



APPENDIX A GLOSSARY OF TERMS



ACCESSIBLE VEHICLE (OR WHEELCHAIR-ACCESSIBLE VEHICLE OR ADA ACCESSIBLE VEHICLE) - Public transportation revenue vehicles, which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs, and which are accessible using ramps or lifts.

ADVANCED GUIDEWAY SYSTEM (AGS) – A fully automated, driverless, grade-separated transit system in which vehicles are automatically guided along a guideway. The guideway provides both physical support as well as guidance. The system may be elevated or at-grade. Examples include maglev systems, people mover systems and monorail.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA) – Legislation passed in 2009 as an economic stimulus program to fund projects such as improving education, building roads, public transportation, criminal justice, health care and others. The intent of the act is that it would result in jobs and other associated economic benefits.

AMERICANS WITH DISABILITIES ACT (ADA) – Federal civil rights legislation for disabled persons passed in 1990. It mandates that public transit systems make their services more fully accessible to the disabled. If persons with disabilities are not capable of accessing general public transit service, the law requires agencies to fund and provide for delivery of paratransit services which are capable of accommodating these individuals.

AREA AGENCY ON AGING (AAA) A state-approved county or regional body responsible for administering Title III funds within a particular geographical area. There are 16 AAAs in Colorado.

ASSET MANAGEMENT – A systematic and strategic process of operating, maintaining, upgrading and expanding physical assets effectively through their life cycles.

BROKERAGE - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.

BUS RAPID TRANSIT (BRT) – BRT combines the quality of rail transit with the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems (ITS) technology, priority for transit, lower emissions, quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

CAPITAL COSTS – Refers to the costs of long-term assets of a public transit system such as property, buildings, equipment and vehicles. Can include bus overhauls, preventive maintenance, mobility management and even a share of transit providers' ADA paratransit expenses.

CARPOOL – Arrangement made between a group of people that ride together to a designated place.

CAR SHARE – Companies that own cars that can be rented by members for the hour or day and are conveniently located at designated locations (transit stations, downtown, etc.).

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) - CDOT is primarily responsible for the design, construction, maintenance, and operation of Colorado Highway System, including the Interstate Highway System within the state's boundaries. Within CDOT, the Division of Aeronautics supports aviation interests statewide, the Division of Transit and Rail provides assistance to numerous transit systems around the state, and the Bicycle and Pedestrian Program supports improvements to non-motorized facilities, such as bike paths, trails and routes, and pedestrian walkways and trails. www.coloradodot.info

COLORADO TRANSPORTATION COMMISSION – The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission. The commission is comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the



Governor, confirmed by the Senate, and serves a four-year term. The Transportation Commission is responsible for formulating general policy with respect to the management, construction, and maintenance of the state's transportation system; advising and making recommendations to the Governor and the General Assembly relative to transportation policy; and promulgating and adopting CDOT's budgets and programs, including construction priorities and approval of extensions of abandonments of the state highway system.

www.coloradodot.info/about/transportation-commission

COMMUTER RAIL – A transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service is operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.

COUNCIL OF GOVERNMENTS (COG) – A voluntary association of local governments that operates as a planning body, collects and disseminates information, reviews applications for funding, and provides services common to its member agencies.

COMMUNITY CENTERED BOARDS (CCBS) – Private non-profit agencies that provide services to the developmentally disabled population. CCBs provide a variety of services, including transportation.

COORDINATION – A cooperative arrangement among public and private transportation agencies and human service organizations that provide transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages of consolidated transportation service providers. Coordination also means the cooperative development of plans, programs and schedules among responsible agencies and entities to achieve general consistency, as appropriate.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (COORDINATED PLAN) – a locally or regionally developed, coordinated plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation. The Federal Transit Administration (FTA) requires that a project be included in a Coordinated Plan to be eligible for certain federal transit funds.

CURB-TO-CURB – A form of paratransit or demand-response service that picks up passengers at the curbside.

DEADHEAD – The time/distance that a transit vehicle does NOT spend in revenue service or moving passengers, as in the movement from the garage to the beginning of a route.

DEMAND-RESPONSE SERVICE – Personalized, direct transit service where individual passengers request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed schedule or a fixed route, but travel throughout the community transporting passengers according to their specific requests. Can also be called "dial-a-ride," "paratransit" or "specialized service" to refer to any non-fixed route service. These services usually, but not always, require advance reservations and are often provided for elderly and disabled persons.

DEVIATED FIXED ROUTE – Provides service along a fixed route with deviations to pick up special riders (e.g., elderly and disabled persons) without significantly detracting from its schedule.

DISABLED – Any person who by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, is unable, without special facilities, to use local transit facilities and services as effectively as people who are not so affected.

DIVISION OF TRANSIT AND RAIL (DTR) – A division within the Colorado Department of Transportation (CDOT) responsible for transit and rail policy, planning, funding and oversight. DTR was created in 2009 to promote, plan, design, build, finance, operate, maintain and contract for transit services, including, but not limited to bus, passenger rail and advanced guideway systems. The Division is also responsible for administering and expending



state and federal transit funds, integrating transit and rail into the statewide transportation system, and developing a statewide transit and passenger rail plan as part of the multimodal statewide transportation plan.

DOOR-TO-DOOR SERVICE – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and the door of the passengers' home or other destination. A higher level of service than curb-to-curb, yet not as specialized as "door-through-door" service.

DOOR-THROUGH-DOOR SERVICE – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and within the home or destination. A higher level of service than curb-to-curb and door-to-door service.

ENVIRONMENTAL JUSTICE (EJ) – Refers to the fair treatment of all people, regardless of race, color, national origin or income in terms of the distribution of benefits and costs of federal programs, policies and activities. Executive Order 12898, signed by President Clinton on February 11, 1994, requires procedures be established to protect against the disproportionate allocation of adverse environmental and health burdens on a community's minority and low-income populations.

FARE BOX RECOVERY – The amount of revenue generated through fares by paying customers as a fraction of the total operating expenses.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) – The agency within the U.S. Department of Transportation that provides funding for the construction, maintenance and preservation of the nation's highways, bridges and tunnels. www.fhwa.dot.gov

FEDERAL TRANSIT ADMINISTRATION (FTA) – The agency within the U.S. Department of Transportation that administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. FTA provides financial assistance for capital, operating, administration and planning costs of these public transportation systems. www.fta.dot.gov

FEDERAL RAILROAD ADMINISTRATION (FRA) – The federal agency within the U.S. Department of Transportation that oversees certain aspects of rail services, especially safety issues. The FRA promulgates and enforces rail safety regulations, administers railroad assistance programs, conducts research and development in support of improved railroad safety and national rail transportation policy, among other things. www.fra.dot.gov

FIXED ROUTE – Transit services where vehicles run on regular, scheduled routes with fixed stops and no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

FUNDING AGENCY - Any organization, agency, or municipality that funds transportation services by contracting with another organization, agency, or municipality to provide the service. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER) ACT – Signed into law in 2009, FASTER provides state funds from an increase in vehicle registration fees to improve roadways, repair unsafe bridges, and support and expand transit. FASTER generates approximately \$200 million every year for transportation projects across Colorado. Of this, \$15 million annually goes to fund public transportation/transit projects statewide. Additional money is provided for city roads (approx. \$27 million annually) and county roads (approx. \$33 million annually). <http://www.coloradodot.info/projects/fasternew>



HEAD START – A federal program that provides support to children, birth to age five, that come from low income families by improving their physical, social and emotional development. Head Start programs are typically managed by local nonprofit organizations and are in almost every county in the country.

HEADWAY – The time interval between the passing of successive transit buses or trains moving along the same route in the same direction, usually expressed in minutes. It may also be referred to as service frequency.

HIGHWAY TRUST FUND (HTF) – is a federal transportation fund, established in 1956 to finance the Interstate Highway System. In 1982, the Mass Transit Fund was created and a portion of the HTF also funds transit projects. Revenue for the HTF is generated by the federal fuel tax (18.4 cents per gallon on gasoline and 24.4 cents per gallon of diesel fuel), which has not increased since 1993.

HIGHWAY USERS TAX FUND (HUTF) – A state transportation fund, primarily funded by a motor fuel tax of 22 cents per gallon. Colorado’s gas tax has been 22 cents since 1991. Funds are distributed based on a formula to CDOT, counties, and municipalities. Counties are authorized to flex HUTF dollars to transit, multimodal, bicycle, and pedestrian projects.

HUMAN SERVICES TRANSPORTATION - Transportation for clients of a specific human or social service agency that is usually limited to a specific trip purpose (e.g., Medicaid, Title III, etc.). Human service agency trips are often provided under contract to a human service agency and may be provided exclusively or rideshared with other human service agencies or general public service.

INTERCITY TRANSPORTATION - Long distance service provided between at least two urban areas or that connects rural areas to an urbanized area, usually on a fixed route, and often as part of a large network of intercity bus operators. Both express and local bus service may be provided. The Greyhound and Trailways systems are examples national intercity bus networks. Under the Federal Transit Administration’s Section 5311(f) program, intercity transportation service must receive no less than 15 percent of each state's total Section 5311 funding, unless a state's governor certifies that these needs are already being met.

ITS (INTELLIGENT TRANSPORTATION SYSTEMS) – Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems.

LAST MILE CONNECTION – Refers to the challenge of getting people from transit centers/stations to their final destination. Last mile connections can be made by walking, biking, shuttles, local bus routes, etc.

LIGHT RAIL – A transit mode that typically is an electric railway with a light volume traffic capacity characterized by vehicles operating on fixed rails in shared or exclusive right-of-way. Vehicle power is drawn from an overhead electric line (catenary).

LIMITED ENGLISH PROFICIENT (LEP) PERSONS - Refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

LOW-INCOME PERSON – A person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

LOW-INCOME POPULATION –Refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient person who will be similarly affected by a proposed DOT program, policy or activity.

MAGLEV (Magnetic Levitation) – A high-speed form of transit that moves along a fixed guideway by means of magnetic forces that vertically lift the vehicle from the guideway to propel it forward.



MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21) – A two-year funding and authorization bill to govern the United States federal surface transportation spending passed by Congress June 29, 2012 and signed into law by President Obama on July 6, 2012.

MATCH - State or local funds required by various federal or state programs to complement funds provided by a state or federal agency for a project. A match may also be required by states in funding projects that are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.

METROPOLITAN PLANNING ORGANIZATION (MPO) – The agency designated by law as responsible for carrying out the transportation planning process and developing transportation plans and programs within an urbanized area. MPOs are established by agreement between the Governor and the local governments. There are five MPOs in Colorado.

MINORITY PERSONS - includes the following:

- (1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- (2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- (3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- (4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- (5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

MODE/INTERMODAL/MULTIMODAL - *Mode* refers to a form of transportation, such as automobile, transit, bicycle, and walking. *Intermodal* refers to the connections between modes, and *multimodal* refers to the availability of transportation options within a system or corridor.

MODE SHARE – Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region’s transportation trips as a whole.

MONORAIL – Guided transit vehicles operating on or suspended from a single rail, beam or tube.

NATIONAL TRANSIT DATABASE (NTD): Annual reports (formerly known as “Section 15” reports) that provide financial and operating data that are required of almost all recipients of transportation funds under Section 5307. www.ntdprogram.gov/ntdprogram/

NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT) - A form of medical transportation that is provided in non-emergency situations to people who require special medical attention. Often a form of human service transportation and a resource of Departments of Health and Human Services.

OLDER AMERICANS ACT (OAA) – An act passed in 1965 to addresses the needs of older adults and provide comprehensive services to those at risk of losing their self dependence. The act focuses on boosting the income, housing, health, employment, retirement and community services for older adults.



OPERATING EXPENSES/COSTS – The sum or all recurring expenses (e.g., labor, materials, supplies, fuel and equipment) associated with the operation and maintenance of the transit system including maintain equipment and buildings, operate vehicles, and to rent equipment and facilities.

OPERATING REVENUES – All funds generated from the operation of a transit system, including passenger fares, donations, advertising fees, etc.

PARATRANSIT SERVICE - The ADA requires public transit agencies that provide fixed-route service to provide “complementary paratransit” services to people with disabilities who cannot use the fixed-route bus or rail service because of a disability. The ADA regulations specifically define a population of customers who are entitled to this service as a civil right. The regulations also define minimum service characteristics that must be met for this service to be considered equivalent to the fixed-route service it is intended to complement. In general, ADA complementary paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, for no more than twice the regular fixed route fare.

PARK-AND-RIDE – A parking garage or lot used for parking passengers’ automobiles while they use transit agency facilities. Generally established as collector sites for rail or bus service, but may also serve as collector sites for vanpools and carpools, and as transit centers. Can be either free or fee-based.

PERFORMANCE MEASURES – Specific measures developed to evaluate the impact and effectiveness of public transit.

PUBLIC (MASS) TRANSPORTATION – Transportation by bus, rail, or other conveyance, either publicly or privately owned, provided to the general public or special service on a regular and continuing basis. Does not include school bus, charter, or sightseeing service.

REGIONAL PLANNING COMMISSION (RPC) – The planning body responsible for transportation planning within a MPO or rural area.

REGIONAL TRANSPORTATION PLAN (RTP) – A multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO or RPC through the transportation planning process.

REVENUE SERVICE MILES – The time when a vehicle is available to the general public, including running time and layover/recovery time.

RIDESHARING – A form of transportation in which two or more people shares the use of a vehicle, such as a van or a car. Also known as carpool or vanpool.

SERVICE AREA - A measure of access to transit service in terms of population served and area coverage (square miles). For fixed-route service, service areas are typically arranged in corridors. Complementary ADA paratransit services are required by ADA law to extend ¾ mile beyond the fixed-route corridors. As demand response serves a broad area and does not operate over a fixed route, the “service area” encompasses the origin to destination points wherever people can be picked up and dropped off.

SERVICE SPAN – The hours at which service begins and ends during a typical day.

SOCIAL SECURITY ACT (SSA) – Federal legislation enacted in 1935 to provide elderly citizens (age 60 and older) with a monthly stipend, which is funded by payroll taxes on working citizens. The Act has been amended several times and now also provides stipends to dependents and those with disabilities.

STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC) – Committee that provides advice to the Colorado Department of Transportation and the Transportation Commission on the needs of the transportation system in Colorado and review and comment on all regional transportation plans submitted by the transportation planning regions and/or CDOT.



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – A statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, regional transportation plans, and TIPs, and required for projects to be eligible for funding.

STATEWIDE TRANSPORTATION PLAN – The long-range, fiscally constrained, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from the time of adoption, developed through the statewide transportation planning process, and adopted by the Colorado Transportation Commission.

TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) – A federal assistance program created in 1997. It is a social security program that provides financial assistance to indigent American families with dependent children through the Department of Health and Human Services.

TITLE VI – A federal regulation that prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including denial of meaningful access for limited English proficient persons.

TRANSIT AND RAIL ADVISORY COMMITTEE (TRAC) – An advisory committee created specifically to advise the CDOT Executive Director, the Colorado Transportation Commission and the Division of Transit and Rail on transit and rail related activities.

TRANSIT ORIENTED DEVELOPMENT (TOD) – A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

TRANSPORTATION DEMAND MANAGEMENT (TDM) – Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

TRANSPORTATION DISADVANTAGED: A term used to describe those people who have little or no access to meaningful jobs, services, and recreation because a transportation system does not meet their needs. Often refers to those individuals who cannot drive a private automobile because of age, disability, or lack of resources.

TRANSPORTATION EXPENSES - Expenses for transportation services including vehicle operation, scheduling, dispatching, vehicle maintenance, fuel, supervision, fare collection (including ticket or scrip printing and sales), and other expenses for the purpose of carrying passengers, whether provided in-house, through contracts, or via taxicab.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the transportation planning process, consistent with the regional transportation plan, and required for projects to be eligible for funding. The TIP is included in the STIP without modification.

TRANSPORTATION PLANNING REGION (TPR) – A geographically designated area of the state within which a regional transportation plan is developed. The term is inclusive of non-MPO TPRs, MPO TPRs and areas with both. There are 15 TPRs in Colorado; 5 are MPOs and 10 are in rural areas of the state.

TRANSPORTATION PROVIDER - Any organization, agency, or municipality that operates its own vehicles with agency staff and schedules trips for passengers or clients. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

URBANIZED AREA - An area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages, and towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a



density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

U.S. DOT (UNITED STATES DEPARTMENT OF TRANSPORTATION) – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports headed by the secretary of transportation. The DOT includes the Federal Highway Administration, Federal Railroad Administration, Federal Aviation Administration and the Federal Transit Administration, among others. www.dot.gov

VANPOOL – An arrangement in which a group of passengers share the use and costs of a van in traveling to and from pre-arranged destinations together.

WORKFORCE INVESTMENT ACT (WIA) – A federal law enacted in 1998 to provide workforce investment activities, through statewide and local workforce investment systems with a goal of increasing the employment, retention, and earnings of participants and to increase occupational skill attainment.



APPENDIX B TRANSIT WORKING GROUP



The following is a list of stakeholders invited to the Transit Working Group meetings in the Central Front Range region.

Central Front Range Transit Working Group Invitees

Agency	Name	Title
Action 22	Cathy Garcia	President/CEO
Boys and Girls Club	Penny Wilken	
Cañon City	Robin Gooldy	
Cañon City	Adam Lancaster	City Engineer
Cañon City Chamber of Commerce		
Cañon City Schools	Brad Kemper	
Cañon City Workforce Center	Linda Lane Pings	
CDOT DTD	Michael Snow	Planning Liaison
CDOT DTR	Tracey MacDonald	Project Manager
CDOT DTR	John Valero	Planner
CDOT Region 2	Tom Wrona	Regional Transportation Director
CDOT Region 2	Wendy Pettit	Region Planner
CDOT Transportation Commission	Les Gruen	District 9 Commissioner
CDOT Transportation Commission	Gilbert Ortiz, Sr.	District 10 Commissioner (former)
CDOT Transportation Commission	Bill Thiebaut	District 10 Commissioner
Chaffee County	Jim Osborne	County Commissioner
Chaffee County	Robert Christiansen	Director, General Administration
Chaffee County	Frank Holman	County Commissioner
Chaffee County Economic Development Council	Ellen Olson	Director
Chaffee Shuttle	Connie Cole	Owner/Manager
Chealsey's Charters	Chris Francis	Owner
City of Colorado Springs	Lisa Czelatdco	Council Member
City of Cripple Creek Transportation	Ted Schweitzer	Transit Manager
Colorado Division of Vocational Rehabilitation	Mary Smith	
Colorado Division of Vocational Rehabilitation	John Ferlin	
Colorado Mountain College	Susanna Spaulding	Division Director

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Name	Title
Colorado Springs Independence Center	Courtney Stone	
Colorado Springs Independence Center	Achini Wijesinghe	
Community Intersections	Kevin Graves	Chief Operating Officer
Community of Caring Foundation	Ted Borden	Executive Director
El Paso County	Dennis Hisey	County Commissioner
Fountain Valley Senior Center	Dennis Crosser	Director
Fremont County	George Sugars	Administrator
Fremont County	Ed Norden	County Commissioner
Fremont County	Debbie Bell	County Commissioner
Fremont County Cab	Gary and Mary Howard	Owners
Fremont County DHS	Jim Berg	
Fremont County DHS	Steve Clifton	Director
Fremont County DHS	Janice Brekke	
Fremont County Head Start	JoBeth Palmer	Director
Fremont County Veterans Service Office	Albert Augustine	Veterans Service Officer
Friendly Visitors		
Golden Shuttle/Fremont County Transit	Shirley Donahue	
Golden Shuttle/Fremont County Transit	Jim Wiles	Executive Director
Heart of the Rockies Regional Medical Center	Diane Brooks	
Innovage (Seniors, Inc.)		
Loaves & Fishes Ministries	Don Farr	
Monarch Ski Area		
Mountain Valley Developmental Services	Dana Peterson	Director of Human Services
Park County	Mark Dowaliby	County Commissioner
Park County Senior Coalition	Bobbi Gore	Director
Pikes Peak Area Agency on Aging	Guy Dutra-Silveira	Director

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Name	Title
Pikes Peak Area Council of Governments	Angel Bond	Mobility Manager
Pikes Peak Area Council of Governments	Craig Casper	Transportation Director
Pikes Peak Area Council of Governments	Rob MacDonald	Executive Director
Pikes Peak Regional Transportation Authority	Rick Sonnenburg	Program Manager
Rocky Mtn Conf. UMC	Lori Isenberger	
Silver Key Senior Services	Ashley Brehm	Grants Manager
Starpoint	Jan Butler	Finance Director
Starpoint	Robert Lovegrove	Chief Financial Officer
Starpoint Adult & Children's Services	Bill Davis	Director
Teller County	Norm Steen	County Commissioner
Teller Senior Coalition	Gerry Coulter	Fleet Manager
Teller Senior Coalition	Barbara Berger	Executive Director
The Resource Exchange	David Ervin	Executive Director
TransitPlus	Cally Grauberger	Consultant
TransitPlus	Ralph Power	Consultant
Upper Arkansas Area Agency on Aging	Jody Lohnes	Director
Upper Arkansas Area Council of Governments	Jody Lohnes	Executive Director
Upper Arkansas Area Council of Governments	Judy Gilkerson	Administrative Assistant
Valley Assisted Living		
Wet Mountain Rotary Community Service, Inc.	Shelly Penkoff	Administrator



B.1 – Transit Working Group Meeting #1

Central Front Range Transportation Planning Region

Date: July 29, 2013
Time: 1:30 PM – 3:30 PM
Location: UAACOG
3224-A Independence Road
Canon City, Colorado

Agenda

Meeting Goal: Identify the region's transit and human service transportation issues/needs and provide information on project approach.

- 1) Welcome & Introductions (10 minutes)
- 2) Project Background (15 minutes)
- 3) Public Involvement Approach (10 minutes)
- 4) Key Elements of a Coordinated Transportation Plan (5 minutes)
- 5) Regional Planning (20 minutes)
 - a. Demographics
 - b. Central Front Range TPR 2008 Plan Summary
 - i. Vision
 - ii. Goals & Objectives
- 6) Regional Transit Needs, Projects, and Priorities (50 minutes)
 - a. Immediate Needs
 - b. Long-Term Vision
- 7) Next Steps (10 minutes)
 - a. Project Correspondence and Information by Emails/Web
 - b. Feedback on Demographic Data/Maps
 - c. Surveys (Distributed July 24th – Submit by August 7th)
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

CDOT Project Manager: John Valerio john.valerio@state.co.us
Work: 303-757-9769

Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

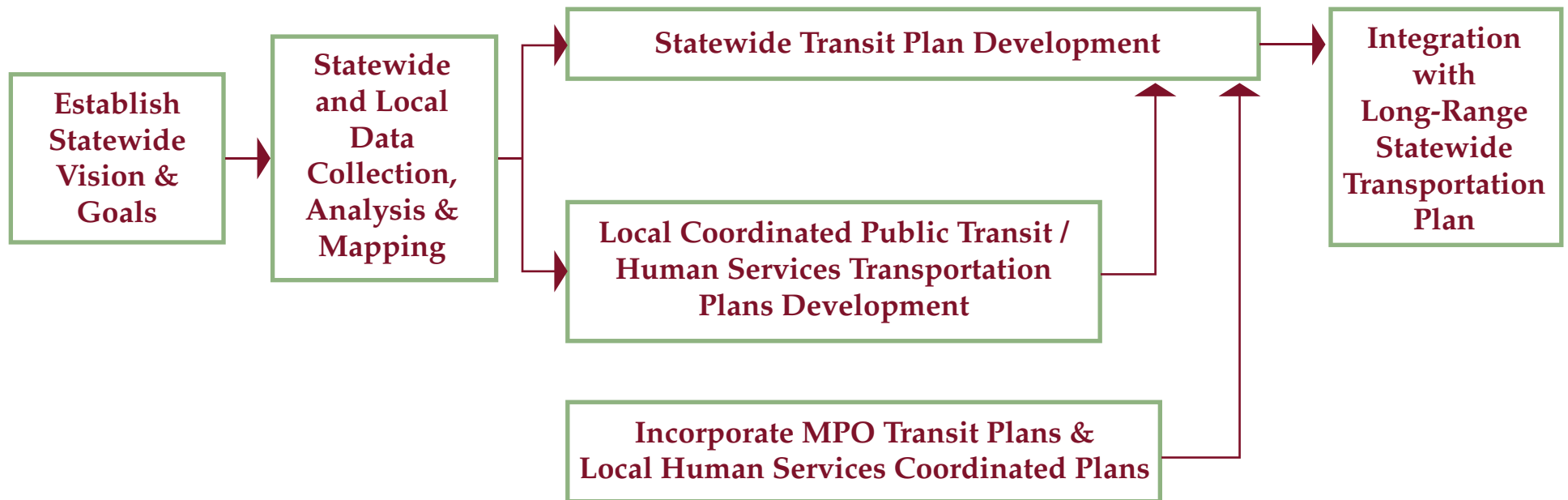
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

Conference Call # 1-877-820-7831
Participant Code: 418377#

Work Plan

Public Involvement & Agency Coordination

- Statewide Steering Committee
- Technical Working Groups
- Public Open Houses



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide Transit Plan Goals and Objectives

- Develop a vision for an integrated transit system
- Develop policies that identify and support programs / projects to:
 - *Increase availability and attractiveness of transit*
 - *Make transit more time-competitive*
 - *Maximize role of transit in the broader transportation system*
 - *Reduce vehicle-miles traveled and emissions*
 - *Coordinate service*
- *Communicate the value of transit*

Guiding Principles for Transit Planning at CDOT

- When planning and designing for future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system. CDOT will facilitate increased modal options and interface to facilities for all transportation system users.
- CDOT will consider the role of transit in maintaining, maximizing and expanding system capacity and extending the useful life of existing transportation facilities, networks and right-of-way.
- CDOT will promote system connectivity and transit mobility by linking networks of local, regional and interstate transportation services.
- CDOT will work towards integrating transit to support economic growth and development, and the state's economic vitality. CDOT will pursue transit investments that support economic goals in an environmentally responsible manner.
- CDOT will establish collaborative partnerships with local agencies, transit providers, the private sector and other stakeholders to meet the state's transit needs through open and transparent processes.
- CDOT will advocate for state and federal support of transit in Colorado including dedicated, stable and reliable funding sources for transit. Through partnerships, CDOT will leverage the limited transit funds available and seek new dollars for transit in Colorado.

The Statewide Transit Plan will Include:

- Ten local transit and human services coordination plans
- A vision for transit in Colorado
- CDOT's role in fulfilling the State's vision
- Policies, goals, objectives and strategies for meeting needs
- Visions for multimodal transportation corridors
- Demographic and travel profiles
- Existing and future transit operations and capital needs
- Funding and financial analysis
- Performance measures
- Public involvement
- Statewide survey of the transportation needs of the elderly and disabled

Local Transit and Human Services Transportation Coordination Plans will Include:

- Local vision, goals, and objectives
- Regional demographics
- An inventory of existing services
- Identification of needs and issues
- Prioritized projects and strategies
- Vision and framework for transit in 20 years
- Public involvement and agency coordination
- Funding and financial analysis

Team Structure

Statewide Steering Committee (SSC)

- A body of 25-30 members representing a wide range of federal, state and local planning entities, transit providers, advocacy groups and special needs groups.

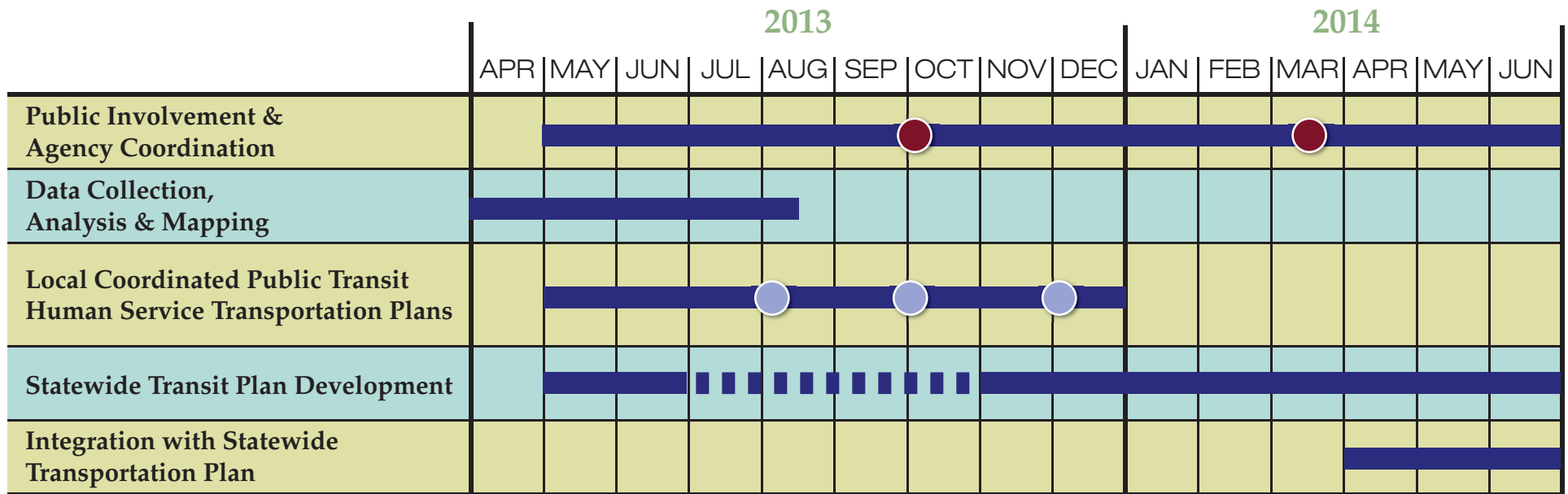
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

TPR Technical Working Groups (TWG)

- CDOT DTR staff
- CDOT Region staff
- TPR staff
- Local / regional coordinating councils
- Key transit providers and human service organizations
- Other affected local stakeholders

- Meet approximately three times
- Help identify statewide and regional needs
- Advise team on development of local transit plans

Project Overview Schedule



 Open Houses in each TPR
  TPR Technical Working Group Meeting

The schedule of all open houses will be coordinated with the outreach program for the Statewide Transportation Plan. All meeting dates are subject to change.

What is a Coordinated Transit Plan?

Transportation coordination is a process between transportation organizations and providers to maximize the use of transportation resources through shared responsibility, management and funding of transportation services.

The purpose of this coordinated plan will be to:

- ▶ Provide a process where transit and human service providers can discuss issues
- ▶ Identify areas where enhanced coordination between transit and human services might be beneficial
- ▶ Establish a set of priorities and projects to improve mobility and access
- ▶ Move some priorities and projects into the larger regional and statewide planning processes to gain state assistance and/or funding; and
- ▶ Satisfy the requirements for a coordinated transit and human services transportation plan under MAP 21.

Why do we need to coordinate transit services?

In times of limited funding options, coordinated planning is one way to create added capacity and free up funding resources for baseline or enhanced transit services.

In addition, there may be changes in conditions, programs, and transit needs. Your region may benefit from a readjustment of services to help use resources most effectively.

As with any business or organization, it is helpful periodically to review processes and identify areas for greater efficiency. Your region may consider the following:

- ▶ A level of transportation service well below the level of need;
- ▶ Vehicles and other resources not utilized to capacity;
- ▶ Duplicative services in some areas of the community and little or no service in other areas;
- ▶ Variations in service quality among providers, including safety standards;
- ▶ A lack of overall information for consumers, planners and providers about available services and costs; and
- ▶ Multiple transportation providers, each with its own mission, equipment, eligibility criteria, funding sources, and institutional objectives, resulting in duplication of expenditures and services

If so, there is an opportunity to use this transit process to create dialog and work on strategies and actions that can make a difference to daily operations and, in turn, to the customers who are served.

What will this plan do?

Some of the objectives of this plan include:

- ▶ Review of the demographic profile and transit services within the region for any changes in recent years
- ▶ Establish a transit-human service coordination vision and subsequent goals and objectives
- ▶ Provide a prioritized list of goals that can be used to prioritize strategies and projects
- ▶ Move from a list of issues to action strategies that would enhance mobility and access

What value does transit coordination bring to the region?

There are several positive outcomes achieved through transit coordination that add value to a region, including:

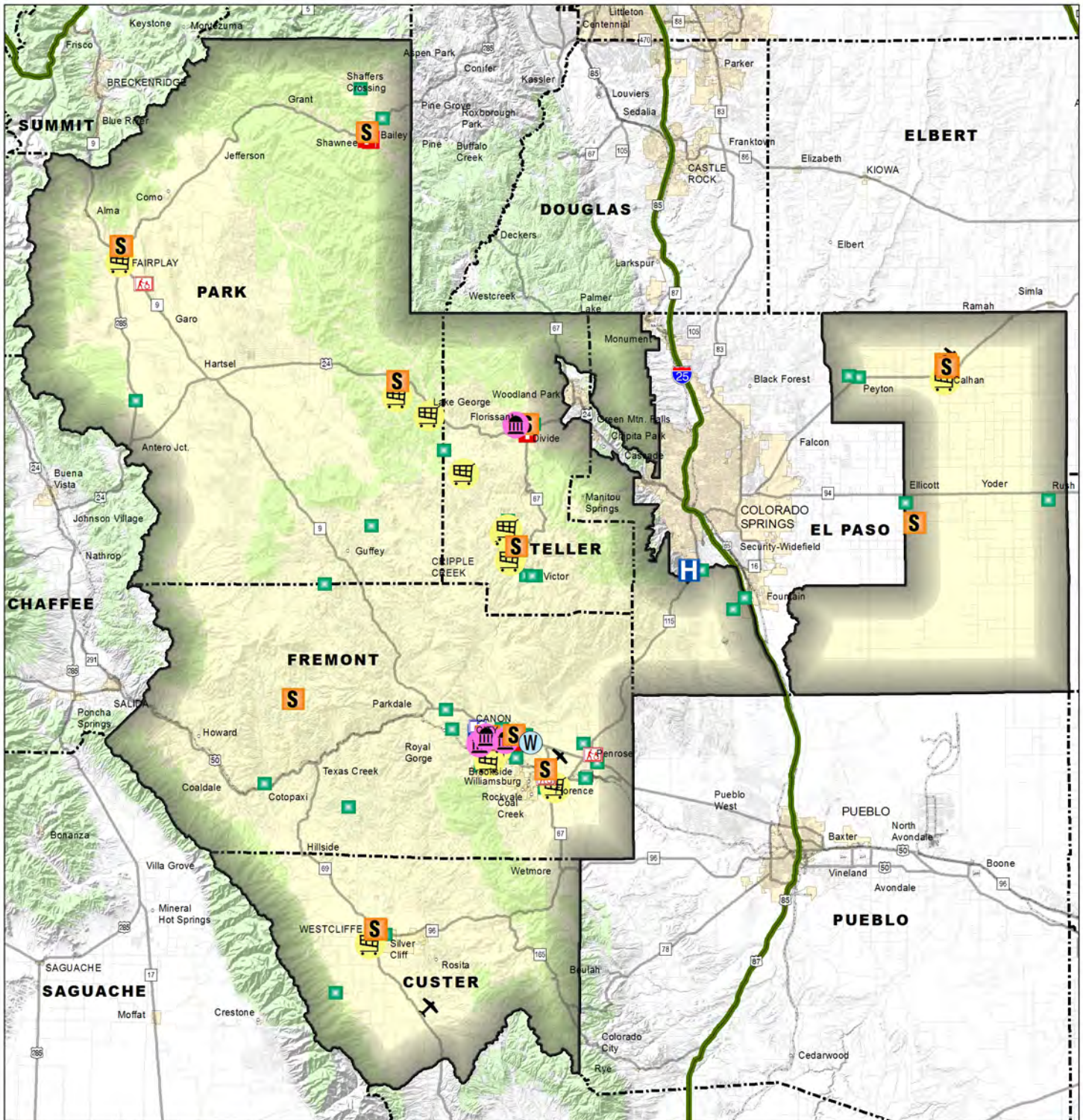
- ▶ **Reduces Cost Inefficiencies** - Higher quality and more cost-effective services can result from more centralized control and management of resources; reduced cost of capital and better use of capital investments ; and matching customers with the least restrictive and least costly service that best meets their needs for a particular trip.
- ▶ **Improves Cost Efficiency**, leading to reduced costs per trip - Coordinated transportation services often have access to more funds and thus are better able to achieve economies of scale. They also have more sources of funds and other resources, thus creating organizations that are more stable because they are not highly dependent on only one funding source.
- ▶ **Improves quality of life and cost savings** – Coordinated services can offer more visible transportation services for consumers and less confusion about how to access services. It can also provide more trips at lower cost. This improved mobility can enable people to live independently at home for a longer period of time.
- ▶ **Promotes diverse travel options** - For many people, receiving transportation services such as taxis, vans, buses or other options is not a choice, but rather a necessity. Coordinated transportation services can often provide the most number of choices from which a traveler can choose.

Central Front Range

Transportation Planning Region

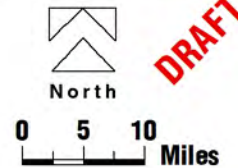
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.

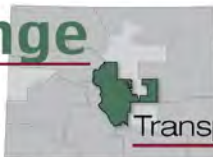


Legend

- | | | | |
|---------------------------|-------------------------------|----------------------------------|-----------------------|
| Workforce Centers | Grocery Stores | Employers with 50+ Employees | Airports/Airfields |
| Mental Health Services | Hospitals | Central Front Range TPR Boundary | Interstate Highways |
| Human Service Agencies | Higher Education Institutions | Incorporated Cities and Towns | County Boundaries |
| Correctional Institutions | Senior Citizens' Services | National Forests | State Boundaries |
| | | | U.S. & State Highways |



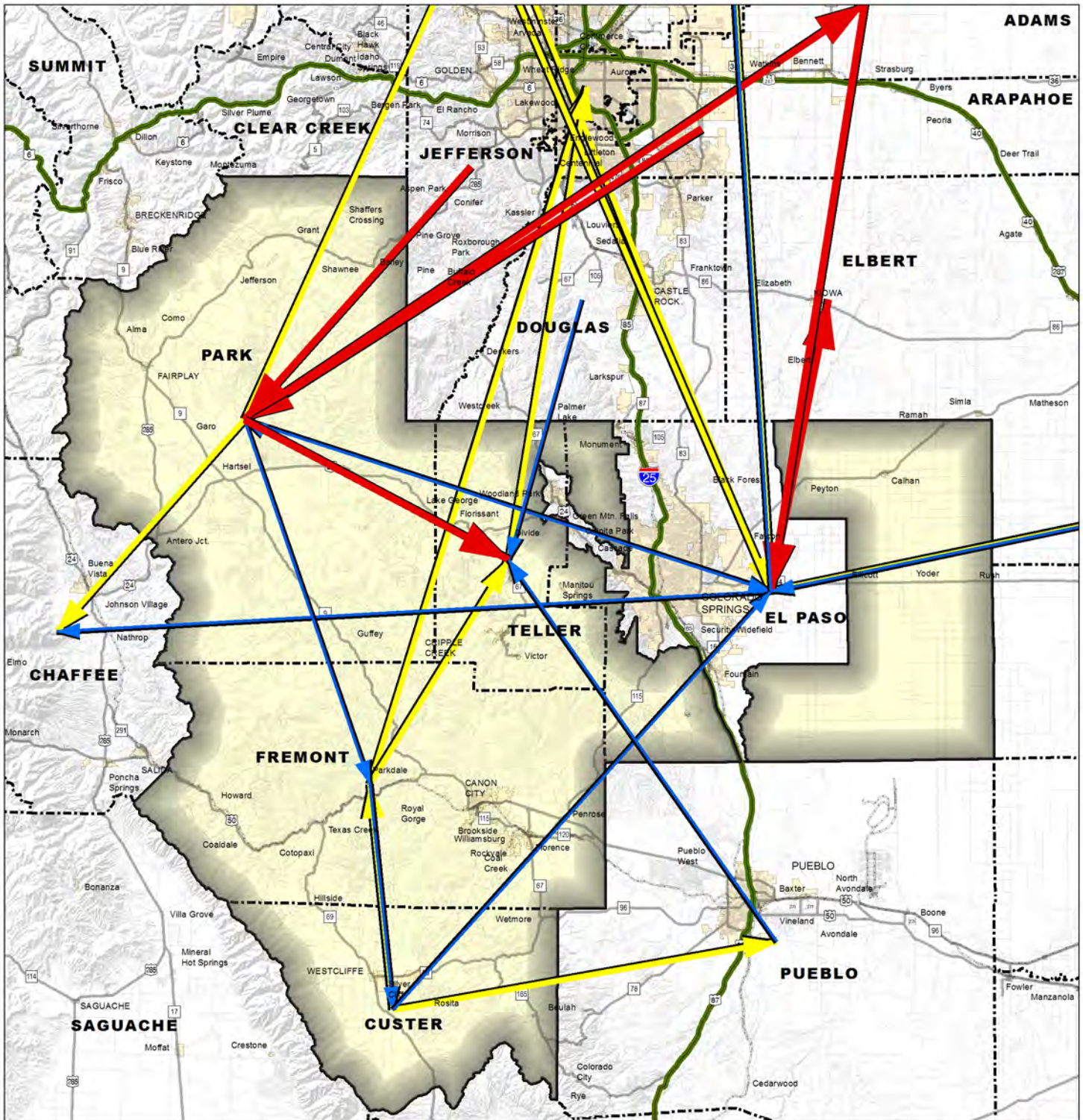
Central Front Range



Transportation Planning Region

Employed Working Outside County of Residence

*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

- 50 - 100 Commuters
- 100 - 200 Commuters
- 200 - 400 Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways



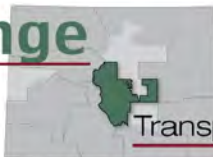
North

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0 5 10

Miles

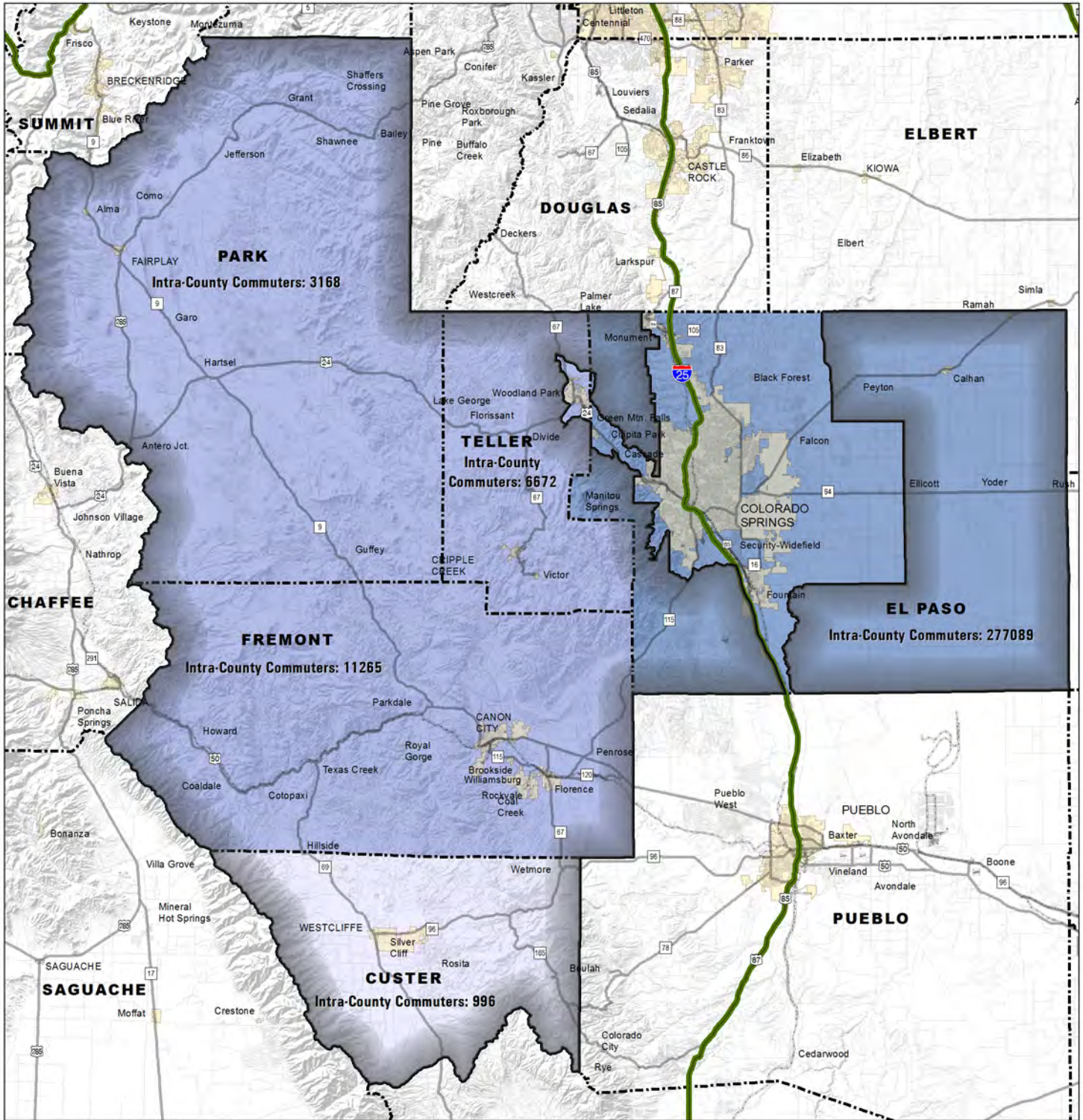
Central Front Range



Transportation Planning Region

Intra-County and Public Transit Commuters

*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

- No Public Transit Commuters
- 1 - 100 Public Transit Commuters
- 3,500 Public Transit Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- U.S. & State Highways
- Interstate Highways
- County Boundaries
- State Boundaries



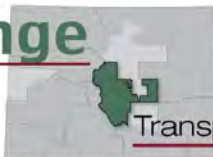
North



0 5 10 Miles

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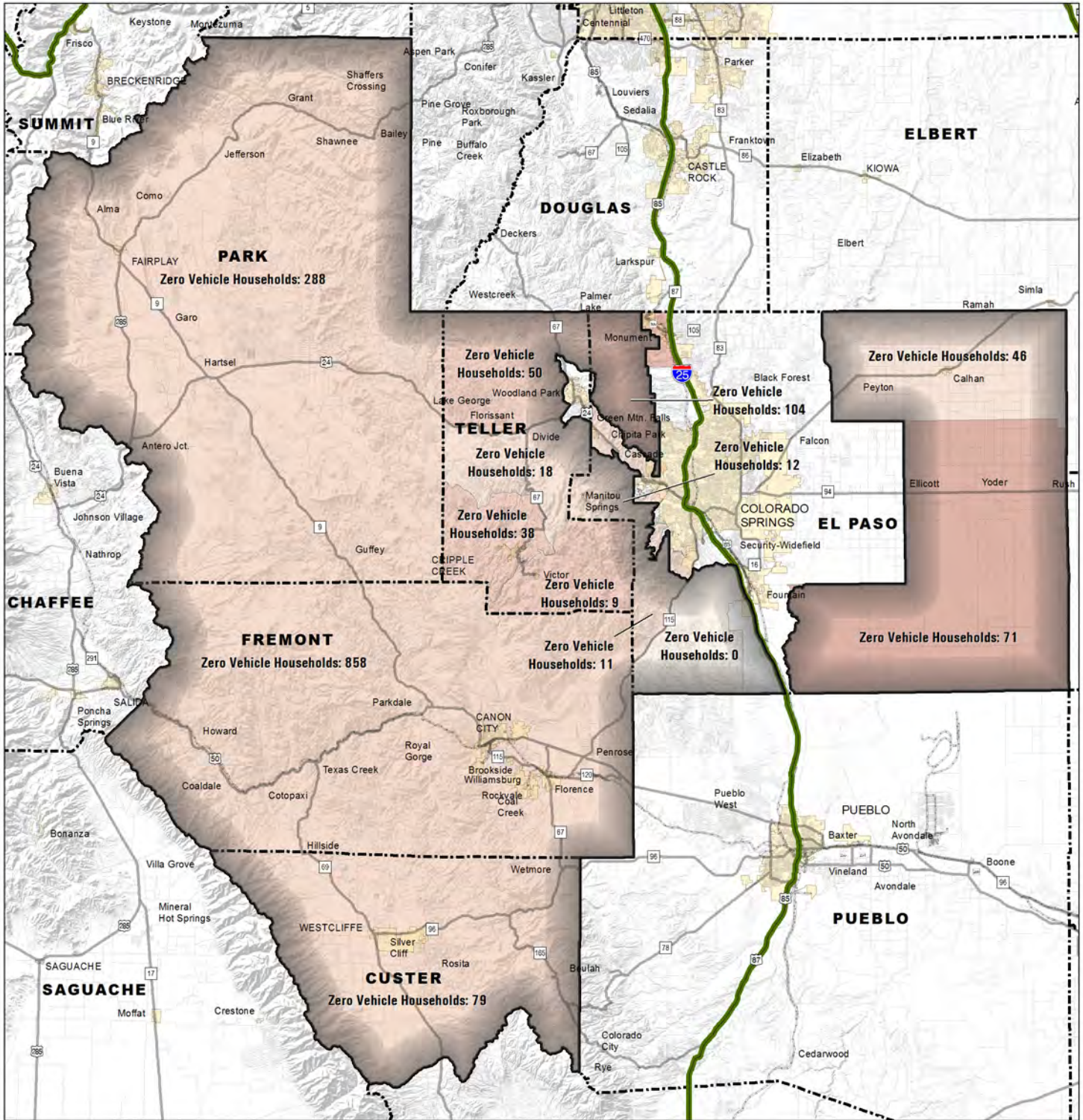
Central Front Range



Transportation Planning Region


2011 Percentage of Households with No Vehicle

Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.

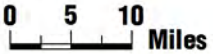


Legend

- No Zero Vehicle Households
- 0.1% - 2% Zero Vehicle Households
- 2% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



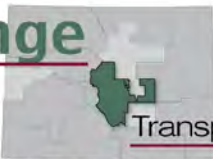
North



0 5 10 Miles

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Central Front Range

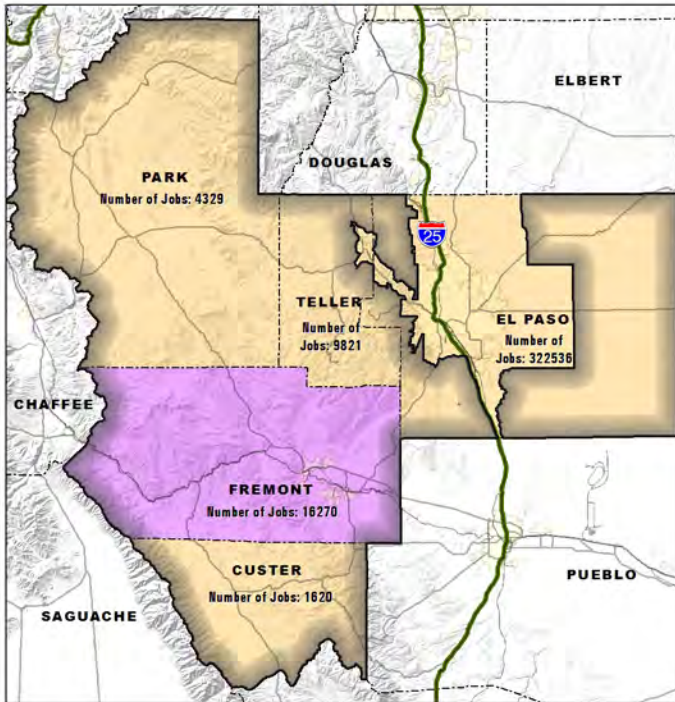


Transportation Planning Region

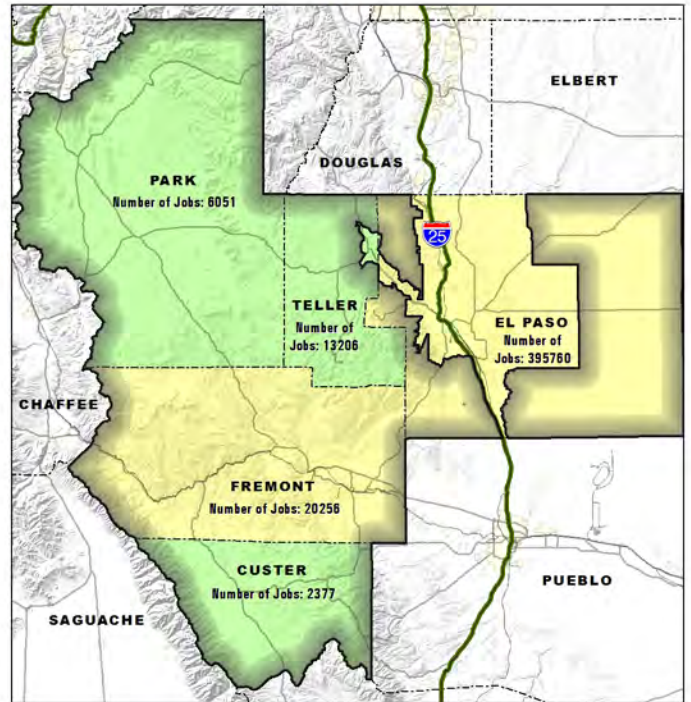
Job Growth from 2000 to 2010, 2020, 2030 and 2040

Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

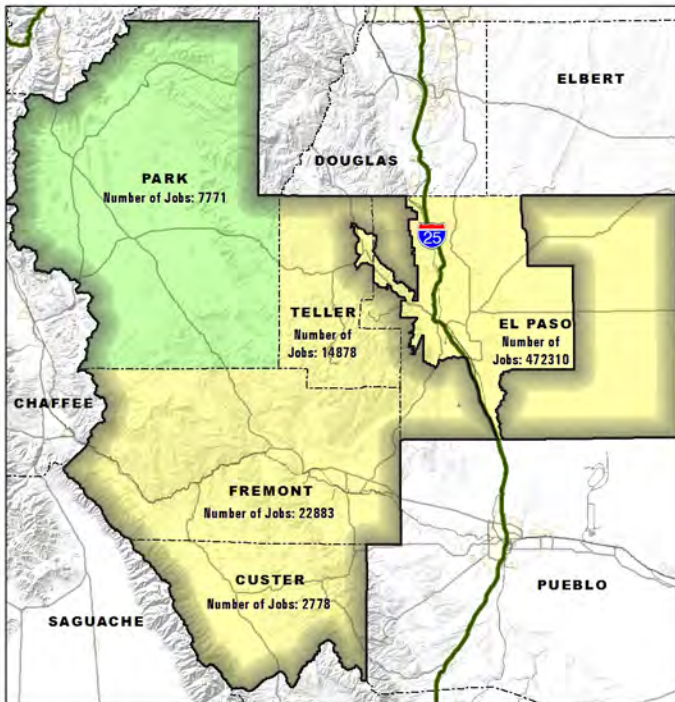
2010



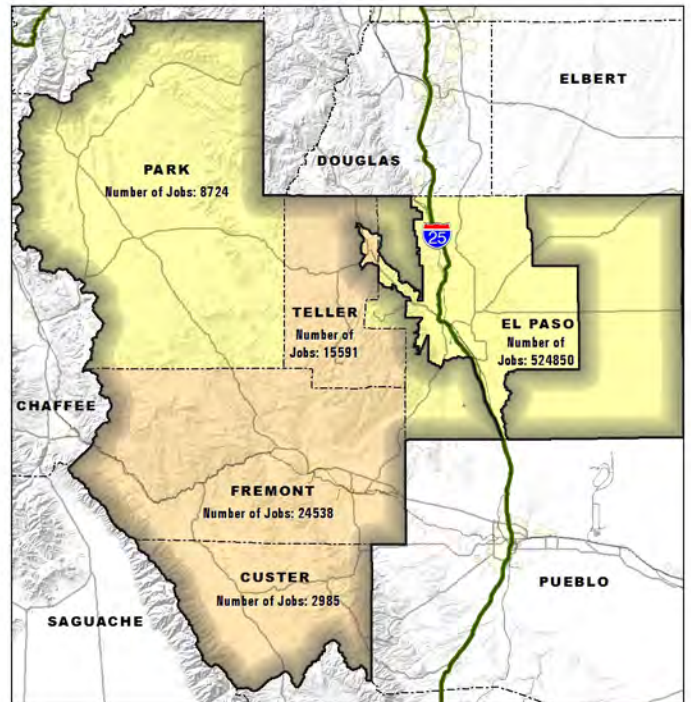
2020



2030



2040

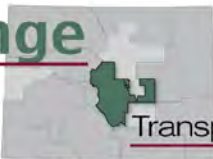


Legend

- | | | | |
|---------------------------|-----------------------------|-------------------------------|-------------------|
| Less Than -10% Job Growth | 10% - 20% Job Growth | Incorporated Cities and Towns | County Boundaries |
| -10% - 0% Job Growth | Greater Than 20% Job Growth | Interstate Highways | State Boundaries |
| 0% - 10% Job Growth | Central FR TPR Boundary | U.S. & State Highways | |



Central Front Range

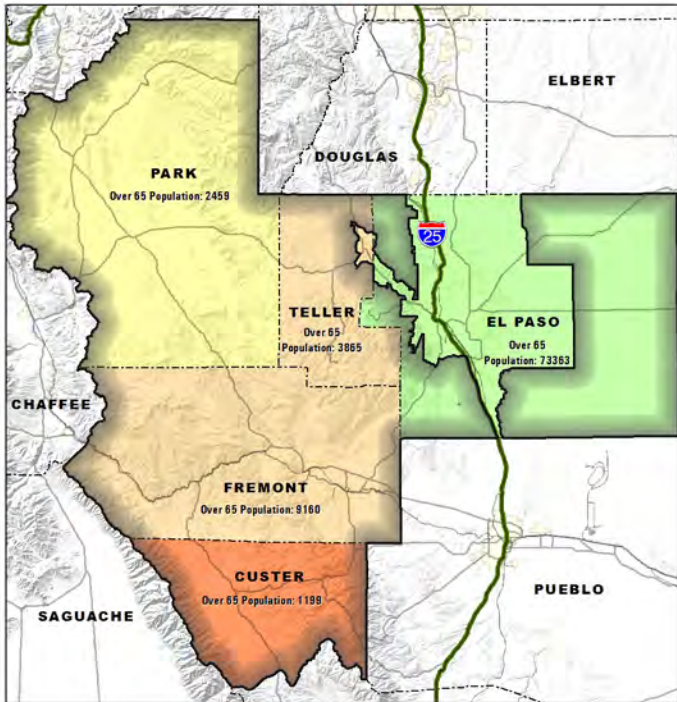


Transportation Planning Region

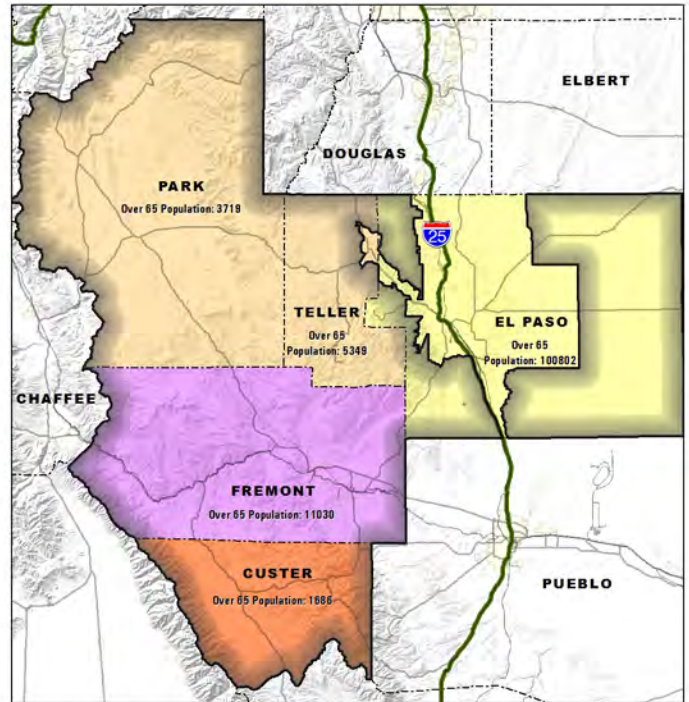
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

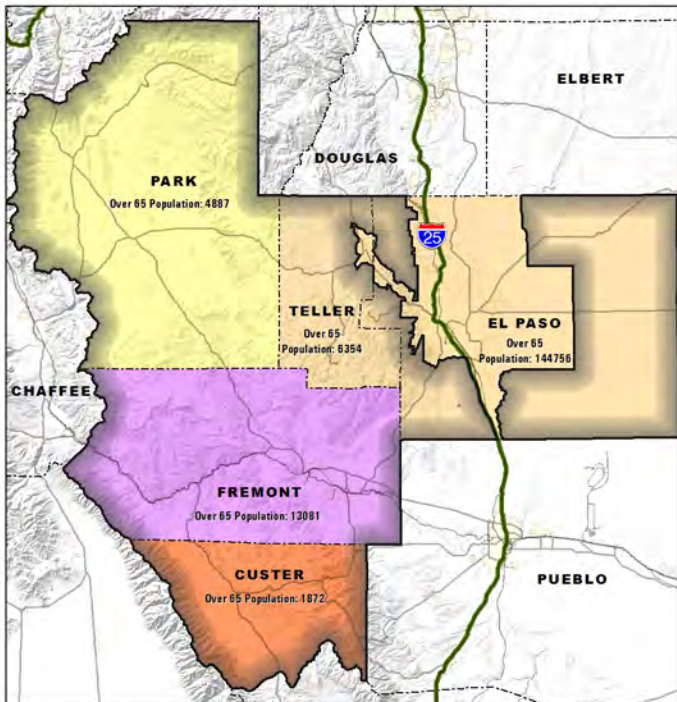
2013



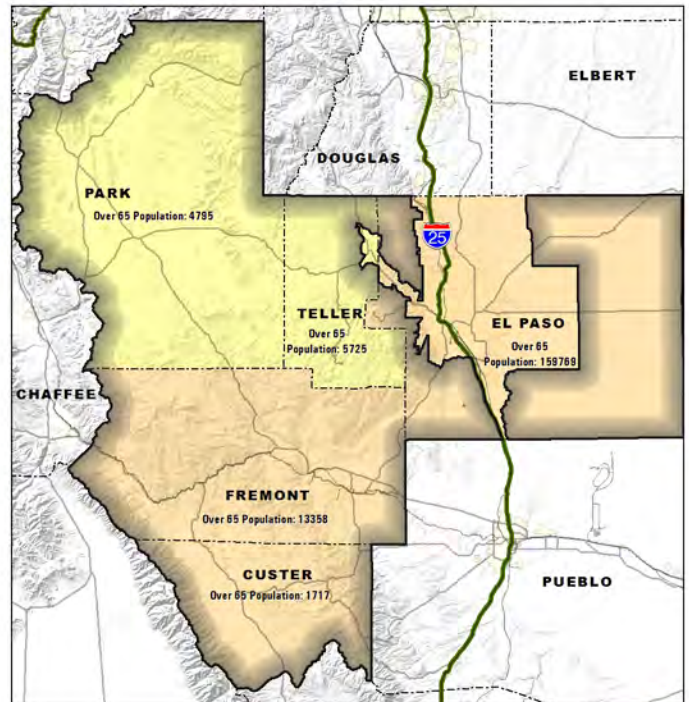
2020



2030

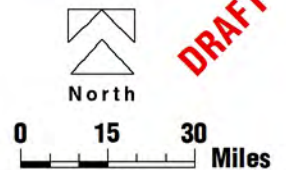


2040



Legend

- Less Than 12% Age 65+
- 12% - 16% Age 65+
- 16% - 20% Age 65+
- 20% - 24% Age 65+
- Greater than 24% Age 65+
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries
- Southeastern TPR Boundary

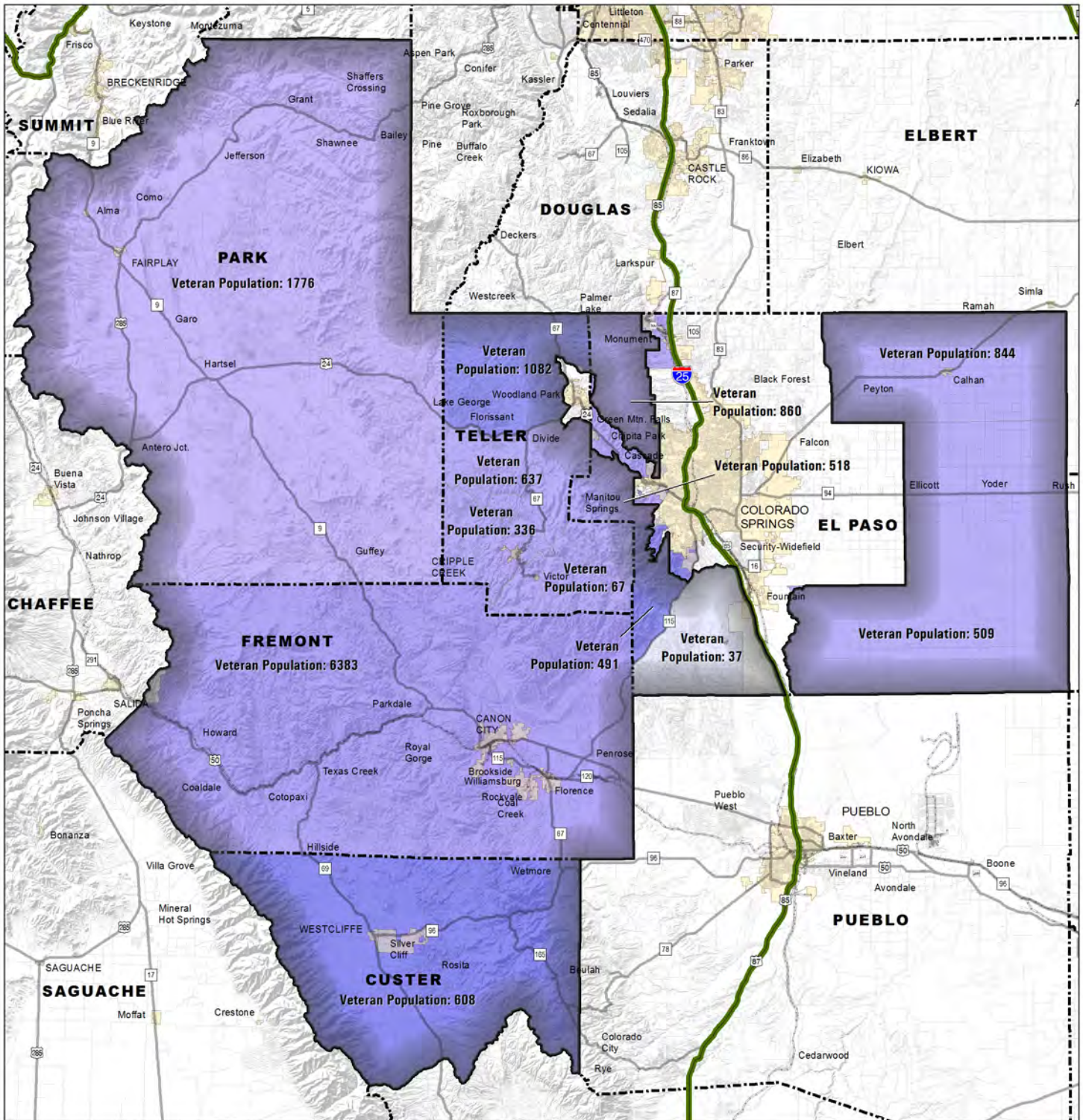


Central Front Range

Transportation Planning Region

2011 Veteran Population

Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



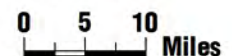
Legend

- Less Than 6% Veteran Population
- 6% - 9% Veteran Population
- 9% - 12% Veteran Population
- 12% - 15% Veteran Population
- 15% - 18% Veteran Population
- Central Front Range TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- State Boundaries
- Interstate Highways
- U.S. & State Highways

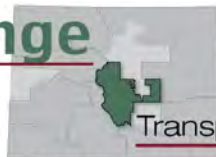


North

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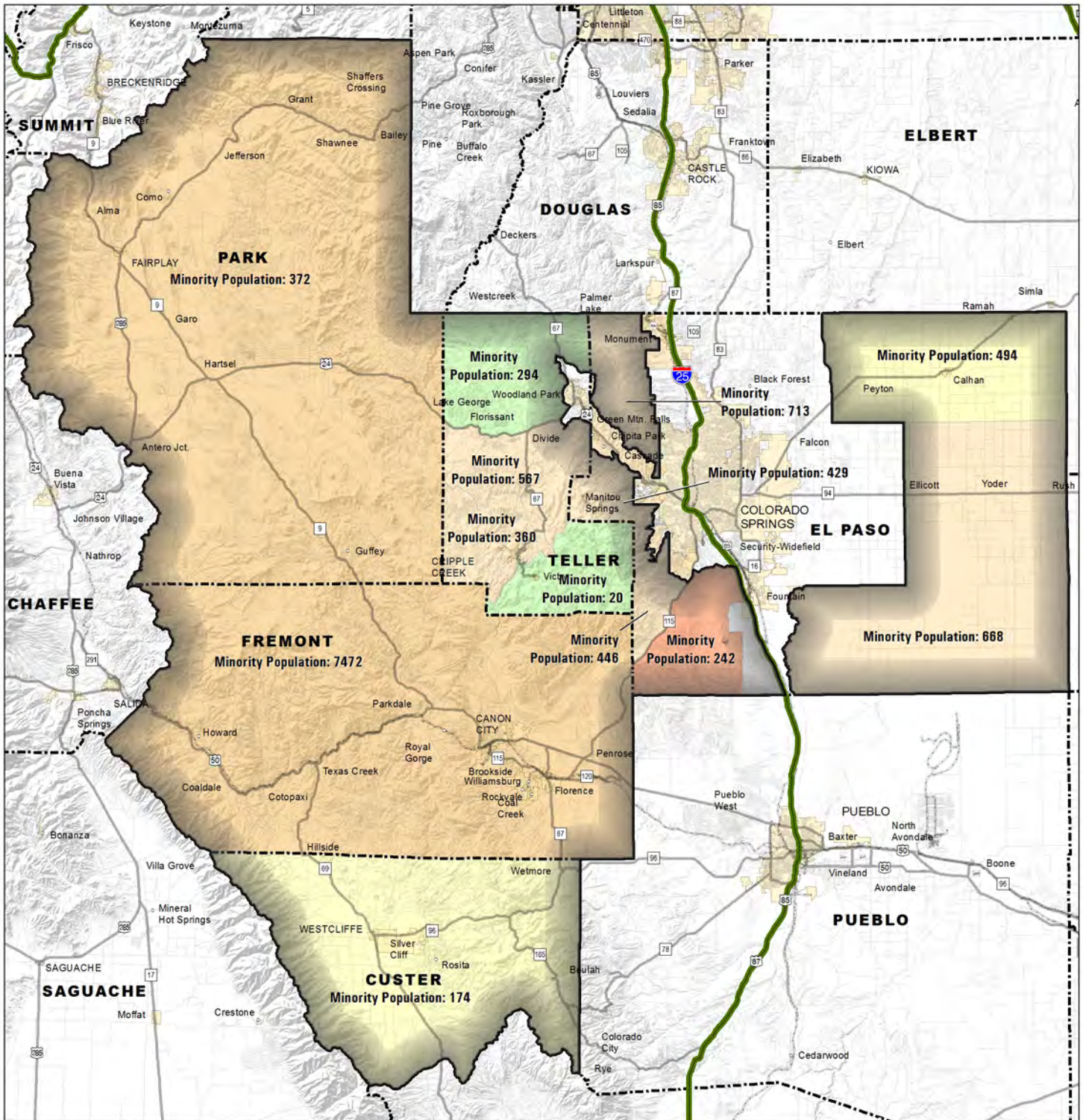
Central Front Range



Transportation Planning Region

2011 Minority Population

Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)



Legend

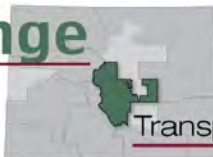
- | | | |
|----------------------------------|--------------------------------------|-----------------------|
| Less Than 5% Minority Population | 20% - 30% Minority Population | Interstate Highways |
| 5% - 10% Minority Population | Greater Than 30% Minority Population | U.S. & State Highways |
| 10% - 20% Minority Population | Central Front Range TPR Boundary | County Boundaries |
| Incorporated Cities and Towns | State Boundaries | |

North

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0 5 10 Miles

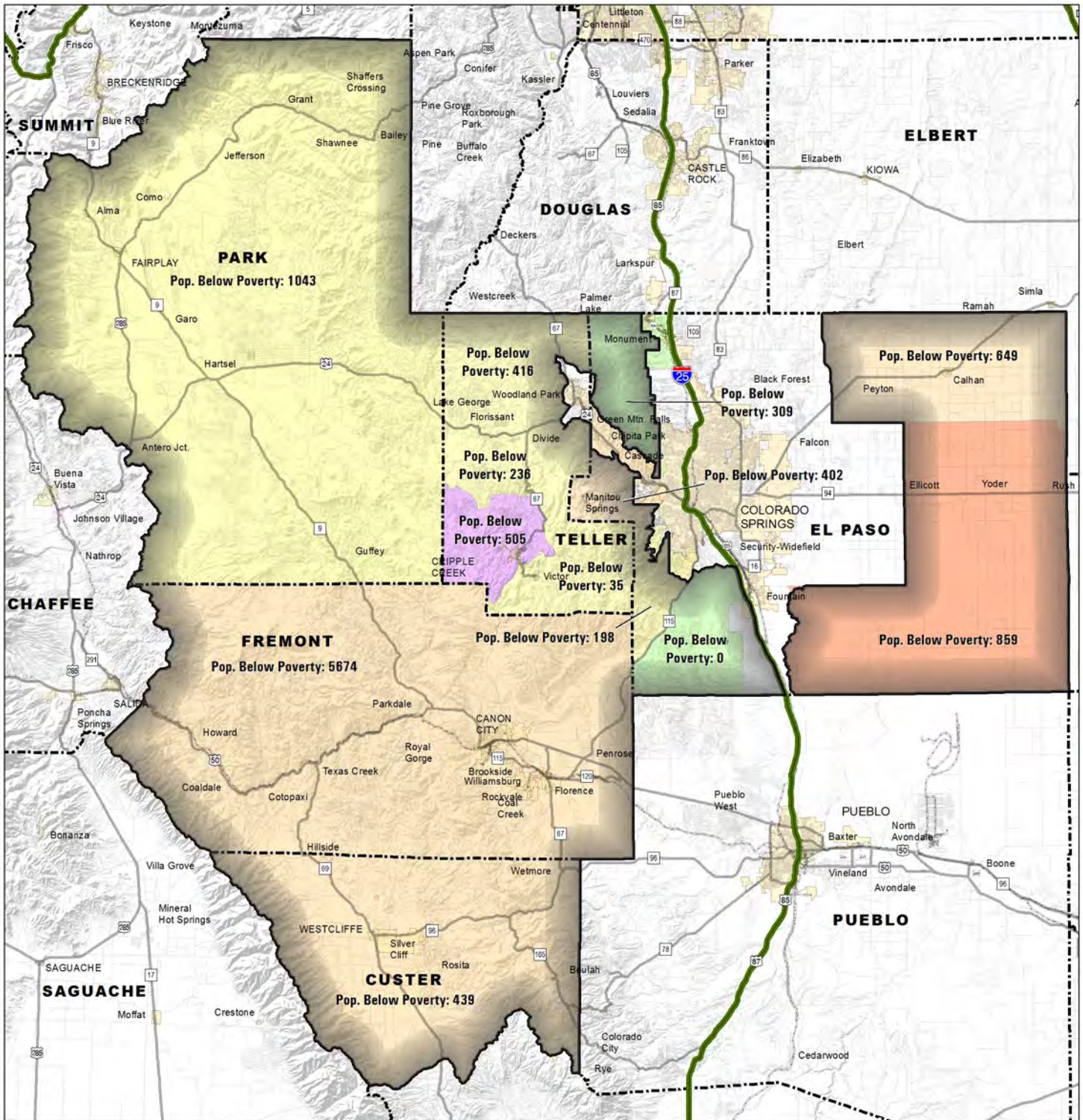
Central Front Range



Transportation Planning Region

2011 Population Below Federal Poverty Level

Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



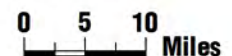
Legend

- Less Than 5% of Individuals Below Poverty Level
- 5% - 10% of Individuals Below Poverty Level
- 10% - 15% of Individuals Below Poverty Level
- 15% - 20% of Individuals Below Poverty Level
- 20% - 25% of Individuals Below Poverty Level
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

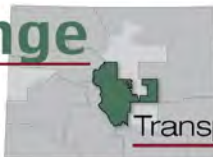


North

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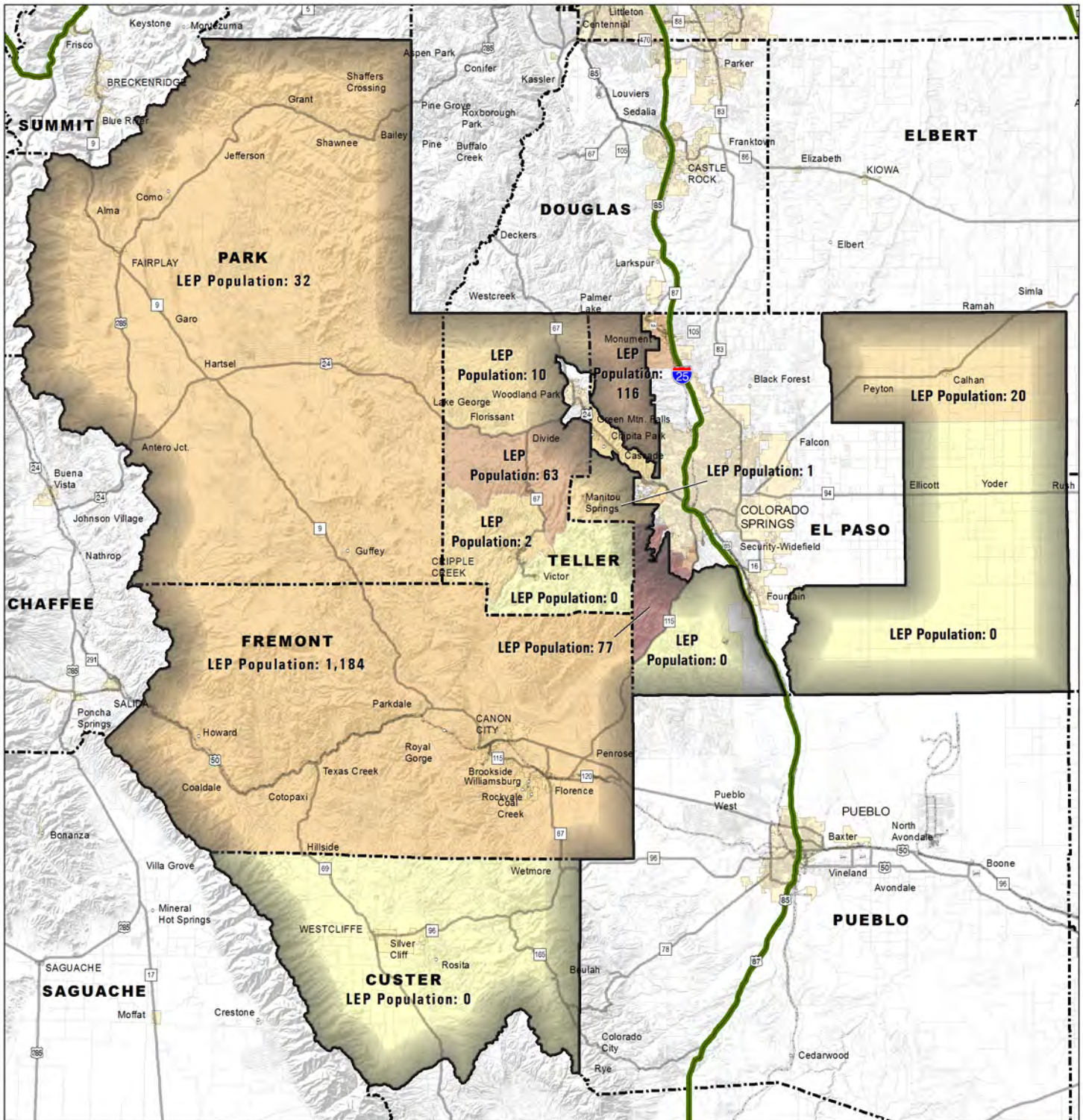
Central Front Range



Transportation Planning Region

2011 Percent of Population with No or Limited English Proficiency

Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - not at all or not well".



Legend

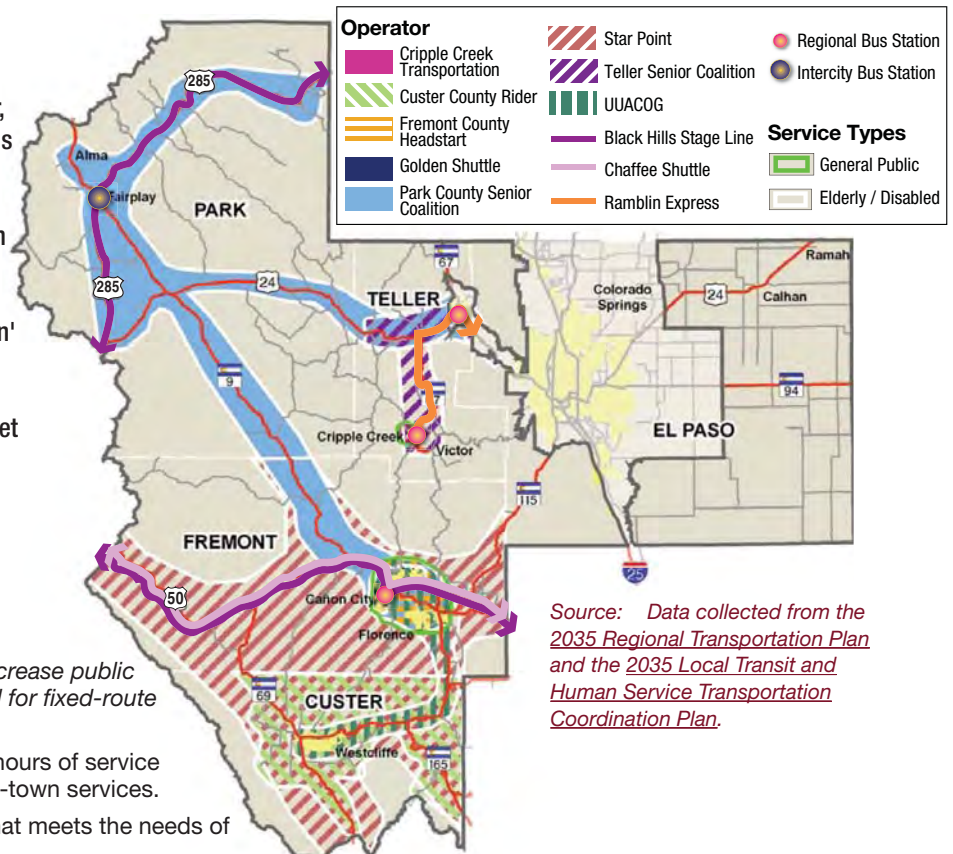
- | | | | | | |
|--|---|--|----------------------------------|--|-----------------------|
| | 0% Limited English Proficiency | | Central Front Range TPR Boundary | | U.S. & State Highways |
| | 0.1% - 1.0% Limited English Proficiency | | Incorporated Cities and Towns | | County Boundaries |
| | 1% - 2% Limited English Proficiency | | Interstate Highways | | State Boundaries |
| | Greater Than 2% Limited English Proficiency | | | | |



CENTRAL FRONT RANGE TPR

The following information provides a brief summary of transit providers, transit services and key issues from the 2008 Local Transit and Human Service Transportation Coordination Plan and Regional Transportation Plan for the **Central Front Range Transportation Planning Region**. The information included in this summary is not intended to be inclusive of all current providers and services as over the course of the next year the local plans will be updated and integrated into the Central Front Range Regional Transportation Plan as well as the Colorado Department of Transportation's first ever comprehensive Statewide Transit Plan.

This map identifies some of the known service providers and service areas within the Central Front Range TPR. Additional providers not identified on the map include: Chealsey's Charter, Come Soar With Us, Fountain Valley Senior Citizens Program, Families and Friends of Convicts United for Support (FOCUS), Fremont County Cab, Friendly Visitor, Gaming Community Transportation Services, Homeless Shelter, Monarch Ski Area, Neighbor-to-Neighbor (Chaffee Shuttle), Private Rafting Company Transportation Services, Ramblin' Express, Seniors, Inc., Royal Gorge Bridge Company, Valley Assisted Living, Veterans Transportation Services, Volunteers of America, Wet Mountain Rotary Community Service Inc., West Central Mental Health, and the Workforce Center. In addition Black Hills Stage Line, Chaffee Shuttle and Ramblin Express operate routes in the TPR.



Source: Data collected from the 2035 Regional Transportation Plan and the 2035 Local Transit and Human Service Transportation Coordination Plan.

Key Issues Identified in the 2008 Plan

The Central Front Range TPR has a desire to increase public transportation options and has identified a need for fixed-route and inter-city services in the future.

- Increase transit service levels and expand hours of service throughout the region including rural and in-town services.
- Need for affordable public transportation that meets the needs of all market segments.
- Need for additional employment-based transit services and a medical transportation system that provides 24 hour on-call services.
- Enhance transit service in Cañon City to include downtown, door-to-door and fixed/flex route services.
- Expand service from Salida north to Buena Vista on US 24.
- Expand public transportation services on US 285 in Park County and along US 24 from Elbert Road east to Limon.
- Addition of fixed-route transit service along US 50, particularly through Cañon City.
- Need for intercity bus service to Denver, Colorado Springs, Pueblo, and Cañon City.
- Increase coordination, collaboration, and funding across the region.
- Additional elderly/disabled services in the rural portions of the TPR including Park County and Teller County.
- Need for intercity bus services on SH 115.

Plan Goals and Strategies

- Multi-modal development, including public transit, will be implemented where feasible to offer alternatives to single occupant vehicle travel.
- Provide new intermodal access and mobility options for individuals and commerce.
- Recognize that historic trolleys and other public transportation may enhance both transportation and economic development in the region.
- Promote the addition of intercity bus service along major corridors in the region that provide access to Pueblo, Colorado Springs and the Denver metropolitan areas.
- Identify transportation alternatives for the elderly, low income, and other transit dependant populations and promote their development.
- Park 'n' Ride facilities will be constructed at appropriate locations in higher volume commuting corridors.
- Support the development of new or additional public transportation funding resources such as a Rural Transportation Authority (RTA) in the Upper Arkansas Valley.

Central Front Range TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

	Implemented	In Progress	Deferred	Eliminated
A. Park County Senior Coalition: new and replacement mid size buses (6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Starpoint: new and replacement mid size buses (23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Fremont County Headstart: new and replacement mid size buses (3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Wet Mountain Rotary: new and replacement mid size buses (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Golden Age: new and replacement mid size buses (2).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operating:

A. Upper Arkansas Area Agency on Aging (UAAAoA) – Maintain Existing Service Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Park County Senior Coalition – Maintain Existing Service Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Starpoint – Maintain Existing Service Level	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Coordination:

A. Create a coordinating council to lead the coordination of systems and strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Investigate the potential of centralized dispatching in the Region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Develop joint grant applications through the Upper Arkansas Council of Governments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Explore the potential of vehicle and resources sharing to increase service capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Analyze the potential of contracting for services on increasing efficiency and coordination between agencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans

A. Regional operations to/from Canon City and Pueblo, Colorado Springs, Florence, and Penrose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. New buses (1-2) for Canon City-Florence-Penrose service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Bus stops every 1/4 mile, with basic stop improvements (bench, sign, concrete sidewalk) every other stop, and full stop improvements with bus pad and shelter for Canon City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Improve transit and pedestrian access for Canon City on US 50 and Freemont Drive (Canon City urban corridor), including aesthetic improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2013 CASTA Survey – Transit Priorities

Amblicab

1st Priority - Operate new routes in areas not currently served

2nd Priority - Upgrade fleet with more efficient and technologically advanced vehicles.

3rd Priority - Invest in system upgrades (dispatch, etc.)

Westcliffe - Wet Mountain Valley Rotary Community Service, Inc.

1st Tier Priorities

Increase frequency of service on existing routes

Expand the transit fleet to meet existing demand

Upgrade fleet with more efficient and technologically advanced vehicles

Accomplishments

- New general public service in Canon City/Fremont County
- Chaffee Shuttle new intercity bus service between Salida and Pueblo in 2011 (connects in Salida with Black Hills route)
- Park County new commuter bus and intercity bus service between Fairplay and Breckenridge in 2013
- Additional commuter bus/casino shuttle service between Pueblo, Colorado Springs, Woodland Park, and Cripple Creek provided by Ramblin Express (private funds)
- City of Cripple Creek received CDOT FASTER Transit funds for bus purchases and equipment
- CDOT provided operating funds for the expansion of the Cripple Creek bus service
- CDOT provided operating funding for new Victor to Cripple Creek commuter bus starting in July 2013

Central Front Range Transportation Planning Region

TWG Meeting #1

Date: July 29, 2013
 Time: 1:30 PM – 3:30 PM
 Location: UAACOG
 3224-A Independence Road
 Canon City, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
CALLY BRAUBERGER	TRANSIT PLUS		303 717-8350	CALLY.BRAUBERGER@TRANSITPLUS.ORG
John Valerio	COOT-DTR		303-757-9769	John.Valerio@state.co.us
Ralph Power	Transitplus		303.726.4502	ralph.power@transitplus.or2
Courtney Stone	The Independence Center	729 S. Tejon St. Co Springs 80903	720-427-3330	cstone@the-ic.org
Achini Wijesinghe	The Independence Center	"	719-471-8181	awijesinghe@the-ic.org
TED SCHWEITZER	CITY OF CRIPPLE CREEK		719-689-3253	TSCHEWITZER@CRIPPLE-CREEK.CO.US

NAME	AGENCY	ADDRESS	PHONE	EMAIL
CRAIG CASPER	PPACG	15 South 7th Colorado Springs CO 80905	719 476 7080	ccasper@ppacg.org
Connie Cole	Chaffee Shuttle	54 Jones Salida 8/201	719 530-8980	neighborsalida@yahoo.com
FRANK HOLMAN	CHAFFEE COUNTY 104 CRESTONE AVE	SALIDA CO 81201	719-539-2212	fholman@chaffee county.org
NOAM STEEN	TELLER COUNTY COMMISSIONER	112 NORTH 'A' ST CRIPPLE CREEK, CO 80813	719-689-2988	SteenN@ co.teller.co.us
Mark Deuchiby	Dart CO Commish	Fairplay CO 80420	719 836 4211	mpowalby@dartco.us
Shelly Penkoff	Rotary Van Service	P.O. Box 1542 Westcliffe, CO 81252	(719) 783-2343	rpenkoff@ centurytel.net
Judy Gilkerson	Upper Arkansas Area Council of Governments	3224-A Independence Rd. Canon City-	(719) 275-1675	Judy.Gilkerson@ uaacog.com
Judy Lohnes	UAACOG	3224-A Independence Canon City, CO	719-275-8350	judy.lohnes@uaacog.com
Vicky Casey	UAACOG	3224 A INDEPENDENCE Canon City CO	719-275-8350	victoria.casey@cwfc.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Jim Wiles	Golden Shuttle	728 main St.	275-5177	idirector@ccgac.com
Shirley Donahue	Golden Shuttle	728 Main ST	275-5177	astdir@ccgac.com
Gary Howard	Fremont Cab	806 W. 5th	784-2222	GDHBoss@Yahoo.com
Mary Howard	Fremont Cab	Florence 806 W 5	7842222	
T-BEAR LOVELL	STARPOINT	700 S P th Canon	763-276-3964	RLOVELL@STARPOINT CO
Wendy Pettit	CDOT-R-2			
George Sugars	Fremont County	Canon City 615 Macon Ave	719-276-7410	george.sugars@fremontco.com
Adam Lancaster	City of Canon City	Po 1460 Canon City CO 81215	719-269-9011	atlancaster@canoncity.org

Central Front Range Transportation Planning Region

Transit Working Group #1 – Meeting Minutes

Date: July 26, 2013
Time: 1:30 PM – 3:30 PM
Location: Upper Arkansas Area Council of Governments Building
3224 – A, Independence Road
Canon City, Colorado

Meeting attendees:

Courtney Stone – The Independence Center
Achini Wijesinghe – The Independence Center
Ted Schweitzer – City of Cripple Creek
Craig Casper – Piles Peak Area Council of Governments
Connie Cole – Chaffee Shuttle
Frank Holman – Chaffee County
Norm Stern – Teller County
Mark Dowaliby – Park County
Shelly Penkoff – Wet Mountain Valley Rotary Community Services, Inc.
Judy Gilkerson – Upper Arkansas Area Council of Governments
Judy Lohnes – Upper Arkansas Area Council of Governments
Vicky Casey – Upper Arkansas Area Council of Governments
Jim Wiles – Golden Shuttle
Shirley Donahue – Golden Shuttle
Gary Howard – Fremont Cab
Mary Howard – Fremont Cab
Robert Lovegrove – Starpoint
George Sugars – Fremont County
Adam Lancaster – City of Canon City
Ted Borden – Community of Caring
Wendy Pettit – CDOT Region 2
John Valerio – CDOT Division of Transit and Rail
Cally Grauberger – Transit Plus
Ralph Power – TransitPlus

Welcome & Introductions

John Valerio from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Background

Mr. Valerio provided an overview of the planning processes for the Statewide Transit Plan and for the Regional Transit and Human Service Coordination plans.

Mr. Valerio then distributed the meeting packet, which included: public involvement and agency coordination for the planning processes, review of the Statewide Transit Plan goals and objectives, guiding principles for transit planning at CDOT, what will be included in the Statewide Transit Plan, the key elements of the Local Transit and Human Service Coordinated Transportation Plans, and an overview of the project schedule.

Public Involvement Approach

Mr. Valerio reviewed the strategy for public involvement for both the statewide transit plan and the local coordinated transit plan. The schedule at present includes a public open house in the fall of 2013 and a second open house in the spring of 2014. Input was solicited as to the best approaches and locations for public meetings in the Central Front Range region.

Public meeting input/strategies:

- Links on the Upper Arkansas Area Council of Governments website
- Flyers at human services agencies, libraries, schools. Flyers should also be in Spanish.
- Notice in the school newsletters
- A small 4-question survey that could be given to riders of the transit systems.
- For the mailing list, include Blue River Shuttle and the Park County Senior Coalition

Key Elements of a Coordinated Transportation Plan

Ralph Power, Senior Transit Consultant for TransitPlus, Inc., reviewed a handout that covered the basic components of a coordinated transportation plan. Some of the key elements of completing a coordinated transportation plan include the following:

- Provide a forum for transit providers and human service agencies to discuss issues
- Identify opportunities for collaboration and coordination (reducing cost inefficiencies)
- Create a list of priorities and projects
- Satisfy requirements of MAP 21.

Regional Planning

Mr. Power reviewed the demographic materials that have been created to date by the consultant team. The following maps/information was presented with a request for participants to provide comments:

- Major Activity Centers and Destinations

Comments

Attendees were asked to look at the list and send back comments on any missing agencies or activity centers to update the map. Potential issues were identified as:

- There was a comment that the 50 + employers may not accurately reflect the size of employers in rural areas. It was explained this information was to be used to show a picture of employers for the Statewide Transit Plan. The team will take the concern back to the state.
- Boundaries from the 2008 Summary page are wrong on the lower half of the map, particularly for UAACOG.

- Golden Shuttle is listed but not shown on the map.
- Percent of Households with No Vehicles - The map was presented to little discussion, which was centered on the link between no vehicle households and poverty.
- Employment – There was much discussion on the reality of the job growth shown by the State Demographer’s Office. The numbers appeared high to most of the participants and the consulting team agreed to review all data.
- Population 65+ - discussions centered on part-time residents and those with RVs who spend their summers in various communities. Craig Casper from PPACG stated that the Census only includes the primary residence so the second home would not be reflected in the Census. The county may have some numbers about the temporary residents.
- Veteran Populations – Custer County does have a high number of veterans in the county. Throughout the TPR, there is a need for VA trips to Denver, Colorado Springs, Pueblo and Salida. The VA Clinic in Salida should be added to the list of activity centers and the map.
- Minority Populations – Fremont County’s high percentage of minorities may be related to high percentage of prison inmates. There may be a need to extract the prison population so a true number of transit riders can be defined. Also, the area in red may be including the military bases in the PPACG area. Need to check data.
- Commuter Trip map – Everyone in the meeting felt that the data was shifted, even PPACG. They would like to see the consultant review the data and make sure the geo-referencing is accurate and resend the map for comment.
- Poverty Level – There was a concern that the data may again be reflecting the prison populations as part of the data. If so, the prison population needs to be removed to accurately reflect those who would use transit. UAACOG uses the “Kid Count” data from the Department of Social Services to look at poverty levels in their counties.
- Make sure that the data and modeling remove Woodland Park area because it is part of PPACG.
- There was no inter-city service map prepared for the meeting. Need to send out this map for comment.

Central Front Range TPR 2008 Plan Summary

Mr. Power walked through the list of projects from the 2008 Transit Plan in the back of the packet. Each project was reviewed to identify what projects have been implemented; if the projects should continue for this transit plan update; and, if there were any new projects. A new list will be prepared and sent out for final comment. Comments can be sent to Ralph or John at their e-mail addresses or phone numbers. Below is a list of additional comments:

- Review of number of bus/van replacements – it was stated that a survey would be going out in the next few weeks to each provider asking for this information. Chaffee County does need three or four 4-wheel drive vehicles to reach their clients on the dirt roads in their county. However, for the time being, a general statement on operating and capital needs would be included in the list.
- Intercity and Regional bus needs will be proposed as part of the CDOT study

- Park-n-ride activities currently occur at Walmart in Canon City, the Airport, and the Quick-stop in Penrose. No agreement was reached at this time on the need for a more formal park-n-ride area. This will need to be identified in the plan.
- A question was asked about veteran transit services. Several attendees stated that there was a need for more veteran type transit services, including Canon City and Park County. Chaffee County does have help from the American Legion to transport veterans and shares in the cost of transport.
- There was a question asked about developmental disability clients and their needs. There is a need for services in eastern El Paso County to Colorado Springs and Denver. Courtney Stone is new to the Independence Center and will need to get back with the consultant regarding other needs and program benefits.
- Regional transit service with stops in Cripple Creek, Divide, Woodland Park and Colorado Springs is needed.
- Florissant may need operating and some capital. Vehicles are 10 years old with some vehicles over 200,000 miles. They will need 10 vehicles over the next 5 years.

Immediately following the discussion of regional needs, a side discussion on the general need and merit of transit in rural communities as well as funding opportunities took place. Key topics addressed in this discussion included:

- The funding opportunities that may be available through MPACT 64. There was concern expressed regarding RTD's share of the funding pot.
- The need for rural public transit and its impact on private transit providers such as taxi cab companies was discussed.
- A discussion on the Qualitative vs Quantitative aspects of rural transit ensued. The discussion focused on farebox recovery and passenger subsidy, with Teller and Park County Commissioners questioning the value of transit services, stating that adding passengers simply added cost. Mr. Power explained that through coordination and promotion, more people would be grouped in vehicles, thereby creating economies of scale.
- Lack of funding and maximized resources emerged as a consistent theme.

Regional Transit Needs, Projects, and Priorities

A portion of the first Transit Working Group meeting was used to discuss project needs within the Central Front Range TPR. A "Project List" was developed based on the 2008 Transit Plan and "other" CDOT plans to be used as a reference and starting point for the discussion. The projects were discussed using the following categories: operating, capital and coordination. The discussion outcomes are below.

Capital Projects and Needs

- Park County Senior Coalition – vehicle replacements
- Starpoint – replacement and expansion vehicles
- Wet Mountain Rotary – replacement vehicles
- Golden Age – replacement and expansion vehicles
- City of Cripple Creek – replacement vehicles, shop equipment
- Vehicles for Penrose/Canon City/Pueblo Service
- Formal park and ride facility in Canon City

Operating Projects and Needs

- Need for more operating funds on an ongoing and consistent basis; systems are reaching their capacity; more funds for regional connections
- Maintain existing services (Upper Arkansas Area Agency on Aging, Park County Senior Coalition, City of Cripple Creek)
- Starpoint seeks to expand services as current services are nearing capacity
- Intercity connections

Coordination Projects and Needs

- Creation of multi-modal commuter connections
- Joint grant applications through UAACOG
- Vehicle and resource sharing
- Analyze public-private partnerships and contracting opportunities

Next Steps

The meeting closed by discussing what we need from the Transit Working Group and what they can expect in the months to come, including:

- All project correspondence and information will be distributed via email and online
- Feedback on demographic data/maps – send any comments to Ralph Power (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – October 7, 2013
- Please send Ralph Power (email below) any contact information of people that should be included in the Transit Working Group

Adjourn

John Valerio of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to working with them over the next several months.

PROJECT CONTACTS:

CDOT DTR Lead: Scott Weeks, scott.weeks@state.co.us
Work: 303-757-9771

Lead TPR Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>



B.2 - Transit Working Group Meeting #2

Central Front Range Transit Working Group Meeting #2

Date: October 7, 2013
Time: 1:30 PM – 3:30 PM
Location: UAACOG
3224-A Independence Road
Canon City, Colorado

Meeting Goals:

Finalize vision and goals
Gather input on prioritization
Identify potential coordination strategies

Agenda

- 1) Welcome & Introductions (5 minutes)
- 2) Regional Plan Development Process (5 minutes)
- 3) Statewide Transit Plan (10 minutes)
 - Proposed Performance Measures
 - Vision and Goals
- 4) Regional Plan Vision and Goals (15 minutes)
- 5) Regional Analysis (15 Minutes)
 - Existing Services
 - Financial Summary
 - Growth Analysis
- 6) Projects and Prioritization (30 minutes)
- 7) Coordination Strategies (35 minutes)
- 8) Next Steps (5 minutes)
- 9) Adjourn

CDOT Project Manager: John Valerio john.valerio@state.co.us
Work: 303-757-9769

Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

Conference Call # 1-877-820-7831
Participant Code: 418377#

		2013				2014						
		SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Statewide Transit Plan Development	Statewide Steering Committee Meetings		●			●		●		●		
	Statewide Open Houses		[Blue bar spanning Oct to Jun]									
	Statewide Needs Analysis		[Blue bar spanning Oct to Dec]									
	Financial Analysis and Investment Needs		[Blue bar spanning Oct to Dec]									
	Statewide Policies and Strategies		[Blue bar spanning Oct to Dec]									
	Performance Measures		[Blue bar spanning Oct to Dec]									
	Draft Final Report Development							[Blue bar spanning Feb to Mar]				
	Agency Consultation - State/Federal						[Blue bar in Jan]					
	CDOT - 30 Day Review of Draft Final Report								[Blue bar spanning Mar to Apr]			
	Update Draft Report									[Blue bar in Apr]		
	SSC and Public Review of Draft Final Report									[Blue bar spanning Apr to May]		
	Prepare Final Report										[Blue bar in May]	
	Submit Final Report/ TC Adoption											[Blue bar in Jun]
	Final Report Spanish Translation											[Blue bar in Jun]
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		[Red bar in Oct]	[Red bar in Nov]	[Red bar in Dec]							
	Local Plan Open Houses		[Red bar in Oct]									
	Vision and Goals Development	[Red bar in Sep]	[Red bar in Oct]									
	Financial Analysis and Investment Needs	[Red bar in Sep]	[Red bar in Oct]									
	Projects, Strategies & Prioritization	[Red bar in Sep]	[Red bar in Oct]	[Red bar in Nov]								
	Needs Assessment/ Gap Analysis		[Red bar in Oct]	[Red bar in Nov]	[Red bar in Dec]							
	Development of Draft Final Reports			[Red bar in Nov]	[Red bar in Dec]							
	CDOT - 30 Day Review of Draft Final Reports					[Red bar in Jan]						
	Update Draft Reports						[Red bar in Feb]					
	TWG and Public Review of Draft Final Reports						[Red bar in Feb]	[Red bar in Mar]				
	Prepare Final Reports							[Red bar in Mar]				
Integration with Statewide Transportation Plan									[Purple bar in May]	[Purple bar in Jun]		

● Open Houses in each TPR

The schedule of all open houses will be coordinated with the outreach program for the Statewide Transportation Plan. All meeting dates are subject to change.

STATEWIDE TRANSIT VISION

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

Increase coordination, collaboration and communication within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity and regional transit services and other modes
- Support multi-modal connectivity and services

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and green house gas emissions
- Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit opportunities locally, regionally and statewide
- Further integrate transit services into land use planning and development

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

Safety and Security

Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems

Draft Central Front Range Transit Vision & Goals

The Central Front Range's vision is to improve mobility for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.

Supporting Goals

Goal 1: Improve Coordination and Develop Partnerships

- ▶ Continue on the success of the Local Coordinating Council to develop and leverage key partnerships and encourage the coordination of services and activities to maximize resources and improve customer service.
- ▶ Continue to explore public-private partnerships to increase system efficiency and leverage resources.
- ▶ Build on successful partnerships for joint grant applications (Golden Age and Custer County) and expand to include training to better utilize area resources. Seek out more partnerships.
- ▶ Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules.

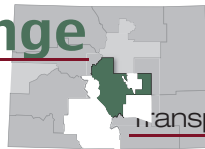
Goal 2: System Preservation and Expansion

- ▶ Maintain existing levels of service and infrastructure. Starpoint, Fremont Senior Coalition, and Golden Age are seeking to maintain existing levels of service. Continue the Canon City to Florence route.
- ▶ Maintain capital to meet service needs for Starpoint, Fremont Senior Coalition, Golden Age, and Lower Arkansas.
- ▶ Expand prioritized services as resources allow. Starpoint seeks to expand services and are discussing regional service, which require additional operating and capital funds.
- ▶ Identify grant and other funding opportunities to sustain and further transit services.

Goal 3: Regional Connections

- ▶ Colorado Highway 105 service connecting Florence with Colorado Springs.
- ▶ US Highway 50 service connecting Canon City to Pueblo and Salida.
- ▶ Explore the need and feasibility of other regional connections; coordinate with the Intercity Bus Plan.

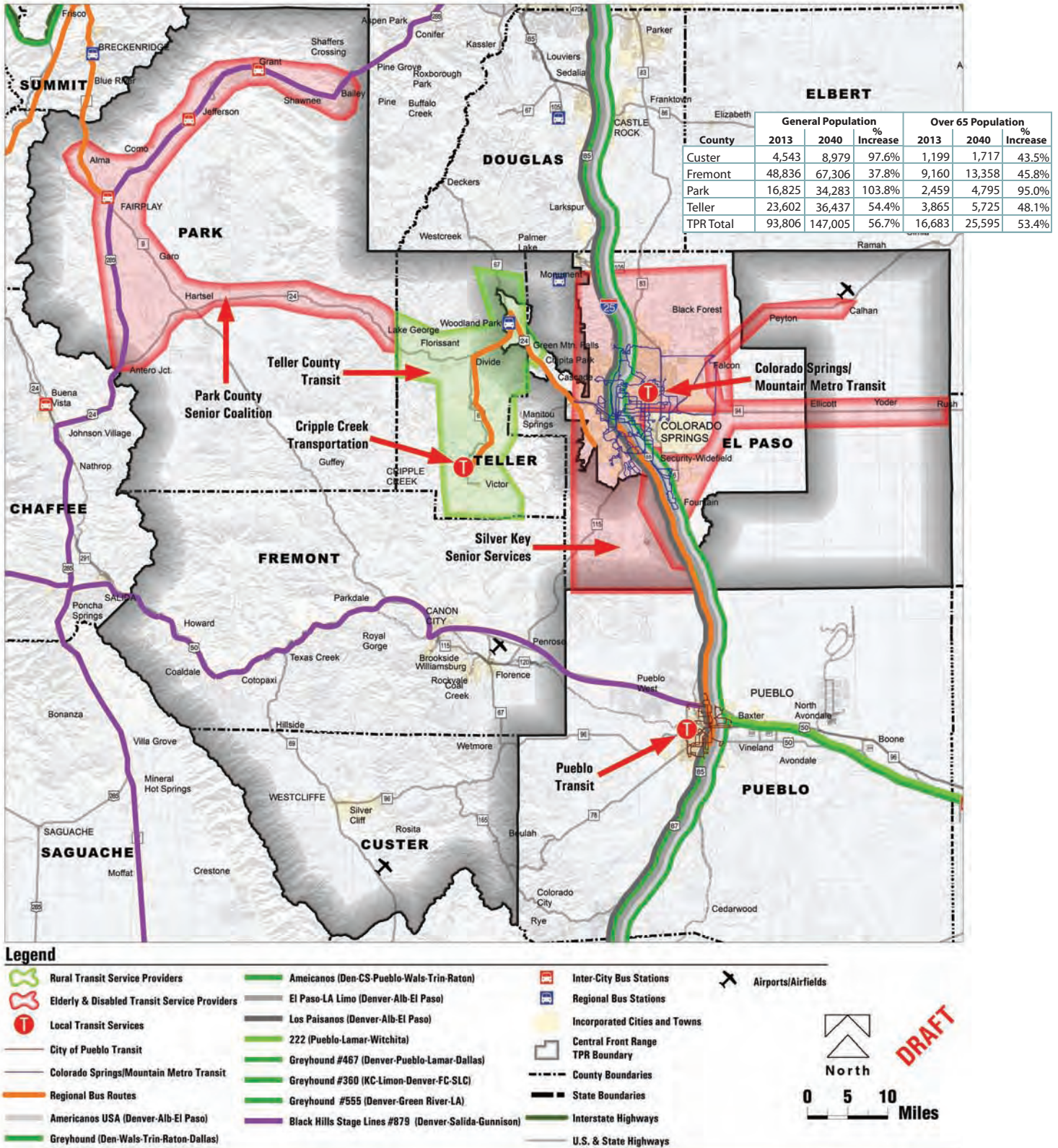
Central Front Range



Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Central Front Range Transit Services

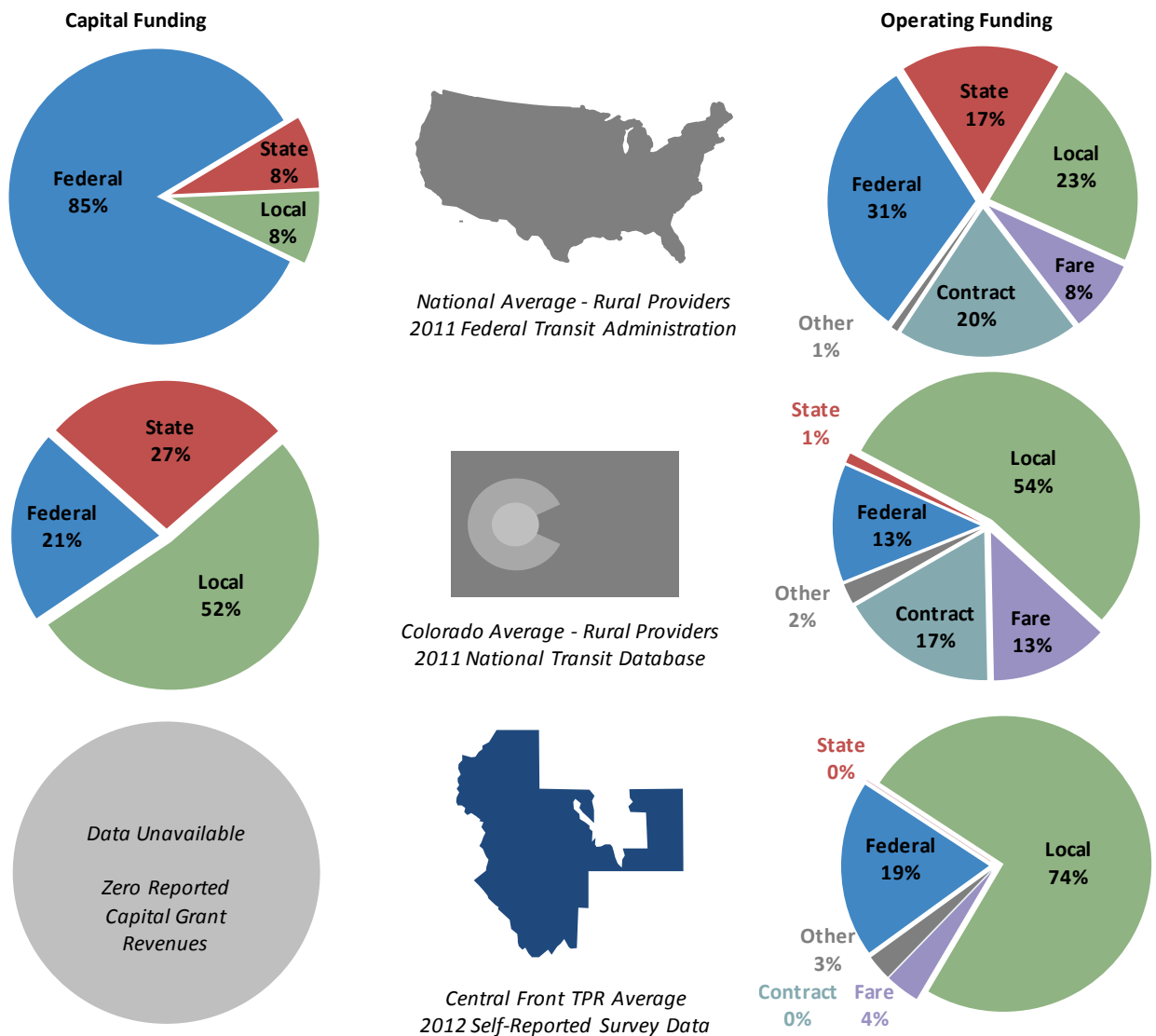
Transit Agency	Clientele	Service Type	Service Days	Service Area
Black Hills State Lines, Inc.	General Public	ICB	S M T W H F S	Statewide. Regionally in Park, and Chaffee Counties
Wet Mountain Valley Rotary Community Service, Inc.		DR/ADA	M T W H F	Custer County. 100-200 mile radius around Custer County
City of Cripple Creek	General Public	FR/DR/ADA	S M T W H F S	Within the city limits of Cripple Creek and Victor
Human Service Agencies that Provide Other Types of Transit Support				
Transit Agency	Clientele	Service Program	Service Days	Service Area
Arkansas Headwater Recreation Area	General Public	Program staff transport clients	M T W H F	Multiple State Park locations in the region
Upper Arkansas Area Agency on Aging	General Public	Volunteers transport clients to appointments. Provides gas vouchers	M T W H F	Lake, Chaffee, Fremont, and Custer Counties
UAACOG Fremont County Head Start	Low Income	Program staff transports clients.	M T W H F	Fremont County
Developmental Opportunities - Starpoint	Developmental Disabled	Program staff transport clients, volunteer drivers, bus tickets or passes provided, gas vouchers	M T W H F	Fremont and Chaffee Counties

Central Front Range Financial Summary

Central Front Range Financial Summary

The information presented here is in draft form and subject to change. Financial data for each provider has been aggregated to the regional level. Data is drawn from survey responses, CDOT grant award records, and information within the National Transit Database. While incomplete in some cases, this summary provides a snapshot of investment in the region in recent years and how the region compares to the state and nation.

Comparison of Regional Funding Sources

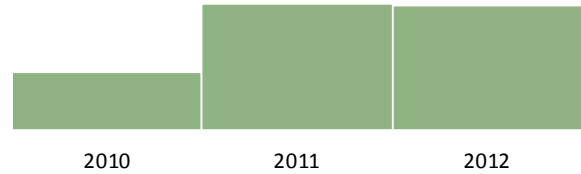


Regional Finance Summary

Total Regional Survey Reported Capital Costs



Total Regional Recorded Operating Revenues



Central Front Range Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards		\$0	\$0	Federal Awards			
5309				5304			
5310				5309			
5311				5310			\$8,500
5316				5311 Admin + Operating ***			
5317				5311 SAP + Merit ***			
ARRA				5311 Self Reported **	\$21,200	\$61,412	\$175,000
Other Federal				5316			
State Support				5317			
Local Support				Other Federal	\$8,000		
Other				State Support			
				Local Support	\$12,500	\$22,873	\$709,270
Total Capital Revenues	\$0	\$0	\$0	Fare and Donation Revenue	\$2,000	\$5,637	\$35,829
Total Capital Costs **	\$19,453	\$135,474	\$36,406	Contract Revenue			
				Other Revenue	\$0	\$50,796	\$26,376
				Total Operating Revenues	\$43,700	\$140,718	\$806,085
				Total Operating Expenses	\$43,700	\$140,718	\$349,897

* 2012 data self reported through survey. Prior year data from National Transit Database and CDOT records.

** Self reported survey data *** CDOT reported data

Blank = No Data Available

Central Front Range Regional Growth Projections

To estimate future transit demand the following table provides regional growth projections as described by the State Demographers Office. These growth projections can be used to infer transit needs in the future.

County	Population Growth from 2013			Elderly Growth from 2013		
	6 Year	10 Year	By 2040	6 Year	10 Year	By 2040
Custer	22.8%	38.3%	97.6%	37.3%	50.0%	43.2%
Fremont	9.1%	15.4%	37.8%	17.5%	28.1%	45.8%
Park	27.4%	52.2%	103.8%	43.9%	72.0%	95.0%
Teller	12.9%	21.3%	54.4%	33.2%	50.8%	48.1%
TPR Overall	14.0%	24.6%	56.7%	26.5%	41.4%	53.4%

Draft Central Front Range Transit Projects

Agency	Project Description	Cost	Horizon	Category
				Access to Human Services
				Access to Human Services
				Access to Human Services
Arkansas Headwaters Recreation Area	Vanpool Service			Coordination Strategies
Upper Arkansas Area Agency on Aging	Vanpool Service			Coordination Strategies
Starpoint	Evaluate strategies to improve access to reliable autos			Coordination Strategies
2008 – TPR Transit Projects List	Create a coordinating council to lead the coordination of systems and strategies			Coordination Strategies
2008 – TPR Transit Projects List	Investigate the potential of centralized dispatching in the Region			Coordination Strategies
2008 – TPR Transit Projects List	Develop joint grant applications through the Upper Arkansas Council of Governments			Coordination Strategies
2008 – TPR Transit Projects List	Explore the potential of vehicle and resources sharing to increase service capacity			Coordination Strategies
2008 – TPR Transit Projects List	Analyze the potential of contracting for services on increasing efficiency and coordination between agencies			Coordination Strategies
Black Hills Stage Lines, Inc.	New Ticketing System	\$30,000/annual	Short	Facilities
Black Hills Stage Lines, Inc.	Ticket scanner for bus side		Mid	Facilities
City of Cripple Creek	Need a transit facility built similar to the hub in Durango	\$4M	Mid	Facilities

Agency	Project Description	Cost	Horizon	Category
Wet Mountain Valley Rotary Community Service, Inc.	Metal building to house vehicles	\$100,000		Facilities
2008 - Park County Senior Coalition	New and Replacement mid-size buses (6)			Facilities
2008 - Starpoint	New and Replacement mid-size buses (23)			Facilities
2008 – Fremont County Headstart	New and Replacement mid-size buses (3)			Facilities
2008 – Golden Age	New and Replacement mid-size buses (2)			Facilities
Black Hills Stage Lines, Inc.	Replace motocoaches for up to four schedules	\$500,000 /ea.	Short	Maintaining Service
Black Hills Stage Lines, Inc.	Replacement of coaches evry 3-5 years (most of miles on intercity routes)	\$500,000 /ea.	Mid	Maintaining Service
Black Hills Stage Lines, Inc.	Technology Upgrades		Mid	Maintaining Service
Black Hills Stage Lines, Inc.	Replacement of motorcoaches as needed	\$500,000 /ea.	Long	Maintaining Service
City of Cripple Creek	Need to replace 4 mid-size shuttles	\$90,000/ea.	Short	Maintaining Service
City of Cripple Creek	Trolley Replacement x5	\$240,000 /ea.	Long	Maintaining Service
Wet Mountain Valley Rotary Community Service, Inc.	New 4-Wheel-Drive vehicle	\$30,000	Short	Maintaining Service
Wet Mountain Calley Rotary Community Service, Inc.	New vehicles	\$30,000	Mid	Maintaining Service
Wet Mountain Valley Rotary Community Service, Inc.	4-Wheel-drive vehicle	\$30,000	Mid	Maintaining Service
Wet Mountain Valley Rotary Community Service, Inc.	2 new vehicles & 4-wheel drive vehicle	\$100,000	Long	Maintaining Service

Agency	Project Description	Cost	Horizon	Category
2008 - Upper Arkansas Area Agency on Aging (UAAAoA)	Maintain Existing Service Level			Maintaining Service
2008 - Park County Senior Coalition	Maintain Existing Service Level			Maintaining Service
2008 - Starpoint	Maintain Existing Service Level			
2008 - UAACOG Fremont County Head Start	More information about public transit services			Marketing Strategies
				Miscellaneous
Arkansas Headwaters Recreation Area	Early Morning Service (before 9AM)			Mobility for the General Public
Upper Arkansas Area Agency on Aging	Weekend Service			Mobility for the General Public
UAACOG Fremont County Head Start	Weekend Service			Mobility for the General Public
Starpoint	Weekend Service			
Starpoint	Early Morning Service (before 9AM)			Mobility for the General Public
UAACOG Fremont County Head Start	Improve local service within Fremont County			Mobility for the General Public
Arkansas Headwaters Recreation Area	Improve service in Pueblo, Fremont, Chaffee, and Lake Counties			Mobility for the General Public
Upper Arkansas Area Agency on Aging	Improve service in Chaffee, Custer, Fremont, Lake and Park Counties			Mobility for the General Public
Starpoint	Improve service within Chaffee and Fremont Counties			Mobility for the General Public
City of Cripple Creek	Early Morning service (before 9AM)			Mobility for the General Public
City of Cripple Creek	Later evening service (after 6PM)			Mobility for the General Public

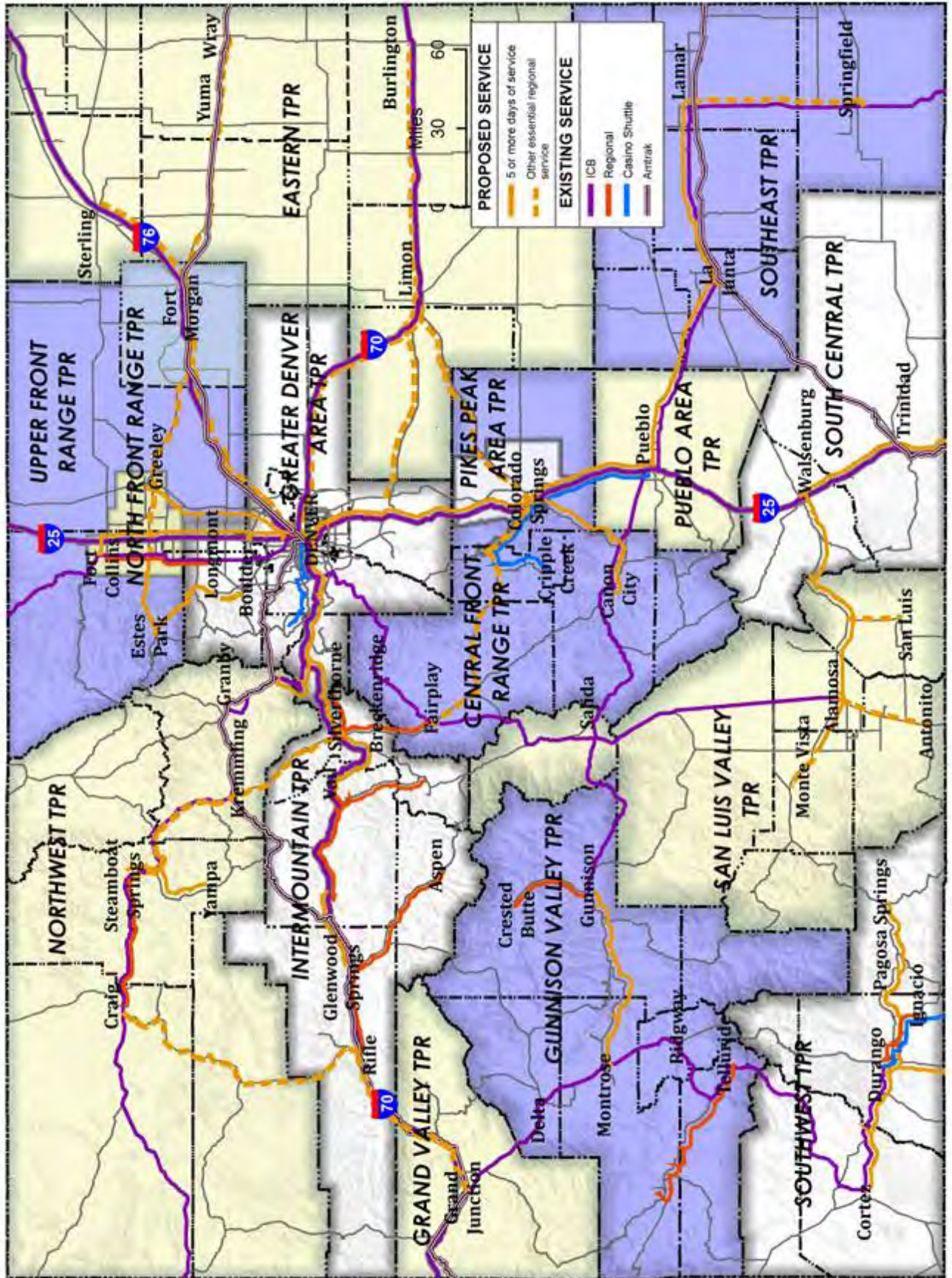
Agency	Project Description	Cost	Horizon	Category
City of Cripple Creek	Weekend Service			Mobility for the General Public
				Mobility for the General Public
Neighbor-to-Neighbor/Chaffee Shuttle	Park-n-Ride at Buena Vista		Short	Regional Connectivity
Neighbor-to-Neighbor/Chaffee Shuttle	Expand service to Leadville from Buena Vista PNR		Mid	Regional Connectivity
Neighbor-to-Neighbor/Chaffee Shuttle	Build a proper Bus Facility (possibly purchase the lot next door for bus storage)		Long	Regional Connectivity
Neighbor-to-Neighbor/Chaffee Shuttle	Purchase a trolley for Friday & Saturday service to the hotels		Long	Regional Connectivity

Intercity and Regional Bus Service

What is Intercity Bus Service? What is Regional Bus Service? There is overlap between these two terms and their common definitions have changed over time. Thirty years ago Greyhound and other intercity carriers operated a comprehensive network of services but today they focus only on connecting key cities. Regional services have developed to provide connections that are no longer provided by private intercity carriers.

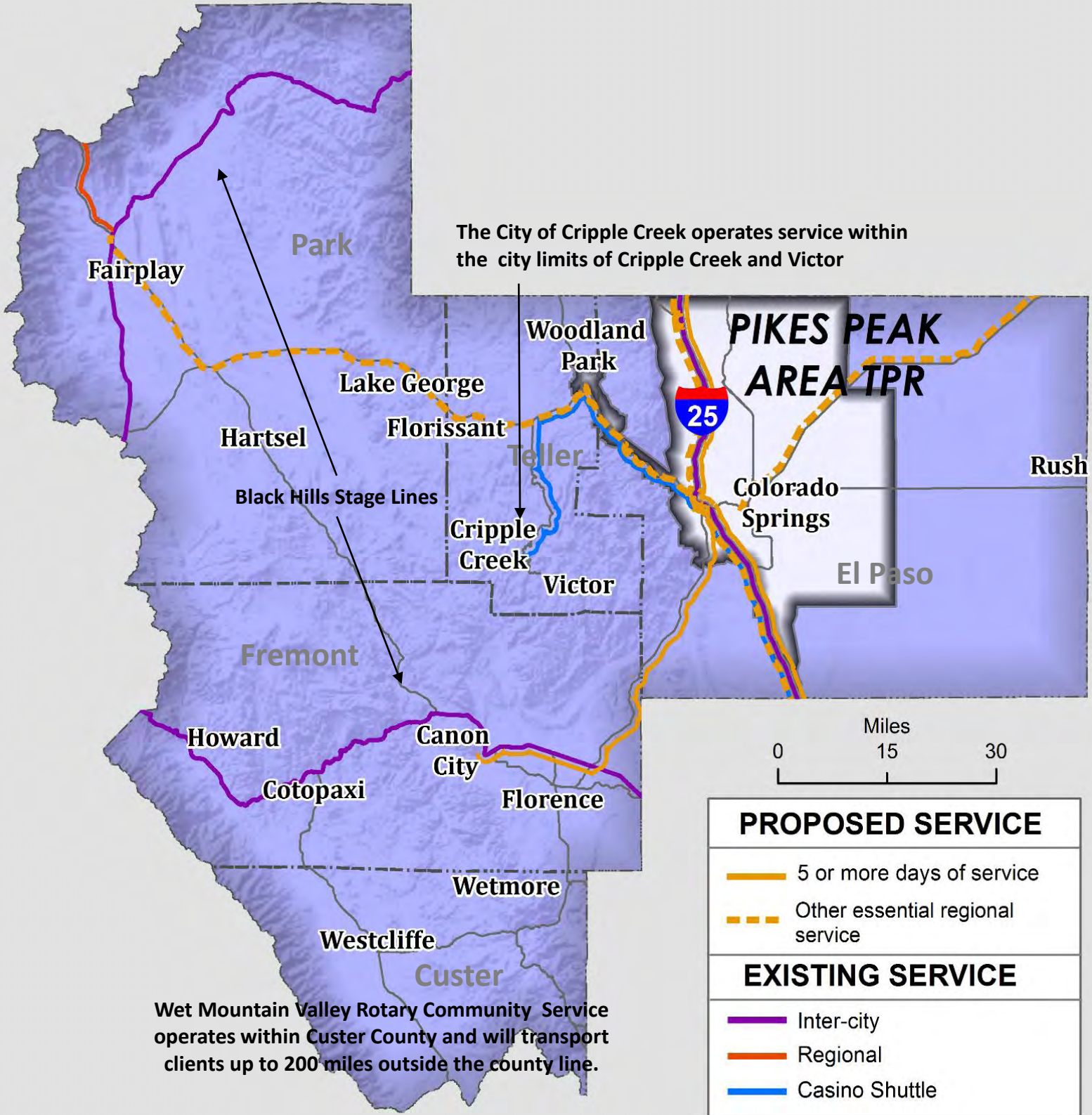
The FTA defines Intercity Bus Service as regularly scheduled bus service that connects two or more urban areas, serves passengers traveling long distances, serves the general public, can transport passengers' baggage, and makes meaningful connections with national intercity bus service to more distant points. Intercity bus generally operates with only a few trips each day, but usually operates every day. Greyhound is a major provider of intercity services.

Regional Bus Service also crosses jurisdictional lines, but may operate within rural regions or connect to an urban area. Regional services are generally 20 - 60 miles in length. Regional services are often geared around certain markets (e.g., workers or airport shuttles) and operate on schedules geared to these markets. Regional services may also be designed to serve people who need to travel long distances to access government services, medical trips, or other destinations. Some regional services only operate 1-2 trips each day while others have robust schedules.



Central Front Range Transit Services

Existing & Proposed Services



Coordination Strategies

1. **Centralized Call Center** – a centralized call center puts information access for all county or regional transportation operations in one place, with one phone number for residents to call to schedule a ride. In communities where there are several transportation service providers, a centralized call center can be very valuable to assign service requests to the most appropriate provider.

Expected Benefits/Needs Addressed

- Can create cost efficiencies by consolidated trip reservations and scheduling staff
- Maximizes opportunities for ride sharing
- Improves service delivery and customer satisfaction
- Provides one number for clients to call to access service

Potential Obstacles and Challenges

- Requires allocation/reimbursement models and service delivery standards
- Requires champion agency to take on consolidation and support idea
- Once implemented, requires leadership, on-going attention and committed staff
- Existing providers may not want to outsource reservation function

2. **Mobility Managers/ Mobility Management Organizations** – A mobility manager could be an individual, a group of individuals or an organization that provides a wide variety of mobility management functions for consumers, human service agency staffs, and/or for community transportation providers. A mobility manager could be an individual, a group of individuals or an organization that provides mobility management functions for consumers and provide a range of services.

Expected Benefits/Needs Addressed

- Ensures staff resources are available to implement mobility and coordination strategies
- Creates community resource to promote existing and available resources

Potential Obstacles and Challenges

- Individual will need to be well supported by key institutions and organizations to be effective
- Individuals will likely need training and support

3. **Centralized Resource Directory** – Centralized resource directories are very helpful to consumers, human service agency staff, and advocates who need to find and/or arrange transportation for members of the target populations (low income, seniors, and persons with disabilities) online.

Expected Benefits/Needs Addressed

- Provide a “one-stop” resource for all public and private transit services and human service agency transportation
- Provide easy contact and eligibility information enabling consumers and advocates alike to identify potential service providers for specific members of the target populations
- Particularly useful in larger communities with a large number of public and private sector transportation resources

Potential Obstacles and Challenges

- Requires a comprehensive data collection effort to create the directory
- Keeping the directory up-to-date has proven problematic in other areas
- Consumers must be aware that the directory exists in order to be useful

4. **New Partnerships** – Partnerships with private or other nonprofit organizations can increase ridership as well as provide sponsorship for transit routes and services. Partnerships with private employers and retailers could include schools and colleges, employers, social service agencies, etc.

Expected Benefits/Needs Addressed

- Potential to subsidize routes and/or services with private funding
- Increased/guaranteed ridership on some routes and /or services

Potential Obstacles and Challenges

- Some businesses are unwilling to participate

5. **Marketing and Information Campaigns** – In many areas there is a lack of awareness and/or a negative perception of available public transportation services. In conjunction with a directory of services (#3), a marketing campaign can begin to change awareness and attitudes.

Expected Benefits/Needs Addressed

- Creates awareness of services for eligible clients
- Can shift perceptions to transit as a community resource

Potential Obstacles and Challenges

- Needs continuous updating if detailed service information (i.e., schedules) is included
- Sophisticated, comprehensive marketing campaigns can be costly

6. **Regional and County Coordinating Councils** – Create focal points for coordination and mobility management activities. Regional and County coordinating councils could assist in implementing the regional and county-scale coordination strategies and assist and encourage the implementation of local initiatives.

Expected Benefits/Needs Addressed

- Ensures that one body is responsible for addressing transportation needs in the community or region
- Enhances local/regional awareness of transportation needs and mobility issues
- Provides a vehicle for implementing strategies, facilitating grants and educating the public and professionals

Potential Obstacles and Challenges

- Maintaining momentum with an ad-hoc group, prior to the hiring of a mobility manager, can be challenging

7. **Taxi Subsidy Programs** – Provide reduced fare vouchers to older adults, persons with disabilities and persons with low incomes to allow for more trip flexibility and increased travel coverage as needed. Encourages use of lower-cost travel modes and supports expansion of accessible and community car fleet. Typically, human service agencies that employ this strategy generally limits taxi subsidies to agency clientele or program participants.

Expected Benefits/Needs Addressed

- Provide same-day if not immediate service
- Effective for unanticipated travel and evening and weekend hours
- Effective for trips outside of service area or “under-served” areas
- Effective way to “divert” more expensive paratransit trips to a less expensive mode
- Can set/control subsidy per trip and/or overall budget

Potential Obstacles and Challenges

- Requires well-managed/controlled taxi car companies
- Few accessible taxicabs
- Requires good communication among all parties
- Need to establish fraud-protection mechanisms

8. **Travel Training** – Programs designed to train individuals to use fixed-route and/or dial-a-ride public transit. Travel training may be promoted as a marketing strategy to encourage key consumer groups (i.e., older adults) to use public transit; or it may be targeted towards frequent users of paratransit to encourage individuals to use lower-cost fixed route services, as appropriate to the individual’s circumstances.

Expected Benefits/Needs Addressed

- Encourage and support use of local fixed-route services
- May reduce demand for paratransit services
- Increase awareness and use of a variety of community transportation services
- May support other regional priorities, such as workforce development
- Build good community will through the establishment of a corps of volunteers who act as advocates for the transit system

Potential Obstacles and Challenges

- Some audiences and individuals may require specialized training
- Requires multiple-agency cooperation to identify training opportunities
- Training may require support from agencies that perceive no, or minimal, long-term gain
- Volunteer retention can be an issue, creating an ongoing need to train new volunteers

9. **Volunteer Driver Program** – Volunteer drivers are individuals who volunteer to drive people who lack other mobility options. A sponsoring organization, such as a transportation provider, human service agency or other entity often helps match volunteer drivers with individuals who need rides. A volunteer driver will typically use their private vehicle but will be reimbursed, usually based on mileage driven, by the sponsoring agency. Sponsoring agencies may also arrange for insurance coverage. Volunteer driver programs have proven to be an effective and important resource to help supplement community transportation programs.

Expected Benefits/Needs Addressed

- Provide low cost transportation option
- Some programs will reimburse friends or family members for providing rides
- Volunteers can provide a flexible source of transportation that can be useful for longer distance, out of area trips

Potential Obstacles and Challenges

- Setting up a volunteer driver network requires time and effort to recruit, screen, train, and reward volunteer drivers
- Riders need to be introduced to and appreciate concept of volunteer drivers
- Real or perceived driver liability and insurance issues

10. **Joint Procurement of Vehicles and Equipment and Insurance** – This is a strategy for agencies to coordinate on purchasing capital equipment and insurance coverage. For overall coordination, there is value in procuring vehicles, insurance and equipment as part of a joint effort because it encourages transportation providers to work together and potentially achieve some resource savings (in direct costs and staff time).

Expected Benefits/Needs Addressed

- Potential to reduce unit costs and speed up process for procuring vehicles, equipment and insurance
- Reduces duplication in preparing vehicle specifications
- Allows “piggybacking” on existing programs

Potential Obstacles and Challenges

- Agencies may have difficulty on agreeing on same vehicle specifications
- May need “high level” assistance in preparing bid specifications

Baseline Provider Financial Datasets

For the Central Front Range TPR, baseline financial information is being compiled for each provider operating within the region. This information will be used to produce estimates of future revenues, to illustrate regional funding flows, and to inform prioritization and coordination discussions.

We need your help to verify and complete this baseline data. The following worksheets includes a summary of major capital and operating revenue sources. The information was compiled from responses to the recent DTR survey, from the National Transit Database, and from CDOT award records.

1) In some cases, we have incomplete information or inaccurate data for providers. We would like to work with the best available information to build a dataset that is accurate and may be used for future analysis.

We are requesting your assistance to verify this data. We are not asking for additional information. To this end, please review and provide comments with particular attention to:

- ▶ Are there providers in the region not included, but that should be?
- ▶ We are not interested in correcting to exact dollar amounts, but rather if the data presented is reasonably accurate and inclusive of all major funding sources? If not, please provide corrections or notations.
- ▶ Are there any recent major investments or grant awards that are not included or that are inaccurately noted?
- ▶ For missing data or missing providers, please provide data or suggest contacts or information that we might use to fill in the blanks.

2) This baseline data will then be used to guide later prioritization discussions by estimating future fiscal constraint and illustrating potential future funding gaps. At this time, we would also like to gather input on considerations and adjustments that should be made to any future estimates.

- ▶ Are there significant investments, or significant challenges in the region that may skew historical trend data (e.g. extraordinary capital investment programs, local government budget shortfalls, recent changes in provider finances, etc.)?
- ▶ Are there significant future investments already planned, policy or taxation decisions anticipated, or expected changes in provider services or structure (e.g. known within the next 6 years)?
- ▶ Are there significant federal, state, or local investments in transit supportive plans or projects that should be noted (e.g. Transit oriented development or planning, park and ride construction, livability and sustainability initiatives, etc. Please brainstorm to list major investments)?

The agencies and organizations listed in this worksheet are identified because they completed the recent DTR statewide survey and/or because they are recent CDOT/FTA grantees. Providers that have responded to the survey are listed below. If there are other known transit operators or social services providers active in the region, please help identify those.

Corrections and notations may be returned to Evan Enarson-Hering (eenarsonhering@camsys.com).

Sign - IN sheet CFR TWG 2

Name	Organization	Contact
✓ R. Power	Transitplus	rclph.power@transitplus
✓ Angel Bond	PPACG	abond@ppacg.org
✓ Joe Chen	PPACG	
✓ Shelly Penkoff	WMVRC SI	wmvrCSI@gmail.com
✓ Judy Gilkerson	UAACOG	Judy.gilkerson@uaacog.com
Debbire Bell	Fremont County	debbie.bell@fremontco.com
✓ George Sugars	Fremont County	george.sugars@fremontco.com
✓ Beth Vojlesony	OV Consulting	beth@ov/c.com
✓ Adam Lancaster	Canon City	atlancaster@canoncity
✓ Gail Nehls	Amblicab	gail@amblicab.org

Central Front Range Transportation Planning Region

Transit Working Group #2 – Meeting Minutes

Date: October 7, 2013
Time: 1:30 PM – 3:30 PM
Location: Upper Arkansas Area Council of Governments Building
3224 – A, Independence Road
Canon City, Colorado

Meeting attendees:

Angel Bond – Pikes Peak Area Council of Governments
Joe Chen – Pikes Peak Area Council of Governments
Gail Nehls – Amblicab
Debbie Bell – Fremont County
Shelly Penkoff – Wet Mountain Valley Rotary Community Services, Inc.
Judy Gilkerson – Upper Arkansas Area Council of Governments
George Sugars – Fremont County
Adam Lancaster – City of Canon City
Wendy Pettit – CDOT Region 2
Beth Vogelsang - OV Consulting
Ralph Power – TransitPlus

Welcome & Introductions

Wendy Pettit from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Background

Ms. Pettit provided an update of the planning processes, current status, timelines, and vision/goals for the Statewide Transit Plan.

Ms. Pettit distributed the meeting packet, which included: a project schedule, statewide vision/goals, draft CFR vision/goals, summary of existing service providers, a regional financial summary, growth projections, and a regional project list that was derived from prior meeting comments and planning efforts.

Draft Central Front Range Vision and Goals.

Ralph Power, Senior Transit Consultant for TransitPlus, Inc., reviewed a draft vision and goal statements to gain consensus from the Transit Working Group (TWG). After some discussion, the TWG agreed to changes to the vision and supporting goals. The vision and goals discussion produced the following:

- *Vision: The Central Front Range’s vision is to improve mobility, economic vitality and economic growth for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefits in using available resources.*
- Goal 1: Improve coordination and develop partnerships
- Goal 2: System preservation and expansion
- Goal 3: Regional connections

Transit Service and Financial Summaries

Mr. Power reviewed the existing CFR transit services and financial summary and solicited corrections or other information that may have been omitted or inaccurately reported on the survey that generated the information. It was discussed that some service provider information, as well as financial information, was inaccurate and that the project team would be following up with respondents to correct the information. Items identified in the discussion included:

- Wet Mountain Valley Rotary transports the general public; this category was blank in the summary table.
- The Golden Shuttle was not included among the providers and was added.
- The Arkansas Headwater Recreational Area was listed as service provider based on prior planning studies. There was no knowledge of the service among the TWG members and it was removed from the provider list.
- Fremont Taxi was omitted from the private provider list and will be added to the final list.

Regional Transit Needs, Projects, and Priorities

The final portion of the second TWG meeting was used to prioritize project needs within the Central Front Range TPR. A “Project List” was developed during the first TWG meeting and the projects were prioritized under broader categories. The projects were prioritized using the following categories: coordination strategies, facilities/vehicles, maintenance of service, and mobility for the general public. Several key discussion items included the need for regularly scheduled regional service connections to Pueblo and Colorado Springs from Canon City for medical and shopping trips; a current lack of participation in the Coordinating Council and subsequent lack of participation among providers; and the difficulties in coordinating rides among service providers because individual riders have specific travel needs, destinations and travel times. It was also noted that liability concerns make sharing of vehicles difficult and that the very rural areas typically require a very personalized travel service. The group did not feel that dispatch services were relevant to their limited service providers at this time, and would not effectively increase coordination. The discussion prioritization outcomes and time approximations are listed below.

Coordination Strategies

- Strengthen coordinating council participation and increase coordination between systems by exploring strategies for joint initiatives (short-term)
- Develop joint grant applications through the Upper Arkansas Area Council of Governments (short-term)
- Work to resolve the issues that make vehicle and resource sharing so difficult and identify ways to increase service capacity (long-term)

Facilities/Vehicles

- Metal building/structure to house vehicles – Wet Mountain Valley Rotary (medium-term)
- Transit transfer facility/hub – City of Cripple Creek (medium-term)

Maintaining Service

- New and replacement buses – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Fremont County Head Start (short-term)
- Maintain existing service levels - City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Fremont County Head Start (short-term)

Mobility for the General Public

- Expand service to include later hours and weekends – Golden Shuttle (short-term)
- Weekend and early morning service – Starpoint (long-term)
- Later evening service – City of Cripple Creek (long-term)
- Increase regional connections to Colorado Springs and Pueblo

Next Steps

The meeting closed by discussing what we need from the Transit Working Group and what they can expect in the months to come, including:

- The project team will compile remaining data, information, and prioritized project list for distribution to the TWG and inclusion in the final coordinated plan document
- Next Transit Working Group Meeting – January 27, 2014.
- Please send Ralph Power (email below) any information that is missing or otherwise should be included in the coordinated transit plan for the region

Adjourn

Wendy Pettit of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to continuing to work with them through plan completion.

PROJECT CONTACTS:

Lead Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>



B.3 - Transit Working Group Meeting #3

Central Front Range Transit Working Group Meeting #3

Date: Monday, January 27th, 2014

Time: 1:30 – 3:30pm

Location: Upper Arkansas Area Council of Governments
3224-A Independence Road
Cañon City, CO

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

CDOT Project Manager: Tracey MacDonald tracey.macdonald@state.co.us
Work: 303-757-9753

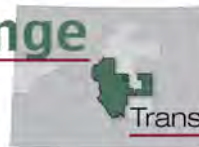
Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

Conference Call # 1-877-882-3610
Participant Code: 4584777#

		2013				2014					
		SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Statewide Transit Plan Development	Statewide Steering Committee Meetings		●				●	●		●	
	Statewide Needs Analysis		■								
	Financial Analysis and Investment Needs	■	■								
	Statewide Policies and Strategies		■								
	Performance Measures	■	■								
	Draft Final Report Development						■				
	Agency Consultation - State/Federal						■				
	CDOT - 30 Day Review of Draft Final Report							■			
	Update Draft Report									■	
	SSC and Public Review of Draft Final Report									■	
	Prepare Final Report										■
	Submit Final Report/ TC Adoption										■
Final Report Spanish Translation										■	
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		■			■					
	Local Plan/Statewide Open Houses		■								
	Vision and Goals Development	■									
	Financial Analysis and Investment Needs	■									
	Projects, Strategies & Prioritization	■									
	Needs Assessment/ Gap Analysis		■								
	Development of Draft Final Reports			■							
	CDOT Review of Draft Final Reports						■				
	Update Draft Reports							■			
	TWG and Public Review of Draft Final Reports							■			
Prepare Final Reports								■			
Integration with Statewide Transportation Plan										■	

Central Front Range



Transportation Planning Region

Central Front Range Vision: *The Central Front Range’s vision is to improve mobility for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.*

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1) Improve Coordination and Develop Partnerships	Strengthen coordinating council participation and Increase coordination between systems by exploring strategies for joint initiatives (short-term)			Upper Arkansas Area Council of Governments, providers, and stakeholders	1-6 years
	Develop joint grant applications through the Upper Arkansas Area Council of Governments (short-term)			Upper Arkansas Area Council of Governments, providers, and stakeholders	1 -6 years
	Work to resolve the issues that make vehicle and resource sharing so difficult and identify ways to increase service capacity (long-term)			Upper Arkansas Area Council of Governments, providers, and stakeholders	12 years and beyond
	Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules			Upper Arkansas Area Council of Governments, providers, and stakeholders	1 – 6 years
2) System Preservation and Expansion	Maintain existing levels of service and infrastructure of Existing	\$810,000	FTA 5310, FTA 5311, Fare	UAACOG, Counties,	1 – 6 years

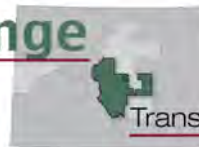
Central Front Range



Transportation Planning Region

	providers – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Freemont County Head Start (short-term)		Revenues, Local Government.	Cities, service providers	
	Replacement buses – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Freemont County Head Start (short-term). 4 body-on-chassis buses, 1 four wheel drive van.	\$60,000 – annual depreciation	FTA 5310, FTA 5311, FASTER	UAACOG, Counties, Cities, service providers	1 – 6 years
	Replacement buses – City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Freemont County Head Start (mid-term). 10 body-on-chassis buses, 2 four -wheel drive vans, 1 trolley.	\$200,000 – annual depreciation	FTA 5310, FTA 5311, FASTER	UAACOG, Counties, Cities, service providers	7 - 12 years
	Replacement buses – City of Cripple Creek, Wet Mountain Rotary. One trolley, 2 four wheel drive vans	\$70,000 – annual depreciation	FTA 5310, FTA 5311, FASTER	UAACOG, Counties, Cities, service providers	12 years and
	Starpoint – weekend and early morning service. Estimated annual hours 1,000 hours/yr. Annual depreciated cost of one half time body-on-chassis bus.	Op: \$75,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	Starpoint	1 - 6 years
	Golden Shuttle – weekend and evening service. Estimated	\$75,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare	Golden Shuttle	1 - 6 years

Central Front Range



Transportation Planning Region

	annual hours 1,000 hours/yr. Annual depreciated cost of one half time body-on-chassis bus.		Revenues, Local Government		
	City of Cripple Creek – expanded evening hours. Estimated annual hours 500 hours/yr. Annual depreciated cost of one half time body-on-chassis bus.	\$38,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	City of Cripple Creek	1 - 6 years
	Cripple Creek Bus Storage and Administration Facility	\$1.7 million	FTA 5310, FTA 5311, FASTER	City of Cripple Creek	1 – 6 years
	Wet Mountain Rotary metal bus storage facility	\$400,000	FTA 5310, FTA 5311, FASTER	Wet Mountain Rotary, Custer County	12 years and beyond
3) Regional Connections	Colorado Highway 115 service connecting Canon City and Florence with Colorado Springs. 5 days per week, 8 hours per day, estimated 2080 annual hours	Op: \$156,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	Upper Arkansas Area Council of Governments, providers, and stakeholders	1 – 6 years
	US Highway 50 Service connecting Canon City to Pueblo and Salida. 3 days per week, 12 hours per day, estimated 1,900 hours per year	Op: \$143,000 Cap: \$12,000	FTA 5310, FTA 5311, Fare Revenues, Local Government	Upper Arkansas Area Council of Governments, providers, and stakeholders	1 – 6 years

Central Front Range



Transportation Planning Region

TOTAL CURRENT ANNUAL OPERATING		\$810,000			
TOTAL EXPANSION ANNUAL OPERATING		\$387,000			
TOTAL CURRENT ANNUAL CAPITAL		\$60,000			
TOTAL MID TO LONG RANGE ANNUAL CAPITAL		\$270,000			
TOTAL EXPANSION ANNUAL CAPITAL		\$2.1 million			

DRAFT

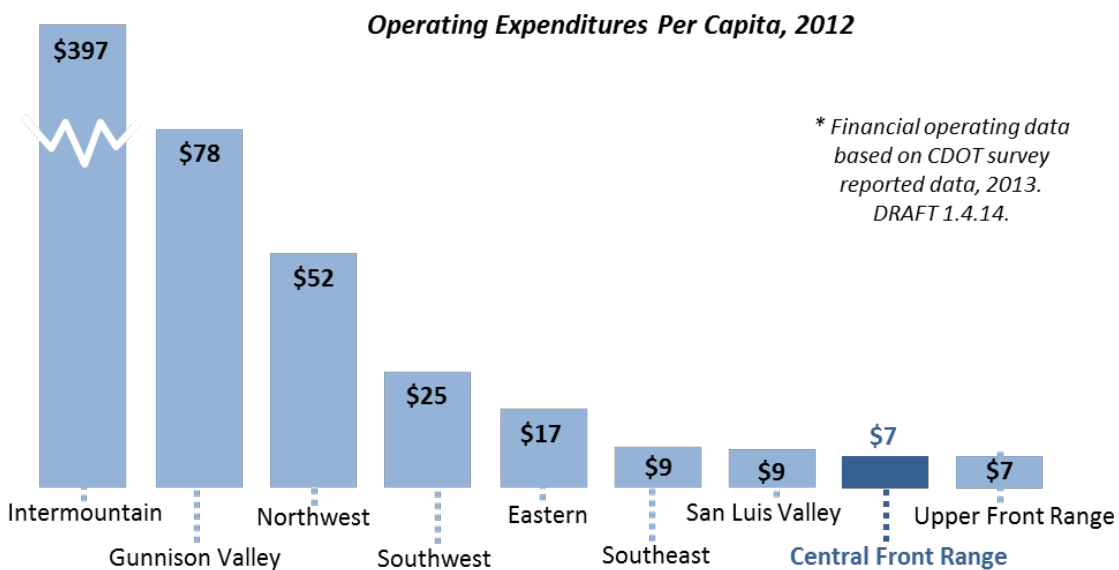


Central Front Range Financial Resources and Anticipated Revenues

The 2040 revenue and operating expense projections presented here are intended to estimate the general range of future revenues and magnitude of future resource needs. While any forecast is subject to uncertainty, these estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies. These sketch-level planning estimates are intended to foster dialogue among regional partners, not to determine local decision-making or prioritization.

Statewide Current and Future Operating Expenditures

Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of transit revenues, scale and type of operations, system utilization and ridership, full-time resident population, and population of seasonal visitors.



Central Front Range TPR Operating Expenditures

- In recent years, operating expenses for service providers in the region have grown faster than available revenues. As a result, some providers have reduced services or sought additional revenue sources. Other providers have recently expanded services through grants and contributions.
- The region’s full-time resident population is expected to grow 1.6% annually from 2010 to 2040 and reach 155,000 by 2040. Population growth is anticipated to slow rapidly after 2024.
- Approximately \$670,000 annually, or \$7 per capita, is expended to support critical transit and transportation services in the Central Front Range.

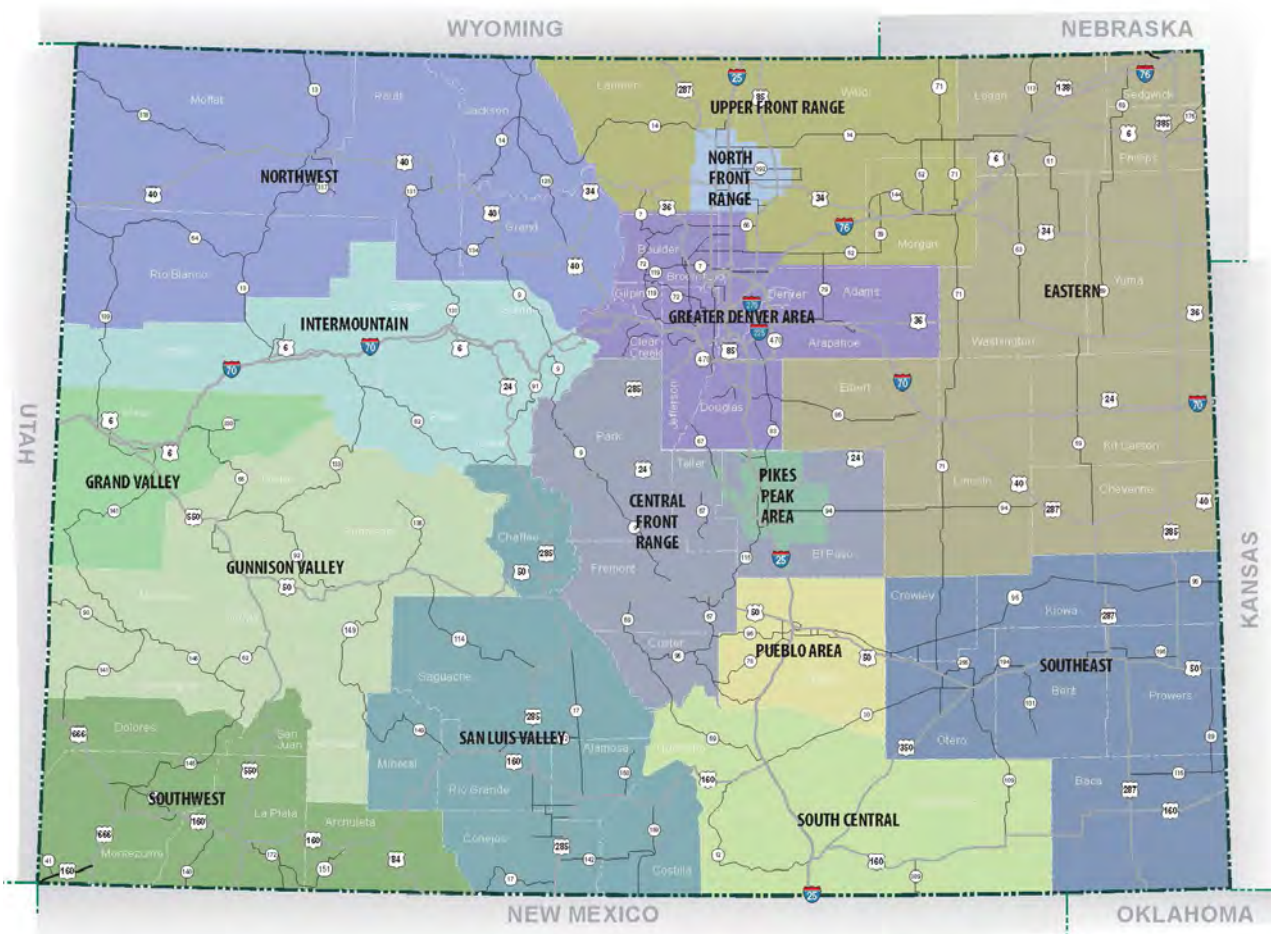
Central Front Range



Transportation Planning Region

- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$836,000 in operating funds.

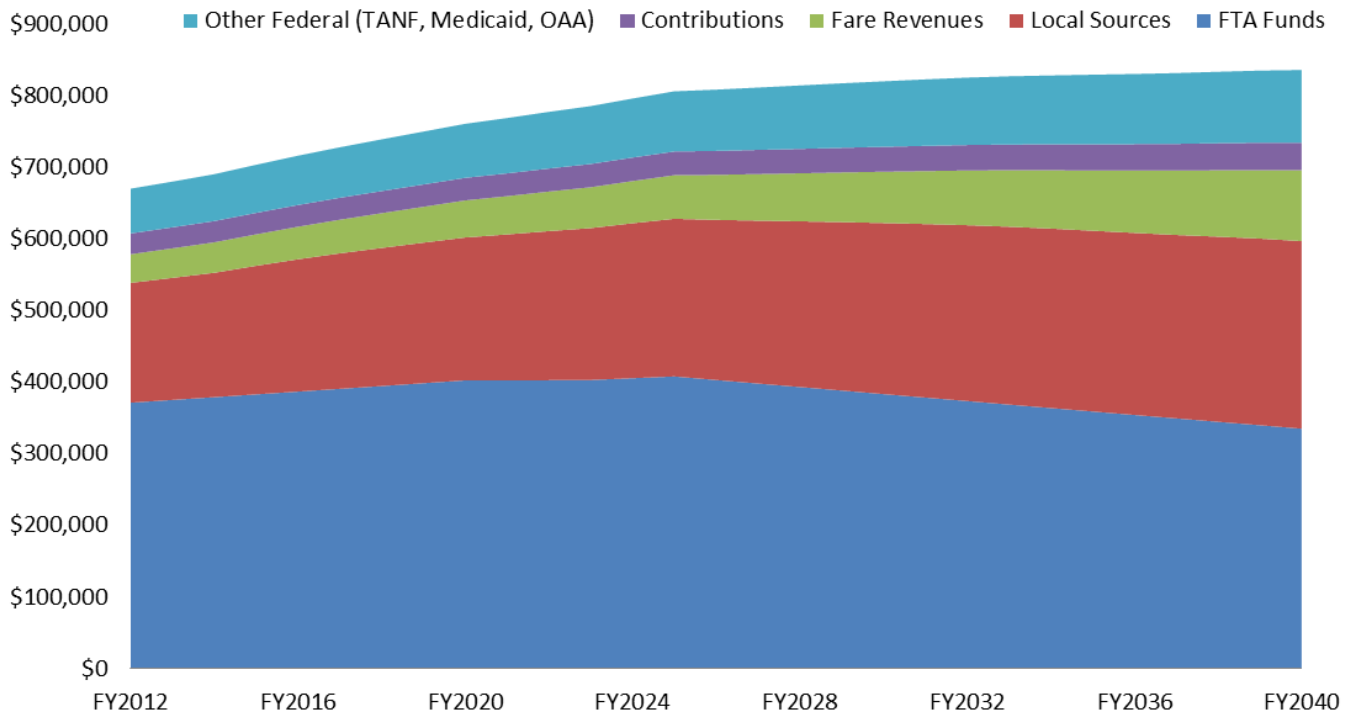
PLANNING REGIONS





Central Front Range TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Central Front Range could expect to see transit revenues available for operating and administration purposes reach an estimated \$836,800 dollars.



- Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local governments contribute to services in the region through matching funds for grant awards, general fund transfers, or in-kind contributions. Municipal funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Gaming tax contributions and gaming device fees are the two largest sources of revenue for the Town of Cripple Creek – which is the largest source of local funds in the region. Those funding sources have declined substantially in recent years. Local sales tax sources provide the second most common source of revenue for local governments in the region. However, growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services, such as healthcare.
- Fare revenues tend to be variable and many systems in the region operate on a suggested donation policy. Fare revenue growth is also linked to personal income growth, system ridership, and policy



changes. Based on historic trends, fare revenues are anticipated to grow steadily at 3.3 percent annually, though recovery rates could slow over the long-term.

- Contributions are a significant source of revenues for many providers in the region and include donations from individuals, community foundations, or local businesses. Contributions are assumed to hold steady over the forecast period.
- Other Federal revenues include relatively stable sources such as payments through Title III of the Older Americans Act (OAA). Other Federal programs are highly variable including payments through the Non-Emergent Medical Transportation (NEMT) Medicaid program. Sequestration or other changes in Federal programs will impact the revenues available through Medicaid, OAA, Community Service Block Grants (CSBG), and other important programs. Over the long-run, the revenues available for discretionary spending within these programs, such as transportation assistance, is likely to decline.
- Other revenues, including Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA operating grant programs, and agency-derived sources such as investments and fees are important but relatively small sources of revenues and not directly included in this forecast.

Central Front Range TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Central Front Range region will outstrip the growth in transit revenues by as much as 0.7% annually by 2040. In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or that finding new funding sources may have to become a higher priority to address this potential funding gap.

Future operating expenses represent only the resources necessary to maintain transit services at current levels on a per-capita basis. Potential future funding shortfalls or surplus amounts indicate what resources might be available or needed to improve or expand service over existing levels. Revenue forecasts are highly variable and could come in higher or lower than expected. Alternative revenue sources or growth in current revenue streams will be necessary to continue to fund improvements or to meet the growing needs of elderly, veterans, low-income, and transit dependent populations.

<i>Central Front Range TPR</i>	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	116,000	139,000	155,000	1.0%/yr
Estimated Operating Expenses	\$810,696	\$971,437	\$1,083,258	1.0%/yr
Estimated Operating Revenues	\$761,628	\$820,988	\$836,822	0.3%/yr
<i>Potential Funding (Gap) / Surplus</i>	(-\$49,068)	(-\$150,449)	(-\$246,435)	-0.7%



REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

KEY CONCEPTS

Introduction

This section describes why the plan was developed, the process used to develop the plan and the planning requirements fulfilled by this plan.

Regional Overview

This section describes the region's activity centers, key demographics and travel patterns. It includes existing data on populations that are often associated with transit demand in a community (people over age 65, low income people and households without vehicles). Other data is included on veterans, race, ethnicity, and English proficiency to paint a comprehensive picture of the region's need for transit.

Existing Transit Provider and Human Service Agencies

This section summarizes the key features of the region's public and private transit providers as well as the human service agencies in the region. Data is provided on provider's service areas, types of service, eligibility, and ridership.

Current and Potential Funding

This section describes the variety of transit funding sources at various levels of government. This section also describes the challenges faced by transit and human service transportation providers with various funding sources.

Key Findings, Transit Needs and Service Gaps

This section describes key findings from the review of the region's demographic profile and activity centers that illustrate the existing and future unmet transit needs.

Financial Scenarios and Recommended Strategies

This section summarizes the anticipated funding through 2040 as well as the funding needed through 2040 based on population growth. This section also lists the recommended strategies for meeting the region's transit vision.

SCHEDULE: Draft Regional Coordinated Plan to region for review March 2014
Final Regional Coordinated Plan to region May 2014

Name	Organization	Contact
Ralph Power	Transit Plus, Inc.	ralph.power@transitplus.com
✓ TED SCHWEITZER	CITY OF CHIPPIS CREEK	TSCHWEITZER@CHIPPE-CREEK.CO.US
✓ Lori Isenberger	TAB (Chaffee)	lorquiltediva@ridgeriver.com
CONNIE Cole	Chaffee Shuttle	neighborsalida@yahoo.com
✓ JAMES BERG	HB 1451 & DHS	james.berg1@state.co.us
✓ Judy Gilkerson	UAACOG	Judy.gilkerson@uaacog.com
✓ David Krutzing	CDOT - Transit & Rail	david.krutzing@state.co.us
✓ Debra Bell	Fremont BACC	debrae.bell@fremontco.com
✓ Vicky Casey	UAACOG	vicki.casey@uaacog.com
✓ Tim Payne	Fremont BACC	Tim.PAYNE@FremontCO.com
✓ Norm Steen	Teller County	Steen.N@co.teller.co.us
✓ Shelly Penkoff	WMURCSI	wmurcsi@gmail.com
✓ Angel Bond	PPACG	a.bond@ppacg.org



Central Front Range Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: Monday, January 27th, 2013
Time: 1:30 PM – 3:30 PM
Location: Upper Arkansas Area Council of Governments Building
3224 – A, Independence Road
Cañon City, Colorado

Meeting attendees:

Angel Bond – Pikes Peak Area Council of Governments
Ted Schweitzer – City of Cripple Creek
Lori Isenberger – Chaffee Shuttle
Connie Cole – Chaffee Shuttle
James Berg – Department of Human Services
Debbie Bell – Fremont County
Vicky Casey – UAACOG
Tim Payne – Fremont BOCC
Shelly Penkoff – Wet Mountain Rotary Van Service
Judy Gilkerson – Upper Arkansas Area Council of Governments
Norm Steen – Teller County
Wendy Pettit – CDOT Region 2
David Krutsinger – CDOT DTR
Ralph Power – TransitPlus

Welcome & Introductions

David Krutsinger from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Schedule

Mr. Krutsinger provided an update of the schedule for completing the Statewide Transit Plan. The Draft Final Plan documents will be distributed to the Central Front Range Transit Working Group by March 2014.

Draft Central Front Range Goals and Strategies

Ralph Power of TransitPlus facilitated a discussion on goals and strategies aimed at prioritizing and further refining strategies (projects) that had been previously identified by the group as important. Mr. Power explained how the strategies were in direct of support of the vision and goals that the group had identified earlier in the process.





Mr. Power then led the group through each of the strategies supporting the three (3) goals established by the group. The group weighed in on strategy details, costs, and timelines in moving the study forward. Potential funding sources were omitted from the strategies chart that was distributed to the group, leading to funding discussions.

Goal 1 – Improve coordination and develop partnerships

- Strategy – Strengthen Coordinating Council participation and increase coordination between systems by exploring strategies for joint initiatives: This short-range (1 – 6 years) strategy would entail applying (utilizing) the LCC at a regional level to increase coordination.
- Strategy – Develop joint grant applications through the Upper Arkansas Area Council of Governments in the short term.
- Provide recurring education and outreach efforts to local elected officials as resources allow. This effort would be led by the UAACOG and is scheduled within the short-term.
- Strategy – Identify and resolve issues that would make vehicle resource sharing difficult and identify ways to increase service capacity. Chaffee Shuttle coming through Cañon City and back to Salida was discussed as one possible example. This strategy was moved from mid-range to short term.
- Strategy – Improve connectivity between local, intercity, and regional transit services, as well as other modes through better sharing of information and schedules. Discussions centered on developing web pages, links, and brochures.
- Strategy – Explore the possibilities of implementing carpools or vanpools, as Vride and other programs have or may have some institutional support elements in place. This strategy was added by the group and is placed in the short-term timeframe.

Goal 2 – System preservation and expansion

- Strategy – Maintain existing operating levels, estimated at more than \$800,000 per year. Providers include City of Cripple Creek, Park County Senior Coalition, Wet Mountain Rotary, Starpoint, Golden Age, and Fremont County Head Start.
- Strategy – Maintain capital and vehicles required to operate the system(s). Initial bus replacements in years 1 – 6 were identified for the above referenced providers, with recommendations for mid and long-range replacements as well. Given the uncertainty in determining actual replacement schedules, the providers had committed to sending their individual replacement schedules to Ralph Power and/or making contact to discuss them.
- Strategy – Expand existing services. Starpoint, Golden Shuttle, City of Cripple Creek, and Fremont County are all seeking to expand services within the short-term.
- Strategy – Develop new transit facilities to support services. Wet Mountain Rotary seeks a metal bus storage facility and City of Cripple Creek is seeking to build a bus administration, training, and storage facility. Both providers operate in extreme winter conditions and need indoor vehicle storage and light maintenance facilities. Additionally, the Town of Woodland Park is seeking to develop a transit center



in connection with the current Senior Center, City Hall, or Cultural Center. Each of these projects was placed in the 1 – 6 year timeframe.

Goal 3 – Regional Connections

- Strategy – Colorado Highway 115 service connecting Cañon City with Florence and Colorado Springs. The strategy was still deemed to be important by the group was changed from the short-term to mid-range (7 – 12 years) in light of the importance of competing projects. Golden Shuttle was added as the project champion.
- Strategy – US Highway 50 service connecting Salida to Cañon City and Pueblo. The group suggested some changes to operating hours and other logistics, while maintain the short-term timeframe. The Chaffee Shuttle was listed as the logical champion despite being in a separate planning region, since they are already making intercity trips between Salida and Pueblo.
- Strategy – Intercity connection between Cripple Creek and Woodland Park was identified as another important regional connection in the short-term. The new service could potentially connect with Silver Key in Woodland Park to provide access to Colorado Springs.
- Strategy – Initiate vanpool service that could expand to fixed route service connecting Cripple Creek with Cañon City. This project is listed as mid-range and could include casinos and mines as potential partners.

Financial Summaries

Subsequent to the finalization of strategies, Mr. Power reviewed anticipated financial resources and revenues of the Central Front Range Transportation Planning Region. He reiterated that the projections were basic, sketch-level numbers aimed at spurring discussion, not for decisions. It was also discussed that there is presently a paradigm shift underway that is lifting transit service to be viewed as an essential part of the region's economy, not an optional part. This will create greater demand in the long-range, despite projected funding shortfalls. This dynamic will cause the region to seek alternative funding sources that may include sales tax, RTA, property taxes, public-private partnerships, and other sources.

Key Concepts and Plan Outline

Ralph concluded the meeting with a brief overview of key concepts and chapters that will be included in the Final Regional Coordinated Transit and Human Services Plan. In addition to strategies and funding options, the plan will detail the steps that took place throughout the project.

Next Steps

This was the final meeting of the Transit Working Group and the Draft Final Plan document will be distributed in March for TWG member review and comment. Some agencies will be contacting or be contacted by Mr. Power to finalize specific details.

Adjourn

David Krutsinger of CDOT thanked the group for attending and reiterated the value of their participation in the process.

Central Front Range



Transportation Planning Region

PROJECT CONTACTS:

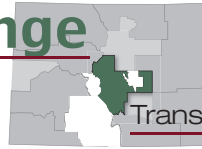
CDOT Project Manager: David Krutsinger, david.krutsinger@state.co.us
Work: 303-757-9008

Lead Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

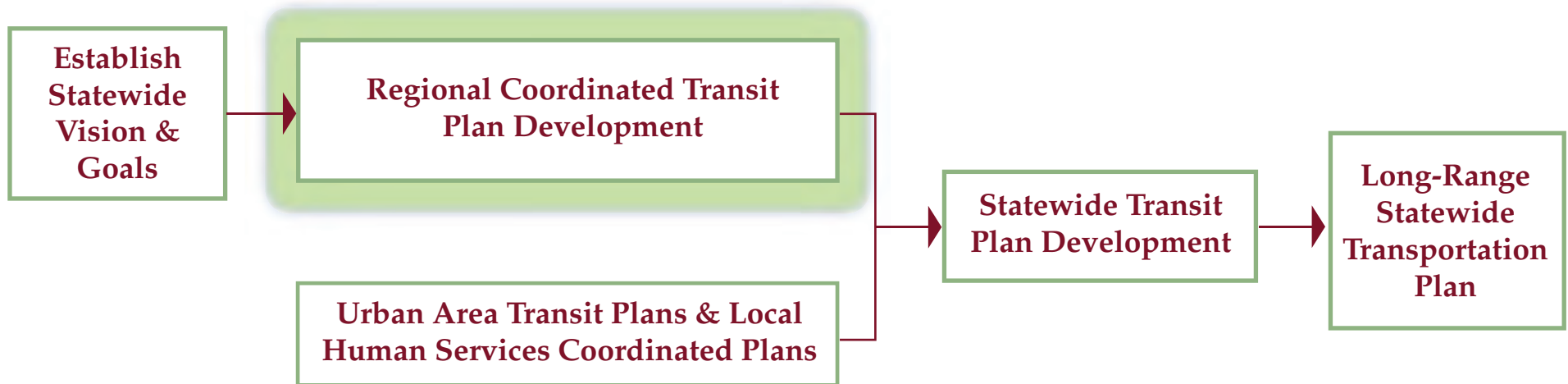
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

Open House October 2013

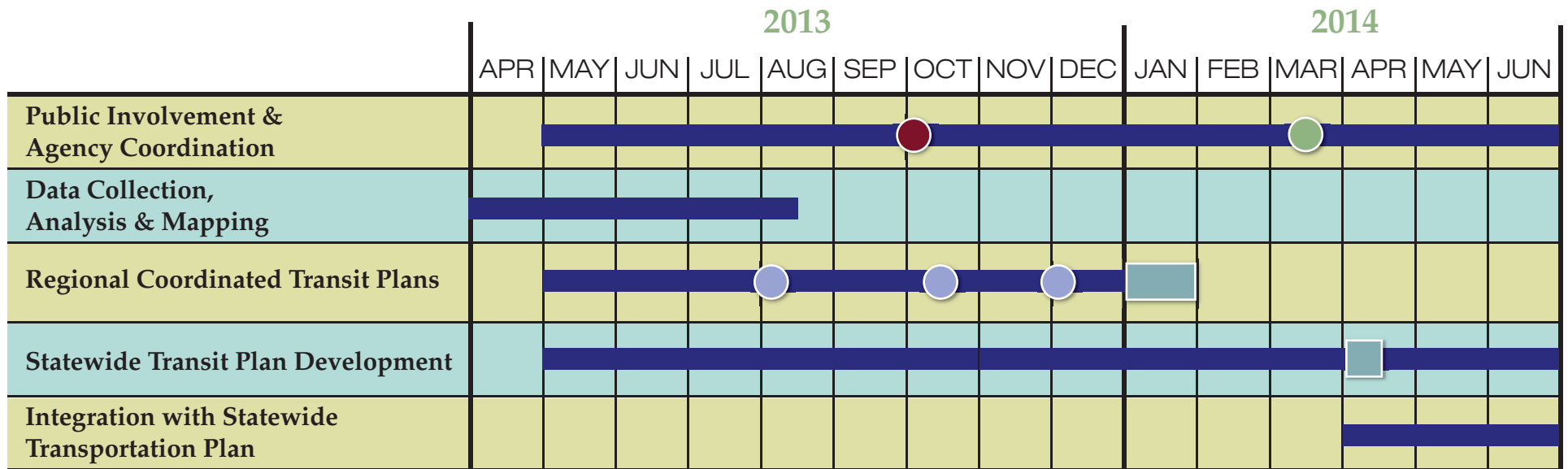
The Statewide Transit Plan will Include:

- Ten local transit and human services coordination plans
- A vision for transit in Colorado
- CDOT's role in fulfilling the State's vision
- Policies, goals, objectives and strategies for meeting needs
- Visions for multimodal transportation corridors
- Demographic and travel profiles
- Existing and future transit operations and capital needs
- Funding and financial analysis
- Performance measures
- Public involvement
- Statewide survey of the transportation needs of the elderly and disabled

Work Plan



Project Overview Schedule



-  Statewide Open Houses (4 locations)
-  Two Open Houses in each TPR
-  TPR Transit Working Group Meeting
-  Draft Plan Available for Public Review

The schedule of all open houses will be coordinated with the outreach program for the Statewide Transportation Plan. All meeting dates are subject to change.

STATEWIDE TRANSIT VISION

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

Increase coordination, collaboration and communication within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity and regional transit services and other modes
- Support multi-modal connectivity and services

Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and green house gas emissions
- Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit opportunities locally, regionally and statewide
- Further integrate transit services into land use planning and development

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

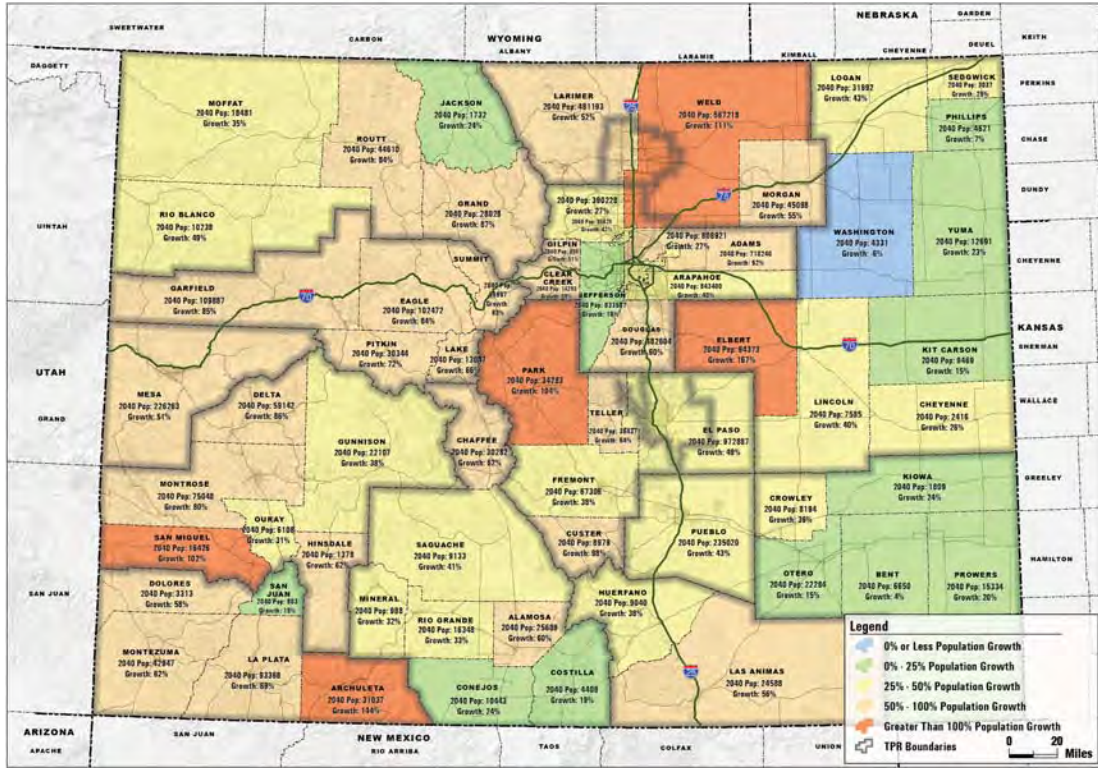
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

Safety and Security

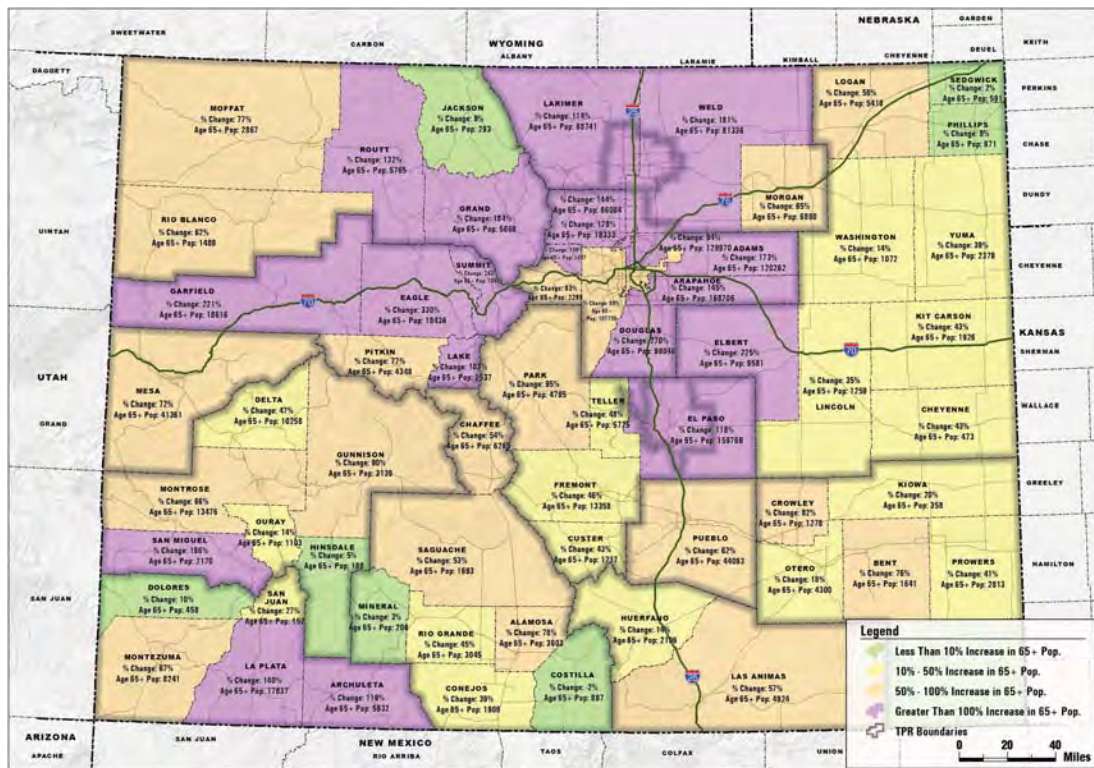
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems

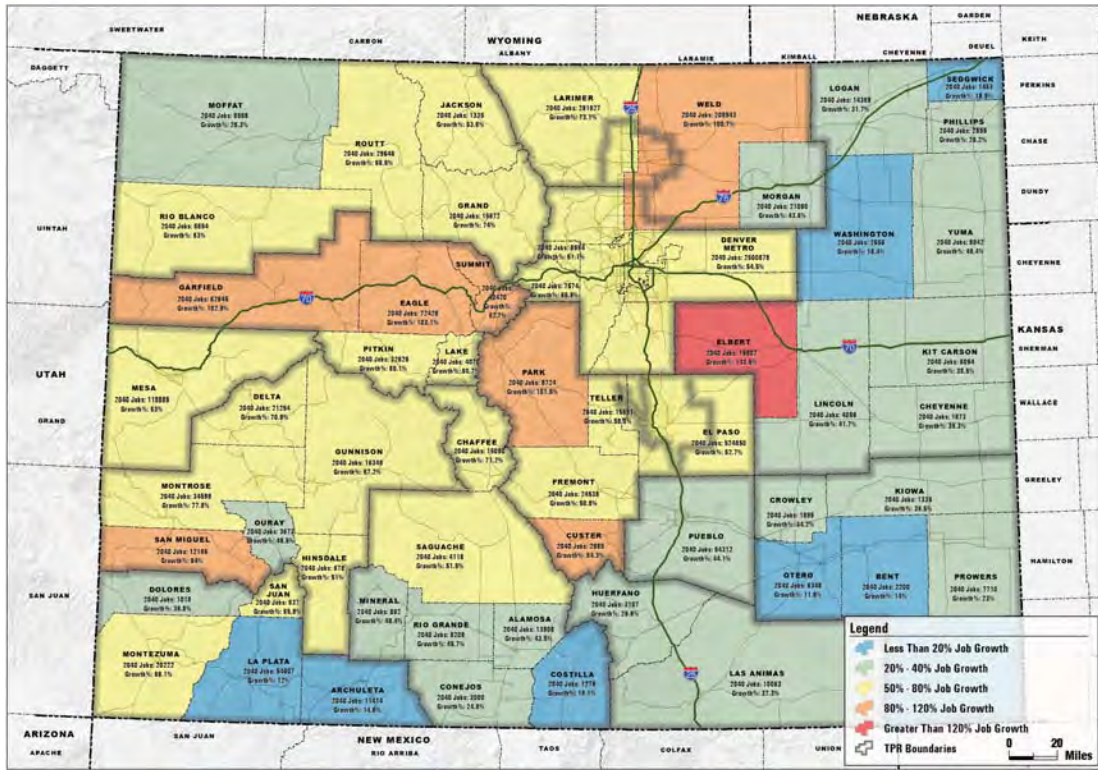
Population Growth (2013-2040)



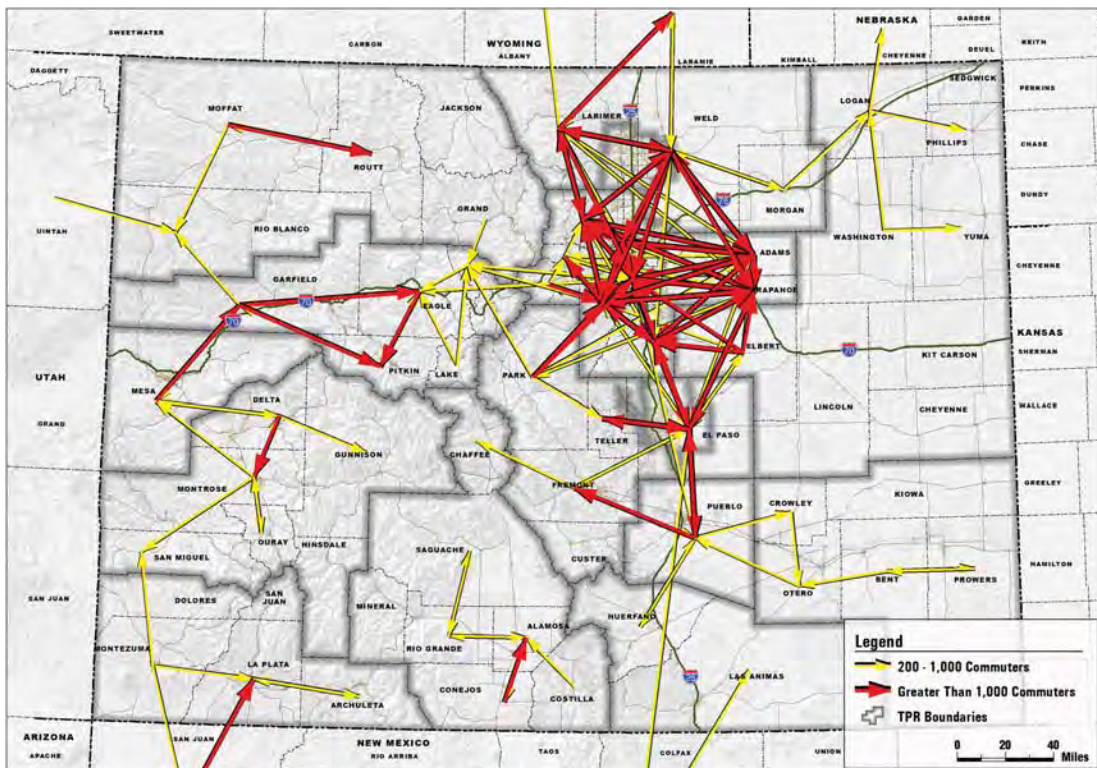
Age 65+ Population Growth (2013-2040)



Job Growth (2013-2040)



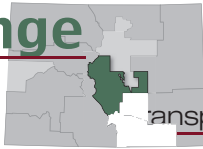
County to County Commuter Patterns



Regional Coordinated Transit Plan will Include:

- Regional vision, goals, and objectives
- Regional demographics
- An inventory of existing services
- Identification of needs and issues
- Prioritized projects and strategies
- Vision and framework for transit in 20 years
- Public involvement and agency coordination
- Funding and financial analysis

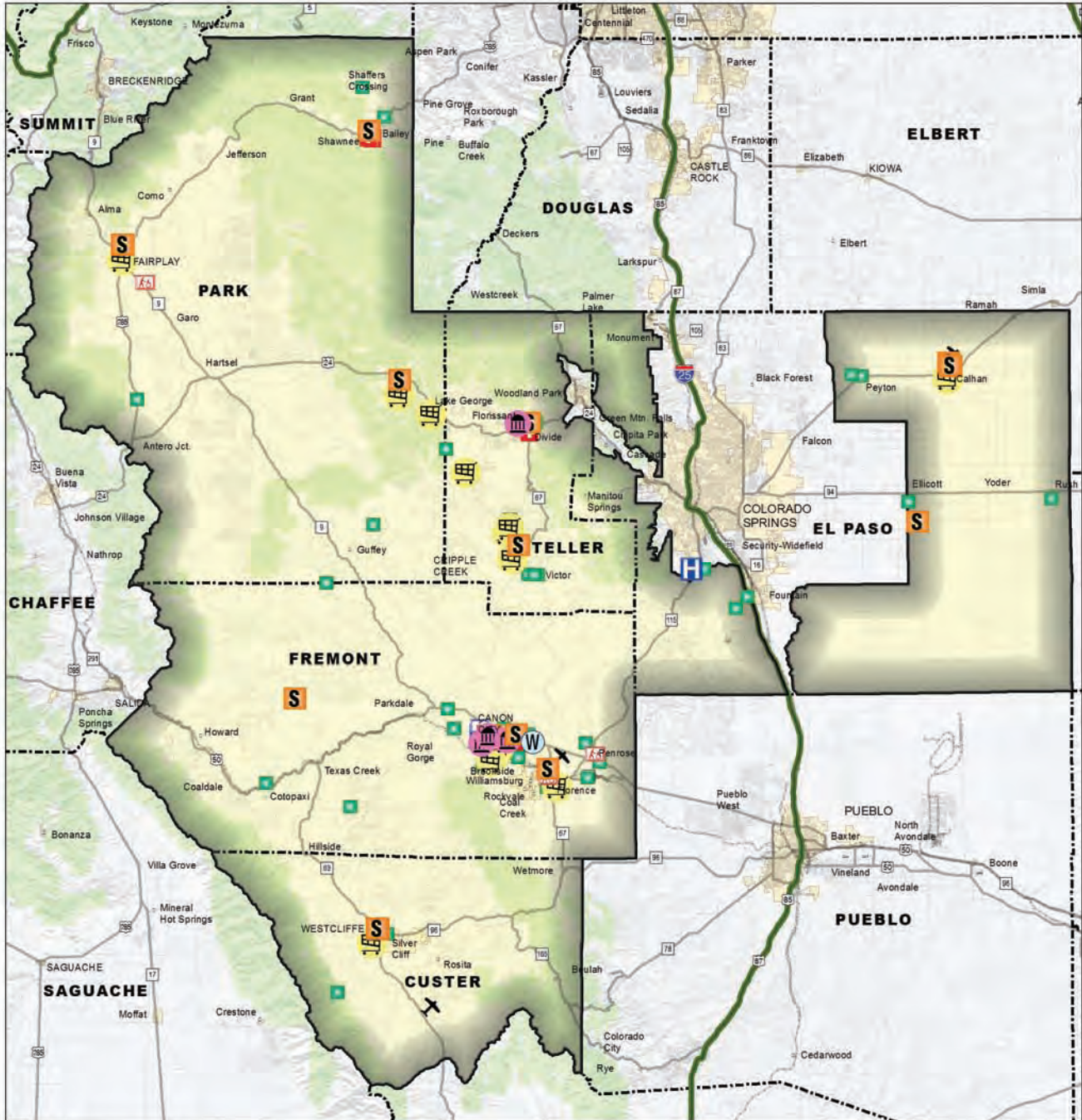
Central Front Range



Transportation Planning Region

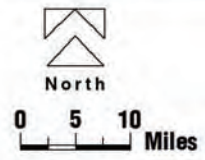
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.

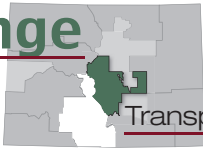


Legend

- | | | | |
|---------------------------|-------------------------------|----------------------------------|-----------------------|
| Workforce Centers | Grocery Stores | Employers with 50+ Employees | Airports/Airfields |
| Mental Health Services | Hospitals | Central Front Range TPR Boundary | Interstate Highways |
| Human Service Agencies | Higher Education Institutions | Incorporated Cities and Towns | County Boundaries |
| Correctional Institutions | Senior Citizens' Services | National Forests | State Boundaries |
| | | | U.S. & State Highways |



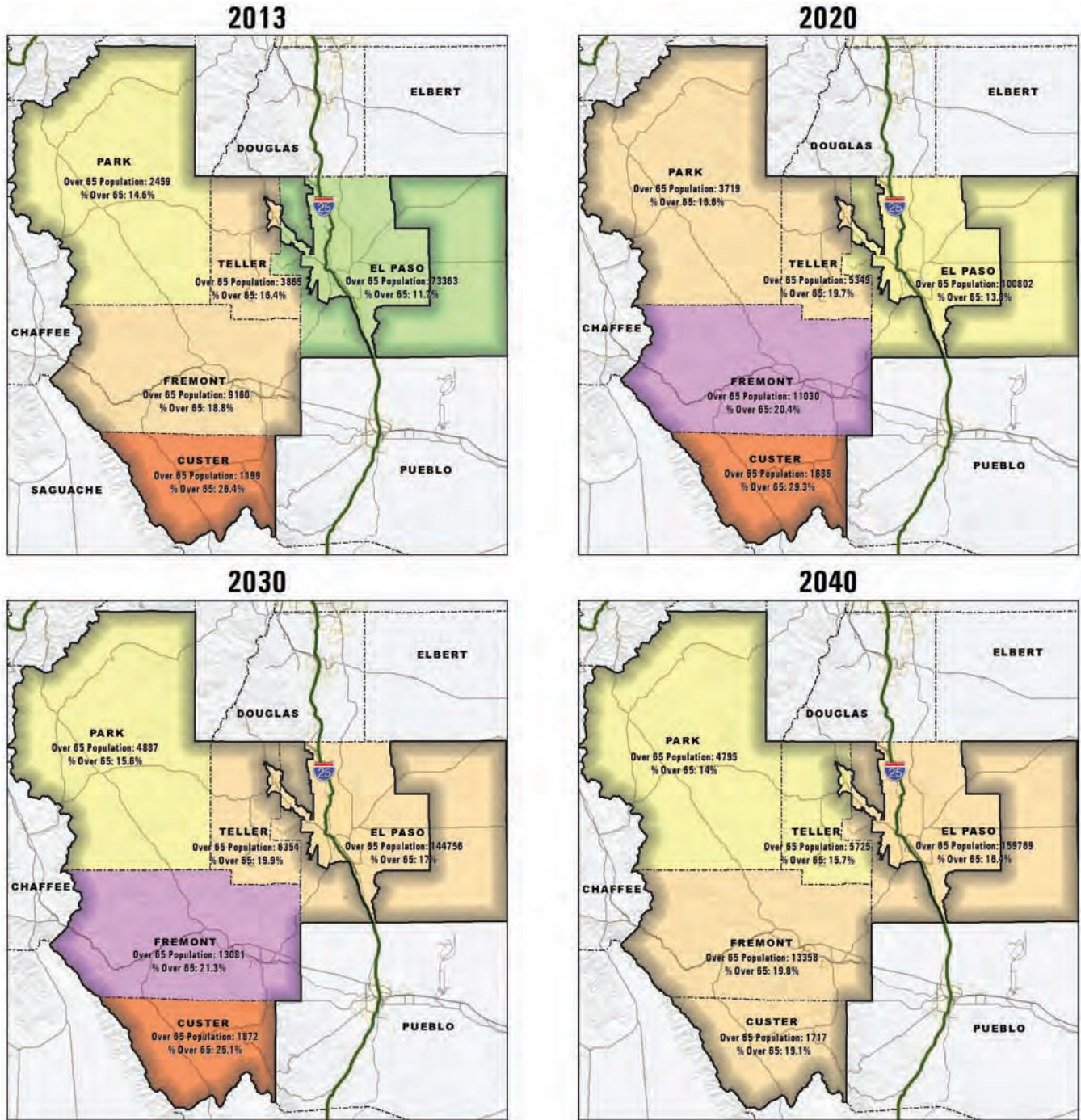
Central Front Range



Transportation Planning Region

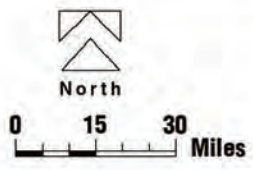
Projected Percentage of Residents Age 65+

Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

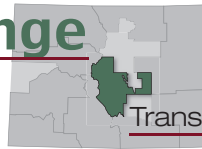


Legend

- Less Than 12% Age 65+
- 12% - 16% Age 65+
- 16% - 20% Age 65+
- 20% - 24% Age 65+
- Greater than 24% Age 65+
- Southeastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways



Central Front Range

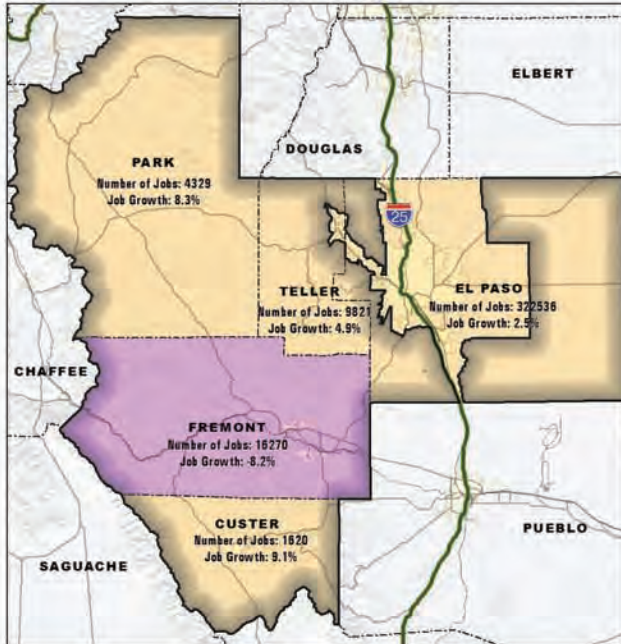


Transportation Planning Region

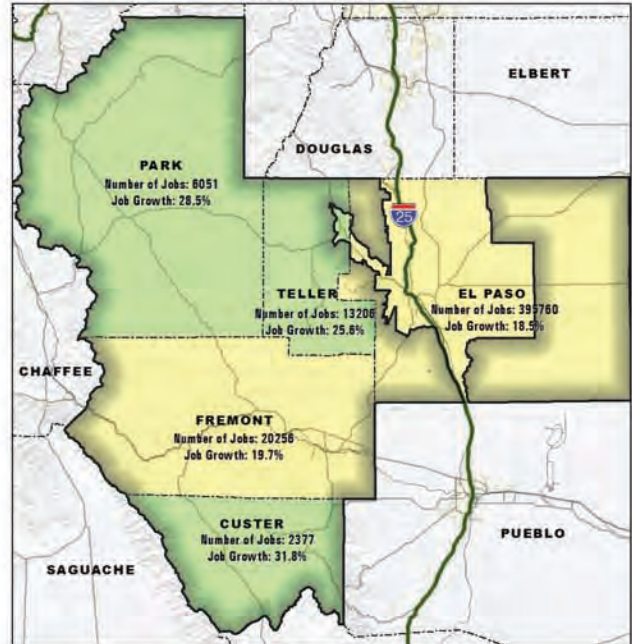
Job Growth from 2000-2040

Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

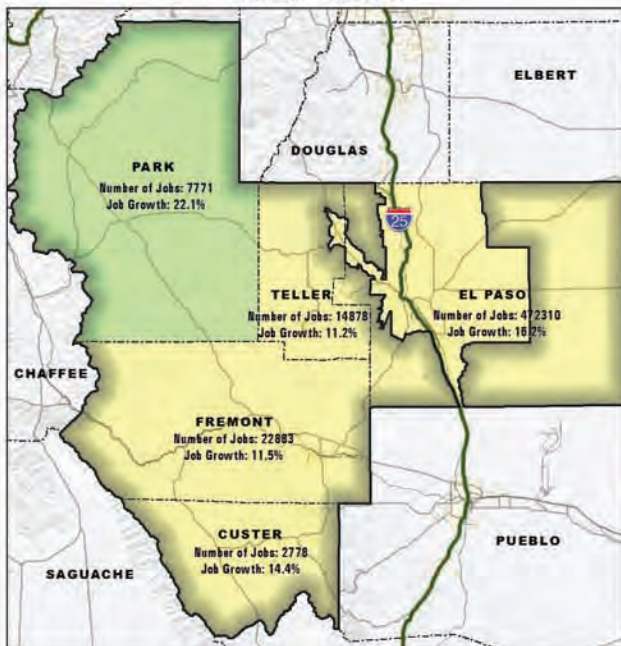
2000 - 2010



2010 - 2020



2020 - 2030

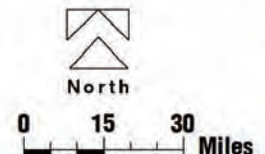


2030 - 2040

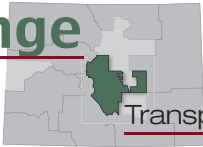


Legend

- Less Than -10% Job Growth
- 10% - 20% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 10% - 0% Job Growth
- Greater Than 20% Job Growth
- Interstate Highways
- State Boundaries
- 0% - 10% Job Growth
- Central FR TPR Boundary
- U.S. & State Highways

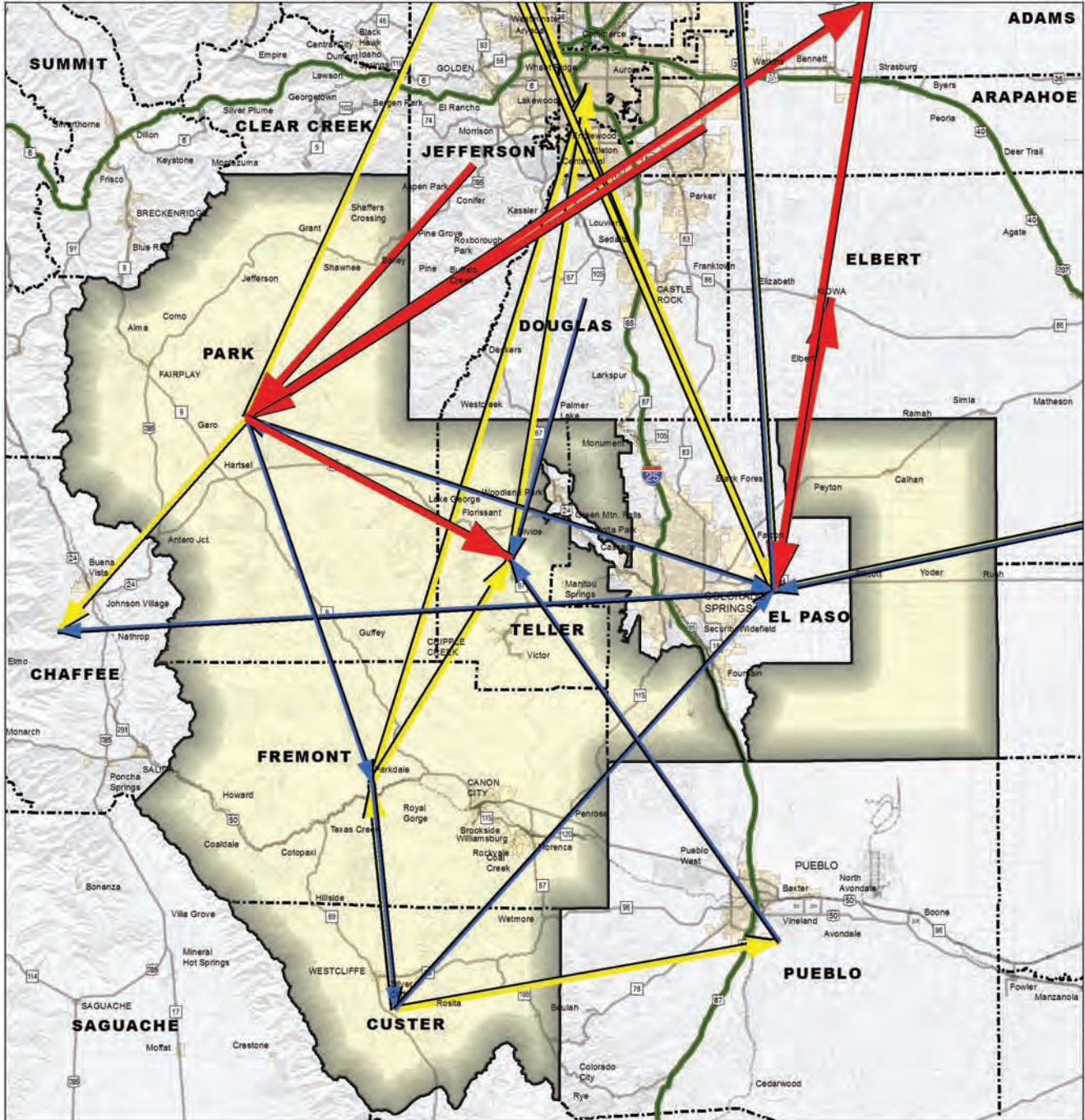


Central Front Range



Transportation Planning Region

Employed Working Outside County of Residence



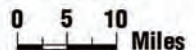
Legend

- 50 - 100 Commuters
- 100 - 200 Commuters
- 200 - 400 Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

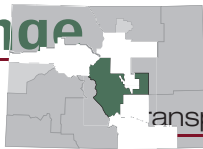
Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Microplitan - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.



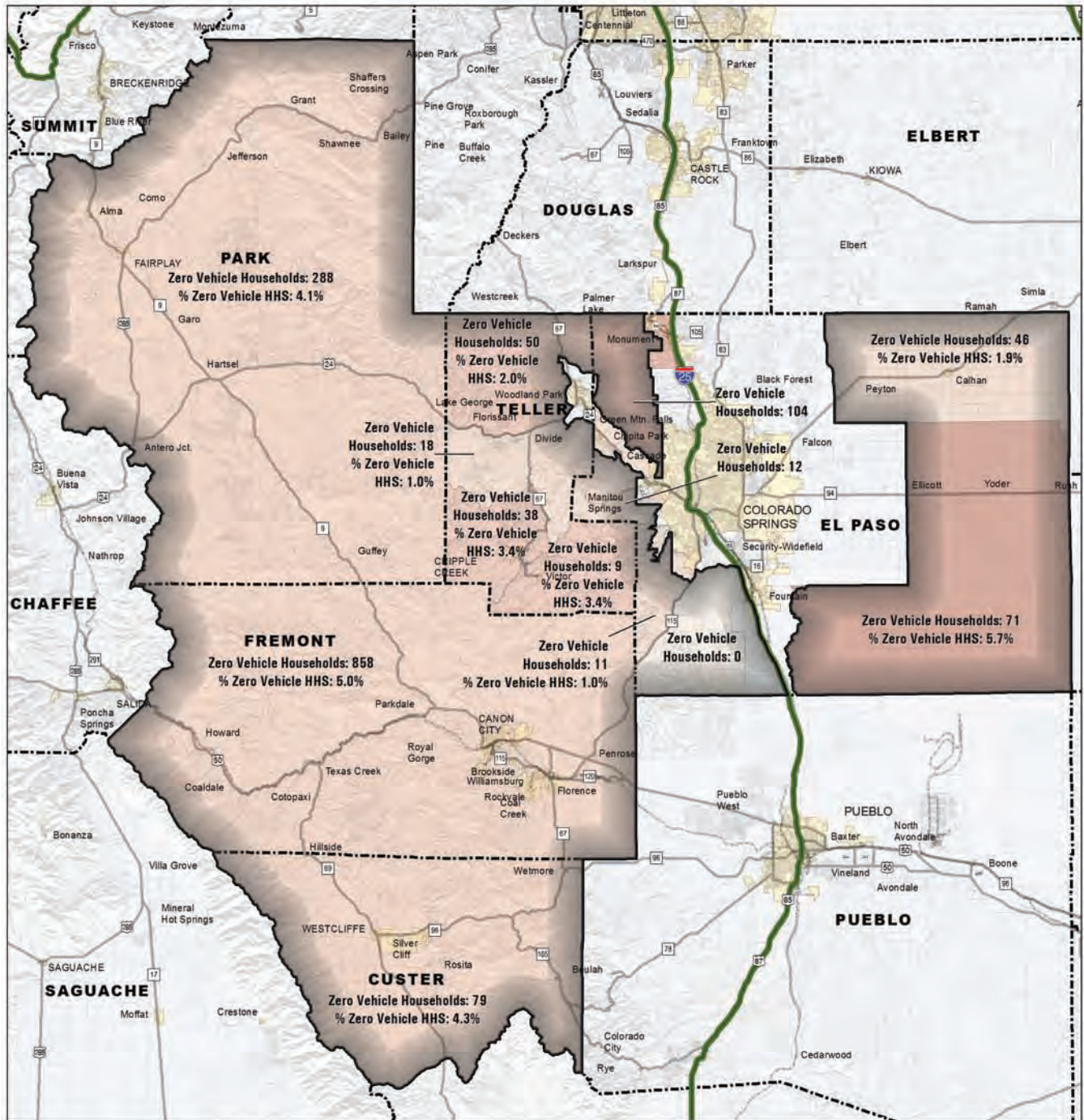
North



County-to-county commuters totaling less than 50 not depicted.

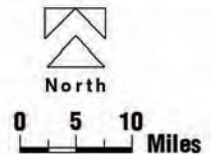


2011 Percentage of Households with No Vehicle

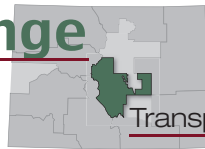


Legend

- No Zero Vehicle Households
- 0.1% - 2% Zero Vehicle Households
- 2% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



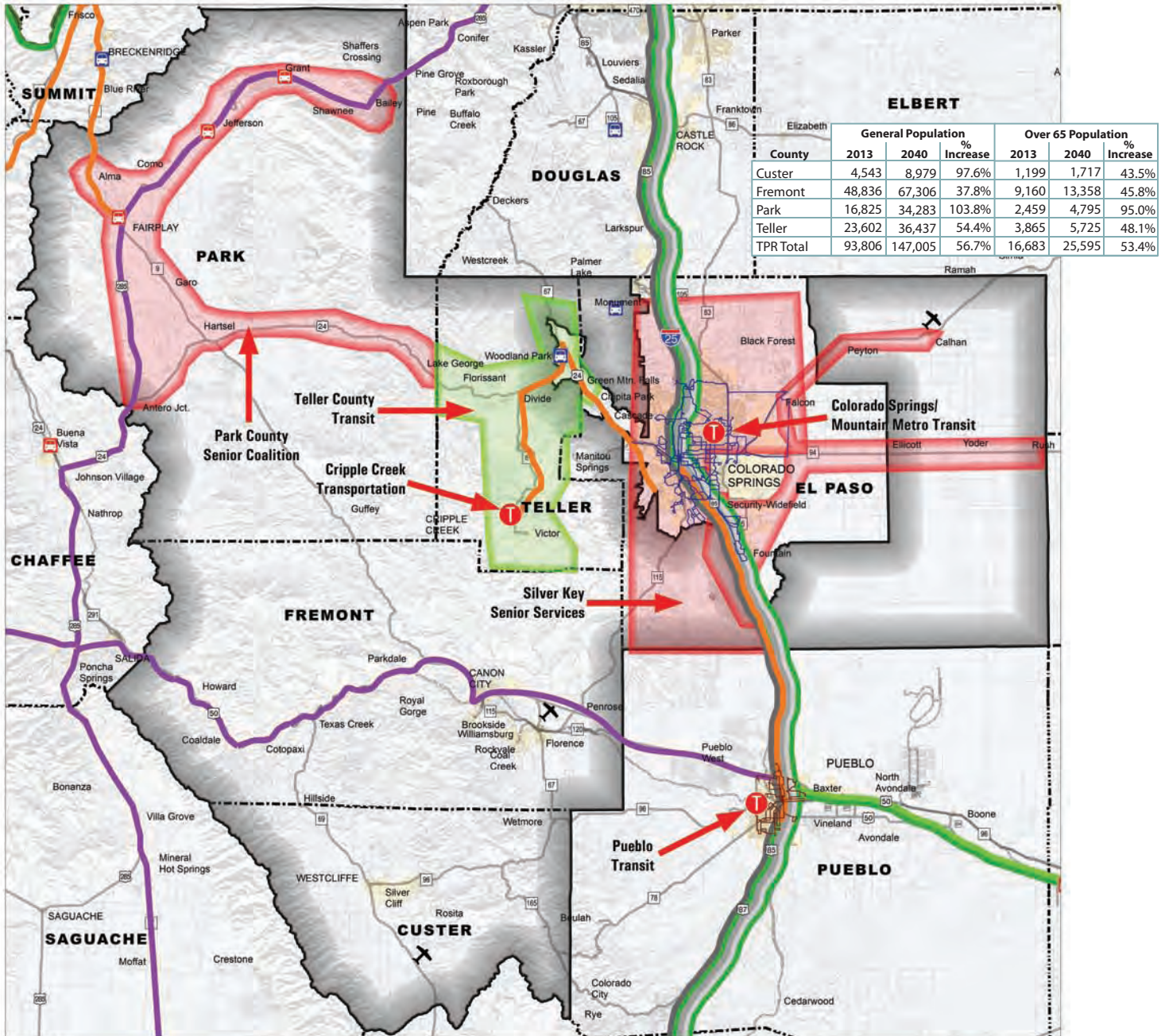
Central Front Range



Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Legend

- Rural Transit Service Providers
- Elderly & Disabled Transit Service Providers
- Local Transit Services
- City of Pueblo Transit
- Colorado Springs/Mountain Metro Transit
- Regional Bus Routes
- Americanos USA (Denver-Alb-El Paso)
- Greyhound (Den-Wals-Trin-Raton-Dallas)
- Americanos (Den-CS-Pueblo-Wals-Trin-Raton)
- El Paso-LA Limo (Denver-Alb-El Paso)
- Los Paisanos (Denver-Alb-El Paso)
- 222 (Pueblo-Lamar-Witchita)
- Greyhound #467 (Denver-Pueblo-Lamar-Dallas)
- Greyhound #360 (KC-Limon-Denver-FC-SLC)
- Greyhound #555 (Denver-Green River-LA)
- Black Hills Stage Lines #879 (Denver-Salida-Gunnison)
- Inter-City Bus Stations
- Regional Bus Stations
- Incorporated Cities and Towns
- Central Front Range TPR Boundary
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways
- Airports/Airfields



We Want to Hear From You!

- Please fill out our brief questionnaire or a comment card
- Visit the web site at:
<http://coloradotransportationmatters.com/other-cdot-plans/transit/>
- Talk with your regional planning lead at tonight's meeting



APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEY



D.1 – Provider Survey Questionnaire

Statewide Transit Plan: Provider Survey

Welcome!

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT) has initiated the process of developing the Department's first Statewide Transit Plan. As a part of this process, CDOT will also be updating the Local Transit and Human Service Coordination Plans in the rural regions throughout the state. Inclusion in this plan is **required to be eligible for FTA funds**.

This survey is also being conducted in coordination with the Colorado Association of State Transit Agencies (CASTA).

It is our intention to minimize the number of surveys and forms that each agency is required to fill out. In this effort:

- CDOT will be using this data as the basis to initiate each State and Federal grantee's agency profile and in assessing **FTA operating and administrative awards for FY's 2014 and 2015**.
- CASTA will be using this data to update the **Colorado Transit Resource Directory**.

The survey is split into ten sections. Data you will need for this survey includes:

- Agency Contact Information and Characteristics
- Service Information (type, operating times, etc.)
- Ridership/Operational Data and Demographics
- Operation Costs and Revenues
- Administrative Costs and Revenues
- Capital Costs and Revenues
- Transportation Needs (6 yr., 10 yr., and 20 yr.)
- Vehicle Fleet Inventory Information
- Coordination Efforts
- Number of Employees / Volunteers
- Service Area Information

Please complete the survey by **Wednesday, August 28th**. Should you have questions about this survey, please contact Cady Dawson at (303) 721-1440 or cady.dawson@fhueing.com

Thanks for your time!

Please click "Next" to start the survey.

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information

*1. Please provide the following agency information.

Agency Name:

Doing Business As:

Tax ID (FEIN):

Vendor Number:

Financial Software:

DUNS Number:

Previous Agency Name (if applicable):

*2. Agency Type:

- Public Transit Agency
- County-Operated Agency
- Municipal-Operated Agency
- Private Non-Profit
- State Agency
- Other (please specify)

*3. Agency Type: (check all that apply)

- Rural
- Urbanized
- Charter / Taxi / Tours
- Intercity / Regional (operates regionally but qualifies for intercity bus funding)
- Intercity Bus (Greyhound, Blackhills Stagelines, etc.)
- Pass Through (grantee contracts out the service or passes it through to a sub-recipient)
- Resort
- Specialized

*4. Agency Description:

*5. Agency History:

*6. Please provide the following contact information.

Phone:

Fax:

Website:

*7. Agency Associated Contact 1:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

8. Agency Associated Contact 2:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

9. Agency Associated Contact 3:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

Statewide Transit Plan: Provider Survey

***10. Please provide your agency's physical address information.**

Street:

Street 2:

City/Town:

State/Province:

Zip/Postal Code:

Country:

***11. Is your agency's physical address the same as its mailing address?**

Yes

No

Section 1: Transit Agency Information (cont.)

***12. Please provide your agency's mailing address information.**

Mailing Street:

Mailing Street 2:

Mailing City/Town:

Mailing State/Province:

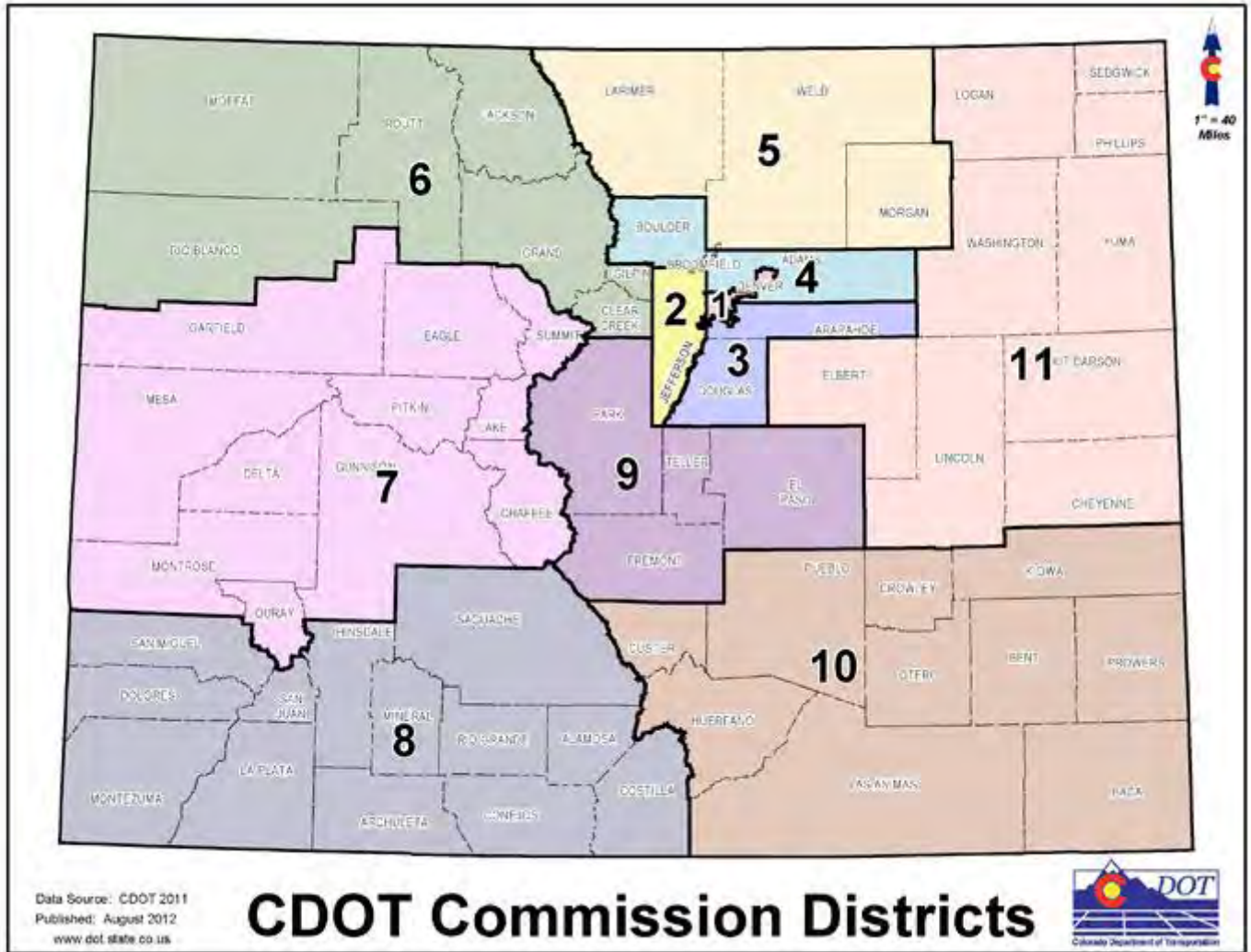
Mailing Zip/Postal

Code:

Mailing Country:

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

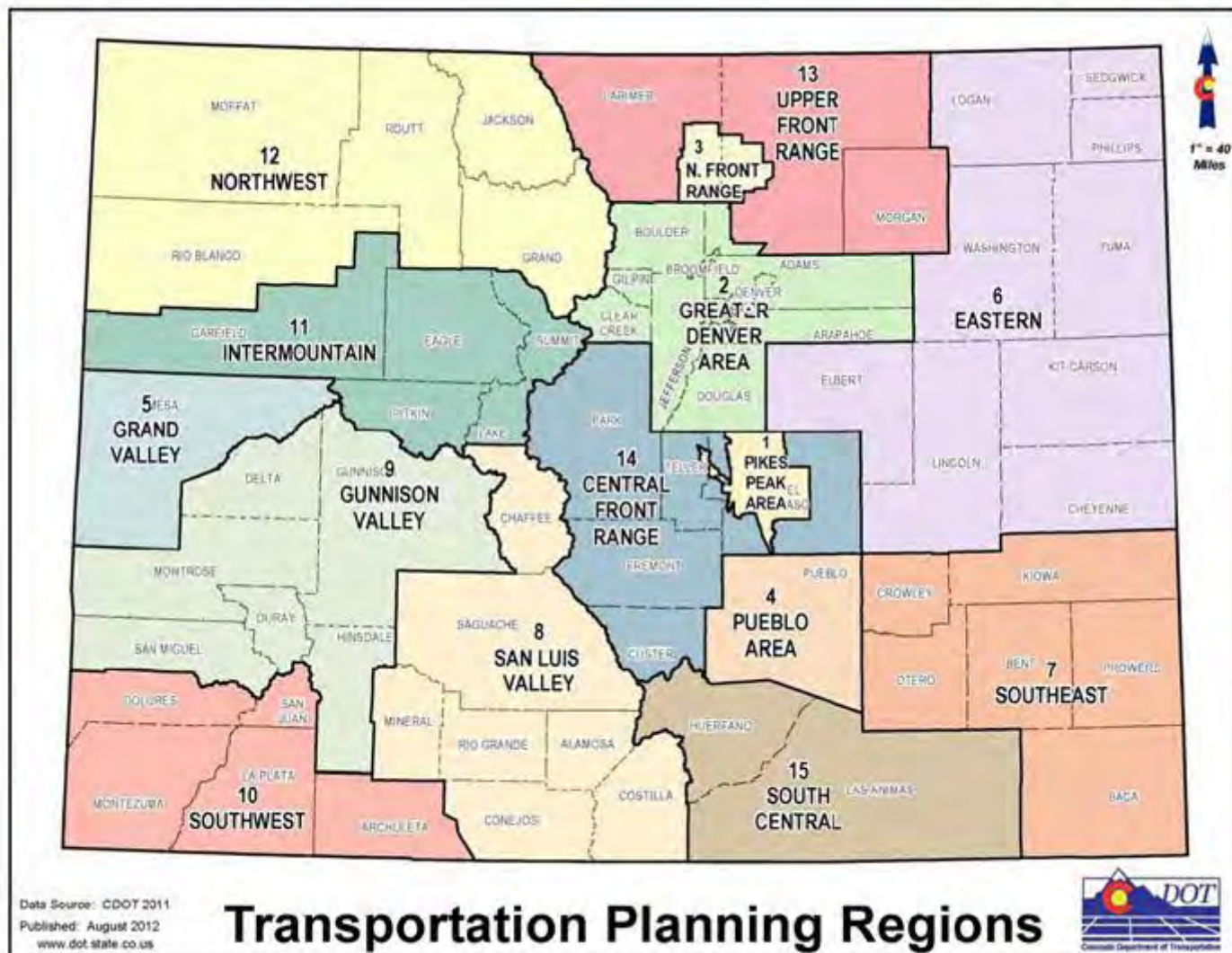


***13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

- 1 2 3 4 5 6 7 8 9 10 11

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Statewide Transit Plan: Provider Survey

***14. Which CDOT Planning Region(s) does your agency operate in?
(check all that apply)**

- 1 - Pikes Peak Area Council of Governments (PPACG)
- 2 - Denver Regional Council of Governments (DRCOG)
- 3 - North Front Range MPO (NFRMPO)
- 4 - Pueblo Area Council of Governments (PACOG)
- 5 - Grand Valley MPO (GVMPO)
- 6 - Eastern TPR
- 7 - Southeast TPR
- 8 - San Luis Valley TPR
- 9 - Gunnison Valley TPR
- 10 - Southwest TPR
- 11 - Intermountain TPR
- 12 - Northwest TPR
- 13 - Upper Front Range TPR
- 14 - Central Front Range TPR
- 15 - South Central TPR
- DO NOT KNOW

More information about CDOT planning regions is available [here](#).

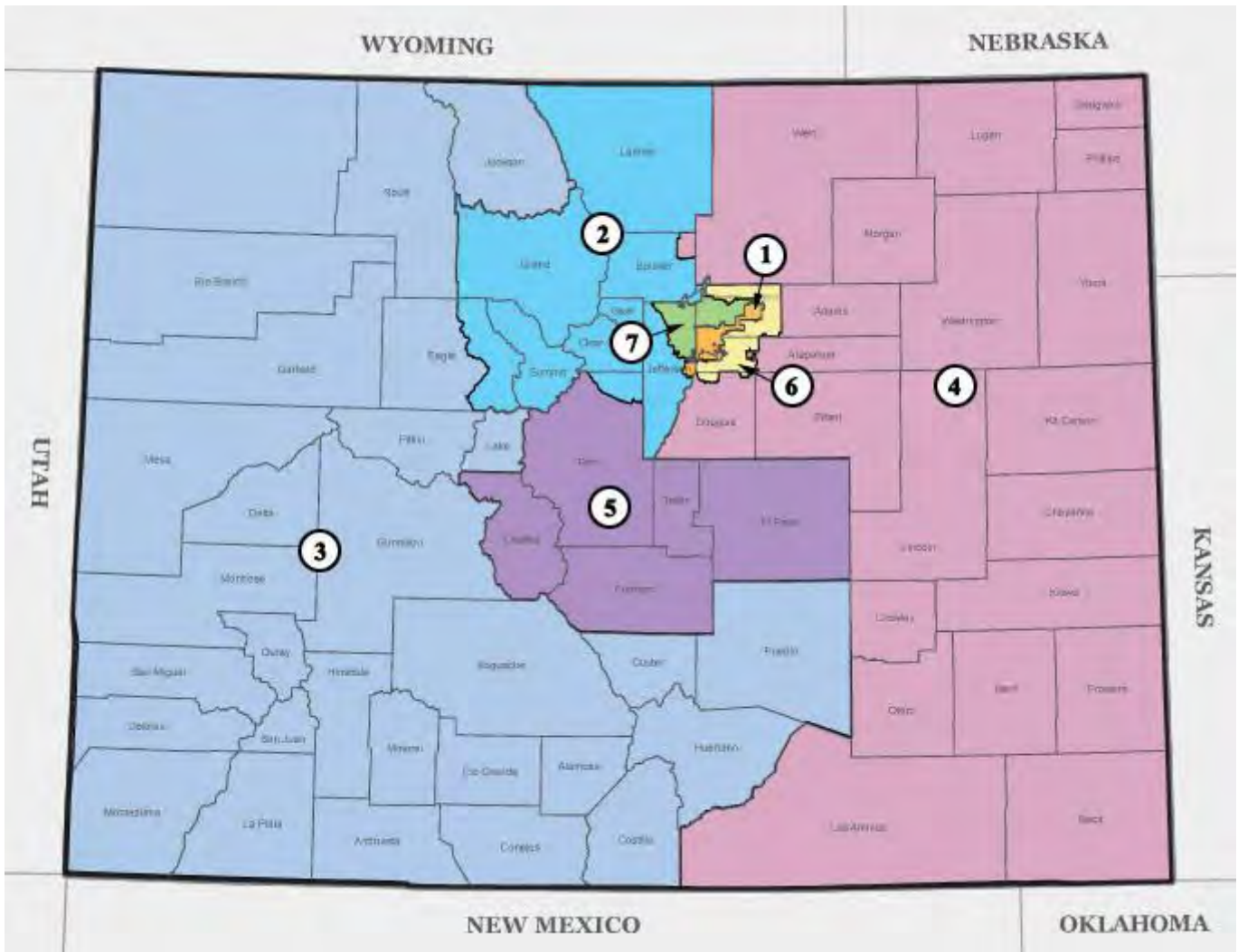
Statewide Transit Plan: Provider Survey

***15. Which counties does your agency operate in?
(check all that apply)**

- | | | |
|--------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> Adams | <input type="checkbox"/> Fremont | <input type="checkbox"/> Morgan |
| <input type="checkbox"/> Alamosa | <input type="checkbox"/> Garfield | <input type="checkbox"/> Otero |
| <input type="checkbox"/> Arapahoe | <input type="checkbox"/> Gilpin | <input type="checkbox"/> Ouray |
| <input type="checkbox"/> Archuleta | <input type="checkbox"/> Grand | <input type="checkbox"/> Park |
| <input type="checkbox"/> Baca | <input type="checkbox"/> Gunnison | <input type="checkbox"/> Phillips |
| <input type="checkbox"/> Bent | <input type="checkbox"/> Hinsdale | <input type="checkbox"/> Pitkin |
| <input type="checkbox"/> Boulder | <input type="checkbox"/> Huerfano | <input type="checkbox"/> Prowers |
| <input type="checkbox"/> Broomfield | <input type="checkbox"/> Jackson | <input type="checkbox"/> Pueblo |
| <input type="checkbox"/> Chaffee | <input type="checkbox"/> Jefferson | <input type="checkbox"/> Rio Blanco |
| <input type="checkbox"/> Cheyenne | <input type="checkbox"/> Kiowa | <input type="checkbox"/> Rio Grande |
| <input type="checkbox"/> Clear Creek | <input type="checkbox"/> Kit Carson | <input type="checkbox"/> Routt |
| <input type="checkbox"/> Conejos | <input type="checkbox"/> La Plata | <input type="checkbox"/> Saguache |
| <input type="checkbox"/> Costilla | <input type="checkbox"/> Lake | <input type="checkbox"/> San Juan |
| <input type="checkbox"/> Crowley | <input type="checkbox"/> Larimer | <input type="checkbox"/> San Miguel |
| <input type="checkbox"/> Custer | <input type="checkbox"/> Las Animas | <input type="checkbox"/> Sedgwick |
| <input type="checkbox"/> Delta | <input type="checkbox"/> Lincoln | <input type="checkbox"/> Summit |
| <input type="checkbox"/> Denver | <input type="checkbox"/> Logan | <input type="checkbox"/> Teller |
| <input type="checkbox"/> Dolores | <input type="checkbox"/> Mesa | <input type="checkbox"/> Washington |
| <input type="checkbox"/> Douglas | <input type="checkbox"/> Mineral | <input type="checkbox"/> Weld |
| <input type="checkbox"/> Eagle | <input type="checkbox"/> Moffat | <input type="checkbox"/> Yuma |
| <input type="checkbox"/> El Paso | <input type="checkbox"/> Montezuma | |
| <input type="checkbox"/> Elbert | <input type="checkbox"/> Montrose | |

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Source: The Colorado Department of Education

***16. Which Congressional District(s) does your agency operate in?
(check all that apply)**

- C-1 C-2 C-3 C-4 C-5 C-6 C-7

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

Please use the following link to determine your Colorado Senate and House district(s):

<http://www.colorado.gov/apps/maps/neighborhood.map>

Click the green "+" button next to "Legislators" and then check the appropriate district type. Once displayed, move the map to find your area and click to reveal the district number.

***17. Which State Senate District(s) does your agency operate in?
(check all that apply)**

- | | | |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> S-01 | <input type="checkbox"/> S-13 | <input type="checkbox"/> S-25 |
| <input type="checkbox"/> S-02 | <input type="checkbox"/> S-14 | <input type="checkbox"/> S-26 |
| <input type="checkbox"/> S-03 | <input type="checkbox"/> S-15 | <input type="checkbox"/> S-27 |
| <input type="checkbox"/> S-04 | <input type="checkbox"/> S-16 | <input type="checkbox"/> S-28 |
| <input type="checkbox"/> S-05 | <input type="checkbox"/> S-17 | <input type="checkbox"/> S-29 |
| <input type="checkbox"/> S-06 | <input type="checkbox"/> S-18 | <input type="checkbox"/> S-30 |
| <input type="checkbox"/> S-07 | <input type="checkbox"/> S-19 | <input type="checkbox"/> S-31 |
| <input type="checkbox"/> S-08 | <input type="checkbox"/> S-20 | <input type="checkbox"/> S-32 |
| <input type="checkbox"/> S-09 | <input type="checkbox"/> S-21 | <input type="checkbox"/> S-33 |
| <input type="checkbox"/> S-10 | <input type="checkbox"/> S-22 | <input type="checkbox"/> S-34 |
| <input type="checkbox"/> S-11 | <input type="checkbox"/> S-23 | <input type="checkbox"/> S-35 |
| <input type="checkbox"/> S-12 | <input type="checkbox"/> S-24 | |

Statewide Transit Plan: Provider Survey

***18. Which State House District(s) does your agency operate in?
(check all that apply)**

- | | | |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> H-01 | <input type="checkbox"/> H-23 | <input type="checkbox"/> H-45 |
| <input type="checkbox"/> H-02 | <input type="checkbox"/> H-24 | <input type="checkbox"/> H-46 |
| <input type="checkbox"/> H-03 | <input type="checkbox"/> H-25 | <input type="checkbox"/> H-47 |
| <input type="checkbox"/> H-04 | <input type="checkbox"/> H-26 | <input type="checkbox"/> H-48 |
| <input type="checkbox"/> H-05 | <input type="checkbox"/> H-27 | <input type="checkbox"/> H-49 |
| <input type="checkbox"/> H-06 | <input type="checkbox"/> H-28 | <input type="checkbox"/> H-50 |
| <input type="checkbox"/> H-07 | <input type="checkbox"/> H-29 | <input type="checkbox"/> H-51 |
| <input type="checkbox"/> H-08 | <input type="checkbox"/> H-30 | <input type="checkbox"/> H-52 |
| <input type="checkbox"/> H-09 | <input type="checkbox"/> H-31 | <input type="checkbox"/> H-53 |
| <input type="checkbox"/> H-10 | <input type="checkbox"/> H-32 | <input type="checkbox"/> H-54 |
| <input type="checkbox"/> H-11 | <input type="checkbox"/> H-33 | <input type="checkbox"/> H-55 |
| <input type="checkbox"/> H-12 | <input type="checkbox"/> H-34 | <input type="checkbox"/> H-56 |
| <input type="checkbox"/> H-13 | <input type="checkbox"/> H-35 | <input type="checkbox"/> H-57 |
| <input type="checkbox"/> H-14 | <input type="checkbox"/> H-36 | <input type="checkbox"/> H-58 |
| <input type="checkbox"/> H-15 | <input type="checkbox"/> H-37 | <input type="checkbox"/> H-59 |
| <input type="checkbox"/> H-16 | <input type="checkbox"/> H-38 | <input type="checkbox"/> H-60 |
| <input type="checkbox"/> H-17 | <input type="checkbox"/> H-39 | <input type="checkbox"/> H-61 |
| <input type="checkbox"/> H-18 | <input type="checkbox"/> H-40 | <input type="checkbox"/> H-62 |
| <input type="checkbox"/> H-19 | <input type="checkbox"/> H-41 | <input type="checkbox"/> H-63 |
| <input type="checkbox"/> H-20 | <input type="checkbox"/> H-42 | <input type="checkbox"/> H-64 |
| <input type="checkbox"/> H-21 | <input type="checkbox"/> H-43 | <input type="checkbox"/> H-65 |
| <input type="checkbox"/> H-22 | <input type="checkbox"/> H-44 | |

Section 2: Service Information

Please provide the following information on the services your agency provides.

***19. What type of service does your agency provide?
(check all that apply)**

- Fixed-Route
- Deviated Fixed-Route
- Demand-Response
- Complementary ADA
- Other (please specify)

***20. Description of clientele eligible for transportation service with your agency:
(check all that apply)**

- General Public
- Disabled Non-Elderly (<60 yrs/old)
- Elderly Non-Disabled (60+ yrs/old)
- Elderly and Disabled (60+ yrs/old with disability)
- Veterans
- Limited English Proficiency (LEP)
- Low Income
- School Children
- Workforce (employment specific)
- Other (please specify)

***21. What are the typical days per week that service is provided? (check all that apply)**

- S M T W Th F Sa

***22. What are the typical operating hours per week that service is provided?
(e.g., 8am-10am and 4pm-6pm, or Winter: 7am-8pm and Summer: 8am-6pm)**

Weekdays between

Saturdays between

Sundays between

Statewide Transit Plan: Provider Survey

***23. How many weeks per year is service operated?**

**24. Does your agency:
(check all that apply)**

- Broker trips (act as a broker by subcontracting trips to other providers)
- Have seasonal fluctuations
- Require advanced reservations

If you broker more than 50 percent of your trips, do not include these trips in your agency's service information.

25. If you have seasonal fluctuations, please describe them:

***26. Please select how your agency provides information on your services.
(check all that apply)**

- Website
- Email
- Phone
- Pamphlets/Brochures
- Mailed Newsletters
- Other Mailings
- Transportation Plans
- Other (please specify)

**27. Does your agency offer any of the following:
(check all that apply)**

- Travel training
- Rideshare services
- Mileage reimbursement
- Assistance as needed with shopping or other activities (besides transporting clients to these activities)
- Other (please describe)

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

Please provide ridership information about transit services that your agency provides. Annual trips should be recorded as one-way. For example, traveling from home to work and back is 2 one-way trips.

For demand response or ADA services where clients are registered, please identify the number of clients registered at year-end 2012.

If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.

28. Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

29. Deviated Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

30. Demand-Response:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

31. ADA Services:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

Statewide Transit Plan: Provider Survey

32. Taxicab:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

33. Vanpool or Other:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

Number of Registered

Clients

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

Please estimate the numbers below. Enter percentages in whole number format (i.e. 70, not 0.70). Each question in bold should equal 100. Please provide information that reflects your overall program data, not specific trip/project data.

If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.

*34. Trip Purpose

% Medical:	<input type="text"/>
% Senior Programs:	<input type="text"/>
% Workforce / Employment Related:	<input type="text"/>
% Education:	<input type="text"/>
% Social / Recreational / Shopping / Personal:	<input type="text"/>
% Meal Delivery:	<input type="text"/>
% Other Trip Purpose:	<input type="text"/>

*35. Americans with Disabilities Act

% Disabled Non- Elderly (< 60 yrs/old):	<input type="text"/>
% Elderly and Disabled (60+ yrs/old):	<input type="text"/>
% Elderly Non- Disabled 60+ yrs/old):	<input type="text"/>
% Non-Elderly, Non- Disabled (< 60 yrs/old):	<input type="text"/>
% Wheelchair Trips:	<input type="text"/>

Statewide Transit Plan: Provider Survey

Section 3: Transportation Cost Information

Please provide your agency's annual passenger transportation costs (OPERATIONAL and ADMINISTRATIVE) for 2012.

Subsequent sections will ask for total operating and administrative revenues by type, and for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation. Do not include capital depreciation in your expenses.

*** 36. What percentage of your service is operated by a contractor?
(please round to the nearest whole number)**

*** 37. Total Operating Expenses:**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

*** 38. Total Administrative Expenses:
(office equipment, grant management, etc.)**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

Statewide Transit Plan: Provider Survey

Section 4: Operating and Administrative Revenue Information / Funding Sourc...

Please provide your agency's OPERATING and ADMINISTRATIVE annual revenues for ALL services combined for 2012.

The subsequent section will ask for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation.

***39. Total Annual Revenue from Fares/Donations:**

\$

***40. Total Annual Revenue from Advertising:**

\$

***41. Total Annual Revenue from Dedicated Transit Tax:**

\$

***42. General Funds Revenue:**

Cities, Towns, and/or

Districts - \$

Counties - \$

***43. Grant Revenues:**

FTA 5304 - \$

FTA 5307 (urbanized) -

\$

FTA 5309

(discretionary capital) -

\$

FTA 5310 (elderly &

disabled) - \$

FTA 5311 (rural) - \$

FTA 5316 - \$

FTA 5317 - \$

Tobacco Trust Funds -

\$

Statewide Transit Plan: Provider Survey

44. Other Federal Grant Revenues (CMAQ, FHWA, CSBG, etc.):

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

45. Other Miscellaneous Grant Revenues:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

46. Other Operating and Administrative Revenue Sources, including volunteer labor:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

*47. TOTAL ANNUAL OPERATIONAL REVENUE:

\$

*48. TOTAL ANNUAL ADMINISTRATIVE REVENUE:

\$

Statewide Transit Plan: Provider Survey

Section 5: Capital Expense and Revenue

Please provide your agency's annual CAPITAL costs for the past five years and revenues for 2012. Do not include capital depreciation in your expenses.

*49. Capital Costs for 2008:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*50. Capital Costs for 2009:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*51. Capital Costs for 2010:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*52. Capital Costs for 2011:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

Statewide Transit Plan: Provider Survey

*53. Capital Costs for 2012:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

*54. Capital Revenues for 2012:

Federal (\$)	<input type="text"/>
Name of Federal Source	<input type="text"/>
State (FASTER / SB 1) (\$)	<input type="text"/>
Local (\$)	<input type="text"/>
Other (\$)	<input type="text"/>

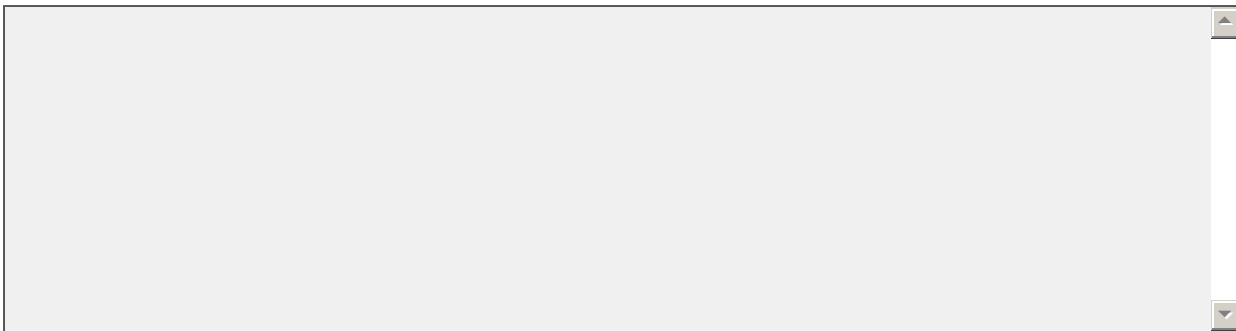
Section 6: Transportation Conditions and Needs

The following questions will identify current deficiencies, future needs, and project costs for the planning horizon. This information will augment the projects identified in the Transit Working Group meetings. Please be as specific and descriptive as possible when answering the questions. Some examples include the following:

- Need to replace four large buses at a cost of \$250,000 each
- Need two minibuses at \$50,000 each
- Want new service to the shopping mall with 30-minute headways at a cost of \$500,000 annually
- Add one day per week of demand-response service to the elderly apartments at a cost of \$20,000 annually
- Four new bus shelters at \$1,000 each
- Print new service schedules - estimated cost with labor and materials \$5,000
- Hire one dispatcher at \$18,000 annually
- Reinstate 30-minute service frequency on the Red Route

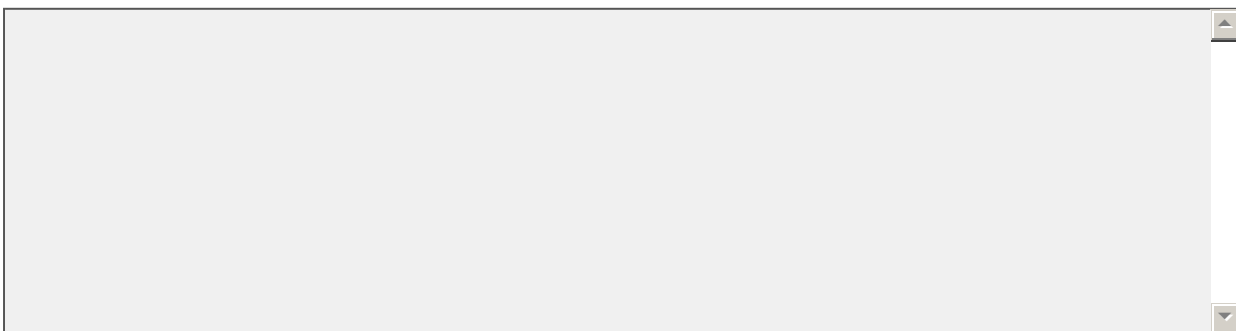
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

Please list specific projects and include type of service, frequency of service, population served and cost as appropriate.



*** 56. What are the major transportation needs of your agency in the mid term (7 – 10 years)?**

Please list specific projects, such as the above examples, and include as much detail as possible.



Statewide Transit Plan: Provider Survey

***57. What are the major transportation needs of your agency in the long term (11 – 20 years)?**

Please list specific projects, such as the above examples, and include as much detail as possible.

58. Are there other transit needs in your service area? Please describe.

Section 7: Vehicle Fleet Inventory

Please provide the following fleet information. If you have a fleet roster, please email it to Cady Dawson at cady.dawson@fhueng.com. Additional instructions on what to send in conjunction with this survey are provided at the end of this survey.

***59. Fleet Size:**

Total Number of

Vehicles in Fleet

Total Number of

Vehicles in Service

(excluding spares and
backups)

60. If you do not have a fleet roster available to send, please list the type and number (type, #) of each different vehicle in your fleet. Please place each type on a separate line.

Section 8: Coordination

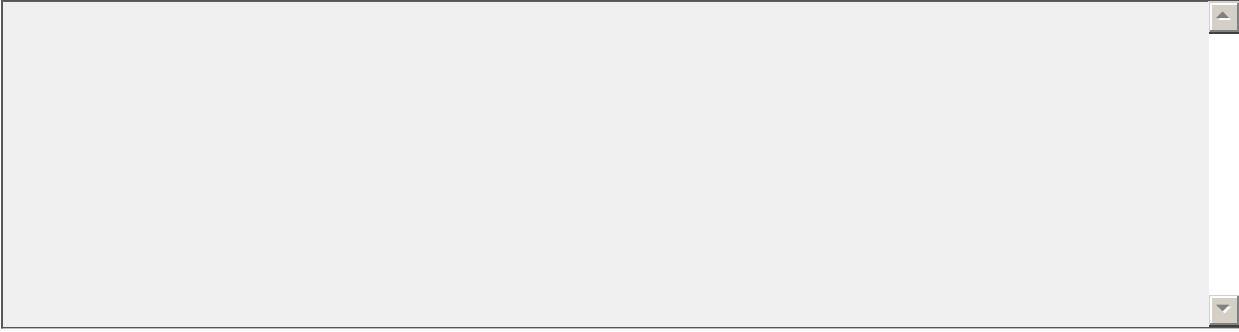
***61. Does your agency have agreements with other transportation providers in your community to:**

	Yes	No
Share an accessible vehicle	<input type="radio"/>	<input type="radio"/>
Share back-up vehicles	<input type="radio"/>	<input type="radio"/>
Share vehicles when not in use by your program	<input type="radio"/>	<input type="radio"/>
Share maintenance facilities	<input type="radio"/>	<input type="radio"/>
Share call centers / dispatch	<input type="radio"/>	<input type="radio"/>

Other (please specify)

62. If you share resources in any significant way with other agencies (e.g. maintenance, mechanics, vehicles, staff/drivers, facilities, marketing, insurance, fuel purchases, training, bi-lingual programs, brokers, etc.), please describe them briefly.

63. Describe any barriers to coordination that you may have encountered.



Section 9: Employee Information

Please provide the following employee and volunteer information. Please use the average number in 2012, as we realize the number fluctuates throughout the year.

*64. Total Employees

Full-Time:	<input type="text"/>
Part-Time:	<input type="text"/>
Volunteer:	<input type="text"/>

*65. Does your organization use volunteers as:

- We do not use volunteers
- Drivers
- Other program services (meal delivery, office work, etc.)
- Drivers and other program services
- Other (please specify)

Section 9: Employee Information (cont.)

*** 66. How many hours did your volunteers record in 2012?**

Section 10: Service Area(s) and Other Data to Submit

The final section of the Survey includes service area information. In addition to the question below, please send the following information to Cady Dawson:

- Map of service area boundaries
- Map of routes
- Schedule
- Fleet roster

If you have electronic versions of these items, you can email Cady Dawson at cady.dawson@fhueng.com. Please include GIS files if available. GIS files are especially helpful for regions covering more than a single jurisdiction, but not an entire county.

If you do not have electronic copies of these files, please mail hard copies to:

Cady Dawson
Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

If you have any questions or concerns, please also feel free to call Cady at (303) 721-1440.

***67. How do you plan to submit the requested materials noted above? This information will help us know how to anticipate the arrival of your materials and whether we need to contact you in regards to any issues in receiving the materials (spam filter, lost in the mail, etc.).**

- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

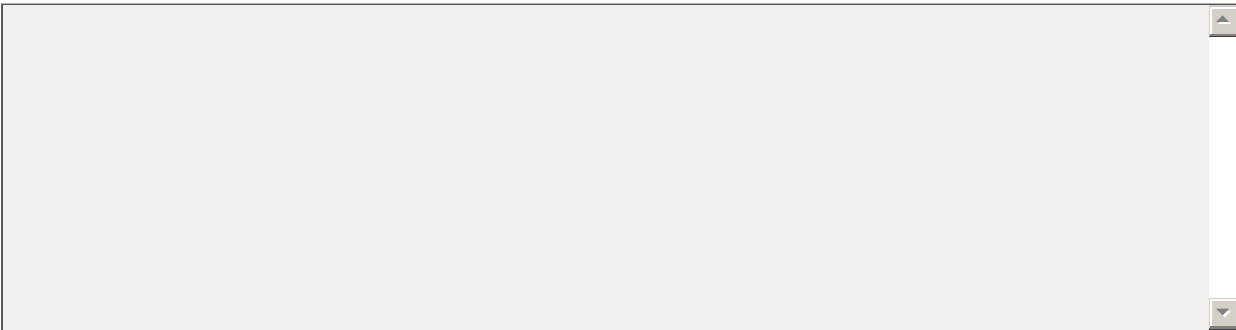
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

Statewide Transit Plan: Provider Survey

***69. Please list the municipalities you operate in, one per line.**



***70. Please provide a written description of your service area. Please specify the approximate boundaries of the service area and location of regular routes.**





D.2 - List of Provider Survey Respondents

Black Hills Stage Lines, Inc.

Chaffee Shuttle

City of Cripple Creek

Wet Mountain Valley Rotary



D.3 – Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT) has initiated the process of developing the Department's first Statewide Transit Plan. As a part of this process, CDOT will also be updating the Local Transit and Human Service Coordination Plans in the rural regions throughout the state.

Your assistance is needed in helping to identify the transportation needs of clients of human service, employment, and training agencies in rural areas. This survey contains up to 18 questions and is the start of the process to begin collecting current information on existing transit service and human service providers in your region.

Data you will need for this survey includes:

- Contact Information
- Programs Operated and their Eligibility Criteria
- Client Data and Demographics
- Client Trip/Transportation Needs
- Benefits Provided to Clients

Please complete this survey by no later than **Wednesday, August 28th, 2013**. Should you have questions about this survey, please contact Cady Dawson at 303-721-1440 or cady.dawson@fhueng.com

Thanks for your time!

Please click "Next" to start the survey.

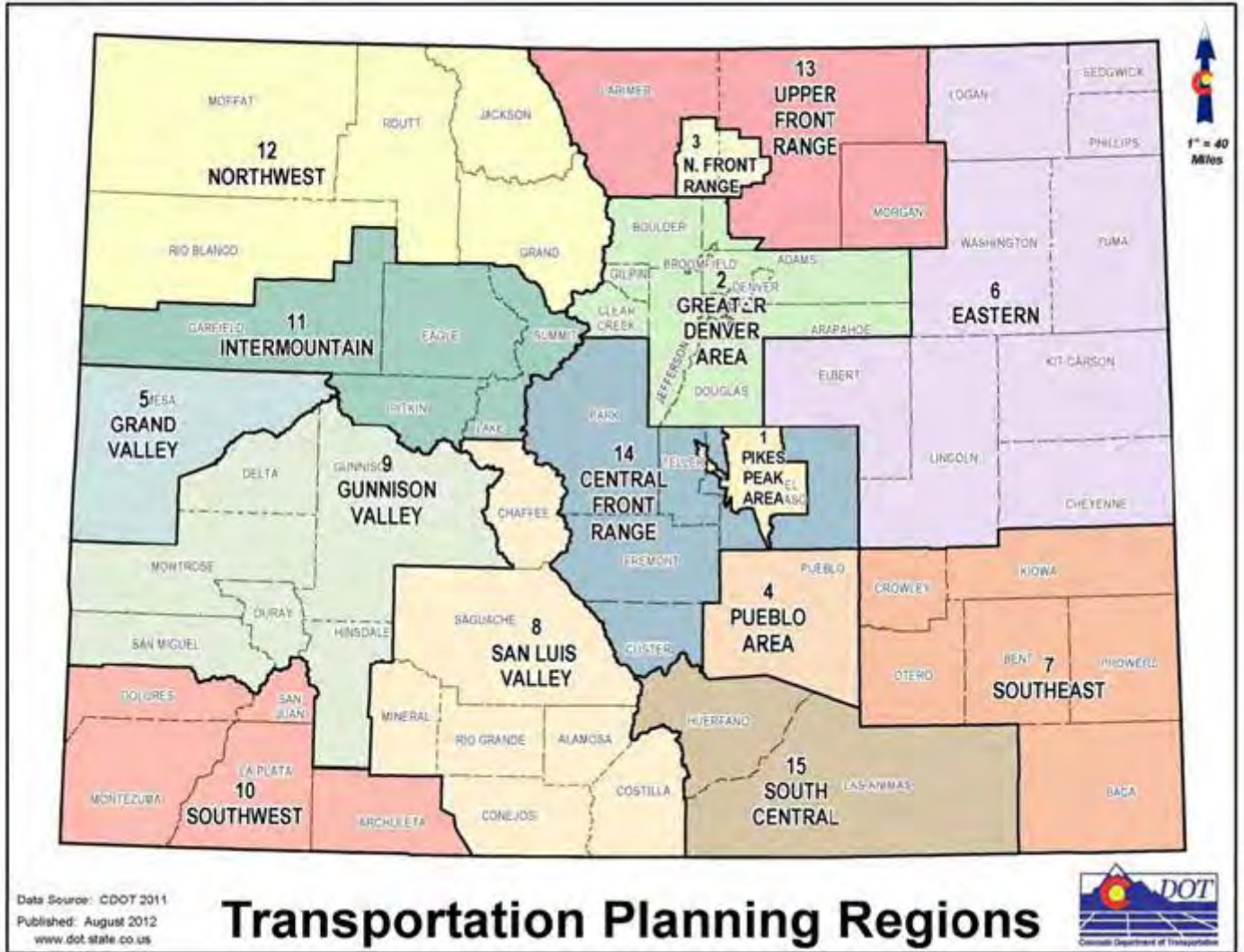
Agency Information

***1. Please provide the following contact information.**

Organization:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
Zip Code:	<input type="text"/>
Phone:	<input type="text"/>
Fax:	<input type="text"/>
Contact Person:	<input type="text"/>
Title/Dept.:	<input type="text"/>
E-mail Address:	<input type="text"/>
Website:	<input type="text"/>

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



Statewide Transit Plan: Human Service Agency Survey

***2. Which CDOT Planning Region(s) does your agency operate in?
(check all that apply)**

- 1 - Pikes Peak Area Council of Governments (PPACG)
- 2 - Denver Regional Council of Governments (DRCOG)
- 3 - North Front Range MPO (NFRMPO)
- 4 - Pueblo Area Council of Governments (PACOG)
- 5 - Grand Valley MPO (GVMPO)
- 6 - Eastern TPR
- 7 - Southeast TPR
- 8 - San Luis Valley TPR
- 9 - Gunnison Valley TPR
- 10 - Southwest TPR
- 11 - Intermountain TPR
- 12 - Northwest TPR
- 13 - Upper Front Range TPR
- 14 - Central Front Range TPR
- 15 - South Central TPR
- DO NOT KNOW

More information about CDOT planning regions is available [here](#).

Service Information

***3. What basic programs are operated by your agency? (check all that apply)**

- Older Americans Act / Older Coloradans Act services
- Temporary Assistance for Needy Families (TANF)
- Medicaid Funded Services
- Head Start or Migrant Head Start
- Veterans services, including transportation, training, and other benefits
- Education
- Employment training and other Workforce Investment Act services
- Mental / Behavioral Health
- Substance Abuse Rehabilitation
- Vocational Rehabilitation
- Housing Assistance - Section 8 or assisted living facilities
- Other (please specify)

Medicaid Service Information

***4. You selected "Medicaid Funded Services" as a program operated by your agency. Please select the applicable Medicaid categories your agency provides. (check all that apply)**

- Developmental Disabilities
- Other Disabilities
- Home and Community Based Services
- Long-term Care for Aged
- Behavioral Health
- Other (please specify)

Service Information (cont.)

***5. Please describe the eligibility criteria for your program(s).**

***6. Please describe the services provided by your agency.**

7. If you operate out of more than one location, please list the services provided by location. For example, list where the senior centers, housing sites, or training sites are located.

***8. Please provide the average number of clients served in a typical year.**

Average number of clients served in a typical year

Statewide Transit Plan: Human Service Agency Survey

***9. What percent of your clients do you estimate:
(please round to the nearest whole number)**

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

Are unable to drive due to disabling condition or frailty, being too young, or whose license has been rescinded

Live where there is some public transit service available

Transportation Importance

***10. On a scale of 1 (unimportant) to 5 (very important), how important is transportation for your clients?**

	1 (Unimportant)	2 (Not Very Important)	3 (Somewhat Important)	4 (Important)	5 (Very Important)
--	--------------------	---------------------------	---------------------------	------------------	-----------------------

The importance of transportation to my clients is:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
--	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Transportation Importance (cont.)

***11. Check up to three of the most important types of trips / trip purposes your clients need.**

- Access jobs
- Access education
- Access health care
- Access shopping and services
- Continue to live independently
- Other (please specify)

***12. For the trips / trip purposes you selected above, please provide primary areas where your clients travel.**

Examples are:

"From Victor and Cripple Creek to Woodland Park"

"Throughout our region to Grand Junction"

"To Craig from other parts of Moffat County"

"Within Alamosa"

Access jobs	<input type="text"/>
Access education	<input type="text"/>
Access health care	<input type="text"/>
Access shopping and services	<input type="text"/>
Continue to live independently	<input type="text"/>
Other	<input type="text"/>

Statewide Transit Plan: Human Service Agency Survey

***13. Check up to three transit improvements that you believe are priorities for the clients you serve.**

- Local service within a county
- Regional service between counties
- Early morning service (before 9AM)
- Later evening service (after 6PM)
- Weekend service
- More information about public transit services
- Other (please specify)

14. If you selected "Local service within a county" in Q13, please provide the county or counties where local service needs improvement.

15. If you selected "Regional service between counties" in Q13, please provide the county pair(s) where regional service needs improvement. For example, "Pitkin and Eagle".

16. Please check any additional transportation options that clients in your area might need.

- Improved access to reliable autos
- Carpool services
- Vanpool services

Other (please specify)

Transportation Benefits and Needs

***17. Please select the ways in which your program meets the transportation needs of your clients.**

(check all that apply)

- Program staff transports clients to appointments, training, or activities of daily living
- Volunteers transport clients to appointments, training, or activities of daily living
- Bus tickets or passes can be provided
- Program contracts with others to provide transportation to appointments or activities
- Gas vouchers
- Car repair vouchers
- Adaptive transportation (e.g. modifications to vehicles or wheelchair accessible vehicles)
- Other (please specify)

18. Please provide any additional comments you have about the transportation needs of your clients.



D.4 – List of Human Service Agency Respondents

Arkansas Headwaters Recreation Area

City of Cripple Creek

Developmental Opportunities DBA Starpoint

Fremont County Head Start

Upper Arkansas Area Council of Governments (UAACOG)

Upper Arkansas Area Agency on Aging (UAAAAA)

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

D.5 – Regional Project List

Agency	Project Description	Cost	Time Frame	Category
City of Cripple Creek	Need a transit facility built similar to the hub in Durango	\$4M	Long	Facilities
City of Cripple Creek	Later evening service (after 6PM)		Short	Mobility for the General Public
City of Cripple Creek	Need to replace 4 mid-size shuttles	\$90,000 ea.	Short	Vehicles
City of Cripple Creek	Trolley Replacement	\$240,000 ea.	Long	Vehicles
Fremont County Head Start (2008)	New and Replacement mid-size buses (3)		Mid	Vehicles
Golden Shuttle/ Fremont County Transit	Expand service		Short	Mobility for the General Public
Golden Shuttle/ Fremont County Transit (2008)	Maintain Existing Service Level		Ongoing	Maintaining Service
Golden Shuttle/ Fremont County Transit (2008)	New and Replacement mid-size buses (2)		Short	Vehicles
Park County Senior Coalition (2008)	Maintain Existing Service Level		Ongoing	Maintaining Service
Park County Senior Coalition (2008)	New and Replacement mid-size buses (6)		Short	Vehicles
Starpoint	Weekend Service		Long	Mobility for the General Public
Starpoint	Early Morning Service (before 9AM)		Long	Mobility for the General Public
Starpoint	Improve service within Chaffee and Fremont Counties		Mid	Mobility for the General Public
Starpoint (2008)	Maintain Existing Service Level		Ongoing	Maintaining Service
Starpoint (2008)	New and Replacement mid-size buses (23)		Short	Vehicles
TPR Transit Projects List (2008)	Strengthen a coordinating council to lead the coordination of systems and strategies		Short	Coordination Strategies
TPR Transit Projects List (2008)	Develop joint grant applications through the Upper Arkansas Council of Governments		Short	Coordination Strategies
TPR Transit Projects List (2008)	Explore the potential of vehicle and resources sharing to increase service capacity		Long	Coordination Strategies

Central Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Project Description	Cost	Time Frame	Category
UAACOG, Fremont County Head Start (2008)	More information about public transit services		Short	Marketing Strategies
Wet Mountain Valley Rotary Community Service	Metal building to house vehicles	\$400,000	Long	Facilities
Wet Mountain Valley Rotary Community Service	New 4-Wheel-Drive vehicle	\$30,000	Short	Vehicles
Wet Mountain Valley Rotary Community Service	New vehicles	\$30,000	Mid	Vehicles
Wet Mountain Valley Rotary Community Service	4-Wheel-drive vehicle	\$30,000	Mid	Vehicles
Wet Mountain Valley Rotary Community Service	2 new vehicles & 4-wheel drive vehicle	\$100,000	Long	Vehicles



APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – CENTRAL FRONT RANGE REPORT

Colorado Department of Transportation Statewide Transit Survey of Older Adults and Adults with Disabilities

Transportation Planning Region: Central Front Range Area

Survey Results

June 2014



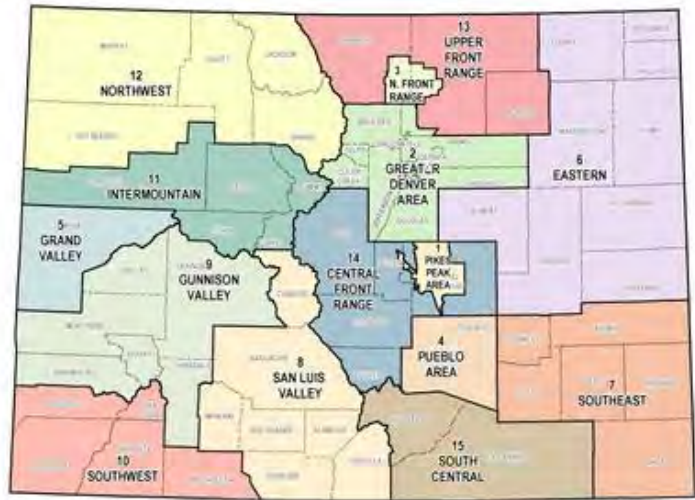
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Survey Background

About the Central Front Range Area Transportation Planning Region

The Central Front Range Area Transportation Planning Region is located in the central part of the state, and includes the entire counties of Custer, Fremont and Park. It includes portions of Teller and El Paso Counties outside the metropolitan area of Colorado Springs, which is primarily along the I-25 corridor (including Colorado Springs) and the portion of the US-24 corridor from Colorado Springs to Woodland Park. According to the 2010 Census, the total population of this region was 244,757. There were 29,260 adults age 65 and older residing in this region, and 16,069 adults with disabilities age 18 to 64. This region accounts for 5.6% of older adults and adults age 18 to 64 with disabilities in the state of Colorado.



Why the survey was conducted

The Colorado Department of Transportation's (CDOT) Division of Transit and Rail (DTR) is developing its first ever comprehensive Statewide Transit Plan, providing a framework for creating an integrated transit system that meets the mobility needs of Coloradans. In addition, development of the Regional Coordinated Transit and Human Services Plans (Regional Plans) for the state's rural Transportation Planning Regions (TPR) is being undertaken. These Regional Plans will be integrated into the CDOT Statewide Transit Plan and the TPR Regional Transportation Plans, along with the developed transit plans of various metropolitan planning organizations, providing a complete picture of existing transit services, future transit needs, and overall transit service gaps statewide. Funding and financial needs also will be assessed.

Using the Statewide Transit Plan as a foundation, CDOT will be able to implement policies and strategies for funding enhanced transit services throughout the state. These transit services will facilitate mobility for the citizens and visitors of Colorado, offer greater transportation choice to all segments of the state's population, improve access to and connectivity among transportation modes, relieve congestion, promote environmental stewardship, and improve coordination of service with other providers in an efficient, effective and safe manner.

As one of the data collection efforts for the Statewide Transit Plan, CDOT DTR contracted with National Research Center, Inc. (NRC) to conduct a statewide survey to learn about the travel behavior and characteristics of the elderly (65 years or older) and disabled (18 years or older) residents of Colorado, and determine their transportation priorities, needs and preferences.

How the survey was conducted

The survey topics were discussed and refined by CDOT DTR staff in meetings and discussions with NRC and reviewed with various stakeholders. In addition, survey questions from other surveys were reviewed. A questionnaire was drafted by NRC, and revised through an iterative process with CDOT DTR. The final questionnaire was five pages in length.

Two approaches were taken to recruit survey participants. In the first approach, approximately 4,000 households containing persons with disabilities aged 18 to 64 and persons age 65 and over were randomly selected to receive the survey. NRC purchased marketing mailing lists that identified household members as fitting into one of these two groups. A total of 267 surveys were distributed in each of the 15 Transportation Planning Regions (TPRs), with roughly one-third going to households including people with disabilities and two-thirds to households in which older adults lived. Each selected household was contacted three times starting in November 2013: a prenotification postcard and two survey packets, each mailed one week apart. The cover letters to the survey included a web link where the respondent could complete the survey online in Spanish and in English, if preferred.

Additionally, CDOT worked with various agencies across the state that serve older adults (age 65+) and adults with disabilities to distribute the survey to their clientele. These agencies were provided with 6,746 hard copy survey packets. Agencies that had email addresses for their clients also were provided a web link they could email to their clientele if they desired. Surveys were collected from both sources through mid-January 2014.

A total of 3,113 respondents completed a survey: 1,190 completed the mailing list survey; 998 completed the agency-distributed hard copy survey; and 925 completed the agency-distributed web survey. The response rate for those responding to the mailing list survey was 30%. Assuming all 6,746 agency surveys were given to clients, the response rate for the agency-distributed paper surveys was 15%. Because the number of emails sent by the agencies is unknown, a response rate cannot be calculated for the 925 web responses.

The response rates for the mailing list survey and the agency-distributed survey varied across the TPRs. Response rates for the mailing list survey ranged from 22% to 45% across the TPRs, while the agency survey response rates ranged from 9% to 25%. Overall, roughly two-thirds of the completed surveys received were those distributed by agencies (62%), while about one-third (38%) came from those distributed by mail. However, these proportions differed across the 15 TPRs. In examining the differences among those who responded to the agency-distributed survey versus those who responded to the mailing list survey, it was found that agency clientele were less likely to drive than those who received the survey from the mailing list. In order to make comparisons across the TPRs as fair as possible, survey results were weighted such that the proportion of surveys from agencies and the mailing list were similar across the TPRs.

For the Central Front Range TPR, 41 respondents completed an agency-distributed hard copy survey, 18 completed the web-based agency survey and 121 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 12% and 45%, respectively.

Number of Surveys and Survey Response Rates by TPR

TPR	Hard copy agency surveys			Web-based agency surveys*	Mailed surveys			Total number of surveys
	Surveys distributed	Number returned	Response rate		Surveys distributed	Number returned	Response rate	
Pikes Peak Area	228	53	23%	94	267	59	22%	206
Greater Denver Area	1,181	150	13%	388	267	88	33%	626
North Front Range	620	157	25%	72	267	71	27%	300
Pueblo Area	606	64	11%	10	267	76	28%	150
Grand Valley	801	71	9%	25	267	79	30%	175
Eastern	475	77	16%	4	267	76	28%	157
Southeast	130	24	18%	0	267	95	36%	119
San Luis Valley	282	60	21%	1	267	66	25%	127
Gunnison Valley	257	35	14%	10	267	64	24%	109
Southwest	209	27	13%	6	267	85	32%	118
Intermountain	400	68	17%	20	267	68	25%	156
Northwest	225	31	14%	15	267	66	25%	112
Upper Front Range	845	77	9%	26	267	68	25%	171
Central Front Range	333	41	12%	18	267	121	45%	180
South Central	156	18	12%	7	267	67	25%	92
Unknown	--	45		229	--	41	--	315
Overall	6,746	998	15%	925	4,005	1,190	30%	3,113

Highlights of Survey Results

- **Four in 10 older adults and adults with disabilities from the Central Front Range TPR reported having difficulty finding transportation for trips they wanted or needed to make.**

Those who reported having trouble finding transportation were asked how many times in the last month, if at all, they had been unable to get somewhere as a result. About half of these respondents had been unable to make one or more trips in the last month. Respondents most often reported having trouble finding transportation for shopping/pharmacy trips and medical appointments.

- **Many older adults and adults with disabilities reported driving themselves in a personal vehicle; about one-third of these respondents said they would be willing to use public transportation or paratransit instead.**

About 8 in 10 Central Front Range TPR respondents said they drove themselves at least once in a typical month. When asked how frequently, if at all, they depended on family, friends, aides or volunteers, half of respondents did so for at least some of their trips, with one-quarter relying on others for over half their trips.

While less than 10% reported using public transportation or paratransit, about a third of the respondents who drove themselves said they would be very or somewhat likely to use public transportation or paratransit in their community instead of driving.

- **The most frequently cited barriers to using public transportation and paratransit were a lack of service and wanting to use the service during hours it was not available.**

About two-thirds of respondents in the Central Front Range area felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and another 11% felt this was a minor problem. Approximately half of respondents cited limited service hours as a major problem, while a third said the distance from the bus stop or light rail station being too far to walk and difficulty finding information about schedules and routes represented major issues.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. As with public transportation services, the largest obstacles were lack of service and limited service hours, considered major problems by 58% and 41% of Central Front Range respondents, respectively.

- **Respondents identified providing more community transportation and supporting the development of easily accessible and understandable transportation information and referral services as the most important issues in creating a statewide transit plan.**

Overall, most of the issues included on the survey were deemed somewhat or very important by a majority of Central Front Range TPR respondents. Two-thirds felt that providing additional community transportation and developing accessible and understandable transportation information and referral services were very important issues. About 6 in 10 prioritized expanding routes in their community, providing more transportation to regional destinations and providing lower fares for seniors and disabled riders. Less important to Central Front Range residents was increasing the availability of wheelchair-accessible taxi cabs, although a third still cited this as very important.

Responses to Survey Questions

The following pages contain a complete set of responses to each question on the survey. The percent of respondents giving a particular response is shown followed by the number of respondents (denoted with “N=”).

Question 1										
In a typical month, about how often, if ever, do you use the following forms of transportation?	Never		4 or fewer times a month		1 to 2 times a week		3 or more times a week		Total	
Drive myself in a personal vehicle	22%	N=38	7%	N=12	13%	N=23	57%	N=100	100%	N=173
Get a ride in a personal vehicle from a family member or someone who lives in my household	47%	N=79	19%	N=32	17%	N=29	18%	N=30	100%	N=170
Get a ride in a personal vehicle from family, friends or neighbors	49%	N=82	32%	N=53	9%	N=15	10%	N=16	100%	N=166
Driven by a paid driver or personal assistant	96%	N=160	0%	N=0	1%	N=2	2%	N=4	100%	N=166
Get a ride from a volunteer driver	89%	N=147	5%	N=9	4%	N=7	1%	N=2	100%	N=164
Take a taxi at the full price fare	97%	N=162	3%	N=4	0%	N=0	0%	N=0	100%	N=166
Take a taxi at a subsidized or discounted fare	95%	N=160	2%	N=4	1%	N=2	1%	N=2	100%	N=167
Walk	55%	N=92	17%	N=29	8%	N=14	20%	N=33	100%	N=167
Bicycle	79%	N=131	11%	N=18	3%	N=5	8%	N=13	100%	N=167
Use transportation provided by my faith community or church	96%	N=160	4%	N=6	0%	N=0	0%	N=0	100%	N=166
Use a senior center or community center shuttle	91%	N=150	6%	N=10	2%	N=4	1%	N=2	100%	N=166
Use shuttle/transportation provided by the housing facility or complex where I live	100%	N=164	0%	N=0	0%	N=0	0%	N=0	100%	N=164
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	95%	N=157	3%	N=5	1%	N=2	1%	N=2	100%	N=165
Use paratransit which is "on demand" transportation where you can call ahead or otherwise arrange for services (e.g., "call-a-ride," "access-a-ride", etc.)	95%	N=158	2%	N=4	1%	N=2	1%	N=2	100%	N=165
Use a private or non-profit transportation service or program	90%	N=150	5%	N=8	1%	N=2	4%	N=8	100%	N=168

Question 2		
About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?	Percent	Number
None of my trips	52%	N=90
Less than half my trips	18%	N=31
About half my trips	5%	N=8
More than half my trips	4%	N=7
All of my trips	21%	N=37
Total	100%	N=173

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	22%	N=40
Mornings	57%	N=103
Afternoons	19%	N=34
Evenings and nights	1%	N=2
Total	100%	N=179

Question 4		
For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?	Percent	Number
Very likely	16%	N=22
Somewhat likely	16%	N=22
Not at all likely	68%	N=94
Total	100%	N=138

This question was asked only of those who said that they drive themselves.

Question 5		
Do you ever have trouble finding transportation for trips you want or need to make?	Percent	Number
No, never	58%	N=102
Rarely	15%	N=26
Sometimes	13%	N=23
A lot of times	14%	N=25
Total	100%	N=176

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	24%	N=16
Visiting family or friends	36%	N=24
Volunteering	20%	N=13
Medical appointment	46%	N=31
Community event	28%	N=19
Religious service	20%	N=13
Recreation	46%	N=31
School	6%	N=4
Shopping/pharmacy trips	57%	N=38
Other, please specify	8%	N=5

Total may exceed 100% as respondents could select more than one answer.

This question was asked only of those who said that they had trouble finding transportation for trips.

Question 7		
What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Weekdays 6am to 10am	26%	N=15
Weekdays 10am to 4pm	56%	N=33
Weekdays 4pm to 7pm	34%	N=20
Weekdays 7pm to midnight	31%	N=18
Weekdays Midnight to 6am	4%	N=2
Saturday day time	47%	N=28
Saturday night time	41%	N=24
Sunday day time	46%	N=27
Sunday night time	38%	N=22

Total may exceed 100% as respondents could select more than one answer.

This question was asked only of those who said that they had trouble finding transportation for trips.

Question 8		
How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?	Percent	Number
Never	44%	N=31
Once or twice	30%	N=22
3 to 6 times	19%	N=14
7 times or more	6%	N=4
Total	100%	N=71

This question was asked only of those who said that they had trouble finding transportation for trips.

Question 9								
Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation.	Major problem		Minor problem		Not a problem		Total	
	Service is not provided where I live or where I want to go	65%	N=104	11%	N=18	24%	N=38	100%
Service does not operate during the times I need	49%	N=61	15%	N=19	35%	N=44	100%	N=124
Information about fares, schedules and routes is difficult to find	34%	N=41	18%	N=22	48%	N=59	100%	N=122
Information about fares, schedules and routes is difficult to read	23%	N=26	13%	N=14	64%	N=71	100%	N=110
I cannot understand the information about fares, schedules and routes	14%	N=16	11%	N=13	75%	N=87	100%	N=116
Information about fares, schedules and routes is not in my first (non-English) language	4%	N=5	1%	N=1	95%	N=108	100%	N=114
I am unclear about how to use public transportation	13%	N=16	16%	N=18	71%	N=84	100%	N=118
I cannot easily access bus stops or light rail stations because there are no sidewalks, I can't access sidewalks due to the curbs, or because I'm not able to safely and easily cross the road	27%	N=32	4%	N=5	69%	N=83	100%	N=120
Buses or light rail trains lack clear announcements or visual displays about the next stops	12%	N=13	13%	N=14	75%	N=82	100%	N=110
I cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions, or don't want to or can't wait for delayed buses or trains in poor weather	21%	N=25	15%	N=17	64%	N=74	100%	N=115
I have health reasons that prevent me from being able to use fixed route public transportation	20%	N=24	10%	N=12	70%	N=83	100%	N=119
I have difficulty boarding and exiting buses or light rail trains	17%	N=20	10%	N=12	73%	N=87	100%	N=118
Distance from bus stop or light rail station is too far for me to walk	34%	N=40	10%	N=12	56%	N=66	100%	N=119
I am unable to get a seat	9%	N=10	6%	N=7	85%	N=97	100%	N=113
I do not feel safe while waiting for the bus or light rail train	13%	N=15	8%	N=8	79%	N=90	100%	N=113
I do not feel safe while riding the bus or light rail train	14%	N=15	5%	N=6	81%	N=90	100%	N=112
Fares are too expensive	19%	N=21	11%	N=12	71%	N=80	100%	N=113
Travel time to my destinations is too long	17%	N=19	8%	N=9	74%	N=83	100%	N=112
Bus stops and stations are poorly maintained	14%	N=15	11%	N=12	75%	N=82	100%	N=109
Service is not reliable	21%	N=23	11%	N=12	68%	N=74	100%	N=109
I do not understand how to make a transfer	8%	N=9	14%	N=16	77%	N=86	100%	N=111

Question 10								
Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided "on demand," meaning the person using the service must contact the agency to arrange service. Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?	Major problem		Minor problem		Not a problem		Total	
	Service is not provided where I live or where I want to go	58%	N=80	8%	N=11	34%	N=46	100%
Services does not operate during the times I need	41%	N=45	14%	N=15	45%	N=50	100%	N=111
Information about how to use the service and costs is difficult to find	34%	N=38	13%	N=14	54%	N=60	100%	N=112
Information about how to use the service and the costs is difficult to read	17%	N=19	11%	N=12	72%	N=79	100%	N=110
Information about how to use the service and the costs is not in my first (non-English) language	2%	N=2	3%	N=3	95%	N=100	100%	N=106
I cannot understand the information on how to use the service and the costs	7%	N=7	8%	N=8	85%	N=88	100%	N=103
I am unclear about how to start using it	26%	N=28	9%	N=9	65%	N=70	100%	N=106

Question 11		
How would you prefer to get your information about transportation services and programs? (Please select all that apply.)	Percent	Number
Through my place of residence	45%	N=69
Friends or family	19%	N=30
Printed materials	61%	N=93
Telephone	8%	N=13
Other, please specify	9%	N=14
Through the place where I work or volunteer	14%	N=21
Electronic (websites, email, social media, smart phone)	43%	N=66
In-person assistance	10%	N=15
Presentations at church, community centers, etc.	18%	N=27

Total may exceed 100% as respondents could select more than one answer.

Question 12								
CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?	Very important		Somewhat important		Not at all important		Total	
Supporting the development of easily accessible and understandable transportation information and referral services	65%	N=98	20%	N=30	16%	N=24	100%	N=151
Supporting veterans' transportation issues	53%	N=80	30%	N=45	16%	N=24	100%	N=149
Supporting volunteer and faith-based transportation services	35%	N=52	39%	N=57	26%	N=38	100%	N=148
Increasing the availability of wheelchair-accessible taxi cabs	33%	N=47	41%	N=59	26%	N=36	100%	N=143
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	47%	N=72	34%	N=51	19%	N=30	100%	N=152
Providing more transportation services in my community	65%	N=99	22%	N=33	13%	N=20	100%	N=152
Providing more transportation services to regional destinations	58%	N=87	24%	N=37	18%	N=27	100%	N=151
Expanding hours that transportation services are offered	44%	N=64	37%	N=54	19%	N=28	100%	N=146
Expanding or adding routes in my community	59%	N=85	25%	N=36	17%	N=24	100%	N=146
Providing lower fares for seniors and disabled riders	59%	N=92	25%	N=39	16%	N=24	100%	N=156

Question 15		
Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	39%	N=64
Talking	1%	N=2
Lifting or carrying a package or bag	30%	N=49
Understanding written directions	8%	N=14
Understanding spoken directions	10%	N=16
Seeing	11%	N=18
Hearing	16%	N=26
Walking 1/4 mile	39%	N=64
None	39%	N=65

Total may exceed 100% as respondents could select more than one answer.

Question 16		
Do you use any of the following to get around? (Please select all that apply.)	Percent	Number
None	75%	N=121
Guide or service dog	0%	N=1
White cane	0%	N=1
Cane or walker	21%	N=34
Power wheelchair or scooter	5%	N=9
Manual wheelchair	5%	N=7

Total may exceed 100% as respondents could select more than one answer.

Question 17		
Which best describes the building you live in?	Percent	Number
Single family home or mobile home	88%	N=155
Townhouse, condominium, duplex or apartment	11%	N=19
Age-restricted senior living residence	0%	N=0
Assisted living residence	0%	N=0
Nursing home	0%	N=0
Other	1%	N=2
Total	100%	N=176

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	2%	N=4
Asian or Pacific Islander	0%	N=1
Black, African American	0%	N=0
Hispanic/Spanish/Latino	2%	N=4
White/Caucasian	97%	N=171
Other	1%	N=2

Total may exceed 100% as respondents could select more than one answer.

Question 20		
In which category is your age?	Percent	Number
18 - 44 years	7%	N=12
45 - 54 years	9%	N=16
55 - 64 years	11%	N=20
65 - 74 years	39%	N=69
75 - 84 years	21%	N=37
85 - 94 years	10%	N=18
95 years or older	2%	N=4
Total	100%	N=176

Question 21		
What is your gender?	Percent	Number
Female	54%	N=92
Male	46%	N=79
Total	100%	N=171

Verbatim Responses to Open-Ended Questions

The following are verbatim responses to open-ended questions. Because these responses were written by survey participants, they are presented here in verbatim form, including any typographical, grammar or other mistakes. Within each question the responses are in alphabetical order.

Comments from those completing an Agency survey

Question 1: In a typical month, about how often, if ever, do you use the following forms of transportation? Responses to “some other form of transportation.”

- FREX
- Hitch hiking

Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Going to denver -colorado springs
- I drive
- Treatment appointments

Question 9: Please tell us how much of a problem, if at all, each of these are for you when using public transportation. Responses to “other.”

- Do not have bus service
- Live in fairplay not much public transportation!
- Need out of town transportation from canon city to colo springs.
- no bus in fremont county
- No public transportation in this area. So questions do not apply!
- no rural access to these transportation options
- No saturday night, sunday daytime and sunday night time service!
- No transportation in my area
- See the first option above. None is available here.
- Service not provided in our rural area
- There is no public transportation where i live.
- Too far- live in rural area
- We live in a rural area no buses taxis

Question 10: To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? Responses to “other.”

- Cannot see the service schedule, do not have access to computer.
- Do not have
- has alzheimer
- Have not needed to use senior shuttle.
- I don't need it yet but available here.
- no public transit in my community
- No service
- No service in this area
- Was unaware of it

- we have a Rotary van service and I do not need to use it

Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- being on an email distribution list
- None
- Regular mail, or local newspaper

Question 13: What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?

- Bus service is good to get me to volunteer work and community meals and other events in daytime. Mon-sat. No saturday night, sunday daytime and sunday night service has kept me from enjoying some community events and visiting friends.
- Could not get to therapy sessions. Must call 2 weeks in advance for rides
- Feeling depressed because i can't stay involved. No transportation services available.
- Hard to come by divide, co 80814 costly and dangerous to be out alone and drive alone, taking major drugs for disease and pain and needing food and medications.
- Have become content staying home.
- I have nothing to add. Questionnaire covers it.
- I live in a rural area and am five miles from the nearest bus service. I have had to curtail recreational and social activities because of the inability to get transportation.
- I live in Colorado Springs and use Metro Mobility. The service is great! the service area is too small. Needs to be expanded into all areas within city limits.
- I live in fairplay. Would like service to buena vist, salida, breckenridge, frisco, etc. Major problem when weather is not good.
- I still drive my own car, so these don't apply at this time.
- I would have had to move without bus (senior)
- If we go to denver and use light rail to go to a game or zoo, then there are issues getting from station to event. We don't go many places in the winter anymore because parking at the event is an issue. We have to load a hitch hauler for a scooter if there is much walking mounting the hitch hauler is difficult at our age.
- Most of the time social services has been good. But there is only one driver and therefore he cannot do it all. There are things i'd like to attend at the senior center.
- My wife drives me if i have surgery. Otherwise i drive myself.
- No public transportation
- No service provided in my rural area
- No services available where i live. I need to drive myself.
- Nothing at all is provided in my community. I have to depend on someone taking me to my appointments and then spend the entire day hanging around somewhere in order to get back home.
- Rotary van in westcliff is worth its weight in gold!
- Schedules, long waits to transfer, long distances when needing to transfer
- There aren't any other than taxi in canon city
- There is little service in this area so i rely totally on family and friends for transportation, help or service.

- There is no transportation service within 20 miles of my home.
- There is only a taxi that visits Florence, CO
- They just don't come to fairplay often and then you have a long trip and now way to get to your final destination. We have good luck with church friend and neighbors.
- Transportation services are not available in my community as of yet i have not had a problem getting where i want to go
- Very good in woodland park. No service elsewhere in area. Lack of contact with daughter -10 years. Other than phone.
- We don't have any transportation offered
- We have an all volunteer accessible van service provided by our local Rotary and they could use more support to expand hours of operation and additional accessible vans and drivers.

Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

- A fixed scheduled route from one side of town to the other would be extremely helpful to many segments of our population.
- Any transportation would be appreciated.
- Discounted rates, availability.
- Ditto
- Each individual has different problems. Don't know of any other solutions.
- Expand, my future will be very difficult if family is not available. Cost would be extremely difficult.
- I am a senior and have disabilities.
- I believe a local shuttle service, operating several times a week, would be of great value to seniors and the disabled.
- I live in a rural area where if you want/need to call and set appointment would never use because taxi service is in another town
- I want a rail system to go between Boulder through Denver through Colorado Springs to Pueblo. So I can take it to events I want it to start at 6am and run until 12am.
- I work with social services in Fremont County. The number one issue our clients have is transportation.
- If a shuttle were available from woodland park to colorado springs i would use it once a week for shopping or visiting friends.
- If there was better reimbursement for volunteer drivers for medical trips, maybe the park county senior coalition could get more drivers.
- it would be nice to have bus transportation to larger cities like Pueblo or Colorado Springs
- Ive already mentioned 4 times. That bus service needs to be expanded to saturday night and sunday. Personally i have no other transportation problem
- Metro Mobility service area needs to be expanded in Colorado Springs. Should service all areas within city limits.
- Must deal with problems of no service for disabled adults
- Need public transportation from woodland park to colorado springs
- No buses going to or from canon city
- Quicker routes
- See 13

- service provided during times most likely to be used for MAJOR LIFE FUNCTIONS such as grocery shopping, medical appointments, church...
- Sr. Coalition offers rides most specialists in denver. But has problems getting volunteers.
- There is limited public transit in my community, limited hours of use, does not set hours that normal business hours fit into, limit funds to expand and relays upon volunteer drivers
- There is no public transportation available in my area
- There is no transportation service.
- There is virtually no or little service here. This community is ped. Or biker friendly making it dangerous to walk or ride in many areas.
- This is none except taxi cab
- To employ more drivers
- Van service to and from airport, especially early am's and late pm's
- We are a small community and it is tough for companies to have the revenue needed to start a regular transportation schedule.
- We do not have public transportation really in our area and it does not go to bigger cities like Pueblo or Colorado Spgs
- We live in a very small county that is at least an hour from any major medical or shopping facilities. I believe that CDOT can be of the most help to us by maintaining our roads and providing accessible sidewalks on the state roads. In addition it would be very helpful if CDOT could provide additional space along their right ways for parking to pick-up and drop-off places where major county roads intersect with state highways. This would not only support adults & people with disabilities but also children that must use school busses to get to and from school. I am a strong believer in serving all of the public needs in the most cost effective manner possible, and not singling out special groups for services.
- We need transportation services east of Colorado Springs. There is nothing. A bus system would really help everyone.
- We only have the golden shuttle-will not wait for you. Horrible ride not always dependable
- Woodland Park does not a bus route to Colorado Springs and to Denver and prices need to be affordable for the elderly and disabled.
- Woodland park has no transportation-public. I drive and my wife drives. So far so good

Question 17: What best describes the building you live in? Responses to “other.”

- Homeless, i sleep outside in hills west of manitou springs

Comments from those completing a mailed survey

Question 1: In a typical month, about how often, if ever, do you use the following forms of transportation? Responses to “some other form of transportation.”

- Horse
- Horse

Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Airports dia cos
- Inclimate weather, blocked roads due to snow, mud, tumble weeds.
- Need ride to colo. Spgs.
- None
- None
- None

Question 9: Please tell us how much of a problem, if at all, each of these are for you when using public transportation. Responses to “other.”

- Cant answer questions no service provided here.
- Can't use public transportation with my dogs.
- Colorado has the poorest mass or any transportation in any state i've live in, many!
- Do not use public transportation
- Don't have it! None of the above apply
- Don't know anything about public transportation as i drive myself.
- Don't know of any other than taxis
- Don't use public transportation
- Don't use public transportation
- I can't walk 45 miles each day.
- I have not taken public service since i live here 2 1/2 years.
- I live 28 mi. From work no transport. Work at military base. No public transportation there.
- I live 4 1/2 miles in country.
- I live 50 miles from any public transportation.
- Live remote high park road
- No service
- No service is available.
- NO service within 25 miles of home
- None near where we live
- Not available.
- Not even sure if there is public transportation on to breckenridge.
- There in so public transportation period.
- There is no bus or light rail in my area
- There is no public transportation in our area.
- There is no public transportation in woodland park co.
- This does not pertain, i drive where i need to go
- Two circled are the only ones that apply. I don't live within the city limits.
- We have a van from the rotary club we can use. They have the driver.
- Where i live has no public transportation other than taxi serivce

- Where i live the closest park and ride is over 4 miles away.

Question 10: To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? Responses to “other.”

- Available thru rotary but not needed
- Does not apply
- Don't know as i drive myself.
- Don't use paratransit
- Etc. From quest. 9
- I am too rural to use public transportation
- I do not need-use this service
- I live 50 miles from public transportation.
- Live in mtns.
- Mailing having advertising or offices with info.
- Never use.
- No need for it
- No paratransit in my area
- No services at all where i live.
- No such service is available.
- Not available.
- Not sure if this is available in our area.
- Only one question applies.
- See last other reason
- Unavailable.

Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- Dna
- Do not want any
- Don't need
- Don't need any
- Local newspaper
- Local paper
- None of the above.
- Not at all
- Not interested at all
- Not interested.
- Not necessary
- Not needed
- Television, newspaper advertisements

Question 13: What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?

- Can't ride lite rail in denver as goal/failed to provide any kind of parking facilities.
- Distance
- Dna
- Do not use
- Do not use public transportation
- Does not apply, i live in a rural area.
- Don't need transportation services at this time. Drive my own car
- Eye sight bad, can no longer drive, really hard to find a ride to groc. Store, doc. Office, bank, post office. Call on seniors but a lot of times they are booked up
- Has not been needed
- Has yet to be an issue
- Have no services in our area
- I adapt. I don't want or use public transportation.
- I always drive myself, so it isnt a problem.
- I cant really be of any help. I drive my own car and able to walk wherever i want to go.
- I drive myself when i need to go somewhere.
- I have a car.
- I have not needed this service
- I live 1 hour west of colorado springs, my son live in denver, i have to drive to and from c-s to pick him up after he takes the bus, with only 1 time for him to get off work no transport to teller co.
- I live in a place public transportation is not available.
- I live in the mountains. Not available.
- I really don't know who or what to call. Cost? Stay home sometimes if family is busy. A lot. Or friend not available.
- If anything- my kids take me.
- If i lived in a city/urban area, i would depend on public transportation. My husband does the city driving, i would not attempt it.
- I'm writing in regards to the enclosed survey for el paso county. Specifically, the 80928 zip code. I've found that your survey primarily consisted of your concern of public transportation and my feedback on how cdot is conducting this convenience. I'd like to fist point out that, you are a research company. If you would have researched my zip code, you will have noticed that the closet place to find any form of public transportation is 23-25 miles away. Common sense would say that if i needed a ride to the nearest bus stop, i might as well ask for a ride to my destineation. Which is what i have done for the past decade. In fact, the postal service and school transportation require us to drive 2 miles to retrieve mail, and drop our childen off to ride the bus to school. My concern is about safety in an emergency or evacuation situation. We are aware of recent fires. Thankfully our area has not encountered a wild fire in a couple of years. As it is very rural, and very dry for a majority of the year. However, in the event that we may have to evacuate, it would create a trememdous challenge. Cactus hills rd. In the foxx springs ranch subdivision has one way in and on way out. Unfortunately, we are required to maintain our own side roads, and main artery (cactus hills rd.) In the 10 years that i've live in this area, i've made numerous attempts for assistance from cdot and el paso county to adopt merely 1.6 miles of dirt

road. Many of us in the subdivision have had discussions among each other and we all agree that those of us whose property is adjacent to cactus hills rd. Would be thrilled to forfeit a portion of our property for el paso county to help us make better, safer roads for us. I've even discussed inflating our property tax for a few years to pay for it. The past five years, we have had snow drifts so high, it makes the road impassable. Residents cannot get home, or leave their homes. We have sink holes so wide and deep that my children can opt to swim in them (at one point, they were 26" deep) and recently, tumbleweeds build so high, they would touch the roof of my jeep. We are forced by the county to clear these disasters ourselves. In the event of a medical or even criminal emergency, vehicles would not be able to maneuver through this, as they are not as familiar with where the road is as we are. I, personally feel as though i'm in a dangerous area. To the point that i rarely invite guests for fear that they may encounter vehicle damage. Additionally, the school buses refuse to travel this 1.6 mile stretch because the road isn't country maintained. Forcing me to adjust my schedule at work to ensure i'm there to pick up my children so they are not forced to walk 1.6 miles in the wind, rain, snow or blistering heat. As i mentioned previously, i've made several attempts to talk with el paso county officials for assistance. One official made me feel as though there was concern. However i am aware that he has his hands full, and i have been unable to synchronize a schedule to meet. So i do my best to leave him alone. On the contrary, i feel we need help desperately. I honestly cannot afford to miss work for several days in a row due to impassable unsafe roads when it snows or rains. I feel as though we have been neglected by el paso county. Or at the very least, shyly over looked. I was hoping that your survey would be addressing more of the rural road concerns, rather than public transportation. I couldn't be more disappointed. But, i will add that if we had a place for pick up using public transportation, i would certainly use it. In fact, there is a rather large turn about that would make a perfect place to "share a ride" as commuting would be a very economical method of transportation of us. There are several families in the 80928 zip code that could use public transportation/assistance and perhaps the convenience of "share a ride" i hope that my answers on your survey were of some help to you, however most questions simply do not apply to us. If you feel that a different survey would apply to my situation i would be happy to participate. Feel free to mail to: laura barkus 14465 whistling hills lane, colorado springs, co 80928

- Its not available.
- Just not available. I live in woodland park and work in ft carson
- My wife and i are able to drive ourselves.
- My wife and i live in a rural area. Own our own 1997 vehicle. So as for this point in time. Right now were okay
- My wife and i run a small ranch 30 miles west of pueblo, co. On hwy 96
- N.a. provide own transportation so far out of necessity.
- Na yet.
- Never
- Never had the problem
- Never use it
- Never use.
- Never used transportation services.
- No experience
- No experience.
- No problems
- No transportation services offered
- None

- None needed.
- None, at this point in time i am in good health and capable of handling my own needs.
- Not available in rural area.
- Not had much use for them yet!
- Not needed outside trans.
- Our personal needs have been mostly served by family, neighbors, friends and volunteers for transportation needs outside the community within the region.
- Prefer to live in rural environment, so i do not expect others to provide transportation.
- Public transport is very limited in my region. I would like to see a public transportation corridor from cheyenne-ft. Collins to pueblo-trinidad and radiating east-west from the major cities along this corridor.
- Rtd bus from parker pin. To denver bronco's game mile high field-excellent service.
- Services not available in my area. I drive.
- Stay home
- Taxis are very expensive. Ridefinders wasn't easy to find acceptable partners. The ute pass bus didn't last.
- The rotary club has a van and provides a driver, if you need help. I believe it has to be only in a 50 mile radius, it is a free service. I've only used it twice. The service was good.
- There are no transportation where i live.
- There are none except taxi service
- There are some volunteer drivers available for seniors here.
- There is no service in my area. Stress comes by not being able to get to places i need to go
- They don't exist in custer county, except for special service.
- They really don't exist in my area.
- Unable to even expect any kind of public transportation in my very rural area
- Unreliable or poor service to breckenridge, extremely poor at posting schedules and times.
- We had bus service in woodland park for 3 years and now we do not have it anymore.
- We have had intermittent taxi service and bus service never materialized as planned.
- We have no problem driving our own vehicles. We have always been able to drive to places i need or want to go.
- When i lived in denver i used park and ride for trips downtown. In portland, or. My family used light rail more than autos, we lovet it!
- While in denver or washington dc. Public transportation worked well

Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

- Add one step, retractable on transportation vehicle on entrance and exit.
- Cost of taxi service out of reach for most low income seniors and disabled low income, very limited shuttle services available and times of service fremont county
- Dna
- Grade county road occasionally and plow them if it snows.
- I am 62 and just know i better stay healthy and able to drive or i become vulnerable.
- I have asked friends for driving assistance when i needed to drive more then 1 hour.
- I really don't know what is available so can't make an informed comment.
- I think it should be available if needed.

- If your talking about bus rides, i live four miles from florissant, i don't think there will ever be a bus coming down my way.
- I'm afraid i don't know but will probably find out as i age further. Alas.
- Live too remote for services
- Low rates
- Make known by mail. Not all of us have computers. Price needs to be reasonable.
- No problem
- No problems.
- None at this time-to far out
- None available
- None available that i know
- None available.
- None- i drive as a volunteer driver for the gac in canon city.
- Not everyone is as fortunate as i am, may that keep up the way it has been.
- Not yet an issue and please keep rtd and ist obscence taxes out of park county rtd is a major rip off to tax payers.
- Nothing to talk about. I have used public transportation 2 or 3 times in my 77 years.
- Nothing.
- Our older and disabled people have need to travel to other cities col sprgs. Pblo. Denver for specialists health and surgeries.
- Penrose, co. Has no public transportation
- Personally not much need for that yet!
- Possibly more routes more often.
- Probably those who have such issues will have more meaningful suggestions.
- Rotary club provides volunteer service is the only service in our area
- Rural area township population 200
- Same as above
- Senior center is a big help.
- Small town not available.
- Taxi is all that is available.
- The rotary van service is the only means of public transportation in this area.
- There is no public transportation in my community.
- There is no public transportation within 25 miles
- There is nothing to tell. I live 12 miles southwest of floressant.
- There should be a left turn lane into como heading northbound, very dangerous with uncoming traffic. 285
- To my knowledge there isnt any, my x was blind and couldn't get to teller county either for holidays etc. And my son from denver.
- We are 72-75 active and healthy most questions do not apply to us, we also think c-dot kicks butt in keeping hwy 24 squared away thanks.
- We both drive wherever we want to go no matter what time of day
- We do have transportation for seniors and those with disabilities and this program needs to continue here in woodland park
- We don't know of any
- We live in a rural community 30 miles from colorado springs. Would make many more try's to denver or colorado springs, if we had good regional transportatation. Light rail would be great!
- We live in a rural community which does not have public transportation. But also spend time in mn where there is public transportation which we never use.

- We live in a rural community, public transportation will never be here. This survey is a waste of our money and time.
- We live in a very rural area and don't have any type of public transportation.
- We live on a ranch in a remote mountain area. We don't expect a public transportation system out here. When, however we can no longer drive, it would be helpful to have a taxi -small bus service available.
- Your buses and drivers appear to be irresponsible and you cancel lines without warning.

Question 17: What best describes the building you live in? Responses to "other."

No "other" responses were provided for this question.

Survey Instrument

A copy of the questionnaire appears on the following pages.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan.

(To learn more, you can visit the website:

www.coloradodot.info/programs/transitandrail/statewidetransitplan)

The Division of Vocational Rehabilitation, the Division of Developmental Disabilities and the Division of Aging & Adult Services are all members of the State Coordinating Council on Transportation and have been working closely with CDOT to create opportunities for persons with special transportation needs to give input during their 5-year transit planning process.

Since you are one of a small number of people in the area randomly chosen to participate in this survey, it is very important that you do so!

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

www.n-r-c.com/survey/cdotsurvey.htm

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me, Tracey MacDonald, at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurvey.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español.

Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.



¡Queremos oír de usted!

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Since your household is one of a small number of households in the area randomly chosen to participate in this survey, it is very important that you do so!

Because we want to hear from a representative group of people who are age 65 and older or adults age 18 or older with a disability, please have the adult age 65 years or older or the adult with a disability age 18 or older in your household **who most recently had a birthday** (regardless of the year of birth) take a few minutes to complete this survey.

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

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If you have any questions or need assistance with this survey, please call me at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

A handwritten signature in cursive script that reads "Tracey MacDonald".

Tracey MacDonald, Senior Transit and Rail Planner

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Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

You should have received a copy of this survey about a week ago. If you completed it and sent it back, we thank you for your time and ask you to discard this survey. Please do not respond twice.

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan. (To learn more, you can visit the website: www.coloradodot.info/programs/transitandrail/statewidetransitplan)

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If you have any questions or need assistance with this survey, please call me at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

A handwritten signature in cursive script that reads "Tracey MacDonald".

Tracey MacDonald, Senior Transit and Rail Planner

El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:

www.n-r-c.com/survey/cdotsurveyXX.htm

Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.

Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español. Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.

Colorado Department of Transportation Survey

1. In a typical month, about how often, if ever, do you use the following forms of transportation?

	<u>Never</u>	<u>4 or fewer times a month</u>	<u>1 to 2 times a week</u>	<u>3 or more times a week</u>
Drive myself in a personal vehicle.....	1	2	3	4
Get a ride in a personal vehicle from a family member or someone who lives in my household	1	2	3	4
Get a ride in a personal vehicle from family, friends or neighbors	1	2	3	4
Driven by a paid driver or personal assistant.....	1	2	3	4
Get a ride from a volunteer driver.....	1	2	3	4
Take a taxi at the full price fare	1	2	3	4
Take a taxi at a subsidized or discounted fare.....	1	2	3	
Walk	1	2	3	4
Bicycle	1	2	3	4
Use transportation provided by my faith community or church.....	1	2	3	4
Use a senior center or community center shuttle	1	2	3	4
Use the shuttle/transportation provided by the housing facility or complex where I live	1	2	3	4
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	1	2	3	4
Use paratransit, which is “on demand” transportation, where you can call ahead or otherwise arrange for services (e.g., “call-a-ride,” “access-a-ride”, etc.)	1	2	3	4
Use a private or non-profit transportation service or program.....	1	2	3	4
Some other form of transportation (what? _____)	1	2	3	4

2. About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?

- None of my trips
- Less than half my trips
- About half my trips
- More than half my trips
- All of my trips

3. If you drive yourself, what time of day do you most often drive?

- I don't drive → GO TO QUESTION #5
- Mornings
- Afternoons
- Evenings and nights

4. For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?

- Very likely
- Somewhat likely
- Not at all likely

5. Do you ever have trouble finding transportation for trips you want or need to make?

- No, never → GO TO QUESTION #9
- Rarely
- Sometimes
- A lot of times

6. For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)

- Work
- Visiting family or friends
- Volunteering
- Medical appointment
- Community event
- Religious service
- Recreation
- School
- Shopping/pharmacy trips
- Other, please specify: _____

7. What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)

- Weekdays 6am to 10am
- Weekdays 10am to 4pm
- Weekdays 4pm to 7pm
- Weekdays 7pm to midnight
- Weekdays Midnight to 6am
- Saturday day time
- Saturday night time
- Sunday day time
- Sunday night time

8. How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?

- Never
- Once or twice
- 3 to 6 times
- 7 times or more

9. Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation.

	<u>Major problem</u>	<u>Minor problem</u>	<u>Not a problem</u>
Service is not provided where I live or where I want to go.....	1	2	3
Service does not operate during the times I need	1	2	3
Information about fares, schedules and routes is difficult to find.....	1	2	3
Information about fares, schedules and routes is difficult to read	1	2	3
I cannot understand the information about fares, schedules and routes	1	2	3
Information about fares, schedules and routes is not in my first (non-English) language	1	2	3
I am unclear about how to use public transportation.....	1	2	3
I cannot easily access bus stops or light rail stations because there are no sidewalks, I can't access sidewalks due to the curbs, or because I'm not able to safely and easily cross the road	1	2	3
Buses or light rail trains lack clear announcements or visual displays about the next stops	1	2	3
I cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions, or don't want to or can't wait for delayed buses or trains in poor weather.....	1	2	3
I have health reasons that prevent me from being able to use fixed route public transportation.....	1	2	3
I have difficulty boarding and exiting buses or light rail trains.....	1	2	3
Distance from bus stop or light rail station is too far for me to walk	1	2	3
I am unable to get a seat	1	2	3
I do not feel safe while waiting for the bus or light rail train	1	2	3
I do not feel safe while riding the bus or light rail train.....	1	2	3
Fares are too expensive	1	2	3
Travel time to my destinations is too long.....	1	2	3
Bus stops and stations are poorly maintained	1	2	3
Service is not reliable	1	2	3
I do not understand how to make a transfer.....	1	2	3
Other reasons: _____			

10. Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service.

Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?

	<u>Major problem</u>	<u>Minor problem</u>	<u>Not a problem</u>
Service is not provided where I live or where I want to go	1	2	3
Service does not operate during the times I need.....	1	2	3
Information about how to use the service and the costs is difficult to find	1	2	3
Information about how to use the service and the costs is difficult to read.....	1	2	3
Information about how to use the service and the costs is not in my first (non-English) language.....	1	2	3
I cannot understand the information on how to use the service and the costs...	1	2	3
I am unclear about how to start using it.....	1	2	3
Other reasons: _____			

11. How would you prefer to get your information about transportation services and programs? (Please select all that apply.)

- Through my place of residence
- Friends or family
- Printed materials
- Telephone
- Other, please specify: _____
- Through the place where I work or volunteer
- Electronic (websites, email, social media, smart phone)
- In-person assistance
- Presentations at church, community centers, etc.

12. CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?

	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>
Supporting the development of easily accessible and understandable transportation information and referral services	1	2	3
Supporting veterans’ transportation issues.....	1	2	3
Supporting volunteer and faith-based transportation services	1	2	3
Increasing the availability of wheelchair-accessible taxi cabs	1	2	3
Expanding discount programs and/or subsidies for public transportation and/or taxi fares.....	1	2	3
Providing more transportation services in my community.....	1	2	3
Providing more transportation services to regional destinations.....	1	2	3
Expanding hours that transportation services are offered.....	1	2	3
Expanding or adding routes in my community	1	2	3
Providing lower fares for seniors and disabled riders.....	1	2	3

13. What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?

14. What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?

Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

15. Please indicate if you have difficulty with any of these activities. (Please select all that apply.)

- Climbing stairs
- Talking
- Lifting or carrying a package or bag
- Understanding written directions
- Understanding spoken directions
- Seeing
- Hearing
- Walking ¼ mile

16. Do you use any of the following to get around? (Please select all that apply.)

- None
- Guide or service dog
- White cane
- Cane or walker
- Power wheelchair or scooter
- Manual wheelchair

17. Which best describes the building you live in?

- Single family home or mobile home
- Townhouse, condominium, duplex or apartment
- Age-restricted senior living residence
- Assisted living residence
- Nursing home
- Other _____

18. What is your home zip code?..... _____

19. What is your race/ethnicity? (Mark one or more categories to indicate which you consider yourself to be.)

- American Indian or Alaskan native
- Asian or Pacific Islander
- Black, African American
- Hispanic/Spanish/Latino
- White/Caucasian
- Other

20. In which category is your age?

- 18 - 44 years
- 45 - 54 years
- 55 - 64 years
- 65 - 74 years
- 75 - 84 years
- 85 - 94 years
- 95 years or older

21. What is your gender?

- Female
- Male

Thank you for completing this survey. Please return the completed survey in the postage-paid envelope to:
National Research Center, Inc.
2955 Valmont Rd., Suite 300
Boulder, CO 80301