



APPENDIX A GLOSSARY OF TERMS



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

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

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

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

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

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

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

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

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

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

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

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

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



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

www.coloradodot.info/about/transportation-commission

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

MINORITY PERSONS - includes the following:

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

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

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

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

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

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

OLDER AMERICANS ACT (OAA) – An act passed in 1965 to 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 3/4 mile beyond the fixed-route corridors. As demand response serves a broad area and does not operate over a fixed route, the “service area” encompasses the origin to destination points wherever people can be picked up and dropped off.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

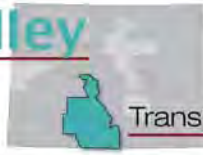


density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

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

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

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



APPENDIX B TRANSIT WORKING GROUP



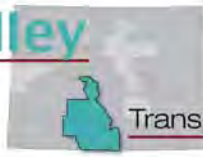
The following includes a list of stakeholders invited to the Transit Working Group meetings in the San Luis Valley region as well as meeting packets, sign-in sheets, and minutes.

SAN LUIS VALLEY TRANSIT WORKING GROUP INVITEES

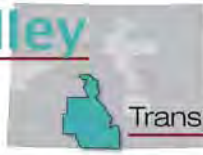
| Agency | First Name | Last Name |
|--------------------------------------------------------------------|------------|----------------------|
| Alamosa County | George | Wilkinson |
| Alamosa County, SLRG | John | Stump |
| Alamosa County Commissioner | Michael | Yohn |
| Alamosa County Commissioner | Marianne | Dunne |
| Alamosa County Department of Social/Human Services | Joe | Carrica |
| Alamosa County Department of Public Health | Julie | Geiser |
| Alamosa County Economic Development Corporation | Randy | Wright |
| Alamosa County Veterans Service Officer | Frank | Muniz |
| Alamosa Senior Citizens | Dorothy | Vantrees |
| Alamosa Workforce Center | Barbara | Pacheco |
| Antonito Senior Citizens | Virginia | Sylvester |
| Black Hills Stage Lines #879 | Meghan | |
| Blue Peaks Developmental Services | George | Garcia |
| Blue Peaks Developmental Services | John | Kreiner |
| Blue Peaks Developmental Services | Manny | Martinez |
| Boys and Girls Club | Paul | Martz |
| Boys and Girls Club | Tammy | Cannedy |
| Boys and Girls Club (Chaffee County) | Danielle | del Castillo Shelton |
| CDOT DTR (Project Manager) | Tracey | MacDonald |
| CDOT DTR | John | Valerio |
| CDOT DTR | Scott | Weeks |
| CDOT DTR Grant Coordinator | TJ | Dlubac |
| CDOT DTD | Tim | Kirby |
| CDOT DTD | Michael | King |
| CDOT Policy Staff | Angie | Drumm |
| CDOT Public Relations Staff | Bob | Wilson |
| CDOT Region 5 | Matt | Muraro |
| CDOT Region 5 | Tony | Cady |
| Chaffee County Department of Health and Human Services | Philip | Maes |
| Chaffee County Administration | Bob | Christiansen |
| Chaffee County Economic Development Corp. | Ellen | Olson |
| Chaffee County Veterans Service Officer | David | Grover |
| Chaffee County Veterans Service Office, Transportation Coordinator | Jan | Wilson |
| Chaffee Shuttle (Neighbor to Neighbor Volunteers) | Connie | Cole |
| Chealsey's Charters | Chris | Francis |
| Citizen | Lori | Isenberger |



| Agency | First Name | Last Name |
|-----------------------------------------------------------|------------|----------------|
| Citizen | Marty | Jones |
| City of Alamosa | Don | Koskelin |
| City of Alamosa | Heather | Brooks |
| City of Creede | Eric | Grossman |
| City of Salida | Michael | Yerman |
| City of Salida | Jim | Dickson |
| City of Salida | Dara | MacDonald |
| Colorado Division of Vocational Rehab | Randy | Hammond |
| Conejos Veterans Service Officer | Orlando | Gallardo |
| Conejos County Department of Social Services | Maria | Garcia |
| Conejos County Hospital | Anne | Holmes |
| Costilla County Department of Social Services | Tommy | Vigil |
| Costilla County | Matthew | Valdez |
| Costilla County Senior Citizens Club | Julie | Albert |
| Costilla County Senior Citizens Club | Patrick | Allaart |
| Costilla County Veterans Service Officer | Cristobal | Franco |
| Creede Community Center | Connie | Weller |
| Heart of the Rockies Regional Medical Center | Diane | Brooks |
| Iowa Pacific Holdings | David P. | Simpson |
| Mineral / Rio Grande County Department of Social Services | Jody | Kern |
| Mineral County | Leslie | Cahill |
| Mineral County Veterans Service Officer | Mike | Atwater |
| Northerners Seniors | Josie | Cordova |
| Red Willow (San Luis Valley Transportation) | Kendra | Lambert |
| Rio Grande County Commissioner | Karla | Shriver |
| Rio Grande County Commissioner | Doug | Davie |
| Rio Grande County Veterans Service Office | Jack | Rudder |
| Saguache County Department of Social Services | Jeannie | Norris |
| Saguache County | Lyn | Zimmer |
| Saguache County Veterans Service Office | Jim | Sheeran |
| Salida Senior Center | Elaine | Allameng |
| San Luis Valley Community Mental Health Center | Fernando | Martinez |
| San Luis Valley Community Mental Health Center | Mary | Trujillo-Young |
| San Luis Valley Community Mental Health Center | Adam | Vasquez |
| San Luis Valley Development Resource Group | Michael | Wisdom |
| San Luis Valley Development Resource Group | Hew | Hallock |
| San Luis Valley Development Resource Group | Roni | Wisdom |
| San Luis Valley Small Business Development Center | Jeff | Owsley |
| Senator Bennet's office | Charlotte | Bobicki |
| South-Central Colorado Seniors, Inc. | Frances | Valdez |



| Agency | First Name | Last Name |
|-----------------------------------------|------------|------------|
| South-Central Colorado Seniors, Inc. | Lacrecia | Smith |
| Starpoint | Roger | Jensen |
| Starpoint | Jana | Butler |
| Starpoint | Robert | Lovegrove |
| Starpoint Adult and Children's Services | Bill | Davis |
| Town of Antonito | Rossi | Duran |
| Town of Blanca | Jean | Butler |
| Town of Buena Vista | Sue | Boyd |
| Town of Buena Vista | Rich | Landreth |
| Town of Buena Vista | Keith | Baker |
| Town of Center | Forrest | Neuerburg |
| Town of Crestone | Akia | Tanara |
| Town of Del Norte | Bernadette | Martinez |
| Town of Del Norte | Marty | Asplin |
| Town of Moffat | Mindy | Balsler |
| City of Monte Vista | Forrest | Neuerburg |
| Town of Poncha Springs | Diana | Heeney |
| Town of Saguache | Theresa | Garcia |
| Town of San Luis | Theresa | Medina |
| Tri-County Senior Citizens | Mary | Baumfalk |
| Tri-County Senior Citizens | John | Velasquez |
| Upper Arkansas Area Agency on Aging | Steve | Holland |
| Valley Wide Health Systems | Gigi | Darricades |



B.1 – Transit Working Group Meeting #1

San Luis Valley Transportation Planning Region

Date: August 20, 2013
Time: 1:00 PM – 3:00 PM
Location: Alamosa County Offices - Commission Room
8900 Independence Way
Alamosa, Colorado

Agenda

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

- 1) Welcome & Introductions (10 minutes)
- 2) Project Background (15 minutes)
- 3) Public Involvement Approach (10 minutes)
- 4) Key Elements of a Coordinated Transportation Plan (5 minutes)
- 5) Regional Planning (20 minutes)
 - a. Demographics
 - b. Intermountain 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
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

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

Lead TPR Planner: Adina Ringler aringler@nelsonnygaard.com
Phone: 415-284-1544

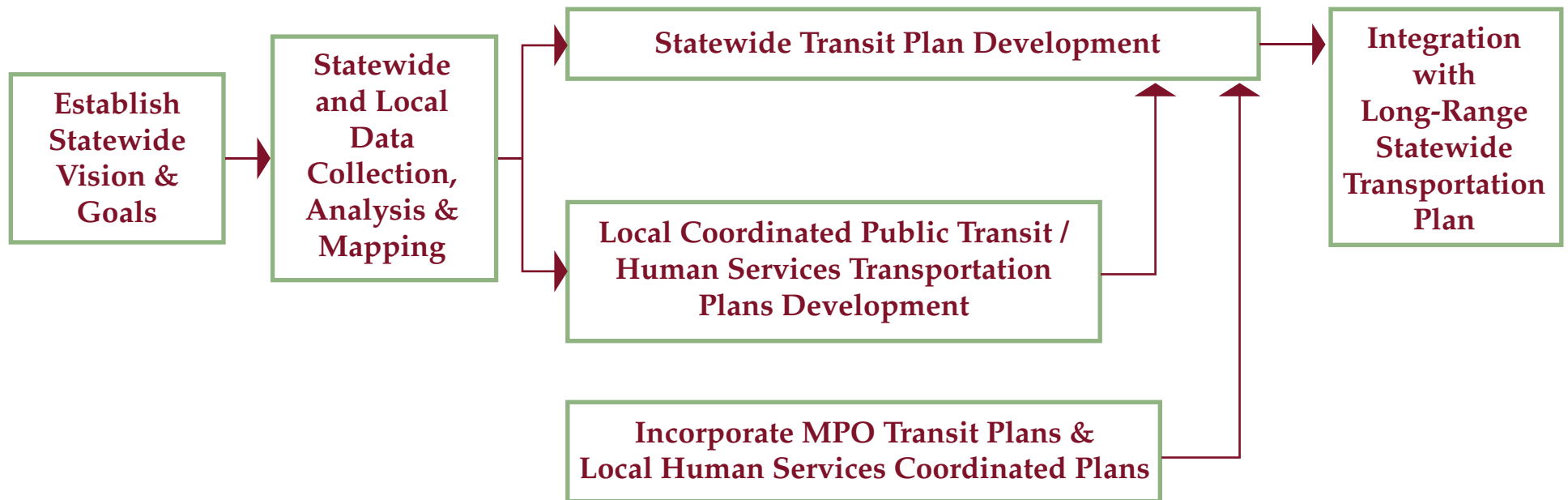
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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

Work Plan

Public Involvement & Agency Coordination

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



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide Plan Goals and Objectives

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

Guiding Principles for Transit Planning at CDOT

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

The Statewide Transit Plan will Include:

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

Local Transit and Human Services Transportation Coordination Plans will Include:

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

Team Structure

Statewide Steering Committee (SSC)

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

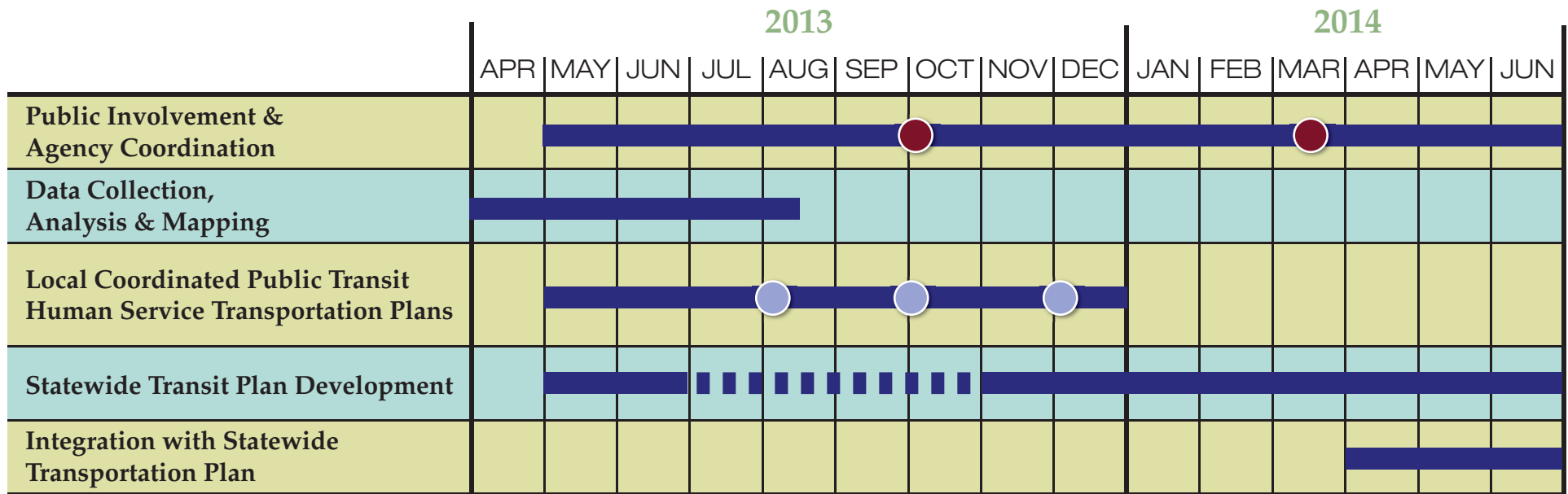
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

TPR Transit Working Groups (TWG)

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

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

Project Overview Schedule



 Open Houses in each TPR
  TPR Transit Working Group Meeting

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

What is a Coordinated Transit Plan?

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

The purpose of this coordinated plan will be to:

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

Why do we need to coordinate transit services?

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

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

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

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

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

What will this plan do?

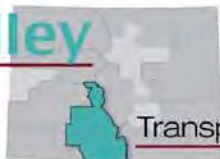
Some of the objectives of this plan include:

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

What value does transit coordination bring to the region?

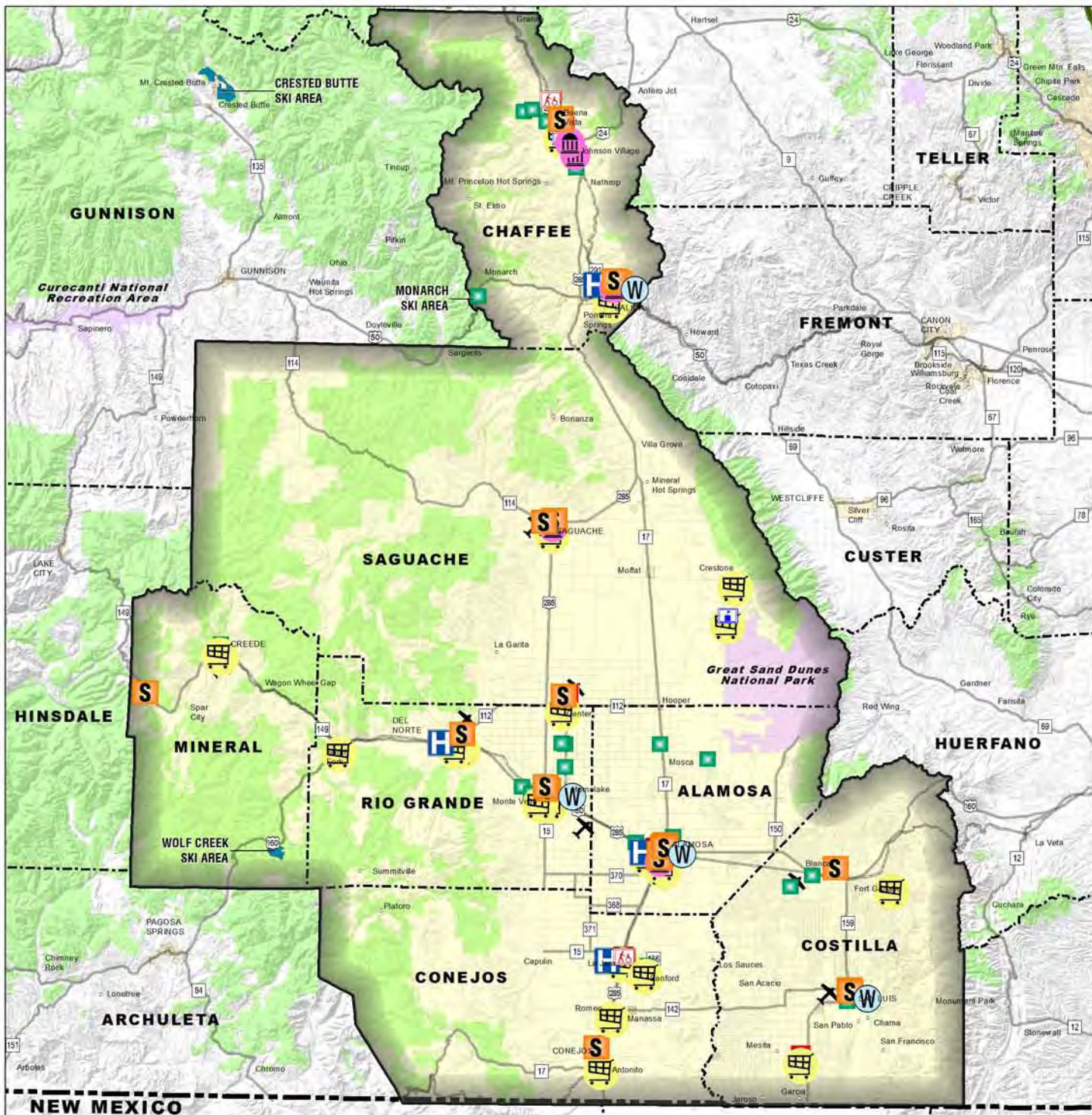
There are several positive outcomes achieved through transit coordination that add value to a region, including:

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



Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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

North

 0 5 10 15 Miles

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San Luis Valley Transportation Planning Region – Activity Centers

| Name | Type | Location |
|----------------------------------------|------------------------|-------------|
| Alamosa Workforce Center | Workforce Centers | Alamosa |
| Monte Vista Workforce Center | Workforce Centers | Monte Vista |
| Salida Workforce Center | Workforce Centers | Salida |
| San Luis Satellite Workforce Center | Workforce Centers | San Luis |
| Ascension Counseling | Mental Health Services | Alamosa |
| E. Susan Young Consulting | Mental Health Services | Alamosa |
| Elinor Bethke RMNS CNS | Mental Health Services | Alamosa |
| San Juan House Counseling Center | Mental Health Services | Alamosa |
| San Luis Valley Counseling | Mental Health Services | Alamosa |
| San Luis Valley Mental Center | Mental Health Services | Alamosa |
| Tu Casa Domestic Violence | Mental Health Services | Alamosa |
| Alice Sherron Mental Health Counseling | Mental Health Services | Buena Vista |
| Crossroads Counseling | Mental Health Services | Buena Vista |
| West Central Mental Health | Mental Health Services | Buena Vista |
| San Luis Valley Mental Health Center | Mental Health Services | Center |
| SLV Family Resources | Mental Health Services | La Jara |
| Monte Vista Mental Health Center | Mental Health Services | Monte Vista |
| Stillriver Center for Wellness | Mental Health Services | Salida |
| West Center Mental Health Center | Mental Health Services | Salida |
| Adelante Family Services | Human Service Agencies | Alamosa |
| Alamosa County Child Support | Human Service Agencies | Alamosa |
| Alamosa County Public Health | Human Service Agencies | Alamosa |
| Alamosa County Social Services | Human Service Agencies | Alamosa |
| Alamosa Food Stamp Program | Human Service Agencies | Alamosa |
| Alamosa Meals on Wheels | Human Service Agencies | Alamosa |
| Habitat for Humanity | Human Service Agencies | Alamosa |
| La Puente Home Inc. | Human Service Agencies | Alamosa |
| Outreach Services | Human Service Agencies | Alamosa |
| Family Resource Center | Human Service Agencies | Blanca |
| Chaffee County Social Services | Human Service Agencies | Buena Vista |
| Habitat for Humanity | Human Service Agencies | Buena Vista |
| Saguache County Food Stamp Program | Human Service Agencies | Center |
| Conejos County Social Services | Human Service Agencies | Conejos |
| Mineral County Public Health | Human Service Agencies | Creede |
| Rio Grande Social Services | Human Service Agencies | Del Norte |
| Family Resource Center | Human Service Agencies | Monte Vista |
| Monte Vista Community Center | Human Service Agencies | Monte Vista |
| Saguache County Public Health | Human Service Agencies | Saguache |
| Saguache County Social Services | Human Service Agencies | Saguache |
| Chaffee County Health Nurse | Human Service Agencies | Salida |
| Chaffee County Public Health | Human Service Agencies | Salida |
| Chaffee County Social Services | Human Service Agencies | Salida |
| WIC Program | Human Service Agencies | Salida |

| Name | Type | Location |
|-------------------------------------|-------------------------------|--------------|
| Costilla County Health Nurse | Human Service Agencies | San Luis |
| Costilla County Social Services | Human Service Agencies | San Luis |
| Alamosa County Jail | Correctional Facilities | Alamosa |
| Correctional Industries Ranch | Correctional Facilities | Buena Vista |
| Corrections Dept. Facility | Correctional Facilities | Buena Vista |
| Saguache County Jail | Correctional Facilities | Saguache |
| Chaffee County Jail | Correctional Facilities | Salida |
| Antencio's Market | Grocery Stores | Alamosa |
| City Market | Grocery Stores | Alamosa |
| Safeway | Grocery Stores | Alamosa |
| Valentino's Food Mart | Grocery Stores | Alamosa |
| Valley Food Co-Op | Grocery Stores | Alamosa |
| Walmart Supercenter | Grocery Stores | Alamosa |
| Hometown Food Mart | Grocery Stores | Antonito |
| City Market | Grocery Stores | Buena Vista |
| Skeff's Food Center | Grocery Stores | Center |
| Kentucky Belle Market | Grocery Stores | Creede |
| Tomkins Gift and Gas | Grocery Stores | Creede |
| Crestone County Store | Grocery Stores | Crestone |
| Crestone Mercantile | Grocery Stores | Crestone |
| Jack's Market | Grocery Stores | Del Norte |
| Organic Peddler on the Edge | Grocery Stores | Del Norte |
| Fort Market | Grocery Stores | Fort Garland |
| Jack's Market | Grocery Stores | La Jara |
| Manassa Market | Grocery Stores | Manassa |
| Jack's Market | Grocery Stores | Monte Vista |
| Larray Corporation | Grocery Stores | Monte Vista |
| Safeway | Grocery Stores | Monte Vista |
| Saguache Town Market | Grocery Stores | Saguache |
| First Stop | Grocery Stores | Salida |
| Safeway | Grocery Stores | Salida |
| Simple Foods Market | Grocery Stores | Salida |
| Walmart Supercenter | Grocery Stores | Salida |
| Duran's | Grocery Stores | San Luis |
| Sanford County Store | Grocery Stores | Sanford |
| Rainbow Grocery | Grocery Stores | South Fork |
| San Luis Valley Medical Center | Hospitals | Alamosa |
| Rio Grande Hospital | Hospitals | Del Norte |
| Conejos County Hospital | Hospitals | La Jara |
| Heart of the Rockies Medical Center | Hospitals | Salida |
| Adams State College | Higher Education Institutions | Alamosa |
| Rocky Mountain Prevention | Higher Education Institutions | Alamosa |
| Trinidad State Junior College | Higher Education Institutions | Alamosa |
| Colorado Mountain College | Higher Education Institutions | Buena Vista |
| Colorado College at Baca | Higher Education Institutions | Crestone |
| Crest Academy | Higher Education Institutions | Salida |

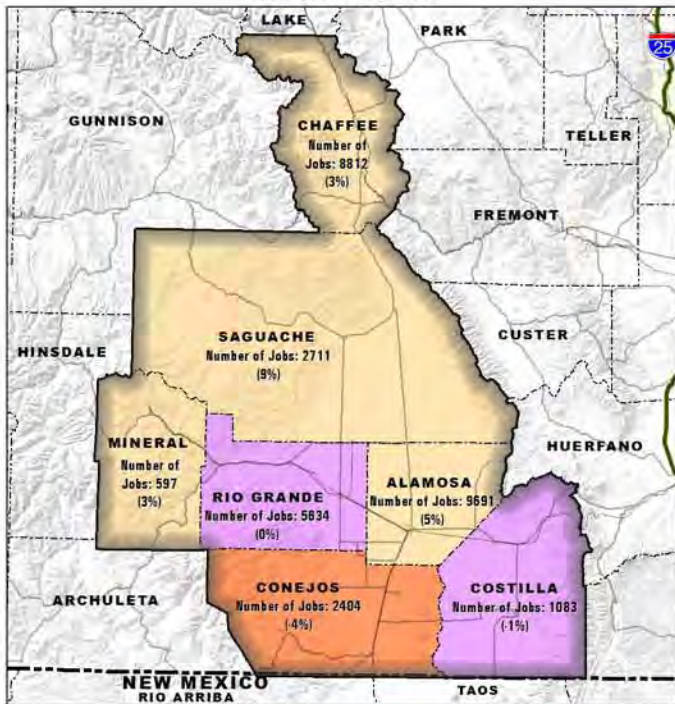
| Name | Type | Location |
|----------------------------------------|---------------------------|-------------|
| Alamosa Senior Citizens Inc. | Senior Citizens' Services | Alamosa |
| Area Agency on Aging | Senior Citizens' Services | Alamosa |
| Mountain Haven Estate | Senior Citizens' Services | Buena Vista |
| Neighbor to Neighbor Volunteer Service | Senior Citizens' Services | Buena Vista |
| Northerners Senior Citizens | Senior Citizens' Services | La Jara |
| Area Agency on Aging | Senior Citizens' Services | Salida |
| Salida Senior Center | Senior Citizens' Services | Salida |



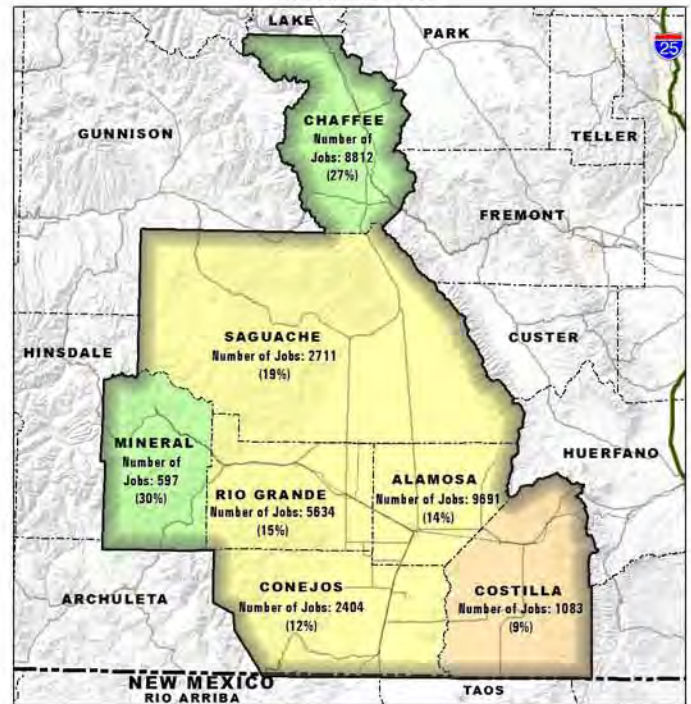
Job Growth from 2000 to 2040

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

2000 - 2010



2010 - 2020



2020 - 2030



2030 - 2040



Legend

- Less Than -4% Job Growth
- 10% - 20% Job Growth
- San Luis Valley TPR Boundary
- U.S. & State Highways
- 4% - 0% Job Growth
- 20% - 30% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 0% - 10% Job Growth
- Interstate Highways
- State Boundaries

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North

0 15 30 Miles



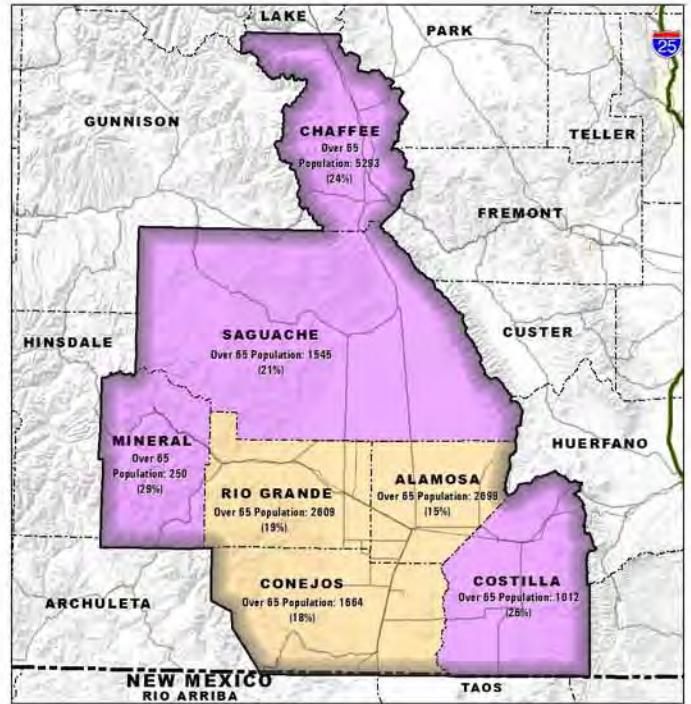
Projected Residents Age 65+ for 2013, 2020, 2030 and 2040

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

2013



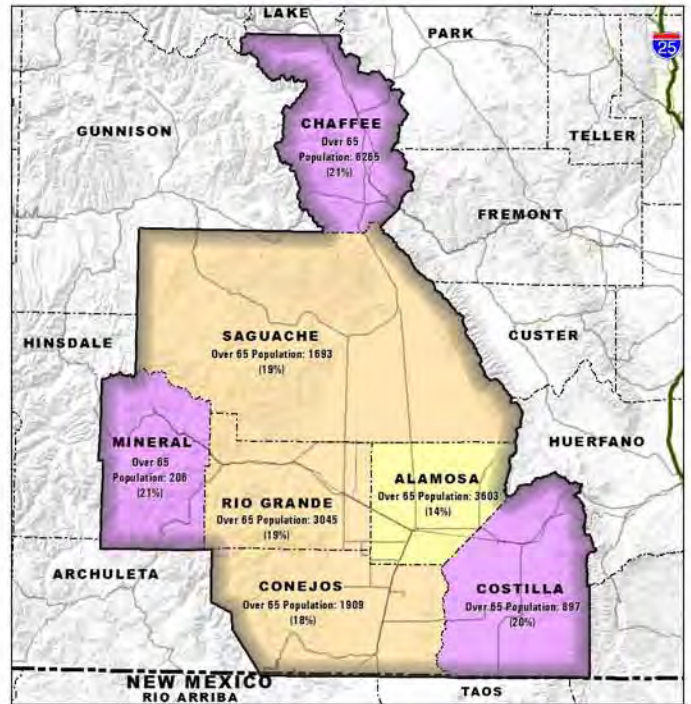
2020



2030



2040



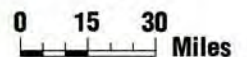
Legend

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

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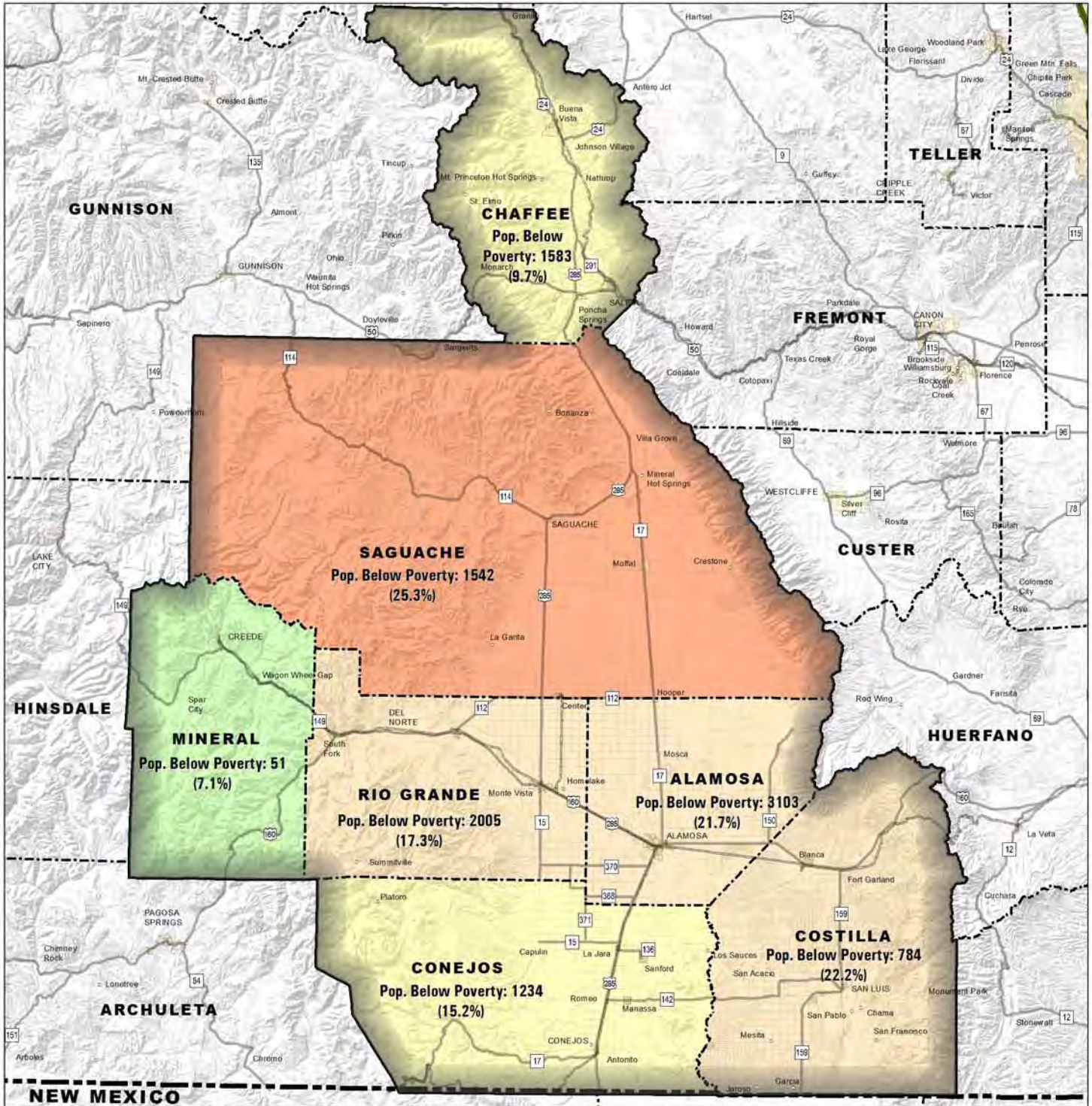
North





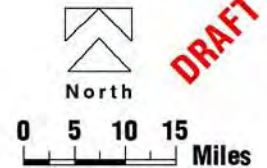
2011 Population Below Federal Poverty Level

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



Legend

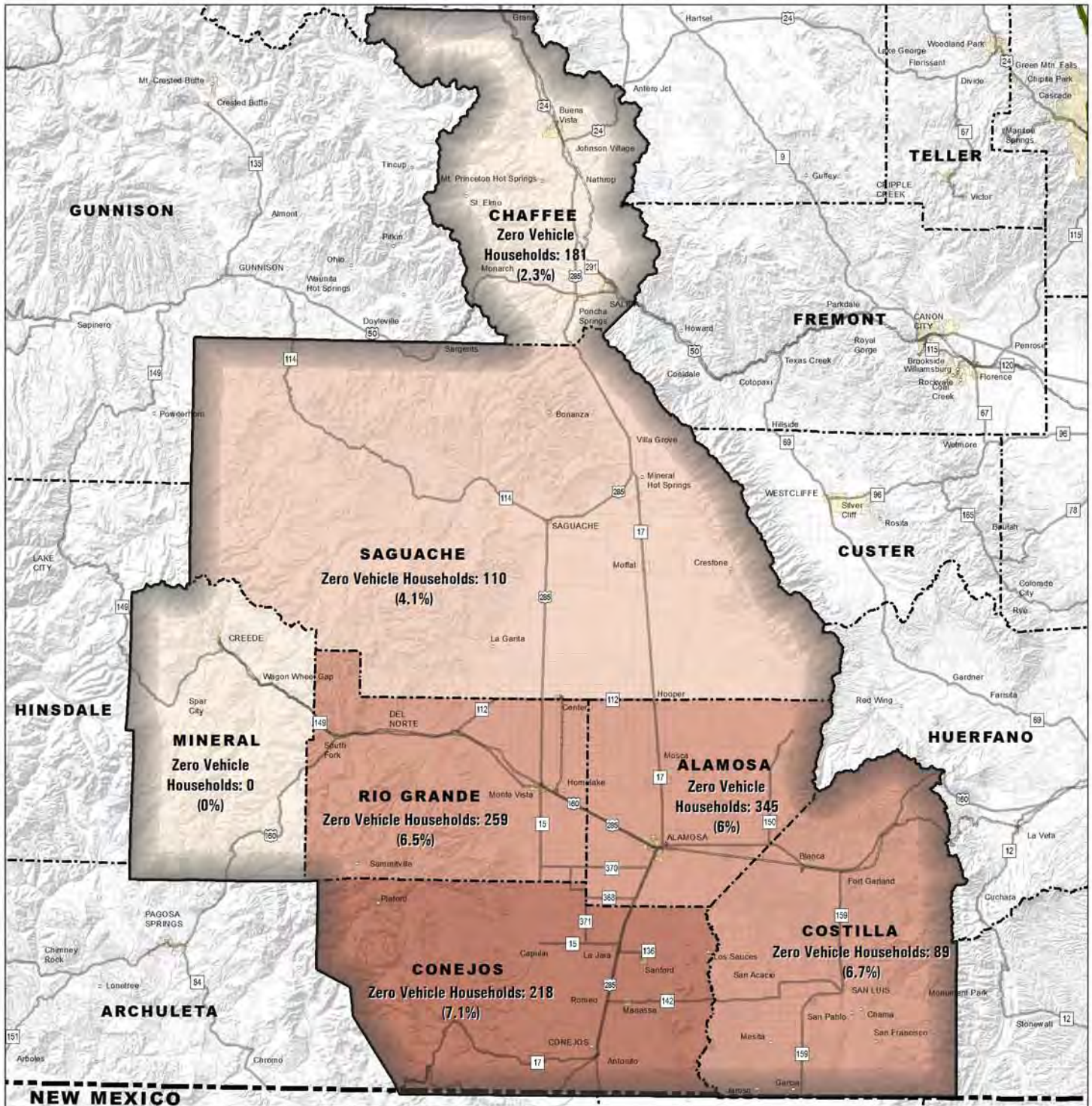
- Less Than 8% of Individuals Below Poverty Level
- 8% - 16% of Individuals Below Poverty Level
- 16% - 24% of Individuals Below Poverty Level
- Greater Than 24% of Individuals Below Poverty Level
- San Luis Valley TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- State Boundaries





2011 Percentage of Households with No Vehicle

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



Legend

- Less Than 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- 6% - 7% Zero Vehicle Households
- Greater Than 7% Zero Vehicle Households
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



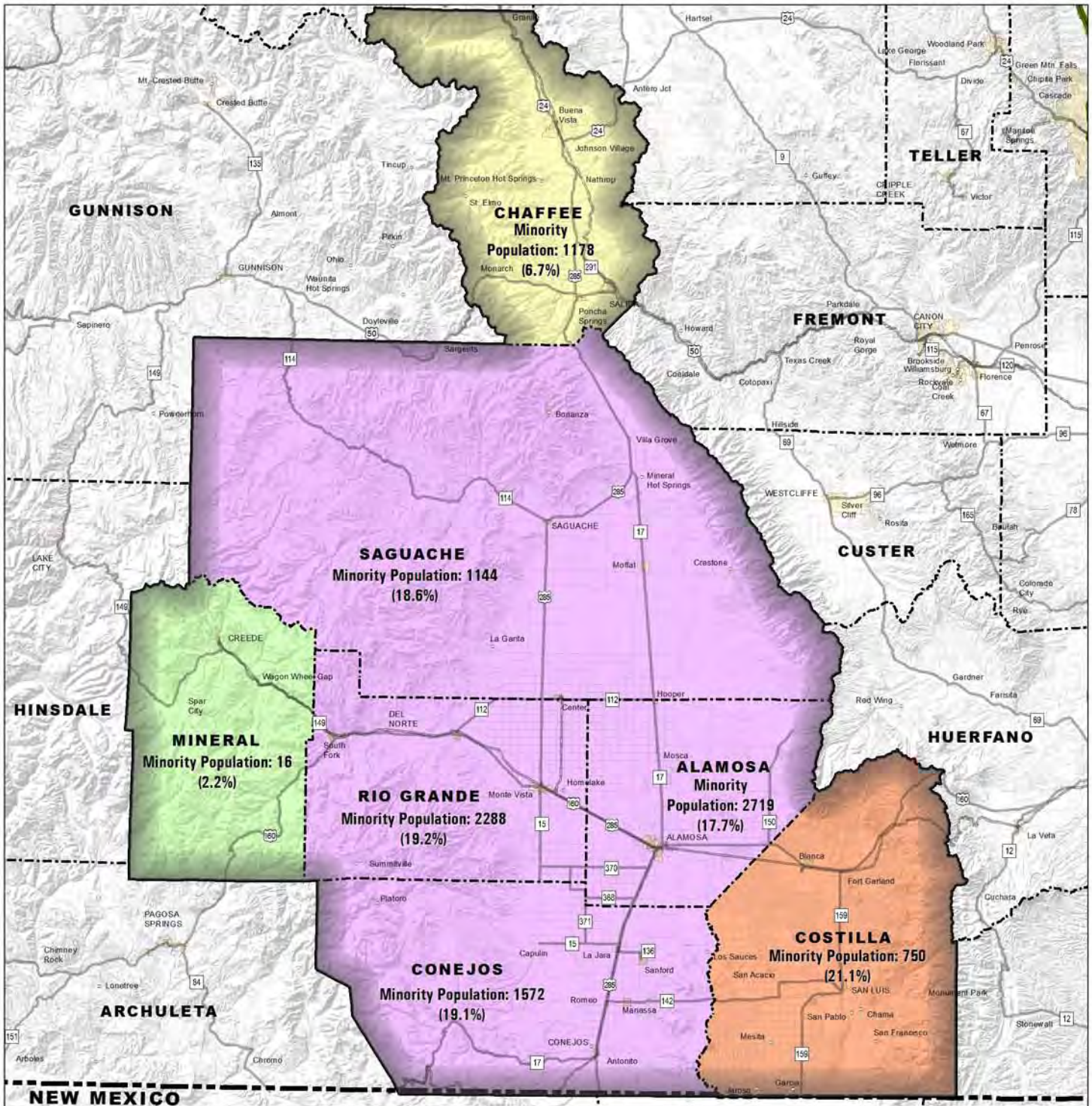
0 5 10 15 Miles

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2011 Minority Population

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



Legend

- | | | |
|----------------------------------|--------------------------------------|-----------------------|
| Less Than 5% Minority Population | 15% - 20% Minority Population | Interstate Highways |
| 5% - 10% Minority Population | Greater Than 20% Minority Population | U.S. & State Highways |
| 10% - 15% Minority Population | San Luis Valley TPR Boundary | County Boundaries |
| Incorporated Cities and Towns | State Boundaries | |

North

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0 5 10 15 Miles



2012 K-12 English Language Learners (ELLs)

Percentage of English Language Learners based upon Colorado Department of Education - Fall 2012 K-12 Pupil Membership Data.



Legend

- 0% - 5% English Language Learners
- 5% - 10% English Language Learners
- 10% - 20% English Language Learners
- Greater Than 20% English Language Learners
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



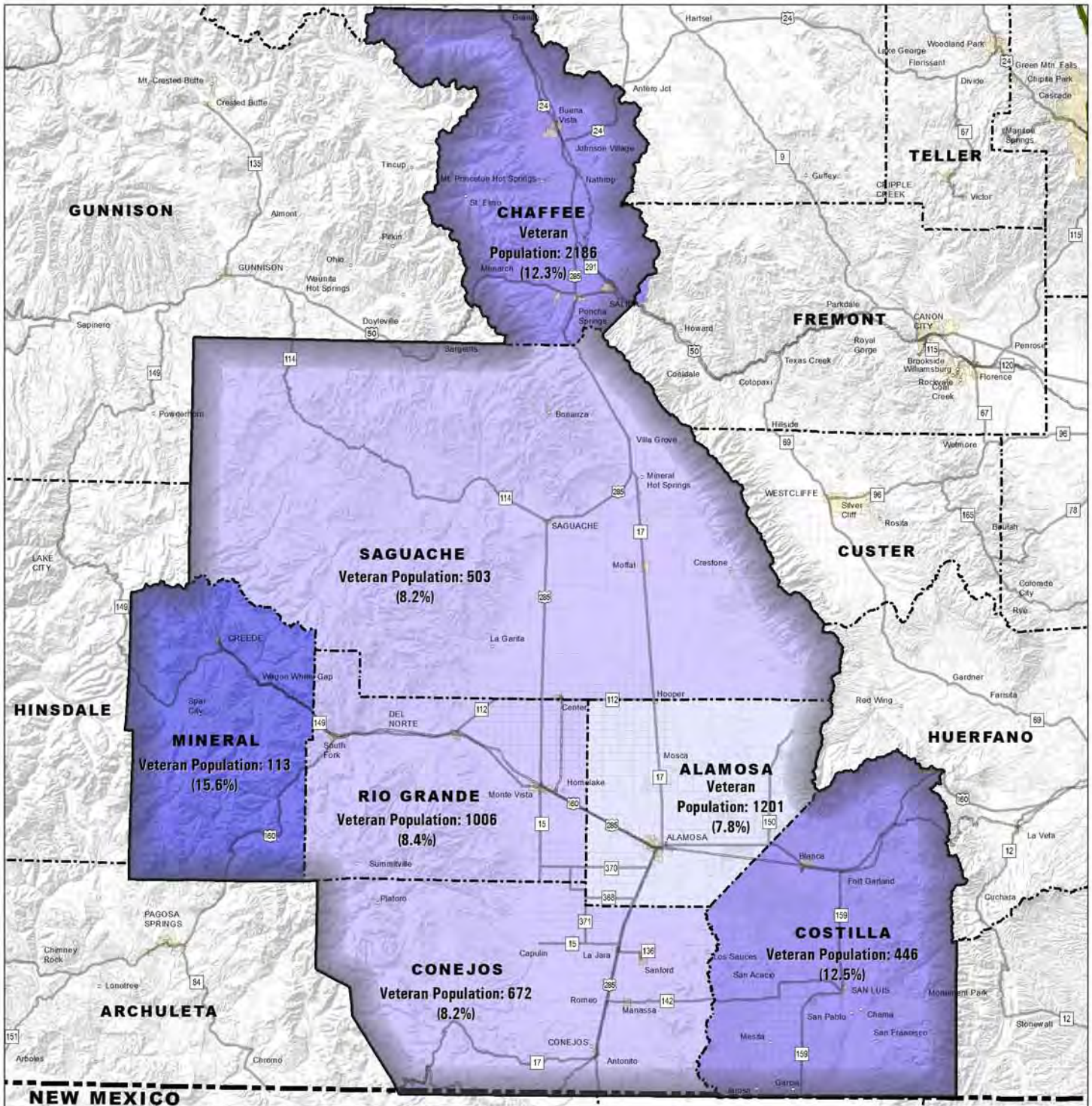
0 5 10 15 Miles

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2011 Veteran Population

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



Legend

- Less Than 8% Veteran Population
- 8% - 10% Veteran Population
- 10% - 12% Veteran Population
- 12% - 15% Veteran Population
- Greater Than 15% Veteran Population
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



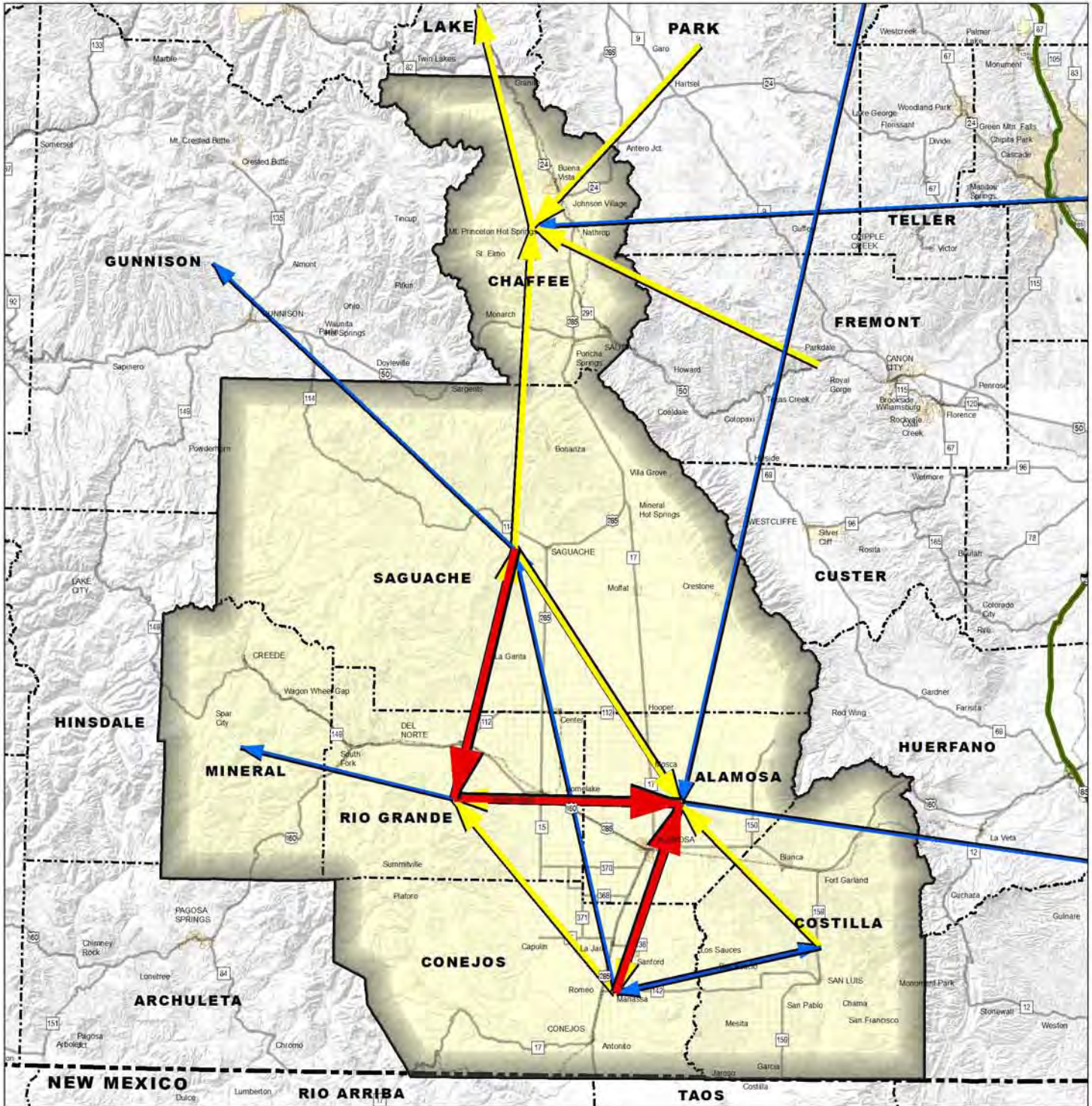
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Employed Working Outside County of Residence

*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



Legend

- 50 - 100 Commuters
- 100 - 500 Commuters
- 500 - 1400 Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North

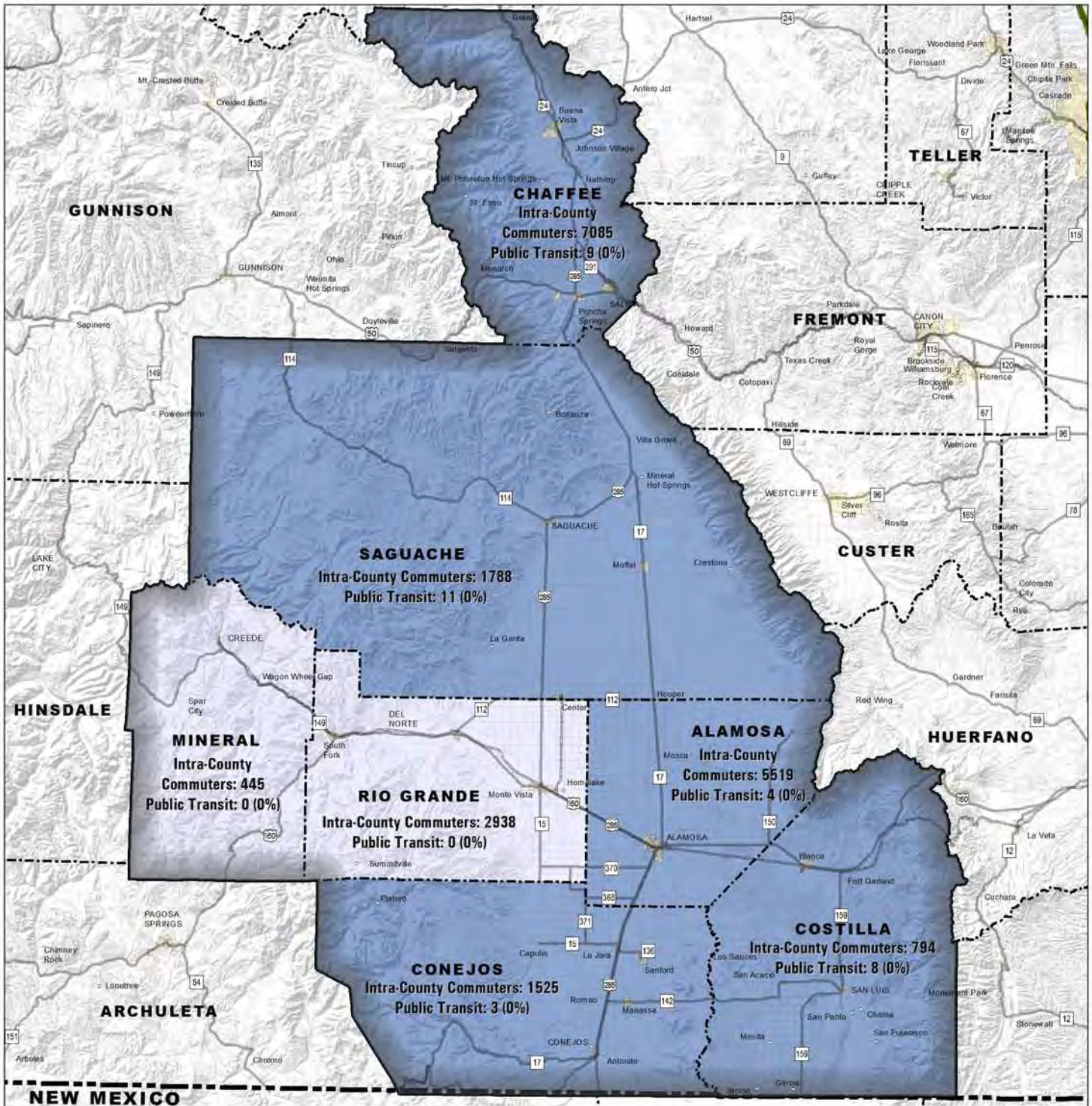
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0 5 10 15 Miles



Intra-County Public Transit Commuters

*Note: Values are based on the 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

- No Public Transit Commuters
- 0 - 11 Public Transit Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



North



0 5 10 15 Miles

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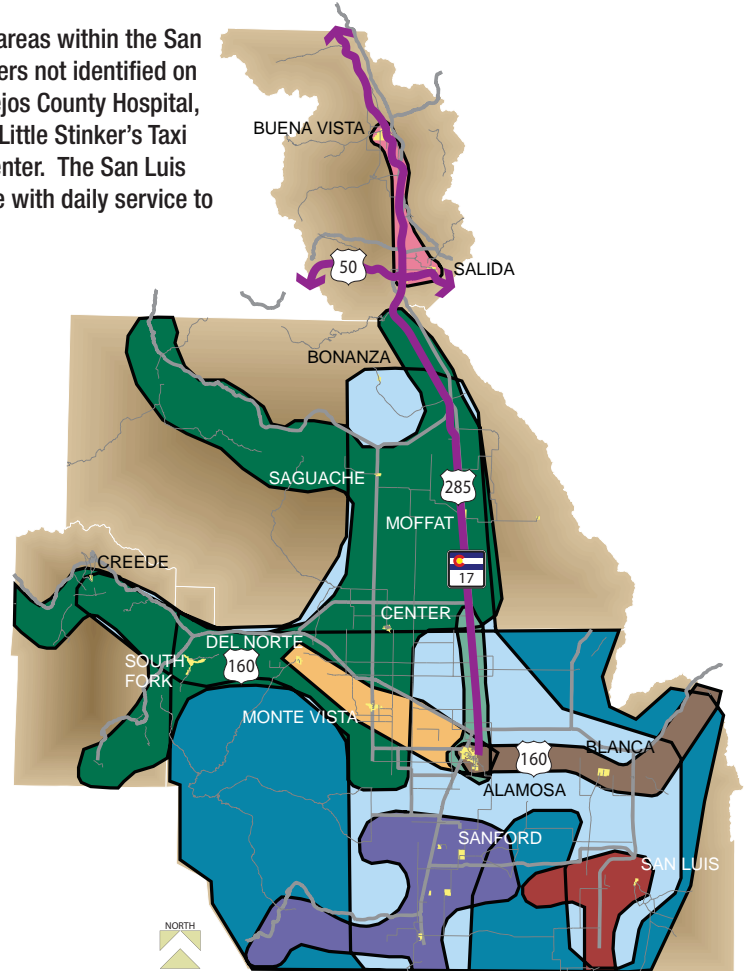
SAN LUIS VALLEY TPR

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

This map identifies some of the known service providers and service areas within the San Luis Valley TPR according to the 2008 Plans. Additional smaller providers not identified on the map include: Alamosa Bus Company, Antonito Senior Center, Conejos County Hospital, Colorado State Veterans Center, Evergreen Nursing Home, Head Start, Little Stinker's Taxi Cab Service, Mountain Meadows Nursing Home and San Juan Care Center. The San Luis Valley TPR also has intercity service provided by Black Hills Stage Line with daily service to Denver from Alamosa.

Source: Data collected from the [2035 Regional Transportation Plan](#) and the [2035 Local Transit and Human Service Transportation Coordination Plan](#).

| Operator | |
|----------|----------------------------------------|
| | Alamosa Senior Citizens, Inc. |
| | Blue Peaks Dev. Services |
| | Costilla County Senior Citizens |
| | Neighbor to Neighbor (Chaffee Shuttle) |
| | Northerners Senior Citizens |
| | SLV Mental Health Center |
| | Tri-County Senior Citizens |
| | Valley-Wide Health System |
| | Veterans Transportation Services |
| | Black Hills Stage Line #879 |



Key Issues Identified in the 2008 Plan

A desire for increasing public transportation and providing alternative modes to driving passenger vehicles has been identified. The need has been expressed for eventually providing mass public transportation within the TPR, which would connect to the Great Sand Dunes National Park, Alamosa Wildlife Refuge, and Fort Garland.

- Provide general regional transit service on US 160 to the Front Range and US 285 to the Pikes Peak Region
- Provide service to rural populations in Mineral and Chaffee Counties
- Provide public transportation to connect local area attractions, such as the Great Sand Dunes National Park
- Expand hours and days of service
- Need for future commuter rail service through the Valley
- Alamosa and Chaffee County need multimodal or intermodal facilities
- Need for general public transit service in Alamosa
- Provide and enhance regional and intercity bus service along US and State Highways throughout the Region
- General public transit services are needed throughout the region (SH 150, US 50, SH 160)

Plan Goals and Strategies

- Improve transportation linkages and modal alternatives for commerce, tourism and transportation dependent populations
- Plan for additional intercity bus services and demand-responsive transit for the entire region
- Develop transportation alternatives for the elderly and other transit dependent populations
- Improve connections to other Colorado regions and states
- Maintain the existing transportation system in the most efficient manner possible
- Support the provision of State funds for the provision of public transportation services
- Support improved and sustainable quality of life for the region's diverse population

San Luis Valley TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

| | Implemented | In Progress | Deferred | Eliminated |
|--------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Replace and purchase new buses for Blue Peaks (18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Replace and purchase new vehicles for Northerners Senior Citizens (3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Replace vehicles for Tri-County Senior Center (2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Replace vehicles for Red Willow, Inc. (3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Replace and purchase new buses for Chaffee Shuttle (2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Purchase wheelchair accessible vans for SLV Transportation (3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Purchase new vehicle for Rocky Mountain SER (1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| H. Construct a new bus storage facility for Chaffee Shuttle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| I. Construct a multimodal facility in the San Luis Valley region | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

| | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Develop a general public transit service in the City of Alamosa | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Develop general public transit service in the community of Salida | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Expand service for Tri-County Senior Center (additional 600 annual revenue hours) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Expand service for Chaffee Shuttle (additional 1,000 annual revenue hours) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Expand service for Blue Peaks (additional 1,000 annual revenue hours) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Expand service for Red Willow, Inc. (additional 4,000 annual revenue hours) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Implement new general public regularly scheduled regional service from San Luis Valley to Pueblo, Trinidad, and Colorado Springs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| H. Implement regional service to the Front Range, Intermountain, and Gunnison Valley | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| I. Create flex-route service between the region's major activity centers based in Alamosa | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

| | | | | |
|----------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Hire a Lead Transit Coordinator position for the San Luis region | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Develop an interagency agreement to operate the regional service and general public service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Investigate a Coordination Council to help coordinate transportation systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Establish vehicle sharing with local agencies to provide additional trips | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Investigate the practicality of nursing homes taking possession of older wheelchair-equipped vehicles | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Share responsibility for maintaining lift-equipped vehicles | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Coordinate regional trips to Pueblo and Colorado Springs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| H. Develop a centralized dispatching center for trips throughout the region | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Projects from Other Plans

| | | | | |
|---------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Planning study to determine feasibility of rail in Fremont County | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Rail operating funds for service between Buena Vista and Canon City | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Regional operating funds for service from Salida to Buena Vista to Leadville | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Regional operating funds for service from South Fork to Del Norte to Alamosa | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Regional operating funds for service between San Luis and Alamosa | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Regional operating funds for service between Fort Garland and Alamosa | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2013 CASTA Survey – Transit Priorities

Alamosa / Blue Peaks Developmental Services, Inc.

1st Priority - Use money to back fill short falls

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

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

Accomplishments

- CDOT continues to provide funding to Black Hills Stage Lines for daily intercity bus service between Alamosa and Denver, with a connecting route between Salida and Pueblo

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

Date: August 20, 2013
Time: 1:00 PM to 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado
Meeting attendees: See Attached Sign in Sheet

Welcome & Introductions

Scott Weeks from CDOT kicked the meeting off and asked that all participants introduce themselves.

Project Background

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

Scott 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.

During the review of the team structure a committee member asked Scott who from the SLV region was on the Statewide Steering Committee or on CDOT's TRAC. Scott and Tracey agreed to look at the committee lists to determine who would represent this region.

Public Involvement Approach

Tracey MacDonald from CDOT (via phone) 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 San Luis Valley region.

Public meeting input/strategies:

- Bring CDOT and other reps to the groups to listen to the regional concerns
- Public meetings are less effective
- Alamosa is a good location to hold meetings

Key Elements of a Coordinated Transportation Plan

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

Updated 10/15/13

- 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

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

- Major Activity Centers and Destinations
Potential map additions discussed:
 - Railroads
 - Clinics
 - Transit centers
 - Airports in Buena Vista, Salida and Alamosa*Changes to the Activity Center table:*
 - Clinics
 - Transit centers
 - Airports in Buena Vista, Salida and Alamosa
 - Adams State College is now Adams State University
 - Employers with 50+ employees
- 2012 K-12 English Language Learners
Comments:
 - Conejos County numbers seem too low and should be closer to the 2011 minority population numbers
- 2011 Veteran Population
Comments:
 - Committee member told the group that not including Chaffee County there are 5300 veterans drawing benefits in the area. Based on this, the numbers in the graphics seem a bit low.
- Intra-County Public Transit Commuters
Comments:
 - Would like more information about how many days per week these commuters make the trip.
 - There is also travel between Moffat and Crestone. It was pointed out that given the size of these communities, the demand between them was probably too low to show up on this graphic.
- 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 Minority Population
- 2011 Population below Federal Poverty Level

Updated 10/15/13

San Luis Valley TPR 2008 Plan Summary

Holly reviewed the 2008 San Luis Valley Plan Summary document with participants. Holly 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.

The group discussed how many of the agencies have not been able to accomplish the projects included in the 2008 plan as a result of the recession, Chaffee County Shuttle has grown from 1 to 7 buses and from 3,000 to 13,000 shuttles in the past 10 years. They have surpassed 2008 goals in terms of intercity connections, serving the elderly, and increasing the fleet.

Holly 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 San Luis Valley region:

- Improve linkages and modal alternatives for commerce, tourism, and transportation dependent populations
- Plan for additional intercity bus and demand responsive transit for the region
- Develop transportation alternatives for the elderly
- Improve connections to other Colorado regions
- Maintain the existing transportation system
- Support the provision of state funds for public transportation
- Support improved and sustainable quality of life for the region's diverse population

The group generally agreed that these goals and strategies still apply to the region. There was concern over some of the agencies' ability to actually implement these goals due to financial constraints.

Regional Transit Needs, Projects, and Priorities

A portion of the first Transit Working Group meeting was used to discuss project needs within the San Luis Valley 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.

TWG members stated that there continues to be needs in the southern areas of the San Luis Valley region including Alamosa, Walsenburg, and Durango. There is a need to:

- Improve linkages and modal alternatives for commerce, tourism, and transportation dependent populations
- Plan for additional intercity bus and demand responsive transit for the region
- Develop transportation alternatives for the elderly

Projects were discussed using the following categories: operating, capital and coordination. The discussion outcomes are below.

Capital:

Short-Term

- ▶ Buena Vista: park and ride, intermodal
- ▶ Salida: park and ride, storage facility
- ▶ Alamosa: park and ride (Loaf-n-Jug site)
- ▶ Blanca: park and ride

Updated 10/15/13

- ▶ Fort Garland: park and ride
- ▶ Del Norte: park and ride, bus pull-out (local)
- ▶ Monte Vista: park and ride, bus pull-out
- ▶ Walsenburg: park and ride, bus pull-out
- ▶ Conejos: park and ride, bus pull-out

Long-Term

- ▶ San Luis: park and ride, bus pull-out (regional bus station)
- ▶ South Fork: park and ride
- ▶ La Veta: park and ride
- ▶ Alamosa: intermodal station on permanent site
- ▶ Chaffee: bus storage facility
- ▶ San Luis Valley: multimodal facility (depot)

Coordination:

The group discussed the possibility of sharing vehicles as one means of coordinating services. The group generally felt that sharing vehicles would be difficult because of the limitations of different funding mechanisms, insurance requirements, and training among other concerns. They encouraged other forms of coordination such as coordinating travel between different agencies for users.

In addition, since the previous plan was developed the group has determined that a centralized dispatch center would not work for them. This project was requested to be removed from the list.

Chaffee shuttle is currently coordinating service well with Canon City, the veterans office, and Red Willow.

Employment

- ▶ Golden Age Shuttle: Canyon City – Chaffee Shuttle
- ▶ Development Resource Group COG
 - Private rail owners – inventory historical elements

Medical

- ▶ Local coordination council: expand established LCLs

Operating:

The group discussed the following short and long term operating needs (priority designation by group is indicated with an asterisk *).

Short-Term

- ▶ * Durango – Alamosa: hospital, higher education, recreation, students
- ▶ * Alamosa: VA hospital, airport, medical
- ▶ * Alamosa – Walsenburg: connection to intercity bus routes on I-25
- ▶ * Buena Vista – North (Leadville): commerce, employment, tourism, north connect I-70) medical services in Vail Valley, Summit

Long-Term

Updated 10/15/13

- ▶ Conejos – Alamosa: education facilities, employment
- ▶ Costilla – Alamosa: education facilities, employment
- ▶ Alamosa – south: extend black stage route
- ▶ Montrose – Gunnison: higher education facilities, hospital)
- ▶ Alamosa (local service)
- ▶ South Fork – Walsenburg (rail service)
- ▶ Passenger rail line – short, haul connections/connecting services
- ▶ Shuttle services – outlying communities - Alamosa

Next Steps

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

- All project correspondence and information will be distributed via email and online
- Feedback on demographic data/maps – send any comments to Linda Rhine (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – late October
- Please send Linda Rhine (email below) any contact information of people that should be included in the Transit Working Group
 - The group suggested that a Red Willow should be present

Adjourn

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

PROJECT CONTACTS:

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

CDOT Project Planner: Scott Weeks scott.weeks@state.co.us
Work: 303-757-9791

Lead TPR Planner: Linda Rhine lrhine@nelsonnygaard.com
Work: 415-284-1544

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



**San Luis Valley Transportation Planning Region
Transit Working Group Meeting #1**

Date: August 20, 2013
 Time: 1:00 - 3:00 PM
 Location: Alamosa County Offices, Commission Room
 8900 Independence Way
 Alamosa, Colorado

| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|------------------|----------------------------------------------|-------------------------------------------------|--------------|--------------------------------|
| Alex Krudner | Rio Grande City Vet. Service Officer | PO Box 97 Hemeluh, Co 81135 | 719 852-5718 | krudner@riograndecounty.co |
| Michael Wisdom | SAN LUIS VALLEY COUNCIL OF GOVERNMENTS | 610 STATE AVE SUITE 200 P.O. Box 300 8101 | 719 589 6099 | wisdom@ slvtrq.org |
| George S. Garcia | BLUE PEAKS | 705 4th St Alamosa | 719 582-6135 | ggarcia@ bluepeaks.org |
| Don Krudner | City of Alamosa | P.O. Box 419 Alamosa CO 81101 | 719-589-6631 | dkrudner@ ci.alamosa.co.us |
| JOE CARRICA | Alamosa Dept. of Human Services | 3900 S Alamosa Ave | | J.CARRICA@ ALAMOSACOUNTY.CO |
| Jodyton | Rio Grande Municipal DSS | 115 6th Street Del Norte, CO 81132 | 719-587-3381 | Jody.Kern@ State.CO.US |

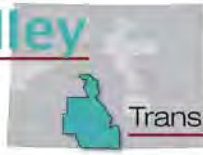
Michael John Alamosa Co Alamosa 719.589.4848 myjohn@alamosa.co.org
 John Stump 719-589-2917 jstump2917@gmail.com



| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|-----------------|--------------------------------|--------------------------------------------|------------------|---------------------------------|
| Tracey M. | CDOT | via phone | | |
| Mari Muraro | CDOT | 3803 N. Meier Ave Denver, CO 80201 | 970 385-1433 | MARI.MURARO@STATE.CO.US |
| Lacrecia Smith | South Central Colorado Seniors | 1116 3rd St. Alamosa, CO 81001 | 719-589-4511 | lacrecias@westoffice.net |
| Murthy Aspin | Town of Delta | 520 Columbia Del Norte 8152 | 719 657-2827 | on site |
| Hew Hallack | SU DRG | 610 State PO Box 300 Newman 81101 | 719 584-6099 | hhallack@svdreg.org |
| Sue Boyd | Town of Buena Vista | PO Box 2002 Buena Vista, CO 81241 | 719-395-8443 x13 | bvadmin@buenvistaco.gov |
| Connie Cote | Chaffee Shuttle | 54 Jones Salida | 719 530-8980 | neighborSalida@yahoo.com |
| Michael Yerman | City of Salida | 448 E 7th street Suite 112 | (719) 530-2631 | Michael.Yerman@CityofSalida.com |
| David P Simpson | Town Pacific Holdings | 999 LINCOLN AVENUE SAINT PAUL, MN 55108 | 651.243.9195 | simpsonconsulte.comcast.net |

Randy Wright ACEDC 510 State Ave Almost Co 719-589-3681 randy@gojade.org

Scott Weeks CDOT DENVER 3.757.9771



B.2 - Transit Working Group Meeting #2

San Luis Valley Transit Working Group Meeting #2

Date: October 22, 2013
Time: 1:00 PM – 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado

Meeting Goals:

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

Agenda

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

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

Lead TPR Planner: Linda Rhine lrhine@nelsonygaard.com
Phone: 415-284-1544

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>
Conference Call # 1-877-820-7831
Participant Code: 418377#

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



Open Houses in each TPR

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

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 San Luis Valley Transit Vision & Goals

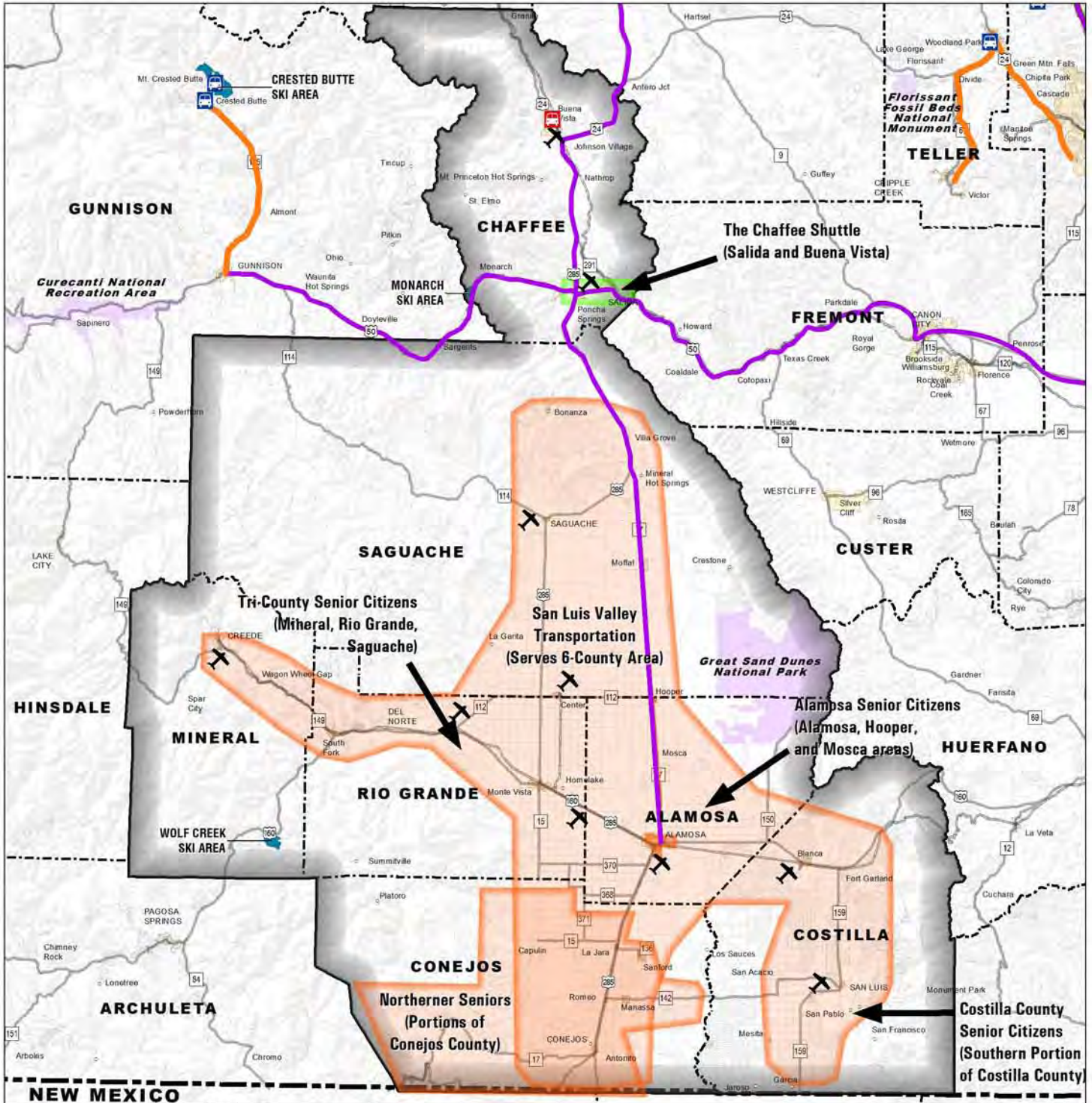
Provide coordinated transportation services that enhance access to local and regional destinations and serve local residents and visitors alike.

Supporting Goals

1. Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
2. Expand mobility options to ensure access to other Colorado regions and New Mexico, especially in the southern San Luis Valley region
3. Seek funding opportunities to maintain existing services and expand the transit network
4. Support the needs of the region's diverse population by providing access to critical medical and employment services

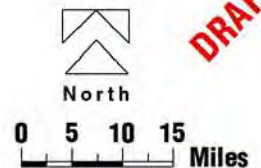
Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Legend

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
|  Elderly & Disabled Transit Service Providers |  Inter-City Bus Stations |  National Parks and Monuments |
|  Rural Transit Services |  Regional Bus Stations |  County Boundaries |
|  Black Hills Stage Lines #879 (Denver-Salida-Gunnison) |  San Luis Valley TPR Boundary |  State Boundaries |
|  Regional Bus Routes |  Incorporated Cities and Towns |  Interstate Highways |
| |  Airports/Airfields |  U.S. & State Highways |



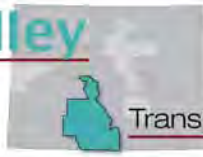
DRAFT



San Luis Valley Transit Services

| Agency | Clientele | Service Type | Service Days | Service Area |
|--------------------------------------------------------|-----------------------------|------------------------------------------------------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| Transit Agency | | | | |
| Black Hills Stage Lines, Inc. | General Public | Fixed Route | All Days | Alamosa, Chaffee, Denver, Gunnison, Jefferson, Logan, Morgan, Park, Saguache, Sedgwick, Weld Counties (also destinations in NE, MT, NM) |
| Blue Peaks Developmental Services, Inc. | Seniors/Disabled | Fixed Route | All Days | Alamosa, Conejos, Costilla, Mineral, Rio Grande, Saguache Counties |
| Neighbor to Neighbor Volunteers (The Chaffee Shuttle) | General Public | Fixed Route, Demand Response | Weekdays & Saturdays | Chaffee, Fremont, Pueblo Counties |
| Northerners Seniors, Inc. | General Public | Scheduled trips | Wednesday only | Conjeos County (La Jara, CO - Espanola, NM) |
| Alamosa Senior Citizens, Inc. | | | | |
| Costilla County Senior Citizens | | | | |
| SLV Mental Health Center | | | | |
| Tri-County Senior Citizens | | | | |
| Valley-Wide Health System | | | | |
| Human Service Agency | | | | |
| Arkansas Headwaters Recreation Area | State Park Clientele | Program staff transports clients | | |
| Boys & Girls Clubs of Chaffee County: Buena Vista site | Boys & Girls Club Clientele | Contract with other providers | | |
| Upper Arkansas Area Agency on Aging | Seniors | Volunteers transport clients, gas vouchers | | |
| Alamosa Department of Human Services | Low Income / Disabled | Contract with other providers, gas vouchers, car repair vouchers | | |
| Veterans Service Office | Veterans | Program staff transports clients | | |
| Rio Grande County Veterans Service Office | Veterans | Volunteers transport clients, gas vouchers (as needed) | | |
| Neighbor to Neighbor Volunteers (The Chaffee Shuttle) | General Public | Program staff transports clients | | |





| Agency | Clientele | Service Type | Service Days | Service Area |
|---------------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------|----------------------|--------------|
| Rio Grande/Mineral County DSS | Low Income | Contract with other providers, gas vouchers | | |
| Starpoint | Disabled | Program staff transports clients, bus tickets/passes, adaptive transportation | | |
| Human Service Agencies that Provide Other Types of Transit Support | | | | |
| Town of Saguache | General Public | Water and sanitation services | | |
| Costilla County Department of Social Services | Low Income | Medical / health services | | |
| Northwest Colorado Council of Governments | Seniors / Low Income / Veterans | Transportation coordination | | |
| Town of San Luis | General Public | | | |
| Alamosa County Economic Development Corp. | General Public | | | |
| The Training Advantage | Low Income / Unemployed | Bus tickets/passes, gas vouchers, car repair vouchers | Weekdays & Saturdays | |

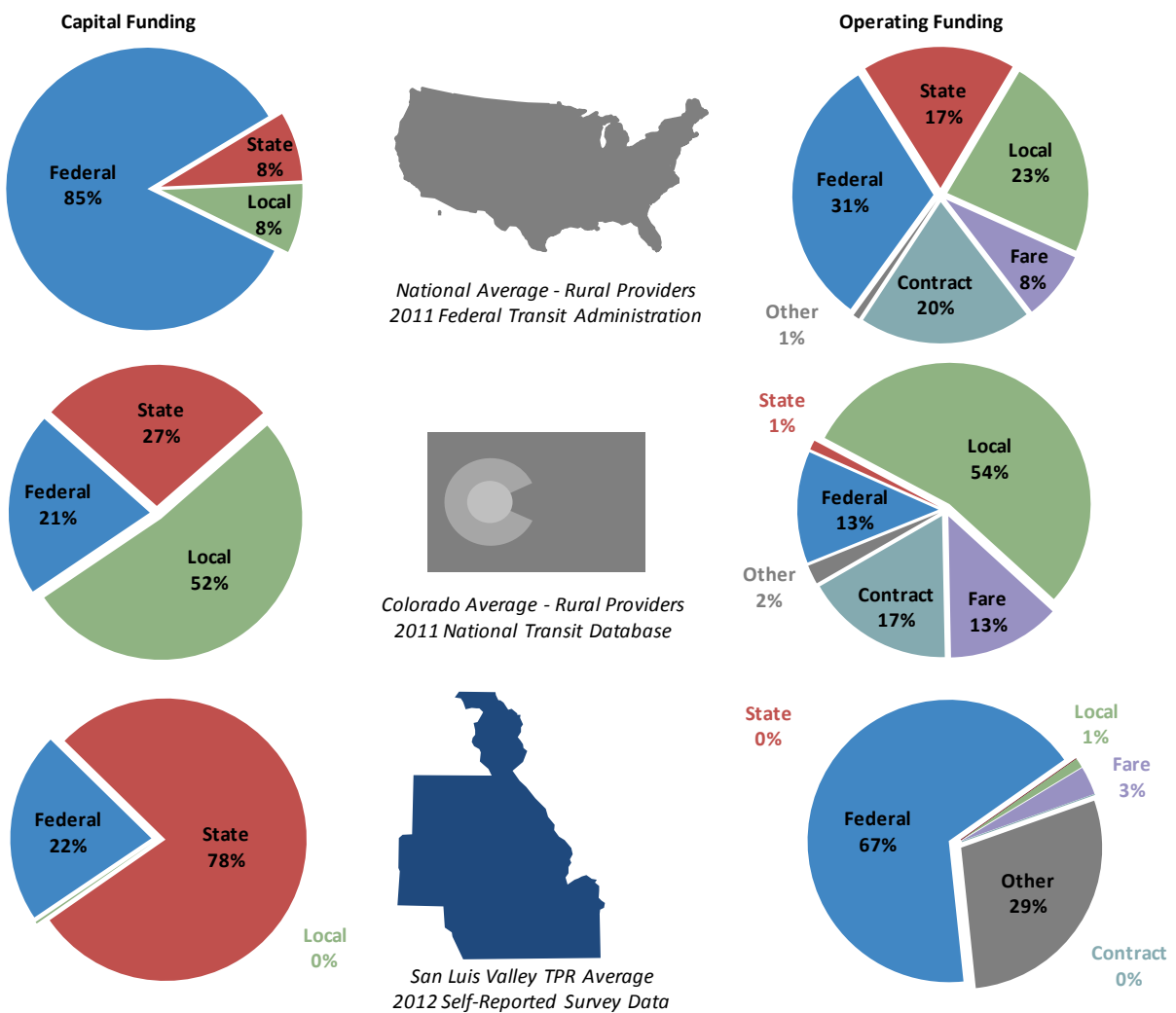


San Luis Valley Financial Summary

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

Comparison of Regional Funding Sources

Regional Funding Comparison



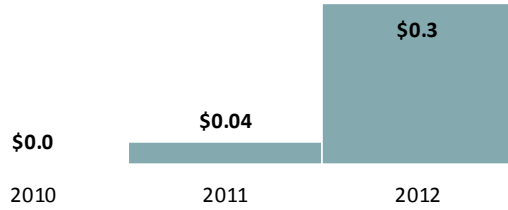
*Intended for illustrative purposes. Data in draft form.

"Other" includes miscellaneous revenues from private, civic, or non-FTA federal funds (e.g. NEMT, OAA, CSBG)

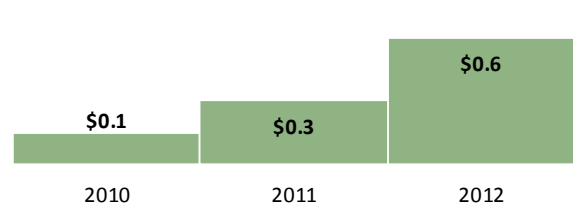


Regional Finance Summary

Regional Reported Capital Costs
(millions)



Regional Reported Operating Revenues
(millions)



San Luis Valley Transportation Planning Region

| Capital Funding * | 2010 | 2011 | 2012 | Operating Funding * | 2010 | 2011 | 2012 |
|-------------------------------|-----------------|-----------------|------------------|------------------------------------|------------------|------------------|------------------|
| Federal Awards | \$0 | \$0 | \$60,000 | Federal Awards | \$61,000 | \$359,725 | \$348,200 |
| State Support | | \$40,000 | \$215,000 | State Support | | | |
| Local Support | | | \$600 | Local Support | \$71,843 | \$100,436 | \$5,700 |
| Other | | | | Fare and Donation Revenue | \$7,558 | \$10,682 | \$16,900 |
| | | | | Contract Revenue | | | |
| Total Capital Revenues | \$0 | \$40,000 | \$275,600 | Other Revenue | | | \$149,566 |
| Total Capital Costs ** | \$32,000 | \$10,000 | \$87,000 | Total Operating Revenues ** | \$140,401 | \$290,843 | \$580,032 |
| | | | | Total Operating Expenses ** | \$0 | \$0 | \$312,794 |

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

** Self reported survey data

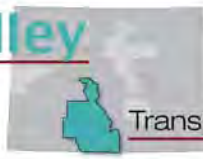
Blank = No Data Available



San Luis Valley Regional Growth Projections

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

| County | Population Growth from 2013 | | | Elderly Growth from 2013 | | |
|--------------------|-----------------------------|--------------|--------------|--------------------------|--------------|--------------|
| | 6 Year | 10 Year | By 2040 | 6 Year | 10 Year | By 2040 |
| Alamosa | 8.9% | 17.0% | 59.6% | 28.3% | 48.4% | 78.0% |
| Chaffee | 16.5% | 29.4% | 61.7% | 26.0% | 39.6% | 53.9% |
| Conejos | 6.6% | 10.9% | 23.5% | 17.5% | 27.6% | 38.5% |
| Costilla | 6.0% | 8.7% | 18.6% | 8.8% | 14.7% | -2.2% |
| Mineral | 12.9% | 18.7% | 32.3% | 23.5% | 26.0% | 3.0% |
| Rio Grande | 10.6% | 16.0% | 33.1% | 20.4% | 32.7% | 34.2% |
| Saguache | 11.3% | 18.6% | 41.0% | 35.8% | 48.3% | 52.8% |
| TPR Overall | 11.2% | 19.2% | 46.3% | 23.9% | 37.1% | 49.4% |



San Luis Valley Transit Projects

| Source | Agency/Location | Description | Cost | Horizon | Category |
|-----------------|---------------------------------------------------|-------------------------------------------------------------------|---------------|------------|-------------------|
| Provider Survey | Black Hills Stage Lines, Inc. | New ticketing system | \$30,000/year | Short-term | Capital |
| Provider Survey | Black Hills Stage Lines, Inc. | Technology upgrades | | Mid-term | Capital |
| Provider Survey | Black Hills Stage Lines, Inc. | Add ticket scanners for buses | | Mid-term | Capital |
| TWG Meeting #1 | Buena Vista | Establish park and ride and intermodal facility | | Short-term | Capital |
| TWG Meeting #1 | Salida | Establish park and ride and storage facility | | Short-term | Capital |
| TWG Meeting #1 | Alamosa | Establish park and ride (at Loaf-n-Jug site) | | Short-term | Capital |
| TWG Meeting #1 | Blanca | Establish park and ride | | Short-term | Capital |
| TWG Meeting #1 | Fort Garland | Establish park and ride | | Short-term | Capital |
| TWG Meeting #1 | Del Norte | Establish park and ride, bus pull-out | | Short-term | Capital |
| TWG Meeting #1 | Monte Vista | Establish park and ride, bus pull-out | | Short-term | Capital |
| TWG Meeting #1 | Walsenburg | Establish park and ride, bus pull-out | | Short-term | Capital |
| TWG Meeting #1 | Conejos | Establish park and ride, bus pull-out | | Short-term | Capital |
| TWG Meeting #1 | San Luis | Establish park and ride, bus pull-out (at regional bus station) | | Long-term | Capital |
| TWG Meeting #1 | South Fork | Establish park and ride | | Long-term | Capital |
| TWG Meeting #1 | Laveta | Establish park and ride | | Long-term | Capital |
| TWG Meeting #1 | Alamosa | Establish an intermodal station on a permanent site | | Long-term | Capital |
| TWG Meeting #1 | Chaffee | Build a bus storage facility | | Long-term | Capital |
| TWG Meeting #1 | San Luis Valley | Build a multimodal facility (depot) | | Long-term | Capital |
| TWG Meeting #1 | San Luis Valley Region | Develop a system to coordinate travel between different providers | | Mid-term | Coordination |
| TWG Meeting #1 | Golden Age Shuttle | Establish Canyon City-Chaffee route | | | Coordination |
| TWG Meeting #1 | Development Resource Group Council of Governments | Inventory historical elements owned by private rail owners | | | Coordination |
| TWG Meeting #1 | Local coordination councils | Expand established local coordination councils | | | Coordination |
| Provider Survey | TBD | Expand public transportation options in Blue Peaks' service area | | Long-term | Expanding Service |



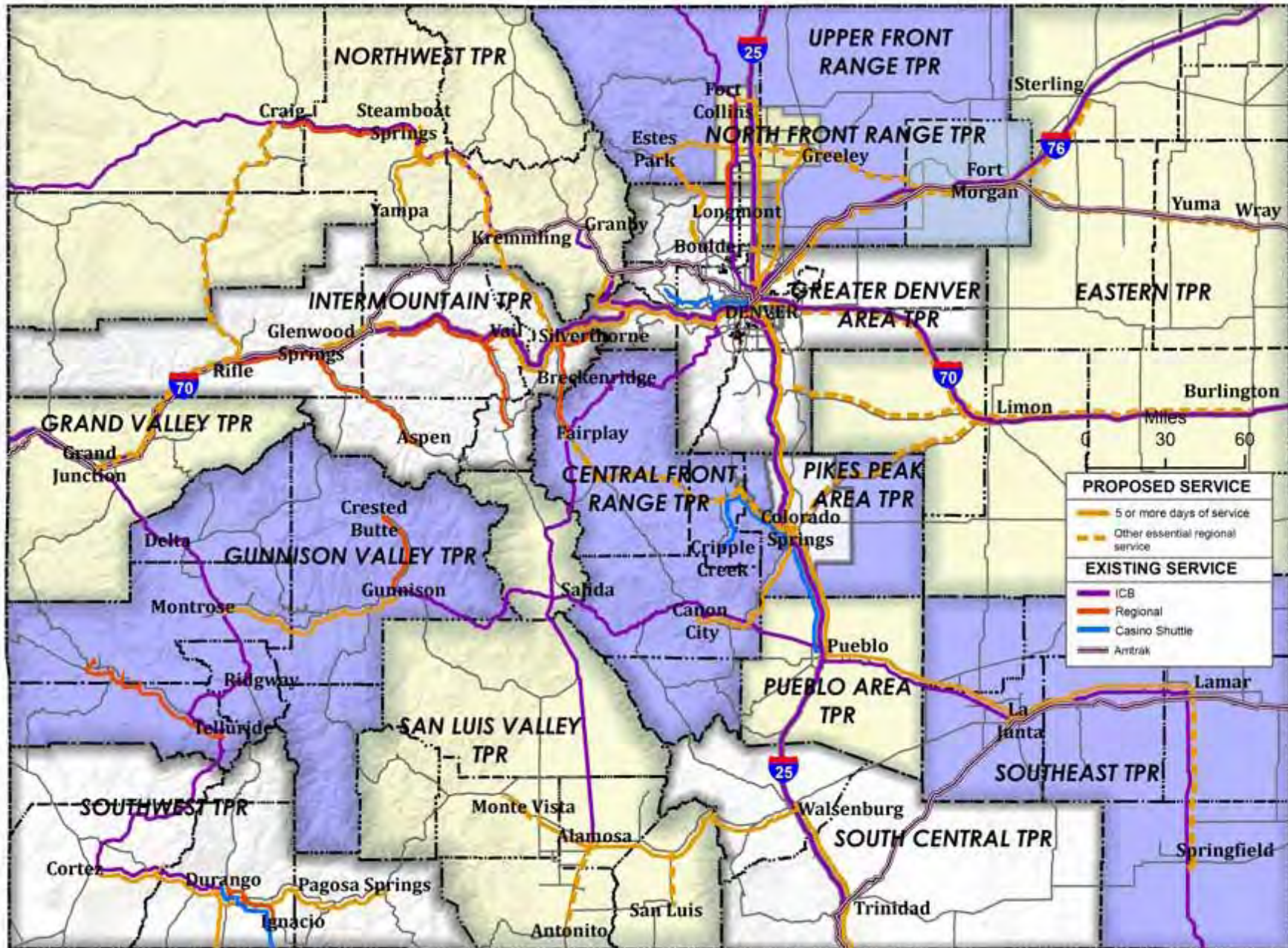
| Source | Agency/Location | Description | Cost | Horizon | Category |
|-----------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------|------------|---------------------|
| Provider Survey | Black Hills Stage Lines, Inc. | Replace motor coaches for up to 4 routes | \$500,000 each | Short-term | Maintaining Service |
| Provider Survey | Black Hills Stage Lines, Inc. | Replace motor coaches every 3-5 years (intercity routes) | \$500,000 each | Mid-term | Maintaining Service |
| Provider Survey | Black Hills Stage Lines, Inc. | All motor coaches replaced | \$500,000 each | Long-term | Maintaining Service |
| Provider Survey | Blue Peaks Developmental Services | Replace 3-4 minibuses | \$220,000 | Short-term | Maintaining Service |
| Provider Survey | Blue Peaks Developmental Services | Replace 6 15-passenger vans | \$132,000 | Mid-term | Maintaining Service |
| Provider Survey | Blue Peaks Developmental Services | Replace 15 vehicles | \$300,000 | Long-term | Maintaining Service |
| TWG Meeting #1 | TBD | Establish a Durango-Alamosa route to connect hospital, higher ed, recreation, students | | Short-term | Operating |
| TWG Meeting #1 | TBD | Enhance Alamosa service to connect VA hospital, airport, medical areas | | Short-term | Operating |
| TWG Meeting #1 | TBD | Establish Alamosa-Walsenberg route to connect to intercity bus routes on I-25 | | Short-term | Operating |
| TWG Meeting #1 | TBD | Establish Buena Vista-North (Leadville) to connect commerce, employment, tourism, I-70, and medical services in Vail Valley and Summit | | Short-term | Operating |
| TWG Meeting #1 | TBD | Establish Conejos-Alamosa service to connect education facilities, employment | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish Costilla-Alamosa service to connect education facilities, employment | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish Alamosa connection to the south (extend Black Hills Stage Lines route) | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish Montrose-Gunnison service to connect higher education facilities, hospital | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish local service in Alamosa | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish rail service between South Fork and Walsenberg | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish passenger rail line for short and long trips regionally | | Long-term | Operating |
| TWG Meeting #1 | TBD | Establish shuttle services to outlying communities in Alamosa | | Long-term | Operating |

Intercity and Regional Bus Service

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

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

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



Coordination Strategies

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

- Some businesses are unwilling to participate

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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



Baseline Provider Financial Datasets

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

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

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

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

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

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

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

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

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

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

Date: October 22, 2013
Time: 1:00 PM to 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado
Meeting attendees: See Attached Sign in Sheet

Welcome & Introductions

Tracey MacDonald from CDOT kicked the meeting off and asked that all participants introduce themselves.

Statewide Transit Plan

Tracey presented an overview of the planning process for the Statewide Transit Plan including the major milestones and project timeline. She referred participants to the packet which included the Statewide Vision and supporting goals and objectives that were developed to guide the planning process. She also stated that the Plan will include performance measures for monitoring progress and achievement toward meeting the goals and objectives.

Regional Plan Development Process

Linda Rhine of Nelson\Nygaard reviewed the overall goal of the Regional Coordinated Transit Plan which is to develop a series of short, mid and long term recommended strategies to address service gaps and needs and to improve coordination between public transit and human service providers. She highlighted the process for public and stakeholder involvement and the schedule for completing the Plan in the spring of 2014.

Regional Plan Vision and Goals

Linda reviewed the Draft Transit Vision and supporting goals for the San Luis Valley region's Plan. The TWG supported the Vision Statement provided that inter-regional travel is added to it. The changes are indicated in **RED** below.

The Vision Statement now reads:

- Provide coordinated transportation services that enhance access to local, regional **and inter-regional** destinations and serve local residents and visitors alike.

Suggested changes to the goals were made plus adding one new goal dealing with economic vitality.

- Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population
- Expand mobility options to ensure access **within the region** and to other Colorado regions and New Mexico

- Seek funding opportunities to maintain existing services and expand the transit network
- Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational and recreational services
- Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses and visitors

Review of Existing Information

Services

The TWG was asked to review the map of existing transit service and human service providers and the list of providers in the packet for completeness and accuracy. Several corrections and clarifications were offered as listed below.

- It was noted that the Chaffee Shuttle should not be listed both as a transit and human service provider
- Red Willow is a large provider and is not included in the transit provider map and should be added
- Little Stinkers Taxi Service is missing from the list of providers
- Contact Phil Maes @ Chaffee County for additional information on Starpoint
- SUCAP is the agency name for the Training Advantage
- Alamosa County Economic Development Corp. no longer provides transportation services
- Check colors on map for services

Funding

Tracey noted that the identification of performance measures and performance-based planning is a requirement of MAP-21 although how and whether FTA will actually monitor measures once they are established is not known at this time.

Discussion about funding revealed that a shortage exists in operating funds to support existing transit services and enhancements. Capital funds are easier to obtain. A key challenge in securing Federal funds is the difficulty in securing the required local match. Many TWG members noted that when exploring funding opportunities, non-traditional transportation funding sources should be considered such as Health and Human Services, donations, etc. Tracey pointed out the Highway Users Tax Fund (HUTF) can now be used for transit. The funds are distributed on a formula basis so it is possible to project how much revenue each jurisdiction is expected to receive. It would be valuable to know how these funds are currently used.

TWG members noted that information on funding programs including non-traditional transportation funding sources, eligibility requirements, and how to get more information would be very helpful to include in this planning document. To be eligible for funding (FTA 5310 and other federal and state funds) for programs and strategies, they must be included in the plan.

Service Gaps and Needs

Linda noted that the packet lists proposed needs for the San Luis Valley region that were identified at the first meeting of the TWG and the provider survey. Since we did not have ample time to review the list at the meeting, it is being sent to individual providers to review and provide comment. After receipt of feedback, the consultant team will review these and consolidate them into a more manageable list of needs to include in the Plan.

David Simpson of Iowa Pacific noted that the Plan needs to include passenger rail service especially the need for connections to Walsenburg. Since passenger rail service would not be financially feasible until the long-term horizon, the Plan should identify the steps required that would be needed in the interim such as preserving the railroad Right-of-Way (ROW). Tracey noted that the plan will include passenger rail needs, pulling from this effort as well as what is in the State Freight and Passenger Rail Plan completed in 2010. CDOT is also conducting an Intercity Bus Study, currently in progress, that is exploring the feasibility of regional bus service and identifying corridor alignments. It was noted that when planning for rail service, connections to and from rail stations are needed. To be effective, passengers need access to services that get them from their origin to their destination. This is often referred to as the “first mile/last mile” dilemma.

Coordination Strategies

Linda introduced some of the coordination strategies that have been effective in other regions and presented an overview of select strategies and asked which ones might be relevant and practical in the San Luis Valley region. The highlights of this discussion are summarized below.

- The TWG liked the idea of a centralized source for accessing transit service information and thought a Website with all of the information in one place would be a cost effective strategy. Perhaps the COG could be the lead to oversee and monitor and update the website. Tracey said that CDOT is in the process of developing a statewide map showing all transit providers. It will include schedules and telephone numbers for the public to get additional information.
- A Senior Directory with transportation information currently exists according to Judy Kern. She said it includes valley wide information and is published through AAA.
- The TWG thought that partnerships for provision of services and funding of services have value. For example, it was mentioned that partnerships can play an important role for communities to take ownership of rail stations to support the service with bus connections. Tracey mentioned that National Parks have been partnering with transit services to provide shuttle services to and within the parks.
- No Regional Transit Coordinating Council exists today in the San Luis Valley region. It was noted that the Southwest region has a coordinating council that is financially supported by AmeriCorps with a part-time student staffing the council. Discussion focused on the potential for the San Luis Valley COG to take on the role of a coordinating council. The COG generally meets on a quarterly basis and participants are primarily elected officials. The COG has no employees. The question is “What role if any could the COG play in establishing a coordinating council focused on transit issues?” The challenge would be getting “the right people” around the table. Although the COG is the obvious agency, there are challenges because there are no employees and not all counties are part of it (Chaffee is not) plus the great distances people have to travel for meetings. To move ahead with establishing a RCC, there needs to be a compelling reason. Also, it is desirable for face to face meetings with the option for people to call in to a conference line
- Travel Training – There was general agreement that travel training is not needed at this time because there are not enough available transit services in the San Luis Valley.
- Volunteer Driver arrangements occur now on an informal basis. To formalize it, volunteer driver information could be put on the website with permissions from the drivers.

Prioritization Process

The TWG briefly discussed criteria for prioritizing projects and strategies. Listed below are proposed criteria for ranking recommended strategies (including projects, services and programs) in terms of their importance and implementation timeframe:

- Does the strategy have community and public support?
- Does the strategy have a lead agency or champion to carry it forward?
- Have operating and/or capital costs been developed for the project?
- Are there committed funds to support the strategy? If funds have not been committed, what is the likelihood of securing funds including local match requirements?
- How well does the strategy address the goals and objectives of the Plan?

These criteria and refinements suggested by the TWG will be used to rank the recommended strategies in the Plan.

Next Steps

The meeting closed by discussing when is a convenient time to meet and what will be presented at the next and final meeting of the TWG. A face-to-face meeting is preferred with an option for call-in for those who are unable to travel to the meeting. The group agreed the next TPR meeting in November is not ideal and there is no December meeting. Another option is to schedule a meeting to coincide with the January 2014 TPR meeting, either the 23 or 30 of January.

In the next few months, the consultant team will be conducting the following tasks:

- Updating the map and list of transit and paratransit providers to include all relevant information
- Refining and finalizing short and long term service needs and gaps
- Developing a list of recommendations strategies to address service needs and gaps
- Compiling funding information including traditional and non-traditional funding sources, eligibility requirements, purpose and use of funds, and where to obtain additional information
- Prioritization strategies and process for ranking strategies
- Action Plan and implementation timeline

The consultant team may be contacting TWG members in the next two months to gather additional information. **Please review the financial data and project lists and submit all updates and corrections to Linda Rhine by Friday, November 22nd.**

Adjourn

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

PROJECT CONTACTS:

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

Lead Planner: Linda Rhine lrhine@nelsonnygaard.com
Work: 415-284-1544

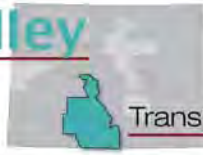
Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

San Luis Valley Transportation Planning Region Transit Working Group Meeting #2

Date: October 22, 2013
 Time: 1:00 PM – 3:00 PM
 Location: Alamosa County Offices, Commission Room
 8900 Independence Way
 Alamosa, Colorado

| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|----------------------------|--------------|--------------------------------------|--------------|--------------------------------|
| Tommy Vigil Tommy VIGIL | CASTILLA DSS | 233 STATE A San Luis, CO | 719-672-4131 | tommy.vigil@state.co.us |
| JOE CARRICA | ALAMOSA DHS | 3900 Independence Way 3900-C | 719-588-6840 | Joe.Carrica@state.co.us |
| Jody Kern | AG DSS | 1456th Street Del Norte, CO | 719-657-3381 | Jody.kern@state.co.us |
| Howe Hallock | SLV DTA | 610 State Alamosa 8101 | 719-589-6099 | hhallock@slvdtg.org |
| John Simpson | SLRC | PO Box 774 | 719-589-2517 | j.simp2517@gmail.com |
| DAVID P. SIMPSON | IOWA PACIFIC | St Paul MN 55105 999 Lincoln Ave. | 651.243.9195 | comcast.net simpsonconsultc |

| NAME | AGENCY | ADDRESS | PHONE | EMAIL |
|-------------------|-------------------------------|-----------------------------------------------------------------------|--------------|-----------------------------|
| Matt Muraro | CDOT | 3803 N. Main Durango CO | 970 385-1433 | Matt.muraro@ STATE.CO.US |
| Michael WISDOM | SLV Council of Governments | P.O. Box 300 610 State Avenue Suite 200-218 Alamosa CO 81101 | 719 589-6099 | wisdom@ slv.org |
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B.3 - Transit Working Group Meeting #3

San Luis Valley Transit Working Group Meeting #3

Date: February 20, 2014

Time: 1:00 PM – 3:00 PM

Location: Alamosa County Offices
8900 Independence Way
Alamosa, CO

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

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

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

Lead TPR Planner: Linda Rhine lrhine@nelsonnygaard.com
Phone: 415-284-1544

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

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

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



San Luis Valley Recommended Strategies

San Luis Valley Transit Vision: Provide coordinated transportation services that enhance access to local, regional and inter-regional destinations and serve local residents and visitors alike.

| Focus Areas | Goal | Transit Needs and Gaps | Strategy | Estimated Costs (expressed as cost/year or total costs for project or study) | Potential Funding Sources | Champion/Partners | Timeframe |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Target Populations | Increase transit connectivity through enhanced intercity and demand response services that support the region's diverse population | No transit service available to general public within 6 of 7 counties in the SLV TPR. | <ol style="list-style-type: none"> 1. Formalize and promote volunteer driver program 2. Develop a demand response service available to general public focused on Alamosa with connections to adjacent counties 3. Maintain existing transportation services | <ol style="list-style-type: none"> 1. <\$5,000/year¹ 2. \$250,000-\$300,000/year (op), \$75,000 (cap) 3. TBD | FTA 5311 & 5307, Local General Funds, Corporate Sponsorship, Public-Private Partnerships | <ol style="list-style-type: none"> 1. TBD 2. SLV DRG/COG with county support 3. All local agencies | <ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (4-6 yrs) 3. Short-Term (1-2 yrs) |
| Regional/Inter-regional Connectivity | Expand mobility options to ensure access within the region and to other Colorado regions and New Mexico | <ol style="list-style-type: none"> 1. Need for periodic long-distance connections between communities for specialized services: <ul style="list-style-type: none"> ▪ Alamosa-to-Albuquerque ▪ Chaffee-to-Denver ▪ Alamosa-to-Durango 2. Need feeder services at bus stops in Buena Vista, Salida, Poncha Springs, Moffat, Alamosa when recommended Intercity and Regional Bus Plan is implemented | <ol style="list-style-type: none"> 1. Organize van service for long-distance trips to neighboring regions and New Mexico 2. Conduct planning study to identify strategic locations for park and ride lots to service commuters, tourists, and residents 3. Provide feeder service and coordinate schedule for convenient access to intercity and regional bus service | <ol style="list-style-type: none"> 1. Low cost – TBD 2. \$50,000 study 3. \$100,000-\$150,000/year (op) | FTA 5304, 5307, 5311 & 5339, FASTER, Local General Funds, Charitable Contributions, Corporate Sponsorship | <ol style="list-style-type: none"> 1. SLV DRG in partnership with CDOT Region 5 2. CDOT (statewide study) 3. Proposed RTCC (see below) | <ol style="list-style-type: none"> 1. Short-Term (4-6 yrs) 2. Short-Term (4-6 yrs) 3. Mid-Term (7-12 yrs) |
| Funding | Seek funding opportunities to maintain existing services and expand the transit network | <ol style="list-style-type: none"> 1. Need to increase operating funding for maintaining/enhancing existing public transit and human service providers 2. Need more capital funding to: <ul style="list-style-type: none"> ▪ Replace aging fleets ▪ Purchase vehicles to expand fleets ▪ Plan for and construct P&R lots | <ol style="list-style-type: none"> 1. Support efforts at the local, regional, and state levels of government for more transportation funding 2. Identify local funds to match federal funds 3. Identify discretionary grant opportunities | 1-3. No cost, partnering agencies responsibility | FTA 5307, 5310, 5311 & 5339, TANF/WIA, CSBG, FASTER, Local General Funds, Local HUTF | SLV DRG/COG | <ol style="list-style-type: none"> 1. Short-Term (1-2 yrs) 2. Short-Term (1-2 yrs) 3. Short-Term (4-6 yrs) |



| Focus Areas | Goal | Transit Needs and Gaps | Strategy | Estimated Costs | | Champion/Partners | Timeframe |
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| | | | | <i>(expressed as cost/year or total costs for project or study)</i> | | | |
| Comprehensive & Coordinated Activities | Support the needs of the region's diverse population by providing access to basic and critical services such as medical, employment, educational and recreational services | <ol style="list-style-type: none"> Limited transit information available in SLV TPR No designated responsibility for coordinating services in the TPR, therefore access is fragmented | <ol style="list-style-type: none"> Update and promote Senior Directory in multiple languages Develop centralized transit information resource, web and print Establish Regional Transit Coordinating Council | <ol style="list-style-type: none"> Low cost – TBD TBD TBD | FTA 5304, CSBG, VTCLI, NEMT, CDOT/DTR Coordination Support, | <ol style="list-style-type: none"> AAA SLV DRG/COG | <ol style="list-style-type: none"> Short-Term (1-2 yrs) Short-Term (3-5 yrs) Short-Term (4-6 yrs) |
| Economic Development | Ensure the transit system contributes to the economic vitality of the region by providing options and minimizing transportation costs for residents, businesses and visitors | Limited access between SLV region and major economic hubs | <ol style="list-style-type: none"> Garner political and financial support to maintain existing services and implement and fund Intercity & Regional Bus Plan Preserve the San Luis & Rio Grande RR right-of-way for future passenger rail service | <ol style="list-style-type: none"> No cost, partnering agencies responsibility TBD | FHWA TAP, Local General Funds, Corporate Sponsorship, Charitable Contributions | SLV DRG/COG | <ol style="list-style-type: none"> Short-Term (1-2 yrs) Short-Term (4-6 yrs) |

**Total Estimated Cost: At least \$450,000/year (operating)
At least \$125,000 (planning & capital)**

¹ Assumes drivers reimbursed \$0.50/mile, average 200 trips/year

Legend

Short-Term - 1-6 years

Mid-Term - 7-12 years

Long-Term - more than 12 years

FTA 5304 Support for multimodal planning and Regional Transportation Planning Organization formation in rural areas.

FTA 5310 Capital and operating assistance to enhance mobility for seniors and persons with disabilities.

FTA 5311 Capital, planning, and operating assistance to support public transportation in rural areas.

FTA 5307 Capital, planning, and operating (in areas with less than 200k population) assistance. Job Access and Reverse Commute assistance.

FTA 5322 Training, outreach, coordination and research activities in human resource and workforce development programs as they apply to public transportation activities.

FTA 5339 Capital funding to replace, rehabilitate and purchase buses and to construct bus facilities.

FHWA TAP Construction, planning, and design assistance for projects that provide: of pedestrian and bicyclist facilities, safe routes to school, historical preservation, community enhancements, or environmental mitigation.

FHWA STP Capital and planning assistance to preserve and improve the conditions and performance of transit, intercity-bus, and bicycle and pedestrian systems.

VTCLI Veterans Transportation and Community Living Initiative supports activities that help veterans learn about and arrange for locally available transportation services, for example "One-Call, One-Click" tools and programs

TANF/WIA Department of Health and Human Services Temporary Assistance for Needy Families (TANF) funds and Department of Labor Workforce Investment Act (WIA) funds may be used for a range of transportation services as long as the expenditure reasonably accomplishes a purpose of the program, including voucher programs, contracted or purchased shuttle services, capital and operating assistance for new services that primarily benefit low-income individuals.

OAA Older Americans Act (OAA) Title III B funds may only be used to support the transport of seniors and services must be part of the overall comprehensive system of transportation services in the service area. OAA funds may be used to meet match requirements for programs administered by the FTA.

CSBG Community Services Block Grant Program (CSBG) provides funds to governments and non-profit agencies to assist low-income households with a range of services, include reimbursed and direct transportation assistance.

NEMT Non-Emergent Medical Transportation (NEMT) provides transportation assistance to or from Medicaid-related medical appointments or services. Funds may be used to reimburse private or public transportation providers.

FASTER Funding Advancement for Surface Transportation & Economic Recovery (FASTER) funds provide capital support for transit projects, such as new bus stops, bike parking, transit maintenance facilities, multi-modal transportation centers, and other capital projects. Funds may be used to meet FTA match requirements.

CO VTF State of Colorado Veterans Trust Fund (VTF) provides grants to fund veterans programs, including transit and transportation assistance.

Local HUTF Colorado Highway Users Tax Fund (HUTF) distributions to municipalities and counties may be used to support transit and related capital projects, up to 15% of total disbursement.



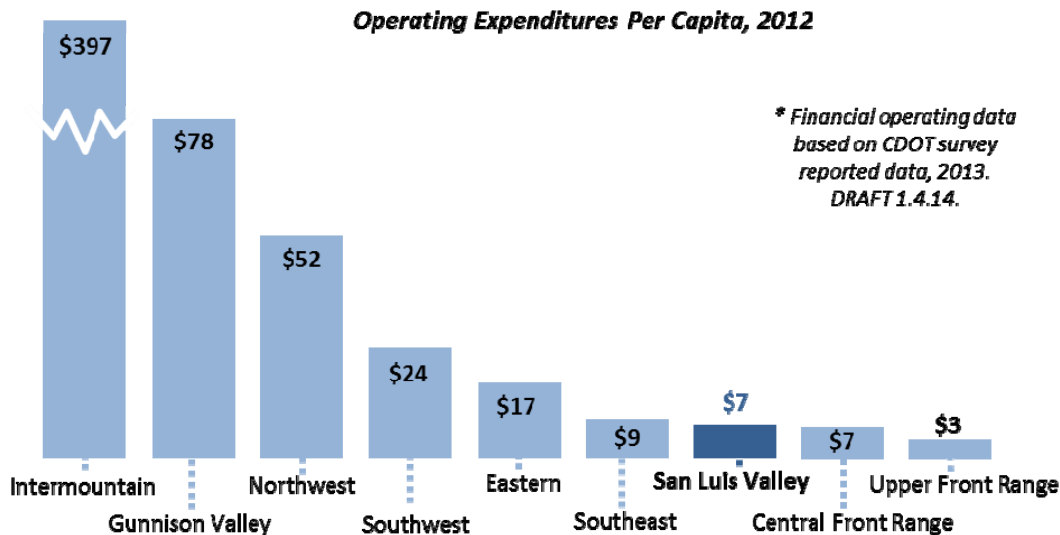


San Luis Valley Financial Resources and Anticipated Revenues

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

Statewide Current and Future Operating Expenditures

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



San Luis Valley TPR Operating Expenditures

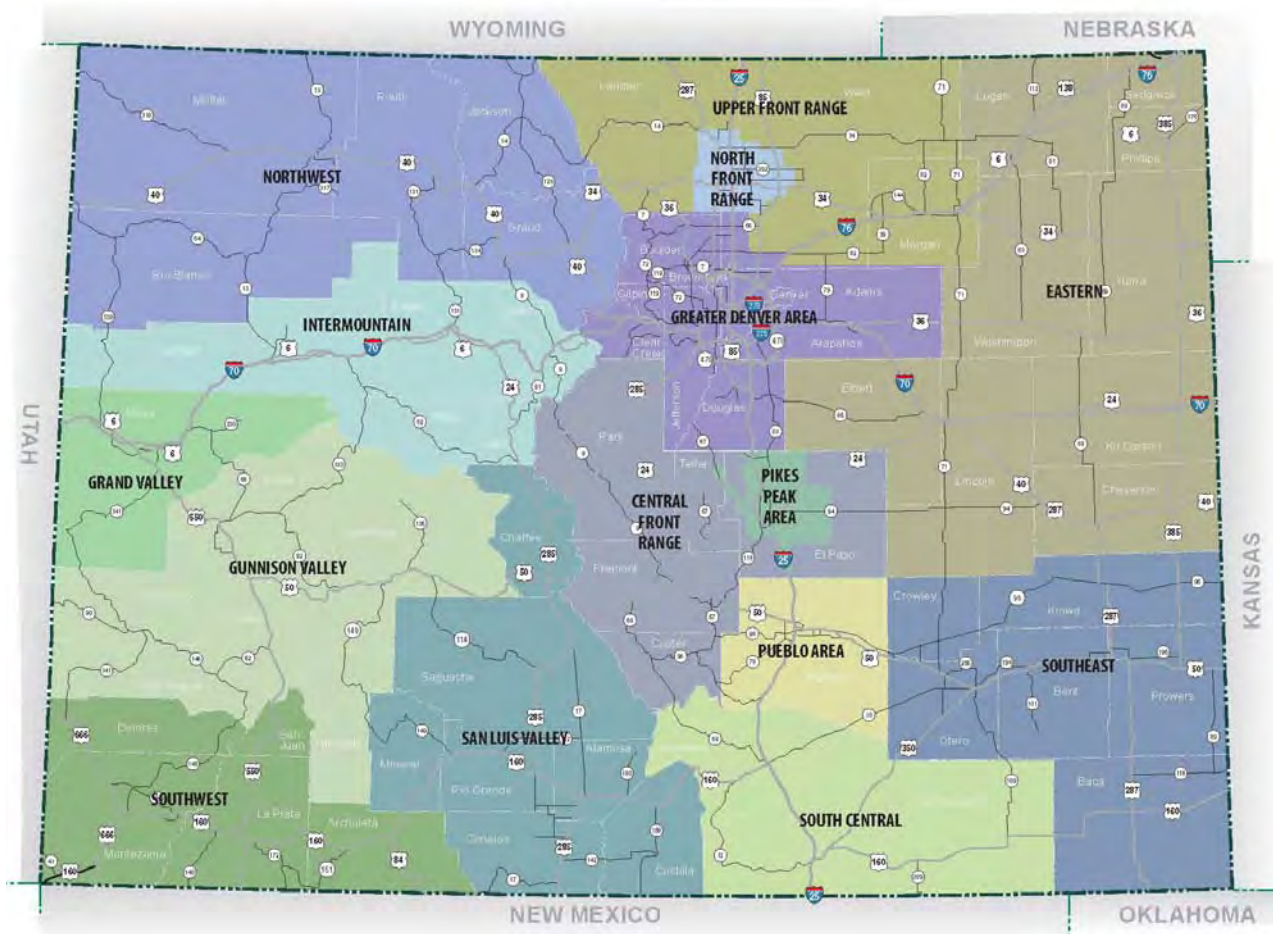
- ▶ Generally, operating and administrative expenses for transit providers have grown faster than available revenues or population growth, as a result of fast increasing fuel prices, workforce costs, and maintenance needs.
- ▶ The region’s full-time resident population is expected to grow 1.4% annually from 2010 to 2040 and reach over 96,209 persons by 2040.
- ▶ Approximately \$418,150 dollars annually, or \$7 per capita, is expended to support critical transit and transportation services within all counties of the region. Per capita measures account only for full-time resident populations and do not capture seasonal visitors or workers.
- ▶ To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$629,250 dollars in operating funds.

San Luis Valley



Transportation Planning Region

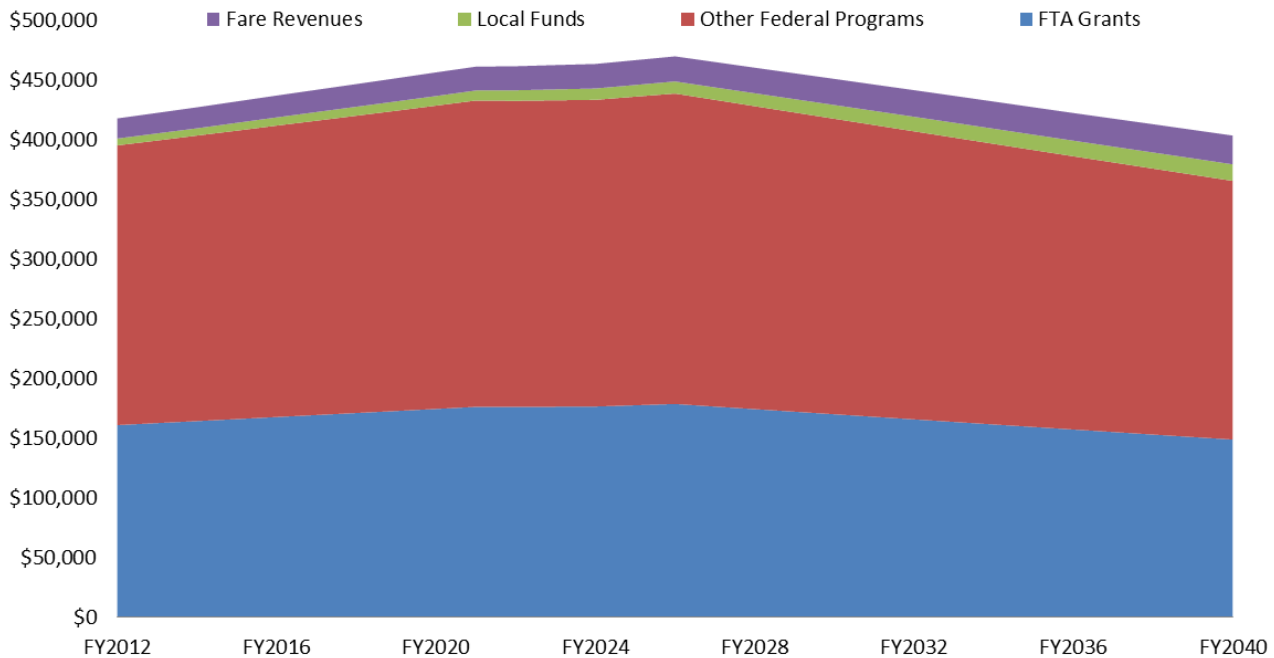
PLANNING REGIONS





San Luis Valley 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 San Luis Valley Region could expect transit revenues available for operating and administration purposes to reach an estimated \$404,000 dollars.



- ▶ Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are forecasted to grow slowly to 2025 and then decline through 2040. Operating support through 5311 rural funds is the primary FTA grant program supporting transit service in the region today. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- ▶ The Non-Emergent Medical Transportation (NEMT) Medicaid program funds a significant portion of transit and transportation services in the region. The Medicare Health Insurance trust funds are currently forecasted to be depleted in 2026. Funding available through this program is uncertain and will likely see declining growth rates over the long-term. Other Federal programs utilized in the region include: Title III of the Older Americans Act (OAA), Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, and Community Services Block Grants (CSBG). Revenues available through these programs are variable over the long-run. Sequestration, re-authorization, or policy and program changes could impact the funding available through these important programs. Additionally, over the long-run, funding available for discretionary spending (such as transportation assistance) within these programs is likely to decline, as spending shifts to direct care.
- ▶ Local governments, including tribal governments, contribute a small, but important, portion of operating funds to support transit and transportation services in the region. Cities and counties may provide matching funds for grant awards, general fund transfers, contract services, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Local sales and use taxes provide a significant source of revenue for local governments in the region (approximately two-thirds of all revenues in many municipalities and



counties). Future revenues are based on long-term taxable sales forecasts for the state. Growth in sales tax revenue is expected to slow by 2040 as consumer spending shifts from durable goods to non-taxable services, such as healthcare.

- ▶ Fare revenues tend to be variable and many transit agencies in the region operate on a subsidized or no-fare basis. Growth in fare revenues is linked to personal income growth, ridership growth, and policy changes. Based on historic regional trends, fare revenues are anticipated to grow at an annual average of 2 percent over the forecast period.
- ▶ Other revenues include additional FTA operating grant programs, contract revenues to local colleges, businesses, or organizations, and agency-derived sources such as donations, investments, and fees. These sources are important but relatively small sources of revenues for most providers and are assumed to remain stable over the forecast period.

San Luis Valley TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the San Luis Valley Region will outstrip the growth in transit revenues by as much as 1.3% 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 find new funding sources to address this potential funding gap.

| <i>San Luis Valley TPR</i> | 2020 | 2030 | 2040 | 2020 - 2040 Annual Growth |
|-------------------------------------------------|---------------------------|----------------------------|----------------------------|------------------------------------------|
| Estimated Population | 74,311 | 86,550 | 96,209 | 0.9%/yr |
| Estimated Operating Expenses | \$486,033 | \$566,082 | \$629,256 | 0.9%/yr |
| Estimated Operating Revenues | 456,725 | 451,285 | 403,788 | -0.4%/yr |
| <i>Potential Funding (Gap) / Surplus</i> | <i>(-\$29,307)</i> | <i>(-\$114,797)</i> | <i>(-\$225,468)</i> | <i>-1.3%</i> |

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 and to meet the growing needs of seasonal visitors, businesses, elderly, veterans, low-income, and transit dependent populations.

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

Date: February 20, 2014
Time: 1:00 PM to 3:00 PM
Location: Alamosa County Offices
8900 Independence Way
Alamosa, Colorado
Meeting attendees: See Attached Sign in Sheet

Welcome & Introductions

Tracey MacDonald from CDOT kicked the meeting off and asked that all participants introduce themselves.

Schedule for Regional Transit Plans and Statewide Transit Plan

Tracey reviewed the schedule in the packet for completing the statewide and regional plans. A draft of the Regional Coordinated Transit Plan for the San Luis Valley region is scheduled for March/April timeframe. We will send out a link to let people know the draft plan is available for review. Your comments and feedback are welcome.

All of the Regional Transit Plans will be incorporated and integrated into the statewide transit plan, as well as the TPR's Regional Transportation Plan. A draft of the Statewide Transit Plan is scheduled for April/May. The Statewide Transit Plan will be adopted by the Transportation Commission (TC) and integrated into the long-range, multimodal Statewide Transportation Plan to be adopted by the TC in December 2014.

Review and Discussion of Recommended Strategies

Linda described how the strategies were developed and the structure and format of the table shown on pages 3 and 4 in the packet. The major transit needs and service gaps were identified and categorized in one of the five agreed upon goals for the San Luis Valley Region. Then a series of strategies, totaling 14 were developed to correspond with the needs and gaps including estimated costs, potential funding sources, a lead champion and partners, and timeframe. The TWG members discussed and provided feedback on each strategy. The TWG unanimously agreed that the highest priorities are comprehensive & coordinated activities and economic development so these strategies should be listed as numbers 1 and 2 to be followed by the other three categories.

An updated table of the recommended strategies is attached to these minutes. The highlights are presented in five focus areas and summarized below.

Comprehensive & Coordinated Activities

- Of all the strategies, the activities in this category are the “lowest lying fruit” meaning strategies in this area can provide high value for all of the region’s transportation providers.

- The TWG members felt that forming a Regional Transit Coordinating Council (RTCC) is the highest priority strategy in this category. Once formed, the RTCC becomes the champion for region. To house the RTCC, it needs an agency, a formal entity that covers the same planning region as the TPR. An advantage of using the same boundaries as the TPR is that there can be a multi-modal focus - transit and streets/highway needs – for transportation in the region. It was felt that the RTCC should be established through the Regional Planning Council (RPC) for the SLV Transportation Planning Region (Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande and Saguache Counties).
- A suggestion to seek funding for a full time staff person to support the RTCC is to apply for Mobility management funds through CDOT and have TPR members contribute funds for cost sharing among the 7 counties of the TPR.
- Hew noted that the region has been dealing with transit in different areas: 1) Chaffee and 2) “down here” – San Luis Valley. The reality is that people want to travel between the two. It is complicated because county boundaries don’t line up nor does COG or CDOT regions. Perhaps the establishment of a RTCC with TPR boundaries will be a good first step in how to better coordinate services.
- There was discussion about the fact that many people in the region are unaware of existing services and that it may be appropriate to expand The Senior Directory. Tracey said that the Division of Transit and Rail may be able to take on development of a resource directory; CDOT will be added as a partner to this strategy. It was also discussed that the directory should be available on-line as well as hard copies distributed. As a start, information can be posted on the CDOT website. A SLV facebook page was also mentioned as a way to market services in the area.

Economic Development

- Many TWG members expressed concern that they were unaware that an Intercity and Regional Bus Network Study was underway. As background, the Study began Dec. of 2012 and is scheduled to be complete by March 2014. Information on the study was presented at the 2nd TWG in October. Several members noted that this study the Plan for interregional connectivity should explore rail services as a mode of interregional travel, resurrecting passenger rail service. This will be added as a third strategy. The Regional and Statewide Transit Plans will include passenger rail as well as bus and human service transportation.

Target Populations

- It was suggested that the COG should be added as a champion and partner to the strategy to formalize and promote a volunteer driver program.

Regional/Inter-regional connectivity

- Some refinements were suggested for the transit needs and gaps in this category. While there is a need for long-distance connections, specialized services may not be needed as Veterans services and Red Willow provide.
- Connections between Chaffee to Denver are currently provided by the Chaffee Shuttle and Black Hills Stage Lines. Other connections that are needed, in addition to those listed, include:
 - Chaffee to Colorado Springs (instead of Denver),
 - Alamosa to Walsenburg,
 - Durango to Walsenburg and

- Buena Vista to Leadville with bus connections to Summit County
- The Intercity & Regional Bus Plan referred to in Need #2 has not yet been issued. To inform the TWG of the proposed specific regional routes, a Draft of the map will be sent with the minutes. Tracey explained that the draft Plan is comprehensive, includes recommendations for intercity, inter-regional and regional routes, and essential (lifeline) services and has an implementation plan to phase recommended routes over time. Once the bus plan is available it will be posted on CDOT's website. The link to website is:
<http://www.coloradodot.info/projects/intercityregionalbusnetworkstudy>
- We discussed a funding option to help pay for new inter-city services known as FTA 5311(f). These are a subset of 5311 funds and 15% is set-aside for inter-city services. These funds must be applied for and are competitively sought and are intended to help "jump start" new services. 5311(f) funds will be added to the list of potential funding sources.

Funding

- The TWG agreed that more operating and capital funds are needed to maintain and enhance existing services. There was discussion about the importance of cost sharing and the critical role local government needs to play to contribute to the overall cost of the service.

Financial Scenarios

Linda presented an overview of the financial resources and anticipated revenues for 2012 through 2040 on pages 5-9 in the packet. Per capita operating expenditures in 2012 for the San Luis Valley TPR was \$7. The cost and revenue projections assuming current service levels and existing funding sources reveals there will be a projected annual deficit of \$29,000 and it is expected to increase to approximately \$115,000 in 2030 and \$225,000 in 2040.

Next Steps

Linda thanked the group for attending and for their valuable input. The notes from this meeting will be distributed along with an updated list of strategies based on feedback from this meeting. The Draft Regional Coordinated Transit Plan for the San Luis Valley TPR will be distributed in late March or early April for review and comment.

PROJECT CONTACTS:

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

Lead Planner: Linda Rhine lrhine@nelsonnygaard.com
Work: 415-284-1544

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

San Luis Valley Transportation Planning Region VISION: Provide coordinated transportation services that enhance access to local, regional and inter-regional destinations and serve local residents and visitors alike.

| Focus Areas | Goal | Transit Needs and Gaps | Strategy | Estimated Costs (expressed as cost/year or total costs for project or study) | Potential Funding Sources | Champion/Partners | Timeframe |
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| | | | | Total Estimated Cost: | At least \$450,000/year (operating) At least \$125,000 (planning & capital) | | |

¹ Assumes drivers reimbursed \$0.50/mile, average 200 trips/year

Legend

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|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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| FTA 5322 | Training, outreach, coordination and research activities in human resource and workforce development programs as they apply to public transportation activities. |
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| OAA | |
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Vocational Rehabilitation

randy.hammond

Connie Cole

Chaffee
Shuttle

@state.co.us

Chaffee Shuttle

Adam Vasquez

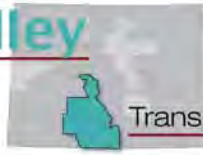
SLU mental Health Center

adamvasquez@slu.org

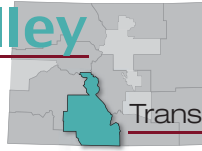
ERIC GROSSMAN

CITY of Creede Mayor

ericredlion@yahoo.com



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

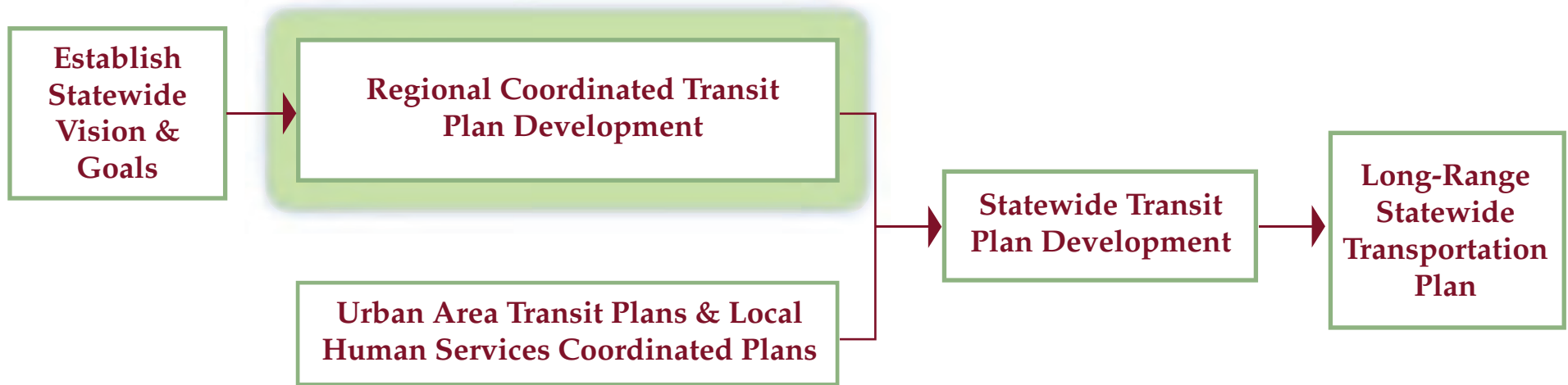
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

**Open House
October 2013**

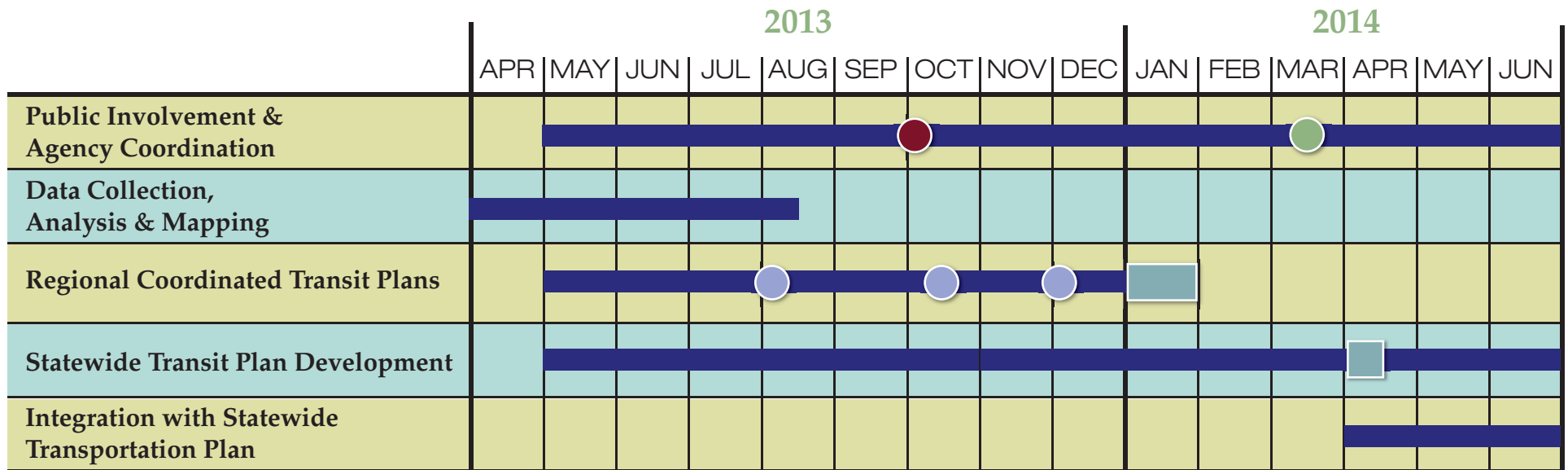
The Statewide Transit Plan will Include:




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

Work Plan



Project Overview Schedule



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

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Transit System Development and Partnerships

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

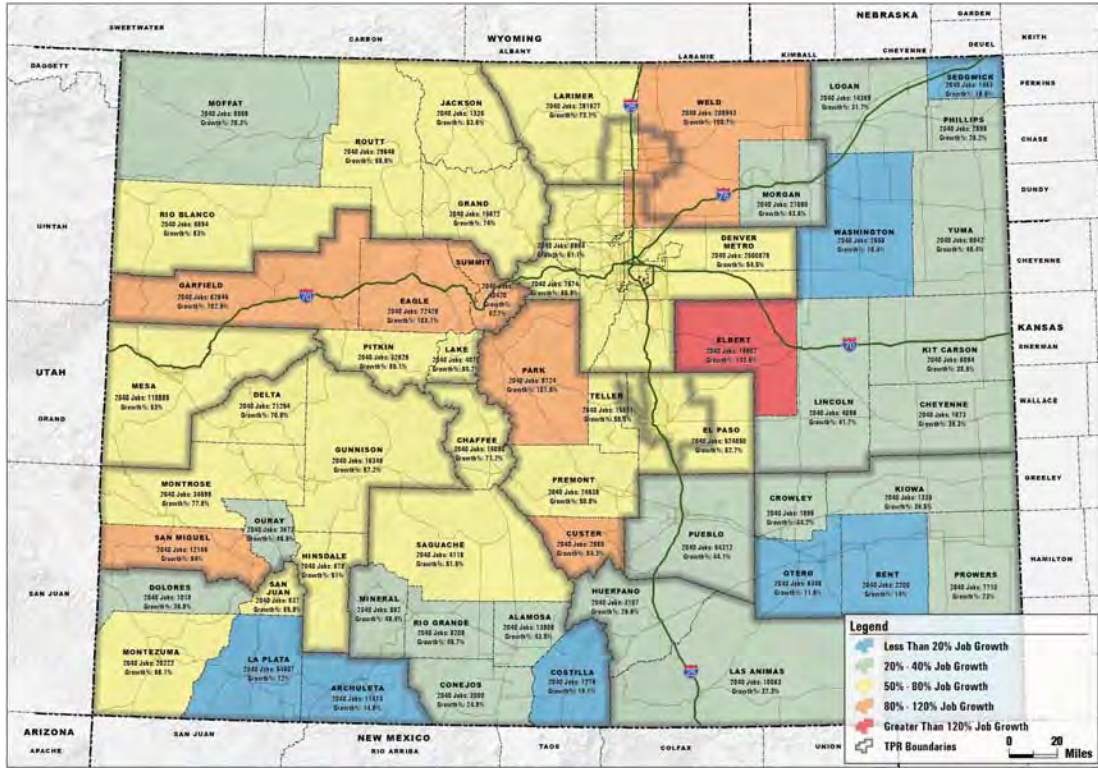
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

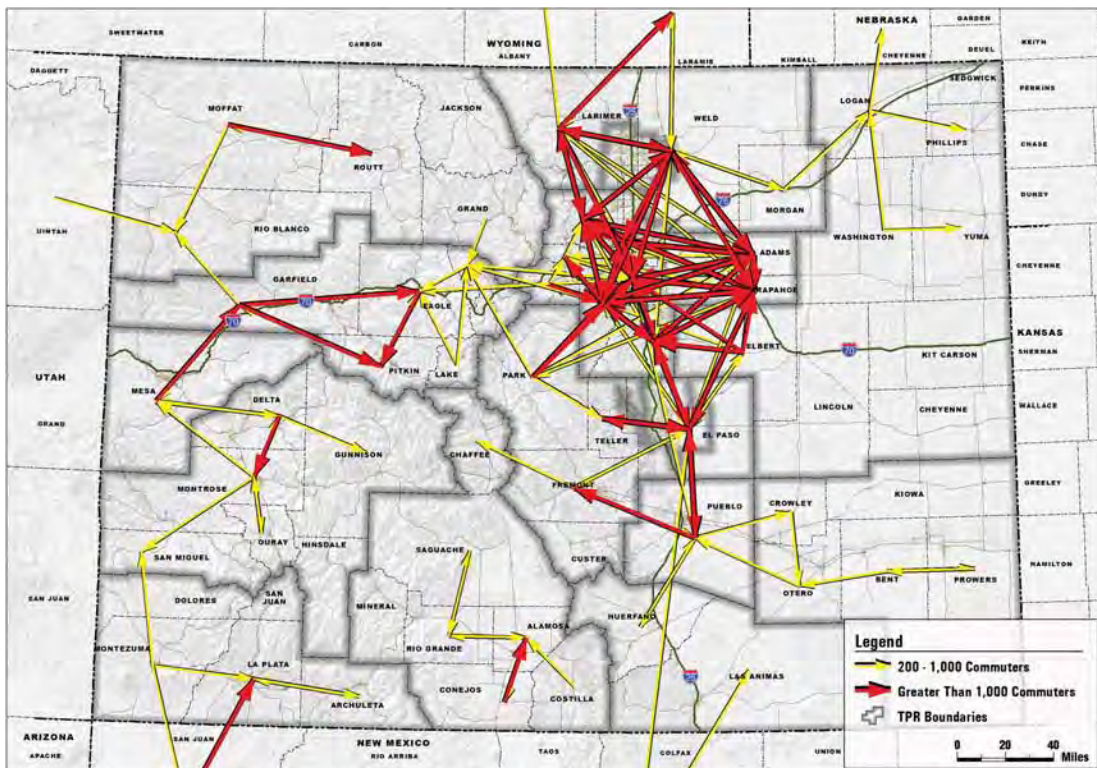
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

Job Growth (2013-2040)



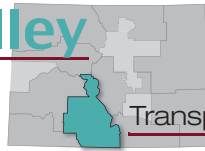
County to County Commuter Patterns



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
-

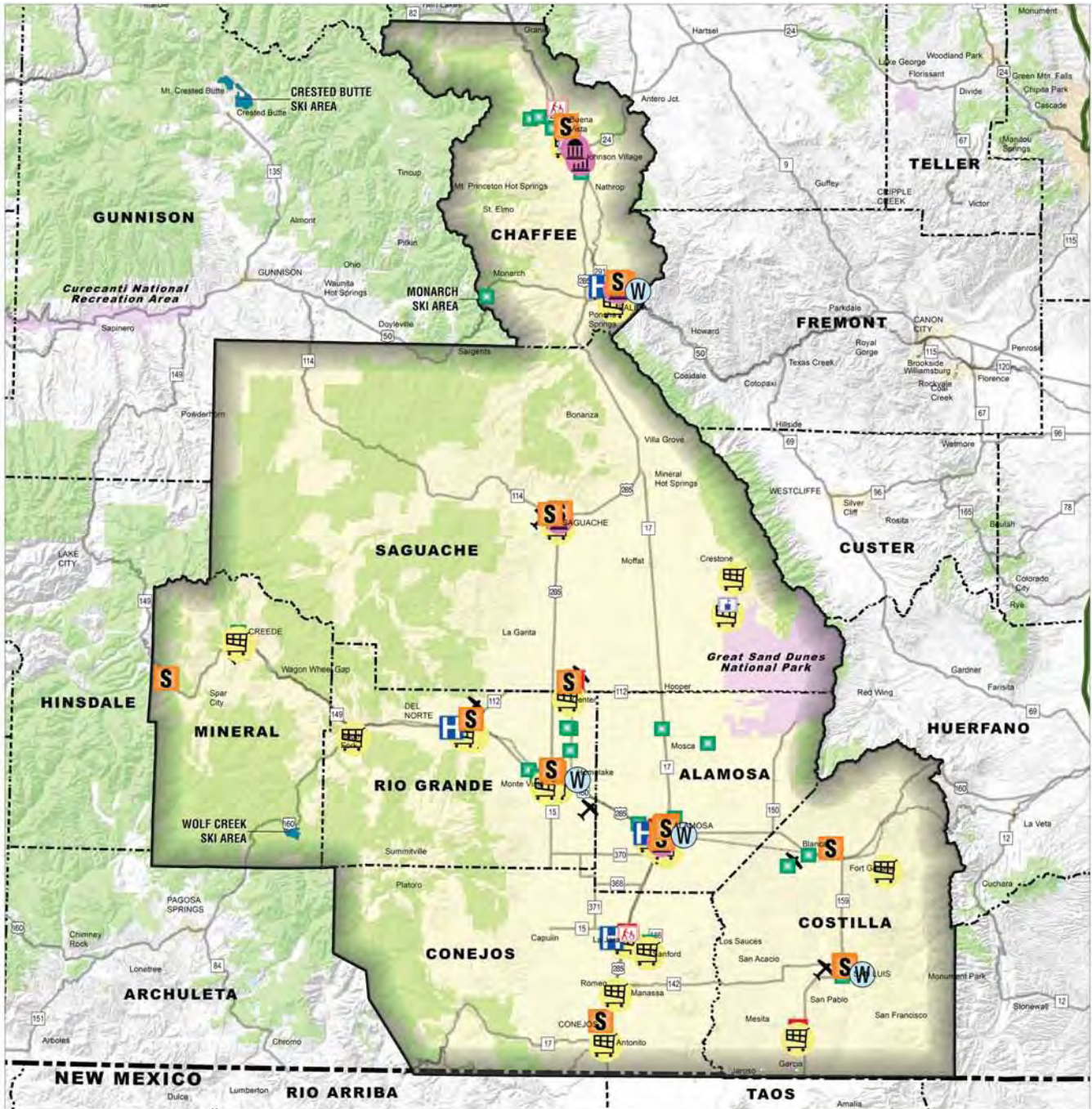
San Luis Valley



Transportation Planning Region

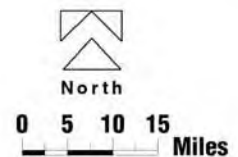
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.

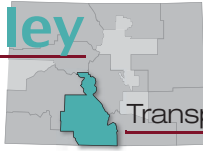


Legend

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



San Luis Valley

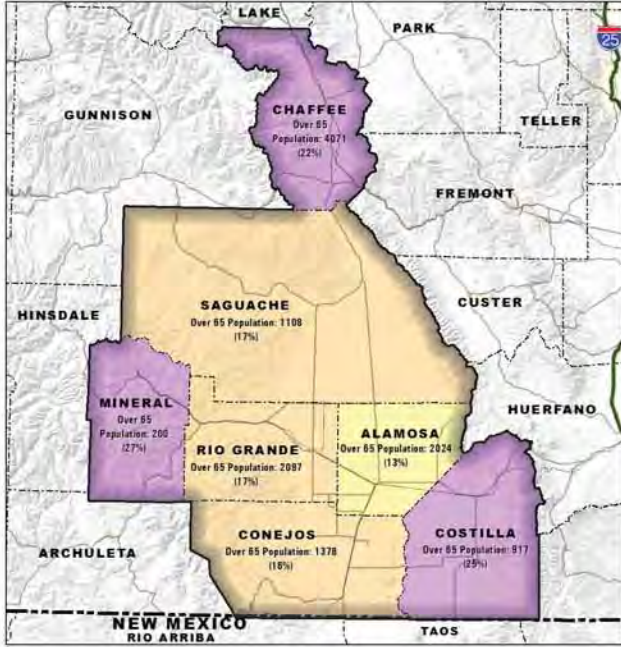


Transportation Planning Region

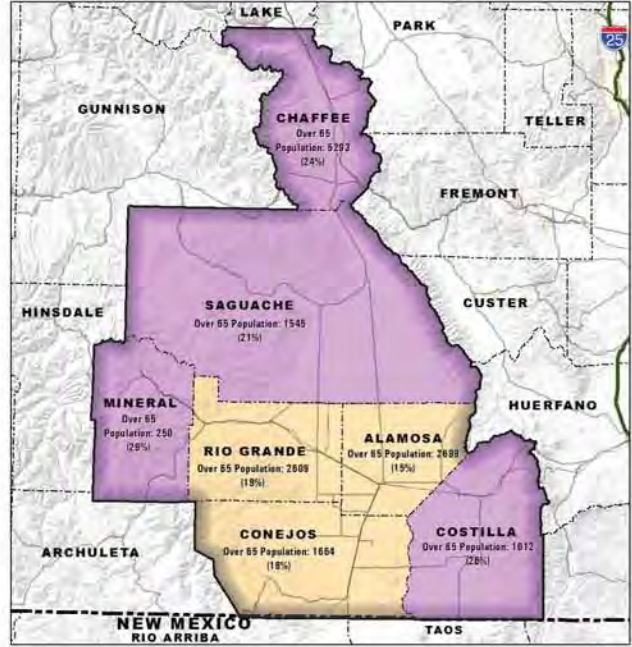
Projected Percentage of Residents Age 65+

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

2013



2020



2030

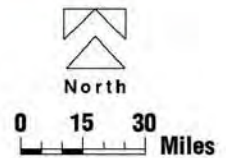


2040

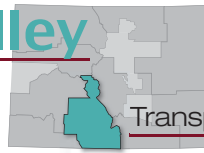


Legend

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



San Luis Valley

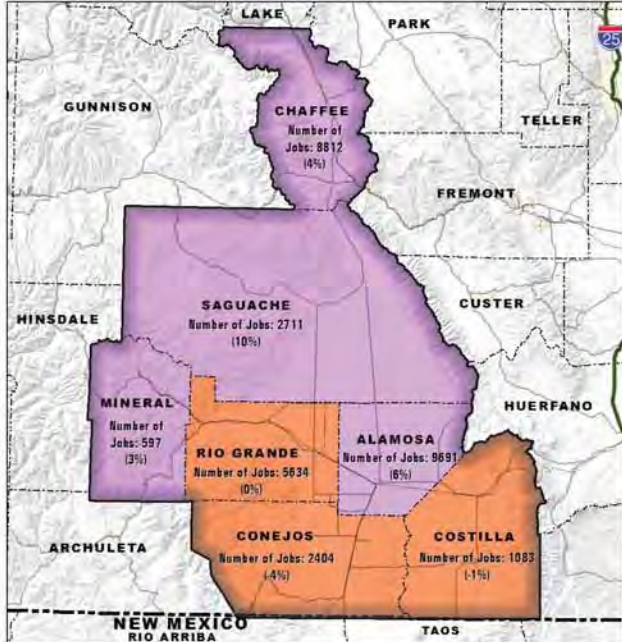


Transportation Planning Region

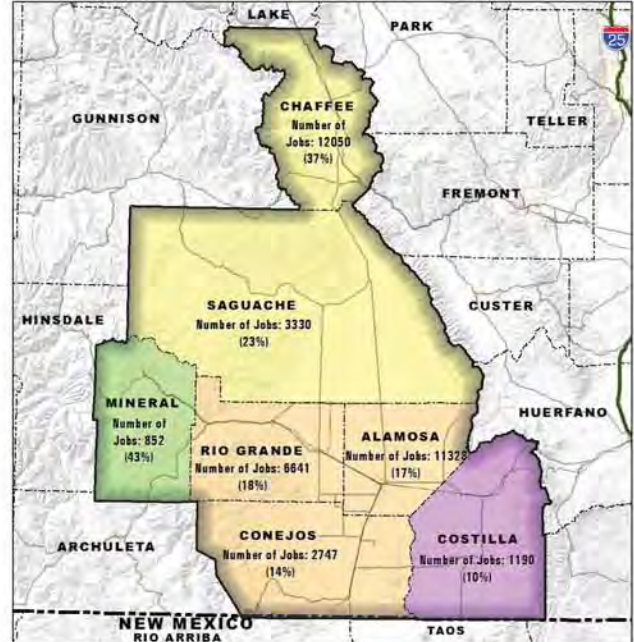
Job Growth from 2000-2040

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

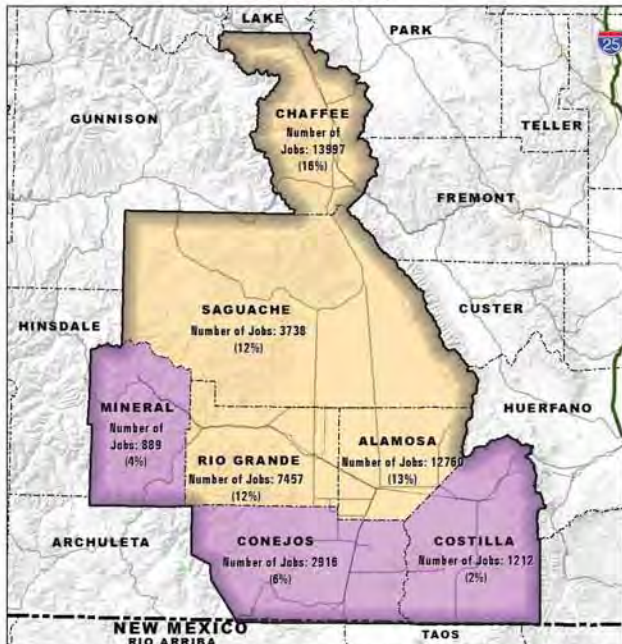
2000 - 2010



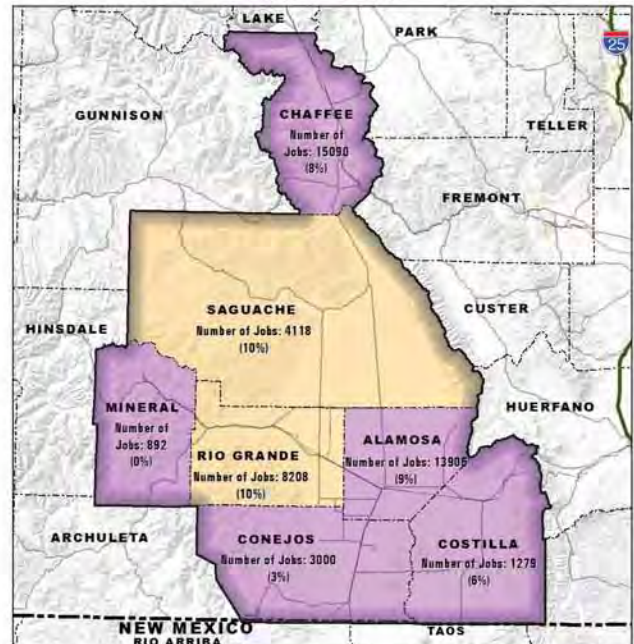
2010 - 2020



2020 - 2030

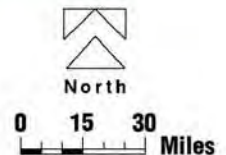


2030 - 2040

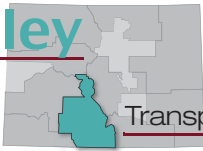


Legend

- Less Than 0% Job Growth
- 20% - 40% Job Growth
- San Luis Valley TPR Boundary
- U.S. & State Highways
- 0% - 10% Job Growth
- Greater Than 40% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 10% - 20% Job Growth
- Interstate Highways
- State Boundaries

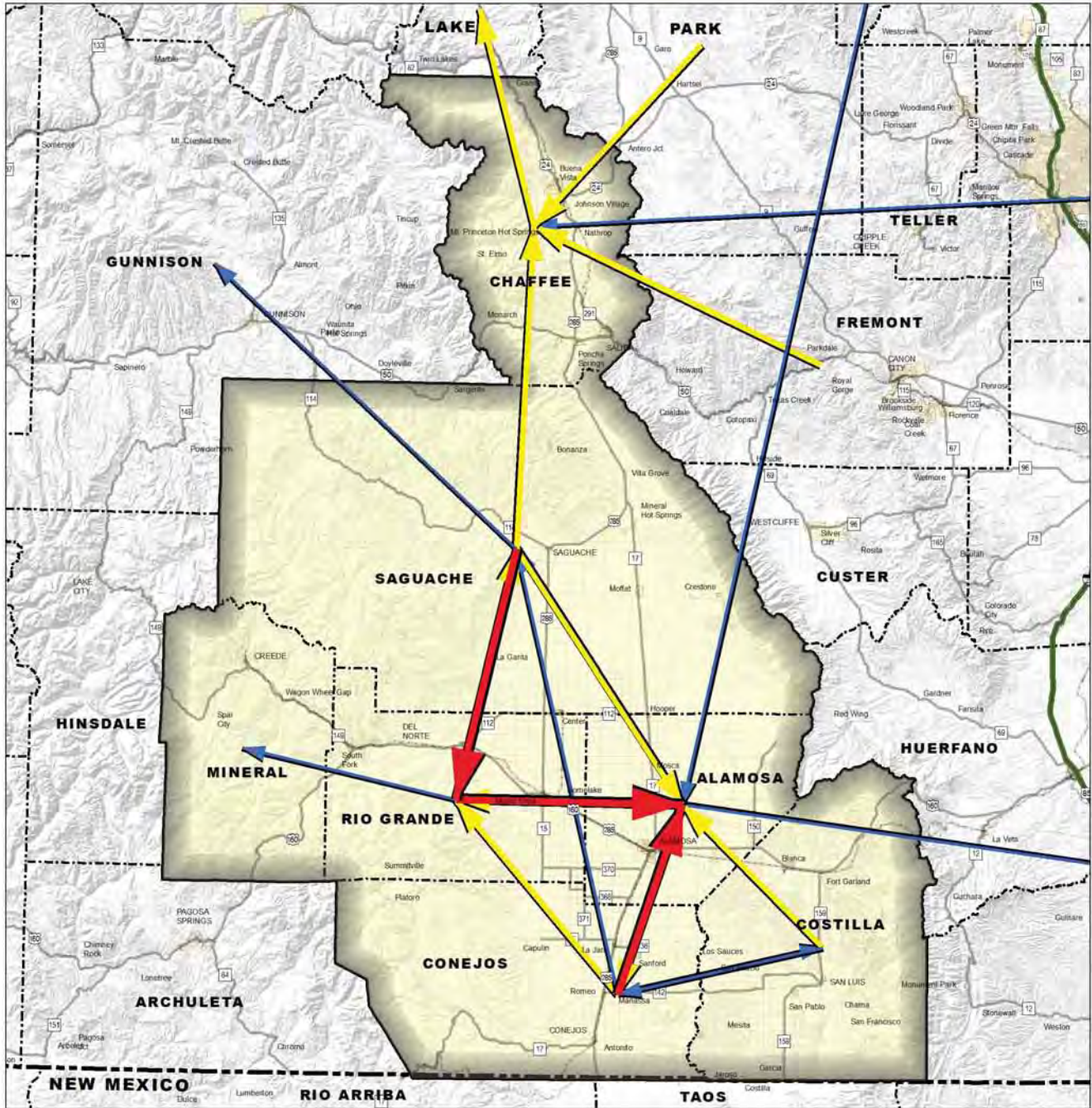


San Luis Valley



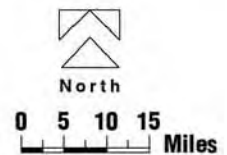
Transportation Planning Region

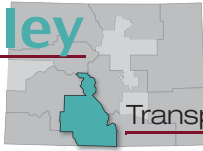
Employed Working Outside County of Residence



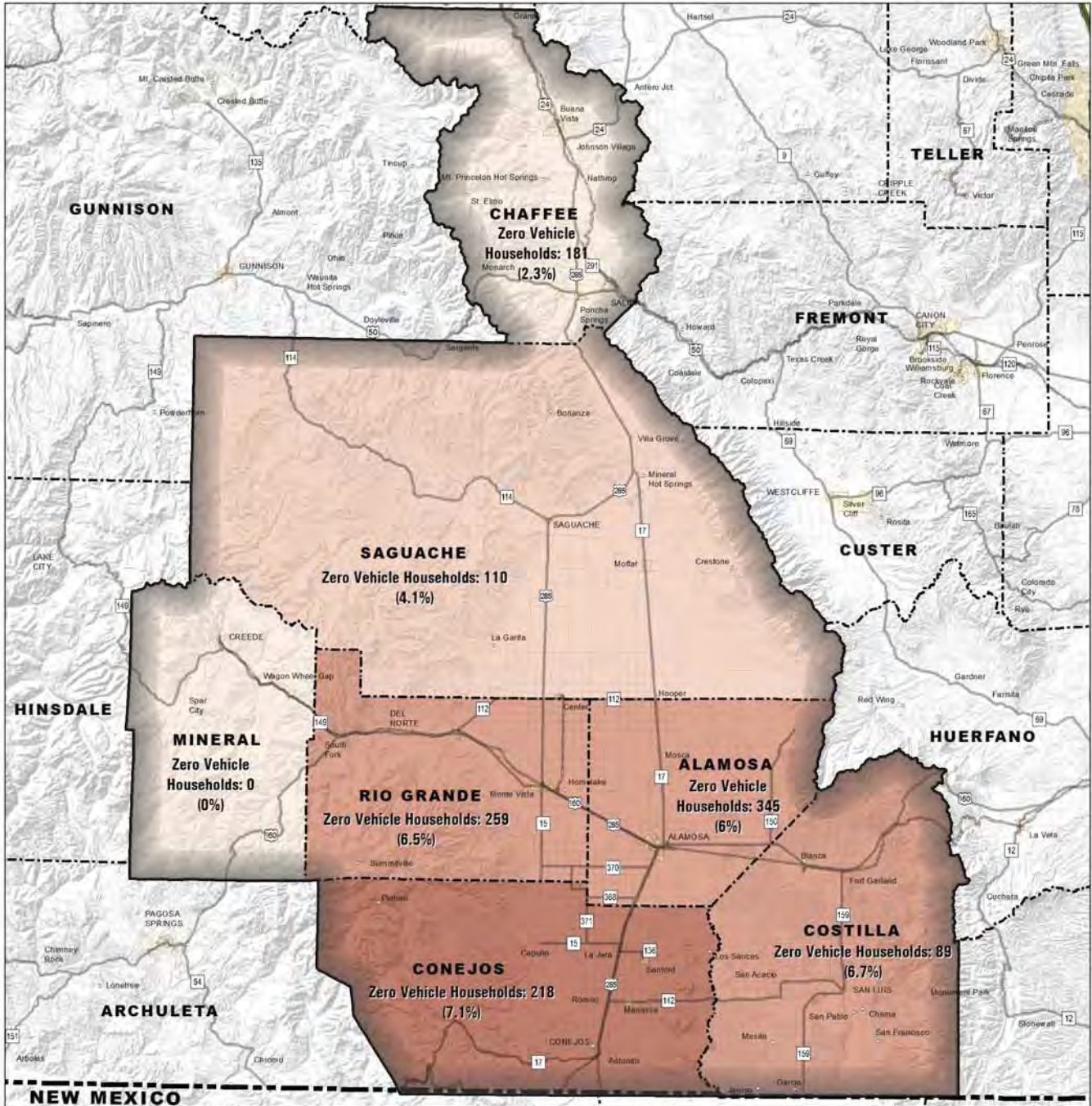
Legend

- 50 - 100 Commuters
- 100 - 500 Commuters
- 500 - 1400 Commuters
- San Luis Valley TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries



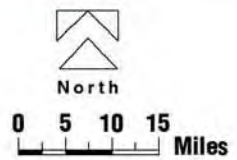


2011 Percentage of Households with No Vehicle

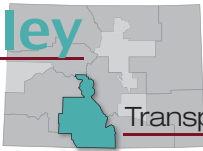


Legend

- Less Than 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- 6% - 7% Zero Vehicle Households
- Greater Than 7% Zero Vehicle Households
- San Luis Valley TPR Boundary
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways
- Incorporated Cities and Towns



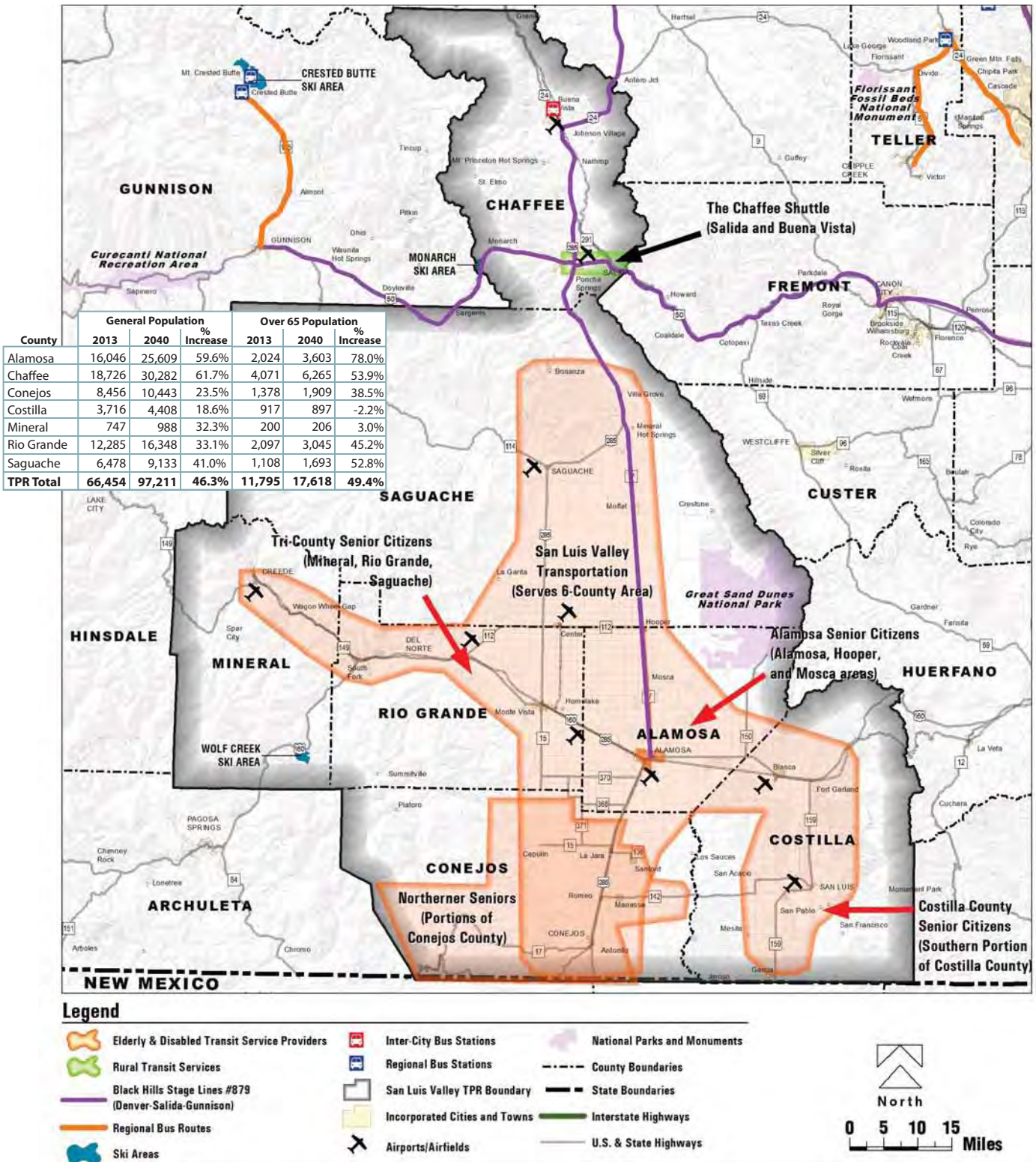
San Luis Valley



Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



We Want to Hear From You!

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



October 21, 2013
 Buena Vista, Colorado
 San Luis Valley TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

| Name | Agency or Association | Email |
|--------------------|-----------------------|---------------------------------|
| Lorraine Benherger | | lorquilt@diva@ridgeviewotel.us |
| DARA MACDONALD | CITY OF SALIDA | dora.macdonald@cityofsalida.com |
| RICH LANDRETH | TOWN OF BUENA VISTA | RICH LANDRETH@HOTMAIL.COM |
| Keith Baker | Town of B.V. | trusteebaker@buonavista.co.gov |
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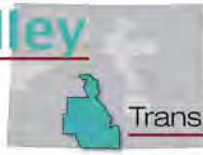


October 22, 2013
 Alamosa, Colorado
 San Luis Valley TPR

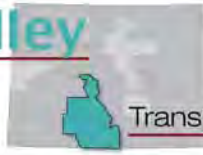
CDOT Statewide Transit Plan

Public Meetings – Fall 2013

| Name | Agency or Association | Email |
|---------------------------------|-------------------------------------------|---------------------------------------|
| John L. VELASQUEZ | Monte Vista TRI-County SR. Citizens | John-Paulv@hivie.com |
| Marty Jones | Private citizen | mbjones@adams.edu |
| Sarah Duncan Pearson | SEPSupervisor public works | soluncara@alamosa.com |
| Charlotte Bobicki | Senator Michael Bennet | Charlotte_bobicki@bennet.senators.gov |
| Kerla Shriver | Rio Grande County Commission | kerla.shriver@gmail.com |
| Barbara Pacheco | Alamosa Workforce | barbara.pacheco@state.co.us |
| ERIC GROSSMAN | CITY OF CREEDE, MAYOR | ericredlion@yahoo.com |
| Doug Davis | Rio Grande County | doug@davis@hotmail.com |
| Marianne Dunne | Alamosa County Commission | mdunne@alamosacounty.org |
| Michael Yolen | Alamosa County | myolen@alamosacounty.org |
| Jeff Dowsley | Small Business Dev. Ctr | jeff@slv-sbdc.com |
| Don Koskeliu | City of Alamosa | dkoskeliu@ci.alamosa.co.us |
| | | |



APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEY



D.1 – Provider Survey Questionnaire

Statewide Transit Plan: Provider Survey

Welcome!

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

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

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

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

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

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

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

Thanks for your time!

Please click "Next" to start the survey.

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information

*1. Please provide the following agency information.

Agency Name:

Doing Business As:

Tax ID (FEIN):

Vendor Number:

Financial Software:

DUNS Number:

Previous Agency Name (if applicable):

*2. Agency Type:

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

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

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

*4. Agency Description:

Statewide Transit Plan: Provider Survey

*5. Agency History:

*6. Please provide the following contact information.

Phone:

Fax:

Website:

*7. Agency Associated Contact 1:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

8. Agency Associated Contact 2:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

9. Agency Associated Contact 3:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

Statewide Transit Plan: Provider Survey

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

Street:

Street 2:

City/Town:

State/Province:

Zip/Postal Code:

Country:

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

Yes

No

Section 1: Transit Agency Information (cont.)

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

Mailing Street:

Mailing Street 2:

Mailing City/Town:

Mailing State/Province:

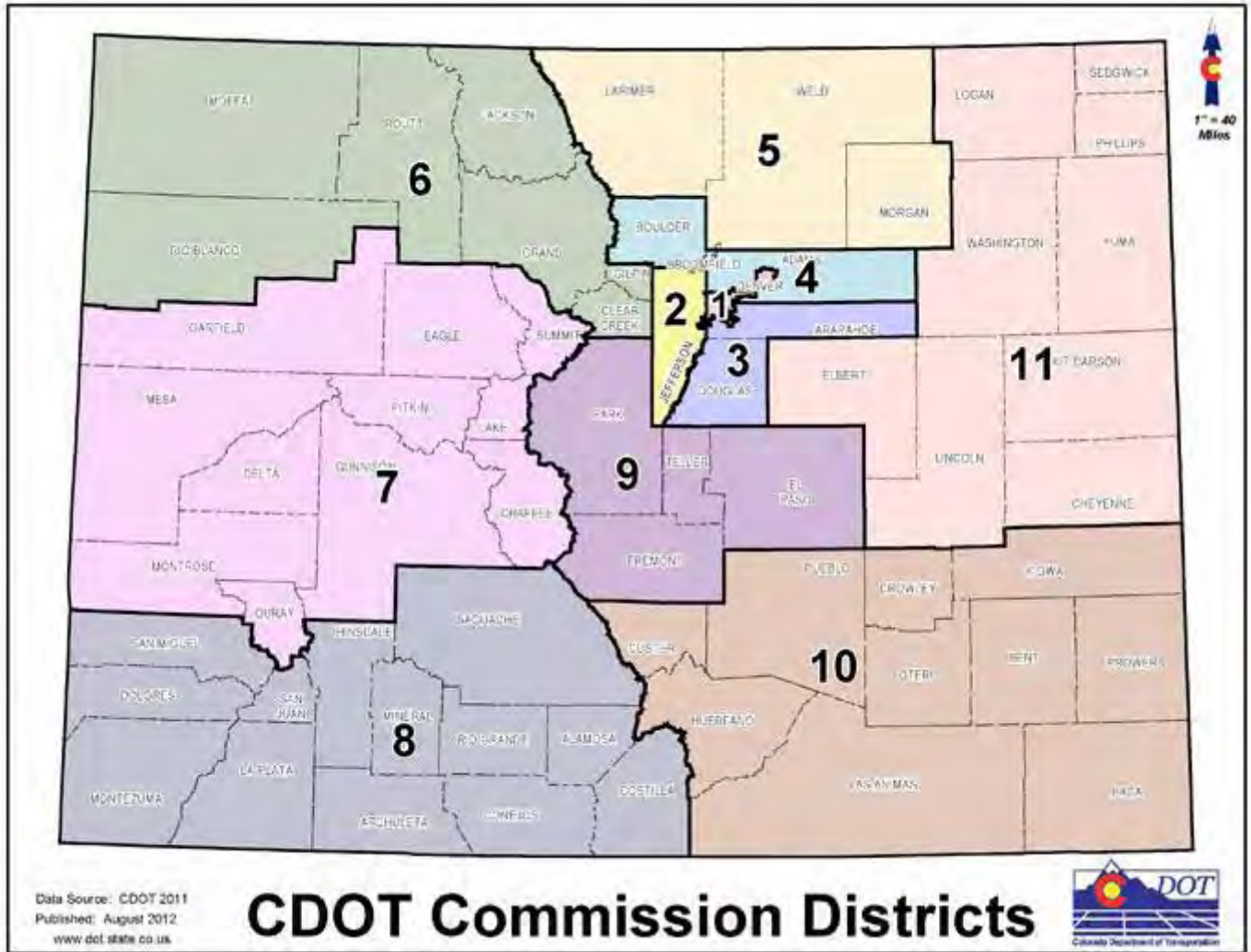
Mailing Zip/Postal

Code:

Mailing Country:

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

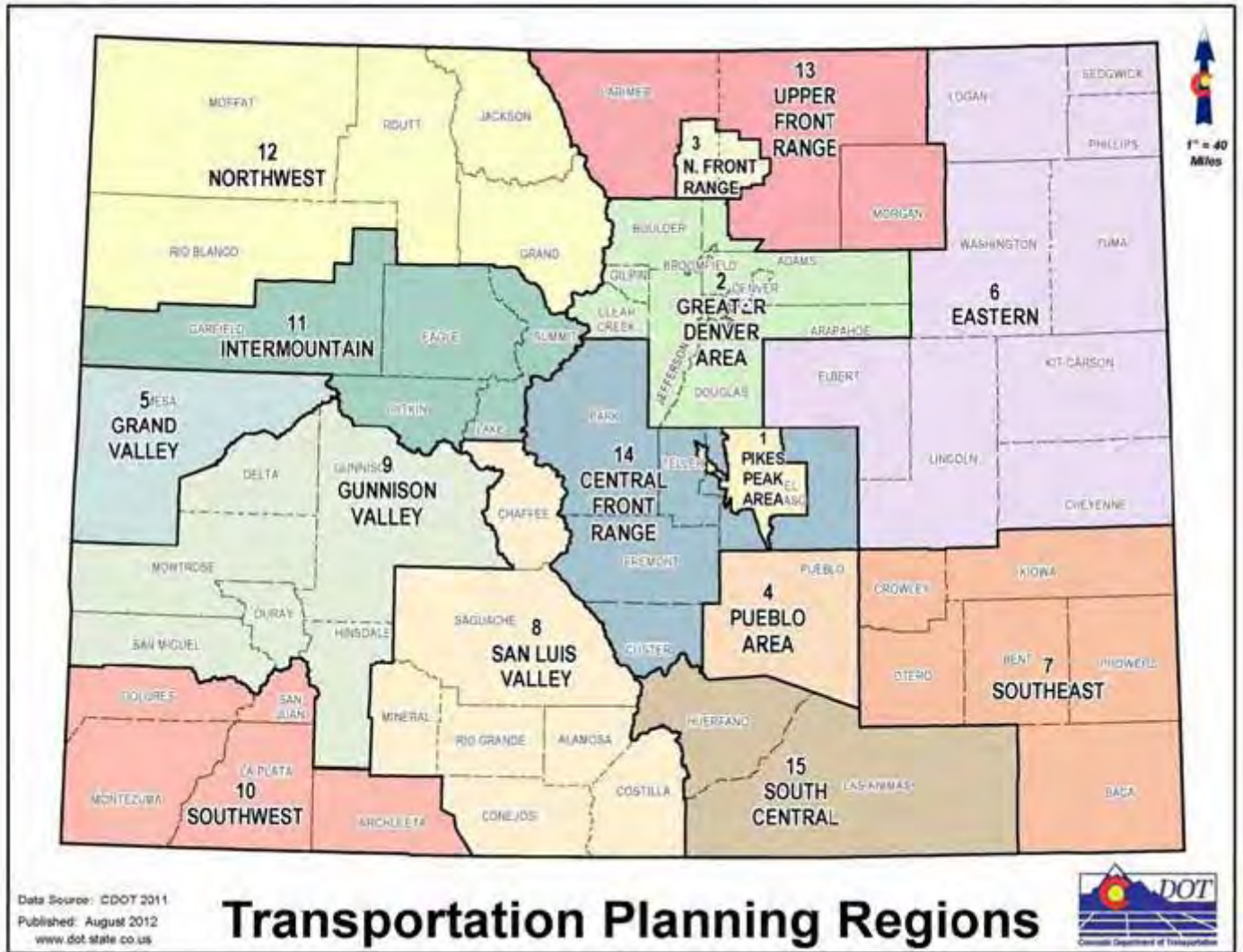


***13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Statewide Transit Plan: Provider Survey

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

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

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

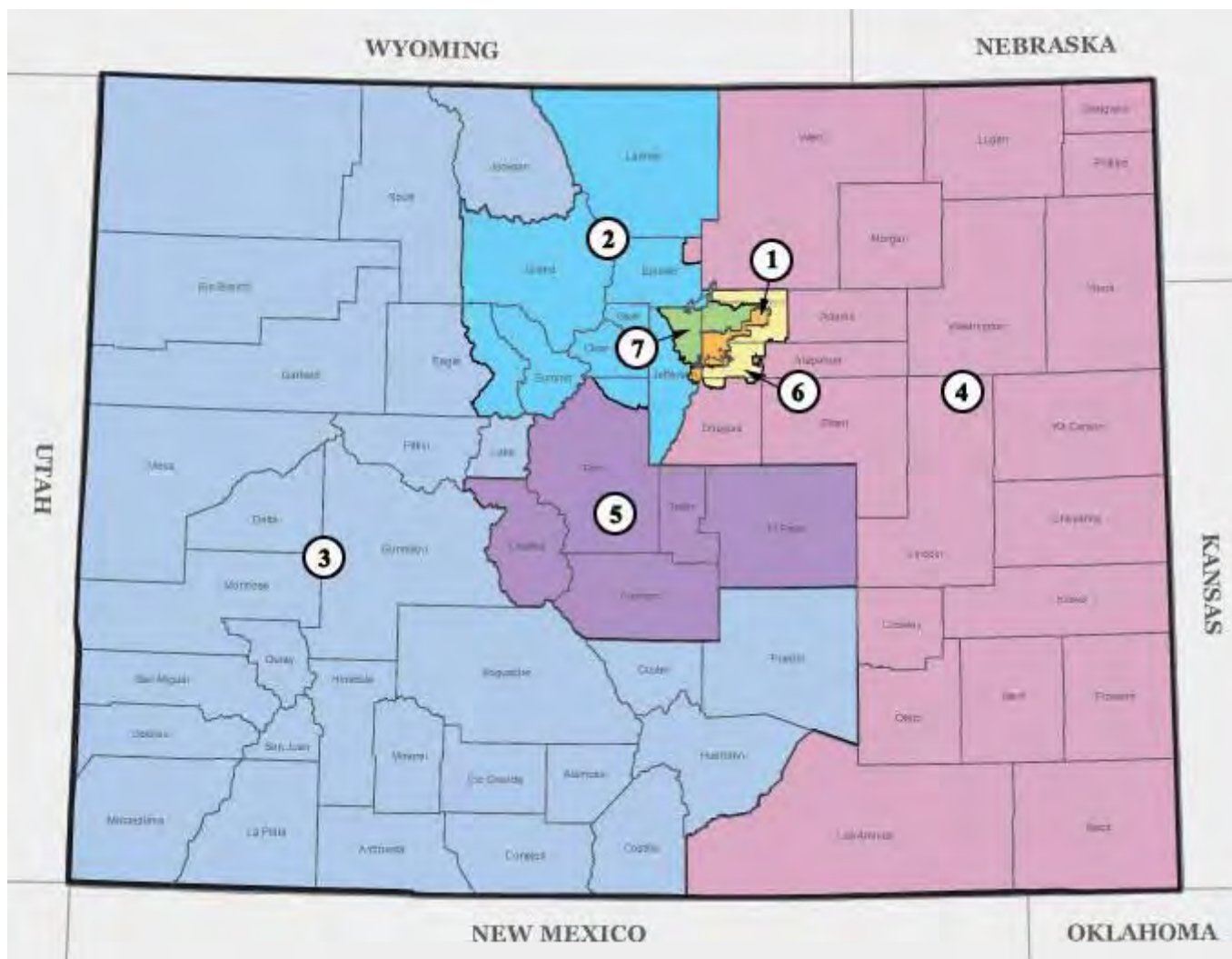
Statewide Transit Plan: Provider Survey

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Source: The Colorado Department of Education

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

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

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

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

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

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

Statewide Transit Plan: Provider Survey

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

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

Statewide Transit Plan: Provider Survey

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 (#)

Vehicles (\$)

Facilities (\$)

IT hardware/software
(\$)

Other equipment (\$)

*54. Capital Revenues for 2012:

Federal (\$)

Name of Federal
Source

State (FASTER / SB
1) (\$)

Local (\$)

Other (\$)

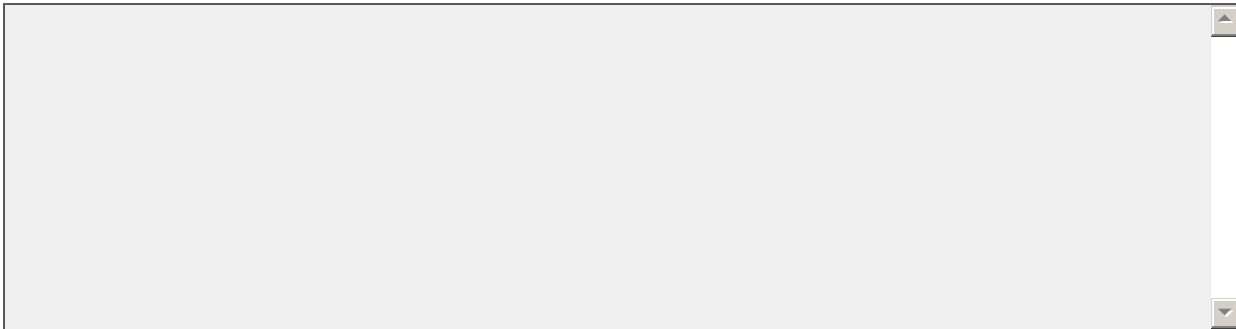
Section 6: Transportation Conditions and Needs

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

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

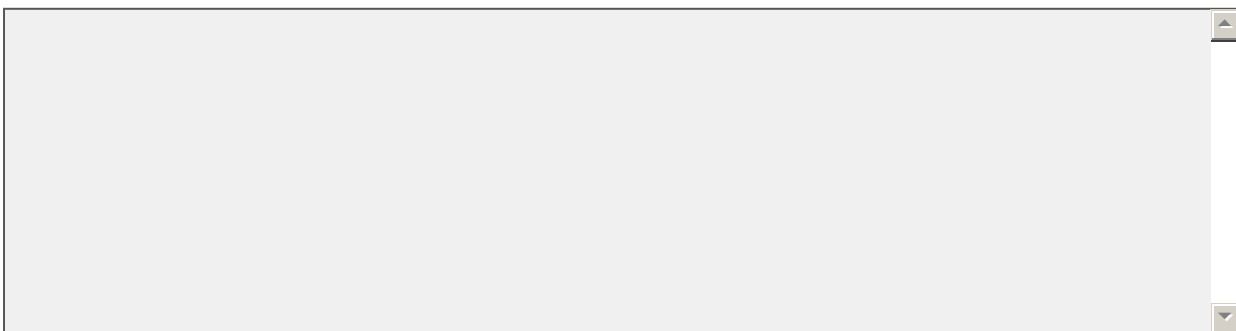
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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



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

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



Statewide Transit Plan: Provider Survey

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

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

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

Section 7: Vehicle Fleet Inventory

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

*59. Fleet Size:

Total Number of

Vehicles in Fleet

Total Number of

Vehicles in Service

(excluding spares and
backups)

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

Section 8: Coordination

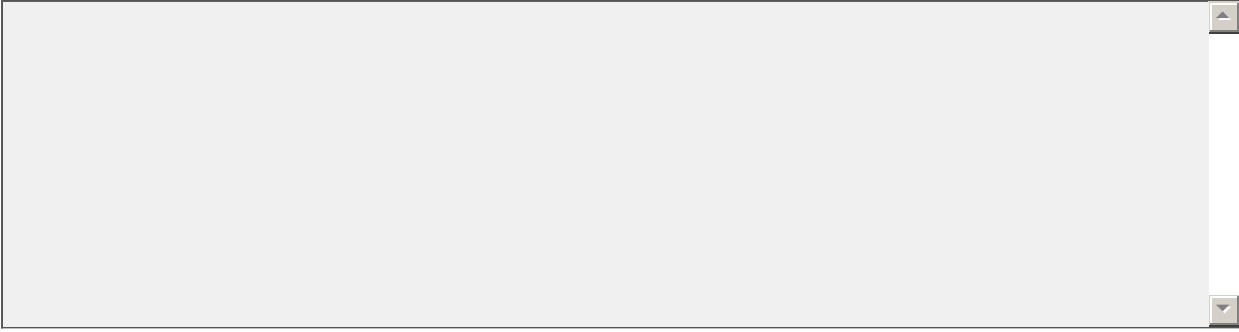
***61. Does your agency have agreements with other transportation providers in your community to:**

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

Other (please specify)

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

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



Section 9: Employee Information

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

*64. Total Employees

Full-Time:

Part-Time:

Volunteer:

*65. Does your organization use volunteers as:

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

Section 9: Employee Information (cont.)

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

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

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

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

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

If you do not have electronic copies of these files, please mail hard copies to:
Cady Dawson
Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111

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

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

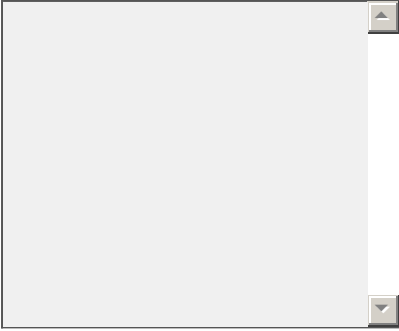
- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

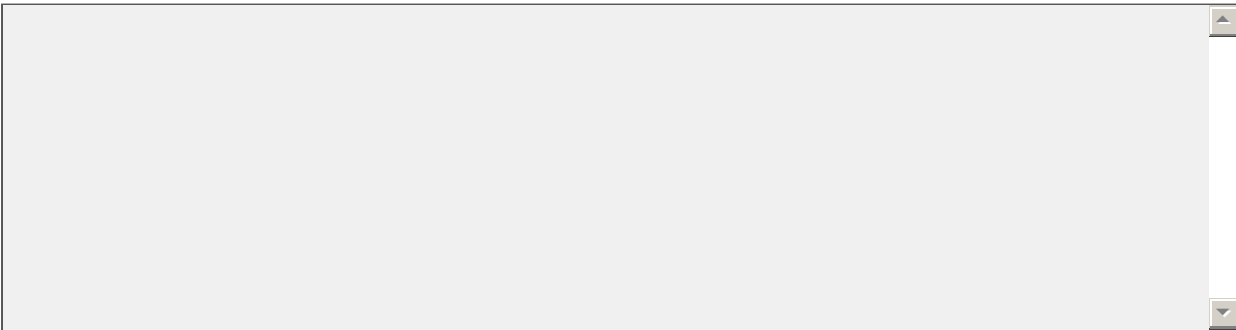
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

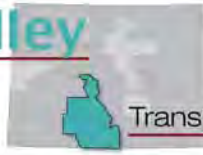
Statewide Transit Plan: Provider Survey

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



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





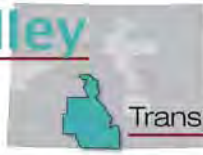
D.2 - List of Provider Survey Respondents

Northerners Seniors, Inc.

Black Hills Stage Lines, Inc.

Blue Peaks Developmental Services, Inc.

Chaffee Shuttle (Neighbor to Neighbor Volunteers)



D.3 – Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

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

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

Data you will need for this survey includes:

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

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

Thanks for your time!

Please click "Next" to start the survey.

Statewide Transit Plan: Human Service Agency Survey

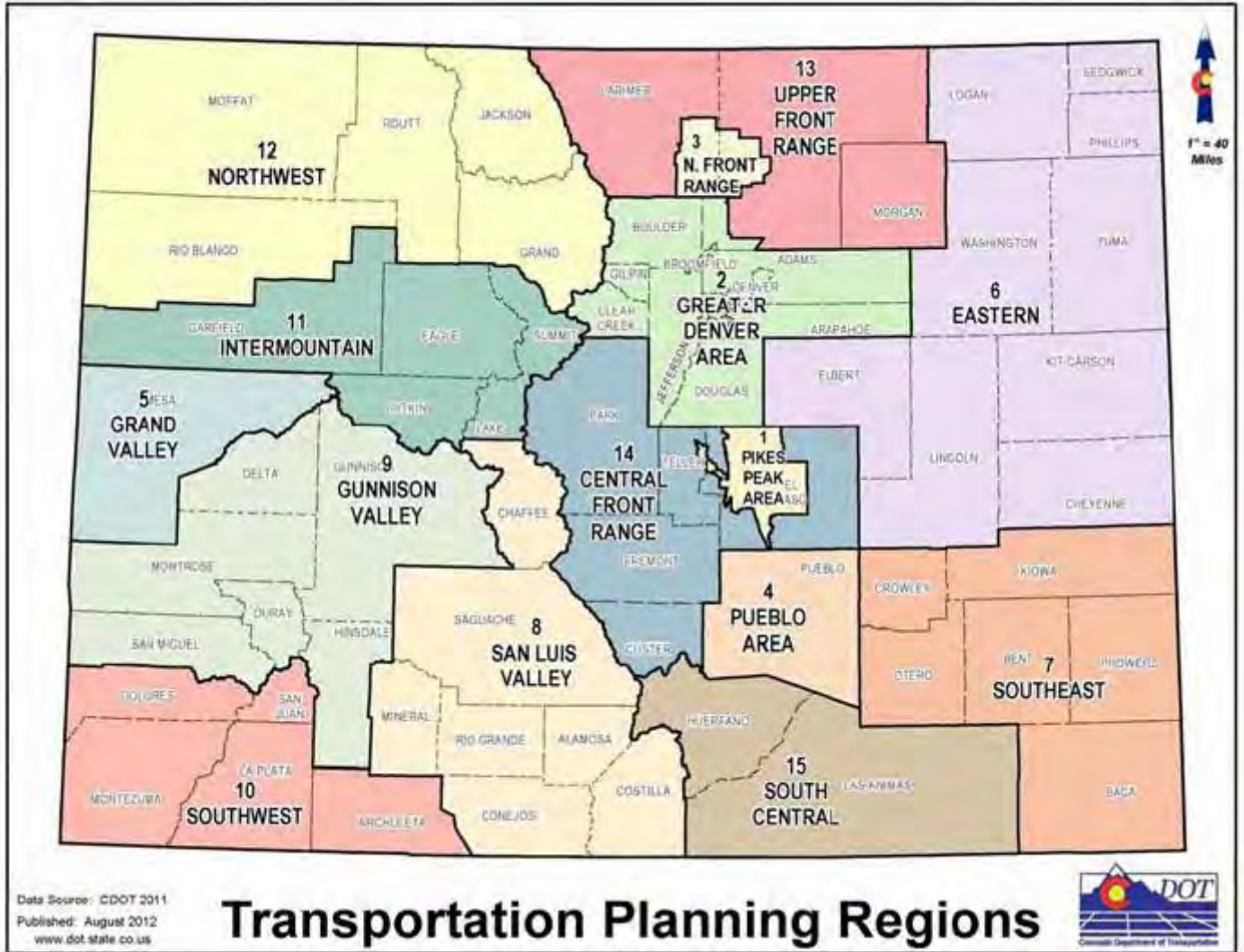
Agency Information

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

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

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



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

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

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

Service Information

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

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

Medicaid Service Information

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

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

Service Information (cont.)

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

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

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

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

Average number of clients served in a typical year

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

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

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

Live where there is some public transit service available

Transportation Importance

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

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

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

Arkansas Headwaters Recreation Area
Boys and Girls Club of Chaffee County: Buena Vista Site
Town of Saguache
Upper Arkansas Area Agency on Aging
Costilla County Department of Social Services
Northwest Colorado Council of Governments
Veterans Service Office
Alamosa Department of Human Services
Neighbor to Neighbor Volunteers/The Chaffee Shuttle
Rio Grande County Veterans Service Office
Town of San Luis
Rio Grande/Mineral County Department of Social Services
Alamosa County Economic Development Corp.
The Training Advantage
Starpoint



D.5 – Regional Project List



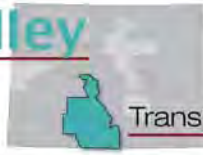
List of Transit Needs and Proposed Projects - San Luis Valley TPR

| Agency/Location | Project | Cost | Time Frame | Category |
|---------------------------------------------------|-----------------------------------------------------------------|----------------|------------|----------------------|
| Black Hills Stage Lines, Inc. | Technology upgrades | | Mid-term | Capital - Equipment |
| Black Hills Stage Lines, Inc. | Add ticket scanners for buses | | Mid-term | Capital - Equipment |
| Black Hills Stage Lines, Inc. | New ticketing system | \$30,000/year | Short-term | Capital - Equipment |
| Alamosa | Establish an intermodal station on a permanent site | | Long-term | Capital - Facilities |
| Alamosa | Establish park and ride (at Loaf-n-Jug site) | | Short-term | Capital - Facilities |
| Blanca | Establish park and ride | | Short-term | Capital - Facilities |
| Buena Vista | Establish park and ride and intermodal facility | | Short-term | Capital - Facilities |
| Chaffee Shuttle | Build a bus storage facility | | Long-term | Capital - Facilities |
| Conejos | Establish park and ride, bus pull-out | | Short-term | Capital - Facilities |
| Del Norte | Establish park and ride, bus pull-out | | Short-term | Capital - Facilities |
| Fort Garland | Establish park and ride | | Short-term | Capital - Facilities |
| La Veta | Establish park and ride | | Long-term | Capital - Facilities |
| Monte Vista | Establish park and ride, bus pull-out | | Short-term | Capital - Facilities |
| Salida | Establish park and ride and storage facility | | Short-term | Capital - Facilities |
| San Luis | Establish park and ride, bus pull-out (at regional bus station) | | Long-term | Capital - Facilities |
| San Luis Valley | Build a multimodal facility (depot) | | Long-term | Capital - Facilities |
| South Fork | Establish park and ride | | Long-term | Capital - Facilities |
| Walsenburg | Establish park and ride, bus pull-out | | Short-term | Capital - Facilities |
| Black Hills Stage Lines, Inc. | All motor coaches replaced | \$500,000 each | Long-term | Capital - Vehicles |
| Black Hills Stage Lines, Inc. | Replace motor coaches every 3-5 years (intercity routes) | \$500,000 each | Mid-term | Capital - Vehicles |
| Black Hills Stage Lines, Inc. | Replace motor coaches for up to 4 routes | \$500,000 each | Short-term | Capital - Vehicles |
| Blue Peaks Developmental Services | Replace 15 vehicles | \$300,000 | Long-term | Capital - Vehicles |
| Blue Peaks Developmental Services | Replace 6 15-passenger vans | \$132,000 | Mid-term | Capital - Vehicles |
| Blue Peaks Developmental Services | Replace 3-4 minibuses | \$220,000 | Short-term | Capital - Vehicles |
| Development Resource Group Council of Governments | Inventory historical elements owned by private rail owners | | | Coordination |



List of Transit Needs and Proposed Projects - San Luis Valley TPR

| Agency/Location | Project | Cost | Time Frame | Category |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------|------|------------|-------------------------|
| Local coordination councils | Expand established local coordination councils | | | Coordination |
| San Luis Valley Region | Develop a system to coordinate travel between different providers | | Mid-term | Coordination |
| TBD | Enhance Alamosa service to connect VA hospital, airport, medical services | | Short-term | Operating - Enhancement |
| TBD | Expand public transportation options in Blue Peaks' service area | | Long-term | Operating - Expansion |
| Golden Age Shuttle | Establish Canon City-Chaffee route | | | Operating - new |
| TBD | Establish Conejos-Alamosa service to connect education facilities, employment | | Long-term | Operating - new |
| TBD | Establish Costilla-Alamosa service to connect education facilities, employment | | Long-term | Operating - new |
| TBD | Establish Alamosa connection to the south (extend Black Hills Stage Lines route) | | Long-term | Operating - new |
| TBD | Establish Montrose-Gunnison service to connect higher education facilities, hospital | | Long-term | Operating - new |
| TBD | Establish local service in Alamosa | | Long-term | Operating - new |
| TBD | Establish shuttle services to outlying communities in Alamosa | | Long-term | Operating - new |
| TBD | Establish a Durango-Alamosa route to connect hospital, education, recreation, employment | | Short-term | Operating - new |
| TBD | Establish Alamosa-Walsenburg route to connect to intercity bus routes on I-25 | | Short-term | Operating - new |
| TBD | Establish Buena Vista-North (Leadville) to connect commerce, employment, tourism, I-70, and medical services in Vail Valley and Summit | | Short-term | Operating - new |
| TBD | Establish rail service between South Fork and Walsenburg | | Long-term | Rail |
| TBD | Establish passenger rail line for short and long trips regionally | | Long-term | Rail |



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

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

Transportation Planning Region: San Luis Valley Area

Survey Results

June 2014



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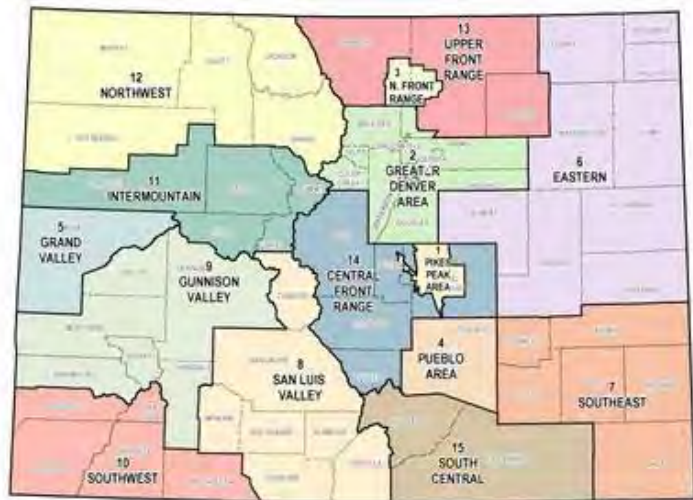
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Survey Background

About the San Luis Valley Transportation Planning Region

The San Luis Valley Transportation Planning Region is located in the lower central part of the state, and includes the entire counties of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande and Saguache. According to the 2010 Census, the total population of this region was 62,329. There were 10,299 adults age 65 and older residing in this region, and 5,509 adults with disabilities age 18 to 64. This region accounts for 2.0% of older adults and adults age 18 to 64 with disabilities in the state of Colorado.



Why the survey was conducted

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

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

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

How the survey was conducted

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

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

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

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

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

For the San Luis Valley TPR, 60 respondents completed an agency-distributed hard copy survey, 1 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 21% 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

- **Almost 4 in 10 older adults and adults with disabilities in the San Luis Valley region reported having trouble finding transportation for trips they wanted or needed to make.**

When asked if they encountered difficulties finding transportation for trips they wanted or needed to make, 63% of respondents said they never had trouble, while 37% did have troubles. Of those 37% who had trouble, most (64%) said they experienced problems finding transportation sometimes or a lot of times, while (36%) had trouble rarely. Respondents most frequently indicated having trouble finding transportation for medical appointments and shopping/pharmacy trips.

- **About one-quarter respondents who drove themselves said they would be very or somewhat likely to use public transportation or paratransit in their community instead of driving.**

Conversely, three-quarters of San Luis Valley respondents who drove said they would be not at all likely to use public transportation or paratransit instead of driving.

- **The most frequently cited barrier to using public transportation and paratransit was lack of transportation services where respondents lived or wanted to go.**

Almost 6 in 10 respondents felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and another 14% felt this was minor problem. More than half cited limited service times, difficulty finding service information and the distance from the stop or station being too far to walk as major or minor problems. Many San Luis Valley respondents felt difficulty reading and understanding service information and difficulty boarding buses or light rail trains presented at least minor problems.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. As with public transportation services, the largest obstacle was lack of service where respondents lived or wanted to go, with 51% citing this as a major problem and 11% saying it was a minor problem. About 4 in 10 cited the difficulty getting information about how to use the service and costs as a major problem and a similar proportion thought service does not operate during the times they needed.

- **The two issues deemed of highest importance for the statewide transit plan by survey respondents in the San Luis Valley region were supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders.**

All of the issues included on the survey were deemed somewhat or very important by a majority of respondents in San Luis Valley. About 7 in 10 respondents felt that supporting the development of easily accessible and understandable transportation information and referral services, providing lower fares for seniors and disabled riders and providing more transportation services in their communities were very important. About two-thirds identified supporting veterans' transportation issues, providing more transportation services to regional destinations and expanding community routes as very important. Less important to San Luis Valley respondents was increasing the availability of wheelchair-accessible taxi cabs, although a majority still felt this was very important.

Responses to Survey Questions

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

| Question 1 | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------|---------------------------------|------|----------------------------|------|-------------------------------|------|--------------|-------|
| In a typical month, about how often, if ever, do you use the following forms of transportation? | Never | | 4 or fewer times a month | | 1 to 2 times a week | | 3 or more times a week | | Total | |
| | Percent | N | Percent | N | Percent | N | Percent | N | Percent | N |
| Drive myself in a personal vehicle | 26% | N=32 | 7% | N=9 | 10% | N=13 | 57% | N=72 | 100% | N=126 |
| Get a ride in a personal vehicle from a family member or someone who lives in my household | 42% | N=50 | 33% | N=39 | 13% | N=15 | 12% | N=14 | 100% | N=117 |
| Get a ride in a personal vehicle from family, friends or neighbors | 47% | N=57 | 35% | N=43 | 8% | N=10 | 9% | N=11 | 100% | N=121 |
| Driven by a paid driver or personal assistant | 87% | N=99 | 10% | N=12 | 2% | N=2 | 1% | N=1 | 100% | N=114 |
| Get a ride from a volunteer driver | 92% | N=107 | 6% | N=7 | 2% | N=3 | 0% | N=0 | 100% | N=116 |
| Take a taxi at the full price fare | 94% | N=112 | 6% | N=7 | 0% | N=0 | 0% | N=0 | 100% | N=118 |
| Take a taxi at a subsidized or discounted fare | 96% | N=112 | 2% | N=3 | 1% | N=1 | 1% | N=1 | 100% | N=117 |
| Walk | 58% | N=66 | 19% | N=21 | 10% | N=12 | 14% | N=16 | 100% | N=115 |
| Bicycle | 87% | N=97 | 7% | N=8 | 4% | N=4 | 2% | N=3 | 100% | N=112 |
| Use transportation provided by my faith community or church | 94% | N=110 | 4% | N=5 | 1% | N=1 | 0% | N=0 | 100% | N=116 |
| Use a senior center or community center shuttle | 91% | N=106 | 6% | N=7 | 1% | N=1 | 2% | N=3 | 100% | N=117 |
| Use shuttle/transportation provided by the housing facility or complex where I live | 99% | N=116 | 0% | N=0 | 1% | N=1 | 0% | N=0 | 100% | N=116 |
| Use public transportation with fixed routes and schedules (e.g., buses and light rail) | 97% | N=111 | 3% | N=3 | 0% | N=0 | 0% | N=0 | 100% | N=114 |
| Use paratransit which is "on demand" transportation where you can call ahead or otherwise arrange for services (e.g., "call-a-ride," "access-a-ride", etc.) | 91% | N=105 | 7% | N=8 | 1% | N=1 | 0% | N=0 | 100% | N=114 |
| Use a private or non-profit transportation service or program | 94% | N=108 | 4% | N=5 | 1% | N=1 | 0% | N=0 | 100% | N=115 |

| Question 2 | | |
|-------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation? | Percent | Number |
| None of my trips | 55% | N=68 |
| Less than half my trips | 15% | N=19 |
| About half my trips | 5% | N=7 |
| More than half my trips | 8% | N=10 |
| All of my trips | 16% | N=20 |
| Total | 100% | N=124 |

| Question 3 | | |
|-------------------------------------------------------------------------|----------------|---------------|
| If you drive yourself, what time of day do you most often drive? | Percent | Number |
| I don't drive | 22% | N=26 |
| Mornings | 57% | N=70 |
| Afternoons | 20% | N=24 |
| Evenings and nights | 1% | N=1 |
| Total | 100% | N=122 |

| Question 4 | | |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead? | Percent | Number |
| Very likely | 12% | N=11 |
| Somewhat likely | 14% | N=13 |
| Not at all likely | 74% | N=70 |
| Total | 100% | N=94 |

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

| Question 5 | | |
|--------------------------------------------------------------------------------------------|----------------|---------------|
| Do you ever have trouble finding transportation for trips you want or need to make? | Percent | Number |
| No, never | 63% | N=75 |
| Rarely | 13% | N=16 |
| Sometimes | 8% | N=10 |
| A lot of times | 15% | N=18 |
| Total | 100% | N=119 |

| Question 6 | | |
|------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.) | Percent | Number |
| Work | 4% | N=1 |
| Visiting family or friends | 33% | N=13 |
| Volunteering | 16% | N=6 |
| Medical appointment | 75% | N=29 |
| Community event | 33% | N=13 |
| Religious service | 27% | N=10 |
| Recreation | 17% | N=7 |
| School | 2% | N=1 |
| Shopping/pharmacy trips | 61% | N=24 |
| Other, please specify | 19% | N=7 |

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

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

| Question 7 | | |
|------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.) | Percent | Number |
| Weekdays 6am to 10am | 37% | N=14 |
| Weekdays 10am to 4pm | 56% | N=21 |
| Weekdays 4pm to 7pm | 30% | N=11 |
| Weekdays 7pm to midnight | 26% | N=10 |
| Weekdays Midnight to 6am | 16% | N=6 |
| Saturday day time | 34% | N=13 |
| Saturday night time | 34% | N=13 |
| Sunday day time | 25% | N=9 |
| Sunday night time | 23% | N=9 |

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

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

| Question 8 | | |
|---------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation? | Percent | Number |
| Never | 49% | N=20 |
| Once or twice | 26% | N=11 |
| 3 to 6 times | 20% | N=8 |
| 7 times or more | 5% | N=2 |
| Total | 100% | N=42 |

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

| Question 9 | | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|------|---------------|------|---------------|------|-------|------|
| Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation. | Major problem | | Minor problem | | Not a problem | | Total | |
| | Service is not provided where I live or where I want to go | 57% | N=62 | 14% | N=15 | 29% | N=31 | 100% |
| Service does not operate during the times I need | 48% | N=42 | 11% | N=10 | 41% | N=37 | 100% | N=89 |
| Information about fares, schedules and routes is difficult to find | 43% | N=37 | 11% | N=10 | 45% | N=39 | 100% | N=86 |
| Information about fares, schedules and routes is difficult to read | 35% | N=28 | 16% | N=13 | 50% | N=40 | 100% | N=81 |
| I cannot understand the information about fares, schedules and routes | 27% | N=22 | 18% | N=15 | 55% | N=45 | 100% | N=82 |
| Information about fares, schedules and routes is not in my first (non-English) language | 19% | N=15 | 8% | N=6 | 73% | N=57 | 100% | N=78 |
| I am unclear about how to use public transportation | 30% | N=24 | 12% | N=10 | 58% | N=48 | 100% | N=83 |
| 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 | 32% | N=26 | 15% | N=12 | 53% | N=43 | 100% | N=81 |
| Buses or light rail trains lack clear announcements or visual displays about the next stops | 31% | N=24 | 15% | N=12 | 54% | N=42 | 100% | N=79 |
| 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=29 | 13% | N=10 | 52% | N=42 | 100% | N=82 |
| I have health reasons that prevent me from being able to use fixed route public transportation | 32% | N=27 | 15% | N=12 | 53% | N=43 | 100% | N=82 |
| I have difficulty boarding and exiting buses or light rail trains | 34% | N=28 | 15% | N=12 | 51% | N=42 | 100% | N=82 |
| Distance from bus stop or light rail station is too far for me to walk | 40% | N=33 | 14% | N=12 | 45% | N=37 | 100% | N=81 |
| I am unable to get a seat | 24% | N=18 | 15% | N=11 | 62% | N=47 | 100% | N=76 |
| I do not feel safe while waiting for the bus or light rail train | 27% | N=21 | 17% | N=13 | 57% | N=44 | 100% | N=77 |
| I do not feel safe while riding the bus or light rail train | 22% | N=17 | 15% | N=12 | 62% | N=48 | 100% | N=77 |
| Fares are too expensive | 28% | N=21 | 19% | N=15 | 53% | N=40 | 100% | N=76 |
| Travel time to my destinations is too long | 28% | N=22 | 12% | N=9 | 60% | N=45 | 100% | N=76 |
| Bus stops and stations are poorly maintained | 21% | N=15 | 16% | N=12 | 63% | N=46 | 100% | N=73 |
| Service is not reliable | 27% | N=21 | 14% | N=11 | 59% | N=44 | 100% | N=76 |
| I do not understand how to make a transfer | 26% | N=19 | 14% | N=10 | 60% | N=44 | 100% | N=73 |

| Question 10 | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|------|----------------------|-----|----------------------|------|--------------|------|
| Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service. Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? | Major problem | | Minor problem | | Not a problem | | Total | |
| | Service is not provided where I live or where I want to go | 51% | N=48 | 11% | N=10 | 37% | N=35 | 100% |
| Services does not operate during the times I need | 42% | N=31 | 7% | N=5 | 50% | N=36 | 100% | N=72 |
| Information about how to use the service and costs is difficult to find | 43% | N=31 | 9% | N=7 | 48% | N=35 | 100% | N=73 |
| Information about how to use the service and the costs is difficult to read | 37% | N=27 | 5% | N=3 | 58% | N=42 | 100% | N=71 |
| Information about how to use the service and the costs is not in my first (non-English) language | 25% | N=17 | 9% | N=6 | 66% | N=45 | 100% | N=68 |
| I cannot understand the information on how to use the service and the costs | 28% | N=20 | 12% | N=8 | 60% | N=42 | 100% | N=71 |
| I am unclear about how to start using it | 36% | N=24 | 13% | N=8 | 52% | N=35 | 100% | N=67 |

| Question 11 | | |
|---------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| How would you prefer to get your information about transportation services and programs? (Please select all that apply.) | Percent | Number |
| Through my place of residence | 39% | N=42 |
| Friends or family | 20% | N=21 |
| Printed materials | 46% | N=49 |
| Telephone | 16% | N=17 |
| Other, please specify | 9% | N=10 |
| Through the place where I work or volunteer | 7% | N=8 |
| Electronic (websites, email, social media, smart phone) | 19% | N=20 |
| In-person assistance | 7% | N=7 |
| Presentations at church, community centers, etc. | 14% | N=15 |

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

| Question 12 | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------|---------------------------|------|-----------------------------|------|--------------|-------|
| CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you? | Very important | | Somewhat important | | Not at all important | | Total | |
| | Supporting the development of easily accessible and understandable transportation information and referral services | 71% | N=75 | 15% | N=16 | 14% | N=15 | 100% |
| Supporting veterans' transportation issues | 66% | N=67 | 15% | N=15 | 19% | N=19 | 100% | N=100 |
| Supporting volunteer and faith-based transportation services | 53% | N=53 | 28% | N=28 | 19% | N=19 | 100% | N=100 |
| Increasing the availability of wheelchair-accessible taxi cabs | 54% | N=52 | 15% | N=15 | 31% | N=29 | 100% | N=96 |
| Expanding discount programs and/or subsidies for public transportation and/or taxi fares | 53% | N=52 | 24% | N=24 | 23% | N=22 | 100% | N=98 |
| Providing more transportation services in my community | 69% | N=72 | 15% | N=16 | 16% | N=17 | 100% | N=106 |
| Providing more transportation services to regional destinations | 65% | N=63 | 24% | N=23 | 11% | N=10 | 100% | N=97 |
| Expanding hours that transportation services are offered | 56% | N=53 | 26% | N=25 | 19% | N=18 | 100% | N=96 |
| Expanding or adding routes in my community | 65% | N=64 | 20% | N=19 | 15% | N=15 | 100% | N=98 |
| Providing lower fares for seniors and disabled riders | 70% | N=75 | 17% | N=18 | 13% | N=14 | 100% | N=107 |

| Question 15 | | |
|-------------------------------------------------------------------------------------------------------------|----------------|---------------|
| Please indicate if you have difficulty with any of these activities? (Please select all that apply.) | Percent | Number |
| Climbing stairs | 48% | N=56 |
| Talking | 8% | N=9 |
| Lifting or carrying a package or bag | 42% | N=49 |
| Understanding written directions | 10% | N=12 |
| Understanding spoken directions | 12% | N=14 |
| Seeing | 19% | N=22 |
| Hearing | 27% | N=31 |
| Walking 1/4 mile | 39% | N=46 |
| None | 31% | N=36 |

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

| Question 16 | | |
|---------------------------------------------------------------------------------------|----------------|---------------|
| Do you use any of the following to get around? (Please select all that apply.) | Percent | Number |
| None | 62% | N=70 |
| Guide or service dog | 0% | N=0 |
| White cane | 2% | N=3 |
| Cane or walker | 33% | N=38 |
| Power wheelchair or scooter | 6% | N=7 |
| Manual wheelchair | 8% | N=8 |

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

| Question 17 | | |
|-------------------------------------------------------|----------------|---------------|
| Which best describes the building you live in? | Percent | Number |
| Single family home or mobile home | 79% | N=100 |
| Townhouse, condominium, duplex or apartment | 11% | N=14 |
| Age-restricted senior living residence | 7% | N=8 |
| Assisted living residence | 1% | N=1 |
| Nursing home | 0% | N=0 |
| Other | 3% | N=3 |
| Total | 100% | N=126 |

| Question 19 | | |
|-------------------------------------|----------------|---------------|
| What is your race/ethnicity? | Percent | Number |
| American Indian or Alaskan Native | 2% | N=2 |
| Asian or Pacific Islander | 1% | N=1 |
| Black, African American | 0% | N=0 |
| Hispanic/Spanish/Latino | 37% | N=46 |
| White/Caucasian | 61% | N=75 |
| Other | 3% | N=3 |

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

| Question 20 | | |
|---------------------------------------|----------------|---------------|
| In which category is your age? | Percent | Number |
| 18 - 44 years | 2% | N=2 |
| 45 - 54 years | 1% | N=1 |
| 55 - 64 years | 9% | N=11 |
| 65 - 74 years | 46% | N=58 |
| 75 - 84 years | 25% | N=32 |
| 85 - 94 years | 17% | N=21 |
| 95 years or older | 1% | N=1 |
| Total | 100% | N=126 |

| Question 21 | | |
|-----------------------------|----------------|---------------|
| What is your gender? | Percent | Number |
| Female | 58% | N=71 |
| Male | 42% | N=51 |
| Total | 100% | N=122 |

Verbatim Responses to Open-Ended Questions

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

Comments from those completing an Agency survey

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

- Electric mobility scooter
- My car (i'm able)
- My own
- My son drives me around
- Ride by a good friend

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

- Never
- None
- Pay bills at different businesses
- To amarillo, tx to visit my sister
- To get to public transportation.

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.”

- #1 trains are local exsursion. Only one bus does not go to my town
- Can't get to city
- Do not have trains
- Do not need but also do not have available in our area
- I do not drive after dark. If for an occasion i would if i had to i would drive
- I do not need
- In my area non of the above exist
- My son usually takes me and picks up
- no bus system
- No service in my area
- Not available
- Our problem is that we have no public transportation bus, we need public transportation
- Public not available in this rural area unless you are low income
- Services are not available

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

- Do not need
- Don't know if service is provided
- Don't know if this service is available

- It is hard to tell since this service does not exist in my area
- no service
- Not available-no not need
- Service is not available
- We live in the country

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

- Do not need
- Don't have this service
- Mail
- Mail
- Senior citizen center

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

- Bus services needed in san luis valley
- Cost, out of line
- Do not need
- Don't use i drive myself
- Drivers not friendly
- Has not happened. I have friends however that have to depend on someone to take them to doctor visits, ect.
- Have not been able to get transportation when my appointments are one or two weeks after i call.
- I have missed important cultural events at the college. Medical appointments are becoming a problem due to lack of transportation to the cities.
- I haven't had no impacts yet.
- I use my providers car
- In such case i would depend on family members or neighbors and friends.
- It is very important to try get a ride to go to my doctors appointments and to the store
- No problem
- No public transportation available in alamosa colo.
- No service
- No transportation for dr. Appointments or shopping. None in the whole san luis valley
- None available
- None, my son takes me all over.
- Not a problem
- Not available all the time.
- Not being able to attend many functions having to rely on my friends if needing to get to the hospital emergency room at night
- Still drive my means of transportation
- The fact that most employees in the area believe i should have the information beforehand
- Today is 22 in sl valley and 3 or 4 inches of snow, son wanted me to stay home today

- Transportation access, having enough information of contact and or availability. Having money to pay for cabs unavailable as needed
- Travel 30 miles by car to meet trailways which leaves at 6:20 am to visit my family. Having local transportation would sure make life easier. Route that goes thru salida. I have family in pueblo, springs and denver.
- We have absolutely no transportation
- We have always had great experiences with our paratransit services. We are very appreciative of them.
- We live out in the country and the county or the state does not want to do nothing.
- When i didn't have my car to drive i would use the senior bus come for me or i would call my daughter
- When it has been provided they don't stop when i need to eat or use the bathroom and most of the time they can not take me to appointments because they are booked up.
- Where i live, there is no public transportation available.

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?

- Bus we need public transportation in our community
- Consider electric mobility scooters as well as wheelchairs. Not all physically challenged individuals use wheelchairs, but also do not have the ability to walk
- Enjoy taking handicapped women. I no longer drive at night. Have new tires and doing fine with 2001 chevy car.
- Go through the senior citizen center to have better transportation
- Have a transportation plan that has scheduled routes and runs at a regular bases
- Have more employees to meet the demand of clients and the proper training for employees to deal with the different clients.
- Have transportation bus more often.
- Having a way to get from antonito to denver or new mexico. Having to travel to alamosa to the trailway station is too early.
- I am not sure we have such services. It would be nice to have this services, especially because of the distance between towns.
- I just walk and ride my bike so far don't need anything yet.
- If one doesn't have money to pay for cab fare (and schedule with enough time) or have friends/family one is pretty much confined to home. Access to community activities, business, church sanctions, bill paying
- Just be nice to have some.
- Lower service charge 15.00 early pick up before 6am important appointments are mostly out of town need early pick up
- More accessibility to public transportation
- More cars
- No local bus service. Transportation does not run at night.
- No transportation for sr. Citizen events.
- None
- Not a problem
- Not public transportation
- Open some transportation for seniors on fixed income

- Over 20 miles to alamosa the only shopping center near me.
- Should have a system in rural areas and provide necessary services at a reasonable cost
- The cars that are to hard for me to get in to get out since i have had hip surgery i am afraid
- Town too small for taxi service. Sr. Citizen transportation available on limited schedule
- Transportation is lacking in rural areas
- Transportation to denver for medical appointments is necessary for all income levels
- We don't have any transportation
- We only have 1 taxi that i know of

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

- Own my own home
- With an upstairs

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.”

- My car recently went bad so i now cannot afford to fix it, so i need to rely on others except for short trips
- My own vehicle.
- Our own personal vehichle.
- Train, bus

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

- Driving from rural to metro areas.
- I drive myself
- Rail, long distance trips.
- Taking dog to vet in monte
- Trips out of state

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.”

- Almost none of these transportation facilities are available where i live.
- Here in san luis valley there is only taxi service. Unless you use the senior citizen vans and they have limited schedules.
- I am nearly blind from macular degeneration. I am having a friend fill this out for me.
- None of the above actually applies due to location of where i live
- None of the above is available here.
- Pub. Trans. Not available.
- Saguache has no hookup to go anywhere. A sr. Van comes 2 times a month and takes a few of us seniors shopping in alamosa. There is no other transportation. Everyone is on their own, except if you are on medicade etc. Then someone gets you.
- This type of transportation is unavailable.
- We don't have any of these kids of transportation here where i live because it's a very very small community
- We have no buses or taxi in my area

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.”

- Again, macalar degeneration has left me nearly blind.
- I am unaware if there is a paratransit in my area.
- I do not need this service, i'm employed full time and drive myself everywhere!
- I live in a country home out in the country.
- I would drive myself to dental, but beyond that i have no health concerns and have never wanted the service.
- Never had problems so far so good
- No need at this time.
- None of the above applies

- None of the above is available here.
- Not available
- Service not provided in san luis

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

- Don't need
- Not provided
- Postings at the post office or local grocery store, or sent to me.
- To far away
- Unnecessary

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?

- Almost none in our community. Lots of elderly folks who rely on family, friends and some have no family.
- At this point in my life my experiences are ok. I wish more were available at more times during the week. I can manage with current availability because i don't have a work schedule. I don't drive into denver or colorado springs.
- Does not apply at this time.
- Does not pertain to us. Own & drive our own vehicles.
- Don't see well at night, no transportation services at night in my small community
- Get in trouble at work because i miss work, when my car broke down
- Have not had any experience, good or bad
- I (we) still drive and are not dependent on transportation
- I am afraid to take public transportation, because i am afraid of tripping or falling.
- i have red willow transportation not all the time they can take me to doctors appointments or shopping
- I live in the county, service is not available if i needed it.
- I must have a car to get anywhere, except for the sr. Van to shop 2 times a month. Saguache offers no trans. Except if you drive to moffitt to get a paid transport van to denver etc. The schedule is regular but you need a car go get to moffitt.
- I still drive myself anywhere i want to go.
- In my area all we have is a taxi service
- Never had to use them at all. So far so good but never know when.
- Never tried to use this transportation
- No experience no inpart
- No experience.
- No experiences
- No problem
- No problems.
- No public transportation in southern colorado ie. Costilla county
- None available.
- None available.

- None of this applies because we live in a mountain sub division and we are 16 miles from ft. Garland co.
- Not available in buena vista
- Not come up yet.
- Not much available in rural communities.
- Not provided in area
- Since i am still able to get around on my own i couldn't answer many of your questions. I hope what i did answer will be of help otherwise i would like to see more support for our veterans and seniors on wheelchairs so they can get around easier. And provide lower fares for these people
- Taxi service only thing available when it is accessible.
- The snow is never cleaned they do not plow the roads like they used to.
- There are no public transportation where i live that i am aware of.
- There are no transportation services!
- Transportation is understandably limited in low population rural areas. This will become more of a problem as i age.
- Very difficult to get to area airports no shuttles or even for hire options.
- We would appreciate rail service. If not possible, bus service.
- You should use another form for people living in small communities 90% of this form does not apply to buena vista co. We need to commute to denver, pueblo, colo spgs. For dr's etc.

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?

- Any additional transportation would benefit, we have only taxi and senior citizen vans, there is slv transportation but not sure how broad their routes are.
- Does not apply to me at this time.
- Don't know. Rural communities are usually hardly considered, if at all.
- I am unaware of any.
- I have no issues.
- I live in a rural area. Most of those questions did not seem applicable.
- I want to move out of saguache and maybe give up driving. I cannot afford cars anymore. I think people in saguache would use an -on demand- transport for going places in colo. Not just for medical appt.
- In my rural area there is no public trans. At all. So most of those questions don't apply here.
- Need help but they investigate more about income and if it's a few dollars more you don't qualify. Qualification is a big problem.
- Need local bus service
- Need medical transp. From rural areas to metro centers.
- No problems.
- No public transportation in creede area.
- No way to safely ride a bicycle, no shoulders, or trails, in my community
- None available in this area.
- Red willow will take me to the store and leave me for 4 hours
- See question 13
- Small community
- There are no services!

- There is some difficulty matching schedules of bus to train and or air travel. My flexibility due to time is some of the problem. I don't live in an urban area so much of my transportation needs are filled by my driving.
- This seems to be directed at larger communities. Here we fly by the seat of our pants it is a hit and miss to try to use public transportation, not for me. I drive everywhere.
- To have a transit, public access in each of the local towns, like hooper, mosca, moffat, saquache, etc, to travel to alamosa or salida, monte vista once a week for apt. Or groc.
- To my knowledge we have a shuttle and one taxi. Both of which are pretty expensive. We have no community supported or disability -sensitive.
- We need shuttles throughout our community -to dr's office, church, and other activities, most of the elderly are on a fixed income and cannot afford a taxi rates. For short distances
- Your snow removal is bad your workers are lazy they just ride around. What a waste of tax dollars.

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

- Country home

Survey Instrument

A copy of the questionnaire appears on the following pages.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

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

(To learn more, you can visit the website:

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

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

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

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

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

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

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

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

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

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

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

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

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

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

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



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

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

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¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

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

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

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Colorado Department of Transportation Survey

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

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

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

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

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

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

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

- Very likely
- Somewhat likely
- Not at all likely

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17. Which best describes the building you live in?

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

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

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

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

20. In which category is your age?

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

21. What is your gender?

- Female
- Male

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