provides approximately 1,925 hours of service in approximately 18,000 miles. Ridership is currently approximately 4,650 annually.

Current Operating Costs and Revenues

The agency's operating cost and revenue information for 2006 is provided in Table III-3. Total operating costs are estimated at nearly \$35,000 annually. This is quite low operating cost due to the fact that driver's serve in a volunteer capacity. Much of the revenue is derived from grants, with a smaller percentage of costs covered by the suggested \$1.00 donation per trip.

Fleet and Facility Information

According to the Golden Age Center (GAC), two vehicles are used to provide transportation services to members of the Center. Table III-4 provides information on those vehicles. The building that the Center operates out of is owned by GAC.

Park County Senior Coalition

The Park County Senior Coalition is the only provider in Park County that provides demand-responsive service to the seniors of the area. The agency serves four distinct population centers in the county:

- Platte Canyon - US 285 corridor from Kenosha Pass to Bailey, with many destinations in Denver.
- Lake George - US 24 corridor from the east side of Wilkerson Pass through Lake George into Colorado Springs.
- Guffey and the Southeast Area - State Highway (SH) 9 corridor from Guffey into Canon City.
- South Park - Southwest Park County, including the communities of Alma, Como, Fairplay, Jefferson, Hartsel, and the unincorporated portions of Park County along US 285 from Fairplay, SH 9 to Hartsel, and US 24 to Antero Junction. Destinations for this service are Denver, Colorado Springs, Canon City, Buena Vista, and Salida.

Current Operating Costs and Revenues

The agency's operating cost and revenue information for 2004 is presented in Table III-3. Total operating costs are estimated at nearly \$106,000 annually. The Coalition provides 1,400 hours of service and 19,000 vehicle-miles annually. Much of the Coalition's revenue is provided from Title III funds and in-kind donations.

Table III-3	
Park County Senior Coalition Operating Cost and Revenues (2004)	
Line Item	Amount
Operating Labor	\$ 29,200
Administration	\$ 33,000
Material and Supplies	\$ 6,000
Utilities	\$ 1,700
Insurance/Licenses/Taxes	\$ 12,000
Leases	\$ 3,000
Services	\$ 8,600
Miscellaneous	\$ 13,000
Total Operating Admin Cost	\$ 106,500
Capital Costs	
Vehicles	\$ -
Equipment	\$ -
Total Capital Outlay	\$ -
Sources of Revenue	
Donations/Fares	\$ 2,600
Grants	\$ 4,675
Older Americans	\$ 57,000
In-kind	\$ 30,000
Other Revenue Sources	\$ 11,500
Total Revenues	\$ 105,775

Source: Park County Senior Coalition, 2004.

Fleet and Facility Information

According to information from 2004, the agency had a fleet of four vehicles, as shown in Table III-4. Most vehicles are in need of replacement.

Table III-4 Park County Senior Coalition Vehicle Fleet					
Make	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Chevy Bus	8	1980	Not Scheduled	n/a	Good
Ford Wagon	14	1988	Not Scheduled	0	Good
Ford/Diamond Van	11	1993	Not Scheduled	n/a	Good
Ford/Goshen Van	14	1996	Not Scheduled	0	Good
<i>Source: Park County Senior Coalition, 2004.</i>					

Starpoint

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

Starpoint provided general public transit service until December 2002. The agency ceased the service and now provides client-only transportation services.

Current Operating Costs and Revenues

The agency’s operating cost and revenue information for 2005 is presented in Table III-5. Total operating costs are estimated at nearly \$233,000 annually. Revenue is strictly from Medicaid reimbursement.

Table III-5 Starpoint Operating Cost and Revenues (2006)	
Line Item	Amount
Operating Labor	\$ -
Administration	\$ 10,425
Material and Supplies	\$ 44,485
Insurance/Licenses/Taxes	\$ 46,633
Mileage Reimbursement	\$ 92,286
Utilities	\$ 794
Maintenance	\$ 37,508
Total Operating Admin Cost	\$ 232,131
Capital Costs	
Vehicles	\$ 99,500
Equipment	\$ 5,000
Total Capital Outlay	\$ 104,500
Sources of Revenue	
	Amount
Medicaid	\$ 242,702
Total Revenues	\$ 242,702
<i>Source: Starpoint, 2006.</i>	

Fleet and Facility Information

This agency has 33 vehicles in the fleet, with passenger seating ranging from 2 to 14 seats. The existing vehicle fleet information is provided in Table III-6. As shown, most vehicles are in need of replacement due to age. Many of the vehicles are small vans or cars.

Table III-6 Starpoint Vehicle Fleet					
Make	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Chevy Van	4	1991	n/a	1	n/a
Dodge Van	4	1992	n/a	2	n/a
Dodge Van	11	1992	n/a		n/a
Ford Escort	n/a	1994	n/a		n/a
Plymouth Grand Voyager	4	1994	n/a	1	n/a
Dodge Van	4	1994	n/a	2	n/a
Champion Ford	2	1994	n/a	5	n/a
Ford Bus	7	1994	n/a	3	n/a
Jeep Cherokee	4	1995	n/a		n/a
Ford Diamond	12	1995	n/a	2	n/a
Dodge Braun	4	1996	n/a	1	n/a
Dodge Van	8	1996	n/a	2	n/a
Chevy Lumina	n/a	1996	n/a		n/a
Dodge Van	14	1997	n/a		n/a
Dodge Van	14	1997	n/a		n/a
Dodge Van	n/a	1997	n/a		n/a
Dodge Caravan	6	1998	n/a		n/a
Plymouth Breeze	4	1998	n/a		n/a
Ply Braun	4	1998	n/a	1	n/a
Jeep Gr. Cher	4	1999	n/a		n/a
Dodge Van	14	1999	n/a		n/a
Dodge Van	14	1999	n/a		n/a
Dodge Durango	7	1999	n/a		n/a
Dodge Van	n/a	2002	n/a		n/a
Dodge Stratus	4	2004	n/a		n/a
Ford Van	n/a	2004	n/a		n/a
Ford Van	n/a	2004	n/a		n/a
Ford Van	n/a	2004	n/a		n/a
Dodge Van	n/a	2005	n/a		n/a
Dodge Van	n/a	2005	n/a		n/a
Dodge Caravan	n/a	2006	n/a		n/a
Dodge Caravan	n/a	2006	n/a		n/a
Dodge Van	14	2007	n/a		n/a

Source: Starpoint, 2006.

UAACOG – Area Agency on Aging

The Upper Arkansas Area Council of Governments – Area Agency on Aging provides transportation for the elderly and disabled via contracted providers mainly in the Salida area, but also in Chaffee and Fremont Counties. The AAoA reported that contracted transportation costs were approximately \$12,500 annually, and are provided through Title III.

Wet Mountain Rotary Community Service Inc.

The Wet Mountain Rotary Community Service, Inc., in Custer County, formerly known as the Custer County Rider (CC Rider), provides demand-response transportation out of Westcliffe in Custer County for any resident in the county. Service is provided entirely by the Rotary Club in Westcliffe using volunteer drivers. The agency travels up to 100 miles from Westcliffe; however, service is not provided into Denver. Services are provided five days per week from 8:00 a.m. to 5:00 p.m.

Service is provided using approximately 27 volunteer drivers and two vehicles.

Current Operating Costs and Revenues

The agency's operating cost and revenue information for 2005 is presented in Table III-7. Total operating costs are estimated at nearly \$23,000 annually. Revenue is from a mix of donations, FTA 5311, general funds, and fares and contracts.

Table III-7	
Wet Mountain Rotary Community Service Inc. Operating Cost and Revenues (2005)	
Line Item	Amount
Operating Labor	
Administration	\$ 3,200
Material and Supplies	\$ 8,382
Insurance/Licenses/Taxes	\$ 5,500
Utilities	\$ 370
Maintenance	\$ 2,700
Other	\$ 2,200
Total Operating Admin Cost	\$ 22,352
Capital Costs	
Vehicles	\$ -
Equipment	\$ -
Total Capital Outlay	\$ -
Sources of Revenue	
	Amount
Fares	\$ 260
Donations	\$ 6,500
FTA 5311	\$ 8,200
General Funds	\$ 3,300
Head Start Contract	\$ 282
Total Revenues	\$ 18,542
<i>Source: Wet Mountain 2006.</i>	

Fleet and Facility Information

This agency has two vehicles in the fleet, with passenger seating ranging from 6 to 10 seats. The existing vehicle fleet is comprised of a Ford Van and a Ford minivan.

FOCUS

Families and Friends of Convicts United for Support (FOCUS) arranges transportation service for visitors to the correctional facilities located in Canon City and Florence. The service is not used very often, but FOCUS is willing to help if visitors call them in advance. Several years ago, the agency received some grant money to provide more transportation, but the demand was not warranted at the time. FOCUS used the grant funds to buy RIDE Transit coupons. Volunteer drivers currently use their personal vehicles when a ride is requested. Transportation service is primarily needed on Fridays, Saturdays, and Sundays throughout the year.

Fountain Valley Senior Citizens Program

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

Friendly Visitor

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

Fremont County Cab

Fremont Cab is based out of Florence and provides transportation for Central Front Range residents and visitors 24 hours a day, seven days per week.

Gaming Community - Teller County

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

Monarch Ski Area

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

Seniors, Inc.

Seniors, Inc., based in Canon City began providing transportation to clients in July 2002. Volunteers at the agency provide the transportation service using their personal vehicles for trips. Residents call into the office and trips are arranged as needed.

Royal Gorge Bridge Company

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

Other Agencies

Several other agencies also provide limited transportation, mainly client based. Detailed information for these organizations was not available. These agencies/organizations include the following:

- Valley Assisted-Living in Westcliffe
- Veterans Nursing Home

- Disabled American Veterans
- Volunteers of America
- Several private rafting companies
- Homeless shelter
- Chealsey's Charters
- West Central Mental Health
- Workforce Center



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 Central Front Range TPR. As mentioned previously, there are several transportation services for the elderly and disabled population in the area; however, there are both gaps and duplication in service. These identified gaps and duplications of services were used in identifying service improvements and coordination 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 and providers. Gaps in service are both geographic in nature as well as service delivery to various market segments. Identified service gaps include the following:

Geographic Service Gaps

There are very few gaps in transit services within the CFR TPR's major corridors. There are a number of providers that offer services in the major population centers in the Region, and much of the rural areas currently have specialized services. Much of the gap remains in the rural portions of the Region; however, much of the area is very sparsely populated. There are limited geographic gaps such as the following.

- State Highway 69 between Westcliffe and Salida has no service; however, this corridor is very sparsely populated with only very small communities between these two larger areas.
- Limited service in Canon City.
- Limited general public service in most of the rural portions of the Region.
- Lack of real intercity connections.
- Lack of connections to resort areas.

Gaps and Duplication in Service

- Lack of scheduled trips to larger cities (Pueblo, Colorado Springs, and Denver).

Service Type Gaps

The largest gap in this area is a lack of any rural general public transit providers in the area. The other service gap includes the amount of service which is provided; however, this is typically due to limitations in agency funding. Service is limited in terms of the following service types:

- Limited rural public provider identified in any small part of the TPR.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips not only needed for seniors, but other segments such as children, low-income, and disabled.
- No general public provider in Canon City.
- Limited door-to-door service is available.
- Lack of employment-based services.
- Lack of affordable regular operating transportation options.

Identified Service Duplication

There are definite service duplications in the area both due to the type of transportation providers and the service areas. Service area duplications include most of Fremont and Custer Counties. While duplications are shown to be evident in Teller County and Cripple Creek, without updated service information, it is difficult to ascertain if these two providers are still operating much for service in the Cripple Creek Area. Additionally, while it is shown that Park County operates into both Fremont and Teller Counties, this represents a very small number of actual trips. Many of Park County's trips go to the Denver area. Duplications undoubtedly exist in other areas of the Region; however, given the funding and specialized transportation needs, it is very difficult to determine if these are true service duplications, or only that that may serve some of the same geographic areas, two distinct differences.



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.

GENERAL STRATEGIES TO ELIMINATE GAPS

As mentioned in Chapter IV, there are few geographic gaps in service. There are service type gaps evident in the existing service area. These include a number of agencies who are limited by funding which can only provide service to specific clients.

Appropriate Service and Geographic Gap Strategies

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

- Regular scheduled general public regional service from Westcliffe, Canon City to Pueblo and Colorado Springs.
- Additional elderly/disabled services in the rural portions of the planning area including Park County and Teller County.
- Coordination of services between the existing elderly and disabled providers to increase services to other larger communities for human services, including medical, shopping, and social/recreation.

- General public transit service for the whole region focusing on low-income households, access to employment, and medical and shopping trips by creating a flex-route service between the region's major activities centers.
- Intercity bus services on Highway 115.

GENERAL STRATEGIES TO ELIMINATE DUPLICATION

As stated in Chapter IV, there is significant duplication of service areas in the region. Many of the agencies/organizations who provide their own transportation are restricted due to agency policy or funding, such as Starpoint who provides specific transportation, such as Medicaid only trips. There is still room to coordinate or create a more general public transportation service for the region. The following are strategies to deal with service duplication.

- Create a single regional transit provider. The participating agencies would pay for the single provider through inter-agency contracts and agreements. The new transit provider would operate all transportation service in the region.
- Develop a broker program to share rides between the agencies that can open their service to other agency's clients or the general public.
- Have the senior centers in the region consolidate their service into one program; and have the developmental and health service consolidate their service into one program. Therefore, there would only be two providers servicing clients. This would improve service and increase efficiencies in the region.
- Have each provider only service a designated county or area within the region. Have one agency provide the service trips from one county or area to another.
- Develop interagency contracts, such as Fremont Head Start contracting for service. These dollars can then be used as operating match for a designated 5311 recipient.

COORDINATION STRATEGIES FOR FURTHER DISCUSSION

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 region:

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 who is recognized by the decision-makers, and who 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. This could be done by the existing Council on Aging, and Wet Mountain Rotary.

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 5309 and 5311 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.

Rural Transportation Authority (RTA)

A Rural Transportation Authority should be investigated for the area. An RTA is a voter approved Authority requires voter approval according to Colorado Statute. An RTA is authorized to levy taxes to support transportation initiatives, including highway, road, transit, and others.

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. This is something which has been discussed and debated throughout the Region for some time.
- Timing: 3 to 6 years.



Priorities for Implementation

INTRODUCTION

As mentioned previously, the Central Front Range Region held two local coordination meetings in November 2006. Appendix B provides a summary of the attendees for that meeting. These local meetings were held to discuss service gaps, needs, and coordination strategies which could be done to improve service among providers. These meetings were facilitated by local agencies and CDOT 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 in Chapter VII.

DISCUSSION AND PRIORITY OF STRATEGIES

The local providers were provided with a facilitation guide including appropriate coordination strategies and were asked to follow the United We Ride Framework for Action. The following provides general discussion and priorities of action in the Region.

General Discussion of the Issues

Local providers in the CFR planning area discussed several transportation issues such as the following:

- There are various market needs which are not being met.
- A regional intercity system is needed in the area.
- Needed facilities for some of the agencies.
- A major barrier is the lack of identified general public and specialized providers.
- Some providers have had to turn down clients due to not being able to provide the services due to funding and availability.
- There is a lack of funding available for local match to provide general public services.

Priorities for Implementation

- There is a large need for fleet replacement.
- The need for more volunteer drivers.
- Buena Vista needs services to bring in visitors to downtown from motels.
- Educating the public on both services available and needs is seen as a need.

Local Service Needs

The following section details the short- and long-term service needs for the area:

Short-Term (1 to 5 Years)

- Starpoint needs to replace two minivans and one passenger car.
- Starpoint needs 15 to 18 replacement vehicles in Custer County.
- Starpoint needs facility improvements in Canon City.
- Fremont County Head Start needs two replacement vehicles.
- Fremont County Head Start needs to increase operating revenue to cover the rising cost of fuel.
- Park County needs to replace six vans as well as indicated a need for additional volunteer drivers.
- Golden Age Center needs one vehicle in 2008, one in 2010, and the possibility of additional vehicles for public transit.
- West Central Mental Health indicated a need for JARC planning funding. West Central indicated a need for bus tickets for clients.
- Possibility of Golden Age Center becoming a public provider in 2009.
- Neighbor to Neighbor (Chaffee County Shuttle) indicated service and capital needs; however, those needs are addressed in the San Luis Valley Local Plan.

Long-Term (6 to 15 Years)

- Fremont County Head Start indicated they should plan to replace buses as they approach 10 years. This would equate to an average need of \$50,000 per year for the next five years.

Coordination Potential and Priorities

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

- The formation of a Rural Transportation Authority was seen as a strategy to achieve service efficiency. This would be the top priority using the existing TAC as a foundation to begin to gain support.
- Focus of services should be on specialized services and to those who truly are in need of transportation, not on choice riders such as commuters.
- Additional administration, capital, and operating funds are needed to assist in the formation of a coordinated system. A Coordinating Council is needed to begin the process of providing coordinated services. The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.
- Joint grant applications from the various providers through the Upper Arkansas Council of Governments.
- Contracting for service was discussed as a strategy to increase services. This is contracting 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 provider. This contract revenue can then be used as local match for the local public provider, using the same drivers and vehicles as used previously.
- The possibility of having a central dispatch center in the future if demand warrants such a center and the agencies can coordinate effectively.
- Particularly, Chaffee County discussed increase in funding for services and consistency of those services. The group discussed joint grant applications and sharing of vehicles.

Additional Strategies Which Could Be Implemented

Given the number of providers in the area, and the areas of services, coordinating services to share rides could be a realistic coordination effort. Additional strategies which may be appropriate include the following:

- 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).

- 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.

Local Priorities

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

- Investigate the formation of an RTA
- Joint grant application through the Upper Arkansas COG
- Additional funding
- Contracting for service
- Formation of a Coordinating Council
- While vehicle sharing is a priority, it is a very low one.



Implementation Plan

INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for a limited number of the transit providers within the Central Front Range service area. The transportation providers submitted information regarding current operations:

- Fremont County Head Start
- Upper Arkansas Area Agency on Aging
- Park County Senior Coalition
- Starpoint

These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT.

The Central Front Range has many rural programs providing transportation in the area and may be potential coordination partners. However, due to limited information, a detailed financial plan could not be prepared for these services. It will be important to the success of coordination efforts that these agencies participate in this process. These providers include:

- City of Cripple Creek provides demand-response service within the city limits.
- Golden Shuttle, operating in Canon City, provides demand-response service to seniors and persons with disabilities. Service, both dispatching and driving, is provided by volunteer workers.
- Services provided by various senior centers includes:
 - Park County Senior Coalition serves four population centers—Platte Canyon, Lake George, Guffey, and South Park.
 - Fountain Valley Senior Citizens Program is based in Fountain and serves a broad rural area south of Colorado Springs.
 - Seniors, Inc. is based in Canon City.

- FOCUS, Families and Friends of Convicts United for Support arranges transportation service for visitors to the correctional facilities located in Canon City and Florence.
- Friendly Visitor provides transportation to low-income and the disabled with volunteer drivers in their own vehicles.
- Fremont County Cab operates in Florence and serves the Central Front Range.
- Cripple Creek gaming establishments are connected to Colorado Springs and Pueblo by Ramblin' Express, a for-hire carrier.
- Monarch Ski Area provides transportation for employees during the winter season.
- Royal George Bridge Company provides transportation for employees during the summer season.

In addition to these agencies, other programs provide transportation services limited to specific client groups.

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, two transportation providers completed an inventory of the current services being provided. A larger group of 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 5.0 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 have been included when available.

Upper Arkansas Area Agency on Aging (UAAAoA)

The Short-Range Transit Plan Budget UAAAoA transportation service, serving Salida and Chaffee/Fremont Counties, has been developed based on an inventory of current services. Table VII-1 indicates UAAAoA Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service:** Based on annual operating and administrative costs of approximately \$12,500 in 2005, it is projected to cost approximately \$14,700 to maintain current operations in 2008 based on an annual escalation of 5.0 percent.

Anticipated revenues include:

- **Title III** funding is the sole source of revenue for the services provided for seniors.

**Table VII-1
Short-Range Transit Plan
Upper Arkansas Area Agency on Aging**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 14,470	\$ 15,194	\$ 15,954	\$ 16,751	\$ 17,589	\$ 18,468
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 14,470	\$ 15,194	\$ 15,954	\$ 16,751	\$ 17,589	\$ 18,468
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #						
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Small Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Replace Vehicles Subtotal	\$ -					
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Small</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -					
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ -					
Grand Total	\$ 14,470	\$ 15,194	\$ 15,954	\$ 16,751	\$ 17,589	\$ 18,468



Park County Senior Coalition

The Park County Senior Coalition is committed to maintaining current service levels as well as developing some additional service to serve the rapidly growing senior community. Based upon recent planning completed in 2004, the Short-Range Transit Plan Budget has been developed based on current operations and analysis of additional service needs. Table VII-2 provides the Six-Year Operating and Capital Plan.

Estimated expenses to maintain and implement some additional services include:

- **Existing service:** Based on known annual operating and administrative costs of approximately \$105,000, it is projected that the budget to maintain current operations in 2008 would be \$128,000.
- **Additional service hours** are based upon adding to the total number of trips in and out of the Denver area. This is projected to cost approximately \$39,000 annually.
- **Replacement vehicle** requests include:
 - One replacement vehicle in each of the years 2008, 2009, 2010, and 2013. Park County uses very old vans which are well past their replacement years.

Anticipated revenues include:

- **Title III** funding has provided approximately 55 percent of the total budget for operating and administration. Funding from this program is anticipated to be approximately \$67,000 in 2008.
- **FTA Section 5310** funding for purchase of replacement vehicles is anticipated to provide 80 percent of the capital purchase cost of replacement vehicles.

**Table VII-2
Short-Range Transit Plan
Park County Senior Coalition**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 127,924	\$ 134,320	\$ 141,036	\$ 148,087	\$ 155,492	\$ 163,266
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours (Trips)</i>	\$ 38,896	\$ 40,841	\$ 42,883	\$ 45,027	\$ 47,279	\$ 49,643
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 166,820	\$ 175,161	\$ 183,919	\$ 193,115	\$ 202,770	\$ 212,909
Capital						
Replace Vehicles						
Large Bus Replacement #						
Small Bus Replacement #		1	1			2
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Small Bus Replacement</i>	\$ -	\$ 51,360	\$ 54,955	\$ -	\$ -	\$ 134,645
Replace Vehicles Subtotal	\$ -	\$ 51,360	\$ 54,955	\$ -	\$ -	\$ 134,645
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Small</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -					
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ -	\$ 51,360	\$ 54,955	\$ -	\$ -	\$ 134,645
Grand Total	\$ 166,820	\$ 226,521	\$ 238,874	\$ 193,115	\$ 202,770	\$ 347,554



Starpoint

Starpoint has indicated a need to replace up to 23 vehicles in their fleet over the course of the short-term. To be eligible for FTA funding, Starpoint will not be able to limit trips to clients only. It is assumed that Starpoint will apply for FTA funds to replace their aging fleet and open doors to all seniors and disabled riders. Currently the only sources of revenue are from Medicaid. Table VII-3 provides the Six-Year Operating and Capital Plan.

Estimated expenses to maintain and implement some additional services include:

- **Existing service:** Based on known annual operating and administrative costs of approximately \$233,000, it is projected that the budget to maintain current operations in 2008 would be \$270,000.
- **Replacement vehicle** requests include:
 - Three replacement vehicles in 2008.
 - Four vehicles each in years 2009 through 2013 with long-term replacements occurring every six to seven years.

Anticipated revenues include:

- **Medicaid** funding has provided 100 percent of the total budget for operating and administration. Funding from this program is anticipated to be approximately \$270,000 in 2008.
- **FTA Section 5310** funding for purchase of replacement vehicles is anticipated to provide 80 percent of the capital purchase cost of replacement vehicles.

**Table VII-3
Short-Range Transit Plan
Starpoint**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 256,000	\$ 268,800	\$ 282,240	\$ 296,352	\$ 311,170	\$ 326,728
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 256,000	\$ 268,800	\$ 282,240	\$ 296,352	\$ 311,170	\$ 326,728
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #	3	4	4	4	4	4
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus</i>	\$ 180,000	\$ 256,800	\$ 274,776	\$ 294,010	\$ 314,591	\$ 336,612
Replace Vehicles Subtotal	\$ 180,000	\$ 256,800	\$ 274,776	\$ 294,010	\$ 314,591	\$ 336,612
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -					
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ 180,000	\$ 256,800	\$ 274,776	\$ 294,010	\$ 314,591	\$ 336,612
Grand Total	\$ 436,000	\$ 525,600	\$ 557,016	\$ 590,362	\$ 625,761	\$ 663,340



Wet Mountain Rotary Club

Wet Mountain Rotary is one of the few 5311 providers in the Region. They provide a very small amount of services currently, but indicated a need to replace two vehicles in 2009. Table VII-4 provides the Six-Year Operating and Capital Plan.

Estimated expenses to maintain and implement some additional services include:

- **Existing service:** Based on known annual operating and administrative costs of approximately \$23,000, it is projected that the budget to maintain current operations in 2008 would be \$26,000.
- **Replacement vehicle** requests include:
 - Two replacement vehicles in 2009.

Anticipated revenues include:

- **FTA Section 5311** funding for services is anticipated to provide 50 percent of the annual operating cost, less fares and donations.

Golden Age Center

Table VII-5 provides the Six-Year Operating and Capital Plan for Golden Age Center.

Estimated expenses to maintain and implement some additional services include:

- **Existing service:** Based on known annual operating and administrative costs of approximately, it is projected that the budget to maintain current operations in 2008 would be \$43,000.
- **Replacement vehicle** requests include:
 - One replacement vehicle in 2008 and one in 2009.

**Table VII-4
Short-Range Transit Plan
Wet Mountain Rotary**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 26,625	\$ 27,957	\$ 29,354	\$ 30,822	\$ 32,363	\$ 33,981
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 26,625	\$ 27,957	\$ 29,354	\$ 30,822	\$ 32,363	\$ 33,981
Capital						
Replacment Vehicles						
Large Bus Replacement #						
Small Bus Replacement #		2				
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Small Bus Replacement</i>	\$ -	\$ 102,720	\$ -	\$ -	\$ -	\$ -
Replace Vehicles Subtotal	\$ -	\$ 102,720	\$ -	\$ -	\$ -	\$ -
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Small</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ -	\$ 102,720	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 26,625	\$ 130,677	\$ 29,354	\$ 30,822	\$ 32,363	\$ 33,981





Table VII-5 Short-Range Transit Plan Golden Age Center						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 42,538	\$ 44,665	\$ 46,898	\$ 49,243	\$ 51,705	\$ 54,290
Expanded Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Additional Service Hours	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Coordination Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 42,538	\$ 44,665	\$ 46,898	\$ 49,243	\$ 51,705	\$ 54,290
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #	1		1			
Large Bus Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Small Bus Replacement	\$ 48,000	\$ -	\$ 54,955	\$ -	\$ -	\$ -
Replace Vehicles Subtotal	\$ 48,000	\$ -	\$ 54,955	\$ -	\$ -	\$ -
New Vehicles						
New Vehicle Large	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Small Bus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ 48,000	\$ -	\$ 54,955	\$ -	\$ -	\$ -
Grand Total	\$ 90,538	\$ 44,665	\$ 101,853	\$ 49,243	\$ 51,705	\$ 54,290

Other Transit Needs

During public forums, several transit agencies mentioned specific needs but did not provide the necessary information to complete a Six-Year Plan. Alternatives to meet these needs and implement these strategies will remain a goal of the partners. Other priority strategies include

- Forming an RTA that is able to secure additional funding.
- Forming a Coordinating Council.
- Have Joint Grant Applications by 2008-2009.
- Facilitate the process for contracting for transit services between agencies.

2008-2013 Fiscally-Constrained Plan

The Fiscally-Constrained Plan is presented in Table VII-6. 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 \$3.4 million, with a capital cost of approximately \$2.1. Total FTA funding is approximately \$453,000 million. The remainder of funding will need to be generated from local funding; this amount is estimated at \$5.1 million over the short term. This amount includes an additional \$2.3 in local funding to cover operations and capital. The Central Front Range region has a very small amount of FTA funding available, due to the historic levels applied for throughout the region. This estimated FTA funding levels could increase over time if providers apply for funds and have the available local match.

Table VII-6 Short-Range Local Transit Plan						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Operating Costs						
UAACOG	\$ 14,470	\$ 15,194	\$ 15,954	\$ 16,751	\$ 17,589	\$ 18,468
Park County Senior Coalition	\$ 166,820	\$ 175,161	\$ 183,919	\$ 193,115	\$ 202,770	\$ 212,909
Starpoint	\$ 256,000	\$ 268,800	\$ 282,240	\$ 296,352	\$ 311,170	\$ 326,728
Wet Mountain Rotary	\$ 26,625	\$ 27,957	\$ 29,354	\$ 30,822	\$ 32,363	\$ 33,981
Golden Age Center	\$ 42,538	\$ 44,665	\$ 46,898	\$ 49,243	\$ 51,705	\$ 54,290
Subtotal	\$ 506,453	\$ 531,776	\$ 558,365	\$ 586,283	\$ 615,597	\$ 646,377
Capital Needs						
Replacement Vehicles						
Mid-Sized Bus Replacement (\$60,000)						
UAACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Park County Senior Coalition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Starpoint	\$ 180,000	\$ 256,800	\$ 274,776	\$ 294,010	\$ 314,591	\$ 336,612
Wet Mountain Rotary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golden Age Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 180,000	\$ 256,800	\$ 274,776	\$ 294,010	\$ 314,591	\$ 336,612
Small Bus Replacement (\$48,000)						
UAACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Park County Senior Coalition	\$ -	\$ 51,360	\$ 54,955	\$ -	\$ -	\$ 134,645
Starpoint	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wet Mountain Rotary	\$ -	\$ 102,720	\$ -	\$ -	\$ -	\$ -
Golden Age Center	\$ 48,000	\$ -	\$ 54,955	\$ -	\$ -	\$ -
Subtotal	\$ 48,000	\$ 154,080	\$ 109,910	\$ -	\$ -	\$ 134,645
Replace Vehicles Subtotal	\$ 228,000	\$ 410,880	\$ 384,686	\$ 294,010	\$ 314,591	\$ 471,257
FACILITIES/EQUIPMENT						
UAACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Park County Senior Coalition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Starpoint	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wet Mountain Rotary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Golden Age Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -					
TOTAL OPERATING COSTS	\$ 506,453	\$ 531,776	\$ 558,365	\$ 586,283	\$ 615,597	\$ 646,377
TOTAL CAPITAL COSTS	\$ 228,000	\$ 410,880	\$ 384,686	\$ 294,010	\$ 314,591	\$ 471,257
TOTAL COSTS	\$ 734,453	\$ 942,656	\$ 943,051	\$ 880,293	\$ 930,188	\$ 1,117,634
ESTIMATED REVENUES						
	2008	2009	2010	2011	2012	2013
Grant Funding						
SB-1 Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ 36,291	\$ 38,100	\$ 39,029	\$ 41,280	\$ 43,325	\$ 45,317
FTA 5311	\$ 29,478	\$ 31,154	\$ 31,914	\$ 33,755	\$ 35,427	\$ 37,056
FTA New Freedom	\$ 630	\$ 666	\$ 682	\$ 722	\$ 757	\$ 792
FTA JARC	\$ 1,111	\$ 1,172	\$ 1,200	\$ 1,270	\$ 1,332	\$ 1,394
Subtotal	\$ 67,511	\$ 71,092	\$ 72,825	\$ 77,026	\$ 80,842	\$ 84,559
Local Funding						
Constrained Local Funding Available	\$ 398,528	\$ 418,454	\$ 439,377	\$ 461,346	\$ 484,413	\$ 508,634
ADDITIONAL LOCAL FUNDING REQUIRED	\$ 268,414	\$ 453,110	\$ 430,849	\$ 341,921	\$ 364,932	\$ 524,441
TOTAL FUNDING	\$ 734,453	\$ 942,656	\$ 943,051	\$ 880,293	\$ 930,188	\$ 1,117,634

Ten-Year Cost Estimate

The ten-year vision for project costs is based upon inflation, new and additional services, a capital plan based upon a six-year replacement of vehicles, and known information on agency operations. Table VII-7 provides the estimated ten-year cost (2008-2018) costs for the CFR Region. As shown, total cost estimates show a need of approximately \$10.0 million over ten years; however, this is of course only based upon a few agencies.



Table VII-7											
CFR 10-Year Operating and Capital Plan											
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
Operating											
Existing Operational Costs	\$ 467,557	\$ 490,935	\$ 515,482	\$ 541,256	\$ 568,318	\$ 596,734	\$ 626,571	\$ 657,900	\$ 690,795	\$ 725,334	\$ 5,880,881
Expanded Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Additional Service Hours	\$ 38,896	\$ 40,841	\$ 42,883	\$ 45,027	\$ 47,279	\$ 49,643	\$ 52,125	\$ 54,731	\$ 57,467	\$ 60,341	\$ 489,232
New Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Coordination Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 506,453	\$ 531,776	\$ 558,365	\$ 586,283	\$ 615,597	\$ 646,377	\$ 678,696	\$ 712,630	\$ 748,262	\$ 785,675	\$ 6,370,114
Capital											
Replace Vehicles	\$ 228,000	\$ 410,880	\$ 384,686	\$ 294,010	\$ 314,591	\$ 471,257	\$ 342,167	\$ 616,620	\$ 577,311	\$ 441,230	\$ 4,080,753
New Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 228,000	\$ 410,880	\$ 384,686	\$ 294,010	\$ 314,591	\$ 471,257	\$ 342,167	\$ 616,620	\$ 577,311	\$ 441,230	\$ 4,080,753
Grand Total	\$ 734,453	\$ 942,656	\$ 943,051	\$ 880,293	\$ 930,188	\$ 1,117,634	\$ 1,020,862	\$ 1,329,251	\$ 1,325,573	\$ 1,226,905	\$ 10,450,866

Appendix A: Transit Demand and Demographic Maps



**2006 Estimated Public Transit Demand using the TCRP Method
Central Front Range**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Custer	9801	1	1,070	50	1,120	270	1,390	5	13.8%	0
	9801	2	1,910	350	2,260	1,140	3,400	13	33.8%	0
	9801	3	1,710	140	1,850	810	2,660	10	26.4%	0
	9801	4	2,000	110	2,110	510	2,620	10	26.0%	0
<i>Subtotal Custer County</i>			6,690	650	7,340	2,730	10,070	39		0
El Paso (rural area only)	3301	1	700	180	880	110	990	4	3.3%	0
	34	2	1,860	140	2,000	490	2,490	10	8.3%	0
	3701	1	1,150	30	1,180	150	1,330	5	4.4%	0
	3902	1	760	160	920	140	1,060	4	3.5%	0
	3902	2	670	160	830	370	1,200	5	4.0%	0
	3909	1	860	290	1,150	740	1,890	7	6.3%	0
	3909	2	4,120	970	5,090	1,960	7,050	28	23.4%	0
	44	9	260	360	620	3,310	3,930	15	13.0%	0
	4509	2	1,030	200	1,230	1,450	2,680	11	8.9%	0
	46	3	3,340	760	4,100	3,450	7,550	30	25.0%	0
<i>Subtotal El Paso County</i>			14,750	3,250	18,000	12,170	30,170	118		1
Fremont	9781	1	1,370	120	1,490	790	2,280	9	2.4%	0
	9781	2	3,510	380	3,890	1,780	5,670	22	6.0%	2
	9781	3	740	100	840	420	1,260	5	1.3%	0
	9782	1	2,880	400	3,280	1,440	4,720	19	5.0%	2
	9782	2	2,800	250	3,050	1,190	4,240	17	4.5%	16
	9782	3	590	170	760	680	1,440	6	1.5%	2
	9783	1	2,500	170	2,670	730	3,400	13	3.6%	0
	9783	2	1,790	180	1,970	360	2,330	9	2.5%	25
	9783	3	4,940	690	5,630	1,370	7,000	27	7.5%	23
	9784	1	2,630	260	2,890	620	3,510	14	3.7%	5
	9784	2	1,370	140	1,510	670	2,180	9	2.3%	12
	9785	1	2,330	200	2,530	880	3,410	13	3.6%	2
	9785	2	1,100	400	1,500	990	2,490	10	2.7%	4
	9785	3	6,160	230	6,390	590	6,980	27	7.4%	46
	9785	4	1,750	120	1,870	520	2,390	9	2.5%	64
	9786	1	1,420	0	1,420	210	1,630	6	1.7%	24
	9786	2	1,120	90	1,210	940	2,150	8	2.3%	37
	9786	3	960	420	1,380	840	2,220	9	2.4%	45
	9786	4	1,180	290	1,470	520	1,990	8	2.1%	30
	9787	1	430	0	430	0	430	2	0.5%	7
	9788	1	2,290	200	2,490	1,080	3,570	14	3.8%	25
	9788	2	1,200	80	1,280	130	1,410	6	1.5%	20
	9788	3	1,180	240	1,420	510	1,930	8	2.1%	7
	9790	1	520	80	600	110	710	3	0.8%	0
	9790	2	1,910	240	2,150	410	2,560	10	2.7%	0
	9790	3	1,740	190	1,930	540	2,470	10	2.6%	0
	9790	4	1,550	240	1,790	690	2,480	10	2.6%	0
	9791	1	2,710	170	2,880	360	3,240	13	3.4%	11
	9791	2	2,850	230	3,080	940	4,020	16	4.3%	16
	9791	3	940	170	1,110	550	1,660	7	1.8%	7
9791	4	800	90	890	330	1,220	5	1.3%	2	
9792	1	70	0	70	0	70	0	0.1%	0	
9792	2	790	0	790	0	790	3	0.8%	0	
9792	3	70	0	70	40	110	0	0.1%	0	
9793	1	500	0	500	40	540	2	0.6%	0	
9793	2	2,940	360	3,300	1,500	4,800	19	5.1%	0	
9794	1	620	0	620	0	620	2	0.7%	0	
<i>Subtotal Fremont County</i>			64,250	6,900	71,150	22,770	93,920	368		435

**2006 Estimated Public Transit Demand using the TCRP Method
Central Front Range**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Park	1	1	3,050	420	3,470	980	4,450	17	19.3%	0
	1	2	2,210	210	2,420	210	2,630	10	11.4%	0
	2	1	1,300	340	1,640	100	1,740	7	7.6%	1
	2	2	1,570	290	1,860	860	2,720	11	11.8%	0
	3	1	990	220	1,210	520	1,730	7	7.5%	0
	3	2	300	60	360	130	490	2	2.1%	0
	4	1	2,250	250	2,500	340	2,840	11	12.3%	0
	4	2	310	140	450	150	600	2	2.6%	0
	5	1	990	90	1,080	500	1,580	6	6.9%	0
	5	2	1,950	140	2,090	770	2,860	11	12.4%	0
	5	3	1,150	20	1,170	200	1,370	5	6.0%	0
<i>Subtotal Park County</i>			<i>16,070</i>	<i>2,180</i>	<i>18,250</i>	<i>4,760</i>	<i>23,010</i>	<i>90</i>		<i>2</i>
Teller (rural area only)	10104	2	1,270	180	1,450	230	1,680	7	8.0%	1
	10105	1	1,730	130	1,860	40	1,900	7	9.0%	0
	10105	2	2,580	300	2,880	1,140	4,020	16	19.1%	0
	10105	3	1,160	190	1,350	950	2,300	9	10.9%	1
	10106	1	1,180	530	1,710	200	1,910	7	9.1%	0
	10106	2	740	0	740	20	760	3	3.6%	0
	10106	3	1,820	0	1,820	500	2,320	9	11.0%	0
	10201	1	1,360	480	1,840	210	2,050	8	9.7%	0
	10201	2	1,860	440	2,300	310	2,610	10	12.4%	0
	10202	1	730	160	890	610	1,500	6	7.1%	0
<i>Subtotal Teller County</i>			<i>14,430</i>	<i>2,410</i>	<i>16,840</i>	<i>4,210</i>	<i>21,050</i>	<i>83</i>		<i>4</i>
Central Front Range Transit Demand Total			116,190	15,390	131,580	46,640	178,220	699		443

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

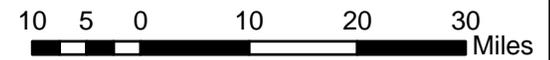
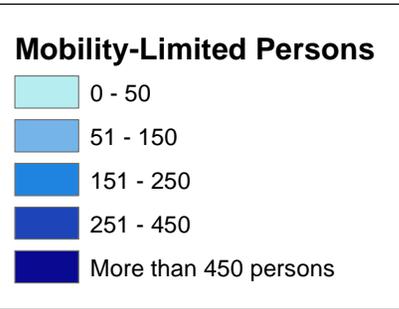
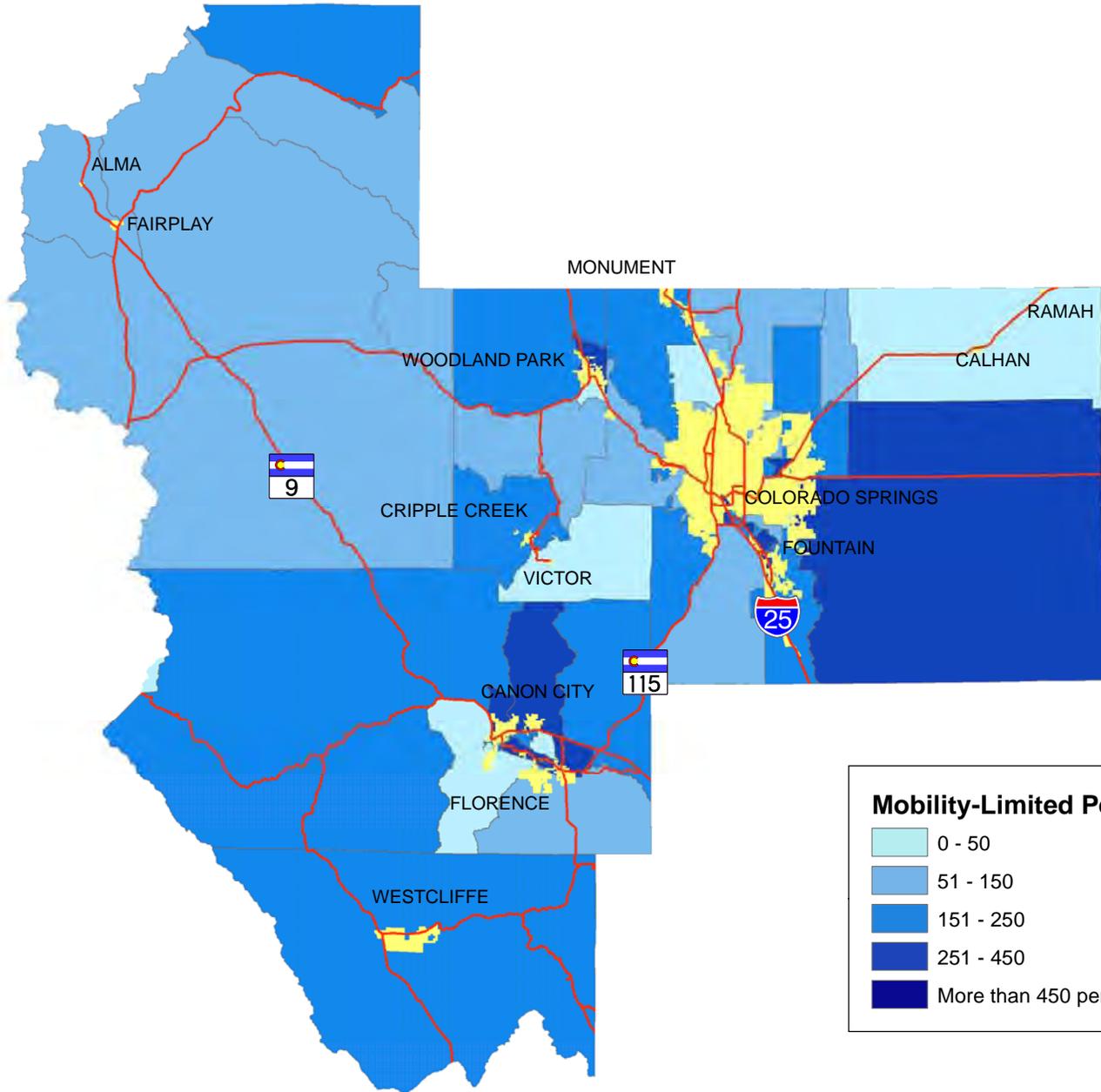
**2035 Estimated Public Transit Demand using the TCRP Method
Central Front Range**

	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	#	%	
Custer	9801	1	2,120	120	2,240	580	2,820	11	13.7%	0
	9801	2	3,790	760	4,550	2,480	7,030	28	34.0%	0
	9801	3	3,390	310	3,700	1,770	5,470	21	26.5%	0
	9801	4	3,970	250	4,220	1,110	5,330	21	25.8%	0
<i>Subtotal Custer County</i>			13,270	1,440	14,710	5,940	20,650	81		1
El Paso (rural area only)	3301	1	1,770	290	2,060	170	2,230	9	3.6%	0
	34	2	4,670	230	4,900	800	5,700	22	9.2%	0
	3701	1	2,880	60	2,940	240	3,180	12	5.1%	0
	3902	1	1,920	270	2,190	220	2,410	9	3.9%	1
	3902	2	1,680	270	1,950	600	2,550	10	4.1%	0
	3909	1	2,170	470	2,640	1,190	3,830	15	6.2%	0
	3909	2	10,360	1,570	11,930	3,190	15,120	59	24.3%	0
	44	9	650	580	1,230	5,370	6,600	26	10.6%	0
	4509	2	2,590	320	2,910	2,350	5,260	21	8.5%	1
	46	3	8,400	1,240	9,640	5,610	15,250	60	24.5%	0
<i>Subtotal El Paso County</i>			37,090	5,300	42,390	19,740	62,130	244		3
Fremont	9781	1	2,760	190	2,950	1,260	4,210	17	2.4%	0
	9781	2	7,080	600	7,680	2,820	10,500	41	5.9%	3
	9781	3	1,490	150	1,640	670	2,310	9	1.3%	1
	9782	1	5,800	630	6,430	2,280	8,710	34	4.9%	3
	9782	2	5,640	400	6,040	1,890	7,930	31	4.5%	31
	9782	3	1,190	260	1,450	1,070	2,520	10	1.4%	3
	9783	1	5,040	270	5,310	1,160	6,470	25	3.7%	0
	9783	2	3,610	280	3,890	570	4,460	17	2.5%	47
	9783	3	9,970	1,090	11,060	2,170	13,230	52	7.5%	44
	9784	1	5,300	410	5,710	980	6,690	26	3.8%	10
	9784	2	2,760	210	2,970	1,060	4,030	16	2.3%	23
	9785	1	4,700	320	5,020	1,400	6,420	25	3.6%	4
	9785	2	2,210	640	2,850	1,570	4,420	17	2.5%	8
	9785	3	12,430	360	12,790	940	13,730	54	7.8%	90
	9785	4	3,540	190	3,730	830	4,560	18	2.6%	123
	9786	1	2,860	0	2,860	330	3,190	13	1.8%	46
	9786	2	2,260	140	2,400	1,480	3,880	15	2.2%	67
	9786	3	1,930	660	2,590	1,330	3,920	15	2.2%	80
	9786	4	2,380	450	2,830	820	3,650	14	2.1%	56
	9787	1	860	0	860	0	860	3	0.5%	13
	9788	1	4,610	320	4,930	1,710	6,640	26	3.8%	46
	9788	2	2,410	130	2,540	210	2,750	11	1.6%	38
	9788	3	2,380	380	2,760	810	3,570	14	2.0%	13
	9790	1	1,040	130	1,170	170	1,340	5	0.8%	0
	9790	2	3,860	380	4,240	650	4,890	19	2.8%	0
	9790	3	3,510	300	3,810	850	4,660	18	2.6%	0
	9790	4	3,120	380	3,500	1,090	4,590	18	2.6%	0
	9791	1	5,460	280	5,740	560	6,300	25	3.6%	21
	9791	2	5,760	370	6,130	1,490	7,620	30	4.3%	31
	9791	3	1,900	270	2,170	870	3,040	12	1.7%	13
	9791	4	1,620	140	1,760	530	2,290	9	1.3%	3
	9792	1	150	0	150	0	150	1	0.1%	0
9792	2	1,600	0	1,600	0	1,600	6	0.9%	0	
9792	3	140	0	140	70	210	1	0.1%	0	
9793	1	1,010	0	1,010	70	1,080	4	0.6%	0	
9793	2	5,930	570	6,500	2,380	8,880	35	5.0%	0	
9794	1	1,250	0	1,250	0	1,250	5	0.7%	1	
<i>Subtotal Fremont County</i>			129,560	10,900	140,460	36,090	176,550	692		818

**2035 Estimated Public Transit Demand using the TCRP Method
Central Front Range**

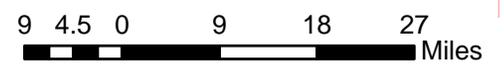
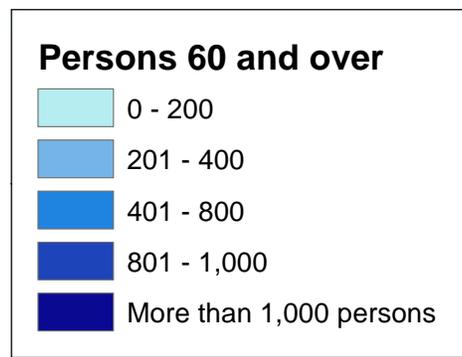
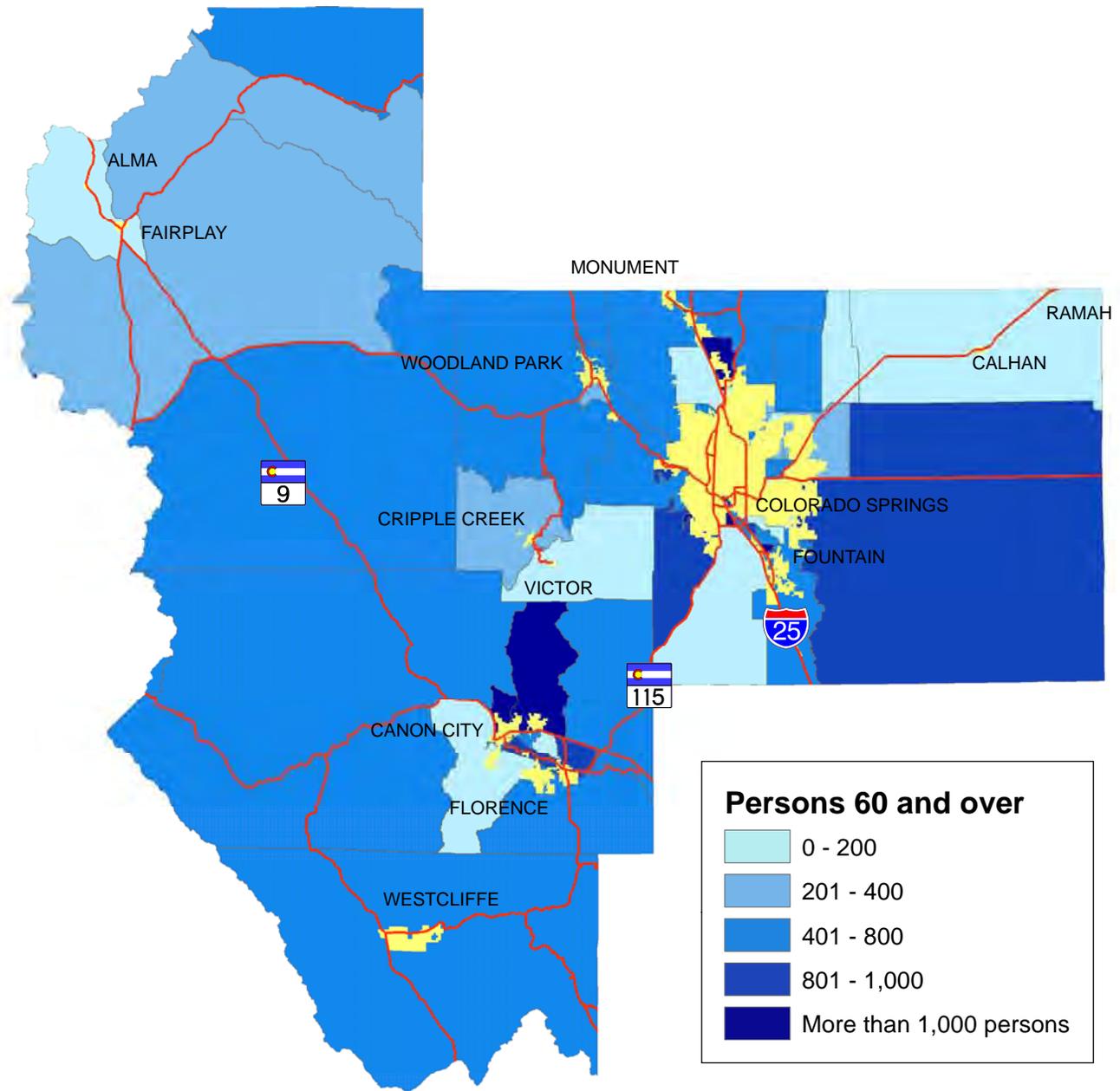
	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Park	1	1	15,910	2,520	18,430	5,910	24,340	95	19.3%	1
	1	2	11,560	1,260	12,820	1,290	14,110	55	11.2%	2
	2	1	6,780	2,050	8,830	610	9,440	37	7.5%	7
	2	2	8,180	1,760	9,940	5,200	15,140	59	12.0%	0
	3	1	5,190	1,290	6,480	3,150	9,630	38	7.7%	0
	3	2	1,550	360	1,910	790	2,700	11	2.1%	0
	4	1	11,770	1,480	13,250	2,040	15,290	60	12.2%	0
	4	2	1,600	860	2,460	900	3,360	13	2.7%	0
	5	1	5,190	540	5,730	3,010	8,740	34	6.9%	0
	5	2	10,180	860	11,040	4,660	15,700	62	12.5%	0
	5	3	5,990	140	6,130	1,220	7,350	29	5.8%	0
<i>Subtotal Park County</i>			<i>83,900</i>	<i>13,120</i>	<i>97,020</i>	<i>28,780</i>	<i>125,800</i>	<i>493</i>		<i>12</i>
Teller (rural area only)	10104	2	2,920	290	3,210	380	3,590	14	8.1%	3
	10105	1	4,000	220	4,220	70	4,290	17	9.7%	0
	10105	2	5,960	500	6,460	1,890	8,350	33	18.9%	1
	10105	3	2,670	320	2,990	1,570	4,560	18	10.3%	1
	10106	1	2,710	870	3,580	340	3,920	15	8.9%	0
	10106	2	1,710	0	1,710	40	1,750	7	4.0%	0
	10106	3	4,190	0	4,190	830	5,020	20	11.3%	1
	10201	1	3,140	800	3,940	350	4,290	17	9.7%	1
	10201	2	4,280	720	5,000	520	5,520	22	12.5%	0
	10202	1	1,670	270	1,940	1,000	2,940	12	6.6%	0
<i>Subtotal Teller County</i>			<i>33,250</i>	<i>3,990</i>	<i>37,240</i>	<i>6,990</i>	<i>44,230</i>	<i>173</i>		<i>7</i>
Central Front Range Transit Demand Total			297,070	34,750	331,820	97,540	429,360	1,684		842
<i>Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.</i>										

Number of Mobility-Limited Persons

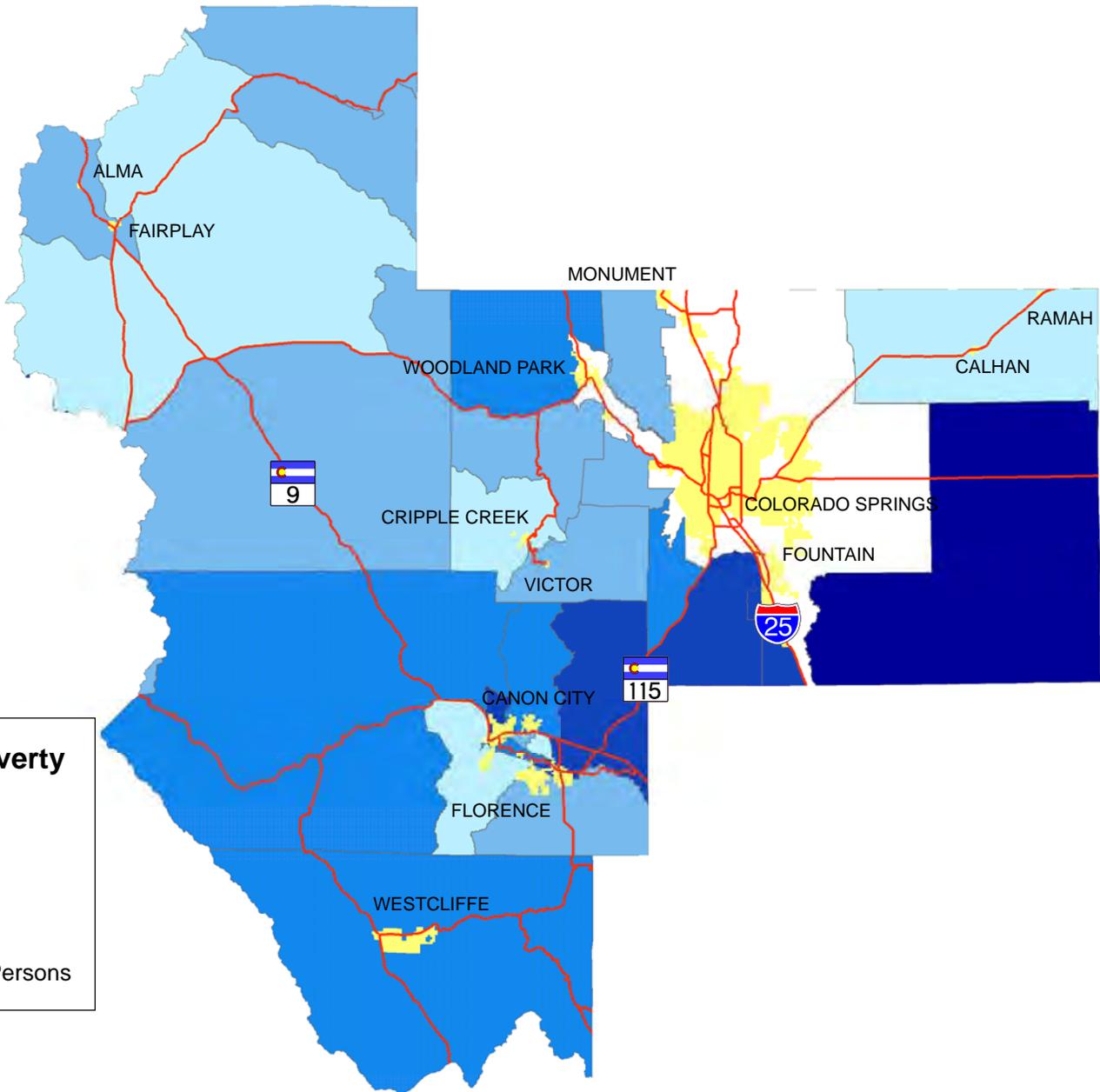




Number of Persons Aged 60 and Over

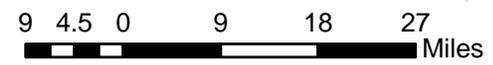


Number of Persons Below Poverty



Persons Below Poverty

- 0 - 200
- 201 - 400
- 401 - 800
- 801 - 1,000
- More than 1,000 Persons



Appendix B: Coordination Meeting Attendees



HUMAN SERVICES-TRANSPORTATION MEETING

Chaffee County, Colorado 81201

October 19, 2006

ATTENDEES

Full Name: Diane Brooks
Company: Heart of the Rockies Regional Medical Center
Business Address: MAIN HOSPITAL CAMPUS
448 E 1ST ST
SALIDA CO 81201
Business: 719-539-6661
E-mail: dianeb@hrrmc.net

Full Name: Bob Christiansen
Job Title: Director
Company: Dept of Health and Human Services
Business: 719-539-5314
E-mail: bchristianse@chaffeecounty.org

Full Name: Connie Cole
Job Title: Owner/Manager
Company: Chaffee Shuttle/Neighbor to Neighbor, The
Business: 719-530-0223
E-mail: neighborsalida@yahoo.com

Full Name: Bill Daves
Job Title: Chaffee County Director
Company: Starpoint Adult & Children's Services
Business Address: 203 E ST
SALIDA, CO 81201
Business: 719-539-2577
E-mail: bdavis@starpointco.com

Full Name: John Hall
Company: Salida Police
Business Address: City of Salida
SALIDA, CO 81201
Business: 719-539-6880
E-mail: jhall@salidapolice.com

Full Name: Steve Holland
Company: Area Agency on Aging
Business Address: Upper Arkansas AAA Southern Region
139 E 3RD ST
SALIDA, CO 81201
Business: 719-539-3341
E-mail: smh@my.amiog.net

Full Name: Lori Isenberger
Company: Chaffee County
Business: 719-530-0270
E-mail: lorquiltdiva@earthlink.net

Full Name: Judy Lohnes
Company: Upper Arkansaa Council of Governments
Business Address: PO BOX 510
CANON CITY, CO 81212
Business: 719-275-8350 x106
E-mail: jlohnes@uaacog.com

Full Name: Ellen Olson
Job Title: Economic Development Director
Company: Chaffee County Economic Development Council
Business Address: PO BOX 699
SALIDA, CO 81201
Business: 719-530-5613
Business Fax: 719-539-7442
E-mail: eolson@chaffeecounty.org

Full Name: Jim Osborne
Job Title: County Commissioner
Company: Chaffee County
Business Address: PO BOX 699
104 CRESTONE AVE
SALIDA, CO 81201
Business: 719-539-2218
E-mail: josborne@chaffeecounty.org

Full Name: Susanna Spaulding
Job Title: Division Director II
Company: Colorado Mountain College
Business Address: Chaffee County Academic Center
27900 CNTY RD 319
PO BOX 897
BUENA VISTA, CO 81211
Business: 719-395-8419
Business Fax: 719-395-2173
E-mail: sspaulding@coloradomtn.edu

Full Name: Penny Wilken
Company: Boys and Girls Club
E-mail: p-wilken@hotmail.com

HUMAN SERVICES-TRANSPORTATION MEETING

Canon City, Colorado

November 15, 2006

ATTENDEES

Full Name: Linda Lane Pings
Representing: CCWFC
Business Address: 3224 Independence
Phone/Fax: Ph-719-275-7408 FAX-719-275-8189
E-mail: LLPings@cwfe.net

Full Name: Susan Touchstone
Representing: CCWFC/DOLA, Disability Program Navigator
Business Address: 3224 Independence
Phone/Fax: Ph-719-275-7408 FAX-719-275-8189
E-mail: sztouchstone@cwfe.net

Full Name: Bill Jackson
Representing: Canon City
Business Address: 412 N. 15th St., Canon City, CO
Phone/Fax: Ph-719-275-3901
E-mail: lilac@vis.net

Full Name: Don Lohnes
Representing: Self
Business Address: 1020 Natalie Canon City, CO
Phone/Fax: Ph-719-276-3292 FAX-719-429-3894

Full Name: George
Representing: Canon City Chamber of Commerce
Business Address: 403 Royal Gorge Blvd., Canon City, CO 81212
Phone/Fax: Ph-719-275-2331 FAX-719-275-2332
E-mail: George@canoncity.com

Full Name: Chris Francis
Representing: Chealsey's Charters
Business Address: 17410 Arabian Way, Buena Vista, CO 81211
Phone/Fax: 1-877-427-4333
E-mail: CBANFrancis@yahoo.com

Full Name: Bonnie Francis
Representing: Chealsey's Charters
Business Address: 17410 Arabian Way, Buena Vista, CO 81211
Phone/Fax: 1-877-427-4333
E-mail: CBANFrancis@yahoo.com

Full Name: Desiree Lipica
Representing: WCMHC
Business Address: 3225 Independence
Phone/Fax: Ph-719-275-2351 FAX-719-269-9386
E-mail: DesireeL@wcmhc.org

Full Name: Judy Lohnes/Lara Dierenger
Representing: UUACOG
Business Address:
Phone/Fax:
E-mail:

Full Name: Jim R. Wiles
Representing: Golden Age Center Shuttle
Business Address: 728 Main St., Canon City, CO
Phone/Fax: 719-275-5177
E-mail:

Full Name: JoBeth Palmer
Representing: Head Start
Business Address: PO Box 510, Canon City, CO
Phone/Fax: 719-275-8636
E-mail: codirctr@piopc.net

Full Name: Don Farr
Representing: Loaves & Fishes Ministries
Business Address: 241 Justice Center Rd., Canon City, CO
Phone/Fax: Ph-719-275-0593 FAX-719-276-0564
E-mail: don@lfministries.org

Full Name: Janice Brekke
Representing: Fremont County DHS
Business Address: 172 Justice Center Rd., Canon City, CO
Phone/Fax: Ph-719-275-2318 x.3032 FAX-719-275-5206
E-mail: janice.brekke@state.co.us

Full Name: Susan Larcom Vines
Representing: Park County Service Coalition
Business Address: Box 309
Phone/Fax: Ph-719-836-4295 FAX-719-836-0197

Full Name: John Valerio
Representing: CDOT Transit Unit
Business Address: 4201 E. Arkansas Ave., Shumate Bldg., Denver, CO 80211
Phone/Fax: 303-757-9769
E-mail: John.Valerio@dot.state.co.us