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## **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](http://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](http://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](http://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](http://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](http://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 21<sup>ST</sup> 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/](http://www.ntdprogram.gov/ntdprogram/)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## **APPENDIX B TRANSIT WORKING GROUP**



The following includes a list of stakeholders invited to the Transit Working Group meetings in the Northwest region, as well as meeting packets, sign-in sheets, and minutes.

### ***Northwest Transit Working Group Invitees***

<b>Agency</b>	<b>Name</b>	<b>Title</b>
Alpine Area Agency on Aging/NWCCOG	Jean Hammes	Director
Associated Governments of Northwest Colorado	Scott McInnis	Executive Director
Associated Governments of Northwest Colorado	Dave Norman	Director of the Area Agency on Aging
Transportation Commission District 6	Kathy Connell	Commissioner
CDOT DTD	Jeff Sudmeier	MPO & Regional Planning Section Manager
CDOT DTR	David Averill	Plan Lead, Transit Planning & Infrastructure Manager
CDOT DTR	Tracey MacDonald	Project Manager, Senior Transit and Rail Planner
CDOT DTR	Stacy Romero	Grants Coordinator - Regions 3 and 4
CDOT Public Relations	Ashley Mohr	Media Contact
CDOT Region 3	Clint Moyer	Resident Engineer
CDOT Region 3	Mark Rogers	Region 3 Planner
CDOT Region 3	Mike Vanderhoof	Region 3 Planning and Environmental Manager
CDOT Policy Office	Rebecca White	Local Government Liaison Regions 3 and 6
City of Craig	Terry Carwile	Mayor
City of Steamboat Springs	Ben Beall	City Engineer
City of Steamboat Springs	Winnie DelliQuadri	Government Programs Manager
City of Steamboat Springs	Ginger Scott	Government Programs Analyst
Colorado Tour Transportation	Dick Oberle	Owner
Colorado Workforce Center - Northwest & Rural Resort Regions	Darcy Owens-Trask	Business & Community Liaison
Craig Moffat Economic Development Partnership	Audrey Danner	Director
Craig Vocational Rehabilitation Office	Ron Kittelson (Beth Davison took over after Ron's departure)	Vocational Rehabilitation Counselor
Craig Workforce Center	*	*
Doak Walker Care Center	Lee Dickey	Administrator
GO Alpine	Betty Rubin	Office Administrator
Granby Workforce Center	Marcia McIntosh	Business Representative

Agency	Name	Title
Grand County	Gary Bumgarner	County Commissioner - RPC Chair
Grand County	Kristen Manguso	Director, Planning and Zoning
Grand County	James Newberry	Commissioner
Grand County Council on Aging	Sharon Schoenberger	former Senior Coordinator
Grand County Council on Aging	Sunny Scott	Senior Coordinator
Grand County Social Services	Glen Chambers	Director
Grand County Veterans Service Office	Duane Dailey	Veterans Officer
Headwaters Trails Alliance	Maura McKnight	Executive Director
Home James Transportation	Jack Van Horn	Owner
Horizons Specialized Services	Susan Mizen	Routt Administration
Howelsen Ski Area	Craig Robinson	Howelsen Hill Supervisor
Integrated Community	Sheila Henderson	Executive Director
Jackson County	Ben Clayton	Commissioner
Jackson County Council on Aging	Tim Demoret	OATS Van Supervisor
Jackson County Council on Aging	Wendy Petefish	Director
Jackson County Social Services	Glen Chambers	Director
Jackson County Veteran Services	Pat Riley	Veterans Officer
Love INC of the Yampa Valley	Pat Jones	Executive Director
Meeker Workforce Center	*	*
Moffat County Council on Aging	Neil Folks	*
Moffat County Fuller Center for Housing	Neil Folks	President
Moffat County Housing Authority	Ute Jantz	Director
Moffat County Social Services	Matthew Harris	Child Welfare Supervisor
Moffat County Social Services	Kerri Klein	Director
Moffat County Social Services	Carla Seales	*
Moffat County Social Services	Laura Willems	Self Sufficiency Supervisor
Moffat County Veterans Services	Ed Wilkinson	Veterans Officer
Mountain Family Center	Helen Sedlar	Executive Director
Northwest Colorado Center for Independence	Mike Bertram	Independent Living Coordinator
Northwest Colorado Center for Independence	Ian Engle	Executive Director
Northwest Colorado Council of Governments (NWCCOG)	Susan Juergensmeier	Mobility Manager
Northwest Colorado Council of Governments (NWCCOG)	Laurie Patterson	Mobility Assistant
Northwest Colorado Workforce Centers	Brian Bradbury	Employment Specialist

Agency	Name	Title
Northwest Colorado Workforce Centers	Rosemary Pettus	Regional Director
Pioneers Hospital (Meeker Streaker Transit)	Margie Joy	PMC Development Manager
Rangely Rambler	Annalee Nickson	Driver
Rangely Workforce Center	*	*
Rio Blanco County	Van Pilaud	Road & Bridge Engineer
Rio Blanco County Council on Aging	*	*
Rio Blanco County Social Services	Bonnie Ruckman	Director
Rio Blanco County Veteran Services	Joe Dungan	Meeker Office
Rio Blanco County Veteran Services	Hoot Gibson	Rangely Office
Routt County	Steve Ivancie	County Commissioner
Routt County Council on Aging	Laura Schmidt	Executive Director
Routt County Department of Human Services	Michael Sidinger	Assistant Director
Routt County Veterans Services	Michael Condie	Veterans Officer
Ski Granby Ranch	Lisa Craig	Director of Marketing
Steamboat Ski & Resort Corporation	George Hansen	Benefits & Payroll Manager
Steamboat Ski & Resort Corporation	Audrey Williams	Facilities Director
Steamboat Springs Chamber Resort Association, Inc.	Jane Blackstone	Economic Development Director
Steamboat Springs Chamber Resort Association, Inc.	Tom Kern	CEO
Steamboat Springs Transit	Jonathan Flint	Manager
Steamboat Springs Vocational Rehabilitation Office	Beth Davison	Vocational Rehabilitation Counselor
Steamboat Springs Workforce Center	*	*
Storm Mountain Express	Michael	VanVliet
Town of Fraser	Jeffrey Durbin	Town Manager
Town of Grand Lake	Judy Burke	Mayor
Town of Hayden	David Torgler	Town Manager
Town of Kremmling	Mark Campbell	Town Manager
Town of Kremmling	Thomas Clark	Mayor
Town of Kremmling	Randy Townsend	Director of Public Works
Town of Oak Creek	Mary Alice Page-Allen	RPC Vice Chair

Agency	Name	Title
Town of Winter Park	Drew Nelson	Town Manager
Town of Winter Park	James Shockey	Town Planner
Town of Yampa	Janet Ray	Town Clerk
Valley Taxi	*	*
Winter Park Lift	Mike Fudge	Manager
Yampa Valley Medical Center	*	*
YampaValley.info	Jackie Kuusinen	Health and Human Services Center Manager

*\*Unknown / Unavailable*

***B.1 – Transit Working Group Meeting #1***

## Northwest Transportation Planning Region

Date: July 25, 2013  
Time: 1:00 PM – 3:00 PM  
Location: Olympia Hall  
845 Howelsen Parkway  
Steamboat Springs, Colorado

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### 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. Northwest 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 24<sup>th</sup> – Submit by August 7<sup>th</sup>)
  - d. Next Meeting – Fall 2013
  - e. Anyone Missing?
- 8) Adjourn

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

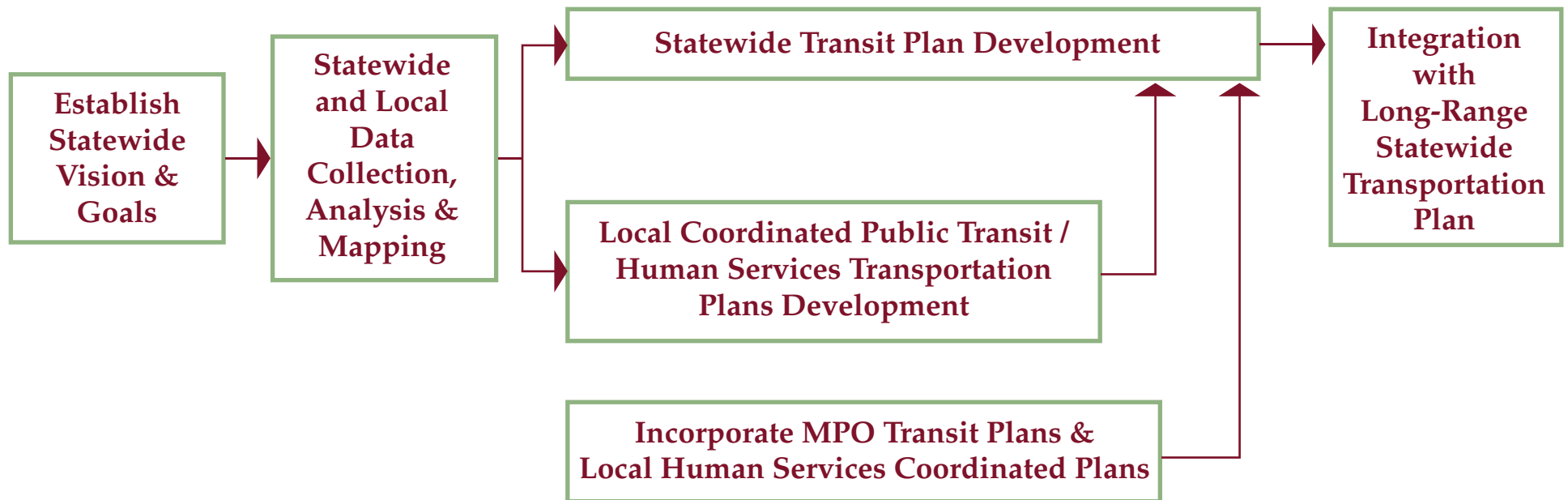
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# Work Plan

## Public Involvement & Agency Coordination

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



## Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

## Statewide Transit Plan Goals and Objectives

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

## Guiding Principles for Transit Planning at CDOT

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

## The Statewide Transit Plan will Include:

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

## **Local Transit and Human Services Transportation Coordination Plans will Include:**

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

## Team Structure

### Statewide Steering Committee (SSC)

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

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

### TPR Technical Working Groups (TWG)

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

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





## What is a Coordinated Transit Plan?

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

The purpose of this coordinated plan will be to:

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

## Why do we need to coordinate transit services?

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

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

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

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

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

## What will this plan do?

Some of the objectives of this plan include:

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

## What value does transit coordination bring to the region?

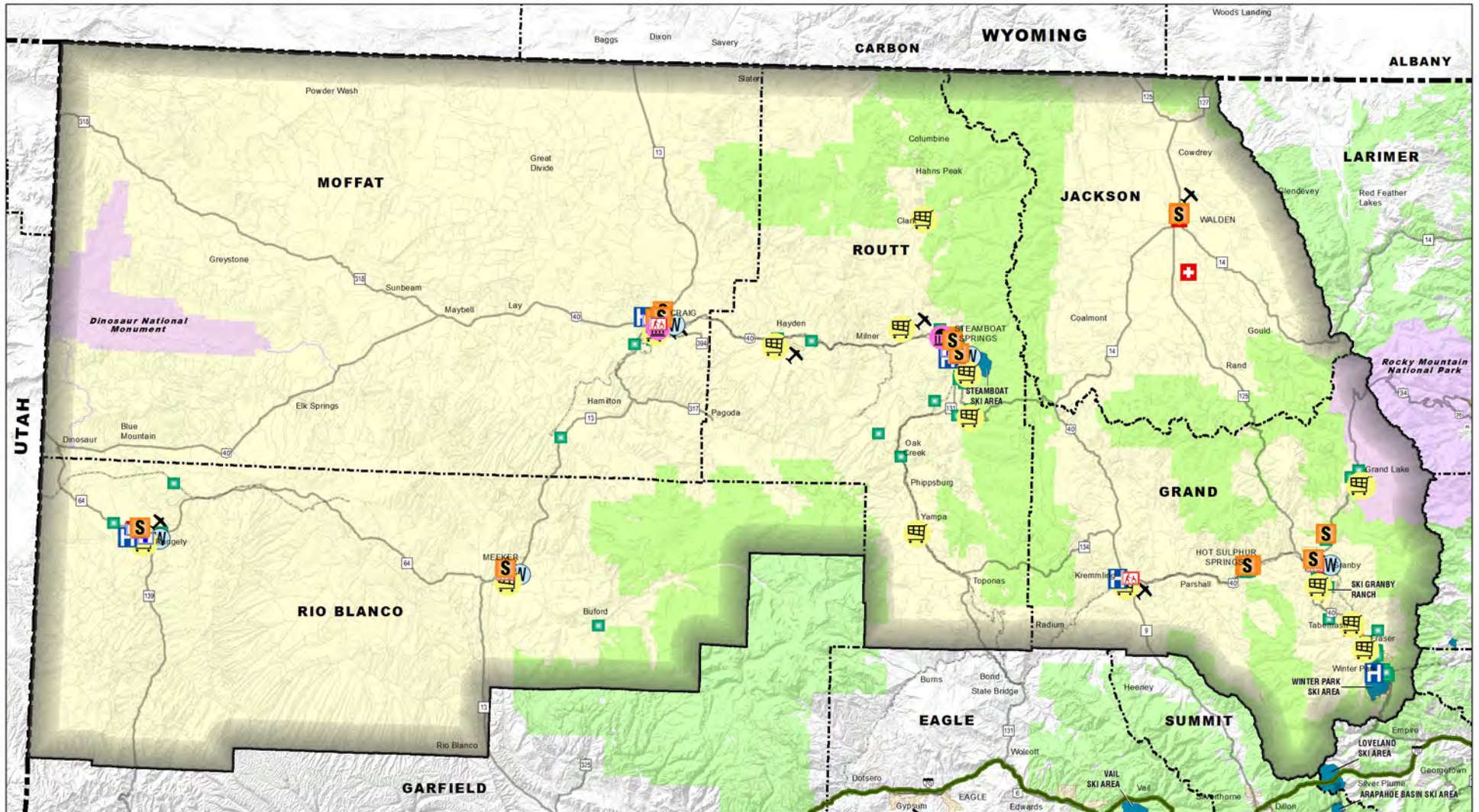
There are several positive outcomes achieved through transit coordination that add value to a region, including:

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



## Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



### Legend

- |                        |                           |                               |                               |                     |                              |
|------------------------|---------------------------|-------------------------------|-------------------------------|---------------------|------------------------------|
| Workforce Centers      | Correctional Institutions | Higher Education Institutions | Ski Areas                     | County Boundaries   | U.S. & State Highways        |
| Mental Health Services | Grocery Stores            | Senior Citizens' Services     | Northwest TPR Boundary        | State Boundaries    | National Parks and Monuments |
| Human Service Agencies | Hospitals                 | Employers with 50+ Employees  | Incorporated Cities and Towns | Interstate Highways | National Forest              |

**DRAFT**

North

0 5 10 Miles

## Northwest Transportation Planning Region – Activity Centers

Name	Type	Location
Colorado Workforce Center	Workforce Centers	Craig
Colorado Workforce Center	Workforce Centers	Granby
Colorado Workforce Center	Workforce Centers	Meeker
Colorado Workforce Center	Workforce Centers	Rangely
Colorado Workforce Center	Workforce Centers	Steamboat Springs
Colorado West Regional Mental	Mental Health Services	Craig
Steamboat Mental Health Center	Mental Health Services	Craig
Yampa Valley Psychotherapists	Mental Health Services	Craig
Colorado West Mental Health	Mental Health Services	Granby
Colorado West Mental Health	Mental Health Services	Meeker
Meeker Mental Health Center	Mental Health Services	Meeker
Steamboat Mental Health Center	Mental Health Services	Meeker
Colorado West Mental Health	Mental Health Services	Rangely
Steamboat Mental Health Center	Mental Health Services	Rangely
Bookman Post & Toothaker	Mental Health Services	Steamboat Springs
Colorado West Mental Health	Mental Health Services	Steamboat Springs
Colorado West Regional Mental Health	Mental Health Services	Steamboat Springs
Steamboat Mental Health Center	Mental Health Services	Steamboat Springs
Colorado West Regional Mental Health	Mental Health Services	Walden
Jackson County Mental Health	Mental Health Services	Walden
American Red Cross	Human Service Agencies	Craig
Love Inc Of The Yampa Valley	Human Service Agencies	Craig
Moffat County Social Services Department	Human Service Agencies	Craig
Moffat County United Way	Human Service Agencies	Craig
Salvation Army Craig Services Unit	Human Service Agencies	Craig
Grand County Search & Rescue	Human Service Agencies	Fraser
Grand Foundation	Human Service Agencies	Granby
Habitat For Humanity	Human Service Agencies	Granby
Advocates Crisis Line	Human Service Agencies	Hot Sulphur Springs
Advocates Victim Assistance	Human Service Agencies	Hot Sulphur Springs
Grand County Nursing Services	Human Service Agencies	Hot Sulphur Springs
Grand County Public Health	Human Service Agencies	Hot Sulphur Springs
Grand County Social Services	Human Service Agencies	Hot Sulphur Springs
Mountain Family Center	Human Service Agencies	Hot Sulphur Springs
Rio Blanco County Social Services	Human Service Agencies	Meeker
Rio Blanco County Public Health	Human Service Agencies	Rangely
Rio Blanco County Social Services	Human Service Agencies	Rangely
Habitat For Humanity	Human Service Agencies	Steamboat Springs
Routt County Human Services Department	Human Service Agencies	Steamboat Springs
Routt County Public Health NRS	Human Service Agencies	Steamboat Springs
United Way-Routt County	Human Service Agencies	Steamboat Springs
Jackson County Social Services	Human Service Agencies	Walden
Jackson County WIC Office	Human Service Agencies	Walden

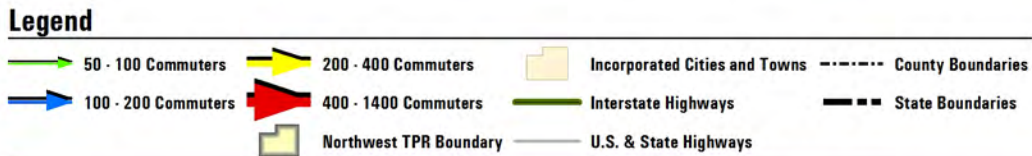
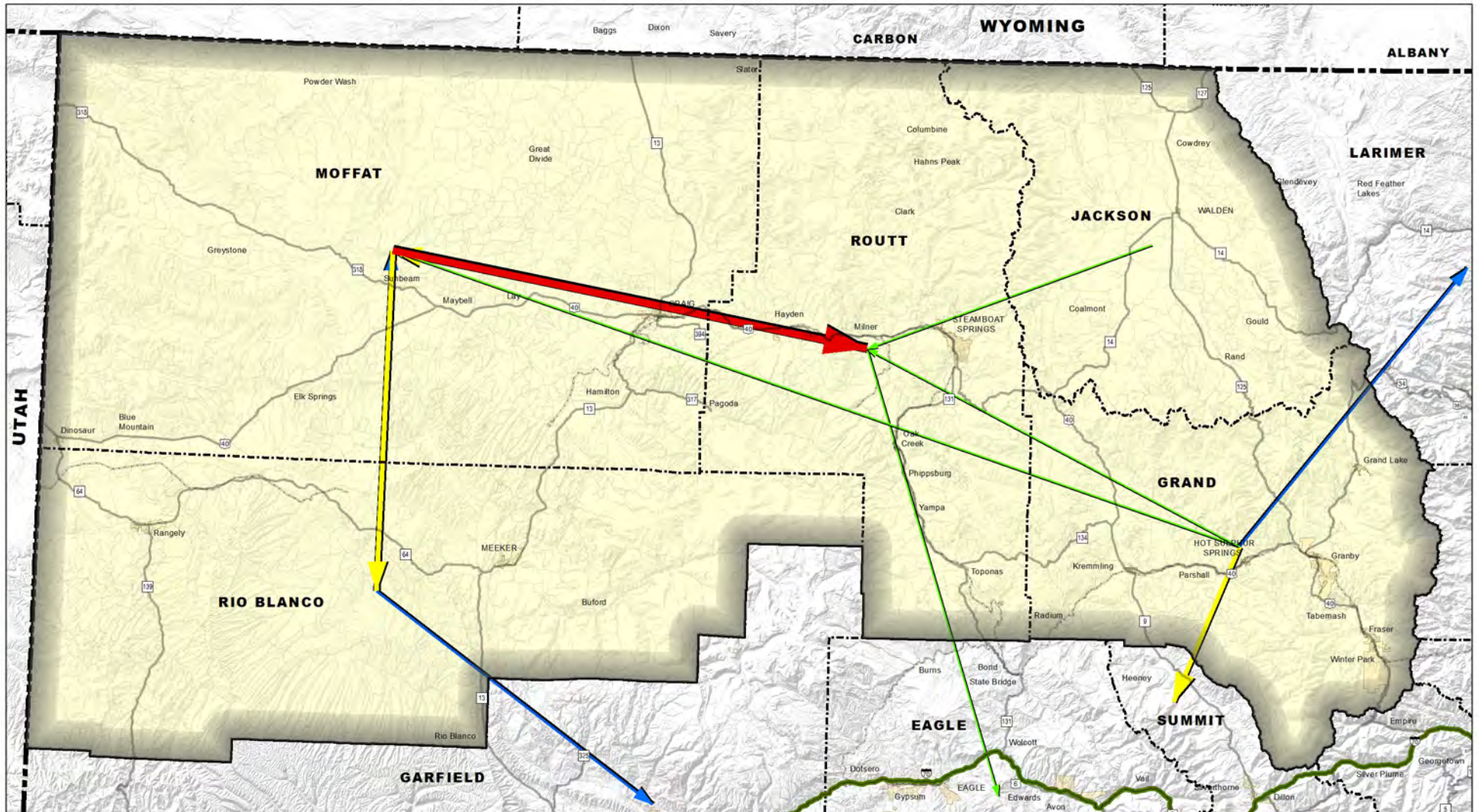


Name	Type	Location
Correctional Alternative	Correctional Institutions	Craig
Moffat County Jail	Correctional Institutions	Craig
Routt County Jail	Correctional Institutions	Steamboat Springs
Biscuit Creek Market	Grocery Stores	Clark
Safeway	Grocery Stores	Craig
Safeway	Grocery Stores	Fraser
City Market	Grocery Stores	Granby
Circle D Foods	Grocery Stores	Grand Lake
Mountain Food Market	Grocery Stores	Grand Lake
Hayden Mercantile	Grocery Stores	Hayden
Kremmling Mercantile	Grocery Stores	Kremmling
Watt's Ranch Market	Grocery Stores	Meeker
Nichols Store	Grocery Stores	Rangely
White River Market	Grocery Stores	Rangely
5th St Market	Grocery Stores	Steamboat Springs
Grocery Co-Steamboat Springs	Grocery Stores	Steamboat Springs
Grocery Gals LLC	Grocery Stores	Steamboat Springs
Safeway	Grocery Stores	Steamboat Springs
Coyote Quikstop	Grocery Stores	Tabernash
Montgomery's General Mdse	Grocery Stores	Yampa
Memorial Hospital	Hospitals	Craig
Kremmling Memorial Hospital	Hospitals	Kremmling
Rangely District Hospital	Hospitals	Rangely
Yampa Valley Medical Center	Hospitals	Steamboat Springs
St Anthony 7 Mile Med Clinic	Hospitals	Winter Park
Colorado Northwestern Community College	Higher Education Institutions	Craig
Colorado Northwestern Community College	Higher Education Institutions	Meeker
Colorado Northwestern Community College	Higher Education Institutions	Rangely
Colorado State University	Higher Education Institutions	Rangely
Rangely Junior College District	Higher Education Institutions	Rangely
Colorado Mountain College	Higher Education Institutions	Steamboat Springs
Regis University At CMC	Higher Education Institutions	Steamboat Springs
Northwest Colorado Options For Long Term Care	Senior Citizens' Services	Craig
Senior Citizen Center	Senior Citizens' Services	Craig
Grand County Council On Aging	Senior Citizens' Services	Granby
Cliffview Assisted Living Center	Senior Citizens' Services	Kremmling
Fairfield Chuck Wagon	Senior Citizens' Services	Meeker
Radino Senior Center	Senior Citizens' Services	Rangely
Routt County Council On Aging	Senior Citizens' Services	Steamboat Springs
Routt County Foundation for Senior Citizens	Senior Citizens' Services	Steamboat Springs

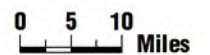


# Employed Working Outside County of Residence

\*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



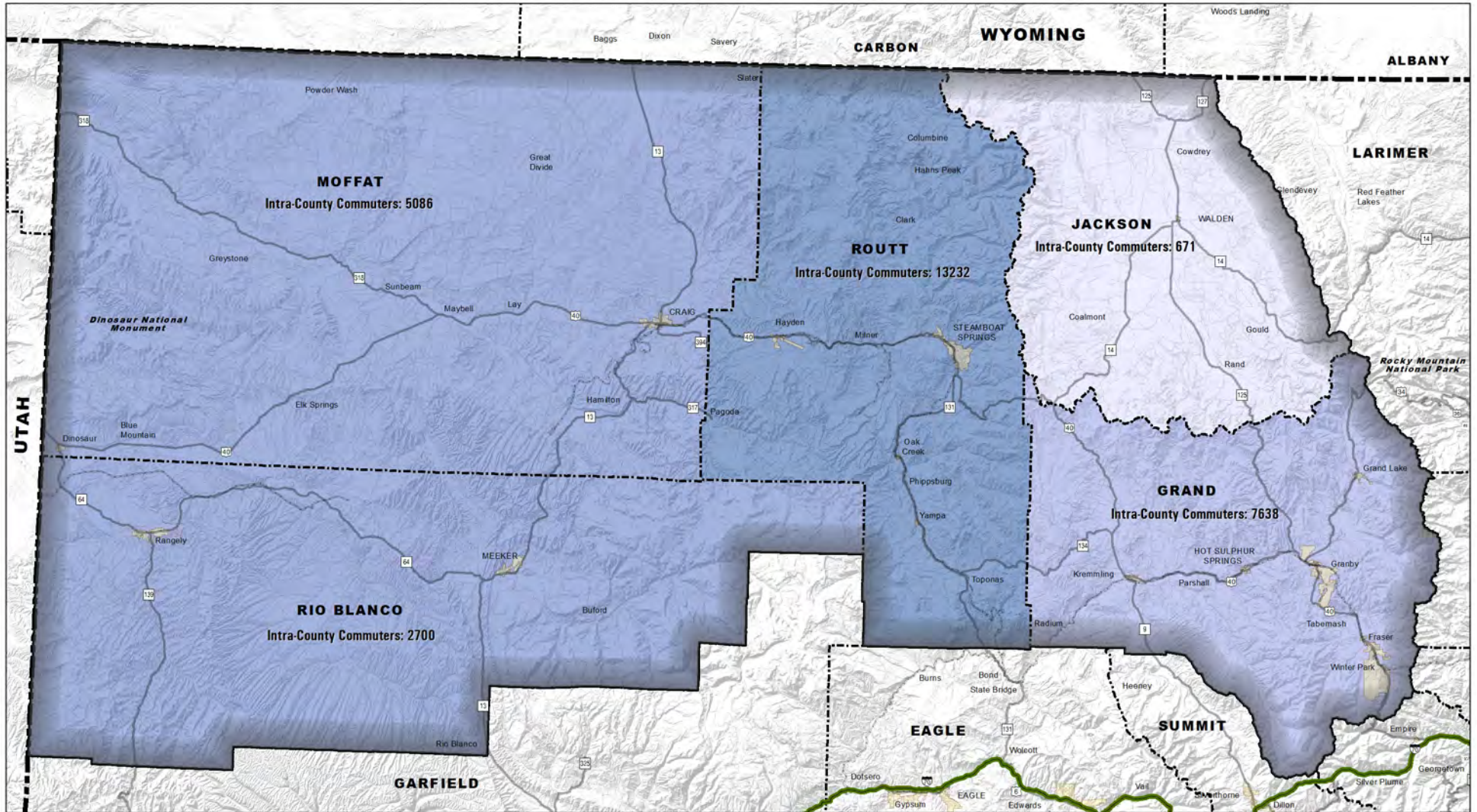
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# Intra-County and Public Transit Commuters

\*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 - 30 Public Transit Commuters
- 30 - 70 Public Transit Commuters
- 70 - 400 Public Transit Commuters
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- Northwest TPR Boundary
- U.S. & State Highways

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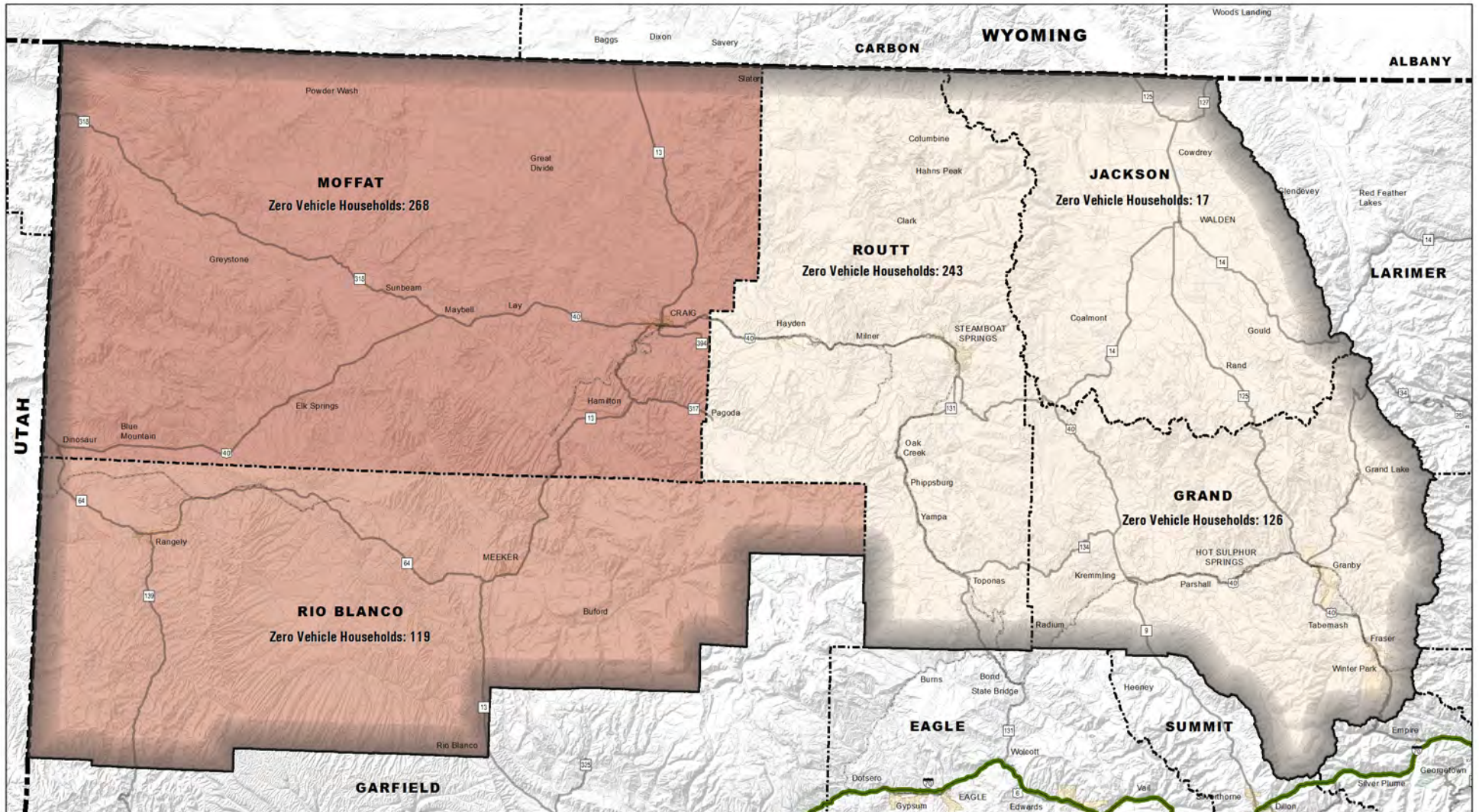


0 5 10 Miles



# 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 2.5% Zero Vehicle Households
- 2.5% - 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Northwest TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

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0 5 10 Miles

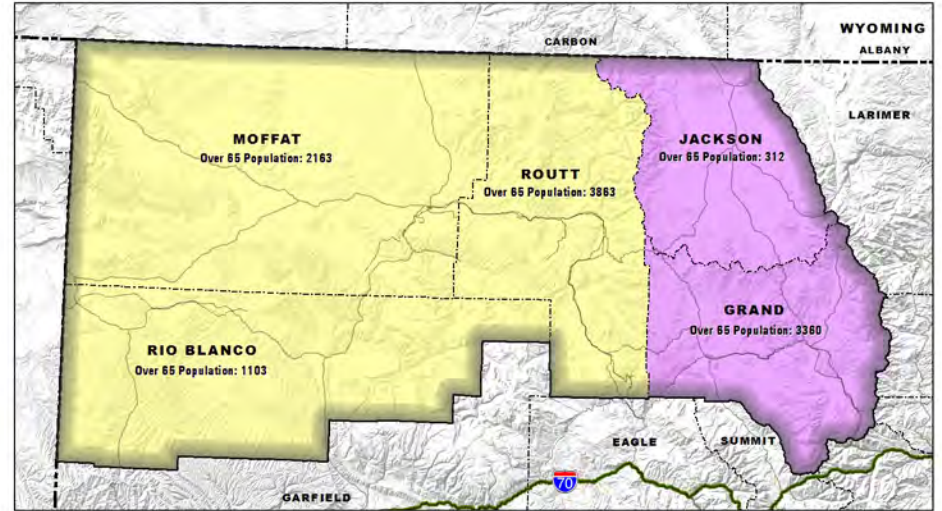
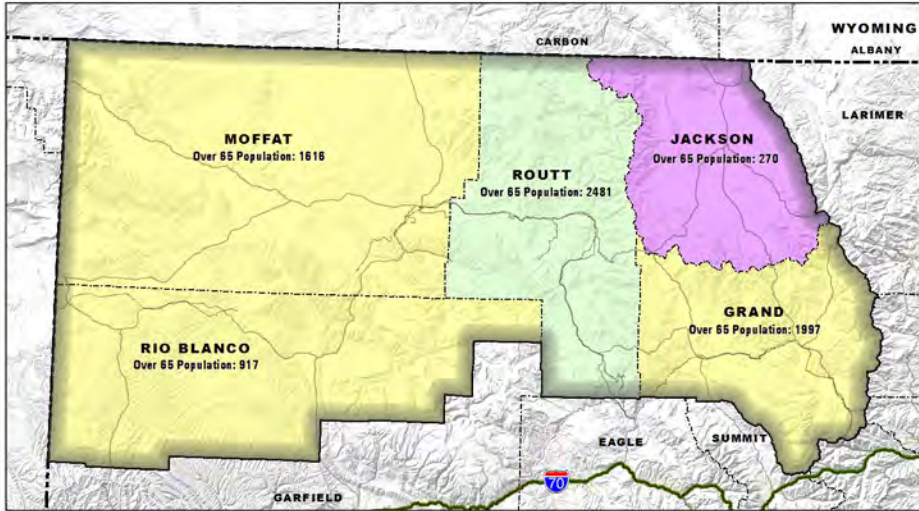


Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

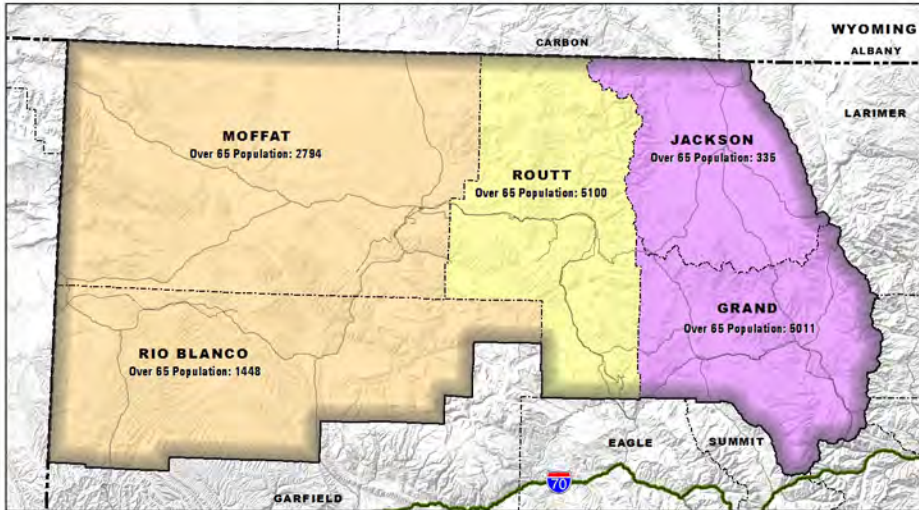
2013

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

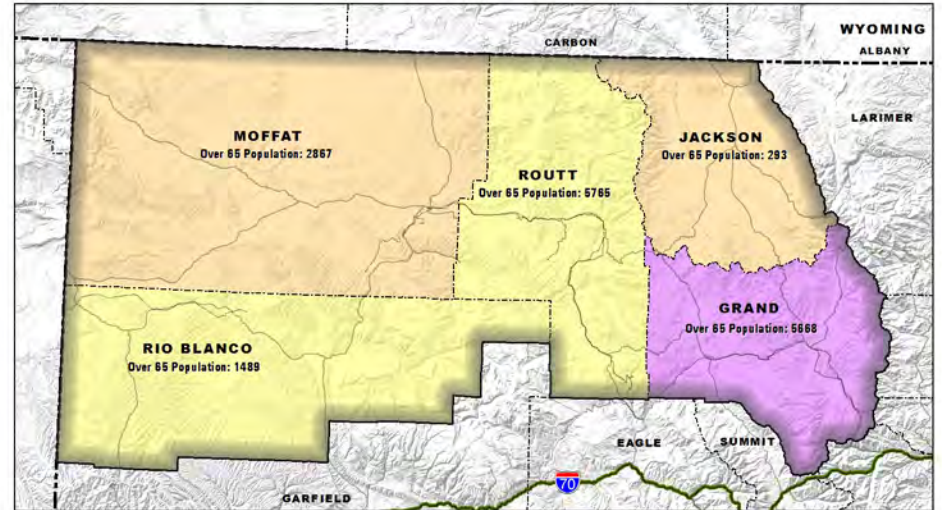
2020



2030



2040



Legend

- 10% Age 65+
- 10% - 15% Age 65+
- 15% - 18% Age 65+
- 18% - 22% Age 65+
- Southeastern TPR Boundary
- Incorporated Cities and Towns
- U.S. & State Highways
- County Boundaries
- Interstate Highways
- State Boundaries

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North

0 15 30 Miles

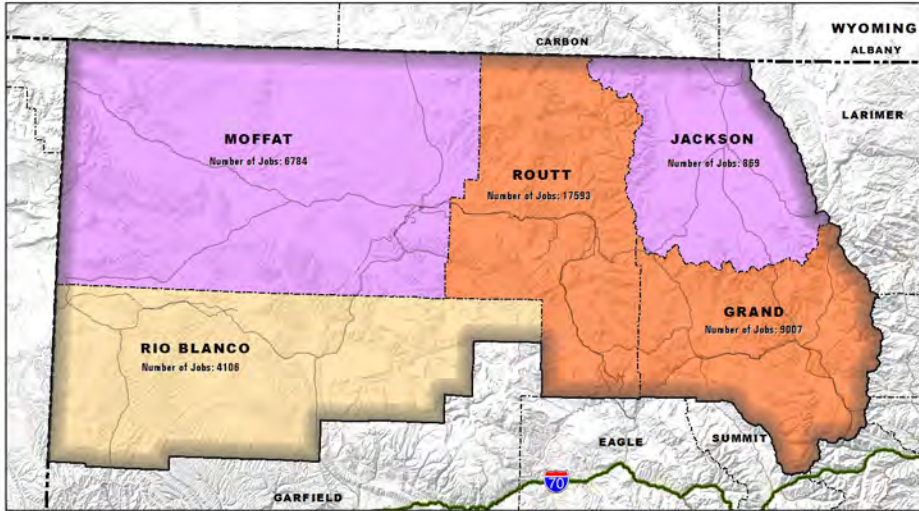


## Transportation Planning Region

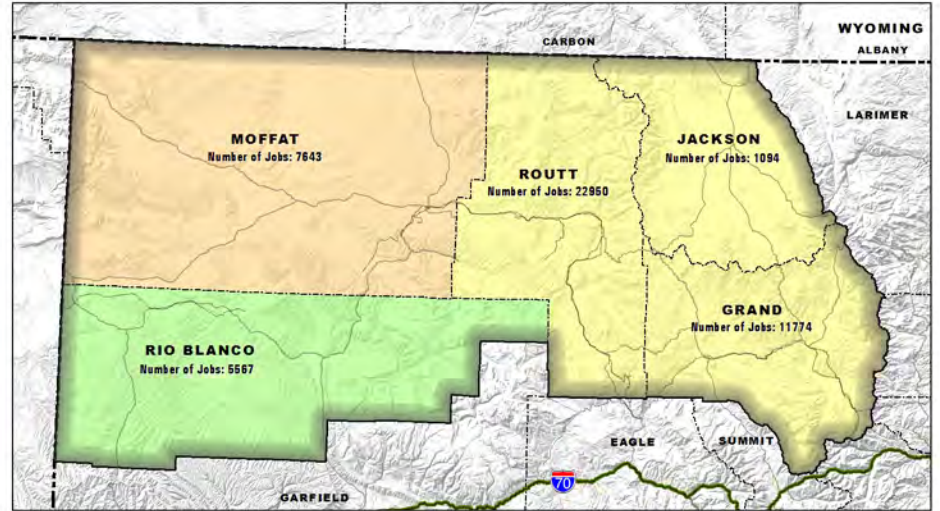
### Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

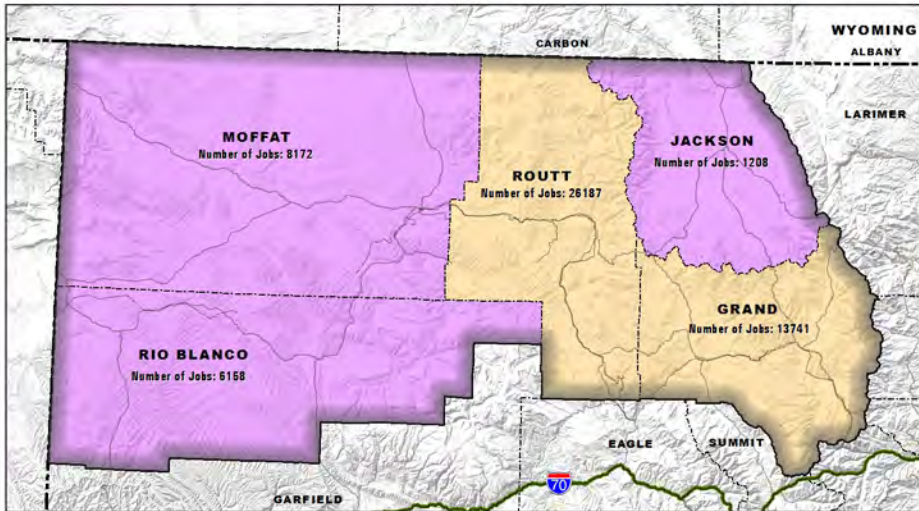
2010



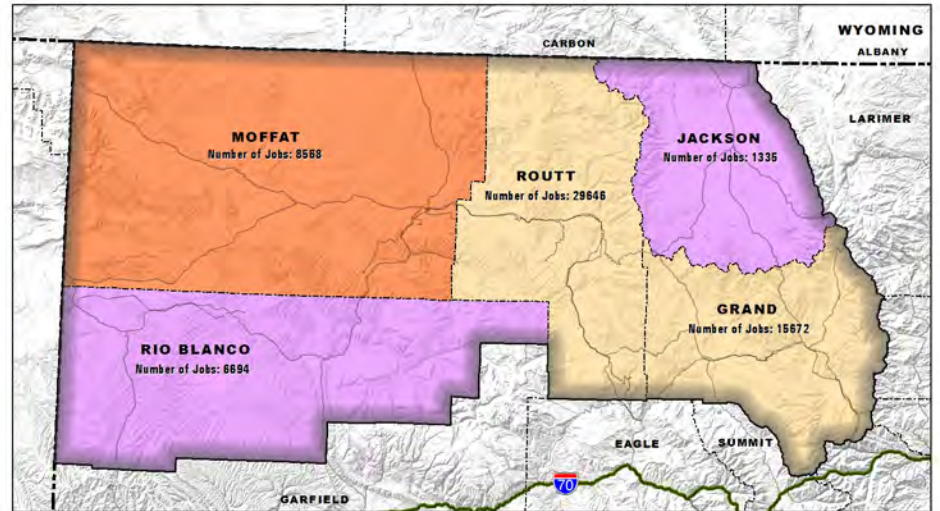
2020



2030



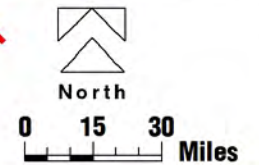
2040



#### Legend

- |                         |                             |                               |                       |
|-------------------------|-----------------------------|-------------------------------|-----------------------|
| Less Than 5% Job Growth | 15% - 25% Job Growth        | Southeastern 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      |

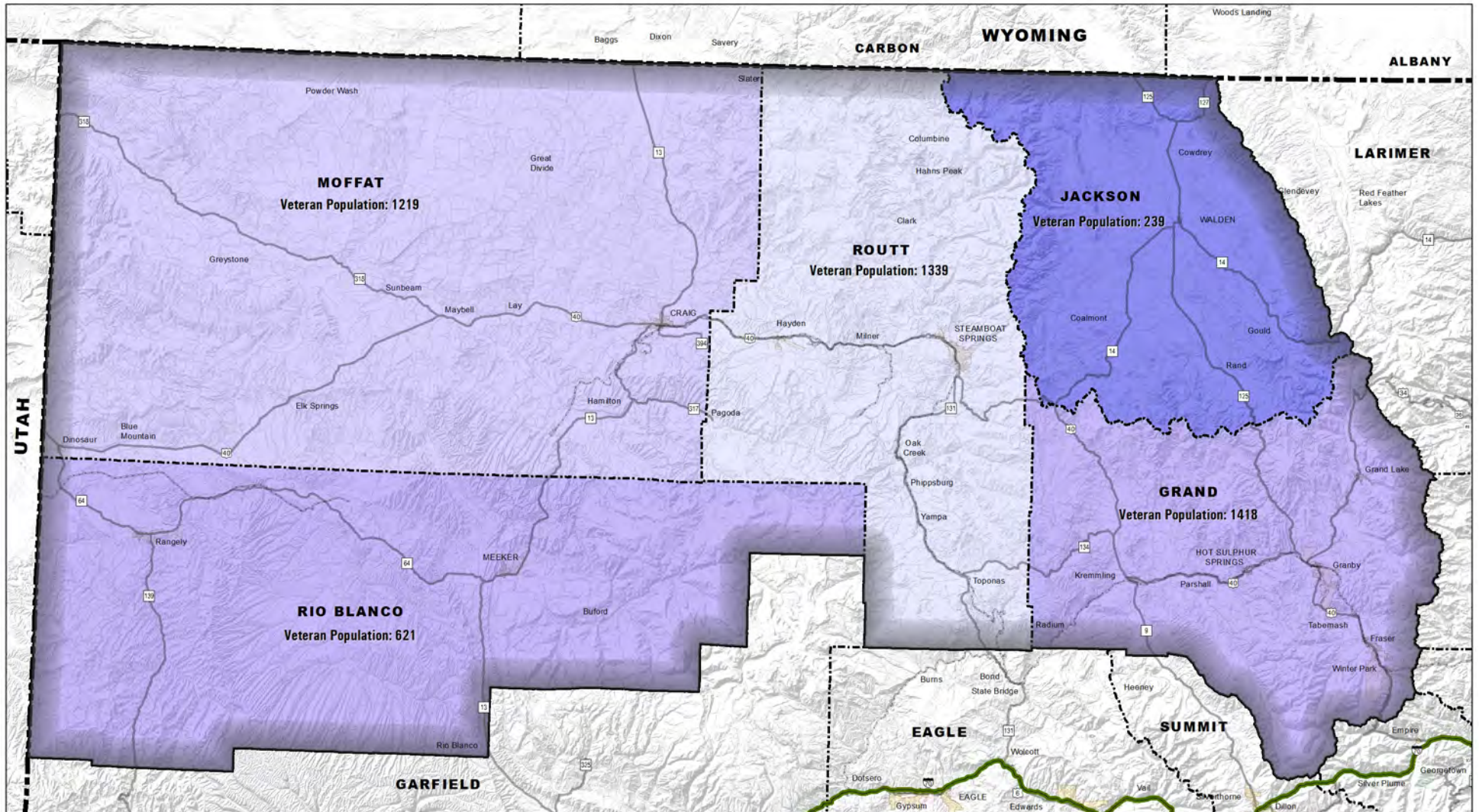
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# 2011 Veteran Population

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



**Legend**

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

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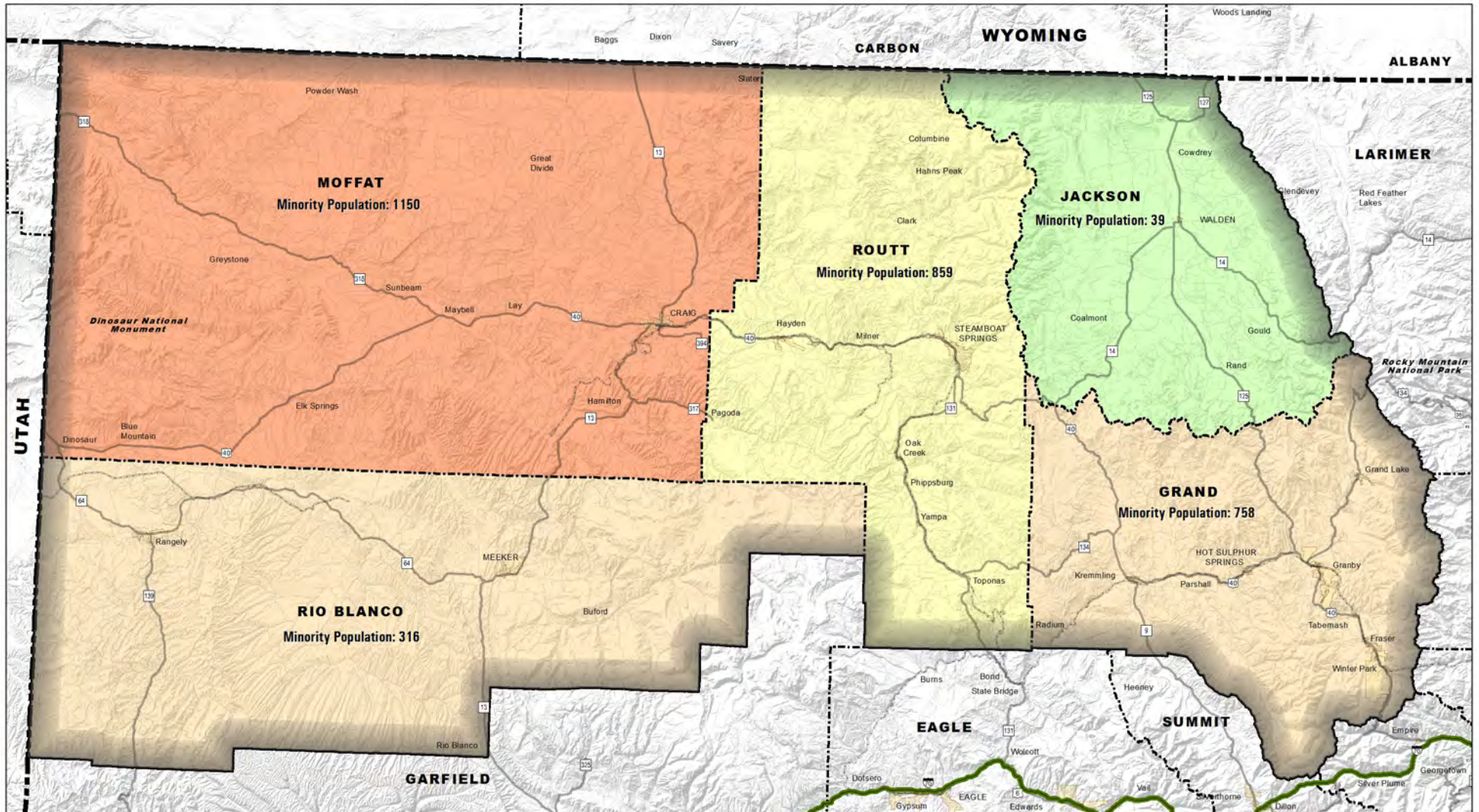


0 5 10 Miles



# 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 3% Minority Population
- 3% - 4% Minority Population
- 4% - 6% Minority Population
- 6% - 8% Minority Population
- Greater Than 8% Minority Population
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries
- Northwest TPR Boundary

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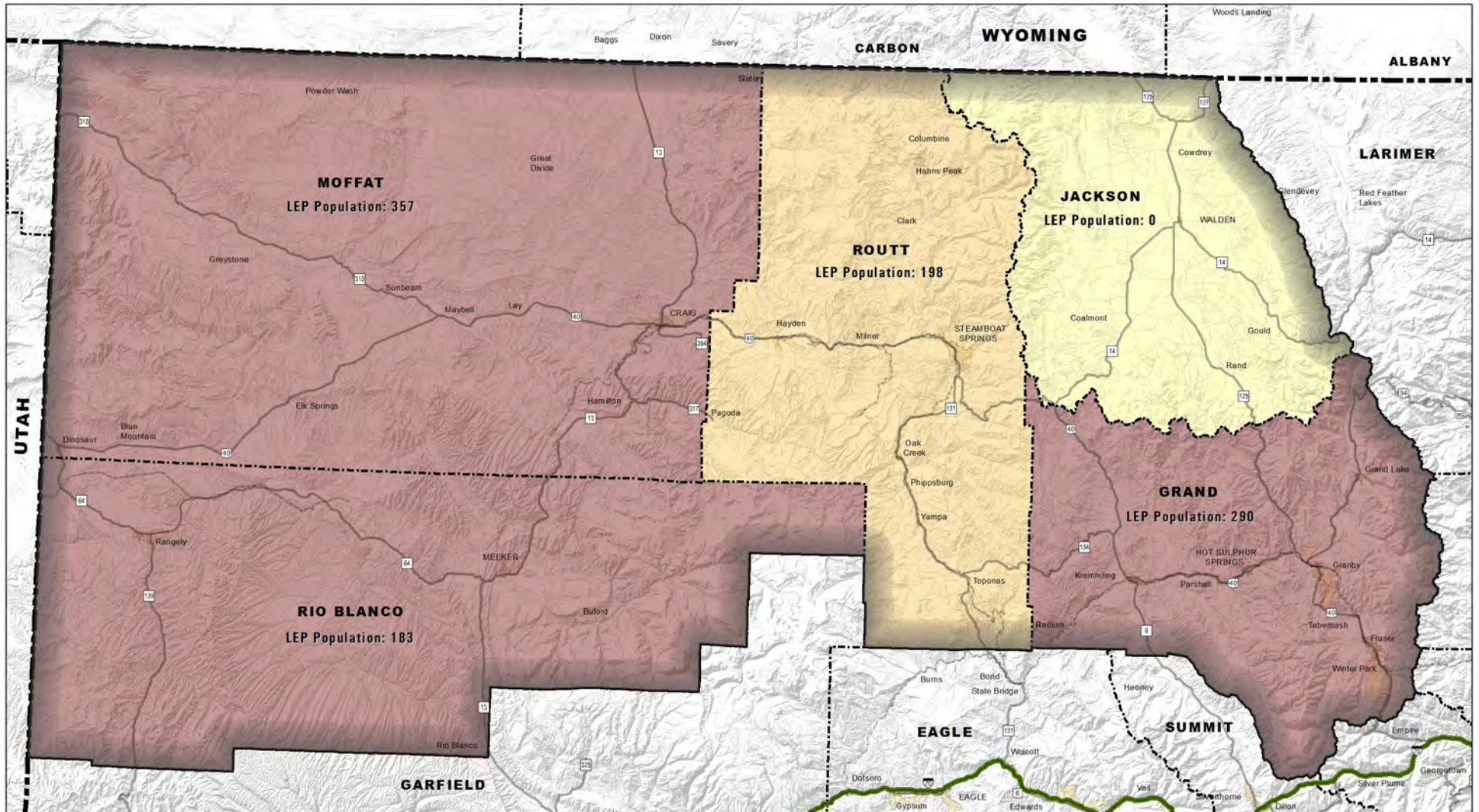


0 5 10 Miles



# 2011 Percent of Population with No or Limited English Proficiency

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



**Legend**

- 0% Limited English Proficiency
- 0% - 1% Limited English Proficiency
- 1% - 2% Limited English Proficiency
- 2% - 3% Limited English Proficiency
- 3% - 4% Limited English Proficiency
- 4% - 5% Limited English Proficiency
- 5% - 6% Limited English Proficiency
- 6% - 7% Limited English Proficiency
- 7% - 8% Limited English Proficiency
- 8% - 9% Limited English Proficiency
- 9% - 10% Limited English Proficiency
- 10% - 11% Limited English Proficiency
- 11% - 12% Limited English Proficiency
- 12% - 13% Limited English Proficiency
- 13% - 14% Limited English Proficiency
- 14% - 15% Limited English Proficiency
- 15% - 16% Limited English Proficiency
- 16% - 17% Limited English Proficiency
- 17% - 18% Limited English Proficiency
- 18% - 19% Limited English Proficiency
- 19% - 20% Limited English Proficiency
- 20% - 21% Limited English Proficiency
- 21% - 22% Limited English Proficiency
- 22% - 23% Limited English Proficiency
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- 24% - 25% Limited English Proficiency
- 25% - 26% Limited English Proficiency
- 26% - 27% Limited English Proficiency
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- 90% - 91% Limited English Proficiency
- 91% - 92% Limited English Proficiency
- 92% - 93% Limited English Proficiency
- 93% - 94% Limited English Proficiency
- 94% - 95% Limited English Proficiency
- 95% - 96% Limited English Proficiency
- 96% - 97% Limited English Proficiency
- 97% - 98% Limited English Proficiency
- 98% - 99% Limited English Proficiency
- 99% - 100% Limited English Proficiency
- 100% Limited English Proficiency
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- U.S. & State Highways
- State Boundaries
- Northwest TPR Boundary

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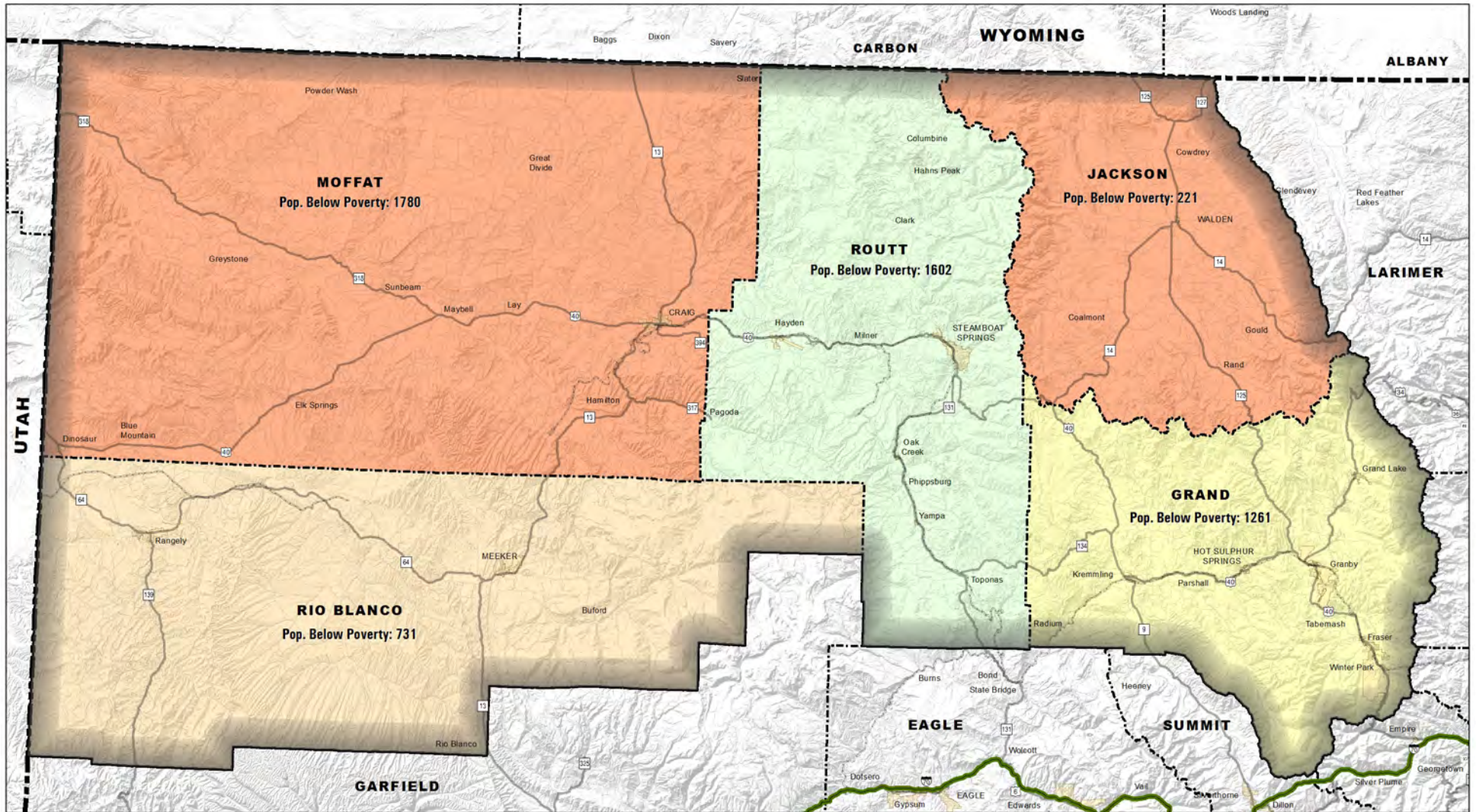


0 5 10 Miles



# 2011 Population Below Federal Poverty Level

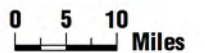
Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



**Legend**

- 7% of Individuals Below Poverty Level
- 7% - 9% of Individuals Below Poverty Level
- 9% - 12% of Individuals Below Poverty Level
- 12% - 15% of Individuals Below Poverty Level
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries
- Northwest TPR Boundary

**DRAFT**





## NORTHWEST 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 **Northwest 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 Northwest 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 providers and service areas within the Northwest TPR according to the 2008 Plans. Additional providers not identified on the map include: Alpine Taxi/Limo, Independent Living Center, and lodge shuttle services provided by resort communities/resorts in Steamboat Springs and Winter Park. The NW TPR also has intercity bus service provided by Greyhound, passenger rail service provided by Amtrak's California Zephyr with stops in Fraser and Granby.



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

### Key Issues Identified in the 2008 Plan

A desire to increase public transportation and provide alternative modes to passenger vehicles has been identified. The need to eventually provide mass public transportation within the TPR has been expressed.

- General public transit services are needed throughout the region (SH 131, US 40, SH 125, US 34, SH 13, SH 64).
- Need for more intermodal connections and park-and-ride lots throughout the region.
- Many rural areas in the region do not receive any type of transportation services (US 40, SH 125, US 34).
- East end of Grand County needs transit services.
- South Routt County needs more transit connections as there are gaps in service for seniors and no service for the general public.
- Need to expand passenger rail options through the region by utilizing railroad for passenger needs. This includes running the Ski Train year-round and a study to look at commuter rail corridor from Steamboat to Craig.
- Future land developments in Steamboat Springs will incur additional transit needs in the future.
- Need for intercity bus service in Jackson County.
- Services needed for elderly and low-income throughout the region.
- Coordination of services between the existing elderly and disabled providers needed to increase services to other larger communities.

### Plan Goals and Strategies

- Enhance passenger and freight rail service.
- Support land use plans that encourage transit-oriented and multimodal development.
- Adopt a policy that discourages abandonment of rail rights-of-way and rail service.
- Develop regional and local transportation systems that are based on multimodal centers that provide residents and visitors frequent, convenient, and cost effective year round service.
- Develop a transportation system with a strong mass transit element that utilizes public private partnerships to address transit needs and multimodal centers.
- Increase use of mass transit by identifying revenue sources for multimodal facilities.
- Increase use of and/or expand existing transit systems.
- Support a transportation system that is convenient and enhances quality of life for the region's diverse population.

**Project Website: [www.coloradodot.info/programs/transitandrail/statewidetransitplan](http://www.coloradodot.info/programs/transitandrail/statewidetransitplan)**

# Northwest TPR Transit Projects

## Projects from the 2008 Local Plans

### GRAND COUNTY

#### Capital:

	Implemented	In Progress	Deferred	Eliminated
A. New bus storage facilities for the Grand County Council on Aging .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. New maintenance and operations facility for the Winter Park Lift .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Grand County Council on Aging replacement small-size buses (5) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Winter Park Lift new large-size buses (10) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Winter Park Lift replacement of a minibus .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Winter Park Lift replacement work truck .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. New shelters and benches for the Winter Park Lift .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Operating:

A. Continue Grand County Council on Aging existing services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Continue Winter Park Lift existing services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Add summer service for the Winter Park Lift .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Expand Winter Park Lift service to other portions of Grand County with fixed-route, vanpool, paratransit, dial-a-ride, and commuter bus service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Planning:

A. Investigate shared regional services (to Denver, Steamboat Springs, etc.) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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#### Coordination:

A. Create a Coordination Council to help coordinate systems .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Shared maintenance/vehicle storage facilities .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### JACKSON, MOFFATT, RIO BLANCO, & ROUTT COUNTIES

#### Capital:

A. Steamboat Springs Transit new and replacement small and large buses (31) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Routt County Council on Aging new and replacement mid-size buses (4) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Moffat County Council on Aging new van and replacement mid-size bus .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Jackson County Council on Aging new and replacement mid-size buses (2) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Meeker/Streeker replacement of mid-size buses (2) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Independent Life Center new vehicles (3) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Regional service remote storage facility in Craig for Steamboat Springs Transit .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Park-and-rides in Hayden for Steamboat Springs Transit .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Downtown curb extensions for Steamboat Springs Transit .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Upgraded bus stops and shelters for Steamboat Springs Transit .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Steamboat Springs Transit replacement of bus washing machine .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. Bus shelter/garage for Moffat County Council on Aging .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Operating:

A. Continue Steamboat Springs Transit existing services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Continue Routt County Council on Aging existing services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Continue Moffat County Council on Aging existing services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Continue Jackson County Council on Aging existing services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Steamboat Springs Transit expanded east-side service to/from the park-and-ride and Transit Center, and loop service north-south .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Projects from the 2008 Local Plans (cont.)

	Implemented	In Progress	Deferred	Eliminated
F. Steamboat Springs Transit new rideshare vanpool service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. New Routt County Council on the Aging commuter service between Oak Creek and Steamboat Springs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Moffat County Council on Aging expanded service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Jackson County Council on Aging additional service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Planning:

A. Examine the formation of a Rural Transportation Authority .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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### Coordination:

A. Create a Coordination Council .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Coordination to provide regional services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Taxi voucher program .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Shared maintenance services and facilities/storage .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Shared/pooled insurance .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Shared hiring assistance and driver training .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Shared call center and dispatch .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Projects from Other Plans

A. Regional operations (Craig-Steamboat Springs, Yampa-Steamboat Springs, Winter Park-Idaho Springs-Denver) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Grand County-wide mass transit system (including Fraser-specific service) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Buses for Fraser service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Two buses for Winter Park-Idaho Springs-Denver service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Two buses for Craig-Steamboat Springs service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. One bus for Yampa-Steamboat Springs service .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Grand County-wide maintenance facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Grand County shelters and benches .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 2013 CASTA Survey – Transit Priorities

### Grand County Council on Aging, Inc. - Grandby

**1st Priority** - Expand fleet to meet existing demand

**2nd Priority** - Increase number of days of service

**3rd Priority** - Increase frequency of service on existing routes

### Steamboat Springs Transit

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

**2nd Priority** - Increase frequency of service on existing routes

**3rd Priority** - Use money to back fill short falls

## Accomplishments

- CDOT has continued to provide ongoing transit operating funds to Steamboat Springs Transit
- CDOT funding to Steamboat Springs Transit for the purchase of two hybrid buses
- Route County COA 5310 vehicle for elderly and disabled service
- CDOT funded intercity bus service (Greyhound) between Denver and Salt Lake City with stops in Winter Park, Granby, Hot Sulphur Springs, Kremmling, Steamboat, Milner, Hayden, Craig, and Dinosaur
- CDOT provided SB1 funds for the construction of the Craig Bus Barn/Intermodal Center
- Northwest Colorado Council of Governments received a federal VTCLI grant for the development of transit services for veterans

# Northwest Transportation Planning Region

## Transit Working Group #1 – Meeting Minutes

Date: July 25, 2013  
Time: 1:00 PM – 3:00 PM  
Location: Olympian Hall  
845 Howelsen Pkwy.  
Steamboat Springs, CO

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### Meeting attendees:

Ronald Kittelson – Craig Vocational Rehabilitation Office  
Colleen for Pat Riley (via phone) – Jackson County Veteran Services  
Susan Juergensmeier – Northwest Colorado Council of Governments  
Mary Alice Page-Allen – Town of Oak Creek  
Van Pilaud – Rio Blanco County  
Steve Ivancie – Routt County Commissioner  
Audrey Williams – Steamboat Ski & Resort Corporation  
George Hansen – Steamboat Ski & Resort Corporation  
Ben Beall – City of Steamboat Springs  
Ginger Scott – City of Steamboat Springs  
Jonathan Flint – Steamboat Springs Transit  
Beth Davidson – Steamboat Springs Vocational Rehabilitation Office  
Kathy Connell – CDOT District 6  
David Averill – CDOT DTR  
Cady Dawson – Felsburg Holt & Ullevig  
Shea Suski – Felsburg Holt & Ullevig

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### Welcome & Introductions

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

### Project Background

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

David 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, the key elements of the Local Transit and Human Service Coordinated Transportation Plans, and an overview of the project schedule.

### **Public Involvement Approach**

David Averill from CDOT and Cady Dawson, Transportation Planner from Felsburg Holt & Ullevig (FHU), reviewed the strategy for public involvement for both the statewide project and the local plan. The schedule at present includes a public open house in the fall of 2013 and a second open house in the spring of 2014. Input was solicited as to the best approaches and locations for public meetings in the Northwest region.

Public meeting input/strategies:

- Distribute public meeting and plan information on transit system vehicles
- Publicize at area Chamber of Commerce mixer events

### **Key Elements of a Coordinated Transportation Plan**

Cady Dawson, Transportation Planner from 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 include the following:

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

### **Regional Planning**

Shea Suski, Transportation Planner from 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
  - Corrections/Additions:*
    - Vocational Rehabilitation Offices
    - Corrections/additions submitted by individuals
- Employed Working Outside of County of Residence
- Intra-County Public Transit Commuters
- 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

### *Northwest TPR 2008 Plan Summary*

Shea Suski, Transportation Planner from FHU, reviewed the 2008 Northwest Plan Summary document with participants. Mr. Suski reiterated that this information is the outcome of the last plan update in 2008 and is being used to get an idea as to whether or not the key issues, strategies, goals, etc. are still in line for the region.

Additionally, Shea Suski led a more detailed discussion to obtain feedback on current vision and goals for the region. The following are the key concepts that emerged from the discussion for the Northwest region:

- Access to reliable transit, including paratransit, medical services, and employment/activity centers
- Connectivity area wide, including between regional services and with the I-70 corridor
- Making transit attractive for / capture choice riders
- Education/Outreach
- Safety of facilities

### **Regional Transit Needs, Projects, and Priorities**

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

#### *Capital Projects and Needs*

- Oak Creek noted the need for vehicles that carry 15-24 passengers
- Nearly all providers expressed a need for paratransit vehicles
- Craig/Meeker/Rangely expressed a need for demand-response vehicles
- Steamboat Springs Transit (SST) noted the need for fueling stations and supporting infrastructure for alternative fuel vehicles
- Hayden park-n-ride still needed
- Regional need for shared maintenance facilities for smaller vehicles

#### *Operating Projects and Needs*

- Access to recreation in Steamboat Springs
- 7-days/week employment service between Oak Creek and Steamboat Springs
- Service to/from Steamboat Springs for grocery shopping and other similar trips to/from Walden, Yampa, and Clark since Steamboat Springs is the closest provider of such services to these communities
- Improve Greyhound service through the area (reduce travel times, decrease cost, etc.)
- Medical-related services
  - Rangely/Meeker service to Grand Junction and Craig for veteran medical services
  - Access in Moffat County
- Paratransit service for Craig/Meeker/Rangely, and enhanced paratransit service for Steamboat Springs Transit above ADA requirements
- Steamboat Springs Transit would like to increase frequencies, especially during the peak hours of the ski season
- Means to retain good drivers from leaving for more lucrative jobs
- Employment-related service
  - Between Garfield County (Rifle/Parachute)/Meeker and the oil and gas fields in Rio Blanco County
  - For low-income households to access jobs in Moffat County
- Regional service to/from the I-70 corridor, such as in Wolcott
- Bring back passenger train service between Steamboat Springs and Wolcott



### *Coordination Projects and Needs*

- Keeping an inventory of all providers and other players in transit within the TPR
- Shared trained technicians
- Improved coordination between providers of ski-related transit services
- Coordination of employment-related transit services
- Joint call center
- Linking of services, primarily across county lines

### **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 and past projects identified from 2008 (completed, in-progress, still needed, not relevant, etc.) – send any comments to Shea Suski (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – TBD (possibly Tuesday, August 15<sup>th</sup>)
- Please send Shea Suski (email below) any contact information of people that should be included in the Transit Working Group

### **Adjourn**

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

### **PROJECT CONTACTS:**

CDOT Project Manager: David Averill [david.averill@state.co.us](mailto:david.averill@state.co.us)  
Work: 303-757-9347

Lead TPR Planner: Shea Suski [shea.suski@fhueng.com](mailto:shea.suski@fhueng.com)  
Work: 303-721-1440

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

## Northwest Transportation Planning Region

### TWG Meeting #1

Date: July 25, 2013  
 Time: 1 PM - 3 PM  
 Location: Olympia Hall  
 845 Howelsen Parkway  
 Steamboat Springs, CO

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Ron Kittelen	CDHS Division of Vocational Rehab	50 College Drive Crazy, CO 81625	970.829.1754	ronald.kittelson@state.co.us
Beth Dawson	CDHS DVR	345 Angles Dr. Steamboat Sp CO 80487	970 871-4994	beth.dawson@state.co.us
Kathy Connell	COOT COMMISSION	P.O. Box 774024 St. Sp CO 80477	970-846-3746	Kconnell at Resatprop.com
Andrey Williams	SSRC	2305 Mt. Werner Cir SBS, CO 80487	970.871.5336	awilliams@steamboat.com
Jonathan Flint	SS T	PO 775088	970-871-3717	jflint@steamboatsprings.net
Ginger Scott	City of Steamboat	PO 775033	970-871-8215	gscott@Steamboatsprings.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
SUSAN JUVENILE OFFENSES	NWCCOG	248 WARREN SILVERTHORNE CO	970-468-0295	Mobility Manager & NWCCOG-0626
Ben Beall	City of Steamboat Spgs	PO Box 775088 SS CO 80477	970-871-8293	bbeall@ steamboatsprings.net
George Hansen	Steamboat Ski Corp	2305 Mt Werner Ct SS CO 80487		ghansen@steamboat.com
VAN PILAUD	RIO BLANCO COUNTY	570 2nd Street Meehan, CO 81641	970-878-9590	VPILAUD@CO.RIO-BLANCO.CO.US
STEVE IVANCIE	ROUTT COUNTY	522 LINCOLN AVE P.O. BOX 773598 SS, CO. 80477	970 879-0108	SIVANCIE@CO.ROUTT.CO.US
MARYALICE PAGE-AWEN	OAK CREEK	PO Box 128 80461 OAK CREEK, CO	970.736.2422	marylalice@ townofoakcreek.com

***B.2 - Transit Working Group Meeting #2***

## Northwest Transit Working Group Meeting #2

Date: October 16, 2013  
Time: 1:00 PM – 3:00 PM  
Location: Steamboat Springs Community Center  
1605 Lincoln Avenue  
Steamboat Springs, CO 80487

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### Meeting Goals:

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

### Agenda

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

CDOT Project Manager: David Averill [david.averill@state.co.us](mailto:david.averill@state.co.us)  
Work: 303-757-9347

Lead TPR Planner: Shea Suski [shea.suski@fhueng.com](mailto:shea.suski@fhueng.com)  
Work: 303-721-1440

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

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

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

● Open Houses in each TPR

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

## STATEWIDE TRANSIT VISION

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

## SUPPORTING GOALS AND OBJECTIVES

### *Transit System Development and Partnerships*

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

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

### *Mobility/Accessibility*

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

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

### *Environmental Stewardship*

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

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

### *Economic Vitality*

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

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

### *System Preservation and Expansion*

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

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

### *Safety and Security*

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

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

# Draft Northwest Transit Vision & Goals

*To form an expanded and cohesive network of transit options providing access and improved quality of life for the Northwest region's diverse population and visitors .*

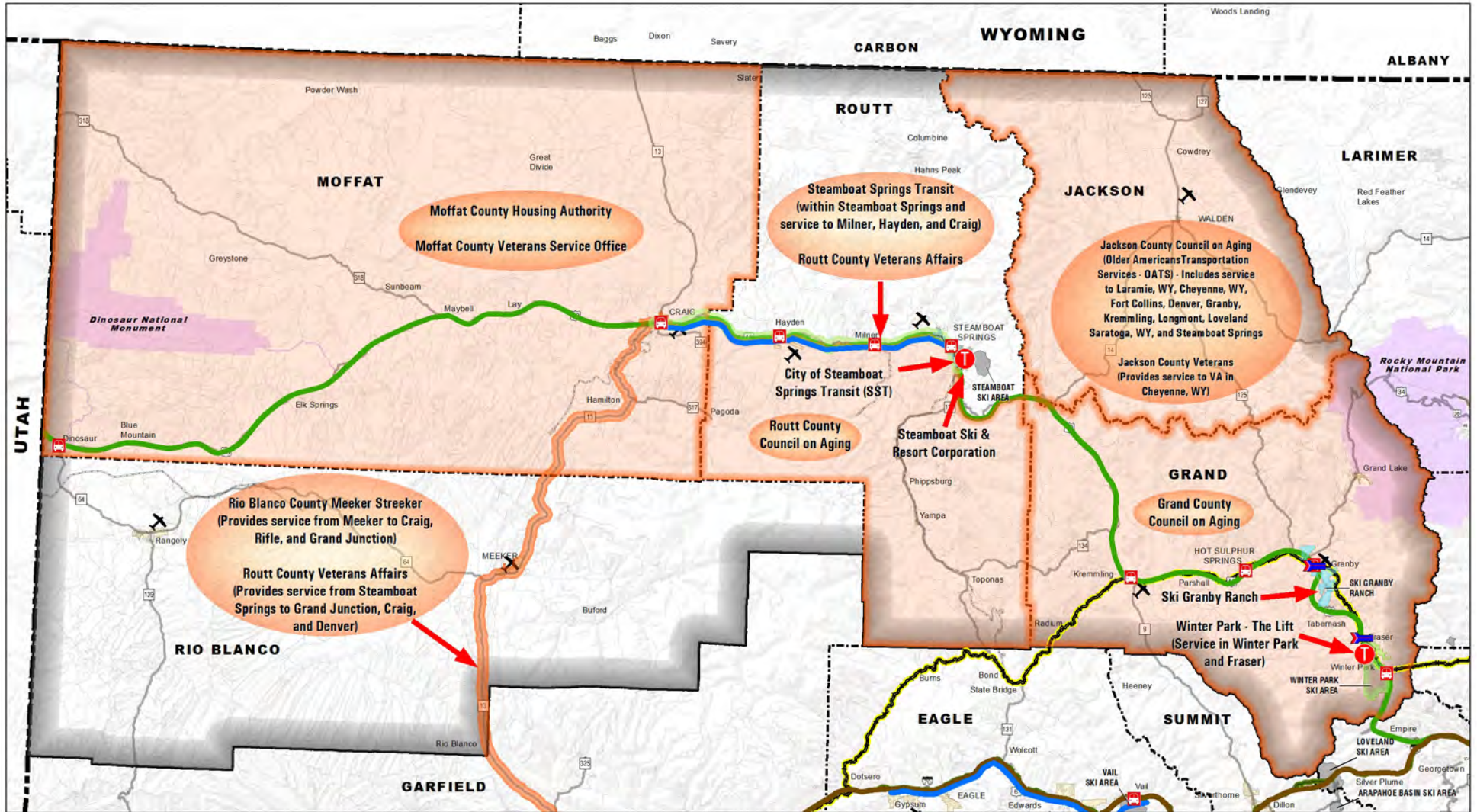
## Supporting Goals

- ▶ Improve connectivity and coordination between the region's transit systems and services along I-70
- ▶ Provide safe and reliable transit choices with multi-modal connections for both transit dependent and choice users
- ▶ Expand and improve transit access to medical services, employment, and other activity centers throughout the region, especially in the more rural areas where service does not exist
- ▶ Engage citizens with education and outreach on transit options within the region
- ▶ Preserve rail right-of-way and return passenger rail service to the region



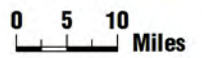
## Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



### Legend

- |  |  |                        |                               |                        |
|--|--|------------------------|-------------------------------|------------------------|
| Elderly & Disabled Transit Service Providers | Greyhound #364 (Denver-Steamboat-SLC)  | Local Transit Services | Incorporated Cities and Towns | Airports and Airfields |
| Rural Transit Service Providers              | Greyhound #555 (Denver-Green River-LA) | Amtrak Routes          | Ski Areas                     | County Boundaries      |
| Resort Transit Service Providers             | Inter-City Bus Stations                | Amtrak Stations        | National Parks and Monuments  | State Boundaries       |
| Regional Bus Routes                          | Regional Bus Stations                  | Northwest TPR Boundary |                               | North                  |



**DRAFT**

# Northwest Transit Services

Transit Agency	Clientele	Service Type	Service Days	Service Area
City of Steamboat Springs Transit (SST)	General Public	Fixed/Deviated-Fixed/ADA	S M T W Th F Sa	Steamboat Springs, Milner, Hayden, Craig
	Seniors/Disabled	DR	S M T W Th F Sa	Steamboat Springs
First Student (The Lift)	General Public	Fixed/DR/ADA	S M T W Th F Sa	Winter Park, Fraser
Grand County Council on Aging	Seniors/Disabled	DR	M T W Th F	Grand County, to Denver, to Steamboat Springs, to Summit County
Jackson County Council on Aging (Older Americans Transportation Services - OATS)	Seniors	DR	S M T W Th F Sa	Jackson County, to Laramie (WY), to Cheyenne (WY), to Fort Collins, to Denver, to Granby, to Kremmling, to Longmont, to Loveland, to Saratoga (WY), to Steamboat Springs
Jackson County Veterans Service Office	Veterans	DR	?	Jackson County, to Cheyenne (WY)
Moffat County Housing Authority	Seniors	DR	?	Craig, Moffat County
Moffat County Veterans Service Office	Veterans	DR	?	?
Rio Blanco County (Meeker Streeker)	Seniors/Disabled/LEP/Low Income	DR	S M T W Th F	Meeker, to Craig, to Rifle, to Grand Junction
Routt County Council on Aging	Seniors	DR	M T W Th F	Steamboat Springs, Hayden, Oak Creek, South Routt County
Routt County Veterans Service Office	Veterans	DR	?	Steamboat Springs, to Grand Junction, to Craig, to Denver
Ski Granby Ranch	General Public	Fixed	?	Granby (Ski Granby Ranch)
Steamboat Ski & Resort Corporation	General Public	Fixed/ADA	S M T W Th F Sa	Steamboat Springs (ski resort)
Colorado Tour Transportation	General Public	Taxi/Charter	S M T W Th F Sa	Winter Park, Denver, to Denver International Airport

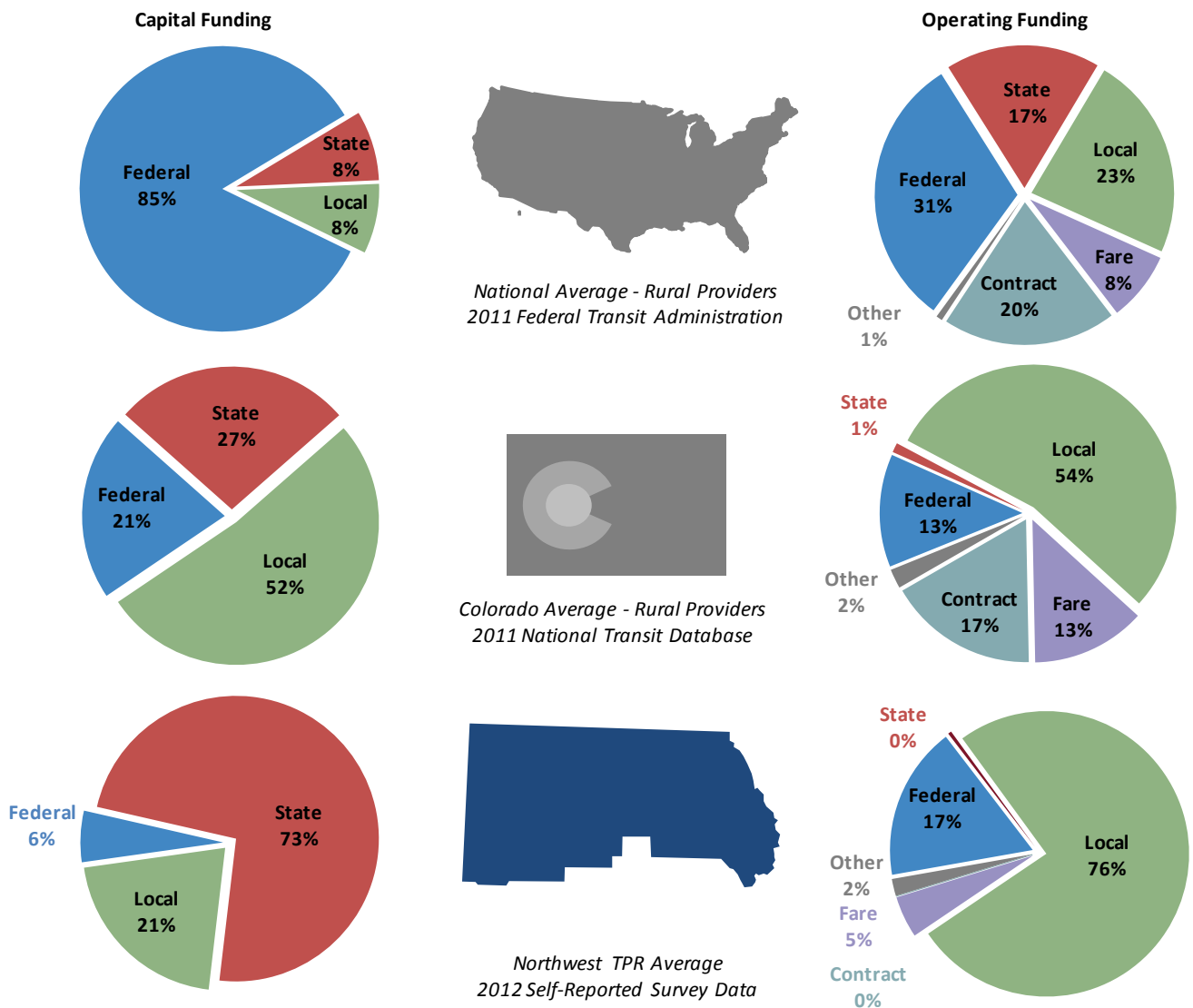
Transit Agency	Clientele	Service Type	Service Days	Service Area
GO Alpine Taxi	General Public	Taxi/Charter	S M T W Th F Sa	Steamboat Springs, Denver, to Yampa Valley Airport, to Denver International Airport
Home James Transportation	General Public	Taxi/Charter	S M T W Th F Sa	Grand Lake, Winter Park, to Denver International Airport
Storm Mountain Express	General Public	Taxi/Charter	S M T W Th F Sa	Steamboat Springs, to Yampa Valley Airport, to Eagle/Vail Airport, to Denver International Airport
Valley Taxi	General Public	Taxi/Charter	S M T W Th F Sa	Winter Park, Fraser, Grand County, to Denver, to Black Hawk



# Northwest Financial Summary

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

## Comparison of Regional Funding Sources



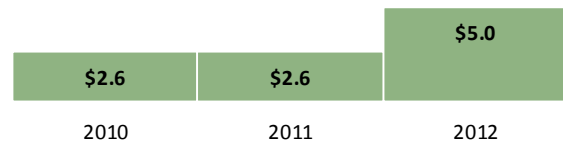
\* Intended for illustrative purposes. Data in draft form.

## Regional Finance Summary

**Total Regional Survey Reported Capital Costs**  
(millions)



**Total Regional Recorded Operating Costs**  
(millions)



### Northwest Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
<b>Federal Awards</b>	<b>\$1,290,584</b>	<b>\$120,689</b>	<b>\$37,352</b>	<b>Federal Awards</b>	<b>\$456,551</b>	<b>\$515,359</b>	<b>\$599,541</b>
5309	\$150,000	\$120,689		5304			
5310			\$37,352	5309			\$8,846
5311	\$1,140,584			5310			
5316				5311	\$456,551	\$459,081	\$459,081
5317				5316		\$56,278	\$70,600
ARRA				5317			
<i>Other Federal</i>				<i>Other Federal</i>			\$61,014
<b>State Support</b>			<b>\$472,000</b>	<b>State Support</b>			<b>\$13,789</b>
<b>Local Support</b>	<b>\$411,235</b>		<b>\$134,699</b>	<b>Local Support</b>	<b>\$2,028,973</b>	<b>\$1,948,610</b>	<b>\$2,609,726</b>
<b>Other</b>			<b>\$4,800</b>	<b>Fare and Donation Revenue</b>	<b>\$76,158</b>	<b>\$87,652</b>	<b>\$163,532</b>
<b>Total Capital Revenues</b>	<b>\$1,701,819</b>	<b>\$120,689</b>	<b>\$648,851</b>	<b>Contract Revenue</b>	<b>\$65,932</b>	<b>\$65,254</b>	
<b>Total Capital Costs **</b>	<b>\$1,430,234</b>	<b>\$0</b>	<b>\$641,903</b>	<b>Other Revenue</b>		<b>\$9,532</b>	<b>\$66,952</b>
				<b>Total Operating Revenues</b>	<b>\$2,627,614</b>	<b>\$2,626,407</b>	<b>\$5,258,330</b>
				<b>Total Operating Costs</b>	<b>\$2,627,614</b>	<b>\$2,626,407</b>	<b>\$4,964,491</b>

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

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

Blank = No Data Available

## Northwest 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
Grand	17.0%	30.5%	86.7%	58.1%	100.4%	183.8%
Jackson	7.5%	12.3%	24.2%	13.3%	22.6%	8.5%
Moffat	5.7%	11.6%	35.3%	29.1%	49.1%	77.4%
Rio Blanco	7.3%	15.0%	49.1%	16.7%	34.2%	62.4%
Routt	14.1%	23.7%	83.8%	48.5%	75.1%	132.4%
<b>TPR Overall</b>	<b>12.0%</b>	<b>21.4%</b>	<b>68.4%</b>	<b>41.5%</b>	<b>69.2%</b>	<b>120.9%</b>

## 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

## Northwest Transit Projects

Agency	Project Description	Cost	Horizon	Category
Grand County Council on Aging	Hire another driver	\$12,000	Short	Access to Human Services
Grand County Council on Aging	Improved local service in Grand County			Access to Human Services
Grand County Council on Aging	Improved regional service between Grand County and Routt County			Access to Human Services
Grand County Council on Aging	Improved regional service between Grand County and Jefferson County			Access to Human Services
Grand County Council on Aging	Improve transit service by increasing weekend service			Access to Human Services
Jackson County Council on Aging	Improved local service in Jackson County			Access to Human Services
Jackson County Council on Aging	Provide more regional transit service to Laramie (WY), Fort Collins, Loveland, and Steamboat Springs from Jackson County			Access to Human Services
Rio Blanco County (Meeker Streeker)	Improved training for bus drivers to assist an aging population		Mid	Access to Human Services
Routt County Council on Aging	Improved regional service between Routt County and Moffat County			Access to Human Services
Routt County Council on Aging	Improve transit service by increasing weekend service			Access to Human Services
Routt County Council on Aging	Improve transit service by expanding service hours before 9AM			Access to Human Services
City of Steamboat Springs Transit (SST)	Operate north and south Routt van service (annually)	\$250,000		Coordination Strategies
City of Steamboat Springs Transit (SST)	Purchase four cut away vans for van service	\$400,000		Coordination Strategies
Division of Vocational Rehabilitation - Craig	Provide vanpool and/or carpool services			Coordination Strategies
Division of Vocational Rehabilitation - Steamboat Springs	Provide vanpool and/or carpool services			Coordination Strategies
<i>From Previous Plan</i>	Taxi voucher program			Coordination Strategies
<i>From Previous Plan</i>	Shared maintenance services and facilities/storage			Coordination Strategies
<i>From Previous Plan</i>	Shared/pooled insurance			Coordination Strategies
<i>From Previous Plan</i>	Shared hiring assistance and driver training			Coordination Strategies
Moffat County Department of Social Services	Provide vanpool and/or carpool services			Coordination Strategies
Northwest Colorado Center for Independence	Provide vanpool and/or carpool services			Coordination Strategies
Steamboat Ski & Resort Corporation	Implement a carpool program, charge more for SOVs		Mid	Coordination Strategies
City of Steamboat Springs Transit (SST)	Remodel existing transit facilities to increase storage and improve efficiency	\$1,000,000	Long	Facilities
City of Steamboat Springs Transit (SST)	Improve bus stops with increased hard surface waiting areas, better signs, and additional lighting (annually)	\$80,000	Long	Facilities
City of Steamboat Springs Transit (SST)	Build a Park-n-ride facility in Hayden	\$1,500,000	Mid	Facilities
City of Steamboat Springs Transit (SST)	Remodel existing transit facilities to increase storage and improve efficiency	\$1,000,000	Mid	Facilities
City of Steamboat Springs Transit (SST)	Improve bus stops with increased hard surface waiting areas, better signs, and additional lighting (annually)	\$80,000	Mid	Facilities
City of Steamboat Springs Transit (SST)	Upgrade GPS/information system	\$200,000	Short	Facilities
City of Steamboat Springs Transit (SST)	Improve bus stops with increased hard surface waiting areas, better signs, and additional lighting (annually)	\$80,000	Short	Facilities

Transportation Planning Region

Agency	Project Description	Cost	Horizon	Category
TWG #1	Improved rider facilities to capture choice riders			Facilities
City of Steamboat Springs Transit (SST)	Replace six large buses	\$3,600,000	Long	Maintaining Service
City of Steamboat Springs Transit (SST)	Replace over-the-road fleet by four buses	\$2,400,000	Long	Maintaining Service
City of Steamboat Springs Transit (SST)	Replace paratransit van	\$100,000	Long	Maintaining Service
City of Steamboat Springs Transit (SST)	Replace six large buses	\$3,600,000	Mid	Maintaining Service
City of Steamboat Springs Transit (SST)	Replace two large buses	\$1,200,000	Short	Maintaining Service
City of Steamboat Springs Transit (SST)	Replace paratransit van	\$100,000	Short	Maintaining Service
Grand County Council on Aging	Replace three minivans	\$84,000	Short	Maintaining Service
Rio Blanco County (Meeker Streeker)	Replace our passenger bus that hold approximately 14 people and have a wheelchair lift		Short	Maintaining Service
Routt County Council on Aging	Replace one 12 passenger van in the next 5 years		Short	Maintaining Service
Steamboat Ski & Resort Corporation	Replace three shuttles this year, two shuttles within 2 years	\$339,000	Short	Maintaining Service
Division of Vocational Rehabilitation - Steamboat Springs	Provide more information about public transit services			Marketing Strategies
Jackson County Council on Aging	Provide more information about public transit services			Marketing Strategies
Northwest Colorado Center for Independence	Provide more information about public transit services			Marketing Strategies
TWG #1	Provide more information about public transit services			Marketing Strategies
First Student (The Lift)	New county-wide transit board		Mid	Miscellaneous
<i>From Previous Plan</i>	Examine the formation of a Rural Transportation Authority			Miscellaneous
City of Steamboat Springs Transit (SST)	Increase frequency of regional service (annually)	\$500,000	Mid	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Expand over-the-road fleet by two buses	\$1,200,000	Mid	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Expand service to the west of downtown Steamboat Springs (annually)	\$400,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Increase frequency of existing routes on Winter Service (annually)	\$250,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Develop bus rapid transit routes to incorporate remote parking lots with high traffic areas (annually)	\$250,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Expand fleet with 4 Diesel/Electric Hybrid buses	\$2,400,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST) <i>From Previous Plan</i>	Expanded east-side service to/from the park-n-ride and Transit Center, and loop service north-south			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improved local service in Moffat County			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improved local service in Rio Blanco County			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improve transit service by increasing weekend service			Mobility of the General Public
Division of Vocational Rehabilitation - Steamboat Springs	Improved local services in Routt County			Mobility of the General Public
Division of Vocational Rehabilitation - Steamboat Springs	Improved local services in Jackson County			Mobility of the General Public
First Student (The Lift)	Year-round fixed-route transit service for Grand County		Short	Mobility of the General Public
Moffat County Department of Social Services	Improved local service in Moffat County			Mobility of the General Public

Transportation Planning Region

Agency	Project Description	Cost	Horizon	Category
Northwest Colorado Center for Independence	Improve transit service by increasing weekend service			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Routt County			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Moffat County			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Rio Blanco County			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Grand County			Mobility of the General Public
Northwest Colorado Center for Independence	More deviated-fixed route service			Mobility of the General Public
Northwest Colorado Council of Governments	Improved local service in Grand County			Mobility of the General Public
Northwest Colorado Council of Governments	Improved local service in Jackson County			Mobility of the General Public
Northwest Colorado Council of Governments	Improve transit service by increasing weekend service			Mobility of the General Public
Rio Blanco County Department of Human Services	Improved local service in Rio Blanco County			Mobility of the General Public
Rio Blanco County Department of Human Services	Improve transit service by increasing weekend service			Mobility of the General Public
Steamboat Ski & Resort Corporation	Construct a gondola to transport people from the remote parking area to the base of the ski area		Long	Mobility of the General Public
Steamboat Ski & Resort Corporation	Purchase 5 fuel efficient vehicles		Mid	Mobility of the General Public
TWG #1	Improved local service in Moffat County			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improved regional service between Moffat, Rio Blanco, and Routt County			Regional Connectivity
Division of Vocational Rehabilitation - Steamboat Springs	Improved regional service between Routt County and Jackson County			Regional Connectivity
Moffat County Department of Social Services	Improved regional service between Moffat County and Mesa County			Regional Connectivity
Moffat County Department of Social Services	Improved regional service between between Moffat County and Routt County			Regional Connectivity
Northwest Colorado Center for Independence	Improved regional service between Routt County and Moffat County			Regional Connectivity
Northwest Colorado Council of Governments	Improved regional service between Routt County and Grand Junction			Regional Connectivity
Northwest Colorado Council of Governments	Improved regional service between between Grand County and Denver			Regional Connectivity
Rio Blanco County Department of Human Services	Improved regional service between Rio Blanco County and Garfield County			Regional Connectivity
Rio Blanco County Department of Human Services	Improved regional service between Rio Blanco County and Moffat County			Regional Connectivity
TWG #1	Improved regional services to/from the I-70 corridor			Regional Connectivity

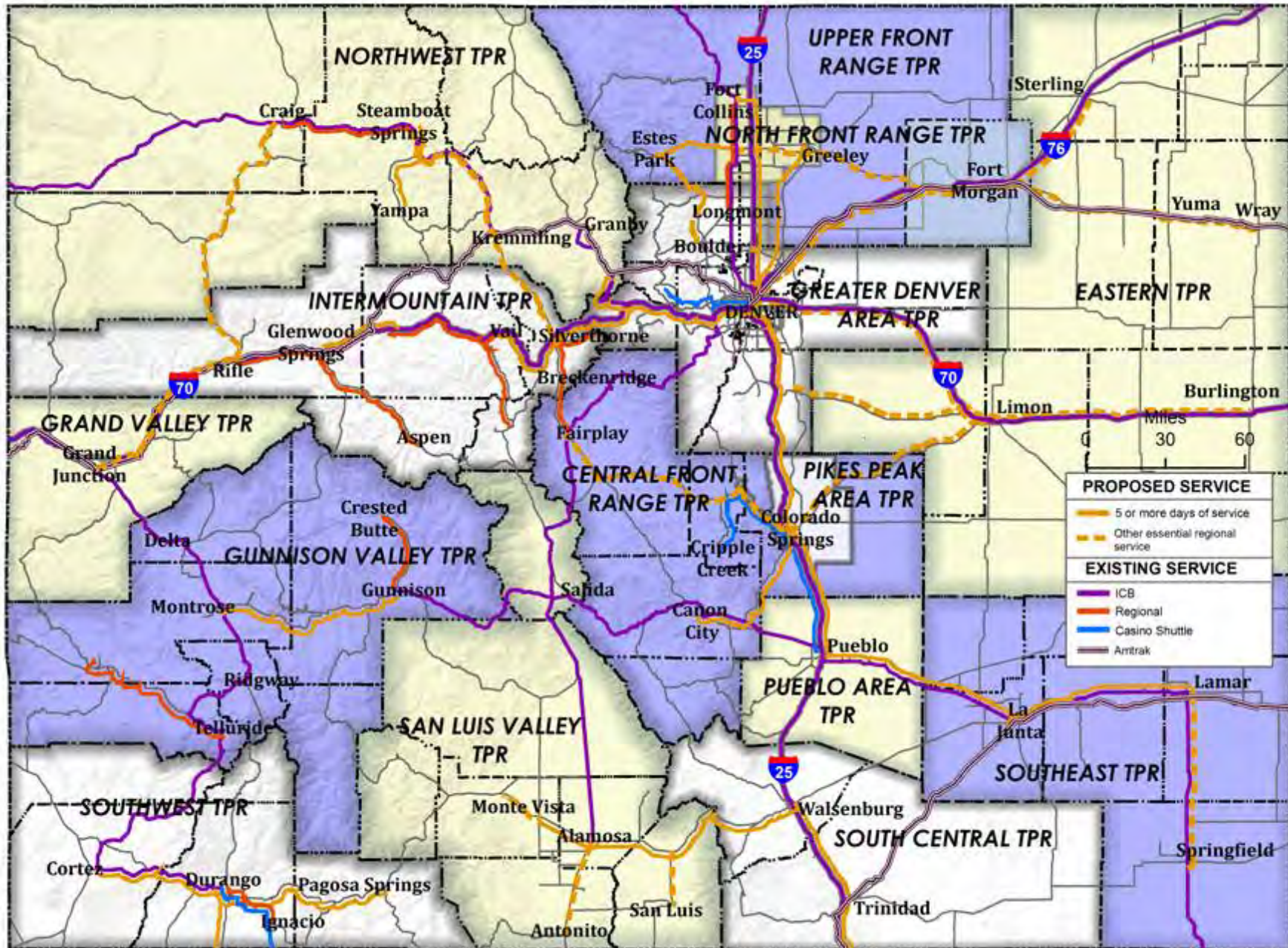


## Intercity and Regional Bus Service

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.





## Baseline Provider Financial Datasets

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

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

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

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

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

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

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

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

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

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

Date: October 16, 2013  
Time: 1:00 PM – 3:00 PM  
Location: Steamboat Springs Community Center  
1605 Lincoln Avenue  
Steamboat Springs, Colorado

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### Meeting attendees:

Ben Clayton – Jackson County Commissioner  
Colleen for Pat Riley (via phone) – Jackson County Veteran Services  
F. Neil Folks – Moffat County Council on Aging  
Carla Seales – Moffat County Social Services  
Ian Engle – Northwest Colorado Center for Independence  
Mike Bertram – Northwest Colorado Center for Independence  
Audrey Williams – Steamboat Ski & Resort Corporation  
Ben Beall – City of Steamboat Springs  
Winnie DelliQuadri – City of Steamboat Springs  
Ginger Scott – City of Steamboat Springs  
Jonathan Flint – Steamboat Springs Transit

Shea Suski – Felsburg Holt & Ullevig  
Cady Dawson – Felsburg Holt & Ullevig  
David Averill – CDOT DTR  
Mark Rogers – CDOT Region 3  
Clint Moyer – CDOT Region 3

**Welcome & Introductions**

David Averill from CDOT's Division of Transit and Rail (DTR) kicked the meeting off and asked that all participants introduce themselves.

**Statewide Transit Plan**

David Averill from CDOT provided an update regarding the Statewide Transit Planning process and reviewed the vision and goals developed by the Statewide Steering Committee (SSC). Two observations were made:

- Transit Working Group (TWG) members questioned what "efficient" and "effective" refer to in the vision statement
- Winnie DelliQuadri from the City of Steamboat Springs noted that the first bullet under the Environmental Stewardship goal should refer to "personal vehicle" miles traveled

**Regional Plan Development Process**

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), 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 draft final report will be completed by the end of March, after being reviewed by CDOT staff and the Transit Working Group. The third TWG meeting will likely be in January 2014. TWG members noted that conducting a web-based meeting is best suited for information distribution not feedback, and that there may be technological concerns for some members.

**Regional Plan Vision and Goals**

Shea Suski, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed the draft Vision and Goals developed for the Northwest region based on discussion at TWG Meeting #1, information in the 2008 Plan, and information provided through the transit provider and human service agency surveys. The following draft vision and goals were presented to the group:

*DRAFT VISION*

To form an expanded and cohesive network of transit options providing access and improved quality of life for the Northwest region's diverse population and visitors.

*DRAFT SUPPORTING GOALS*

- Improve connectivity and coordination between the region's transit systems and services along I-70
- Provide safe and reliable transit choices with multi-modal connections for both transit dependent and choice users
- Expand and improve transit access to medical services, employment, and other activity centers throughout the region, especially in the more rural areas where service does not exist
- Engage citizens with education and outreach on transit options within the region
- Preserve rail right-of-way and return passenger rail service to the region

Shea Suski requested feedback and discussion regarding the draft Vision and Goals. The following were the requested changes/modifications:

- Winnie DelliQuadri from the City of Steamboat Springs requested that the desire to preserve the existing system should be noted
- Ian Engle from the Northwest Colorado Center for Independence stated the goal to collaborate to leverage funding
- Winnie DelliQuadri from the City of Steamboat Springs requested that “enhancing” be added to goals stating a desire to expand

Based on the feedback on Vision and Goals, Shea Suski suggested that he rework the goals to include the various comments and send out a revised version for review by the Working Group.

### **Regional Analysis**

Shea Suski reviewed several documents to provide an update about the data collection and financial analysis efforts that have been underway over the last two months.

#### *EXISTING SERVICES*

Shea briefly reviewed the Northwest Transit Service Provider list included in the meeting packet. This document provides a general overview of the service providers (public, private, 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. Shea asked for comments and corrections to the map and received the following:

- The Rangely Rambler may still be active, providing service in Rangely
- Sandrock Ridge Care & Rehabilitation nursing home in Craig operates a shuttle
- The newly opened Casey’s Pond senior living community in Steamboat Springs will provide shuttle service to its residents

#### *FINANCIAL SUMMARY*

Shea Suski 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 Northwest region. Additionally, Shea briefly reviewed the individual provider financial profiles and asked that any changes or modifications be sent to Shea Suski or Evan Enarson-Hering ([eenarsonhering@camsys.com](mailto:eenarsonhering@camsys.com)). Several attendees noted that looking at one year of capital expenses is not productive, as capital expenditures don’t always match up with the funding year. 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*

Shea Suski 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 Northwest region is 68% by 2040 and 121% for growth in elderly population by 2040. This indicates a substantial need for the Northwest region in terms of human service transportation in the years to come. This is especially true for Grand and Routt counties, which are projected to have an overall population growth of 87% and 84% respectively, and an elderly population growth of 184% and 132% respectively.

### Projects and Prioritization

Shea Suski 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 Northwest projects were sorted into the following categories:

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

The Working Group was then asked to brainstorm and discuss what they deem to be the highest priorities in the region. Through discussions about the region's needs and numerous projects from the list, the following projects were identified as a priority (in no particular order):

- Maintain existing service (operations and capital replacement)
- Study demand for regional connections
- Improve and coordinate transit marketing and information distribution efforts
- Expanding Steamboat Springs Transit service into western Steamboat Springs (known as Steamboat II)
- Enhance Steamboat Springs Transit facilities (bus stops, ITS, GPS)
- Develop a year-round fixed-route transit service for the Winter Park area / Grand County
- Improved/expanded demand-response and paratransit service, especially in remote areas in the western portion of the TPR
- Vanpool in Routt County

Additional discussion ensued about other issues and needs not previously documented, including:

- Travel between Craig and Wyoming for services in Craig and energy industry employment
- Veteran services in Routt and Moffat counties
- History of vanpool attempts in Routt County
- Energy employees may be using park-n-rides along I-70 to carpool from Garfield County to Rio Blanco County
- Some need for regional transport between Steamboat Springs and Grand County
- Connections to I-70 corridor are important once service along I-70 is in place, whether it's regional rail or bus service



### 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

The eastern portion of the Northwest region already has a number of coordinating efforts in place. Susan Juergensmeier of the NWCCOG is spearheading in her role as Mobility Manager the following:

- The NWCCOG Regional Transportation Coordinating Council meets on a regular basis to discuss coordination activities and issues.
- Susan has been meeting with all of the human service agencies within the NWCCOG and has also recently completed a survey of these agencies to determine the services they provide, service areas, needs, etc.
- The NWCCOG has put out an RFP to implement a “One-Call, One-Click” center for transportation needs in the seven-counties that the NWCCOG covers. Once operational, grant funding is in place to implement a comprehensive marketing and outreach campaign to educate agencies and individuals about this resource.

Shea Suski noted the difficulty of coordination in the Northwest given its large geographical coverage and that the region is split by two area government groups: the NWCCOG in the east and the Association of Governments for Northwest Colorado in the west. The TWG group discussed that a centralized resource directory would be beneficial to help providers and clients know from one source who provides service, where the service is provided, and who qualifies. And as noted previously, Ian Engle stated it would be beneficial to collaborate to leverage funding where possible.

### 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 Shea Suski 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).
- CDOT and the consultant team will determine how to further develop priority projects in the region and will follow up with TWG members as appropriate.
- Next Transit Working Group Meeting – January 2014

**Adjourn**

David Averill of CDOT thanked the group for attending and reiterated the value of their participation. David also reminded the group that the Public Meetings for the Northwest region will be held this evening in Steamboat Springs (10/16 at 4:00 PM – Steamboat Springs Community Center) and another will be held in Fraser (10/17 at 4:00 PM – Grand Park Community Recreation Center).

**PROJECT CONTACTS:**

CDOT Project Manager:

David Averill [david.averill@state.co.us](mailto:david.averill@state.co.us)

Work: 303-757-9347

Lead Northwest TPR Planner:

Shea Suski [shea.suski@fhueng.com](mailto:shea.suski@fhueng.com)

Work: 303-721-1440

Project Web Site:

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

***B.3 - Transit Working Group Meeting #3***

## Northwest Transit Working Group Meeting #3

Date: January 23, 2014  
Time: 1:00 PM – 3:00 PM  
Location: Steamboat Springs Community Center  
1605 Lincoln Avenue  
Steamboat Springs, CO 80487

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### 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](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

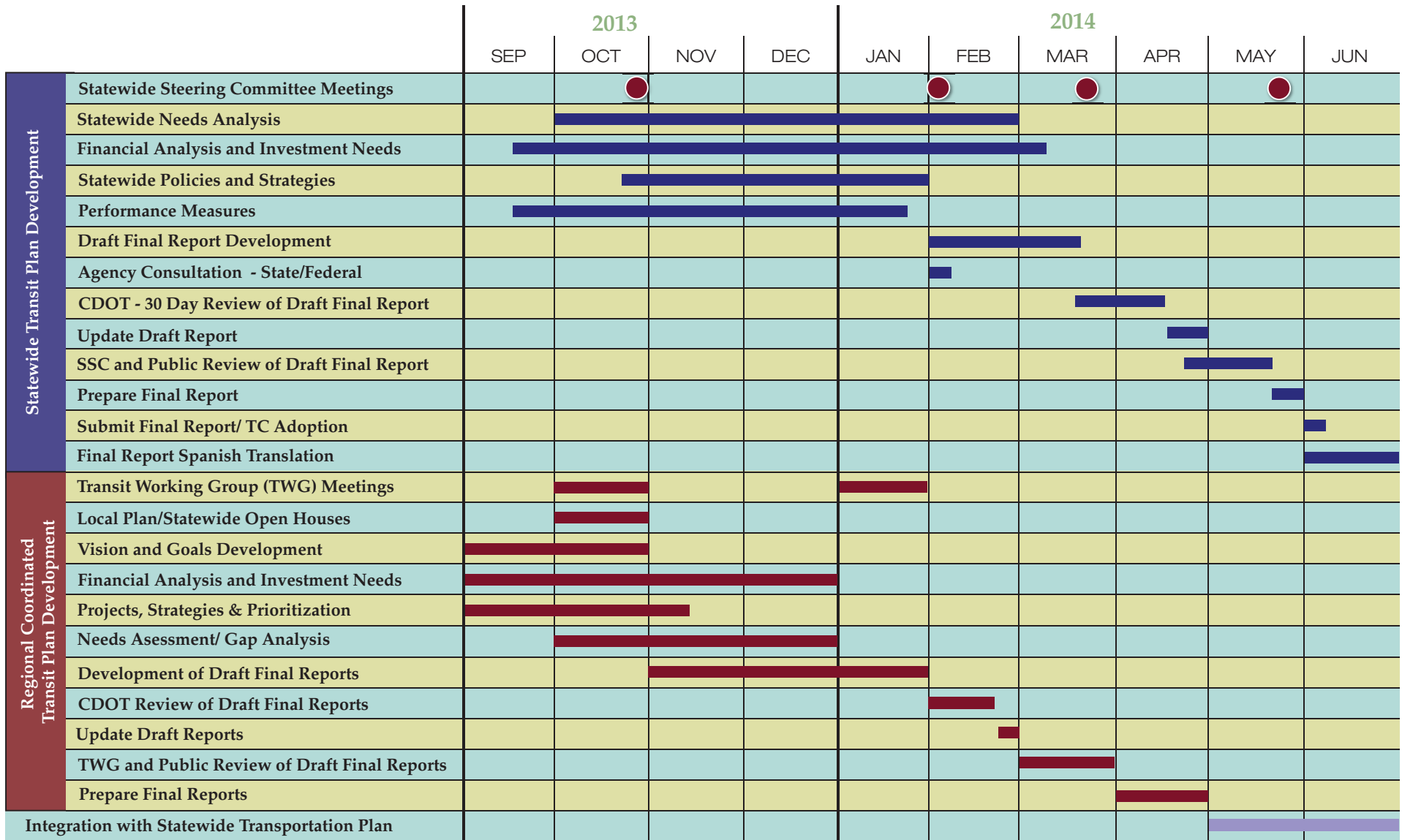
CDOT Regional Lead: David Averill [david.averill@state.co.us](mailto:david.averill@state.co.us)  
Work: 303-757-9347

Lead TPR Planner: Shea Suski [shea.suski@fhueng.com](mailto:shea.suski@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#

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# Northwest Recommended Strategies

*Northwest Vision:* To form an enhanced, expanded, and cohesive network of transit options providing access and improved quality of life for the Northwest region’s diverse population and visitors.

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Potential Funding Sources	Champion Partners	Timeframe
1) Collaborate to maintain, enhance, and expand existing transit services.	Continue operation of existing services	See Financial Discussion	<b>Op</b> FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF <b>Cap</b> FTA 5310, FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>All existing agencies</b>	Ongoing
	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	<b>Ad</b> FTA 5304, FTA 5326, FTA 5337, FASTER	<b>All existing agencies</b>	1-6 years
	Form a county-wide transit board in Grand County and develop a year-round fixed-route transit service for the Winter Park area / Grand County*	Op \$1,615,000/yr Cap \$1,000,000/yr	<b>Ad</b> FTA 5304, FASTER <b>Op</b> FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Public-Private Partnership <b>Cap</b> FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	<b>Grand County Interested Municipalities</b>	1-6 years
	Expand Steamboat Springs Transit service into western Steamboat Springs (known as Steamboat II)	Op \$400,000/yr	<b>Op</b> FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Steamboat Springs Transit</b>	1-6 years



Transportation Planning Region

1 cont.) Collaborate to maintain, enhance, and expand existing transit services.	Expand Steamboat Springs Transit fleet with 4 Diesel/Electric Hybrid buses	Cap \$2,400,000	<b>Cap</b> FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years
	Create a vanpool service in Routt County	Op \$250,000/yr Cap \$400,000	<b>Op</b> FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Public-Private Partnership <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years
2) Improve connectivity and coordination between the region's transit systems and services along I-70.	Regional connectivity planning study to analyze feasibility for regional service between TPR counties, and to/from Vernal, UT.	Ad \$50,000	<b>Ad</b> FTA 5304, FASTER, FHWA TAP/STP	<b>NWCCOG and AGNC</b> <i>All existing transit and human service agencies</i>	1-6 years
3) Provide safe and reliable transit choices with multi-modal connections for both transit dependent and choice users.	Improve Steamboat Springs bus stops with increased hard surface waiting areas, better signs, and additional lighting	Cap \$80,000/yr	<b>Cap</b> FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years 7-12 years 13-20 years
	Upgrade Steamboat Springs Transit GPS/information system	Cap \$200,000	<b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years

4) Enhance and expand transit access to medical services, employment, and other activity centers throughout the region, especially in the more rural areas where service does not exist.	Hire another driver for the Grand County Council on Aging	Op \$12,000/yr	Op FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Medicaid, TANF, CSBG/CDBG, OAA Title III	<b>Grand County Council on Aging</b>	1-6 years
	Expand Grand County Council on Aging service to the weekend - Demand responsive, 1 day/wk, 8 hrs/day	Op \$35,000/yr	Op FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Medicaid, TANF, CSBG/CDBG, OAA Title III, Veterans Transportation and Community Living Initiative	<b>Grand County Council on Aging</b>	1-6 years
	Expand Routt County Council on Aging service to the weekend and early weekday morning (before 9am) - Demand responsive, 1 day/wk, 8 hrs/day plus 5 days/wk, 2 hrs/day	Op \$70,000/yr	Op FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Medicaid, TANF, CSBG/CDBG, OAA Title III, Veterans Transportation and Community Living Initiative	<b>Routt County Council on Aging</b>	1-6 years
	Additional Jackson County general public services - Demand responsive, 2 day/wk, 8 hrs/day	Op \$65,000/yr	Op FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Jackson County</b>	7-12 years
	Additional Moffat County general public services - Demand responsive, 2 day/wk, 8 hrs/day	Op \$65,000/yr	Op FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Moffat County</b>	7-12 years
	Additional Rio Blanco County general public services - Demand responsive, 2 day/wk, 8 hrs/day	Op \$65,000/yr	Op FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Rio Blanco County</b>	7-12 years

5) Engage citizens with education and outreach on transit options within the region	Improve and coordinate transit marketing and information distribution efforts	Ad \$10,000/yr	Ad FTA 5304, FASTER	<b>NWCCOG and AGNC</b> <i>All existing transit and human service agencies</i>	1-6 years
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**TOTAL COST FOR NEW PROGRAMS  
(Does not include Existing Services)**

**Op/Ad** \$2,638,000/yr  
**Cap** \$3,000,000  
**Annual Cap** \$1,080,000/yr

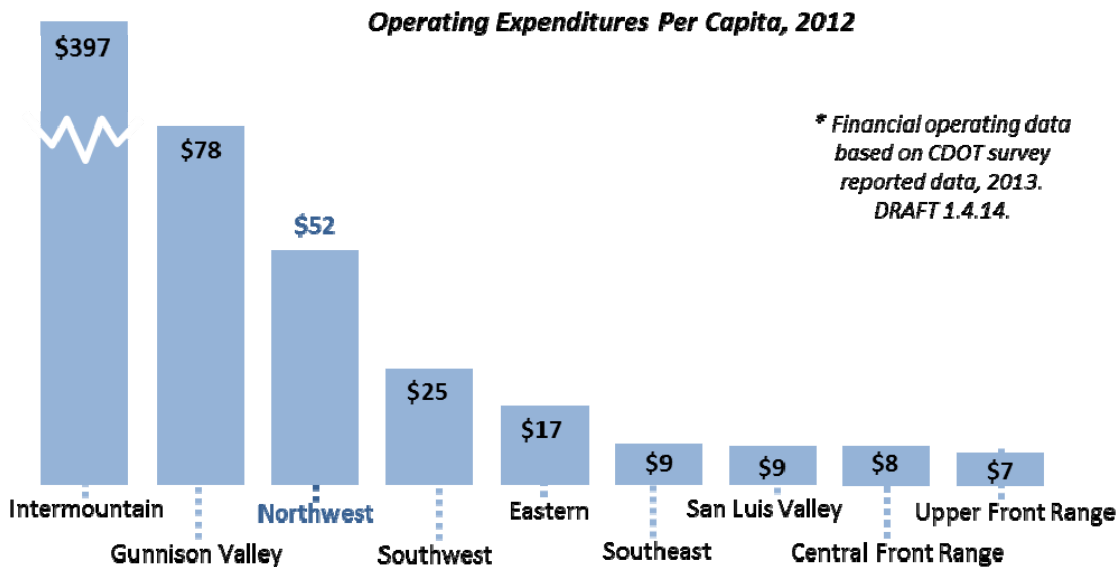
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# Northwest Financial Resources and Anticipated Revenues

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

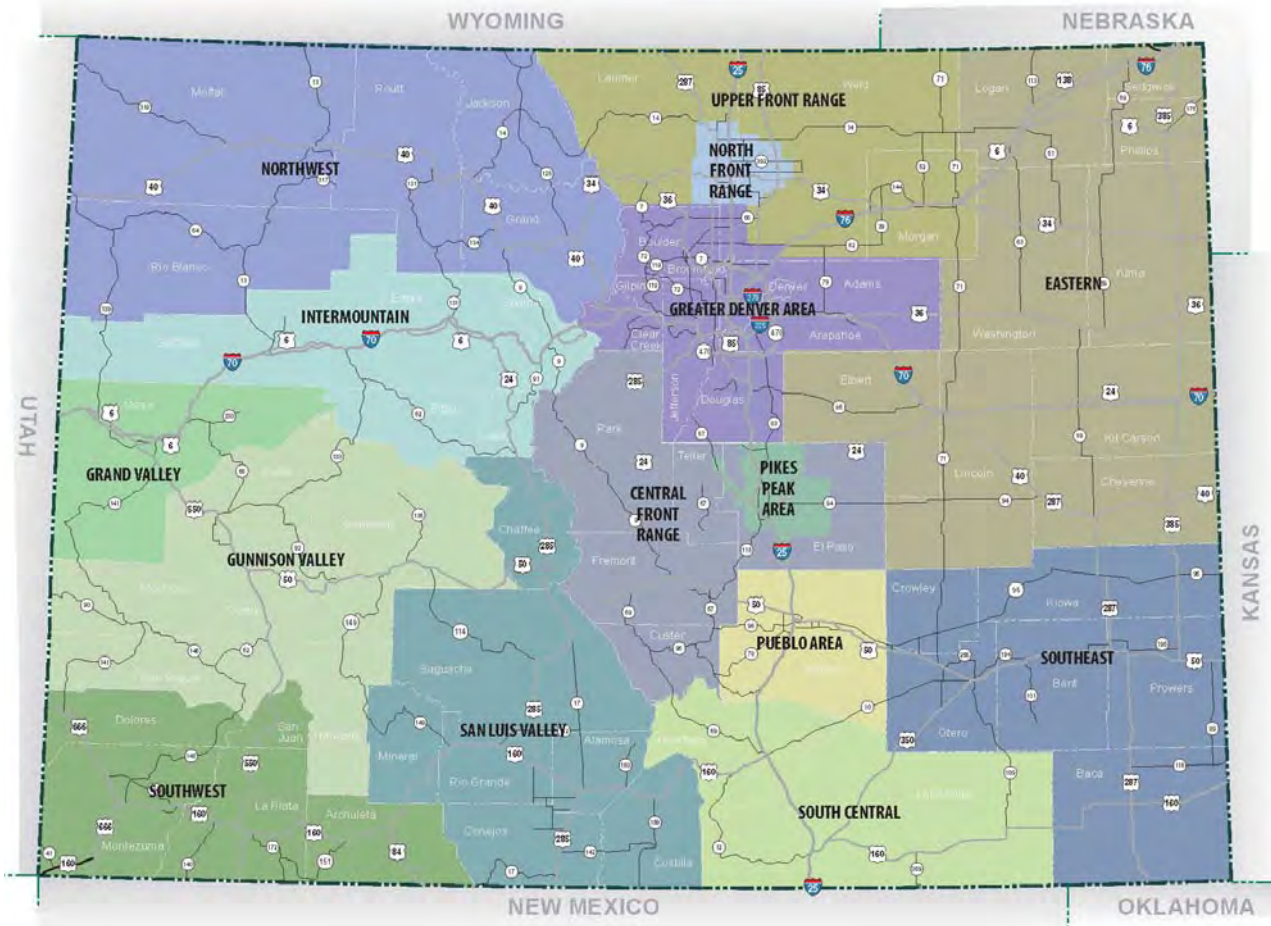
Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of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



## Northwest TPR Operating Expenditures

- ▶ Between 2006 and 2012, the compound annual growth rate in operating revenues for service providers in the region was approximately -1.4%. Revenues have grown for some providers and for some funding sources, while other funding sources have declined through the recession. Total operating expenses have varied with some providers pursuing cost savings or reducing services while others have expanded service with additional revenues or new funding sources.
- ▶ The region’s full-time resident population is expected to grow 1.7% annually from 2012 to 2040 and reach 100,989 by 2040. Visitors and seasonal resident population is likely to grow more rapidly.
- ▶ Approximately \$3.2 million annually, or \$52 per capita, is expended to support critical transit and transportation services in the Northwest TPR.
- ▶ To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$5.2 million in operating funds.

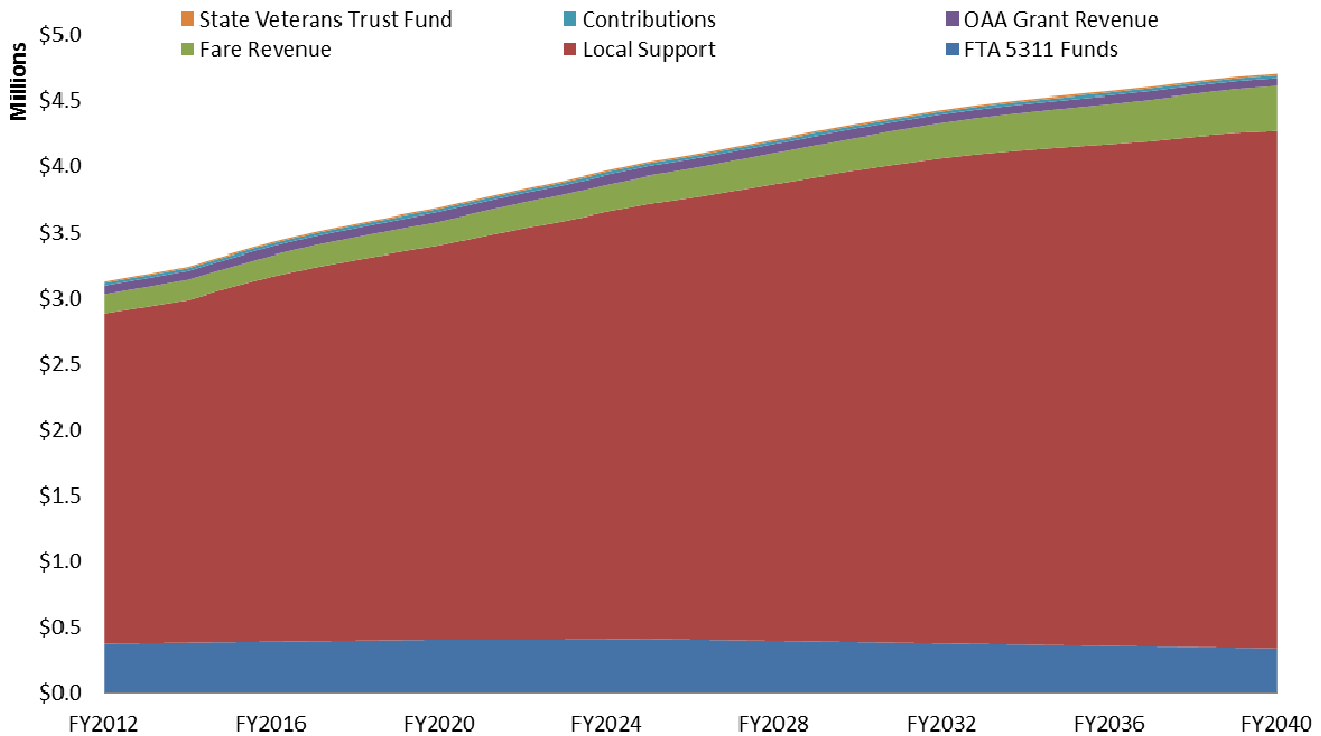
## PLANNING REGIONS





## Northwest TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Northwest TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$4.7 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 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. Local sales tax sources provide an important source of revenue in the region particularly for the City of Steamboat Springs which makes up the majority of local funds 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.
- ▶ Funding from fares and charitable contributions is variable and linked to personal income growth, system ridership, and policy changes. Based on historic trends, fare revenues are anticipated to grow steadily at 3.2 percent annually, though recovery rates could slow over the long-term.
- ▶ Contract revenues include relatively stable sources such as payments through Title III of the Older Americans Act (OAA) and state payments through the Veterans Trust Fund. Other contract revenues are highly variable including contracted payments through the Medicaid program. Sequestration or other changes in Federal programs will impact the revenues available through Medicaid, OAA, Community Service Block Grants (CSBG), and other important programs.



- ▶ 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 fees are important but relatively small sources of revenues and not directly included in this forecast.

## Northwest TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Northwest region will outstrip the growth in transit revenues by as much as 0.5% annually by 2040. In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or that finding new funding sources may have to become a higher priority to address this 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.

Northwest TPR	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	68,060	85,042	100,989	1.3% / yr
Estimated Operating Expenses	\$3,540,896	\$4,424,443	\$5,254,081	1.3%/ yr
Estimated Operating Revenues	\$3,685,963	\$4,322,800	\$4,704,952	0.8%
<i>Potential Funding (Gap) / Surplus</i>	\$145,067	(-\$101,643)	(-\$549,128)	-0.5%

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

Date: January 23, 2014  
Time: 1:00 PM – 3:00 PM  
Location: Steamboat Springs Community Center  
1605 Lincoln Avenue  
Steamboat Springs, Colorado

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### Meeting attendees:

Terry Carwile – City of Craig Mayor  
Kristen Manguso – Grand County  
Sharon Schoenberger – Grand County Council on Aging  
Sunny Scott – Grand County Council on Aging  
Maura McKnight – Grand County Trails-HTA  
David Torgler – Town of Hayden  
Ben Clayton – Jackson County Commissioner  
Mark Campbell – Town of Kremmling  
Randy Townsend – Town of Kremmling  
Ian Engle – Northwest Colorado Center for Independence  
Susan Juergensmeier – Northwest Colorado Council of Governments  
Laurie Patterson – Northwest Colorado Council of Governments  
Mary Alice Page-Allen – Town of Oak Creek  
Steve Ivancie – Routt County Commissioner  
Ben Beall – City of Steamboat Springs  
Winnie DelliQuadri – City of Steamboat Springs  
Ginger Scott – City of Steamboat Springs  
Jonathan Flint – Steamboat Springs Transit  
James Shockey – Town of Winter Park  
Janet Ray – Town of Yampa

Shea Suski – Felsburg Holt & Ullevig  
Cady Dawson – Felsburg Holt & Ullevig  
David Averill – CDOT DTR  
Kathy Connell – CDOT District 6 Commissioner  
Mark Rogers – CDOT Region 3

### Welcome & Introductions

David Averill from CDOT's Division of Transit and Rail (DTR) opened the meeting and asked that all participants introduce themselves. Kathy Connell, CDOT District 6 Commissioner, commented briefly on the importance of developing projects that are ready for implementation in the event of additional funding becoming available or other projects falling through. She also mentioned the importance of creating connections between the TPR and the I-70 corridor, as State and Federal funding are being prioritized for that corridor.

### Statewide Transit Plan Schedule

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed the project calendar to give TWG participants an update on the project timeline. She stated that TWG participants can expect to receive the draft Northwest Regional Coordinated Transit Plan report for review sometime in March.

### Recommended Prioritized Strategies

Shea Suski, Transportation Planner for FHU, recapped the list of prioritized projects TWG participants created in the previous TWG meeting in October. Based on this list and input from surveys and previous TWG meetings, the following draft list of specific prioritized projects was developed to the group for finalization:

- Continue operation of existing services
- Implement asset management program to report to FTA the conditions of the system and progress toward meeting performance targets set by FTA and CDOT
- Form a county-wide transit board in Grand County and develop a year-round fixed-route transit service for the Winter Park area / Grand County
- Expand Steamboat Springs Transit service into western Steamboat Springs (known as Steamboat II)
- Expand Steamboat Springs Transit fleet with 4 Diesel/Electric Hybrid buses
- Create a vanpool service in Routt County
- Regional connectivity planning study to analyze feasibility for regional service between TPR counties, and to/from Vernal, UT
- Improve Steamboat Springs bus stops with increased hard surface waiting areas, better signs, and additional lighting
- Upgrade Steamboat Springs Transit GPS/information system
- Hire another driver for the Grand County Council on Aging
- Expand Grand County Council on Aging service to the weekend
- Expand Routt County Council on Aging service to the weekend and early weekday morning (before 9am)
- Additional Jackson County general public services
- Additional Moffat County general public services
- Additional Rio Blanco County general public services
- Improve and coordinate transit marketing and information distribution efforts

Shea Suski presented the draft list of specific prioritized projects and reviewed the following information for each project:

- Goal addressed
- Estimated costs (capital, operations, and administrative)
- Potential funding sources
- Champion and partners
- Timeframe

Shea Suski then revisited the list of projects to solicit feedback on their merit and details. David Averill provided additional detail into the asset management project, including the preliminary CDOT goal of keeping 65% of transit vehicles in the state in excellent, good, or fair condition. He noted that more information should be available in about nine months, and that a survey will be conducted to obtain fleet information.

In reference to the Routt County vanpool service project, Mary Alice Page-Allen from the Town of Oak Creek noted that a vanpool service in southern Routt County recently ceased operation after an unsuccessful tenure. She expressed concern with attempting another vanpool service and stated that a different, more robust service with greater flexibility may be a better solution to serve passengers that work in the tourism industry and often work non-traditional hours. Shea Suski noted that the preliminary CDOT Intercity Bus study does suggest a regional transit route between Steamboat Springs and Yampa, but the timeframe for such a route is unknown. He suggested that the project be amended to start a revamped, more robust vanpool service that could lead into a dedicated regional route. David Averill suggested that a public-private partnership with an established company such as vRide might be a good fit for improved vanpool service that better caters to the need of flexibility.

David Torgler from the Town of Hayden noted that the prioritized project list did not include a park-and-ride in Hayden for the regional bus route that runs between Craig and Steamboat Springs, which had been in previous plans. Others from Steamboat Springs Transit confirmed the project would be beneficial to the region. The group agreed to add the Hayden park-and-ride project to the list.

The group discussed the general public service projects and noted the lack of veteran-specific projects, asking if veterans are assumed to be included in these projects. Shea Suski confirmed veterans are intended to be included, but would review the idea of adding veteran-specific projects given expressed need by the group and a lack of regular veteran transit services in the region. Winnie DelliQuadri from City of Steamboat Springs also noted that there may be veterans that do not qualify for use of other human service transit. It was stated that there is a statewide taskforce looking at the issue. Ian Engle from the Northwest Colorado Center for Independence further noted that the elderly population in the region has a desire for aging in place, and that these services could perhaps assist in making this desire more accessible.

The last project discussed in detail was the planning study for regional routes. Shea Suski asked if this is what the group would like to see based on previous meetings. Ben Beall from City of Steamboat Springs asked if and which regional routes to/from I-70 are viable if that corridor received transit. David Averill pointed out that having a plan in place can help in securing funding in the future, and that CDOT can assist in such a plan but prefers it be led by the region, as it usually improves the success of the plan. The initial champions for the

study were the Northwest Colorado Council of Governments (NWCCOG) and Associated Governments of Northwest Colorado (AGNC). However, the group expressed concern that the AGNC does not have the resources to champion such a study, and the NWCCOG does not include all of the TPR. The group discussed ideas for a championing group, including the Regional Transportation Coordination Council or the Yampa Valley Economic Development Council. However, either council would need to be expanded to include all counties in the TPR. Shea Suski agreed to add language in the plan to provide possible approaches for championing the study, and numerous TWG participants discussed the issue after the meeting to further brainstorm ideas.

The Grand County Council on Aging stated that the expansion of their service to the weekend was not needed, but confirmed that another driver is still a priority.

### Financial Scenarios Overview

Shea Suski provided an overview of the projected financial information for the TPR. The group expressed concern over using operating costs per capita as a comparative metric and for projecting costs, as the Northwest TPR does not have a large population but does have high ridership. Participants noted that costs per capita does not tell the full story and could be misinterpreted without additional metrics. The group suggested using revenue miles, revenue hours, and/or ridership along with or in replacement of cost per capita to reflect their investment in providing transit for non-residents.

The group also suggested that when looking at demand in the TPR, consider splitting the elderly population into two groups: 55 to 75, and 75+. Participants noted that many retirees leave the TPR once they age in order to be closer to more medical services.

### Adjourn

David Averill of CDOT thanked the group for attending and reiterated the anticipated March timeframe for the draft report to be distributed for review.

### PROJECT CONTACTS:

CDOT Project Manager:

David Averill [david.averill@state.co.us](mailto:david.averill@state.co.us)  
Work: 303-757-9347

Lead Northwest TPR Planner:

Shea Suski [shea.suski@fhueng.com](mailto:shea.suski@fhueng.com)  
Work: 303-721-1440

Project Web Site:

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

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## **APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE**



# Welcome

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

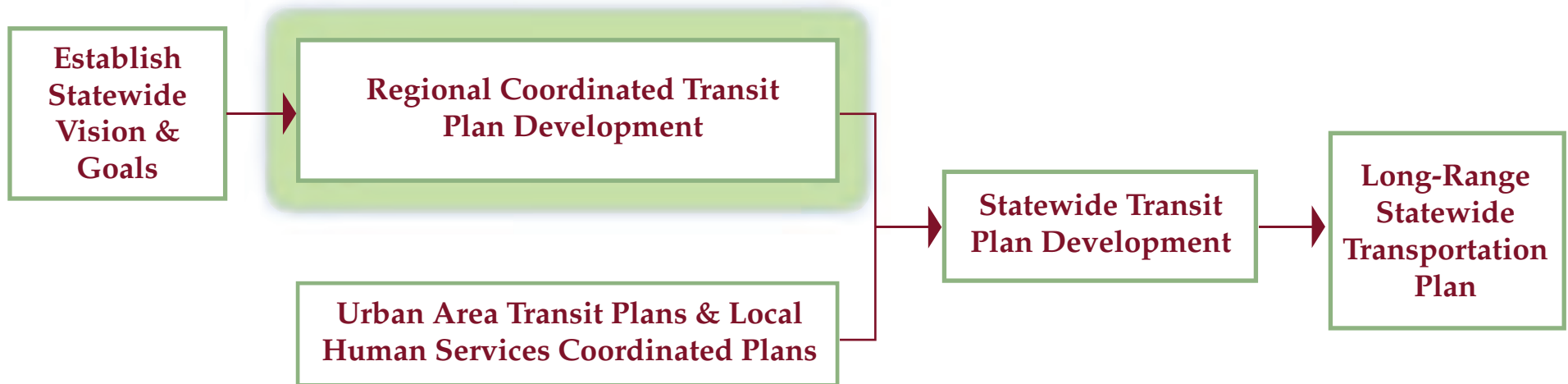
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## Open House October 2013

## The Statewide Transit Plan will Include:

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

## Work Plan





## STATEWIDE TRANSIT VISION

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

## SUPPORTING GOALS AND OBJECTIVES

### Transit System Development and Partnerships

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

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

### Mobility/Accessibility

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

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

### Environmental Stewardship

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

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

### Economic Vitality

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

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

### System Preservation and Expansion

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

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

### Safety and Security

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

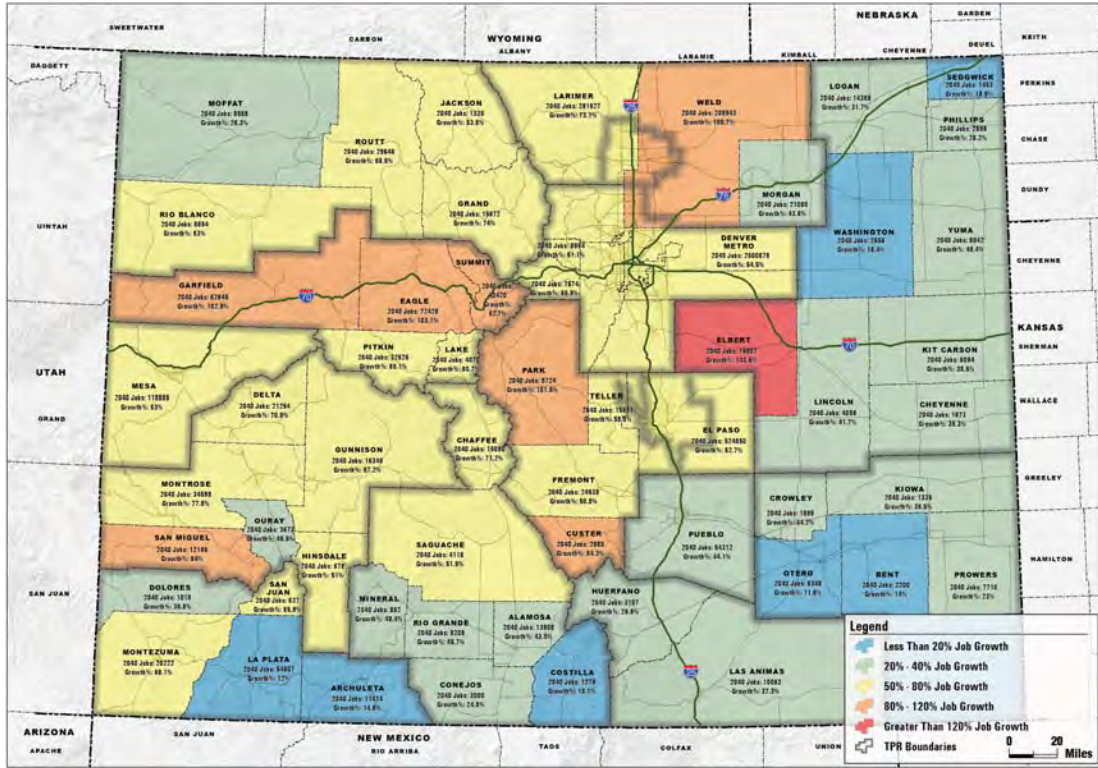
- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems



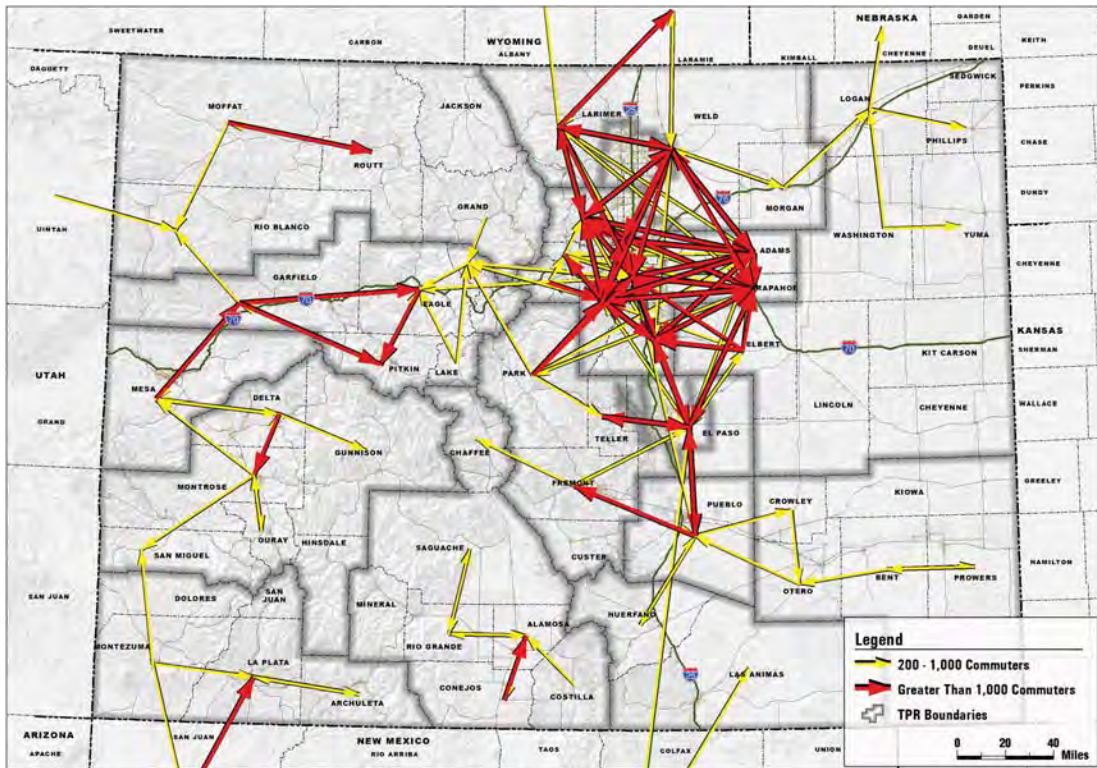




# Job Growth (2013-2040)



# County to County Commuter Patterns

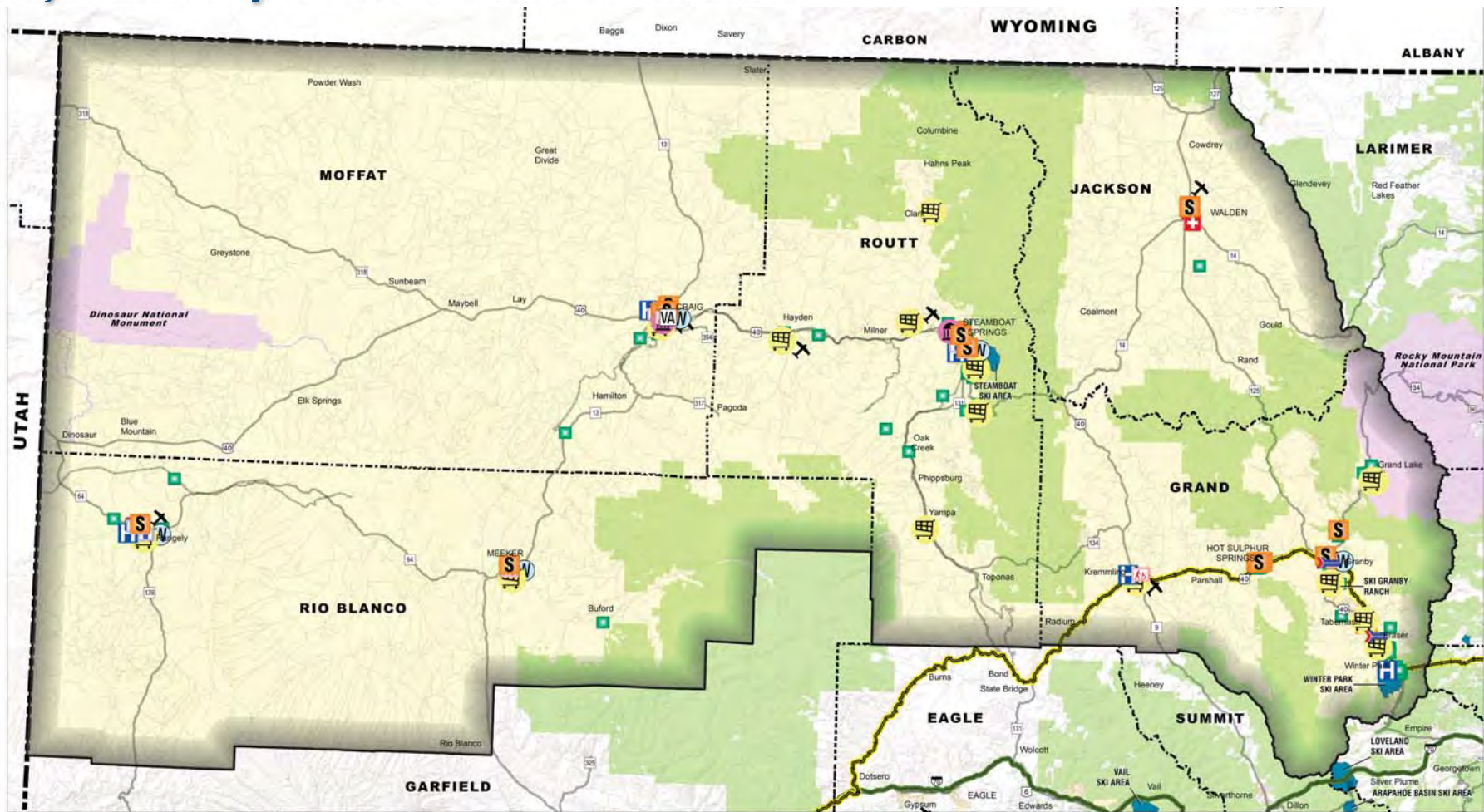


## **Regional Coordinated Transit Plan will Include:**

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

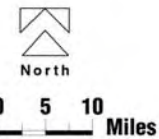


## Major Activity Centers and Destinations Business locations derived from 2011 ESRI data.



### Legend

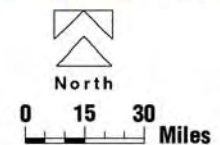
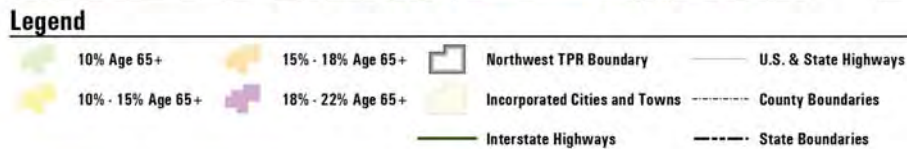
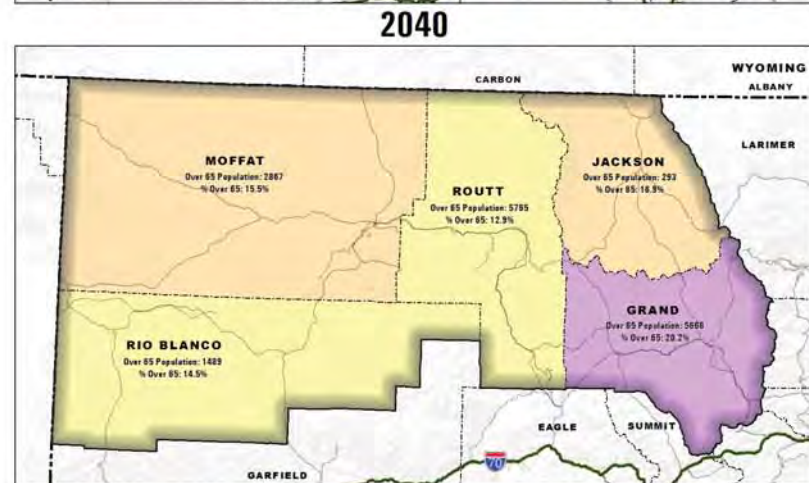
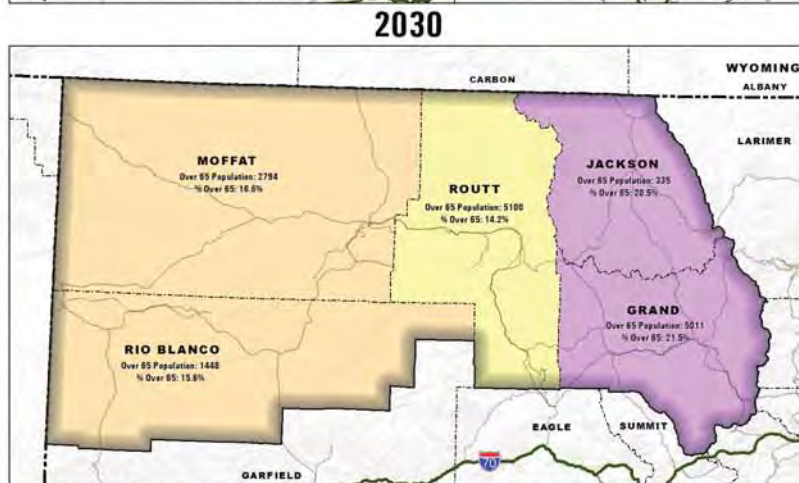
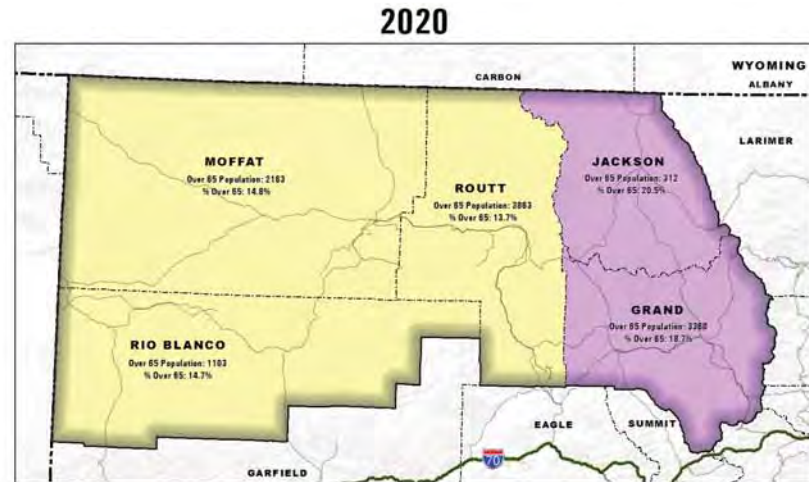
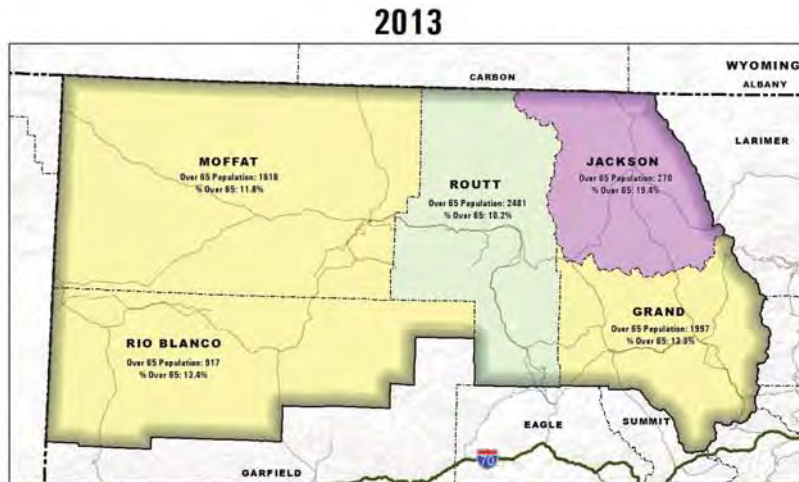
- |                        |                           |                               |                               |                     |                              |
|------------------------|---------------------------|-------------------------------|-------------------------------|---------------------|------------------------------|
| Workforce Centers      | Correctional Institutions | Higher Education Institutions | Ski Areas                     | County Boundaries   | U.S. & State Highways        |
| VA Clinics             | Grocery Stores            | Senior Citizens' Services     | Northwest TPR Boundary        | State Boundaries    | National Parks and Monuments |
| Mental Health Services | Hospitals                 | Employers with 50+ Employees  | Incorporated Cities and Towns | Interstate Highways | National Forest              |
| Human Service Agencies | Amtrak Stations           | Amtrak Routes                 |                               |                     |                              |





## Projected Percentage of Residents Age 65+

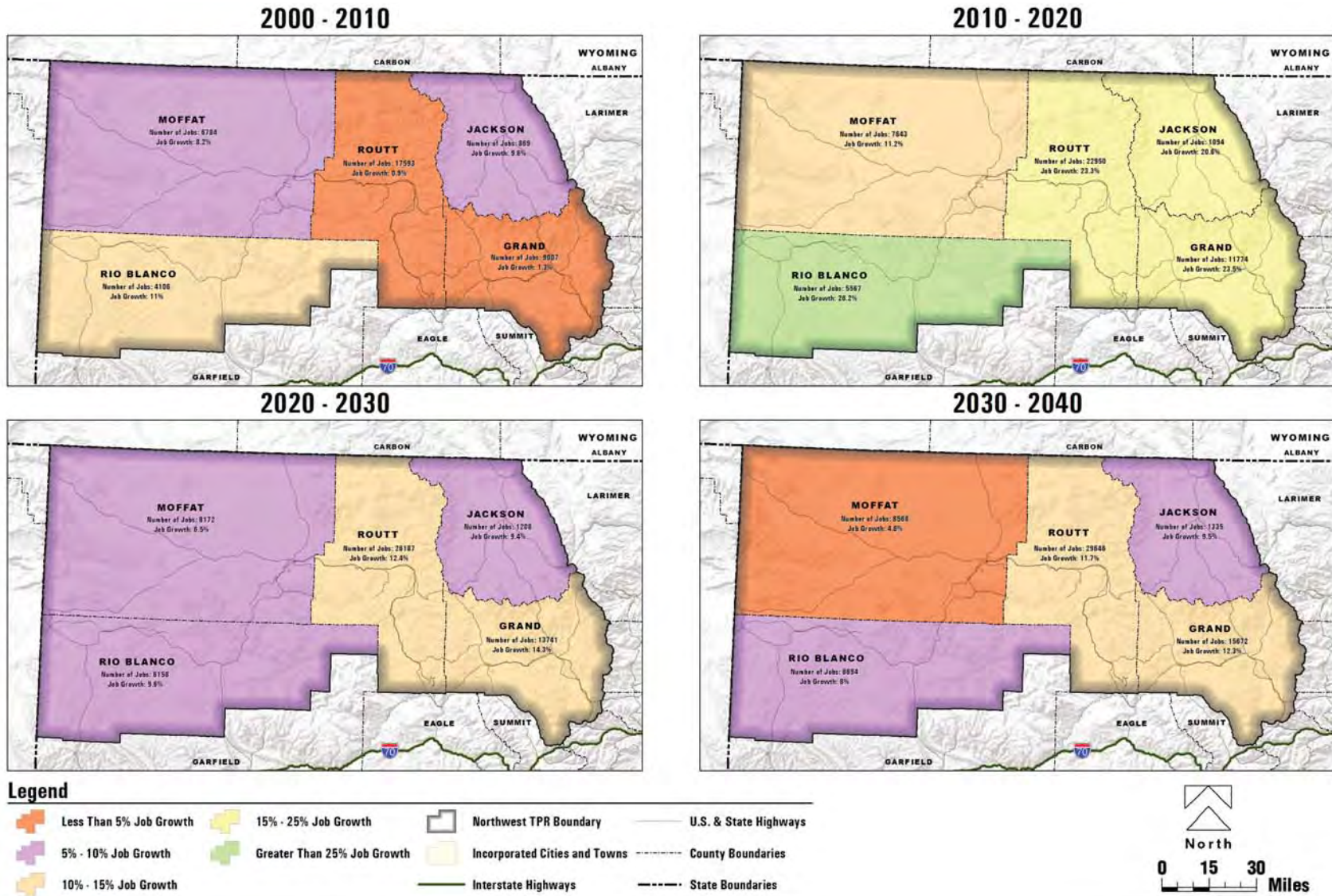
Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.





### Job Growth from 2000-2040

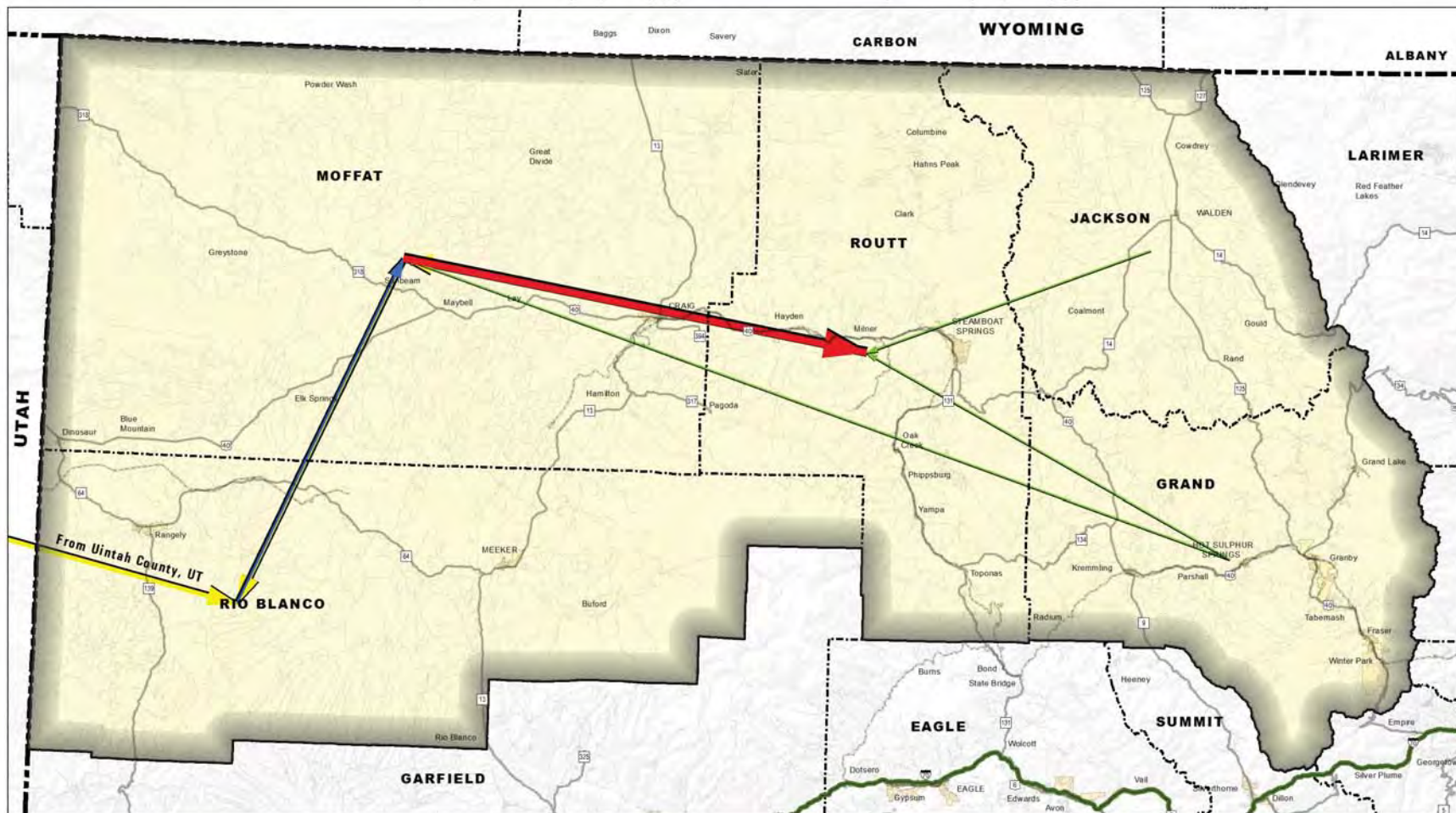
Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.





## Employed Working Outside County of Residence

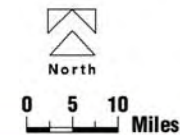
Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.



### Legend

- 50 - 100 Commuters
- 200 - 400 Commuters
- 100 - 200 Commuters
- 400 - 1400 Commuters
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- U.S. & State Highways
- Northwest TPR Boundary
- State Boundaries

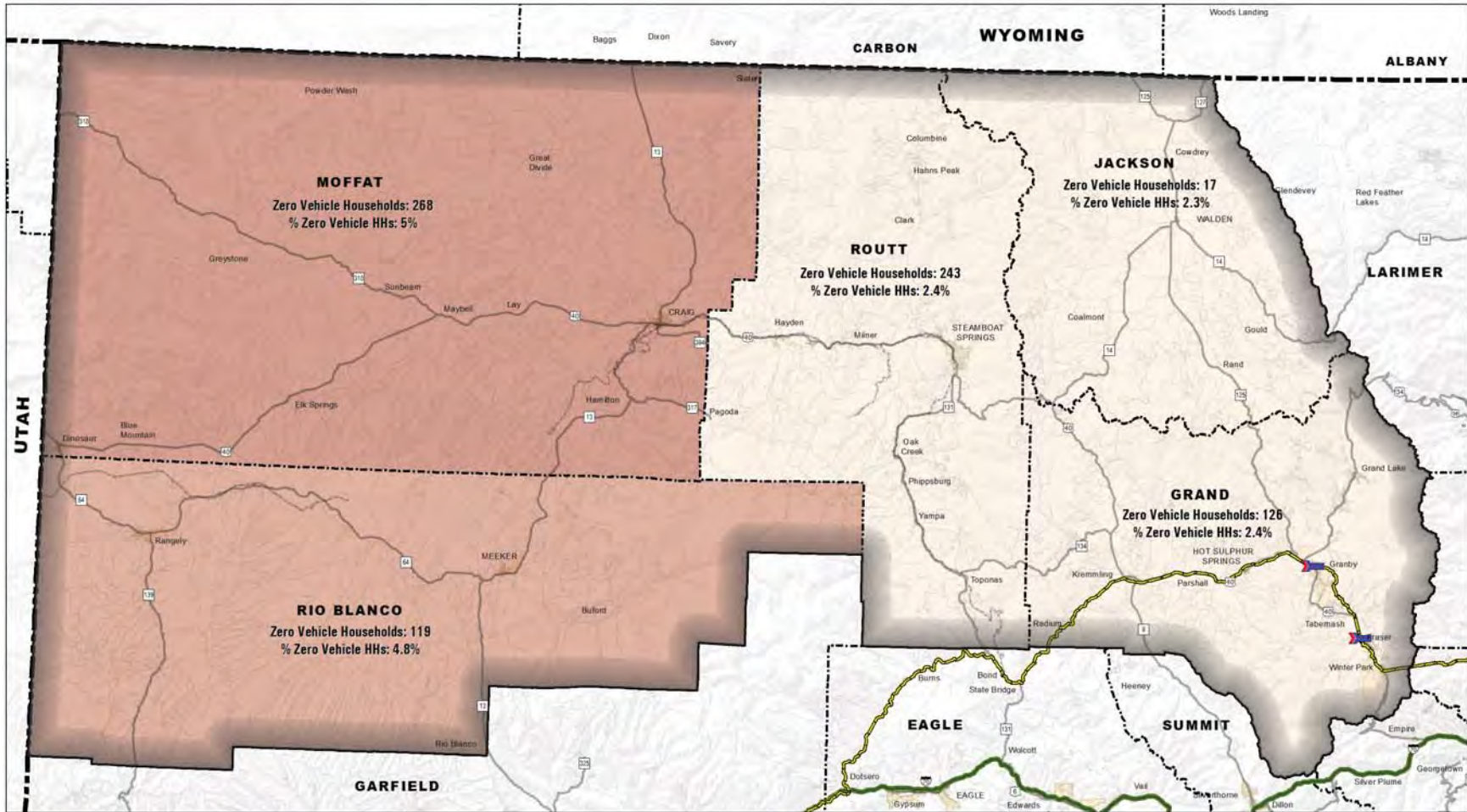
\* County-to-county commuters totaling less than 50 not depicted.





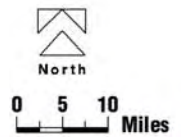
## 2011 Percentage of Households with No Vehicle

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



### Legend

- |  |   |                               |                   |                 |
|--|---|-------------------------------|-------------------|-----------------|
| Less Than 2.5% Zero Vehicle Households | 4% - 5% Zero Vehicle Households         | Incorporated Cities and Towns | County Boundaries | Amtrak Stations |
| 2.5% - 3% Zero Vehicle Households      | Greater Than 5% Zero Vehicle Households | Interstate Highways           | State Boundaries  |                 |
| 3% - 4% Zero Vehicle Households        | Northwest TPR Boundary                  | U.S. & State Highways         | Amtrak Routes     |                 |

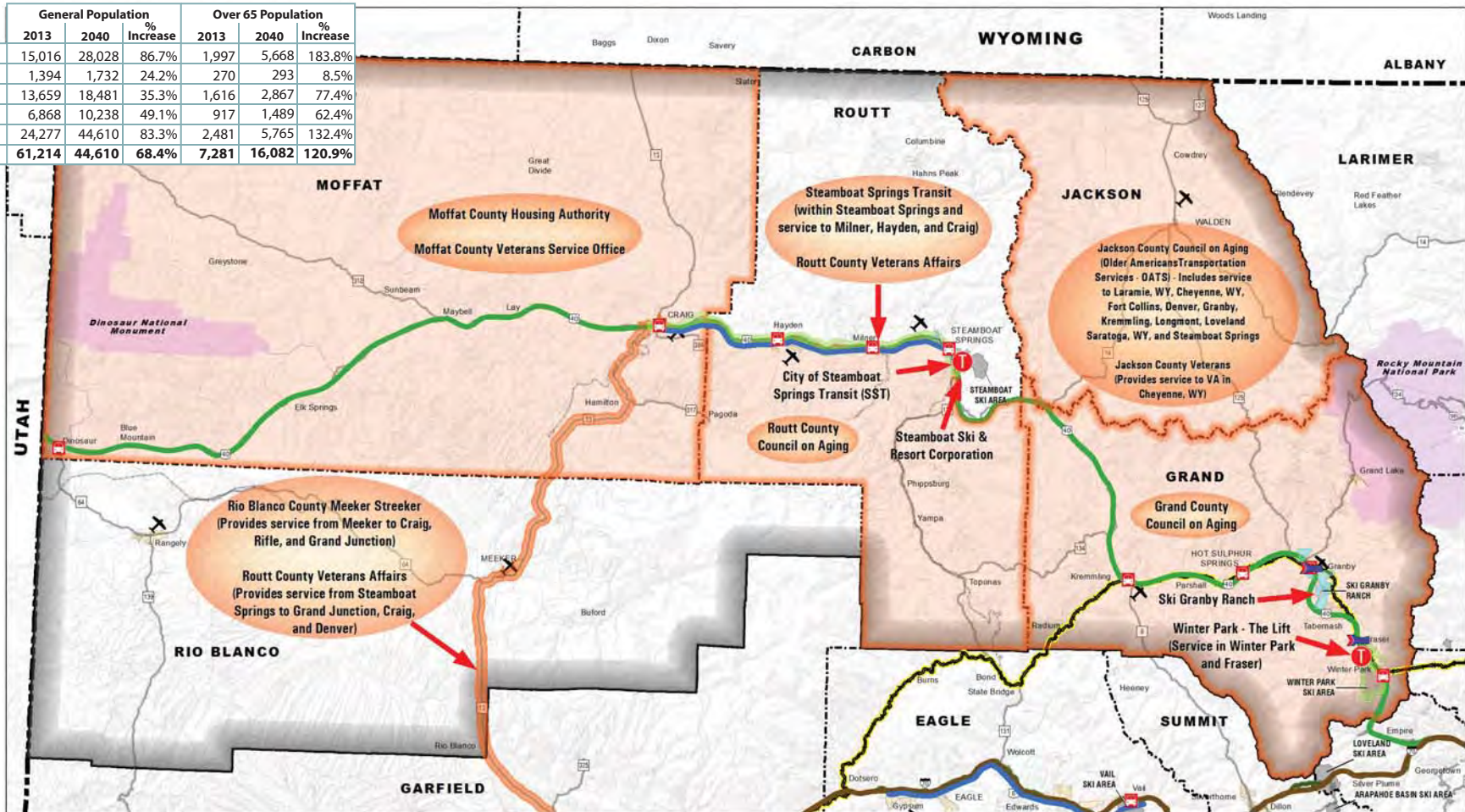




## Existing Transit Service Providers

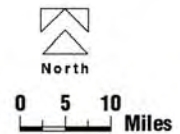
Transit service provider information based upon 2006 CDOT mapping.

County	General Population			Over 65 Population		
	2013	2040	Increase %	2013	2040	Increase %
Grand	15,016	28,028	86.7%	1,997	5,668	183.8%
Jackson	1,394	1,732	24.2%	270	293	8.5%
Moffat	13,659	18,481	35.3%	1,616	2,867	77.4%
Rio Blanco	6,868	10,238	49.1%	917	1,489	62.4%
Routt	24,277	44,610	83.3%	2,481	5,765	132.4%
<b>TPR Total</b>	<b>61,214</b>	<b>44,610</b>	<b>68.4%</b>	<b>7,281</b>	<b>16,082</b>	<b>120.9%</b>



### Legend

- Elderly & Disabled Transit Service Providers
- Rural Transit Service Providers
- Resort Transit Service Providers
- Regional Bus Routes
- Greyhound #364 (Denver-Steamboat-SLC)
- Greyhound #555 (Denver-Green River-LA)
- Inter-City Bus Stations
- Regional Bus Stations
- Local Transit Services
- Amtrak Routes
- Amtrak Stations
- Northwest TPR Boundary
- Incorporated Cities and Towns
- Ski Areas
- National Parks and Monuments
- Airports and Airfields
- County Boundaries
- State Boundaries
- U.S. & State Highways





# We Want to Hear From You!

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- 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

Name	Agency or Association	Email
Ginger Scott	City of Steamboat Springs	gscott@steamboatsprings.net
Jonathan Flint	Steamboat Springs Transit	jflint@steamboatsprings.net
James Lehmann	Steamboat Transit Drivers	
Neil Folks	Mad. Co Council #1 Ag'g	neilfolks@wildblue.net
Tom Kern	Steamboat Chamber	tom@steamboatchamber.com
Jim Stanko	Rout County Veterans Transportation Program	stankioranch@wildblue.net
Deb Hunsick	City of Steamboat Springs	dhinsvark@steamboatsprings.net
Tracey Rogalski	GO Alpine	tracey@goalpine.com





October 17, 2013  
 Fraser, Colorado  
 Northwest TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Philip Nail	Town of Fraser	Philip@O2Creative.com
Thomas Clark	Kremmling	mayer@townofkremmling.org
Judy Burke	Town of Grand Lake	mayor@townofgrandlake.com
MARK CAMPBELL	Town of Kremmling	manager@townofkremmling.org
MIKE FUDGE	FIRST TRANSIT	MIKE.FUDGE@FIRSTGROUP.CO
GARY SALBERG	" "	" "
DICK OBERG	Colorado Tour Transportation	dick@coloradotour.com
Scott Ledin	Fraser Valley Recreation District	Scott@fraservalleyrec.org

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## **APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEY**



***D.1 – Provider Survey Questionnaire***

## Statewide Transit Plan: Provider Survey

Welcome!

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

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

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

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

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

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

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

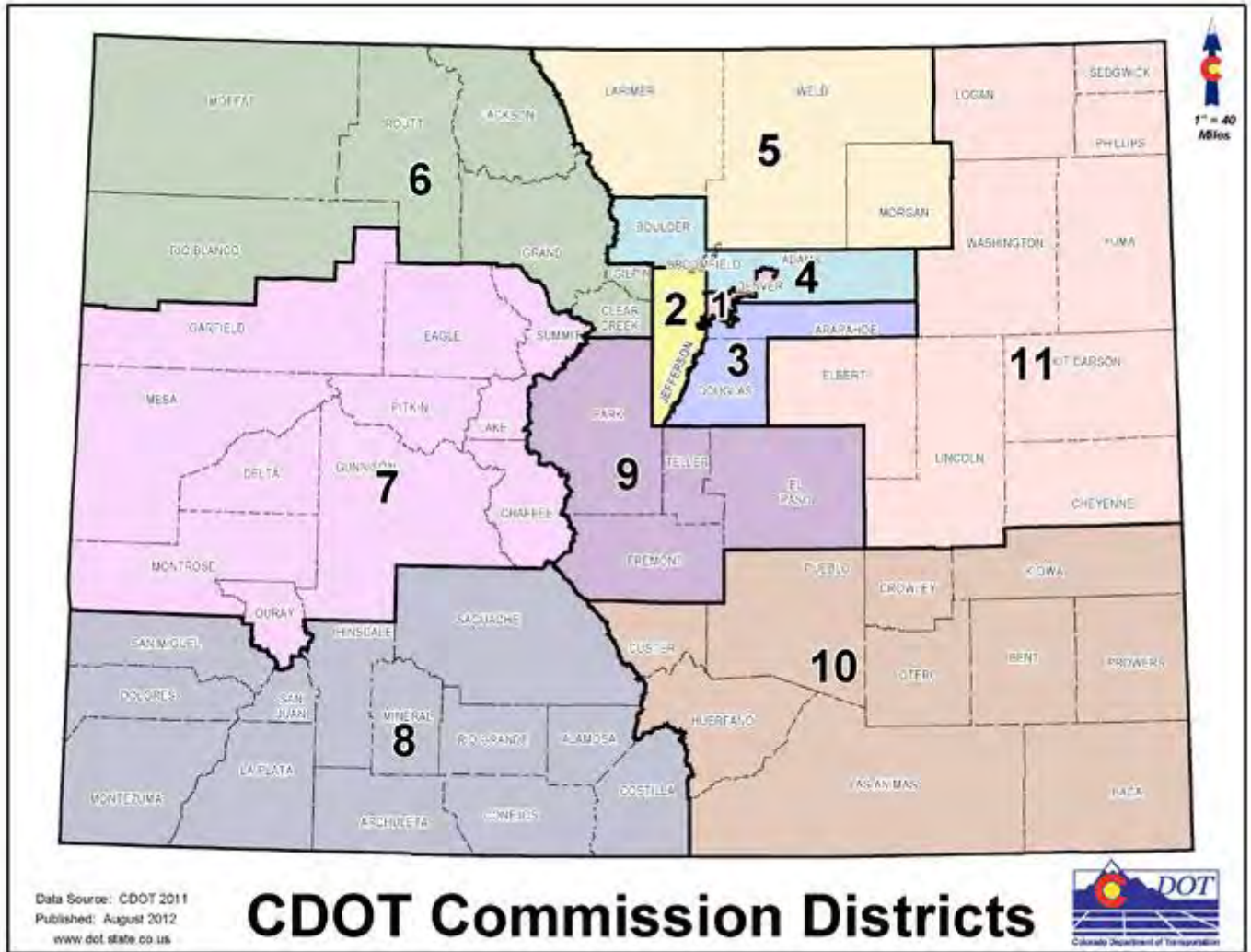
## Section 1: Transit Agency Information (cont.)

**\*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.)

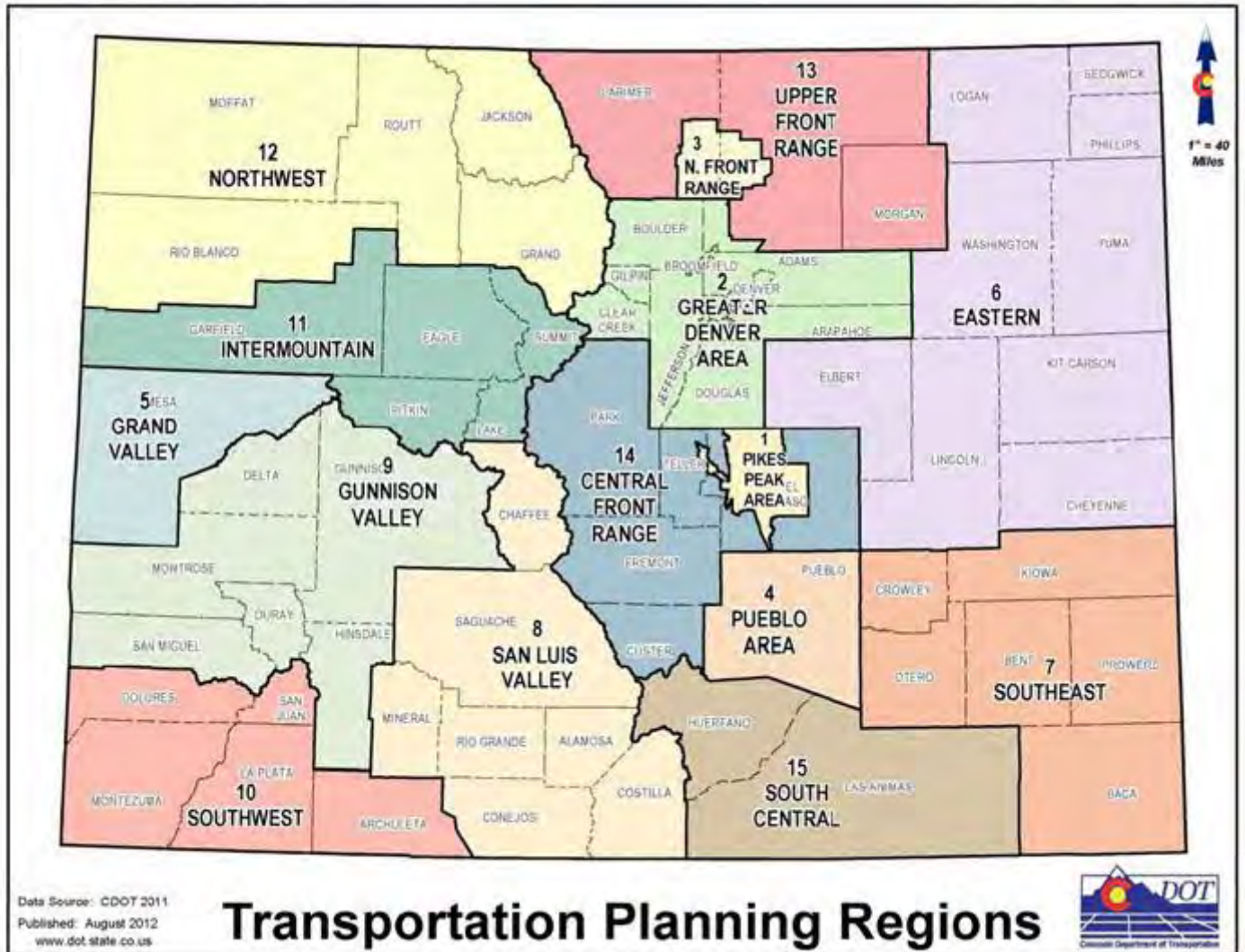


**\*13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

- 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](#).

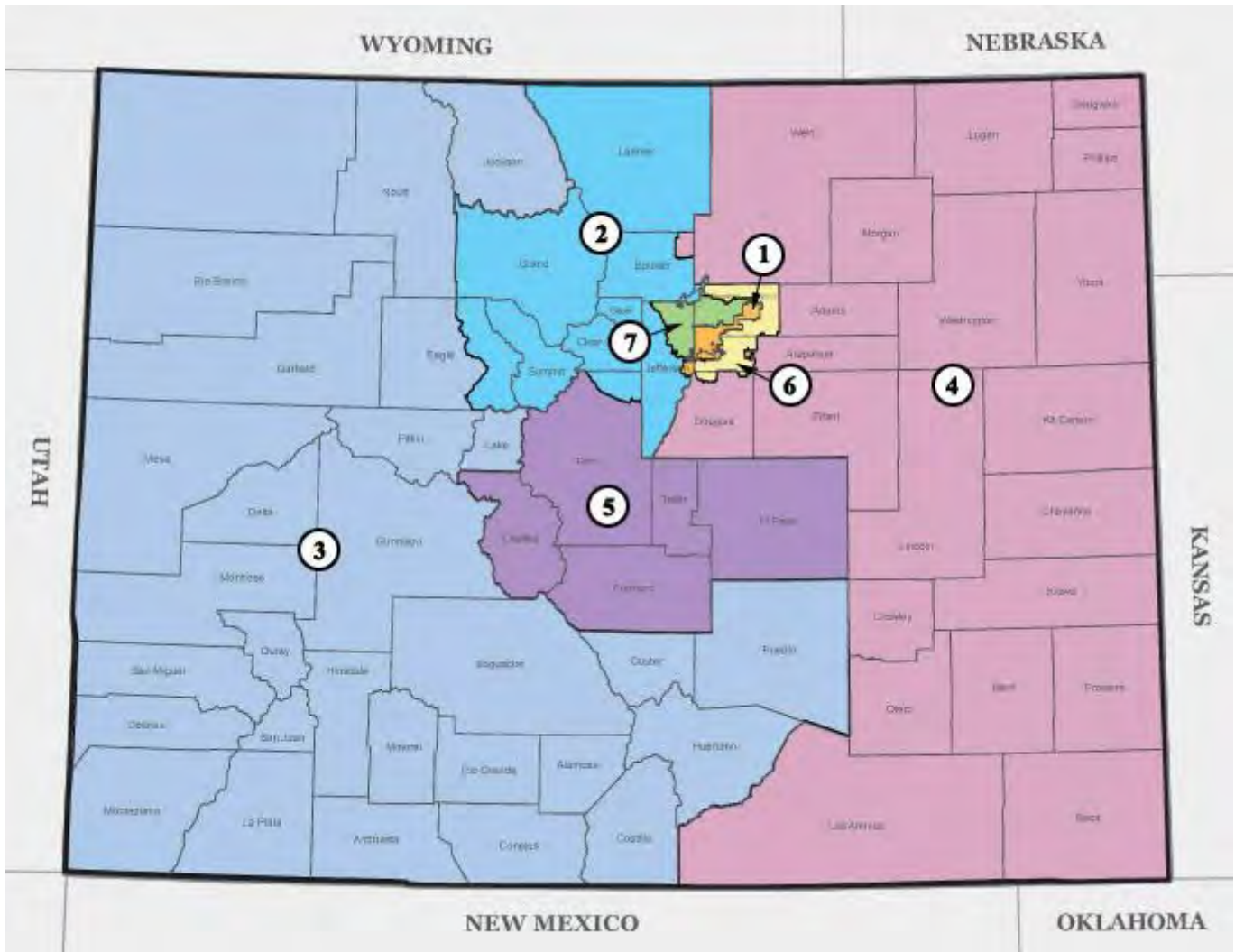
## Statewide Transit Plan: Provider Survey

**\*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 |
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| <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"/>



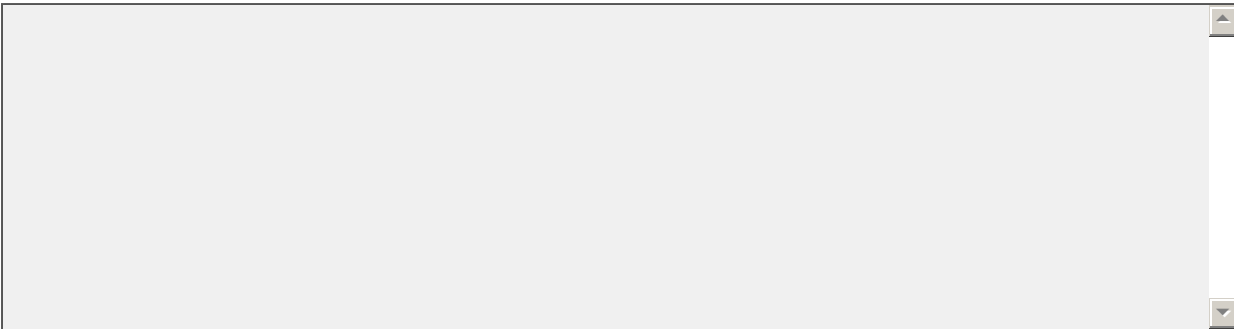
## Section 6: Transportation Conditions and Needs

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

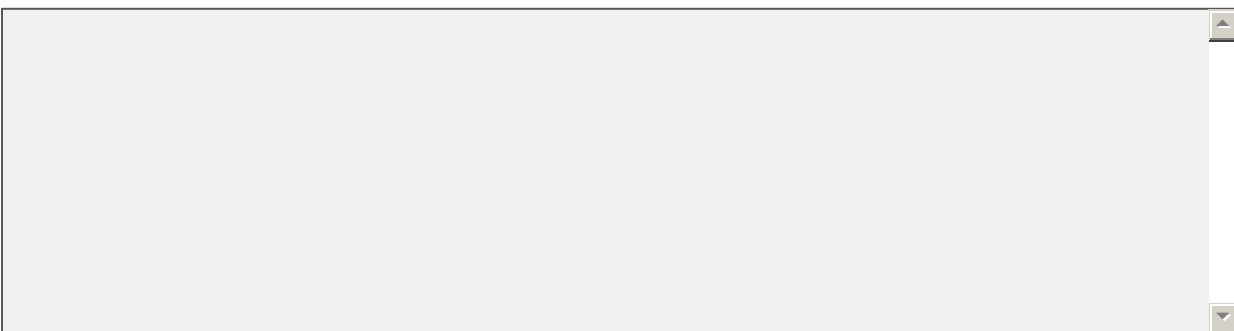
**\* 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

**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)?**

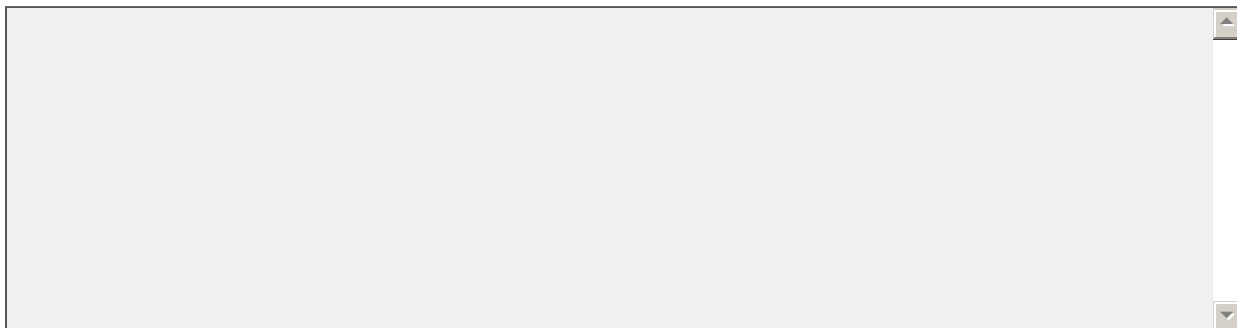
**Please list specific projects, such as the above examples, and include as much detail as possible.**



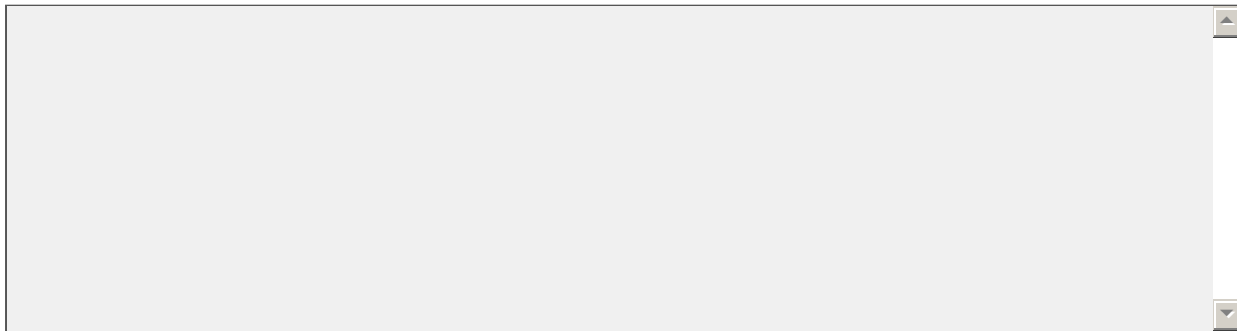
## Statewide Transit Plan: Provider Survey

**\*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.**

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

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## 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](mailto: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](mailto: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.).**

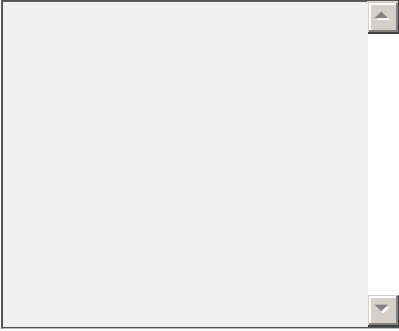
- Electronically
- By mail
- A combination of electronically and by mail

**\*68. Service Area:**

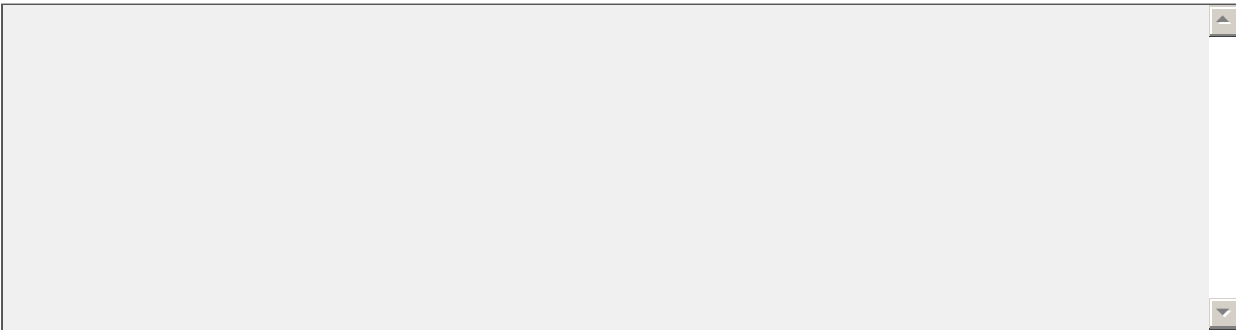
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

## 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***

First Transit, Inc. (The Lift)

Grand County Council on Aging

Jackson County Council on Aging (Older American Transport Service – OATS)

Rio Blanco County (Meeker Streaker)

Routt County Council on Aging

Steamboat Ski & Resort Corporation

Steamboat Springs Transit

***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](mailto:cady.dawson@fhueng.com)

Thanks for your time!

Please click "Next" to start the survey.

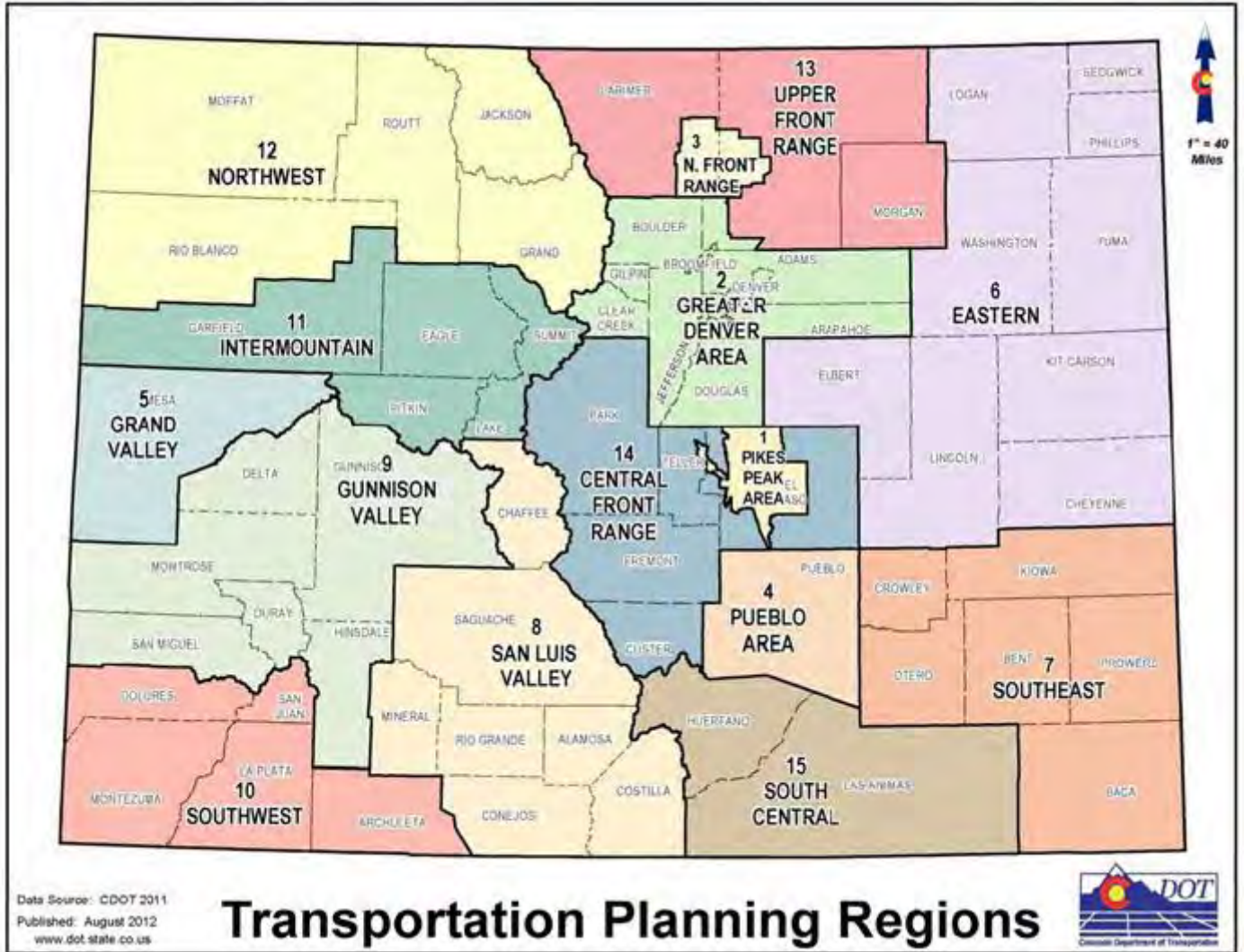
## Agency Information

**\*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

**\*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***

Division of Vocational Rehabilitation – Craig

Division of Vocational Rehabilitation – Steamboat Springs

Grand County Council on Aging

Jackson County Council on Aging (Older American Transport Service – OATS)

Moffat County Department of Social Services

Northwest Colorado Center for Independence

Northwest Colorado Council of Governments

Rio Blanco County Department of Human Services

Routt County Council on Aging

Routt County Veterans Affairs



***D.5 – Regional Project List***

Agency / Source	Project Description	Cost	Time Frame	Category
City of Craig	Develop a transit plan			Mobility of the General Public
City of Steamboat Springs Transit (SST)	Upgrade GPS/information system	\$200,000	Short	Equipment
City of Steamboat Springs Transit (SST)	Improve bus stops with increased hard surface waiting areas, better signs, and additional lighting (annually)	\$80,000	Short	Facilities
City of Steamboat Springs Transit (SST)	Build a Park-n-ride facility in Hayden	\$1,500,000	Mid	Facilities
City of Steamboat Springs Transit (SST)	Remodel existing transit facilities to increase storage and improve efficiency	\$1,000,000	Mid	Facilities
City of Steamboat Springs Transit (SST)	Improve bus stops with increased hard surface waiting areas, better signs, and additional lighting (annually)	\$80,000	Mid	Facilities
City of Steamboat Springs Transit (SST)	Remodel existing transit facilities to increase storage and improve efficiency	\$1,000,000	Long	Facilities
City of Steamboat Springs Transit (SST)	Improve bus stops with increased hard surface waiting areas, better signs, and additional lighting (annually)	\$80,000	Long	Facilities
City of Steamboat Springs Transit (SST)	Expand service to the west of downtown Steamboat Springs (annually)	\$400,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Develop bus rapid transit routes to incorporate remote parking lots with high traffic areas (annually)	\$250,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Increase frequency of existing routes on Winter Service (annually)	\$250,000	Short	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Increase frequency of regional service (annually)	\$500,000	Mid	Mobility of the General Public
City of Steamboat Springs Transit (SST)	Operate north and south Routt van service (annually)	\$250,000		Mobility of the General Public

Agency / Source	Project Description	Cost	Time Frame	Category
City of Steamboat Springs Transit (SST)	Expand fleet with 4 Diesel/Electric Hybrid buses	\$2,400,000	Short	Vehicles
City of Steamboat Springs Transit (SST)	Replace two large buses	\$1,200,000	Short	Vehicles
City of Steamboat Springs Transit (SST)	Replace paratransit van	\$100,000	Short	Vehicles
City of Steamboat Springs Transit (SST)	Replace six large buses	\$3,600,000	Mid	Vehicles
City of Steamboat Springs Transit (SST)	Expand over-the-road fleet by two buses	\$1,200,000	Mid	Vehicles
City of Steamboat Springs Transit (SST)	Replace six large buses	\$3,600,000	Long	Vehicles
City of Steamboat Springs Transit (SST)	Replace over-the-road fleet by four buses	\$2,400,000	Long	Vehicles
City of Steamboat Springs Transit (SST)	Replace paratransit van	\$100,000	Long	Vehicles
City of Steamboat Springs Transit (SST)	Purchase four cut away vans for van service	\$400,000		Vehicles
City of Steamboat Springs Transit (SST) <i>From Previous Plan</i>	Expanded east-side service to/from the park-n-ride and Transit Center, and loop service north-south			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Provide vanpool and/or carpool services			Coordination Strategies
Division of Vocational Rehabilitation - Craig	Improve transit service by increasing weekend service			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improved local service in Moffat County			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improved local service in Rio Blanco County			Mobility of the General Public
Division of Vocational Rehabilitation - Craig	Improved regional service between Moffat, Rio Blanco, and Routt County			Regional Connectivity
Division of Vocational Rehabilitation - Steamboat Springs	Provide vanpool and/or carpool services			Coordination Strategies
Division of Vocational Rehabilitation - Steamboat Springs	Provide more information about public transit services			Marketing Strategies

Agency / Source	Project Description	Cost	Time Frame	Category
Division of Vocational Rehabilitation - Steamboat Springs	Improved local services in Jackson County			Mobility of the General Public
Division of Vocational Rehabilitation - Steamboat Springs	Improved local services in Routt County			Mobility of the General Public
Division of Vocational Rehabilitation - Steamboat Springs	Improved regional service between Jackson County and Routt County			Regional Connectivity
First Student (The Lift)	New county-wide transit board		Mid	Miscellaneous
First Student (The Lift)	Year-round fixed-route transit service for Grand County		Short	Mobility of the General Public
<i>From Previous Plan</i>	Examine the formation of a Rural Transportation Authority			Coordination Strategies
<i>From Previous Plan</i>	Shared hiring assistance and driver training			Coordination Strategies
<i>From Previous Plan</i>	Shared maintenance services and facilities/storage			Coordination Strategies
<i>From Previous Plan</i>	Shared/pooled insurance			Coordination Strategies
<i>From Previous Plan</i>	Taxi voucher program			Coordination Strategies
Grand County Council on Aging	Hire another driver	\$12,000	Short	Access to Human Services
Grand County Council on Aging	Improve transit service by increasing weekend service			Access to Human Services
Grand County Council on Aging	Improved local service in Grand County			Access to Human Services
Grand County Council on Aging	Improved regional service between Grand County and Jefferson County			Access to Human Services
Grand County Council on Aging	Improved regional service between Grand County and Routt County			Access to Human Services
Grand County Council on Aging	Replace three minivans	\$84,000	Short	Vehicles
Jackson County Council on Aging	Improved local service in Jackson County			Access to Human Services

Agency / Source	Project Description	Cost	Time Frame	Category
Jackson County Council on Aging	Provide more regional transit service to Laramie (WY), Fort Collins, Loveland, and Steamboat Springs from Jackson County			Access to Human Services
Jackson County Council on Aging	Provide more information about public transit services			Marketing Strategies
Moffat County Department of Social Services	Provide vanpool and/or carpool services			Coordination Strategies
Moffat County Department of Social Services	Improved local service in Moffat County			Mobility of the General Public
Moffat County Department of Social Services	Improved regional service between between Moffat County and Routt County			Regional Connectivity
Moffat County Department of Social Services	Improved regional service between Moffat County and Mesa County			Regional Connectivity
Northwest Colorado Center for Independence	Provide vanpool and/or carpool services			Coordination Strategies
Northwest Colorado Center for Independence	Provide more information about public transit services			Marketing Strategies
Northwest Colorado Center for Independence	Improve transit service by increasing weekend service			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Grand County			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Moffat County			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Rio Blanco County			Mobility of the General Public
Northwest Colorado Center for Independence	Improved local service in Routt County			Mobility of the General Public



Agency / Source	Project Description	Cost	Time Frame	Category
Northwest Colorado Center for Independence	More deviated-fixed route service			Mobility of the General Public
Northwest Colorado Center for Independence	Improved regional service between between Moffat County and Routt County			Regional Connectivity
Northwest Colorado Council of Governments	Improve transit service by increasing weekend service			Mobility of the General Public
Northwest Colorado Council of Governments	Improved local service in Grand County			Mobility of the General Public
Northwest Colorado Council of Governments	Improved local service in Jackson County			Mobility of the General Public
Northwest Colorado Council of Governments	Improved regional service between between Grand County and Denver			Regional Connectivity
Northwest Colorado Council of Governments	Improved regional service between Routt County and Grand Junction			Regional Connectivity
Rio Blanco County (Meeker Streeker)	Improved training for bus drivers to assist an aging population		Mid	Access to Human Services
Rio Blanco County (Meeker Streeker)	Replace our passenger bus that hold approximately 14 people and have a wheelchair lift		Short	Maintaining Service
Rio Blanco County Department of Human Services	Improve transit service by increasing weekend service			Mobility of the General Public
Rio Blanco County Department of Human Services	Improved local service in Rio Blanco County			Mobility of the General Public
Rio Blanco County Department of Human Services	Improved regional service between Moffat County and Rio Blanco County			Regional Connectivity
Rio Blanco County Department of Human Services	Improved regional service between Rio Blanco County and Garfield County			Regional Connectivity

Agency / Source	Project Description	Cost	Time Frame	Category
Routt County Council on Aging	Improve transit service by expanding service hours before 9AM			Access to Human Services
Routt County Council on Aging	Improve transit service by increasing weekend service			Access to Human Services
Routt County Council on Aging	Improved regional service between Moffat County and Routt County			Access to Human Services
Routt County Council on Aging	Replace one 12 passenger van in the next 5 years		Short	Vehicles
Steamboat Ski & Resort Corporation	Implement a carpool program, charge more for SOVs		Mid	Coordination Strategies
Steamboat Ski & Resort Corporation	Construct a gondola to transport people from the remote parking area to the base of the ski area		Long	Mobility of the General Public
Steamboat Ski & Resort Corporation	Replace three shuttles this year, two shuttles within 2 years	\$339,000	Short	Vehicles
Steamboat Ski & Resort Corporation	Purchase 5 fuel efficient vehicles		Mid	Vehicles
TWG #1	Improved rider facilities to capture choice riders			Facilities
TWG #1	Provide more information about public transit services			Marketing Strategies
TWG #1	Improved local service in Moffat County			Mobility of the General Public
TWG #1	Improved regional services to/from the I-70 corridor			Regional Connectivity
TWG #2	Regional Connectivity Study			Regional Connectivity
TWG #3	Create a Regional Coordinating Council that will compliment work performed by the NWCCOG to coordinate transit projects and information in the NW TPR			Coordination Strategies

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## **APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – NORTHWEST REPORT**

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

## Transportation Planning Region: Northwest Area

### Survey Results

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June 2014



# Contents

SURVEY BACKGROUND ..... 1

HIGHLIGHTS OF SURVEY RESULTS..... 4

RESPONSES TO SURVEY QUESTIONS..... 5

VERBATIM RESPONSES TO OPEN-ENDED QUESTIONS ..... 12

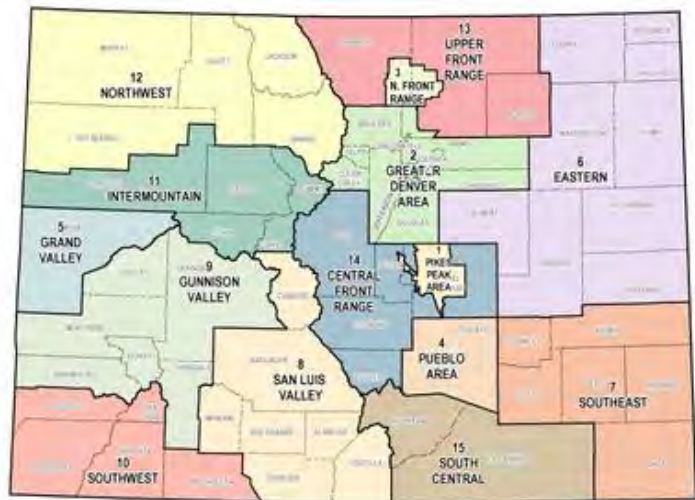
SURVEY INSTRUMENT..... 21



## Survey Background

### About the Northwest Transportation Planning Region

The Northwest Transportation Planning Region is located in the northwest corner of the state, and includes the entire counties of Grand, Jackson, Moffat, Rio Blanco and Routt. According to the 2010 Census, the total population of this region was 59,258. There were 6,008 adults age 65 and older residing in this region, and 3,474 adults with disabilities age 18 to 64. This region accounts for 1.2% 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 Northwest TPR, 31 respondents completed an agency-distributed hard copy survey, 15 completed the web-based agency survey and 66 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 14% and 25%, 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

- **Approximately 4 in 10 older adults and adults with disabilities in the Northwest TPR had 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, 56% of respondents said they never had trouble, while 44% did have trouble. Of those who had trouble, one-quarter said they experienced problems finding transportation sometimes or a lot of times and 10% rarely had trouble. Respondents most often reported difficulty finding transportation for medical appointments and shopping/pharmacy trips.

- **Among respondents who drove themselves, 4 in 10 said they would consider using public transportation or paratransit in their community instead of driving.**

Conversely, about 6 in 10 respondents who drove said they would be not at all likely to use public transportation or paratransit instead of driving.

- **The most frequently cited barriers to using public transportation and paratransit were a lack of needed services and limited service hours.**

Two-thirds of Northwest TPR respondents felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and another 10% felt this was a minor problem. More than half of Northwest respondents felt that a lack of needed service times presented a major problem, and nearly as many cited the distance from the bus stop or light rail station being too far to walk as a major problem. About half of respondents felt that difficulty finding information about schedules and routes represented a major or minor 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 obstacle was lack of service where respondents lived or wanted to go, with 6 in 10 citing this as a major or minor problem.

- **The two issues of highest importance to Northwest TPR respondents for the statewide transit plan were developing accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders.**

Overall, most of the issues included on the survey were deemed somewhat or very important by most Northwest respondents. Almost three-quarters felt that supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders were very important issues. Two-thirds felt that supporting veterans' transportation, expanding discount programs and subsidies and providing more transportation services to regional destinations were of high importance. Less important to Northwest respondents was expanding hours that transportation services are offered, although 4 in 10 still rated this as very important.

## Responses to Survey Questions

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

Question 1										
In a typical month, about how often, if ever, do you use the following forms of transportation?	Never		4 or fewer times a month		1 to 2 times a week		3 or more times a week		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Drive myself in a personal vehicle	26%	N=29	5%	N=6	6%	N=6	63%	N=69	100%	N=110
Get a ride in a personal vehicle from a family member or someone who lives in my household	52%	N=53	24%	N=24	9%	N=9	16%	N=16	100%	N=102
Get a ride in a personal vehicle from family, friends or neighbors	44%	N=44	39%	N=39	9%	N=9	7%	N=7	100%	N=99
Driven by a paid driver or personal assistant	86%	N=86	5%	N=5	8%	N=8	2%	N=2	100%	N=100
Get a ride from a volunteer driver	83%	N=83	12%	N=12	3%	N=3	2%	N=2	100%	N=100
Take a taxi at the full price fare	89%	N=89	11%	N=11	0%	N=0	0%	N=0	100%	N=100
Take a taxi at a subsidized or discounted fare	96%	N=97	4%	N=5	0%	N=0	0%	N=0	100%	N=101
Walk	34%	N=34	31%	N=32	16%	N=16	19%	N=19	100%	N=102
Bicycle	75%	N=75	14%	N=14	3%	N=3	7%	N=7	100%	N=99
Use transportation provided by my faith community or church	97%	N=96	3%	N=3	0%	N=0	0%	N=0	100%	N=98
Use a senior center or community center shuttle	65%	N=67	17%	N=18	12%	N=13	6%	N=6	100%	N=104
Use shuttle/transportation provided by the housing facility or complex where I live	87%	N=89	6%	N=6	7%	N=7	0%	N=0	100%	N=101
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	91%	N=94	7%	N=8	0%	N=0	1%	N=2	100%	N=103
Use paratransit which is "on demand" transportation where you can call ahead or otherwise arrange for services (e.g., "call-a-ride," "access-a-ride", etc.)	95%	N=96	4%	N=4	1%	N=2	0%	N=0	100%	N=101
Use a private or non-profit transportation service or program	90%	N=92	7%	N=7	1%	N=2	1%	N=2	100%	N=101



<b>Question 2</b>		
<b>About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?</b>	<b>Percent</b>	<b>Number</b>
None of my trips	53%	N=57
Less than half my trips	22%	N=24
About half my trips	1%	N=1
More than half my trips	5%	N=5
All of my trips	18%	N=20
Total	100%	N=107

<b>Question 3</b>		
<b>If you drive yourself, what time of day do you most often drive?</b>	<b>Percent</b>	<b>Number</b>
I don't drive	29%	N=31
Mornings	50%	N=53
Afternoons	19%	N=20
Evenings and nights	2%	N=2
Total	100%	N=106

<b>Question 4</b>		
<b>For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?</b>	<b>Percent</b>	<b>Number</b>
Very likely	17%	N=13
Somewhat likely	21%	N=16
Not at all likely	62%	N=46
Total	100%	N=74

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

<b>Question 5</b>		
<b>Do you ever have trouble finding transportation for trips you want or need to make?</b>	<b>Percent</b>	<b>Number</b>
No, never	56%	N=60
Rarely	10%	N=11
Sometimes	21%	N=23
A lot of times	12%	N=13
Total	100%	N=107

<b>Question 6</b>		
<b>For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Work	6%	N=3
Visiting family or friends	37%	N=16
Volunteering	5%	N=2
Medical appointment	62%	N=28
Community event	35%	N=15
Religious service	8%	N=4
Recreation	31%	N=14
School	8%	N=3
Shopping/pharmacy trips	55%	N=25
Other, please specify	26%	N=12

*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.*

<b>Question 7</b>		
<b>What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Weekdays 6am to 10am	37%	N=15
Weekdays 10am to 4pm	69%	N=27
Weekdays 4pm to 7pm	41%	N=16
Weekdays 7pm to midnight	28%	N=11
Weekdays Midnight to 6am	9%	N=4
Saturday day time	34%	N=13
Saturday night time	21%	N=8
Sunday day time	31%	N=12
Sunday night time	21%	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.*

<b>Question 8</b>		
<b>How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?</b>	<b>Percent</b>	<b>Number</b>
Never	30%	N=14
Once or twice	46%	N=21
3 to 6 times	24%	N=11
7 times or more	0%	N=0
Total	100%	N=46

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

<b>Question 9</b>								
<b>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.</b>	<b>Major problem</b>		<b>Minor problem</b>		<b>Not a problem</b>		<b>Total</b>	
Service is not provided where I live or where I want to go	65%	N=64	10%	N=10	24%	N=24	100%	N=98
Service does not operate during the times I need	52%	N=37	6%	N=5	42%	N=30	100%	N=72
Information about fares, schedules and routes is difficult to find	35%	N=23	11%	N=7	54%	N=36	100%	N=66
Information about fares, schedules and routes is difficult to read	30%	N=19	7%	N=4	63%	N=40	100%	N=63
I cannot understand the information about fares, schedules and routes	20%	N=13	7%	N=4	74%	N=48	100%	N=65
Information about fares, schedules and routes is not in my first (non-English) language	11%	N=7	1%	N=1	88%	N=54	100%	N=62
I am unclear about how to use public transportation	16%	N=11	9%	N=6	74%	N=52	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=16	5%	N=3	71%	N=46	100%	N=65
Buses or light rail trains lack clear announcements or visual displays about the next stops	23%	N=14	6%	N=4	71%	N=44	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	36%	N=23	8%	N=5	56%	N=36	100%	N=64
I have health reasons that prevent me from being able to use fixed route public transportation	24%	N=16	8%	N=5	68%	N=44	100%	N=65
I have difficulty boarding and exiting buses or light rail trains	29%	N=19	10%	N=6	61%	N=41	100%	N=66
Distance from bus stop or light rail station is too far for me to walk	46%	N=30	4%	N=3	50%	N=33	100%	N=65
I am unable to get a seat	12%	N=7	16%	N=9	72%	N=42	100%	N=58
I do not feel safe while waiting for the bus or light rail train	16%	N=10	17%	N=10	67%	N=42	100%	N=62
I do not feel safe while riding the bus or light rail train	17%	N=10	11%	N=7	72%	N=43	100%	N=60
Fares are too expensive	24%	N=15	10%	N=6	66%	N=41	100%	N=62
Travel time to my destinations is too long	17%	N=10	11%	N=7	72%	N=44	100%	N=60
Bus stops and stations are poorly maintained	12%	N=7	16%	N=10	72%	N=43	100%	N=59
Service is not reliable	20%	N=12	11%	N=6	69%	N=41	100%	N=59
I do not understand how to make a transfer	10%	N=6	12%	N=7	78%	N=44	100%	N=56

<b>Question 10</b>								
<b>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?</b>	<b>Major problem</b>		<b>Minor problem</b>		<b>Not a problem</b>		<b>Total</b>	
	<b>Percent</b>	<b>N</b>	<b>Percent</b>	<b>N</b>	<b>Percent</b>	<b>N</b>	<b>Percent</b>	<b>N</b>
Service is not provided where I live or where I want to go	58%	N=53	3%	N=3	39%	N=36	100%	N=91
Services does not operate during the times I need	39%	N=24	11%	N=6	50%	N=31	100%	N=61
Information about how to use the service and costs is difficult to find	29%	N=16	13%	N=7	58%	N=32	100%	N=55
Information about how to use the service and the costs is difficult to read	30%	N=17	10%	N=6	60%	N=33	100%	N=56
Information about how to use the service and the costs is not in my first (non-English) language	13%	N=7	1%	N=1	86%	N=47	100%	N=55
I cannot understand the information on how to use the service and the costs	15%	N=8	8%	N=4	77%	N=42	100%	N=54
I am unclear about how to start using it	17%	N=9	18%	N=9	65%	N=34	100%	N=52

<b>Question 11</b>		
<b>How would you prefer to get your information about transportation services and programs? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Through my place of residence	48%	N=46
Friends or family	12%	N=11
Printed materials	58%	N=56
Telephone	18%	N=17
Other, please specify	12%	N=12
Through the place where I work or volunteer	9%	N=9
Electronic (websites, email, social media, smart phone)	38%	N=36
In-person assistance	8%	N=8
Presentations at church, community centers, etc.	14%	N=13

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

<b>Question 12</b>								
<b>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?</b>	<b>Very important</b>		<b>Somewhat important</b>		<b>Not at all important</b>		<b>Total</b>	
Supporting the development of easily accessible and understandable transportation information and referral services	72%	N=70	17%	N=16	11%	N=10	100%	N=96
Supporting veterans' transportation issues	67%	N=62	19%	N=17	14%	N=13	100%	N=92
Supporting volunteer and faith-based transportation services	46%	N=41	35%	N=31	19%	N=17	100%	N=89
Increasing the availability of wheelchair-accessible taxi cabs	48%	N=43	31%	N=28	22%	N=20	100%	N=90
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	66%	N=60	19%	N=17	16%	N=14	100%	N=92
Providing more transportation services in my community	64%	N=58	23%	N=21	13%	N=12	100%	N=91
Providing more transportation services to regional destinations	65%	N=62	18%	N=17	16%	N=16	100%	N=95
Expanding hours that transportation services are offered	41%	N=34	36%	N=30	23%	N=19	100%	N=83
Expanding or adding routes in my community	55%	N=49	26%	N=24	19%	N=17	100%	N=90
Providing lower fares for seniors and disabled riders	73%	N=68	16%	N=14	12%	N=11	100%	N=93

<b>Question 15</b>		
<b>Please indicate if you have difficulty with any of these activities? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Climbing stairs	42%	N=43
Talking	1%	N=2
Lifting or carrying a package or bag	37%	N=38
Understanding written directions	4%	N=4
Understanding spoken directions	8%	N=9
Seeing	11%	N=12
Hearing	24%	N=25
Walking 1/4 mile	32%	N=34
None	32%	N=33

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

<b>Question 16</b>		
<b>Do you use any of the following to get around? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
None	73%	N=73
Guide or service dog	0%	N=0
White cane	4%	N=4
Cane or walker	19%	N=19
Power wheelchair or scooter	4%	N=4
Manual wheelchair	4%	N=4

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



<b>Question 17</b>		
<b>Which best describes the building you live in?</b>	<b>Percent</b>	<b>Number</b>
Single family home or mobile home	69%	N=78
Townhouse, condominium, duplex or apartment	10%	N=11
Age-restricted senior living residence	13%	N=14
Assisted living residence	3%	N=4
Nursing home	0%	N=0
Other	5%	N=5
Total	100%	N=112

<b>Question 19</b>		
<b>What is your race/ethnicity?</b>	<b>Percent</b>	<b>Number</b>
American Indian or Alaskan Native	3%	N=3
Asian or Pacific Islander	0%	N=0
Black, African American	0%	N=0
Hispanic/Spanish/Latino	0%	N=0
White/Caucasian	96%	N=102
Other	1%	N=1

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

<b>Question 20</b>		
<b>In which category is your age?</b>	<b>Percent</b>	<b>Number</b>
18 - 44 years	5%	N=6
45 - 54 years	6%	N=6
55 - 64 years	12%	N=14
65 - 74 years	41%	N=46
75 - 84 years	27%	N=31
85 - 94 years	8%	N=9
95 years or older	0%	N=0
Total	100%	N=112

<b>Question 21</b>		
<b>What is your gender?</b>	<b>Percent</b>	<b>Number</b>
Female	62%	N=68
Male	38%	N=42
Total	100%	N=110

## 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.”**

- horse
- I wish someone would help me but no one cares.
- side by side ATV (off road)

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

- A local bus for this area is not provided
- Disability hearing is 4 hrs. Drive from here, still trying to find a ride to grand junction, co.
- Excercise
- General errands
- Medical appointments in steamboat springs denver and grand junction.
- Never, drive myself
- socializing, I live in a very small town. Pop. approx. 1500
- traveling to Denver or 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.”**

- Blind can't drive- no public service available in my small town
- I have to find a ride to a place where i can get public transportation, it is 65 miles from any place with public transportation
- I live in northern colorado the questions are not applicable for craig, co
- I'm to old to use public transportation
- No service from craig to steamboat, craig to rifle, craig to grand jct. Craig to vernal, craig to denver, loveland and fort collins, greeley. Some for medical and some for personal
- no transport services in rural area
- None of the above apply to our small town
- Not avail in our community
- Only service we have is bus between towns not in town and no train service even though there are tracks in place, trains hardly run except to haul coal
- The internet site for greyhound bus service from criag, co. Is hard to navigate and understand. I had no problems in kansas
- The only transportation here is taxi and i have no\$\$

#### **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.”**

- Bus is provided between craig and steamboat, but not in town

- Don't need the services at this time.
- I am not able to use public transportation
- I do use the senior citizen van- when it is available, it will take you where you want to go for a fee.
- I have to go 400 miles round trip from town to denver for surgeon monthly. This has been a problem.
- No public transportation here in craig, co
- None in my area that i know, of going from craig, co. To grand junction, denver and steamboat springs.
- Not avail in our community
- So far okay i drive still
- They say i do not qualify for it

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

- large print
- local newspaper
- Newspaper
- We already have what we need
- Written

**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?**

- Becoming a hermit, missing medical appts.
- Craig does not have a bus system here that runs except for 2 buses that leave here at 5:30 and 6:30 am. To go to steamboat and they do not return until 6 and 7pm. It would be nice to have a transit system like that here like they have in steamboat springs
- During the ski season, local bus service to my neighborhood is better than it is in spring, summer, or fall.
- grocery store locally, Doctors 25 miles away
- I am fortunate enough to be able to afford a reliable vehicle and gas. I live in a rural area and often have to driver out of this town for medical care. However, I work w/ many individuals that are not as fortunate to have transporation and are not recieving the care that they need because they have no way of getting to their destination nor the funding to pay for the taxi. There are many that live in this community that have no transporation or funding and do not even make it to thier appts. in town because they are in pain and can not walk. This town does not have many bike paths, I enjoy riding my bike but find it difficult at times especially w/ my children.
- I don't have any problem
- I have a vision problem and was deferred to a doctor in steamboat springs. And i have no way to get there, im confined to a wheelchair.
- I have had good experiences on the bus the bus service goet to all the places i need to go
- I have not been able to get to grand junction or denver to see a rhumatologist since i moved to craig, co. 4 years ago.
- I havent had a problem so far

- I live in hud housing in small town and the senior-disabled bus is very helpful. My biggest issue is the monthly 400 miles round trip to eye surgeon-volunteer are hard to come by, i'm using family, but that overdone too.
- I live on a rural route. The senior bus provides transport to meals 4 times a week
- It is ok for me right now, but we have people who have to take 2 to 3 hrs. Just to get ready to go anywhere and if dr. Appointment is 2 or 3 o'clock in afternoon they don't have a ride back home.
- Low income housing is three miles from town and people have to walk that far, to get groceries and go to doctors appointments. I see them in wheel chairs going down the highway with children riding on their laps. There are NO sidewalks. Our winters are harsh and extremely cold. People have to look hard to find rides to appointments.
- Many times i have needed transportation because i am in too much pain to drive but the only transportation we have is the taxi. I have no \$\$ for a taxi so i stay home.
- Missed entertainment, bargains, public events, causing me to be less informed.
- Missing dr. Appointments. Our senior van takes many people to the airport in denver. The cost is \$50.00 per person-very affordable-more for non seniors.
- No bus services are available in my city. (Craig)
- No problem
- No public service available.
- Other than relying on friends there is no access to public transport. Very difficult when there is out of town medical emergencies in the family
- Our transportation services do not come out west of Steamboat to Heritage Park, Steamboat II and Silver Spur neighborhoods. We need services too. Have to cancel appts if can't find ride.
- Our volunteer bus at our place works very well. They are courtious and helpful.
- Sat and sun. Only taxi's. No personal impact.
- Since i have not been able to drive myself anymore i have been using our senior bus service a lot. I find this a very wonderful service in our community.
- The hours are so limited, no availability
- The only experiences i have had using public transportation was when i lived in a metropolitan area and i did use buses and occasionally a taxi along with my own car.
- This survey does not address rural areas of northwest co.
- Transportation is very good.
- Trying to get someone to take me to dr.'s
- We are still capable of driving ourselves as of now.
- We don't have many choices here in our commuity.
- We have no local transit here in craig colorado. Other than service between craig and steamboat and that is limited. We have no in town transit for anybody.

**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?**

- Have availability 7 days a week
- I need a service that is free and call for a ride when i need one, not by appointment. I never know when my pain will be too much.
- I simply do not go
- Increase the number of people qualified for paratransit
- Isolation is a big problem in walden as is funding for limited transportation for seniors

- Make it easier for them to get into a vehical. They have trouble stepping up in the vehical and have trouble getting into the van
- Make what we have more known and avail to the community.
- Mass transit needs to be available in our valley and expanded hours. Senior needs mut be met, none available.
- Maybe would be great to have some weekend service so i could attend church.
- miday buses to and from two neihboring cities
- More transportation, for wheel chair and walkers
- Need to get our public transportation buses to come further west of town, to Heritage Park, Steamboat II and Silver Spur neighborhoods in Steamboat Springs
- No problems
- No service in craig, co.
- Our community would really use more public transportation then what it now has available, the senior van is on the go all the time. Taxis too expensive.
- Our senior bus for craig, co. Does not run during 11:00 am to 1:00 pm due to delivering lunches in the area. Hard to schedule a dr. 'S appointment during that time
- Some form of bus service is needed.
- Sometimes the buses are not long enough
- Sure could use a train or light rail to the front range and to Grand Junction, or even better bus service would be helpful
- Taxi's no, wheelchair lifts. No bus to grandjunction co. No bus north to 280 from craig
- The bus, senior and disabled service needs to be available to any person with doctors note on disability and needs regardless of age. I'm only 53 and need transportation due to blindness
- The free bus system works really good
- There is no transportation for elderly and disabled. County provided transportation puts those in senior housing at the top of the list.
- They do very well for seniors
- we do have limited transportation, donation based fee with transportation service subject to change. i am glad to have what is offered however, its sometimes subject to the whim of the driver on how it is operated.
- We have a very good ambulance (ems) service- who get medical patients to the hospital as fast or faster than people who live in the city. If they are critical they are fown to a hospital.
- We have NO public transportation. Senior van needs to be better funded so that it can increase hours and offer choices.
- We live in a rural somewhat isolated community. Possibilities are probably somewhat limited. But improvements could be found, i believe.
- We really don't have transportation. There is a human service agency that is able to help but they are limited in their funding. Any kind of reliable, affordable transportatoin to get indivdual around town would be an improvement but also something to get individuals to other towns such as Denver or Grand Junction where there are specialists that they may need. I would like to see more sidewalks and bike paths, so that individuals w/ disabilities are given a safer way to get around town instead of having to use wheel chairs on the highway which I see often. Also, have seen individuals w/ disabilities struggle to walk around town because of the lack of sidewalks and the fear that they have being on the busy streets.
- Would be great to have local transit shuttle in our town regulary and train service between towns. More people would use if we had it.



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

No “other” responses were provided for this question.

## 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.”

- Atv
- Bike or drive myself
- Boat, snowmobile, horse.
- Horse
- My vehicle
- Personal vehicle
- Shuttle to denver
- X country ski

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

- Must travel approx. 200 plus miles to larger cities, doc. Appointments and shopping

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

- Do not have public transportation in grand county co. As it is greatly needed for young adults, workers, and elderly
- Don't use public transportation
- Don't use public transportation.
- I have my own car and i drive it where ever i want to go. A friend takes me to steamboat but, that is all.
- No public transport available where we live
- No public transportation available except for senior citizens meals.
- No public transportation available.
- No public transportation except for sr. Buses.
- No public transportation in my area
- No public transportation in our area, rural town -that you refer to.
- Nw colorado not much need for public transportation
- Personal handicap parking for me is not allowed where i live. I am left leg amputee 4" below knee.
- Public transportation is not available where i live. I probably would not use it if it were availab.e
- There is no public transportation where i live
- We are a very rural area and there is no public transportation.
- We have no public transportation

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

- I never use it.
- Live out of town, have own transportation. Don't need it
- Never heard of service
- Never used it
- No services available.

- Not available, major problem
- Same as number 9
- Such transportation is provided united way agencies for their clients

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

- Do not need
- Don't need it
- None of the above.
- Not really sure. I need it at this time.

**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?**

- As i have stated i drive myself. Yes i am disabled i lost a lung 2 1/2 years ago. I am on oxygen, no i can not work very far without my oxygen.
- Does not apply
- Don't have access.
- From my city which is 200 plus miles from denver or grand junction co. We have doctor appointments in each. We need better access to interstate hwy. Our roads are narrow and remote.
- Has not been a problem at this point in my life.
- Haven't used
- Haven't used any
- I am 68 years old and have not used any public transportation. Just put in your data base. Thanks.
- I am fortunate to have family close by for which i count on when the community bus isnt available. I very much appreciate the community bus.
- I do not go to denver on sundays because of the congestion on i-70
- I don't have problems personally, own car able, capable. In my community there is very little public transportation and its expensive, difficult to access.
- I live in the country 20 miles south of steamboat springs. I drive extensively in the course of my daily life. I enjoy driving and am a good driver.
- I live in the country so am dependent on my private vehicle.
- My problem with where i live is not being allowed to have a personal handicap parking place as i have t open my drivers door all the way to exit.
- No problem, we drive ourselves.
- No problems
- No service
- None
- None
- None at this time its not available and we do not require it.
- None.
- Not a problem
- Not applicable.

- Not available need to have public transit to ski areas. To get skiers off i-70 and 40 move people between ft. Collins and denver-colorado springs.
- Not available.
- Not enough services
- Not having public transportation for school kids, young adults and many community people being able to get to work, to ski areas rec. Centers etc. In grand county is a major problem which if corrected would benefit the community as a whole in the long run. Just having a public bus route throughout the small townss that are aprx. 15 miles apart for everyone, especially those who are vetrans and or disabled.
- Other than using air travel, i provide my owntravel means.
- Services not available.
- So far i have not needed public transportation it is a problem in our community for people without cars. We have a taxi but it is very expensive.
- Wait!
- We are still driving ourselves but will not be able to do that indefinitely. Will prevent us from aging in place.
- Wish there was free bus transportation in our town (craig) like they have in steamboat. More transportation for seniors

**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 passanger train from denver to ski towns like to silverthorne and on to kremmilan, then steamboat, craig, meeker, rifle and grand junction. One rail system from denver to grand junction.
- Continued support for veterans to the hospital in grand junction
- I am 71 and still drive myself, there is no public transportation in grand county
- I believe we have excellent transportation here in steamboat springs. Have not heard of any problems.
- I do not know anything about the transportation services.
- I only see the sad circumstances of the elderly people around me, especially veterans and those who are alone.
- If i had problems i wouldn't live in such a remote area
- Info.
- It would be good if an affordable s. Could be devised to help people in oakcreek and stagecoach (s. Of routt co.) Get to and from steamboat if they do not drive.
- Living in a rural areas, public transportation is not available.
- Love the setup in summit county and would love to see similar in areas of grand county
- More accessable, nothing going on in the middle of the day.
- Need more senior services.
- No problem
- None available
- None poor questionnaire
- Nothing
- Nothing at this time
- Regional transports and more rail services needed.
- Same as above

- Services needed in rural areas
- Stop spending money, my children and grandchildren must repay
- The county provides transportation here, and works good
- There is no bus, taxi, train or air services in our county. Rbc
- There is no public transportation.
- Transportation doesn't run enough times per day.
- Transportation limited in small town for disabled, low income, young or old.
- We all take care of our needs, if we were to have a problem one of our good neighbors would help
- We have a good group of semi professional services and volunteers for seniors for the most part.
- We have a senior transit system.
- We have a sr. Bus. Low income people with or without disabilities of all ages, little to no access to transportation.
- We will never have public trans. In this county in my life time.

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

- 5th wheel motor home
- Live with my daughter and her family
- My home is 5 miles out of town
- Ranch
- Ranch home
- Ranch house



## 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](http://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](http://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:*

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*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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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.**

	<b><u>Major problem</u></b>	<b><u>Minor problem</u></b>	<b><u>Not a problem</u></b>
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?**

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**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?**

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**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