



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.

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 or abandonments of the state highway system.

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, multi-modal, 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 includes a list of stakeholders invited to the Transit Working Group meetings in the Eastern region.

Eastern Transit Working Group Invitees

Agency	Name	Title
CDOT Region 4	Myron Hora	Region Planning and Environmental Manager
CDOT Region 4	Karen Schneiders	Region Planner
CDOT DTR	Tracey MacDonald	Project Manager
Colorado Transportation Commission	Steve Hofmeister	District 11 Commissioner
Centennial MHC	Paula LaPorte	
Centennial MHC	Russell Bonano	
Cheyenne County	Marcy Brossman	Administrator
Cheyenne County	Bob Paintin	County Commissioner
Cheyenne County DDS	Jennifer Gribble	Director
City of Burlington	Bob Churchwell	City Administrator
City of Sterling	Joe Kiolbasa	City Manager
Dashabout Roadrunner Shuttle	Lea Holtorf	Chief Executive Officer
Dashabout Town Taxi		
Dynamic Dimensions, Inc.	Debbie Lamm	
East Central Council of Governments	Terry Baylie	AAA Director
East Central Council of Governments	Maryjo Downey	Executive Director
ECCOG Board and Cheyenne County	Nancy Bogenhagen	Commissioner and Vice Chair
Elbert County Social Services	Jerri Spear	Director
Elbert County Veterans Service Office	Ric Morgan	Veterans Service Officer
Kit Carson County	Christie Johnson	Town Clerk
Kit Carson County	Paula Weeks	County Administrator
Kit Carson County Department of Health and Human Services	Kindra Mulch	Director
Kit Carson County Veterans Service Office	Charles Litteral	Veterans Service Officer
Limon Child Development Center	Cindy Ferree	Executive Director
Limon Workforce Center	Melody Bolton	
Lincoln County	Doug Stone	County Commissioner
Lincoln County Department of Human Services	Bev Newbanks	
Lincoln County	Roxie Devers	County Administrator

Agency	Name	Title
Logan County Department of Human Services	David Long	Director
Logan County Veterans Service Office	Fred Kubitz	Veterans Service Officer
Morgan County	Kenneth Anderson	
Morgan County Health and Human Services	Steve Romero	
NCHD	John Costhwait	
NECALG	Darlene Thorndyke	
NECALG	HJ Greenwood	Executive Director
NECALG Area Agency on Aging	Sandra Baker	Director
Northeast Colorado Health Department	Deanna Herbert	
Northeast Colorado Housing, Inc.	Sharon Helms	
Phillips County DSS	Jacalyn Reynolds	Director
Phillips County DSS	Judy McFadden	
Pioneer Haven Housing	Carolyn Mickey	Director
Progressive 15	Cathy Shull	Executive Director
RSVP Lincoln and Kit Carson Counties	Melody Maskus	
Rural Solutions	Mary Gross	
Sedgwick County DHS	Lisa Ault	
Town of Cheyenne Wells	Dannie McMillan	Superintendent
Town of Elizabeth	Steven Rabe	Town Administrator
Town of Elizabeth	Dick Eason	
Town of Kiowa	Michelle Oeser	Town Administrator
Town of Limon	Dave Stone	Town Manager
Town of Limon	Joe Kiely	Asst. Town Manager
Transit & Rail Advisory Committee	Larry Worth	Committee Member
Washington County	David Foy	County Commissioner
Washington County Department of Human Services	Rick Agan	Director
Washington County Veterans Service Office	Jim McCracken	Veterans Service Officer



B.1 – Transit Working Group Meeting #1

Eastern Transportation Planning Region

Date: July 8, 2013
Time: 1:30 PM – 3:30 PM
Location: Limon Community Center
477 D Avenue
Limon, CO 80826

Agenda

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

- 1) Welcome & Introductions
- 2) Project Background
- 3) State Transit Vision
- 4) Coordination Plans
- 5) Regional Characteristics
 - a. Community Profile
 - b. Eastern TPR 2008 Plan Summary
- 6) Regional Transit Needs, Projects, and Priorities
 - a. Long-term (vision)
 - b. Short-term
- 7) Public Involvement Approach
- 8) Next Steps
 - a. Data Needs/Survey
 - b. Info and data updates by email/web
 - c. Next Meeting
- 9) Adjourn

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

Lead TPR Planner: Cally Grauberger, Cally.Grauberger@transitplus.biz
Cell: 303-717-8350, Work: 303-960-5141

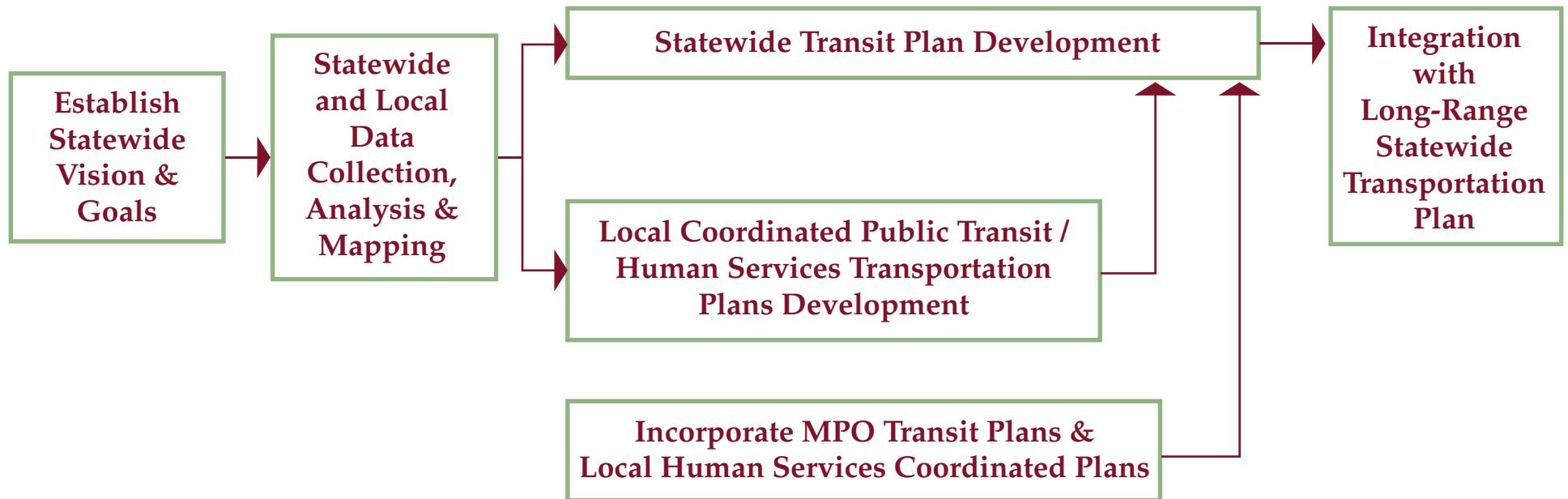
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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 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.

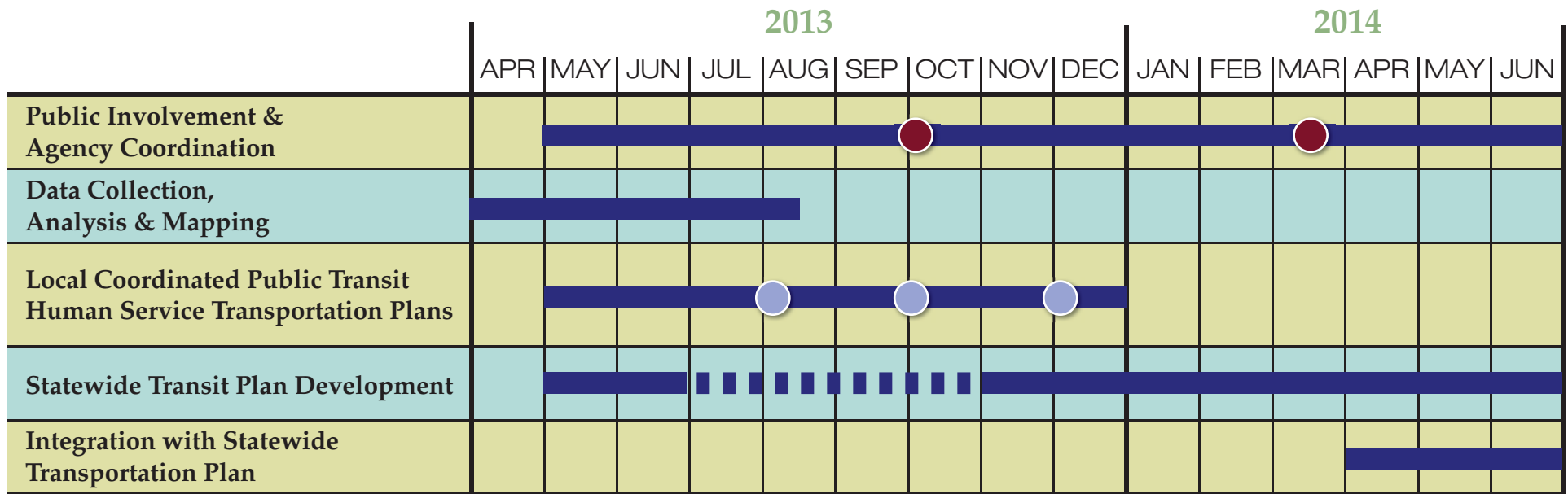
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

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?

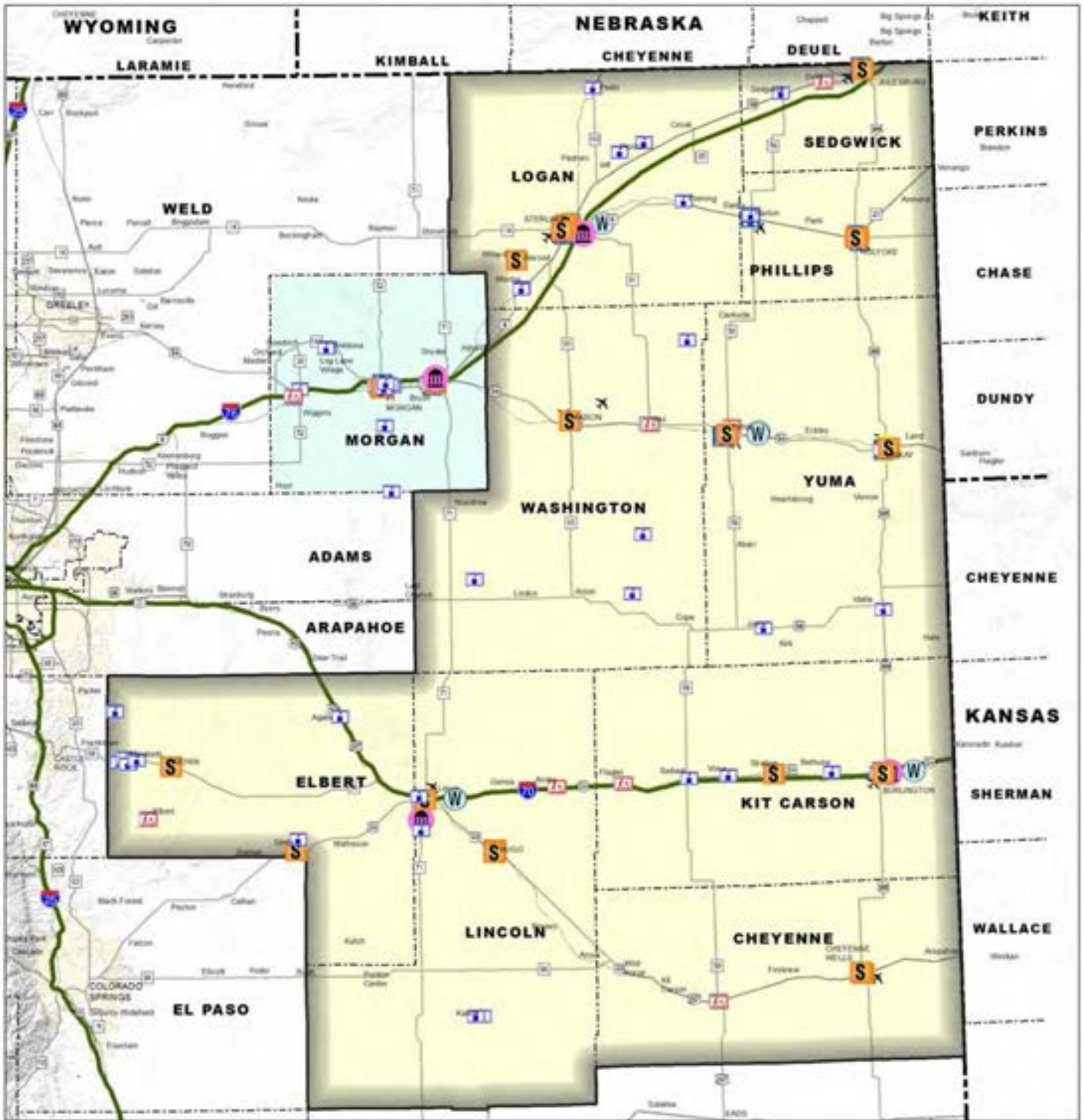
There are several positive outcomes achieved through transit coordination that add value to a region, including:

- ▶ **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.



Major Activity Centers and Destinations

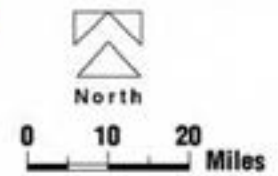
Business locations derived from 2011 ESRI data.



Legend

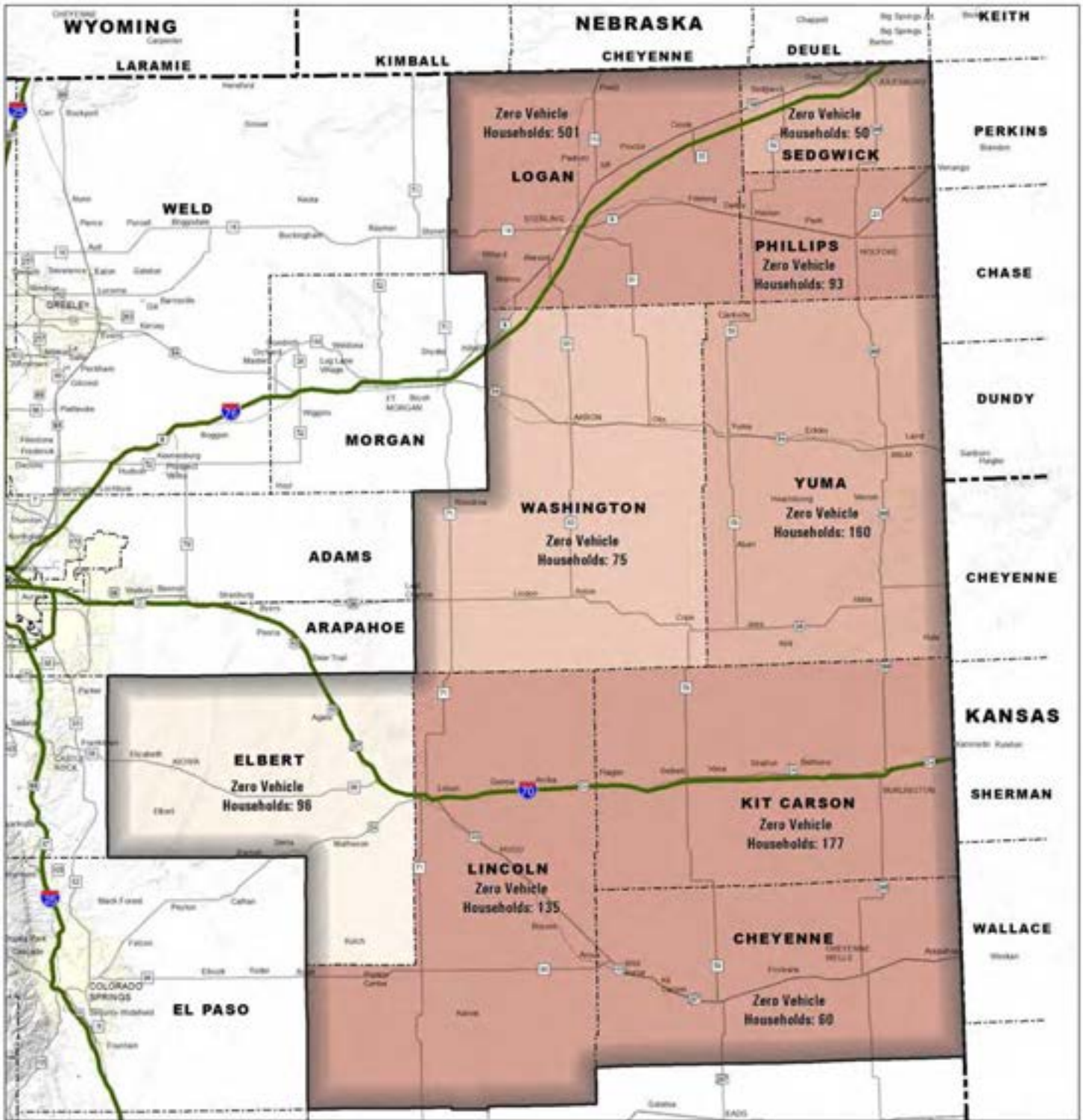
- | | | | |
|---------------------------|-------------------------------|------------------------------|-----------------------|
| Eastern TPR Boundary | Recreation Centers | Workforce Centers | County Boundaries |
| Correctional Institutions | Schools and Universities | Employers with 50+ Employees | State Boundaries |
| Human Service Agencies | Senior Citizens' Services | Airports/Airfields | Interstate Highways |
| Hospitals | Shopping Centers | Morgan County | U.S. & State Highways |
| | Incorporated Cities and Towns | | |

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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

- Less Than 2% Zero Vehicle Households
- 2% - 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Eastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

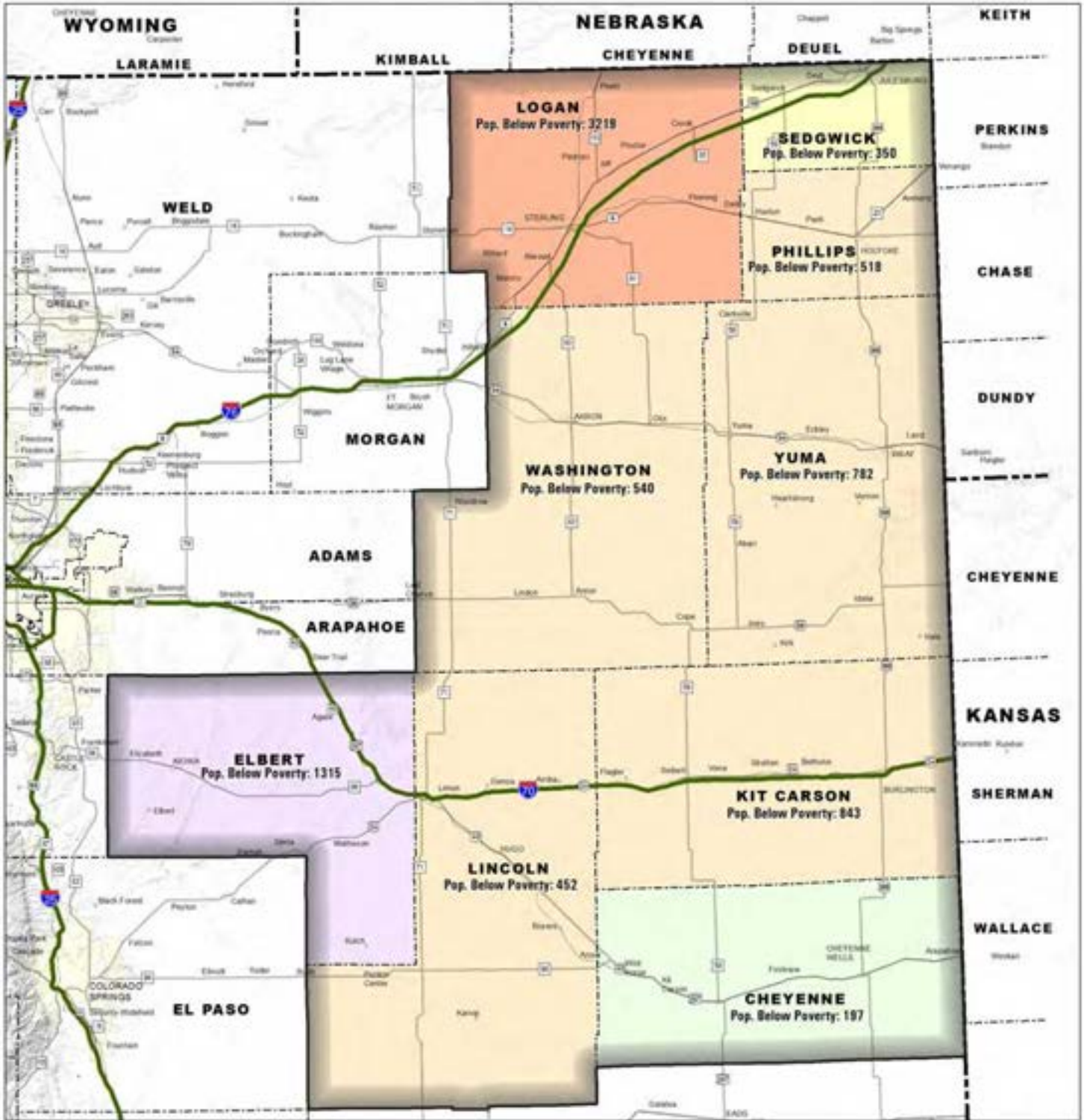
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0 10 20 Miles

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 200 Individuals Below Poverty Level
- 200 - 400 Individuals Below Poverty Level
- 400 - 1,000 Individuals Below Poverty Level
- 1,000 - 2,000 Individuals Below Poverty Level
- Greater Than 2,000 Individuals Below Poverty Level
- County Boundaries
- State Boundaries
- Eastern TPR Boundary
- Interstate Highways
- U.S. & State Highways
- Incorporated Cities and Towns

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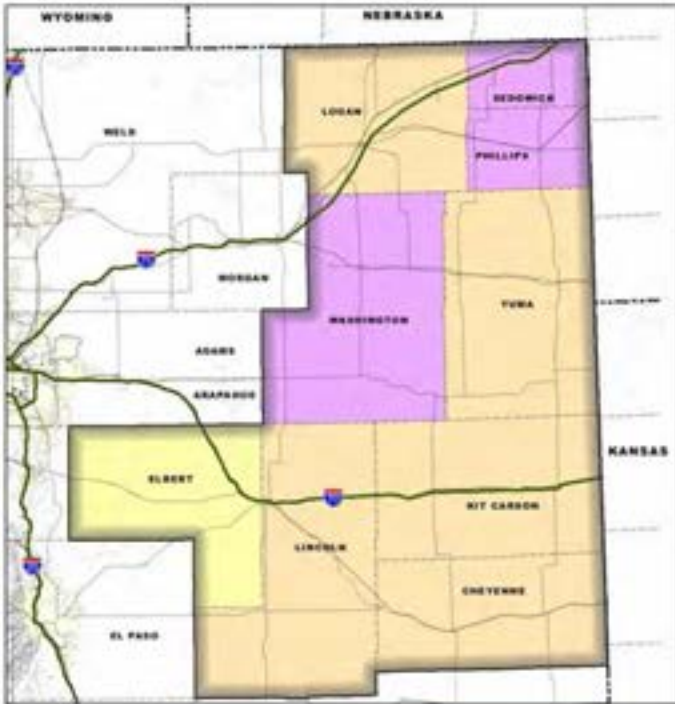
North

0 10 20 Miles

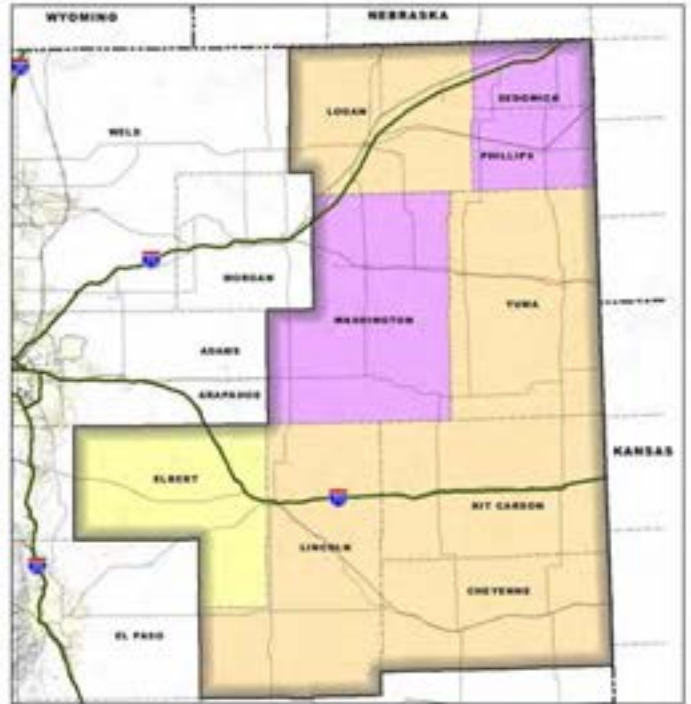
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

2013



2020



2030



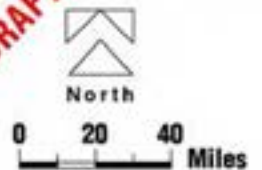
2040



Legend

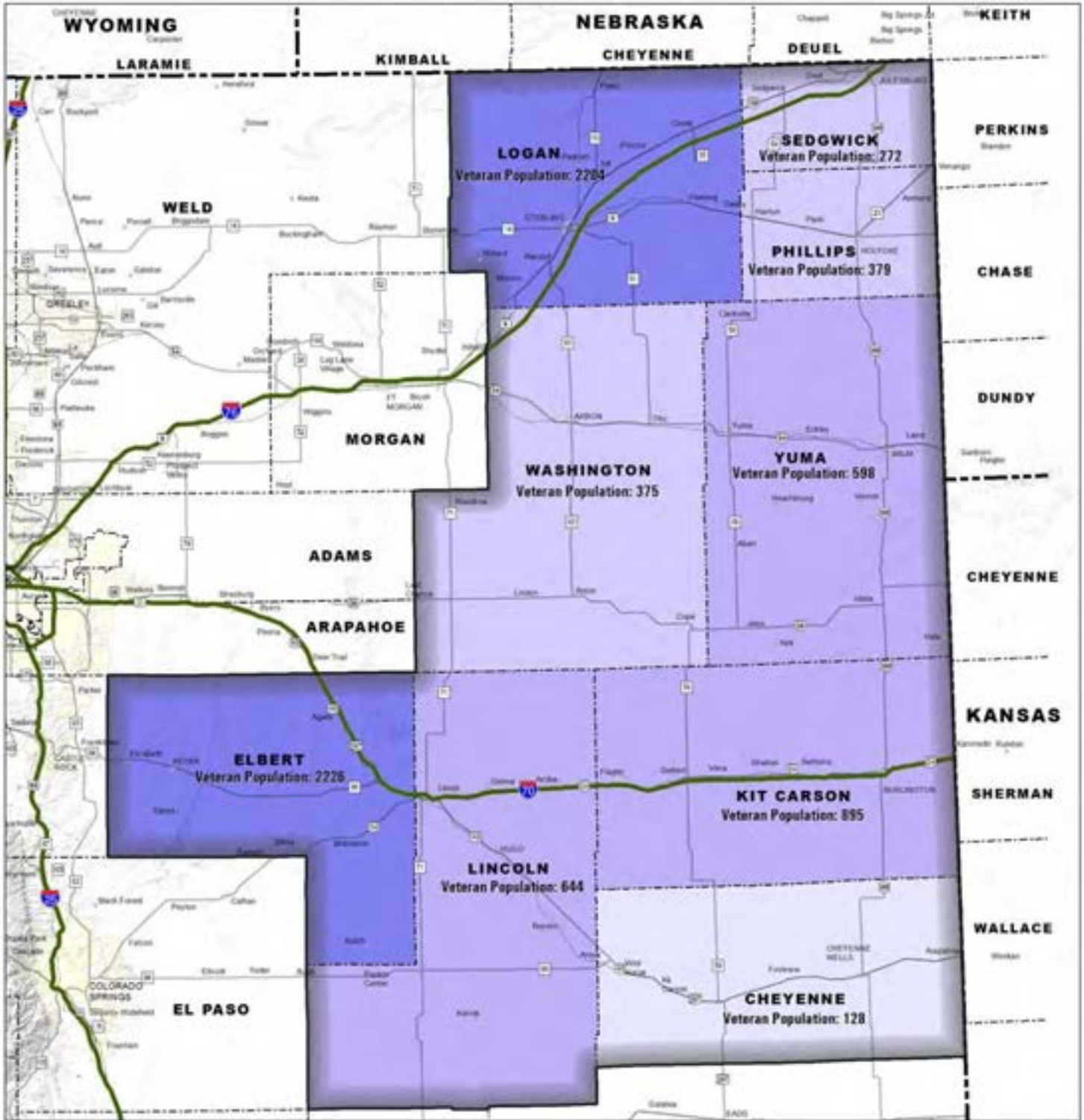
- | | | | |
|-----------------------|--------------------------|-------------------------------|-----------------------|
| Less Than 10% Age 65+ | 20 - 25% Age 65+ | Eastern TPR Boundary | U.S. & State Highways |
| 10% - 15% Age 65+ | Greater Than 25% Age 65+ | Incorporated Cities and Towns | County Boundaries |
| 15% - 20% Age 65+ | | Interstate Highways | State Boundaries |

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2011 Veteran Population

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



Legend

- Less Than 200 Veteran Population
- 200 - 500 Veteran Population
- 500 - 1000 Veteran Population
- 1000 - 2000 Veteran Population
- Greater Than 2000 Veteran Population
- County Boundaries
- State Boundaries
- Eastern TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways

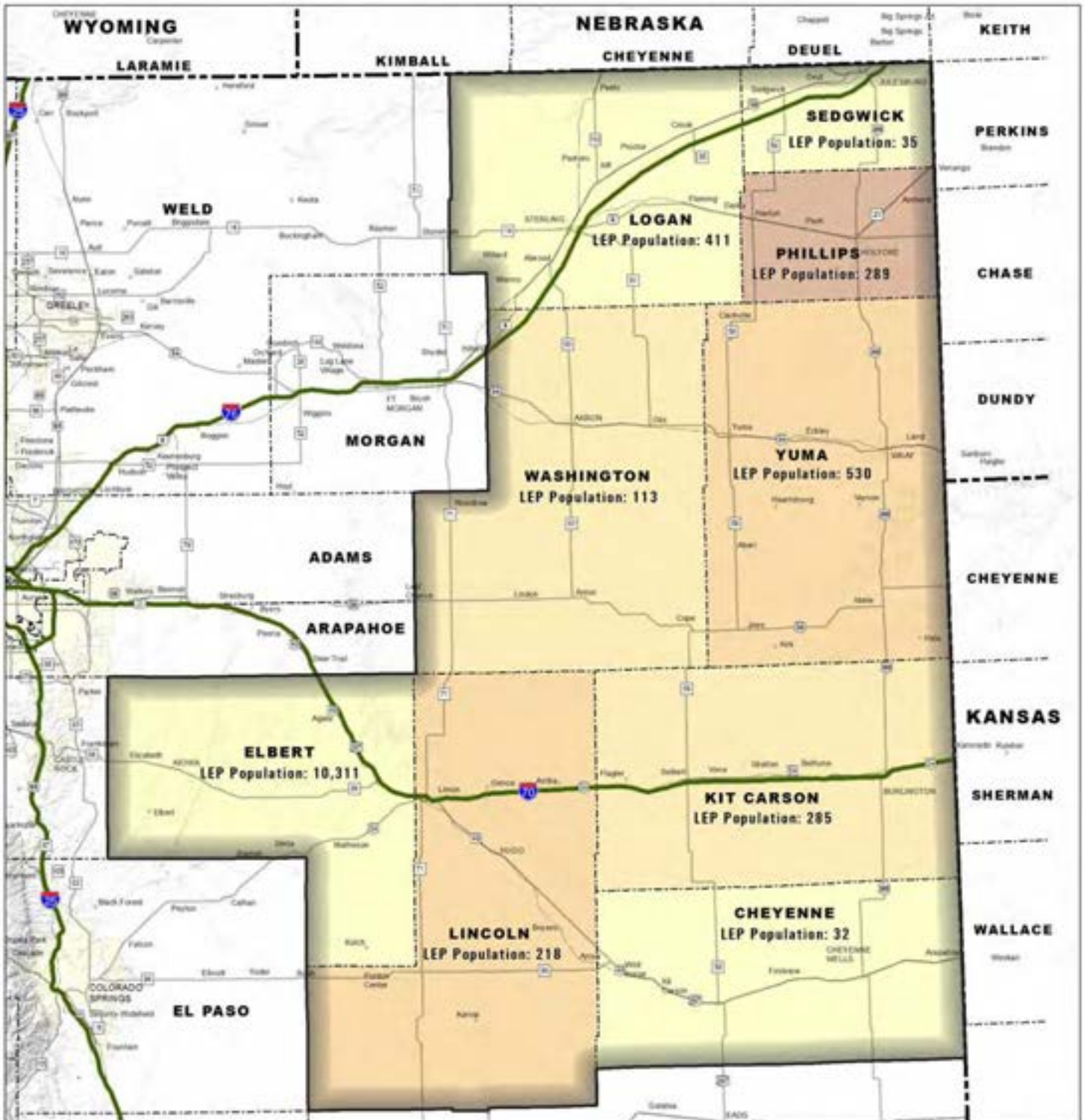
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0 10 20 Miles

Percent of Population with No or Limited English Proficiency

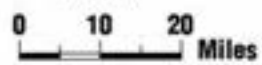
Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - not at all or not well".



Legend

- Less Than 2% Limited English Proficiency
- 2% - 4% Limited English Proficiency
- 4% - 6% Limited English Proficiency
- 6% - 8% Limited English Proficiency
- Greater Than 10% Limited English Proficiency
- Eastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

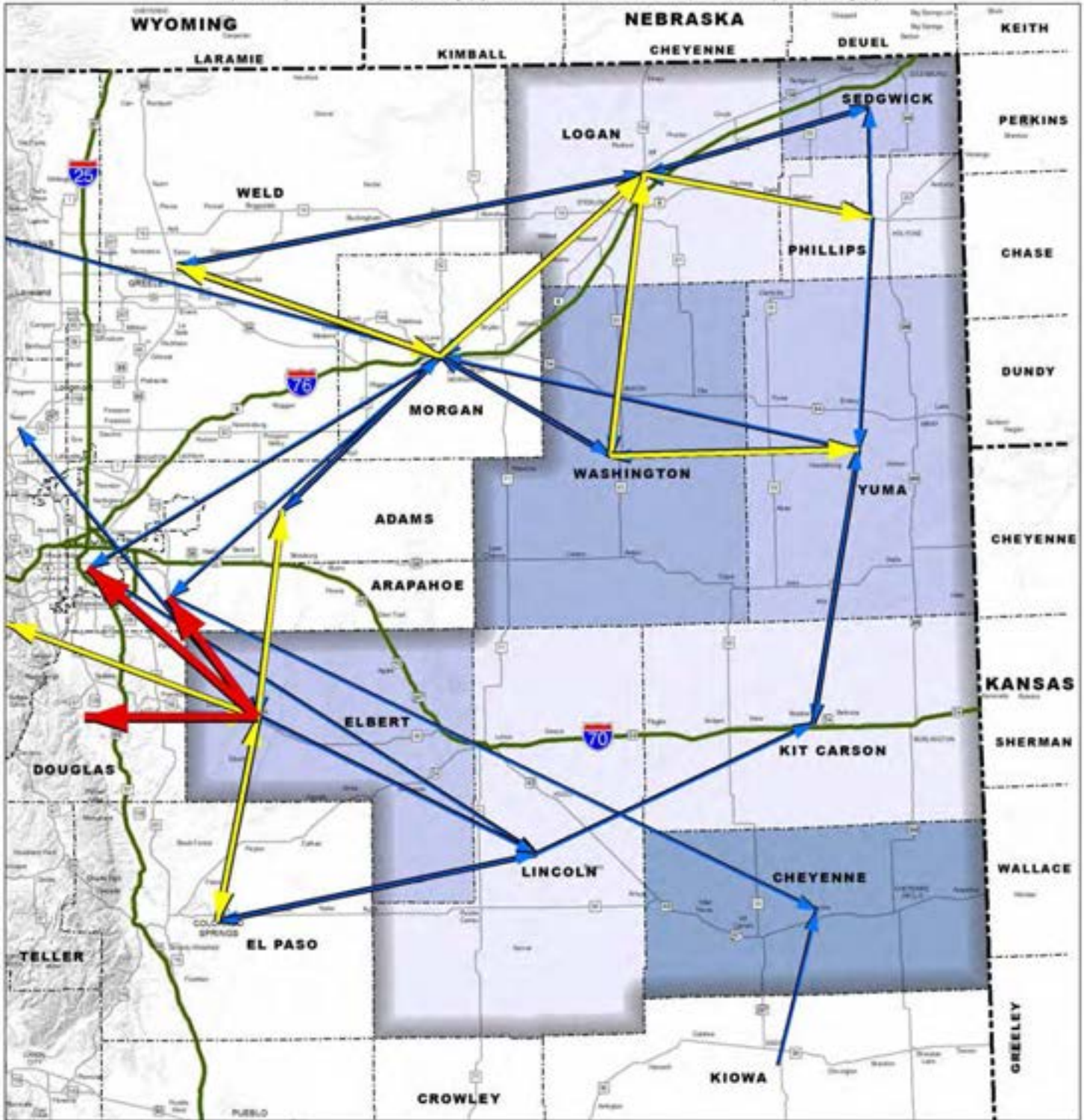
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Employed Working Outside County of Residence and Commuters Using Public Transit

*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Microropolitan 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

Commuters Currently Using Public Transit

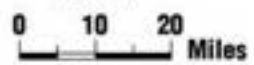
- No Public Transit Commuters
- 1 - 5 Public Transit Commuters

- 5 - 10 Public Transit Commuters
- 10 - 15 Public Transit Commuters
- Eastern TPR Boundary

Inter-County Commuter Trips

- 50 - 200 Commuters
- 200 - 1,000 Commuters
- Greater Than 1,000 Commuters

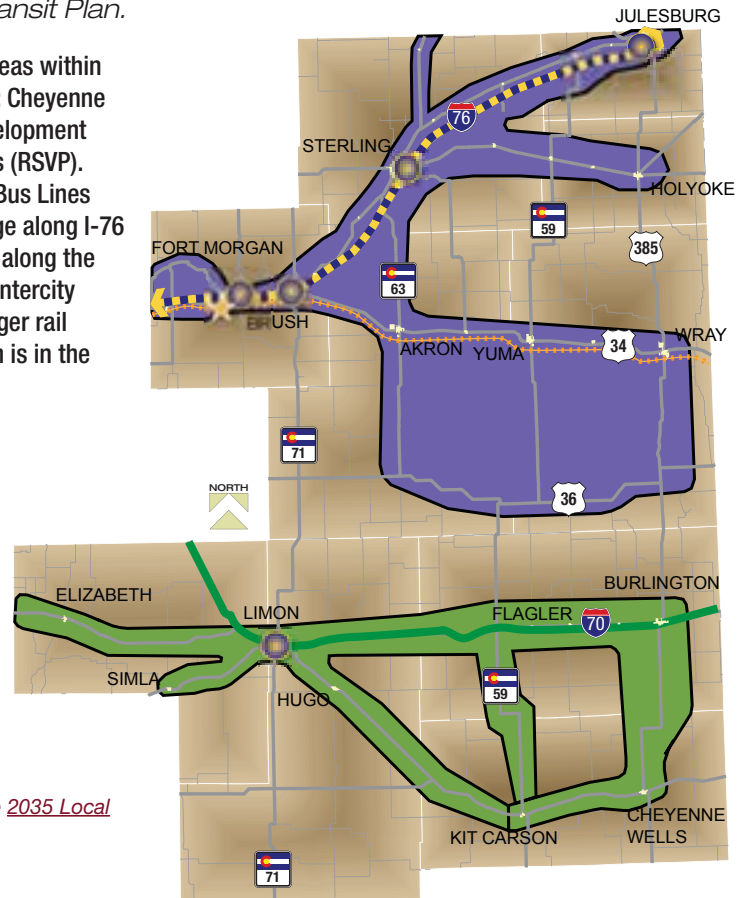
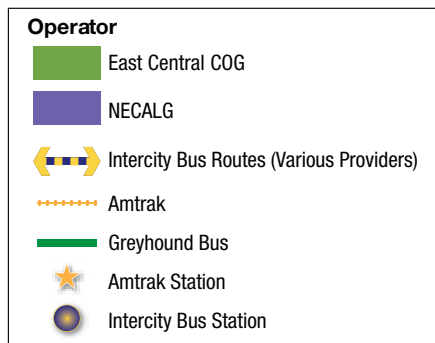
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EASTERN TPR 2008 PLAN SUMMARY

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 **Eastern 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 Eastern 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 Eastern TPR. Additional providers not identified on the map include: Cheyenne Manor Nursing Care Center, Grace Manor Care Center, Limon Child Development Center, Prairie View Care Center, Retired and Senior Volunteer Programs (RSVP). The Eastern TPR also has intercity bus service provided by Greyhound Bus Lines utilizing connections by Burlington Trailways and Black Hills Arrow Stage along I-76 to connect with Sterling. Greyhound also provides intercity bus service along the I-70 corridor with stops in Limon and Dashabout Roadrunner provides intercity transportation services throughout the region. Amtrak provides passenger rail service between Denver and Chicago with a stop in Fort Morgan (which is in the Upper Front Range 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 Eastern TPR has a desire to provide transit service for the transit-dependent populations within the region to increase quality of life, access and connectivity.

- Need to restore Greyhound's stop in Burlington and increase intercity bus service along I-76.
- Increase service hours and days in Burlington and expand service to five days per week in Limon.
- Expand service on weekends and after hours for Dynamic Dimensions, Inc.
- Additional weekend trips in Morgan County are needed.
- Need for operating funds for NECALG to operate and maintain services.
- Additional fixed routes are needed throughout the County Express service area.
- Need for ECCOG to extend service to weekends and weeknights.
- Increase service in Limon and Burlington for prison employees.
- Need to coordinate regional trips to the Front Range between NECALG and ECCOG.

Plan Goals and Strategies

- Provide transit service for the transit-dependent population within the region.
- Coordinate services between public and private sector providers to avoid duplication of service.
- Identify new revenue sources for increased transit funding.
- Increase local government and public awareness of transit services.
- Investigate the need for service to major regional employers.
- Evaluate the need for future fixed route transit service in Elbert County.
- Promote the re-establishment of passenger rail service and Amtrak stops in the TPR.

Eastern TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

	Implemented	In Progress	Deferred	Eliminated
A. ECCOG new and replacement mid-size buses (13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. NECALG new and replacement mid-size buses (34)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Replacement vehicles (vans, small buses) for other providers (35)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Two new computers and other office equipment (not specified) for ECCOG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Construction of a new NECALG service facility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operating:

A. Continue ECCOG existing services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Continue NECALG existing services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Addition of a staff person for the Outback Express (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Expand Outback Express service to weekends and weeknights (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Expanded service for the City of Burlington provided by ECCOG (specifics not identified)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Expand service to five days a week for the Town of Limon (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. New weekend an non-business hours service for the Town of Limon (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Expand service to weekends an non-business hours for the Dynamic Dimensions Inc service (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. New service within Fort Morgan and between Fort Morgan and Brush (NECALG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. New service between Fort Morgan and Sterling (NECALG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. New vanpool service in Burlington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. New vanpool service in Limon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Coordination:

A. Create a Coordination Council to help coordinate systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Start a Joint Maintenance and Fuel Program to help save costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Investigate a Joint Call Center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Analyze potential of vehicle sharing to help facilitate additional services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Have smaller providers acquire older wheelchair-equipped vehicles from larger providers to save costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Coordinate regional trips to the Front Range between NECALG and ECCOG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Coordinate non-emergency medical trips to/from dialysis centers in Sterling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans

A. State Rail Plan – High Speed Rail in I-76 median from Denver to Julesburg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Accomplishments

- Significant capital replacement for NECALG
- Initiated the operation of a fixed-route service within Sterling
- Formed an RTA within Sterling (agreement between the City of Sterling and Morgan County)
- 2013 FASTER funds for construction of a bus storage facility in Cheyenne Wells
- Initiated deviated fixed-route service within Fort Morgan and between Fort Morgan and Brush
- Increased intercity bus service on I-76

Eastern Transportation Planning Region

TWG Meeting #1

Date: July 8, 2013
 Time: 1:30 PM - 3:30 PM
 Location: Limon Community Center
 477 D Avenue
 Limon, CO 80826

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Karen Schneider	CDOT RA	1420 2nd St Greeley CO 80634	970/350-2172	Karen.Schneider@ State.CO.US
HJ GREENWOOD	NE Colo Assoc. of Local Govts	231 W MAIN ST, #211 FT COLLINS CO 80521	970 867 9409	hgreenwood@ necolo.org
Darlene Prondyk	" "	" "	(970) 522-6440 x25	dthorndyke@ NECALG.CO.ORG
MYRON HOBA	CDOT RA	1420 2 ST GREELEY 80634	970 350 2263	MYRON.HOBA@ STATE.CO.US
Bob Churchwell	City of Burlington	415 15th St Burlington, CO 80507	(719) 346-8452	bob.churchwell@ burlington.co.gov
LARRY WORTH	TRAC	231 W 6TH FT COLLINS CO 80521	970 380 1338	Larry.Worth@ trac.org

Eastern Transportation Planning Region Transit Working Group #1 – Meeting Minutes

Date: July 8, 2013
Time: 1:30 pm – 3:30 pm
Location: Limon Community Center
Limon, CO

Meeting Attendees:

Ann Rajewski – CASTA
HJ Greenwood – Northeastern Council of Local Governments (NECALG)
Darlene Thorndyke - NECALG
Bob Churchwell – City of Burlington
Larry Worth - Transit and Rail Advisory Committee Representative
Jo Downey – East Central Council of Governments (ECCOG)
Joe Kiely – Town of Limon,
Terry Baylie – ECCOG – Senior and Transit Services Director
Bev Newbanks – ECCOG Advisory Board, Lincoln County Department of Social Services
David Foy – Washington County Commissioner
Dave Stone –Town of Limon
Tracey MacDonald, CDOT Division of Transit and Rail – Project Manager
Karen Schneiders, CDOT Region 4
Myron Hora, CDOT Region 4
Scott Weeks, CDOT Division of Transit and Rail
Holly Buck, FHU
Beth Vogelsang, OV Consulting – public participation
Suzanne O’Neill, Transit Plus
Cally Grauberger, Transit Plus – Eastern Transit Plan Manager

Welcome and Introductions

The group did self-introductions and answered if they were part of the last plan development. About half the Eastern Transit Working Group were involved in the development of the last plan.

Project Background

Tracey MacDonald of CDOT gave an overview of the Statewide Transit Plan process and the timeline for completion of the Statewide Transit Plan and the Regional Transit Plans for the rural planning regions. She reviewed the work plan, plan goals and objectives, and guiding principles. She then reviewed elements of the Statewide Transit Plan and the local/coordinated plans. Tracey described this group’s role in the process and the relationship to the Statewide Steering Committee. She explained that information will be shared between the Statewide Steering Committee and the Eastern Transit Working Group (TWG).

The next meeting of this group will be September 23rd in Akron and November 18th in Limon. The TWG asked that the team try to schedule the TWG meetings in conjunction with the TPR meetings to limit travel time.

State Transit Vision

Vision – Tracey explained that the Statewide Transit Steering Committee has started working on the statewide transit vision statement. Key words and themes that they identified include but are not limited to: connectivity, accessibility, affordable funding, educating the public, transit benefits, coordination, integration, economic development, safety, and communication. The Draft Vision statement will be sent to TPR Working Groups once it has been reviewed by the Statewide Steering Committee.

Coordination Plans

Cally Grauberger of Transit Plus provided a brief overview of what a coordination plan is and what will be prepared for this coordinated transit plan. A more detailed document was provided in the handout.

Regional Characteristics

Cally presented materials developed for the Community Profile and Eastern TPR 2008 Plan Summary. Even though Morgan County is part of the Upper Front Range TPR they will also be included in the Eastern TPR as a major trip destination for eastern residents.

Comments/Edits on Maps made by Eastern TWG members:

- The Limited English Proficiency (LEP) map has an error for Elbert County. The consultants are aware of the issue and will verify the data.
- It looks like high schools were included on the Activity Map. If they are, they should be removed since they would most-likely not be served by this type of transit service; should only include colleges and universities.
- A request was made to verify the correctional facilities shown on the map.
- A request was made to add hospitals to the activity center map. Court houses should be added as well.
- Numerous requests were made to have the maps show the percentages and the actual numbers for ease of comparison within the county boundaries of the map.
- The group asked the consultant to verify how “group” homes are counted in the census for purposes of mapping. The same question was asked for the prison population and how the census counts these residents.
- A statement was made that aging veteran data would be interesting to have in the plan. The project team felt that this data would not be readily available for the plan.
- On the commute pattern map, Logan County to Phillips County and Washington County to Yuma County illustrated commuter flows west to east that were higher than expected. It was suggested that this could be explained by the large number of beef and pork processing plants in those communities. The team will recheck this data.
- There was a request to change the commute pattern map into 2 separate maps. One map with the commuter flows (arrows) and one with the people riding transit (purple shading) for clearer understanding. Also there was a request to add a fourth arrow to distinguish between 200-500 trips and 500-1000 trips daily. There was a request for the maps to include the actual numbers.
- There is a Workforce Center in Elizabeth that should be added to the Activity Center Map.
- Some large employers, like school districts, have employees dispersed throughout an area. Trip pattern data is not always as relevant to transit operations when you consider employment characteristics.

- There was a request to add the Burlington VA clinic to the map.

Regional Transit Needs, Projects and Priorities

A discussion of long-term and short-term needs was discussed with the Eastern Transit Working Group (TWG).

Needs

- Holyoke residents shop in Sterling now that transit service is provided to Sterling. Transit service has economic impacts to the rural communities such as Holyoke. We need to define what the transit system is really there for. It seems to be acting as a taxi service instead of transit. We need to get realistic about service and service costs and the expectations of rural transit. Perhaps we should screen the trips. How many stops? Where are stops located? We should set a realistic expectation about what the service should be used for. Buses can actually hurt the economies in small towns.
- ECCOG does not have medical services in the region and only 4 communities have a grocery store. Transit provides residents access to these services.
- Coordination and scheduling are critical.
- Funding rural service is a challenge: how do we fund it and how far should service be provided? Some areas are very sparsely populated.
- Kit Carson County no longer provides transit services to Goodland, Kansas.
- Transit services should take people to the doctor and recreation such as "meet and eat". We need to define "need".
- The question was asked if it is reasonable for County Commissioners to fund County Express when it provides service for some, but not for others based on location.
- Lincoln County bus now is coordinated to Denver with other uses.
- Prisons need service both directions for day release programs, employees, and visitors.
- Sterling also has Advantage Halfway House. Transit service to this facility only runs until 7 PM.
- CSU and DOLA teamed up to do planning projects. There was a comment that there might have been a study conducted: a labor force study through DOLA's Technical Assistance Program on commute patterns. The consultants will look into finding a copy of this study.
- Currently, Greyhound stops in Limon but does not pick up passengers. Is there a way to have an actual station? Burlington would like Greyhound to not stop just for bathroom breaks since they have found some passengers are moving drugs into the area on Greyhound.

Projects

- Additional operating assistance is needed. Since transit management is handled at the local level, new assistance would need to be flexible for local decision-making to manage the use of funding with limited restrictions.
- The TPR will need replacements buses. It was stated that a survey will be sent to the providers so the exact numbers of buses will be updated.
- There is a need to increase Limon area transit service from 2 days to 5 days
- Attendees were asked to consider what their regional bus services would be in 10 to 20 years. There is a need to continue the bus replacement program. If the use of current funding was expanded to operating, then the current transit programs in the region could look at expanding service capacity.
- North – South regional transit service to connect to regional commuter bus "Life-Line" service was discussed. There will need to be some follow-up discussions on this issue.
- States should allow local governments to use FASTER funds for transit operating expenses.
- CDOT should allocate FASTER funds to local agencies so the funds can be used to match federal grants.

- Maintenance facilities are not critical since vehicles are located across the region. One facility would be difficult. This issue is still important so there is a need to keep it on the list but as a longer term need.
- There was a question as to where the 2008 fleet numbers came from for identifying bus replacements? It was stated that these numbers were developed during the last round of plans.
- As people are aging at home, there is a need for more transit service.

Update on Intercity Bus Study

Suzanne reviewed the Intercity Bus Study work that is being conducted and the need for regional bus service across the state. For the Eastern TPR, there are currently transit services that travel east and west but no focused north- south service. There was much discussion on who would use north-south service but no recommendation was made at this time. There will need to be some follow-up discussions on this issue as the transit update continues.

Public Involvement Approach

Beth Vogelsang with OV Consulting gave an overview of the anticipated outreach plan and asked for input on how best to reach the region's residents.

Feedback from the TWG included possibly having a booth at County Fairs, utilizing the COGs distribution lists/network and providing flyers at Sr. Centers, medical facilities, libraries and other local locations.

Next Steps

Human Service and Provider Surveys will be going out in about 2 weeks. The next Transit Working Group meeting will be September 23, 2013 in Akron.

Adjourn

Tracey MacDonald 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 Project Manager: Tracey MacDonald, Tracey.MacDonald@state.co.us
Phone: 303-757-9753

Lead TPR Planner: Cally Grauberger, Cally.Grauberger@transitplus.biz
Cell: 303-717-8350, Work: 720-222-4717 Ext. 5

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



B.2 - Transit Working Group Meeting #2

Eastern Transit Working Group Meeting #2

Date: October 15, 2013
Time: 1:00 PM – 3:30 PM
Location: Washington County Fairgrounds Event Center
551 West 2nd Avenue
Akron, Colorado

Meeting Goals:

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

Agenda

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

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

Lead TPR Planner: Cally Grauberger, Cally.Grauberger@transitplus.biz
Cell: 303-717-8350, Work: 720-222-4717 x 5

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

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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]	[Red bar in Nov]	[Red bar in Dec]							
	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]				
	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

Transit System Development and Partnerships

Increase communication, collaboration and coordination 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 multimodal 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 greenhouse 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 Eastern Transit Vision & Goals

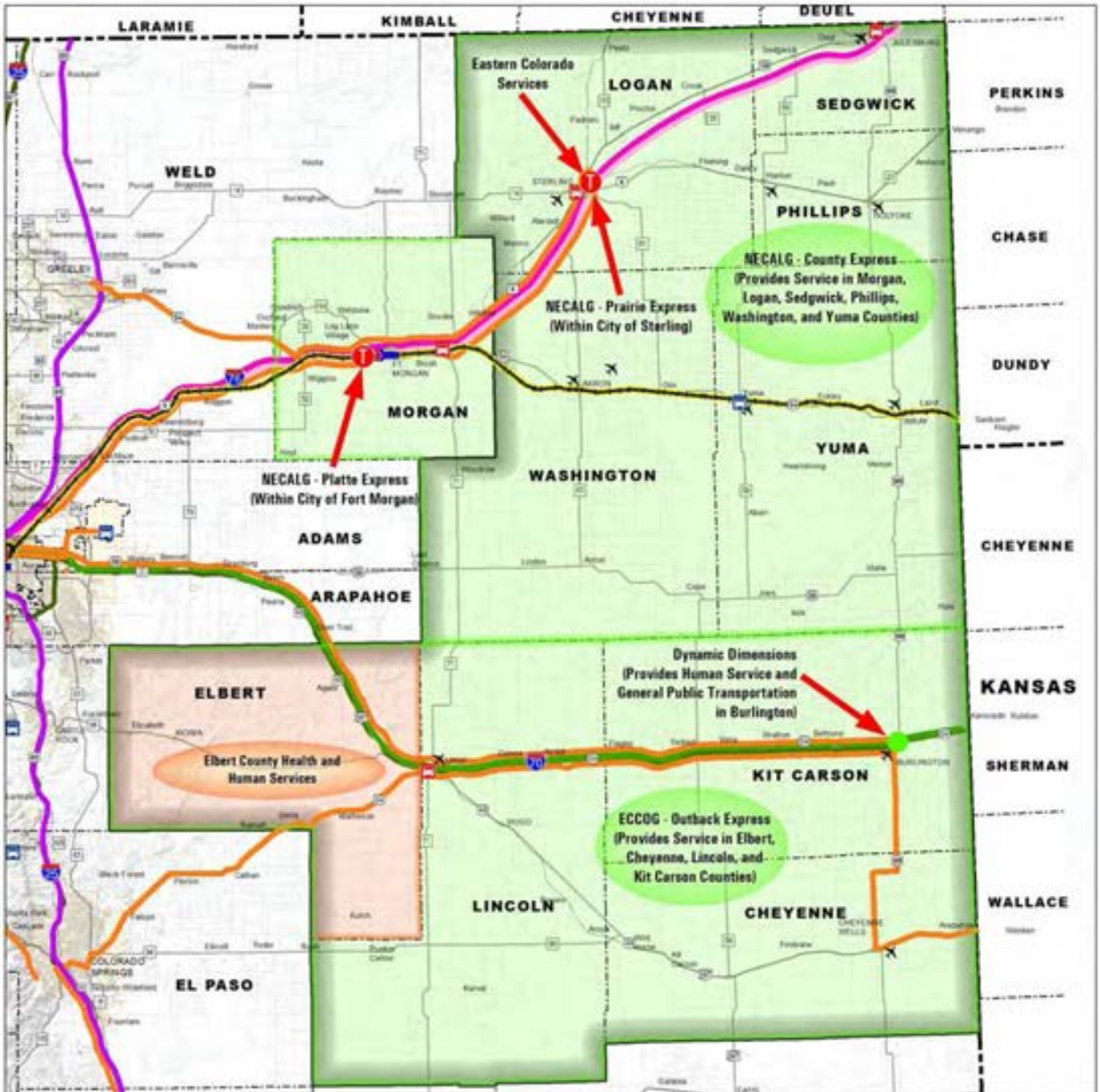
Provide an efficient, safe and accessible transit network that serves the needs of individual communities while making future investment decisions to enhance the quality of life of Eastern Colorado residents.

Supporting Goals

- ▶ **Goal A:** Increase access to medical services within the region and to larger service areas
- ▶ **Goal B:** Provide transit services to meet identified needs
- ▶ **Goal C:** Evaluate the need for enhanced transit service for transit-dependent populations within the region
- ▶ **Goal D:** Support efforts to provide additional funding for transit
- ▶ **Goal E:** Continue to increase the awareness of transit services among elected officials, agencies, human services clients and the public

Existing Transit Service Providers

Transit service provider information based upon 2013 mapping.



Legend



Transit Agency	Clientele	Service Type	Service Days	Service Area
NECALG - County Express	General Public	Demand Response	M T W H F S	Logan, Morgan, Phillips, Sedgwick, Washington, and Yuma Counties
NECALG – Prairie Express	General Public	Deviated Fixed-Route	M T W H F	Within the city limits of Sterling
NECALG – South Platte Valley	General Public	Deviated Fixed-Route	M T W H F	Within the city limits of Fort Morgan
ECCOG – Outback Express	General Public	Demand Response	M T W H F	Elbert, Lincoln, and Kit Carson Counties. City of Burlington and Town of Limon
Other Transit Providers	Clientele	Service Type	Service Days	Service Area
Akron Senior & Community Center	Seniors	Demand Response	M T W H F	Akron Area
Flagler Senior Citizens Center	Seniors	Demand Response	M T W H F	Flagler Area
Hub City	Seniors	Demand Response	M T W H F	Limon
McArthur Senior Center	Seniors	Demand Response	M T W H F	Burlington
Seven Valleys Senior Care	Seniors	Demand Response	M T W H F	Haxtun
Holyoke Senior Center	Seniors	Demand Response	M T W H F	Holyoke
Aspen Leaf Assisted Living Residence	Seniors	Demand Response	M T W H F	Flagler
Cheyenne Manor	Seniors	Demand Response	M T W H F	Cheyenne Wells
Goodwin Manor	Seniors	Demand Response	M T W H F	Elizabeth
Pearl Assisted Living LLC	Seniors	Demand Response	M T W H F	Elizabeth
Paradise Ranch Senior Assisted Living	Seniors	Demand Response	M T W H F	Kiowa
The Bee Hive Hugo	Seniors	Demand Response	M T W H F	Hugo
Sterling Living Center	Seniors	Demand Response	M T W H F	Sterling Area
Devonshire Acres	Seniors	Demand Response	M T W H F	Sterling area
High Plains Manor	Seniors	Demand Response	M T W H F	Yuma & Sterling Area
Advantage Treatment Center	Halfway House	Demand Response	M T W H F S	Sterling
Yuma Life Care Center	Seniors	Demand Response	M T W H F	Yuma
Parrish Care Center	Seniors	Demand Response	M T W H F	Yuma

Other Transit Providers	Clientele	Service Type	Service Days	Service Area
Lincoln Community Nursing Home	Seniors	Demand Response	M T W H F	Burlington
Grace Manor Care Center	Seniors	Demand Response	M T W H F	Burlington
Legacy at Burlington Assisted Living Facility	Seniors	Demand Response	M T W H F	Burlington
Marion House – Group Home	Developmental Disability	Demand Response	M T W H F S	Burlington
Martin House – Group Home	Developmental Disability	Demand Response	M T W H F S	Burlington
Julesburg Nursing Home	Seniors	Demand Response	M T W H F	Julesburg
Prairie View Retirement Center	Seniors	Demand Response	M T W H F	Limon
Limon Village	Seniors	Demand Response	M T W H F	Limon
Human Service Agencies that Provide Other Types of Transit Support				
	Clientele	Service Type	Service Days	Service Area
Sedgwick County Human Services	General Public	Gas vouchers and car repair vouchers	M T W H F	Sedgwick County
Elbert County Health & Human Services	General Public	Volunteers transport clients to appointments, training, or community activities. Provide gas vouchers	M T W H F	Elbert County
Northeast Colorado Health Department	General Public	Provide referrals to County Express	M T W H F	Logan, Morgan, Phillips, Sedgwick, Washington and Yuma Counties
Limon Workforce Center	General Public	Gas Vouchers	M T W H F	Lincoln County

Human Service Agencies that Provide Other Types of Transit Support

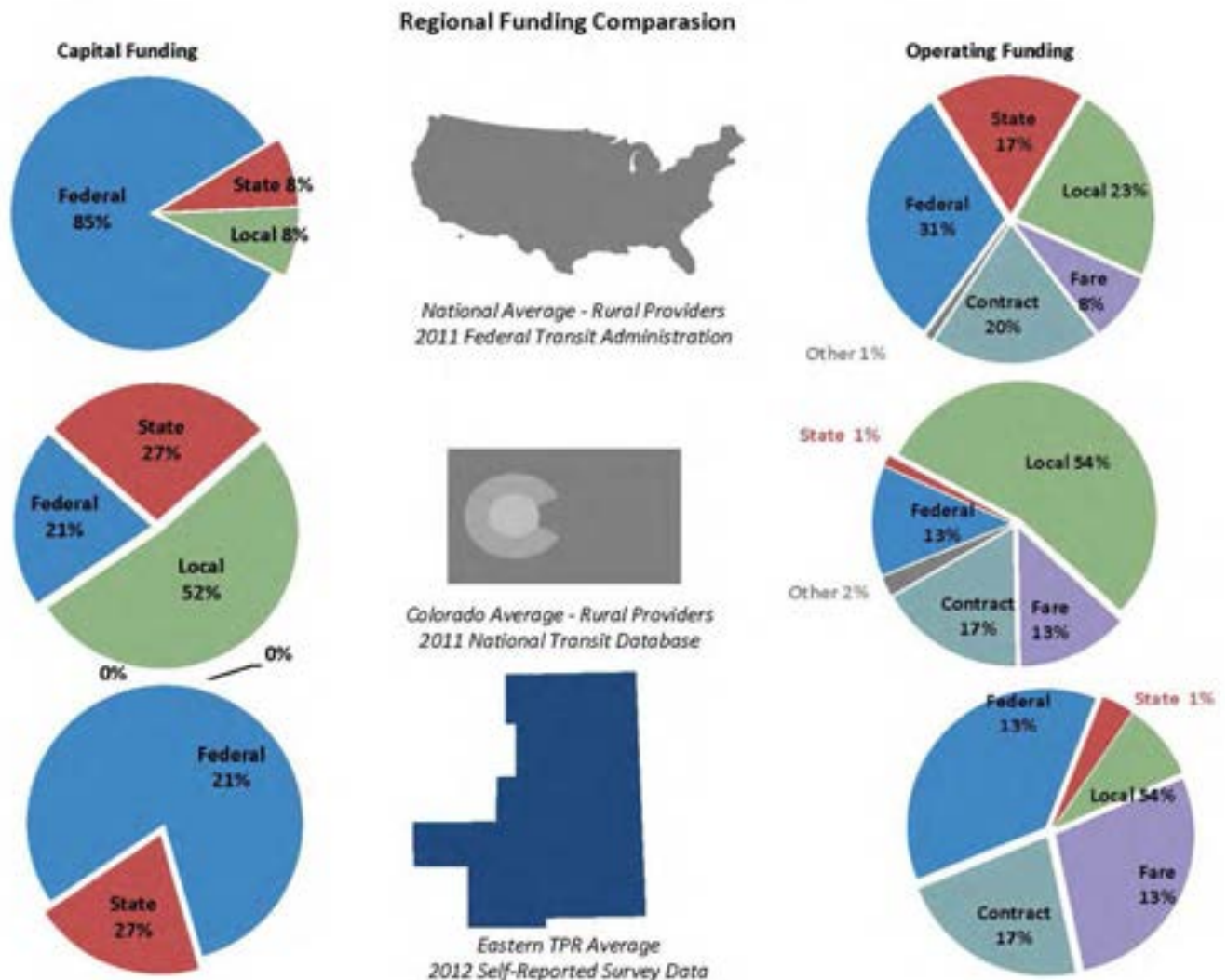
	Clientele	Service Type	Service Days	Service Area
NECALG AAA	Seniors	<p>Volunteer transport for clients to meal centers, home meal deliveries.</p> <p>Provide vouchers for Old Age Dental Program transportation thru County Express</p> <p>Provide books of tickets and /or vouchers for travel; ask for donation.</p> <p>Home and Community Based Services - NEMT, medical transportation, Adult Day Services</p> <p>Medicaid pays for CBHS (Home and Community Based Services)</p>	M T W H F	Morgan, Logan, Phillips, Sedgwick, Washington and Yuma Counties
ECCOG AAA	Seniors	<p>Provides tickets and passes with suggested donation</p> <p>Home and Community Based Services - NEMT, medical transportation, Adult Day Services</p> <p>Medicaid pays for CBHS</p>	M T W H F	Kit Carson, Cheyenne, Elbert and Lincoln Counties
Rural Communities Resource Center – Part of Caring for Colorado Foundation	Low-Income Rural Families	<p>Provide mobile dental clinics from University of Colorado Health Services</p> <p>Provides referrals to County Express</p>	M T W H F	Yuma and Washington Counties

Human Service Agencies that Provide Other Types of Transit Support				
	Clientele	Service Type	Service Days	Service Area
Centennial Mental Health	Behavioral & Mental Health	Provide referrals to County Express, Prairie Express, and Taxi Services Provides access to care via video conferencing at a local office (versus travel to the Front Range)	M T W H F	Morgan, Logan, Phillips, Sedgwick, Washington, Yuma, Kit Carson, Cheyenne, Elbert and Lincoln Counties
Privately Operated Public Transportation Services				
Agency	Clientele	Service Program	Service Days	Service Area
Intercity Bus Service				
I – 70	Private	Fixed-Route	Daily Service	Rest Stops in Burlington and Limon, No formal bus stops for boardings
I – 76	Private	Fixed-Route	Daily Service	Rest Stops in Sterling and Fort Morgan
Amtrak - California Zephyr	Private	Fixed-Route	Daily Service	Chicago to San Francisco
Dashabout Roadrunner	General Public	Demand Response	S M T W H F S	Logan, Sedgwick, Phillips, Morgan, Washington, and Yuma Counties. Rural Kansas & Nebraska counties
Dash Airport Shuttle	General Public	Demand Response	S M T W H F S	Denver (CO), Omaha (NE), Kansas City
Dashabout Town Taxis	General Public	Demand Response	S M T W H F S	Sterling, Sydney (NE), Columbus (NE)

Eastern 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



* Intended for illustrative purposes. Data in draft form.
 "Other" includes miscellaneous revenues from private, civic, or non-FTA federal funds

Regional Finance Summary

Total Regional Survey Reported Capital Costs
(millions)

\$2.5	\$0.0	\$0.0
2010	2011	2012

Total Regional Reported Operating Costs
(millions)

\$2.1	\$2.0	\$1.1
2010	2011	2012

Eastern Transportation Planning Region

	2010	2011	2012		2010	2011	2012
Capital Funding *				Operating Funding *			
Federal Awards	\$202,249	\$203,371	\$89,986	Federal Awards	\$1,240,718	\$970,202	\$971,795
S309	\$17,542	\$0	\$0	S310	\$0	\$0	\$50,250
S310	\$95,993	\$106,488	\$0	S311	\$581,712	\$542,761	\$548,213
S311	\$0	\$0	\$0	S316	\$124,757	\$87,125	\$45,000
S316	\$0	\$96,883	\$0	S317	\$0	\$0	\$0
S317	\$88,714	\$0	\$0	Other Federal	\$0	\$0	\$0
ARRA	\$0	\$0	\$0	State Support	\$0	\$0	\$96,957
Other Federal	\$0	\$0	\$0	Local Support	\$534,249	\$340,316	\$231,375
State	\$0	\$115,200	\$22,496	Fare and Donation Revenue	\$159,397	\$159,987	\$743,337
Local Support	\$89,110	\$0	\$0	Contract Revenue	\$163,715	\$160,173	\$0
Other	\$0	\$0	\$0	Other Revenue	\$559,583	\$523,921	\$582,016
	\$0	\$0	\$0		\$0	\$0	\$0
Total Capital Revenues	\$493,608	\$521,942	\$112,482	Other Revenue	\$0	\$26,958	\$92,538
Total Capital Costs **	\$2,460,303	\$0	\$0		-\$2	-\$1	\$0
				Total Operating Revenues	\$2,123,411	\$1,841,240	\$2,389,686
				Total Operating Costs	\$2,123,413	\$2,003,197	\$1,111,021

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

Blank = No Data Available



Eastern 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
Cheyenne	8.5%	12.9%	25.6%	16.4%	25.2%	43.3%
Elbert	43.2%	72.9%	167.5%	62.0%	109.0%	225.0%
Kit Carson	3.7%	6.1%	15.0%	9.8%	20.4%	43.1%
Lincoln	7.0%	13.8%	40.3%	6.0%	18.4%	34.7%
Logan	6.4%	13.2%	42.6%	14.2%	29.5%	57.5%
Morgan	10.3%	18.6%	55.4%	12.7%	25.6%	65.0%
Phillips	-0.5%	1.0%	6.6%	0.2%	5.5%	7.8%
Sedgwick	7.0%	11.5%	25.1%	4.6%	11.9%	1.5%
Washington	-3.8%	-4.3%	-6.2%	8.6%	16.8%	13.9%
Yuma	6.3%	10.1%	23.1%	10.5%	19.5%	39.1%
TPR Overall	14.4%	25.3%	64.6%	19.5%	37.2%	76.6%

Note: Morgan County is part of the Upper Front Range Transportation Planning Region (TPR) but included in the Eastern TPR transit analysis because of the strong travel patterns between Morgan County and the northern part of the Eastern TPR.

Agency	Project Description	Cost	Horizon	Priority	Category
Lincoln County Dept of Human Services Adult Protection Unit	Early morning service (before 9AM)		Short		Access To Human Services
Northeast Colorado Health Department	Early Morning Service (before 9AM)		Short		Access To Human Services
Northeast Colorado Health Department	Later evening service (after 6PM)		Short		Access To Human Services
Northeast Colorado AAA	Later evening service (after 6PM)		Short		Access To Human Services
NECALG	Later evening service (after 6PM)		Short		Access To Human Services
Northeast Colorado AAA	Some weekend service		Short		Access To Human Services
TWG # 1	Access to transportation after hours for Advantage Halfway House		Short		Access To Human Services
Northeast Colorado Health Department	Improve local service within every county in the Eastern TPR		Short		Mobility for General Public
Northeast Colorado Health Department	Improve access to reliable autos in all Eastern Counties				Mobility for General Public
Sedgwick County Human Services	Improve local service within Sedgwick County		Short		Mobility for General Public
Lincoln County Dept of Human Services Adult Protection Unit	Improve local service between Genoa to Limon, Hugo to Limon and vice versa, Karval to Limon		Mid		Mobility for General Public
Elbert County Health & Human Services	Improved access to reliable autos				Mobility for General Public
Limon Workforce Center	Improve local service within outlying areas of Lincoln		Short		Mobility for General

Agency	Project Description	Cost	Horizon	Priority	Category
	County into Limon or Hugo				Public
Limon Workforce Center	Improved access to reliable autos				Mobility for General Public
2008 Transit Plan	Create a Coordinating Council to help coordinate systems				Coordination Strategies
2008 Transit Plan	Analyze potential of vehicle sharing to help facilitate additional services between HHS agencies				Coordination Strategies
2008 Transit Plan	Have smaller providers acquire older wheelchair-equipped vehicles from larger providers to save costs				Coordination Strategies
2008 Transit Plan	Coordinate non-emergency medical trips to/from dialysis centers in Sterling				Coordination Strategies
TWG #1	Coordination between Greyhound and ECCOG local governments on current Greyhound operations and future strategies		Short		Coordination Strategies
Sedgwick County Human Services	Coordinate strategies to start a vanpool		Short		Coordination Strategies
Northeast Colorado AAA	Coordinate strategies to start a vanpool		Short		Coordination Strategies
Elbert County Health & Human Services	Coordinate strategies to start a vanpool		Short		Coordination Strategies
Northeast Colorado Health Dept	Coordinate strategies to start a vanpool		Short		Coordination Strategies
NECALG - County Express*	7 Accessible Buses	\$354,124	Short		Capital/Facilities
NECALG – County Express	7 Mini-vans	\$179,678	Short		Capital/Facilities

Agency	Project Description	Cost	Horizon	Priority	Category
NECALG – County Express	4 Accessible Mini-vans	\$213,673	Short		Capital/Facilities
ECCOG – Outback Express*	8 mini-buses replacements	\$65,000/ea.	Short		Capital/Facilities
ECCOG – Outback Express	4 mini-bus replacements	\$70,000/ea.	Mid		Capital/Facilities
ECCOG – Outback Express	8 mini-bus replacements	\$70,000/ea.	Long		Capital/Facilities
NECALG – County Express	Maintain current vehicle inventory at 60 Vehicles		Mid		Capital/Facilities
2008 Transit Plan	Purchase replacement vehicles (vans, small buses) for other providers				Capital/Facilities
NECALG – County Express	Continue to upgrade software/hardware packages to operate more efficiency, time, money, and resources		Long		Capital/Facilities
NECALG – County Express	Scheduling Software	\$30,000	Short		Capital/Facilities
NECALG – County Express	Hardware/Computers	\$6,000	Short		Capital/Facilities
ECCOG – Outback Express*	2 computer systems with printers	\$1,500/ea.	Mid		Capital/Facilities
ECCOG – Outback Express	1 computer system w/printer	\$2,000	Long		Capital/Facilities
ECCOG – Outback Express	10 Burlington bus stop shelters and signs	\$15,000	Long		Capital/Facilities
ECCOG – Outback Express	2 Elbert County Park-n-Ride shelters and signs	\$4,000	Long		Capital/Facilities
2008 Transit Plan – NECALG	Construction of a new NECALG service facility		Long		Capital/Facilities
ECCOG – Outback Express	50% operating funds for continued part-time service	\$200,000/yr	Short		Operating Funds
ECCOG – Outback Express	80% admin funds for continued part-time service		Short		Operating Funds

Agency	Project Description	Cost	Horizon	Priority	Category
ECCOG – Outback Express	50% operating funds for continued part-time service	\$250,000/yr	Mid		Operating Funds
ECCOG – Outback Express	80% admin funds for continued part-time service		Mid		Operating Funds
ECCOG – Outback Express	Add additional inter-regional service 1-day per month	\$30,000/yr.	Mid		Operating Funds
ECCOG – Outback Express	Full-time transit service	\$500,000/yr	Long		Operating Funds
ECCOG – Outback Express	Daily shuttle for Elbert County (Elizabeth/Kiowa)	\$50,000/yr.	Long		Operating Funds
ECCOG – Outback Express	Fixed-route for City of Burlington	\$40,000/yr.	Long		Operating Funds
2008 Transit Plan – ECCOG	Continue existing services				Operating Funds
2008 Transit Plan – NECALG	Continue existing services				Operating Funds
2008 Transit Plan– ECCOG – Outback Express	Addition of one staff person				Operating Funds
ECCOG – Outback Express	Full-time Transit Manager	\$60,000/yr.	Long		Coordination Strategies /Mobility Management
2008 Transit Plan – ECCOG – Outback Express	Expand service for the City of Burlington				Operating Funds
2008 Transit Plan– ECCOG – Outback Express	Expand service to weekends and weeknights				Operating Funds
ECCOG – Outback Express	Study pertaining to fixed-route service for City of Burlington	\$30,000	Mid		Operating Funds
ECCOG – Outback Express	Study pertaining to daily shuttle service for Elbert County	\$30,000	Mid		Operating Funds
CASTA Survey	Increase number of days service in provided				Operating Funds
CASTA Survey	Provide for vehicle replacements				Operating Funds

Agency	Project Description	Cost	Horizon	Priority	Category
CASTA Survey	Operate new route(s) not already served				Operating Funds
2008 Transit Plan – ECCOG	New weekend and non-business hours service for the Town of Limon				Operating Funds
2008 Transit Plan – ECCOG	Expand service to weekends and non-business hours for the Dynamic Dimensions, Inc. service				Operating Funds
2008 Transit Plan – NECALG	New service within Fort Morgan and between Fort Morgan and Brush				Operating Funds
2008 Transit Plan – NECALG	New service between Fort Morgan and Sterling				Operating Funds
ECCOG – Outback Express*	Expand Town of Limon service to 5 days per week	\$28,000/yr.	Short		Operating Funds
Limon Workforce Center	Distribute more information about public transit services		Short		Marketing Strategies
Sedgwick County Human Services	Distribute more information about public transit services		Short		Marketing Strategies
ECCOG – Outback Express	Need for additional marketing funds		Mid		Marketing Strategies
NECALG	Distribute more information about public transit services		Short		Marketing Strategies
NECALG – County Express	Continue to grow ridership as funding will support		Mid		Miscellaneous
NECALG – County Express	Strive to increase ridership by 3% each year		Long		Miscellaneous
Lincoln County Dept of Human Services Adult Protection Unit	Daily transportation services from Limon to Denver & Colorado Springs and return trip same day.		Short		Regional Connectivity
Lincoln County Dept of Human Services Adult Protection Unit	Improve Service from Lincoln County to Kit Carson County & vice versa and Lincoln County to El Paso & Arapahoe County and vice		Short		Regional Connectivity

Agency	Project Description	Cost	Horizon	Priority	Category
	versa.				
Sedgwick County Human Services	Improve Service between Sedgwick and Logan Counties		Short		Regional Connectivity
Elbert County Health & Human Services	Improve Service Between Elbert and Douglas Counties		Short		Regional Connectivity
Elbert County Health & Human Services	Improve Service between Elbert and El Paso Counties		Short		Regional Connectivity
Elbert County Health & Human Services	Improve Service between Elbert and Arapahoe Counties		Short		Regional Connectivity
Elbert County Health & Human Services	Currently no service at all in Elbert County (Need Service)		Short		Regional Connectivity
Limon Workforce Center	Improve Service from Lincoln County to Metro-Denver or Colorado Springs or Morgan County		Short		Regional Connectivity

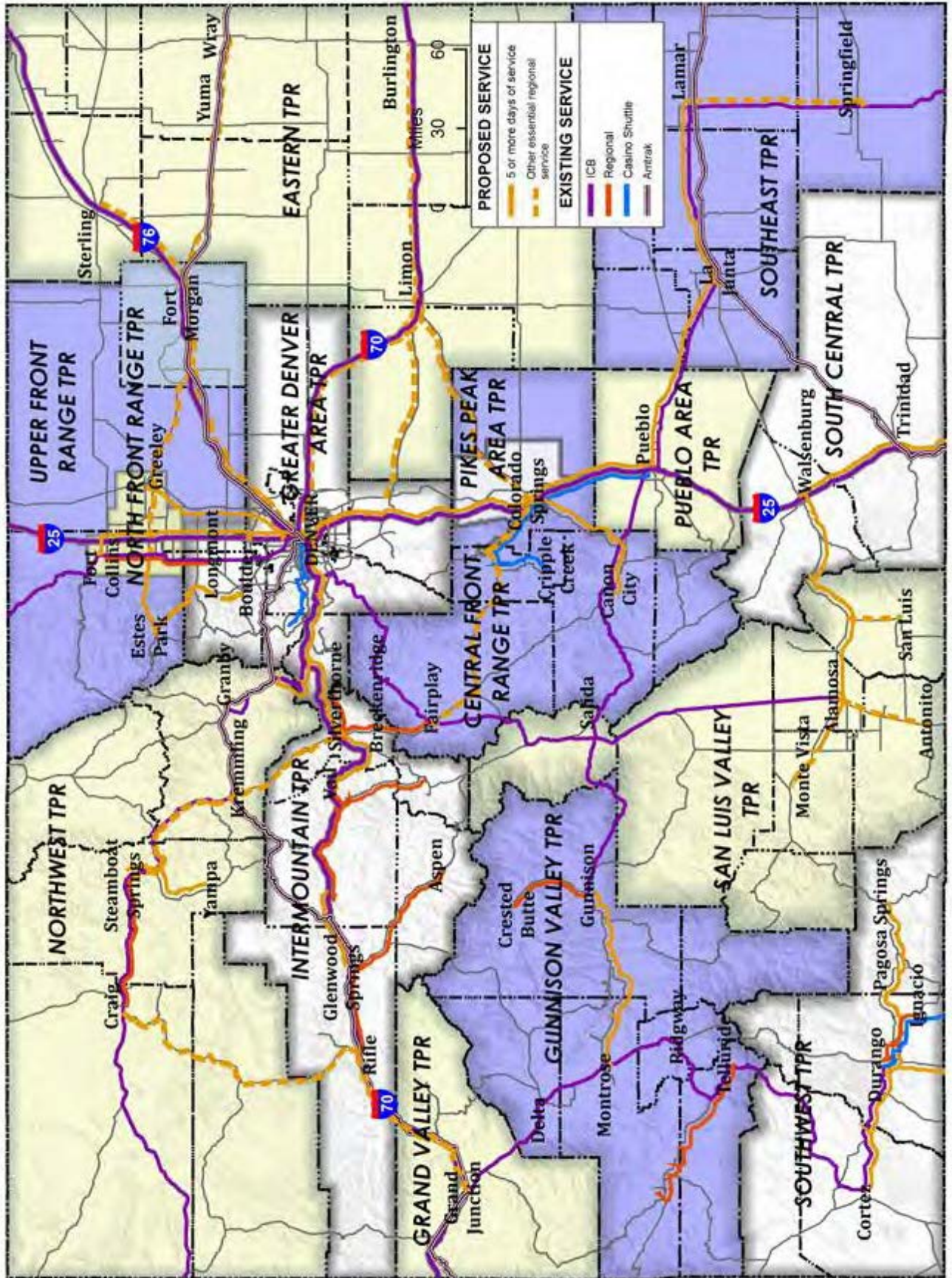
* Project also identified in the 2008 Transit Plan

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.



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 Eastern 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 include 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 (eearsonhering@camsys.com).

Regional Provider Funding Overview – DRAFT

East Central Council of Local Governments - Outback Express

Capital Funding	2010	2011	2012	Operating Funding	2010	2011	2012
Federal Awards	\$0	\$0	\$89,986	Federal Awards	\$156,445	\$116,880	\$172,982
5309	\$0	\$0	\$0	5310	\$0	\$0	\$50,250
5310	\$0	\$0	\$0	5311	\$156,445	\$116,880	\$122,732
5311	\$0	\$0	\$0	5316	\$0	\$0	\$0
5316	\$0	\$0	\$0	5317	\$0	\$0	\$0
5317	\$0	\$0	\$0	Other Federal	\$0	\$0	\$0
ARRA	\$0	\$0	\$0	State Support	\$0	\$0	\$0
Other Federal	\$0	\$0	\$0	Local Support	\$125,895	\$116,883	\$0
State Support	\$0	\$0	\$22,496	Fare and Donation Revenue	\$1,967	\$1,698	\$4,406
Local Support	\$0	\$0	\$0	Contract Revenue	\$0	\$0	\$0
Other	\$0	\$0	\$0	Other Revenue	\$0	\$0	\$21,047
Notes	\$0	\$0	\$0	Notes	\$0	\$0	OAA
Total Capital Revenues	\$0	\$0	\$112,482	Other Revenue	\$0	\$0	\$78,741
Total Capital Costs	\$0	\$0	\$0	Notes	\$0	\$0	In-kind
				Total Operating Revenues	\$440,752	\$352,341	\$450,158
				Total Operating Costs	\$284,307	\$235,461	\$292,098

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

Blank = No Data Available

Northeastern Colorado Association of Local Governments - County Express

Capital Funding	2010	2011	2012	Operating Funding	2010	2011	2012
Federal Awards	\$202,249	\$203,371	\$0	Federal Awards	\$550,024	\$513,006	\$470,481
5309	\$17,542	\$0	\$0	5310	\$0	\$0	\$0
5310	\$95,993	\$106,488	\$0	5311	\$425,267	\$425,881	\$425,481
5311	\$0	\$0	\$0	5316	\$124,757	\$87,125	\$45,000
5316	\$0	\$96,883	\$0	5317	\$0	\$0	\$0
5317	\$88,714	\$0	\$0	Other Federal	\$0	\$0	\$0
ARRA	\$0	\$0	\$0	State Support	\$0	\$0	\$96,957
Other Federal	\$0	\$0	\$0	Local Support	\$408,354	\$223,433	\$231,375
State Support	\$0	\$115,200	\$0	Fare and Donation Revenue	\$157,430	\$158,289	\$738,931
Local Support	\$89,110	\$0	\$0	Contract Revenue	\$163,715	\$160,173	\$0
Other	\$0	\$0	\$0	Other Revenue	\$559,583	\$523,921	\$560,969
Notes	\$0	\$0	\$0	Notes	Other Federal	Other Federal	Medicaid
Total Capital Revenues	\$493,608	\$521,942	\$0	Other Revenue	0	\$26,958	\$13,797
Total Capital Costs	\$2,460,303	\$0	\$0	Notes	0	0	TANF
				Total Operating Revenues	\$2,389,130	\$2,118,786	\$2,582,991
				Total Operating Costs	\$1,839,106	\$1,767,736	\$818,923

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

Blank = No Data Available

Eastern Transportation Planning Region Transit Working Group #2 – Meeting Minutes

Date: October 15, 2013
Time: 1:00 PM – 3:30 PM
Location: Washington County Event Center
Akron, Colorado

Meeting Attendees:

HJ Greenwood – Northeast Colorado Association of Local Governments (NECALG)
Commissioner Doug Stone – Lincoln County
Jo Downey – East Central Council of Governments (ECCOG)
Darlene Thorndyke – NECALG/County Express
Terry Baylie – ECCOG, Area Agency on Aging

Teleconferencing:

Mary Bolton – Limon Workforce Center
Dick Easton – Elizabeth Town Administrator

Project Team Attendees:

Tracey MacDonald, CDOT – Project Manager, Division of Transit and Rail
Karen Schneiders, CDOT Region 4
Cally Grauberger, Transit Plus – Eastern Transit Plan Manager

Welcome and Introductions

Introductions were given with each attendee providing their name and organization.

Project Background

Tracey led a discussion on the statewide transit vision, goals and objectives and reviewed the timeline for completing the Statewide Transit Plan. She also gave a brief description of how performance measures are being developed. Due to the directives placed in MAP-21, CDOT is in the process of developing transit performance measures along with their policy directives. CDOT is also in the process of developing an asset management program that will contain transit fleet and facility information that can be used in the development of asset management plans for each provider.

Attendees asked how the measure to increase ridership could be achieved without operating funds. Would like to see FASTER money be able to be used for operating; don't really need more busses.

Cally Grauberger gave an overview of the regional planning process and the schedule to have a draft of the Eastern Transit Plan by the end of the year.

Regional Plan Vision and Goals

Cally facilitated a discussion on the regional vision and goals through a handout on the transit issues raised during the last Transit Working Group meeting and the surveys. The attendees gave the following comments:

- Elbert County Transit – There was a discussion on Elbert County and the issues for providing transit service including who would ride and what type of transit service might work. Jo Downey recommended that she would propose a transportation discussion at one of the Blueprint meetings to discuss this issue in more detail.
- Greyhound service – The region could benefit from a meeting with either Greyhound or the CDOT new employee who was formerly employed by Greyhound to discuss the potential for additional stops. Also discussed were some the logistical issues for those people who are left behind in eastern Colorado communities as well as Amendment 64 related issues of riders taking marijuana across state lines.
- Prison Release Programs – NECALG discussed the current services they provide to the Halfway House in Sterling. However, there are still prison release workers walking along the highway. It may be due to their inability to pay the fare.
- Need for after hour or weekend service - Various human service agencies have comments on the need for transit services after hours or on weekends. Each COG felt that perhaps a meeting with human service agencies in their area would be helpful to hear more about the issues and consider what, if any, options might be available.
- Child safety seats and Liability issues – There was a lengthy discussion regarding the liabilities associated with the handling of child safety car seats and the certification/training related to these child car safety seats on transit vehicles.
- Funding – There was a general discussion related to the issues of have more capital funding available versus having operating funds to provide the services. It was strongly recommended that CDOT focus some efforts to increasing opportunities for additional operating funds.
- Marketing Transit Services – It was suggested that the websites for the human services agencies in the region have links to the COG transit services websites. This topic should be discussed at the future meetings between the COGs and human service agencies.

Regional Analysis

Cally discussed the transit services identified on the map and in the tables included in the packet. She also discussed the information in the packet highlighting the regional services currently being provided in the region. The following are the comments on Transit Services Map:

- For the Dynamic Dimensions Heading remove 'general public transportation'.
- For Burlington, add a general public transit arrow for Burlington and Limon demand response service.
- Change Elbert County to green color; no label.
- Delete orange line from Cheyenne Wells east to Kansas.
- Add orange line along SH 287 from Limon south to Eads. Service is sometimes provided to Lamar.
- Add orange line along SH94 from SH 287 to Colorado Springs
- Remove Platt Express service in Fort Morgan from the map

To clarify NECALG services, HJ Greenwood gave a summary of their transit services:

- County Express serves the six counties in the NECALG area
 - Office in Yuma dispatches calls for Yuma, Sterling, Fort Morgan and Washington County
 - All other transit requests are dispatched from the main office in Sterling

- Prairie Express – Vehicles and operators are provided through NECALG by contract; maintenance is done locally with vendors handled by NECALG; Prairie Express in the City of Sterling Logan County has a sales tax for running the transit service – 1/10 of 1% sales tax
- Platte Express – Platte Express ended their service in 2011. County Express is the provider for the area now. This service is demand response but will deviate 1 mile from the city limits to pick up additional people.
- During the consultant’s queries, it was found that numerous web locations still referenced Platte Express. HJ will check on this and work to make the necessary changes.

Transit Services Table – During the discussion on other transit providers, the COGs volunteered to provide the consultant with a list of senior centers, assisted living centers and nursing homes that provide transportation services for their clients. It was also noted that the service area for the Lincoln Community Nursing Home is Hugo instead of Burlington.

Clarification on Limon and Burlington services – Both Limon and Burlington own their own buses and provide transit services. These services will be added to the map.

There was a request to remove “car repair vouchers” from the Sedgwick County Human Services service type listing.

For NECALG AAA and ECCOG AAA, change CBHS to HCBS (Home and Community Based Services)

There was a request to include a Glossary of Terms at the beginning of the Eastern Report to list all the acronyms.

Cally provided an overview of the mobile dental clinics that Rural Communities Resource Center grant program provides. HJ shares the work done by Colorado Mission of Services to provide mobile clinics as well. There was some discussion about additional coordination between hospitals and other human service agencies to provide the same type of mobile clinics for other types of health services. This would benefit those who cannot afford to pay for transit services.

Add to the service type for Centennial Mental Health: Provide referrals to Outback Express.

Add to the Intercity Bus Service area the name of those service providers for each COG area, including Arrow Stage Lines and Black Hills. There was also a request to say “meals/rest stops” within the service area description.

For Amtrak, say “Chicago, Fort Morgan, Denver and San Francisco”

Financial Summary

Cally reviewed the financial summary prepared for the Region. However at this time, the summary data is incomplete or in some cases the federal database is reporting different data than the local providers indicate. Cally has asked each provider to review their information and update the information as appropriate. She will provide a spreadsheet with the current information.

Growth Projections

There were questions regarding Elbert County's very high growth rates for both "population" and "elderly growth". The consultant team will be following up with the State Demographer's office.

Intercity and Regional Bus Service

Cally gave an overview of the definition for intercity bus and regional bus along with a review of proposed regional bus service in the eastern area. Intercity bus connections were discussed including the frequency and timing of the trips. The attendees were somewhat supportive of the concept of regional bus services. However, there were concerns regarding reasonable connections at destination cities in the larger cities were expressed; i.e., how do you get your doctor appointment or final destination once you arrive in Denver.

Transit Projects

To identify projects for this round of planning, projects were taken from the 2008 Coordination Plan, discussions at the last Transit Working Group in July, as well as the CASTA and provider surveys. The following are the results of the discussion:

- **Access to Human Services** – No changes or additional recommendations were made in this category. As discussed earlier, these projects will be discussed as part of future human service agency and COG discussions. There was a request to spell out AAA and TWG.
- **Mobility for the General Public** – There was a request to change the project for Sedgwick County to include all 10 counties of human services agencies for improving local service. For Lincoln County Department of Human Services, the attendees asked if the consultant could give the entity that completed the survey a call and learn more about their specific issues since service is provided in the areas listed.
- **Coordination Strategies** - There were three 2008 projects deleted: creating a coordinating council, vehicle sharing, NEMT for dialysis center in Sterling. As for the projects listing van and carpools, the COGs will discuss these concepts with the human service groups when they meet with them.
- **Capital and Facilities** – The consultant is to remove 2008 Plan project to purchase replacement vehicles since the requests are listed above. NECALG was asked to review the list of projects to see if there was any additional mid-term and long-term projects not currently listed.
- **Maintain Service/Operating Funds** – For ECCOG, remove the 2008 projects for City of Burlington, Town of Limon, and expanded service for weekends and weeknights since they are already listed other places. For NECALG, remove the 2008 projects on new service within Fort Morgan and service between Fort Morgan and Sterling since County Express is already providing that service.
- **Mobility Management** – There was a request to change the cost of the ECCOG Transit Manager from \$60,000 to \$75,000.
- **Miscellaneous** – The consultant is to remove the project on continued growth in ridership and to change the timeframe for increase ridership by 3% each year to a short term timeframe.
- **Regional Connectivity** – Elbert County currently has a van in Kiowa County and Elbert County so there is a need for the consultant to check and update the project on no service in Elbert County.

There was a request to change the heading on the Eastern TPR Transit Projects from **Horizon** to **Timeframe** so it can be better understood.

There was also a request to put a key code at the beginning or ending of the table to explain what the timeframes are; i.e. 1-6 years is short term, etc.

Coordination Strategies

Overall, there was a recurring regional theme on the lack of funding and staff for delving into coordination strategies across the region. It is even difficult to do information referral due to the challenges in a geographically large area like the eastern region. The following are the comments received for each of the coordination strategies discussed on Pages 19 – 22:

- Centralized call center – Since there are two COGs in the region, they provide their own dispatch needs and efforts toward coordination would be too challenging given the geography and demographics of the region.
- Mobility Management and Marketing – Each COG handles their own transit services and there is no need for another layer of coordination.
- Centralized Resource Directory – Each COG serves as a “one-stop” resource for the residents so a centralized resource directory is not needed.
- New Partnerships – Earlier there was some discussion about holding meetings with human service agencies to identify transit needs and work on potential transit options so new partnerships may arise.
- Regional and County Coordinating Councils – There is no interest at this time
- Travel Training – At this time, marketing existing services is the most important strategy versus training people to travel. However, ECCOG felt that some transit users could benefit from schedules that were more route specific versus regionally comprehensive.
- Volunteer Driver Program – The RSVP program in Kit Carson and Lincoln Counties is no longer in existence. Dynamic Dimensions in Burlington does have 3 volunteer drivers but there is a need to better understand the Veterans program in the Eastern area and the services that are provided.
- Joint Procurement of Vehicles – Vehicles are procured through their own programs so there is no interest in a separate procurement program.

Baseline Financial Data

Cally asked each COG to review the baseline financial data and to identify reasonably accurate financial information for Pages 24 – 26. Cally will send out the Excel spreadsheet file to use.

Next Steps

The next and final meeting is tentatively scheduled for November 18th in Limon from 1:30 – 3:30. The consultant will get back with the Transit Working Group on the location for the meeting.

Adjourn

Tracey MacDonald of CDOT thanked the group for attending the meeting and providing their valuable input into the plan.



PROJECT CONTACTS

CDOT Project Manager:

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Lead TPR Planner:

Cally Grauberger, Cally.Grauberger@transitplus.biz
Cell: 303-717-8350, Work: 720-222-4717 Ext. 5

Project Web Site:

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



B.3 - Transit Working Group Meeting #3

Eastern Transit Working Group Meeting #3

Date: Monday, January 20th, 2014

Time: 1:30 – 3:30pm

Location: Washington County Fairgrounds Events Center
551 East 2nd Street
Akron, Colorado

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
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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 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									■		

Priority Strategies

Eastern Vision: Provide an efficient, safe and accessible transit network that serves the needs of individual communities while making future investment decisions to enhance the quality of life of Eastern Colorado residents.

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
Increase access to medical services within the region and to larger service areas	ECCOG area trips to DIA and medical services. 2 trips/wk.	Op: \$28,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	ECCOG <i>Partners might include HHS agencies</i>	1 – 6 years
	NECALG area trips for medical services to Denver and Greeley. 3 trips/wk.	Op: \$42,000 Cap: \$15,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	NECALG <i>Partners might include HHS agencies</i>	1 – 6 years
Expand transit services to meet identified needs	Expand service hours and days of operation in Limon. Saturday service 12 hours/wk; extend service 3 hours daily. 1872 hours/yr.	Op: \$85,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG <i>NECALG as a partner representing towns in its jurisdiction</i>	1 – 6 years

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
Continued: Expand transit services to meet identified needs	Expand service hours and days of operating in Burlington Saturday service 12 hours/wk; extend service 3 hours daily. 1390 hours/yr.	Op: \$65,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG <i>NECALG as a partner representing towns in its jurisdiction</i>	1-6 years
	Fixed route transit service in Elbert County. Weekday service 7 AM to 7 PM, 2 vehicles. 7,440 hours/yr.	Op: \$335,000 Cap: \$40,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG, Outback Express <i>Elbert County as partner</i>	7-12 years
	Daily Shuttle for Elbert County (Elizabeth/Kiowa). Weekday service; 1 daily round trip. 7,750 hours/yr.	Op: \$349,000 Cap: \$20,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG, Outback Express <i>Elbert county as partner</i>	7-12 years
Provide transit service for the transit-dependent populations within the region	Provide limited transit serviced targeting cognitive disability, youth, and no vehicle populations. Region-wide; estimated at 10,000 hrs/yr.	Op: \$450,000 Cap: \$20,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	Eastern TPR with <i>NECALG and ECCOG and HHS and AAA as partners</i>	7-12 years

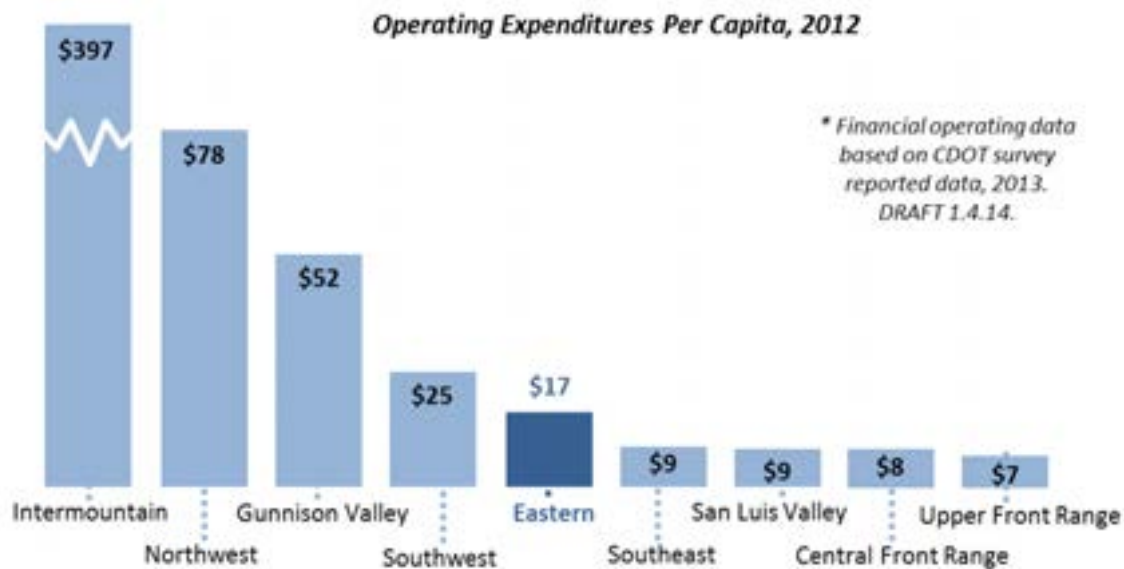
Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
Maximize (maintain) existing transit services to meet current and future transit needs	Continue operation of existing services	Op: \$1.1 m Cap: \$120,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG, NECALG, all existing transit agencies	1-6 years
Increase the awareness of mobility services among elected officials, agencies, clients, and the public to encourage greater utilization of existing transit services.	Regional transit resources directory, route/schedule, education.			Eastern TPR Eastern Transit providers	1 – 6 years
TOTAL – Operating (Expansion only)		\$1.35 million			
TOTAL – Capital (Expansion only)		\$125,000			

Eastern 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.

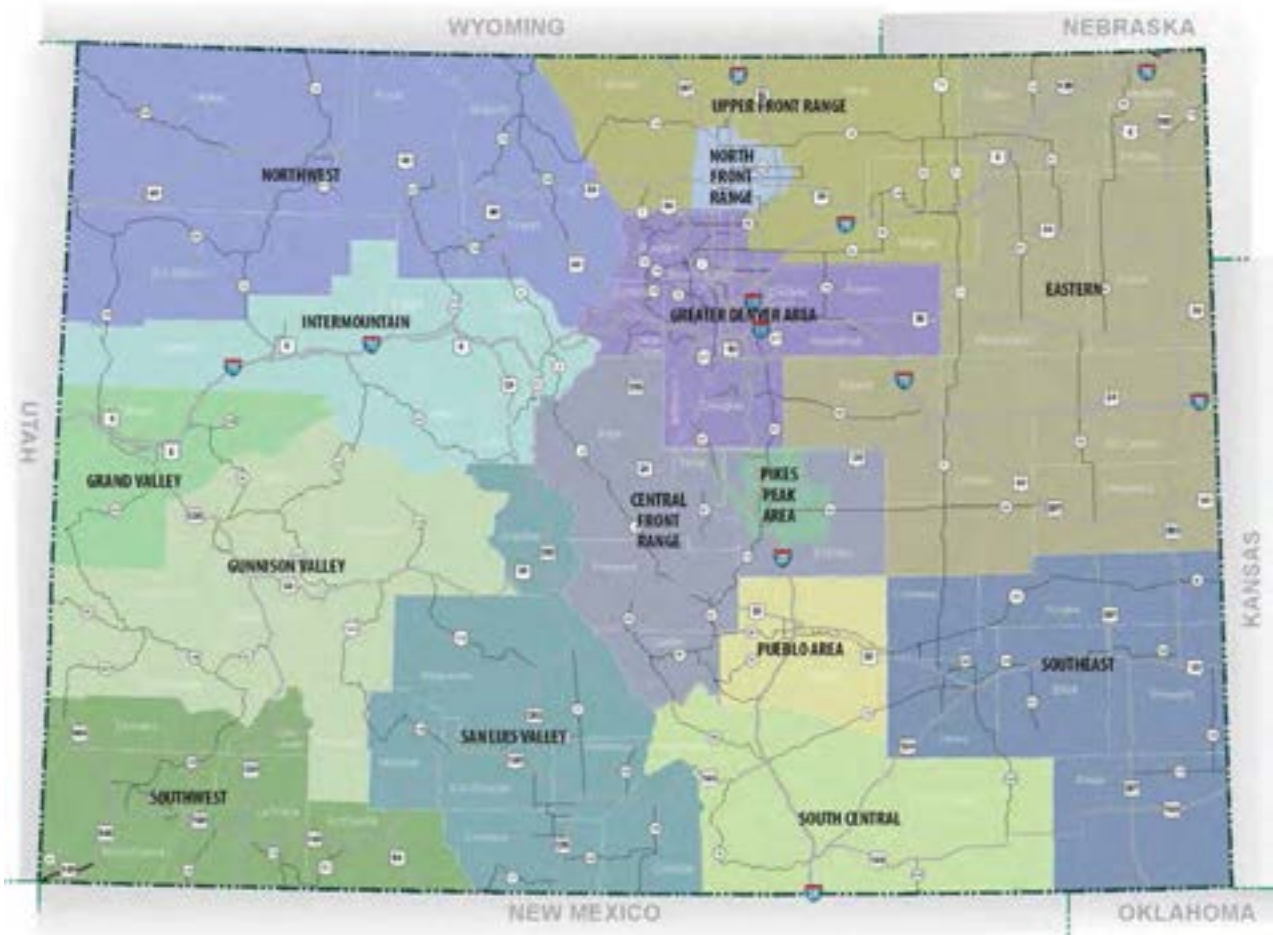
Statewide Current and Future Operating Expenditures

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.



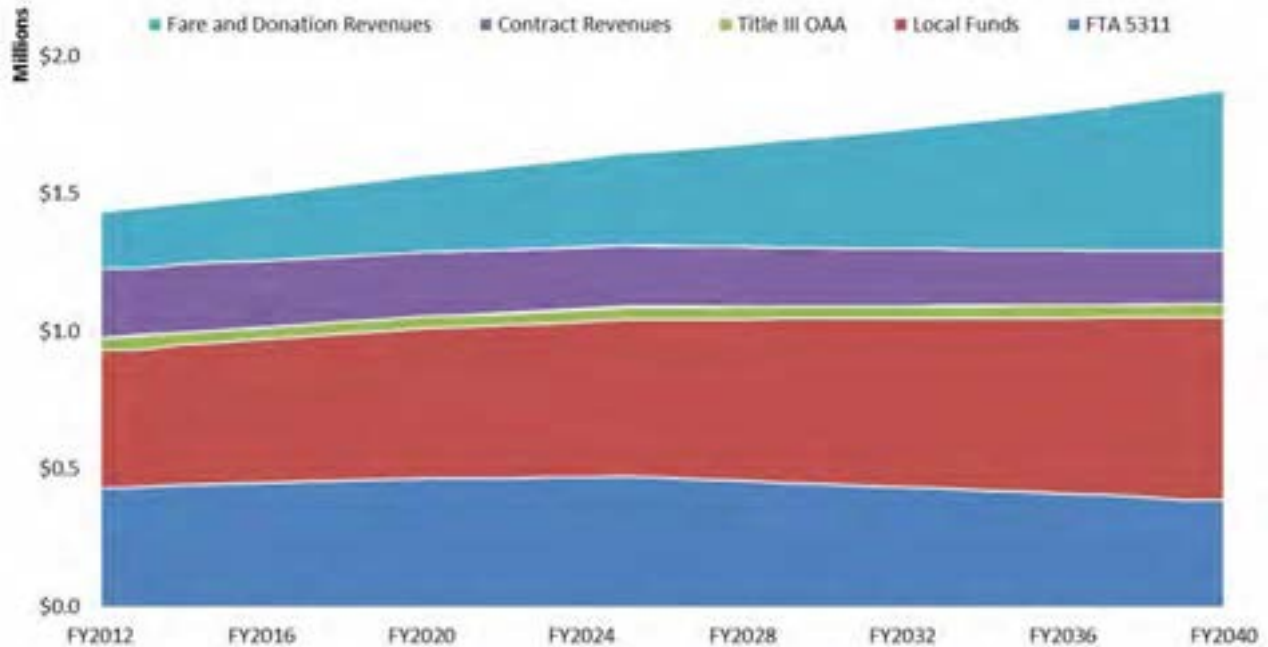
- The region's resident population is expected to grow 1.7% annually between 2012 and 2040 and reach 141,112 by 2040. The population over the age of 65 years will grow at annual rate of 2.2% through 2040. Future population growth will exceed historic growth rates in operating funds.
- Between 2008 and 2012, total operating expenses for all service providers in the region grew at an annual average rate of 0.7%.
- Approximately \$1.7 million annually, or \$17 per capita, is expended to support critical transit and transportation services in the Eastern TPR.
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$2.5 million in operating funds.

PLANNING REGIONS



Eastern TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and economic growth rates. By 2040, the Eastern TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$1.8 million 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 funds, including local matching funds for grant awards, are variable and depend on the fiscal health and economy of local municipalities. Growth in sales tax revenues is expected to slow in the future as consumer spending shifts from durable goods to services. Forecast builds from historical trends and assumes that overall local funding will stay constant over the long-term.
- Funding from the Older Americans Act (OAA) for supportive services for the elderly is subject to reauthorization every five years. Funding for this program has grown over the past decade, but according to the Office of Management and Budget is expected to decline in the future given the impacts of sequestration. For FY2013, Colorado's OAA Title III funding allotment for home and community based care fell by 15 percent.
- Contract revenues account for roughly 20 percent of all operating revenues in the region, but have declined over the past 3 to 5 years. These revenues include variable sources such as Non-Emergent Medical Transportation (NEMT) funding through the Medicaid program or Community Service Block Grants (CSBG). Revenues from Medicaid and CSBG have grown quickly in the region. Higher growth rates

will continue in the mid-term, but will begin to slow in the long-term with changes in the population demographics within the region.

- Fare and donations revenues are a significant, but variable, source of funding for Eastern TPR providers. Between 2008 and 2012, fare and donation revenues have grown at a compound annual average growth rate of 3.8 percent.
- Other revenues, including Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA grant programs, and agency-derived sources such as investments and contracts are important but relatively small sources of revenues and not directly included in this forecast.

Eastern TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Eastern region will grow faster than transit revenues by 0.6% per year.

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 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.

Eastern TPR	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	99,204	122,643	141,112	1.2% / yr
Estimated Operating Expenses	\$1,722,024	\$2,128,885	\$2,449,481	1.2% / yr
Estimated Operating Revenues	\$1,565,401	\$1,704,970	\$1,875,607	0.6% /yr
<i>Potential Funding (Gap) / Surplus</i>	<i>(-\$156,624)</i>	<i>(-\$423,915)</i>	<i>(-\$573,873)</i>	<i>- 0.6%</i>

REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

KEY CONCEPTS

Introduction

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

Regional Overview

This chapter 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, persons with disabilities, and English proficiency to paint a comprehensive picture of the region's need for transit.

Existing Transit Provider and Human Service Agencies

This chapter 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 chapter 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 chapter 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 chapter 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 and goals.

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

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Jo Downey	ECIOU	PO # 2K 508320 STRATTON CO	719-348-5562	jdowney@prairiedevelopment.com
JOE KIELY	Town of Limon	PO Box 9 Limon 80826	719-775-2346	jkieley@townoflimon.co
Terry Baylie	ECIOG	Box 28 Stratton	719-348-5562	
Ben Newbanks	ECIOG Advisory Board	P.O. Box 37, Hugo 80827	719-743-2404 x147	ben@bennewbanks.com ben@state.co.us
DAVID FOY	Washington Co/NECOG	150 Ash Alamosa 81770	970-554-1537	dfoyer@co.washington.co.us
Bob Churchwell	City of Buell	415 15th St	719-340-8652	bob.churchwell@buellengeneo.com
Dave Stone	Town of Limon	PO. Box 23, Limon	719-775-2346	dstone@townoflimon.com
Sue Wells	DOT			

Eastern Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: January 20th, 2014

Time: 1:00 PM – 3:30 PM

Location: Washington County Event Center, 551 East 2nd Street, Akron, Colorado

Meeting Attendees:

HJ Greenwood – Northeast Colorado Association of Local Governments (NECALG)

Darlene Thorndyke – NECALG County Express

Joe Kiely – Town of Limon

Cathy Shull – Progressive 15

Jo Downey – East Central Council of Governments (ECCOG)

David Foy – Washington County

Teleconferencing:

Debbie Lamm – Dynamic Dimensions

Project Team Attendees:

Tracey MacDonald, CDOT – Project Manager, Division of Transit and Rail

Ralph Power, Transit Plus – Eastern Transit Plan Lead Consultant

Welcome and Introductions

Introductions were given with each attendee providing their name and organization.

Project Schedule

Tracey MacDonald of CDOT reviewed the schedule for the Statewide and Regional Transit Plans. She established that the purpose of this meeting was to gain consensus and finalize recommended strategies. Ms. MacDonald stated that this would be the final meeting of the Transit Working Group and that we are concluding the project. She further explained that we are integrating the Regional Transit Plans into the Statewide Transit Plan and that the Regional Transit Plan will be adopted as part of the Regional Transportation Plan. It was confirmed that the Draft Regional Transit Plan would be distributed for final comment and review by the Transit Working Group in mid-March.

Review and Finalize Recommended Strategies

Ralph Power of TransitPlus facilitated a discussion on the regional vision and goals and how those have evolved to tie into recommended strategies over the course of the study. It was reiterated how the

individual strategies or projects identified by the Transit Working Group were in support of the individual goals that were developed to support the Region's transit vision.

After the brief introduction and recap, Mr. Power directed the group toward the strategies that were previously developed by the group.

Goal: Increase access to medical services within the region and to larger service areas

- Strategy 1 – ECCOG area trips to Denver and Colorado Springs for medical services. The group asked that DIA be changed to Denver and Colorado Springs added. The group identified one trip per week as a minimum level of service and agreed that this strategy should remain in the 1 – 6 year timeframe.
- Strategy 2 – NECALG area trips for medical services on Front Range. The group focused on three trips per week.

Goal: Provide transit services to meet identified needs

- Strategy 1 – Expand service hours and days of operation in Limon. Initially, this strategy was developed using 12 Saturday hours and 3 additional weekday hours. NECALG, who would be providing the service, was unsure of these parameters and agreed to get back with the lead consultant to refine hours.
- Strategy 2 – Expand service hours and days of operation in Burlington. The service, which now operates 5 days per week, would increase weekday hours and add Saturday service. Though deemed to be important to the group, it remained in the mid-range (7-12 year) timeframe due to competition for limited funding sources. Group asked that the service hours be clarified.
- Strategy 3 – Fixed route service in Elbert County. The group decided to combine this strategy with the next one (Elizabeth/Kiowa) and to add “to connect with the Front Range.” The group wondered if the service would be truly viable. It was agreed to leave this strategy in the mid-range timeframe.

Goal: Provide transit service for transit-dependent populations within the region

Strategy – Provide limited transit services targeting cognitive disabilities, youth, and no vehicle populations. After some discussion regarding the amount of hours allocated to this strategy and the geographical location of proposed expansion, the group decided that the strategy would require further refinement, but also that it represents a good mid-range strategy. The preliminary number of hours of service to be added annually was set at 10,000 for the Region.

Goal: Maximize (maintain) existing transit services to meet current and future needs

Strategy – Continue operation of existing services and acquisition of supporting vehicles and capital. Current providers require \$1.1 million in annual operating funds and \$120,000 in capital. The group placed the highest short-range emphasis (priority) on maintaining services. Significant regional effort and resources will go toward this goal.

Goal: Increase the awareness of mobility services among elected officials, agencies, clients, and the public to encourage greater utilization of existing transit services

Strategy – Develop a regional transit resources directory and begin marketing/education programs focused on routes, schedules and how to use the system(s); especially with health and human services agencies. Related efforts will be led by the individual transit providers. Progressive 15 was added as a partner.

Financial Summary

Ralph reviewed a summary of regional financial resources and anticipated revenues. He stated that these were simple, sketch-level projections designed to ignite conversation rather than to be used for decision-making purposes. There was some discussion regarding the validity or usefulness of summarizing per capita transit spending. There was concern that population does not necessarily reflect ridership.

The group expressed interest in obtaining a 5304 grant for financial/asset planning and wondered what the match requirement is. 5304 funds require a 20% non-federal match.

Plan Overview and Key Concepts

Mr. Power concluded with an overview of the key concepts that would frame the individual chapters of the Regional Coordinated Transit and Human Services Plan. There was a comment from Darlene Thorndyke of NECALG that there used to be two separate transit plans for ECCOG and NECALG. Tracey MacDonald explained that there would be one transit plan for the region that describes each provider and area served since they are very different. The Regional Transit Plan will be integrated into the Regional Transportation Plan and the Statewide Transit Plan.

Next Steps

There are no further meetings scheduled for the group, though Draft Transit Plan documents will be distributed to the Transit Working Group by mid-March for review and comment.

Adjourn

Tracey MacDonald thanked the group for attending the meeting and for the invaluable assistance in participating in the process.

Project Contacts:

CDOT Project Manager: Tracey MacDonald, Tracey.MacDonald@state.co.us

Phone: 303-757-9753

Lead TPR Planner: Ralph Power, ralph.power@transitplus.biz

Cell: 303-728-4582 Work: 720-222-4717

Project Web Site:

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



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

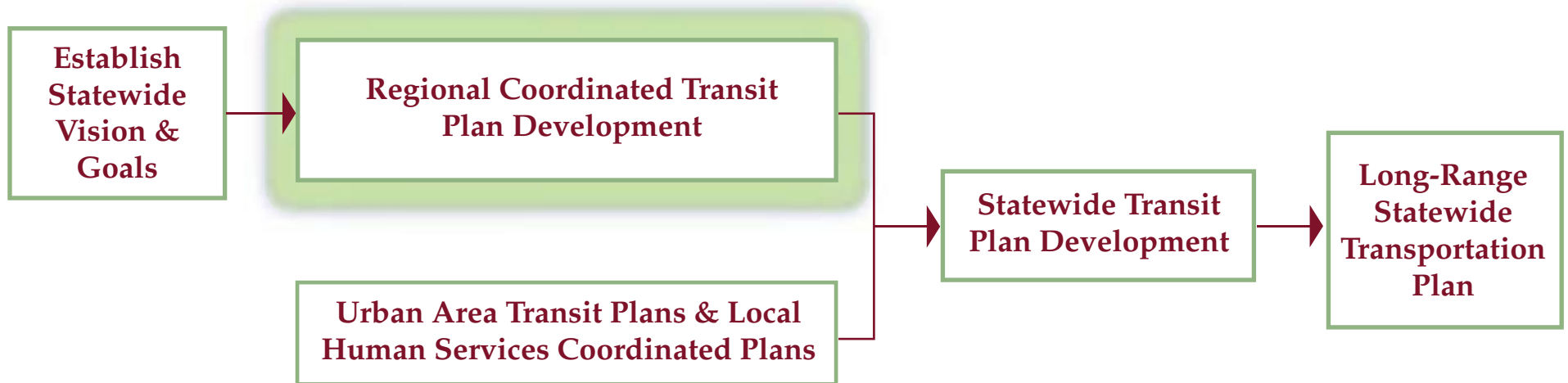
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

**Open House
October 2013**

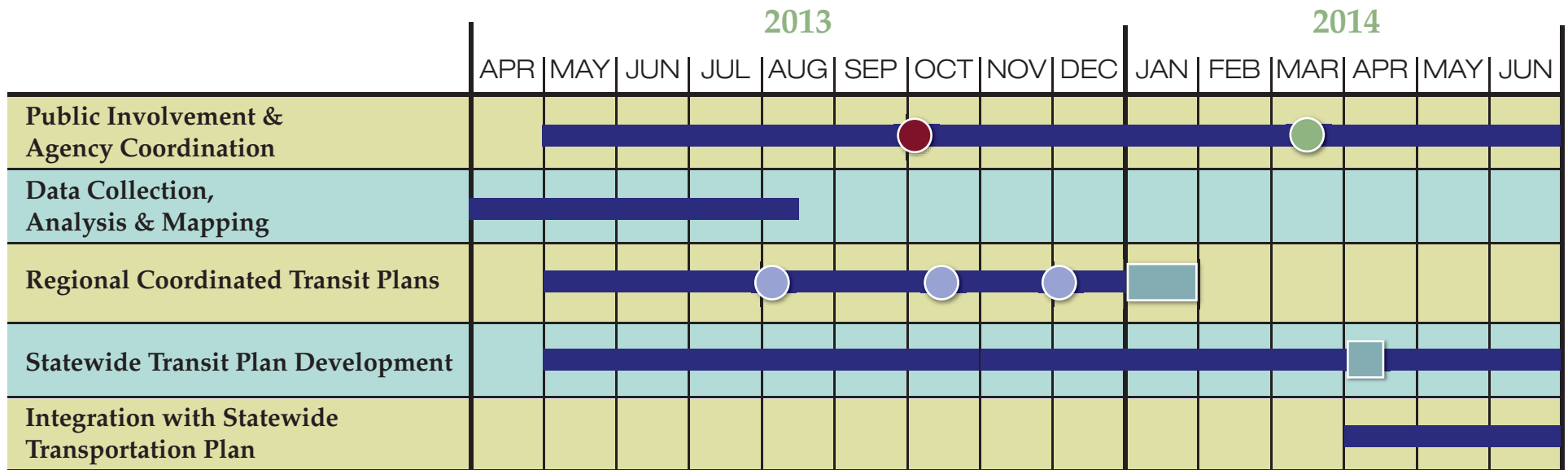
The Statewide Transit Plan will Include:

- 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

Transit System Development and Partnerships

Increase communication, collaboration and coordination 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:

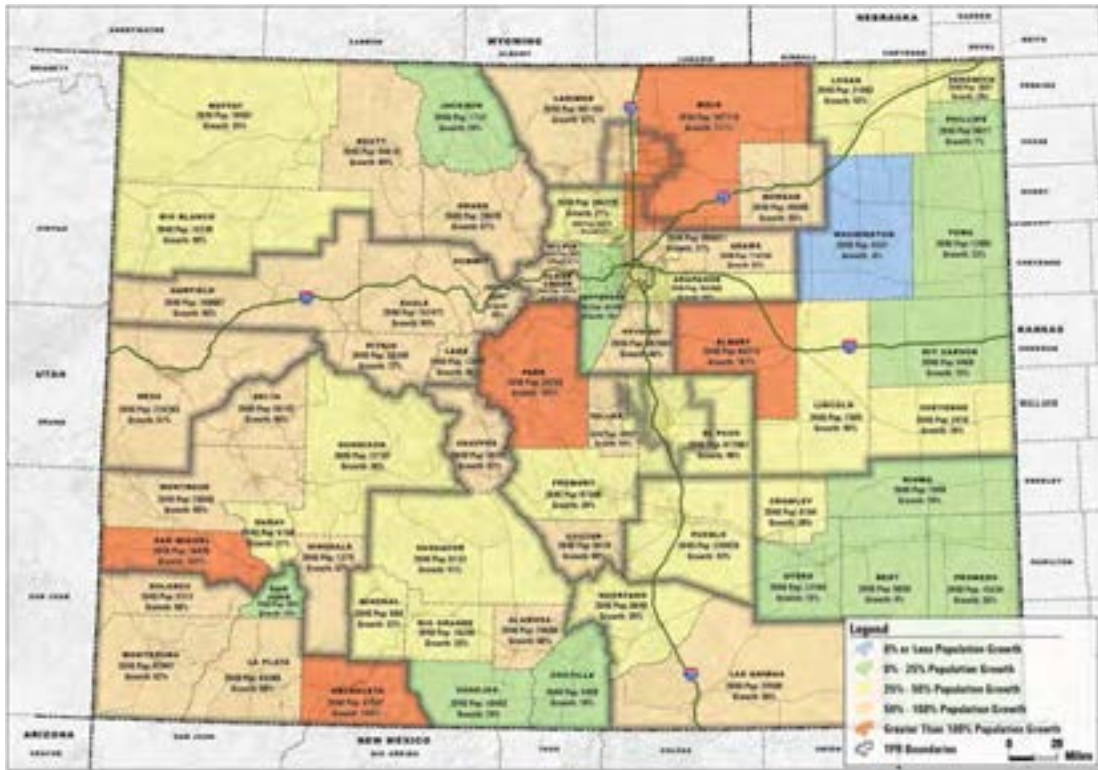
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

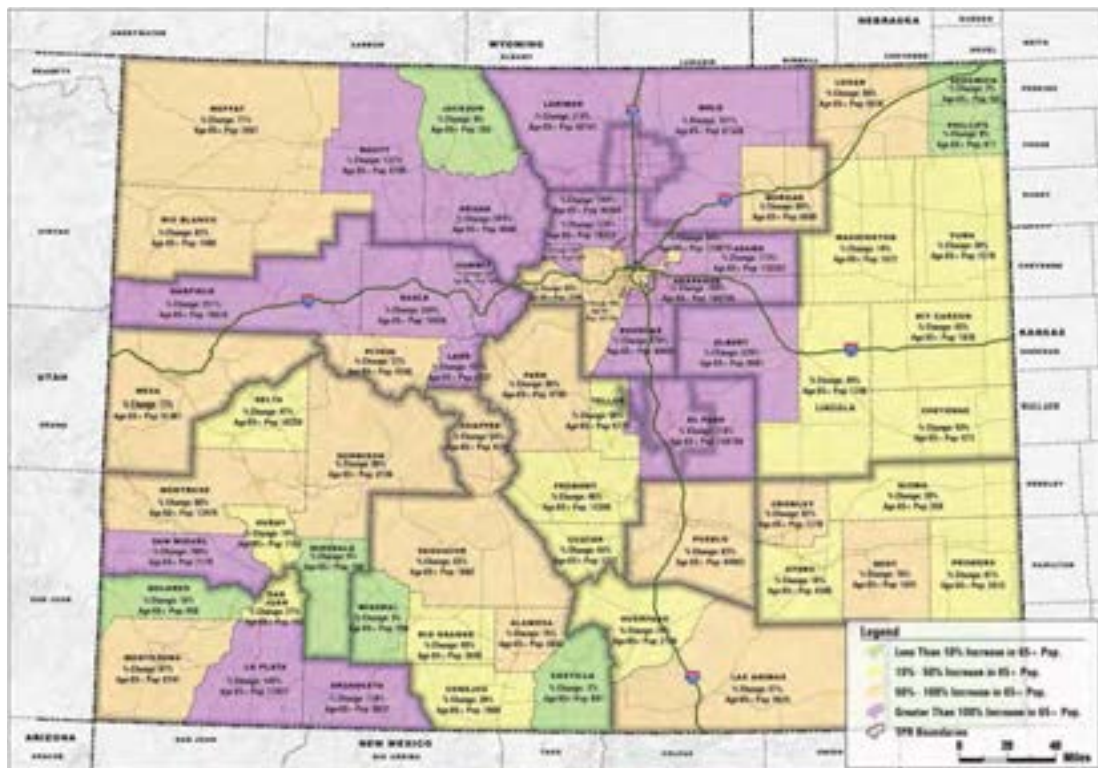
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

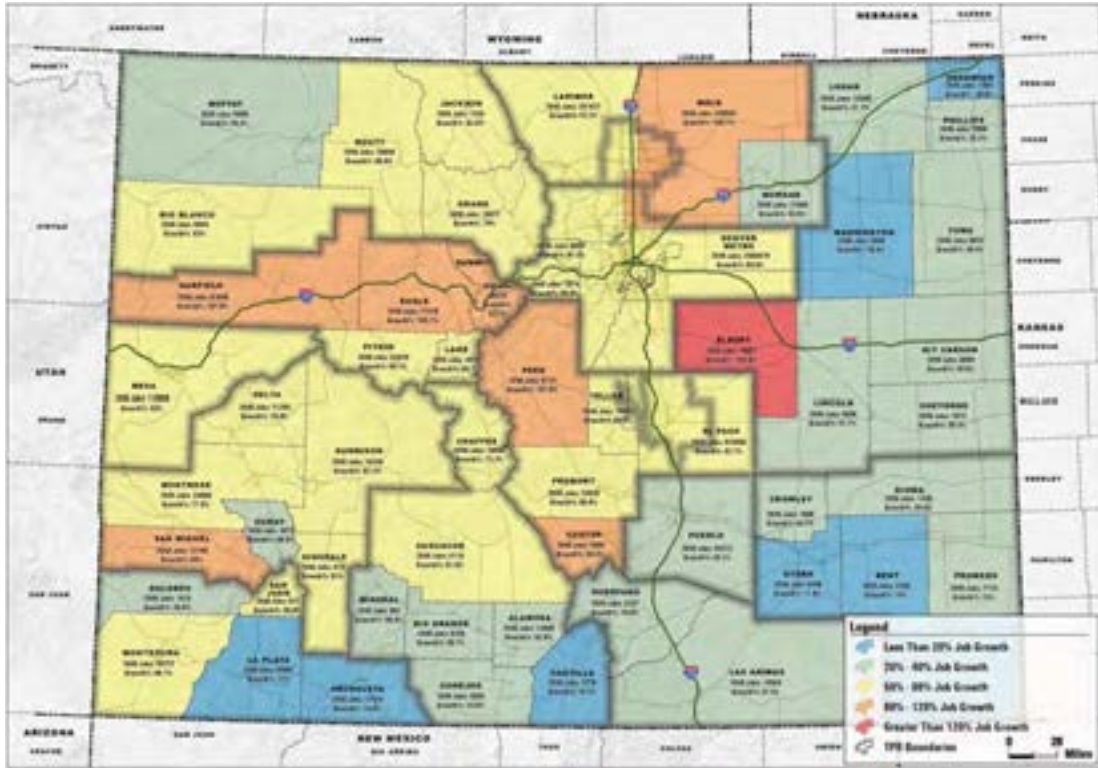
Population Growth (2013-2040)



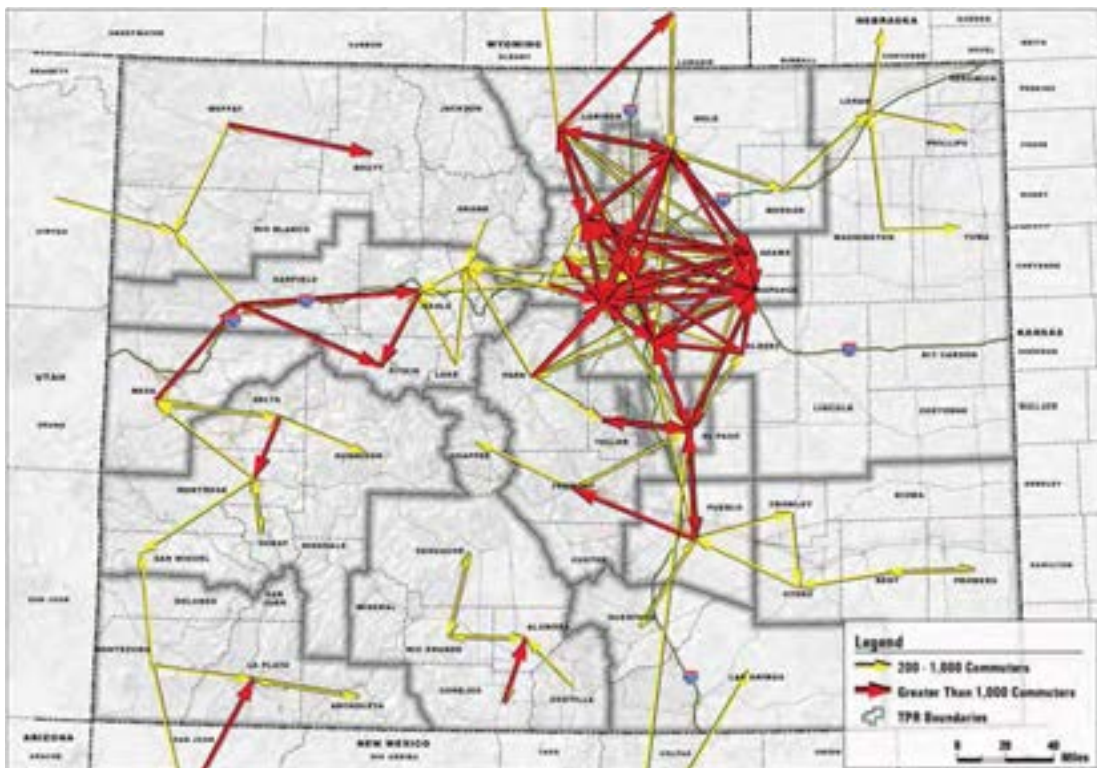
Age 65+ Population Growth (2013-2040)



Job Growth (2013-2040)



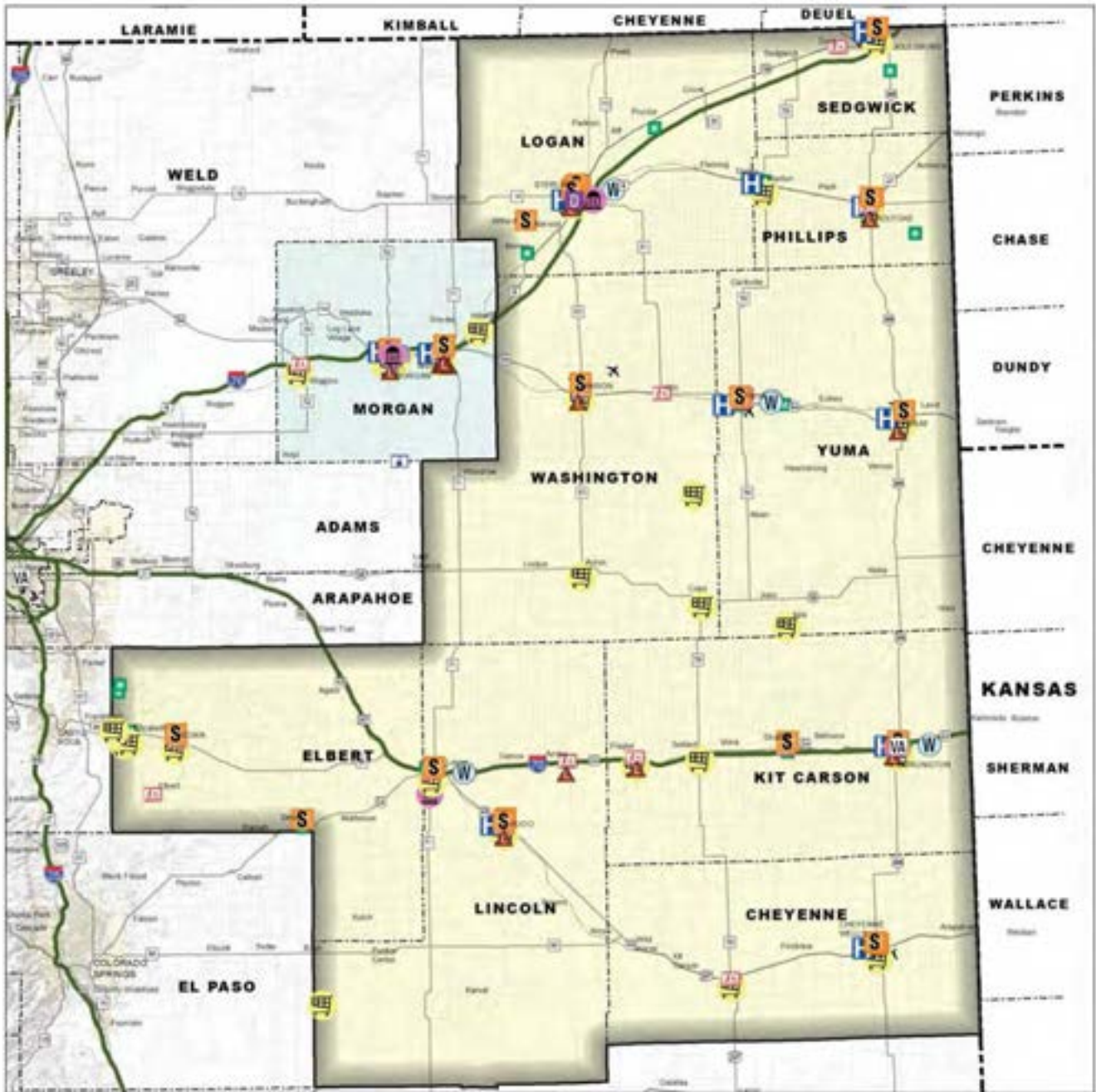
County to County Commuter Patterns



Regional Coordinated Transit Plan will Include:

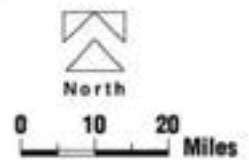
- Regional vision, goals, and objectives
 - Regional demographics
 - An inventory of existing services
 - Identification of needs and issues
 - Prioritized projects and strategies
 - Vision and framework for transit in 20 years
 - Public involvement and agency coordination
 - Funding and financial analysis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

Major Activity Centers and Destinations Business locations derived from 2011 ESRI data.



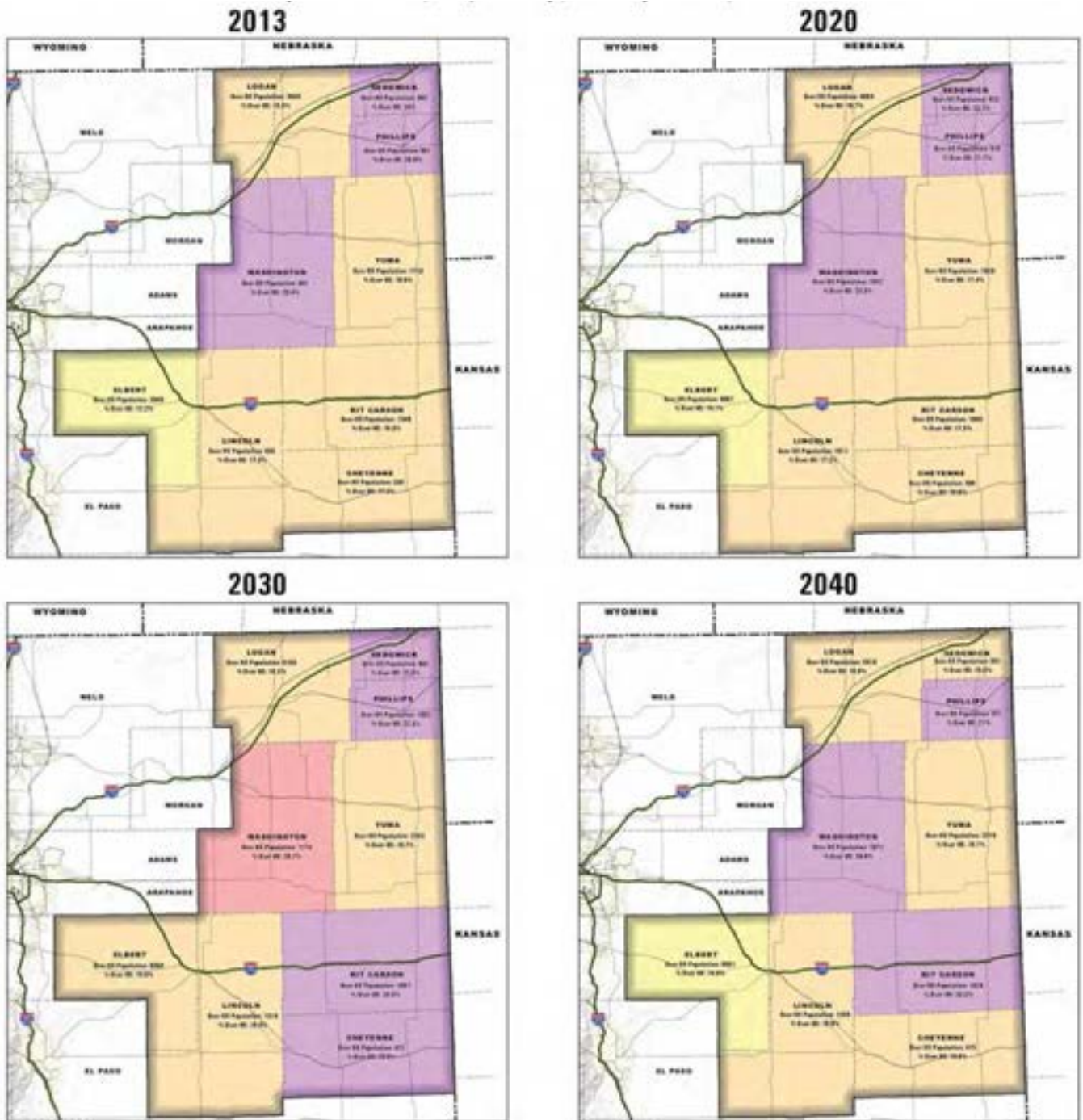
Legend

- | | | | |
|---------------------------|-------------------------------|---|-------------------------------|
| Dialysis Centers | Grocery Stores | Section 8 and Multi-Family Housing Assistance | Incorporated Cities and Towns |
| Workforce Centers | Hospitals | Employers with 50+ Employees | County Boundaries |
| Human Service Agencies | Higher Education Institutions | Airports/Airfields | State Boundaries |
| Correctional Institutions | Senior Citizens' Services | Eastern TPR Boundary | Interstate Highways |
| VA Clinics | | | U.S. & State Highways |



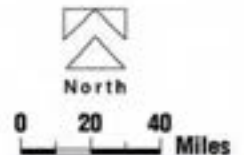
Projected Percentage of Residents Age 65+

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



Legend

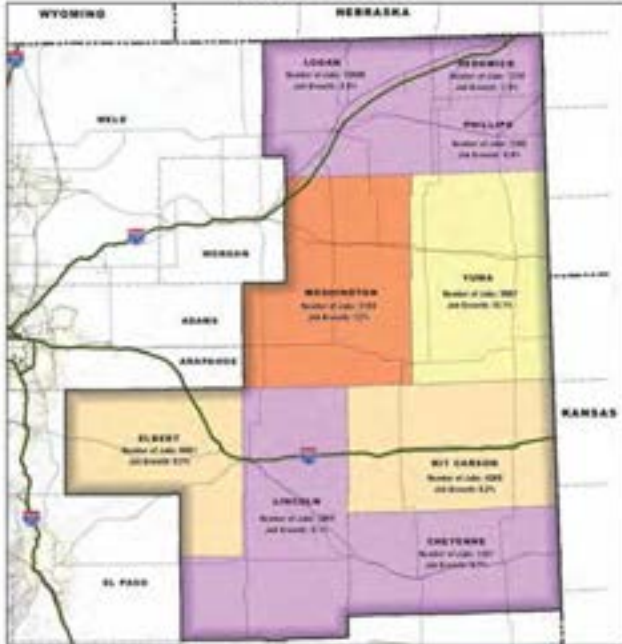
- Less Than 10% Age 65+
- 10% - 15% Age 65+
- 15% - 20% Age 65+
- 20 - 25% Age 65+
- Greater Than 25% Age 65+
- Eastern TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



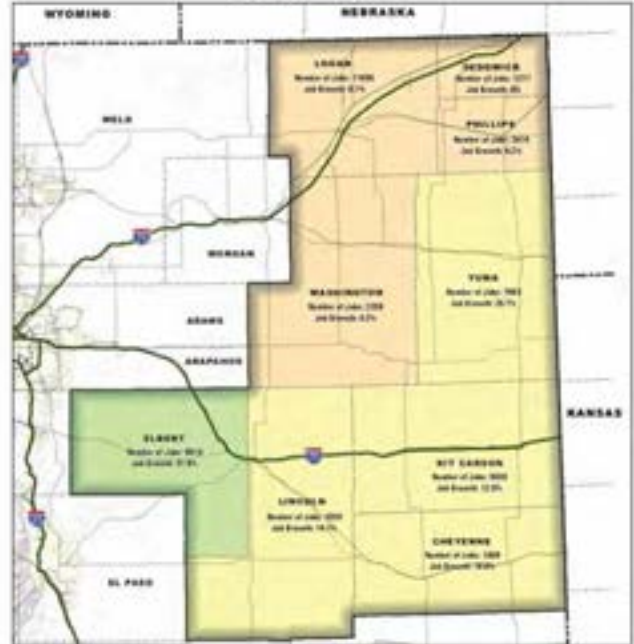
Job Growth from 2000-2040

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

2000 - 2010



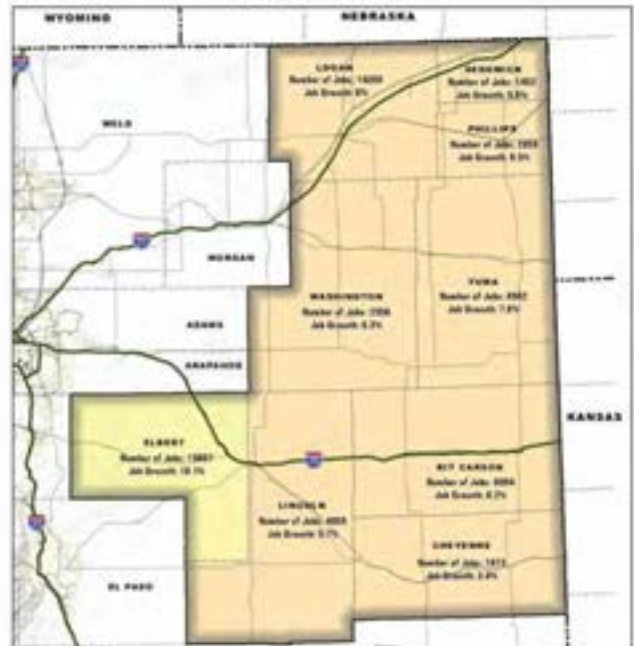
2010 - 2020



2020 - 2030

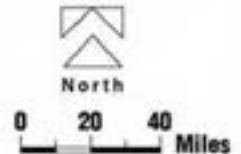


2030 - 2040

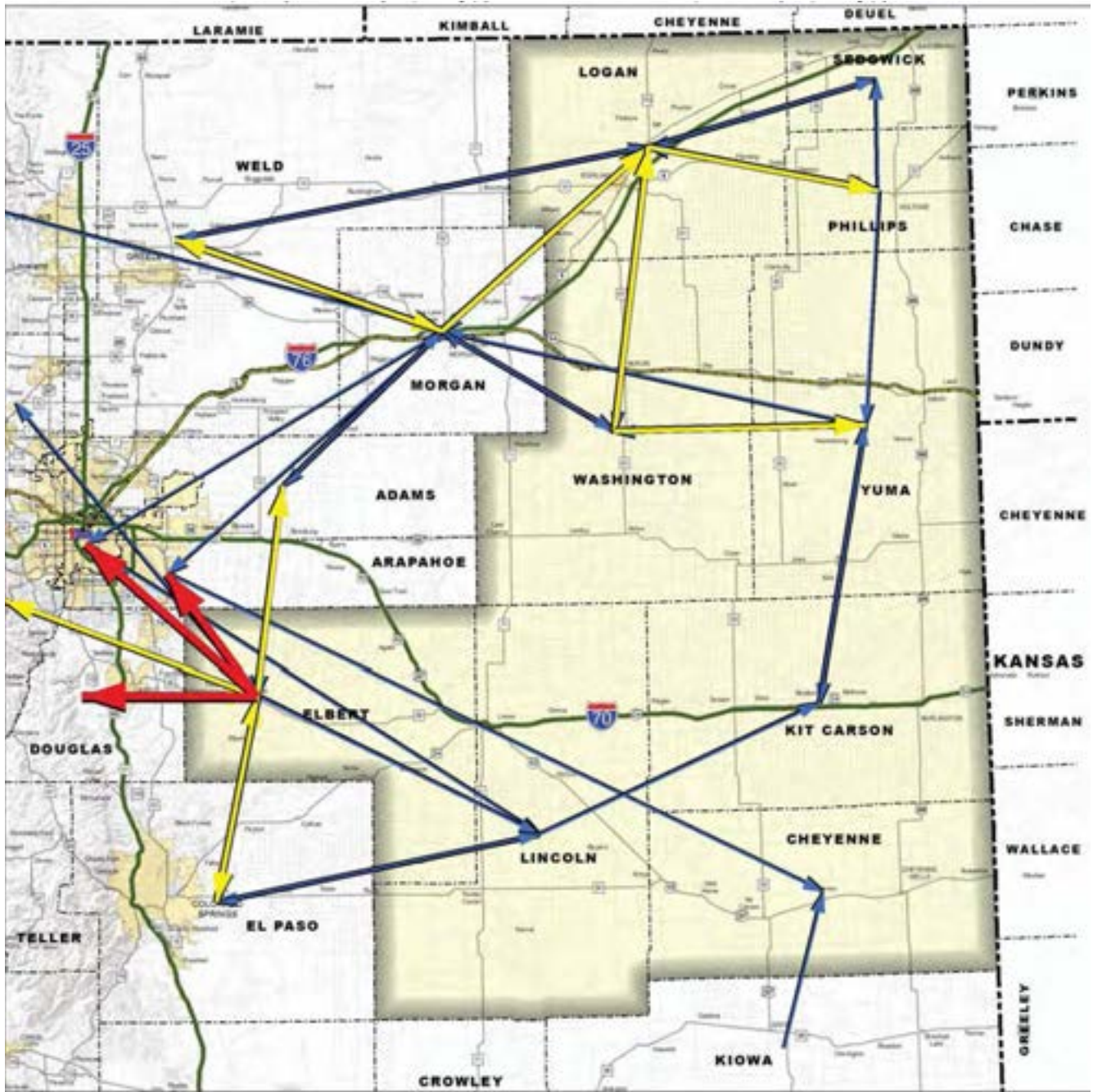


Legend

- Less Than -10% Job Growth
- 10% - 25% Job Growth
- 10% - 0% Job Growth
- 25% - 50% Job Growth
- 0% - 10% Job Growth
- Eastern TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



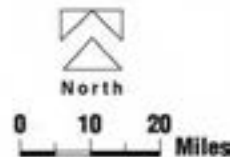
Employed Working Outside County of Residence



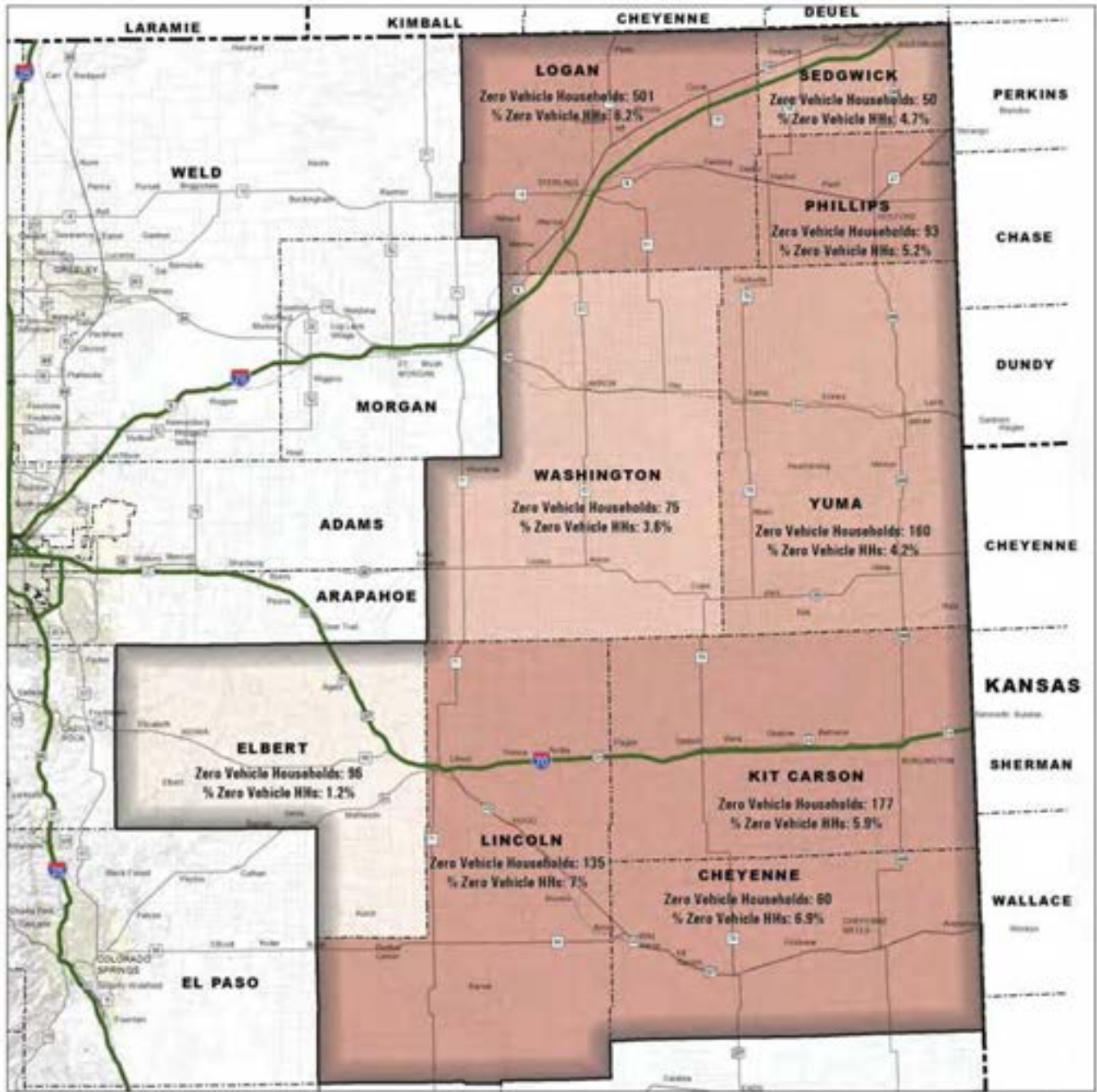
Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Microplitan - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.

Legend

- | | | |
|------------------------------------|-------------------------------|-----------------------|
| Inter-County Commuter Trips | Eastern TPR Boundary | Amtrak Routes |
| 50 - 200 Commuters | County Boundaries | Amtrak Stations |
| 200 - 1,000 Commuters | State Boundaries | Interstate Highways |
| Greater Than 1,000 Commuters | Incorporated Cities and Towns | U.S. & State Highways |



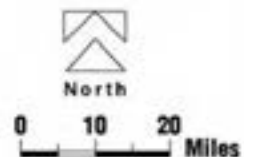
2011 Percentage of Households with No Vehicle



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

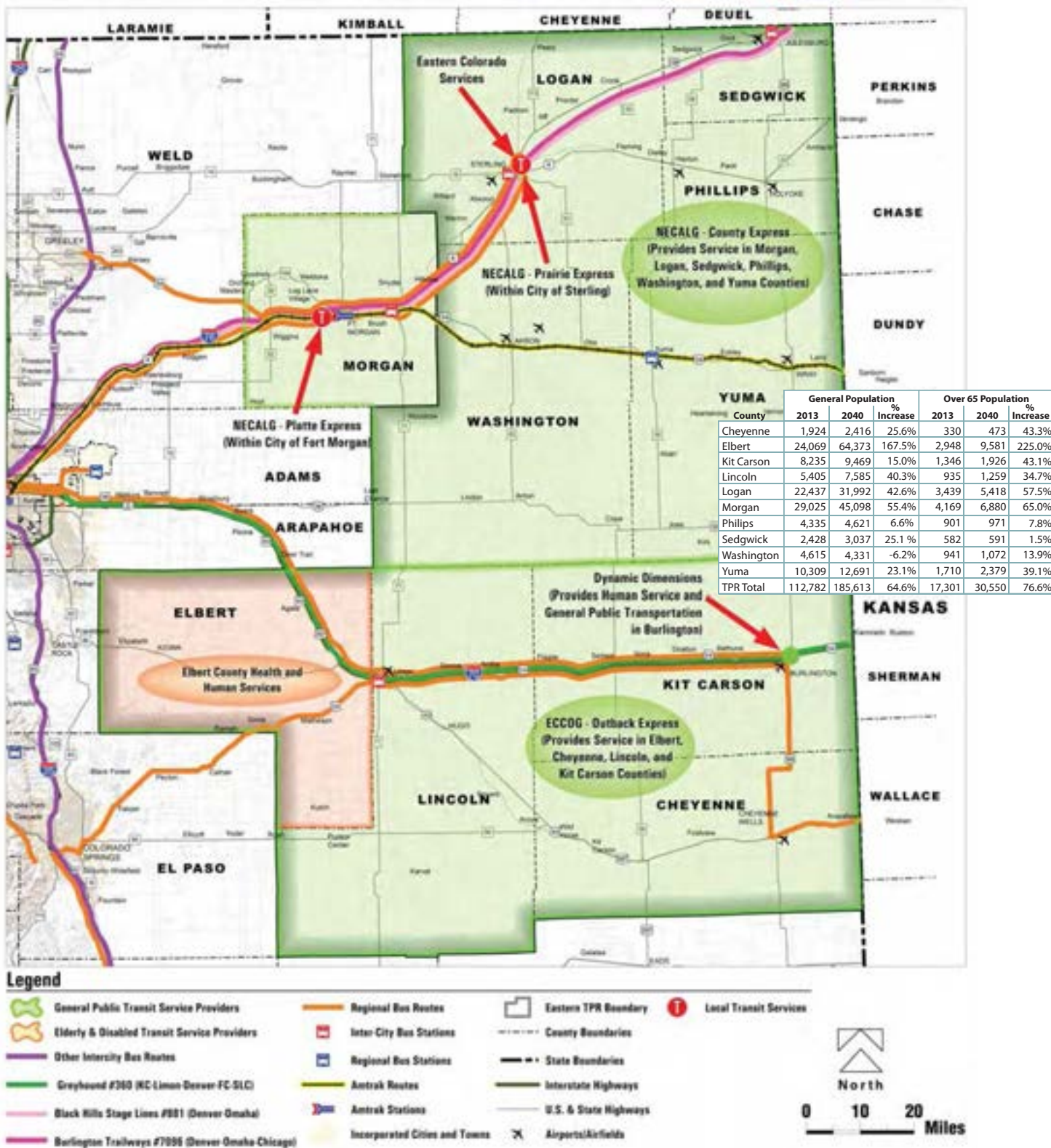
Legend

- Less Than 2% Zero Vehicle Households
- 2% - 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- County Boundaries
- State Boundaries
- Eastern TPR Boundary
- Interstate Highways
- U.S. & State Highways
- Incorporated Cities and Towns



Existing Transit Service Providers

Transit service provider information based upon 2013 mapping.



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
-



October 15, 2013
Akron, Colorado
Eastern TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
LARRY WORTH	TRAC	LARRY.WORTH@HOTREAL.COM
David Foy	Washington County Commissioner	dfoyp@co.washington.co.us
Johanne Busing	Akron News-Reporter	jbusing@akronnewsreporter.com
Karen Schneiders	CDOT RA	Karen.Schneiders@State.co.us



October 21, 2013
Limon, Colorado
Eastern TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
BARBARA J BERRY	HUB CITY SENIOR CENTER	bbbjeanberry@gmail.com
Dave Stone	Town of Limon	dstone@townoflimon.com
Joe Kiely	Town of Limon	jkiely@townoflimon.com
Jo Down	ERCO	jdowne@prairievalley.com
Colette Barksdale	Lincoln County Human Services	colette.barksdale@state.co.us
Julie Coonts	Town of Limon	juliecoonts@hotmail.com



APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEYS



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

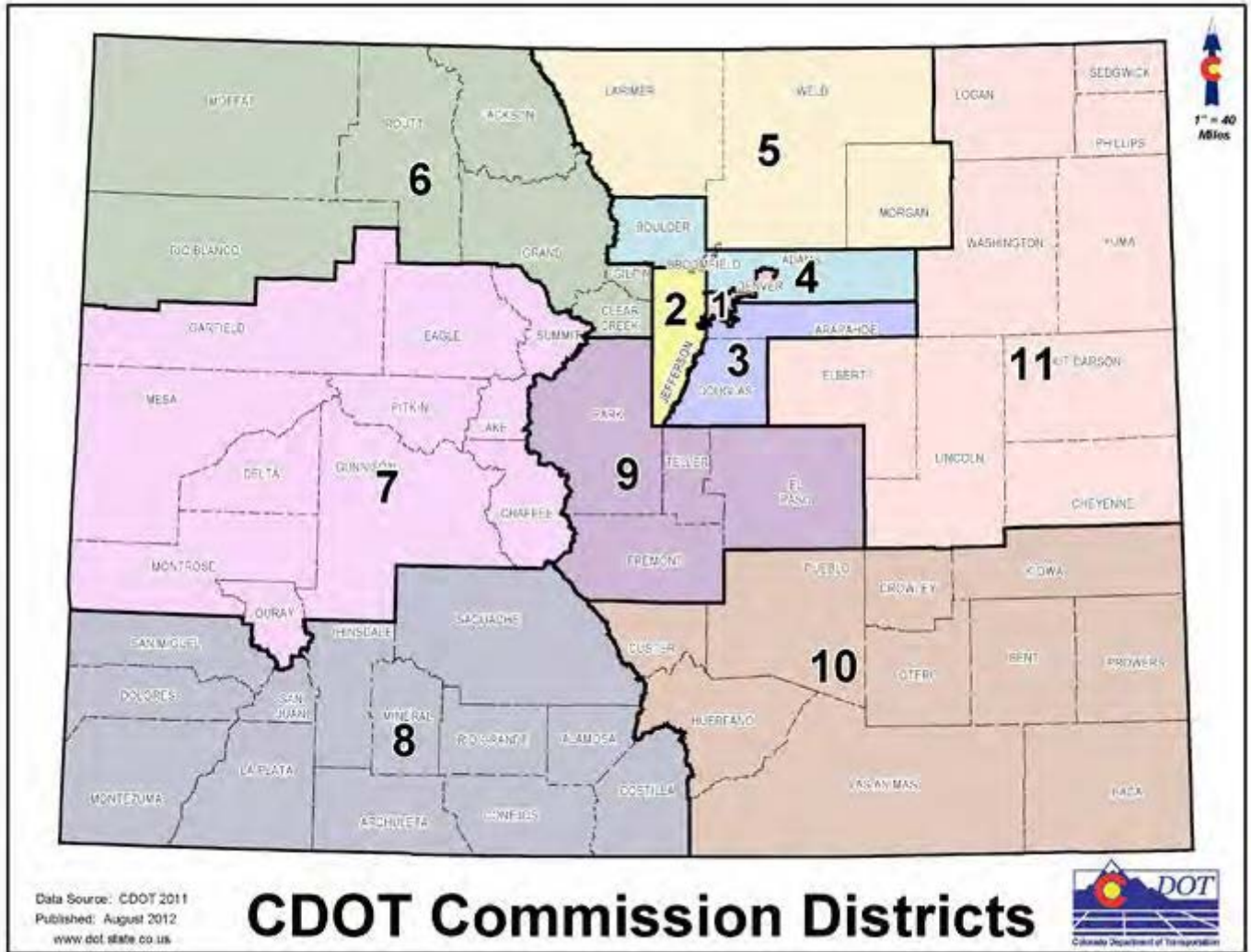
Section 1: Transit Agency Information (cont.)

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

Mailing Street:	<input type="text"/>
Mailing Street 2:	<input type="text"/>
Mailing City/Town:	<input type="text"/>
Mailing State/Province:	<input type="text"/>
Mailing Zip/Postal Code:	<input type="text"/>
Mailing Country:	<input type="text"/>

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

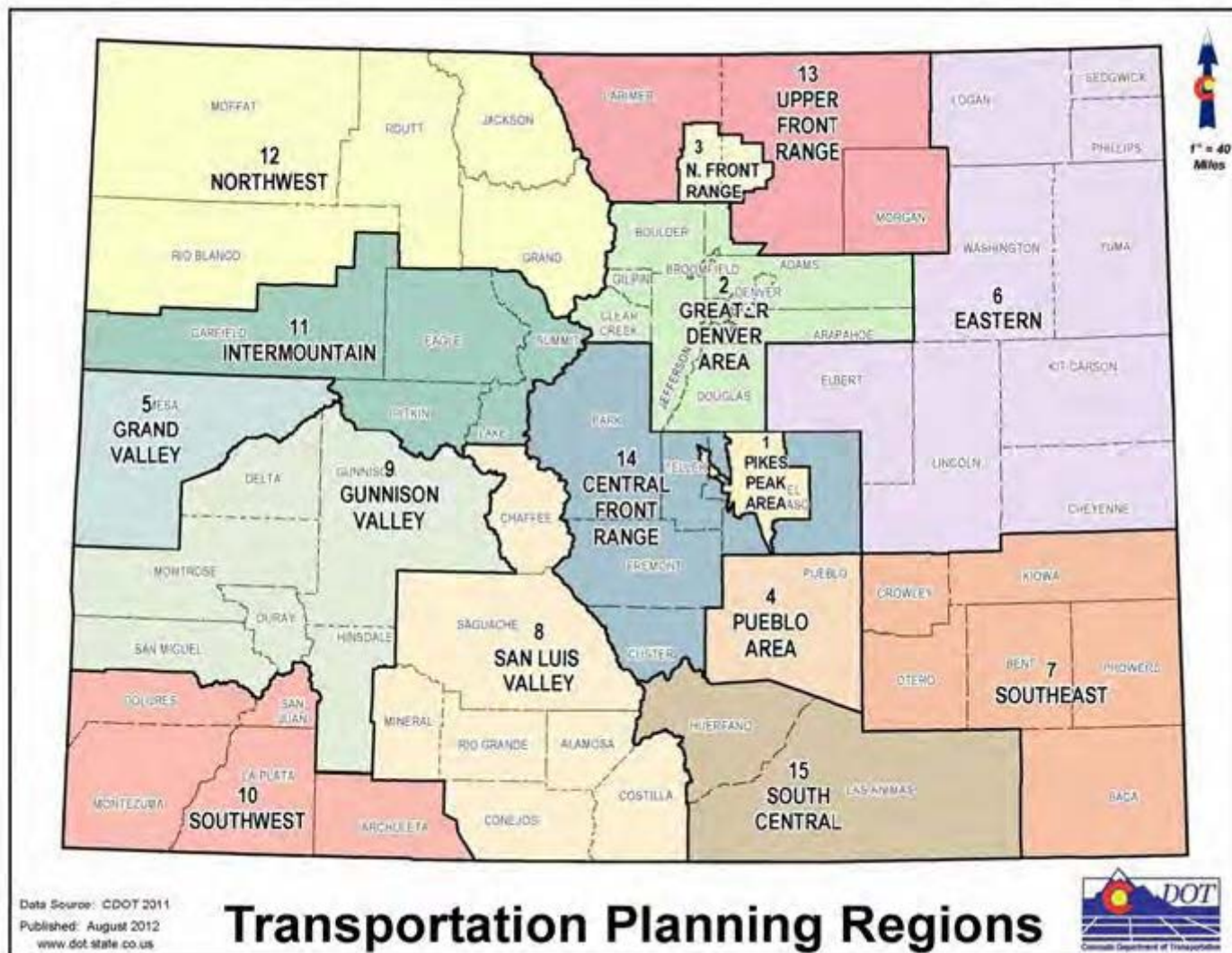


***13. Which CDOT Transportation Commission District(s) does your agency operate in?
(check all that apply)**

- 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](#).

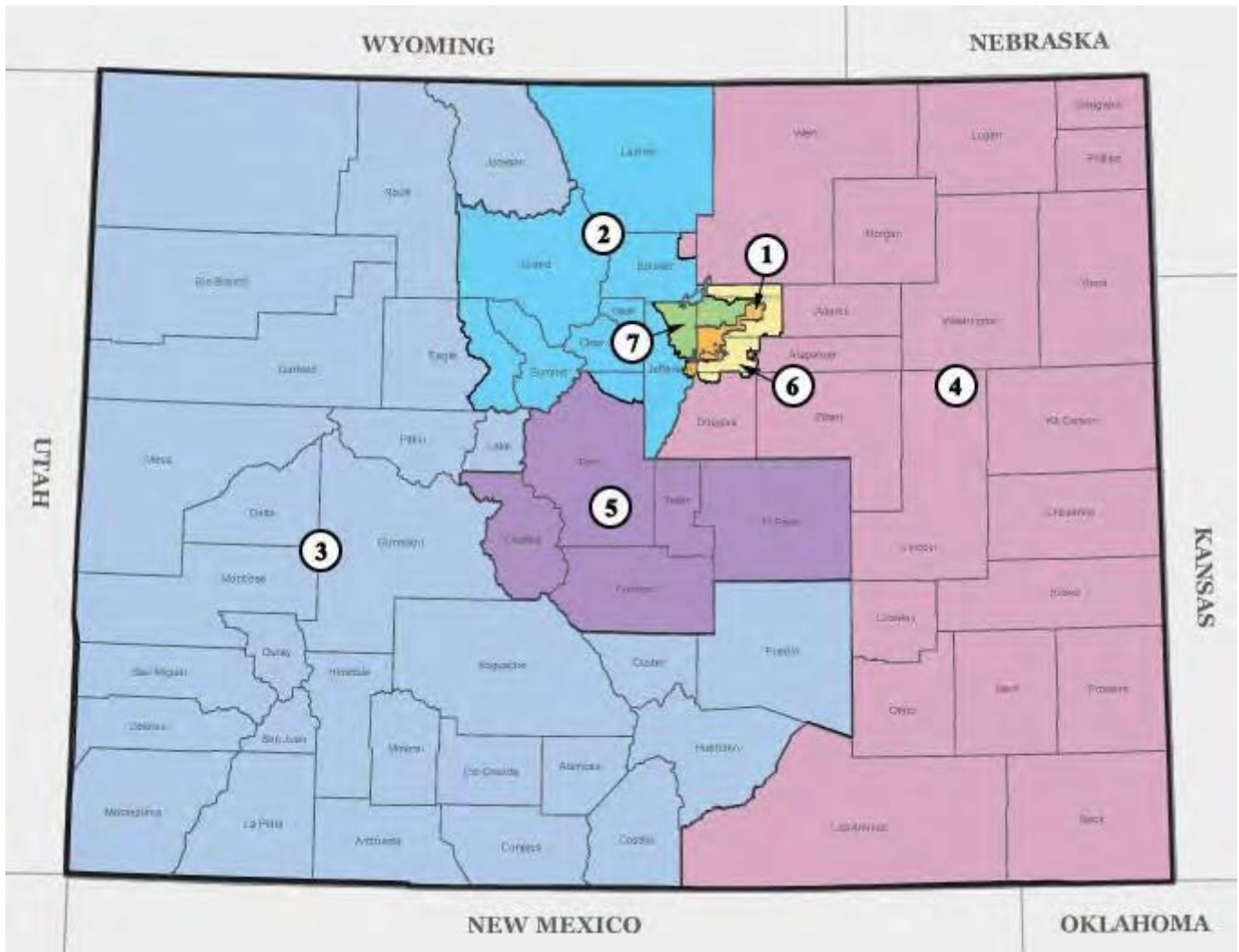
Statewide Transit Plan: Provider Survey

***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"/>

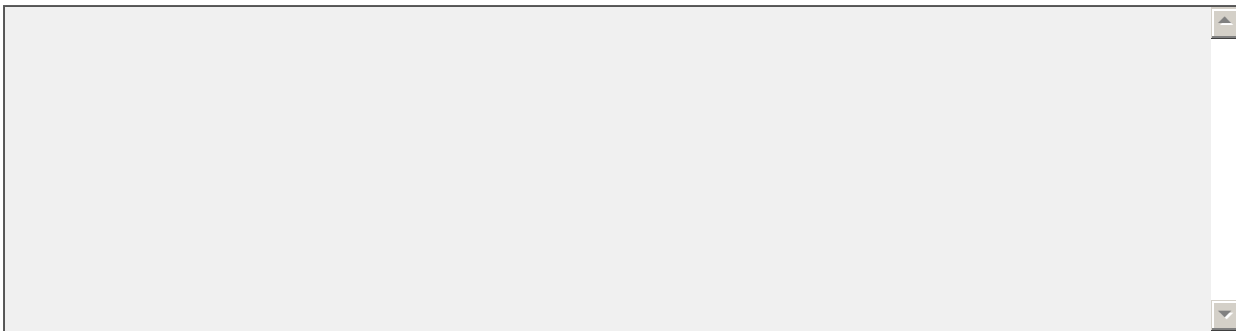
Section 6: Transportation Conditions and Needs

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

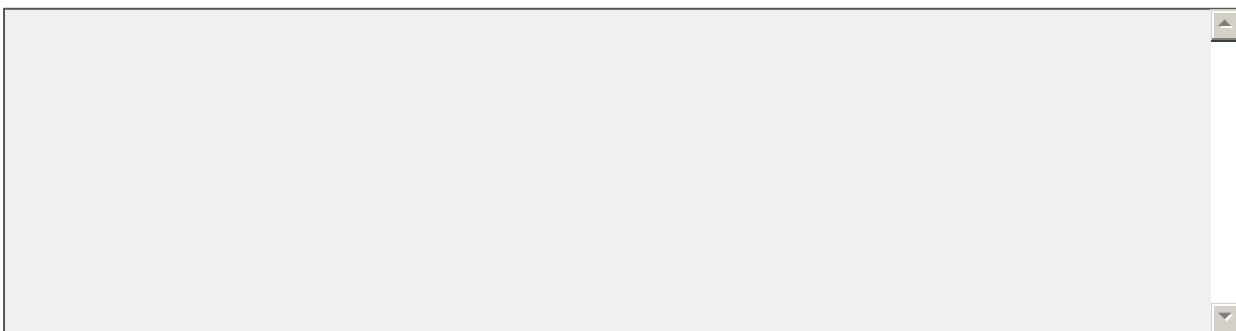
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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

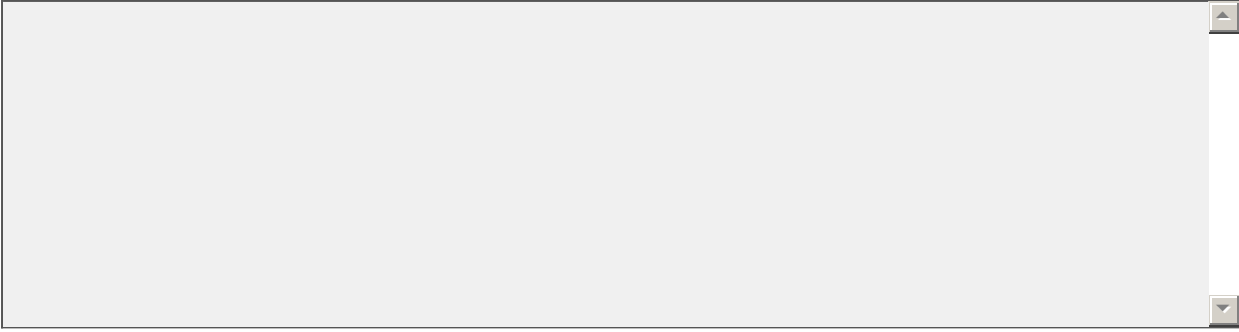
***61. Does your agency have agreements with other transportation providers in your community to:**

	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:

Part-Time:

Volunteer:

*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.).**

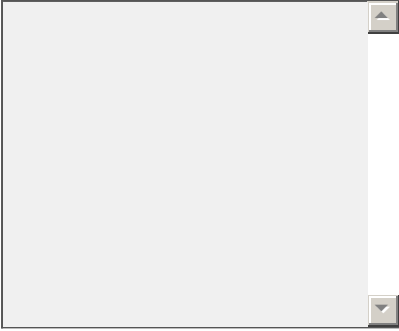
- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

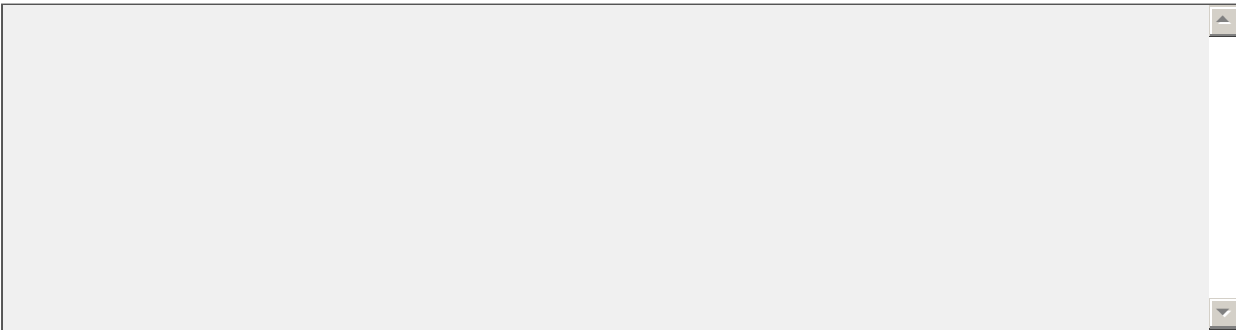
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

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

Kiowa County Transit

Northeastern Colorado Association of Local Governments (NECALG)

East Central Council of Local Governments (ECCOG)

Town of Limon



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.

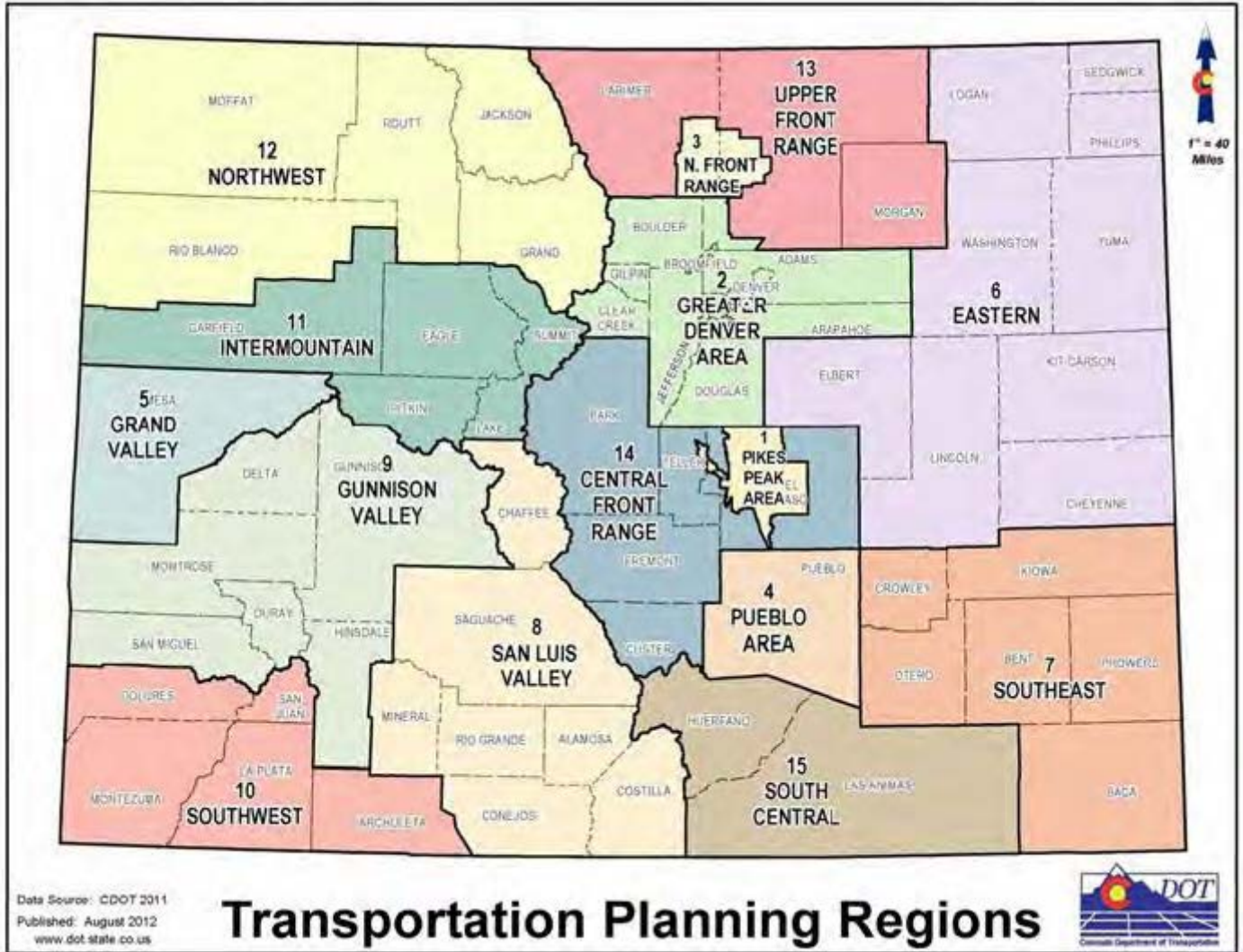
Agency Information

***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.)



***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

***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)
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The importance of transportation to my clients is:

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

Northeastern Colorado Area Agency on Aging

Sedgwick County Human Services

Elbert County Health and Human Services

Northeastern Colorado Association of Local Governments (NECALG)

Northeast Colorado Health Department

Phillips County Department of Social Services

D.5 – Regional Project List

Agency/Source	Project Description	Cost	Timeframe	Category
Lincoln County Dept. of Human Services Adult Protection Unit	Early morning service (before 9AM)		Short	Access To Human Services
Northeast Colorado Health Department	Early Morning Service (before 9AM)		Short	Access To Human Services
Northeast Colorado Health Department	Later evening service (after 6PM)		Short	Access To Human Services
Northeast Colorado AAA	Later evening service (after 6PM)		Short	Access To Human Services
NECALG	Later evening service (after 6PM)		Short	Access To Human Services
Northeast Colorado AAA	Some weekend service		Short	Access To Human Services
TWG # 1	Access to transportation after hours for Advantage Halfway House		Short	Access To Human Services
NECALG - County Express	7 Accessible Buses	\$354,124	Short	Capital/Vehicles
NECALG – County Express	7 Mini-vans	\$179,678	Short	Capital/Vehicles
NECALG – County Express	4 Accessible Mini-vans	\$213,673	Short	Capital/Vehicles
ECCOG – Outback Express	8 mini-buses replacements	\$65,000/ea.	Short	Capital/Vehicles
ECCOG – Outback Express	4 mini-bus replacements	\$70,000/ea.	Mid	Capital/Vehicles
ECCOG – Outback Express	8 mini-bus replacements	\$70,000/ea.	Long	Capital/Vehicles
NECALG – County Express	Scheduling Software	\$30,000	Short	Capital/Equipment
NECALG – County Express	Hardware/Computers	\$6,000	Short	Capital/Equipment
NECALG – County Express	Maintain current vehicle inventory at 60 Vehicles		Mid	Capital/Vehicles
ECCOG (2008 Transit Plan)	Purchase new & replacement mid-size buses			Capital/Vehicles
NECALG (2008 Transit Plan)	Purchase new & replacement mid-size buses			Capital/Vehicles
2008 Transit Plan – General	Purchase replacement vehicles (vans, small buses) for other providers			Capital/Vehicles

Agency/Source	Project Description	Cost	Timeframe	Category
NECALG – County Express	Continue to upgrade software/hardware packages to operate more efficiency, time, money, and resources		Long	Capital/Equipment
ECCOG – Outback Express	2 computer systems with printers	\$1,500/ea.	Mid	Capital/Equipment
ECCOG – Outback Express	1 computer system w/printer	\$2,000	Long	Capital/Equipment
ECCOG – Outback Express	10 Burlington bus stop shelters and signs	\$15,000	Long	Capital/Facilities
ECCOG – Outback Express	2 Elbert County Park-n-Ride shelters and signs	\$4,000	Long	Capital/Facilities
ECCOG (2008 Transit Plan)	Two new computers and office equipment (not specified)			Capital/Equipment
NECALG (2008 Transit Plan)	Construction of a new NECALG service facility		Long	Capital/Facilities
2008 Transit Plan – General	Create a Coordinating Council to help coordinate systems			Coordination Strategies
2008 Transit Plan – General	Analyze potential of vehicle sharing to help facilitate additional services between HHS agencies			Coordination Strategies
2008 Transit Plan – General	Have smaller providers acquire older wheelchair-equipped vehicles from larger providers to save costs			Coordination Strategies
2008 Transit Plan – General	Coordinate non-emergency medical trips to/from dialysis centers in Sterling			Coordination Strategies
TWG #1	Coordination between Greyhound and ECCOG local governments on current Greyhound operations and future strategies		Short	Coordination Strategies
Sedgwick County Human Services	Coordinate strategies to start a vanpool		Short	Coordination Strategies
Northeast Colorado AAA	Coordinate strategies to start a vanpool		Short	Coordination Strategies
Elbert County Health & Human Services	Coordinate strategies to start a vanpool		Short	Coordination Strategies
Northeast Colorado Health Department	Coordinate strategies to start a vanpool		Short	Coordination Strategies
ECCOG – Outback Express	Full-time Transit Manager	\$60,000/yr.	Long	Coordination Strategies /Mobility Management
Limon Workforce Center	Distribute more information about public transit services		Short	Marketing Strategies

Agency/Source	Project Description	Cost	Timeframe	Category
Sedgwick County Human Services	Distribute more information about public transit services		Short	Marketing Strategies
ECCOG – Outback Express	Need for additional marketing funds		Mid	Marketing Strategies
NECALG	Distribute more information about public transit services		Short	Marketing Strategies
NECALG – County Express	Continue to grow ridership as funding will support		Mid	Miscellaneous
NECALG – County Express	Strive to increase ridership by 3% each year		Long	Miscellaneous
Lincoln County Dept. of Human Services Adult Protection Unit	Improve local service between Genoa to Limon, Hugo to Limon and vice versa, Karval to Limon		Mid	Mobility for General Public
Northeast Colorado Health Department	Improve local service within every county in the Eastern TPR		Short	Mobility for General Public
Sedgwick County Human Services	Improve local service within Sedgwick County		Short	Mobility for General Public
Limon Workforce Center	Improve local service within outlying areas of Lincoln County into Limon or Hugo		Short	Mobility for General Public
Northeast Colorado Health Department	Improve access to reliable autos in all Eastern Counties			Mobility for General Public
Elbert County Health & Human Services	Improved access to reliable autos			Mobility for General Public
Limon Workforce Center	Improved access to reliable autos			Mobility for General Public
ECCOG – Outback Express	50% operating funds for continued part-time service	\$200,000/yr.	Short	Operating Funds
ECCOG – Outback Express	80% admin funds for continued part-time service		Short	Operating Funds
ECCOG – Outback Express	50% operating funds for continued part-time service	\$250,000/yr.	Mid	Operating Funds
ECCOG – Outback Express	80% admin funds for continued part-time service		Mid	Operating Funds
ECCOG – Outback Express	Add additional inter-regional service 1-day per month	\$30,000/yr.	Mid	Operating Funds
ECCOG – Outback Express	Full-time transit service	\$500,000/yr.	Long	Operating Funds
ECCOG – Outback Express	Daily shuttle for Elbert County (Elizabeth/Kiowa)	\$50,000/yr.	Long	Operating Funds
ECCOG – Outback Express	Fixed-route for City of Burlington	\$40,000/yr.	Long	Operating Funds

Agency/Source	Project Description	Cost	Timeframe	Category
ECCOG (2008 Transit Plan)	Continue existing services			Operating Funds
NECALG (2008 Transit Plan)	Continue existing services			Operating Funds
ECCOG – Outback Express (2008 Transit Plan)	Addition of one staff person			Operating Funds
ECCOG – Outback Express (2008 Transit Plan)	Expand service for the City of Burlington			Operating Funds
ECCOG – Outback Express (2008 Transit Plan)	Expand service to weekends and weeknights			Operating Funds
ECCOG – Outback Express	Study pertaining to fixed-route service for City of Burlington	\$30,000	Mid	Operating Funds
ECCOG – Outback Express	Study pertaining to daily shuttle service for Elbert County	\$30,000	Mid	Operating Funds
ECCOG – Outback Express (2008 Transit Plan)	Expand service to five days a week for the Town of Limon		Short	Operating Funds
ECCOG – Outback Express (2008 Transit Plan)	New weekend and non-business hours service for the Town of Limon			Operating Funds
ECCOG – Outback Express (2008 Transit Plan)	Expand service to weekends and non-business hours for the Dynamic Dimensions, Inc. service			Operating Funds
NECALG (2008 Transit Plan)	New service within Fort Morgan and between Fort Morgan and Brush			Operating Funds
NECALG (2008 Transit Plan)	New service between Fort Morgan and Sterling			Operating Funds
ECCOG – Outback Express	Expand Town of Limon service to 5 days per week	\$28,000/yr.	Short	Operating Funds
Lincoln County Dept. of Human Services Adult Protection Unit	Daily transportation services from Limon to Denver & Colorado Springs and return trip same day.		Short	Regional Connectivity
Elbert County Health & Human Services	Currently no service at all in Elbert County (Need Service)		Short	Regional Connectivity
Sedgwick County Human Services	Improve Service between Sedgwick and Logan Counties		Short	Regional Connectivity
Elbert County Health & Human Services	Improve Service Between Elbert and Douglas Counties		Short	Regional Connectivity
Elbert County Health & Human Services	Improve Service between Elbert and El Paso Counties		Short	Regional Connectivity
Elbert County Health & Human Services	Improve Service between Elbert and Arapahoe Counties		Short	Regional Connectivity



Agency/Source	Project Description	Cost	Timeframe	Category
Lincoln County Dept. of Human Services Adult Protection Unit	Improve Service from Lincoln County to Kit Carson County & vice versa and Lincoln County to El Paso & Arapahoe County and vice versa.		Short	Regional Connectivity
Limon Workforce Center	Improve Service from Lincoln County to Metro-Denver or Colorado Springs or Morgan County		Short	Regional Connectivity



APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – EASTERN REPORT

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

Transportation Planning Region: Eastern Area

Survey Results

June 2014



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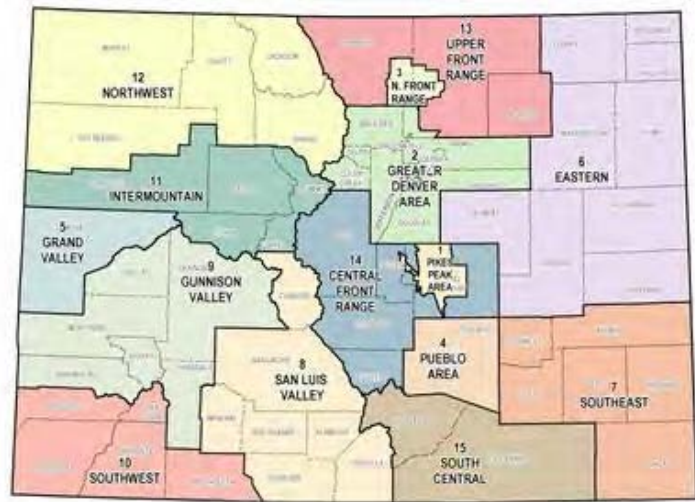
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Survey Background

About the Eastern Transportation Planning Region

The Eastern Transportation Planning Region is located in the northeast corner of the state, and includes the entire counties of Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma. According to the 2010 Census, the total population of this region was 79,512. There were 11,648 adults age 65 and older residing in this region, and 4,819 adults with disabilities age 18 to 64. This region accounts for 2.0% 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 Eastern TPR, 77 respondents completed an agency-distributed hard copy survey, 4 completed the web-based agency survey and 76 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 16% and 28%, 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

- **About half of Eastern older adults and adults with disabilities who were surveyed depended on family, friends, aides or volunteers for transportation for at least some of their trips.**

Almost one-quarter of survey participants in the Eastern region said they relied on someone else for half or more of their trips, with 16% relying on someone else for all of their trips.

In a typical month, most reported getting a ride in a personal vehicle from a family member or someone who lives in their household, or from family, friends or neighbors. Fewer than 10% reported getting a ride from a volunteer driver, taking a taxi, using transportation provided by their faith community, using a shuttle service or using public transportation.

- **Approximately 4 in 10 respondents reported having trouble finding transportation for trips they wanted or needed to make.**

When asked if they encountered difficulties finding transportation for trips they wanted or needed to make, 62% of respondents said they never had trouble, while 38% did have troubles. Fourteen percent of Eastern respondents said they experienced problems finding transportation “a lot of times,” and 23% had trouble sometimes or rarely. Respondents most often reported having trouble finding needed transportation for medical appointments.

- **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 half of respondents from the Eastern TPR felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and almost a third said that the lack of service during needed times and the distance from stops and stations being too far to walk presented major problems. One-quarter of survey participants felt that expensive fares, unreliable service, difficulty accessing stops and stations in poor weather and difficulty finding information about fares and schedules were major problems.

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 obstacle was a lack of service, with half of Eastern respondents citing this as a major problem.

- **The issue deemed most important for the statewide transit plan by Eastern TPR residents was supporting the development of easily accessible and understandable transportation information and referral services.**

All of the issues included on the survey were rated somewhat or very important by a majority of respondents. Almost three-quarters of respondents felt that supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders were very important. Nearly as many (6 in 10) felt that supporting veterans’ transportation issues and providing more transportation services in their communities and to regional destinations were very important. Many also cited expanding or adding routes in their communities and expanding discount programs as important issues. Less important to Eastern respondents was increasing the availability of wheelchair-accessible taxi cabs, although 43% still felt this was 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	21%	N=32	4%	N=7	11%	N=17	64%	N=96	100%	N=151
Get a ride in a personal vehicle from a family member or someone who lives in my household	40%	N=57	27%	N=39	13%	N=19	19%	N=27	100%	N=142
Get a ride in a personal vehicle from family, friends or neighbors	39%	N=57	39%	N=57	10%	N=15	12%	N=17	100%	N=145
Driven by a paid driver or personal assistant	87%	N=122	8%	N=11	2%	N=3	3%	N=5	100%	N=141
Get a ride from a volunteer driver	91%	N=131	7%	N=10	2%	N=2	1%	N=2	100%	N=144
Take a taxi at the full price fare	98%	N=141	2%	N=2	0%	N=0	0%	N=0	100%	N=143
Take a taxi at a subsidized or discounted fare	99%	N=141	1%	N=1	1%	N=1	0%	N=0	100%	N=143
Walk	48%	N=69	21%	N=30	15%	N=22	15%	N=21	100%	N=142
Bicycle	87%	N=123	8%	N=12	4%	N=6	1%	N=1	100%	N=142
Use transportation provided by my faith community or church	94%	N=136	5%	N=7	1%	N=1	0%	N=0	100%	N=144
Use a senior center or community center shuttle	94%	N=131	5%	N=8	0%	N=0	1%	N=1	100%	N=139
Use shuttle/transportation provided by the housing facility or complex where I live	97%	N=139	3%	N=4	0%	N=0	0%	N=0	100%	N=142
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	93%	N=132	5%	N=8	0%	N=0	2%	N=2	100%	N=142
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.)	91%	N=128	6%	N=9	0%	N=0	3%	N=4	100%	N=141
Use a private or non-profit transportation service or program	94%	N=134	3%	N=5	1%	N=2	1%	N=1	100%	N=142

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	51%	N=78
Less than half my trips	23%	N=35
About half my trips	6%	N=10
More than half my trips	3%	N=5
All of my trips	16%	N=24
Total	100%	N=151

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	20%	N=30
Mornings	63%	N=96
Afternoons	14%	N=21
Evenings and nights	3%	N=5
Total	100%	N=152

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	10%	N=12
Somewhat likely	24%	N=29
Not at all likely	66%	N=80
Total	100%	N=121

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	62%	N=92
Rarely	11%	N=17
Sometimes	12%	N=19
A lot of times	14%	N=22
Total	100%	N=150

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	13%	N=8
Visiting family or friends	35%	N=20
Volunteering	11%	N=6
Medical appointment	70%	N=39
Community event	27%	N=15
Religious service	17%	N=10
Recreation	20%	N=11
School	0%	N=0
Shopping/pharmacy trips	45%	N=25
Other, please specify	18%	N=10

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	31%	N=13
Weekdays 10am to 4pm	42%	N=18
Weekdays 4pm to 7pm	31%	N=13
Weekdays 7pm to midnight	21%	N=9
Weekdays Midnight to 6am	13%	N=6
Saturday day time	37%	N=15
Saturday night time	34%	N=14
Sunday day time	54%	N=22
Sunday night time	26%	N=11

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	30%	N=17
Once or twice	46%	N=26
3 to 6 times	18%	N=10
7 times or more	6%	N=4
Total	100%	N=56

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	47%	N=58	17%	N=22	36%	N=44	100%
Service does not operate during the times I need	31%	N=32	23%	N=24	45%	N=46	100%	N=102
Information about fares, schedules and routes is difficult to find	27%	N=27	19%	N=19	54%	N=56	100%	N=102
Information about fares, schedules and routes is difficult to read	20%	N=19	16%	N=16	64%	N=63	100%	N=98
I cannot understand the information about fares, schedules and routes	12%	N=12	15%	N=14	73%	N=71	100%	N=97
Information about fares, schedules and routes is not in my first (non-English) language	7%	N=7	4%	N=4	88%	N=81	100%	N=92
I am unclear about how to use public transportation	13%	N=12	11%	N=10	76%	N=72	100%	N=94
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	18%	N=17	17%	N=16	64%	N=58	100%	N=91
Buses or light rail trains lack clear announcements or visual displays about the next stops	18%	N=15	5%	N=4	77%	N=62	100%	N=81
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	24%	N=20	14%	N=12	61%	N=51	100%	N=83
I have health reasons that prevent me from being able to use fixed route public transportation	17%	N=16	13%	N=12	70%	N=64	100%	N=92
I have difficulty boarding and exiting buses or light rail trains	20%	N=18	8%	N=7	72%	N=64	100%	N=89
Distance from bus stop or light rail station is too far for me to walk	29%	N=26	10%	N=9	62%	N=56	100%	N=91
I am unable to get a seat	8%	N=6	16%	N=13	76%	N=61	100%	N=79
I do not feel safe while waiting for the bus or light rail train	12%	N=10	16%	N=13	72%	N=60	100%	N=83
I do not feel safe while riding the bus or light rail train	10%	N=8	15%	N=12	75%	N=61	100%	N=81
Fares are too expensive	24%	N=20	18%	N=15	59%	N=51	100%	N=86
Travel time to my destinations is too long	18%	N=15	17%	N=14	66%	N=55	100%	N=84
Bus stops and stations are poorly maintained	14%	N=12	15%	N=12	71%	N=58	100%	N=82
Service is not reliable	26%	N=22	14%	N=12	60%	N=50	100%	N=83
I do not understand how to make a transfer	14%	N=12	16%	N=13	70%	N=58	100%	N=82

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	47%	N=50	16%	N=18	37%	N=40	100%
Services does not operate during the times I need	32%	N=28	17%	N=15	51%	N=45	100%	N=88
Information about how to use the service and costs is difficult to find	30%	N=25	13%	N=12	57%	N=49	100%	N=86
Information about how to use the service and the costs is difficult to read	26%	N=22	8%	N=7	66%	N=56	100%	N=85
Information about how to use the service and the costs is not in my first (non-English) language	10%	N=8	6%	N=5	84%	N=67	100%	N=80
I cannot understand the information on how to use the service and the costs	20%	N=17	12%	N=10	68%	N=56	100%	N=82
I am unclear about how to start using it	26%	N=21	15%	N=12	60%	N=49	100%	N=82

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	46%	N=58
Friends or family	20%	N=25
Printed materials	54%	N=67
Telephone	20%	N=25
Other, please specify	9%	N=11
Through the place where I work or volunteer	10%	N=13
Electronic (websites, email, social media, smart phone)	14%	N=18
In-person assistance	9%	N=11
Presentations at church, community centers, etc.	20%	N=25

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	64%	N=73	23%	N=26	13%	N=15	100%	N=113
Supporting veterans' transportation issues	62%	N=66	21%	N=23	17%	N=18	100%	N=106
Supporting volunteer and faith-based transportation services	47%	N=53	32%	N=36	21%	N=24	100%	N=112
Increasing the availability of wheelchair-accessible taxi cabs	43%	N=45	32%	N=34	25%	N=27	100%	N=105
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	56%	N=58	24%	N=25	20%	N=21	100%	N=104
Providing more transportation services in my community	62%	N=72	25%	N=29	13%	N=15	100%	N=116
Providing more transportation services to regional destinations	59%	N=67	27%	N=31	14%	N=15	100%	N=114
Expanding hours that transportation services are offered	44%	N=47	36%	N=39	19%	N=20	100%	N=106
Expanding or adding routes in my community	54%	N=58	31%	N=33	16%	N=17	100%	N=109
Providing lower fares for seniors and disabled riders	65%	N=77	23%	N=27	12%	N=14	100%	N=118

Question 15		
Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	43%	N=64
Talking	8%	N=12
Lifting or carrying a package or bag	33%	N=49
Understanding written directions	13%	N=19
Understanding spoken directions	12%	N=18
Seeing	15%	N=23
Hearing	28%	N=42
Walking 1/4 mile	48%	N=72
None	28%	N=42

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	69%	N=98
Guide or service dog	0%	N=0
White cane	1%	N=1
Cane or walker	26%	N=37
Power wheelchair or scooter	6%	N=8
Manual wheelchair	9%	N=13

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	77%	N=120
Townhouse, condominium, duplex or apartment	12%	N=18
Age-restricted senior living residence	5%	N=7
Assisted living residence	2%	N=2
Nursing home	0%	N=0
Other	5%	N=7
Total	100%	N=155

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	5%	N=7
Asian or Pacific Islander	0%	N=0
Black, African American	0%	N=0
Hispanic/Spanish/Latino	3%	N=4
White/Caucasian	93%	N=145
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	5%	N=8
45 - 54 years	5%	N=8
55 - 64 years	11%	N=17
65 - 74 years	35%	N=54
75 - 84 years	32%	N=49
85 - 94 years	10%	N=16
95 years or older	2%	N=2
Total	100%	N=153

Question 21		
What is your gender?	Percent	Number
Female	56%	N=84
Male	44%	N=67
Total	100%	N=151

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.”

- County express 5 days week
- Drive myself
- Friends and family
- Shuttle bus to airport (160 min)
- Take myself or family member takes me.

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

- Drug store
- Going to denver for medical appointment.
- Good
- I am on oxygen 24/7
- Mostly denver trips not enough available
- Only when i need a inoculation for migraine headaches
- To airport when i fly (160 min)
- Wal-mart, dollar tree

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.”

- But and light rail not available
- I don't use public transportation my guardian drives me
- I'll live out of town
- Lea holturf's vans are wonderful!
- No public transportation
- No service
- None of these apply
- Public transportation is not available in rural towns
- Public transportation is not needed at this time
- Some public transportation is dirty and floors not swept out.
- These questions do not apply to my area of the state
- This doesn't apply to me i live in the country
- We do not have any of these things
- We don't have bus stop or light rail

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.”

- I cannot manage the steps
- No service
- None apply to me
- Not available anywhere near me
- Not available on weekends.
- Often not available on short notice
- Services not needed at this time.
- Unable to get transportation to pick me up
- Very expensive each way

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

- By mail
- Newspaper
- Not everyone has a computer!

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?

- At this time i rely on my ability to go from our place to another
- Doctor appt. In big cities.
- Don't always show up intime which causes me to be late for work.
- Good
- Good out reach bus
- Have had to cancel surgery's in denver, arvada and other cities in the outer denver area.
- Have none
- Have not used transportation services
- Have not used yet
- Have utilized county express bus in my area. It was a good thing!
- I cannot go alone to any places. There's no rides to my job so i miss it in the winter when i cant walk there. I am lonely in the winter.
- I don't all the time, need public transportation, i may need them later as i get older.
- I have not experienced transportation services, but i am certain when i am limited to that i would probably stay home more which will not please me
- I have not tried to get transportation available here in wray
- I need to find something to help with gas costs.
- I work on holidays and the bus doesn't run on holidays
- If service other than for medical reasons to Denver, etc. have to pay full price which I cannot do due to fixed income.
- In 2012 i had an emergency knee problem my daughter and son inlaw both took a day off work to go to fort collins. After 3 months of recuperating, friends helped me when i could not drive. Then started the procedures in fort collins for knee replacement. I used everyone who drives to ft. Collins for many pre-op and check ups for months later.
- It is frustrating to try to get to an appointment when there is no access

- Its too expensive
- Last year i needed to fly to atlanta and to seattle our of dia. As i live at the eastern edge of the state i had to drive to denver and have 3 different family members take me from their homes to dia and on return pick me up to get me back to my car. So i could drive back to wray. At the airport i use the wheelchair and escorts which are great. But i would appreciate a fast, safe convenient way to get back and forth ro the airport. I'm 83 years old and probably shouldn't be driving that for myself in the winter months
- Missed many appointments because of no transportation. Very disappointing on not being able to get there. Missed many doc. Appointments of no transportation.
- My daughter rode dash about shuttle to dia winter of 2012. There was a flat-windshield not working nor heater, prisoners on board.
- Never used
- No bad to report at this time.
- No public transportation
- Not picked up in time for appts. Having to wait an extended period of time for return trip to residence.
- On the two times i used a shuttle bus to the airport i had to go to a city 90 miles out of the way first to get there.
- Poor. Feel like you are out of sight and out of mind
- Public transportation is not available in this area
- Shopping but to stirling. Trips to medical appointments, but cost more than what we are required to pay
- Somethings good and some are bad it is some in both ways.
- Specializing
- The problems for transportation prairie explorers is the bus does not run on sundays.
- There is no affordable transportation close to where i live yuma co. Colo.
- Transportation is very limited. Only affored once per day
- Trips to va if canceled are not changed.
- We do not have transportation for the people.
- We don't have any public transport, have to take ourselves or rely on friends and family
- We have the county express out here in north east colo.
- What about transportation in rural towns-population of 2,000 people or less???
- When i have used county express to get to therapy it has been good. Some people who need therapy sometimes cant afford the cost of the ticket, cant get help.
- When you call they do not always return your call. They pick up late or forget to pick you up. Missed appointments, family had to take and make new appt.

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?

- Am not aware of these problems
- At the time i could have used transportation for dr. Appts so many times it is hard to find folks who are able to drive when needed and do not have a full time job
- Cost
- County express is hard to access for scheduled appts. And i have missed them and waiting for too long to return
- Definitely need a bus goint to denver or colorado springs 4 times a month

- Due to the hours, transportation is not always available.
- Getting the bus to run on sundays and have 24 hour service seven days a week
- I would like to see more transportation services cause what we got you got to call 2 hrs. Before you can find where the bus to get a ride to any where.
- If lea continues to opperate dash about shuttle, make her buy cars that safely operate
- It doesn't have service on weekends
- It would be nice if things would go good most of the time.
- It's hard to find rides when needed
- Lowering costs for elederly our seniors are mainly 80-100 years old and tight fixed incomes. Most families help their seniors but some do nothing.
- Mainly what has already been touched on - hours services are provided - weekends and after 5PM.
- Make restroom more handicap assesable. Need a east bound rest stop along i-70 there is a west bound after limon but non on east bound
- Need more services for seniors and persons with medical issues
- No county transportation in haxtun
- Not aware of problems
- Roads need repaired
- Small colorado towns!
- That they have tranportation on weekends
- The cost for some to get the help they need is very difficult. Their income goes just so far.
- The present services do not have handicap lifts and steps are very high from ground. Driver does not assist passangers because of liability
- There are no problems or issues about transportation in my community. There is no public transportation available!
- There are no ways for me to have transportation unless my sister can drive me places.
- There is no bus, train or other way to go out of town. We need a way to go further than our own town.
- They have to rely on friends and family
- Too high prices. Not always available. Drivers not able to help-they need help. Not good drivers
- Try to use family means of getting around as much as possible
- We don't have very many choices
- We have a good lady bus driver and helpful to us seniors
- We have no public transportation
- We have two bus services and taxi service. The bus routes, schedules are not advertised in newspaper
- Why do we have to wait all day to get back home from a denver trip? We have to wait till everbody is done with the denver doctor visits. I think you should have a revolving denver commute like every 3 hours.
- Would like to have lower rates and more available in evenings and weekends

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

- Apartment
- Gov. Appt. Complex
- Housing authority apartments
- Subsidized housing apartment
- With my daughter and son inlaw

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.”

- Scooter

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

- Never use this.
- None drive myself
- Out of town doctors or medical facilities
- We farm and feed cattle

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.”

- All above na because i live 2 hrs. Away from metro area. I am 73 and drive myself wherever i need to go. Live in akron, co
- Country home. We don't have public transportation.
- Don't have these services in my community
- Don't have where we live.
- Drive myself buses and light rail not in the area i live.
- I do not use any of these.
- I farm and ranch, don't need
- I live in the country, most questions don't apply
- Leaving some of these blank, don't know.
- Live in rural area and opted not to complete this section.
- None available in our area.
- None available.
- None, these questions do not apply tome. But thank you.
- Not available at all
- Residence in a rural area, 150 miles from any major urban area, makes these questions not applicable.
- Service not available in rural co. Elbert city
- This service is not available.
- Use my own car
- Very little transportation available in rural area
- We do not have public transportation
- We live 16 miles in the country. None of the above services are available.
- We live in a small community and do not have rail service cog furnishes our transportation weekley

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 but i presently drive.
- Cannot answer any of above because never had a need
- Do not need these services

- I do not need this type of transportation.
- I have not needed this service.
- No services in our area.
- Not available in rural areas
- Our handicap person has a brain injury and would not trust a non family or friend.

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

- By mail
- Don't need
- Don't want any info.
- Don't want info.
- No preference
- None available.
- Not interested
- Physician

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?

- Being 93 it is hard to drive a long distance but one of my children is able to do this for me.
- C.o.g. furnishes our transportation weekly
- Do not use transportation services
- Does not apply
- Don't use and probably wouldn't.
- Good service
- Have never used public transportation.
- Having to drive to burlington sr. Center and make arrangements to schedule a time to keep a doctor appointment drive 155 miles.
- I do not know i drive myself.
- I drive myself, where i want to go.
- I have been able to go but it does take advance planning
- I have live in a rural area for 20 years. Public transportation has never been an option. If i am unable to drive myself then family or friends are pressed into service. My knowledge of the transportation system is nill.
- I have no difficulties.
- I have not needed public transportation
- I've traveled in europe and like public transportation. I don't have personal needs, but many older adults do. A friend of mine enjoys longmont to denver transit at a nominal fee.
- My experience has been good. I use prayer a lot, because of heavy traffic. P.s. i am moving back to iowa.
- Never accessed.
- Never had it happen.
- Never used.
- No comment: haven't needed the service.
- No experience

- No experience.
- No problem
- No transportation services in my area. Not sure it would be used if it were available.
- Non available here.
- None offered
- None, i drive myself. I work over 50 hours a week.
- Not available here.
- Not available in this area
- Not experienced using the service
- Not have had to use
- Not needed.
- Since i have never had to use public transportation of any kind, most of the questions i can't answer, only answered what i think i would like if needs change.
- So far none
- So far none.
- Trying to move a disabled spouse is very difficult and time consuming.
- Very little transportation in my area.
- We are so far from metro we have no way to travel from town to town even for medical not even greyhound anymore!
- We have none.
- We ride county express in bad weather and find them all pleasant people.

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?

- Can it be offered? It would be a state funded program and we hate any new taxes.
- Does not apply
- Don't know.
- Help someone or company with even a taxi or other on call with cheap fares!
- How about a train system from either limon or hugo into denver, colorado springs and return. I of course am asking for the next tripto mars or beyond.
- I am not aware of whats available.
- I am not for sure of even where to get information about it.
- I have always found friends to take me out of town to medical appointments so far.
- I have no issues but some people in our community do and this would be of great help to them.
- I think cdot is spending too much money on public transportation. That light rail system in denver is wasting money that could be spent on road that most of the people use.
- I think transportation is pretty well handled.
- Limited us. Highway snow removal. This is an issue for everyone who travels by vehicle.
- Lower prices and ease of disability confirmation.
- Need 24 hour for disability in our area
- No comment.
- No issues
- No local transit service
- None available here.
- None offered
- Not available in rural areas. Designed for city people

- Not sure, don't use
- Our one means of transportation is hindered by having to have so many to ride the bus, plus it only goes close to home.
- Service is daylight only, drivers are scary
- Small town not many options.
- Some poorly maintained roads in area see hwy 23 petitioned to get fixed all over town. Short hours on snow plowing
- Sometimes seniors-disabled people who are not on medicare-medicaid cannot pay full fare to get to their medical-dental appointments. Would like for these people to get a lower fare if possible.
- The need is here. We have a sr. Center bus. But i don't believe they would transport a person to denver.
- There is no issues or problems. I do not feel this is needed or wanted for me or my household. Is this just another, tax and spend issue?
- There is none.
- There is not or doesn't seem to be any transport available and one of these days i will be to old to drive myself.
- They are non existent
- We don't have any.
- We have a county bus available most of the time, which i could use. We live in a rural area where traffic is usually not a problem.
- We have been married 68 years and have our own car, still live on our farm and do a few chores, but are active in church and other local activities we don't travel anymore
- We have none. As in no buses, taxies, trains, etc. What we have is a support system of family and friends. Unfortunately that does not always work.
- Younger drivers

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.

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Respectfully,

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

Tracey MacDonald, Senior Transit and Rail Planner

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¡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.

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(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 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