

**Jackson, Moffat, Rio Blanco, & Routt
Counties Local Transit
&
Human Service Transportation
Coordination Plan**

Northwest TPR



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Counties Local Transit
&
Human Service Transportation
Coordination Plan

Prepared for:

Northwest Transportation Planning Region

and

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Introduction

PLAN PURPOSE

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

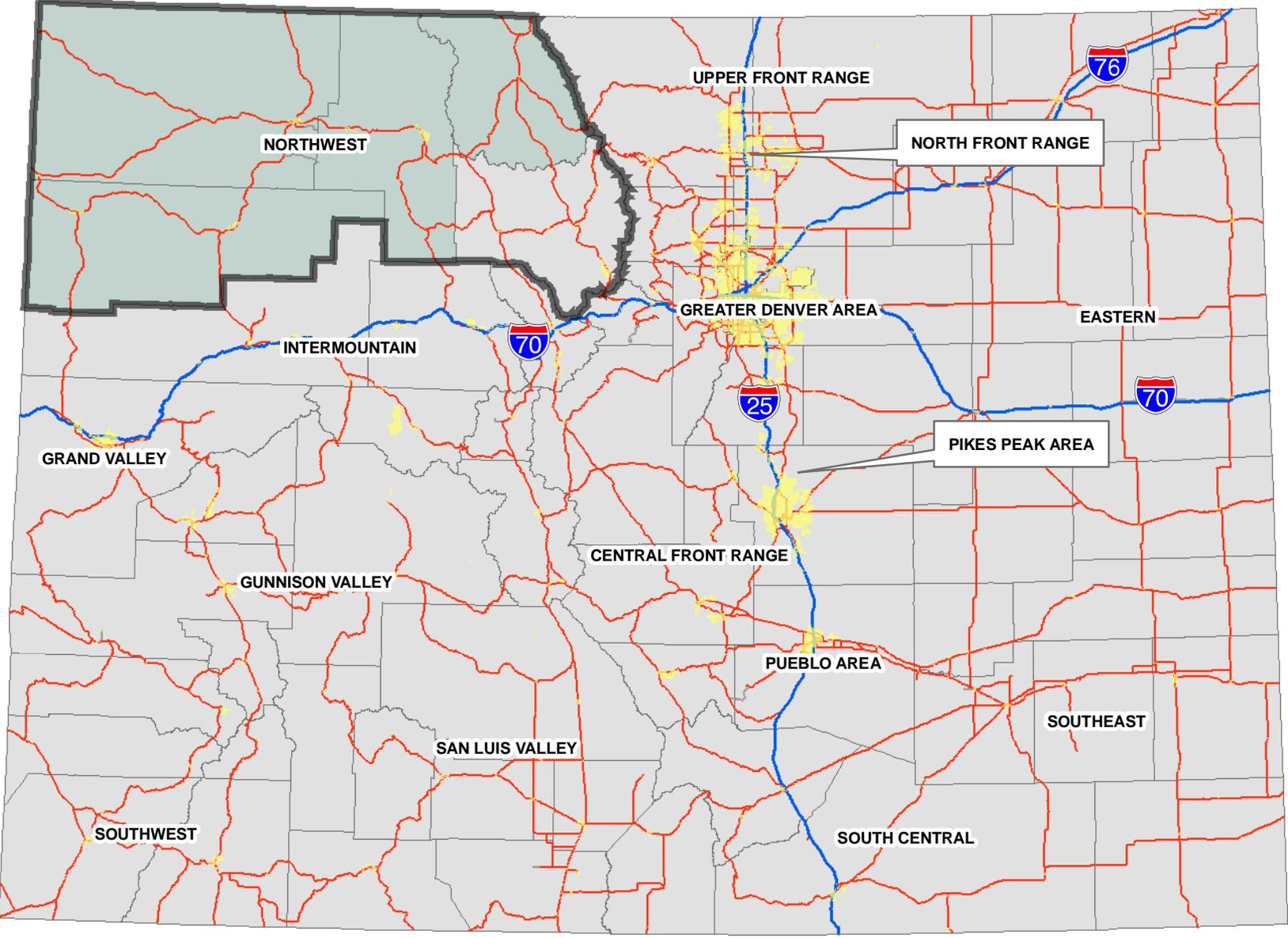
This Plan specifically focuses on the local area of Moffat, Rio Blanco, Routt, and Jackson Counties and those services provided to the area's residents. Figure I-1 illustrates the area of concern. There are two local planning areas within the Northwest TPR—these counties represent one such local area. 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 Northwest TPR - Jackson, Moffat, Rio Blanco, and Routt Counties



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

The planning area represents four of the five counties in the Northwest TPR. Major activity centers in the planning area are limited to several small communities such as Craig, Meeker, Rangely, Steamboat Springs, and Walden. Steamboat Springs is the one main regional center of activity within both this local planning area as well as the region as a whole.



Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the need for transit services in the Steamboat Springs planning area 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. Three methods are used to estimate the maximum transit trip need in this local planning area:

- Mobility Gap
- Rural Transit Demand Methodology
- Resort Need

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 in this local planning area, using the Mobility Gap Methodology is approximately 413,000 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.

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		
Jackson	16	1.42	23	12	1.93	23	46	16,777
Moffat	178	1.42	253	128	1.93	248	501	182,759
Rio Blanco	57	1.42	81	45	1.93	87	168	61,356
Routt	226	1.42	321	49	1.93	95	416	151,905
TOTAL Jackson, Moffat, Rio Blanco, and Routt Counties							1,131	412,797
<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 this local planning area. Knowing this information, the LSC Team presents the transit demand for 2006 and for 2035, based on population projections from the Colorado Department of Local Affairs. This method uses a two-factor approach to estimate the need and demand, given a level of service.

The method includes the following two factors:

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

Non-Program Needs

Applying this feasible maximum service density to the permanent population of the area 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 area is as follows:

- Elderly transit need is 36,200 annual trips;

- Disabled need is 4,760 annual trips; and
- General public need is 16,280 annual trips.

Total non-program total transit demand for 2006 is 57,240 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 131,140 one-way, annual passenger-trips for this local planning area.

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 this local planning area were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

Using the participant numbers for each program, the existing program trip demand is approximately 265,820 annual trips.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total current transit need for this local planning area, using the TCRP Methodology, is approximately 324,000 annual trips.

Resort Need

Transit need for the Routt County resort areas was updated from the Transit Needs and Benefits Study (TNBS) done for the entire state in 1999. LSC updated these transit need estimates based on the transit ridership growth rate. The TNBS methodology was based on the actual number of enplanements and rental lodging units.

- The estimated resort transit need for 2006 is approximately **4.1 million** 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 this local planning area transit need using the Mobility Gap, TCRP Model and the Resort Area Need. Transit need using these methods estimates an approximate **need** of:

- A total annual need of approximately 4,844,000 annual one-way passenger-trips was estimated for this local planning area.

This was calculated by adding the annual trips from the mobility gap methodology and the program trips and the mobility-limited population trips from the TCRP methodology, to calculate the annual need based on the *permanent* population. The resort need which accounts for the seasonal need during the tourist seasons was then added to get the total annual need for this local planning area.

Table II-2	
Summary of Need Estimation Techniques for Moffat, Routt, Rio Blanco, and Jackson Counties	
Methodology	Estimated Annual Need
Mobility Gap	413,000
Rural Need Assessment	324,000
Resort Areas (for Routt County) ¹	4,158,828
Estimated Annual Need	4,844,000
<i>Annual Trips Provided</i>	1,046,000
Need Met (%)	22%
Unmet Need (%)	78%
<small>Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999 Source: LSC, 2006.</small>	

Based upon information from the local transit providers, approximately 1,046,000 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 **78 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 Steamboat Springs, discusses both the lack of intercity bus service as well as in-town services for the region as a whole. The following bullet points stress those issues which were brought forth during this open public forum:

- Population continues to age and as the paratransit service areas grow to meet this need, these costs continue to increase.
- Significant commuter traffic on State Highway 40.
- Discussion on the possibility of forming a Rural Transportation Authority.
- Transit service from Walden to Steamboat.
- The need for intercity services.
- Current coordination occurring between public and private transit operators.
- Increased service to Yampa Valley Airport.
- Tie western Grand County to Summit Stage's service area.
- Difficulty in attracting transit drivers due to the oil industry and the cost difference between the two.
- Jackson County lost intercity several years ago.
- Future land developments in Steamboat—i.e., additional 2,500 housing units in west Steamboat will incur additional transit needs in the future.

- East end of Grand County needs transit services.
- Short-term local transit service for the general public was viewed as a priority while intercity bus service and current levels were ranked second highest. Service for elderly/disabled to get to medical, shopping, and work was ranked the lowest of the four options.
- Allocation of limited funds identified the US Highway 40 from Steamboat Springs to Craig, Granby to Winter Park, and Granby to Kremmling as priorities.
- The need to expand passenger rail options through the region.

Coordination Meetings

On October 27, 2006, the first coordination meeting among providers and human service agencies was held in Steamboat Springs, Colorado. This meeting was held to identify services, gaps, and coordination strategies which would be appropriate. The following highlights the needs and gaps identified by those representatives:

- Need for qualified drivers.
- Need facilities for providers.
- More general public service needed in the area.
- Park-and-ride lots needed throughout the area.

Agencies Fleet and Facility Needs

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

- Jackson County Council on Aging has a need for vehicles.
- Independent Life Center has a vehicle need for replacement and expansion.
- Meeker Seniors need to replace vehicles.
- Steamboat Springs Transit has a need for replacement and expansion vehicles and facilities, including storage and equipment. Steamboat Springs has projects which were included in the 2030 Regional Transit Element and were incorporated into this Plan.
- Routt County has a need for vehicle replacement and expansion.

- Moffat County has a need for vehicle replacement and expansion.

Service Needs

Through the provider surveys and coordination meetings, the following service needs were indicated by the agencies:

- Needed general public service in Craig and Moffat Counties.
- Hayden needs general public service.
- The Jackson County Council on Aging needs increases in funding to pay drivers fair wages.
- Routt County has a need to expand hours at the Steamboat Springs site. Additionally, expanded service area was indicated.



Inventory of Existing Service

EXISTING PROVIDERS

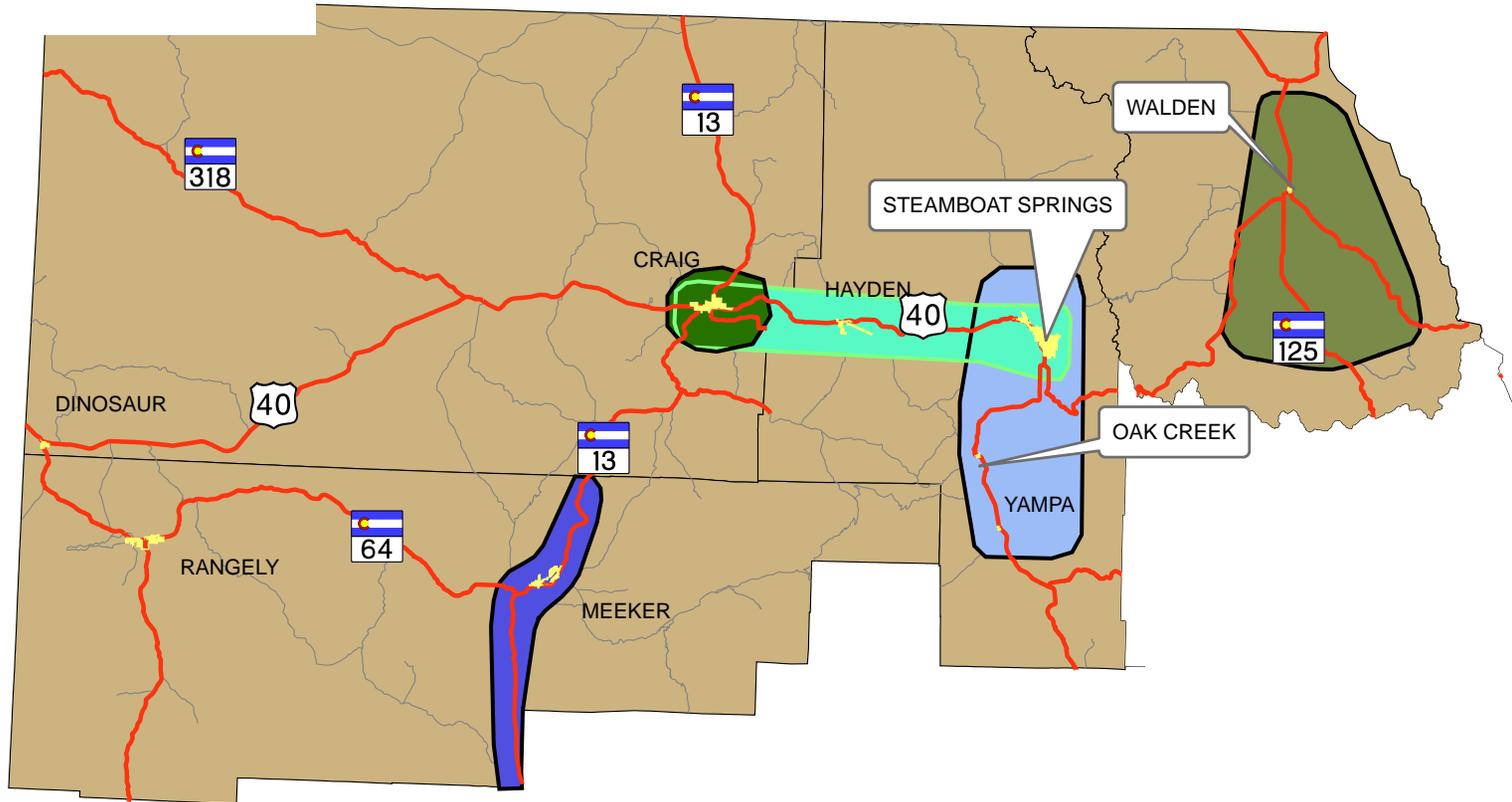
This section reviews the existing transportation providers within the local planning area of the four counties. Currently, there are four main providers within the area, although there are several “providers” which may provide a limited amount of additional service.

TRANSPORTATION INVENTORY

There are very few transportation providers operating within the four-county area. The general public provider is Steamboat Springs Transit. The following section provides information on each of the agencies within the area. Additional elderly and disabled providers operate within the rural portions of each of the four counties. Figure III-1 illustrates the service area of the existing providers.



Figure III-1 Greater Northwest Service Area



- Jackson County Council on Aging
- Meeker Streaker
- Moffat County Housing Authority
- Routt County Council on Aging
- Steamboat Springs Transit



Steamboat Springs Transit

Steamboat Springs Transit (SST) is owned and operated by the City of Steamboat Springs which serves the general population of this mountain resort area. Ridership has consistently been around one million riders annually. Approximately 99 percent of the riders use the general public services and the remaining one percent (922 trips) uses the complementary paratransit services. Reflecting the resort community environment, 44 percent of riders were accessing recreational sites with 31 percent using the transit service to get to employment or educational sites. All vehicles are ADA-accessible.

SST provides free fixed-route and paratransit services within the city limits. SST also provides fare-based regional service that links Steamboat Springs to Milner and Hayden in Routt County and Craig in Moffat County.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-1. As shown, total operating costs are approximately \$2.4 million annually for FY 2006. Revenues are provided through a variety of sources. The agency receives the majority of funding through FTA 5309 and general funds. SST receives approximately 10 percent of its funding from donations and fares.

Table III-1	
Steamboat Springs Transit Operating Cost (2006)	
Line Item	Amount
Operating Labor	\$1,284,567
Administration	\$707,524
Material and Supplies	\$249,577
Utilities	\$36,187
Maintenance	\$167,133
Leases	\$82,111
Total Operating Admin Cost	\$2,527,100
Sources of Revenues	Amount
Charges for Service	\$216,000
Contributions	\$66,758
FTA 5309	\$331,977
FTA 5311	\$330,000
General Funds	\$2,008,113
Other	\$40,000
Total Revenue	\$2,992,848
<i>Source: SST, 2006.</i>	

Fleet and Facility Information

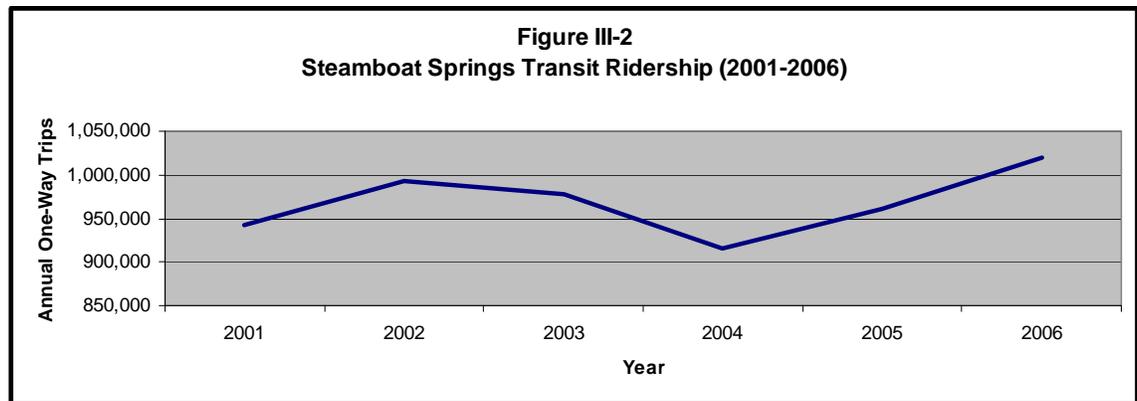
This agency has 23 vehicles in the fleet, with passenger seating ranging from 19 to 57 seats. SST provides peak winter service and off-peak service using a variety of vehicles. The existing vehicle fleet information is provided in Table III-2.

Table III-2 Steamboat Springs Vehicle Fleet							
Make	Number of Units	Model	Seating	Year	Replacement Year 1	Wheelchair Tie-down	Condition
Bluebird	1	Q-Bus	38	1995	2005 (Pending)	2	Fair
Gillig	4	Phantom	30	1997	2013	2	Good
Gillig	2	Phantom	30	1999	2013	2	Good
Gillig	1	Phantom	35	2001	2016	2	Good
Gillig	5	Phantom	35	2002	2016	2	Good
Chev	1	Cut-Away	19	1996	2010	2	Good
Eldorado/National	5	Escort	20	2001	2009	2	Fair
Ford/Star	1	Candidate	9	2005	2012	2	Good
MCI	2	D4500	57	2003	2023	2	Good
MCI	1	D4500	57	2004	2024	2	Good
MCI	1	D4505	57	2006	2027	2	Good

Source: SST, 2006.

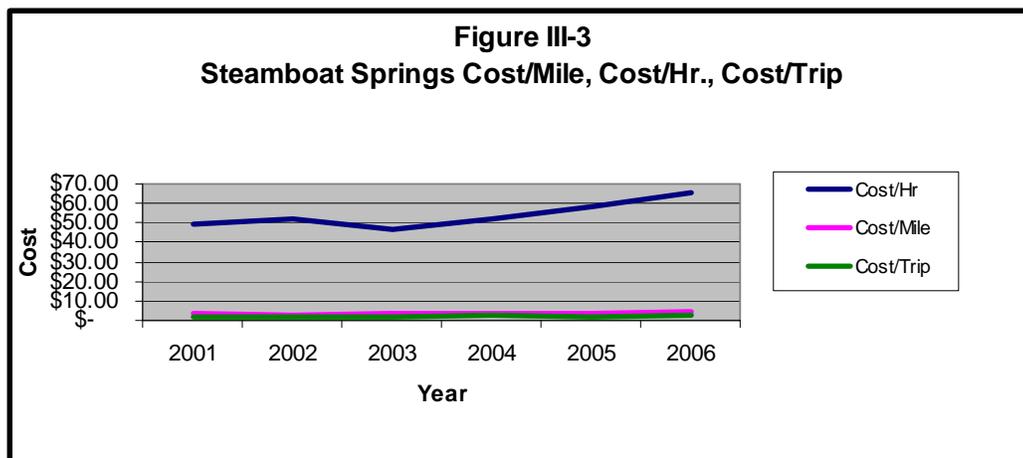
Ridership

Ridership was provided for the last five years with estimates for 2006. Ridership has stayed relatively constant, with annual one-way trips of between 950,000 and 1.0 million. Figure III-2 illustrates the ridership trends since 2001.



Performance Measures

The following performance measures were calculated for SST from reported costs and ridership information. Figure III-3 illustrates the performance measure trends from FY 2001.



- Annual cost: \$2.5 million
- Cost per hour: \$65.78
- Cost per passenger-trip: \$2.48
- Cost per mile: \$4.75
- Passenger-trips per hour: 26.50
- Passenger-trips per mile: 1.92

Routt County Council on Aging

The Routt County Council on Aging operates demand-response service with three vans. One van is used in each of the three service areas—Hayden, South Routt, and Steamboat Springs. Transportation services is provided for Routt County seniors to nutrition sites, shopping, medical appointments, and postal services.

The Hayden van operates on Monday, Tuesday, and Thursday to transport meals from the central kitchen in Steamboat Springs to the Hayden nutrition sites. On Wednesday, this van is used either in Steamboat Springs or Craig as needed for medical appointments and shopping.

The South Routt van provides transportation in Yampa, Phippsburg, and Oak Creek. On Monday, Wednesday, and Friday, the van provides service to the meal site at the South Routt Community Center in Oak Creek.

This van then operates in Steamboat Springs for medical appointments and shopping on Tuesdays or Thursdays.

The Steamboat Springs van operates Monday, Tuesday, Thursday, and Friday providing local seniors with access to the nutrition site, medical appointments, banking, and the post office. On Wednesday morning, this van takes seniors for grocery shopping.

Hours of operation are determined independently at each site and are flexible to accommodate local needs. Generally, hours of operation are between 9:00 a.m. and 3:00 p.m. There is a suggested donation of \$0.50 for in-town one-way trips and \$1.50 for one-way out-of-town trips.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-3. As shown, total operating costs for 2006 are estimated at approximately \$57,000. Revenues are provided through a variety of sources. The agency receives Title IIIB funds, in-kind donations, and local grants. The budget does not include in-kind services provided by the county such as vehicle maintenance services, fuel, and vehicle insurance/licensing. Office space and the Senior Center are also supported by the local governments.

Table III-3 RCCOA Operating Cost and Revenues (2006)	
Line Item	Amount
Operating Labor	\$32,700
Administration	\$14,400
Total Operating Admin Cost	\$47,100
Capital Costs	
Vehicles	\$ -
Equipment	\$ -
Total Capital Outlay	\$ -
Sources of Revenue	
Donations	\$4,300
Grants	\$27,900
In-kind	\$4,800
Older Americans	\$10,100
Total Revenues	\$47,100
<i>Source: RCCOA, 2006.</i>	

Fleet and Facility Information

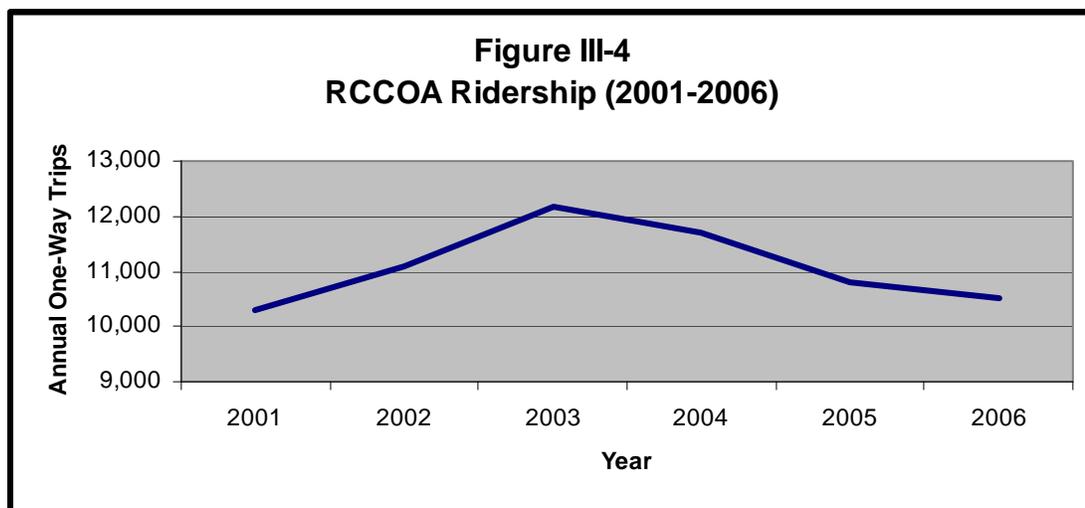
The agency has a current fleet of three vehicles. Two are used on a daily basis, while one is held as a spare. The existing vehicle fleet information is provided in Table III-4.

Make	Type	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Terra Transit	Van	14	1999	n/a	1	Good
Intermountain	Body-on-Chassis	12	2000	n/a	1	Good
Ford	Body-on-Chassis	12	2004	n/a	1	Good

Source: RCCOA, 2006.

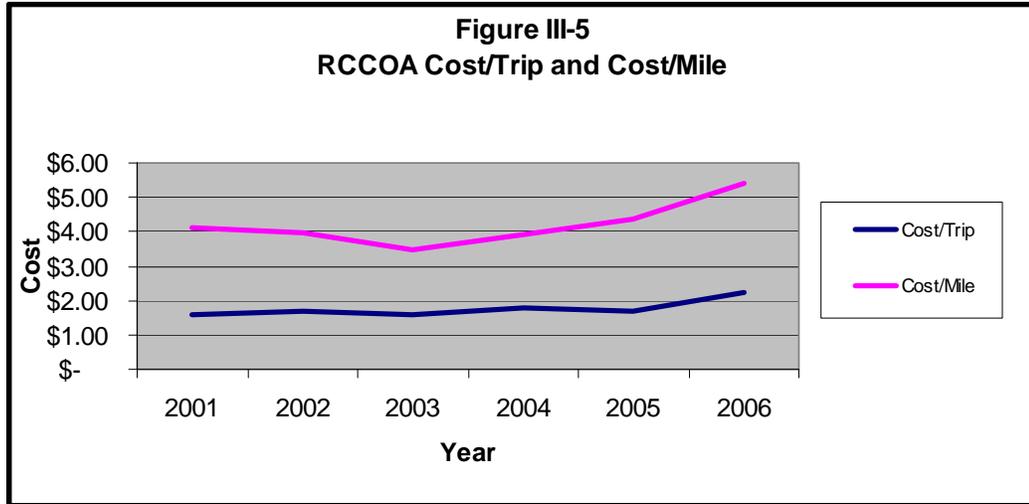
Ridership

Ridership was provided for the last five years with estimates for 2006. Ridership has stayed relatively constant, with annual one-way trips of between 10,000 and 12,000. Figure III-4 illustrates the ridership trends since 2001.



Performance Measures

The following performance measures were calculated for the Council on Aging from reported costs and ridership information; however, since vehicle revenue-hours were not reported, that information was estimated. Figure III-5 illustrates the performance measure trends from FY 2001.



- Annual cost: \$56,700
- Cost per hour: \$20.25
- Cost per passenger-trip: \$5.40
- Cost per mile: \$2.25
- Passenger-trips per hour: 3.8
- Passenger-trips per mile: 0.42

Moffat County Housing Authority

The Moffat County Housing Authority provides demand-response services to meet the needs of local seniors within a five-mile radius of the Town of Craig. Reservations are requested 24 hours in advance, but the driver will accommodate other same-day requests, if possible. The Housing Authority schedules trips together as much as possible, with grocery shopping on Monday and Thursday at 9:00 a.m. and 1:00 p.m. and trips to Kmart on Wednesday at 1:00 p.m. Many trips come from senior housing complex and many trips are for doctor, hospital, and therapy appointments. No fares are charged for the service, but donations are encouraged.

Reservations are requested one day in advance, but the driver will accommodate other same-day requests, if possible. The driver checks scheduled trips each morning and afternoon, and puts together a schedule for that day. That schedule will be adjusted as needed throughout the day.

Inventory of Existing Services

Two other types of trips are provided by the system. The driver will pick up prescriptions to both save trips for elderly residents and save time for the system. Also, on Sundays, volunteer drivers use the vehicles to pick up passengers who wish to go to church. In the summer, occasional special recreational trips are made outside of Craig, such as to Vernal, Utah.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-5. As shown, total operating costs are approximately \$50,000 annually for FY 2005-2006. Revenues are provided through a variety of sources. The agency receives donations and county general funds. While a new vehicle was purchased in 2004, the agency applied for 5310 for capital replacement in 2003.

Table III-5 Moffat County Housing Authority Operating Cost and Revenues (2006)	
Line Item	Amount
Operating Labor	\$44,550
Administration	\$3,550
Material and Supplies	\$2,600
Maintenance	\$1,600
Total Operating Admin Cost	\$52,300
Capital Costs	
Vehicles	\$13,500
Equipment	\$ -
Total Capital Outlay	\$13,500
Sources of Revenue	Amount
Donations	\$800
Area Agency on Aging	\$15,000
Local Taxes	\$36,500
Total Revenues	\$52,300
<i>Source: MCHA, 2006.</i>	

Fleet and Facility Information

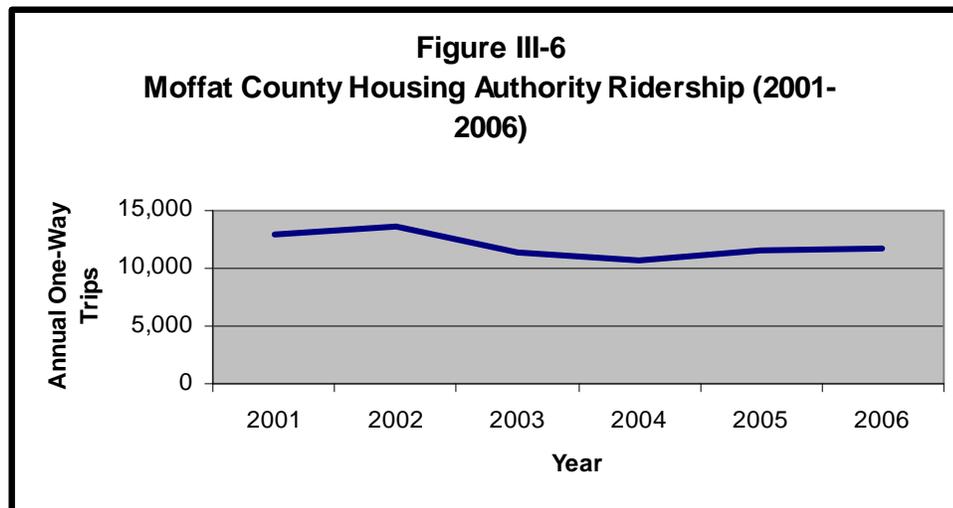
The agency has a current fleet of one body-on-chassis vehicle. The existing vehicle fleet information is provided in Table III-6. Maintenance is performed by Delta County on a non-interference basis with county vehicles. Moffat County provides fuel and maintenance for the vehicles. The Housing Authority pays for vehicle parts. In addition, insurance is covered by the county as part of its umbrella policy. The Housing Authority pays the driver labor costs, with the county administering the payroll for the Housing Authority.

Table III-6 MCHA Vehicle Fleet						
Make	Type	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Ford	Startrans	13	2004	2010	Yes	Excellent

Source: MCHA, 2006.

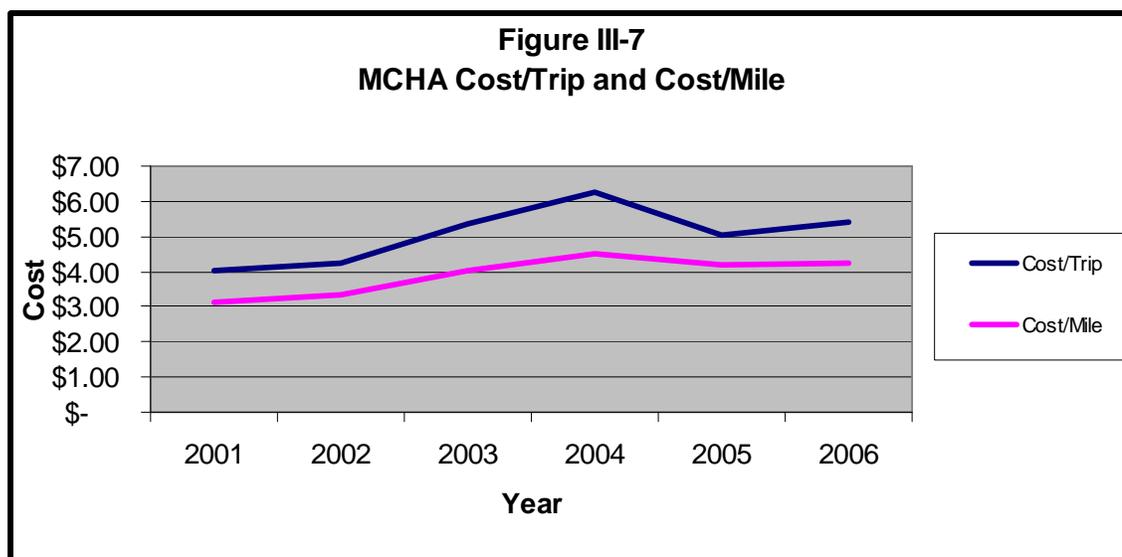
Ridership

Ridership was provided for the last five years with estimates for 2006. Ridership has stayed relatively constant, with annual one-way trips of between 10,000 and 13,000. Figure III-6 illustrates the ridership trends since 2001.



Performance Measures

The following performance measures were calculated for the Housing Authority from reported costs and ridership information. Figure III-7 illustrates the performance measure trends from FY 2001. As shown, costs have been increasing for service in the last several years.



- Annual cost: \$50,000
- Cost per hour: \$ 27.78
- Cost per passenger-trip: \$4.24
- Cost per mile: \$5.43
- Passenger-trips per hour: 6.6
- Passenger-trips per mile: 1.28

Jackson County Council on Aging

The Jackson County Council on Aging provides demand-response service using one 2002 van purchased with FTA Section 5310 capital funds. Service is provided from Jackson County to medical appointments and other services available in Laramie, Cheyenne, Fort Collins, Kremmling, Granby, and Steamboat Springs. This agency also pays for transportation for seniors through a mileage reimbursement program funded through the state.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-7. As shown, total operating costs are approximately \$12,000 annually for FY 2005-2006. Revenues are provided through a variety of sources. The agency received FTA 5310 for capital replacement in the past while current revenues are from Title IIIB funds, donations, general funds, and other sources.

Table III-7 JCCOA Operating Cost and Revenues (2006)	
Line Item	Amount
Operating Labor	\$3,600
Administration	\$2,000
Material and Supplies	\$2,900
Insurance/Licenses/Taxes	\$2,850
Other	\$550
Total Operating Admin Cost	\$11,900
Capital Costs	
Vehicles	\$ -
Equipment	\$ -
Total Capital Outlay	\$ -
Sources of Revenue	Amount
Donations	\$2,100
General Funds	\$3,400
Title III	\$11,000
Other Revenue Sources	\$2,800
Total Revenues	\$19,300
<i>Note: General Revenue, not all allocated to transportation services</i>	
<i>Source: JCCOA, 2006.</i>	

Fleet and Facility Information

As mentioned, the agency has a current fleet of one van as provided in Table III-8. Two part-time paid drivers are employed. Additionally, the council employs a Senior Coordinator and a bookkeeper who are paid as part-time employees.

Table III-8 JCCOA Vehicle Fleet						
Make	Type	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Ford	E350 Econoline Van	11	2002	None	Yes	Excellent

Source: JCCOA, 2006.

Ridership

Ridership was not provided for the last five years; however, there is a 2006 estimate of nearly 1,400 trips.

Performance Measures

The following performance measures were calculated for the Council on Aging from estimated 2006 costs and ridership information.

- Annual cost: \$13,700
- Cost per hour: \$32.40
- Cost per passenger-trip: \$9.80
- Cost per mile: \$1.61
- Passenger-trips per hour: 3.3
- Passenger-trips per mile: 0.16

Pioneer’s Hospital/Meeker Streeker

The Pioneer’s Hospital provides demand-response service in a four-to-five mile radius around Meeker and route deviations to nearby trade centers, including the Grand Junction area. Service is provided six days a week (Monday through Saturday) on the Meeker Streeker. Normal hours of operation are 8:30 a.m. to 2:00 p.m. Peak hours are 8:30 to 11:30 a.m. Due to funding restrictions, no fares are charged—however, donations are suggested. The service is mainly for seniors and persons with disabilities, and others requiring transportation for medical and personal care appointments, meals, worship, and shopping in the Meeker, Grand Junction, Rifle, and Craig areas.

The agency operates two vehicles that are owned by the Pioneer’s Hospital. Four part-time drivers operate the service. Meeker Streeker has been contacted for updated information. Once that information becomes available, it will be provided.

ADDITIONAL PROVIDERS

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

Lodge Shuttle Service in the Steamboat Springs Area

As is common in resort communities, substantial on-demand transportation services are provided by private operators. In the Steamboat Springs area, there are over 70 lodge shuttle vans are operated by condominium and property management firms for the benefit of their guests.

Many high-dollar resort accommodations require private transportation as a key amenity for guests.

Rail and Intercity Bus Service

In addition to the transit service providers in the region, there is both passenger rail and intercity bus service in the region. Intercity services consist of Amtrak, the Winter Park Ski Train, and Texas, New Mexico, and Oklahoma (TNMO/Greyhound Bus Lines). Housing in this planning area neither intercity bus or passenger rail service exist.

Available Passenger Rail Service

Passenger rail service is provided by Amtrak (the California Zephyr), which runs one westbound train and one eastbound train daily through Denver, with connections in Fraser and Granby. No rail service exists in the for county planning area.

Intercity Bus Service

Greyhound Bus Lines provides service to Winter Park, Fraser, Tabernash, Granby, Hot Sulphur Springs, and Kremmling. Jackson County is not served by Greyhound. The bus historically served Steamboat and Craig twice a day, seven days per week; however, this service has since been discontinued.

Independent Living Center

The Independent Living Center is a private nonprofit organization located in Craig. The service began operation in July 2002. The Independent Living Center raised \$7,340 for operations for the 2002-2003 fiscal year. The program has strong community support, with donations from the Kiwanis Club, Wal-Mart, Moffat County Commissioners, and the Town of Craig. The Town of Craig provides fuel for the vehicle.

Inventory of Existing Services

Van users must have an open consumer service record with the Independent Living Center and are limited to one round-trip a day unless there is extra capacity. Trip priorities are identified, with medical and therapy appointments given first priority. Fares are not charged, but donations are requested. The Center has been contacted and is awaiting return of updated information.

Alpine Taxi/Limo

Alpine Taxi/Limo Inc. is a well-established, for-hire transportation service operating under Common Carrier Authority issued by the Colorado Public Utilities Commission. While the primary service is the shuttle to and from Hayden Airport, Alpine also provides private executive and limousine service, private charters throughout Colorado, daily Denver shuttles, local taxi service, and group transfers.



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 four-county area in the Northwest TPR. As mentioned previously, there are several transportation services for the elderly and disabled population in the area; however, there are gaps and duplication in service. These identified gaps and duplications of services 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 areas throughout the rural portions of all four Counties which do not receive any type of transportation services. There are few general public providers, mainly in the resort areas of Steamboat Springs. Beyond that, the services are provided for client or market specific needs. Some transit connectivity between communities currently exists, as well as intercity service mentioned previously. Gaps in general public providers, as well as specialized providers, are apparent in the rural areas of the planning area. Many of the rural areas currently have some specialized services; however it is impossible to reach all areas of need with the limited resources. The following corridors in the planning area currently do not have any transportation services:

- US Highway 40 between Granby and Winter Park.
- State Highway 125 from Hot Sulphur Springs and Walden.
- Needed intercity service on US Highway 40 between Steamboat Springs and Kremmling and Walden; Greyhound had an intercity bus corridor on US Highway 40 through Steamboat and Craig and onto Salt Lake City, Utah. This service was discontinued in 2004.

Gaps and Duplication in Service

- No service on US Highway 34 north of Grand Lake.
- No service on US Highway 40 from Craig east to Utah.
- No service on State Highway 13 between Meeker and Craig.
- No service on State Highway 64 from Meeker to Rangely.
- East end of Grand County needs transit services.
- The need to examine passenger rail options through the region.
- Future land developments in Steamboat—i.e., additional 2,500 housing units in west Steamboat will incur additional transit needs in the future.
- Jackson County lost intercity service several years ago.

Service Type Gaps

The largest gap in this area is a lack of any rural general public transit providers in the area. As mentioned, while a local taxi provider does provide some service in the immediate Steamboat area, service for general public in many of the smaller communities is non-existent. Service is limited in terms of the following service types:

- No rural public provider identified.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips not only needed for seniors, but other segments such as low-income.
- Population continues to age and as the paratransit service areas grow to meet this need, these costs continue to increase.
- Difficulty in attracting transit drivers due to the oil industry and the cost difference between the two.
- Need for qualified drivers in the Steamboat area.
- Need facilities for providers.
- Park-and-ride lots needed throughout the area, particularly in relation to Steamboat Springs.
- Needed general public service in Craig and Moffat County.
- Hayden needs general public service.

- The Jackson COA needs increases in funding to pay drivers fair wages.
- Routt County has a need to expand hours at the Steamboat Springs Site. Additionally, expanding the service area was indicated by Routt County representatives.
- Ongoing fleet replacement needs for all agencies/operators.
- Needs for youth and children must be addressed.
- More general public service needed in the region.

Identified Service Duplication

There are a few service duplications due to the type of transportation providers. One identified service duplication is the fact that there are private providers in Steamboat Springs which provide much the same geographic service area as does Steamboat Springs Transit; however, coordination of services does occur and it is unlikely that SST becomes the sole provider of services in the city. As well, several of the regional elderly and disabled providers provide services into Steamboat Springs; however, it may not make sense to transfer patrons from one service to another.

SST and the local taxi provider must be careful that they do not infringe upon each other; however, this has not been a problem.

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



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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 geographic or service type gaps evident in the existing service area.

Appropriate Service and Geographic Gap Strategies

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

- Regular scheduled general public regional service from Meeker, Craig, and Hayden to Steamboat Springs.
- Additional elderly/disabled services in the rural portions of the planning area including Rangely, Meeker, and Craig.
- 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.

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

Coordinating Council

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

Benefits

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

Implementation Steps

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

Coalitions

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

Benefits

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

Implementation Steps

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

Vehicle Sharing

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

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.

Strategies to Eliminate Gaps and Duplication

- 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 that 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.
- Timing: 3 to 6 years.



Priorities for Implementation

INTRODUCTION

The four-county service area held a local coordination meeting in Steamboat, Colorado on October 27, 2006. Appendix B provides a summary of the attendees to that meeting. This local meeting was held to discuss service gaps, needs, and coordination strategies which could be done to improve service among providers. These meetings were facilitated by 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 the implementation plan in Chapter VII.

DISCUSSION AND PRIORITY OF STRATEGIES

The local coordination meeting was attended by various providers in the service area. The meeting was facilitated by CDOT Transit Unit staff and included a discussion of available services, an assessment of needs, and priorities for coordination. The following is a brief summary of those discussion items and issues.

Additional Service Needs

The following section details some of the short- and long-term service needs for the area. Additional needs are detailed in Chapter VII.

Short-Term (1 to 5 Years)

- Steamboat Springs has myriad operating and capital needs in the next five years. Refer to the 2030 Transit Element for a list of projects needed from 2006 to 2008. This list is incorporated in Chapter VII and not listed in this section.
- Jackson County Council on Aging has a need for one vehicle in the next five years.
- Moffat County has a need for vehicle replacement and expansion estimated at \$100,000. Additionally, Moffat County needs a bus storage facility estimated at approximately \$125,000.

Priorities for Implementation

- Routt County has a need to run commuter service from Oak Creek into Steamboat Springs.

Long-Term (6 to 15 Years)

- Independent Life Center requires three vehicles in the next ten years.
- Meeker Seniors require two replacement vans in the next ten years.
- SST requires one expansion paratransit vehicle in the next ten years. SST also requires park-and-ride lots in west Steamboat Springs totaling \$500,000 and fleet expansion. Commuter rail was listed as a placeholder.

General Discussion of the Issues

Local providers in the local Northwest four-county planning area discussed several transportation issues such as the following:

- There is a difficulty in finding qualified drivers for services.
- A regional system is needed in the area. The growth in the area, particularly Steamboat, is so fast that transit cannot keep pace.
- US Highway 40 has capacity problems.
- Needed facilities for some of the agencies.

Coordination Potential and Priorities

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

- Central Call Center for Transportation Services

A shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the area. This center can reduce administrative costs for the participating agencies and is the first step towards a central dispatch center. This center can greatly increase customer service for the area and can be implemented easily and at a fairly low cost.

- Hiring Strategies and/or Incentives

Given the difficulty in providing for qualified drivers and a labor pool, some strategy which could entice employees to drive for the local

agencies was discussed. This could include some type of hiring incentive. Many of the agencies are unable to pay drivers a salary which is competitive with other types of employment. Some agencies rely on volunteer drivers.

■ **Coordination of Maintenance and Storage Activities**

Steamboat Springs Transit indicated they would be more than happy to coordinate maintenance activities with the local agencies. This could be done on a contract basis for preventative maintenance, lift maintenance, or additional services. This could represent a cost savings for some agencies, as well as having qualified mechanics service both vehicle and lift equipment.

■ **Regional Transit System (potential for the formation of Rural Transportation Authority)**

A regional coordinated system was discussed as a need in the planning area. This could take the form of a Joint County planning function, coordinating councils, or the formation of a Rural Transportation Authority for the region.

■ **Need to coordinate trips for Craig**

The need for greater coordination of trips in the Craig area was discussed. This could include increased regional services or the coordination of providers for regional services into Steamboat Springs or other local areas.

■ **Possibility of Shared Dispatch Functions**

The possibility of sharing dispatch functions between the agencies was brought forth by attendees. The sharing of dispatch functions can represent a real cost savings for some agencies. This may be similar in function to a shared call center. Given that SST operates an effective paratransit dispatch center, the other local providers could work together to share schedules and dispatch functions. An 800-number could be established for those areas outside of Steamboat Springs. This number would be designated for trips outside Steamboat's paratransit service area and would be scheduled accordingly for the agencies. This can become an effective tool in reducing costs and increasing service effectiveness given SST's vast experience in scheduling.

■ **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.

■ Insurance Coordination

Through the Colorado Intergovernmental Risk Sharing Agency, pooled insurance programs may be a strong possibility, *if* a cost savings can be achieved.

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

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:

- A regional rideshare program could be expanded to aid in those services which need off-peak hours. The vanpool/rideshare program could be promoted for employees who work non-traditional hours. Regional park-and-ride lots would need to be established and served by the local providers.
- Vehicle transfer should continue where the SST make vehicles available to other agencies once they reach replacement age at a low cost.
- Local providers could coordinate on a weekly basis the need for regional trips to the larger Steamboat Springs area for services. Rather than have several agencies make separate trips, a regular scheduled regional tripper could be done between the agencies. To ensure cost sharing, each provider involved could take a turn at providing the service or, in turn, pay the share of the trip cost. This should be coordinated between Moffat County, Routt County, Jackson County, and the additional providers in the area.
- Additional local or regional service could be provided under a taxi voucher program using Alpine Taxi. This service could be

devised to operate for needed patrons after hours and for immediately-needed trips outside the Steamboat area. Cost could be shared and used as local match for vouchers. This is an FTA program which can be applied for through CDOT.

Local Priorities

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

- Hiring of qualified drivers, including investigating incentives.
- Formation of a coordination council.
- Shared or pooled insurance program.
- Shared maintenance and/or storage facilities and functions.
- Facility in the Craig area.



Implementation Plan

INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for the main providers within the four-county region. These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT.

Four providers are currently providing transportation services:

- Steamboat Springs Transit
- Routt County Council on Aging
- Moffat County Housing Authority
- Jackson County Council on Aging

Other agencies provide some level of 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. Included are:

- Pioneer's Hospital/Meeker Streeker provides demand-response service in Meeker six days a week. The service is primarily for seniors and persons with disabilities. Regional trips are also made to Grand Junction, Rifle, and Craig.
- Lodge Shuttle Services are provided by private operators to condominiums and property management firms. Efforts are made to coordinate these routes with the fixed-route transportation service.
- Independent Living Center in Craig has a van that provided service for residents. Medical and therapy appointments are given a priority.
- Alpine Taxi/Limo is a well-established, for-hire cab service. Primary travel is from/to the Hayden Airport.
- Passenger rail services are available through the Ski Train.

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

Budget estimates have been escalated at a rate of 10 percent annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. Budget requests from other transportation planning documents and funding resources, specifically the *Northwest 2030 Regional Transit Element* and the Colorado Transit Coalition, have been reviewed for consistency.

Steamboat Springs Transit

The Short-Range Transit Plan Budget for Steamboat Springs Transit has been developed based on an inventory of current services and community input. SST is a regional fare-based service with free in-town fixed-route and complementary paratransit service. Expansion, additional service hours, new and coordination services were adapted from the *Northwest 2030 Regional Transportation Plan – Transit Element*. Timing of implementing these services, initially shown in 2008, 2009, and 2010 is **preliminary** and is subject to the availability of local funds and review by the City of Steamboat Springs Government and community partners. Table VII-1 presents the Steamboat Springs Transit Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current operating and administrative costs of approximately \$2,500,000, will cost approximately \$3.0 million in 2008 based on an annual escalation factor of 10 percent.
- **Additional service hours** will provide east-side service connections to the park-and-ride and Transit Center and loop service north and south on Mt. Werner Road in 2009.
- **Coordination service** is scheduled to start in 2008 with three routes for rideshare van service. That should be coordinated with Routt County.
- **Replacement vehicle** requests include replacing the smaller passenger buses in 2008, 2009, 2010, and 2011. Additionally, larger vehicles are scheduled to be replaced in 2011 and 2013. It is anticipated that the larger vehicles will be heavy-duty

hybrid electric technology and cost \$492,000 each. Funding for these vehicles has been included in the current request from the FTA Section 5309 program through the Colorado Transit Coalition. Additional vehicles are scheduled for replacement in the long-term. Likely the timing of these requests may need to be adjusted so large capital request can be spread out over a longer time frame.

- **New vehicle** requests anticipate the addition of two vehicles in 2008, two in 2009, and seven in 2010 to support the new/expanded services. Funding for these vehicles has been included in the current request from the FTA Section 5309 program through the Colorado Transit Coalition.
- **Facilities** request includes funding for a remote storage facility in Craig to support regional service, park-and-rides in Hayden on the east side of Steamboat Springs, downtown curb extensions and bus stop and shelter upgrades. Capital funding for these facilities has been included in the current request from the FTA Section 5309 program through the Colorado Transit Coalition.
- **Equipment** request is to replace the existing bus washing machine, which is over 20 years old.

Anticipated revenues include:

- **FTA Section 5311** for operating and administration likely can increase given current funding increases in the program.
- **FTA JARC** funding will be requested to support vanpool service on three routes.
- **Other grant funding** is anticipated from the Section 5309 Capital grant program. Steamboat Transit is an active member of the Colorado Transit Coalition and had requested funding for the capital projects identified. Steamboat Transit anticipates receiving \$400,000 to support the Northwest Colorado regional transit bus transfer and storage facility on State Highway 9 in Craig from Senate Bill 1 Strategic Transit Program in 2006.
- **Fares** are expected to generate \$300,000.
- **Local operating and capital funds** are provided by local general fund sources.

Table VII-1 Short-Range Transit Plan Steamboat Springs Transit						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 3,057,791	\$ 3,363,570	\$ 3,699,927	\$ 4,069,920	\$ 4,476,912	\$ 4,924,603
<i>Expanded Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ 463,188	\$ 509,507	\$ 560,457	\$ 616,503	\$ 678,154
<i>New Services</i>	\$ -	\$ -	\$ 887,245	\$ 975,969	\$ 1,073,566	\$ 1,180,923
<i>Coordination Service</i>	\$ 199,650	\$ 219,615	\$ 241,577	\$ 265,734	\$ 292,308	\$ 321,538
Subtotal	\$ 3,257,441	\$ 4,046,373	\$ 5,338,255	\$ 5,872,081	\$ 6,459,289	\$ 7,105,217
Capital						
Replacement Vehicles						
Large Bus Replacement #				1		11
Mid-Sized Replacement #						
Small Bus Replacement #	1	5	1		1	
<i>Large Bus</i>	\$ -	\$ -	\$ -	\$ 637,154	\$ -	\$ 8,327,033
<i>Mid-Sized Bus</i>	\$ 60,000	\$ 321,000	\$ 68,694	\$ -	\$ 78,648	\$ -
Replacement Subtotal	\$ 60,000	\$ 321,000	\$ 68,694	\$ 637,154	\$ 78,648	\$ 8,327,033
New Vehicles						
Large Bus New #		2	3			
Mid-Sized New #						
Small Bus New #						
<i>Large Bus</i>	\$ -	\$ 1,072,560	\$ 1,753,636	\$ -	\$ -	\$ -
<i>Mid-Sized Bus</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicle Subtotal	\$ -	\$ 1,072,560	\$ 1,753,636	\$ -	\$ -	\$ -
Facilities	\$ 2,859,500	\$ -	\$ -	\$ 3,543,122	\$ -	\$ -
Equipment	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ 3,419,500	\$ 1,393,560	\$ 1,822,330	\$ 4,180,276	\$ 78,648	\$ 8,327,033
Grand Total	\$ 6,676,941	\$ 5,439,933	\$ 7,160,585	\$ 10,052,357	\$ 6,537,936	\$ 15,432,250



Routt County Council on Aging

The Short-Range Transit Plan Budget for the transportation services provided by the Routt County Council on Aging has been developed based on an inventory of current services and community input. No additional or expanded services are anticipated. Table VII-2 presents the Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$47,025 in 2005, will cost approximately \$62,600 in 2008 based on an annual escalation factor of 10 percent.
- **Replacement vehicle** requests include a replacement vehicle in 2008 to replace the 1999 Terra Transit Van, a replacement vehicle in 2009 to replace the 2000 IM Coach, and a replacement vehicle in 2013 to replace the 2004 Ford.
- **Routt County** would like commuter bus service from Oak Creek to Steamboat Springs. This is estimated to cost approximately \$82,000 to operate annually.
- **Service expansion** is presented as a placeholder in 2018. Using current cost per hour performance, an additional 1,500 hours of service were estimated at a cost of nearly \$110,000 annually.
- **New vehicle** requests include a vehicle for expansion of service in 2008 and 2018.

**Table VII-2
Short-Range Transit Plan
Routt County Council on Aging**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 62,590	\$ 68,849	\$ 75,734	\$ 83,308	\$ 91,638	\$ 100,802
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ 81,796	\$ 89,976	\$ 98,973	\$ 108,870	\$ 119,758	\$ 131,733
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 144,386	\$ 158,825	\$ 174,707	\$ 192,178	\$ 211,396	\$ 232,536
Capital						
 <u>Replacement Vehicles</u>						
Mid-Sized Bus Replacement #	1	1				1
<i>Mid-Sized</i>	\$ 60,000	\$ 64,200	\$ -	\$ -	\$ -	\$ 84,153
Replacement Subtotal	\$ 60,000	\$ 64,200	\$ -	\$ -	\$ -	\$ 84,153
 <u>New Vehicles</u>						
Mid-Sized Bus New #	1					
<i>Mid-Sized</i>	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicle Subtotal	\$ 60,000	\$ -				
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ 120,000	\$ 64,200	\$ -	\$ -	\$ -	\$ 84,153
Grand Total	\$ 264,386	\$ 223,025	\$ 174,707	\$ 192,178	\$ 211,396	\$ 316,689



Moffat County Council on Aging

The Short-Range Transit Plan Budget for transportation services provided by the Moffat County Housing Authority has been developed based on an inventory of current services and community input. No additional or expanded services are anticipated. Table VII-3 presents the Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on 2006 annual operating and administrative costs of \$52,162, providing service will cost approximately \$63,100 in 2008 based on an annual escalation factor of 10 percent.
- **Replacement vehicle** requests include replacing a vehicle in 2010.
- **New vehicle** requests include a van for expansion of service in 2014. No specific information was available to estimate operating costs.
- **Facilities** include funding for a bus shelter/garage in 2009 estimated at a cost of \$125,000, although this is likely a very low estimate.

Anticipated revenues include:

- **Title III** funding for senior services is anticipated to generate \$18,200 in funding in 2008.
- **FTA Section 5310** capital funding will be requested to support the purchase of replacement vehicles and a facility.
- **Fares/donations** under Title III are expected to generate \$1,000.
- **Local operating and capital funds** are supported by local taxes.

**Table VII-3
Short-Range Transit Plan
Moffat County Housing Authority**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 63,116	\$ 69,428	\$ 76,370	\$ 84,007	\$ 92,408	\$ 101,649
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 63,116	\$ 69,428	\$ 76,370	\$ 84,007	\$ 92,408	\$ 101,649
Capital						
 Replacement Vehicles						
Mid-Sized Bus Replacement #			1			
<i>Mid-Sized</i>	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
Replacement Subtotal	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
 New Vehicles						
Mid-Sized Bus New #						
<i>Mid-Sized</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicle Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ -	\$ 125,000	\$ 68,694	\$ -	\$ -	\$ -
Grand Total	\$ 63,116	\$ 194,428	\$ 145,064	\$ 84,007	\$ 92,408	\$ 101,649



Jackson County Council on Aging

The Short-Range Transit Plan Budget for Jackson County Council on Aging transportation service has been developed based on an inventory of current services, community input and analysis of additional service needs. The Jackson County COA would like to be able to fund a paid part-driver (500 hours/year) as well as purchase a second vehicle in 2009. Table VII-4 presents the Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$13,783, is projected to cost approximately \$16,700 to maintain current operations based on an annual escalation of 10 percent.
- **Additional service** includes a request for a paid, part-time driver estimated at \$10,200 annually beginning in 2008.
- **Replacement vehicle** includes funding to replace the 2002 Ford in 2010.
- **New vehicle** request include one vehicle in 2009 if population growth continues.

Anticipated revenues include:

- **Title III** funding for senior services is anticipated to generate \$13,400 in revenue.
- **FTA 5310** funding will be requested for the vehicle purchases.
- **Fares/donations** under Title III requirements will generate \$2,500.
- **Local operating and capital funds** are provided from the Town of Walden and Jackson County. Memorial/donations and fundraisers contribute 40 percent of the remaining local funds.

Table VII-4 Short-Range Transit Plan Jackson County Council on Aging						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 16,677	\$ 18,345	\$ 20,180	\$ 22,198	\$ 24,417	\$ 26,859
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ 10,200	\$ 11,220	\$ 12,342	\$ 13,576	\$ 14,934	\$ 16,427
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 26,877	\$ 29,565	\$ 32,522	\$ 35,774	\$ 39,351	\$ 43,286
Capital						
Replacement Vehicles						
Mid-Sized Bus Replacement #			1			
<i>Mid-Sized</i>	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
Replacement Subtotal	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
New Vehicles						
Mid-Sized Bus New #		1				
<i>Mid-Sized</i>	\$ -	\$ 64,200	\$ -	\$ -	\$ -	\$ -
New Vehicle Subtotal	\$ -	\$ 64,200	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ 64,200	\$ 68,694	\$ -	\$ -	\$ -
Grand Total	\$ 26,877	\$ 93,765	\$ 101,216	\$ 35,774	\$ 39,351	\$ 43,286



Other Transit Needs

As part of the discussions during the coordination meetings, other transportation needs and strategies were identified for future consideration. There was agreement that there is significant need for regional services. However, these service expansions are not specifically identified in any of the current providers plans and will need be addressed in future planning.

- Develop a regional rideshare program, particularly for employees working non-traditional hours.
- Local providers in more rural areas coordinate for weekly regional trips to services available in Steamboat Springs.
- Utilize taxi services through a voucher service to supplement service.

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

- Formation of a Rural Transportation Authority may be examined.
- Meeker/Streeker indicated a need to replace two vehicles in the next ten years. This is estimated to cost approximately \$120,000.
- Shared maintenance should begin as soon as possible. This would be investigated once a coordination council is formed.
- Assistance with driver hiring.
- Formation of a coordinating council.
- Investigate shared or pooled insurance options.
- Investigate shared maintenance/vehicle storage facilities.

2008-2013 Fiscally-Constrained Plan

The Fiscally-Constrained Plan is presented in Table VII-5. 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

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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 \$34 million, with a capital cost of approximately \$20 million. Total FTA funding is approximately \$3.2 million. The remainder of funding will need to be generated from local funding; this amount is estimated at \$51 million over the short term. This amount includes an additional \$27 in local funding to cover operations and capital.

Table VII-5
Local Transit Plan Summary

Implementation Plan

EXPENSES						
	2008	2009	2010	2011	2012	2013
Operating Costs						
Steamboat Springs Transit	\$ 3,257,441	\$ 4,046,373	\$ 5,338,255	\$ 5,872,081	\$ 6,459,289	\$ 7,105,217
Routt County COA	\$ 144,386	\$ 158,825	\$ 174,707	\$ 192,178	\$ 211,396	\$ 232,536
Moffat County Housing Authority	\$ 63,116	\$ 69,428	\$ 76,370	\$ 84,007	\$ 92,408	\$ 101,649
Jackson County COA	\$ 26,877	\$ 29,565	\$ 32,522	\$ 35,774	\$ 39,351	\$ 43,286
Meeker	\$ 30,000	\$ 33,000	\$ 36,300	\$ 36,300	\$ 36,300	\$ 39,930
Subtotal	\$ 3,521,821	\$ 4,337,191	\$ 5,658,154	\$ 6,220,340	\$ 6,838,744	\$ 7,522,618
Capital Needs						
Replacement Vehicles						
Large Bus Replacement						
Steamboat Springs Transit	\$ -	\$ -	\$ -	\$ 637,154	\$ -	\$ 8,327,033
Routt County COA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Moffat County Housing Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jackson County COA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Meeker	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ 637,154	\$ -	\$ 8,327,033
Mid-Sized Bus Replacement (\$60,000)						
Steamboat Springs Transit	\$ 60,000	\$ 321,000	\$ 68,694	\$ -	\$ 78,648	\$ -
Routt County COA	\$ 60,000	\$ 64,200	\$ -	\$ -	\$ -	\$ 84,153
Moffat County Housing Authority	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
Jackson County COA	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
Meeker	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ 84,153
Subtotal	\$ 120,000	\$ 385,200	\$ 274,776	\$ -	\$ 78,648	\$ 168,306
Replace Vehicles Subtotal	\$ 120,000	\$ 385,200	\$ 274,776	\$ 637,154	\$ 78,648	\$ 8,495,339
New Vehicles						
New Large Bus						
Steamboat Springs Transit	\$ -	\$ 1,072,560	\$ 1,753,636	\$ -	\$ -	\$ -
Routt County COA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Moffat County Housing Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jackson County COA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Meeker	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ 1,072,560	\$ 1,753,636	\$ -	\$ -	\$ -
New Mid-Sized Bus						
Steamboat Springs Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Routt County COA	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
Moffat County Housing Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jackson County COA	\$ -	\$ 64,200	\$ -	\$ -	\$ -	\$ -
Meeker	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 60,000	\$ 64,200	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ 60,000	\$ 1,136,760	\$ 1,753,636	\$ -	\$ -	\$ -
FACILITIES/EQUIPMENT						
Steamboat Springs Transit	\$ 3,359,500	\$ -	\$ -	\$ 3,543,122	\$ -	\$ -
Routt County COA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Moffat County Housing Authority	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -
Jackson County COA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Meeker	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 3,359,500	\$ 125,000	\$ -	\$ 3,543,122	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 3,521,821	\$ 4,337,191	\$ 5,658,154	\$ 6,220,340	\$ 6,838,744	\$ 7,522,618
TOTAL CAPITAL COSTS	\$ 3,539,500	\$ 1,646,960	\$ 2,028,412	\$ 4,180,276	\$ 78,648	\$ 8,495,339
TOTAL COSTS	\$ 7,061,321	\$ 5,984,151	\$ 7,686,566	\$ 10,400,616	\$ 6,917,392	\$ 16,017,957
ESTIMATED REVENUES						
Grant Funding						
SB-1 Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ 392,277	\$ 407,968	\$ 417,917	\$ 442,022	\$ 463,925	\$ 485,255
FTA 5310	\$ 43,712	\$ 45,890	\$ 47,009	\$ 49,720	\$ 52,184	\$ 54,583
FTA 5311	\$ 203,309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA New Freedom	\$ 7,820	\$ 8,267	\$ 8,468	\$ 8,957	\$ 9,401	\$ 9,833
FTA JARC	\$ 13,657	\$ 14,401	\$ 14,752	\$ 15,603	\$ 16,376	\$ 17,129
Subtotal	\$ 660,774	\$ 476,526	\$ 488,146	\$ 516,303	\$ 541,886	\$ 566,800
Local Funding						
Constrained Local Funding Available	\$ 3,115,601	\$ 3,427,161	\$ 3,769,877	\$ 4,146,865	\$ 4,561,551	\$ 5,017,707
ADDITIONAL LOCAL FUNDING REQUIRED	\$ 3,284,946	\$ 2,080,464	\$ 3,428,543	\$ 5,737,448	\$ 1,813,954	\$ 10,433,451
TOTAL FUNDING	\$ 7,061,321	\$ 5,984,151	\$ 7,686,566	\$ 10,400,616	\$ 6,917,392	\$ 16,017,957

Ten-Year Cost Estimate

The ten-year vision for project costs is based upon inflation, new and additional services, a capital plan based upon both new and replacement of vehicles, and known information on agency operations. Table VII-6 provides the estimated ten-year cost (2008-2018) costs for the local service area. As shown, total cost estimates show a need of approximately \$106 million over ten years. Of this total, approximately 56 percent is dedicated for system maintenance, or continuation of existing services. Thirty-six percent is for providing expanded or new services.

Twenty-four percent is for capital requests, of which approximately 11 percent is for replacement of vehicles for system maintenance. Six percent is for new bus facilities, while three percent of the total capital request is for new vehicles.



**Table VII-6
10-Year Operating and Capital Costs**

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Operating												
Existing Operational Costs	\$ 3,230,175	\$ 3,553,192	\$ 3,908,511	\$ 4,295,733	\$ 4,721,676	\$ 5,193,843	\$ 5,709,235	\$ 6,276,165	\$ 6,903,782	\$ 7,589,768	\$ 8,344,352	\$ 59,726,431
Expanded Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Additional Service Hours	\$ 10,200	\$ 474,408	\$ 521,849	\$ 574,034	\$ 631,437	\$ 694,581	\$ 764,039	\$ 840,443	\$ 924,487	\$ 1,016,936	\$ 1,227,566	\$ 7,679,979
New Services	\$ 81,796	\$ 89,976	\$ 986,218	\$ 1,084,840	\$ 1,193,323	\$ 1,312,656	\$ 1,443,921	\$ 1,588,314	\$ 1,747,145	\$ 1,921,859	\$ 2,114,045	\$ 13,564,093
Coordination Service	\$ 199,650	\$ 219,615	\$ 241,577	\$ 265,734	\$ 292,308	\$ 321,538	\$ 353,692	\$ 389,061	\$ 427,968	\$ 470,764	\$ 517,841	\$ 3,699,748
Subtotal	\$ 3,521,821	\$ 4,337,191	\$ 5,658,154	\$ 6,220,340	\$ 6,838,744	\$ 7,522,618	\$ 8,270,887	\$ 9,093,983	\$ 10,003,381	\$ 10,999,327	\$ 12,203,805	\$ 84,670,251
Capital												
Replace Vehicles	\$ 120,000	\$ 385,200	\$ 274,776	\$ 637,154	\$ 78,648	\$ 8,495,339	\$ 180,088	\$ 192,694	\$ 309,274	\$ 551,538	\$ 118,029	\$ 11,342,739
New Vehicles	\$ 60,000	\$ 1,136,760	\$ 1,753,636	\$ -	\$ -	\$ -	\$ 90,044	\$ -	\$ -	\$ -	\$ 236,058	\$ 3,276,498
Facilities	\$ 2,859,500	\$ 125,000	\$ -	\$ 3,543,122	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,527,622
Equipment	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Subtotal	\$ 3,539,500	\$ 1,646,960	\$ 2,028,412	\$ 4,180,276	\$ 78,648	\$ 8,495,339	\$ 270,131	\$ 192,694	\$ 309,274	\$ 551,538	\$ 354,087	\$ 21,646,858
Grand Total	\$ 7,061,321	\$ 5,984,151	\$ 7,686,566	\$ 10,400,616	\$ 6,917,392	\$ 16,017,957	\$ 8,541,019	\$ 9,286,677	\$ 10,312,655	\$ 11,550,865	\$ 12,557,892	\$ 106,317,109

Appendix A: Transit Demand and Demographic Maps



2006 Estimated Public Transit Demand using the TCRP Method
Moffat, Routt, Rio Blanco, and Jackson Counties - based on Permanent Population

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	Annual TOTAL	#	%	
Jackson	9556	1	1,010	50	1,060	250	1,310	5	37.5%	0
	9556	2	1,130	180	1,310	870	2,180	9	62.5%	9
	Subtotal Jackson County			2,140	230	2,370	1,120	3,490	14	
Moffat	1	1	620	30	650	390	1,040	4	5.0%	0
	1	2	480	70	550	360	910	4	4.4%	0
	2	1	350	0	350	100	450	2	2.2%	0
	2	2	410	0	410	160	570	2	2.7%	0
	3	1	500	0	500	70	570	2	2.7%	0
	3	2	730	140	870	970	1,840	7	8.9%	0
	3	3	990	140	1,130	30	1,160	5	5.6%	0
	4	1	280	80	360	0	360	1	1.7%	4
	4	2	370	110	480	110	590	2	2.8%	2
	4	3	890	210	1,100	180	1,280	5	6.2%	8
	4	4	2,200	140	2,340	1,190	3,530	14	17.0%	42
	4	5	910	110	1,020	270	1,290	5	6.2%	11
	5	1	0	0	0	0	0	0	0.0%	0
	5	2	640	160	800	460	1,260	5	6.1%	19
	5	3	750	40	790	180	970	4	4.7%	2
5	4	900	300	1,200	410	1,610	6	7.8%	13	
5	5	610	270	880	250	1,130	4	5.4%	12	
5	6	430	210	640	360	1,000	4	4.8%	18	
5	7	860	140	1,000	180	1,180	5	5.7%	26	
Subtotal Moffat County			12,920	2,150	15,070	5,670	20,740	81		159
Rio Blanco	9511	1	810	0	810	190	1,000	4	9.1%	0
	9511	2	1,620	90	1,710	450	2,160	8	19.6%	0
	9511	3	1,390	120	1,510	970	2,480	10	22.5%	30
	9511	4	1,490	170	1,660	320	1,980	8	18.0%	1
	9512	1	150	0	150	20	170	1	1.5%	0
	9512	2	1,000	70	1,070	320	1,390	5	12.6%	2
9512	3	1,030	150	1,180	670	1,850	7	16.8%	1	
Subtotal Rio Blanco County			7,490	600	8,090	2,940	11,030	43		33
Routt	1	1	640	30	670	0	670	3	3.0%	0
	1	2	860	170	1,030	60	1,090	4	5.0%	0
	1	3	360	70	430	70	500	2	2.3%	0
	2	1	900	300	1,200	380	1,580	6	7.2%	2
	2	2	660	90	750	350	1,100	4	5.0%	0
	3	1	130	30	160	60	220	1	1.0%	0
	3	2	550	100	650	140	790	3	3.6%	0
	3	3	890	80	970	290	1,260	5	5.7%	0
	3	4	460	50	510	290	800	3	3.6%	2
	4	1	310	0	310	50	360	1	1.6%	0
	4	2	330	240	570	520	1,090	4	5.0%	1
	4	3	520	90	610	0	610	2	2.8%	0
	5	1	1,220	80	1,300	330	1,630	6	7.4%	2
	5	2	300	30	330	230	560	2	2.5%	12
	5	3	930	0	930	230	1,160	5	5.3%	31
	5	4	50	0	50	0	50	0	0.2%	0
	5	5	410	90	500	570	1,070	4	4.9%	0
	5	1	80	0	80	0	80	0	0.4%	0
6	2	720	100	820	1,100	1,920	8	8.7%	0	
6	1	1,490	30	1,520	190	1,710	7	7.8%	0	
7	2	890	160	1,050	1,200	2,250	9	10.2%	3	
7	1	950	40	990	490	1,480	6	6.7%	0	
Subtotal Routt County			13,650	1,780	15,430	6,550	21,980	86		55
Moffat, Routt, Rio Blanco and Jackson County Transit Demand Total			36,200	4,760	40,960	16,280	57,240	224		257

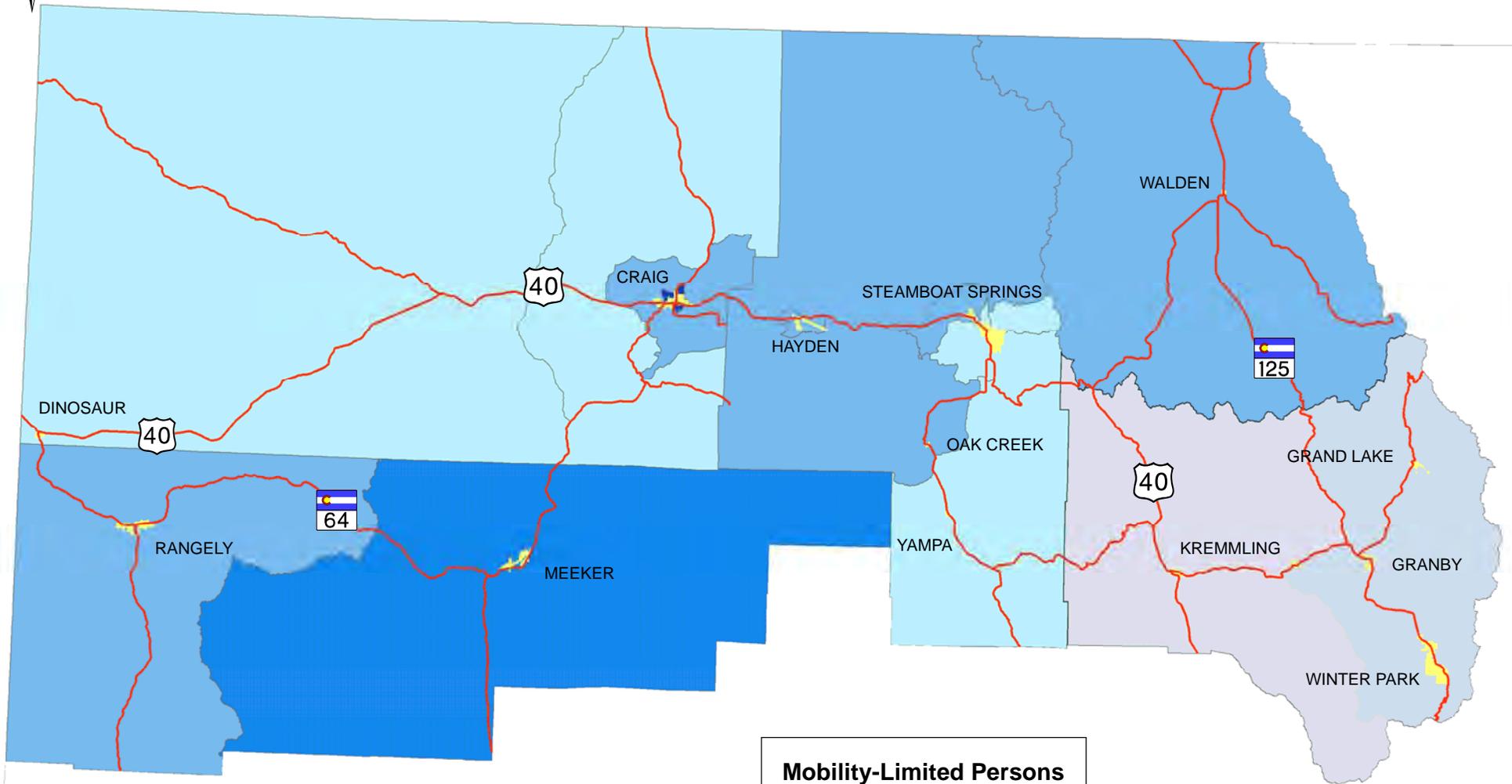
Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

2035 Estimated Public Transit Demand using the TCRP Method
Moffat, Routt, Rio Blanco, and Jackson Counties - based on Permanent Population

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	Annual TOTAL	#	%	
Jackson	9556	1	1,250	60	1,310	310	1,620	6	37.2%	0
	9556	2	1,400	230	1,630	1,100	2,730	11	62.8%	12
Subtotal Jackson County			2,650	290	2,940	1,410	4,350	17		12
Moffat	1	1	1,410	60	1,470	690	2,160	8	5.0%	0
	1	2	1,080	130	1,210	640	1,850	7	4.3%	0
	2	1	800	0	800	180	980	4	2.3%	0
	2	2	940	0	940	280	1,220	5	2.8%	0
	3	1	1,130	0	1,130	130	1,260	5	2.9%	0
	3	2	1,650	240	1,890	1,700	3,590	14	8.3%	0
	3	3	2,240	240	2,480	60	2,540	10	5.9%	0
	4	1	640	130	770	0	770	3	1.8%	9
	4	2	840	200	1,040	200	1,240	5	2.9%	5
	4	3	2,020	370	2,390	310	2,700	11	6.3%	17
	4	4	4,980	250	5,230	2,100	7,330	29	17.0%	88
	4	5	2,050	200	2,250	470	2,720	11	6.3%	23
	5	1	0	0	0	0	0	0	0.0%	0
	5	2	1,450	270	1,720	810	2,530	10	5.9%	39
	5	3	1,690	70	1,760	320	2,080	8	4.8%	5
	5	4	2,030	530	2,560	720	3,280	13	7.6%	27
5	5	1,380	470	1,850	430	2,280	9	5.3%	25	
5	6	970	370	1,340	640	1,980	8	4.6%	36	
5	7	1,950	240	2,190	310	2,500	10	5.8%	54	
Subtotal Moffat County			29,250	3,770	33,020	9,990	43,010	169		329
Rio Blanco	9511	1	1,410	0	1,410	270	1,680	7	9.3%	0
	9511	2	2,830	130	2,960	640	3,600	14	19.9%	0
	9511	3	2,430	170	2,600	1,380	3,980	16	22.0%	48
	9511	4	2,610	250	2,860	460	3,320	13	18.3%	1
	9512	1	260	0	260	20	280	1	1.5%	0
	9512	2	1,750	110	1,860	450	2,310	9	12.7%	3
9512	3	1,790	210	2,000	960	2,960	12	16.3%	2	
Subtotal Rio Blanco County			13,080	870	13,950	4,180	18,130	71		54
Routt	1	1	2,300	60	2,360	0	2,360	9	3.6%	0
	1	2	3,100	320	3,420	120	3,540	14	5.4%	0
	1	3	1,300	150	1,450	130	1,580	6	2.4%	0
	2	1	3,250	590	3,840	740	4,580	18	7.0%	5
	2	2	2,400	170	2,570	680	3,250	13	5.0%	1
	3	1	470	60	530	110	640	3	1.0%	0
	3	2	2,000	190	2,190	270	2,460	10	3.7%	0
	3	3	3,230	160	3,390	570	3,960	16	6.0%	0
	3	4	1,660	100	1,760	560	2,320	9	3.5%	6
	4	1	1,130	0	1,130	90	1,220	5	1.9%	1
	4	2	1,200	470	1,670	1,020	2,690	11	4.1%	2
	4	3	1,870	170	2,040	0	2,040	8	3.1%	0
	5	1	4,430	160	4,590	650	5,240	21	8.0%	8
	5	2	1,090	60	1,150	460	1,610	6	2.5%	35
	5	3	3,350	0	3,350	450	3,800	15	5.8%	103
	5	4	170	0	170	0	170	1	0.3%	0
	5	5	1,500	170	1,670	1,120	2,790	11	4.2%	1
5	1	300	0	300	0	300	1	0.5%	0	
6	2	2,600	190	2,790	2,140	4,930	19	7.5%	1	
6	1	5,390	70	5,460	370	5,830	23	8.9%	0	
7	2	3,220	310	3,530	2,340	5,870	23	8.9%	7	
7	1	3,430	80	3,510	960	4,470	18	6.8%	0	
Subtotal Routt County			49,390	3,480	52,870	12,780	65,650	257		170
Moffat, Routt, Rio Blanco and Jackson County Transit Demand Total			94,370	8,410	102,780	28,360	131,140	514		565

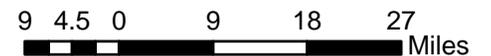
Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

Number of Mobility-Limited Persons

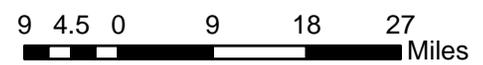
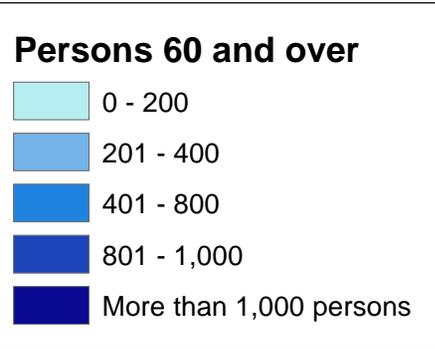
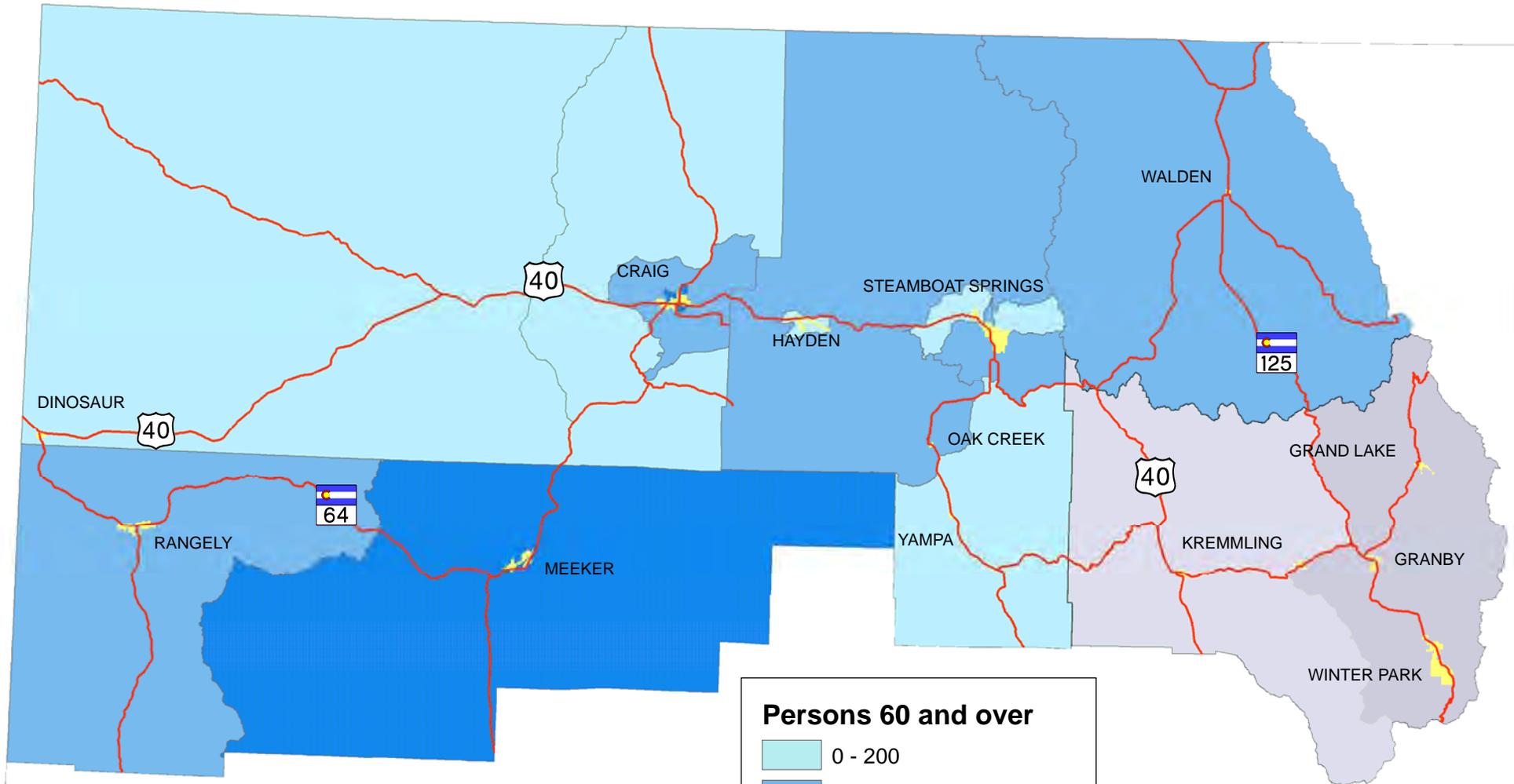


Mobility-Limited Persons

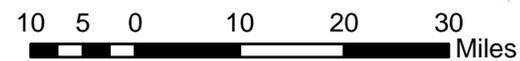
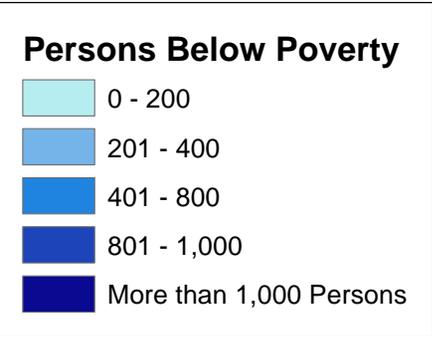
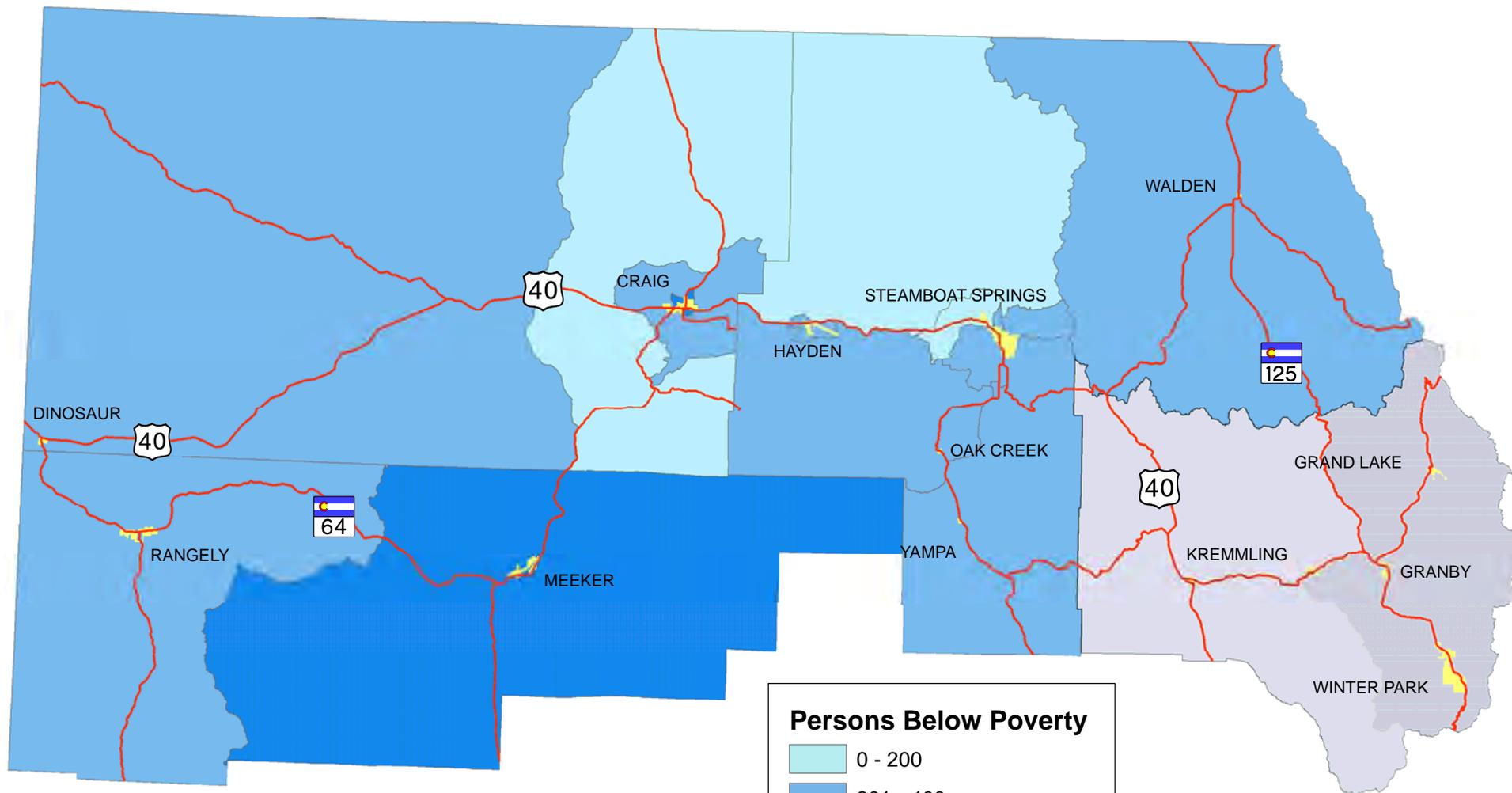
- 0 - 50
- 51 - 150
- 151 - 250
- 251 - 450
- More than 450 persons



Number of Persons Aged 60 and Over



Number of Persons Below Poverty



Appendix B: Coordination Meeting Attendees



Steamboat Springs - Coordinated Human Service Plan Meeting,

Friday October 27, 2006

Transportation Planning Region 12 – Northwest TPR

Steamboat Springs, Colorado - Steamboat Springs Community Center

Full Name: Jeannie Fischer
Representing: Jackson County Council on Aging
Business Address: P.O. Box 861 Walden, CO 80480
Phone/Fax: 970-723-8308
E-mail: Fischerranch@centurytel.net

Full Name: Shelley Orrell
Representing: Routt County Council on Aging
Business Address: P.O. Box 77207 Steamboat Springs, CO 80479
Phone/Fax: Ph-970-879-0623 FAX-970-871-9065
E-mail: RCCOA@springsips.com

Full Name: Keith Antonson
Representing: Moffat County Housing Authority
Business Address: 633 Ledford St., Craig, CO 81625
Phone/Fax: FAX-970-824-3660 Ph-970-824-5893
E-mail: Kantonson@moffatcounty.net

Full Name: Bobby O'Toole
Representing: Alpine Taxi
Business Address: 1755 Lincoln Ave., PO Box 5066, Steamboat Springs, CO 80477
Phone/Fax: Ph-970-879-2800 FAX-970-879-0979
E-mail: Bobby@AlpineTaxi.com

Full Name: Carol Ward
Representing: Steamboat
Business Address: PO Box 771514
Phone/Fax: 970-879-2292
E-mail: Carol-Joe-Ward@msn.com

Full Name: George Krawzoff
Representing: City of Steamboat Springs - SS Transit
Business Address: PO Box 775088, Steamboat Springs, CO 80487
Phone/Fax: Ph-970-879-3717 FAX-970-879-3806
E-mail: Gkrawzoff@steamboatsprings.net

Full Name: Sharon LaFevor
Representing: Meeker Transit
Business Address: Can't read handwriting
Phone/Fax: 970-878-5347
E-mail: AlphaOmega7@Amigo.net

Full Name: Evelyn Tileston
Representing: Independent Life Center
Business Address: PO Box 612, Craig, CO 81626
Phone/Fax: 970-826-0833
E-mail: Evelyn@Indlife.org

Full Name: Jonathon Flint
Representing: City of Steamboat Springs, SS Transit
Business Address: PO Box 775088, Steamboat Springs, CO 80487
Phone/Fax: Ph-970-879-3717 FAX-970-879-3806
E-mail: jflint@steamboatsprings.net