
APPENDIX A GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.coloradodot.info/about/transportation-commission

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MINORITY PERSONS - includes the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



APPENDIX B TRANSIT WORKING GROUP

The following includes a list of stakeholders and organizations invited to the Transit Working Group meetings in the Southeast TPR.

Southeast Transit Working Group Invitees

Name	Title	Organization
Cathy Garcia	Chief Executive Officer	Action 22
		Amtrak
Ruth Wallace-Porter	Director	Baca County Social Services
Robin Trujillo	Director	Baca County Health Agency
Bonnie Haddock	Director	Baca Area Transportation
Bob Porter	Veterans Service Officer	Baca County Veterans Service Office
Lynden Gill	Commissioner	Bent County Commissioner
Jeremy Summers	Administrator	Bent County Healthcare Center
William Lutz	Veterans Service Officer	Bent County Veterans Service Office
Rick Klein	City Administrator	City of La Junta
Dawn Block	Transit Manager	City of La Junta - Transit
Wiley Work	Engineer	City of Lamar
Kyla Sather	Labor and Employment Specialist	Colorado Department of Labor and Employment
Tracey MacDonald	DTR Project Manager	Colorado Department of Transportation
Wendy Pettit	Region 2 - Planner	Colorado Department of Transportation
Lisa Streisfeld	Region 2 – Planning Manager	Colorado Department of Transportation
Michael Snow	DTD Regional Liaison	Colorado Department of Transportation
Aaron Greco	Policy Office	Colorado Department of Transportation
TJ Dlubac	DTR Grant Coordinator	Colorado Department of Transportation
Bob Wilson	Public Relations	Colorado Department of Transportation
Paul Westhoff	Resident Engineer	Colorado Department of Transportation
Bill Thiebaut	District 10 Commissioner	CDOT Transportation Commission
Tonia Burnett	Director	Crowley County Human Services
Roxie Smith	Veterans Service Officer	Crowley County Veterans Service Office

Name	Title	Organization
		Division of Vocational Rehabilitation Offices
Lisa Trigilio		Fort Lyon
		Fowler Medical Center
Ellen Schulz	Director	Fowler Senior Center
Rhonda Bucholz	Director	Golden Age Transportation Service (GATS)
		Greyhound Lines
Troy Robbins		Head Start CDS program
Johnnie DeLeon	Director	InspirationField (formerly Arkansas Valley Community Center)
		Juniper Village at Lamar
Peggy Dunlap	County Administrator	Kiowa County
Don Oswald	Commissioner	Kiowa County BOCC
Dick Scott	Commissioner	Kiowa County BOCC
Carla Gifford	Transit Coordinator	Kiowa County Transit
Cory A. Forgue		KVAY Radio
Nancy Weeder		La Junta and Lamar Workforce Centers
		Lamar Community College
Sharon Barber	Director	Las Animas Helping Hands
Janine Pearce-Vasquez	AAA Director	Lower Arkansas Valley/Otero County
		Manzanola Santa Fe Senior Citizens Center
		Otero Community College
Donna Rohde	Veterans Service Officer	Otero County Human Services
Darren Glover	Operations Director	Prowers Area Transit Services (Prairie Dog Express) (PATS)
Jeremy Miller	Veteran Services Officer	Prowers County
Wendy Buxton-Andrade	Commissioner	Prowers County BOCC
Tammie Clark	Director	Prowers County Public Health and Environment
Lanie Meyers-Mireles	Director	Prowers County Human Services

Name	Title	Organization
Betty Velasquez	Director	Rocky Ford Workforce Center
Shannon Green		Rocky Ford Workforce Center
Leonard Vance	Volunteer Driver	RSVP
Dee Quick	Coordinator	RSVP
Myriah Hagerman	Continuity	Southeast Mental Health Services
Dan Tate	Executive Director	Southeast Colorado Enterprise Development (SECED)
Chuck Hastings	Executive Director	Sandhaven Nursing Home
Vicky Sigler	Executive Director	Sage Nutrition Program
Sherrilyn Turner	HR Director	Southeast Colorado Hospital
Marcia Elstob		Southeast Colorado Hospital
Kim Engsberg	Executive Director	Southeast Developmental Services, Inc
Dave Harbour	Adult Services	Southeast Developmental Services, Inc
Connie Brase	Community Liaison	Southeast Health Group
		Weisbrod Hospital and Nursing Home



B.1 - Transit Working Group Meeting #1

Southeastern Transportation Planning Region

Date: July 24, 2013
Time: 10 AM – Noon
Location: City of Lamar Cultural Events Center
102 East Parmenter
Lamar, 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. Southeastern TPR 2008 Plan Summary
 - i. Vision
 - ii. Goals & Objectives
- 6) Regional Transit Needs, Projects, and Priorities (50 minutes)
 - a. Immediate Needs
 - b. Long-Term Vision
- 7) Next Steps (10 minutes)
 - a. Project Correspondence and Information by Emails/Web
 - b. Feedback on Demographic Data/Maps
 - c. Surveys (Distributed July 24th – Submit by August 7th)
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

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

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

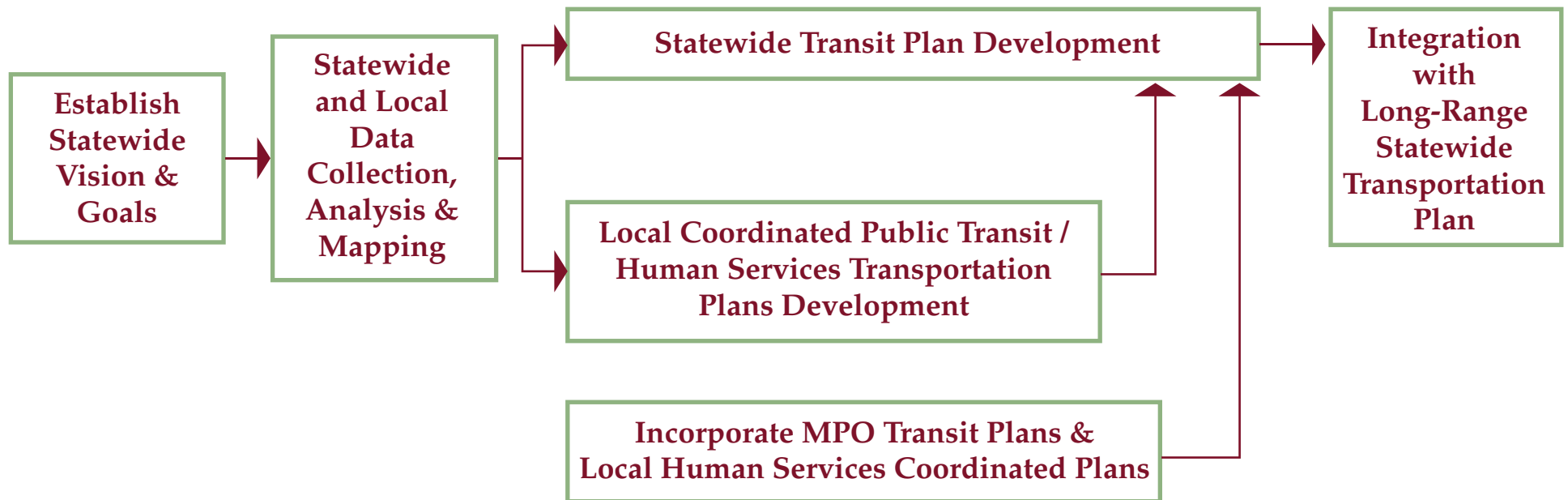
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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

Work Plan

Public Involvement & Agency Coordination

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



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide Plan Goals and Objectives

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

Guiding Principles for Transit Planning at CDOT

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

The Statewide Transit Plan will Include:

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

Local Transit and Human Services Transportation Coordination Plans will Include:

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

Team Structure

Statewide Steering Committee (SSC)

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

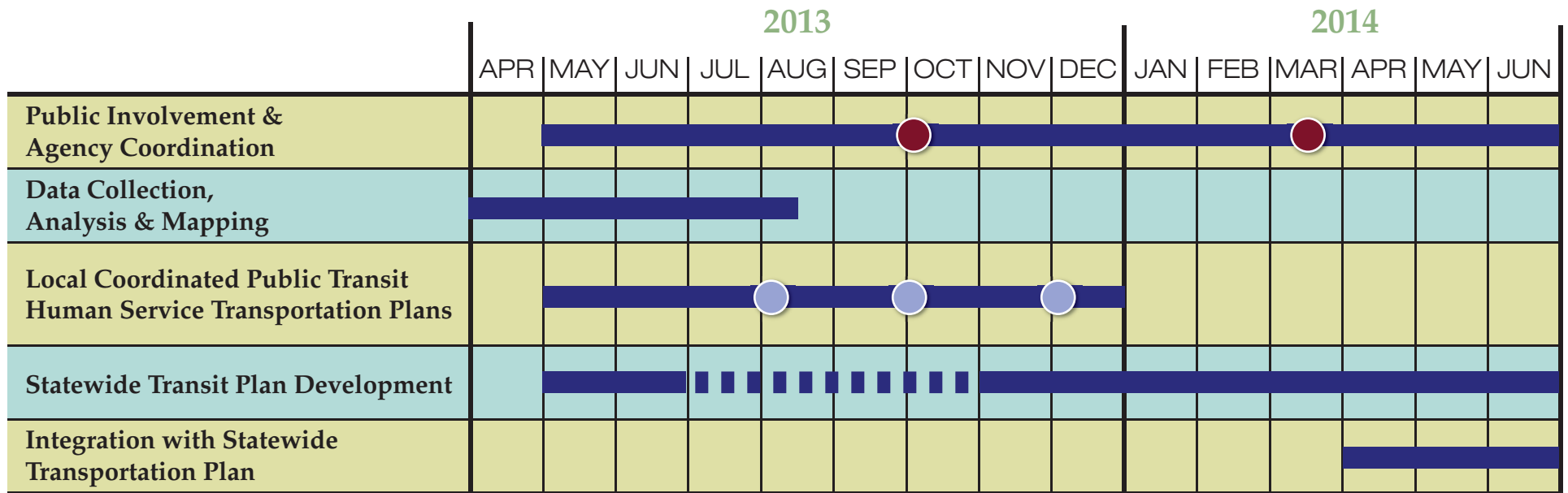
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

TPR Technical Working Groups (TWG)

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

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

Project Overview Schedule



 Open Houses in each TPR
  TPR Technical Working Group Meeting

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

What is a Coordinated Transit Plan?

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

The purpose of this coordinated plan will be to:

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

Why do we need to coordinate transit services?

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

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

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

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

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

What will this plan do?

Some of the objectives of this plan include:

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

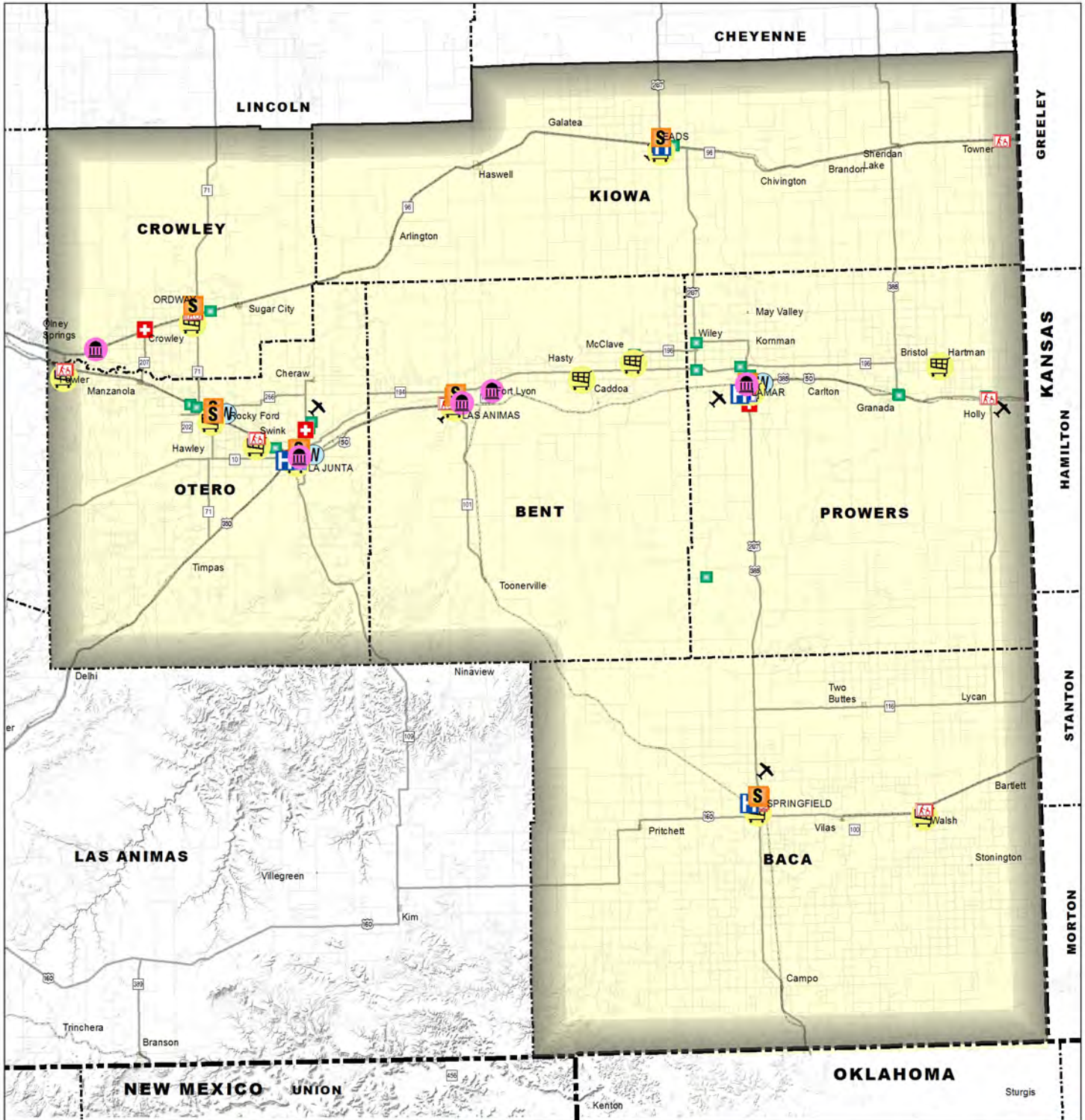
What value does transit coordination bring to the region?

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

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

Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

- | | | | |
|---------------------------|-------------------------------|-------------------------------|-----------------------|
| Southeastern TPR Boundary | Grocery Stores | Mental Health Services | Interstate Highways |
| Workforce Centers | Hospitals | Employers with 50+ Employees | 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 |

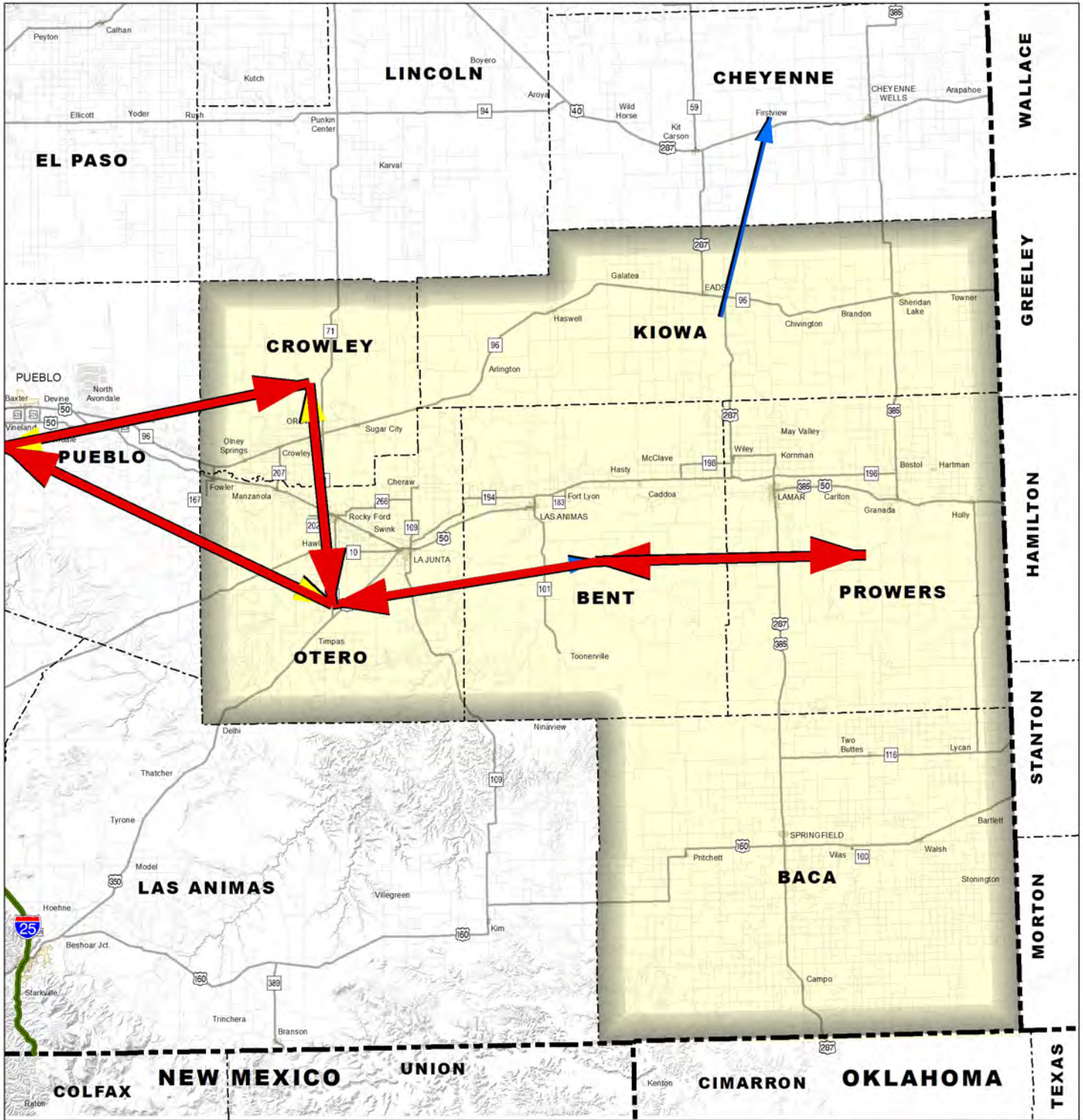
North

 0 5 10
 Miles

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Employed Working Outside County of Residence

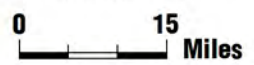
*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

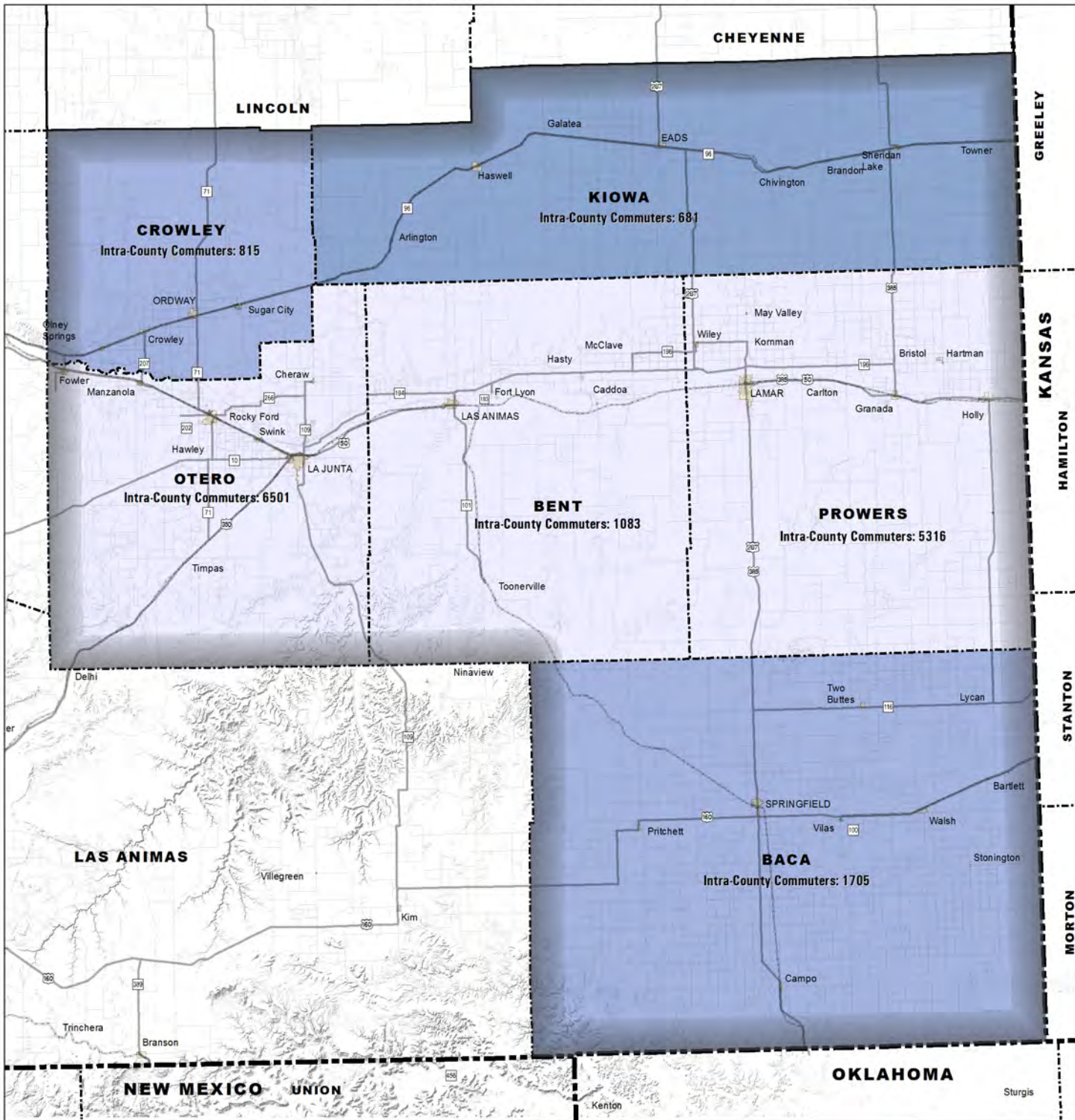
- Inter-County Commuter Trips**
- 50 - 100 Commuters
- 100 - 200 Commuters
- 200 - 400 Commuters
- Southeastern TPR Boundary
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

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Intra-County and Public Transit Commuters

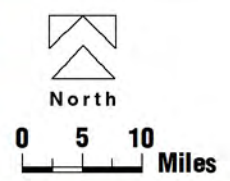
*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

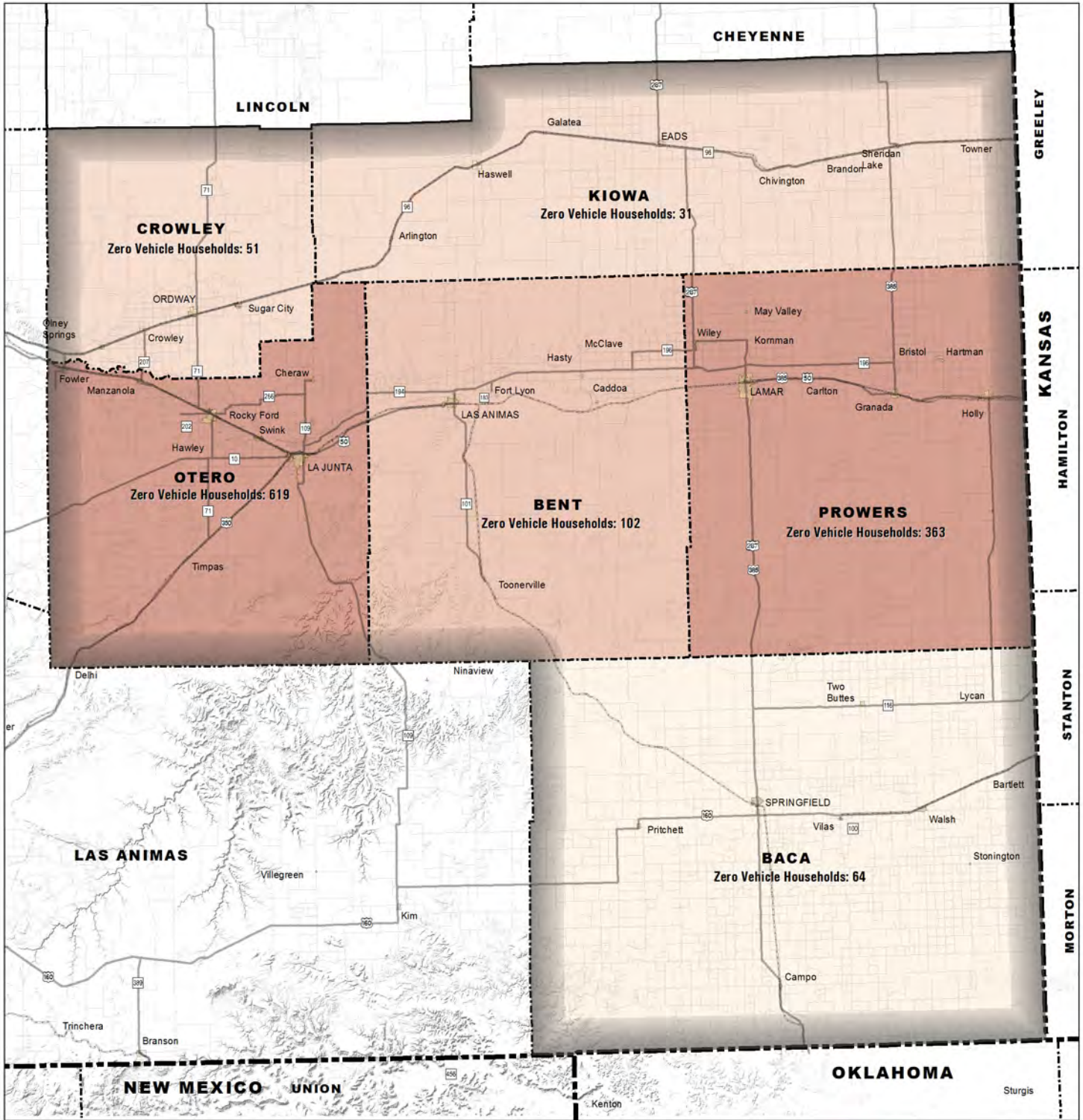
- No Public Transit Commuters
- 1 - 5 Public Transit Commuters
- 5 - 10 Public Transit Commuters
- 10 - 15 Public Transit Commuters
- Southeastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

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2011 Percentage of Households with No Vehicle

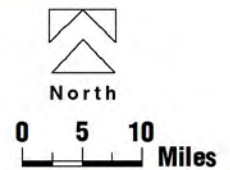
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



Legend

- Less Than 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
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

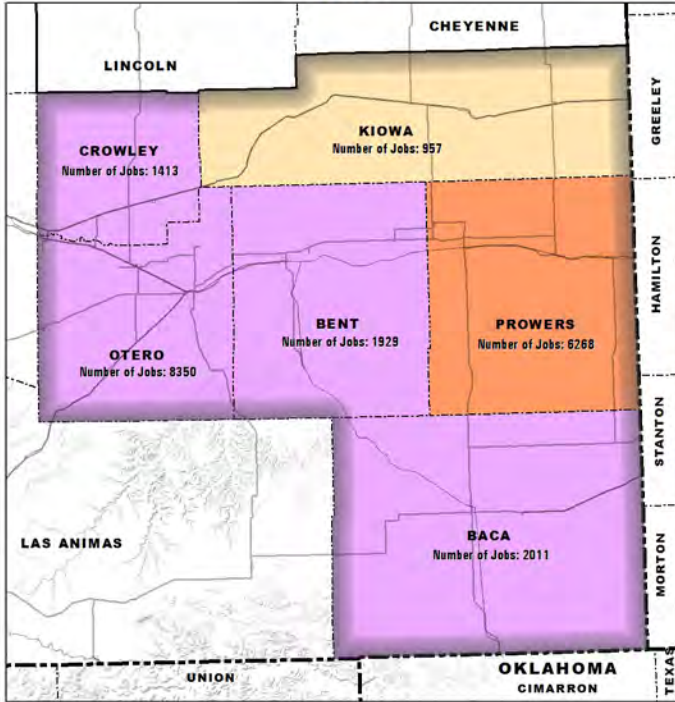
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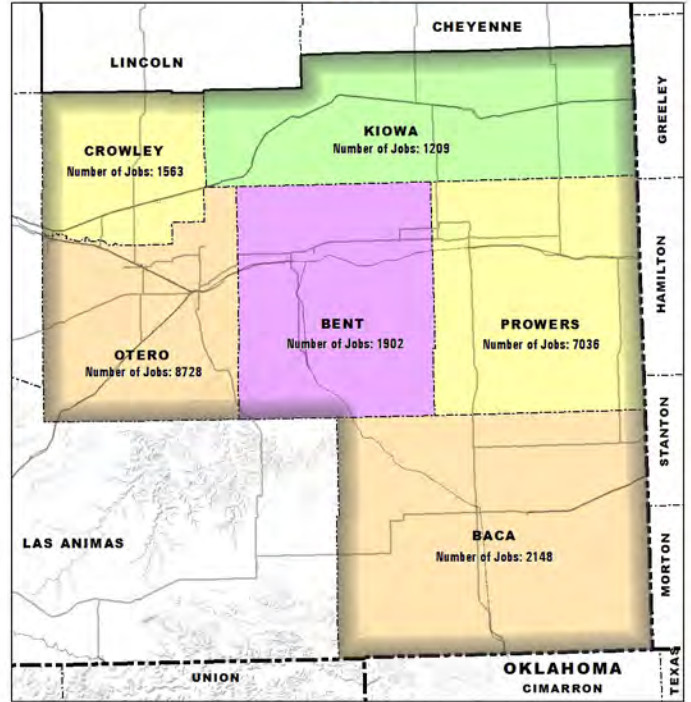
Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

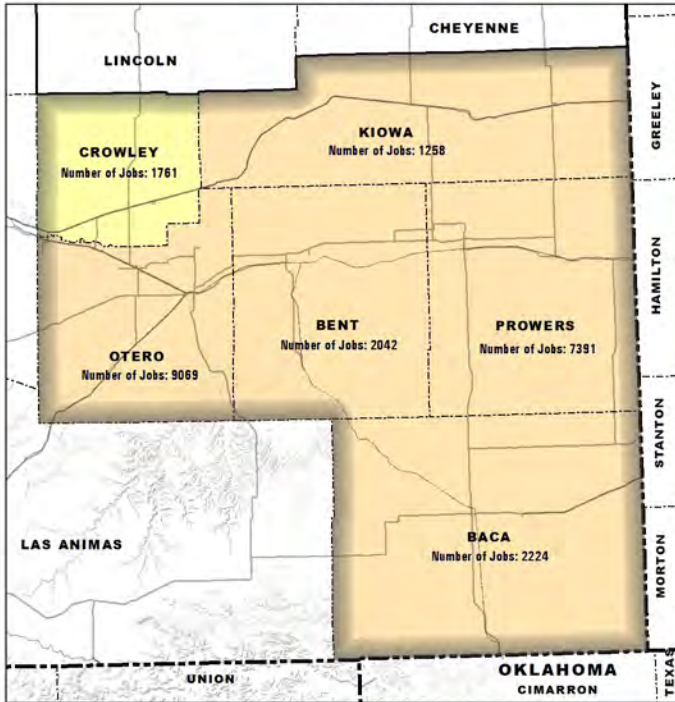
2010



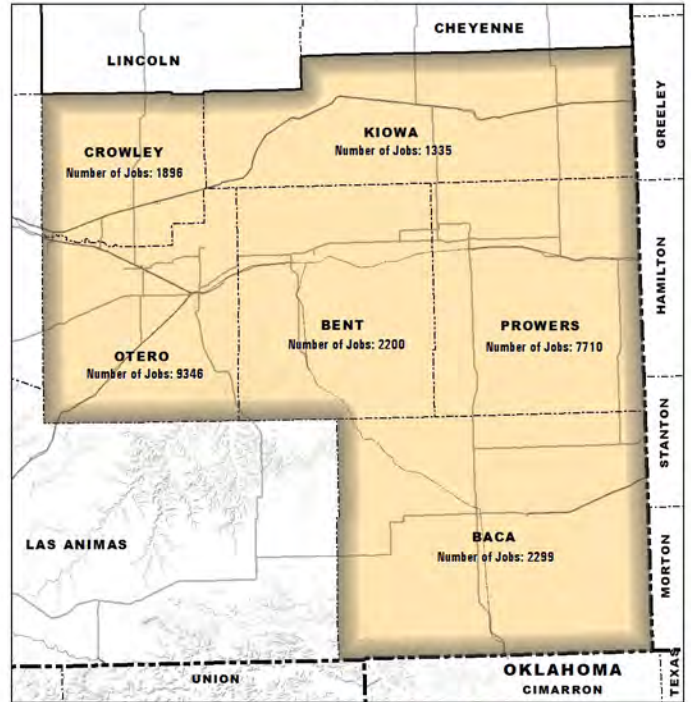
2020



2030



2040



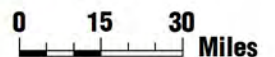
Legend

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

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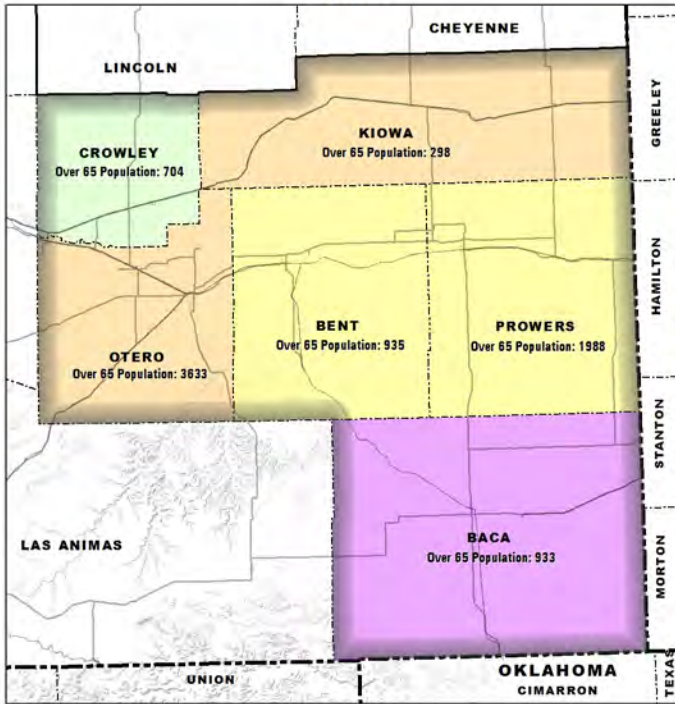
North



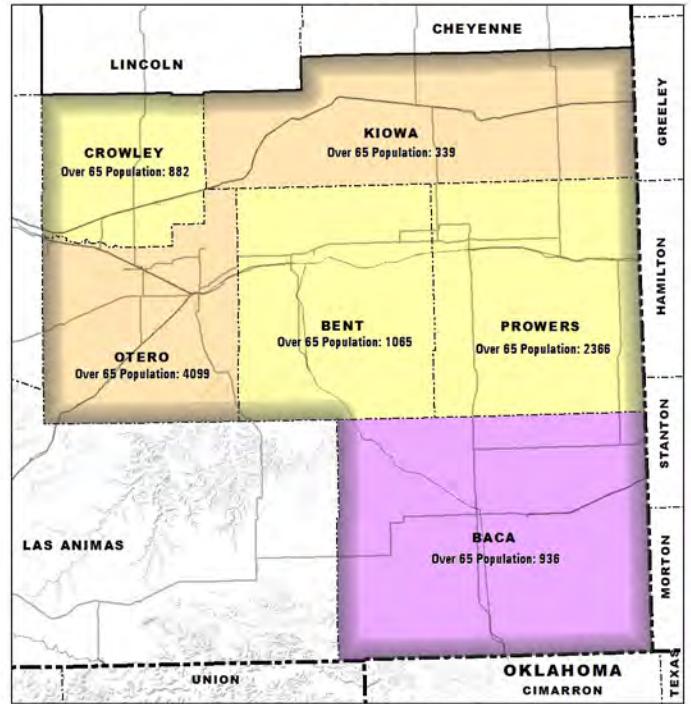
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

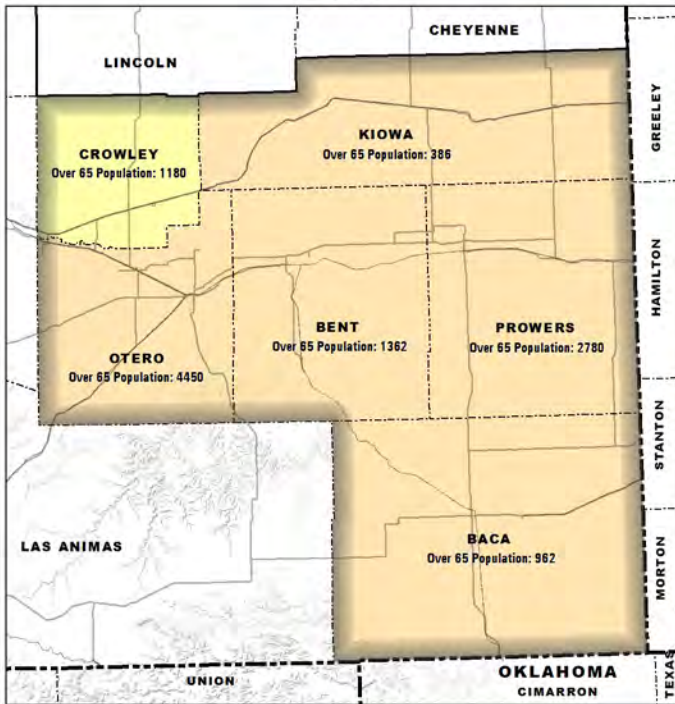
2013



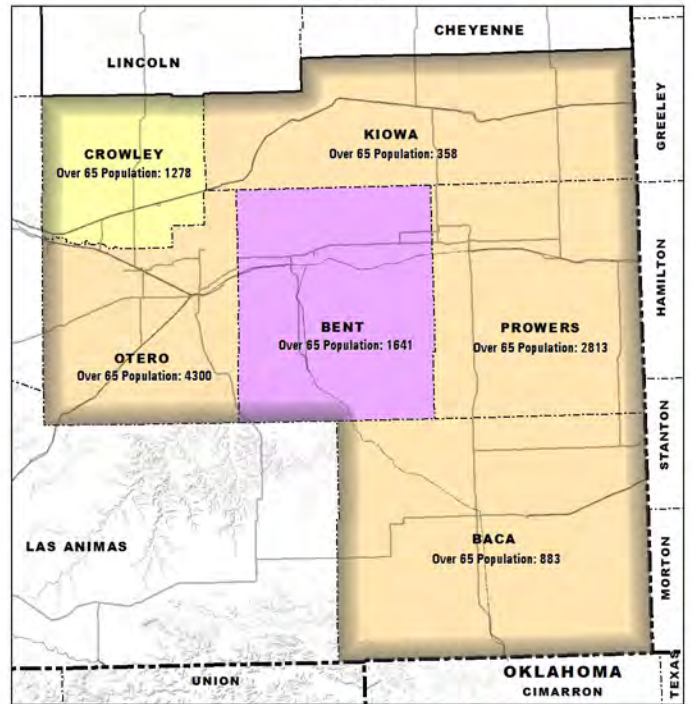
2020



2030



2040



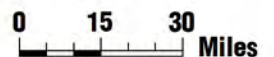
Legend

- Less Than 12% Age 65+
- 18% - 24% Age 65+
- 12% - 18% Age 65+
- Greater Than 24% Age 65+
- Southeastern TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries

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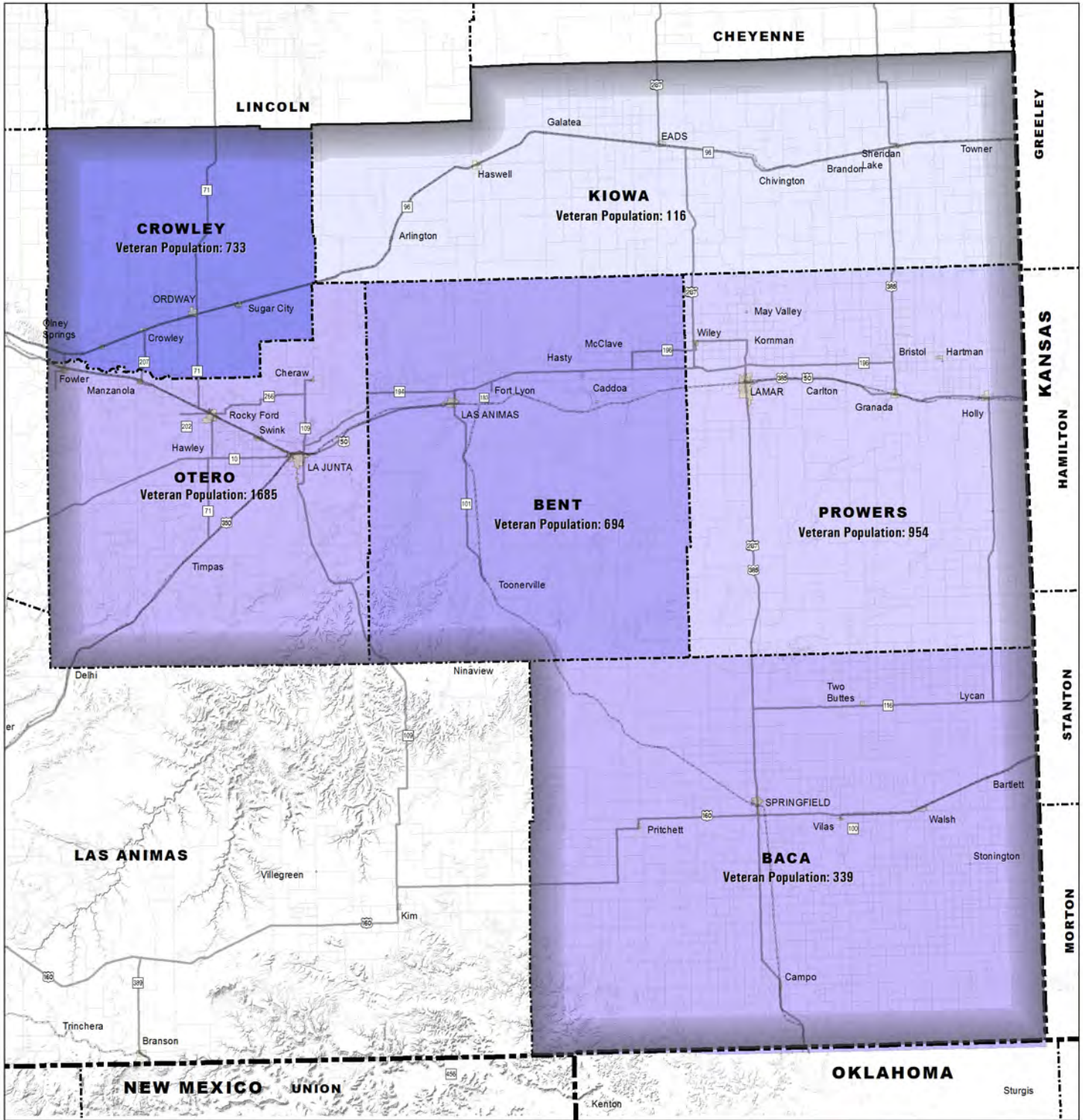


North



2011 Veteran Population

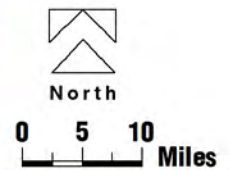
Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



Legend

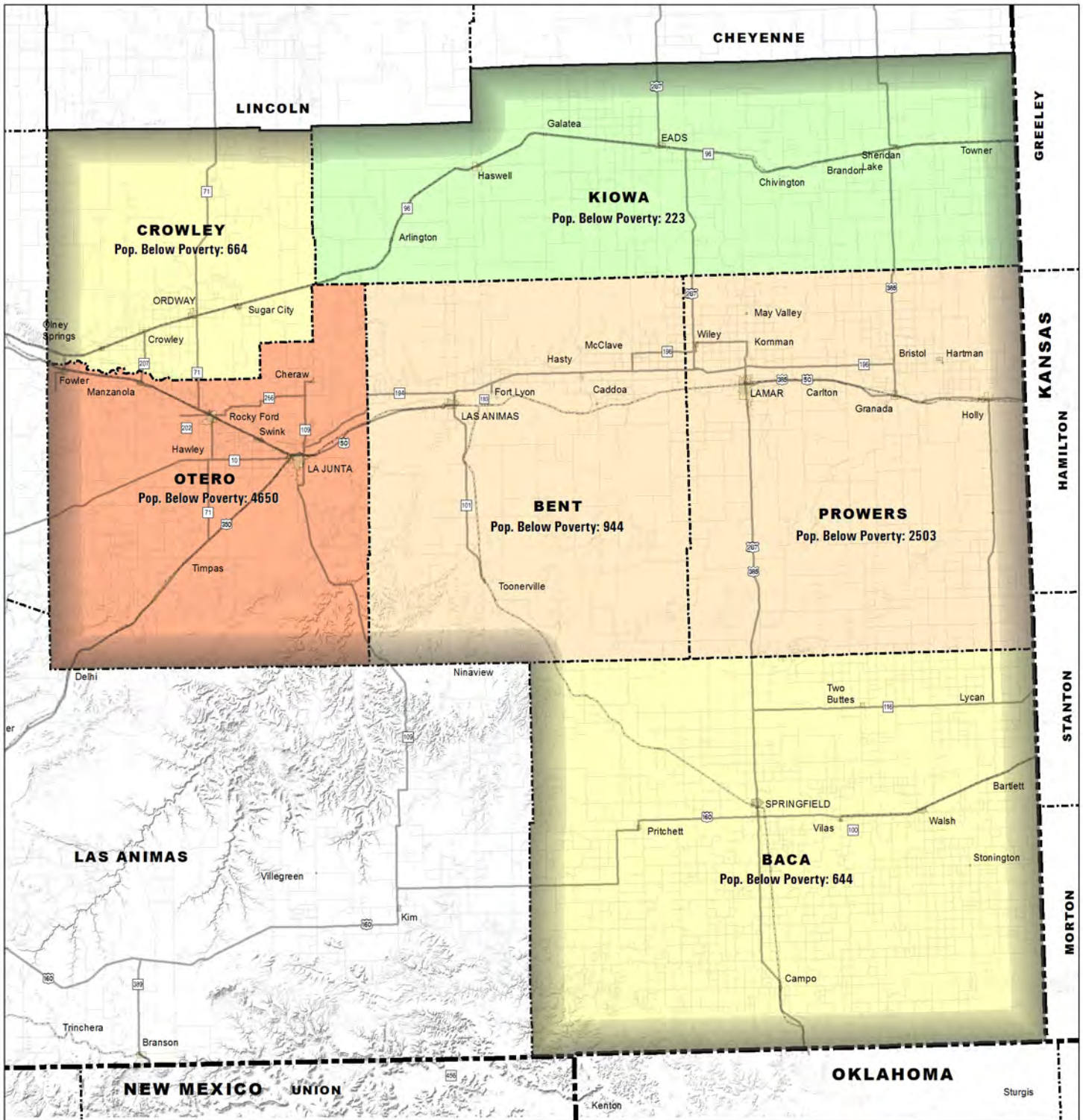
- Less Than 7% Veteran Population
- 7% - 8% Veteran Population
- 8% - 10% Veteran Population
- 10% - 12% Veteran Population
- Greater Than 12% Veteran Population
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

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2011 Population Below Federal Poverty Level

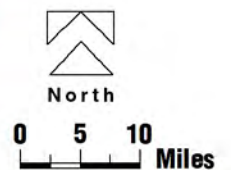
Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



Legend

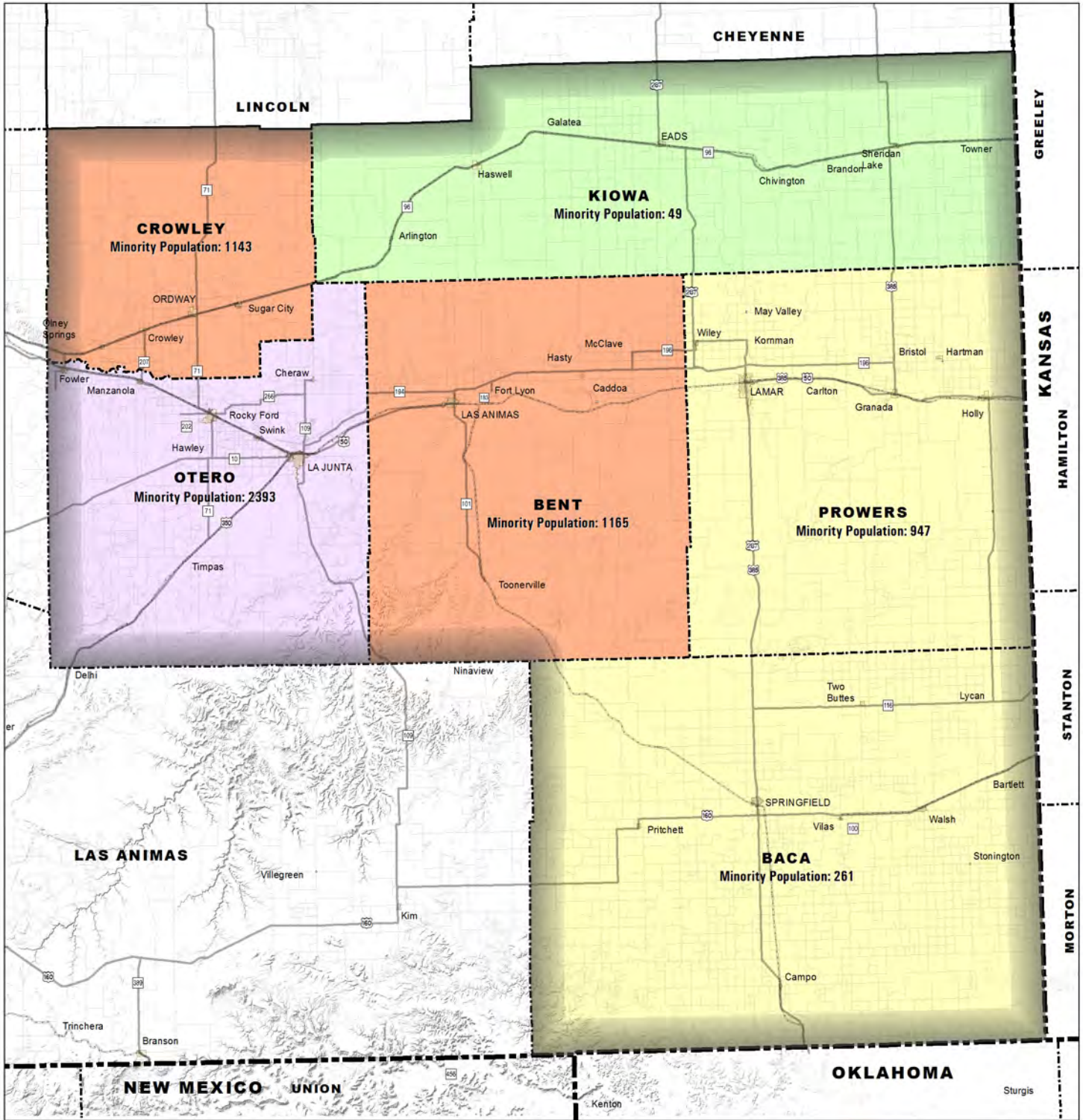
- Less Than 15% Individuals Below Poverty Level
- 15% - 20% Individuals Below Poverty Level
- 20% - 25% Individuals Below Poverty Level
- Greater Than 25% Individuals Below Poverty Level
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

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2011 Minority Population

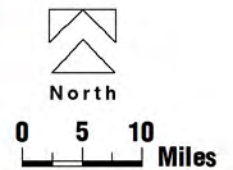
Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)



Legend

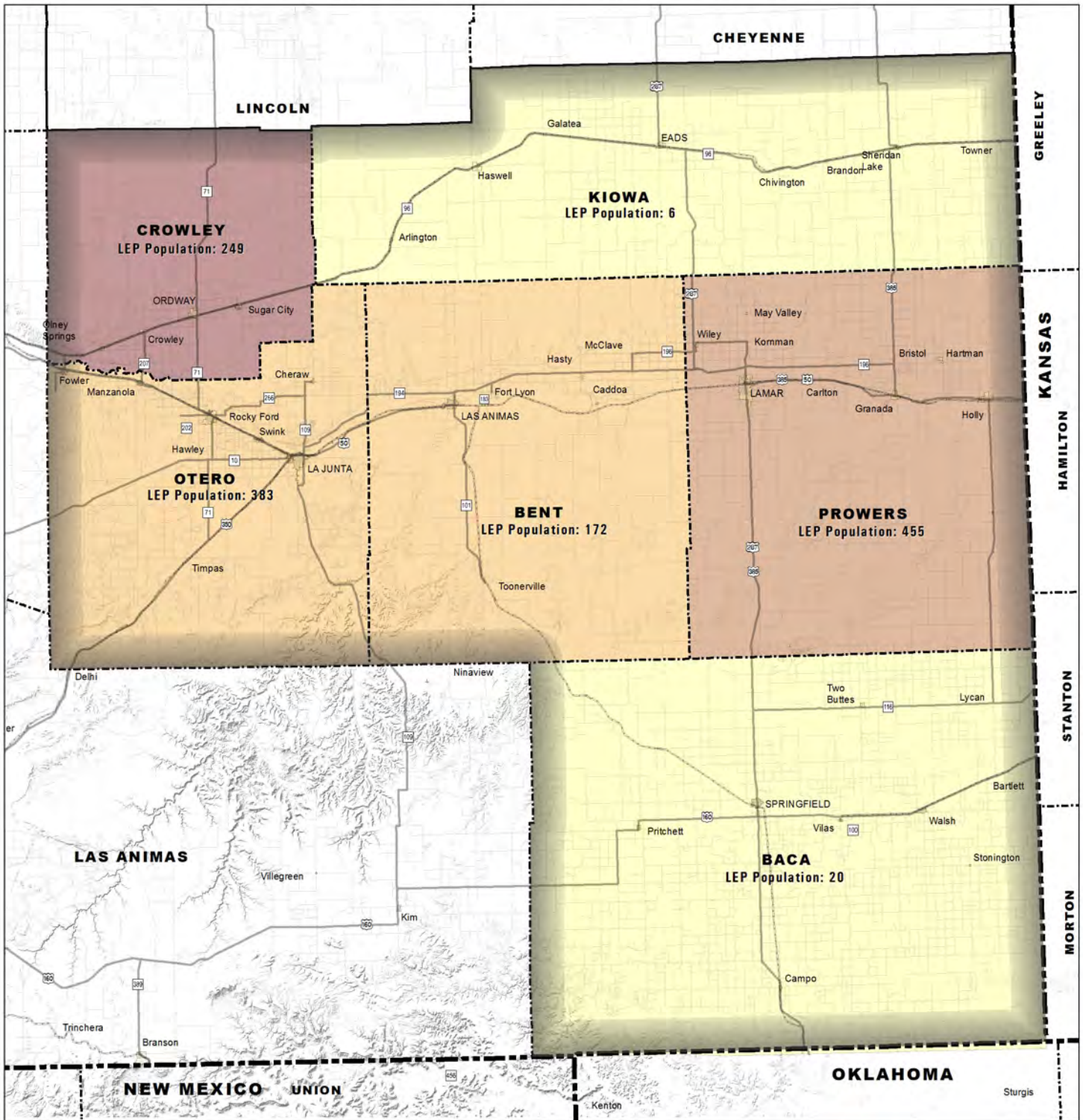
- Less Than 4% Minority Population
- 4% - 8% Minority Population
- 8% - 12% Minority Population
- 12% - 18% Minority Population
- Greater Than 18% Minority Population
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

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2011 Percent of Population with No or Limited English Proficiency

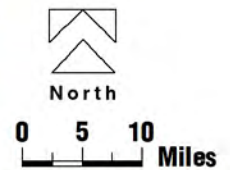
Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - not at all or not well".



Legend

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

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SOUTHEAST 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 **Southeast 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 Southeast Regional Transportation Plan as well as the Colorado Department of Transportation's first ever comprehensive Statewide Transit Plan.

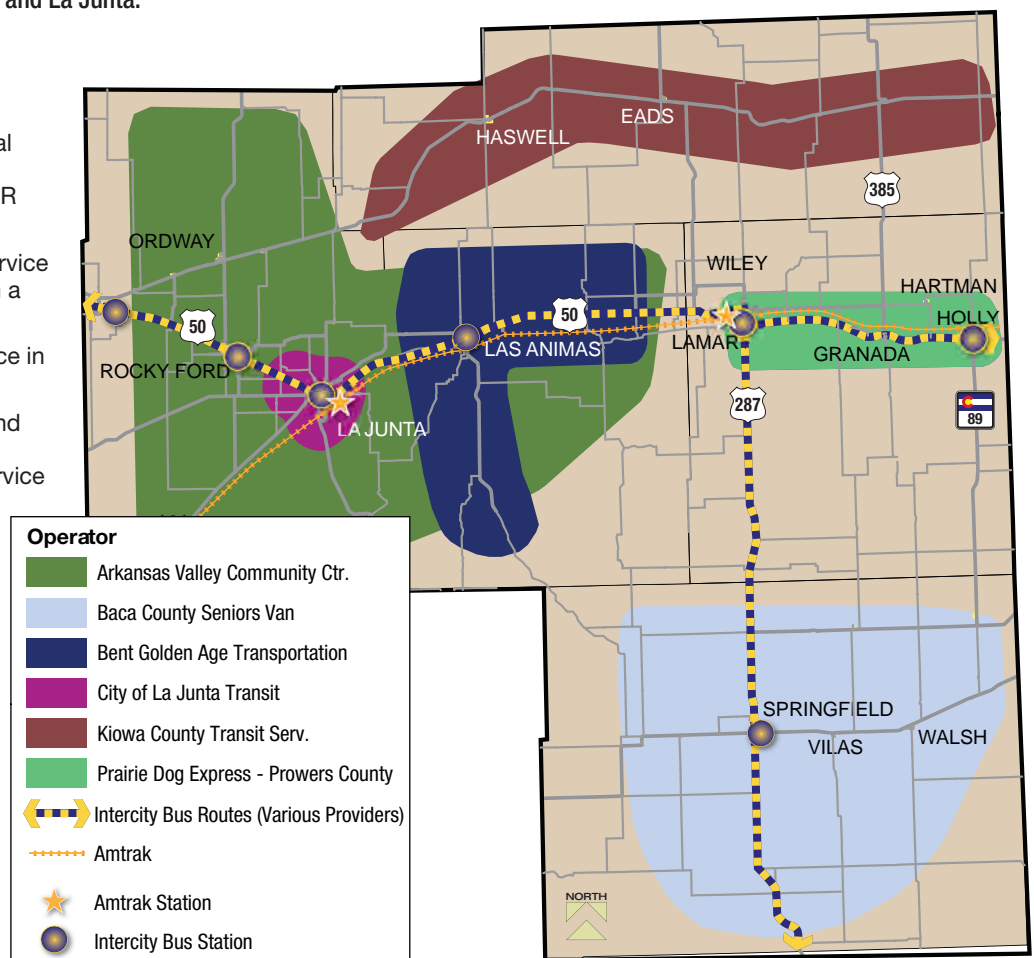
This map identifies some of the known service providers and service areas within the Southeast TPR according to the 2008 Plans. Additional smaller providers not identified on the map include: Bent County Memorial Nursing Home, SAGE Services, Southeast Mental Health Services (SEMHS), Child Development Services/Head Start, Fort Lyons Veterans Administration Hospital, Long's Transportation, Juniper Village/Sandhaven Nursing Home, Lamar Community College, Holly Nursing Care Center, Weisbrod Hospital and Nursing Home, and Fowler Health Care Center. The Southeast TPR also has service provided by two intercity bus lines (Greyhound and Prestige) and Amtrak's Southwest Chief passenger rail with stops in Lamar and La Junta.

Key Issues Identified in the 2008 Plan

- Need for regional and intra-regional service on US 50 and US 385 to connect counties within the SE TPR and to areas outside the region
- Need for evening and weekend service as well as more hours of service in a day
- Need to maintain Amtrak rail service in Lamar and La Junta
- Providers serve primarily elderly and disabled population, need more general public and low-income service

Strategies identified in plan to address Key Issues:

- Expand service hours
- Use more economical vehicles
- Provide intra-regional service on US 50 from Lamar through La Junta to Rocky Ford
- Create a regional fixed route to serve front range communities for medical trips
- Expand service in Crowley County and the community of Sugar City
- Provide intra-regional service along US 385 from Eads through Lamar to Springfield
- Develop an interagency agreement to operate regional service to Pueblo



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

Plan Goals:

- To develop multimodal transportation options to improve mobility and support economic development
- **Subgoal:** improve air, rail, intercity bus, public transit and bikeway facilities and services throughout the region in addition to highways

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

Southeast TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

- | | Implemented | In Progress | Deferred | Eliminated |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Sixteen replacement buses are needed in the region | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. GATS needs one new bus | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Prowers Area Transit needs two minivans | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. La Junta to develop a new bus facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Prowers to improve their existing facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Prowers to update their communication equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Baca County develop a new bus facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

Short-Term

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Kiowa and Prowers needs to add 500 annual revenue hours to their transit services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. GATS to implement hourly service in Bent County | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Create a regional fixed route service to the Front Range communities for medical trips, by working with the Southeast Economic Development Agency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Long-Term

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Prowers to develop regional service with 2,000 annual revenue hours and weekend service with 1,200 annual revenue hours | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Create intra-regional service along US Highway 50 (US 50) from Lamar through La Junta to Rocky Ford, by working with the Southeast Economic Development Agency. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Expand service in Crowley County and Sugar City | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Create intra-regional service along US 385 from Eads through Lamar to Springfield | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Expand hours of service to include evening and Saturday service (5-10 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Develop an interagency agreement to operate the regional service to Pueblo, by working with the Southeast Economic Development Agency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Develop coordinated training programs, which would allow for increased efficiencies and reduced costs for the local agencies | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Coordinate regional trips to the Front Range for medical and other services (1-3 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Local transportation providers could coordinate on a weekly basis the need for regional trips to the Front Range for services. To ensure cost sharing, each provider involved could take a turn at providing the service or, in turn, pay the share of the trip cost (1 to 3 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Coordinate intraregional trips along US 50 for medical, employment, and other services (3-6 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Coordinate training programs (1 to 3 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Create fixed-route service in Lamar and between Rocky Ford and La Junta (5-10 years) save costs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Projects from Other Plans

- A. Statewide Transportation Plan - Retain Amtrak SW Chief passenger rail service in the region

2013 CASTA Survey – Transit Priorities

Prowers Area Transit

1st Tier Priorities

- Expand transit fleet to meet existing demand
- Upgrade fleet
- Invest in system upgrades (dispatch, etc.)

2nd Tier Priorities

- Extend hours of service
- Increase number of days of service
- Back fill funding short falls

3rd Tier Priorities

- Build new facilities
- New system upgrades (bus pullouts, etc)

La Junta Transit

1st Priority - Use money to back fill short falls

2nd Priority - Operate new routes in areas not currently served

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

Southeast Transportation Planning Region

TWG Meeting #1

Date: July 24, 2013
 Time: 10 AM – Noon
 Location: City of Lamar Cultural Events Center
 102 East Parmenter
 Lamar, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Leonard Vance	PSRD	1502 Colorado Ave La Junta CO 81050	719-384-2390	LNRDVNC@YAHOO
Janine Pearce-Vesquez	Otero CDHS	PO Box 494 La Junta CO	719 383 3166	janine.pearce-vesquez@state.co.us
Wendy Buxton-Andrade	Prowers Cty BOCC	Lamar CO 81052	719-691-4910	WAndrade@prowerscounty.net
DICK SCOTT	KIOWA Co. BOCC	13776 Col Rd 78.5 TOWNER CO 80711	719-727-4665	rsScott@fairpoint.net
Connie Drase	SE Health Group	711 Barnes La Junta, CO 81050	719.688.0123	cdrase@semhs.org
Darren Guver	Prowers Area Transit	407 E. 2nd Lamar CO 81052	719-336-8039	dguver@prowerscounty.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Dave Harbour	SDS	P.O. Box 328 Lamar	336-3244	dharbour@sdsccb.com
Kyla Sather	CDLE	405 E Olive Lamar	336-2256	Kyla.Sather@state.co.us
Rick Klein	city of La Junta	P.O. Box 489 La Junta, CO 81050	384-2578	rklein@ci.la-junta.co.us
AND TATE	SECED	112 W ERM, LAMAR	336-3850	seced@seced.net
Cory A Fergue	KVAY Radio	PO Box 1176 Lamar	336-8734	news@Kvay.com
LYNDEE GILL	BENT County	34705 CR 24 McCLAVE, CO 81052	698-1176	surecrops@centurytel.net
Paul Westhoff	CDOT	2902 So Main Lamar	336-3228	paul.westhoff@state-co.us
Ronald Dowdell	Prowers County	78 W 4th HARWELL, CO	438-5810	
Jeremy Miller	Veterans Service Office Prowers	1001 S Main Lamar PO. Box 91	336-2606	jmiller@prowerscounty.net

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

Date: July 24, 2013
Time: 10:00 AM – 12:00 PM
Location: City of Lamar Cultural Events Center
102 East Parmenter
Lamar, Colorado

Meeting Attendees:

Dan Tate – Southeast Colorado Economic Council (SECED)
Janine Pearce-Vasquez – Otero County Department of Human Services
Don Oswald – Kiowa County Commissioner
Dick Scott – Kiowa County Commissioner
Lynden Gill – Bent County Commissioner
Rick Klein – City of La Junta Administrator
Darren Glover – Prowers Area Transit Services, Lamar Community Resource and Senior Center
Jeremy Miller – Prowers County Veteran Services Officer
Dan Harbour – Southeast Developmental Services, Inc.
Kyla Sather – Colorado Department of Labor and Employment
Leonard Vance – RSVP
Wendy Buxton-Andrade – Prowers County BOCC
Connie Brase – Southeast Health Group
Cory A Forgue, KVAZ Radio
Tracey MacDonald, CDOT Division of Transit and Rail – Project Manager
Wendy Pettit, CDOT – CDOT 2 Regional Planner
Paul Westhoff, CDOT – Lamar Resident Engineer
Cally Grauberger, Transit Plus – Southeast Transit Plan Manager

Welcome and Introductions

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

Project Background

Tracey MacDonald gave an overview of the Statewide Transit Plan process and the timeline for completion of the Statewide Transit Plan and the Regional Transit Plans for the rural planning regions. There was also a discussion by Tracey about the MPACT 64 (**M**etro **M**ayors **C**aucus, **P**rogressive 15, **A**ction 22, **C**lub 20, **T**ransportation) Initiative and a request that was made by this group for CDOT to prepare a list of project needs, including transit needs that this group can then use for the initiative. More detailed information was provided in the meeting packet. A discussion of transit needs was discussed later in the meeting.

During the introductions, several topics were discussed:

- Veterans Service Officer from Lamar – Jeremy Miller gave a quick overview of his program. His program provides transportation services for veterans for medical trips to La Junta, Colorado Springs, and Denver. These trips are funded through a federal grant with transportation services provided by volunteer drivers.
- Bent County – Commissioner Gill stated that Fort Lyon would reopen in September to house homeless and veterans from around the state. Though many of the services will be provided on site, transit services to the surrounding area in Lamar and La Junta should see an increase along with more regional trips to destinations along the Front Range.
- Southwest Chief – Rick Klein gave an overview of the efforts of the Coalition to retain Amtrak service along its existing alignment. The effort includes Kansas, Colorado, and New Mexico DOTs, BNSF Railway, and Amtrak.

Public Involvement Approach

Tracey also led a discussion to identify the techniques that should be used to involve the public in the transit planning process.

- There should be at least two meetings due to the long travel distances within the area. Lamar, La Junta and Las Animas should be considered as locations for open houses.
- May attempt an electronic town hall” to see how it works but there may not be much interest.
- For our communities, the best conversations happen at the community/town level. It was suggested that a “meet and greet” format where the commissioners host discussions could work too. Although they felt that the consultant would need to be at each meeting, it was discussed that the travel funds may not be available. Cally Grauberger of Transit Plus thought a short 4-question survey could be used at these meetings to solicit comments on transit without the added travel cost.
- Prowers County conducts a yearly passenger survey so this information could provide some information for this transit plan. There was a suggestion to maybe distribute a comment sheet with a couple of questions to riders on what their transit needs are.
- Other suggestions were to provide project information at Senior Centers (La Junta, Lamar, etc.), each town hall in the TPR, county offices, human services agencies, hospitals, libraries, and the Amtrak station. This would include flyers and take away postcards.
- All flyers and postcards should be prepared with English on one side and Spanish on the other.

Regional Planning

Cally led a discussion on the demographic data for the region. The data will be used to help with identifying needs within the region. The comments received during the discussion are provided below:

- Activity Center Map – A sheet was handed out to get comments on changes to the map and the list of activity center destinations. There was a comment that the Southwest Chief shown on our map seen to not include the BNSF RR. The consultant will recheck the map.
- Intercity Map – There was a comment that Southwest Chief was not shown with the correct alignment. The consultant will review the map and make the appropriate changes.
- Zero vehicle households - Some people have cars but don't use them for long trips; only short trips because of the condition of their car. Is there a way to account for these trips? Since most of this information is taken from the Census Bureau, this type of information may be difficult to collect; as it's not readily available.
- Prowers Areas Transit Services (PATS) saw a spike in ridership over past 3 years, about 20 more riders/day

- In the Southeast area, many young people don't have cars and need options. Some have started to use local transit services. There is an increase in the number of young persons using transit.
- Department of Social Services is also experiencing a spike in needs
- Job Growth – There were questions on the information for Kiowa County and where all the jobs are coming from in 2020 for the county. There is a need to explain the job growth and how it was derived. The consultant will check on this data and report back to the group.
- Residents Age 65+ - The senior population is growing and so is the need for transportation services.
- Some residents have to limit the use of their vehicle due to budget constraints. People do not have enough money to drive daily so there are decisions on which trips to make.
- Veterans Population – The veterans driver program make trips to Denver and picks up all over. However at this time, La Junta has no van program for veterans. Approx. 28-45 riders/month; 3 volunteer drivers; 2 mini vans and 1 ford Escape; 1-2 trips per weekday; rarely a need for Saturday; some clients have wheelchairs.
 - Fort Lyon reopens on September 1st as a site for homeless vets and other homeless populations. Health services are being provided by a variety of agencies on-site and off-site, so transportation is needed. Contact Lisa Trigilio and Bill Long to get them involved in our process.
 - Jeremy is working on a grant to start a VA Clinic in Lamar. This would mean that there would be more local services and potentially less trips to Denver.
- Limited English Proficiency (LEP) - Most LEP residents are Spanish-speaking, some speak Chinese. Department of Social Services can provide information in other languages and helps with translation services. PATS uses Google Translate; Colorado Work Force helps with translation too. Southeast Developmental Services can translate, but hasn't had to do so. LEP population in SE is higher than shown on the map (check Dept. of Ed stats); CDS may have migrant data; Lamar School District has 83% free/reduced lunches.
- Workforce centers have monthly reports on employment.

Regional Transit Needs, Projects and Priorities

Needs

Cally and Tracey led a discussion on the Transit Needs that were identified in the 2008 Transit Plan. Each project was reviewed to identify if it was implemented, in progress, deferred or eliminated. This information will be used as a starting point for this transit plan update and will be provided to the MPACT64 group for their use.

Capital

- Replacement bus needs – These are ongoing, cyclical needs. There is a need to replace vehicles at 150K miles. A provider survey will be going out to each provider to update this information in the next few weeks. The information will be used to add the updated number of replacements.
- La Junta multimodal facility – Funds are being sought to convert the existing building to accommodate bus and rail and a park-n-ride. They have the money for design; working with CDOT on how to fund the rest. Keep in the Transit Plan.
- Prowers and La Junta need dispatch software
- Baca County needs a new van

Operating

- PATS has not expanded service; provides 2 days for shopping and 5 days for medical and employment trips; to Wiley 3 days a week (M, W, F)
- PATS – no after hours; closes at 5; tried it, but only 1 rider so not a need. The cost to provide later hours exceeded the benefit/need so not cost efficient.
- Kiowa changed from 5 to 4 days to get better utilization.
- Substance abuse population could use after hours service, but not cost effective at this point.
- Southeast Developmental Disabilities has 20 vehicles in fleet; vehicle replacements are approx. every 2 years; always a need; lots of clients in wheelchairs; have 2 vans with lifts and 2 buses with lifts; funding comes from Medicaid which covers gas and some costs but not replacement.
- Key challenges for transit in southeast region: not enough funding, resources and time
- Good ridership from Kiowa to Pueblo; not as much to Denver
- PATS used to go to Pueblo, Colorado Springs and Denver from 2003 to 2005 about 3 trips/month
- Not much need for service to adjacent states; people use Amtrak
- Not much need for Saturday service; however trying to expand service for substance abuse riders
- PATS does provide services for those with DUIs thru their regular service within business hours
- Need more regional transit service and on a regular basis, including more service to Pueblo, Colorado Springs and Denver
- Some training offered through PATS and CASTA

Coordination

- Key short-term goal is to have better interconnections between services; more coordination; how can services meet up, use/share buses, etc. Need help with coordination piece
- Provide more info on SUCAP service from Durango to Grand Junction and how they got the service started.
- Should consider bringing some specialized doctors to southeast rather than transporting people to front range for medical/dental services; no specialized medical services here for disabled or special needs (e.g., dentist for autistic children); could set up service here on a regular basis to reduce regional trip needs
- Expand mobilized services thru AAA if possible
- Human Service agencies try to utilize PATS as much as possible and have riders through a voucher program
- PATS is coordinating with human services and mental health to handle many of their clients' trips.
- RSVP provides limited service to Crowley and Sugar City – reimbursed for mileage only so hard to grow the number of volunteer drivers; not feasible for many to volunteer for mileage only
- Regional service:
 - PATS doesn't go out of the county
 - Intercity bus does travel through the region but due to their schedules, their services do not provide same day travel needs.
 - Veteran Service Officer asks for vouchers for transit in each county to get to Pueblo because services are just provided within counties to each county line
- There is a need to increase coordination at county lines for regional service and look at costs to do so.
- Kiowa County is operating a limited fixed route service. Others agencies and providers would like to hear more about the operations and costs of the program.

Other Projects

- Improve Lamar transit facility (similar to La Junta multimodal facility) – FASTER grant to build a new facility near the old facility for Amtrak and PATS – not able to match so lost grant; still want to keep this project on the list.
- SW Chief - \$100 M for track rehab/replacement; \$20M each for 5 entities; \$2 M a year for maintenance; BN and Amtrak agreed to 5 way split with KS and NM with CO currently the weak link. Applied for TIGER grant; be consistent and fair in funding SW Chief and CA Zephyr
- A project was listed for a reconstruction of the railroad overpass over SH287 in Eads (for the Towner Rail Line). There was a question about the status of the Towner line. Paul Westhoff, the Resident Engineer, in Lamar said that it would be discussed in the Statewide Planning meeting and he would let us know the final decision.

Next Steps

Will be getting back with the TWG on the next meeting date and time.

Adjourn

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

Project Contacts:

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

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

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



B.2 - Transit Working Group Meeting #2

Southeast Transit Working Group Meeting #2

Date: October 1, 2013
Time: 1:00 PM – 3:30 PM
Location: LaJunta Sr. Center
102 E 2nd St
LaJunta, CO 81050

Meeting Goals:

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

Agenda

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

CDOT Project Manager: Tracey MacDonald tracey.macdonald@state.co.us
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Cell: 303-717-8350, Work: 720-222-4717 Ext. 5

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



Open Houses in each TPR

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

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

Safety and Security

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

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



Draft Southeast Transit Vision & Goals

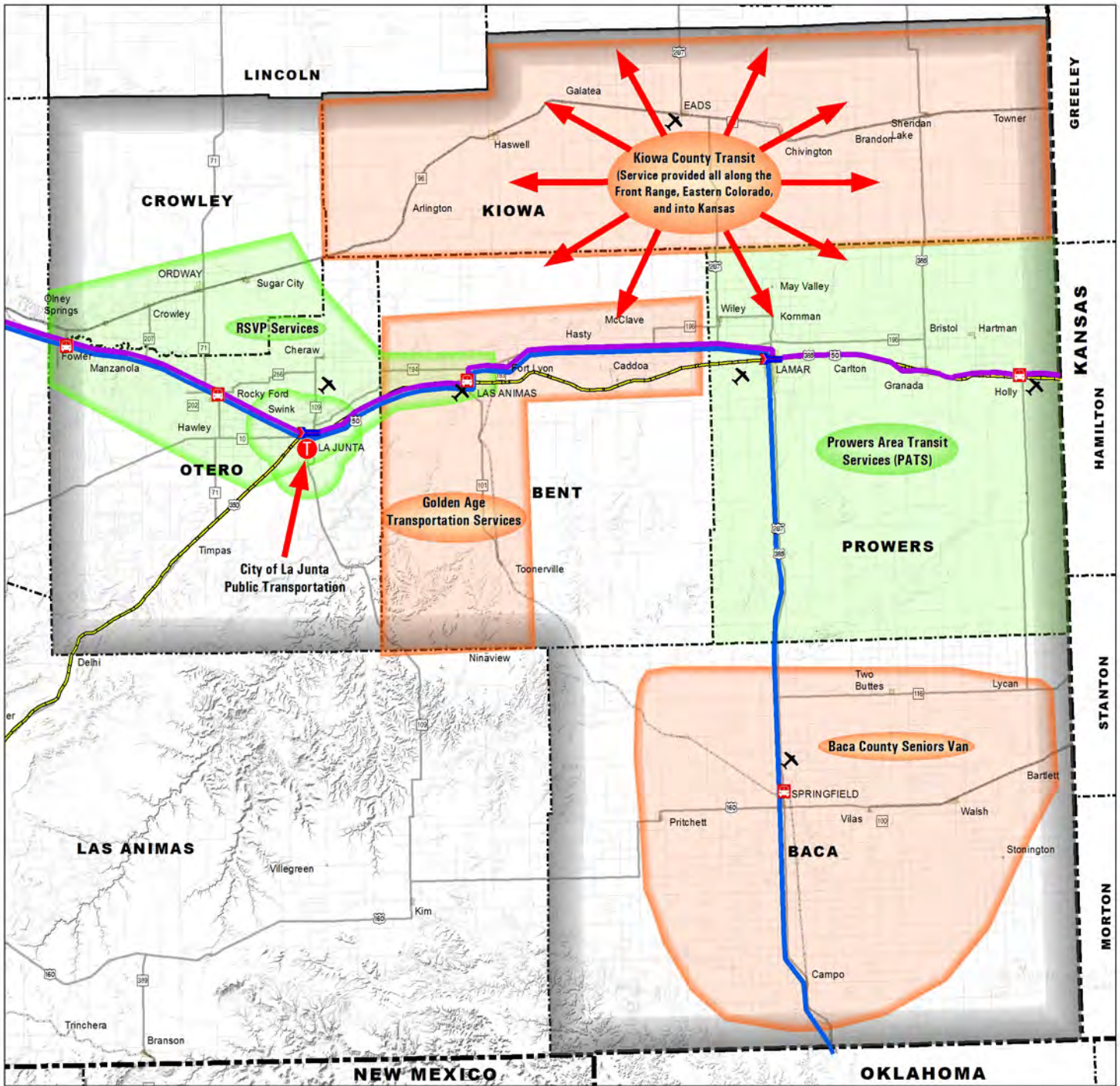
Provide the opportunity for residents of southeast Colorado to experience an enhanced quality of life by providing an efficient, safe and accessible transit network that serves the needs of the region's citizens and communities.

Supporting Goals

- ▶ **Goal A:** Evaluate the need for additional transit service to meet unmet needs
- ▶ **Goal B:** Maintain service of the Amtrak Southwest Chief passenger train through southeast Colorado
- ▶ **Goal C:** Increase regional and intra-regional service for medical, employment, and educational trip purposes
- ▶ **Goal D:** Increase coordination between state, regional, local public, non-profit and private entities to more effectively achieve shared community goals.
- ▶ **Goal E:** Maximize existing transit services to meet existing transit needs and those in the future

Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



Legend

- | | | |
|---|-------------------------|-------------------------------|
| 222 - Pueblo-Lamar-Wichita | Inter-City Bus Stations | Southeastern TPR Boundary |
| Greyhound #467 (Denver-Pueblo-Lamar-Dallas) | Regional Bus Stations | Incorporated Cities and Towns |
| Rural Transit Service Providers | Amtrak Routes | U.S. & State Highways |
| Human Service Transportation Providers | Amtrak Stations | County Boundaries |
| Local Transit Services | Airports/Airfields | State Boundaries |

North

0 5 10 Miles

DRAFT



Southeast Transit Services

Transit Agency	Clientele	Service Type	Service Days	Service Area
Baca County	General Public	Fixed	M T W H F	Baca County
Bent County	Seniors/Disabled	DR/ADA	M T W H F	Bent County
City of La Junta	General Public	DR/Deviated FR	M T W H F	4-mile circumference around La Junta
Kiowa County Transit	General Public	DR	M T W H F	Operate in every municipality along the Front Range and all of Eastern Colorado
Prowers County	General Public	DR	M T W H F	Prowers County
Prowers County Public Health and Environment - VSO	Veterans	DR	M T W H F	Prowers County and the cities of; Denver, Colorado Springs, Pueblo, La Junta
RSVP of Otero, Bent and Crowley County	Seniors/Disabled	DR/ADA	M T W H F	Otero County, Bent County, Crowley County, City of Pueblo
Human Service Agencies				
Arkansas Valley Community Center	General Public	DR/ADA	M T W H F	Bent, Crowley and Otero
Inspiration Fields	Developmental Disabled	DD	M T W H F	Bent, Crowley and Otero
Southeast Mental Health Services	Developmental Disabled	DD	M T W H F	Baca, Bent, Crowley, Kiowa, Otero and Prowers
Fort Lyon Hospital	General Public	DR/ADA		Bent, Otero, Prowers
Juniper Village	General Public	DR/ADA	M T W H F	Lamar
Holly Nursing Care Center	General Public	DR/ADA	M T W H F	Holly, Lamar and the surrounding area
Weisbrod Nursing Home	General Public	DR/ADA	M T W H F	Eads, Lamar, La Junta and the surrounding area
Bent County Nursing Home	General Public	DR/ADA	M T W H F	Las Animas, La Junta and Lamar and the surrounding area
Fowler Health Care Center	General Public	DR/ADA	M T W H F	Otero
Head Start and Migrant Head Start Programs	Educational	DR/ADA	M T W H F	
Otero Junior College	Educational	DR	S M T W H F S	
Lamar Community College	Educational	DR	S M T W H F S	



Human Service Agencies that Provide Other Types of Transit Support

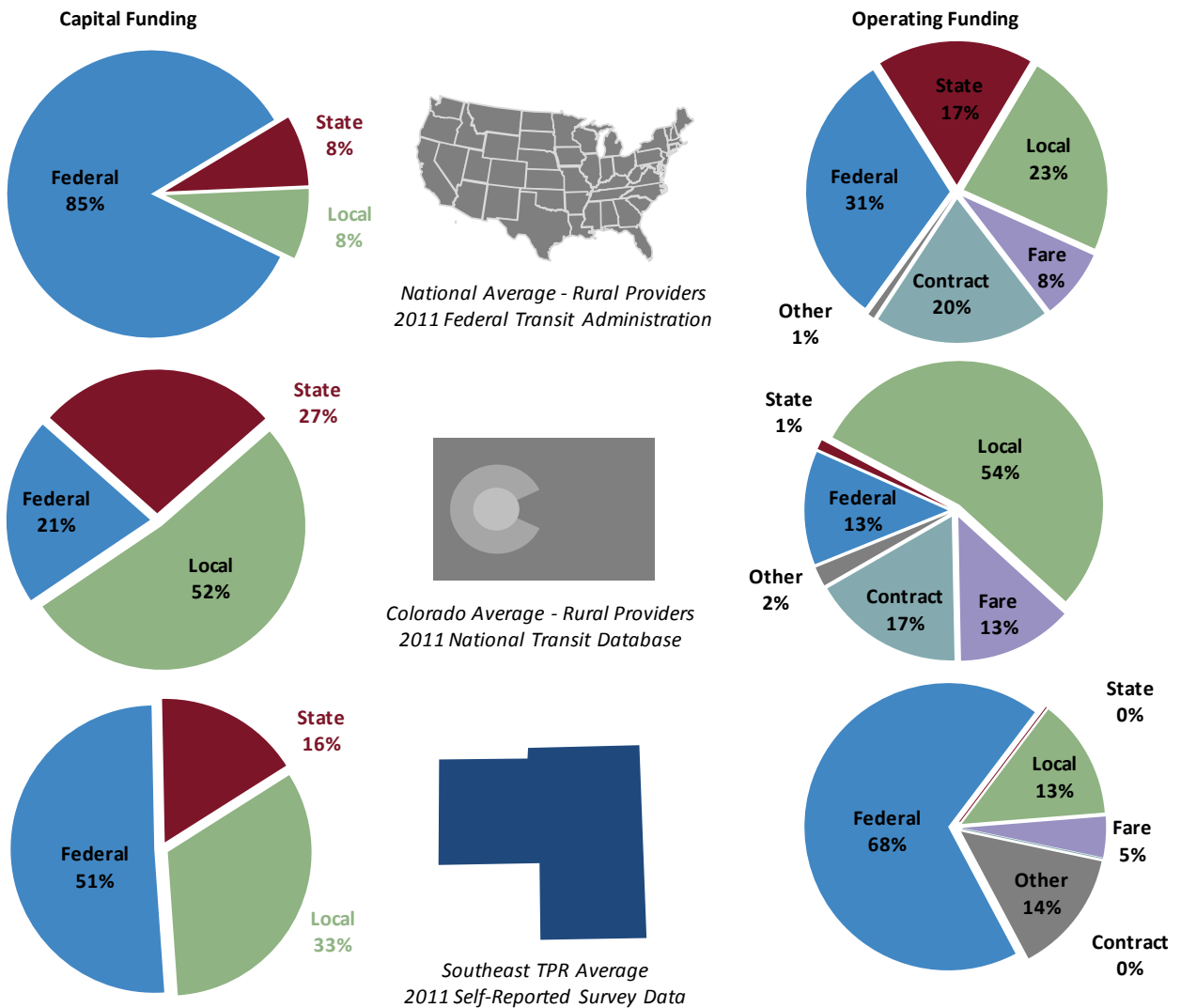
Transit Agency	Clientele	Service Program	Service Days	Service Area
Bent County	Seniors	Program staff transport clients	M T W H F	Bent County
Colorado Department of Labor and Employment	General Public	Program staff transport clients	M T W H F	Baca, Bent, Crowley, Kiowa, Otero and Prowers
Prowers County Department of Social Services	General Public	Program staff transport clients, volunteer drivers, bus tickets or passes provided, gas vouchers	M T W H F	Prowers County
Southeast Behavioral Health Group	Developmental Disabled	Program staff transport clients, volunteer drivers, bus tickets or passes provided, gas vouchers	M T W H F	Baca, Bent, Crowley, Kiowa, Otero and Prowers
Lower Arkansas Area Agency on Aging	Seniors	Program staff transport clients to appointments, volunteer drivers, contract with other providers, gas vouchers, car repair vouchers	M T W H F	Baca, Bent, Kiowa, and Prowers County

Southeast Financial Summary

Southeast Financial Summary

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

Comparison of Regional Funding Sources

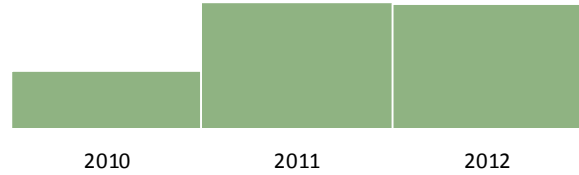


Regional Finance Summary

Total Regional Survey Reported Capital Costs



Total Regional Recorded Operating Revenues



Southeast Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards	\$43,311	\$0	\$23,178	Federal Awards	\$222,106	\$686,459	\$590,131
5309	\$0	\$0	\$0	5304	\$0	\$0	\$0
5310	\$43,311	\$0	\$0	5309	\$0	\$0	\$0
5311	\$0	\$0	\$0	5310	\$0	\$0	\$30,621
5316	\$0	\$0	\$0	5311 Admin + Operating ***	\$222,106	\$632,897	\$222,345
5317	\$0	\$0	\$0	5311 SAP + Merit ***	\$0	\$0	\$155,990
ARRA	\$0	\$0	\$0	5311 Self Reported **	\$0	\$0	\$181,175
Other Federal	\$0	\$0	\$23,178	5316	\$0	\$33,275	\$0
State Support	\$0	\$576,628	\$7,443	5317	\$0	\$20,287	\$0
Local Support	\$10,926	\$0	\$15,000	Other Federal	\$0	\$0	\$0
Other	\$0	\$0	\$0	State Support	\$0	\$0	\$0
				Local Support	\$154,629	\$157,513	\$116,269
Total Capital Revenues	\$79,237	\$576,628	\$45,621	Fare and Donation Revenue	\$29,798	\$32,940	\$39,652
Total Capital Costs **	\$43,183	\$0	\$128,563	Contract Revenue	\$0	\$0	\$0
				Other Revenue	\$0	\$0	\$120,537
				Total Operating Revenues	\$406,533	\$876,912	\$866,589
				Total Operating Expenses	\$406,533	\$561,837	\$514,392

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

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



Southeast 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
Baca	2.3%	3.8%	10.4%	-0.3%	1.5%	-5.4%
Bent	3.0%	5.0%	4.5%	11.6%	23.2%	75.5%
Crowley	6.9%	12.8%	38.6%	20.2%	36.8%	81.5%
Kiowa	4.7%	8.0%	23.7%	13.8%	19.1%	20.1%
Otero	6.6%	9.5%	15.3%	11.4%	16.9%	18.4%
Prowers	5.4%	9.0%	20.5%	16.2%	26.6%	41.5%
TPR Overall	5.5%	8.7%	17.9%	12.1%	19.9%	32.8%

Southeast Transit Projects

Agency	Project Description	Cost	Horizon	Category
RSVP of Otero, Bent and Crowley County	Transportation to residents of Otero, Bent and Crowley counties for more than just medical appointments.		Mid	Access to Human Services
RSVP of Otero, Bent and Crowley County	Transportation to residents of Otero, Bent and Crowley counties for more than just medical appointments.		Long	Access to Human Services
TWG #1	Evaluate strategies to provide cost effective after hour service to substance abuse populations.		Mid	Access to Human Services
RSVP of Otero, Bent and Crowley County	Evaluate strategies to purchase vehicles for volunteer drivers so they don't need to use their own vehicles.		Short	Coordination Strategies
RSVP - TWG #1	Evaluate strategies to recruit and maintain volunteer drivers		Short	Coordination Strategies
Southeast 2008 Plan	Develop an interagency agreement to operate regional service to Pueblo		Mid	Coordination Strategies
Southeast 2008 Plan	Develop coordinated training programs to increase efficiencies and reduce costs for local agencies		Short	Coordination Strategies
Southeast 2008 Plan	Coordinate between transit providers for weekly regional trips to the Front Range by taking turns providing service or cost sharing		Short	Coordination Strategies
Southeast 2008 Plan	Evaluate coordination strategies: transit coalitions, coordinating council, joint training programs, joint grant applications, vehicle sharing, centralized functions (reservations, scheduling, dispatch), contract for service, i.e., Head Start, consolidation of transportation program to single agency		Mid	Coordination Strategies
TWG #1	Coordinate training through PATS and CASTA for more areas of the region		Short	Coordination Strategies
TWG #1	Create dialogue between providers to develop a better interconnected transit system. (How can services connect between counties, share buses, etc.)		Short	Coordination Strategies
TWG #1	Coordinate to increase health and medical facilities specialized medical services for the disabled and/or special needs residents (i.e., dentists for autistic children.)			Coordination Strategies
TWG #1	Evaluate options for expanding mobilized medical services through Area Agency on Aging			Coordination Strategies



Agency	Project Description	Cost	Horizon	Category
TWG #1	Discuss options for coordinated regional service to Pueblo (across county boundaries)		Mid	Coordination Strategies
TWG #1	Share transit experiences between transit agencies to improve efficiencies		Short	Coordination Strategies
TWG #1	Discuss options for weekend or extended hours transit service for non-profit agencies			Coordination Strategies
Baca County Area Transportation	Purchase new bus		Short	Facilities
La Junta Transit	Purchase 1 small and 2 large transit vehicles	\$165,000	Mid	Facilities
La Junta Transit	Purchase new or rehab transit vehicles		Long	Facilities
Prowers Area Transit	Replace 2 Transit Vehicles in 2014 and 2016	\$112,000	Long	Facilities
Prowers Area Transit	Purchase 1 or 2 vehicles to increase service		Mid	Facilities
Prowers County Veterans Service Office	Replace two vans	\$36,000	Short	Facilities
Prowers County Veterans Service Office	Continual replacement of vehicles		Mid	Facilities
Prowers County Veterans Service Office	Continual replacement of vans		Long	Facilities
Southeast 2008 Plan - Golden Age Transportation System	Replace 1 vehicle			Facilities
Southeast 2008 Plan - TWG #1	Convert existing Lamar Depot to accommodate a rail/bus facility		Short	Facilities
Southeast 2008 Plan - TWG #1	Convert existing La Junta Depot to accommodate a rail/bus/park-n-ride facility		Short	Facilities
Southeast 2008 Plan - Baca Area Transportation	Develop new bus facility			Facilities
Southeast Mental Health - TWG#1	Continual replacement of vehicles		Short	Facilities
La Junta Transit	Maintain existing transit services		Short	Maintaining Service
La Junta Transit	Maintain existing transit services		Long	Maintaining Service
Southeast 2008 Plan - La Junta Transit	Purchase Dispatch Software		Short	Maintaining Service
Southeast 2008 Plan - Prowers Area Transit	Purchase Dispatch Software		Short	Maintaining Service



Agency	Project Description	Cost	Horizon	Category
Southeast 2008 Plan - Prowers Area Transit	Develop regional service (2,000 annual revenue hours)		Long	Maintaining Service
Southeast 2008 Plan - Kiowa County Transit	Add 500 annual revenue hours to services		Short	Maintaining Service
Southeast 2008 Plan - Golden Age Transit System	Implement hourly service in Bent County		Long	Maintaining Service
State Freight and Passenger Rail Plan	Retain Amtrak's Southwest Chief passenger rail service in the region		Short	Maintaining Service
Prowers County Veterans Service Office	Identify additional funding resources for some level of payment for volunteer drivers		Mid	Maintaining Service
Prowers Area Transit	Improve local East-West service within the County		Long	Mobility for the General Public
RSVP of Otero, Bent and Crowley County	Evaluate transportation services for those outlying areas lacking transportation (including Crowley County and locations outside the service area of La Junta Transit)			Mobility for the General Public
Southeast 2008 Plan - RSVP of Otero, Bent and Crowley County	Expand service in Crowley County and Sugar City		Short	Mobility for the General Public
Southeast 2008 Plan	Expand hours of service to include evening and Saturday service			Mobility for the General Public
Baca County Area Transportation	Additional service to medical appointments outside the County for elderly patrons.		Mid	Regional Connectivity
Baca County Area Transportation	Additional service to medical appointments outside the County for elderly patrons.		Long	Regional Connectivity
Bent County	Transportation to adjoining towns for day trips		Short	Regional Connectivity
Bent County	Transportation to adjoining towns for day trips		Mid	Regional Connectivity
TWG #1	NEMT transportation to Pueblo, Colorado Springs, Denver for Prowers, Bent, Otero counties		Mid	Regional Connectivity
TWG #1	Transportation service to the Front Range medical facilities and veterans hospital.		Short	Regional Connectivity
Southeast 2008 Transit Plan	Create regional fixed route service to the Front Range communities for medical trips		Short	Regional Connectivity
Southeast 2008 Transit Plan	Regional transit service to Pueblo		Short	Regional Connectivity
Southeast 2008 Transit Plan	Create intra-regional service along US 50 from Lamar through La Junta to Rocky Ford		Mid	Regional Connectivity



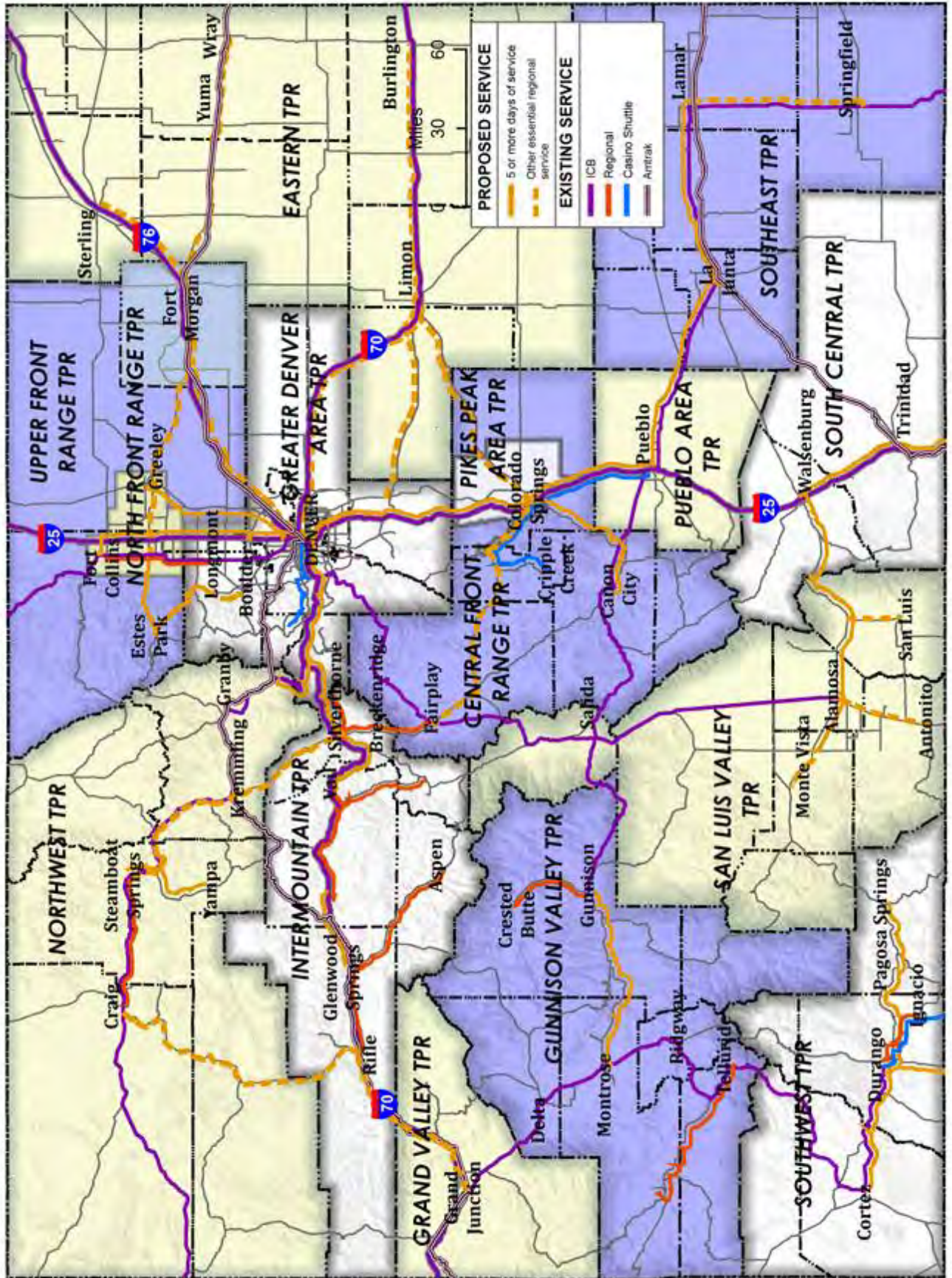
Agency	Project Description	Cost	Horizon	Category
Southeast 2008 Transit Plan	Create intra-regional service along US 385 from Eads through Lamar to Springfield		Mid	Regional Connectivity
Southeast 2008 Transit Plan	Coordinate regional trips to the Front Range for medical and other services		Short	Regional Connectivity
Southeast 2008 Transit Plan	Coordinate intraregional trips along US 50 for medical, employment, and other services		Mid	Regional Connectivity
Southeast 2008 Transit Plan	Create cost effective fixed-route service in Lamar and between Rocky Ford and La Junta		Mid	Regional Connectivity
TWG #1	Additional regional transit service on a regular basis to Pueblo, Colorado Springs and Denver		Mid	Regional Connectivity

Intercity and Regional Bus Service

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

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

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



Coordination Strategies

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

- Some businesses are unwilling to participate

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

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

Expected Benefits/Needs Addressed

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

Potential Obstacles and Challenges

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

Baseline Provider Financial Datasets

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

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

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

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

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

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

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

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

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



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

Date: October 1, 2013
Time: 1:00 PM – 3:30 PM
Location: La Junta Senior Center
La Junta, Colorado

Meeting Attendees:

Dawn Block - La Junta Transit
Shannon Green – Rocky Ford Workforce Center
Commissioner Don Oswald – Kiowa County
Carla Gifford – Kiowa County Transit
Connie Brase – Southeast Colorado
Dee Quick – RSVP
Leonard Vance – Volunteer Driver

Project Team Attendees:

Tracey MacDonald, CDOT – Project Manager, Division of Transit and Rail
Wendy Pettit, CDOT Region 2
Cally Grauberger, Transit Plus – Eastern Transit Plan Manager
Ralph Power – Transit Plus – Transit Advisor

Welcome and Introductions

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

Project Background

Tracey MacDonald announced some changes to the agenda to switch item #3 above item #2 so the regional plan process would lead into the discussion of the Southeast Coordinated Transit Plan vision and goals.

Tracey led a discussion on the statewide transit vision, goals and objectives and reviewed the timeline for completing the Statewide Transit Plan.

Tracey also gave a brief description of how performance measures are being developed. Due to the directives placed in MAP-21, CDOT is in the process of developing transit performance measures along with their policy directives. CDOT is also in the process of developing an asset management program that will contain transit fleet and facility information that can be used in the development of asset management plans for each provider.

Cally Grauberger gave an overview of the regional planning process and the schedule to have a draft of the southeast transit plan by the end of the year. There was a question about whether the southeast plan could be completed by the end of the year if the group could not meet in December. The attendees thought that another meeting could be held by the end of the year.

Regional Plan Vision and Goals

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

- Leonard Vance, a volunteer NEMT driver, stated that there is a tremendous need for medical and non-medical transportation in southeast Colorado.
- Dee Quick also supported this statement and added that there is a need for more personnel and vehicles to meet the need. She also added that limited funding for mileage reimbursement is available through grant programs. Due to the long travel distances and use of personal vehicles, it is difficult to find help.
- Carla Gifford of Kiowa County Transit also stated that there is a need for more service.
- As the population ages, transportation from remote areas is a challenge. Medical services are located in Pueblo and transportation is becoming increasingly more important.
- The RSVP program no longer provides trips to Colorado Springs or Denver because of limited resources. The programs can only provide trips to Pueblo.
- The attendees were generally supportive of the vision and goals with only several changes.
 - To the Vision add “businesses”; “...serves the needs of the region’s citizens, **businesses** and communities.
 - To Goal A, add “facilities”; “Evaluate the need for additional transit service **and facilities** to meet unmet needs”
 - To Goal E, add “facilities” and delete the word “existing” located after “Maximize”; “Maximize transit services and facilities to meet existing transit needs and those in future.”
- There was a discussion among the attendees about working with employers to possibly “pitch in” to transport workers. Ralph Power of Transit Plus suggested including private/public partnerships in their coordination strategies for the plan.

Regional Analysis

Cally discussed the transit services on the map and in the tables included in the packet as well as a review of the regional services currently being provided in the region. Cally asked that the group refer to the handout on Transit Services and not the one in the packet. There was some discussion of regional connections through existing Section 5311 partnerships. The following are the comments on Transit Services:

- It was identified that Helping Hands of Bent County provides transit services and should be included in the survey. A human service survey will be sent to Sharon Barber.
- Bent County also provides transit services for the general public
- Arkansas Valley Community Center no longer provides transportation. It is just “Inspiration Fields” now so combine the information together.
- For the Head Start program, Dawn Block provided the name of the Transportation Manager for Headstart. This program is run through Otero Junior College. Cally will follow-up to get additional information.
- For Otero Junior College and Lamar Community College, the service area will be Colorado and beyond.

- There was a discussion on Springs Taxi which shows service to the area; however, the service would be so expensive that it might not need to be included in the plan.
- There was some question about Long Transportation so Rhonda Bucholz will let Cally know more about the company.
- Under the Human Service Agencies that Provide Other Transit Programs, there was a request to add Otero Social Services.
- Under the Colorado Department of Labor and Employment listing, change the service program to be program staff refer clients and provide gas vouchers if enrolled in the program. There is a request to include Rentzenberger since this company provides transportation for freight and passenger train crews (BNSF and Amtrak).
- The plan should reference Pathfinder since they provide transportation related drug testing.

Financial Summary

Cally gave a review of the financial summary prepared for the Region. The graphs on the top of Page 11 show that capital costs were 3X more in 2012 than in 2010 and the operating expenses were approximately 2X as much as in 2010. Cally also stated that the Total Capital Revenues reported for 2010 should be \$54,237 not \$79,237.

There was discussion on the ability to come up with local funds for match and a review of the potential funds from MPACT 64.

Growth Projections

Growth projections and impacts on services were discussed. Growth projections for the TPR are shown to be almost 18% by 2040 with the elderly population expected to grow by nearly 33% by 2040.

Intercity and Regional Bus Service

Cally gave an overview of the definition for intercity bus and regional bus along with a review of proposed regional bus service in the southeast area. Intercity bus connections were discussed including the frequency and timing on the trips, distance and the cost. The attendees were somewhat supportive of the concept of regional bus services. However, there were concerns regarding reasonable connections at destination cities in the larger cities were expressed; i.e., how do you get to your doctor appointment once you arrive in Pueblo. There were also questions on what would local services need to do; i.e., if someone is traveling back from Pueblo at 5pm and arriving in Lamar at 9pm, how do they get home?

Coordination Strategies

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

- Centralized call center – This strategy is not a high priority and efforts toward coordination appear challenging given the geography and demographics of the region.
- Mobility Management and Marketing – Each area of the region is handling their transit services on their own and there is really no one group to take the lead. The southeast area would be interested in a mobility manager, but would need money and assistance to do. Centralized Resource Directory – No one is really available to head this up. Could potential use information

in CDOT's database (Salesforce) for a resource directory. It was discussed that maybe there could be a link on CDOT website and CASTA's website for the southeast transit brochures so the public could then find transit information. Tracey discussed the on-line transit map that might link to local transit services.

- New Partnerships – Earlier there was some discussion about working with employers to “pitch in” on transit to help broaden their employment pool but this seems difficult to work on when basic functions are difficult to provide
- Regional and County Coordinating Councils – Has not worked in the past and there is no interest at this time
- Travel Training – At this time, marketing existing services is the most important strategy versus training people to travel. Discussions did lead to the need to work with Human Service agencies to increase their communication on existing transit services.
- Volunteer Driver Program – Dee Quick shared the difficulties in maintaining volunteer drivers with little compensation for drivers. Dee added that if they had a vehicle that volunteers could use, they might be able to attract more drivers. Tracey discussed the ability to apply for a vehicle through CDOT's grant program and the ability to use faster funds for the local match. Wendy Pettit will check on the dates for grant vehicle requests and get back with Dee.
- Joint Procurement of Vehicles – Vehicles are procured through their own county programs or through CDOT.

Transit Projects

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

- **Access to Human Services** – The RSVP program will need to expand to include transportation to Rocky Ford and Ordway. This is a mid and long range timeframe. There was a request to change the afterhour substance abuse project to show a short range timeframe. Since this was the only short-range project identified on the list, it will be listed as a high priority project for the plan.
- **Coordination Strategies** - Short-term projects were identified to be the need to recruit/retain volunteer drivers, vehicle needs, ways for volunteer programs to provide insurance, marketing to the public, options for extended hours/weekend service, and a way to link to CDOT's website for a shared transit directory of southeast transit services. Also the attendees felt that an important short-term project is to identify ways to provide interregional travel for intra and interregional travel.
- **Capital and Facilities** – Short-term projects continue to be the development of a bus/rail/park-n-ride facility in La Junta and a bus/rail facility in Lamar, and the need to continue bus replacements.
- **Maintain Service** – There was a request to remove the dispatch software from the list. Short-term projects include the project to retain Amtrak Southwest Chief passenger service and to continue the purchase and replacement of vehicles to retain/maintain current levels of transit.
- **Mobility for the General Public** – The #1 priority is to identify ways to provide transit service from the Stateline to Pueblo and from Campo to Lamar.
- **Regional Connectivity** – The primary short-term project was to evaluate options to provide transit service that can connect Lamar, Rocky Ford and La Junta.

Baseline Financial Data

Cally presented the baseline financial data to the attendees for review. The goal is to identify reasonably accurate financial information so the providers will be sent a copy of the file on Pages 24 – 26 to fill in the missing data.

Next Steps

The next and final meeting is tentatively scheduled for December 9th in Lamar. The consultant will get back with the Transit Working Group on the location for the meeting.

Adjourn

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

PROJECT CONTACTS

CDOT Project Manager:

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

Lead TPR Planner:

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

Project Web Site:

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



B.3 - Transit Working Group Meeting #3

Southeast Transit Working Group Meeting #3

Date: Tuesday, January 21st, 2014

Time: 9:30am – 12:00pm

Location: SECED Office
112 West Elm Street
Lamar, Colorado

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

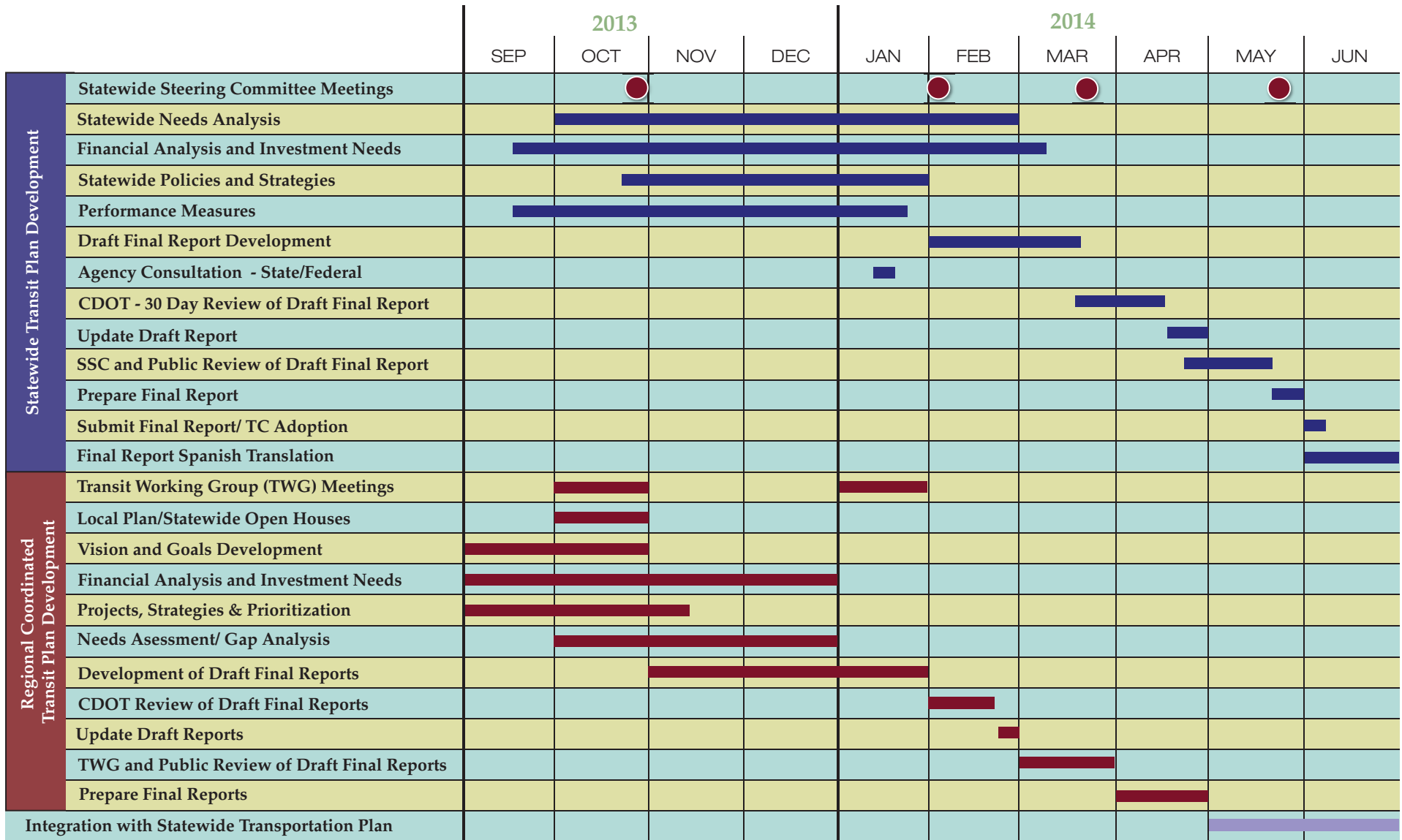
- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

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

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

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

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



Southeast Vision: Provide the opportunity for residents of southeast Colorado to experience an enhanced quality of life by providing an efficient, safe and accessible transit network that serves the needs of the region’s citizens, businesses and communities.

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1) Evaluate the need for additional transit service and facilities to meet unmet needs	Identify ways to provide transit service from the Stateline to Pueblo. 2 days per week, approximately 1,000 annual hours.	Op: \$45,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	Southeastern TPR, Counties, Cities, all regional stakeholders	1 - 6 years
	Identify ways to provide transit service from Campo to Lamar. 2 days per week, estimated 310 annual hours.	Op: \$14,000 Cap: \$5,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	Southeastern TPR, Counties, Cities, all regional stakeholders	1 - 6 years
	Expand service in Crowley. 4 additional hours daily. Estimated annual hours 1,040.	Op: \$47,000 Cap: \$10,000	Op: FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FASTER	RSVP. Crowley County	1 – 6 years

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1 cont)	Expand service in Sugar City. 4 additional hours daily. Estimated annual hours 1,040.	Op: \$47,000 Cap: \$10,000	Op: FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FASTER	RSVP, Sugar City	1 – 6 years
2) Maintain service of the Amtrak Southwest Chief passenger train through southeast Colorado	Work with Amtrak officials and regional planning partners to ensure continuity of service.			Southeastern TPR, Counties, Cities, all regional stakeholders	1 – 6 years
3) Increase regional and intra-regional service for medical, employment, and educational trip purposes	RSVP program seeks to expand to include transportation to Rocky Ford and Ordway. 2 trips per week, estimated annual hours 500.	Op: \$22,500 Cap: \$5,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	RSVP	1 - 6 years

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
3 cont)	Evaluate options to provide transit service that can connect Lamar, Rocky Ford, and La Junta. 5 days per week, 12 hours per day. Estimated hours 3,720.	Op: \$167,400 Cap: \$20,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	Southeastern TPR, Counties, Cities, all regional stakeholders	7 -12 years
4) Increase coordination between state, regional, local public, non-profit and private entities to more effectively achieve shared community goals	Create link to CDOT's website for a shared transit directory of southeast transit services			Southeastern TPR/Identify	1 – 6 years
	Establish insurance resources for volunteer driver programs			Southeastern TPR/Identify	1 – 6 years
	Hire a mobility manager for the Southeast Region	Op: \$70,000 Cap: \$5,000	Op: FTA 5310, Local Government. Cap: FTA 5310, FTA 5311, FASTER	Future mobility manager	12 years and beyond
	Recruit/retain volunteer drivers	Op: \$15,000 Cap: \$0	Op: FTA 5310, 5311	Future mobility manager	12 years and beyond

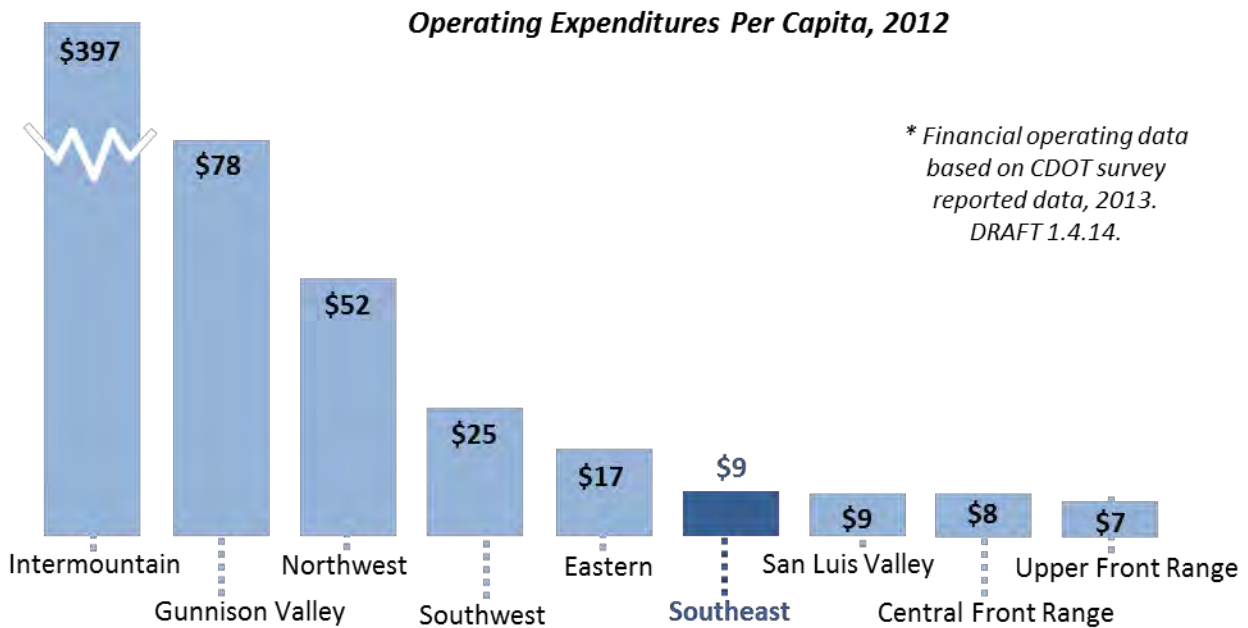
Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
5) Maximize transit services and facilities to meet existing transit needs and those in the future.	Maintain existing transit services at current levels.	Op: \$867,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government.	All transit agencies and regional stakeholders	1 – 6 years
	Maintain current vehicle fleets through scheduled vehicle replacements.	Cap: \$129,000	Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	All transit agencies and regional stakeholders	1 – 6 years
	Build a bus/rail facility in Lamar	Op: \$0 Cap: \$2 million	Op: N/A Cap: FTA 5311, FASTER	City of Lamar	1 – 6 years
	Build a bus/rail/park-n-ride facility in La Junta	Op: \$0 Cap: \$450,000	Op: N/A Cap: FTA 5311, FASTER	City of La Junta	1 – 6 years
TOTAL – Operating		\$867,000			
TOTAL – Operating (expansion)		\$438,000			
TOTAL – Capital		\$129,000			
TOTAL – Capital (expansion)		\$2,515,00			

Southeast Financial Resources and Anticipated Revenues

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

Statewide Current and Future Operating Expenditures

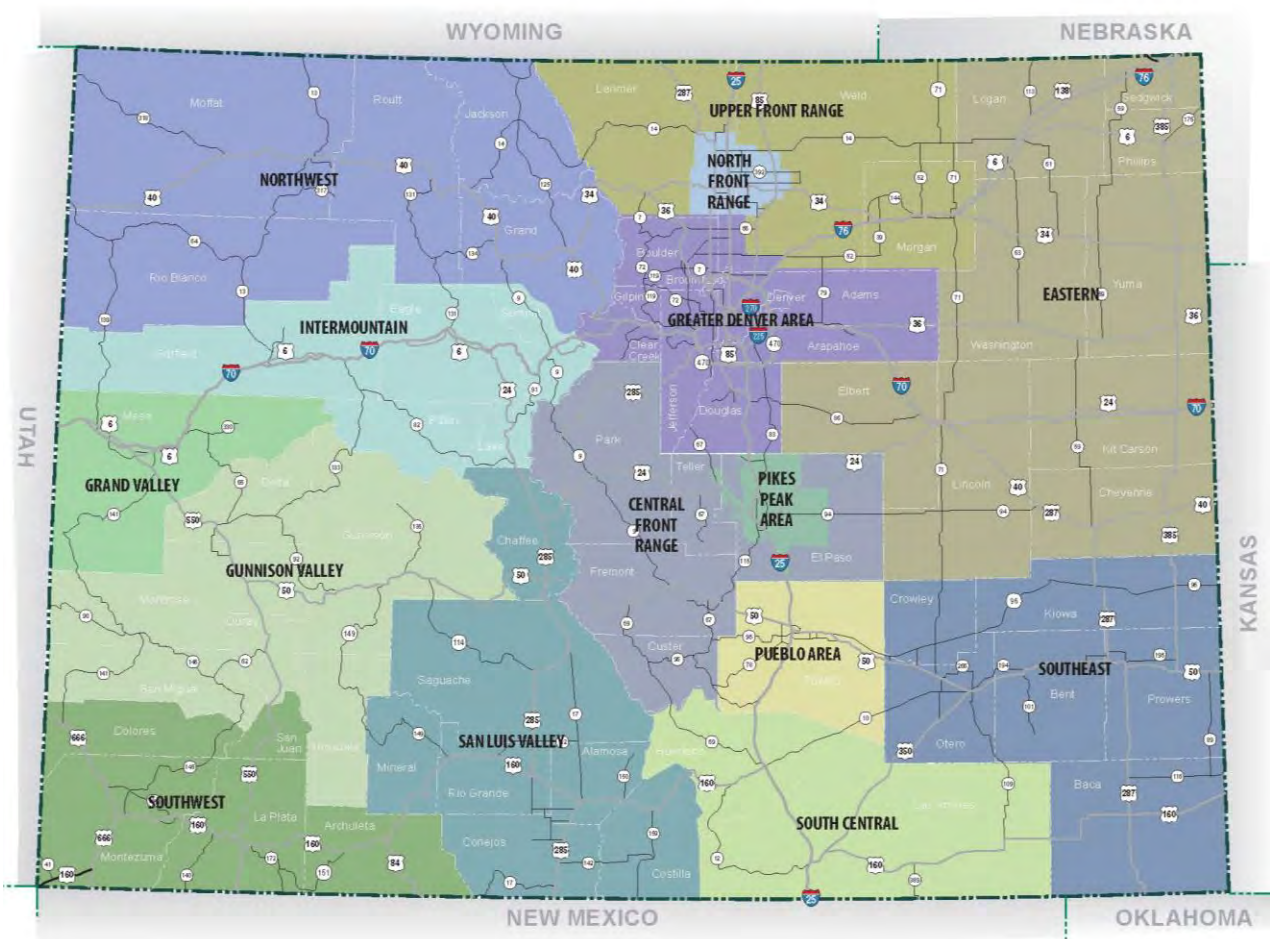
Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of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



- The region’s resident population is expected to grow 0.5% annually between 2012 and 2040 and reach 57,016 by 2040. The population over the age of 65 years will grow at annual rate of 1.0% through 2040.
- Between 2008 and 2012, total operating expenses for all service providers in the region grew at an annual average rate of 1.3%.
- Approximately \$450,000 annually, or \$9 per capita, is expended to support critical transit and transportation services in the Southeast TPR.

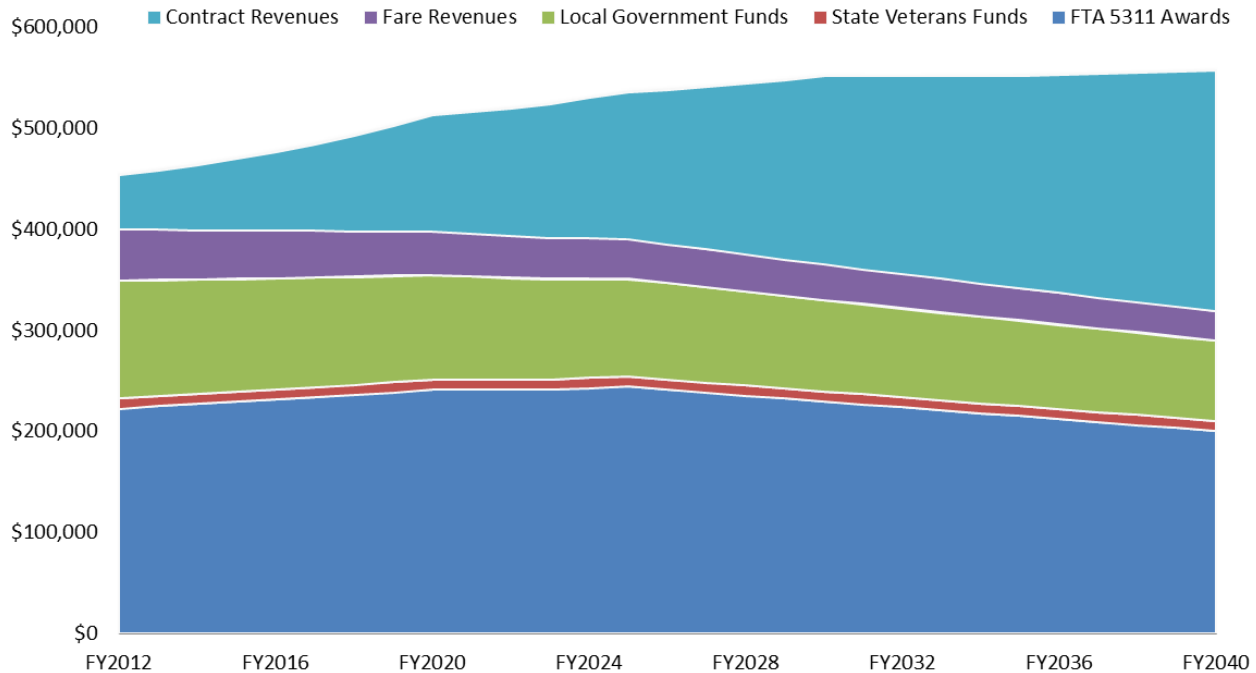
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$528,000 in operating funds.

PLANNING REGIONS



Southeast Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and economic growth rates. By 2040, the Southeast TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$556,000 dollars.



- Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local funds, including local matching funds for grant awards, are variable and depend on the fiscal health and economy of local municipalities. Growth in sales tax revenues is expected to slow in the future as consumer spending shifts from durable goods to services. Forecast assumes that some portion) of local funding (e.g. City of La Junta General Fund transfers) will stay constant over the long-term, while other local funding sources will continue to decline per historic trends.
- Funding from the State of Colorado Veterans Transportation Fund is assumed to remain constant over the forecast period.
- Fare revenues have begun to grow again following a steady decline from 2007 through 2009. Based on historic trends, growth in fare revenues are anticipated to remain steady and then grow more slowly over the long-term.
- Contract revenues account for 10 percent of all operating revenues in the region today. Should historic growth rates continue – these sources could account for as much as 40 percent of all revenues by 2040.

Contract revenues include relatively stable sources such as payments through Title III of the Older Americans Act and certain health payments. Other contract revenues are highly variable including Non-Emergent Medical Transportation (NEMT) funding through the Medicaid program and Community Service Block Grants (CSBG). Revenues from Medicaid and CSBG have grown quickly in the region – as much as 20 to 30 percent year over year. Higher growth rates will continue in the mid-term, but will begin to slow in the long-term with changes in the population demographics within the region. Should sequestration or other changes in Federal programs impact the revenues available through Medicaid – the region could face significant budget challenges in the future.

- Other revenues, including Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA grant programs, and agency-derived sources such as investments and contracts are important but relatively small sources of revenues and not directly included in this forecast.

Southeast TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Southeast region will grow more quickly than transit revenues by approximately 0.75% per year. A funding gap could emerge with changes in Federal revenues or in later years.

In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or that finding new funding sources may have to become a higher priority to address this funding gap.

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

Eastern TPR	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	51,421	54,678	57,016	0.34% / yr
Estimated Operating Expenses	\$476,513	\$506,690	\$528,357	0.34% / yr
Estimated Operating Revenues	\$512,059	\$550,998	\$556,679	0.25% /yr
<i>Potential Funding (Gap) / Surplus</i>	<i>\$35,547</i>	<i>\$44,308</i>	<i>\$28,322</i>	<i>- 0.75%</i>



REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

KEY CONCEPTS

Introduction

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

Regional Overview

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

Existing Transit Provider and Human Service Agencies

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

Current and Potential Funding

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

Key Findings, Transit Needs and Service Gaps

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

Financial Scenarios and Recommended Strategies

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



Southeast

Transportation Planning Region

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

SE TPR TWG MEETING 3

Sign-In Sheet

<u>Name</u>	<u>Org.</u>	<u>Contact</u>
✓ Ralph Power	Trans:Plus	ralph.power@transplus.biz
✓ Dawn Block	City of La Junta	dmarsh@ci.la-junta.co.us
✓ Dee Quick	RSVP Otero, Bent & Crowley	dee.quick@state.co.us
Michele Martinson	CDOT	michele.martinson
✓ Tracey MacDonald	CDOT	
✓ Connie Brase	SE Health Group	cbrase@sehs.org
✓ DICK SCOTT	Kiowa Co Commissioner	vsscott@Fairpoint.net
✓ Cory Alan Forgue	KVAY Radio	news@Kvay.com
✓ DAN TATE	SE TPR	seced@seced.net

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

Date: January 21, 2014

Time: 9:30 am – 12:00 pm

Location: SECED Office, 112 W. Elm Street, Lamar, CO

Meeting Attendees:

Dawn Block - La Junta Transit

Connie Brase – Southeast Health Group

Dee Quick – RSVP of Otero, Bent and Crowley Counties

Dan Tate – SE TPR/SECED

Cory Alan Fergie – KWAY Radio

Dick Scott – Kiowa County Commissioner

Project Team Attendees:

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

Michele Martinson, CDOT Division of Transit and Rail

Ralph Power – Transit Plus – Eastern TPR Planning Lead

Welcome and Introductions

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

Project Schedule Update

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

Goals and Strategies

Ralph Power of TransitPlus facilitated the discussion and finalization of goals and strategies that would support the regional vision established earlier in the process. He gave a brief explanation of the vision and goal process and how the individual strategies were being tailored to support the vision and goals adopted by the Transit Working Group. The group then discussed goals and corresponding strategies one by one as follows:

Goal: Evaluate need for additional transit service/facilities to meet unmet needs

Discussion was centered on the previously identified projects or strategies that would achieve the goal. Throughout the meeting there was discussion of items or programs that should be added to the plan.

Discussion of this goal resulted in the addition of GATS and RSVP. A number of detail-level changes that were made to individual strategies will be included in the Draft Final Plan.

- Strategy 1 – Stateline to Pueblo: Identified barrier that there is not a single provider that could go all the way from the stateline to Pueblo. This would take several transfers and, possibly, agencies. All agree that this is still a high priority strategy and should remain in the 1-6 year timeframe.
- Strategy 2 – Service from Campo to Lamar: Remains very important as Campo was identified as a “food desert” because there isn’t a grocery store every 10 miles. In general, grocery stores are distributed every 20-30 miles in that area. Prowers County would be the most likely provider for this service geographically. Baca would contribute as possible but reiterated that is a county of limited resources.
- Strategy 3 – Expand services in Sugar City and Crowley County: Initially listed as separate strategies, the group agreed that they should be combined because Sugar City is in Crowley County. It was suggested to add the word “county after “Expand service in Crowley.” Commissioner Dick Scott prompted discussion regarding the possibility of Kiowa County Transit picking up in Crowley since they pass through on the way to Pueblo already. It was agreed that this strategy should be discussed further.

Goal: Maintaining SW Chief service through Southeast Colorado

This remains a very high priority and represents a significant resource that is useful to the region.

Goal: Increase regional/intraregional service for medical, employment, and educational purposes

- Strategy 1 – RSVP expand to Rocky Ford and Ordway: Strategy in the short term and includes 2 trips per week.
- Strategy 2 – Transit service connecting Lamar, La Junta and Rocky Ford: It was discussed that there would be limited funding and possibly not to include La Junta for this reason. The service was proposed at five days per week and is in the mid-range (7-12 year) timeframe.

Goal: Increase coordination between state, regional, local, non-profit, and private entities to more effectively achieve shared community goals

- Strategy 1 – Create link to CDOT’s and CASTA’s websites to develop regional resource directory: It was suggested that CASTA should be added as a champion since they are currently working on a directory.
- Strategy 2 – Expand volunteer driver programs: The group was unsure of which agencies may need volunteer driver insurance. It was established that Helping Hands and RSVP have volunteer driver programs. It is important to note that agencies may not be able to get volunteer drivers if they don’t have insurance for them. It was decided to combine this strategy with Strategy 4 (recruiting/retaining drivers) including driver volunteer programs.
- Strategy 3 – Establish a Mobility Manager for the Region: The group agreed to move the mobility manager time frame up to 1-6 years instead of 7-12 years. The TWG/SE TPR will be the champion of hiring once funding for the position is established. All recognized the importance of coordination and having a mobility manager for the region.

Goal: Maximize transit services

There was confusion regarding the numbering of goals. The group felt maximizing and maintaining existing services should be number one goal. It was decided to remove numbers from goals in the plan document. It was also decided that the facility in Lamar falls into the mid-range (7-12 years) timeframe.

Financial Scenarios

Ralph and Tracey went over anticipated revenues and future revenue sources. The group mentioned there is a great need for operating funds and asked if FASTER will be available for operating and not just capital. Connie noted that their operating expenses haven't increased because service level has decreased but also that revenues are not keeping pace with inflation. She also said that the region is economically depressed from years of drought and that agriculture would have to do well for 4 to 5 years before the economy can get back to where it was 10 years ago. The only growth noted by the group in the 5 county area was in Crowley, and that was only from prison population.

Next Steps

The group asked where CDOT's responsibility ends. It was stated that they would like CDOT's continued support and coordination beyond plan completion. The group also agreed to meet again when the Draft Final Plan is released for review. A meeting will be set up for March/April. Lastly, Tracey MacDonald of CDOT will conduct one additional meeting with the group to discuss the Draft Plan.

Adjourn

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

Project Contacts:

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

Phone: 303-757-9753

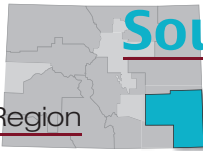
Lead TPR Planner: Ralph Power, ralph.power@transitplus.biz

Cell: 303-717-8350, Work: 720-222-4717 Ext. 5

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



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Southeast

Transportation Planning Region

Welcome

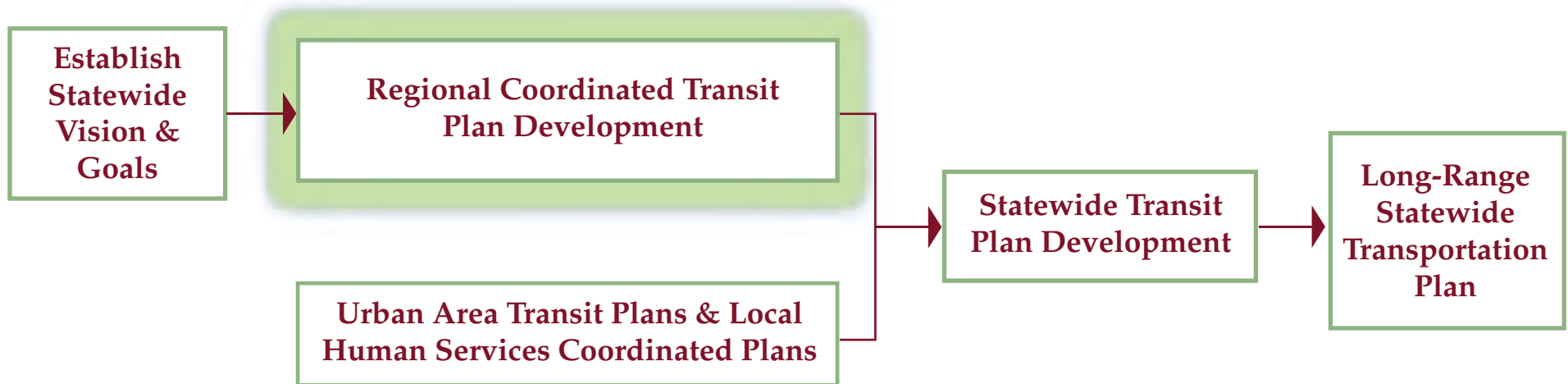
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

**Open House
October 2013**

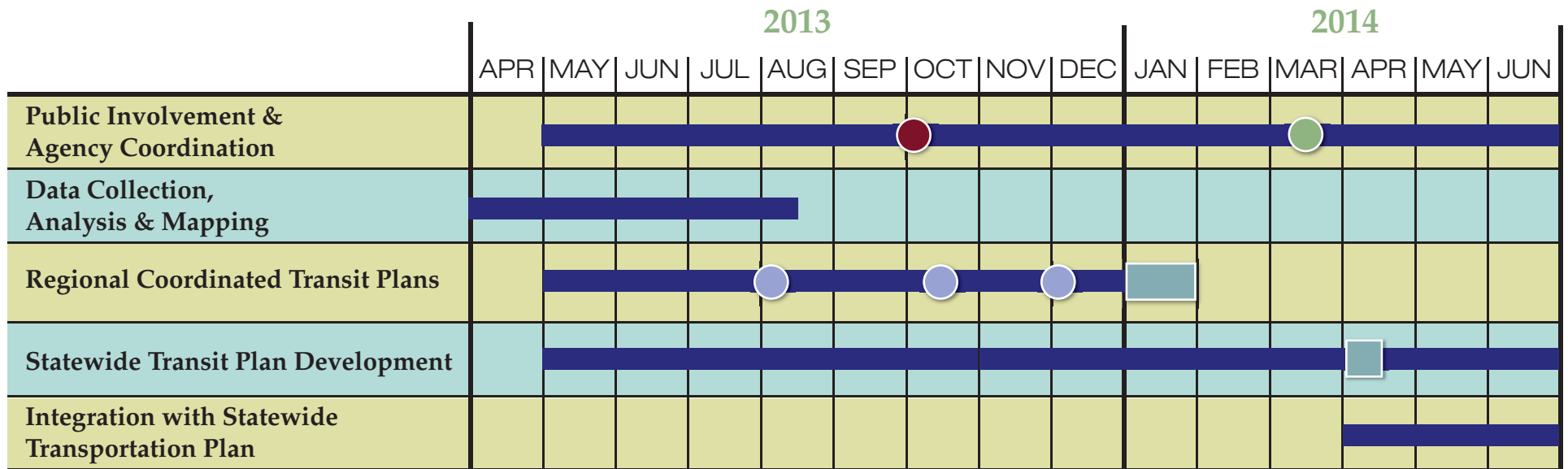
The Statewide Transit Plan will Include:





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

Work Plan



Project Overview Schedule



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

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Partnerships and Transit System Development

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

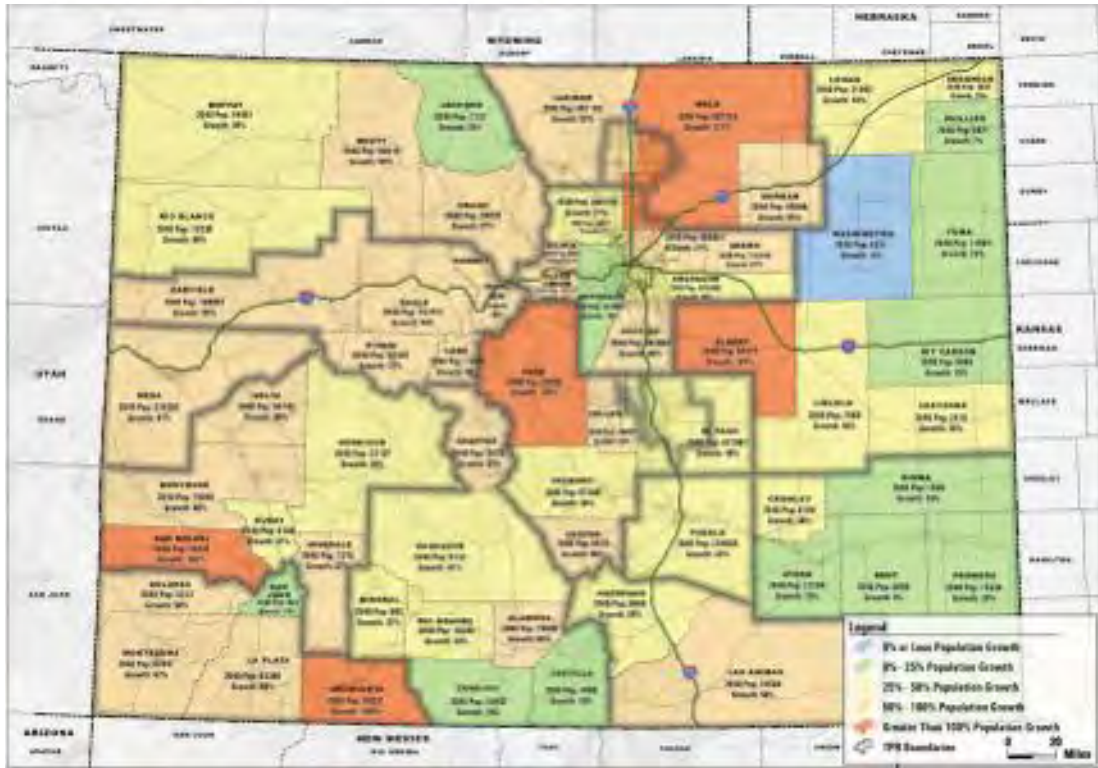
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

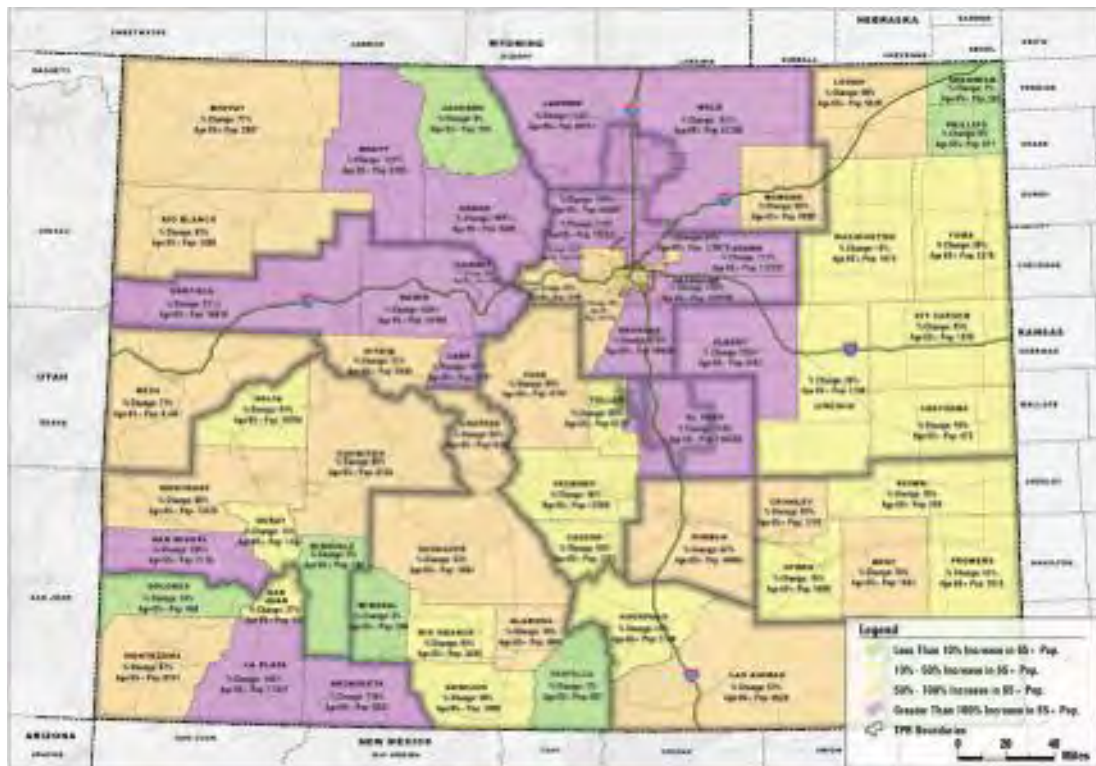
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

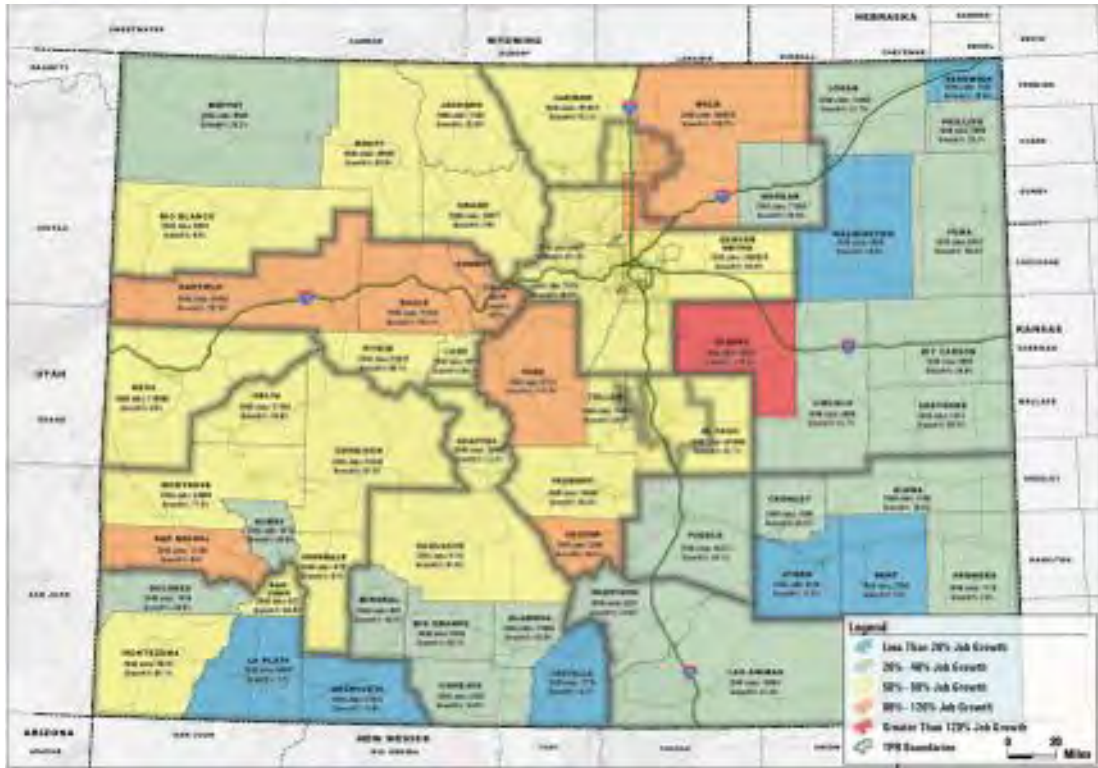
Population Growth (2013-2040)



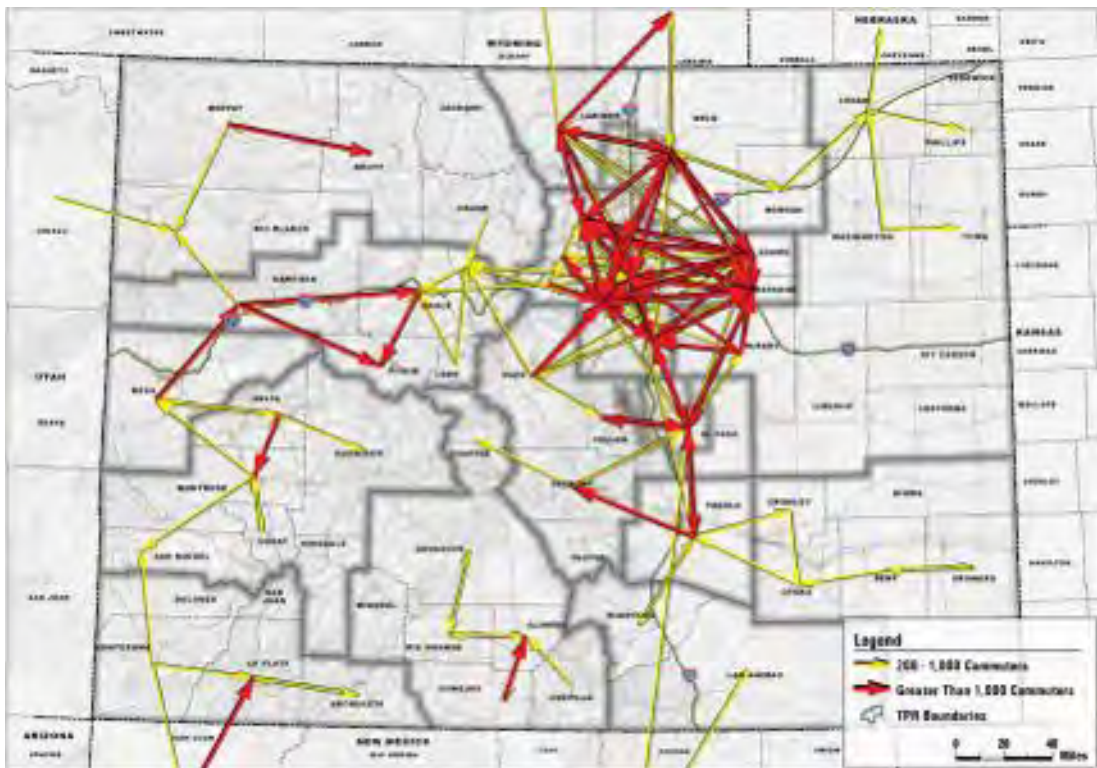
Age 65+ Population Growth (2013-2040)



Job Growth (2013-2040)

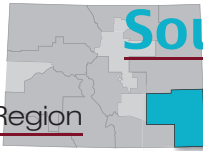


County to County Commuter Patterns



Regional Coordinated Transit Plan will Include:

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



Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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



Projected Percentage of Residents Age 65+



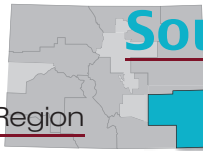
Legend

- Less Than 12% Age 65+
- 12% - 18% Age 65+
- 18% - 24% Age 65+
- Greater Than 24% Age 65+
- Southeastern TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries

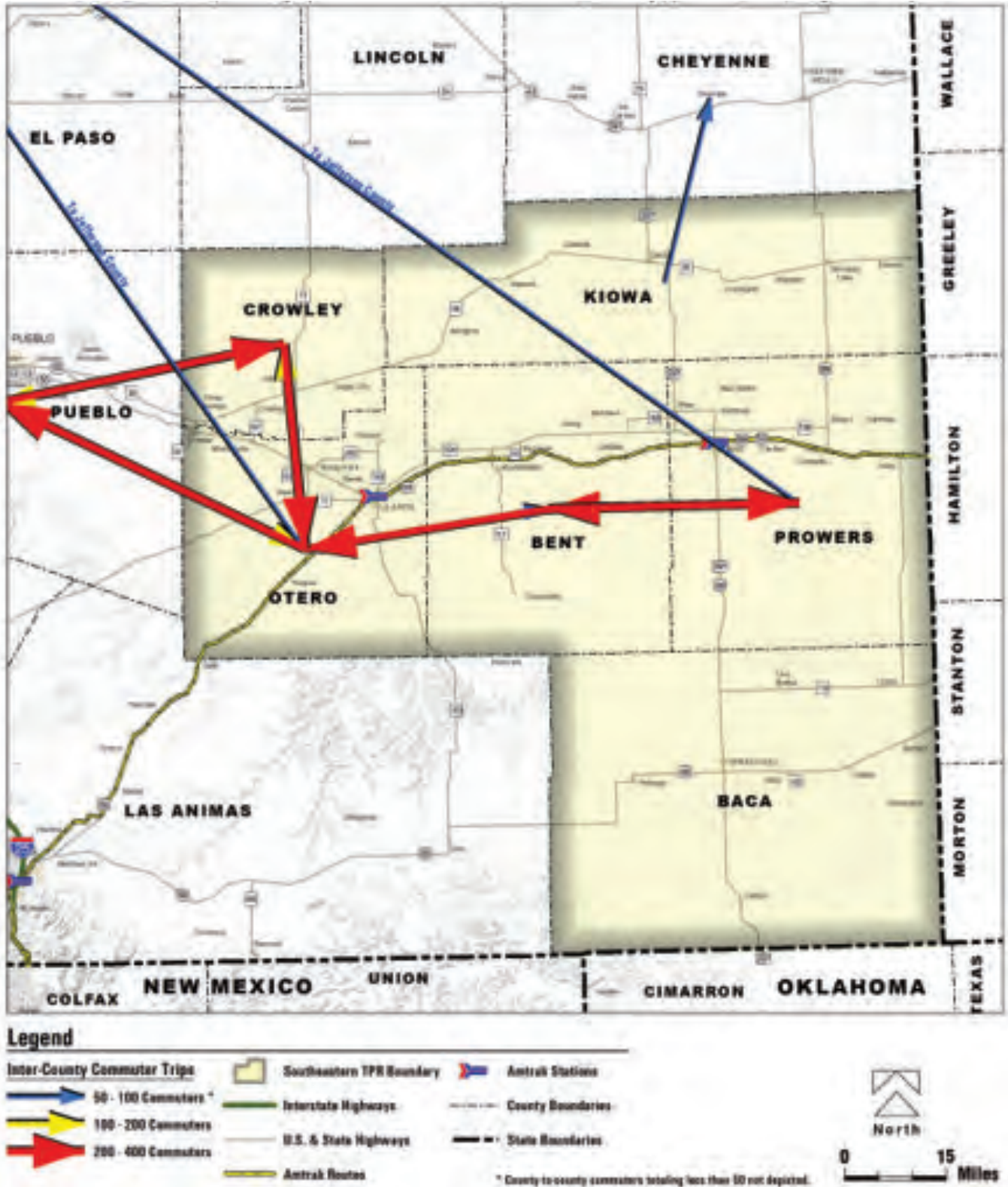


Job Growth from 2000-2040



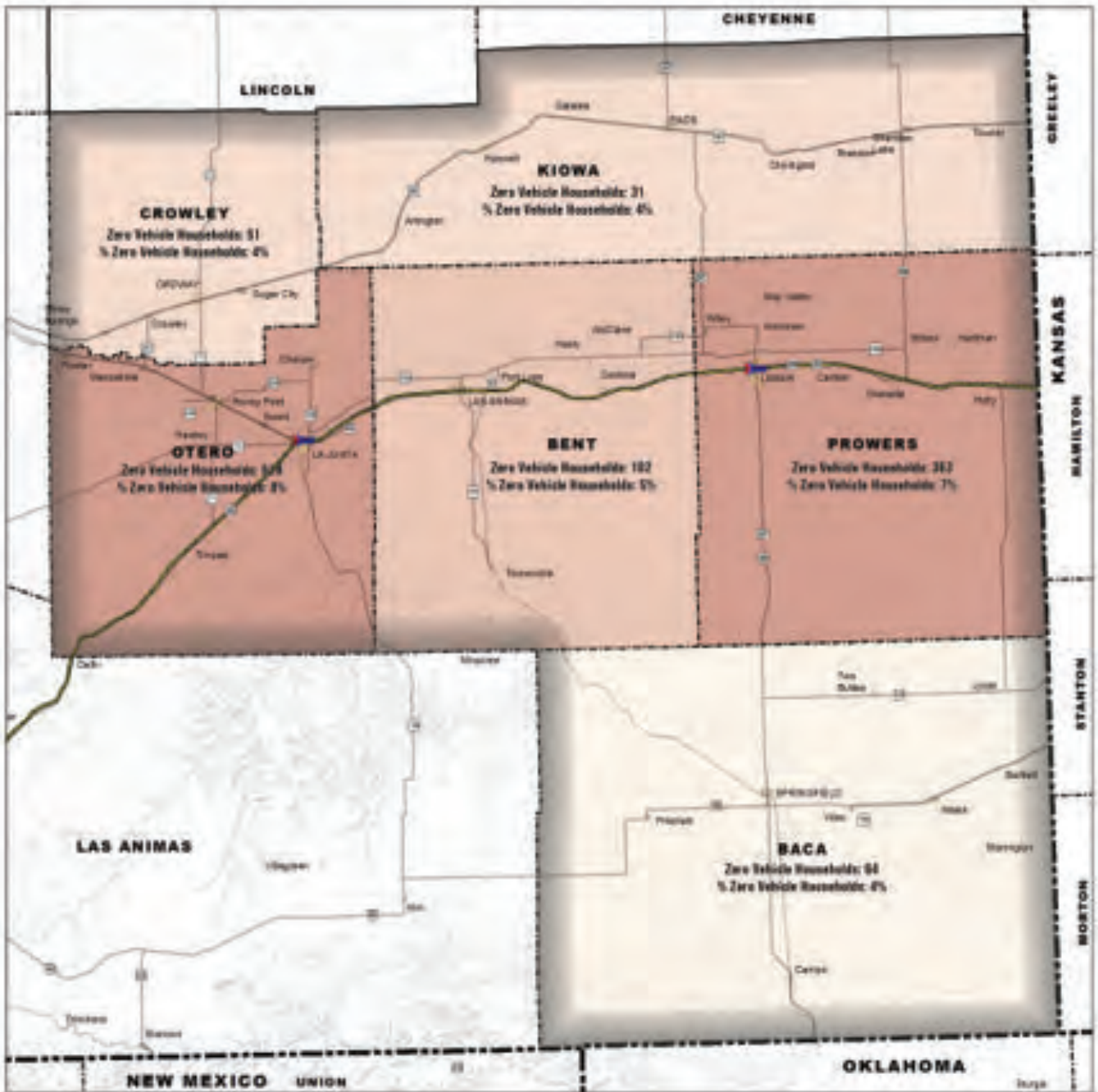


Employed Working Outside County of Residence





2011 Percentage of Households with No Vehicle



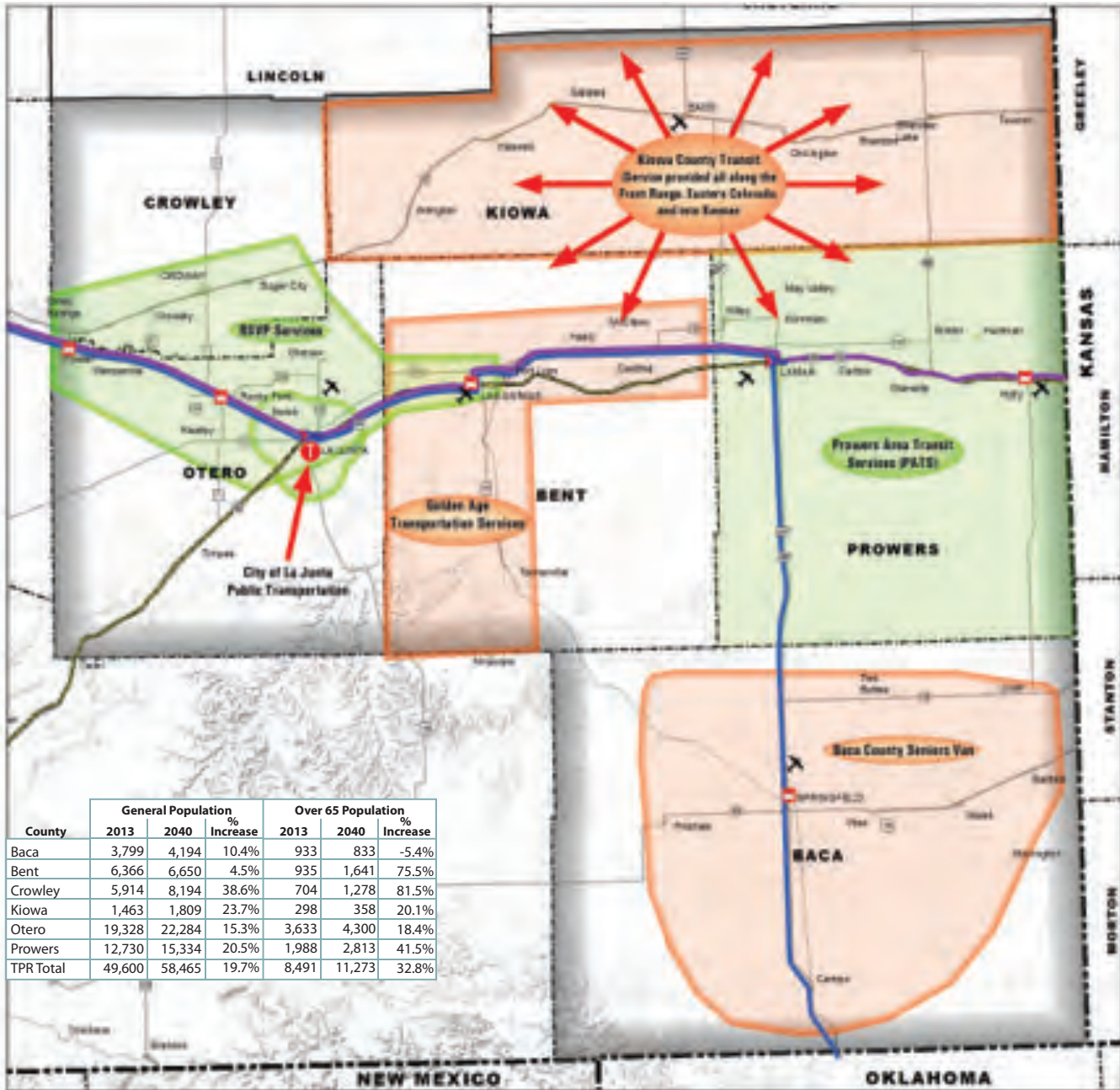
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.

Legend

- Less Than 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- 6% - 7% Zero Vehicle Households
- 7% - 8% Zero Vehicle Households
- 8% - 9% Zero Vehicle Households
- Greater Than 9% Zero Vehicle Households
- Incorporated Cities and Towns
- Amtrak Stations
- County Boundaries
- State Boundaries
- Amtrak Routes
- U.S. & State Highways



Existing Transit Service Providers



County	General Population			Over 65 Population		
	2013	2040	Increase %	2013	2040	Increase %
Baca	3,799	4,194	10.4%	933	833	-5.4%
Bent	6,366	6,650	4.5%	935	1,641	75.5%
Crowley	5,914	8,194	38.6%	704	1,278	81.5%
Kiowa	1,463	1,809	23.7%	298	358	20.1%
Otero	19,328	22,284	15.3%	3,633	4,300	18.4%
Prowers	12,730	15,334	20.5%	1,988	2,813	41.5%
TPR Total	49,600	58,465	19.7%	8,491	11,273	32.8%

Legend

- 222 - Pueblo-Lamar-Wichita
- Greyhound #467 (Denver-Pueblo-Lamar-Dallas)
- Rural Transit Service Providers
- Human Service Transportation Providers
- Local Transit Services
- Inter-City Bus Stations
- Regional Bus Stations
- Amtrak Routes
- Amtrak Stations
- Airports/Airfields
- Southeastern TPR Boundary
- Incorporated Cities and Towns
- U.S. & State Highways
- County Boundaries
- State Boundaries



We Want to Hear From You!

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



September 30, 2013
 Lamar, Colorado
 Southeast TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Patrick Mason	City of Lamar	Pat.Mason@ci.lamar.co.us,
Wendy Pettit	CDOT-R-2	
Connie Brase	Southeast Health Group	cbrase@semhs.org
Wendy Buxton-Andrade	Prowers County Com.	-
Russ Baldwin	Prowers Journal	reporter@tpj.com
Lance Benninghoff	PCDI	lbenninghoff@procd.org
JILLANE HIXSON		jrh@centurytel.net



October 1, 2013
 La Junta, Colorado
 Southeast TPR

CDOT Statewide Transit Plan

Public Meetings – Fall 2013

Name	Agency or Association	Email
Wendy Hiller	CDOT-2-2	
Gareth [Signature]		
Ronda Bucholz	Bent County	bent.admin@bentcounty.net
JUDITH LIPS	SENIORS MANZANOLA	
Eleanor Hilmyer	SENIORS MANZANOLA	mun598cvc@Centurytel.net
BERNA REYHER	SENIORS MANZANOLA	
Rick Klein	CITY OF La JUNTA	rklein@ci.la-junta.co.us



APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEYS



D.1 – Provider Survey Questionnaire

Statewide Transit Plan: Provider Survey

Welcome!

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

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

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

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

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

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

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

Thanks for your time!

Please click "Next" to start the survey.

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information

*1. Please provide the following agency information.

Agency Name:

Doing Business As:

Tax ID (FEIN):

Vendor Number:

Financial Software:

DUNS Number:

Previous Agency Name (if applicable):

*2. Agency Type:

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

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

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

*4. Agency Description:

***5. Agency History:**

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

Phone:

Fax:

Website:

***7. Agency Associated Contact 1:**

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

8. Agency Associated Contact 2:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

9. Agency Associated Contact 3:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

Statewide Transit Plan: Provider Survey

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

Street:

Street 2:

City/Town:

State/Province:

Zip/Postal Code:

Country:

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

Yes

No

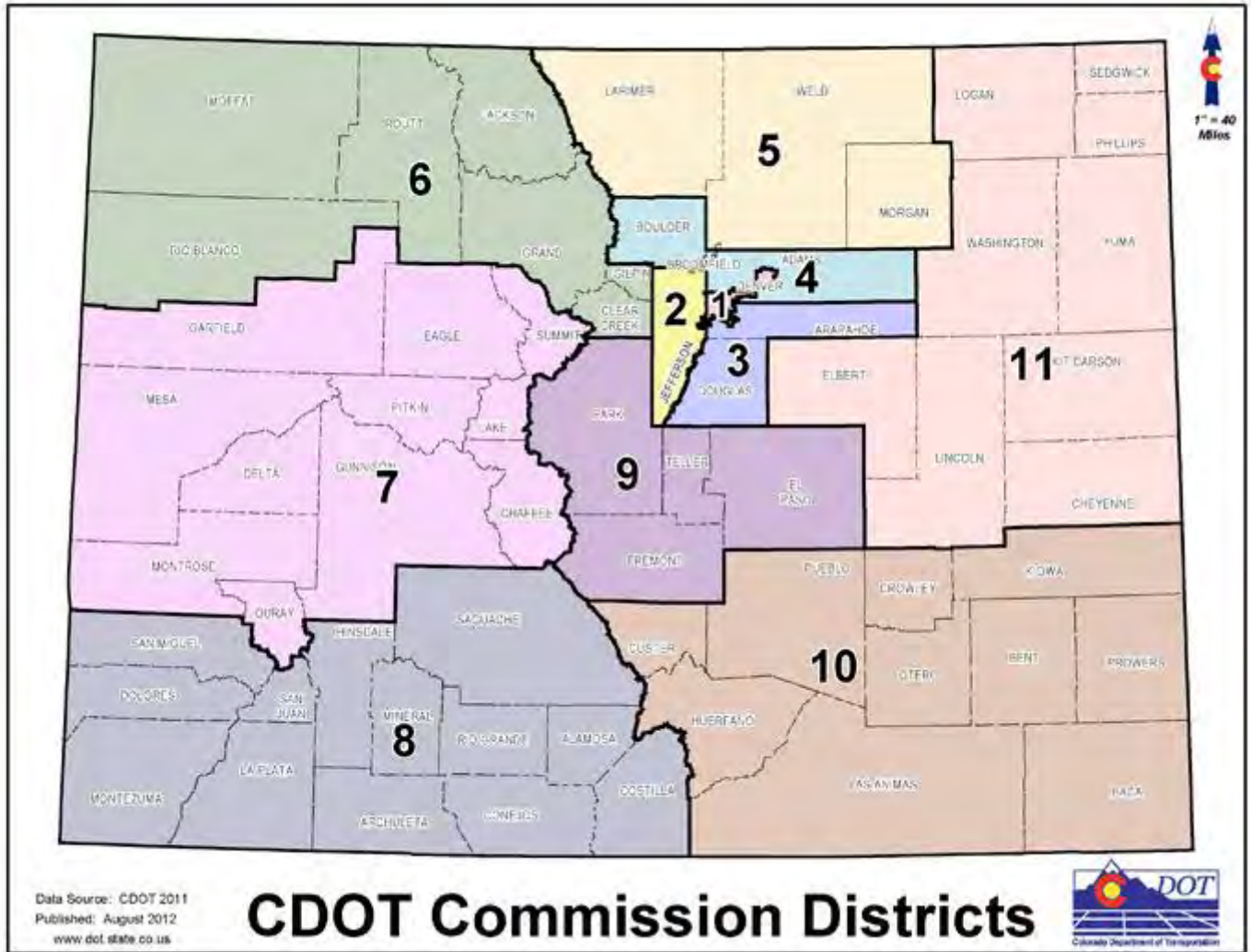
Section 1: Transit Agency Information (cont.)

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

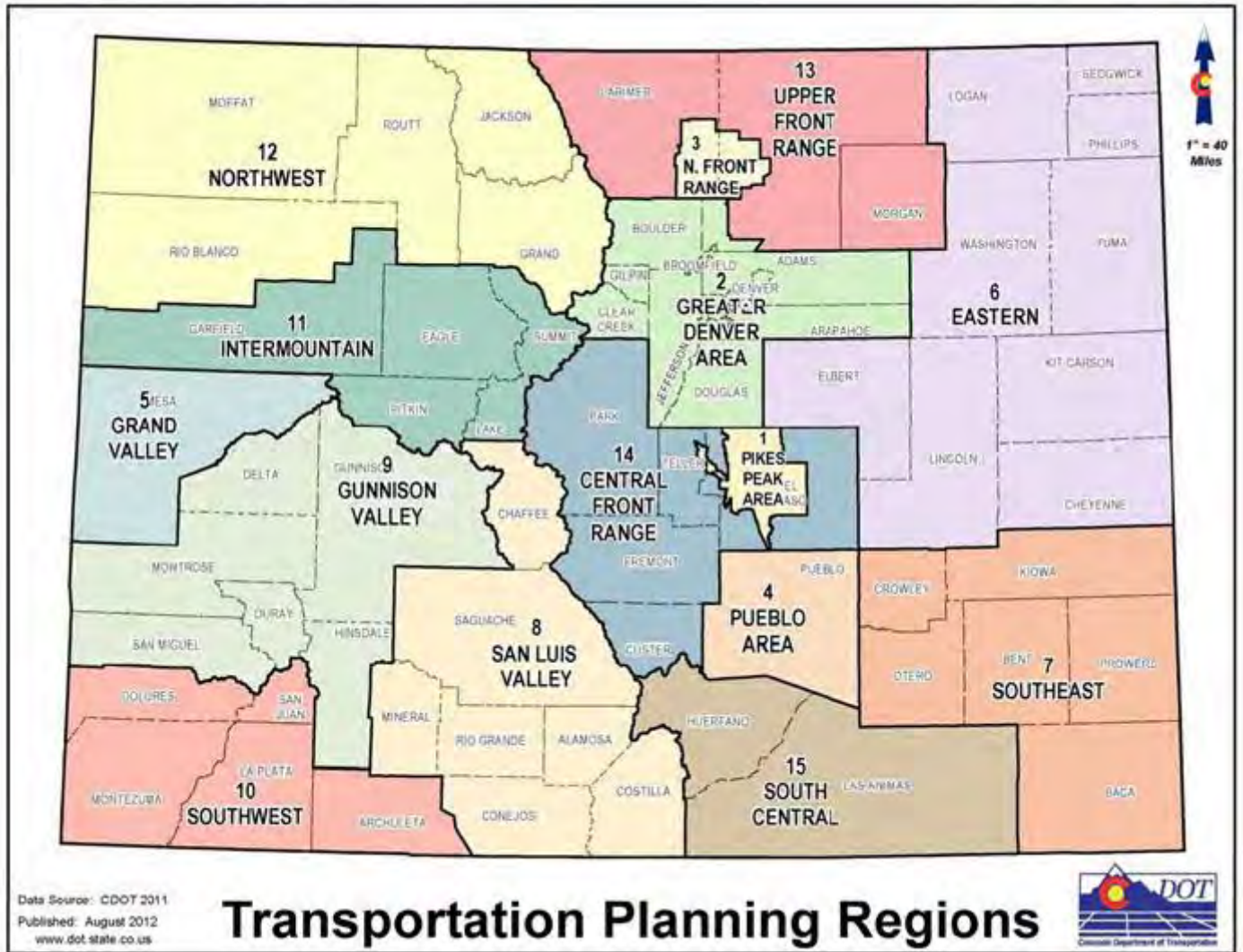


***13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Statewide Transit Plan: Provider Survey

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

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

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

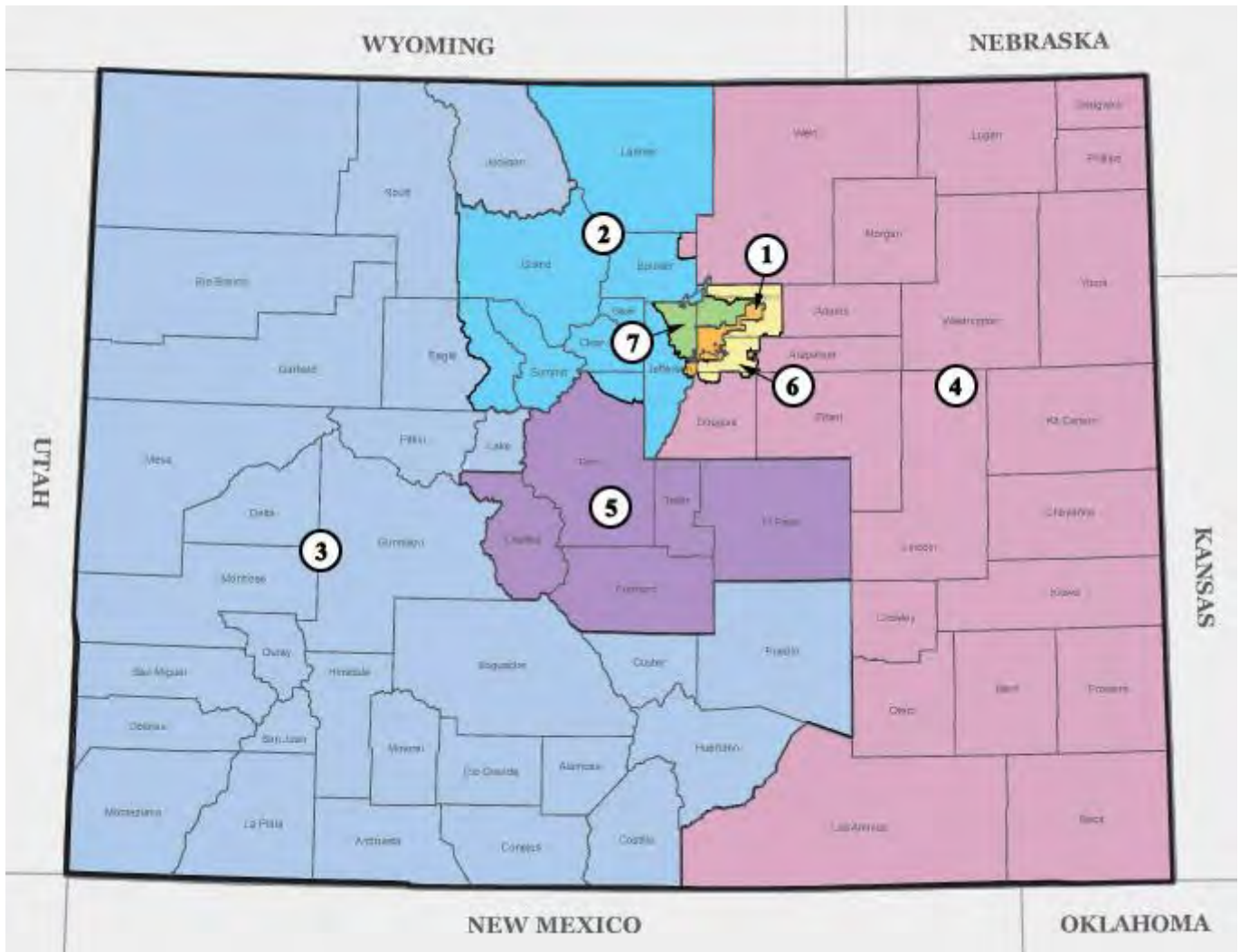
Statewide Transit Plan: Provider Survey

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)



Source: The Colorado Department of Education

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

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

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

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

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

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

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

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

Statewide Transit Plan: Provider Survey

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

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

Section 2: Service Information

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

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

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

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

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

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

- S M T W Th F Sa

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

Weekdays between

Saturdays between

Sundays between

Statewide Transit Plan: Provider Survey

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

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

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

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

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

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

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

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

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

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

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

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

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

28. Fixed-Route:

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

29. Deviated Fixed-Route:

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

30. Demand-Response:

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

31. ADA Services:

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

Statewide Transit Plan: Provider Survey

32. Taxicab:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

33. Vanpool or Other:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

Number of Registered

Clients

Statewide Transit Plan: Provider Survey

Section 2: Service Information (cont.)

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

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

*34. Trip Purpose

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

*35. Americans with Disabilities Act

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

Statewide Transit Plan: Provider Survey

Section 3: Transportation Cost Information

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

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

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

*** 37. Total Operating Expenses:**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

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

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

Statewide Transit Plan: Provider Survey

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

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

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

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

\$

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

\$

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

\$

***42. General Funds Revenue:**

Cities, Towns, and/or

Districts - \$

Counties - \$

***43. Grant Revenues:**

FTA 5304 - \$

FTA 5307 (urbanized) -

\$

FTA 5309

(discretionary capital) -

\$

FTA 5310 (elderly &

disabled) - \$

FTA 5311 (rural) - \$

FTA 5316 - \$

FTA 5317 - \$

Tobacco Trust Funds -

\$

Statewide Transit Plan: Provider Survey

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

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

45. Other Miscellaneous Grant Revenues:

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

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

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

*47. TOTAL ANNUAL OPERATIONAL REVENUE:

\$

*48. TOTAL ANNUAL ADMINISTRATIVE REVENUE:

\$

Statewide Transit Plan: Provider Survey

Section 5: Capital Expense and Revenue

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

*49. Capital Costs for 2008:

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

*50. Capital Costs for 2009:

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

*51. Capital Costs for 2010:

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

*52. Capital Costs for 2011:

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

Statewide Transit Plan: Provider Survey

*53. Capital Costs for 2012:

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

*54. Capital Revenues for 2012:

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

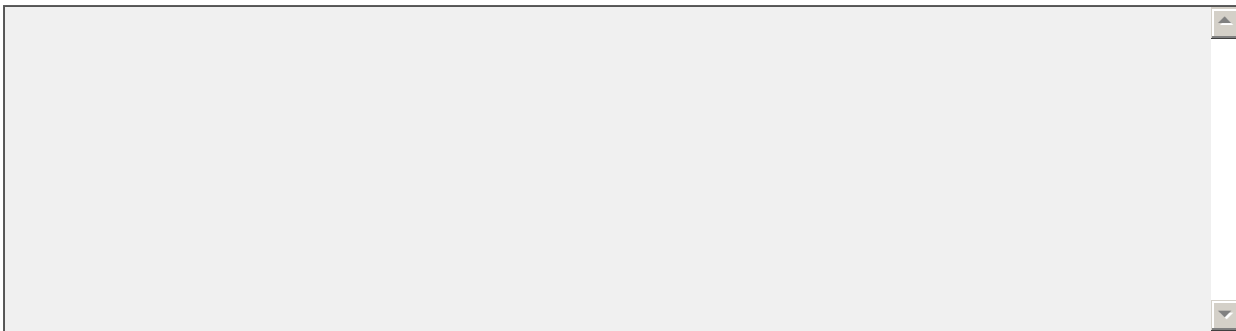
Section 6: Transportation Conditions and Needs

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

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

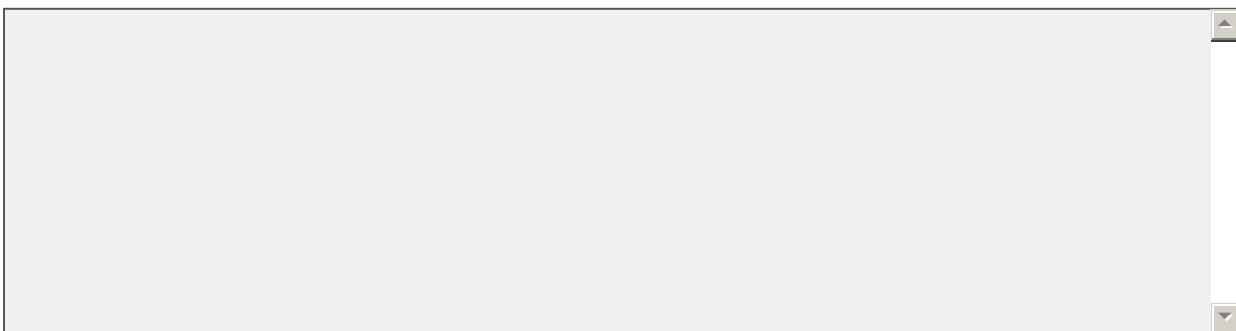
*** 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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

A large, empty rectangular text box with a vertical scrollbar on the right side, intended for the respondent to provide answers to question 55.

*** 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.

A large, empty rectangular text box with a vertical scrollbar on the right side, intended for the respondent to provide answers to question 56.

Statewide Transit Plan: Provider Survey

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

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

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

Section 7: Vehicle Fleet Inventory

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

***59. Fleet Size:**

Total Number of Vehicles in Fleet

Total Number of Vehicles in Service (excluding spares and backups)

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

Section 8: Coordination

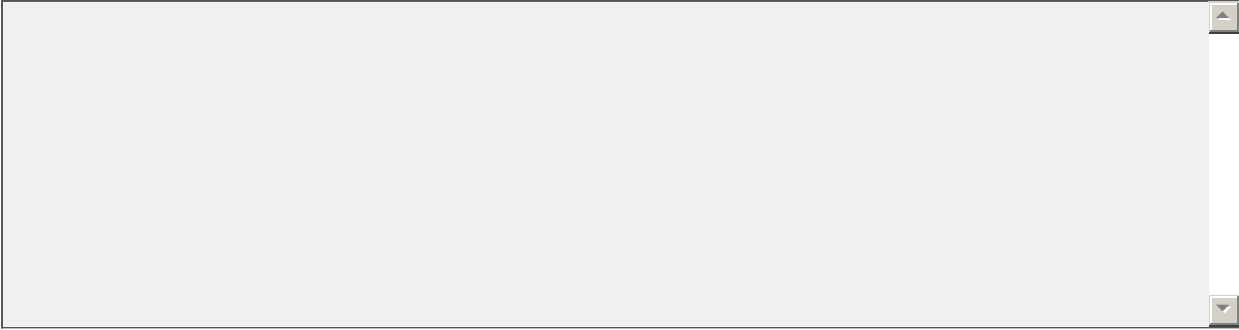
***61. Does your agency have agreements with other transportation providers in your community to:**

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

Other (please specify)

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

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



Section 9: Employee Information

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

*64. Total Employees

Full-Time:

Part-Time:

Volunteer:

*65. Does your organization use volunteers as:

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

Section 9: Employee Information (cont.)

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

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

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

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

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

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

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

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

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

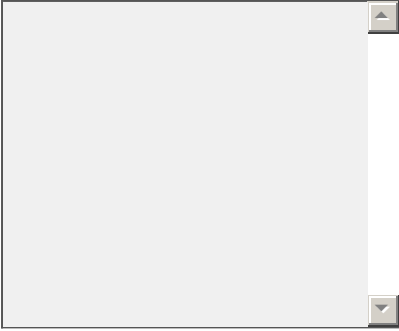
- Electronically
- By mail
- A combination of electronically and by mail

***68. Service Area:**

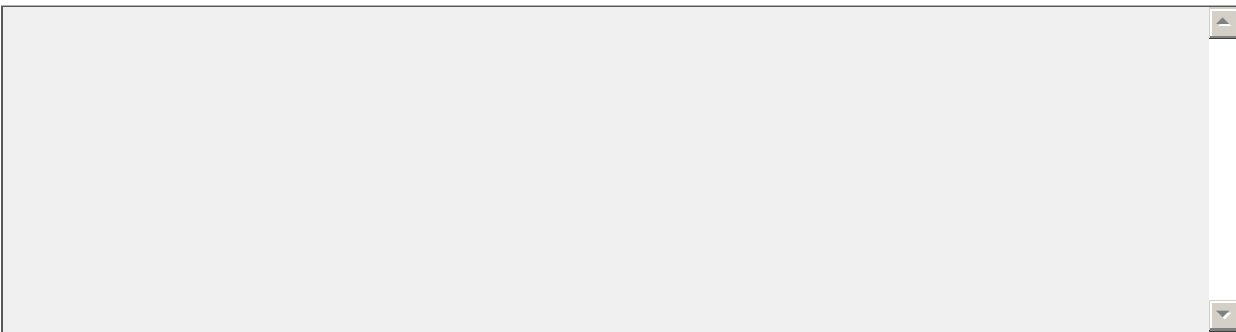
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

Statewide Transit Plan: Provider Survey

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



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



D.2 – List of Provider Survey Respondents

Kiowa County Transit

City of La Junta

RSVP of Otero, Bent and Crowley Counties

Bent County

Baca County

Baca County Public Health Agency

Prowers County

Prowers County Public Health and Environment



D.3 - Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

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

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

Data you will need for this survey includes:

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

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

Thanks for your time!

Please click "Next" to start the survey.

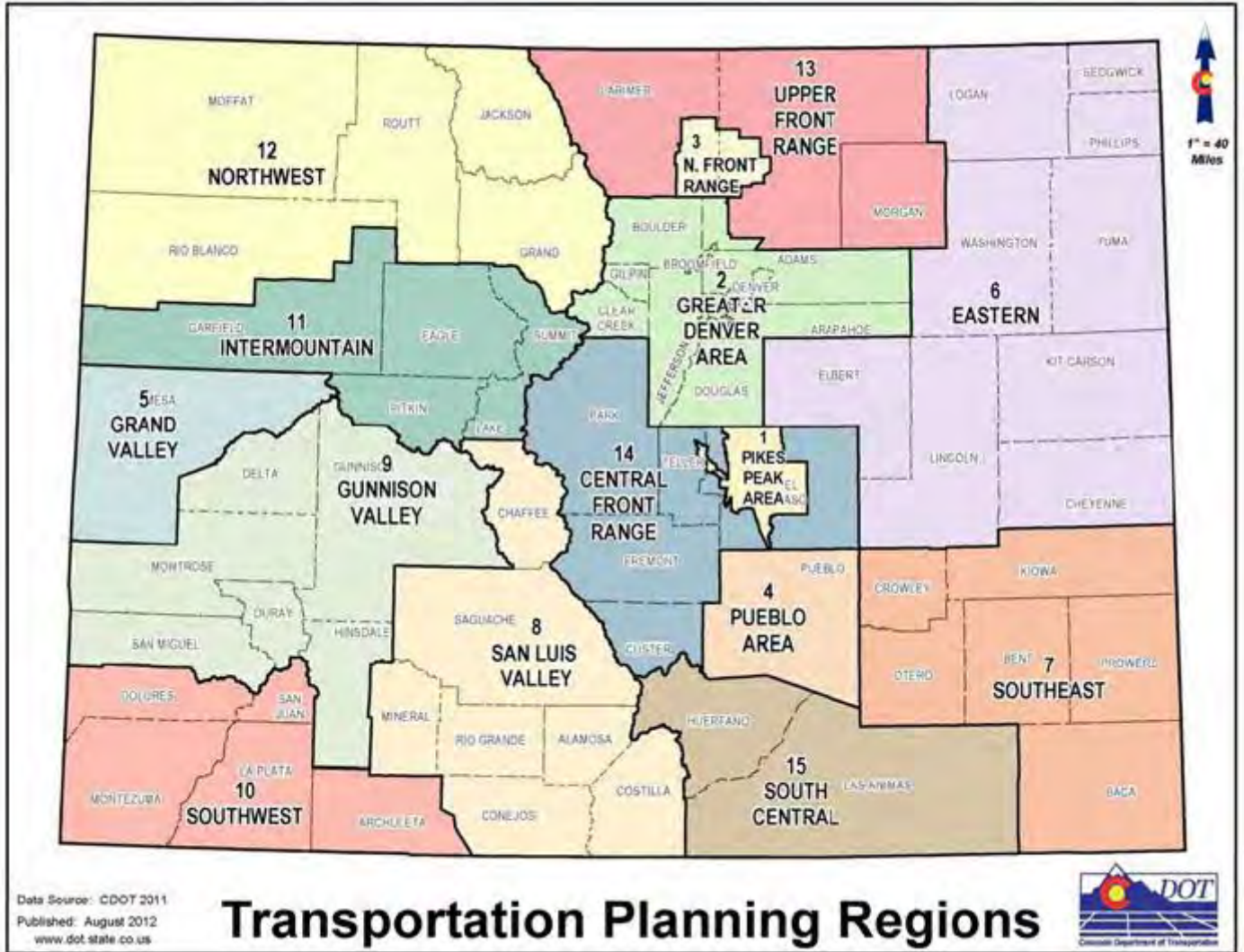
Agency Information

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

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

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



Statewide Transit Plan: Human Service Agency Survey

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

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

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

Service Information

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

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

Medicaid Service Information

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

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

Service Information (cont.)

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

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

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

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

Average number of clients served in a typical year

***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

Las Animas Helping Hands

Bent County

Colorado Department of Labor and Employment

City of La Junta

Southeast Behavioral Health Group

Prowers County Department of Social Services

Otero Department of Human Services – Lower Arkansas Valley AAA

D.5 – Regional Project List

Source/Agency	Project Description	Timeframe	Category
RSVP of Otero, Bent and Crowley Counties	Transportation to residents of Otero, Bent and Crowley counties for more than just medical appointments.	Mid/Long	Access to Human Services
TWG #1	Evaluate strategies to provide cost effective after hour service to substance abuse populations.	Mid	Access to Human Services
RSVP of Otero, Bent and Crowley Counties	Evaluate strategies to purchase vehicles for volunteer drivers so they don't need to use their own vehicles.	Short	Coordination Strategies
RSVP of Otero, Bent and Crowley Counties	Evaluate strategies to recruit and maintain volunteer drivers	Short	Coordination Strategies
TWG #1	Coordinate training through PATS and CASTA for more areas of the region	Short	Coordination Strategies
TWG #1	Create dialogue between providers to develop a better interconnected transit system. (How can services connect between counties, share buses, etc.)	Short	Coordination Strategies
TWG #1	Share transit experiences between transit agencies to improve efficiencies	Short	Coordination Strategies
TWG #1	Discuss options for coordinated regional service to Pueblo (across county boundaries)	Mid	Coordination Strategies
TWG #1	Coordinate to increase health and medical facilities specialized medical services for the disabled and/or special needs residents (i.e., dentists for autistic children.)	Short	Coordination Strategies
TWG #1	Evaluate options for expanding mobilized medical services through Area Agency on Aging	Short	Coordination Strategies
TWG #1	Discuss options for weekend or extended hours transit service for non-profit agencies	Short/Mid	Coordination Strategies
Southeast Transit Plan 2008	Develop coordinated training programs to increase efficiencies and reduce costs for local agencies	Short	Coordination Strategies
Southeast Transit Plan 2008	Coordinate between transit providers for weekly regional trips to the Front Range by taking turns providing service or cost sharing	Short	Coordination Strategies
Southeast Transit Plan 2008	Develop an interagency agreement to operate regional service to Pueblo	Mid	Coordination Strategies
Southeast Transit Plan 2008	Evaluate coordination strategies: transit coalitions, coordinating council, joint training programs, joint grant applications, vehicle sharing, centralized functions (reservations, scheduling, dispatch), contract for service, i.e.,	Mid	Coordination Strategies

Source/Agency	Project Description	Timeframe	Category
	Head Start, consolidation of transportation program to single agency		
Baca Area Transportation	Purchase new bus	Short	Capital Asset
Prowers County Veterans Service Office	Replace two vans	Short	Capital Asset
2008 Southeast Transit Plan/TWG #1	Convert existing Lamar depot to accommodate a rail/bus facility	Short	Capital Asset
2008 Southeast Transit Plan/TWG #1	Convert existing La Junta depot to accommodate a rail/bus/park-and-ride facility	Short	Capital Asset
Prowers Area Transit Services	Purchase 1 or 2 vehicles to increase service	Mid	Capital Asset
Prowers Area Transit Services	Replace 2 transit vehicles in 2014 and 2016	Short	Capital Asset
La Junta Transit	Purchase 1 small and 2 large transit vehicles	Mid	Capital Asset
La Junta Transit	Purchase new or rehab transit vehicles	Long	Capital Asset
Golden Age Transportation Services (2008 Plan)	Replace 1 vehicle	Short	Capital Asset
Baca Area Transportation (2008 Plan)	Develop new bus facility	Long	Capital Asset
La Junta Transit (2008 Plan)	Purchase Dispatch software	Short	Capital Asset
Prowers Area Transit Services (2008 Plan)	Purchase Dispatch software	Short	Capital Asset
Southeast Mental Health	Continual replacement of vehicles	On-going	Maintaining Services
Prowers County Veterans Service Office	Continual replace of vehicles/vans	On-going	Maintaining Services
La Junta Transit	Maintain existing transit services	On-going	Maintaining Services
Statewide Freight and Passenger Rail Plan/ TWG #1	Retain Amtrak's Southwest Chief passenger rail service in the region	Short	Maintaining Services
Prowers County Veterans Service Office	Identify additional funding resources for some level of payment for volunteer drivers	Mid	Maintaining Services
Kiowa County Transit (2008 Plan)	Add 500 annual revenue hours to services	Short	Mobility
Prowers Area	Develop regional service (2,000 annual	Long	Mobility

Source/Agency	Project Description	Timeframe	Category
Transit Services (2008 Plan)	revenue hours)		
Golden Age Transportation Services	Implement hourly service in Bent County	Long	Mobility
RSVP	Evaluate transportation services for those outlying areas lacking transportation (including Crowley County and locations outside the service area of La Junta Transit)	Short	Mobility
Southeast Transit Plan 2008	Expand hours of service to include evening and Saturday service	Mid	Mobility
Bent County	Transportation to adjoining towns for day trips	Short	Regional Connectivity
TWG #1	Transportation services to the Front Range to medical facilities and veterans hospitals	Short	Regional Connectivity
Southeast Transit Plan 2008	Create regional fixed route service to the Front Range for medical trips	Short	Regional Connectivity
Southeast Transit Plan 2008	Regional transit service to Pueblo	Short	Regional Connectivity
Southeast Transit Plan 2008	Coordinate regional trips to the Front Range for medical and other services	Short	Regional Connectivity
Southeast Transit Plan 2008	Create intra-regional service along US 50 from Lamar through La Junta to Rocky Ford	Mid	Regional Connectivity
Southeast Transit Plan 2008	Create intra-regional service along US 385 from Eads through Lamar to Springfield	Mid	Regional Connectivity
Southeast Transit Plan 2008	Coordinate intraregional trips along US 50 for medical, employment, and other services	Mid	Regional Connectivity
Southeast Transit Plan 2008	Create cost effective fixed-route service in Lamar and between Rocky Ford and La Junta	Mid	Regional Connectivity
Baca Area Transportation	Additional service to medical appointments outside the County for elderly	Mid	Regional Connectivity
TWG #1	NEMT transportation to Pueblo, Colorado Springs, Denver for Prowers, Bent, Otero counties	Mid	Regional Connectivity
TWG #1	Additional regional transit service on a regular basis to Pueblo, Colorado Springs and Denver	Mid	Regional Connectivity



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

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

Transportation Planning Region: Southeast Area

Survey Results

June 2014



Contents

SURVEY BACKGROUND 1

HIGHLIGHTS OF SURVEY RESULTS..... 4

RESPONSES TO SURVEY QUESTIONS..... 5

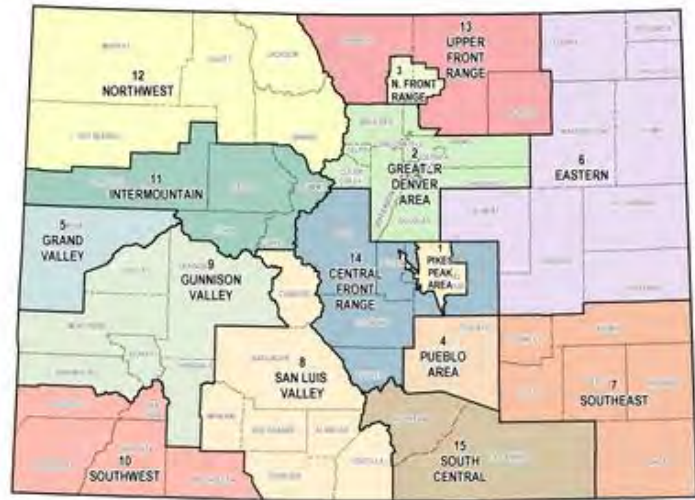
VERBATIM RESPONSES TO OPEN-ENDED QUESTIONS 12

SURVEY INSTRUMENT..... 19

Survey Background

About the Southeast Transportation Planning Region

The Southeast Transportation Planning Region is located in the southeast corner of the state, and includes the entire counties of Baca, Bent, Crowley, Kiowa, Otero, and Prowers. According to the 2010 Census, the total population of this region was 44,092. There were 7,316 adults age 65 and older residing in this region, and 4,517 adults with disabilities age 18 to 64. This region accounts for 1.5% 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 Southeast TPR, 27 respondents completed an agency-distributed hard copy survey, 0 completed the web-based agency survey and 95 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 18% and 36%, respectively.

Number of Surveys and Survey Response Rates by TPR

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

Highlights of Survey Results

- **Approximately half of older adults and adults with disabilities in the Southeast TPR 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, 52% of respondents said they never had trouble, while 48% did have troubles. Of those who had trouble, 13% said they experienced problems finding transportation “a lot of times” and 35% had trouble sometimes or rarely. Respondents most frequently indicated having trouble finding transportation for medical appointments and shopping/pharmacy trips.

- **About 4 in 10 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, about 6 in 10 respondents who drove said they would be not at all likely to use public transportation or paratransit instead of driving.

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

Half of respondents felt that the lack of public transportation service where they lived or where they wanted to go presented a major problem, and another 12% felt this was minor problem. About 4 in 10 Southeast respondents felt that the lack of needed service times was a major problem, and another one-quarter said this was a minor problem. More than 4 in 10 cited difficulty finding and understanding service information, difficulty boarding and exiting buses or light rail trains and expensive fares as 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 obstacles were lack of service where respondents lived or wanted to go and lack of needed service times, with half of Southeast residents citing these as a major problems.

- **The issue deemed most important for the statewide transit plan by survey respondents in the Southeast TPR was providing lower fares for seniors and disabled riders.**

All of the transportation issues included on the survey were deemed very important by at least 6 in 10 Southeast respondents. Eight in 10 respondents felt that providing lower fares, expanding discount programs and subsidies, providing more community transportation services and supporting the development of easily accessible and understandable transportation information and referral services were very important. About 7 in 10 felt that supporting veterans’ transportation issues, providing more transportation services to regional destinations, expanding or adding routes in their communities and expanding service hours were very important. In general, Southeast TPR residents’ ratings of importance for transit-related issues were higher than those from other regions.

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	46%	N=51	11%	N=13	2%	N=2	41%	N=46	100%	N=112
Get a ride in a personal vehicle from a family member or someone who lives in my household	47%	N=49	28%	N=30	9%	N=9	16%	N=17	100%	N=105
Get a ride in a personal vehicle from family, friends or neighbors	46%	N=51	40%	N=44	8%	N=9	6%	N=7	100%	N=110
Driven by a paid driver or personal assistant	80%	N=82	13%	N=13	0%	N=0	6%	N=6	100%	N=101
Get a ride from a volunteer driver	89%	N=95	6%	N=6	0%	N=0	6%	N=6	100%	N=107
Take a taxi at the full price fare	100%	N=104	0%	N=0	0%	N=0	0%	N=0	100%	N=104
Take a taxi at a subsidized or discounted fare	97%	N=105	3%	N=3	0%	N=0	0%	N=0	100%	N=108
Walk	60%	N=66	18%	N=20	9%	N=9	13%	N=15	100%	N=111
Bicycle	85%	N=88	7%	N=7	1%	N=1	7%	N=7	100%	N=104
Use transportation provided by my faith community or church	92%	N=99	2%	N=2	0%	N=0	6%	N=6	100%	N=107
Use a senior center or community center shuttle	86%	N=92	6%	N=6	6%	N=6	3%	N=3	100%	N=107
Use shuttle/transportation provided by the housing facility or complex where I live	100%	N=110	0%	N=0	0%	N=0	0%	N=0	100%	N=110
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	91%	N=100	3%	N=4	3%	N=3	3%	N=3	100%	N=110
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.)	79%	N=84	7%	N=8	6%	N=6	9%	N=9	100%	N=107
Use a private or non-profit transportation service or program	91%	N=94	6%	N=7	3%	N=3	0%	N=0	100%	N=104

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	38%	N=43
Less than half my trips	19%	N=21
About half my trips	3%	N=4
More than half my trips	8%	N=10
All of my trips	32%	N=37
Total	100%	N=115

Question 3		
If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	48%	N=55
Mornings	34%	N=40
Afternoons	16%	N=18
Evenings and nights	1%	N=1
Total	100%	N=115

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	13%	N=8
Somewhat likely	24%	N=14
Not at all likely	63%	N=37
Total	100%	N=60

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	52%	N=58
Rarely	10%	N=11
Sometimes	25%	N=28
A lot of times	13%	N=14
Total	100%	N=110

Question 6		
For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	1%	N=0
Visiting family or friends	39%	N=20
Volunteering	6%	N=3
Medical appointment	66%	N=34
Community event	28%	N=14
Religious service	21%	N=11
Recreation	8%	N=4
School	0%	N=0
Shopping/pharmacy trips	52%	N=26
Other, please specify	21%	N=11

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

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

Question 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	35%	N=15
Weekdays 10am to 4pm	52%	N=22
Weekdays 4pm to 7pm	41%	N=17
Weekdays 7pm to midnight	48%	N=20
Weekdays Midnight to 6am	23%	N=10
Saturday day time	52%	N=22
Saturday night time	46%	N=19
Sunday day time	47%	N=20
Sunday night time	45%	N=19

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	20%	N=10
Once or twice	42%	N=22
3 to 6 times	26%	N=14
7 times or more	12%	N=6
Total	100%	N=52

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	52%	N=54	12%	N=12	36%	N=38	100%
Service does not operate during the times I need	42%	N=35	26%	N=22	32%	N=27	100%	N=84
Information about fares, schedules and routes is difficult to find	36%	N=29	7%	N=6	57%	N=46	100%	N=81
Information about fares, schedules and routes is difficult to read	25%	N=20	11%	N=9	64%	N=50	100%	N=78
I cannot understand the information about fares, schedules and routes	26%	N=21	16%	N=13	58%	N=47	100%	N=81
Information about fares, schedules and routes is not in my first (non-English) language	13%	N=9	9%	N=7	78%	N=57	100%	N=73
I am unclear about how to use public transportation	16%	N=11	14%	N=10	70%	N=50	100%	N=71
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	19%	N=14	9%	N=7	72%	N=56	100%	N=77
Buses or light rail trains lack clear announcements or visual displays about the next stops	14%	N=10	14%	N=11	72%	N=54	100%	N=76
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	23%	N=17	3%	N=2	75%	N=55	100%	N=74
I have health reasons that prevent me from being able to use fixed route public transportation	33%	N=27	7%	N=6	60%	N=50	100%	N=84
I have difficulty boarding and exiting buses or light rail trains	34%	N=25	7%	N=5	59%	N=44	100%	N=74
Distance from bus stop or light rail station is too far for me to walk	32%	N=27	6%	N=5	61%	N=50	100%	N=82
I am unable to get a seat	11%	N=9	9%	N=7	80%	N=59	100%	N=74
I do not feel safe while waiting for the bus or light rail train	16%	N=12	10%	N=8	74%	N=55	100%	N=74
I do not feel safe while riding the bus or light rail train	11%	N=9	13%	N=10	75%	N=56	100%	N=74
Fares are too expensive	27%	N=22	19%	N=15	54%	N=42	100%	N=79
Travel time to my destinations is too long	15%	N=11	10%	N=8	75%	N=56	100%	N=75
Bus stops and stations are poorly maintained	18%	N=13	11%	N=9	70%	N=52	100%	N=74
Service is not reliable	21%	N=16	15%	N=12	64%	N=49	100%	N=77
I do not understand how to make a transfer	14%	N=10	9%	N=7	78%	N=57	100%	N=74

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	53%	N=53	10%	N=9	38%	N=37	100%
Services does not operate during the times I need	50%	N=37	15%	N=11	35%	N=26	100%	N=73
Information about how to use the service and costs is difficult to find	36%	N=25	12%	N=8	53%	N=37	100%	N=70
Information about how to use the service and the costs is difficult to read	29%	N=21	11%	N=8	59%	N=42	100%	N=70
Information about how to use the service and the costs is not in my first (non-English) language	20%	N=13	5%	N=4	75%	N=50	100%	N=66
I cannot understand the information on how to use the service and the costs	24%	N=17	16%	N=11	60%	N=42	100%	N=70
I am unclear about how to start using it	32%	N=21	12%	N=8	56%	N=38	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	54%	N=58
Friends or family	24%	N=25
Printed materials	40%	N=43
Telephone	23%	N=25
Other, please specify	7%	N=8
Through the place where I work or volunteer	7%	N=7
Electronic (websites, email, social media, smart phone)	16%	N=18
In-person assistance	16%	N=17
Presentations at church, community centers, etc.	11%	N=12

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	78%	N=76	12%	N=11	10%	N=10	100%
Supporting veterans' transportation issues	68%	N=64	20%	N=19	12%	N=11	100%	N=94
Supporting volunteer and faith-based transportation services	60%	N=55	30%	N=27	10%	N=9	100%	N=92
Increasing the availability of wheelchair-accessible taxi cabs	65%	N=60	19%	N=18	16%	N=15	100%	N=92
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	80%	N=72	10%	N=9	10%	N=9	100%	N=91
Providing more transportation services in my community	79%	N=77	14%	N=13	7%	N=7	100%	N=98
Providing more transportation services to regional destinations	72%	N=66	22%	N=20	7%	N=6	100%	N=92
Expanding hours that transportation services are offered	71%	N=64	18%	N=16	12%	N=11	100%	N=90
Expanding or adding routes in my community	68%	N=64	22%	N=21	10%	N=10	100%	N=94
Providing lower fares for seniors and disabled riders	84%	N=85	8%	N=8	8%	N=8	100%	N=101

Question 15		
Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	62%	N=69
Talking	9%	N=11
Lifting or carrying a package or bag	44%	N=50
Understanding written directions	29%	N=33
Understanding spoken directions	13%	N=15
Seeing	12%	N=13
Hearing	27%	N=30
Walking 1/4 mile	66%	N=74
None	19%	N=21

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	50%	N=54
Guide or service dog	0%	N=0
White cane	3%	N=3
Cane or walker	37%	N=40
Power wheelchair or scooter	18%	N=19
Manual wheelchair	13%	N=14

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	68%	N=81
Townhouse, condominium, duplex or apartment	8%	N=10
Age-restricted senior living residence	8%	N=10
Assisted living residence	8%	N=9
Nursing home	0%	N=0
Other	8%	N=9
Total	100%	N=119

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	3%	N=4
Asian or Pacific Islander	0%	N=0
Black, African American	0%	N=0
Hispanic/Spanish/Latino	34%	N=41
White/Caucasian	65%	N=76
Other	0%	N=0

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	3%	N=3
45 - 54 years	5%	N=6
55 - 64 years	4%	N=5
65 - 74 years	47%	N=54
75 - 84 years	25%	N=28
85 - 94 years	13%	N=15
95 years or older	3%	N=4
Total	100%	N=115

Question 21		
What is your gender?	Percent	Number
Female	56%	N=64
Male	44%	N=51
Total	100%	N=115

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.”

- Bike ride and walk
- Go with a friend in her car
- Sometimes my friend
- Time per mo. To doctor

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

- Going to the senior center to eat.
- None of the above
- Rides for sante fe trail assoc. Events that are out of town
- To go to get mail, it is not delivered.

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.”

- I am in a wheelchair
- I need things explained clearly and well. I need clarity
- In a wheelchair can't walk.

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.”

- No transportation available

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

- A letter, so i can study it
- Where could call?

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?

- Cost of transportation
- Experience has been good. But sometimes can't pay. Don't like how some of the people talk about others.
- I have no problem with the city transit

- I have not used the service yet but i might need to use it some day since i don't like to drive to other towns for appointments.
- I have to change my appointments. I have to make appointments 3 mo. In advance with senior transport service.
- I never had any
- It is good
- My health does not allow me to use public transportation
- No services
- Not so good
- This bus here in la. Has been good. But wish it would keep working at least 7:00 i've gone to the clinic and was out late, i had to call my sons friend to come for me, at least until 7 ok it was raining.
- Wait time can very long and when it is cold and you are in a wheelchair can be uncomfortable also some dispatchers not friendly very kind and unkind
- We have no transportation in our area at all.
- We need to have buses everywhere like greyhound to take routes in remote areas to small towns in eastern colorado
- You have to have a car or bicycle to get around. Here in la junta co. There are no senior transportation facilities except for a bus that transports you, but the services are limited and not really reliable to get you places.

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?

- I really don't have much to say about it right now, but my sister in law has used it. And that really helped her out a lot.
- I would like service to my house. A bus with a chair lift. I would like to have my noon meal at the senior center instead of getting meals on wheels
- It is hard for people with wheelchair
- I've never been to wal-mart but a friend was on bus there and said she had to be out before an hour and i wish they could wait longer since that is the only what she can get there.
- Like one driver never helps with your stuff, when i go to the store.
- More services from on town to another even from la junta to all routes in eastern colorado like pawnee buttes and grandlake
- No way of moving around
- Our community lacks all kinds of public transportation
- Print schedules for services
- Seems the senior public transportation bus works well. Maybe more times to go to la junta for shopping and medical
- We have no bus or taxis in my community, drive in the arkansas valley and there is very little of anything
- We should have a bus to take us places

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

- Single family home
- Stockmen motel

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.”

- Friend i have to pay for gas
- My own personal vehicle always!
- Only in emergencies or special occasions like goint to the state fair with other senior citizens organization members.
- Whe have no transportation available.
- Work truck

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

- Going to an airport
- Out of town
- Out of town

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

- Do not use public transportation period! When government gets involved it is like health care a disaster period!!
- Don't use public transportation at this time.
- Have no idea where to find or get information for above questions.
- I don't have any other reasons. I have a car and still drive, anywhere, anytime.
- I live 170 miles from denver
- I live out of rocky ford, co.
- I need personal transportation because i cannot walk very far without giving out. I have a power chair but no one has handicap vehicle. I also need someone to do most of my shopping. And paying bills.
- I would love to have our railroad used again for transportation. Don't remove the rails.
- Most do not apply to us.
- Most of questions n/a to me.
- No public transportation in this area
- Nothing available to pueblo, denver or colorado springs
- Rural area do not have these services. I live in the country
- There are no buses, trains or taxis in kiowa county. Kiowa county public transit service is the only public source we have
- There is no public transportation where i live.
- There is no service provided in this town
- There is no service. I am capable of driving myself.
- This may change in 2015 should amtrak discontinue train service through la junta, co.
- To expensive.
- We are rural no public transportation
- We do not have this kind of transportation
- We don't have bus stops
- We have none of this in our area
- We have our own transportation yet!

- We live in a rural area about 5-6 miles from a town.

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.”

- 170 miles to town
- Don't need
- Don't use
- Drive myself or ride with my wife
- Have no use for this service
- It is free through helping hands, but only 1 driver,so not everyone gets a ride.
- It 'taint here.
- Need information on how to access this service.
- No need at this time
- No paratransit serving in this area
- None available.
- None is this area
- Nothing is available here.
- Services not offered where i live.
- Services not provided. I can drive myself
- There isn't any public transportation here.
- They usually go within the county and i need to go to several counties.
- This works well here for my disabled friends. I do not need this service.
- We don't have this kind of service.
- We have never seen info. On how to use it. The service or the cost.

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

- Don't need it
- I don't use public transportation
- None apply

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?

- 4 lane us 50 from kansas to i-25
- As of now, i don't need help
- As stated above, i live in the country and services are not provided.
- Colorado's road system does not compare with other states. I don't need public transportation.
- Do not use public transprotation at this time. If public transportation was available to regional destinations. Lamar, pueblo, i might take advantage of it.
- Don't have any issues.
- Gats van
- Getting from la junta to denver area for pre and post surgery appointments.
- Gotta walk.
- Have my own transportation.
- Have no problem getting to where i need too.

- Have no services.
- I do not need any public transportation services.
- I don't have any of those problems, as i can still drive myself.
- I drive where i need to go
- I go to dr. Over 50 miles away.
- I have all the transportation on the county bus, good service.
- I have never used public transportation, many of my friends use public transp.
- I have no problem with the transportation. It is very good.
- I have no transportation needs.
- I live 45 miles out in the country no towns close by, dirt roads, no transportation services available as there are very few people for miles. I'm a cattle rancher.
- I need to go to powers county to do my banking. I also buy my monthly supply of groceries at the same time. I have serveral bills that need paying.
- I usually greyhound for christmas. Rocky ford co. At 10:45 when station is closed, to go to texas which means waiting outside. Next year i will try to leave at truck stop in lamar. I depend on friends getting me to bus service. Bee line so far from kansas leaves after 4am going east which is much too early, i take amtrak from lajunta to florida and leave my car parked at station, i can get train coming back from dallas, but not able to take train to texas.
- Live in rural area where services are not provided would have to rely on neighbor, friends.
- Medical care at awschutz caner center. Required that i stay in denver or drive 300 mile round trip daily. Bad weather makes it almost impossible.
- Need four lane highway from lamar to pueblo on highway state 501 especially around los animus! Highway from oklahoma state to lamar is great now!!
- No experience
- No experience
- No problems, and i can call my kids or neighbors if i have an emergency.
- No service
- No transportation here.
- No transportation in my community
- No transportation services are available in my town
- None
- Not
- Not available, i don't yet need any
- Problems buying bus tickets on internet. Finding place to purchase bus ticket in town very limited service, only one travel site to purchase tickets that im aware of.
- Rest areas missing in between parts, using dot vehicles for private transportation, live in one town drive to another with diesel fuel hog 5 pick-ups
- Since we live far off the main highway we have never thought to even look into it.
- Takes to long have to call way ahead of time.
- The only way we can go to the cities is in our personal cars. On mon. Tues. Wed. Or thurs. If we can get an appointment and you are a senior citizen the county can take you to colo.spring. Pueblo, lamar and maybe denver and la junta. It is a blessing to us if you can go.
- There is not transportation service.
- To have to make arrangements a day before when an emergency comes up. The transportation is needed in a shorter time.
- Train service in lajunta is good when we use it.
- Transportation around my area
- Walk

- We do not have the information on who to contact for this service. Have missed dr.'s appointments.
- When govt gets into anything like this it is a disaster.

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?

- Addition of bike lanes.
- All we have here is a city transit. It only runs 8-5 monday thru friday
- Although i do not use the paratransit offered in my community, it is used by many senior citizens. What is not available is public transportation for people needing to go to dr. Appt. Out of town
- As long as i can drive i don't need transportation services
- At present, i do not use
- Better descrimination of information
- Dot employee, tax money thieves, work less than 40 per week
- Gats van
- Got bad hip.
- High speed rail from pueblo to denver metro needed. From la junta or lamar would be even better.
- I have a daughter that lives in rural olney spgs. And one in rural fowler. It would be nice to have transportation to visit each one.
- It should be a free service the city runs it and should take all expences for it. They charge enough for everything else.
- It would be good for greyhound to stop in las animas and beeline to leave better time in morning. It would be terrible if amtrak train stopped service to lajunta.
- Just spend our taxes on better roads.
- Most of the time it is non existing, when we have appointments with specilists of dr's in denver or elsewhere.
- My town has 800 people
- Need 4 lane hwy 50 la junta to pueblo. I-25
- Need services
- Needs to be more accessible.
- No idea
- No public transportation available.
- No transportation
- On demand services only provide daylight runs, amtrak is only a rail service.
- Per elderly i now need to have transportation available everyday. Doctors don't make appointments on days the transportation goes always.
- Provide more money to kiowa county public transit service.
- See above.
- Since i am independent, i am not familiar with any issues. If i could not dirve, i would be grateful for your services. So thank you for those that do (my neighbor)
- Sincie i have never used it, public transp. No issues
- Some of us who can not drive we have people to drive us to the cities. We have no bus services out here as we did in the 1950's 1960's and 1970's
- Stay out of our personal lives.

- Take the median from the center of main street in Lamar. This process was done in Hugo, CO. And Kit Carson, CO. On highway 287. Great improvement. Get it done!
- That more money is spent tearing out roads on the front range and repairing them and they are in better condition than hwy 96 between Eads and Sheridan Lake and Towner
- There are no transportation available in this rural area.
- There is no train
- There isn't any
- To have more transportation services for all people
- We are a small town, senior citizens come to the county seat once a week on the senior van, which has a day set aside for the county seat residents.
- We are a very small rural town. Although we have one bus it has to divide the days available with surrounding towns. Also need to allow driver to help unload pkg. Etc.
- We do not have public transportation!
- We have 2 small busses you have to call 24hrs ahead to get service.
- We have a good system.
- We need any kind of transportation. Rail service would be my choice.
- We only have one disabled bus.
- We tried a shuttle bus, it did not work for a variety of reasons. The roads, highways could use maintenance.
- Your survey is geared more to Denver and Colorado Springs than to small communities in Southeast Baca County

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

- Bi level
- Camper
- My home
- My own home
- Plex 20

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.

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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