



APPENDIX A GLOSSARY OF TERMS



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

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

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

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

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

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

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

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

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

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

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

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

COLORADO TRANSPORTATION COMMISSION – The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission. The commission is



comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the Governor, confirmed by the Senate, and serves a four-year term. The Transportation Commission is responsible for formulating general policy with respect to the management, construction, and maintenance of the state's transportation system; advising and making recommendations to the Governor and the General Assembly relative to transportation policy; and promulgating and adopting CDOT's budgets and programs, including construction priorities and approval of extensions or abandonments of the state highway system.

www.coloradodot.info/about/transportation-commission

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

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

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

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

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

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

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

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

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

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

DIVISION OF TRANSIT AND RAIL (DTR) – A division within the Colorado Department of Transportation (CDOT) responsible for transit and rail policy, planning, funding and oversight. DTR was created in 2009 to promote,



plan, design, build, finance, operate, maintain and contract for transit services, including, but not limited to bus, passenger rail and advanced guideway systems. The Division is also responsible for administering and expending state and federal transit funds, integrating transit and rail into the statewide transportation system, and developing a statewide transit and passenger rail plan as part of the multimodal statewide transportation plan.

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

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

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

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

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

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

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

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

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

FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER) ACT – Signed into law in 2009, FASTER provides state funds from an increase in vehicle registration fees to improve roadways, repair unsafe bridges, and support and expand transit. FASTER generates approximately \$200 million every year for transportation projects across Colorado. Of this, \$15 million annually goes to fund public



transportation/transit projects statewide. Additional money is provided for city roads (approx. \$27 million annually) and county roads (approx. \$33 million annually). <http://www.coloradodot.info/projects/fasternew>

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

MINORITY PERSONS - includes the following:

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

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

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

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

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

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



OLDER AMERICANS ACT (OAA) – An act passed in 1965 to address 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 of 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 ¼ 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 Gunnison Valley region as well as meeting packets, sign-in sheets, and minutes.

GUNNISON VALLEY TRANSIT WORKING GROUP INVITEES

Name	Agency
Doug Aden	District 7 Transportation Commissioner
Elsa Anderson	City of Montrose
Lacy Anderson	Colorado Division of Vocational Rehabilitation
Brian Ayers	Delta County Veterans Services
Gary Baker	City of Montrose
Matthew Birnie	Gunnison County Multicultural Resource Office
Lynn Black	San Miguel County
Jim Botenhagen	San Miguel County Veterans Services
Renee Brown	Gunnison Department of Health and Human Services
Tony Cady	CDOT Region 5
Justin Clifton	City of Delta
Chris Colter	Mountain Village Metro District
Sarah Curtis	All Points Transit
Cheryl Dean	Horizons Care Center
Kari Distefano	San Miguel County
Angie Drumm	CDOT Policy
Kathy Ellis	City of Montrose
Joanne Fagan	Town of Ouray
Sherry Faith	RSVP Colorado West
Sharon Fipps	All Points Transit
Al Falsetto	Gunnison County Veterans Services
Elaine Fischer	San Miguel County Commissioners
Allan Gerstle	Ouray and San Miguel Counties Department of Social Services
Tara Hardy	Hinsdale Lake City Seniors
John Harris	City of Montrose
Alena Haskell	Hinsdale County Seniors
Michelle Haynes	Region 10 League for Economic Assistance and Planning
John Huebner	San Miguel County
Connie Hunt	Ouray County RTA
Kerwin Jensen	Montrose TAC
Stewart Johnson	Alpine Express
Bob Kalenak	Delta County
Rhona Keckler	Region 10 League for Economic Assistance and Planning
Nina Kothe	San Miguel County



Name	Agency
David Krutsinger	CDOT Division of Transit and Rail
Chris Larsen	Mountain Express - Crested Butte
Chuck Lemoine	Delta Department of Health and Human Services
Robbie LeValley	Delta County TAC
Leah Lewis	Delta County Senior Resource Council
Jim Loebe	Town of Mountain Village
John Loring	Delta County COA
Pamela Loughman	Gunnison-Crested Butte Tourism Association
Ray Lucero	Montrose Workforce Center
Tracey MacDonald	CDOT Division of Transit and Rail
Preston McGlothlin	Hinsdale County Seniors
Pat Means	Town of Cedaredge
Les Mergelman	Club 20 (Gunnison Valley)
Jon Merritt	Montrose County Health and Human Services
Peg Mewes	Montrose County Health and Human Services
Ashley Mohr	CDOT Public Relations
Matt Muraro	CDOT Region 5
Paul Olson	Hinsdale County Veterans Services
Bill Patterson	Montrose County
Annamarie Bauer	Ouray County Neighbor to Neighbor
Bill Quiggle	Mountain Express - Crested Butte
Sandy Roberts	Valley Manor Care Center
Mark Roeber	Delta County
Vince Rogalski	STAC Representative
Mark Rogers	CDOT Region 3
Stacy Romero	CDOT Division of Transit and Rail
Sue Rovito	Telluride Express
Paul Ruud	Town of Telluride
Woody Sherwood	Alpine Express
Cindy Shipley	Volunteers of America
Kathleen Sickles	Town of Cedaredge
Sheldon Smith	Montrose and Ouray Counties Veterans Services
Karin Stewart	Gunnison County Senior Resources
Jeff Sudmeier	CDOT Division of Transportation Development
Scott Truex	Gunnison Valley Regional Transportation Authority
Tom Turner	Community Options
John Valerio	CDOT Division of Transit and Rail



Name	Agency
Mike Vanderhoof	CDOT Region 3
Eva Veitch	Region 10 Area Agency on Aging
Donna Whiskeman	Ouray CCA
Jason White	Town of Telluride
Rebecca White	CDOT Policy



B.1 – Transit Working Group Meeting #1

Gunnison Valley Transportation Planning Region

Date: July 30, 2013
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, Colorado

Agenda

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

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

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

Lead TPR Planner: Steven Marfitano steven.marfitano@fhueng.com
303-721-1440

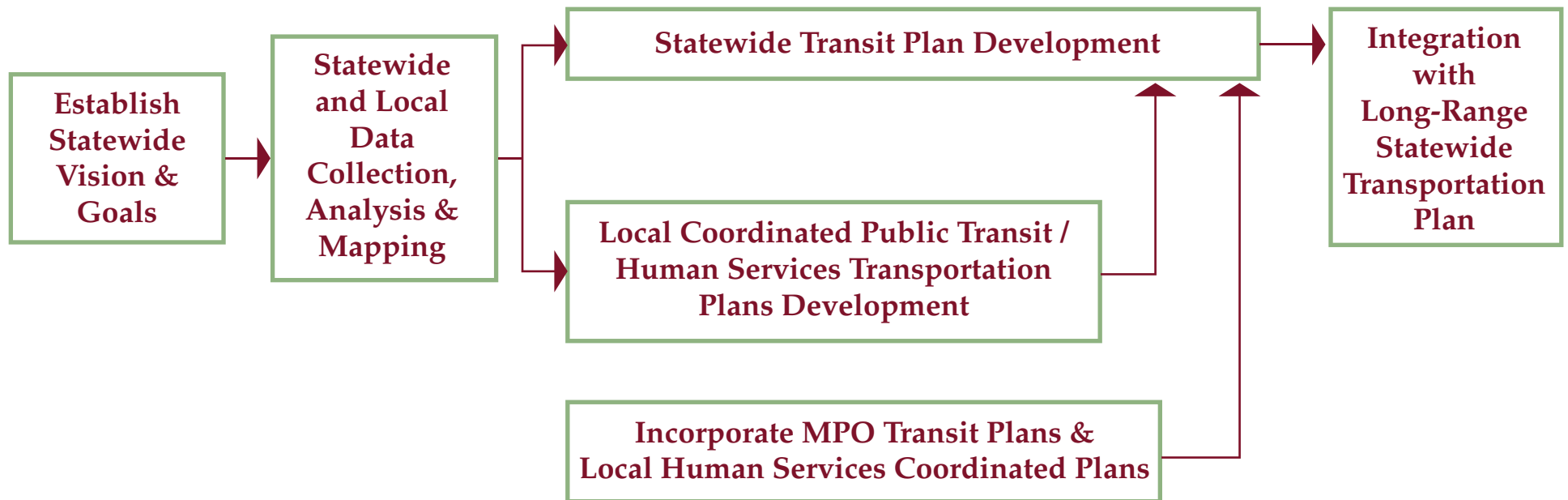
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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.

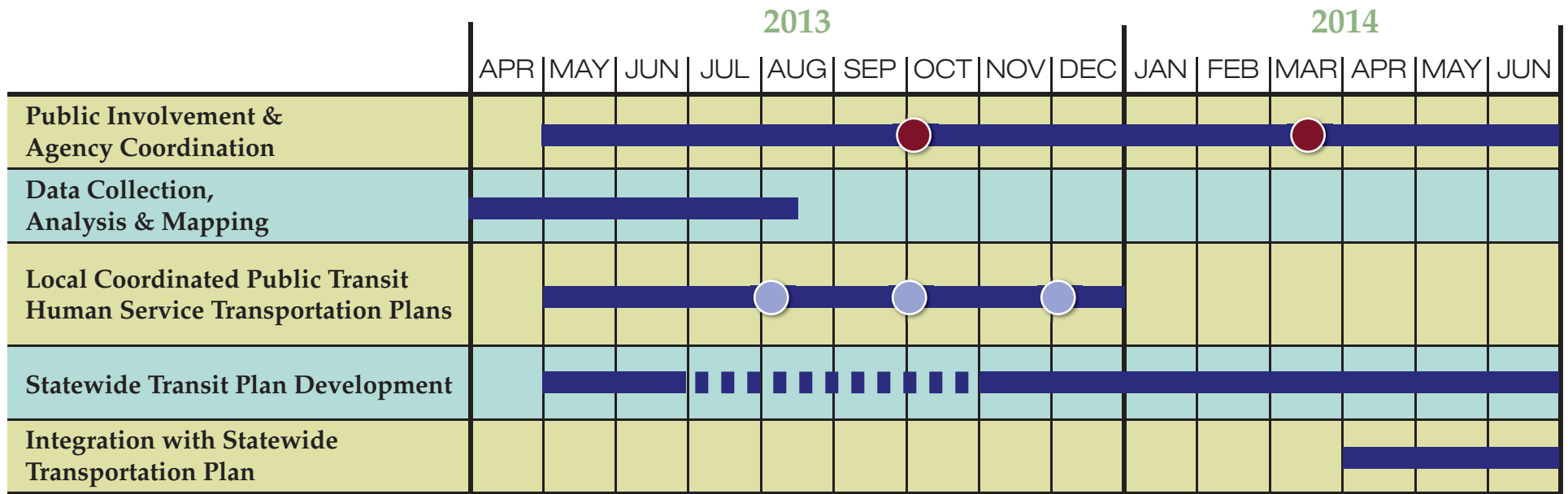
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

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?

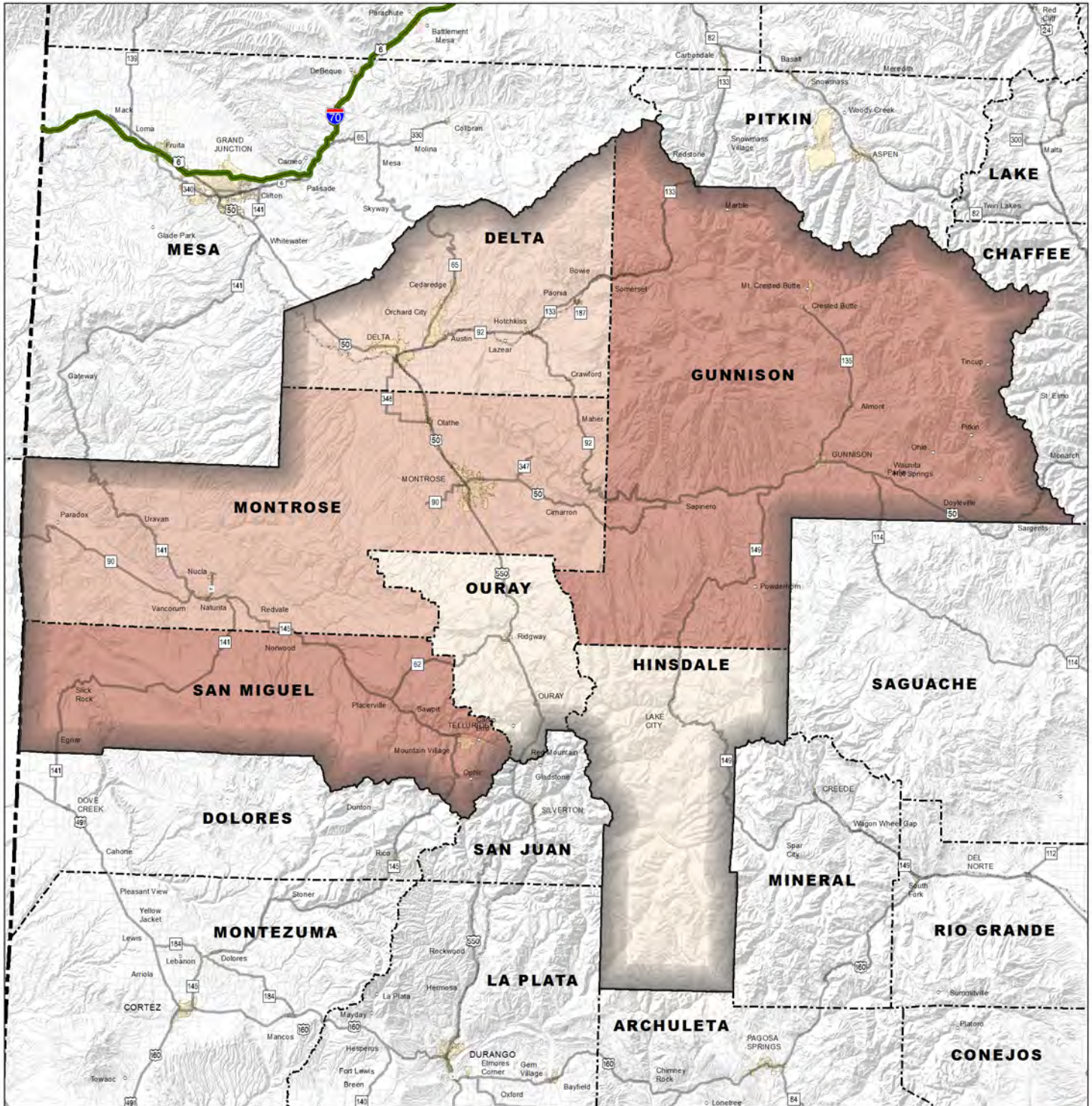
There are several positive outcomes achieved through transit coordination that add value to a region, including:

- ▶ **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.



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

North

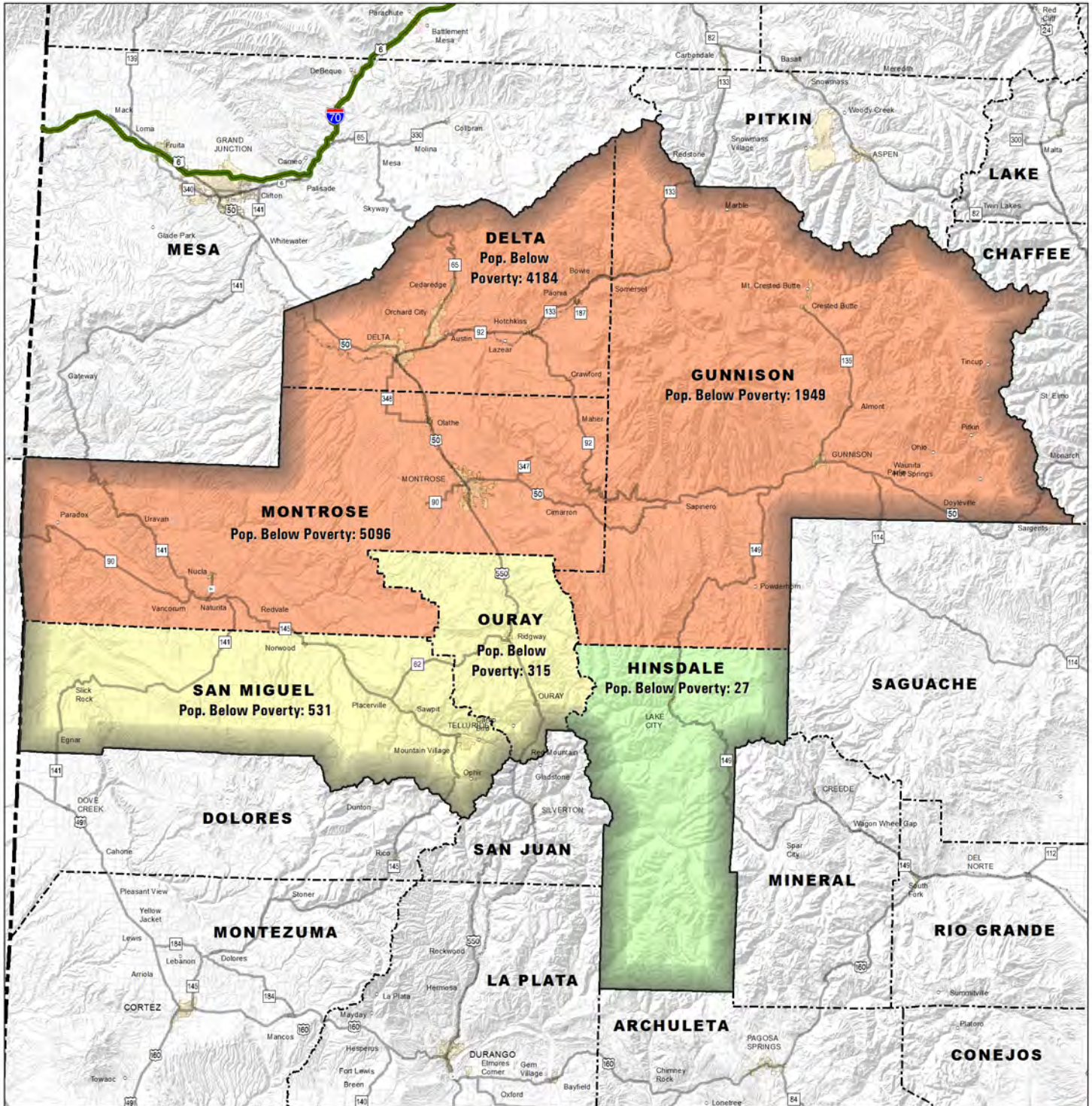
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0 5 10 15
 Miles



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



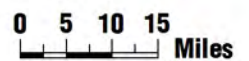
Legend

- Less Than 4% of Individuals Below Poverty Level
- 4% - 8% of Individuals Below Poverty Level
- 8% - 12% of Individuals Below Poverty Level
- 12% - 15% of Individuals Below Poverty Level
- Gunnison Valley TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- State Boundaries
- Interstate Highways
- U.S. & State Highways



North

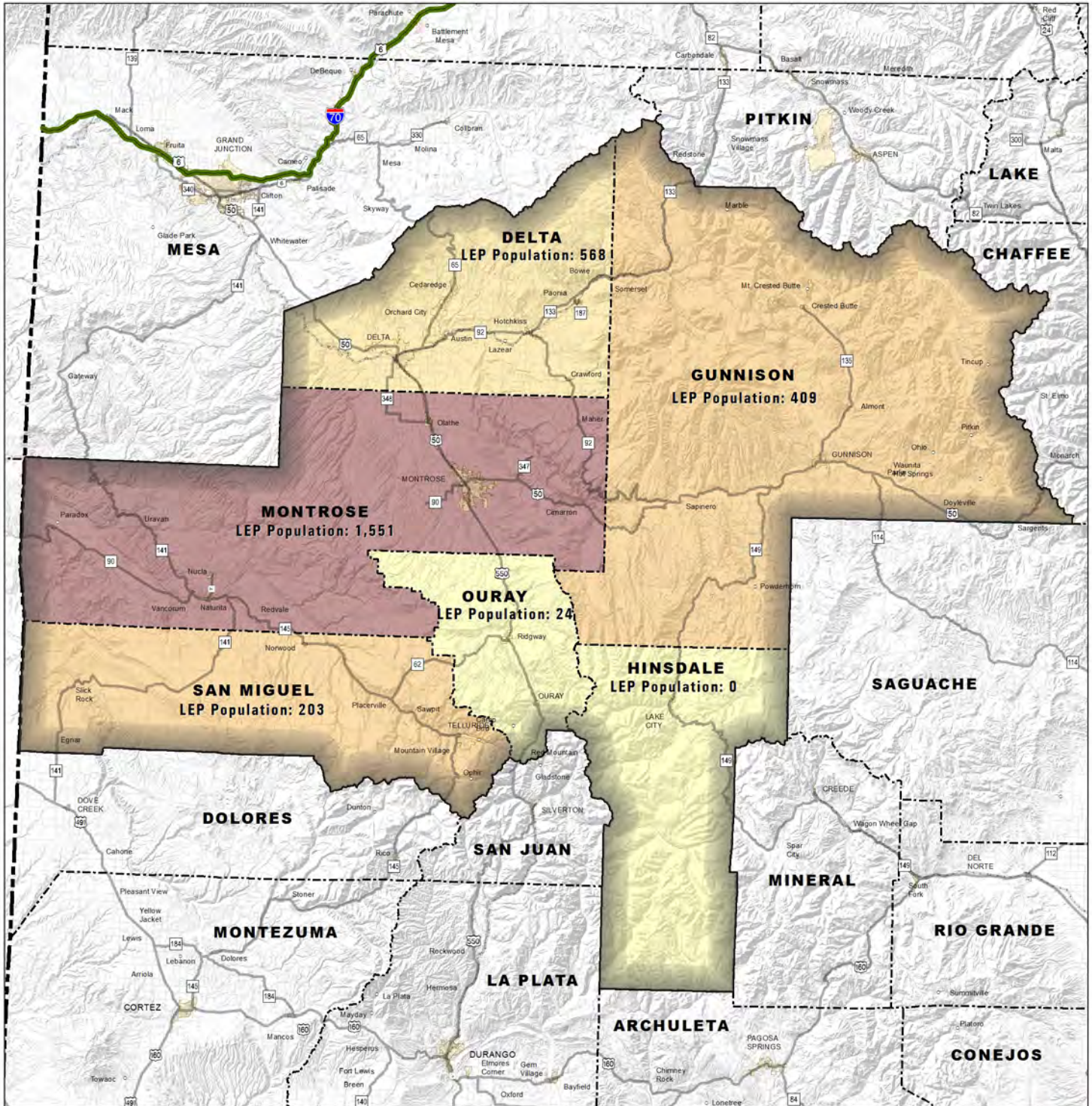
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2011 Percent of Population with No or Limited English Proficiency

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

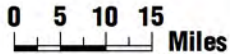


Legend

- Less Than 1% Limited English Proficiency
- 1% - 2% Limited English Proficiency
- 2% - 3% Limited English Proficiency
- 3% - 4% Limited English Proficiency
- Greater Than 4% Limited English Proficiency
- Gunnison Valley TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



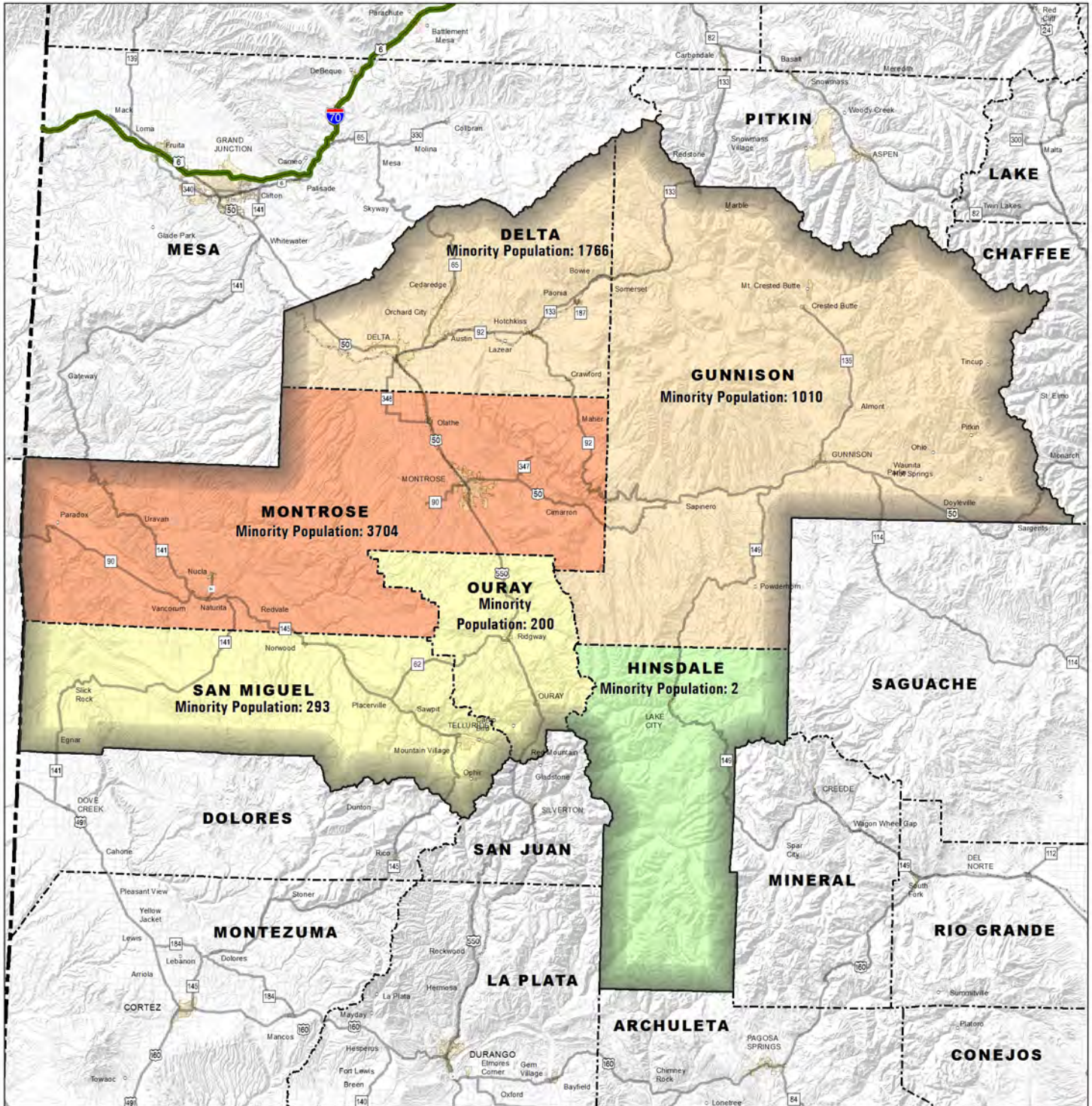
0 5 10 15 Miles

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2011 Minority Population

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



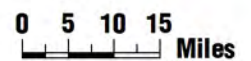
Legend

- Less Than 1% Minority Population
- 1% - 5% Minority Population
- 5% - 7% Minority Population
- 7% - 9% Minority Population
- Greater Than 9% Minority Population
- Gunnison Valley TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North

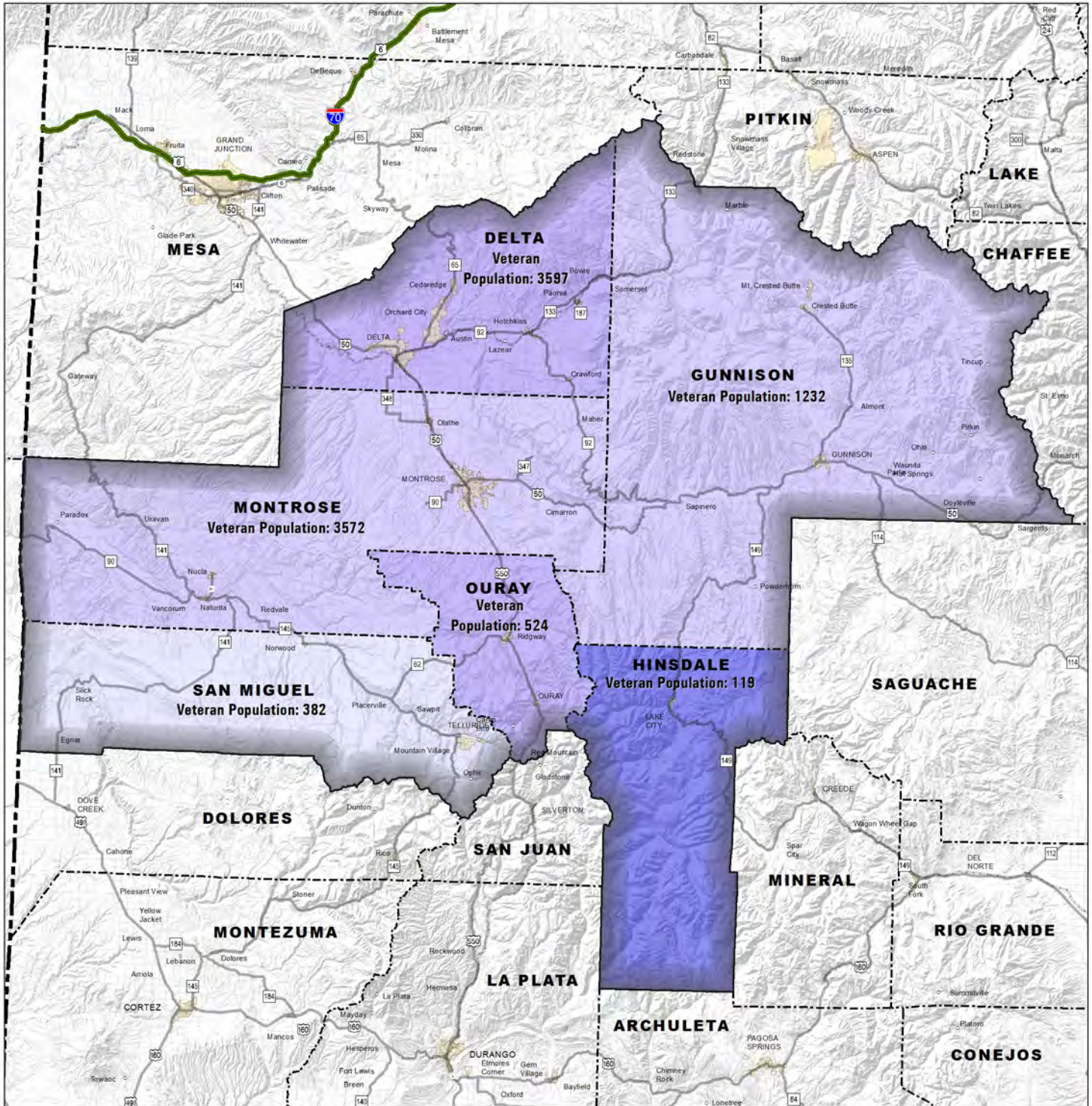
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2011 Veteran Population

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



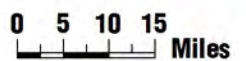
Legend

- Less Than 8% Veteran Population
- 8% - 10% Veteran Population
- 10% - 12% Veteran Population
- 12% - 16% Veteran Population
- Greater Than 16% Veteran Population
- Gunnison Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North

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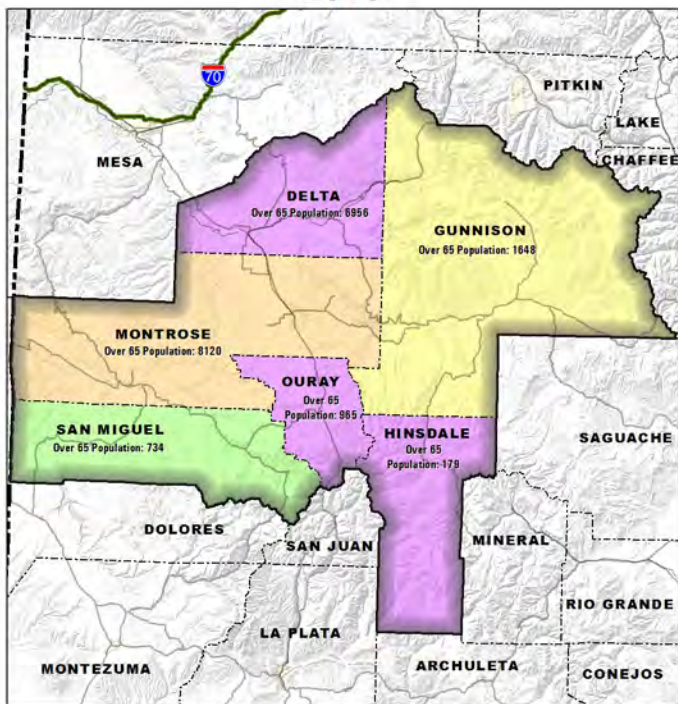




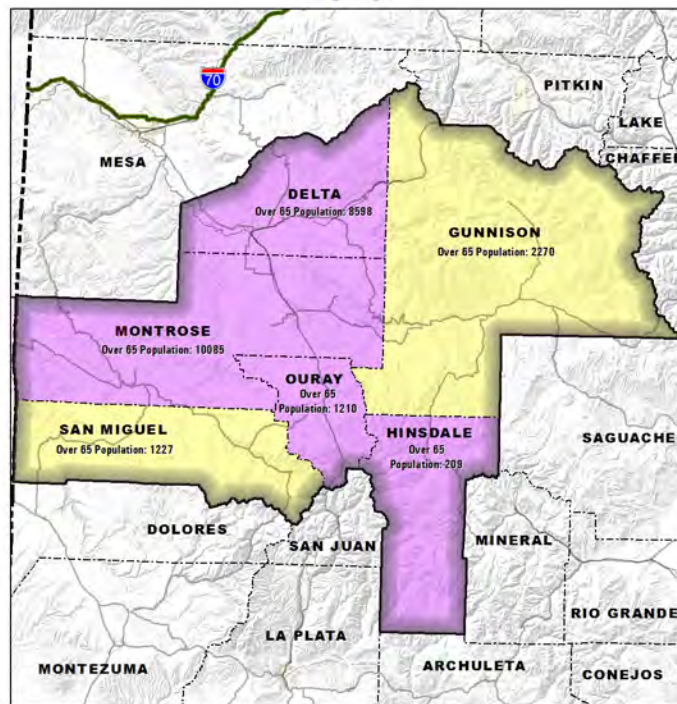
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

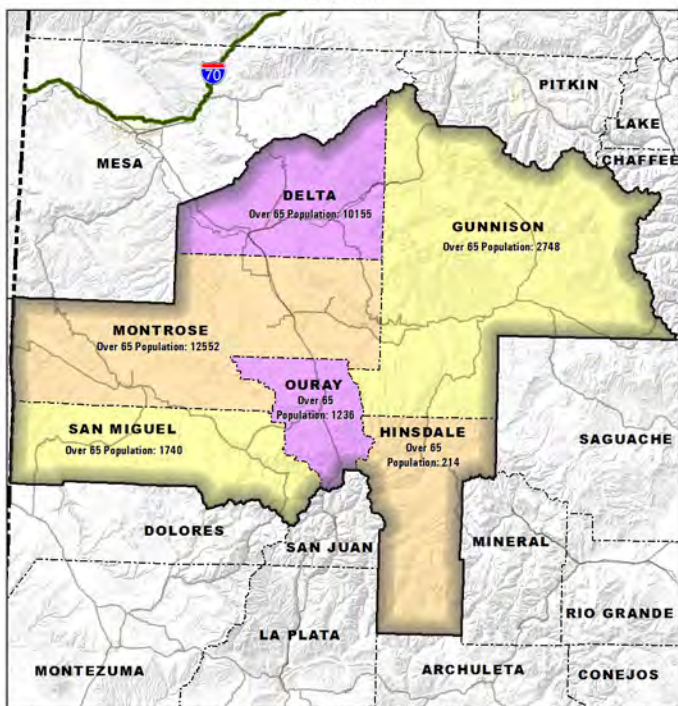
2013



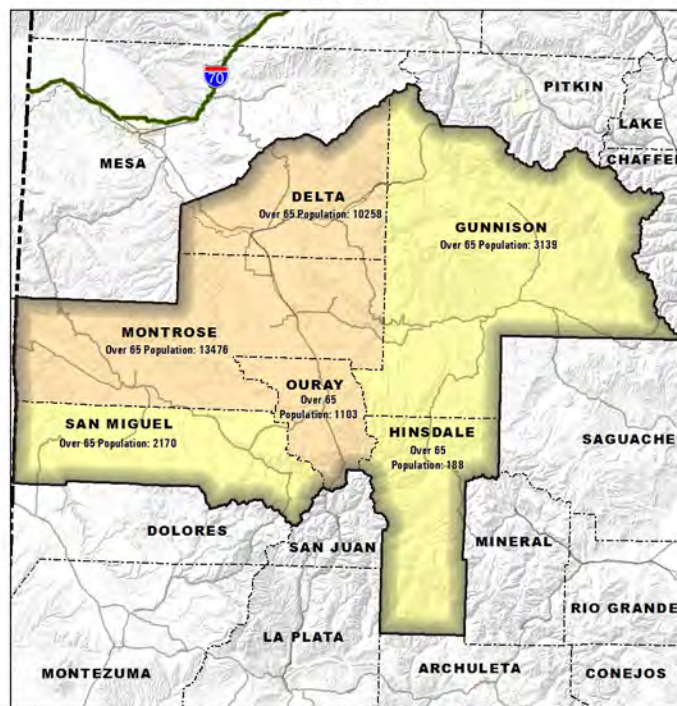
2020



2030



2040



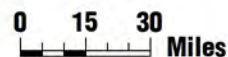
Legend

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

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North

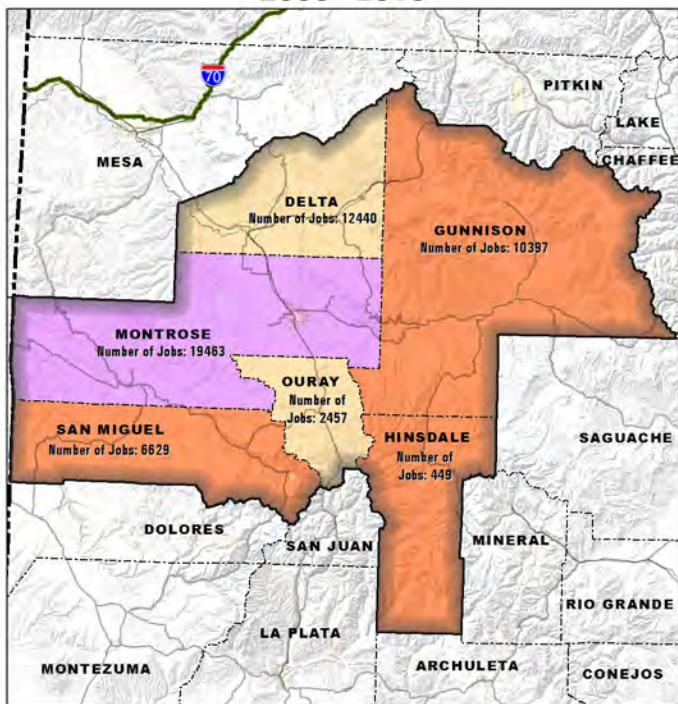




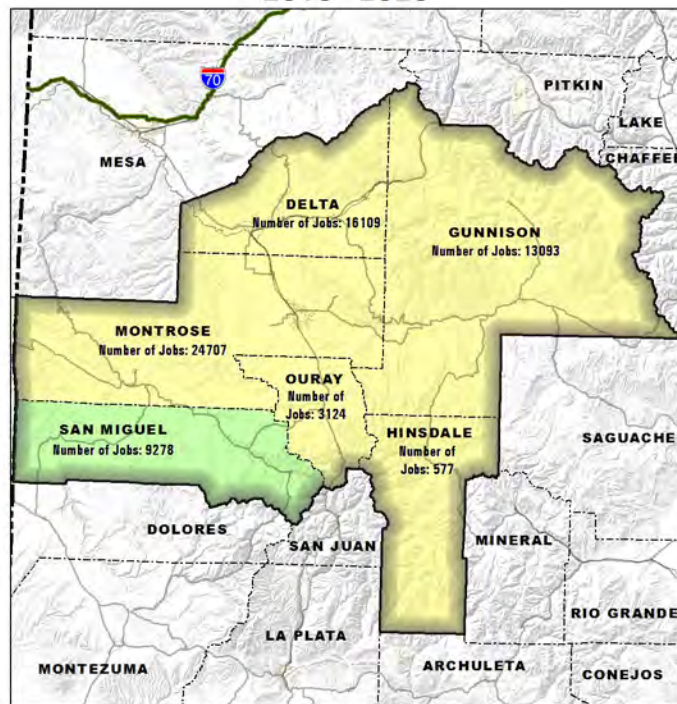
Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

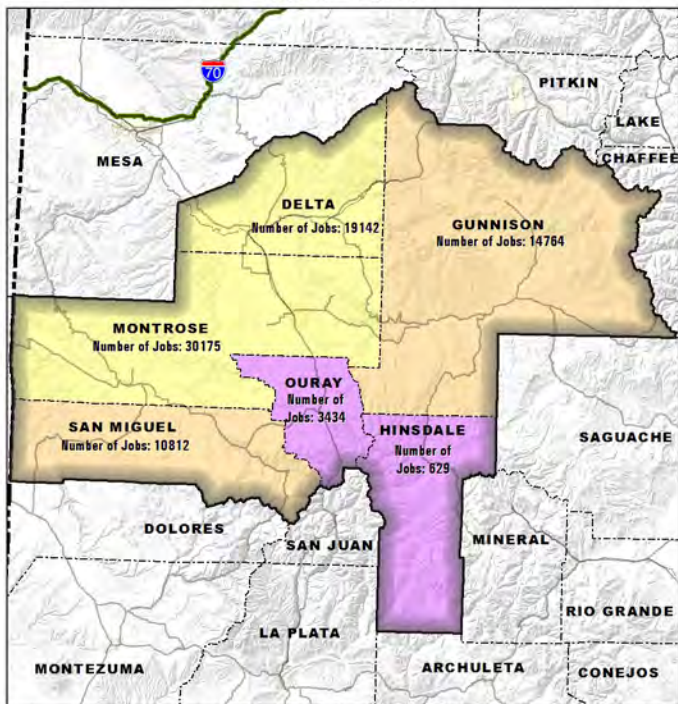
2000 - 2010



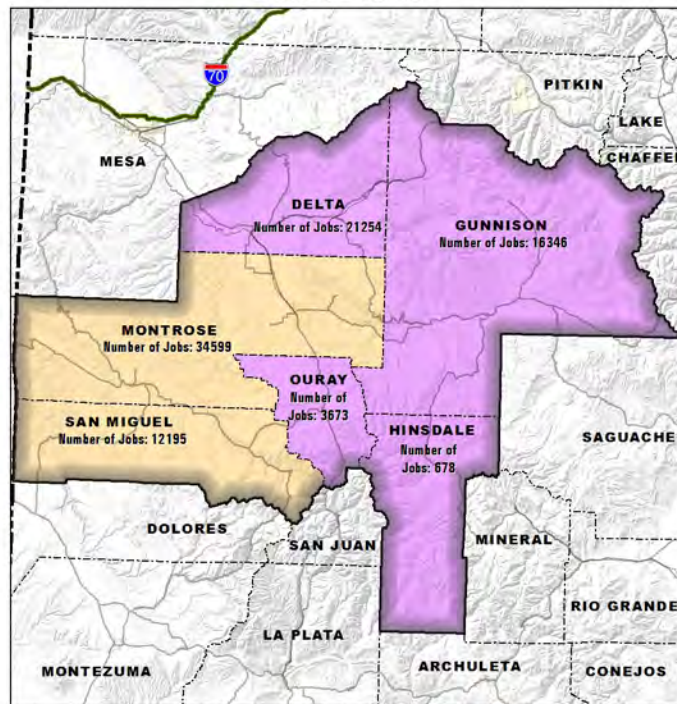
2010 - 2020



2020 - 2030



2030 - 2040



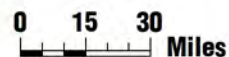
Legend

- Less Than 5% Job Growth
- 15% - 25% Job Growth
- Gunnison Valley TPR Boundary
- U.S. & State Highways
- 5% - 10% Job Growth
- Greater Than 25% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 10% - 15% Job Growth
- Interstate Highways
- State Boundaries

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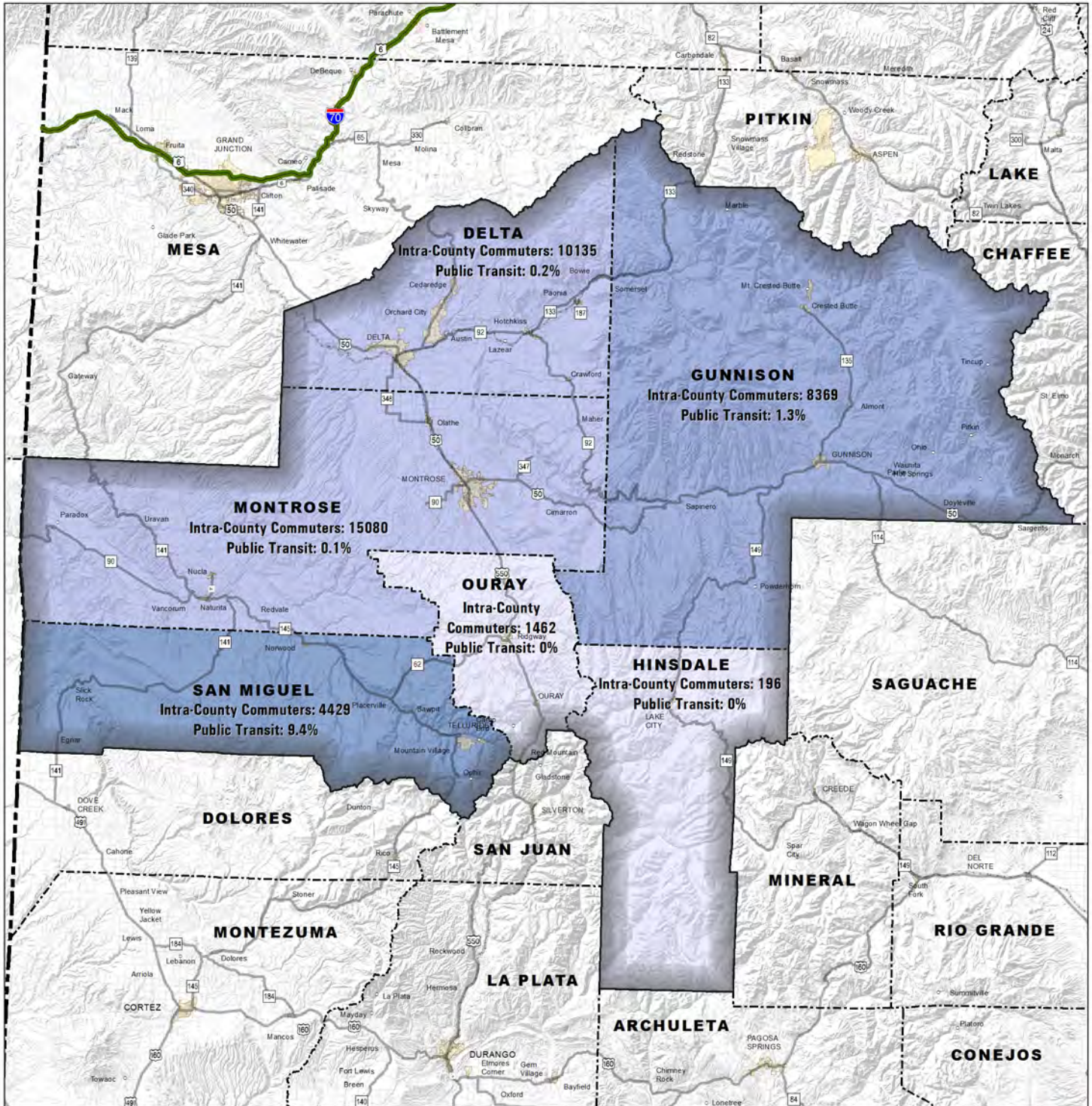
North





Intra-County and Public Transit Commuters

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



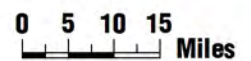
Legend

- No Public Transit Commuters
- 1 - 20 Public Transit Commuters
- 20 - 200 Public Transit Commuters
- 200 - 500 Public Transit Commuters
- Gunnison Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North

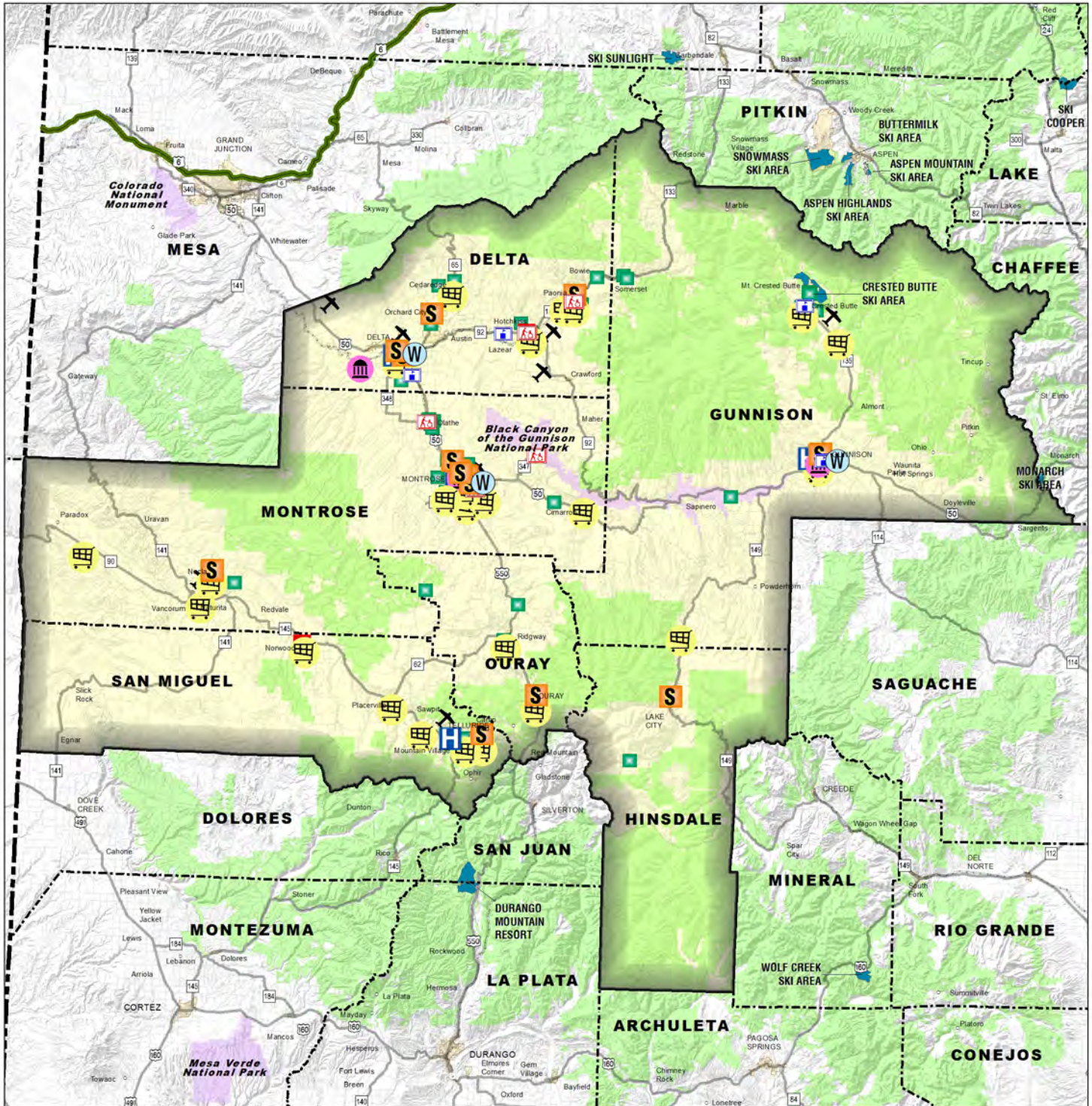
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Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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



Gunnison Valley Transportation Planning Region – Activity Centers

Name	Type	Location
Delta Workforce Dev Center	Workforce Centers	Delta
Colorada Workforce Center	Workforce Centers	Gunnison
Montrose Workforce Center	Workforce Centers	Montrose
Bonnie Thompson Counseling	Mental Health Services	Delta
Great Experiences Counseling	Mental Health Services	Delta
Midwestern Colorado Mental Health	Mental Health Services	Delta
Danielle Kemper LCSW	Mental Health Services	Hotchkiss
North Fork Therapeutic Center	Mental Health Services	Hotchkiss
Center For Mental Health	Mental Health Services	Montrose
Counseling Place	Mental Health Services	Montrose
Elizabeth B Burk Counseling	Mental Health Services	Montrose
Infinite Solutions Counseling	Mental Health Services	Montrose
Montrose-Delta Domestic Violence	Mental Health Services	Montrose
New Directions Counseling	Mental Health Services	Montrose
San Juan Counseling LLC	Mental Health Services	Montrose
Western Slope Psych-Health	Mental Health Services	Montrose
Center For Mental Health	Mental Health Services	Norwood
Enda Junkins	Mental Health Services	Ouray
Advent Counseling LLC	Mental Health Services	Paonia
Center For Mental Health	Mental Health Services	Telluride
Damai Coaching	Mental Health Services	Telluride
Child Protection Services	Human Service Agencies	Delta
Delta County Child Support	Human Service Agencies	Delta
Delta County Food Stamps	Human Service Agencies	Delta
Delta County Health Department	Human Service Agencies	Delta
Delta County Social Services Department	Human Service Agencies	Delta
Delta County Welfare Fraud	Human Service Agencies	Delta
Hilltop	Human Service Agencies	Delta
Meals On Wheels	Human Service Agencies	Eckert
Gunnison County Food Stamp	Human Service Agencies	Gunnison
Gunnison County Public Health	Human Service Agencies	Gunnison
Habitat For Humanity	Human Service Agencies	Gunnison
Hinsdale Public Health Department	Human Service Agencies	Lake City
Habitat For Humanity	Human Service Agencies	Montrose
Hilltop Administration	Human Service Agencies	Montrose
Mexican American Development Association	Human Service Agencies	Montrose
Montrose County Health & Human Services	Human Service Agencies	Montrose
Montrose County Child Support	Human Service Agencies	Montrose
Robert A Brown Center For Youth	Human Service Agencies	Montrose
Silver Mountain Enterprises	Human Service Agencies	Montrose
Volunteers Of America	Human Service Agencies	Montrose
Family Link Center	Human Service Agencies	Nucla
Montrose County WIC	Human Service Agencies	Nucla

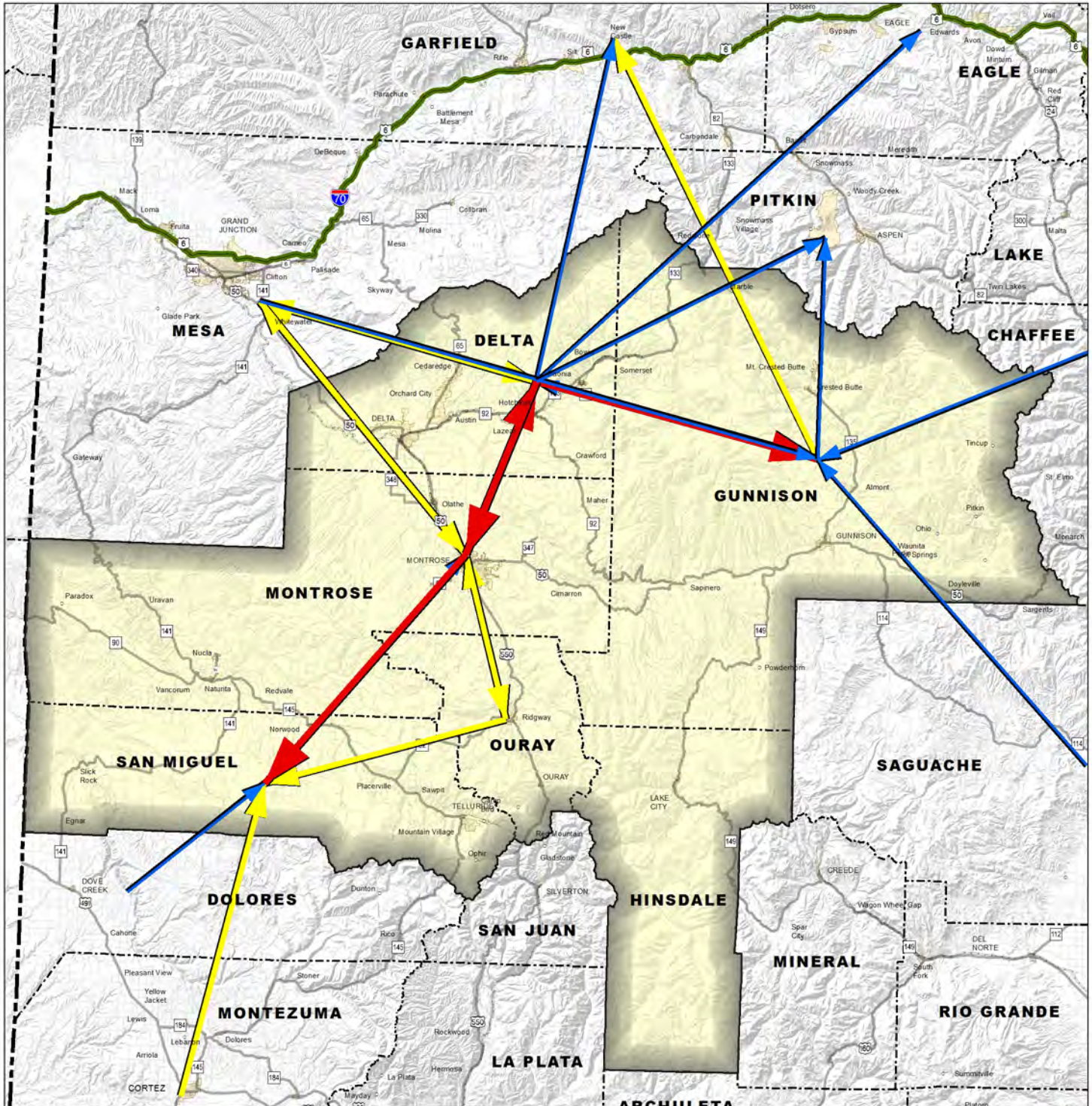
Name	Type	Location
Hilltop Domestic Violence 24-Hour Crisis Line	Human Service Agencies	Ouray
Volunteers Of America	Human Service Agencies	Paonia
Juvenile Diversion Program	Human Service Agencies	Telluride
San Miguel County Social Services	Human Service Agencies	Telluride
Corrections Department Facility	Correctional Institutions	Delta
Gunnison County Jail	Correctional Institutions	Gunnison
Montrose County Jail	Correctional Institutions	Montrose
Bedrock Store	Grocery Stores	Bedrock
Cedaredge Foodtown	Grocery Stores	Cedaredge
Newberry's Store	Grocery Stores	Cimarron
CB South General Store	Grocery Stores	Crested Butte
Crested Butte Grocery LLC	Grocery Stores	Crested Butte
Mountain Earth Whole Foods	Grocery Stores	Crested Butte
City Market	Grocery Stores	Delta
Dillon Co	Grocery Stores	Delta
Safeway	Grocery Stores	Delta
City Market	Grocery Stores	Gunnison
Safeway	Grocery Stores	Gunnison
City Market	Grocery Stores	Hotchkiss
Country Store	Grocery Stores	Lake City
City Market	Grocery Stores	Montrose
City Market	Grocery Stores	Montrose
Natural Grocers By Vitamin Cottage	Grocery Stores	Montrose
Oak Grove Country Store	Grocery Stores	Montrose
Safeway	Grocery Stores	Montrose
Shopping Bagger LLC	Grocery Stores	Montrose
Market At Mountain Village	Grocery Stores	Mountain Village
Family Market Inc	Grocery Stores	Naturita
Clark's Market	Grocery Stores	Norwood
Redd's Mercantile	Grocery Stores	Nucla
A G Duckett's Market	Grocery Stores	Ouray
Austin Family Honey	Grocery Stores	Paonia
Don's Super Market	Grocery Stores	Paonia
M & M Mercantile	Grocery Stores	Placerville
Ridgway Mountain Market	Grocery Stores	Ridgway
Big Bear Creek Ranch	Grocery Stores	Telluride
Clarks Market	Grocery Stores	Telluride
Village Market	Grocery Stores	Telluride
Delta County Memorial Hospital	Hospitals	Delta
Gunnison Valley OB/GYN	Hospitals	Gunnison
Montrose Memorial Hospital	Hospitals	Montrose
VA Montrose Clinic	Hospitals	Montrose
Telluride Medical Center	Hospitals	Telluride

Name	Type	Location
Rocky Mountain Biological Lab	Higher Education Institutions	Crested Butte
Delta-Montrose Technical College	Higher Education Institutions	Delta
Western State College	Higher Education Institutions	Gunnison
Colorado State University	Higher Education Institutions	Hotchkiss
Rogers Mesa Research Center	Higher Education Institutions	Hotchkiss
Colorado Mesa University	Higher Education Institutions	Montrose
Boomers & Beyond	Senior Citizens' Services	Gunnison
Hotchkiss Senior Citizens	Senior Citizens' Services	Hotchkiss
Region 10 League For Economic Assistance & Planning	Senior Citizens' Services	Montrose
Retired & Senior Volunteer	Senior Citizens' Services	Montrose
Sava Senior Care	Senior Citizens' Services	Montrose
Senior Community Meals	Senior Citizens' Services	Montrose
Nucla Senior Citizens Inc	Senior Citizens' Services	Nucla
Olathe Community Center	Senior Citizens' Services	Olathe
Paonia Senior Citizen Inc	Senior Citizens' Services	Paonia



Employed Working Outside County of Residence

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

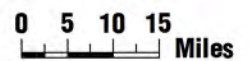


Legend

- 50 - 100 Commuters
- 100 - 500 Commuters
- 500 - 1100 Commuters
- Gunnison Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



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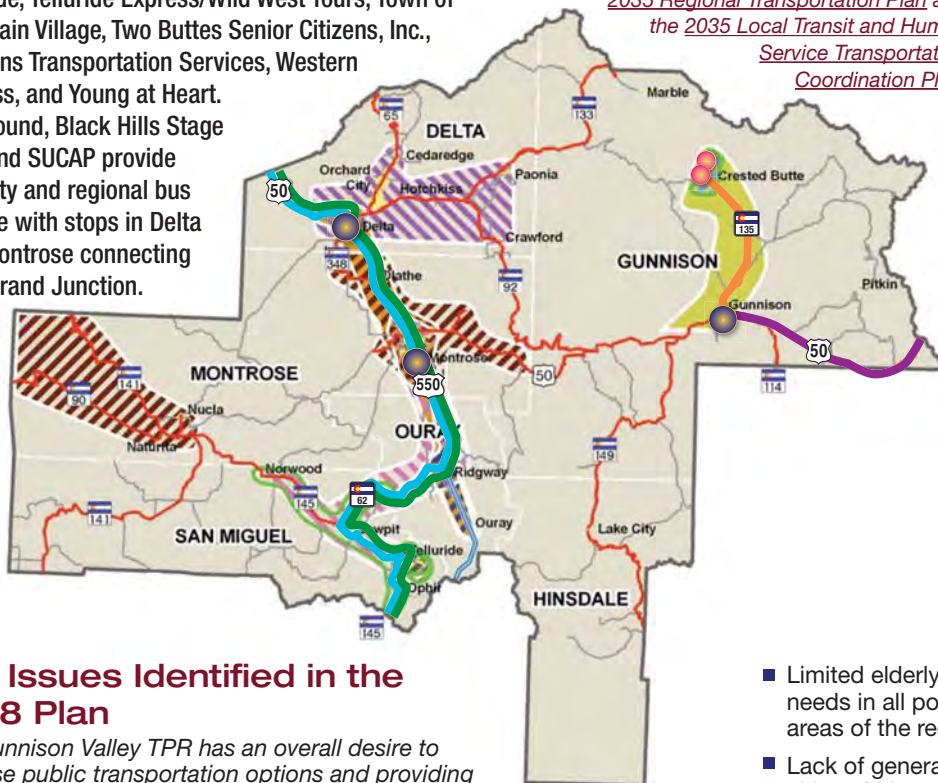


GUNNISON VALLEY TPR

The following information provides a brief summary of transit providers, transit services and key issues from the 2008 Local Transit and Human Service Transportation Coordination Plan and Regional Transportation Plan for the **Gunnison Valley 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 Gunnison Valley 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 Gunnison Valley TPR. Additional providers not identified on the map include: Adaptive Sports Center at Crested Butte Mountain Resort, Alpine Express, Aspen Diversified Industries, Inc., Assisted Living Centers and Nursing Homes, Community Options Delta/Montrose, County Social Services, Crested Butte Town Taxi, Inc., Delta Local Taxi Service, Gunnison Healthcare Center, Hinsdale County Council on Aging/Hinsdale County Jubileers, Horizons Care Center, Midwestern Mental Health Care Center, Inc., Saferide, Telluride Express/Wild West Tours, Town of Mountain Village, Two Buttes Senior Citizens, Inc., Veterans Transportation Services, Western Express, and Young at Heart. Greyhound, Black Hills Stage Line and SUCAP provide intercity and regional bus service with stops in Delta and Montrose connecting with Grand Junction.

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



Service Types	
	General Public
	Elderly / Disabled
Operator	
	Delta County COA
	Gunnison Valley RTA
	Montrose County Senior Transport
	Mountain Express - Crested Butte
	Mountain Village Metro District
	Ouray County COA
	San Miguel County
	Town of Telluride
	Valley Manor Care Center
	Black Hills Stage Line
	Greyhound Bus
	GVRTA
	SUCAP (Durango to Grand Junction) (begins Spring 2013)
	Intercity Bus Station
	Regional Bus Station

Key Issues Identified in the 2008 Plan

The Gunnison Valley TPR has an overall desire to increase public transportation options and providing alternative modes for the general public, elderly, and disabled to reduce the number of private vehicles on the roadway system.

- Need for intercity bus service (especially on US 50 and SH 285) as well as in-town services throughout the region.
- Expand availability of public transportation on SH 135 and SH 62.
- Provide public transportation options to support growing tourism and the second home market.
- Need for regional transit service between counties and regional activity centers and to connect communities.
- Need for transportation services for the elderly and disabled for medical, shopping and work.
- Need for public transportation services in rural portions of the region.
- Need for elderly and disabled providers in Gunnison and Hinsdale Counties.
- Limited general public services provided between major communities.

- Limited elderly and disabled services for a variety of needs in all portions of the TPR, especially more remote areas of the region.
- Lack of general public transportation providers in the cities of Montrose, Delta and Gunnison.
- No general public transportation service in Hinsdale County.

Plan Goals and Strategies

- The transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation.
- Public transportation systems represent an important element in reducing the number of private vehicles on the roadway system, thereby helping to reduce the impact of continued growth.

Project Website: www.coloradodot.info/programs/transitandrail/statewidetransitplan

Gunnison Valley TPR Transit Projects

Projects from the 2008 Local Plans

DELTA COUNTY

Capital:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Delta COA new and replacement vehicles (6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|--------------------------|

Operating:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Continue Delta COA existing services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. New fixed route serving the communities of Delta, Hotchkiss, and Paonia | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Provide daily service between Delta, Orchard City, and Cedaredge | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Delta COA hire a transportation director | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Delta COA is interested in merging services with proposed City of Delta services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Create Coordination Council to provide coordination with other areas such as Grand Junction MPO and Montrose Area to ensure regional connectivity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Enhanced marketing | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

GUNNISON, HINSDALE COUNTIES

Capital:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Mountain Express replacement vehicles (12) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Mountain Express new vehicles (9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Gunnison Valley RTA new vehicles (4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. New Mountain Express Facility (2007) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. New Gunnison Valley RTA maintenance facility in Gunnison | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. New Mountain Express maintenance facility in Gunnison | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Gunnison Valley RTA to purchase land for park-and-ride lots between Gunnison and Crested Butte | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Continue Gunnison Valley RTA existing services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Continue Mountain Express existing services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Gunnison Valley RTA to operate intercity services on SH 50 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Increase fixed route service between Gunnison and Crested Butte | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Increase fixed route general public service within Gunnison | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Intercity service between Gunnison and Denver | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Create Coordination Council to provide coordination between the Area Agency on Aging, the hospital, and the nursing home and other interested agencies | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Hire Gunnison Valley RTA transit coordinator to coordinate services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Projects from the 2008 Local Plans

MONTROSE, OURAY COUNTIES

Capital:

- | | Implemented | In Progress | Deferred | Eliminated |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Ouray COA replacement vehicle (1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Ouray COA new vehicle (1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Montrose County Senior Citizens Transportation replacement vehicles (4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. New Ouray COA transit facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Continue Ouray County COA existing services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Continue Montrose County Senior Citizens Transportation existing services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Montrose County Senior Citizens Transportation to provide general public services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Planning:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Form RTA to include San Miguel and Delta Counties to coordinate regional travel between Grand Junction MPO and Gunnison RTA | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|--------------------------|

Coordination:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Coordinate service area between Montrose, Ouray, and San Miguel service areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|--------------------------|

SAN MIGUEL COUNTY

Capital:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Town of Telluride replacement vehicles (9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Town of Telluride additional staff person (1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Town of Mountain Village new and replacement vehicles (8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Town of Mountain Village new and replacement Gondola cabins (76) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Town of Mountain Village rebuild Gondola system | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Town of Telluride new transit facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Continue Town of Telluride existing service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Continue Town of Mountain Village existing service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Continue San Miguel County existing service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Town of Mountain Village additional staff persons (15) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Planning:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Town of Telluride increase service to commuter areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Town of Mountain Village requires vehicle addition, replacement vehicles, a new dispatch center, and would like to transition into a regional transportation system | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Central Call Center for Transportation Services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Shared promotional/marketing services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Projects from Other Plans

	Implemented	In Progress	Deferred	Eliminated
A. Intercity bus service (Montrose to Placerville, Nucla to Norwood, Telluride to Norwood, Telluride to Placerville, Gunnison to Crested Butte, Montrose to Delta to Grand Junction, and Somerset to Paonia to Delta to Grand Junction)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Increase transit funding for operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Provide transit service from Gunnison to Montrose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Provide transit service from Cedaridge to Delta to Montrose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Provide transit service from Montrose to Telluride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Improve transit service for seniors in Gunnison	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Provide additional transit service in Crested Butte	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Increase gondola service to Mountain Village at Telluride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2013 CASTA Survey – Transit Priorities

Crested Butte/Mt. Crested Butte – Mountain Express

1st Priority - Upgrade fleet with more efficient and technologically advanced vehicles

2nd Priority - Increase frequency of service on existing routes

3rd Priority - Operate new routes in areas not currently served

Gunnison Valley Transportation Authority (RTA)

1st Priority - Increase frequency of service on existing routes

2nd Priority - Extend hours of service

3rd Priority - Invest in transit system upgrades (bus pull-outs, bus stops, etc.)

Town of Mountain Village – Mountain Village Transit

1st Priority - Use money to back fill short falls

2nd Priority - Invest in transit system upgrades (bus pull-outs, bus stops, etc.)

3rd Priority - Build new facilities

Town of Telluride Galloping Goose

1st Tier Priorities

Increase frequency of service on existing routes

Expand fleet to meet existing demand

Upgrade fleet with more efficient and technologically advanced vehicles.

Build new facilities

Invest in transit system upgrades (bus pull-outs, bus stops, etc.)

2nd Tier Priorities

Operate new routes in areas not currently served

Extend hours of service

Increase number of days transit service is provided

New system upgrades (dispatch, etc.)

Accomplishments

- Initiated intercity bus service between Gunnison and Denver
- Montrose received grant to develop transit services for veterans
- All Points Transit (Montrose) purchased seven replacement buses
- Town of Crested Butte purchased two buses

Gunnison Valley Transportation Planning Region

TWG Meeting #1

Date: July 30, 2013
 Time: 1:00 PM- 3:00 PM
 Location: Region 10 Office
 300 North Cascade, Suite 1
 Montrose, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Karin Stewart	Gunnison County Dept Health & Human Services	225 N Pine St Gunnison Co 81230	970 641 7984	kstewart@ gunnisoncounty.org
Matt Murraro	CDOT	3803 N. main Durango CO	970 385-1433	matt.murraro@ state.CO.US
Lynn Black	SM County	P.O. Box 1170 TRide	970-728-3844	lynnb@san miguelcounty.org
Mark Roeber	Delta County	501 Palmer Delta	970 874 2113	M.Roeber@deltacounty. com
Bob Kazenar	DELTA COUNTY	501 PALMER DELTA	970.874.2135	BRKAZENAR@ DELTAcountycolorado.com
Chris Colter	Town Mtn Village	411 Mt Vill Blvd mountain village CO 81430	970.369.8245	ccolter@ mtnvillage.org

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Tony Cady	CDOT	3803 N. Main Ave Durango, Co 81301	970-385-1430	tony.cady@state.co.us
Mark Rogers	CDOT	G2 CO,	970-683-6252	Mark.rogers@state.co.us
Justin Clifton	Delta			justinc@cityofdelta.net
Paul Roud	Town of Telloride	PO Box 397 Telloride, CO	970 728 3077	proud@telloride-co.gov
Peter Crowell	RID	11900 G300 RD #19 MONTROSE, CO 81401	970 252 9606	PCROWELL@ STILLWATERSGROUP.COM
Vince Rogalski	GUTPR STAC	804 Sunny Slope Gunnison, 81230	970-209-0380	vrogal@montrose.net
Tracey M.	CDOT Phone DTR			
Will Kerns	OV Phone			
Bill Quiggle	Mtn Express	10 BOX Crested Butte, CO 81224	970-275-9508	bquiggle@msn.com

NAME	AGENCY	ADDRESS	PHONE	EMAIL
SCOTT TRUEX	GUNNISON VALLEY RTA	PO BOX 39 CRESTED BUTTE, CO 81224	970-275-0111	STRUEX@ GUNNISONVALLEYRTA.ORG
Chris Larsen	Mountain Express Crested Butte	PO Box 3482 Crested Butte CO 81224	970-349-5616	clarsen@ crestedbutte-co.gov
Joanne Fagan	Town of Ridgway OURAY TAC	POB 10 RIDGWAY CO 81432	970 626 5227	jfaganetown. ridgway.co.us
JOHN HARRIS	CITY OF MONTROSE	P.O. BOX 790 MONTROSE, CO 81402	970-497-8596	jharris@ci. montrose.co.us
Saran Curtis	All Points Transit	PO BOX 1416 MONTROSE CO 81402	970-249-6204	scurtis@ allpointstransit.org
Michelle Haynes	Region 10	300 N Cascade MONTROSE 81401	249 2436 x15	mhaynes@ Region10.net

Gunnison Valley Transportation Planning Region Transit Working Group #1 – Meeting Minutes

Date: July 30, 2013
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, Colorado

Meeting attendees:

Karin Stewart – Gunnison County Department of Health and Human Service
Matt Muraro – CDOT Region 5
Lynn Black – San Miguel County
Mark Roeber – Delta County
Bob Kalenar – Delta County
Chris Coulter – Town of Mountain Village
Tony Cady – CDOT Region 5
Mark Rogers – CDOT Region 3
Justin Clifton – City of Delta
Paul Ruud – Town of Telluride
Peter Crowell – RIO
Vince Rogalski – Gunnison Valley Transportation Planning Region STAC Chair
Bill Quiggle – Mountain Express
Scott Truex – Gunnison Valley RTA
Chris Larsen – Mountain Express
Joanne Fagan – Town of Ridgeway, Ouray TAC
John Harris – City of Montrose
Sarah Curtis – All Points Transit
Michelle Haynes – Region 10
Holly Buck – FHU
Steven Marfitano – FHU
John Valerio – CDOT DTR
Tracey MacDonald (via phone) – CDOT DTR
Will Kerns (via phone) – OV Consulting

Welcome & Introductions

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

Project Background

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

John reviewed materials included in the meeting packet, including: public involvement and agency coordination for the planning processes, review of the Statewide Transit Plan goals and objectives, guiding principles for transit planning at CDOT, what will be included in the Statewide Transit Plan, and an overview of the project schedule.

John also led a discussion about the relationship of the Statewide Transit Planning process to the proposed MPACT64 ballot measure. He indicated that at this time, it is expected the ballot measure would include funding for highway and transit projects, with transit funding available for capital and operating expenses. It is still uncertain how money would be distributed throughout the state. Currently, CDOT gets \$28 million for transit (\$15 million through FASTER and \$13 million through FTA). For the Statewide Transit Plan, there will be a full data collection process to inform the plan, but the potential of the MPACT64 ballot measure has necessitated collecting potential transit projects at this meeting. This list will be used in the case of the MPACT64 ballot measure to inform voters of transit needs throughout the state.

A lengthy discussion between CDOT and local stakeholders indicated the region is considering bringing a ballot measure to form an RTA in fall 2014, which may conflict with the MPACT64 ballot measure. The group indicated concern about coordinating local activities with state measures and the current amount of uncertainty. John indicated that while CDOT will be providing information in response to the MPACT64 measure, the agency is not leading the effort and must only react to outside decisions.

Public Involvement Approach

Will Kerns from OV Consulting reviewed the strategy for public involvement for both the statewide transit plan and the local coordinated transit plan. The schedule at present includes a public open house in the fall of 2013 and a second open house in the spring of 2014. Input was solicited as to best approaches and locations for public meetings in the Gunnison Valley region.

Public meeting input/strategies:

- Electronic meetings seem to work well with widespread web and phone access
- Distribute public meeting information on transit system vehicles, through transit agency contact lists (sent by providers for security), and other community locations
- Give dispatchers information to pass along to transit customers
- Survey Monkey could be used to solicit feedback

Key Elements of a Coordinated Transportation Plan

Steven Marfitano, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed a handout that covered the basic components of a coordinated transportation plan. Some of the key elements of completing a coordinated transportation plan included the following:

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

- Satisfy requirements of MAP 21.

Regional Planning

Demographics

Steven Marfitano, Transportation Planner for FHU, reviewed the demographic materials that have been created to date by the consultant team. The following maps/information was presented with a request for participants to provide comments:

- Major Activity Centers and Destinations
Potential map additions discussed:
 - Add resorts
- Employed Working Outside of County of Residence
Comments:
 - Review Montrose to Gunnison commuter behavior, participants surprised that no arrow is shown between
 - Review Hinsdale since no arrows are indicated leaving the county
- 2011 Percentage of Households with No Vehicle
- Percentage of Residents Age 65+ for 2013, 2020, 2030, and 2040
- Job Growth from 2000 to 2040
- 2011 Veteran Population
- 2011 Minority Population
- 2011 Percent of Population with No or Limited English Proficiency (LEP)
- 2011 Population below Federal Poverty Level

Gunnison Valley TPR 2008 Plan Summary

Steven Marfitano, Transportation Planner for FHU, reviewed the 2008 Gunnison Valley Plan Summary focusing on the Goals and Vision identified for that plan. Generally the 2008 plan identified the need to “provide a transit network to serve residents and visitors throughout the region.” The general themes from the 2008 plan focused on regional service, service to the general public, and elderly service.

The group indicated that the goals and vision should also focus on integrating multimodal travel into the region with the goal of reducing travel by private auto, or at least reducing the growth to private auto vehicular use.

Regional Transit Needs, Projects, and Priorities

A portion of the first Transit Working Group meeting was used to discuss project needs within the Gunnison Valley TPR. A Project List was developed based on input from the stakeholders about the short and long term transit needs for the region. The projects were discussed using the following categories: operating, capital and coordination. The discussion outcomes are below.

Capital Projects and Needs

Short Term

- Van/Vehicle Replacement as Needed
- Match Vehicle Needs to Operating Projects
- PNR Montrose (SH 145)
- PNR Ridgway
- PHN Nucla/Naturita Area

- ADA Veterans Van (current van not ADA accessible)

Long Term

- PNR along SH 135 Corridor between Gunnison and Crested Butte
- Mountain Village Gondola Cabins
- Intermodal Facility in Montrose
- Maintenance Facility in Montrose
- Mountain Village Gondola Full Capacity Back-Up Power

Operating Projects and Needs

- Maintain/Increase Existing Services (TOP PRIORITY)
- Gunnison to Montrose (General Public Service) (TOP PRIORITY)
- Montrose to Delta (General Public Service) (TOP PRIORITY)
- Delta to Cedaredge
- North Fork Communities (Coal Mines) to Delta
- Increase Service to Telluride (including Cortez and corridor)
- Increase Frequency and Service within Telluride and Mountain Village
- Increase Operating Frequency and Hours between Gunnison and Mt. Crested Butte
- Increase Summer Service in Resorts
- Increase Frequency for Senior and Disabled Service in Gunnison County
- Increase Frequency for General Public in City of Gunnison
- Increase Gunnison Valley (entire region) Medical Service to Montrose and Grand Junction
- Backfill Mountain Village and Telluride Operating Expenses
- Increase Norwood/Delta Valley Operating Funding (losing funding based on real estate)

Coordination Projects and Needs

Employee

- New and Expanded vanpool programs
- Implement TDM Strategies

Medical

- Regional Volunteer Driver Program

Veterans

- Increase utilization of vehicles with General Public Service (All Points Transit already takes calls/schedules for Disabled American Veterans)

Information/Communication

- Marketing
- Single Information Resource

Next Steps

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

- All project correspondence and information will be distributed via email and online
- Feedback on demographic data/maps – send any comments to Steven Marfitano (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in early August

- Next Transit Working Group Meeting – date to be determined
- Please send Steven Marfitano (email below) any contact information of people that should be included in the Transit Working Group

Adjourn

The group was thanked for their participation and the meeting adjourned.

PROJECT CONTACTS:

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

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

Lead TPR Planner: Steven Marfitano, steven.marfitano@fhueng.com
Work: 303-721-1440

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



B.2 - Transit Working Group Meeting #2

Gunnison Valley Transit Working Group Meeting #2

Date: October 1, 2013
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, CO

Meeting Goals:

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

Agenda

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

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

Lead TPR Planner: Steven Marfitano steven.marfitano@fhueng.com
Work: 303-721-1440

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

Conference Call # 1-800-882-3610
Participant Code: 4584777#

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



Open Houses in each TPR

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

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

Safety and Security

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

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



Draft Gunnison Valley Transit Vision & Goals

To provide a transit network to serve residents and visitors throughout the region.

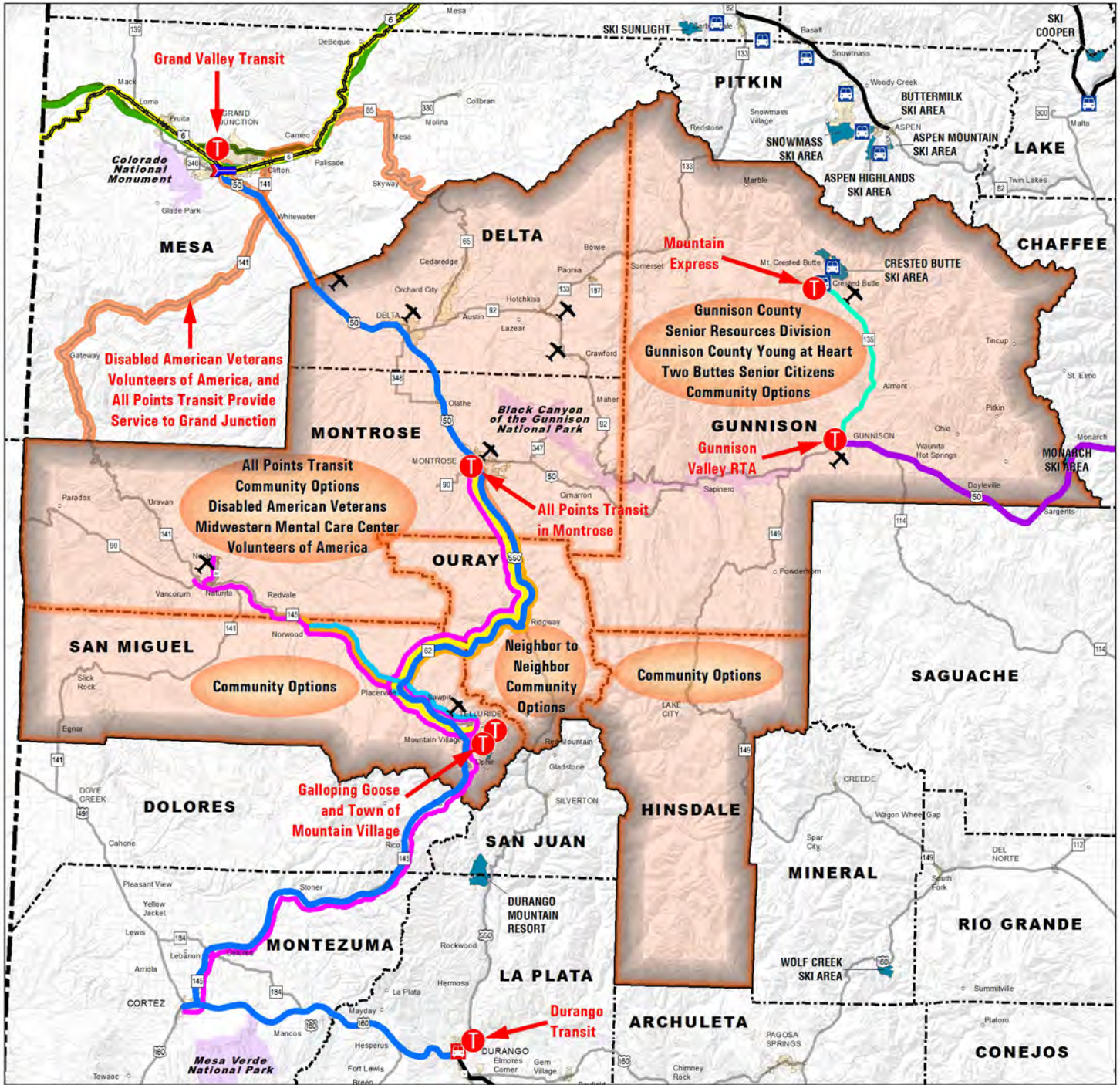
Supporting Goals

- ▶ Reduce travel by private automobile.
- ▶ Maintain and enhance existing services.
- ▶ Enhance human services transportation throughout the region.
- ▶ Provide additional general public transit service between communities.



Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Legend

- All Points Transit
- Galloping Goose
- Gunnison Valley RTA
- San Miguel County
- Town of Mountain Village
- Regional Bus Routes
- Human Service Transportation Providers
- Local Transit Services
- Southern Ute C.A.P. (Grand Junction - Durango)
- Greyhound #555 (Denver-Green River-LA)
- Black Hills Stage Lines #879 (Denver-Salida-Gunnison)
- Inter-City Bus Stations
- Regional Bus Stations
- Gunnison Valley TPR Boundary
- Ski Areas
- Incorporated Cities and Towns
- Airports/Airfields
- Amtrak Routes
- Amtrak Stations

DRAFT

North

0 5 10 15 Miles



Gunnison Valley Transit Services

Transit Agency	Clientele	Service Type	Service Days	Service Area
All Points Transit	General Public	Flex	M T W H F Sa	Montrose, Olathe
	Seniors/Disabled	ADA/DR	M T W H F	Montrose, Olathe, Delta, Cedaredge, Crawford, Hotchkiss, Orchard City, Paonia, Nucla, Naturita, Redvale, Norwood, Placerville, Eckert, Paradox, Corey, Telluride, Austin, Ridgway, Colona, to Grand Junction
Town of Mountain Village	General Public	Fixed/ADA/Vans	S M T W H F Sa	Mountain Village, Telluride, to Montrose, to Norwood, to Cortez
Town of Telluride (Galloping Goose)	General Public	Fixed/ADA	S M T W H F Sa	Telluride
San Miguel County	General Public	Fixed	S M T W H F Sa	Telluride, to Placerville, to Norwood
Gunnison Valley RTA	General Public	Fixed	S M T W H F Sa	Gunnison, Crested Butte, Mount Crested Butte
Mountain Express - Crested Butte	General Public	Fixed/ADA	S M T W H F Sa	Crested Butte, Mount Crested Butte
Black Hills Stage Lines	General Public	Inter-City	S M T W H F Sa	Gunnison
Gunnison County Senior Resources Division	Seniors	DR/ADA	M W F	Gunnison County
Community Options	Disabled	DR/ADA	S M T W H F Sa	Montrose County, Delta County, Gunnison County, San Miguel County, Ouray County, Hinsdale County
Volunteers of America	Seniors	DR/ADA	M T W H F	Montrose County, Delta County
Midwestern Mental Care Center	Cognitive	DR/ADA	M T W H F	Montrose County, Delta County
Neighbor to Neighbor - Ouray County	Seniors/Disabled	DR/ADA	H	Ouray, Ridgway, to Montrose
Disabled American Veterans	Disabled	DR/ADA	M T W H F	Montrose, Olathe, Delta, to Grand Junction
Two Buttes Senior Citizens	Seniors			Gunnison County
Gunnison County Young at Heart	Seniors			Gunnison County
Ouray County Council on Aging				
Hinsdale County Jubileers				
Telluride Express				
Mountain Limo				
Montrose Taxi				



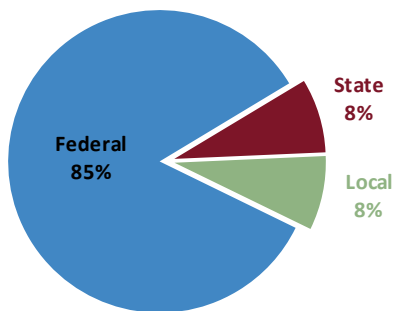
Gunnison Valley Financial Summary

Gunnison Valley 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.

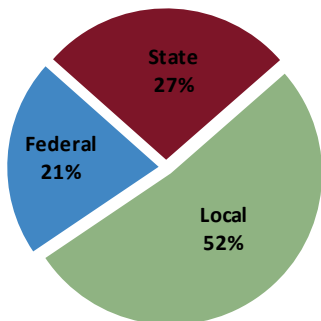
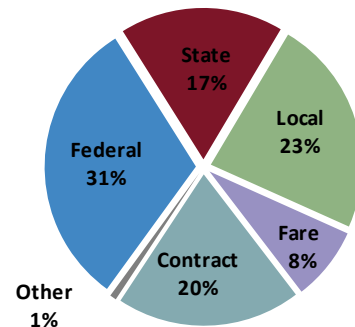
Comparison of Regional Funding Sources

Capital Funding

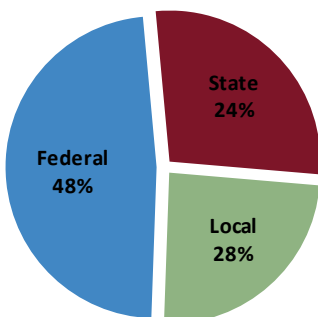
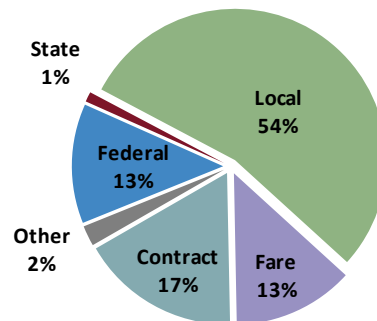


National Average - Rural Providers
2011 Federal Transit Administration

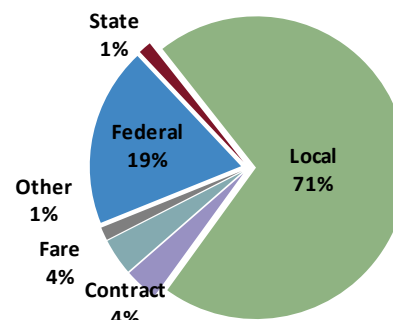
Operating Funding



Colorado Average - Rural Providers
2011 National Transit Database



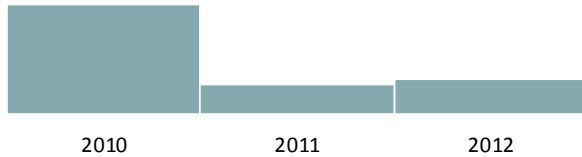
Gunnison Valley TPR Average
2011 Self-Reported Survey Data



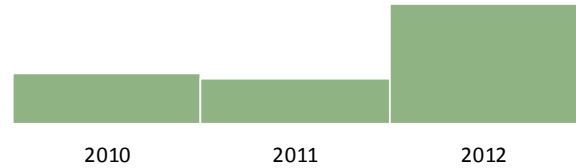


Regional Finance Summary

Total Regional Survey Reported Capital Costs



Total Regional Recorded Operating Revenues



Gunnison Valley Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards	\$615,287	\$735,868	\$180,000	Federal Awards	\$584,202	\$857,127	\$1,609,520
5309	\$0	\$47,880	\$0	5304	\$0	\$0	\$0
5310	\$103,198	\$456,364	\$180,000	5309	\$0	\$0	\$19,200
5311	\$352,089	\$181,624	\$0	5310	\$410,190	\$443,633	\$407,688
5316	\$0	\$50,000	\$0	5311 Admin + Operating ***	\$174,012	\$179,670	\$395,475
5317	\$0	\$0	\$0	5311 SAP + Merit ***	\$0	\$0	\$597,479
ARRA	\$0	\$0	\$0	5311 Self Reported **	\$0	\$230,820	\$179,670
Other Federal	\$160,000	\$0	\$0	5316	\$0	\$3,004	\$10,008
State Support	\$11,200	\$552,966	\$104,290	5317	\$0	\$0	\$0
Local Support	\$0	\$12,820	\$90,809	Other Federal	\$0	\$0	\$0
Other	\$0	\$0	\$45,000	State Support	\$298,626	\$130,973	\$117,200
				Local Support	\$1,380,159	\$1,262,450	\$5,951,817
Total Capital Revenues	\$626,487	\$1,301,654	\$420,099	Fare and Donation Revenue	\$68,241	\$83,923	\$303,651
Total Capital Costs **	\$1,159,956	\$316,428	\$359,994	Contract Revenue	\$506,881	\$357,237	\$329,445
				Other Revenue	\$0	\$8,492	\$118,071
				Total Operating Revenues	\$2,838,109	\$2,700,202	\$8,429,704
				Total Operating Expenses	\$0	\$0	\$6,746,420

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

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



Gunnison Valley 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
Delta	19.8%	34.7%	86.3%	20.3%	32.7%	47.5%
Gunnison	10.6%	17.3%	38.3%	32.8%	49.3%	90.5%
Hinsdale	13.5%	23.0%	61.5%	12.8%	21.8%	5.0%
Montrose	15.6%	29.7%	79.8%	20.5%	35.0%	66.0%
Ouray	17.8%	22.5%	31.0%	23.1%	30.1%	14.3%
San Miguel	22.5%	38.2%	101.6%	61.3%	92.1%	195.6%
TPR Overall	16.7%	29.6%	74.7%	23.2%	37.3%	63.1%



Gunnison Valley Transit Projects

Agency	Project Description	Cost	Horizon	Category
All Points Transit	Add two additional 6 hour Dial-A-Ride routes, M-F, at a cost of \$55,000 per route, per year to eliminate waiting list for service in Montrose	\$110,000	Short	Access to Human Services
Gunnison Valley RTA	Formalize and increase senior service in the valley at a cost of \$12,000 annually	\$12,000	Short	Access to Human Services
TWG Meeting #1	Implement a regional volunteer driver program for medical trips			Access to Human Services
TWG Meeting #1	Increase frequency for senior and disabled services in Gunnison County			Access to Human Services
TWG Meeting #1	Increase Gunnison Valley (entire region) medical service to Montrose and Grand Junction			Access to Human Services
Delta County Department of Human Services	Provide vanpool services			Coordination Strategies
Gunnison County Health and Human Services	Provide vanpool services			Coordination Strategies
San Miguel County Commissioners	Provide vanpool and/or carpool services			Coordination Strategies
Town of Ridgway	Provide vanpool and/or carpool services			Coordination Strategies
TWG Meeting #1	Create a single information resource for transit services throughout the region			Coordination Strategies
TWG Meeting #1	Provide carpool/vanpool/TDM			Coordination Strategies
All Points Transit	Add benches and weather shelters to 15 bus stops with high ridership, at an estimated cost of \$1,000 (bench only) - \$4500 (bench /shelter / installation) per stop	\$67,500	Short	Facilities
All Points Transit	Plan and construct a regional transit center (including vehicle bays and fuel stations) (cost unknown)		Mid	Facilities
Gunnison Valley RTA	Add Park and Ride Facilities along Hwy 135 between Gunnison and Crested Butte (cost unknown)		Long	Facilities
Mountain Express -Crested Butte	Need to replace or add on to current maintenance facility (cost unknown)		Mid	Facilities
Town of Telluride	Need more and safer bus pullouts and park and rides (cost unknown)		Short	Facilities
Town of Telluride	Remodel and expand facilities \$500,000	\$500,000	Short	Facilities
TWG Meeting #1	Construct a PNR in Montrose (SH 145)		Short	Facilities
TWG Meeting #1	Construct a PNR in Nucla/Naturita area		Short	Facilities
TWG Meeting #1	Construct a PNR in Ridgway		Short	Facilities
All Points Transit	Build support for administrative and operating costs, resulting in a wage increase for drivers and staff (first raise in 5 years)		Short	Maintaining Service
All Points Transit	Maintain existing operating levels		Short	Maintaining Service
All Points Transit	Need vehicle replacement with a combination of mini vans, mini buses and low floor body on chassis vehicles, 3-5 vehicles per year (cost unknown)		Short	Maintaining Service
Gunnison Valley RTA	Maintain existing operating levels		Short	Maintaining Service
Gunnison Valley RTA	Need to replace 4 large transit buses at a cost of \$450,000 each	\$1,800,000	Short	Maintaining Service
Mountain Express -Crested Butte	Maintain existing operating levels		Short	Maintaining Service
Mountain Express -Crested Butte	Need to replace 3 large buses at a cost of \$175,000 each	\$525,000	Short	Maintaining Service
Mountain Express -Crested Butte	Need to replace 3 small buses at a cost of \$135,000 each	\$405,000	Short	Maintaining Service
Mountain Express -Crested Butte	Need to replace 2 small buses at a cost of \$150,000 each	\$300,000	Mid	Maintaining Service
Mountain Express -Crested Butte	Need to replace 3 large buses at a cost of \$185,000 each	\$555,000	Mid	Maintaining Service
Mountain Express -Crested Butte	Need to replace 2 small buses at a cost of \$170,000 each	\$340,000	Long	Maintaining Service
Mountain Express -Crested Butte	Need to replace 4 large buses at a cost of \$200,000 each	\$800,000	Long	Maintaining Service
Ouray County Neighbor to Neighbor	Maintain existing operating levels		Short	Maintaining Service
Town of Mountain Village	Add full-time APU backup \$1,000,000	\$1,000,000	Short	Maintaining Service



Agency	Project Description	Cost	Horizon	Category
Town of Mountain Village	Maintain existing operating levels		Short	Maintaining Service
Town of Mountain Village	Need 10 new shuttle vans at \$25,000 each	\$250,000	Short	Maintaining Service
Town of Mountain Village	Need 2 new cutaway busses at \$70,000 each	\$140,000	Short	Maintaining Service
Town of Mountain Village	Paint gondola towers and terminals \$120,000	\$120,000	Short	Maintaining Service
Town of Mountain Village	Rebuild 6 gondola conveyors at \$80,000 each	\$480,000	Short	Maintaining Service
Town of Mountain Village	Rebuild gondola main gearbox for all 3 sections \$100,000	\$100,000	Short	Maintaining Service
Town of Mountain Village	Refurbish or replace gondola cabins – Refurbist \$600,000 / Replace \$2,950,000	\$2,950,000	Short	Maintaining Service
Town of Mountain Village	Replace 3 gondola drive bullwheels at \$75,000 each	\$225,000	Short	Maintaining Service
Town of Mountain Village	Replace 3 gondola return bullwheels at \$40,000 each	\$120,000	Short	Maintaining Service
Town of Mountain Village	Replace gondola grips and hangers \$520,000	\$520,000	Short	Maintaining Service
Town of Mountain Village	Replace gondola haul rope for all sections \$750,000	\$750,000	Short	Maintaining Service
Town of Mountain Village	Replace gondola support vehicles – 2x trucks/3x snowmobiles/3x ATVs \$160,000	\$160,000	Short	Maintaining Service
Town of Mountain Village	Replace main gondola drives and motors at \$600,000	\$600,000	Short	Maintaining Service
Town of Mountain Village	Upgrade gondola control systems \$350,000	\$350,000	Short	Maintaining Service
Town of Mountain Village	Need 2 new cutaway busses at \$70,000 each	\$140,000	Mid	Maintaining Service
Town of Mountain Village	Need 5 new shuttle vans at \$25,000 each	\$125,000	Mid	Maintaining Service
Town of Mountain Village	Rebuild 6 gondola conveyors at \$80,000 each	\$480,000	Mid	Maintaining Service
Town of Mountain Village	Rebuild gondola main gearbox for all 3 sections \$100,000	\$100,000	Mid	Maintaining Service
Town of Mountain Village	Re-engineer gondola terminals for level loading \$3,000,000	\$3,000,000	Mid	Maintaining Service
Town of Mountain Village	Replace gondola grips and hangers \$520,000	\$520,000	Mid	Maintaining Service
Town of Mountain Village	Replace gondola support vehicles – 2x snowmobiles/2X ATVs \$40,000	\$40,000	Mid	Maintaining Service
Town of Mountain Village	Need 4 new cutaway busses at \$70,000 each	\$280,000	Long	Maintaining Service
Town of Mountain Village	New 15 new shuttle vans at \$25,000 each	\$375,000	Long	Maintaining Service
Town of Mountain Village	Paint gondola towers and terminals \$120,000	\$120,000	Long	Maintaining Service
Town of Mountain Village	Rebuild 12 gondola conveyors at \$80,000 each	\$960,000	Long	Maintaining Service
Town of Mountain Village	Rebuild gondola main gearbox for all 3 sections 2X at \$100,000 each	\$200,000	Long	Maintaining Service
Town of Mountain Village	Replace 3 gondola drive bullwheels at \$75,000 each	\$225,000	Long	Maintaining Service
Town of Mountain Village	Replace 3 gondola return bullwheels at \$40,000 each	\$120,000	Long	Maintaining Service
Town of Mountain Village	Replace gondola grips and hangers \$520,000	\$520,000	Long	Maintaining Service
Town of Mountain Village	Replace gondola haul rope for all sections \$750,000	\$750,000	Long	Maintaining Service
Town of Mountain Village	Replace gondola support vehicles – 2x trucks/3x snowmobiles/3x ATVs/heavy equipment \$200,000	\$200,000	Long	Maintaining Service
Town of Telluride	Maintain existing operating levels		Short	Maintaining Service
Town of Telluride	Replacement rolling stock (cost unknown)		Mid	Maintaining Service
Town of Telluride	Replacement rolling stock (cost unknown)		Long	Maintaining Service
TWG Meeting #1	Replace existing veterans van with ADA accessible vehicle		Short	Maintaining Service
TWG Meeting #1	Backfill Mountain Village operating expenses			Maintaining Service
TWG Meeting #1	Backfill Telluride operating expenses			Maintaining Service
TWG Meeting #1	Increase Norwood/Delta Valley operating funding			Maintaining Service
All Points Transit	New printed maps and promotional materials in English and Spanish, estimated at \$5,000 for design and printing	\$5,000	Short	Marketing Strategies
Montrose County Health and Human Services	Improve Montrose local transit service by increasing promotion			Marketing Strategies
San Miguel County Commissioners	Provide more information about public transit services			Marketing Strategies
TWG Meeting #1	Upgrade marketing for transit services throughout the region			Marketing Strategies
All Points Transit	Begin replacing vehicles with alternative fuel vehicles (cost unknown)		Short	Miscellaneous
All Points Transit	Add Saturday City Bus service at a cost of \$80,000 per year		Short	Mobility for the General Public



Agency	Project Description	Cost	Horizon	Category
All Points Transit	Increase regional transportation to connect rural areas with Delta, Montrose and Grand Junction, Requires adding 2-3 additional vehicles to the fleet (cost unknown)		Short	Mobility for the General Public
All Points Transit	Provide more inter-city transit between Montrose and Grand Junction for commuters (cost unknown)		Short	Mobility for the General Public
All Points Transit	Revise/expand current Montrose City Bus routes to include more neighborhoods and outlying areas (cost unknown)		Short	Mobility for the General Public
Delta County Department of Human Services	Improve Delta local transit service by increasing services			Mobility for the General Public
Delta County Department of Human Services	Improve Delta local transit service by increasing weekend service			Mobility for the General Public
Delta County Department of Human Services	Provide local fixed route services in Delta			Mobility for the General Public
Gunnison County Health and Human Services	Improve Gunnison local transit service by increasing services			Mobility for the General Public
Gunnison Valley RTA	Increase frequency to 2008 levels at a cost of \$100,000 annually		Short	Mobility for the General Public
Gunnison Valley RTA	Add service to Crested Butte South at a cost of \$125,000 annually		Mid	Mobility for the General Public
Gunnison Valley RTA	Need 2 new buses to provide Crested Butte South service at a cost of \$150,000 each	\$300,000	Mid	Mobility for the General Public
Montrose County Health and Human Services	Improve Montrose local transit service by increasing services			Mobility for the General Public
Montrose County Health and Human Services	Improve transit service by increasing weekend service			Mobility for the General Public
Mountain Express -Crested Butte	Increase current service to Crested Butte South			Mobility for the General Public
Town of Mountain Village	Add gondola parking and maintenance facility \$1,000,000	\$1,000,000	Mid	Mobility for the General Public
Town of Mountain Village	Build out gondola to maximum engineered capacity \$2,000,000	\$2,000,000	Mid	Mobility for the General Public
Town of Ridgway	Provide more early morning (before 9 AM) and late evening service (after 6 PM)			Mobility for the General Public
Town of Telluride	Need 1 more bus at \$300,000	\$300,000	Short	Mobility for the General Public
Town of Telluride	Need 5 more buses at \$80,000 each	\$400,000	Short	Mobility for the General Public
TWG Meeting #1	Increase frequency and service between/within Gunnison and Crested Butte/Mount Crested Butte			Mobility for the General Public
TWG Meeting #1	Increase frequency and service between/within Telluride and Mountain Village			Mobility for the General Public
TWG Meeting #1	Increase frequency for general public transit in Gunnison			Mobility for the General Public
TWG Meeting #1	Increase summer service in Crested Butte			Mobility for the General Public
TWG Meeting #1	Increase summer service in Mountain Village/Telluride			Mobility for the General Public
TWG Meeting #1	Increase utilization of vehicles by providing general public service			Mobility for the General Public
All Points Transit	Provide inter-city transit between Montrose and Gunnison (cost unknown)		Short	Regional Connectivity
All Points Transit	Provide more inter-city transit between Delta and Montrose (cost unknown)		Short	Regional Connectivity



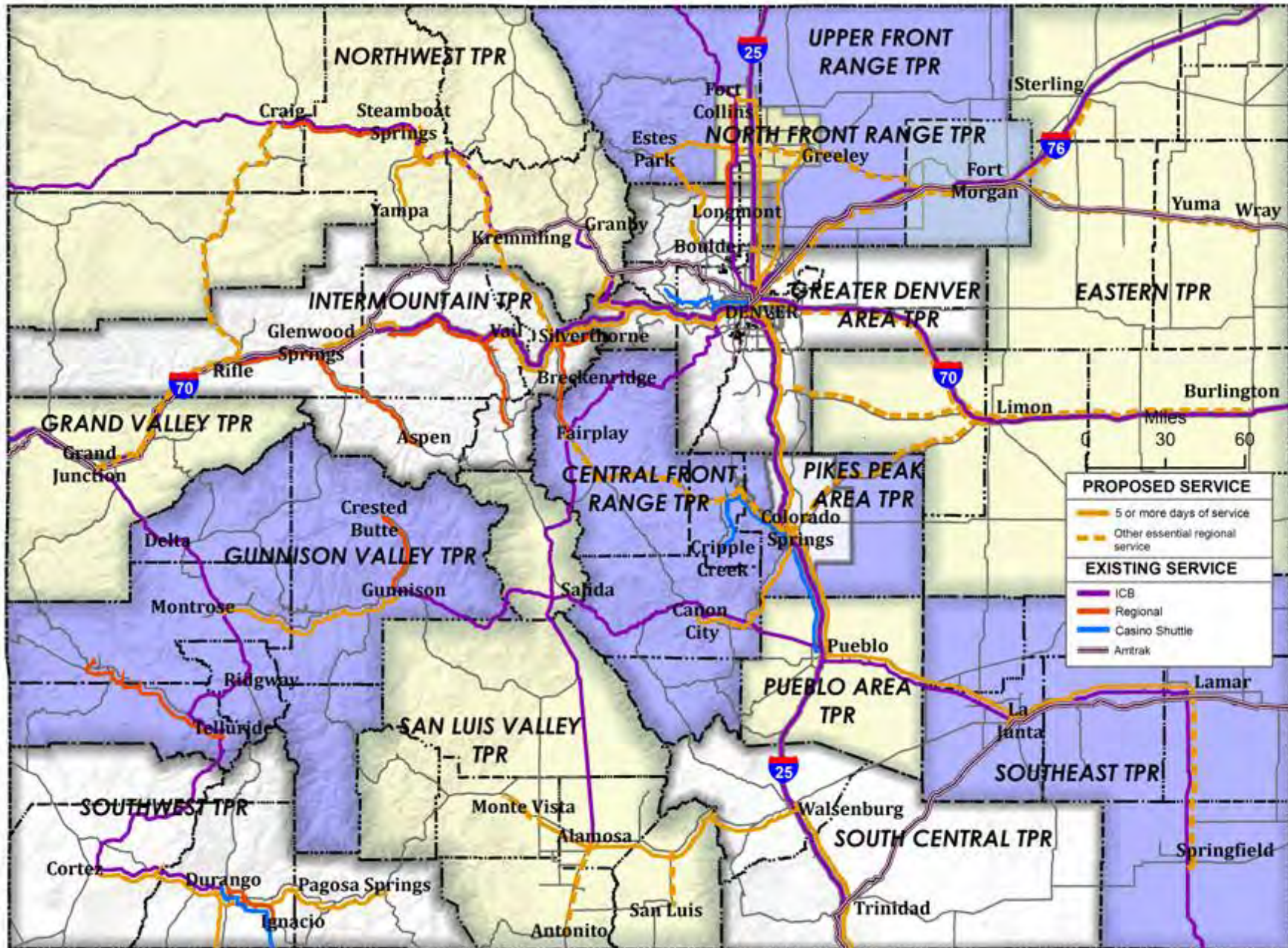
Agency	Project Description	Cost	Horizon	Category
Delta County Department of Human Services	Provide more inter-city transit between Delta County and Grand Junction			Regional Connectivity
Delta County Department of Human Services	Provide more inter-city transit between Delta County and Montrose			Regional Connectivity
Gunnison County Health and Human Services	Provide more inter-city transit between Gunnison County and Grand Junction			Regional Connectivity
Gunnison County Health and Human Services	Provide more inter-city transit between Gunnison County and Montrose			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and Delta			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and Grand Junction			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and Ouray county			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and San Miguel county			Regional Connectivity
Ouray County Neighbor to Neighbor	Provide more inter-city transit between Ouray County and Montrose			Regional Connectivity
San Miguel County Commissioners	Provide more inter-city transit between San Miguel and Montrose county			Regional Connectivity
San Miguel County Commissioners	Provide more inter-city transit between San Miguel and Ouray county			Regional Connectivity
San Miguel County Commissioners	Provide more inter-city transit between Telluride and Mountain Village, and Lawson, Norwood, and Placerville			Regional Connectivity
Town of Ridgway	Provide more inter-city transit between Ouray County and Grand Junction			Regional Connectivity
Town of Ridgway	Provide more inter-city transit between Ouray County and Montrose county			Regional Connectivity
Town of Ridgway	Provide more inter-city transit between Ouray County and San Miguel county			Regional Connectivity
TWG Meeting #1	Provide inter-city transit between Montrose and Gunnison			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between Delta and Cedaredge			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between Delta and North Fork Communities (Coal Mines)			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between Montrose and Delta			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between region and Telluride			Regional Connectivity

Intercity and Regional Bus Service

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

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

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



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

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

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

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

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

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

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

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

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

Gunnison Valley Transportation Planning Region

TWG Meeting #2

Date: October 1, 2013
 Time: 1:00 PM– 3:00 PM
 Location: Region 10 Office
 300 North Cascade, Suite 1
 Montrose, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Vince Rogalski	GVTAR	804 Sunny Slope Gunnison CO 81230	970-209-0380	vrogalski@montrose.net
Peter Cedeno	RIO	11900 CROOK RD #19 MONTROSE 81401	970 252 9606	PERKOWITZ@STILLWATERSEABOARD.COM
Donna Whiskeman	DURAN COUNTY Neighbor to Neighbor	2411 CEIA Montrose 81403	729-0273	dwhiskeman@yahoo.com
Bill Quiggle	Mt Express	Crested Butte, CO 81224	970. 3447 ²⁷⁵ 9508	bquigglecb@msn.com
Jason White	Town of Telluride	1370 Black Bear Rd Telluride PO BOX 397-81435	970-728-2179	jwhite@telluride-co.gov
Chris Larsen	Mtn Express Crested Butte	Pc Box 3482 Crested Butte co 81224	970-345-5616	clarsen@crestedbutte-co.gov

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Mark Roerber	Delta County	501 Palmer Delta, CO	(970) 874 2113	mroerber@delta county.com
Les Mergelman	Club 20	380 NE 3rd St Lakewood CO	970 56-6671	mergelman@tdc.net
SHARON Fipps	All Points TRANSIT	100 TESSATORE CT MONTROSE	970-249-0128	s.fipps@allpoints transitions.org
Baran Ceras	All Points Transit	EXXAS 100 TESSITRE CT MONTROSE, CO 81401	970-249-6204	scertise.allpoints transit.org
SCOTT TRUEN	GUNNISON VALLEY RTA	PO Box 39 CRETEO BUTE, CO 81224	970 275 0111	STRUEN@ GUNNISONVALLEYRTA .ORG
STEWART jackson	Alpine Express	Box 1250 Gunnison CO 81230	970-641-5070	STEWART@ALPINE Express-ttll.com
JIM LOEBE	TOWN OF MOUNTAIN VILLAGE	455 MOUNTAIN VILLAGE BLVD-SUITE A MOUNTAIN VILLAGE, CO 81435	970 729 3434	jloeb@mntvillage.org
PAUL ROOD	Town of Telluride	PO Box 397 Telluride, CO 81435	970 728 3077	proud@ telluride-co.gov
Michelle Haynes	Region 10 Econ. Assiat/Planng	300 N Cascade #1 Montrose 81403	970 249 2436 x15	Mhaynes@ Region10.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Matt Muraro	CDOT		970-385-1433	matt.muraro@state.co.us
Jon Merritt	Montrose County HHS	1845 S. Townsend Ave. 81401 Montrose	970- 252-5085	jmerritt@montrosecounty.net



Gunnison Valley Transportation Planning Region Transit Working Group #2 – Meeting Minutes

Date: October 1, 2013
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, Colorado

Meeting attendees:

Vince Rogalski – Gunnison Valley Transportation Planning Region STAC
Peter Crowell – RIO
Donna Whiskeman – Ouray County Neighbor to Neighbor
Bill Quiggle – Mountain Express
Jason White – Town of Telluride
Chris Larsen – Mountain Express
Mark Roeber – Delta County
Les Mergelman – Club 20
Sharon Fipps – All Points Transit
Sarah Curtis – All Points Transit
Scott Truex – Gunnison Valley RTA
Stewart Johnson – Alpine Express
Jim Loebe – Town of Mountain Village
Paul Ruud – Town of Telluride
Michelle Haynes – Region 10 Economic Assistance and Planning
Matt Muraro – CDOT
Jon Merritt – Montrose County Health and Human Services
Kathleen Ann Sickles – Town of Cedaredge
Steven Marfitano – Felsburg Holt & Ullevig
Holly Buck – Felsburg Holt & Ullevig

Welcome & Introductions

Holly Buck from Felsburg Holt & Ullevig kicked the meeting off and asked that all participants introduce themselves.



Regional Plan Development Process

Holly Buck reviewed the project calendar to give TWG participants an update on the timeline and tasks to complete the Statewide Transit Plan and a detailed review of when TWG members can expect milestone completions for the Regional Coordinated Transit Plans and review of the draft final report. The final report will be complete March, after being reviewed by CDOT staff and the transit working group.

Statewide Transit Plan

Holly Buck provided an update regarding the Statewide Transit Planning process and reviewed the vision and goals developed by the Statewide Steering Committee (SSC). A few key points relevant to the Statewide Vision, Goals and Objectives included:

- The six supporting goals developed by the SSC are in line with the vision and goals developed by the Transit and Rail Advisory Committee (TRAC).
- Performance measures are currently under development
- The Vision and Goals for the Gunnison Valley region will be reviewed. The Vision and Goals from the Regional Coordinated Transit Plans (RCTP) are to be congruent with the larger Statewide Vision and Goals.
- The Gunnison Valley Transit Plan will be included in the larger Gunnison Valley Regional Transportation Plan that is also currently being developed. The Gunnison Valley Regional Transportation Plan includes all modal plans, including road/highway, bike/ped and transit.

Regional Plan Vision and Goals

Steven Marfitano, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed the draft Vision and Goals developed for the Gunnison Valley region based on discussion at TWG Meeting #1, information in the 2008 Plan, and information provided through the transit provider human service agency surveys. Discussion during the meeting resulted in revisions, with the following Vision and Goals for Gunnison Valley the result:

VISION

To provide a convenient, reliable, and efficient transit network to serve residents and visitors throughout the region.

SUPPORTING GOALS

- Preserve, maintain, and enhance existing services.
- Provide additional general public transit service within and between communities.
- Improve transportation options.
- Promote transit.
- Increase transit funding through public and private mechanisms.
- Integrate public and human transit services.

Regional Analysis



Steven Marfitano reviewed several exhibits to provide an update about the data collection and financial analysis efforts that have been underway over the last couple months.

EXISTING SERVICES

Steven briefly reviewed the Gunnison Valley Transit Service Provider list included in the meeting packet. This document provides a general overview of the service providers (public and human service), clientele served, service types, service area, and days service are provided. Next the group reviewed the Existing Transit Service Provider map. The map includes both public transit agency services as well as human service agency information. Steven asked for comments and corrections to the map and list and received the following:

- Contact information for Hinsdale County services for follow-up, will call Tara Hardy
 - Clarify Hinsdale County Jubileers
- Contact information for Gunnison County services for follow-up, will call Karen Stewart
 - Clarify Two Buttes Senior Citizens
 - Clarify Gunnison County Young at Heart
 - Clarify Gunnison County Senior Resource Division
- Questions regarding the depiction of All Points Transit service area, will follow-up with Sarah Curtis
- Change San Miguel County in legend to read, "San Miguel County/Town of Telluride"
- Change Town of Telluride (Gallopig Goose) service area to read, "Telluride, to Placerville, to Norwood"
- Add vans to services provided by Sand Miguel County
- Remove Ouray County Council on Aging from Services List, same as Ouray County Neighbor to Neighbor
- List private operators in region
 - Telluride Express
 - Mountain Limo
 - Alpine Express
 - Remove Montrose Taxi

FINANCIAL SUMMARY

Steven Marfitano reviewed the financial information that has been developed to date, including a summary of national and statewide funding breakdowns for transit and then more specific information for the Gunnison Valley region. The group discussed the lack of state funding for operators as the key take-away from the summary. Additionally, Steven briefly reviewed the individual provider financial profiles and asked that any changes or modifications be sent to Steven Marfitano or Evan Enarson-Hering (eenarsonhering@camsys.com). Several attendees provided feedback on specific errors and changes that are needed. The consultant team will make modifications based on comments received at today's meeting and any additional feedback that is submitted via email.

GROWTH ANALYSIS

Steven Marfitano presented the demographic information used to look at future demand in transit ridership and needs. The information presented included overall population growth from a base year of 2013 showing six-year, 10 year and 2040 growth trends. This information was also presented for the projected growth in the



elderly population age 65+. The overall population growth projected for the Gunnison Valley region is 75% by 2040 and 63% for growth in elderly population by 2040, with some counties experiencing even more dramatic increases. This indicates a substantial need for the Gunnison Valley region in terms of human service transportation in the years to come.

Projects and Prioritization

Steven Marfitano briefly reviewed the extensive list of projects that have been identified by providers and human service agencies within the region. As the outcome of the Regional Coordinated Transit Plans will be the development of an overall Statewide Transit Plan, the project team attempted to categorize all of the projects to help paint the picture of the overall statewide needs. The identified projects were sorted into the following categories:

- Access to Human Services
- Coordination Strategies
- Facilities
- Maintaining Services
- Marketing Strategies
- Mobility of the General Public
- Planning
- Regional Connectivity

There was brief discussion by the Working Group about the overall project list and the categories identified. The group generally agreed that sorting the projects in type of need categories provide insight into the regional issues. Working Group members were asked to review the project list for their agencies and provide any changes after the meeting to Steven Marfitano.

The Working Group was then asked to brainstorm and discuss what they deem to be the highest priorities in the region. Coupled in this discussion was the concept of a project champion. The project champion was defined as an agency who would serve as the driver in achieving the high priority project. The following high priority projects have been compiled based on discussions at the meeting:

Project Description	Details	Project Champion
Maintain existing services, fleet, and facilities		All existing human service and transit providers
Gunnison-Montrose General Public Service	To serve regional connections Focused on medical trips Minimum 2x day	Gunnison RTA All Points Transit
Montrose-Delta General Public Service	Fixed route service	All Points Transit
Montrose-Telluride General Public Service	Focused on employees	Town of Mountain Village, Town of Telluride, and San Miguel County
Delta-North Fork Communities General Public Service	Additional service	All Points Transit
Gunnison County Human Services	Additional county-wide service	Gunnison County
City of Montrose Human Services	Additional city-wide service	All Points Transit
Hinsdale County Human Services	New county-wide service	Hinsdale County
Pursue Potential RTA	Serve all Gunnison Valley counties	Region 10



Centralized Call Center/Centralized Resource Directory/Marketing and Information	Serve all Gunnison Valley counties	Future Mobility Manager
Mobility Manager	Serve all Gunnison Valley counties	Region 10

Coordination Strategies

Tying into the discussion about projects and priorities, an overview of potential coordination strategies was reviewed during the meeting as a basis for ensuring coordination is included in the planning process and for potential project identification. The following strategies were briefly reviewed:

- Centralized Call Center
- Mobility Management / Mobility Management Organizations
- Centralized Resource Directory
- Partnerships
- Marketing and Information Campaigns
- Regional and County Coordinating Councils
- Taxi and Shuttle Subsidy Programs
- Travel Training
- Volunteer Driver Programs
- Joint Procurement of Vehicles, Equipment and Insurance

Based on reaction during the Transit Working Group Meeting, several of the strategies were of interest to the group and will be added to the project list, including:

- Centralized Call Center/Centralized Resource Directory/Marketing and Information Campaigns – A coordinated system designed to provide transit, rideshare, and carpool information to the public; particularly as the use of technology progresses and the aging population includes more individuals who expect web-based access to services, this type of service will become more important. This would build on the existing centralized call activity hosted by All Points Transit and used by the DAV to schedule rides.
- Mobility Managers/Mobility Management Organizations – As the region is connected by more transit options (particularly the proposed Gunnison to Montrose route), a mobility manager for travel throughout the region is desired. All Points Transit currently has a mobility manager for its services which are focused in Montrose and Delta counties.
- New Partnerships – This aligns with a Gunnison Valley Goal to increase transit funding through public and private mechanisms.
- Travel Training – This type of service currently exists through All Points Transit in Montrose and Delta Counties; Gunnison County could benefit from a similar service.
- Volunteer Driver Program – This could include further expansion of vanpool programs throughout the region. This would build on the current services provided by Ouray County Neighbor to Neighbor which is a volunteer program.
- Joint Procurement of Vehicles, Equipment and Insurance – The group expressed interest in joint procurement but stated that 5310 often precluded this type of coordination.



Next Steps

The meeting closed by discussing next steps for the Transit Working Group:

- TWG members were asked to provide feedback on financial profiles and send changes to Steven Marfitano or Evan Enarson-Hering.
- TWG members to provide changes or modifications to the existing services map.
- TWG members to provide any additional project information (if any).
- TWG members to review prioritized project list and provide comment.
- Next Transit Working Group Meeting – To be determined.

Adjourn

Holly Buck thanked the group for attending and reiterated the value of their participation.

PROJECT CONTACTS:

CDOT Project Manager:

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

Lead Intermountain TPR Planner:

Steven Marfitano steven.marfitano@fhueng.com
Work: 303-721-1440

Project Web Site:

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



B.3 - Transit Working Group Meeting #3

Gunnison Valley Transit Working Group Meeting #3

Date: January 22, 2014
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, CO

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

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

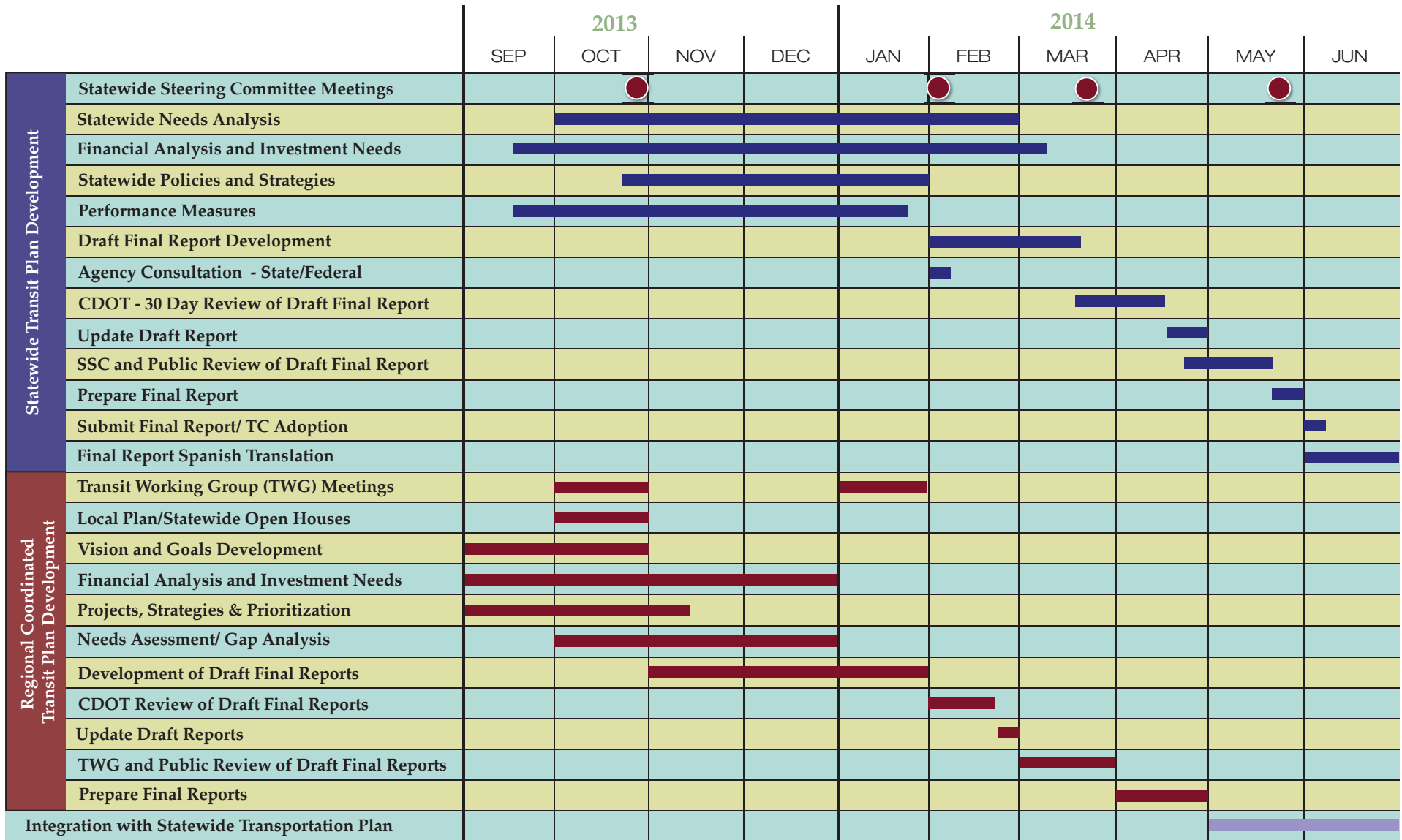
CDOT Project Manager: Tracey MacDonald tracey.macdonald@state.co.us
Work: 303-757-9753

CDOT Regional Lead: David Krutsinger david.krutsinger@state.co.us
Work: 303-757-9008

Lead TPR Planner: Steven Marfitano steven.marfitano@fhueng.com
Work: 303-721-1440

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

Conference Call # 1-800-882-3610
Participant Code: 4584777#





Draft Gunnison Valley Recommended Strategies

Gunnison Valley Vision: To provide a convenient, reliable, and efficient transit network to serve residents and visitors throughout the region.

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
Preserve, maintain, and enhance existing services.	Continue operation of existing transit services 35 buses, 35 vans/ cutaways \$300K 12 yr/\$40K 5 yr	See Financial Discussion	Op FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local Government, Gunnison RTA, Local HUTF Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	1-6 years
	Implement asset management program to report to FTA the condition of the system and progress toward meeting performance targets set by FTA and CDOT	TBD	Ad FTA 5304, FTA 5326, FTA 5337, FASTER	Region 10 <i>All existing agencies</i>	1-6 years
Provide additional general public transit service within and between communities.	New Gunnison-Montrose general public transit service - 2 round trips, 5 days per week	Op \$150,000/yr Cap \$50,000	Op FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Gunnison RTA <i>All Points Transit</i> <i>City of Montrose</i>	1-6 years
	New Montrose-Delta general public transit service - 2 round trips, 5 days per week	Op \$80,000/yr Cap \$50,000	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	All Points Transit <i>Delta</i> <i>City of Montrose</i>	7-12 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
con't) Provide additional general public transit service within and between communities.	New Montrose-Telluride general public transit service - 2 round trips, 5 days per week	Op \$150,000/yr Cap \$50,000	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Telluride Mountain Village, San Miguel County	13-20 years
	Additional Delta-North Fork general public transit service - 5 days per week, 8 hrs per day	Op \$150,000/yr Cap \$50,000	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Delta County All Points Transit	7-12 years
	Additional Gunnison County county-wide transit service - Demand responsive, 5 days per week, 8 hrs per day	Op \$150,000/yr Cap \$50,000	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF, Corporate Sponsorship/ Contract Services , Medicaid, TANF, CSBG/CDBG, OAA Title III Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	Gunnison County	7-12 years
	Additional City of Montrose human services transportation - Demand responsive, 5 days per week, 8 hrs per day	Op \$150,000/yr Cap \$50,000	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate, Medicaid, TANF, CSBG/CDBG, OAA Title III, Sponsorship/ Contract Services Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	City of Montrose All Points Transit	7-12 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
con't) Provide additional general public transit service within and between communities.	New Hinsdale County human services transportation - Demand responsive, 3 days per week, 8 hrs per day	Op \$90,000/yr Cap \$50,000	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate, Sponsorship/ Contract Services, Medicaid, TANF, CSBG/CDBG, OAA Title III Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	Hinsdale County	7-12 years
Improve Transportation Options	Develop single-resource rider information pamphlet and web site		Op Private/In-kind Contributions, Corporate Sponsorship Ad CDOT, CSBG/CDBG, OAA Title III, Other Federal	Future Region 10 Mobility Manager	1-6 years
Promote Transit	Market availability and benefits of transit		Op Advertising, Private/In-kind Contributions, Local/Regional Government Ad CDOT	Future Region 10 Mobility Manager	1-6 years
Increase transit funding through public and private mechanisms	Pursue stable dedicated funding source, e.g., regional RTA, statewide sales tax	TBD	Op Private Contributions, Contract Services Cap Public-Private Partnerships Ad FTA 5304, Region 10	Region 10	1-6 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
Integrate public and human transit services	Implement centralized call center	Cap \$250,000	Cap FTA 5311, FASTER	Future Region 10 Mobility Manager	7-12 years
	Hire Region 10 Mobility Manager <ul style="list-style-type: none"> - Encourage active and regular participation in coordinating council activities - Develop joint decision making process - Implement travel training program inclusive of all regional services 	Ad \$70,000/yr	Ad FTA 5311, FTA 5337, FTA 5339, FTA Veterans Transportation and Community Living Initiative, RTAP	Region 10	1-6 years
TOTAL COST FOR NEW PROGRAMS (Does not include Existing Services, Asset Management, or RTA Development)		Op/Ad \$990,000/yr Cap \$600,000			

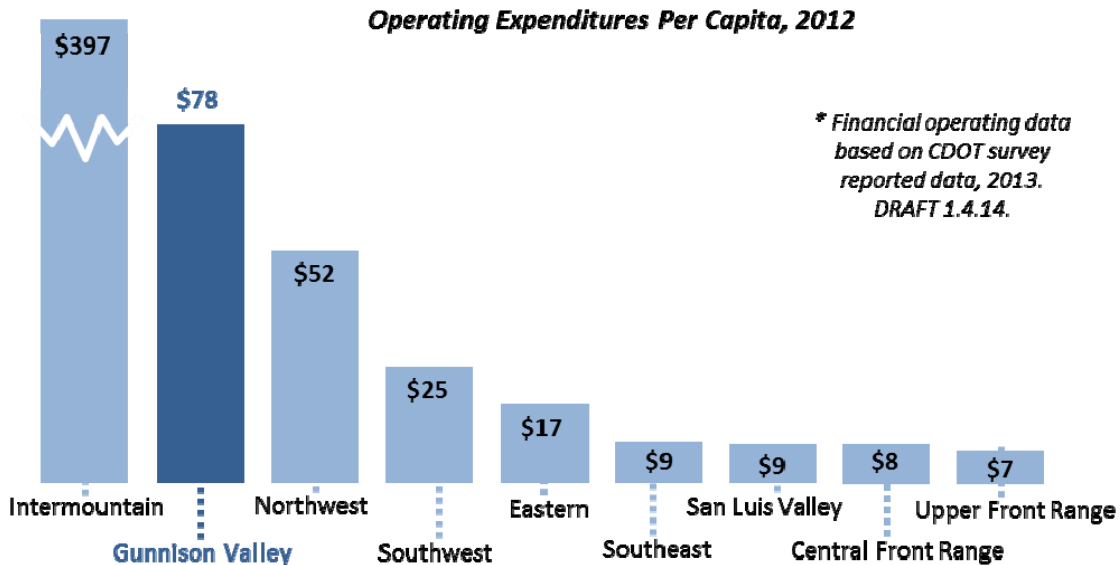


Gunnison Valley Financial Resources and Anticipated Revenues

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.

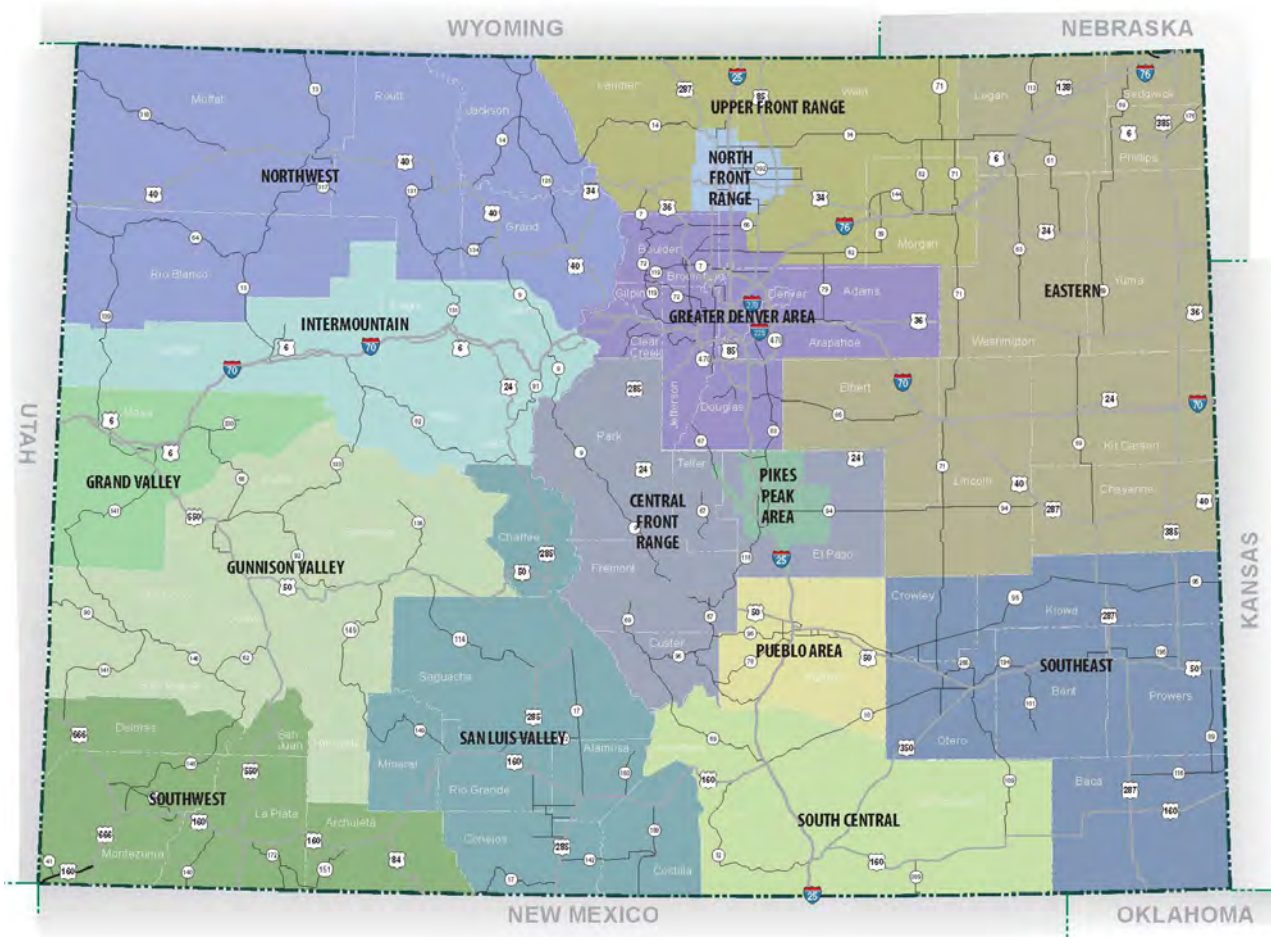


Gunnison Valley Operating Expenditures

- ▶ Between 2008 and 2012, the average annual percent change in operating revenues for service providers in the region ranged from -2.2% to +22%. Annual change in total operating expenses is similar with some providers pursuing cost savings and reducing service while others expanded service or pursued additional revenues.
- ▶ The region’s full-time resident population is expected to grow 1.8% annually between 2012 and 2040 and reach 171,806 by 2040. Visitor and seasonal resident population is likely to grow more rapidly.
- ▶ Approximately \$7.7 million annually, or \$78 per capita, is expended to support critical transit and transportation services in the Gunnison Valley TPR.
- ▶ To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$13.3 million in operating funds.



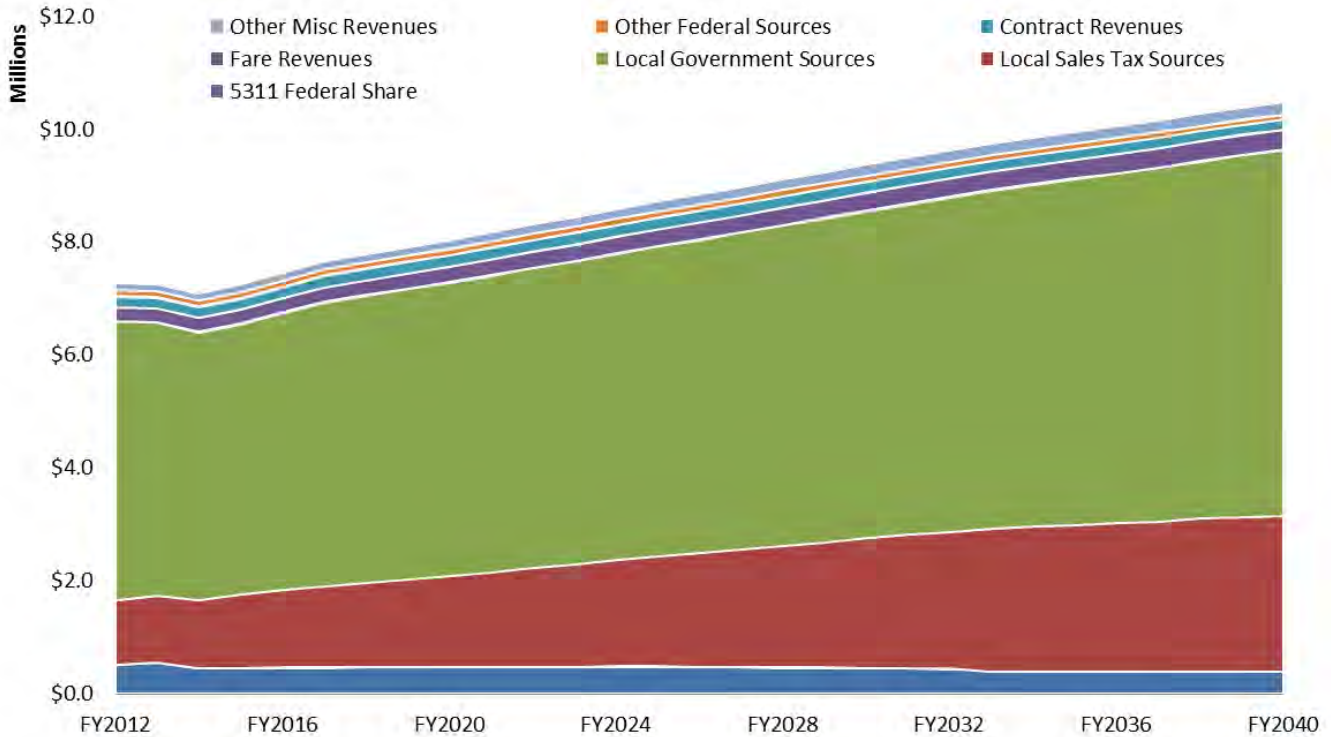
PLANNING REGIONS





Gunnison Valley Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Gunnison Valley TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$10.5 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 sales tax sources provide an important source of revenue in the region. Growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services such as healthcare.
- ▶ Local government sources include local matching funds for grant awards, general fund transfers, and dedicated local revenue streams. These sources are highly variable and depend on the fiscal health and economy of local municipalities. The region as a whole has experienced slow growth in local government revenues with the recession, particularly the Town of Mountain Village, which accounts for the majority of local funds in the region. Over the past decade, local property tax revenues have grown at a compound annual average rate of 1.1%. Local property taxes make up a substantial portion of total regional revenues but can be highly volatile. Economic growth factors driving property tax assessment in the region could push this forecast much higher or even lower in the future.



- ▶ Funding from fare and donation revenues is also variable and linked to personal income growth, system ridership, and policy changes. Based on historic trends, growth in fare revenues are anticipated to remain steady and then slow over the long-term.
- ▶ Contract revenues include relatively stable sources such as payments through Title III of the Older Americans Act (OAA) and certain health payments. Other contract revenues are highly variable including private contracts to provide services as well as contracted payments through the Medicaid program. Revenues from Medicaid have grown quickly in the region – as much as 20 to 30 percent year over year. Medicaid case loads and payments are expected to continue to grow in the near-term, but begin to slow in the long-term with changes in the population demographics within the region. Sequestration or other changes in Federal programs will impact the revenues available through Medicaid, OAA, Community Service Block Grants (CSBG), and other programs.
- ▶ 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.

Gunnison Valley Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Gunnison Valley region will outstrip the growth in 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.

Gunnison Valley	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	117,193	147,149	171,806	1.9% / yr
Estimated Operating Expenses	\$9,126,090	\$11,458,846	\$13,379,010	1.9% / yr
Estimated Operating Revenues	\$8,024,117	\$9,362,161	\$10,474,597	1.3% / yr
<i>Potential Funding (Gap) / Surplus</i>	<i>(-\$1,101,973)</i>	<i>(-\$2,096,686)</i>	<i>(-\$2,904,413)</i>	<i>-0.6%</i>



Gunnison Valley Future Revenue Options

A variety of funding mechanisms are employed by local governments across the country to provide additional revenue for transit and transportation service operation. The table below presents estimates of the potential funds that could be generated in the Gunnison Valley TPR through different assessments or fees.

Mechanism	Revenue Source	2012 Revenue Base	Revenue Potential
0.25% sales tax	Net Taxable Sales	\$1,156,160,000	\$2,890,400
1.0 mill levy	Assessed Property Value	\$2,339,892,000	\$2,339,892
2.0 mill levy	Assessed Oil and Gas Property Value	\$213,936,610	\$427,873
\$15 annual fee	Total Housing Units	55,855	\$837,825
2% fee equivalent	Local Tourism Tax Receipts	\$16,071,000	\$321,420
15% flex transfer	Local Highway Users Tax Fund	\$12,603,834	\$1,890,575



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

Gunnison Valley Transportation Planning Region

TWG Meeting #3

Date: January 22, 2014
 Time: 1:00 PM- 3:00 PM
 Location: Region 10 Office
 300 North Cascade, Suite 1
 Montrose, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
David Krutsinger	CDOT-DTR	4201 Arkansas, 27 Denver CO 80222	3/757-9008	david.krutsinger@state.co.us
Mark Roeber	Delta County		874-3113	m.roeber@delta-county.com
Vince Rogalski	GVTPR	804 Sunny Slope Gunnison, CO 81230	970-209-0380	vrogal@montrose.net
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Sarah Curtis	All Points Transit	"	970-249-6204	scurtis@allpointstransit.org
Jason White	Town of Telluride	1370 Black Bear Rd Telluride, Co 81435	728-2179	jwhite@telluride-co.gov

NAME	AGENCY	ADDRESS	PHONE	EMAIL
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Pat Neaus	Town of Cedaredge	P.O.B. 398 C. CO. 81413	970-856-5001	Pat@cedaredgecolorado.com
Connie Hunt	Duray County	P.O. BOX C Duray, CO 81427	970-325-7263	chunt@duraycountycolorado.gov chunt@duraycountycolorado.gov
SIM LOEBE	TOWN OF MOUNTAIN VILLAGE	455 MOUNTAIN VILLAGE BLVD SUITE A MOUNTAIN VILLAGE, CO 81435	970729-3434	jloebe@mountainvillage.org
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Steve Marfisi				
Holly Buck	FHU		3037211446	Holly.Buck@ fhucng.com
Chris Larsen	mountain Express Crested Butte	PO Box 3482 Crested Butte CO 81224	970-349-5616	clarsen@ crestedbutte-co.gov
Bill Quiggle	Men Express	PO Box 3482 Crested Butte, CO 81224	970-349-9508	bquigglecb@yahoo.com

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Scott Truex	Gunnison Valley RTA	Box 39 Crested Butte 81224	970 275 0111	STRUEXC@GUNNISONVALLEYRTA.ORG
Stewart Johnson	Alpine Pd/ISS	Box 1750 Gunnison, CO	970-641-5074	STEWARTJO@ALPINEPD.COM
Jon Merritt	Montrose County HHS	1845 S. Townsend Ave. 81401 - Montrose	970 - 252-5085	jmerritt@montrosecounty.net
John Harris	CITY OF MONTROSE	P.O. Box 790 MONTROSE, CO 81402	970-497-8596	jharris@ci.montrose.co.us



Gunnison Valley Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: January 22, 2014
Time: 1:00 PM – 3:00 PM
Location: Region 10 Office
300 North Cascade, Suite 1
Montrose, Colorado

Meeting attendees:

David Krutsinger – CDOT Division of Transit and Rail
Mark Roeber – Delta County
Vince Rogalski – Gunnison Valley Transportation Planning Region STAC
Sharon Fipps – All Points Transit
Sarah Curtis – All Points Transit
Jason White – Town of Telluride
Gary Baker – City of Montrose
Pat Means – Town of Cedaredge
Connie Hunt – Ouray County
Jim Loebe – Town of Mountain Village
Michelle Haynes – Region 10 Economic Assistance and Planning
Steven Marfitano – Felsburg Holt & Ullevig
Holly Buck – Felsburg Holt & Ullevig
Chris Larsen – Mountain Express
Bill Quiggle – Mountain Express
Scott Truex – Gunnison Valley RTA
Stewart Johnson – Alpine Express
Jon Merritt – Montrose County Health and Human Services
John Harris – City of Montrose
Matt Muraro – CDOT

Welcome & Introductions

Steven Marfitano from Felsburg Holt & Ullevig and David Krutsinger from CDOT Division of Transit and Rail kicked the meeting off and asked that all participants introduce themselves.



Review and Finalize Recommended Strategies

Steven Marfitano provided an overview of how the recommended strategies table was developed. The process focused on combining the Gunnison Valley Vision and Goals and high priority transit projects developed at the first and second Transit Working Group meeting. Comments regarding the project details, cost, champion and partners, and timeframe were noted and have been reflected in the attached amended Gunnison Valley Recommended Strategies. In addition to minor detail edits, several more significant changes were requested which have also been incorporated into the table, details about those discussions are described below.

- The final report should include text describing vanpool services as the starting services for regional transit routes, which can then transition into fixed/flex route transit services. Additionally, this discussion should report the cost of vans, fare box recovery, and operating costs.
- The group recommended combining two existing goals (“Improve transportation options” and “Promote transit”) into one goal, “Improve and promote transportation options”.
- Add two new high priority strategies: “Establish rideshare/vanpool/carpool programs” and “Improve accessibility to transit”. “Improve accessibility to transit” would include many possible project types including, but not limited to, park-and-rides, improved sidewalks, curb cuts, and bus stops.

Financial Scenarios

Steven Marfitano provided a discussion of the Gunnison Valley Financial Resources and Anticipated Revenues analyses that have been completed.

- This process included the development of a per capita operating expenditure of \$78 which was used along with future demographic forecasting to estimate future operating funds necessary to maintain the same quality of service that currently exists. Today the region spends approximately \$7.7 million annually, and by 2040 it is expected that approximately \$13.3 million will be needed.
- Next, Gunnison Valley Future Revenues were discussed based on currently known funding mechanisms for the region. While it is difficult to know future funding sources, this exercise estimates that \$10.5 million dollars annually will be collected by 2040. This leaves a gap of approximately \$3 million per year to maintain the existing quality of service for the region.
- If the future operating deficit is combined with the cost of new services described in the Recommended Strategies table, there is an overall operating deficit of \$1,630,000 in 2040.
- An additional table, Gunnison Valley Future Revenue Options was developed for the region and discussed with the Transit Working Group. This discussion was not focused on identifying the funding solution, but rather in assisting discussion about the different types of funding mechanisms that are possible. It was also pointed out that the magnitude of each mechanism is not significant, but instead provides relative revenue potential. The group discussed the likelihood that multiple RTAs may be necessary for the region based on the different services and areas, rather than a region-wide solution. This type of approach would also ensure that equitable funding for services provided occurs.

Next Steps

This meeting represented the final Transit Working Group Meeting. The draft Gunnison Valley Coordinated Transit and Human Services Plan outline was reviewed.

The meeting closed by discussing next steps for the Transit Working Group:



- TWG members were asked to provide feedback on the meeting minutes and resulting Gunnison Valley Recommended Strategies table, attached. Please provide comments within one week, by February 7, 2014
- Next, the group will receive copies of the draft plan. Attempts will be made to make the Plan available through the Region 10 website. All TWG members are invited to provide copies to any interested stakeholders during the draft comment period. The draft report should be released in March 2014.

Adjourn

Steven Marfitano and Holly Buck thanked the group for attending and reiterated the value of their participation.

PROJECT CONTACTS:

CDOT Project Manager:

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

CDOT Regional Lead:

David Krutsinger david.krutsinger@state.co.us
Work: 303-757-9008

Lead TPR Planner:

Steven Marfitano steven.marfitano@fhueng.com
Work: 303-721-1440

Project Web Site:

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



Gunnison Valley Recommended Strategies

Gunnison Valley Vision: To provide a convenient, reliable, and efficient transit network to serve residents and visitors throughout the region.

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion <i>Partners</i>	Timeframe
Preserve, maintain, and enhance existing services.	Continue operation of existing transit services	See Financial Discussion	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF Cap FTA 5310, FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	On going
	Improve accessibility to transit <ul style="list-style-type: none"> ▪ Construct park-and-rides (including at Ridgway, Society Turn, within City of Montrose, along SH 135) ▪ Improve stops and stations (including sidewalks, curb cuts, and shelters) 	Cap \$1,150,000 Assumption: 5 park-and-rides with 100 spaces each (\$1 million), stops and station improvements (\$150,000)	Cap FTA 5310, FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	On going
	Implement asset management program to report to FTA the condition of the system and progress toward meeting performance targets set by FTA and CDOT	Unknown	Ad FTA 5304, FTA 5326, FTA 5337, FASTER	Region 10 <i>All existing agencies</i>	1-6 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
Provide additional general public transit service within and between communities.	New Gunnison-Montrose general public transit service	Op \$150,000/yr Cap \$60,000 Assumption: 2 round trips, 5 days per week	Op FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Gunnison RTA <i>All Points Transit, Montrose</i>	1-6 years
	New Montrose-Delta general public transit service	Op \$150,000/yr Cap \$60,000 Assumption: 4 round trips, 5 days per week	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	All Points Transit <i>Delta, Montrose</i>	7-12 years
	New Montrose-Telluride general public transit service	Op \$420,000/yr Cap \$120,000 Assumption: 4 round trips, 7 days per week	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	San Miguel County <i>Montrose, Mountain Village, Ridgway, Telluride, Telluride Express</i>	1-6 years
	Additional Delta-North Fork general public transit service	Op \$150,000/yr Cap \$60,000 Assumption: 5 days per week, 8 hrs per day	Op FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate Sponsorship/ Contract Services Cap FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Delta County <i>All Points Transit</i>	7-12 years

Gunnison Valley



Transportation Planning Region

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion Partners	Timeframe
con't) Provide additional general public transit service within and between communities.	Additional Gunnison County human services transportation	Op \$150,000/yr Cap \$60,000 Assumption: Demand responsive, 5 days per week, 8 hrs per day	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Gunnison RTA, Local HUTF, Corporate Sponsorship/ Contract Services , Medicaid, TANF, CSBG/CDBG, OAA Title III Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	Gunnison County <i>Gunnison, Mountain Express</i>	7-12 years
	Additional City of Montrose human services transportation	Op \$450,000/yr Cap \$180,000 Assumption: Demand responsive, 5 days per week, 8 hrs per day, 3 buses	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate, Medicaid, TANF, CSBG/CDBG, OAA Title III, Sponsorship/ Contract Services Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	All Points Transit Montrose, Montrose County	1-6 years
	New Hinsdale County human services transportation	Op \$90,000/yr Cap \$60,000 Assumption: Demand responsive, 3 days per week, 8 hrs per day	Op FTA 5310, FTA 5311, Agency Revenues, Local Government, Local HUTF, Corporate, Sponsorship/ Contract Services, Medicaid, TANF, CSBG/CDBG, OAA Title III Cap FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	Hinsdale County	7-12 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion <i>Partners</i>	Timeframe
Improve and promote transportation options	Develop single-resource rider information pamphlet and web site	Ad \$30,000	Ad CDOT, CSBG/CDBG, OAA Title III, Other Federal, Private/In-kind Contributions, Corporate Sponsorship	Future Region 10 RCC Coordinator/Mobility Manager	1-6 years
	Market availability and benefits of transit	Ad \$10,000	Ad CDOT, Advertising, Private/In-kind Contributions, Local/Regional Government	Future Region 10 RCC Coordinator/Mobility Manager	1-6 years
	Establish TDM Programs (including rideshare/vanpool/ carpool programs, bike promotion)	Ad \$10,000	Ad CDOT, CSBG/CDBG, OAA Title III, Local/Regional Government , Other Federal, Private/In-kind Contributions, Corporate Sponsorship	Future Region 10 RCC Coordinator/Mobility Manager	1-6 years
	Conduct an Implementation Plan	Ad \$25,000	Ad CDOT, Local/Regional Government	Region 10	1-6 years
Increase transit funding through public and private mechanisms	Pursue stable dedicated funding source, e.g., regional RTAs, statewide funding, local funding	Cap \$200,000 Assumption: Hire one staff person or consulting group to advocate and organize pursuit (\$75,000), include printing and materials costs (\$125,000)	Op Private Contributions, Contract Services Cap Public-Private Partnerships Ad FTA 5304	Region 10 Transit Stakeholders	1-6 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion <i>Partners</i>	Timeframe
Integrate general public and human transit services	Implement centralized call center	Cap \$250,000	Cap FTA 5311, FASTER	Future Region 10 RCC Coordinator/Mobility Manager	7-12 years
	Hire Region 10 Regional Coordinating Council Coordinator/Mobility Manager <ul style="list-style-type: none"> ▪ Encourage active and regular participation in coordinating council activities ▪ Develop joint decision making process ▪ Implement travel training program inclusive of all regional services 	Ad \$70,000/yr Cap \$10,000	Ad FTA 5311, FTA 5337, FTA 5339, FTA Veterans Transportation and Community Living Initiative, RTAP	Region 10	1-6 years
TOTAL COST FOR NEW PROGRAMS (Does not include Existing Services or Asset Management)		Op/Ad \$1,630,000/yr Cap/Ad \$2,285,000			



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

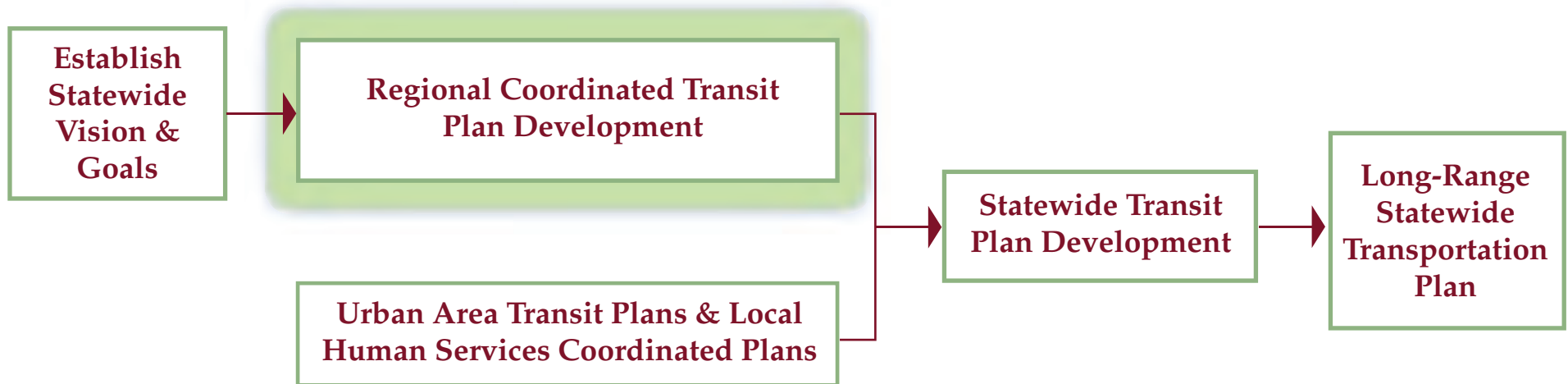
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

**Open House
September/October 2013**

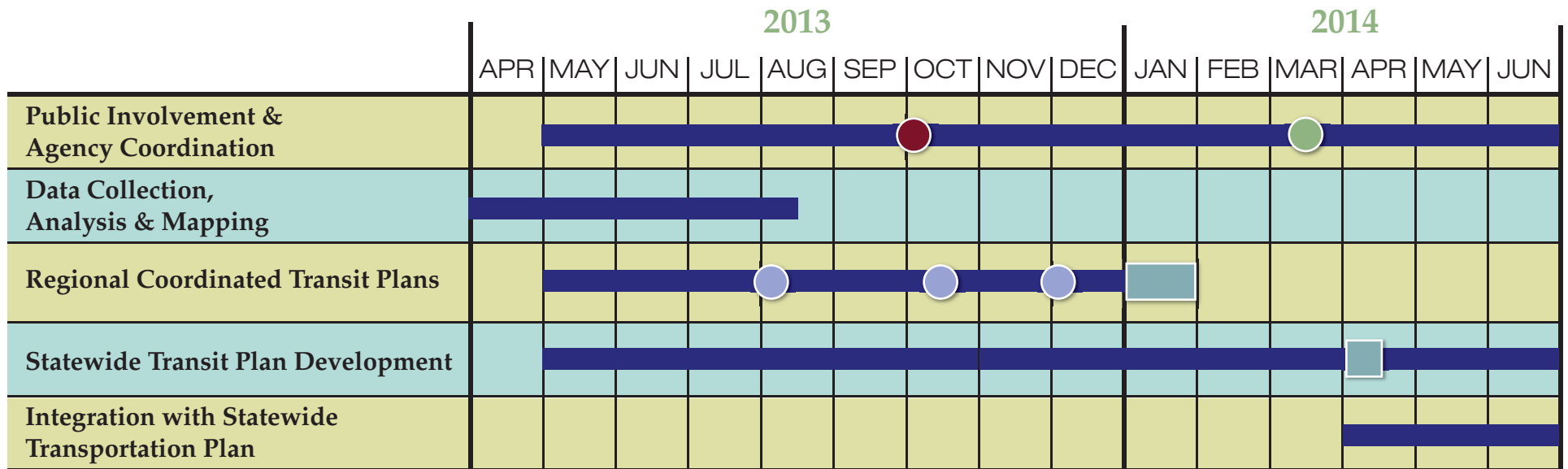
The Statewide Transit Plan will Include:

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

Work Plan



Project Overview Schedule



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

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

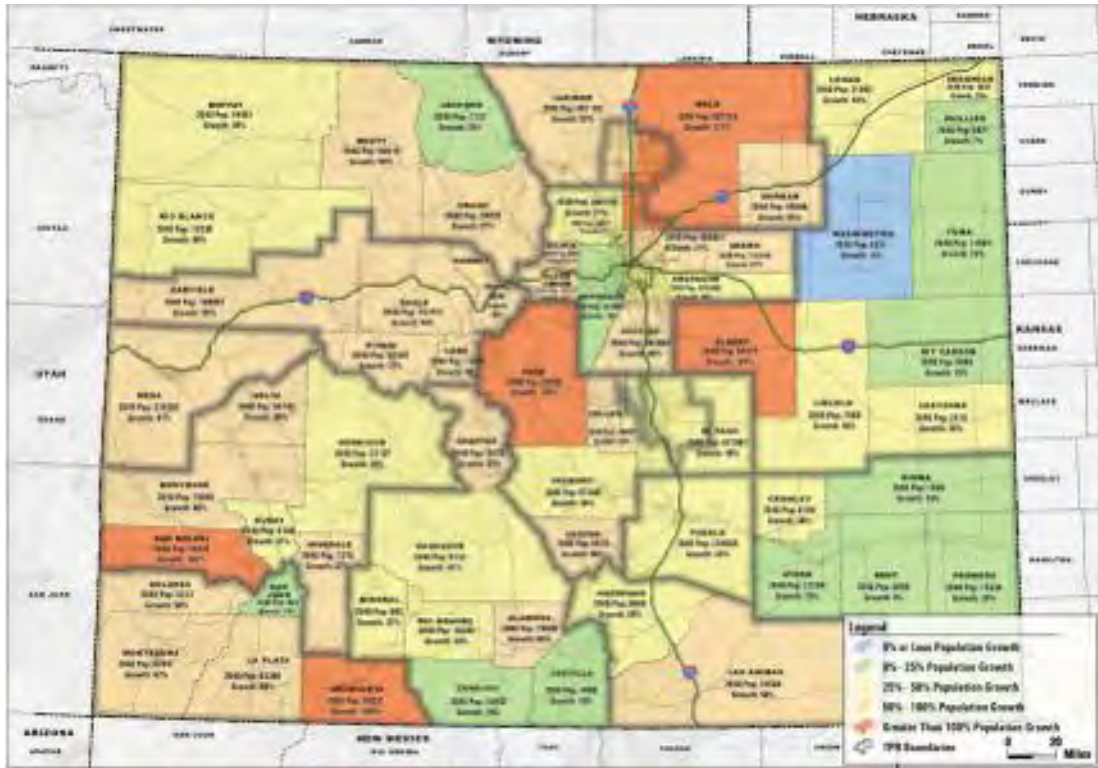
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

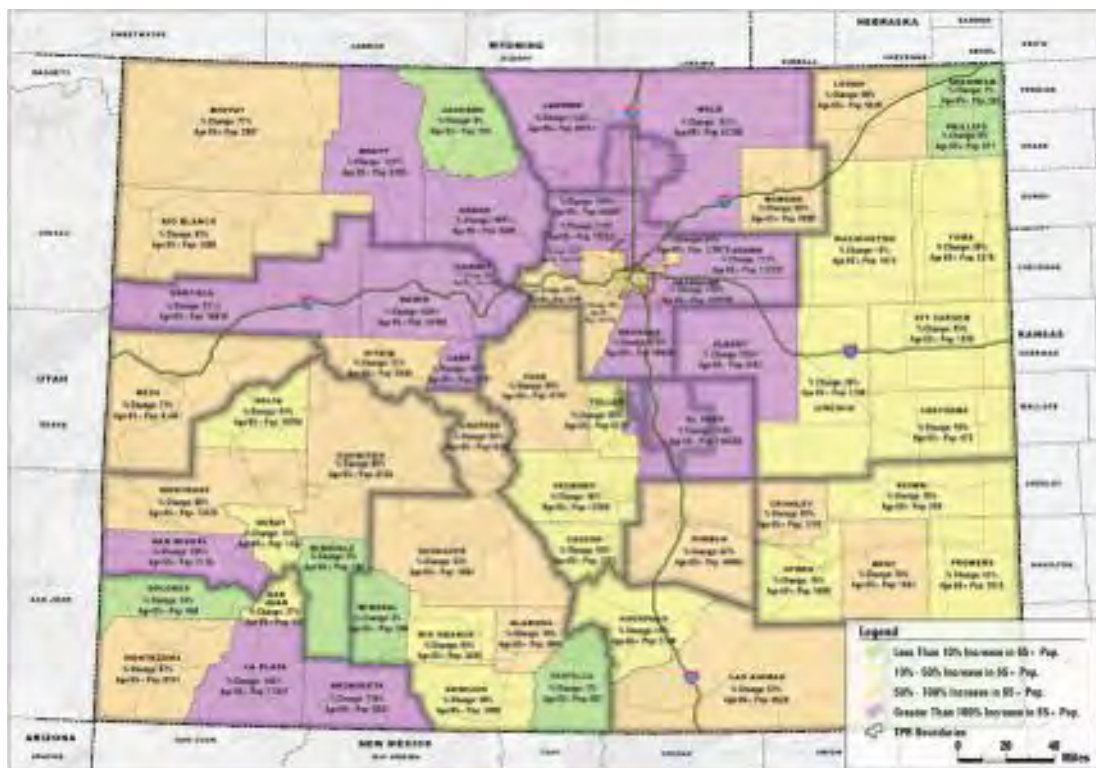
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

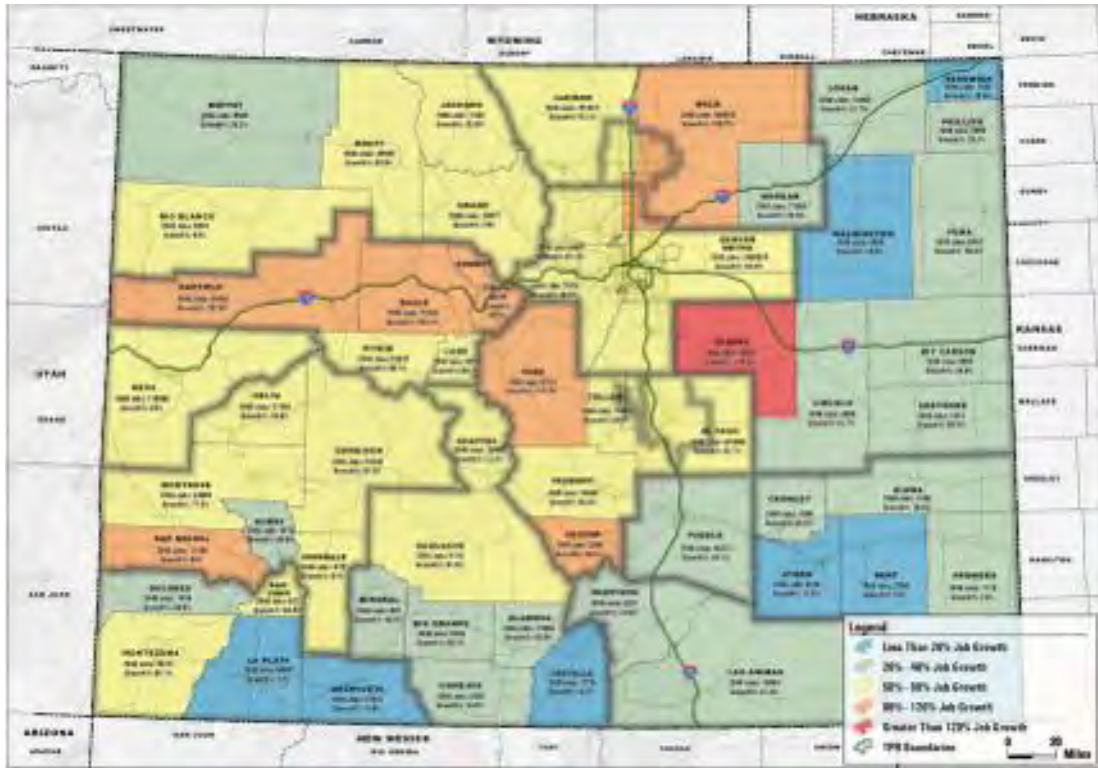
Population Growth (2013-2040)



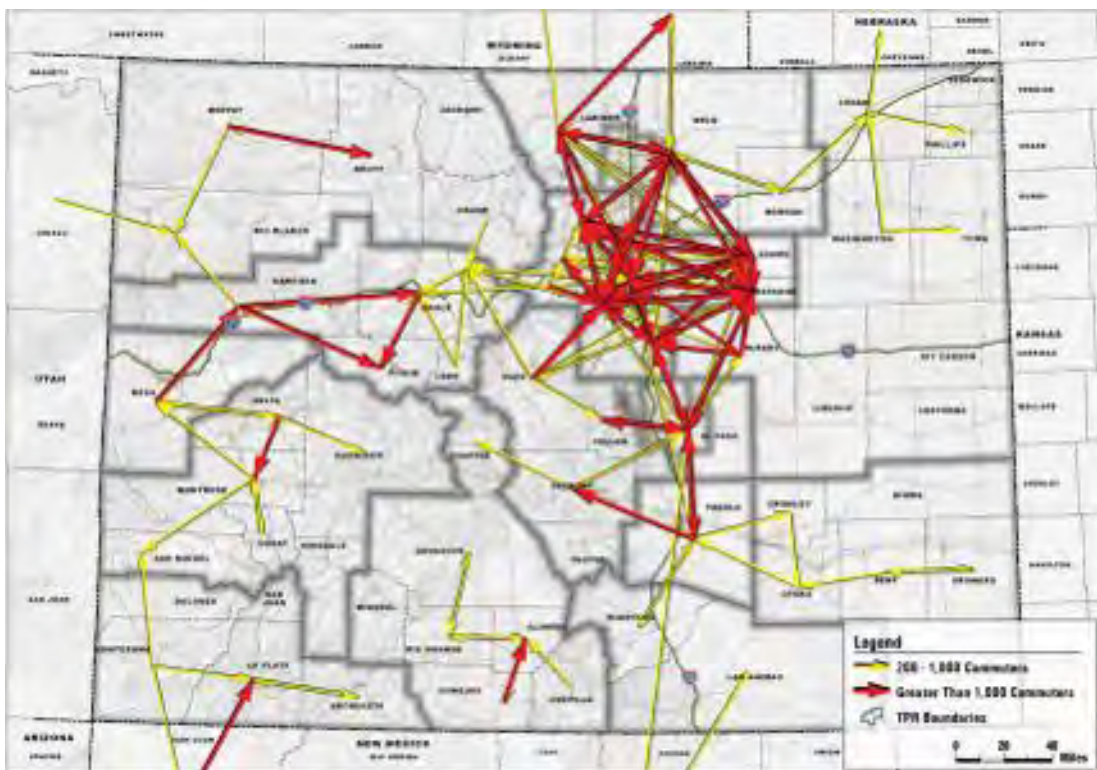
Age 65+ Population Growth (2013-2040)



Job Growth (2013-2040)



County to County Commuter Patterns



Regional Coordinated Transit Plan will Include:

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

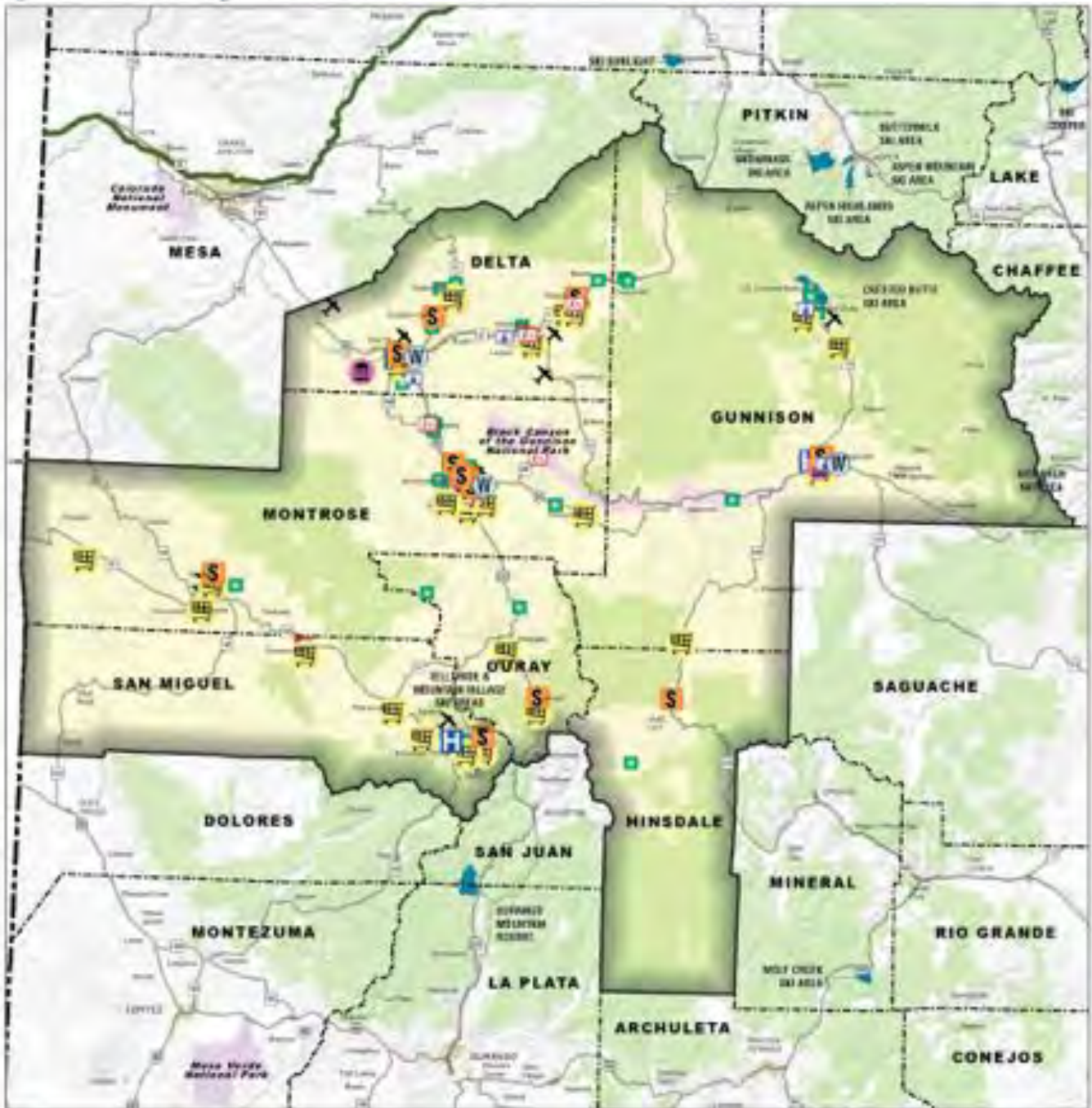
Gunnison Valley



Transportation Planning Region

Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

Workplace Centers	Grocery Stores	Employers with 50+ Employees	Interstate Highways
Mental Health Services	Hospitals	Gunnison Valley TPO Boundary	County Boundaries
Human Service Agencies	Higher Education Institutions	Airports/Airfields	State Boundaries
Correctional Institutions	Senior Citizens' Services	Incorporated Cities and Towns	U.S. & State Highways

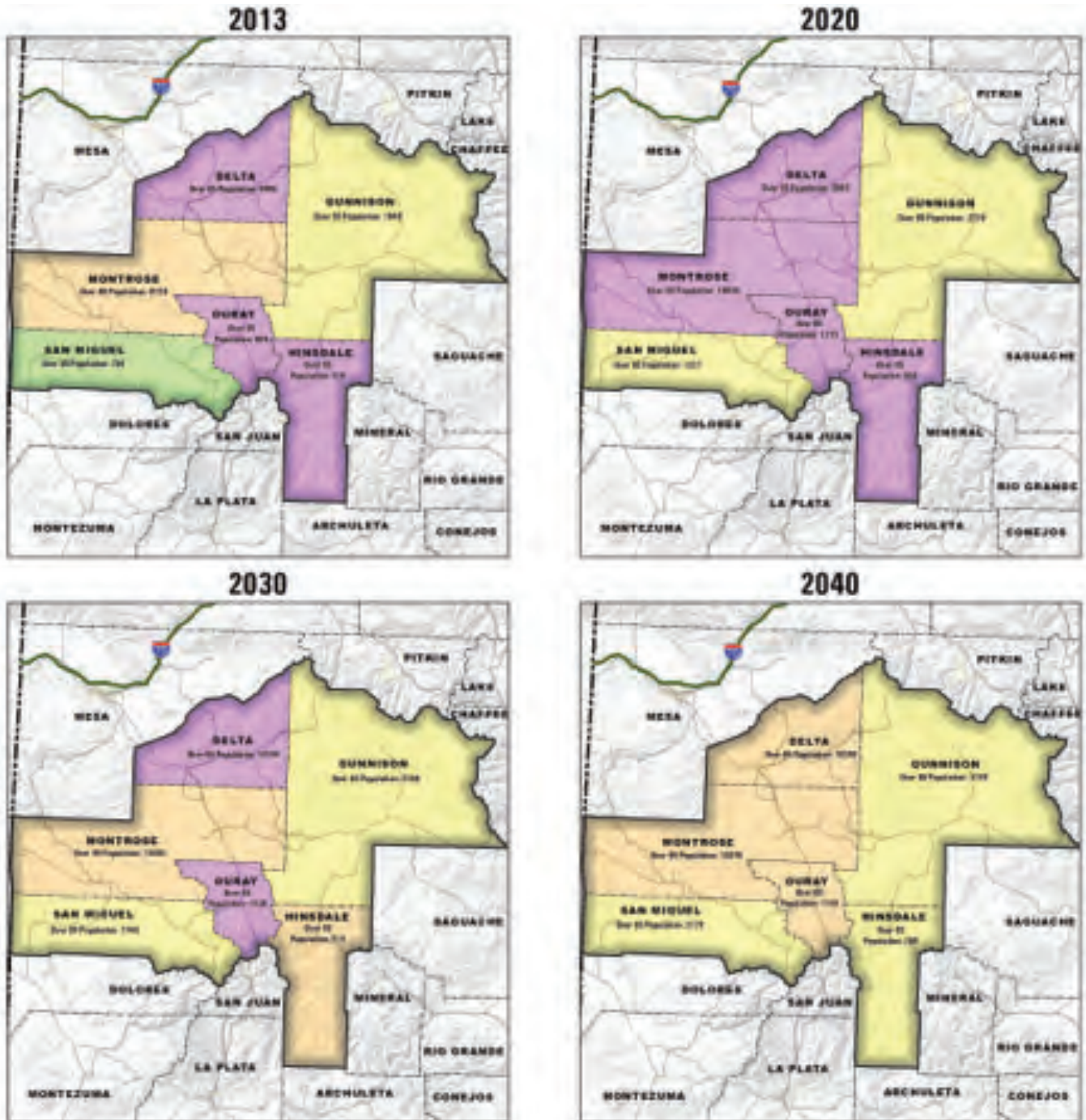


Gunnison Valley



Transportation Planning Region

Projected Percentage of Residents Age 65+

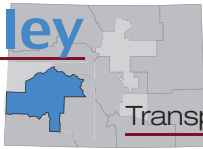


Legend

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

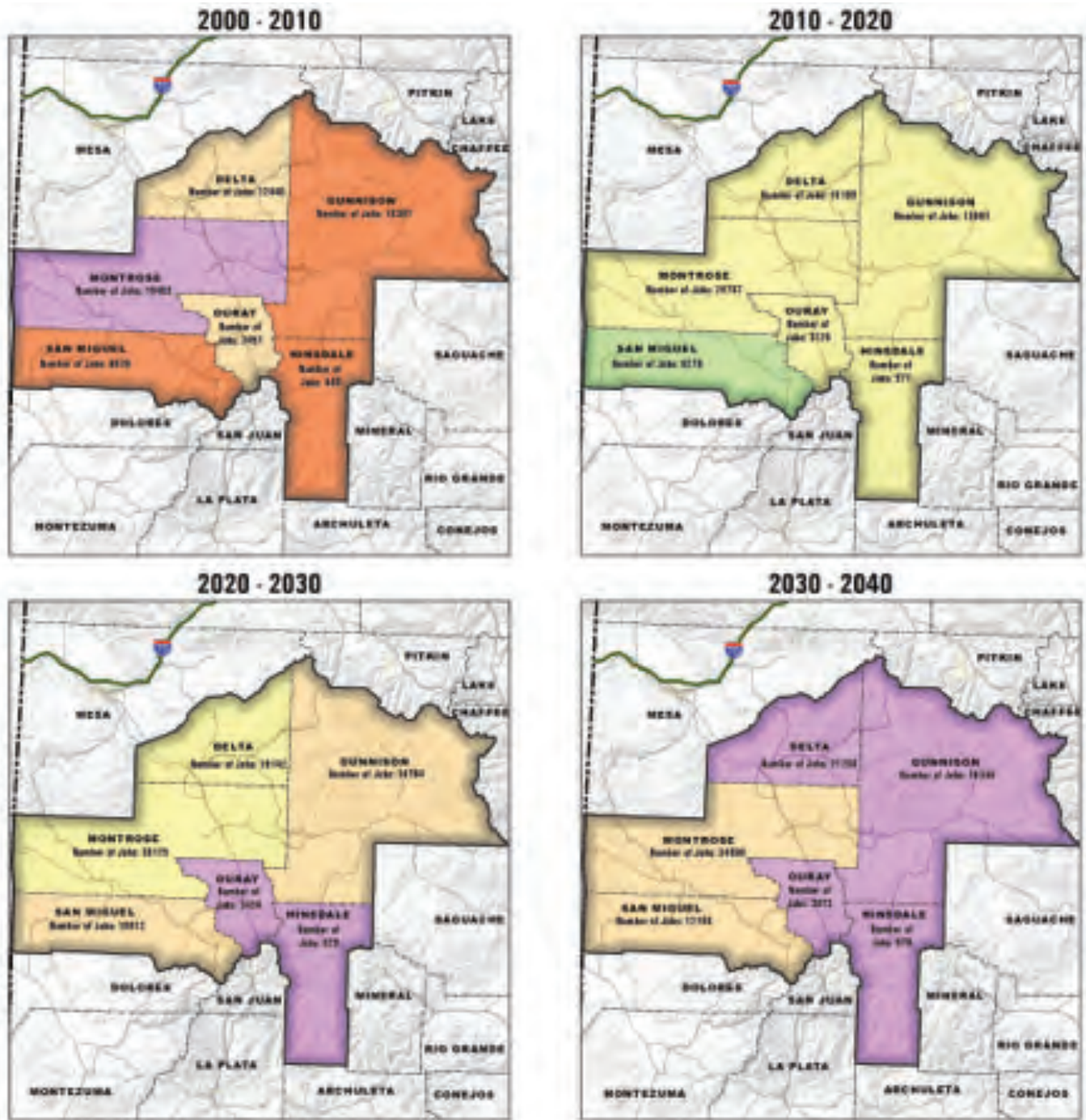


Gunnison Valley



Transportation Planning Region

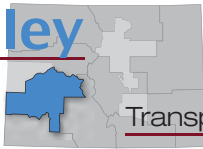
Job Growth from 2000-2040



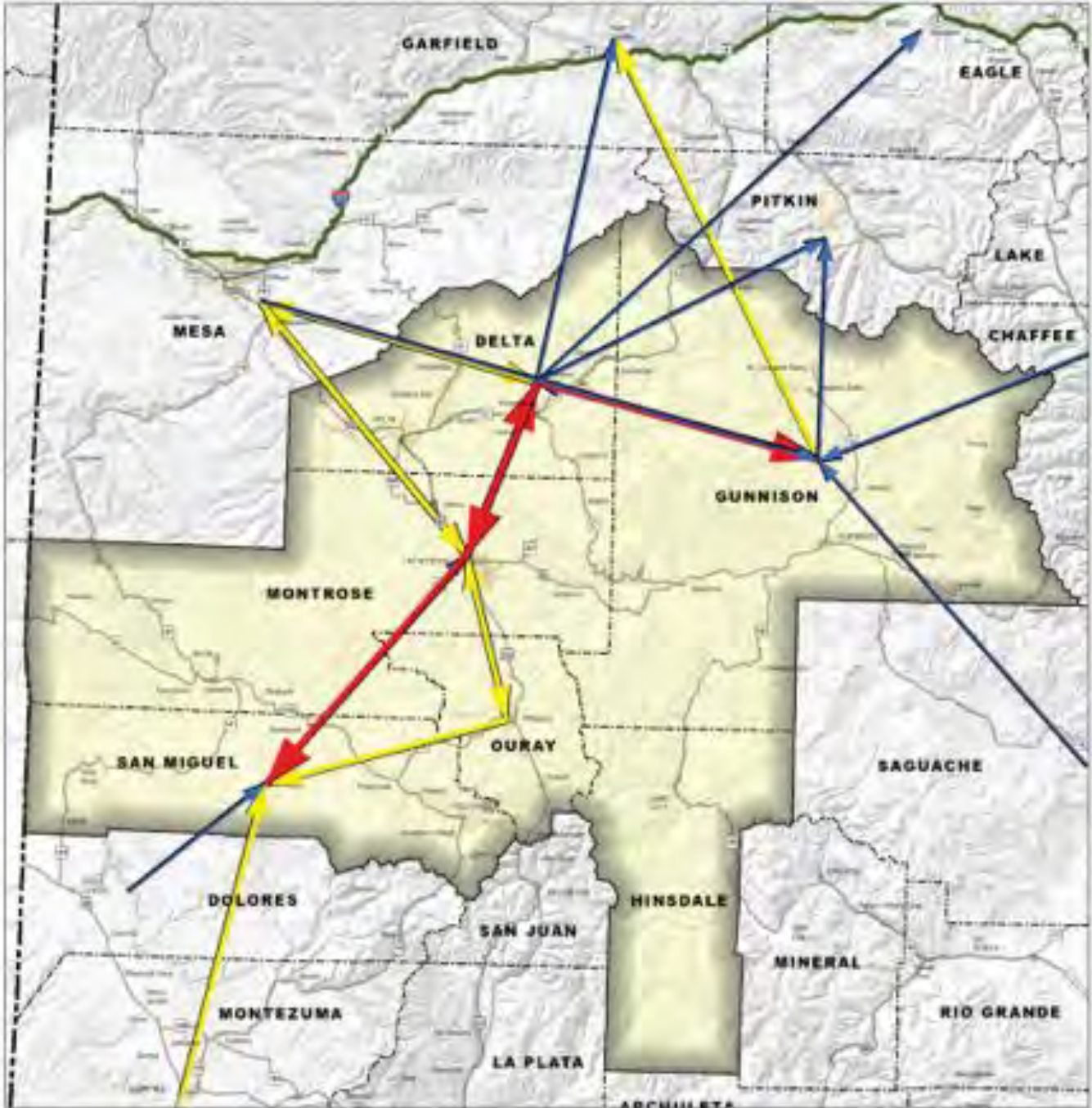
Legend

- Less Than 5% Job Growth (Orange)
- 5% - 10% Job Growth (Purple)
- 10% - 15% Job Growth (Light Orange)
- 10% - 25% Job Growth (Yellow)
- Greater Than 25% Job Growth (Green)
- Gunnison Valley TPE Boundary (Black outline)
- Incorporated Cities and Towns (Black outline)
- Interstate Highways (Thick green line)
- U.S. & State Highways (Thin black line)
- County Boundaries (Dashed line)
- State Boundaries (Dotted line)

North
0 15 30 Miles



Employed Working Outside County of Residence



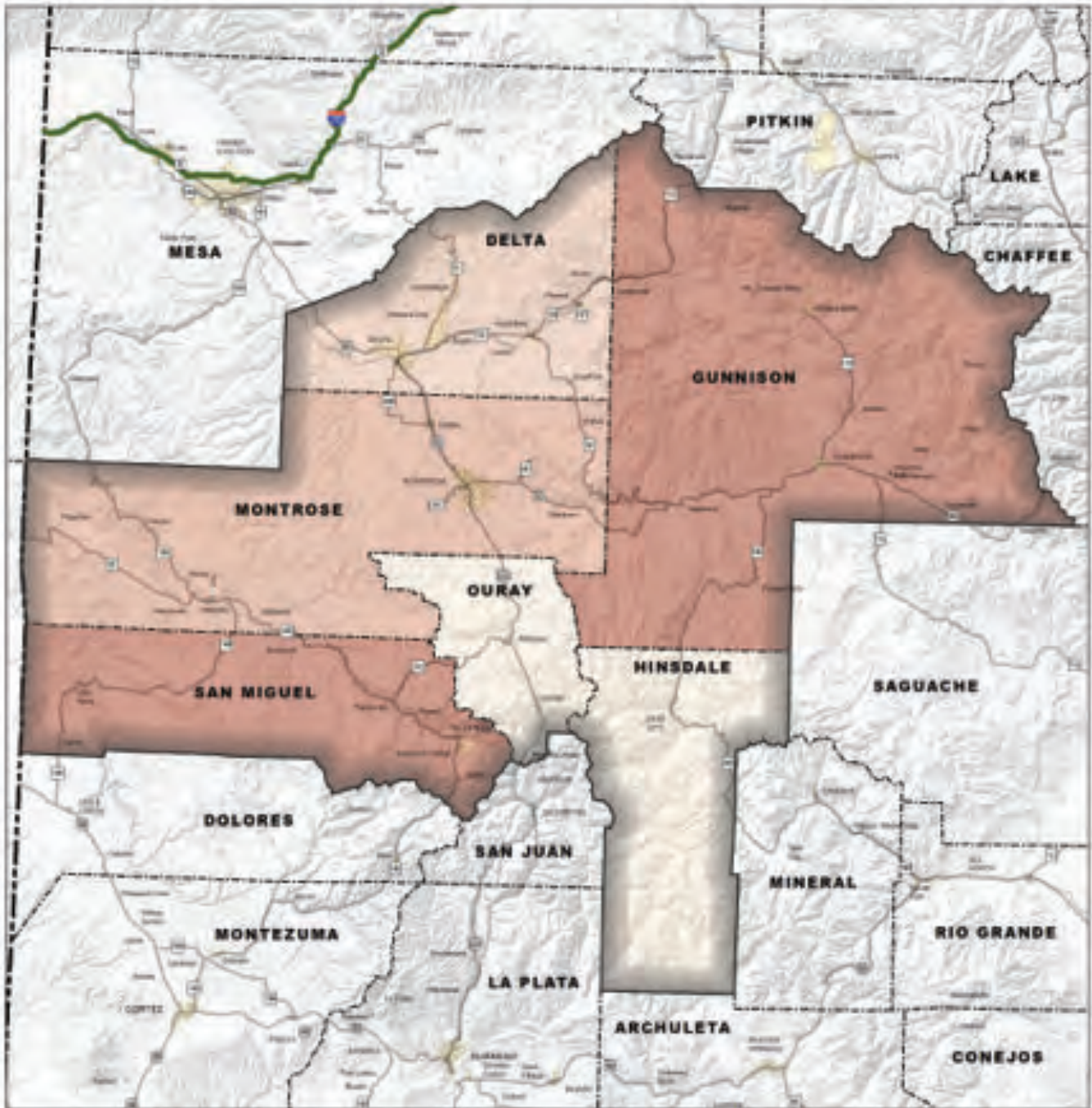
Legend

- 50 - 100 Commuters
- 100 - 500 Commuters
- 1000 - 1100 Commuters
- Gunnison Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





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 | Interstate Highways |
| Gunnison Valley TPR Boundary | County Boundaries | State Boundaries | Incorporated Cities and Towns | U.S. & State Highways | |

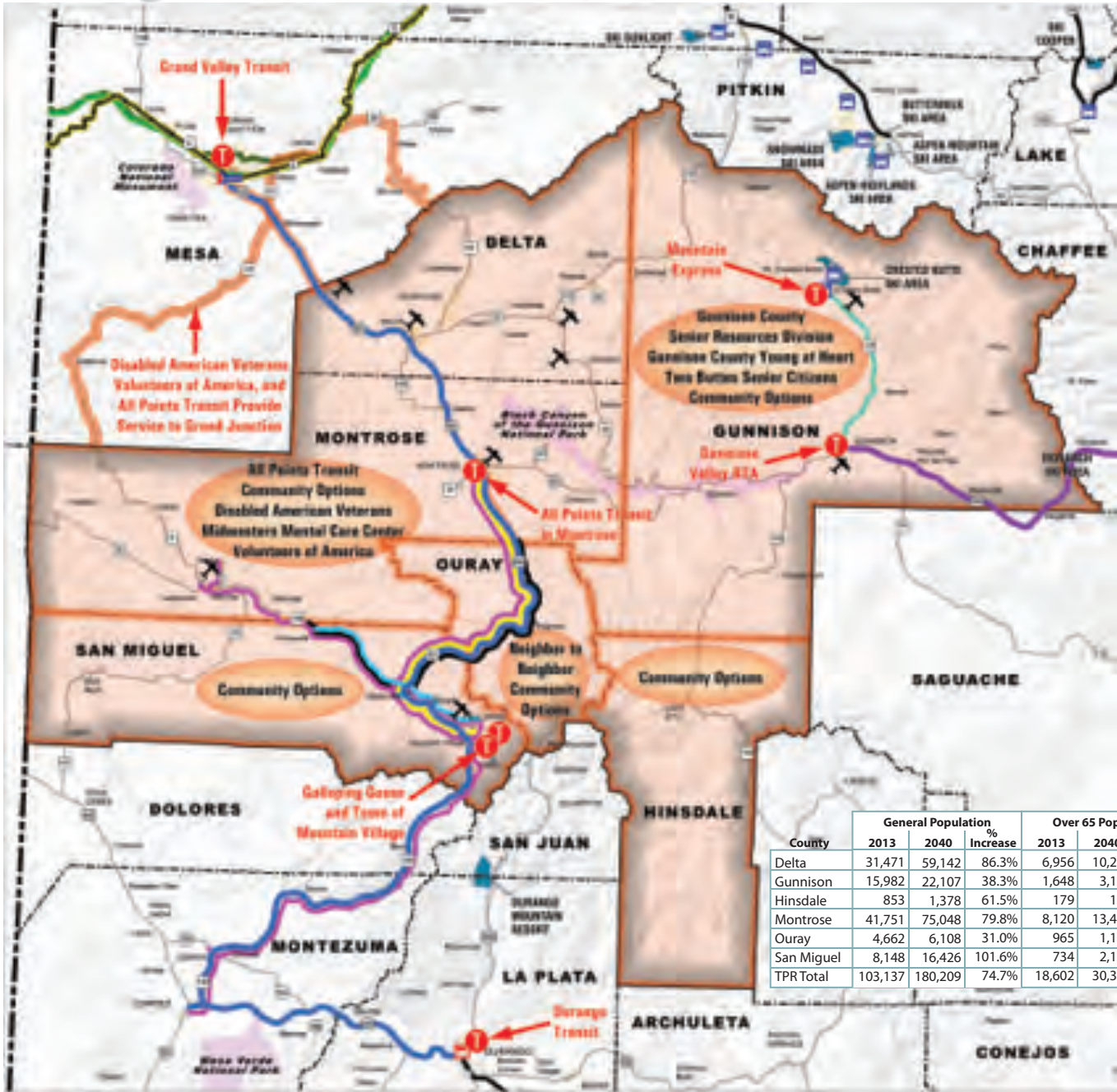


Gunnison Valley



Transportation Planning Region

Existing Transit Service Providers



County	General Population			Over 65 Population		
	2013	2040	% Increase	2013	2040	% Increase
Delta	31,471	59,142	86.3%	6,956	10,258	47.5%
Gunnison	15,982	22,107	38.3%	1,648	3,139	90.5%
Hinsdale	853	1,378	61.5%	179	188	5.0%
Montrose	41,751	75,048	79.8%	8,120	13,476	66.0%
Ouray	4,662	6,108	31.0%	965	1,103	14.3%
San Miguel	8,148	16,426	101.6%	734	2,170	195.6%
TPR Total	103,137	180,209	74.7%	18,602	30,334	63.1%

Legend

- All Points Transit
- Local Transit Services
- Gunnison Valley TPR Boundary
- Gulating Gorge
- Southern Steepest C.A.P. (Grand Junction - Durango)
- Ski Area
- Gunnison Valley RTA
- Greyhound #555 (Denver - Green River - LA)
- Incorporated Cities and Towns
- San Miguel County
- Black Hills Stage Lines #878 (Denver - Galena - Conifer)
- Airports/Airfields
- Towns of Montezuma Village
- Inter-City Bus Stations
- Annual Routes
- Regional Bus Routes
- Regional Bus Stations
- Annual Routes
- Annual Stations
- Various Service Transportation Providers

DRAFT

North

0 5 10 15 Miles

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



September 30, 2013
 Gunnison, Colorado
 Gunnison Valley TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Betty Eberhard		
Chris Larsen	Mountain Express Crested Butte	clarsen@crestedbutte-co.gov
Bill Quiggle	M+Express Crested Butte	bquigglec@msn.com
STEWART JOHNSON	ALPINE EXPRESS	STEWART@ALPINEEXPRESSHUTLE.CO
GARY PIERSON	WESTERN STATE COLORADO UNIVERSITY	gpierson@western.edu
SCOTT TRUAX	Gunnison Valley RTA	STRUAX@GUNNISONVALLEYRTA.ORG
Laura Anderson	Gunnison Country Times	laura@gunnisontimes.com
Pamela Loughman	Gunnison-Crested Butte Tourism	director@gunnison-crestedbutte.com



October 1, 2013
 Montrose, Colorado
 Gunnison Valley TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Kerwin Jensen	Montrose	kjensen@cityofmontrose.org
Kari Distefano	San Miguel County	kari@sanmiguelcounty.org
GARY ELLIS	Montrose Co BOCC	gellis@montrosecounty.net
Kathy Ellis	City of Montrose Council	kellis@ci.montrose.co.us
Michelle James	Region 10 Econ Assist. Planning	mjames@Region10.net
Paul R. Henderson	Montrose BOCC	phenderson@montrosecounty.net
Gary Baker	City of Montrose	gbaker@ci.montrose.co.us



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

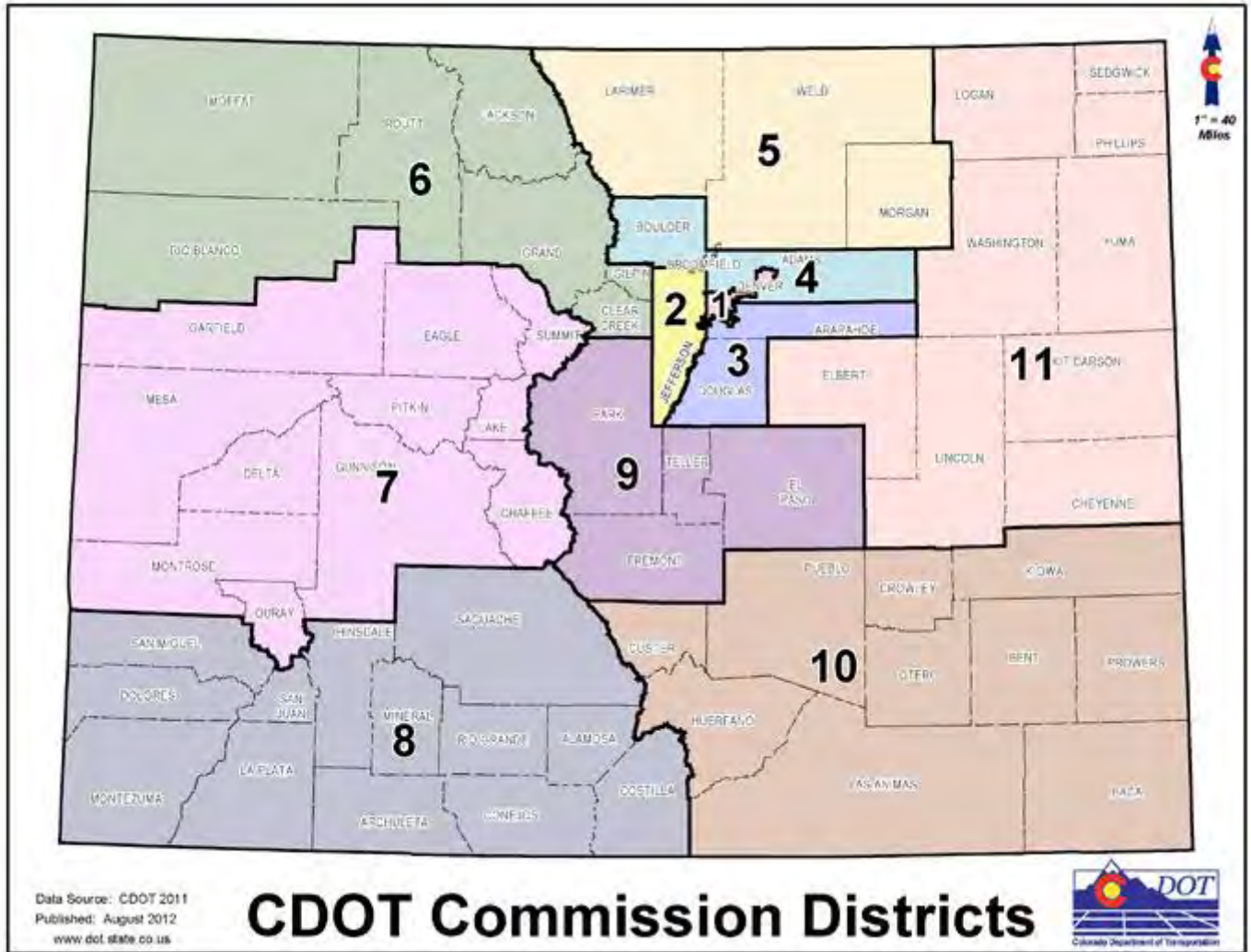
Section 1: Transit Agency Information (cont.)

***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.)

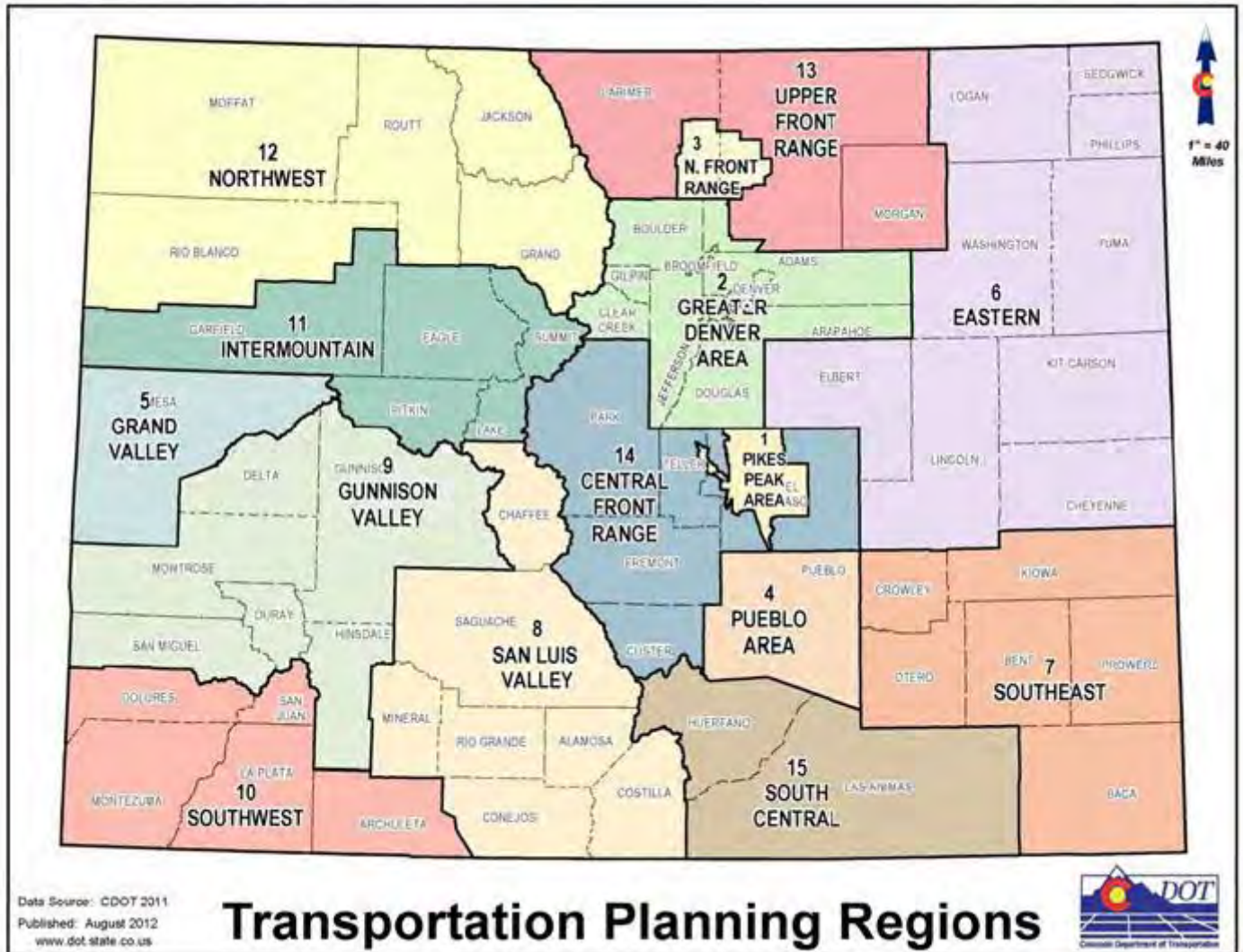


***13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

- 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](#).

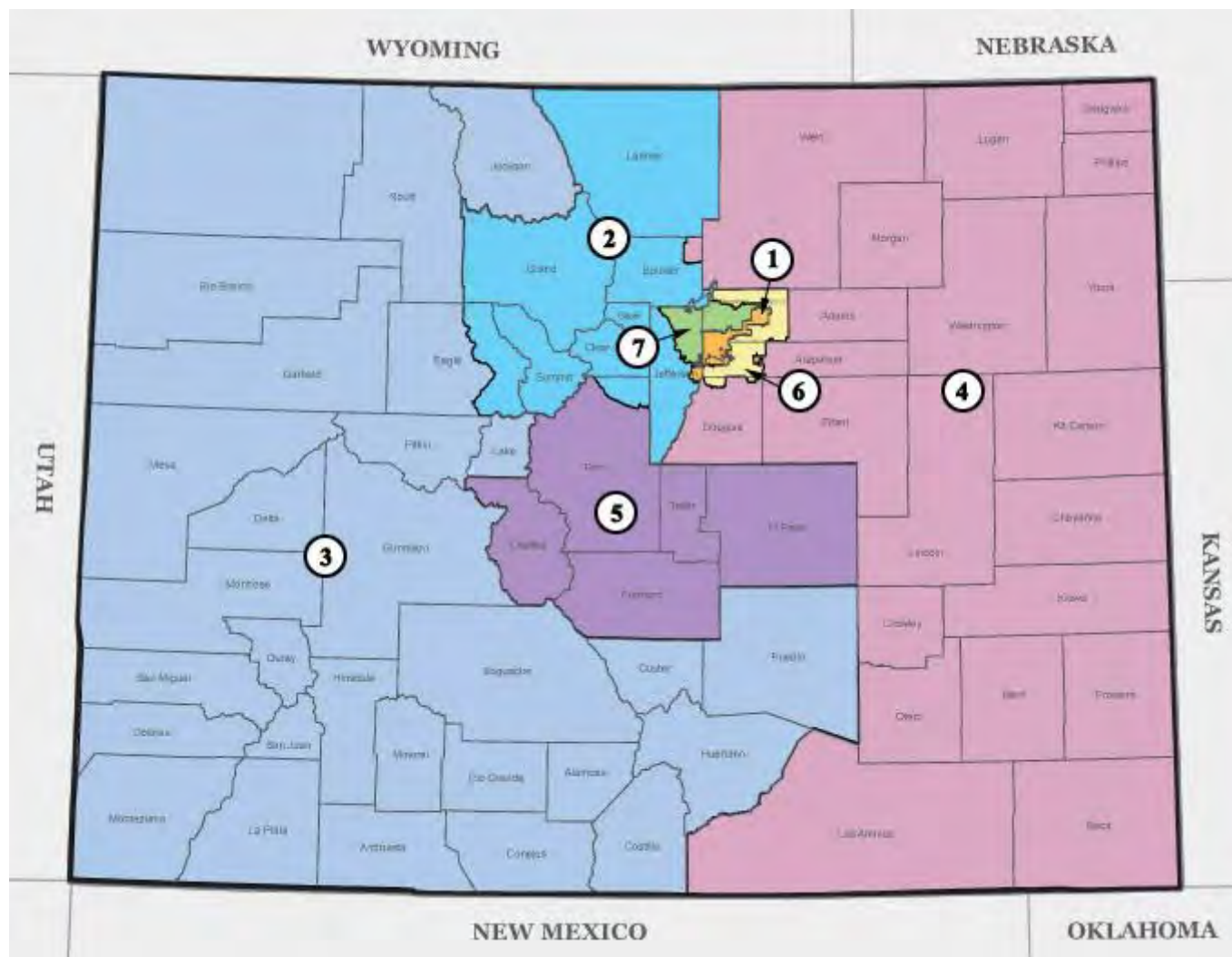
Statewide Transit Plan: Provider Survey

***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"/>

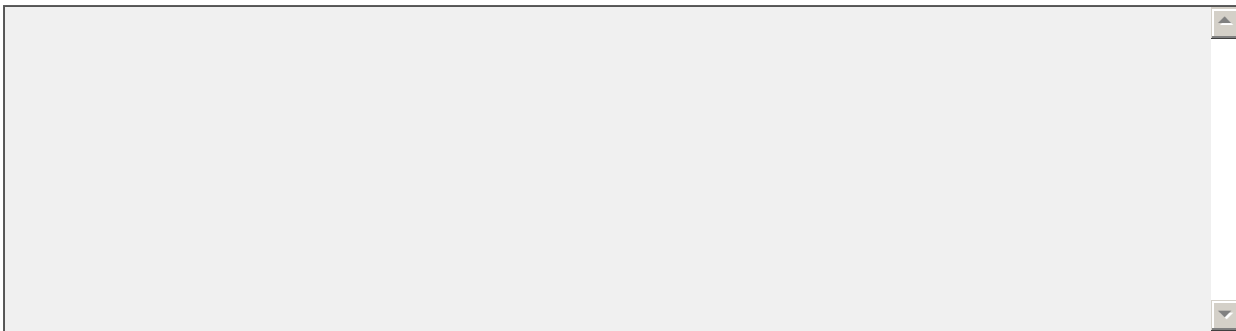
Section 6: Transportation Conditions and Needs

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

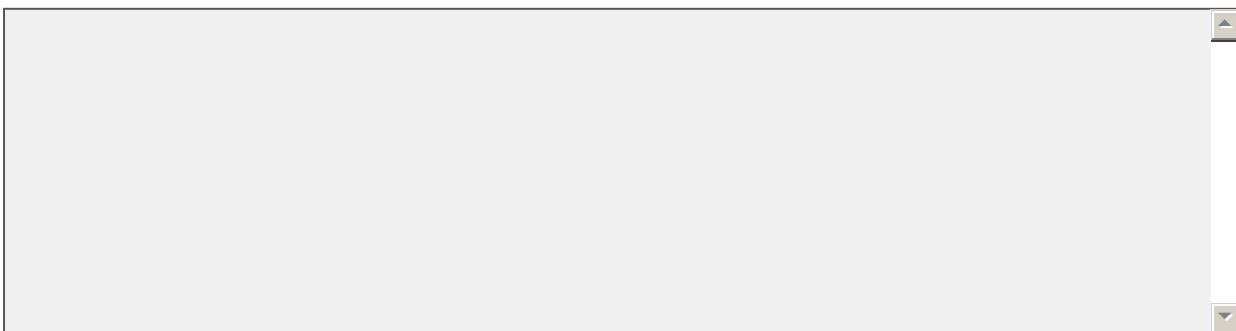
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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

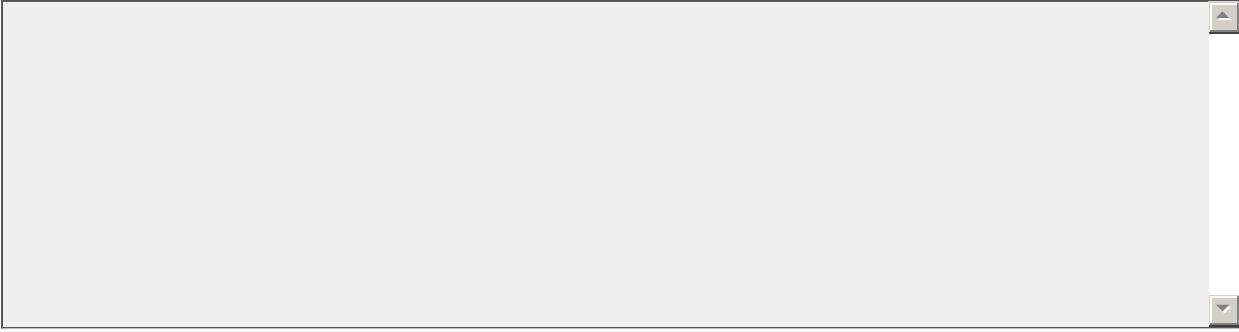
***61. Does your agency have agreements with other transportation providers in your community to:**

	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.).**

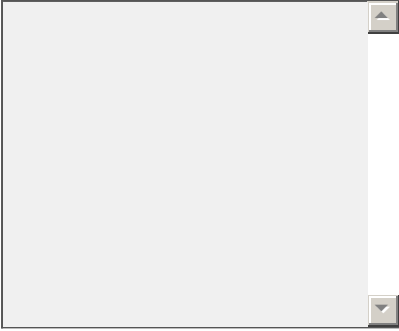
- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

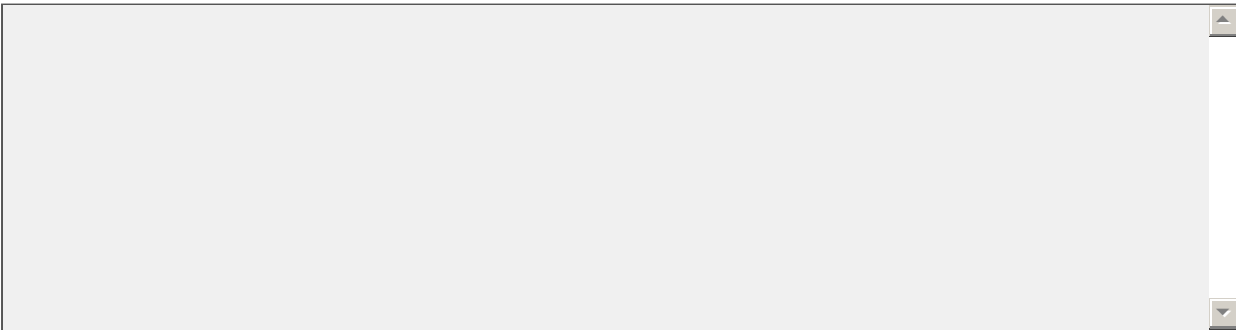
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

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

All Points Transit

Black Hills Stage Lines, Inc.

Gunnison County Health and Human Services

Gunnison Valley Regional Transportation Authority

Mountain Express – Crested Butte

Town of Mountain Village

Town of Telluride



D.3 – Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

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

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

Data you will need for this survey includes:

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

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

Thanks for your time!

Please click "Next" to start the survey.

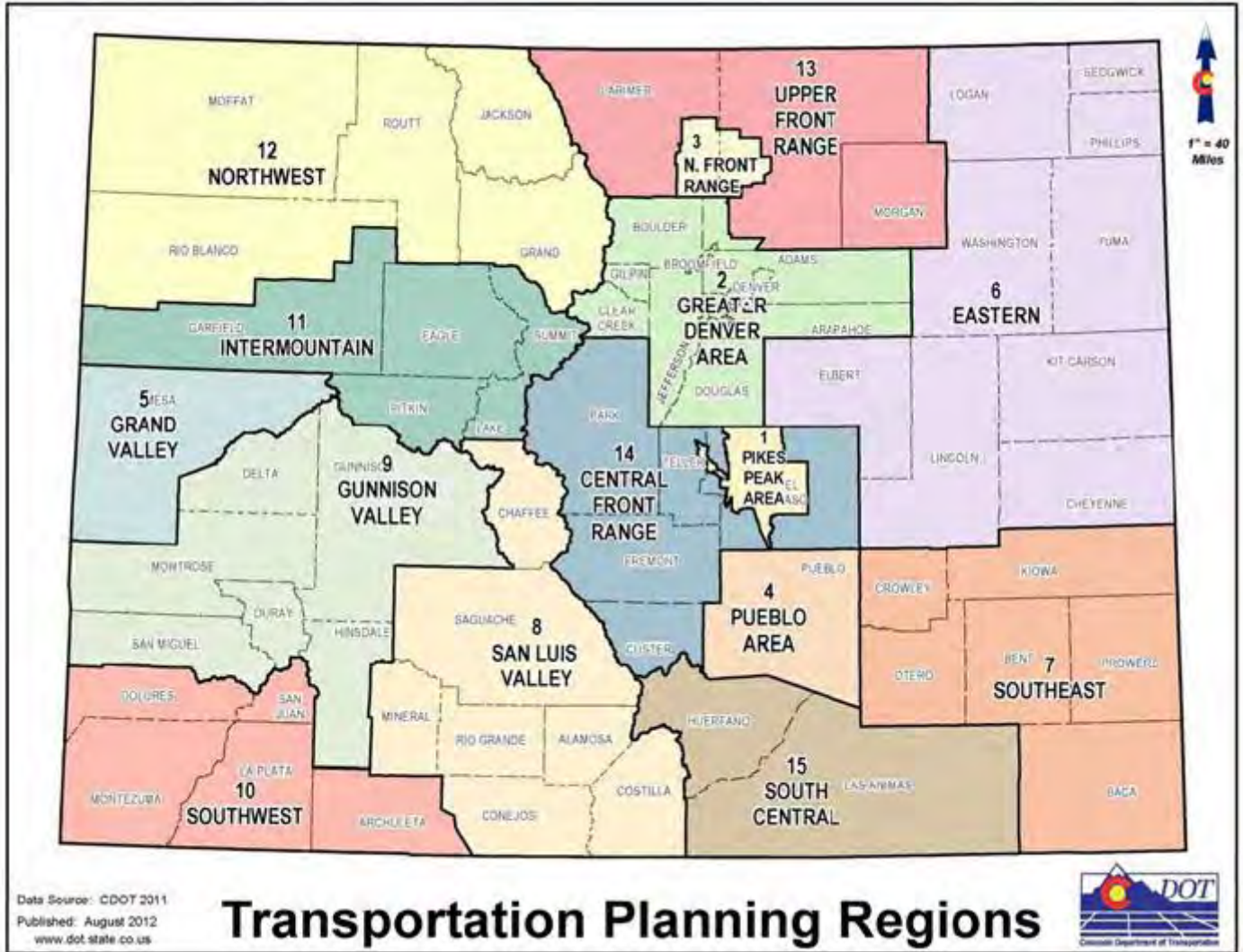
Agency Information

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

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

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



Statewide Transit Plan: Human Service Agency Survey

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

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

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

Service Information

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

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

Medicaid Service Information

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

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

Service Information (cont.)

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

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

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

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

Average number of clients served in a typical year

Statewide Transit Plan: Human Service Agency Survey

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

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

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

Live where there is some public transit service available

Transportation Importance

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

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

The importance of transportation to my clients is:

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

All Points Transit

Delta County Department of Human Services

Gunnison County Department of Health and Human Services

Montrose County Department of Health and Human Services

Town of Ridgway

San Miguel County



D.5 – Regional Project List



Gunnison Valley Projects

Agency	Project Description	Cost	Timeframe	Category
All Points Transit	Add two additional 6 hour Dial-A-Ride routes, M-F, at a cost of \$55,000 per route, per year to eliminate waiting list for service in Montrose	\$110,000/yr	Short	Access to Human Services
Gunnison Valley RTA	Formalize and increase senior service in the valley at a cost of \$100,000 annually	\$100,000/yr	Short	Access to Human Services
Ouray County Neighbor to Neighbor	Maintain existing operating levels		Short	Access to Human Services
TWG Meeting #1	Implement a regional volunteer driver program for medical trips			Access to Human Services
TWG Meeting #1	Increase frequency for senior and disabled services in Gunnison County			Access to Human Services
TWG Meeting #1	Increase Gunnison Valley (entire region) medical service to Montrose and Grand Junction			Access to Human Services
Delta County Department of Human Services	Provide vanpool services			Coordination Strategies
Gunnison County Health and Human Services	Provide vanpool services			Coordination Strategies
San Miguel County Commissioners	Provide vanpool and/or carpool services			Coordination Strategies
Town of Ridgway	Provide vanpool and/or carpool services			Coordination Strategies
TWG Meeting #1	Create a single information resource for transit services throughout the region			Coordination Strategies
TWG Meeting #1	Provide carpool/vanpool/TDM			Coordination Strategies

Gunnison Valley



Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
All Points Transit	Add benches and weather shelters to 15 bus stops with high ridership, at an estimated cost of \$1,000 (bench only) - \$4500 (bench /shelter / installation) per stop	\$67,500	Short	Facilities
All Points Transit	Plan and construct a regional transit center (including vehicle bays and fuel stations) (cost unknown)		Mid	Facilities
Gunnison Valley RTA	Add Park and Ride Facilities along Hwy 135 between Gunnison and Crested Butte (cost unknown)		Long	Facilities
Mountain Express	Need to replace or add on to current maintenance facility (cost unknown)		Mid	Facilities
Town of Telluride	Need more and safer bus pullouts and park and rides (cost unknown)		Short	Facilities
Town of Telluride	Remodel and expand facilities \$500,000	\$500,000	Short	Facilities
TWG Meeting #1	Construct a PNR in Montrose (SH 145)		Short	Facilities
TWG Meeting #1	Construct a PNR in Nucla/Naturita area		Short	Facilities
TWG Meeting #1	Construct a PNR in Ridgway		Short	Facilities
All Points Transit	Build support for administrative and operating costs, resulting in a wage increase for drivers and staff (first raise in 5 years)		Short	Maintaining Service
All Points Transit	Maintain existing operating levels		Short	Maintaining Service
All Points Transit	Need vehicle replacement with a combination of mini vans, mini buses and low floor body on chassis vehicles, 3-5 vehicles per year (cost unknown)		Short	Maintaining Service
Gunnison Valley RTA	Maintain existing operating levels		Short	Maintaining Service
Gunnison Valley RTA	Need to replace 4 large transit buses at a cost of \$450,000 each	\$1,800,000	Short	Maintaining Service
Mountain Express	Maintain existing operating levels		Short	Maintaining Service
Mountain Express	Need to replace 3 large buses at a cost of \$175,000 each	\$525,000	Short	Maintaining

Gunnison Valley

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
				Service
Mountain Express	Need to replace 3 small buses at a cost of \$135,000 each	\$405,000	Short	Maintaining Service
Mountain Express	Need to replace 2 small buses at a cost of \$150,000 each	\$300,000	Mid	Maintaining Service
Mountain Express	Need to replace 3 large buses at a cost of \$185,000 each	\$555,000	Mid	Maintaining Service
Mountain Express	Need to replace 2 small buses at a cost of \$170,000 each	\$340,000	Long	Maintaining Service
Mountain Express	Need to replace 4 large buses at a cost of \$200,000 each	\$800,000	Long	Maintaining Service
Town of Mountain Village	Add full-time APU backup \$1,000,000	\$1,000,000	Short	Maintaining Service
Town of Mountain Village	Maintain existing operating levels		Short	Maintaining Service
Town of Mountain Village	Need 10 new shuttle vans at \$25,000 each	\$250,000	Short	Maintaining Service
Town of Mountain Village	Need 2 new cutaway busses at \$70,000 each	\$140,000	Short	Maintaining Service
Town of Mountain Village	Paint gondola towers and terminals \$120,000	\$120,000	Short	Maintaining Service
Town of Mountain Village	Rebuild 6 gondola conveyors at \$80,000 each	\$480,000	Short	Maintaining Service
Town of Mountain Village	Rebuild gondola main gearbox for all 3 sections \$100,000	\$100,000	Short	Maintaining Service
Town of Mountain Village	Refurbish or replace gondola cabins – Refurbish \$600,000 / Replace \$2,950,000	\$2,950,000	Short	Maintaining Service
Town of Mountain Village	Replace 3 gondola drive bullwheels at \$75,000 each	\$225,000	Short	Maintaining Service
Town of Mountain Village	Replace 3 gondola return bullwheels at \$40,000 each	\$120,000	Short	Maintaining Service

Gunnison Valley



Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
Town of Mountain Village	Replace gondola grips and hangers \$520,000	\$520,000	Short	Maintaining Service
Town of Mountain Village	Replace gondola haul rope for all sections \$750,000	\$750,000	Short	Maintaining Service
Town of Mountain Village	Replace gondola support vehicles – 2x trucks/3x snowmobiles/3x ATVs \$160,000	\$160,000	Short	Maintaining Service
Town of Mountain Village	Replace main gondola drives and motors at \$600,000	\$600,000	Short	Maintaining Service
Town of Mountain Village	Upgrade gondola control systems \$350,000	\$350,000	Short	Maintaining Service
Town of Mountain Village	Need 2 new cutaway busses at \$70,000 each	\$140,000	Mid	Maintaining Service
Town of Mountain Village	Need 5 new shuttle vans at \$25,000 each	\$125,000	Mid	Maintaining Service
Town of Mountain Village	Rebuild 6 gondola conveyors at \$80,000 each	\$480,000	Mid	Maintaining Service
Town of Mountain Village	Rebuild gondola main gearbox for all 3 sections \$100,000	\$100,000	Mid	Maintaining Service
Town of Mountain Village	Re-engineer gondola terminals for level loading \$3,000,000	\$3,000,000	Mid	Maintaining Service
Town of Mountain Village	Replace gondola grips and hangers \$520,000	\$520,000	Mid	Maintaining Service
Town of Mountain Village	Replace gondola support vehicles – 2x snowmobiles/2X ATVs \$40,000	\$40,000	Mid	Maintaining Service
Town of Mountain Village	Need 4 new cutaway busses at \$70,000 each	\$280,000	Long	Maintaining Service
Town of Mountain Village	New 15 new shuttle vans at \$25,000 each	\$375,000	Long	Maintaining Service
Town of Mountain Village	Paint gondola towers and terminals \$120,000	\$120,000	Long	Maintaining Service
Town of Mountain Village	Rebuild 12 gondola conveyors at \$80,000 each	\$960,000	Long	Maintaining

Gunnison Valley



Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
				Service
Town of Mountain Village	Rebuild gondola main gearbox for all 3 sections 2X at \$100,000 each	\$200,000	Long	Maintaining Service
Town of Mountain Village	Replace 3 gondola drive bullwheels at \$75,000 each	\$225,000	Long	Maintaining Service
Town of Mountain Village	Replace 3 gondola return bullwheels at \$40,000 each	\$120,000	Long	Maintaining Service
Town of Mountain Village	Replace gondola grips and hangers \$520,000	\$520,000	Long	Maintaining Service
Town of Mountain Village	Replace gondola haul rope for all sections \$750,000	\$750,000	Long	Maintaining Service
Town of Mountain Village	Replace gondola support vehicles – 2x trucks/3x snowmobiles/3x ATVs/heavy equipment \$200,000	\$200,000	Long	Maintaining Service
Town of Telluride	Maintain existing operating levels		Short	Maintaining Service
Town of Telluride	Replacement rolling stock (cost unknown)		Mid	Maintaining Service
Town of Telluride	Replacement rolling stock (cost unknown)		Long	Maintaining Service
TWG Meeting #1	Replace existing veterans van with ADA accessible vehicle		Short	Maintaining Service
TWG Meeting #1	Backfill Mountain Village operating expenses			Maintaining Service
TWG Meeting #1	Backfill Telluride operating expenses			Maintaining Service
TWG Meeting #1	Increase Norwood/Delta Valley operating funding			Maintaining Service
All Points Transit	New printed maps and promotional materials in English and Spanish, estimated at \$5,000 for design and printing	\$5,000	Short	Marketing Strategies
Montrose County Health and Human Services	Improve Montrose local transit service by increasing promotion			Marketing Strategies

Gunnison Valley



Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
San Miguel County Commissioners	Provide more information about public transit services			Marketing Strategies
TWG Meeting #1	Upgrade marketing for transit services throughout the region			Marketing Strategies
All Points Transit	Begin replacing vehicles with alternative fuel vehicles (cost unknown)		Short	Miscellaneous
All Points Transit	Add Saturday City Bus service at a cost of \$80,000 per year		Short	Mobility for the General Public
All Points Transit	Increase regional transportation to connect rural areas with Delta, Montrose and Grand Junction, Requires adding 2-3 additional vehicles to the fleet (cost unknown)		Short	Mobility for the General Public
All Points Transit	Provide more inter-city transit between Montrose and Grand Junction for commuters (cost unknown)		Short	Mobility for the General Public
All Points Transit	Revise/expand current Montrose City Bus routes to include more neighborhoods and outlying areas (cost unknown)		Short	Mobility for the General Public
Delta County Department of Human Services	Improve Delta local transit service by increasing services			Mobility for the General Public
Delta County Department of Human Services	Improve Delta local transit service by increasing weekend service			Mobility for the General Public
Delta County Department of Human Services	Provide local fixed route services in Delta			Mobility for the General Public
Gunnison County Health and Human Services	Improve Gunnison local transit service by increasing services			Mobility for the General Public
Gunnison Valley RTA	Increase frequency to 2008 levels at a cost of \$125,000 annually	\$125,000/yr	Short	Mobility for the General Public
Gunnison Valley RTA	Add service to Crested Butte South at a cost of \$125,000 annually	\$125,000/yr	Mid	Mobility for the General Public
Gunnison Valley RTA	Need 2 new buses to provide Crested Butte South service at a cost of \$150,000 each	\$300,000	Mid	Mobility for the General Public

Gunnison Valley



Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
Montrose County Health and Human Services	Improve Montrose local transit service by increasing services			Mobility for the General Public
Montrose County Health and Human Services	Improve transit service by increasing weekend service			Mobility for the General Public
Mountain Express	Increase current service to Crested Butte South			Mobility for the General Public
Town of Mountain Village	Add gondola parking and maintenance facility \$1,000,000	\$1,000,000	Mid	Mobility for the General Public
Town of Mountain Village	Build out gondola to maximum engineered capacity \$2,000,000	\$2,000,000	Mid	Mobility for the General Public
Town of Ridgway	Provide more early morning (before 9 AM) and late evening service (after 6 PM)			Mobility for the General Public
Town of Telluride	Need 1 more bus at \$300,000	\$300,000	Short	Mobility for the General Public
Town of Telluride	Need 5 more buses at \$80,000 each	\$400,000	Short	Mobility for the General Public
TWG Meeting #1	Increase frequency and service between/within Gunnison and Crested Butte/Mount Crested Butte			Mobility for the General Public
TWG Meeting #1	Increase frequency and service between/within Telluride and Mountain Village			Mobility for the General Public
TWG Meeting #1	Increase frequency for general public transit in Gunnison			Mobility for the General Public
TWG Meeting #1	Increase summer service in Crested Butte			Mobility for the General Public
TWG Meeting #1	Increase summer service in Mountain Village/Telluride			Mobility for the General Public
TWG Meeting #1	Increase utilization of vehicles by providing general public service			Mobility for the General Public

Gunnison Valley



Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
All Points Transit	Provide inter-city transit between Montrose and Gunnison (cost unknown)		Short	Regional Connectivity
All Points Transit	Provide more inter-city transit between Delta and Montrose (cost unknown)		Short	Regional Connectivity
Delta County Department of Human Services	Provide more inter-city transit between Delta County and Grand Junction			Regional Connectivity
Delta County Department of Human Services	Provide more inter-city transit between Delta County and Montrose			Regional Connectivity
Gunnison County Health and Human Services	Provide more inter-city transit between Gunnison County and Grand Junction			Regional Connectivity
Gunnison County Health and Human Services	Provide more inter-city transit between Gunnison County and Montrose			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and Delta			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and Grand Junction			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and Ouray county			Regional Connectivity
Montrose County Health and Human Services	Provide more inter-city transit between Montrose and Olathe, and San Miguel county			Regional Connectivity
Ouray County Neighbor to Neighbor	Provide more inter-city transit between Ouray County and Montrose			Regional Connectivity
San Miguel County Commissioners	Provide more inter-city transit between San Miguel and Montrose county			Regional Connectivity
San Miguel County Commissioners	Provide more inter-city transit between San Miguel and Ouray county			Regional Connectivity
San Miguel County Commissioners	Provide more inter-city transit between Telluride and Mountain Village, and Lawson, Norwood, and Placerville			Regional Connectivity

Gunnison Valley

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency	Project Description	Cost	Timeframe	Category
Town of Ridgway	Provide more inter-city transit between Ouray County and Grand Junction			Regional Connectivity
Town of Ridgway	Provide more inter-city transit between Ouray County and Montrose county			Regional Connectivity
Town of Ridgway	Provide more inter-city transit between Ouray County and San Miguel county			Regional Connectivity
TWG Meeting #1	Provide inter-city transit between Montrose and Gunnison			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between Delta and Cedaredge			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between Delta and North Fork Communities (Coal Mines)			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between Montrose and Delta			Regional Connectivity
TWG Meeting #1	Provide more inter-city transit between region and Telluride			Regional Connectivity



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

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

Transportation Planning Region: Gunnison Valley Area

Survey Results

June 2014



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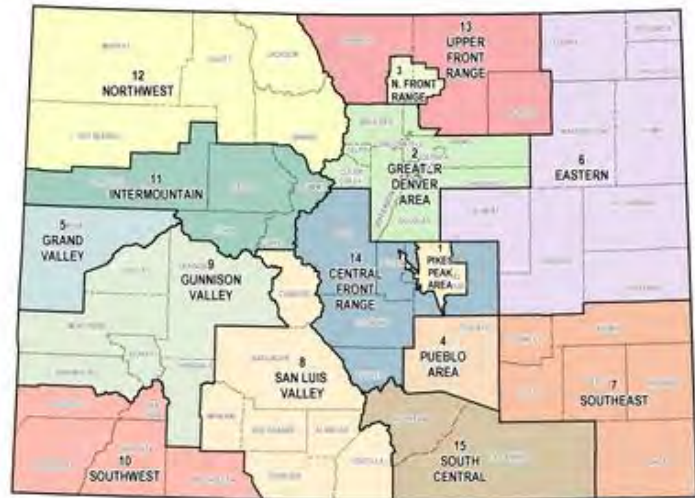
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Survey Background

About the Gunnison Valley Transportation Planning Region

The Gunnison Valley Transportation Planning Region is located in the western central part of the state, and includes the entire counties of Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel. According to the 2010 Census, the total population of this region was 98,222. There were 16,691 adults age 65 and older residing in this region, and 5,670 adults with disabilities age 18 to 64. This region accounts for 2.8% 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 Gunnison Valley TPR, 35 respondents completed an agency-distributed hard copy survey, 10 completed the web-based agency survey and 64 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 14% and 24%, 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 4 in 10 Gunnison Valley TPR older adults and adults with disabilities who were surveyed depended on family, friends, aides or volunteers for at least some of their transportation.**

Two in 10 Gunnison Valley TPR respondents said they relied on someone else for half or more of their trips and 2 in 10 for some, but less than half of their trips.

Most reported getting a ride in a personal vehicle from a family member or someone who lives in their household (47% does so at least once in a typical month), or from family, friends or neighbors (54%). Just over 1 in 10 reported using public transportation (11%) and 14% reported using paratransit at least once in a typical month.

- **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, 59% of respondents said they never had trouble, while 41% did have troubles. Eighteen percent of Gunnison Valley 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 and shopping/ pharmacy trips.

- **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 Gunnison Valley felt that the lack of public transportation service where they lived or where they wanted to go was major problem, and 4 in 10 said that lack of service during needed times presented a major problem. About one in three respondents cited the distance from bus stops or light rail stations as being too far to walk as a major problem.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. As with public transportation services, the largest obstacles were a lack of service and limited service hours, considered a major or minor problem by 66% and 53% of Gunnison Valley respondents, respectively.

- **The two issues deemed of highest importance for the statewide transit plan by Gunnison Valley residents were supporting the development of easily accessible and understandable transportation information and referral services and providing more community transportation services.**

Overall, most of the issues included on the survey were deemed somewhat or very important by a majority of respondents. Six in 10 respondents felt that supporting the development of easily accessible and understandable transportation information and referral services and providing more transportation services in their community were very important. A similar proportion cited providing more transportation to regional destinations and providing lower fares for seniors and disabled riders as very important. More than half placed high importance on supporting veterans’ transportation issues, expanding discount programs and subsidies and adding community routes. Less important to Gunnison Valley respondents was increasing the availability of wheelchair-accessible taxi cabs, although 38% 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	16%	N=17	6%	N=6	12%	N=12	66%	N=69	100%	N=105
Get a ride in a personal vehicle from a family member or someone who lives in my household	53%	N=50	29%	N=27	11%	N=11	7%	N=6	100%	N=94
Get a ride in a personal vehicle from family, friends or neighbors	46%	N=45	38%	N=37	13%	N=12	2%	N=2	100%	N=97
Driven by a paid driver or personal assistant	92%	N=88	3%	N=3	3%	N=3	2%	N=1	100%	N=96
Get a ride from a volunteer driver	90%	N=86	8%	N=8	2%	N=1	0%	N=0	100%	N=95
Take a taxi at the full price fare	100%	N=97	0%	N=0	0%	N=0	0%	N=0	100%	N=97
Take a taxi at a subsidized or discounted fare	97%	N=93	2%	N=1	2%	N=1	0%	N=0	100%	N=96
Walk	50%	N=49	14%	N=14	19%	N=18	17%	N=17	100%	N=97
Bicycle	75%	N=75	15%	N=15	6%	N=6	5%	N=4	100%	N=100
Use transportation provided by my faith community or church	97%	N=94	3%	N=3	0%	N=0	0%	N=0	100%	N=97
Use a senior center or community center shuttle	85%	N=82	8%	N=7	2%	N=1	5%	N=5	100%	N=96
Use shuttle/transportation provided by the housing facility or complex where I live	98%	N=94	0%	N=0	0%	N=0	2%	N=1	100%	N=96
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	89%	N=86	8%	N=8	3%	N=3	0%	N=0	100%	N=97
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.)	86%	N=82	12%	N=12	2%	N=1	0%	N=0	100%	N=96
Use a private or non-profit transportation service or program	96%	N=91	4%	N=4	0%	N=0	0%	N=0	100%	N=94

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	58%	N=61
Less than half my trips	22%	N=23
About half my trips	6%	N=6
More than half my trips	5%	N=5
All of my trips	10%	N=10
Total	100%	N=106

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	15%	N=16
Mornings	71%	N=75
Afternoons	12%	N=12
Evenings and nights	2%	N=3
Total	100%	N=105

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	19%	N=17
Somewhat likely	15%	N=13
Not at all likely	66%	N=58
Total	100%	N=88

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	59%	N=61
Rarely	10%	N=11
Sometimes	13%	N=14
A lot of times	18%	N=18
Total	100%	N=104

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	19%	N=7
Visiting family or friends	35%	N=14
Volunteering	19%	N=7
Medical appointment	55%	N=22
Community event	28%	N=11
Religious service	15%	N=6
Recreation	50%	N=20
School	15%	N=6
Shopping/pharmacy trips	59%	N=24
Other, please specify	16%	N=6

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	43%	N=15
Weekdays 10am to 4pm	59%	N=21
Weekdays 4pm to 7pm	51%	N=18
Weekdays 7pm to midnight	38%	N=13
Weekdays Midnight to 6am	15%	N=5
Saturday day time	38%	N=13
Saturday night time	34%	N=12
Sunday day time	34%	N=12
Sunday night time	23%	N=8

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	38%	N=16
Once or twice	39%	N=16
3 to 6 times	20%	N=8
7 times or more	4%	N=1
Total	100%	N=42

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	53%	N=49	15%	N=14	32%	N=29	100%
Service does not operate during the times I need	41%	N=31	20%	N=15	39%	N=29	100%	N=75
Information about fares, schedules and routes is difficult to find	23%	N=16	15%	N=11	62%	N=45	100%	N=72
Information about fares, schedules and routes is difficult to read	16%	N=11	12%	N=9	72%	N=51	100%	N=71
I cannot understand the information about fares, schedules and routes	9%	N=6	14%	N=10	77%	N=54	100%	N=70
Information about fares, schedules and routes is not in my first (non-English) language	9%	N=6	0%	N=0	91%	N=60	100%	N=65
I am unclear about how to use public transportation	15%	N=10	8%	N=6	77%	N=54	100%	N=70
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	24%	N=15	7%	N=4	69%	N=44	100%	N=63
Buses or light rail trains lack clear announcements or visual displays about the next stops	8%	N=5	13%	N=8	79%	N=49	100%	N=62
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	22%	N=14	14%	N=9	64%	N=40	100%	N=63
I have health reasons that prevent me from being able to use fixed route public transportation	15%	N=10	12%	N=8	73%	N=49	100%	N=68
I have difficulty boarding and exiting buses or light rail trains	15%	N=9	8%	N=5	77%	N=50	100%	N=65
Distance from bus stop or light rail station is too far for me to walk	29%	N=17	5%	N=3	67%	N=41	100%	N=61
I am unable to get a seat	15%	N=10	7%	N=4	78%	N=48	100%	N=62
I do not feel safe while waiting for the bus or light rail train	12%	N=7	8%	N=5	80%	N=49	100%	N=62
I do not feel safe while riding the bus or light rail train	14%	N=8	6%	N=4	80%	N=48	100%	N=60
Fares are too expensive	20%	N=12	15%	N=9	65%	N=40	100%	N=61
Travel time to my destinations is too long	19%	N=12	12%	N=7	69%	N=42	100%	N=61
Bus stops and stations are poorly maintained	15%	N=9	11%	N=7	74%	N=45	100%	N=61
Service is not reliable	19%	N=12	14%	N=9	67%	N=43	100%	N=64
I do not understand how to make a transfer	12%	N=7	6%	N=4	82%	N=50	100%	N=61

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	44%	N=38	22%	N=19	34%	N=29	100%
Services does not operate during the times I need	36%	N=25	17%	N=12	47%	N=33	100%	N=69
Information about how to use the service and costs is difficult to find	23%	N=15	16%	N=10	61%	N=39	100%	N=64
Information about how to use the service and the costs is difficult to read	13%	N=8	12%	N=8	74%	N=47	100%	N=63
Information about how to use the service and the costs is not in my first (non-English) language	8%	N=5	1%	N=1	91%	N=57	100%	N=63
I cannot understand the information on how to use the service and the costs	12%	N=8	4%	N=3	84%	N=54	100%	N=64
I am unclear about how to start using it	12%	N=8	9%	N=6	79%	N=51	100%	N=64

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	43%	N=40
Friends or family	20%	N=18
Printed materials	52%	N=48
Telephone	14%	N=13
Other, please specify	11%	N=10
Through the place where I work or volunteer	10%	N=10
Electronic (websites, email, social media, smart phone)	33%	N=31
In-person assistance	13%	N=12
Presentations at church, community centers, etc.	8%	N=7

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	62%	N=57	19%	N=18	19%	N=17	100%	N=92
Supporting veterans' transportation issues	55%	N=50	26%	N=23	19%	N=18	100%	N=91
Supporting volunteer and faith-based transportation services	41%	N=35	30%	N=26	29%	N=25	100%	N=86
Increasing the availability of wheelchair-accessible taxi cabs	38%	N=31	26%	N=21	37%	N=30	100%	N=82
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	53%	N=44	25%	N=21	22%	N=19	100%	N=84
Providing more transportation services in my community	60%	N=56	23%	N=21	17%	N=16	100%	N=93
Providing more transportation services to regional destinations	58%	N=54	24%	N=22	17%	N=16	100%	N=92
Expanding hours that transportation services are offered	50%	N=44	26%	N=23	24%	N=21	100%	N=87
Expanding or adding routes in my community	52%	N=44	26%	N=22	22%	N=18	100%	N=83
Providing lower fares for seniors and disabled riders	58%	N=55	26%	N=24	16%	N=15	100%	N=95

Question 15		
Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	36%	N=36
Talking	4%	N=4
Lifting or carrying a package or bag	19%	N=19
Understanding written directions	13%	N=13
Understanding spoken directions	12%	N=12
Seeing	17%	N=17
Hearing	21%	N=21
Walking 1/4 mile	36%	N=36
None	39%	N=39

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	82%	N=78
Guide or service dog	3%	N=3
White cane	2%	N=1
Cane or walker	12%	N=11
Power wheelchair or scooter	2%	N=2
Manual wheelchair	3%	N=3

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	82%	N=85
Townhouse, condominium, duplex or apartment	13%	N=13
Age-restricted senior living residence	1%	N=1
Assisted living residence	1%	N=1
Nursing home	0%	N=0
Other	2%	N=2
Total	100%	N=103

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	1%	N=1
Asian or Pacific Islander	0%	N=0
Black, African American	0%	N=0
Hispanic/Spanish/Latino	1%	N=1
White/Caucasian	98%	N=105
Other	1%	N=1

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

Question 20		
In which category is your age?	Percent	Number
18 - 44 years	7%	N=7
45 - 54 years	5%	N=6
55 - 64 years	11%	N=11
65 - 74 years	41%	N=44
75 - 84 years	24%	N=26
85 - 94 years	13%	N=14
95 years or older	0%	N=0
Total	100%	N=108

Question 21		
What is your gender?	Percent	Number
Female	53%	N=56
Male	47%	N=50
Total	100%	N=106

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.”

- Electric wheelchair
- walk

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

- general errands
- Social events-art, music performances at local university
- Trips, aztec new mexico, grand junction.

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 this are has is sr center shuttle
- Don't use
- I am chemically injured and all forms of public transportation have too many chemical exposures for me.
- Not in exitence
- Public transportation is not available in our area
- Still can drive myself
- We only have one option-sr. Center shuttle

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.”

- Does not exist
- Not available
- same reason as stated before

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

- Clinic
- Gunnison senior resources office
- Newspaper
- Senior Resources office

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?

- Available but not used.
- Bad experience at DIA when parking shuttle drivers could not work wheelchair lift
- Bus late or a no show makes me late to work. I have to work! If bus is full of university students (skiing) it wont stop! No enclosed-protected bus stop. Just a pull off along highway.
- Buses are full no where to sit the bus will pass you, your late for work appt.
- Do not use.
- Having to wait outside in inclement weather, cold, windy, icy, having snow plow cover me in slush. Having rta be late, not showup, pass me by because it is full, having to sit on wet floor because university bus stop is before and seats are full. Having s. Fall across my head and back
- I don't drive on long trips. Bus service is very difficult, need to increase greyhound bus service. Do something to improve greyhound bus service real problems, with many routes.
- I have not problem with the trans. Provided (elder)
- I live 100 miles from hosp and specialist so it is a long drive over and back
- I'm new to the area and don't know what is available -very frustrating
- It has been very problematic for me. I had to have a tooth pulled b/c I could not get access to a low-income dental clinic via public transportation. Lots of other bummers, but that was the most recent one. I also had to forfeit a much needed Dr appt this week for the same reason. I could not afford the 8 hour round trip drive to get to this special Dr.
- Never used
- No impact
- Not a problem as we don't have access to many of these programs
- Our senior bus is good but needs to expand hours
- Paratransit unable or unwilling to fit me into their schedule when my vehicle breaks down. Husband or friend has to take time off from work to get me to work.
- Services not available in town / county where I live
- Trying to find rides is a constant concern since what we have in Gunnison is so limited I cannot get to Dr.s when I need to service is not available. There is no service on weekends so social event, University events are not available for me if friends are not interested in going to the concerts and plays that I enjoy. Since I have not been able to drive all of my scial activities are not available to me unless a friend is going to the same event/. We have visitng doctors who come to town on days there is no senor van service. There are very limited times that I able to make an appt. because the senior van has other commitments and so I wait to go or be picked up. We only have 3 days a week, 9-4 pm service and their commitment begins at 10:30 am and is not available for others until 1:30 pm. This i s not nearly enough for everyone else to get shopping or to appt. and it is impossible to visit , go to meetings, volunteer, or attend social events. I am completely, dependant, live alone and have had to discomntinue volunteering with Hospice, going to meetings, and attending special community events. I am severely visually impaired, and can no longer drive since I gave up my license in Mardh of this year.. I have docotrs out of town, specialists we do not have here in Gunnison and must get to MOntrorse monthly . Transportation is serously lacking in this community. I also cannot visit friends now in the nursing home or homebound. Yes, I am home most of the time and miss the concenrts and theater events at the Univversity and the Arts Center.
- We have none in our area

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

- A real problem.
- Cdot did many \$\$\$worth of road work near my home didn't put in a bus stop! Before, the rta stopped , now it doesn't because it isn't safe enough. Nearest stop is several miles away along busy highway
- I get a ride to meals on wheels 3 times a week and live 2 miles from the center, they have been great in getting me there
- Improve everything
- Lake City is four blocks wide and eight blocks long. Some of our senior citizens need transportation to Gunnison or Montrose for medical reasons.
- Live in rural area. Have to walk one mile on busy road to access bus stop on busy highway. Bad weather makes it hazardous for me or impossible. Several years ago rta ran bus stop 1/2 mile away, but discontinued it because it was too expensive to operate
- Many sidewalks are difficult to access
- More buses lined up for people like me to get to v.a. hospital to see our dr.'s when they are set up for us.
- Need more transportation options on western slope
- No service. Available
- Small community
- Small rural communities do not have the capacity to meet the needs of all of their citizens.
- The MOST IMPORTANT THING: BE SURE AIR QUALITY IS ADDRESSED. Public transportation should be FRAGRANCE FREE. I CANNOT use it because of all the perfumes, body sprays, shampoo smells, etc and especially those gawd-awful Febreeze plugins things. PROTECT people from that, or you're likely to eventually end up with a lawsuit on your hands. Your information dissemination programs should ALL STRESS that the transportation MUST have a FRAGRANCE FREE policy for ALL users.
- The services provided for the elder only needs more days. Only operates three days. M.w.f
- There isnt any transportation from n. To montrose unless you go to norwood. People have to find a way there.
- There probably is a need but i don't know the needs
- We are very remote
- When i could no longer drive, I wrote a proposal to the Sr. Resoures office hoping to get our service expanded so that I and others are not homebound and can enjoy activities and have ease in geting around. I, along with Sr. Services Director, have spoken to RTA members hoping that our transit services could be expanded. I had access to CDOT's grant book and felt the Section 5310 of that booklet could be implemented in our area. . I have talked to Lacy Anerson, who was instremental is acquiring ALL POINTS transit system for Montrose, She has been very helpful in helping me understand what can be done. I have talked to community groups who are willing to assist in any effort fits our needs. Many, mney of our citizens have to leave town and access services in Grand Jution, Montrose, and Salida. Most of my friends work and cannot take off work to cart me to these services and I a not alone. I am willing to do whatever I can to see that the Gunnison Valley has transit services. Crested Butte has a van which is available on Wednesday from 9-4 pm by appointment. They also have been generus enough to allow the van to go to Montrose for shopping and appt. if possible. I am very grateful for this service because my vision needs monthly care from a specialist. I know of friends who do not go out at all

because they have no family and limited friends. It is only by the efforts of Karin Stewart, the Sr. Resources Director that we have anything over the last years, by engaging a van from h\the nursing home, getting grants from the Agency on Aging in Montrose that we have anything, and the nursing home needs their van other days.. Please consider assisting our community so that we can have comprehensive coverage for our seniors and disabled. I know there are many residents who will do what is needed and I am one of these residents. Thank you also for allowing this survey to be put online because I can no longer read small print and would not have been able to fill out the paper form. I have a computer with a magnifier and other assistive devices which have allowed me to complete your form and I thank you for your efforts in our behalf.

- Working people need to have transport in rural areas

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

- Transitional

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.”

- Greyhound

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

- Don't need transportation
- I don't need
- None available.
- None, drive myself.
- To and from airport

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.”

- Did not answer most of these because none is available in this area
- Don't use transportaton service. No buses, light rail in this area
- I live 14 miles from town
- I live in a rural area where there is no public transportation
- I live in the boondocks, 22 miles from town
- If we had transport none of this would be a problem
- Lake city and hinsdale, has only one transportation
- Need to have not applicable.
- Not many choices where i live
- There is no public trans. To my home to the city.
- Too rural to have any service.
- Very rural location of residence with no regular public transportation to major shopping, over 70 miles away.
- We have no public transportation.
- We have no taxi, no trains, and limited public transportation, unless you want to go to the ski area- which we don't ski.

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.”

- Do not need paratransit
- I have never needed or used transportation services.
- None provided
- Not available.
- Not necessary for me
- Senior transportation when needed
- Too rural
- We have no demand transportation

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

- I do not want info.
- Newspaper
- Newspaper, mail out
- Not needed

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?

- A few years ago we had a senior van that worked very well until the volunteers of America took over and that changed everything. I think we did pay 20 or 3 dollars to Montrose and not sure 5 or 7 to Grand Junction. They would go when someone had a doctor appointment, the rest could ride along if we signed up. Now I understand it 20 dollars and you have to make an appointment ahead of time.
- A few years back, could not find public transportation operating at night! Was unable to attend evening events.
- Access to transportation for shopping or medical care takes time and is costly to provide in Norwood, 70 miles from Montrose destinations.
- At airport I had use of carrier provided wheelchair which was most helpful.
- At this time I am able to drive where I need to go, however my 80 yr. old mother lives next door. She cannot walk, does not drive, I take her everywhere. She has tried to use other services and has had no luck in our town. Nothing works for her here.
- Basically good
- Do not have any
- Don't use
- Don't use drive myself.
- Don't use the transportation service
- Feelings of being isolated.
- Has not happened, don't use public transportation.
- Have none
- Hinsdale county is so far from near cities. Also such a small population.
- Hinsdale county, very small population and the area is large.
- I always drive to where I need to go. Where I live, Gunnison is a town of 6000 people 12x8 blocks, not too hard to get around here.
- I am 76 in good health and my wife and I both drive our own car. If one car broke down I'd ask friends for a ride, living in a rural area, public transportation is limited.
- I am 79 yrs. Old very fortunate to be in very good health. Therefore I am still independent.
- I am a veterinarian who makes farm calls. Almost impossible to use public transportation on a daily basis.
- No service provided where I live. I have to drive myself everywhere.
- None available.
- Not available in my area.
- See above
- Skiing and riding the bus from Gunnison to Crested Butte. I wish there was a bus leaving Gunnison in between 8:15 and 10:45 departure

- The area where i live is rural and most of my neighbors are older adults and all of them drive themselves.
- The only source is the public health, county van here in hunsdale county. It does not suit my needs as yet.
- The various transportation provides if any, do not coordinate either in timing of services or in providing the facilities needed for the traveler or commuters.
- There are no services where i live.
- There are no taxis or buses in our community that serves where i live. I cant go anywhere except on senior transportation. I have had to wait for them in the cold and i have fallen and hurt myself waiting.
- There is no transportation service in my area
- Very little available. Requires personal vehicle and i have difficulty in driving because of my eye sight.
- We don't have public transportation in our area. Private vehicle.

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

- A lack of transportation facilities.
- Because of low volume in this area the method would need to be of low overhead in other words a high speed train between crawford co. And grand junction would not be of value. But a schedule van or bus might work.
- Bus routes to other cities would be good. Bus used to run grand junction -montrose-albuquerque
- Do not have any
- Do not know enough about the transportation services to respond to this question
- Don't know.
- Get some service in my area
- Have not had to use public transportation.
- Having transportation for medical services, with appointments, this is difficult remember, shopping to other cities has those tax dollars for other counties.
- How about subsidizing transportation for the elderly and those with disabilities.
- I 70 corridor badly need a train system
- I have never used or tried to find any information regarding any of this
- Improve highways rough roads. More rest rooms at rest areas on or along side highways. This questionnaire sounds like it is for urban area only
- Improve hwys 550 and 62 btwn montrose and telluride.
- Line 13
- Maybe some kind of small taxi service, the problem there be such short trips it not be too profitable for the taxi.
- None
- Our community is heavily dependent on volunteer faith based, transportation.
- Partner with school bus system.
- Scheduling is hard and the taxi's arent suitable for people in a wheelchair or who cant get into a vehicle easily. My mother and i have given up on public transportation in montrose.
- See above
- Small community, not likely to get public transportation.

- There is a community van sponsored by the county, but i do not use it. I prefer to drive myself to our nearest supermarket, etc, 55 miles away.
- There is a senior van provided for those who do not drive or need transportation. It is available and privatly subsidized.
- To my knowledge there is no taxi service here or any other form of transportation if needed later at night!
- Transportation between montrose, telluride and norwood, for people of all ages, is very spotty at best.
- Transportation between telluride and mountain village is great if you are not trying to carry groceries. Grocery delivery vans would be perfect. Same for trips to montrose. People and their groceries would need ride to montrose. People can take gondola bus or dial a ride and get themselves around. Groceries travel to condo or house by van.
- Travel would be safer if cdot would maintain the pavement on highway 149 in hinsdale county, patch potholes. Real cracks in asphalt, quit painting right hand white stripes on rocks and gravel.
- Trust, cost, reliability of mechanics to maintain personal vehicles.
- Very little, is only, public transportation in available in my community, which is mainly rural. Even communities between the various cities and or towns in the area poor to non existent.
- We are not familiar with this. We have car, own transportation
- We need shoulders on all highways
- With only senior transportation i cant go to the bookstore or restaurants because they say its to hard to getme there and serve everyone else on the bus

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

- 2 story home with stairs
- Thank you for asking.

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.



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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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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