



## **APPENDIX A GLOSSARY OF TERMS**



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

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

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

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

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

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

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

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

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

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

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

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

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



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

[www.coloradodot.info/about/transportation-commission](http://www.coloradodot.info/about/transportation-commission)

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

**MINORITY PERSONS** - includes the following:

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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





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

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

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

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



## **APPENDIX B TRANSIT WORKING GROUP**



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

**Intermountain Transit Working Group Invitees**

Agency	Name	Title
Alpine Area Agency on Aging (NWCCOG)	Erin Fisher	Program Specialist
Alpine Area Agency on Aging (NWCCOG)	Jean Hammes	Director
Avon/Beaver Creek Transit	Jane Burden	Transit Manager
Beaver Creek Dial-a-Ride	Chris Lubbers	Transit Manager
CDOT	Doug Aden	Transportation Commissioner
CDOT	Angie Drumm	Local Government & Policy Liaison
CDOT	Ashley Mohr	Regional Public Relations Manager
CDOT	Rebecca White	Local Government & Policy Liaison
CDOT DTD	Jeff Sudmeier	MPO & Regional Planning Liaison
CDOT DTR	Tracey MacDonald	Senior Transit and Rail Planner
CDOT DTR	Stacy Romero	Grant Coordinator
CDOT Region 3	Mark Rogers	Region 3 Planner
CDOT Region 3	Mike Vanderhoof	Region 3 Planner
City of Aspen	John Krueger	Transportation Director
City of Aspen	Randy Ready	Asst City Manager
City of Aspen	Lynn Rumbaugh	Transportation Programs Manager
City of Glenwood Springs	Dave Betley	Assistant Director of Public Works
City of Glenwood Springs	Terri Partch	City Engineer
City of Glenwood Springs / Ride Glenwood	Geoff Guthrie	Transportation Manager
City of Leadville	Jamie Stuever	Council Member
City of Rifle	Nathan Lindquist	City Planner
Club 20	Bonnie Peterson	Executive Director
Colorado Mountain College - dba The Traveler	Patty Daniells	Program Director
Colorado Ski Country Arapahoe Basin	Leigh Hierholzer	Director of Marketing and Communications
Colorado Ski Country Aspen/Snowmass	Jeff Hanle	Director of Public Relations
Copper Mountain Resort	Cindi Gillespie	Manager of Transportation Operations
Division of Vocational Rehabilitation - Edwards	Lillian Myers	
Division of Vocational Rehabilitation – Frisco	Andrea Messick	
Division of Vocational	Cheryl Cain	



Agency	Name	Title
Rehabilitation - Glenwood Springs		
Eagle County	Bob Narracci	Planning Manager
Eagle County	Evan Wilson	County Engineer
Eagle County		Commissioners
Eagle County Health & Human Services	Kathleen Lyons	Economic Services Director
Eagle County Health & Human Services / Public Health	Karen Koenemann	Healthy Communities Manager
Eagle County Health and Human Services	Rita Woods	Assistant Executive Director
Eagle County Schools	Jason Glass	Superintendent
Eagle County Schools	Melanie McMichael	Director of Transportation
Eagle County Senior Services	Leona Perkins	
Eagle County Veteran Services Office	Patricia Hammon	Veterans Services Officer
Eagle-Vail	Jeff Layman	Manager
ECO Trails	Ellie Caryl	Manager
ECO Transit	Kelley Collier	Director
ECO Transit	Jeff Wetzel	Operations Manager
Edwards Workforce Center	Mary Cunningham	
Frisco Workforce Center	John Taylor	
Garfield County	Lisa Reed-Scott	Veterans Nursing Home
Garfield County - The Traveler	Rich. Burns	Transportation Manager
Garfield County Department of Human Services	Mary Baydarian	Director
Garfield County Senior Programs	Judy Martin	
Glenwood Springs Workforce Center		
High Mountain Taxi		
Keystone Resort Transportation	Kyle Hendricks	Manager
Lake County Department of Human Services	Janeen McGee	Director
Lake County Senior Services	Loretta Barela	Senior Services Manager
Lake County Veterans Service Office	Harry Beck	Veterans Service Officer
Leadville Workforce Center		
Lower Valley Trails Association	Larry Dragon	Executive Director
Lower Valley Trails Association	Jeanne Golay	
Mountain Valley Developmental	Bruce Christensen	Executive Director



Agency	Name	Title
Services		
Mountain Valley Developmental Services	John Klausz	Director of Adult Day Services
Northwest Colorado Council of Governments	Susan Juergensmeier	Mobility Manager
Pitkin County Department of Health and Human Services	Nan Sundeen	Director
Pitkin County Senior Services	Patty Kravitz	Project Coordinator
Rifle Workforce Center		
Roaring Fork Transportation Authority	Dan Blankenship	Chief Executive Officer
Roaring Fork Transportation Authority	David Johnson	Director of Planning
Roaring Fork Transportation Authority	Jason White	Assistant Planner
Senator Michael Bennet's Office	Noah Koerper	Central Mountain Regional Rep
Summit County	Thad Noll	Assistant County Manager
Summit County - Summit Stage	Jim Andrew	Transit Director
Summit County Department of Social Services	Joanne Sprouse	Director
Summit County Veterans Service Office	Tom Byledbal	Veterans Service Officer
Town of Basalt	Bentley Henderson	Public Works Director
Town of Basalt	Larry Thompson	Town Engineer
Town of Breckenridge - Free Ride	Maribeth Lewis-Baker	Transit Manager Free Ride Transit
Town of Carbondale	Janet Buck	Planner
Town of Carbondale	John Hoffman	Trustee
Town of Dillon	Joe Wray	Town Manager
Town of Eagle	Tom Gosiorowski	Town Engineer
Town of Frisco	Tim Mack	Public Works Director
Town of Gypsum	Jim Hancock	Town Engineer
Town of Gypsum	Lana Gallegos	Senior Planner
Town of Gypsum	Jeff Shroll	Town Manger
Town of Leadville	Betty Benson	Council Member
Town of Minturn	Janet Hawkinson	Town Planner
Town of Montezuma	Steve Hornback	Mayor
Town of New Castle	Frank Breslin	Mayor
Town of Snowmass Village	David Peckler	Transportation Director
Town of Parachute	Mark Austin	Town Engineer



<b>Agency</b>		<b>Title</b>
Town of Red Cliff	Scott Burgess	Mayor
Town of Silt	Janet Aluise	Community Development Director
Town of Vail	Tom Kassmel	Town Engineer
Town of Vail / Vail Transit	Mike Rose	General Manager
Vail Valley Medical Center	Al Kiburas	



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

## Intermountain Transportation Planning Region

Date: July 26, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Agenda

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

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

CDOT Project Manager: Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

Lead TPR Planner: Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

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

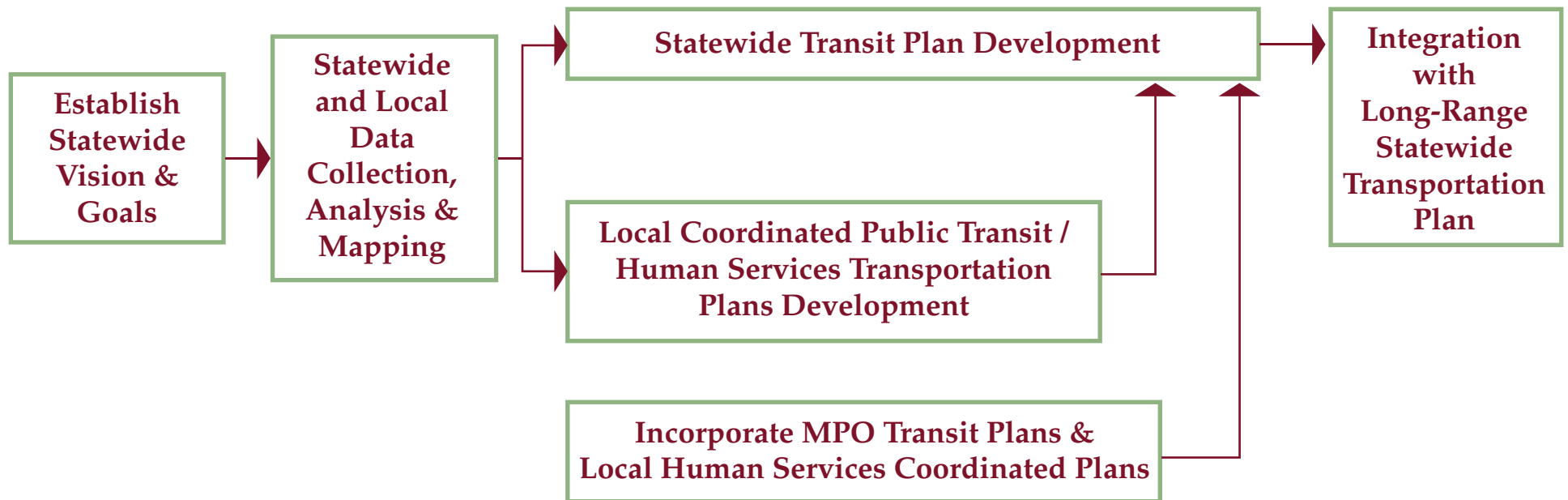
Conference Call # 1-877-820-7831  
Participant Code: 418377#

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# Work Plan

## Public Involvement & Agency Coordination



## Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

## Statewide Transit Plan Goals and Objectives

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

## Guiding Principles for Transit Planning at CDOT

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

## The Statewide Transit Plan will Include:

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

Statewide survey of the transportation needs of the elderly and disabled

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

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

## Team Structure

### Statewide Steering Committee (SSC)

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

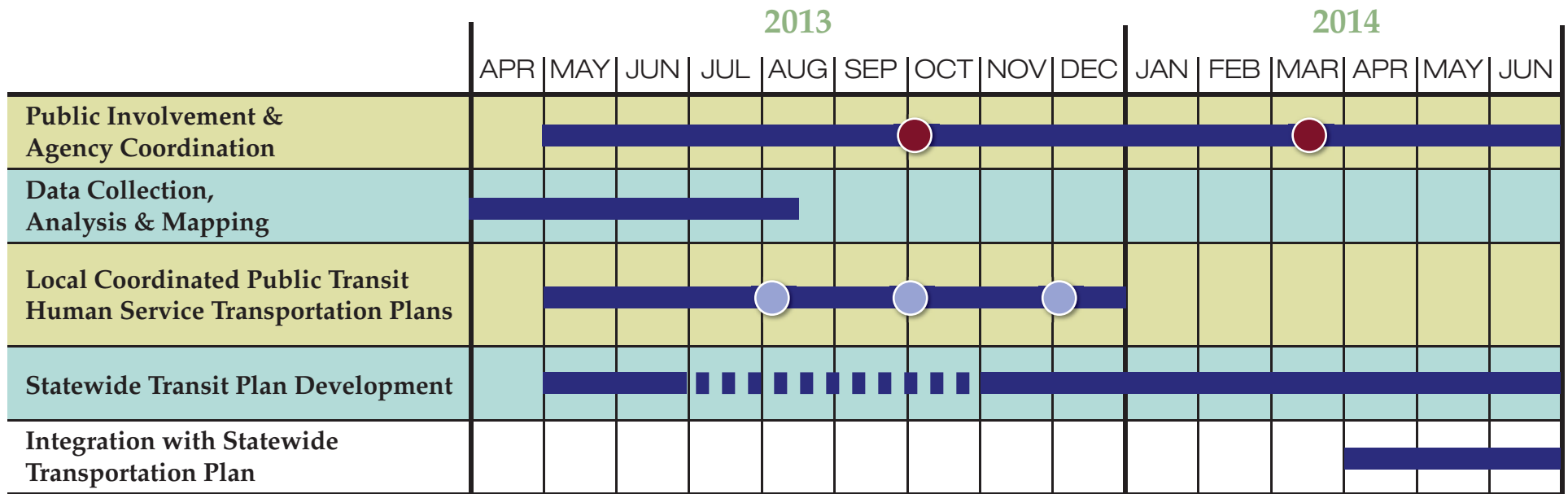
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

### TPR Technical Working Groups (TWG)

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

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

## 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?

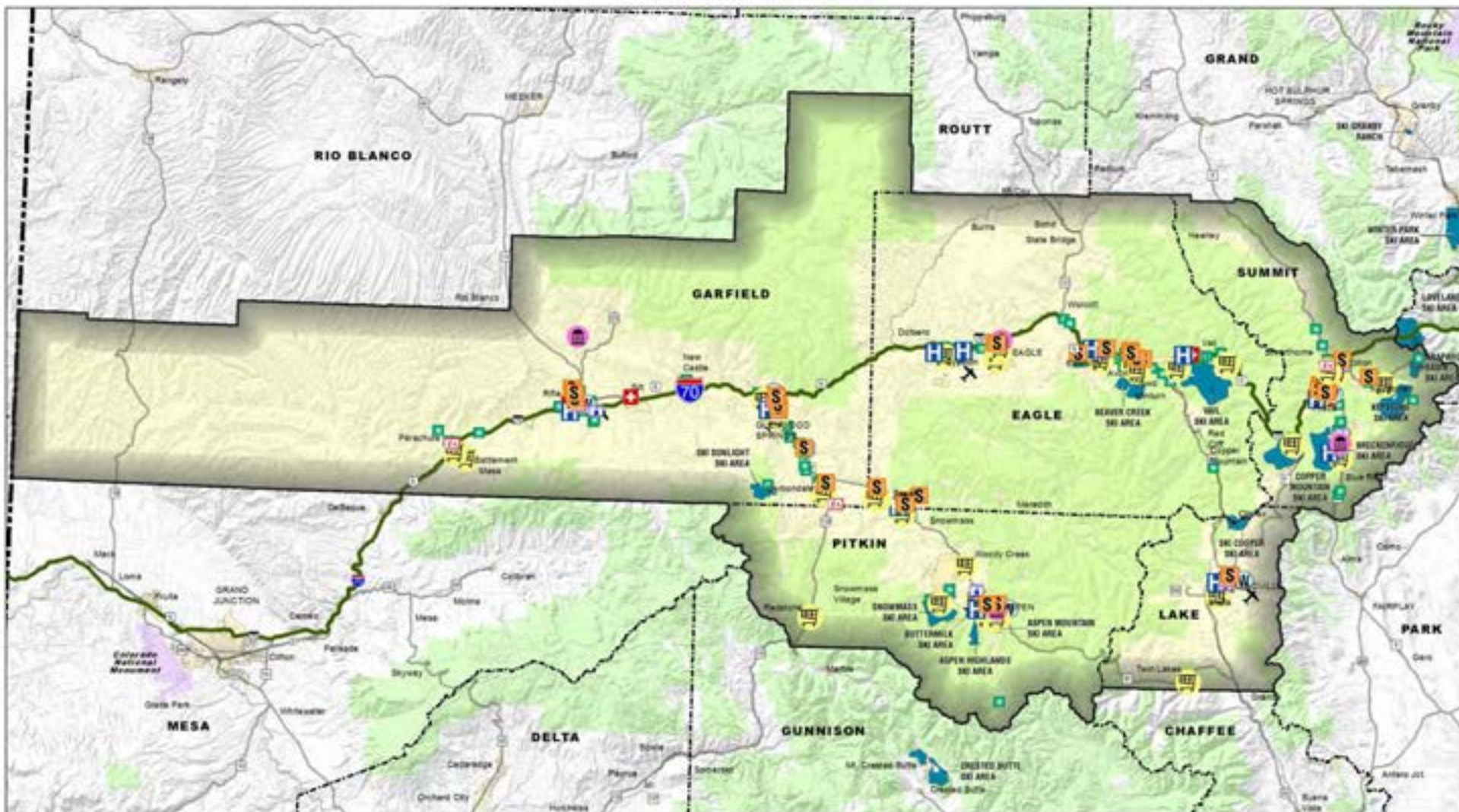
There are several positive outcomes achieved through transit coordination that add value to a region, including:

- ▶ **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

- |  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

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0 5 10 Miles

## Intermountain Transportation Planning Region – Activity Centers

Name	Type	Location
Aspen's Work Force	Workforce Centers	Aspen
Colorado Workforce Center	Workforce Centers	Frisco
Frisco Workforce Center	Workforce Centers	Frisco
Colorado Workforce Center	Workforce Centers	Glenwood Springs
Colorado Workforce Center	Workforce Centers	Leadville
Colorado Workforce Center	Workforce Centers	Rifle
Colorado West Mental Health	Mental Health Services	Aspen
Mountain Valley Developmental	Mental Health Services	Carbondale
Colorado West Mental Health	Mental Health Services	Eagle
Colorado West Mental Health	Mental Health Services	Frisco
Colorado West Mental Health	Mental Health Services	Glenwood Springs
West Central Mental Health Center	Mental Health Services	Leadville
Mountain Valley Developmental Services	Mental Health Services	Rifle
Mountain Valley Developmental	Mental Health Services	Silt
Colorado West Mental Health	Mental Health Services	Vail
Community Health Services	Human Service Agencies	Aspen
Pitkin County Health & Human Services	Human Service Agencies	Aspen
Pitkin County Human Services Department	Human Service Agencies	Aspen
Pitkin County Social Services Department	Human Service Agencies	Aspen
Bright Future Foundation	Human Service Agencies	Avon
Catholic Charities	Human Service Agencies	Avon
Habitat For Humanity	Human Service Agencies	Avon
Public Health Human Services Office	Human Service Agencies	Avon
Vail Valley Salvation Army	Human Service Agencies	Avon
Buddy Program	Human Service Agencies	Basalt
Colorado 500 Inc	Human Service Agencies	Basalt
Pitkin County Child Protection	Human Service Agencies	Basalt
Habitat For Humanity	Human Service Agencies	Carbondale
Healthy Mountain Communities	Human Service Agencies	Carbondale
American Red Cross	Human Service Agencies	Dillon
Casa Of The Continental Divide	Human Service Agencies	Dillon
Early Childhood Options	Human Service Agencies	Dillon
American Red Cross	Human Service Agencies	Eagle
Eagle County Health & Human Services	Human Service Agencies	Eagle
Eagle County Health & Human Services	Human Service Agencies	Edwards
Food Rescue Express	Human Service Agencies	Edwards
Snow Board Outreach Society	Human Service Agencies	Edwards
Eagle County Health & Human	Human Service Agencies	El Jebel
Bi Inc	Human Service Agencies	Frisco
Intervention Bi	Human Service Agencies	Frisco
Summit County Public Health	Human Service Agencies	Frisco
Summit County Social Services	Human Service Agencies	Frisco
Garfield County Food Stamps	Human Service Agencies	Glenwood Springs

Name	Type	Location
Garfield County Medicaid	Human Service Agencies	Glenwood Springs
Garfield County Public Health	Human Service Agencies	Glenwood Springs
Garfield County Social Services	Human Service Agencies	Glenwood Springs
Garfield County WIC	Human Service Agencies	Glenwood Springs
Habitat For Humanity	Human Service Agencies	Glenwood Springs
Northwest Colorado Options	Human Service Agencies	Glenwood Springs
Bastante	Human Service Agencies	Leadville
Department Of Social Services	Human Service Agencies	Leadville
Lake County Health Department	Human Service Agencies	Leadville
Lake County Public Health Nursing	Human Service Agencies	Leadville
Garfield County Public Health	Human Service Agencies	Rifle
Garfield County Child Welfare		Rifle
Garfield County Human Services	Human Service Agencies	Rifle
Garfield County Social Services	Human Service Agencies	Rifle
Garfield County WIC	Human Service Agencies	Rifle
United Way-Garfield County	Human Service Agencies	Rifle
Youthzone CET	Human Service Agencies	Rifle
Pitkin County Jail	Correctional Institutions	Aspen
Summit County Jail	Correctional Institutions	Breckenridge
Eagle County Jail	Correctional Institutions	Eagle
Garfield County Community Correct	Correctional Institutions	Glenwood Springs
Garfield County Corrections	Correctional Institutions	Glenwood Springs
Rifle Correctional Center	Correctional Institutions	Rifle
Aspen Blue Sky Holdings LLC	Grocery Stores	Aspen
Clark's Market	Grocery Stores	Aspen
Dillon Co	Grocery Stores	Aspen
Plaid Aspen	Grocery Stores	Aspen
Roxy's Market	Grocery Stores	Aspen
Valet Shopping	Grocery Stores	Aspen
Carniceria Tepic	Grocery Stores	Avon
City Market	Grocery Stores	Avon
Shop & Hop	Grocery Stores	Avon
Clark's Super Market	Grocery Stores	Basalt
City Market	Grocery Stores	Breckenridge
Food Kingdom Grocery & Liquor	Grocery Stores	Breckenridge
City Market Food & Pharmacy	Grocery Stores	Carbondale
Clarks Market	Grocery Stores	Carbondale
Teresa's Market	Grocery Stores	Carbondale
Teresa's Market	Grocery Stores	Carbondale
City Market	Grocery Stores	Dillon
Dillon Co	Grocery Stores	Dillon
Natural Grocers-Vitamin Cottage	Grocery Stores	Dillon
City Market	Grocery Stores	Eagle
Eagle Community Market	Grocery Stores	Eagle
HPS Provisions	Grocery Stores	Eagle
Skicountrygrocer.Com	Grocery Stores	Eagle

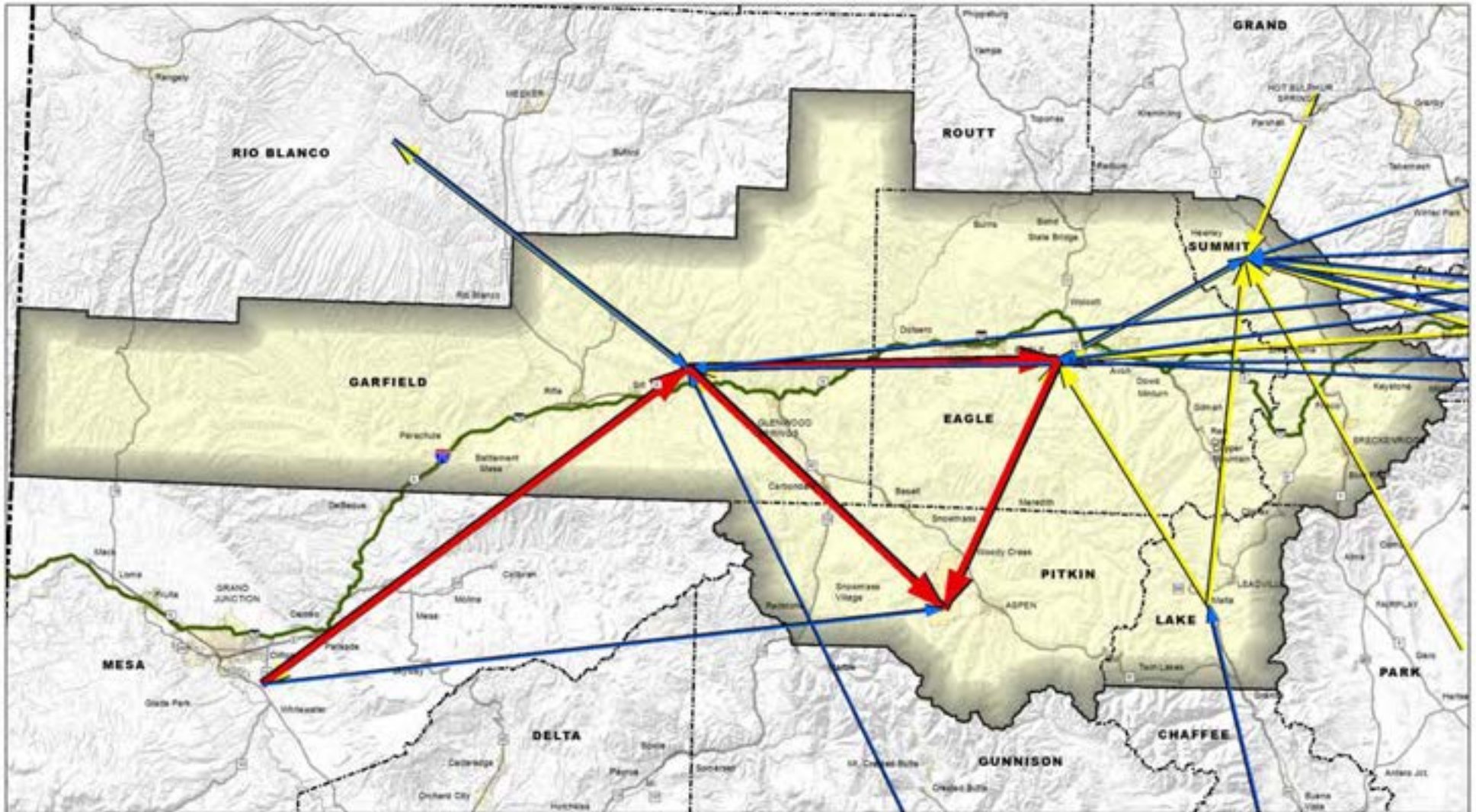
Name	Type	Location
Village Market	Grocery Stores	Edwards
City Market Floral & Gifts	Grocery Stores	El Jebel
McCoy's Mountain Market	Grocery Stores	Frisco
Safeway	Grocery Stores	Frisco
El Remate Grocery Store	Grocery Stores	Glenwood Springs
Good Health Store	Grocery Stores	Glenwood Springs
K-J Supermarket Inc	Grocery Stores	Glenwood Springs
Natural Grocers-Vitamin Cottage	Grocery Stores	Glenwood Springs
Safeway	Grocery Stores	Glenwood Springs
Columbine Markets Inc	Grocery Stores	Gypsum
Gateway Grocery & Liquor	Grocery Stores	Keystone
Safeway	Grocery Stores	Leadville
Clark's Market	Grocery Stores	Parachute
Parachute Market	Grocery Stores	Parachute
Redstone General Store	Grocery Stores	Redstone
El Charrito Market	Grocery Stores	Silverthorne
Peak Provisions	Grocery Stores	Silverthorne
Village Market	Grocery Stores	Snowmass Village
Twin Lakes General Store	Grocery Stores	Twin Lakes
City Market	Grocery Stores	Vail
Safeway	Grocery Stores	Vail
Sim's Market	Grocery Stores	Vail
Woody Creek Community Center	Grocery Stores	Woody Creek
Aspen Valley Hospital	Hospitals	Aspen
Midvalley Medical Center	Hospitals	Basalt
Howard Head Sports Medicine	Hospitals	Breckenridge
Howard Head Sports Medicine	Hospitals	Edwards
St Anthony Summit Medical Center	Hospitals	Frisco
Valley View Hospital	Hospitals	Glenwood Springs
Howard Head Sports Medicine	Hospitals	Gypsum
Vail Valley Medical Center	Hospitals	Gypsum
St Vincent Hospital	Hospitals	Leadville
Grand River Hospital & Med Center	Hospitals	Rifle
Ob Women & Children's Center	Hospitals	Vail
Vail Valley Medical Center	Hospitals	Vail
Colorado Mountain College	Higher Education Institutions	Aspen
Breckenridge Music Institute	Higher Education Institutions	Breckenridge
Colorado Mountain College	Higher Education Institutions	Breckenridge
Colorado Mountain College	Higher Education Institutions	Carbondale
Colorado Mountain College	Higher Education Institutions	Dillon
Colorado Mountain College	Higher Education Institutions	Edwards
Colorado Mountain College	Higher Education Institutions	Glenwood Springs
Colorado Mountain College	Higher Education Institutions	Leadville
Colorado Mountain College	Higher Education Institutions	Rifle
Colorado State University	Higher Education Institutions	Rifle

Name	Type	Location
St Moritz Sentinel Services	Senior Citizens' Services	Aspen
Northwest Colorado Options For Long Term Care	Senior Citizens' Services	Carbondale
CMC-High Country RSVP	Senior Citizens' Services	Glenwood Springs
Manor Glenwood Senior Citizens	Senior Citizens' Services	Glenwood Springs
Manor Two Senior Citizens	Senior Citizens' Services	Glenwood Springs
Senior Center	Senior Citizens' Services	Leadville
Senior Center	Senior Citizens' Services	Parachute
Valley Senior Housing	Senior Citizens' Services	Parachute
Northwest Colorado Options For Long Term Care	Senior Citizens' Services	Rifle
Rifle City Senior Center	Senior Citizens' Services	Rifle
Northwest Colorado Council-Government	Senior Citizens' Services	Silverthorne



### Employed Working Outside County of Residence

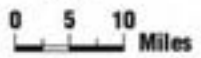
\*Note: Values are based on the 2009-2010 US Census American Community Survey (ACS) Metropolitan and Microplace Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



#### Legend

- 100 - 200 Commuters
- 1000 - 4000 Commuters
- 200 - 1000 Commuters
- Incorporated Cities and Towns
- Intermountain TPR Boundary
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

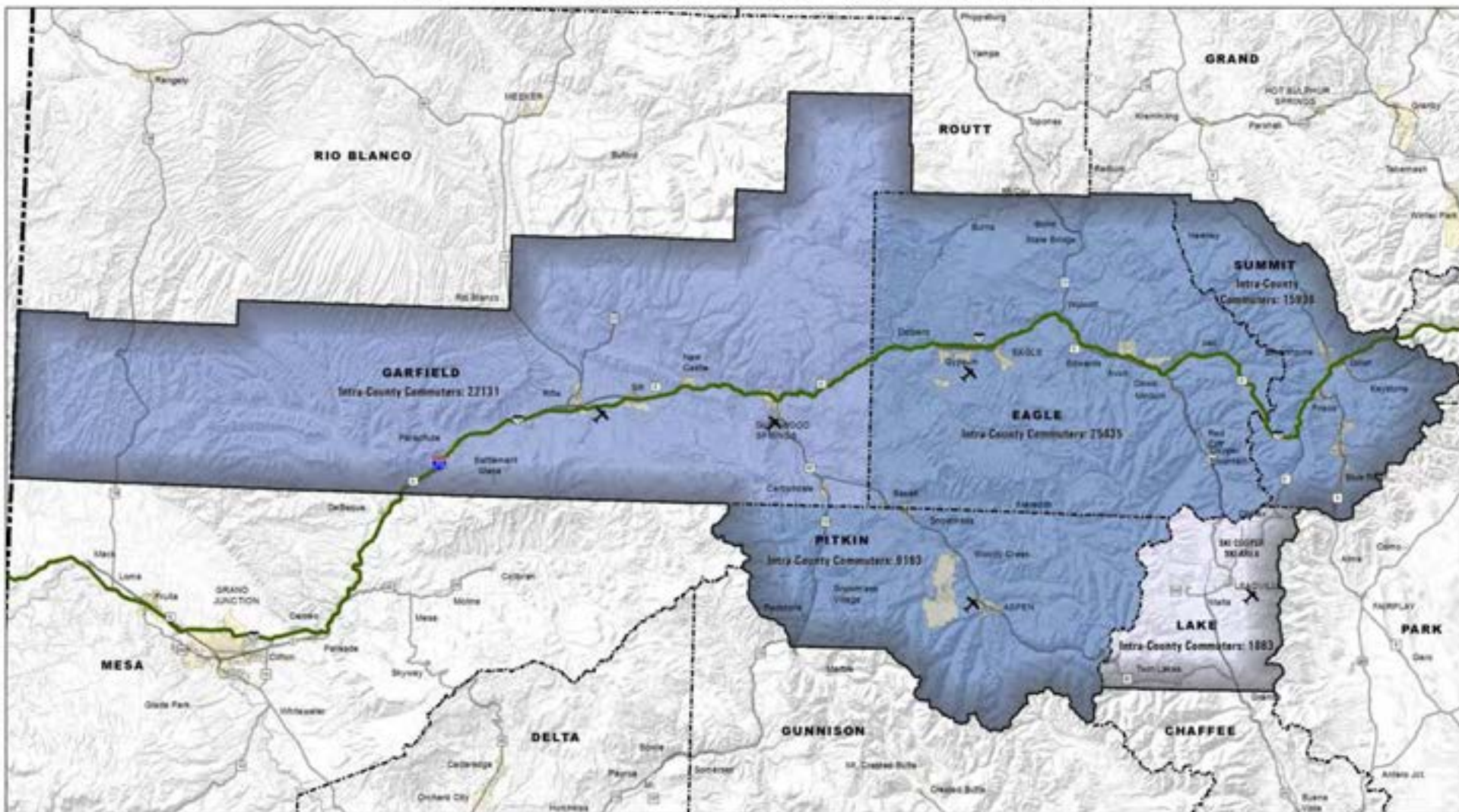
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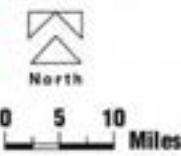


### Intra-County and Public Transit Commuters

\*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



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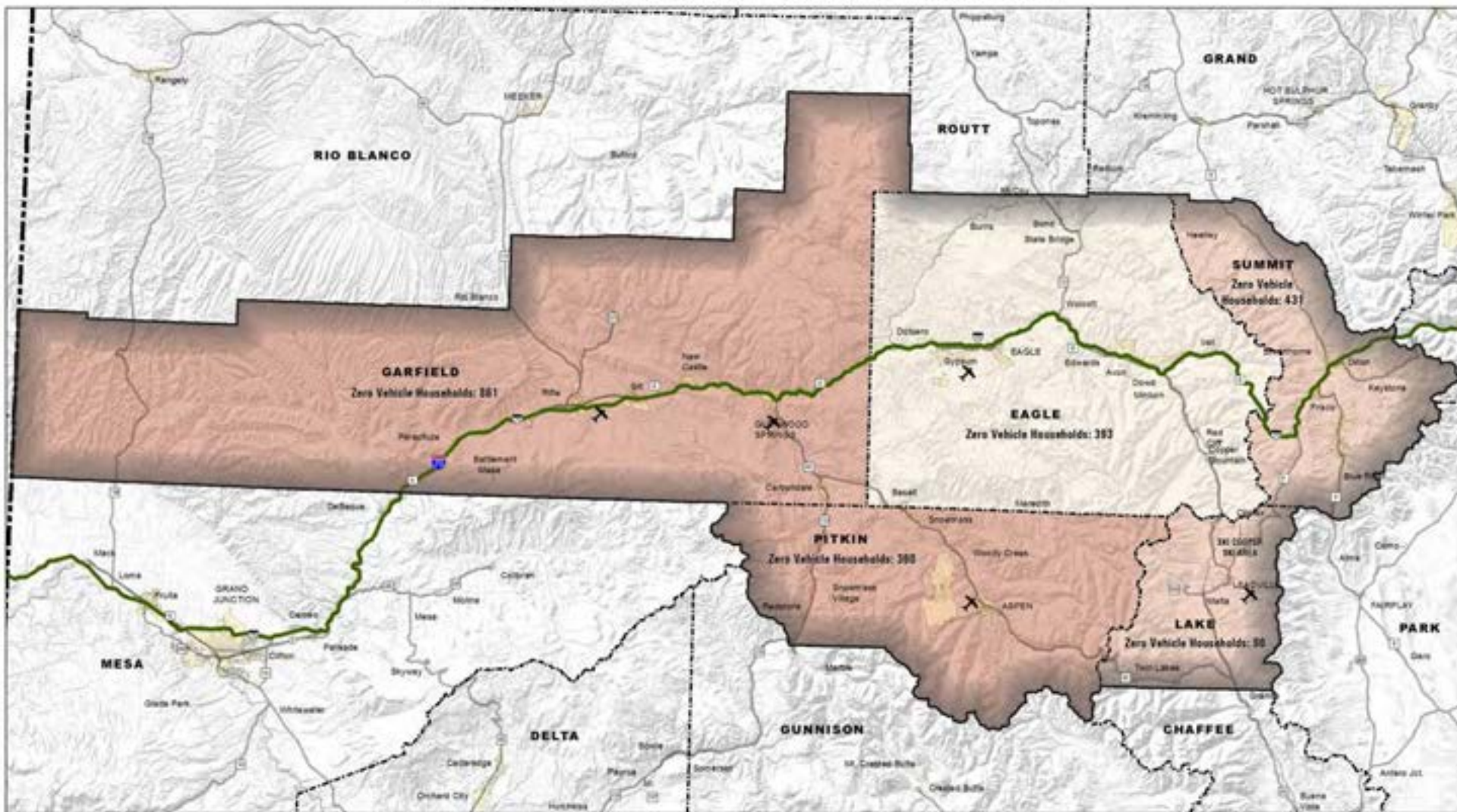






### 2011 Percentage of Households with No Vehicle

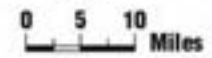
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available



#### Legend

- Less Than 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- Intermountain TPR Boundary
- County Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- State Boundaries

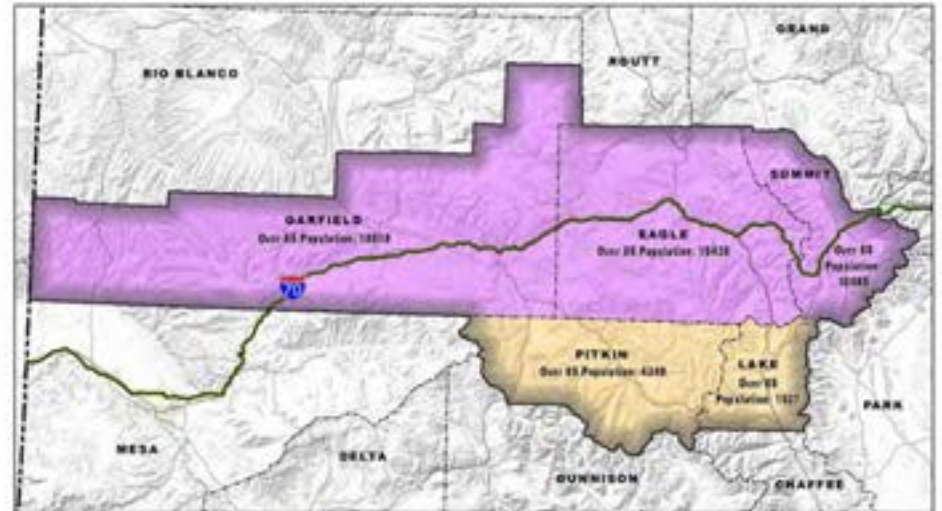
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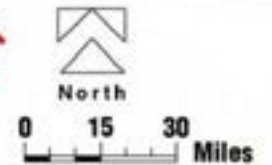
# Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

**2013**
**2020**

**2030**
**2040**

**Legend**

- |   |   |   |   |
|---|---|---|---|
|  Less Than 8% Age 65+ |  10% - 15% Age 65+ |  Southeastern TPR Boundary     |  U.S. & State Highways |
|  8% - 10% Age 65+     |  15% - 20% Age 65+ |  Incorporated Cities and Towns |  County Boundaries     |
|   |   |  Interstate Highways           |  State Boundaries      |

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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

### 2000 - 2010



### 2010 - 2020



### 2020 - 2030



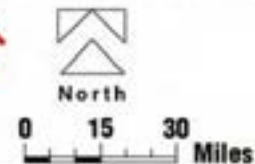
### 2030 - 2040



### Legend

- |                          |                             |                               |                       |
|--------------------------|-----------------------------|-------------------------------|-----------------------|
| Less Than -4% Job Growth | 20% - 40% Job Growth        | Intermountain TPR Boundary    | U.S. & State Highways |
| -4% - 0% Job Growth      | Greater Than 40% Job Growth | Incorporated Cities and Towns | County Boundaries     |
| 0% - 20% Job Growth      |                             | Interstate Highways           | State Boundaries      |

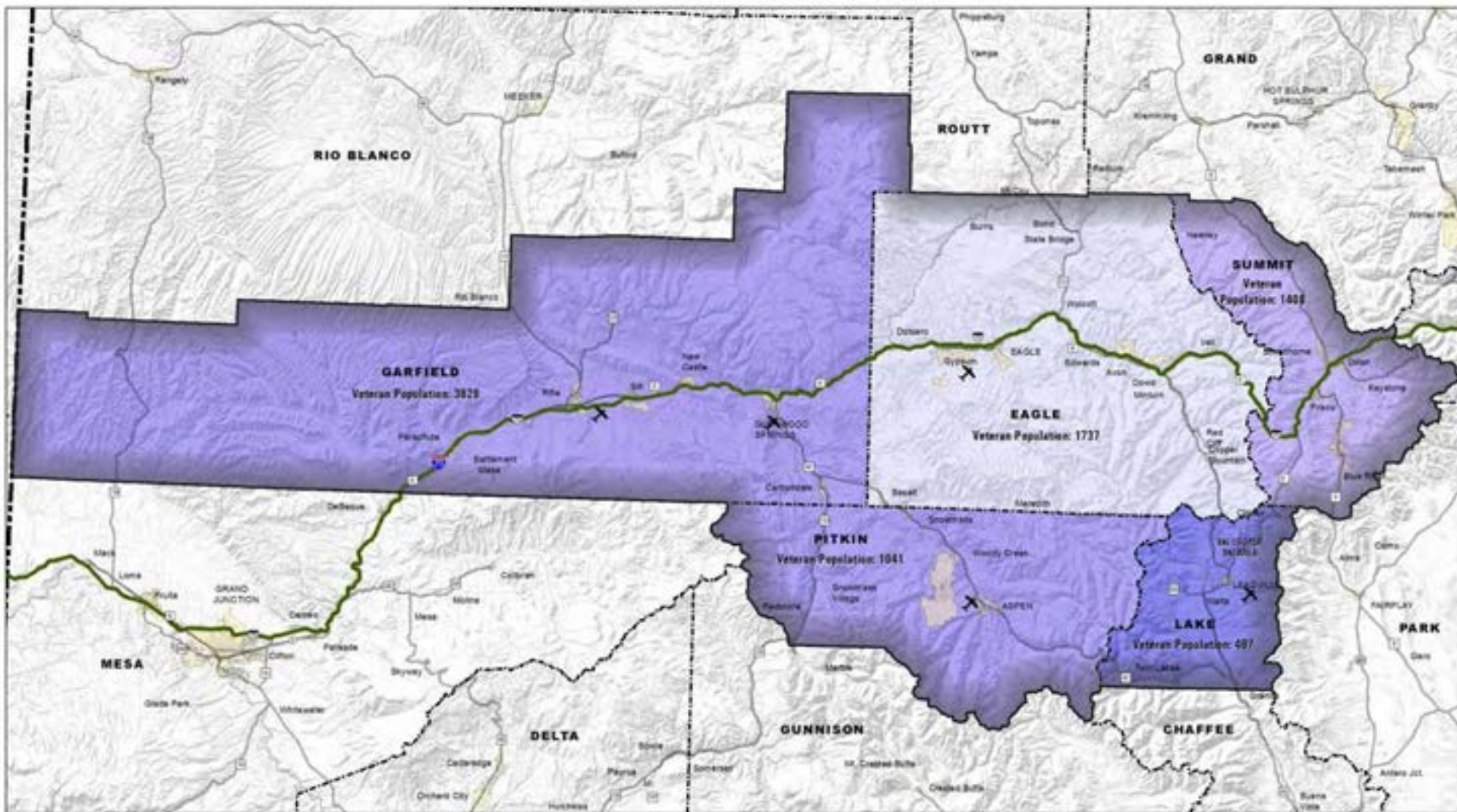
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### 2011 Veteran Population

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



#### Legend

- Less Than 4% Veteran Population
- 4% - 5% Veteran Population
- 5% - 6% Veteran Population
- 6% - 7% Veteran Population
- Greater Than 7% Veteran Population
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

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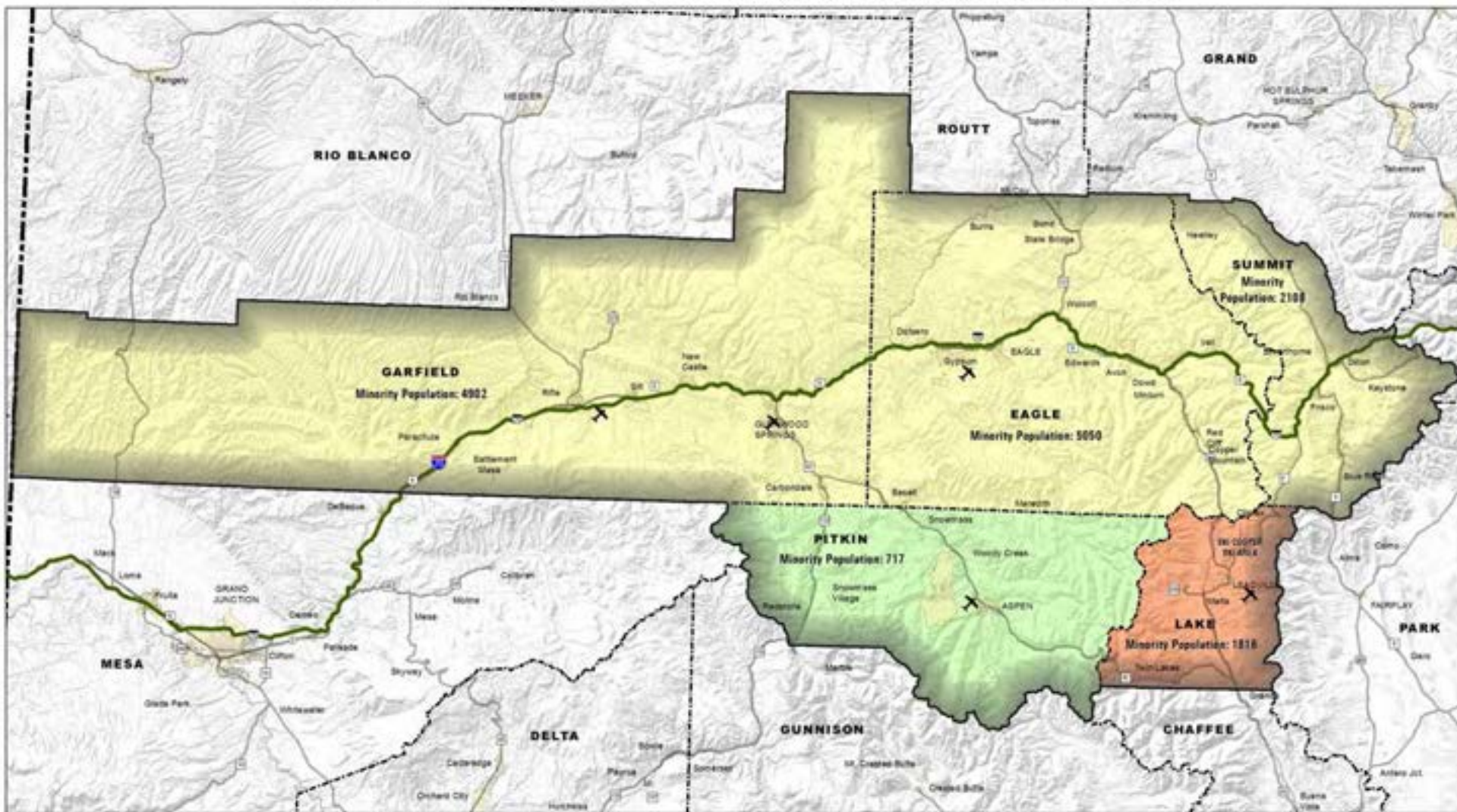


0 5 10 Miles



### 2011 Minority Population

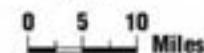
Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race, percentage based upon non-white population (does not separate hispanic population)



#### Legend

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

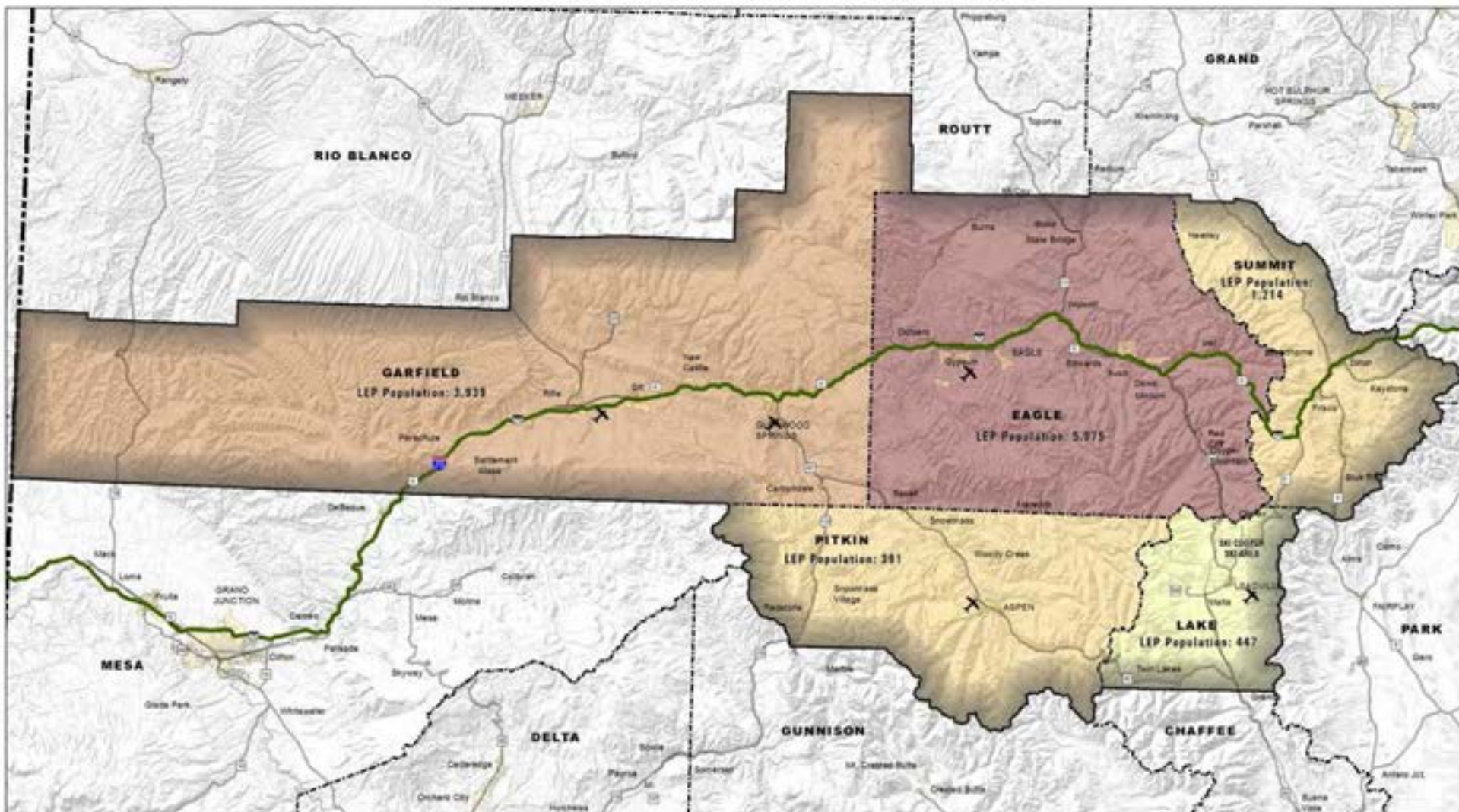
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### 2011 Percent of Population with No or Limited English Proficiency

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

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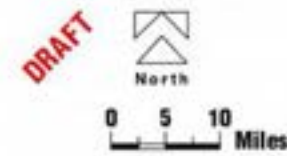
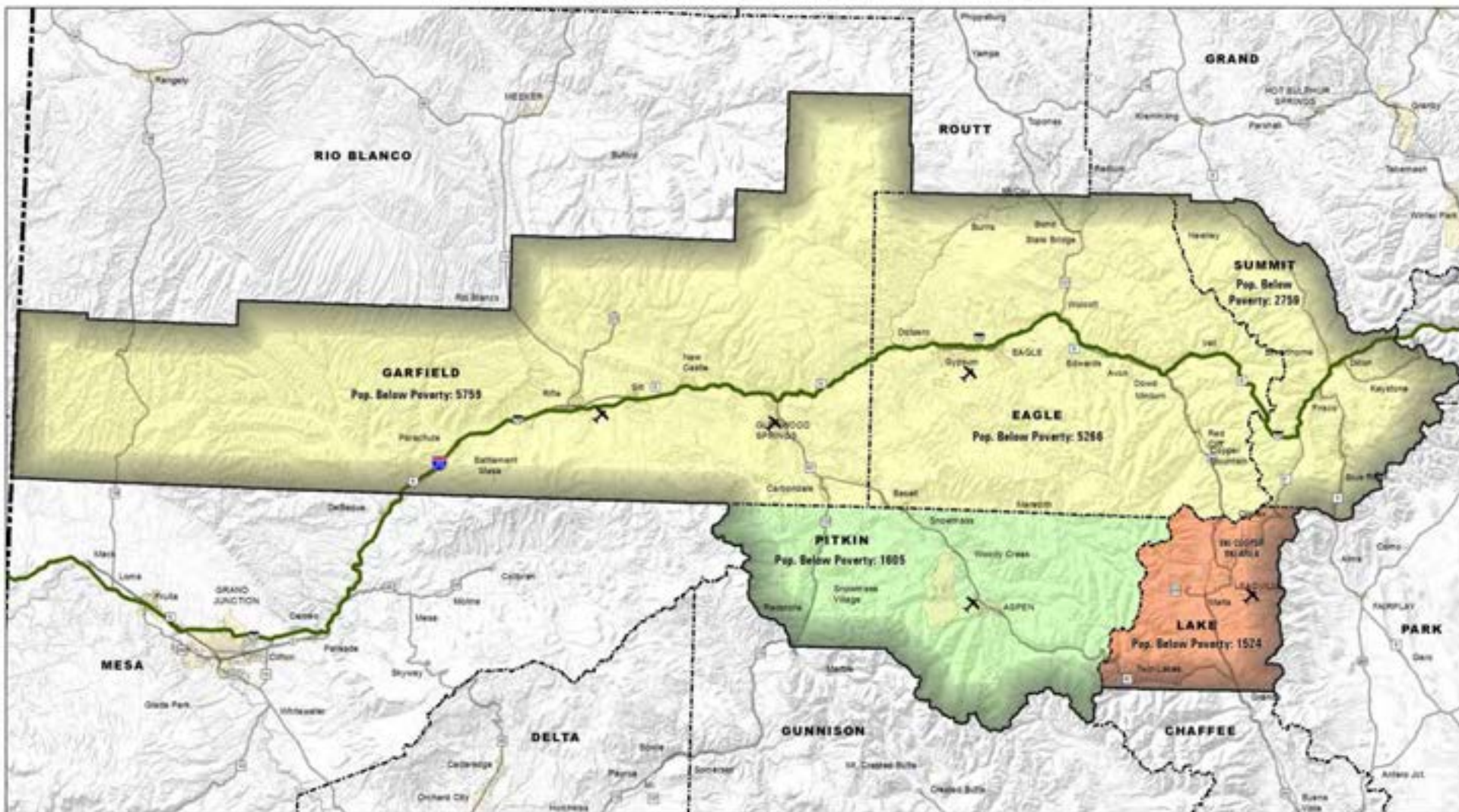


0 5 10 Miles



### 2011 Population Below Federal Poverty Level

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

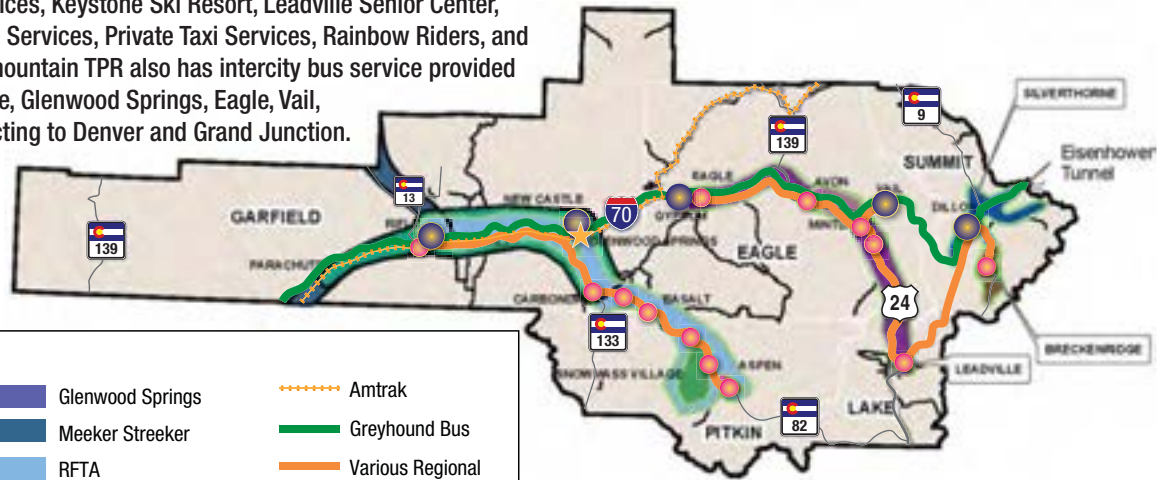


## INTERMOUNTAIN TPR

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 **Intermountain 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 Intermountain 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 Intermountain TPR. Additional providers not identified on the map include: Breckenridge Ski Resort, Colorado Mountain College, Colorado Mountain Express (CME), Copper Mountain Resort, Eagle County Health and Human Services, Keystone Ski Resort, Leadville Senior Center, Mountain Valley Developmental Services, Private Taxi Services, Rainbow Riders, and Timberline Express. The Intermountain TPR also has intercity bus service provided by Greyhound with stops in Rifle, Glenwood Springs, Eagle, Vail, Frisco, and Silverthorne connecting to Denver and Grand Junction.

Amtrak's California Zephyr provides passenger rail service with a stop in Glenwood Springs.



Provider Types		
	General Public	
	Elderly Disabled	
Operator		
	Avon/Beaver Creek Transit	
	CMC Senior & Disabled Transportation (The Traveler)	
	City of Aspen	
	Eagle County RTA	
	Glenwood Springs	
	Meeker Streeker	
	RFTA	
	Snowmass Village Shuttle	
	Summit Stage	
	Town of Breckenridge	
	Vail Transit	

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

### Key Issues Identified in the 2008 Plan

The Intermountain TPR has a desire to better connect regional transit services, intercity services and high-capacity transit throughout the valley to meet the needs of residents, employees and visitors.

- Regional service throughout the Intermountain TPR needs to link the region together and connect Eagle County to Garfield and Summit Counties.
- Local transit systems (e.g., ECO Transit, Summit Stage, RFTA, Breckenridge Transit, etc.) need to increase service hours and expand service areas.
- RFTA and Snowmass Village need new park-and-rides.
- Create general public service along I-70 to Parachute and Battlement Mesa.
- Develop general public circulator service in communities throughout the ECO Transit service area.
- Increase transit service in Glenwood Springs and Snowmass.
- Provide service along I-70 from Glenwood Springs to Dostero.
- Create regional service from Glenwood Springs to Eagle and Avon in Eagle County.
- Increase capacity and frequency of service along the I-70, US 24 and SH 82 corridors.
- Provide additional regional service from Leadville to Minturn.

- Increased need for public transportation to link low-income persons to employment centers.
- Coordinate regional transit systems and establish transfer agreements.
- Need to improve transportation links from Summit County to Grand, Clear Creek, and Park Counties for access to affordable housing and employment in Summit County.

### Plan Goals and Strategies

- Better coordinate land use and multimodal transportation planning.
- Integrate funding of multimodal options.
- Recognize diverse needs of transportation users.
- Consider social costs of transportation projects.
- Provide adequate access to health, human and community services.
- Ensure integrated and coordinated multimodal transportation network that includes bus, rail and bike/pedestrian options.

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



# Intermountain TPR Transit Projects

## Projects from the 2008 Local Plans

### CENTRAL INTERMOUNTAIN (EAGLE & LAKE COUNTIES)

#### Capital:

	Implemented	In Progress	Deferred	Eliminated
A. ECO Transit new and replacement vehicles (2) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Town of Vail replacement vehicles (19) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. ECO Transit to upgrade to automated fare collections and install GPS/ITS on vehicle .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. ECO Transit and Town of Avon to build new joint use storage/maintenance facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. New Eco Transit facility in Leadville .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. New ECO Transit facilities in Gypsum .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Town of Vail construction of a new intermodal transit facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Town of Vail purchase of hybrid battery packs and engine rebuilds .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Town of Vail shelter improvements .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Operating:

A. Twelve new full-time drivers for ECO Transit (24,480 annual service hours) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. ECO Transit to provide technical assistance to local communities to develop circulator transit service in several town centers: Gypsum, Eagle, Edwards, Minturn, and Leadville. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. New general public regularly scheduled regional service from Glenwood Springs to Eagle County by ECO Transit and RFTA .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. New general public regularly scheduled regional service from Glenwood Springs to Summit County by ECO Transit and Summit Stage .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Coordination:

A. Develop a Coordination Council .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Develop one-call center for eligibility, logistics, and dispatching .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Create joint grant application for CDOT and FTA funding .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Share maintenance facilities .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Create joint marketing and training programs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Improve transportation service through additional service hours and altered services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Increase transit service capacity through the major corridors in the area through the development of high-capacity transit systems .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Expand regional service to Garfield and Summit Counties .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Develop service contracts .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### WESTERN INTERMOUNTAIN (GARFIELD & PITKIN COUNTIES)

#### Capital:

A. Glenwood Springs new and replacement vehicles (5) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Snowmass Village new and replacement vehicles (18) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. RFTA new and replacement vehicles (23) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Glenwood Springs to improve headways .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. RFTA to implement a \$3.0 million upgrade to the Aspen maintenance facility. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. RFTA to develop a new \$3.25 million facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. RFTA to consider designating more interior bus space for bikes strollers, or tools at strategic peak travel times. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Projects from the 2008 Local Plans

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| H. Snowmass Village to develop a new \$25 million transit facility in cooperation with RFTA. .... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| I. Snowmass Village to improve headways and capacity .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

*Implemented*  
*In Progress*  
*Deferred*  
*Eliminated*

### Planning:

- |  |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. RFTA to refine costs and establish a phased implementation schedule for a BRT system that includes an ITS framework.....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. RFTA to explore the feasibility of increasing revenue hours in the morning and evening in Glenwood Springs and along the Hogback Route between Glenwood Springs and Rifle. .... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Operating:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Glenwood Springs to improve headways (add 5,000 annual revenue hours ) ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Snowmass Village to improve headways and capacity .....                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (add 13,000 annual revenue service hours).....                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Coordination:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Assess ways to improve overall frequency and re-evaluate current route structures for more efficient public transit upon implementation of BRT.....                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Explore the feasibility of transferring senior services form CMC Traveler to other providers in Garfield County or Glenwood Springs. ....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Explore the feasibility of implementing general scheduled regional service linking Glenwood Springs to Eagle and Avon in Eagle County via coordinated efforts between ECO and RFTA. .... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Increase marketing to ADA-eligible patrons regarding what services are available. ....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

## CENTRAL INTERMOUNTAIN EAST (SUMMIT COUNTY)

### Capital:

- |  |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Summit Stage new and replacement vehicles (11) .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Breckenridge new and replacement vehicles (12) .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Breckenridge to build a corridor based transit center and parking garage with the Cucumber Gulch Gondola .....                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Breckenridge to purchase vehicle maintenance equipment the transit facility and GPS and ITS/AVL technology for vehicles ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Summit Stage to add parking to transfer center .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Summit Stage to expand office space including a training room .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Summit Stage to expand Frisco Transfer Center facility and add parking .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Operating:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Breckenridge to add 6,200 annual revenue-hours .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Summit Stage to increase revenue-hours in order to maintain capacity .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Summit Stage to expand service to Breckenridge and Keystone .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Creation of regional general public regularly-scheduled service from Summit County to Avon coordinated by ECO Transit and Summit Stage ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. New vanpool service into Summit County .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Coordination:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Develop regional commuter service from Park, Clear Creek, and Grand Counties ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Develop regional service to Eagle and Garfield Counties .....                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Develop service contracts between human service agencies and Summit Stage .....    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

## Projects from Other Plans

	Implemented	In Progress	Deferred	Eliminated
A. RTFA bus camera replacement .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Relocate Park-n-Ride in Garfield County .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Grade separated pedestrian improvements at 27th Street and SH 82 in Glenwood Springs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Rubey Park Transit Center Remodel in Aspen .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Eagle Valley Trail .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Aspen Maintenance Facility Rehabilitation Phase III .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Regional operations (Gypsum-Eagle, Eagle-Vail, Vail-Frisco, Frisco-Denver, Aspen-Glenwood Springs, Leadville-Vail, Leadville-Frisco, Fairplay-Breckenridge) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Planning studies for regional service between Jefferson County and Summit County, and between Summit County and Vail .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. SH 82 Basalt bike/ped undercrossing to BRT Stations .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. SH 82 Glenwood Springs bike/ped overpass to BRT Station .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. SH 82 Buttermilk bike/ped over- or under-pass to BRT Station .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. Add GPS/Automatic Vehicle Location (AVL), smart-card fare collection, and automatic passenger counter (APC) equipment to buses .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M. Diesel Hybrid, CNG, or CNG-Hybrid Vehicles rather than Diesel Only .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
N. Renovation and remodel of both bus-side and passenger-side facilities .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O. Gypsum to Eagle service is upgraded from 12 one way trips/day to between 16 and 72 one way trips per day .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
P. Bus facility improvements at Gypsum, Eagle, Wolcott (future), Edwards, Avon, US24/Minturn, West Vail, and Vail Village .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q. Circulator service to connect with RFTA's BRT .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R. Passenger rail Glenwood Springs to Aspen .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S. Passenger rail on Tennessee Pass Line Gypsum to Leadville .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T. Provide connection to Amtrak's Zephyr, Pueblo to Dotsero via Tennessee Pass .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U. Passenger Rail Glenwood Springs to Steamboat Springs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
V. Acquire additional cars to add seating capacity to California Zephyr between Denver and Grand Junction .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
W. Advanced Guideway Systems (AGS) - Denver Metro Area to Eagle Airport .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 2013 CASTA Survey – Transit Priorities

### ECO Transit

**1st Priority** - Extend hours of service

**2nd Priority** - Expand transit fleet to meet existing demand

**3rd Priority** - New system upgrades (bus stops, pull outs, etc.)

### Roaring Fork Transportation Authority (RFTA)

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

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

**3rd Priority** - New system upgrades (bus stops, bus pull-outs, etc.)

## 2013 CASTA Survey – Transit Priorities (cont.)

### Town of Avon Transit

**1st Priority** - Operate new routes in areas not currently served

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

**3rd Priority** - Extend hours of service

### Town of Breckenridge Free Ride

**1st Priority** - Increase frequency of service on existing routes

**2nd Priority** - Invest in transit system upgrades (bus stops, slip ramps, etc.)

**3rd Priority** - Upgrade fleet with more efficient and technologically advanced vehicles

### Town of Snowmass Village/Village Shuttle

**1st Priority** - Increase frequency of service on existing routes

**2nd Priority** - Invest in transit system upgrades (bus stops, slip ramps, etc.)

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

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## Accomplishments

- CDOT has continued to provide ongoing transit operating funds to: ECO Transit, City of Glenwood Springs, RFTA, Snowmass, and Summit Stage
- CDOT funding for several transit service studies including to RFTA and ECO Transit
- RFTA initiated construction of the Glenwood Springs to Aspen Bus Rapid Transit service (to open Fall of 2013)
- RFTA received federal funding for construction of the Aspen Maintenance Facility (\$7.5 m)
- CDOT provided funding for the construction of the Summit County transit maintenance facility (\$9.7 m)
- Lake County initiated new commuter bus service between Leadville and Frisco operated by the Summit Stage
- Lake County provided construction funds for a park-n-ride in Leadville
- ECO Transit constructed a Bus Barn in Leadville, using CDOT SB1 funds
- Park County initiated new commuter bus and intercity bus service between Fairplay and Breckenridge
- Avon is constructing a new transit facility with CDOT funds
- The Northwest Colorado Council of Governments received a federal VTCLI grant for the development of transit services for veterans
- The City of Aspen received FASTER Transit funding for the development of the Rubey Park Transit Center
- The City of Aspen received CDOT FASTER funding for four transit buses
- RFTA received CDOT FASTER Transit funding for the purchase of four buses
- Snowmass Village received CDOT FASTER Transit funding for the purchase of four transit vans

## **Intermountain Transportation Planning Region Transit Working Group #1 – Meeting Minutes**

Date: July 26, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

### **Meeting attendees:**

Karen Koeremann – Eagle County Health and Human Services/Public Health  
John Krueger – City of Aspen  
David Johnson – RFTA  
Maribeth Lewis-Baker – Town of Breckenridge  
David Peckler – Town of Snowmass Village  
Jeff Wetzler – ECO Transit  
Cindi Gillespie – Copper Mountain and Summit Stage Board  
Dave Betley – City of Glenwood Springs  
Tom Kassmel – Town of Vail  
Jim Andrew – Summit County  
John Hoffmann – Carbondale  
Susan Juergensmeier – Northwest Council of Governments  
Mary Cunningham (via phone) – Edwards Workforce Center  
Ruth Hosteller (via phone) – Aspen Seniors  
Mark Rogers – CDOT Region 3  
Tracey MacDonald – CDOT DTR  
Tom Mauser – CDOT DTR  
Cady Dawson – Felsburg Holt & Ullevig  
Shea Suski – Felsburg Holt & Ullevig  
Beth Vogelsang (via phone) – OV Consulting  
Will Kerns (via phone) – OV Consulting

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### **Welcome & Introductions**

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

### **Project Background**

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

Tracey reviewed materials included in the meeting packet, including: public involvement and agency coordination for the planning processes, review of the Statewide Transit Plan goals and objectives, guiding principles for transit planning at CDOT, what will be included in the Statewide Transit Plan, the key elements of the Local Transit and Human Service Coordinated Transportation Plans, and an overview of the project schedule.

### **Public Involvement Approach**

Tracey MacDonald from CDOT, with support from the Public Involvement team members for the project, reviewed the strategy for public involvement for both the statewide project and the local plan. The schedule at present includes a public open house in the fall of 2013 and a second open house in the spring of 2014. Input was solicited as to the best approaches and locations for public meetings in the Intermountain region.

Public meeting input/strategies:

- Distribute public meeting and plan information on transit system vehicles
- Grand Valley MPO conducted an electronic town hall via a website that had great success and involvement
- Consider ways for the LEP population to get involved besides a traditional public forum and consider need for potential Spanish translation
- BBB and Chamber able to help market the meetings/outreach
- Consider posting a short survey on the project website to garner feedback
- Good open house locations include Eagle, Gypsum and Glenwood Springs
- Consider the need for childcare and refreshments (partner with local businesses)
- Meetings in a box would be useful

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

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

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

### **Regional Planning**

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

- Major Activity Centers and Destinations
  - Potential map additions discussed:*
    - Amtrak
    - Regional airports
    - Community/senior centers
    - Employee housing locations in resort areas
    - Community housing/affordable housing

- Oil and gas locations
- Create a separate map that highlights the 11 ski resorts within the region.
- Create sub-areas highlighting different areas of the TPR due to the large number of resorts/activity centers
- Enlarge some of the towns to better see the activity centers

*Changes to the Activity Center table:*

- Determine if big box retailers (Target, Wal-Mart, Costco etc.) are broken out by a different mapping code and add to activity center map and table.
- Include a listing of resort areas.
- Feedback was also provided on several activity centers that are missing and some that were no longer open and/or relevant to this project.
- Employed Working Outside of County of Residence

*Comments:*

- Offset lines indicating commuters from Rio Blanco to Garfield County and vice versa so that they are not overlapping.
- Offset lines indicating commuters from Mesa to Garfield County and vice versa so that they are not overlapping.
- Review data for commuter trips from Delta to Garfield County. Participants surprised that no trips were indicated within these counties.

- Intra-County Public Transit Commuters

*Comments:*

- Is it possible to show the trips from city to city and/or break out data by sub-area?
- 2011 Percentage of Households with No Vehicle
- Percentage of Residents Age 65+ for 2013, 2020, 2030, and 2040
- Job Growth from 2000 to 2040
- 2011 Veteran Population
- 2011 Minority Population
- 2011 Percent of Population with No or Limited English Proficiency (LEP)

*Comments:*

- This data does not seem to be correct as Lake County is showing less than two percent LEP, which it is likely more than 20 percent. The consultant team indicated that they will review the data with the GIS team and has already discussed the possibility of needing to use K-12 English Learners data from school district data to more accurately represent the region.
- 2011 Population below Federal Poverty Level

*Intermountain TPR 2008 Plan Summary*

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

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

- Connectivity between regions and within the region
- Multi-modal transportation network – ability to connect to other modes

- Sustainable
- Enhance quality of life
- Preservation of rural character
- Congestion relief
- Plan for generational shifts in travel patterns
- Regional/local connectivity
- Access to recreation / economic impacts
- Access to jobs
- Access to human services and medical facilities
- Provide a mode for all users – attract choice riders
- Make transit a competitive choice
- Education and outreach to communicate the benefits of transit
- Interaction of aviation into multi-modal plan
- Eliminate incentives for vehicle parking

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

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

#### *Capital Projects and Needs*

- RFTA BRT (Glenwood Springs to Aspen)
  - Parking and multi-modal infrastructure at BRT stations
  - Expansion of Rubey Park transfer center in Aspen
  - Pedestrian underpasses (multi-modal infrastructure)
  - Glenwood BRT station on north side of town
  -
- Town of Snowmass Village – Mall Transit Station
- Glenwood Springs - need for transit facility infrastructure and a multi-modal transfer station (Amtrak, Greyhound, BRT, local services)
- Vail – I-70 underpass to create a multi-modal transportation solution (Simba Run)
- Preservation of RR corridors

#### *Operating Projects and Needs*

- Need for more operating funds on an ongoing and consistent basis; lack of connectivity is in part due to lack of operating funds; no money to operate new capital
- Additional operating dollars for paradigm shifts – choice riders and aging adults in particular; many older adults are aging in place and are often living in very rural areas far from needed services
- Maintain existing service
- Focus on key areas where there are the most riders
- Glenwood Canyon transit connection
- Connection of Summit Stage, Eco Transit and RFTA
- Feeder service to support BRT from Glenwood to Aspen



### *Coordination Projects and Needs*

- Creation of multi-modal commuter connections
- Increased vehicle sharing and multiple types of riders on the same vehicles
- Reduce redundancy of service in Glenwood Springs through increased coordination
- Connecting RFTA and ECO Transit services
- Inventory of transit providers and services
- Need for statewide capital replacement plan schedule
- Coordination on medial trips to Denver
- Coordination on regional transportation services including specialized transit (HHS, Vets, etc.)

### **Next Steps**

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

- All project correspondence and information will be distributed via email and online
- Feedback on demographic data/maps – send any comments to Cady Dawson (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – October 2, 2013
- Please send Cady Dawson (email below) any contact information of people that should be included in the Transit Working Group

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

Lead TPR Planner: Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

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

## Intermountain Transportation Planning Region

### TWG Meeting #1

Date: July 26, 2013  
 Time: 1:30 PM - 3:30 PM  
 Location: Eagle County Building  
 500 Broadway  
 Eagle, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Karen Koeneke	EC HHS/public health	500 Broadway Eagle, CO	9704716402	Karen.Koeneke@eaglecounty.us
John D. Klueger	CITY OF BASIN	BASIN, CO	970-920-5042	JOHN.KLUEGER@CITYOFBASIN.COM
David Johnson	RFTA	Carbondale CO	3844979	djohns@rfta.com
Maribeth Lewis-Dohen	TOWN OF Breckenridge	PO Box 168 Breckenridge	970 547 3141	maribethL@townofbreckenridge.com
David Peckler	Snowmass Village	PO Box 5010 Snowmass Village	970 923 2543	dpeckler@tosv.com
Jeff Wetzel	Eco Transit	P.O. Box 1070 Gypsum CO 81137	970 328 3557	Jeff.Wetzel@eaglecounty.us

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Dave Betky	City of Glenwood Springs	2301 Wulfschu Rd 81601	970-384-6368	dave.betky@ co.g.s.us
Tom Kessmel	Town of Vail	1309 Elkhorn Dr. Vail, CO 81657	970-479-2235	t.kessmel@vailgov.com
Jim Andrew	Summit County	0660 County Commons Frisco, CO 80443	310-963-0265	JimAndrew@summit.co.us
J Hoffmann	CARBONATE	511 COLORADO ARTS Bldg	970-963-1930	J.Hoffmann@ <sup>CARBONATE</sup> co.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Cindi GILLESPIE	Copper Mountain E Summit Stage Board	PO Box 3464 Copper mtn, CO 80443	office 970968-2882 x12204 cell 970 471 0013	cgillespie @ Copper-colorado.com
Mark Noyes	CDOT	Region 3		



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

## Intermountain Transit Working Group Meeting #2

Date: October 2, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Meeting Goals:

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

### Agenda

- 1) Welcome & Introductions (5 minutes)
- 2) 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](mailto:tracey.macdonald@state.co.us)  
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Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

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

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



Open Houses in each TPR

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

## STATEWIDE TRANSIT VISION

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

## SUPPORTING GOALS AND OBJECTIVES

### 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 Intermountain Transit Vision & Goals

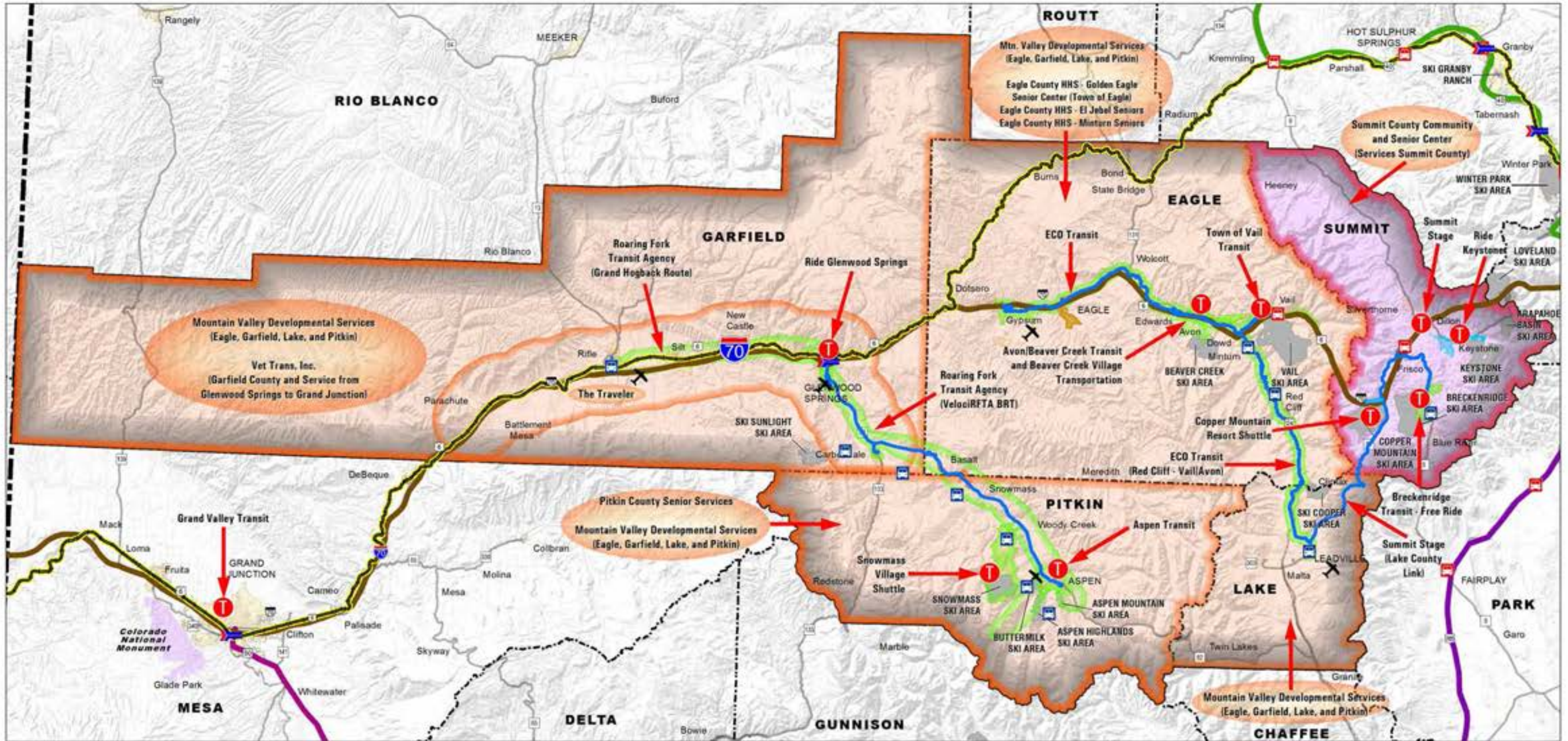
*The Intermountain TPR will provide an integrated transit network that offers access and connectivity to, from, and within the region to enhance the quality of life of all residents, employees and visitors.*

## Supporting Goals

- ▶ Improve connectivity and coordination between regional transit systems to better provide access to jobs, recreation, human services, and medical facilities.
- ▶ Enhance local and regional transit service to provide congestion relief.
- ▶ Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
- ▶ Ensure transit is a competitive transportation choice for all users, and support and plan for future generational shifts away from the single-occupant vehicle.



Transit service provider information based upon 2008 COOT mapping.



### Legend

- |  |   |                         |                            |                               |                       |
|--|---|-------------------------|----------------------------|-------------------------------|-----------------------|
| Human Service Transportation Providers               | Greyhound #364 (Denver-Steamboat-SLC)                 | Regional Bus Routes     | Amtrak Routes              | Incorporated Cities and Towns | Interstate Highways   |
| Rural Transit Service Providers                      | Greyhound #469 (SLC-Grand Junction-Durango-Alb)       | Local Transit Services  | Amtrak Stations            | National Parks and Monuments  | U.S. & State Highways |
| Rural/Resort Transit Service Provider (Summit Stage) | Greyhound #555 (Denver-Green River-LA)                | Inter-City Bus Stations | Regional Bus Stations      | County Boundaries             |                       |
| Resort Transit Service Providers                     | Black Hills Stage Lines #879 (Denver-Salida-Gunnison) | Regional Bus Stations   | Intermountain TPR Boundary | State Boundaries              |                       |





## Intermountain Transit Services

Transit Providers	Clientele	Service Type(s)	Days of Week	Service Area
Avon/Beaver Creek Transit	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Avon, Beaver Creek Resort, Beaver Creek Mountain
Beaver Creek Village Transportation	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Demand-Response</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Beaver Creek, Bachelor Gulch and Arrowhead resort areas
Breckenridge Free Ride	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Breckenridge
City of Aspen	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	City of Aspen
ECO Transit	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Gypsum, Eagle, Vail, Minturn, Red Cliff, Leadville/Lake County
RFTA	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Aspen, Basalt, Carbondale, Eagle County (parts), El Jebel, Glenwood Springs, New Castle, Pitkin County, Snowmass Village, Regional Valley, and Rifle/Hogback, Woody Creek, Resorts
Ride Glenwood Springs	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	City of Glenwood Springs
Summit Stage	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Breckenridge, Dillon, Frisco, Silverthorne, Leadville, Summit County
Village Shuttle (Snowmass)	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Deviated Fixed-Route</li> <li>Demand Response</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Snowmass Village
Vail Transportation	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Vail
El Jebel Seniors	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	T, Th Medical trips by appointment	El Jebel and Basalt
Golden Eagle Senior Center	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	W, F Every other Monday Medical trips by appointment	Eagle, with trips to Gypsum



Transit Providers	Clientele	Service Type(s)	Days of Week	Service Area
Minturn Seniors	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	W, F Every other Monday Medical trips by appointment	Minturn
Pitkin County Senior Services	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response - Door-to-Door</li> </ul>	M W F	Pitkin County, Aspen area, Snowmass Village, Woody Creek
Summit County Community and Senior Center	<ul style="list-style-type: none"> <li>Elderly and Disabled (50+)</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response - Door-through-Door</li> </ul>	M T W Th F	Summit County; if needed, trips to Denver or Eagle County
The Traveler	<ul style="list-style-type: none"> <li>Elderly and Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response</li> </ul>	S M T W Th F Sa	The Traveler serves qualified individuals within the following service area parameters: a five (5) mile radius off of Interstate 70 between Parachute and Glenwood Springs, and a five (5) mile radius off of Hwy 82 between Glenwood Springs and Carbondale.
Vet Trans, Inc.	<ul style="list-style-type: none"> <li>Veterans</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response - Door-to-Door</li> </ul>	M W Th	Garfield County, with trips to Grand Junction
453-Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Summit County
High Mountain Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Aspen, Snowmass, Vail, Beaver Creek, Vail Airport, Eagle Airport
Tipsy Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Summit County
Valley Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Glenwood Springs and the Roaring Fork Valley

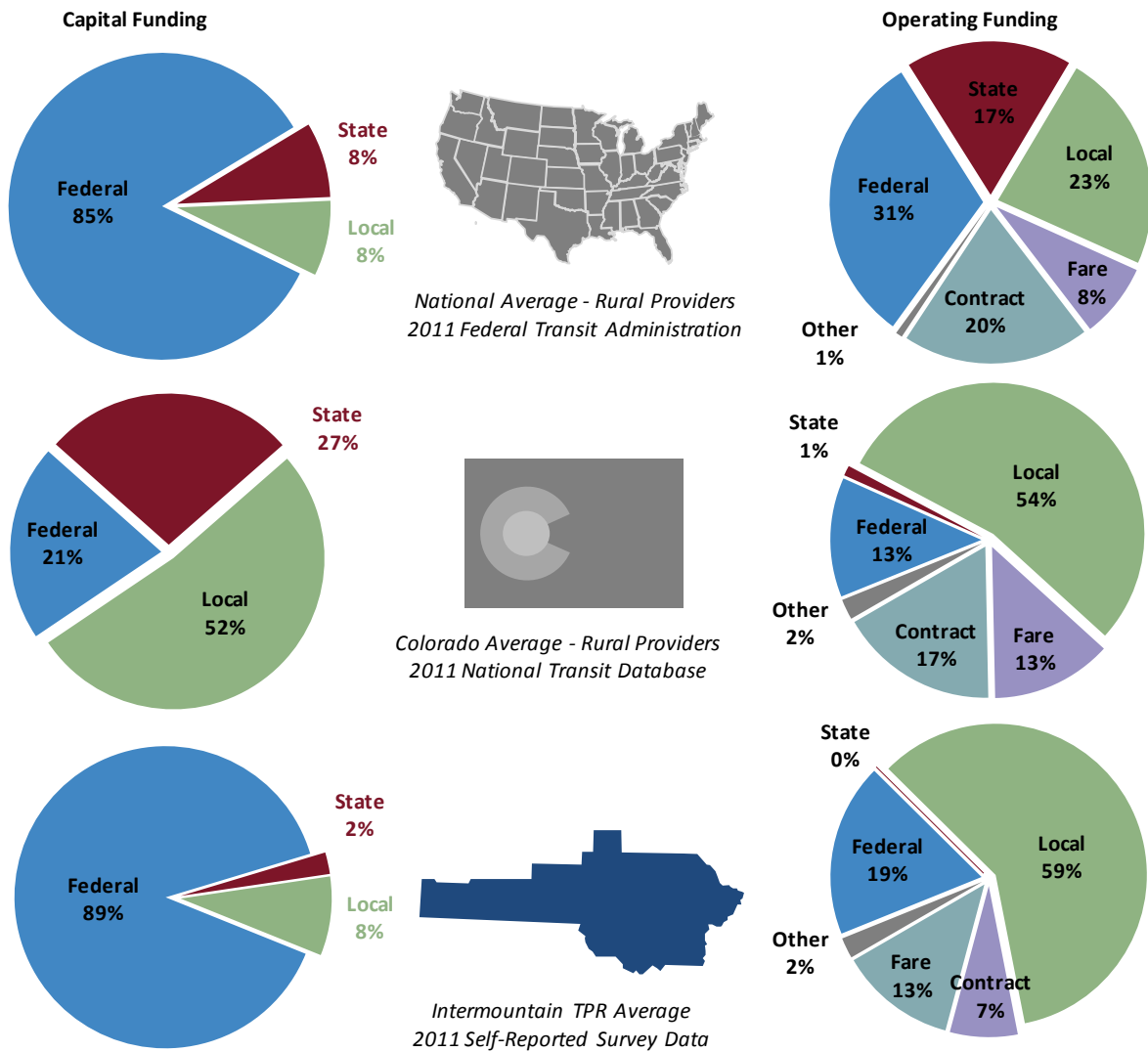


# Intermountain Financial Summary

## Intermountain 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.

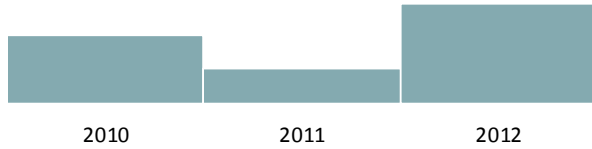
## Comparison of Regional Funding Sources



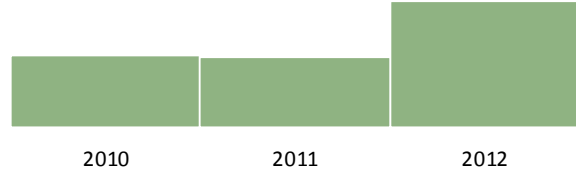


## Regional Finance Summary

Total Regional Survey Reported Capital Costs



Total Regional Recorded Operating Revenues



### Intermountain Transportation Planning Region

Capital Funding *				Operating Funding *			
	2010	2011	2012		2010	2011	2012
<b>Federal Awards</b>	<b>\$11,631,637</b>	<b>\$1,822,983</b>	<b>\$24,490,333</b>	<b>Federal Awards</b>	<b>\$2,102,730</b>	<b>\$2,837,579</b>	<b>\$14,260,729</b>
5309	\$782,298	\$713,076	\$91,138	5304	\$0	\$0	\$85,772
5310	\$80,000	\$456,364	\$0	5309	\$0	\$0	\$8,968,906
5311	\$544,790	\$579,607	\$143,000	5310	\$0	\$0	\$0
5316	\$0	\$0	\$0	5311 Admin + Operating ***	\$1,937,730	\$1,744,825	\$1,961,712
5317	\$0	\$0	\$0	5311 SAP + Merit ***	\$0	\$0	\$625,909
ARRA	\$0	\$0	\$0	5311 Self Reported **	\$0	\$0	\$2,293,430
Other Federal	\$10,224,549	\$73,936	\$24,256,195	5316	\$0	\$0	\$125,000
<b>State Support</b>	<b>\$800,000</b>	<b>\$1,917,722</b>	<b>\$634,561</b>	5317	\$0	\$0	\$0
<b>Local Support</b>	<b>\$935,217</b>	<b>\$4,667,785</b>	<b>\$2,319,451</b>	Other Federal	\$165,000	\$1,092,754	\$200,000
Other	\$0	\$0	\$0	<b>State Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
				<b>Local Support</b>	<b>\$25,925,199</b>	<b>\$22,800,390</b>	<b>\$45,786,909</b>
<b>Total Capital Revenues</b>	<b>\$13,366,854</b>	<b>\$8,408,490</b>	<b>\$27,824,345</b>	<b>Fare and Donation Revenue</b>	<b>\$5,030,069</b>	<b>\$5,182,668</b>	<b>\$5,578,989</b>
<b>Total Capital Costs **</b>	<b>\$28,326,615</b>	<b>\$15,050,502</b>	<b>\$41,736,670</b>	<b>Contract Revenue</b>	<b>\$7,578,695</b>	<b>\$7,812,106</b>	<b>\$9,621,505</b>
				<b>Other Revenue</b>	<b>\$10,111</b>	<b>\$0</b>	<b>\$1,718,890</b>
				<b>Total Operating Revenues</b>	<b>\$40,646,804</b>	<b>\$38,873,642</b>	<b>\$70,351,270</b>
				<b>Total Operating Expenses</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,117,268</b>

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

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



# Intermountain 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
Eagle	20.0%	29.5%	84.4%	68.8%	120.1%	329.8%
Garfield	19.3%	33.0%	85.3%	52.9%	91.6%	221.5%
Lake	18.3%	31.0%	66.4%	40.7%	58.3%	103.3%
Pitkin	14.6%	25.1%	72.4%	30.1%	46.0%	76.7%
Summit	23.3%	38.9%	92.7%	61.0%	102.2%	242.9%
<b>TPR Overall</b>	<b>19.7%</b>	<b>32.0%</b>	<b>84.1%</b>	<b>54.6%</b>	<b>92.7%</b>	<b>226.6%</b>

## Intermountain Transit Projects

Agency	Project	Cost	Horizon	Category
Eagle County Human Services	Need for early morning service (before 9 AM)			Access to Human Services
Eagle County Public Health	Need for increased paratransit service in Eagle County (Roaring Fork Valley)			Access to Human Services
Eagle County Public Health	Need for regional service from Eagle to Garfield, Eagle to Summit, Eagle to Grand Junction, and Eagle to Denver			Access to Human Services
ECO Transit	Provide medical transport from both local housing areas and from existing bus routes, 9.5 hours per day, 5 days a week, 20 minute headways	\$273,000	Short	Access to Human Services
ECO Transit	Purchase of van to provide medical transport	\$35,000	Short	Access to Human Services
Glenwood Springs	Evaluate/update existing human services demand-response system and its funding source equity (labor)	\$1,000	Short	Access to Human Services
Mountain Valley Developmental Services	Need for local service in Lake and Garfield Counties			Access to Human Services
Mountain Valley Developmental Services	Need for regional service between Eagle and Garfield Counties			Access to Human Services
Mountain Valley Developmental Services	Need for later evening service (after 6 PM)			Access to Human Services
Northwest Colorado Council of Governments	Need for additional weekend service			Access to Human Services
Summit County Community and Senior Center	Need fo regional service between Denver and Summit County			Access to Human Services
Summit County Community and Senior Center	Increased weekend transit service			Access to Human Services
Summit County Social Services	Need for local service to Heeny and Blue River			Access to Human Services
Summit County Social Services	Need for regional service from Summit to Park and Summit to Lake			Access to Human Services
Summit County Social Services	Need for later evening service (after 6 PM)			Access to Human Services
Eagle County Human Services	Need for vanpool services			Coordination Strategies
Eagle County Public Health	LEP appropriate maps and information/general transit navigation education			Coordination Strategies
TWG #1	Increased vehicle sharing and multiple types of riders on same vehicles			Coordination Strategies
TWG #1	Coordination of medical trips to Denver			Coordination Strategies
TWG #1	Coordination of regional transportation services, including specialized transit services (HHS, veterans, etc.)			Coordination Strategies
TWG #1	Access to services in Garfield County from El Jebel			Coordination Strategies
City of Aspen	Remodel of the Rubey Park Transit Facility		Short	Facilities
ECO Transit	Construct transportation facility at park and ride lot in Edwards with indoor facilities	\$800,000	Mid	Facilities
ECO Transit	Refurbish all bus shelters in system, wood treatment, replace glass, roof repair for 34 shelters.	\$85,000	Long	Facilities
RFTA	Administrative, Operations and Maintenance Needs Analysis to assess the long-term (20-year) space needs, locations, phasing and costs to design and construct (or rehabilitate) RFTA's administrative and operational facilities.	\$20,000	Short	Facilities



Agency	Project	Cost	Horizon	Category
RFTA	Housing Needs Analysis to assess RFTA's 20-year employee housing needs, locations, options, and phasing	\$20,000	Short	Facilities
RFTA	West Glenwood Springs PNR, Sidewalk, Regional Trail Connection	\$435,000	Short	Facilities
RFTA	Town of New Castle Park and Ride Construction	\$500,000	Short	Facilities
RFTA	Carbondale Administrative Facility expansion (cost and scope TBD)	TBD	Short	Facilities
RFTA	Glenwood Maintenance Facility renovation and expansion (scope and cost TBD)	TBD	Short	Facilities
RFTA	Carbondale Maintenance Facility renovation and expansion (scope and cost TBD)	TBD	Short	Facilities
RFTA	Aspen Maintenance Facility Phase IV upgrades	\$1,000,000	Short	Facilities
RFTA	Housing rehabilitation and expansion (locations, scope, phasing, cost TBD)	TBD	Short	Facilities
RFTA	Sagewood Bus Stop renovation/expansion	\$1,000,000	Short	Facilities
RFTA	Grade-separated pedestrian crossings at 27th Street, SH133, Basalt Avenue, Buttermilk	\$20,000,000	Short	Facilities
RFTA	Rubey Park Transfer Center Renovation	\$5,000,000	Short	Facilities
RFTA	Rubey Park Renovation	\$1,000,000	Short	Facilities
RFTA	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)		Mid	Facilities
RFTA	RFTA-ECO Transit Connection (infrastructure, etc. TBD)		Mid	Facilities
RFTA	I-72 / SH82 Transit Connection Alternatives Analysis / Design		Mid	Facilities
RFTA	Entrance to Aspen Design		Mid	Facilities
RFTA	Construction of BRT or similar high-quality, high-capacity transit on I-70, with a seamless connection over the Colorado River to SH82 BRT		Long	Facilities
RFTA	Construction of BRT or similar high-quality, high capacity transit on I-70 to the East, connecting to Eagle County		Long	Facilities
RFTA	LRT from SH82/Brush Creek to Aspen		Long	Facilities
Summit County	Facility improvements including expansion of bus bays and addition of a training and conference room.		Short	Facilities
Town of Breckenridge	Retrofit garage doors on existing bus barn to accommodate 102" wide buses	\$270,000	Short	Facilities
Town of Breckenridge	Merge with ski area will require need to build new bus storage facility	\$5,500,000	Short	Facilities
Town of Breckenridge	Mixed Use Parking Structure at Tiger Dredge lot	\$8,000,000	Short	Facilities
Town of Breckenridge	Mixed use parking structures/transit station at Gondola lots	\$21,000,000	Mid	Facilities
Town of Breckenridge	Mixed use parking structure/transit station at McCain property	\$11,000,000	Mid	Facilities
Town of Breckenridge	Horizontal People Mover Phase I - from Gondola Town Base south to Village		Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase II - from Village to Ice Rink		Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase III - from Gondola Town Base north to McCain Parking		Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase IV - from McCain Parking to Farmer's Corner (AGS stop someday)		Long	Facilities

Agency	Project	Cost	Horizon	Category
Town of Breckenridge	Summit Stage needs to promote building a mixed use parking structure/transit station in Blue River and expanding their service to Blue River before 2023.			Facilities
Town of Snowmass Village	Build two (2) new bus stops	\$30,000	Short	Facilities
Town of Snowmass Village	Build multimodal regional and local bus station	\$40,000,000	Mid	Facilities
City of Aspen	Purchase of one (1) replacement bus (2015)	\$400,000	Short	Maintaining Service
City of Aspen	Purchase of four (4) replacement Hybrid diesel buses (2018)	\$2,400,000	Short	Maintaining Service
City of Aspen	Purchase of four (4) body on chassis vehicles in 2015	\$300,000	Short	Maintaining Service
ECO Transit	Purchase of two new cutaway vehicles for circulator service	\$250,000	Short	Maintaining Service
ECO Transit	Hire safety and security officer for organization	\$35,000	Short	Maintaining Service
Glenwood Springs	Replace two (2) large buses with CNG buses	\$900,000	Short	Maintaining Service
Glenwood Springs	Redesign entire bus service to better complement regional transit authority's new BRT service into and out of city limits	\$5,000	Short	Maintaining Service
Glenwood Springs	Purchase one (1) cutaway-type bus	\$50,000	Mid	Maintaining Service
RFTA	Paratransit Software	\$130,000	Short	Maintaining Service
RFTA	Comprehensive Asset Management Inventory. This inventory will be the foundation for RFTA's nascent asset management system, which will monitor the condition and maintenance schedule for all of RFTA's assets	\$25,000	Short	Maintaining Service
RFTA	Bus Fleet Replacement/Modernization of thirty-five (35) buses	\$21,000,000	Short	Maintaining Service
RFTA	Bus Cameras	\$600,000	Short	Maintaining Service
RFTA	Security Upgrades at major bus stops and at facilities	\$500,000	Short	Maintaining Service
RFTA	Regional Travel Model operations/maintenance	\$100,000	Short	Maintaining Service
RFTA	Re-power 18 MCI 57-passenger coaches	\$3,000,000	Short	Maintaining Service
RFTA	Fleet Replacement/Modernization of thirty-five (35) buses	\$23,999,990	Mid	Maintaining Service
RFTA	Higher-frequency service between SH82 and the Town of Snowmass, to coincide with increased headways of BRT.		Short	Maintaining Service
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service		Short	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000	Short	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000	Mid	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000	Long	Maintaining Service
Town of Breckenridge	Mid-life refurbishment of two (2) 2008 Diesel/Electric Hybrid buses to include battery packs (2016)	\$450,000	Short	Maintaining Service
Town of Breckenridge	Replace Buses 9211, 9212, 9213 with (3) 29-32' Diesel buses (2016)	\$1,440,000	Short	Maintaining Service
Town of Breckenridge	Mid-life refurbishment of Bus 9224 (2019)	\$138,000	Short	Maintaining Service
Town of Breckenridge	Replace cutaway buses 9221, 9222, 9223 with similar low floor cutaways (2020)	\$465,000	Short	Maintaining Service
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$290,000	Short	Maintaining Service
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$300,000	Short	Maintaining Service
Town of Breckenridge	Merge operations with ski area and replace (10) buses		Short	Maintaining Service
Town of Breckenridge	\$5,250,000 for diesel buses, or \$11,000,000 for electric buses & infrastructure, or \$32,000,000 for CNG buses, infrastructure, fire protection upgrades		Short	Maintaining Service
Town of Breckenridge	Midlife refurbishment of (3) buses (2023)	\$465,000	Mid	Maintaining Service

Agency	Project	Cost	Horizon	Category
Town of Breckenridge	Replace two (2) 2008 35' Diesel/Electric Hybrid buses (2024)	\$1,375,000	Mid	Maintaining Service
Town of Breckenridge	Replace Bus 9224 (2025)	\$610,000	Mid	Maintaining Service
Town of Breckenridge	Replace three (3) Cutaway Buses with similar low floor cutaways (2027)	(\$562,500)	Mid	Maintaining Service
Town of Breckenridge	Replace two (2) Buses (2027)	\$1,260,000	Mid	Maintaining Service
Town of Breckenridge	Replace two (2) Buses (2028)	\$1,300,000	Mid	Maintaining Service
Town of Breckenridge	Three (3) expansion buses and expansion of service to McCain, The Shores, & Golf Course	\$2,700,000	Mid	Maintaining Service
Town of Breckenridge	Rolling stock mid-life refurbishments		Long	Maintaining Service
Town of Breckenridge	Rolling stock replacements		Long	Maintaining Service
Town of Breckenridge	On-Board Camera System upgrade		Long	Maintaining Service
Town of Breckenridge	Electric Signage		Long	Maintaining Service
Town of Snowmass Village	Need to replace ten (10) Standard Body on Chassis vehicles	\$860,000	Short	Maintaining Service
Town of Snowmass Village	Need to replace ten (10) Large Body on Chassis vehicles	\$3,800,000	Short	Maintaining Service
Town of Snowmass Village	Add three (3) Large Body on Chassis vehicles to fleet (if necessary)	\$1,140,000	Short	Maintaining Service
Town of Snowmass Village	Replace one (1) service vehicle	\$28,000	Short	Maintaining Service
Town of Snowmass Village	Replace various pieces of maintenance equipment at cost of \$51,000.	\$51,000	Short	Maintaining Service
Town of Snowmass Village	Annual capital improvements and maintenance of facilities	\$43,000	Short	Maintaining Service
Town of Snowmass Village	Replace seven (7) Standard Body on Chassis vehicles	\$686,000	Mid	Maintaining Service
Town of Snowmass Village	Replace nine (9) Large Body on Chassis vehicles	\$4,230,000	Mid	Maintaining Service
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$20,500	Mid	Maintaining Service
Town of Snowmass Village	Replace one (1) service vehicle	\$37,000	Mid	Maintaining Service
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$50,000		Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$110,000 annual operating subsidy)	\$110,000	Mid	Maintaining Service
Town of Snowmass Village	Replace seventeen (17) Standard Body on Chassis vehicles	\$2,074,000	Long	Maintaining Service
Town of Snowmass Village	Replace twenty (20) Large Body on Chassis vehicles	\$12,300,000	Long	Maintaining Service
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$122,000	Long	Maintaining Service
Town of Snowmass Village	Replace three (3) service vehicles	\$120,000	Long	Maintaining Service
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$55,000	Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$121,000 annual operating subsidy)	\$121,000	Long	Maintaining Service
Town of Snowmass Village	Annual funding for a Dispatcher position 18 hours/day and 7 days/week.	\$150,000		Maintaining Service
Town of Snowmass Village	Biannual consultant services to update policies and plans for federal grant guidelines	\$10,000		Maintaining Service
Town of Snowmass Village	Annual fuel or alternative fuel subsidy.	\$100,000		Maintaining Service
Glenwood Springs	Print new service schedules (estimated cost includes labor/materials)	\$2,500	Short	Marketing Strategies
Town of Breckenridge	Where's My Bus - Phase II - outdoor monitors & pub/private partnership screens	\$60,905	Short	Marketing Strategies
Town of Breckenridge	Yield to Bus - retrofit existing fleet with Yield to Bus equipment, install MUTCD signage, public education campaign	\$24,000	Short	Marketing Strategies
Town of Breckenridge	Development of an ODP Trip Planner to include bike, ped, & trail	\$32,000	Short	Marketing Strategies

Agency	Project	Cost	Horizon	Category
Town of Breckenridge	Transit Wayfinding Project - upgrade existing signage & poles	\$180,000	Short	Marketing Strategies
Town of Snowmass Village	Investment in web designed transit information web site.	\$35,000		Marketing Strategies
Town of Snowmass Village	Marketing and promotion of transit service options, seasonal changes and special event services (annually)	\$25,000		Marketing Strategies
ECO Transit	Create new year round feeder and circulator service from the western half of the region to the work force centers in the eastern half, 1 hour headways, year round service		Short	Mobility of the General Public
ECO Transit	Reinstate late night bus service (after midnight) from work force center year round, 5.75 hours per day 365 days per year	\$233,000	Short	Mobility of the General Public
ECO Transit	Reinstate half hourly service on Highway 6 route during mid-day hours, 12 hours per day 365 days per year	\$486,000	Short	Mobility of the General Public
Glenwood Springs	Reinstate service to the southern end of city limits	\$30,000		Mobility of the General Public
RFTA	Local transit systems in Carbondale and Basalt			Mobility of the General Public
Glenwood Springs	Adjust service to meet city's Long-Range Transportation Plan; evaluate/study new bus stop locations/park-n-rides/mass transit corridor	\$50,000	Long	Planning
Glenwood Springs	Evaluate local regional transit authority's rail R.O.W. infrastructure needs on city property		Long	Planning
RFTA	Rio Grande ROW Comprehensive Plan. A requirement of RFTA's grants and agreements, this will update RFTA's 2005 comprehensive plan and will address encroachments, crossing policies, long-term maintenance and operation priorities, costs and funding.	\$750,000	Short	Planning
RFTA	Regional Bicycle and Pedestrian Plan. This will address vision and goals for bicycle and pedestrian programs and projects, will develop a prioritized, short-term and long-term list based on systematic criteria, and will develop a funding plan		Short	Planning
RFTA	Regional Travel Model development	\$250,000	Short	Planning
RFTA	I-70 corridor Transit Alternatives Analysis	\$5,000,000	Mid	Planning
RFTA	As more people take transit, particularly with the advent of BRT, walking and bicycling programs and projects will become an important part of the transportation and mobility picture, and will need to compete for transportation funding, along side transit and road funding.		Long	Planning
RFTA	Transit-oriented land use will become increasingly important. Land in the Roaring Fork Valley is scarce and valuable; by necessity, compact, transit-oriented land development will need to become the norm, and RFTA and its partners will need to gain expertise in land development as much as transportation.		Long	Planning
ECO Transit	Reinstate third commuter bus from Leadville, 4 hours per day 365 days a year	\$162,000	Mid	Regional Connectivity
ECO Transit	Create commuter service from neighboring counties to our work force centers, 16 hours per day 365 days per year	\$648,000	Mid	Regional Connectivity

Agency	Project	Cost	Horizon	Category
ECO Transit	Purchase of 4 new commuter buses for service	\$2,000,000	Mid	Regional Connectivity
Town of Snowmass Village	Add additional regional bus service to connect to RFTA BRT service (\$100,000 annual operating subsidy)	\$100,000	Short	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 Intermountain TPR, baseline financial information is being compiled for each provider operating within the region. This information will be used to produce estimates of future revenues, to illustrate regional funding flows, and to inform prioritization and coordination discussions.

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

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

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

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

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

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

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

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

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

Date: October 2, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Meeting attendees:

Jim Andrew – Summit County  
Kelley Collier – ECO Transit  
Mary Cunningham (via phone) – Edwards Workforce Center  
Cindi Gillespie – Copper Mountain and Summit Stage Board  
Geoff Guthrie – City of Glenwood Springs  
David Johnson – RFTA  
Susan Juergensmeier – Northwest Council of Governments, RTCC  
Karen Koeremann – Eagle County Health and Human Services/Public Health  
Chris Lubbers – Beaver Creek Transit  
Maribeth Lewis-Baker – Town of Breckenridge  
Melanie McMichael – Eagle County Schools

Cady Dawson – Felsburg Holt & Ullevig  
Tracey MacDonald – CDOT DTR  
Mark Rogers – CDOT Region 3  
Michele Martinson – CDOT DTR

### Welcome & Introductions

Tracey MacDonald from CDOT's Division of Transit and Rail kicked the meeting off and asked that all participants introduce themselves.

### Statewide Transit Plan

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

- The six supporting goals developed by the SSC are in line with the vision and goals developed by the Transit and Rail Advisory Committee (TRAC).
- Tracey clarified that the Statewide Transit Vision, Goals and Objectives are for transit in particular, but will roll up into broader transportation plans.
- Transit utilization (increase in ridership), transit connectivity (between systems), and asset management are the transit performance measures to be tracked by CDOT as part of a policy directive for planning (PD 14).
- Cady Dawson added that during today's meeting, Vision and Goals for the Intermountain region will be reviewed. The Vision and Goals from the Regional Coordinated Transit Plans (RCTP) are to be congruent with the larger Statewide Vision and Goals.
- The Intermountain Transit Plan will be included in the larger Intermountain Regional Transportation Plan (RTP) that is also currently being developed. The Intermountain RTP will include all modes, including road/highway, bike/ped and transit.

### **Regional Coordinated Transit Plan Development Process**

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed a project calendar to give TWG participants an update on the timeline and tasks to complete the Statewide Transit Plan and a detailed review of when TWG members can expect milestone completions for the Regional Coordinated Transit Plans and review of the draft final report. The draft final report will be completed by the end of March, after being reviewed by CDOT staff and the transit working group. The third transit working group meeting will be in December.

### **Regional Plan Vision and Goals**

Cady Dawson, Transportation Planner for FHU, reviewed the draft Vision and Goals developed for the Intermountain region based on discussion at TWG Meeting #1, information in the 2008 Plan, and information provided through the transit provider and human service agency surveys. The following draft vision and goals were presented to the group:

#### *DRAFT VISION*

The Intermountain TPR will provide an integrated transit network that offers access and connectivity to, from, and within the region to enhance the quality of life of all residents, employees and visitors.

#### *DRAFT SUPPORTING GOALS*

- Improve connectivity and coordination between regional transit systems to better provide access to jobs, recreation, human services, and medical facilities.
- Enhance local and regional transit service to provide congestion relief.
- Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
- Ensure transit is a competitive transportation choice for all users, and support and plan for future generational shifts away from the single-occupant vehicle.

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

- David Johnson of RFTA suggested changing Goal #4 to say: "...and plan for *increasing* shifts..." and also would like a goal that mentions job accessibility and how the Intermountain region is an "economic engine" for Colorado.
- Chris Lubbers would also like to see "economic engine" as a point in one of the goals as Colorado's economy depends on tourism in the Intermountain region.
- Kelley Collier of ECO Transit wants to add "education" to Goal #1 and would like a goal that mentions the transit-dependent population.
- Karen Koeremann of Eagle County Health and Human services suggested that "health" added prior to human services in Goal #1.
- In Goal #1, include the word transportation after "transit", add "health" prior to human services, and add the word education.

Based on the feedback on Vision and Goals, Cady Dawson suggested that she rework the goals to include the various comments and send out a revised version for review by the Transit Working Group.

### **Regional Analysis**

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

#### *EXISTING SERVICES*

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

- No service in the area identified around Eagle – questioned what the brown shaded area represented.
- Beaver Creek should be shaded blue as it is a private resort transit operator.
- The route between Breckenridge and Fairplay, The Blue River Shuttle is missing.
- Greyhound has added a new daily route from Denver to Grand Junction – not included on map.
- Confirm that Mountain Valley Developmental Services serves all of Eagle County.

#### *FINANCIAL SUMMARY*

Cady Dawson reviewed the financial information that has been developed to date, including a summary of national and statewide funding breakdowns for transit and then more specific information for the Intermountain region. Additionally, Cady briefly reviewed the individual provider financial profiles and asked that any changes or modifications be sent to Cady Dawson or Evan Enarson-Hering ([eenarsonhering@camsys.com](mailto:eenarsonhering@camsys.com)). Several attendees provided feedback on specific errors and changes that are needed. The consultant team will make modifications based on comments received at today's meeting and any additional feedback that is submitted via email.

### GROWTH ANALYSIS

Cady Dawson presented the demographic information used to look at future demand in transit ridership and needs. The information presented included overall population growth from a base year of 2013 showing six-year, 10 year and 2040 growth trends. This information was also presented for the projected growth in the elderly population age 65+. The overall population growth projected for the Intermountain region is 84% by 2040 and 227% for growth in elderly population by 2040. This indicates a substantial need for the Intermountain region in terms of human service transportation in the years to come.

### Projects and Prioritization

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

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

There was brief discussion by the Transit Working Group about the overall project list and the categories identified. It was requested that two additional categories be added: 1) Safety and 2) Transit Asset Management.

The Transit Working Group was then asked to brainstorm and discuss what they deem to be the highest priorities in the region. Initial conversation included the following as high priority regional projects:

- Maintaining existing service in the short-term
- Expand service based on population projects in the long-term
- Lack of medical transportation services
- Connectivity between systems (e.g., Glenwood Canyon connection between RFTA and ECO Transit)

Additional project information discussed:

- RFTA is looking at obtaining funding to develop a 25-year bike/ped plan for the valley
- Summit Stage / Eco Transit looking at options for a route restructure to connect Summit and Vail. ECO Transit is planning to conduct an I-70 closure analysis to determine potential impacts of a route restructure using I-70.
- Need for a connection between Glenwood Springs and Eagle is very important for access to services for health and human service agencies.

Additional discussion ensued about the complexity and magnitude of projects in the Intermountain region and that prioritization of regional projects may merit a more in-depth discussion. David Johnson of RFTA suggested that a regional meeting may be necessary. CDOT and the consultant team discussed the potential of documenting priorities into categories for the Intermountain report, but stated the importance of still having a

list of high-priority regional projects to be able to develop a fiscally constrained plan for the region. Additionally, if new funding were to become available, projects need to be in the plan to determine funding allocations.

Cady Dawson and Tracey MacDonald will determine how to follow up with agencies and be in touch regarding additional discussion relevant to regional projects. Additionally, the project list will be sorted by agency and distributed to TWG participants so that agencies are able to easily review their lists and identify top priorities.

### **Coordination Strategies**

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

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

The Intermountain region already has a number of coordinating efforts in place. Susan Juergensmeier of the NWCOG gave an update about the activities that she is spearheading in her role as Mobility Manager.

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

Additionally, several of the agencies in the Intermountain region are working collectively on joint procurement efforts for vehicles.

### **Next Steps**

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

- TWG members were asked to provide feedback on financial profiles and send changes to Cady Dawson or Evan Enarson-Hering.
- TWG members to provide changes or modifications to the existing services map.



- Project team to distribute project list sorted by agency – please provide additional project information (if any).
- CDOT and the consultant team will determine how to further develop priority projects in the region and will follow up with TWG members as appropriate.
- Next Transit Working Group Meeting – Early December/January

### Adjourn

Tracey MacDonald of CDOT thanked the group for attending and reiterated the value of their participation. Tracey also reminded the group that the Public Meetings for the Intermountain region will be held this evening in Frisco (10/2 at 4:30 PM – Frisco Senior Center) and another will be held in Glenwood Springs (10/8 at 4:00 PM – City of Glenwood Springs).

### PROJECT CONTACTS:

CDOT Project Manager:

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

Lead Intermountain TPR Planner:

Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

Project Web Site:

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



# Intermountain

## Transportation Planning Region

### Intermountain Transportation Planning Region

#### TWG Meeting #2

Date: October 2, 2013  
 Time: 1:30 PM - 3:30 PM  
 Location: Eagle County Building  
 500 Broadway  
 Eagle, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Maribeth Lewis-Baker	Town of Breckenridge Free Ride	P.O. Box 168 Breckenridge 80424	970 547-3141	maribethL@Townof breckenridge.com





# Intermountain

## Transportation Planning Region

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Karen Koenig	ECPH			
CHRIS LUBBERS	BEAVER CREEK			
Jim Andrew	Summit Stage			
Kelley Collier	ECO Transit			
SUSAN JURGENSMEIER	NWCCO &			
GEOFF GUTHRIE	Greenwood Springs			





# Intermountain

## Transportation Planning Region

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Melanie McMichael	ECSD			
Cindi Gillespie	Copper mtn.			



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

## Intermountain Transit Working Group Meeting #3

Date: February 28, 2013

Time: 1:30PM – 3:30 PM

Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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Meeting Goals: Review financial scenarios and finalize development of strategies for the region.

### Agenda

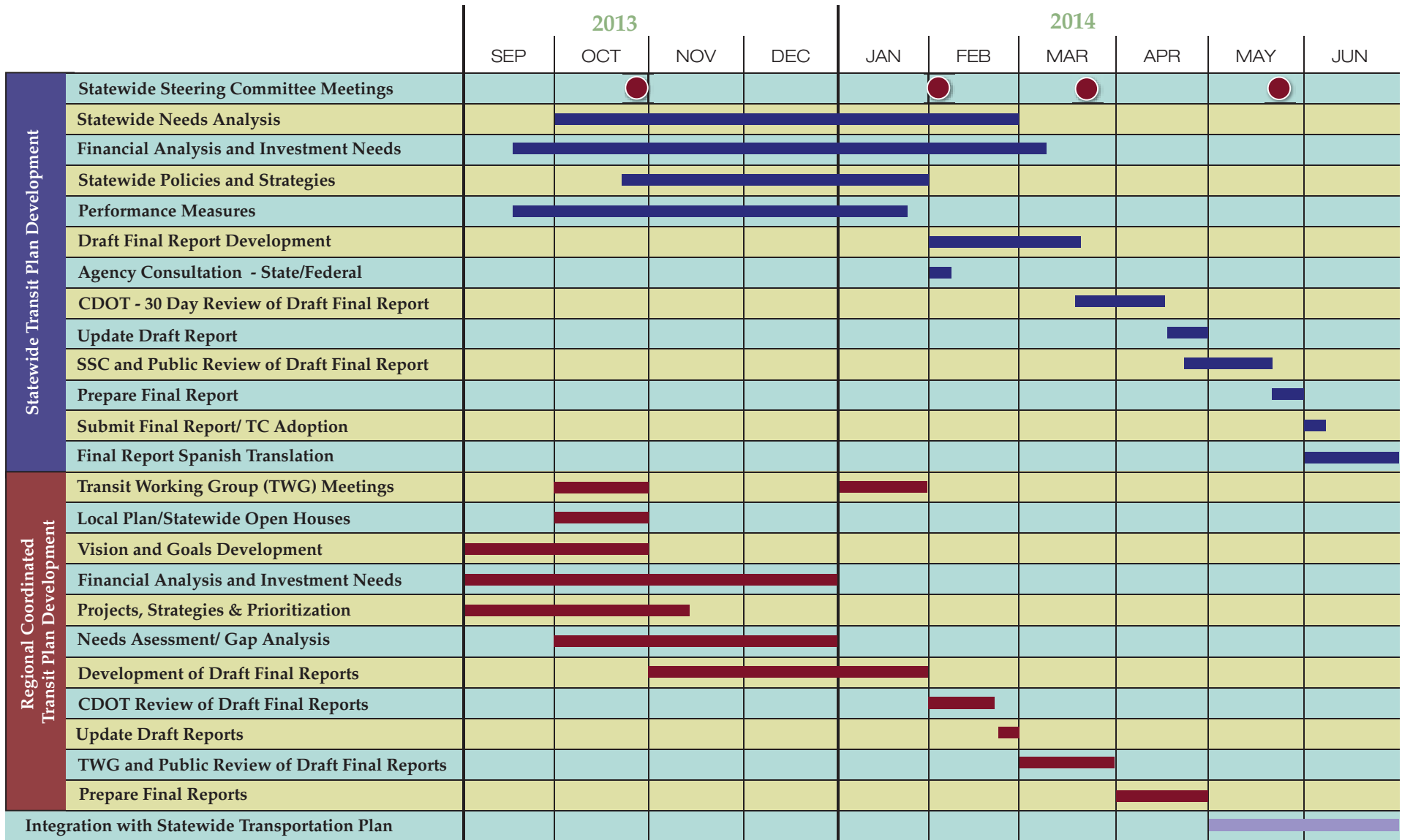
- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

CDOT Project Manager: Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Phone: 303-757-9753

Lead TPR Planner: Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Phone: 303-721-1440

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

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



## Intermountain Recommended Strategies

*Intermountain Transit Vision: The Intermountain TPR will provide an integrated transit network that offers access and connectivity to, from, and within the region to enhance the quality of life of all residents, businesses, employees, and visitors.*

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
1) Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.	Coordination among agencies, including: vehicle sharing, new and improved connections between services, medical trips to Denver and other areas in the region	<b>Ad</b>	<b>Ad</b> FTA 5304, FASTER Local and Regional Government	All agencies	1-6 years
	Eagle County to Summit County (Frisco to Vail) – New general public service <i>6 round trips, 7 days per week</i>	<b>Op</b> \$486,000/yr <b>Cap</b> \$450,000	<b>Op</b> FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Eco Transit, Summit County	1-12 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
1 cont.) Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.	Garfield County to Eagle County (Glenwood Springs to Eagle) – New General Public <i>6 round trips, 7 days per week</i>	<b>Op</b> \$486,000/yr <b>Cap</b> \$450,000	<b>Op</b> FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Eco Transit, RFTA	1-12 years
	Planning studies, redesign of transit services, updates to services	<b>Ad</b> \$1,650,000	<b>Ad</b> FTA 5304, FASTER Local and Regional Government	All agencies	1-6 years
2) Enhance local and regional transit service to provide congestion relief.	Local and regional service expansions and enhancements	<b>Op</b> \$2,167,000/yr <b>Cap</b> \$1,310,000	<b>Op</b> FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	All agencies	1-6 years



Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
3) Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicles.	Wayfinding capital improvements and technology enhancements for end users of the system	<b>Cap</b> \$240,905	<b>Cap</b> FTA 5311, FTA 5339, FASTER,	All agencies	1-6 years
	Creation and maintenance of a regional services inventory/directory (public, private and volunteer programs)		<b>Op</b> Private/In-kind Contributions, Corporate Sponsorship, Agency support <b>Ad</b> CDOT, CSBG/CDBG, OAA Title III, Other Federal	NWCOG	1-6 years
4) Ensure transportation/mobility options are available for transit dependent populations.	Expand and/or enhance existing human service transportation programs, e.g., additional capacity for disabled and elderly service in Garfield County, connection between Glenwood Springs and Eagle		<b>Op</b> FTA 5310, FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services , Medicaid, TANF, CSBG/CDBG, OAA Title III <b>Cap</b> FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	All human service agency providers	Ongoing

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
4 cont.) Ensure transportation/ mobility options are available for transit dependent populations.	Establish a centralized regional Medicaid billing system for providers		<b>Op</b> Private/In-kind Contributions, Corporate Sponsorship <b>Ad</b> CDOT, CSBG/CDBG, OAA Title III, Other Federal, Agency Support	NWCOG and Partner Agencies	1-6 years
5) Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.	Bike and pedestrian capital improvements (pedestrian crossings, bike lanes, trip planners)	<b>Cap</b> \$20,782,000	<b>Cap</b> CDBG/CSBG, FASTER	Town of Avon, Town of Breckenridge, RFTA	1-6 years
	Region wide bike and pedestrian planning	<b>Ad</b> \$100,000	<b>Ad</b> FTA 5304	RFTA	1-6 years
6) Support transit investments that attract tourists and contribute to the economic vitality of the region and state.	Maintain operation of existing services	See Financial Discussion	<b>Op</b> FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF <b>Cap</b> FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	Ongoing
	Implement asset management program to report to FTA the condition of the system and progress toward meeting performance targets set by FTA and CDOT	<b>TBD</b>	<b>Ad</b> FTA 5304, FTA 5326, FTA 5337, FASTER	All existing agencies	1-6 years



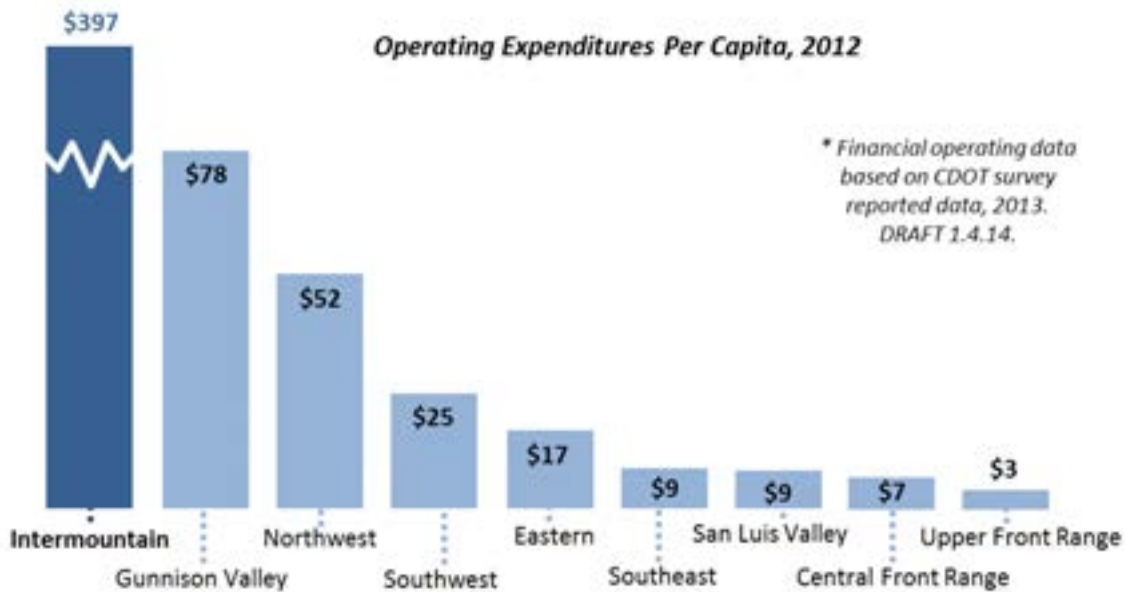
Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
6 cont.) Support transit investments that attract tourists and contribute to the economic vitality of the region and state.	Transit facility and infrastructure improvements (e.g. bus shelters/stations, park and rides, transfer centers/stations, operations/maintenance/administrative facilities)	<b>Cap</b> \$70,471,000	<b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	1-6 years
	Investments in safety and security including staffing and new technology	<b>Op</b> \$35,000/yr <b>Cap</b> \$1,424,000	<b>Op</b> FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF <b>Cap</b> FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	Eco Transit, RFTA, Town of Avon, Town of Breckenridge	1-6 years
<b>TOTAL</b>		<b>Op</b> \$3,209,000/yr <b>Cap</b> \$95,500,000 <b>Ad</b> \$1,850,000			

# Intermountain Financial Resources and Anticipated Revenues

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

## Statewide Current and Future Operating Expenditures

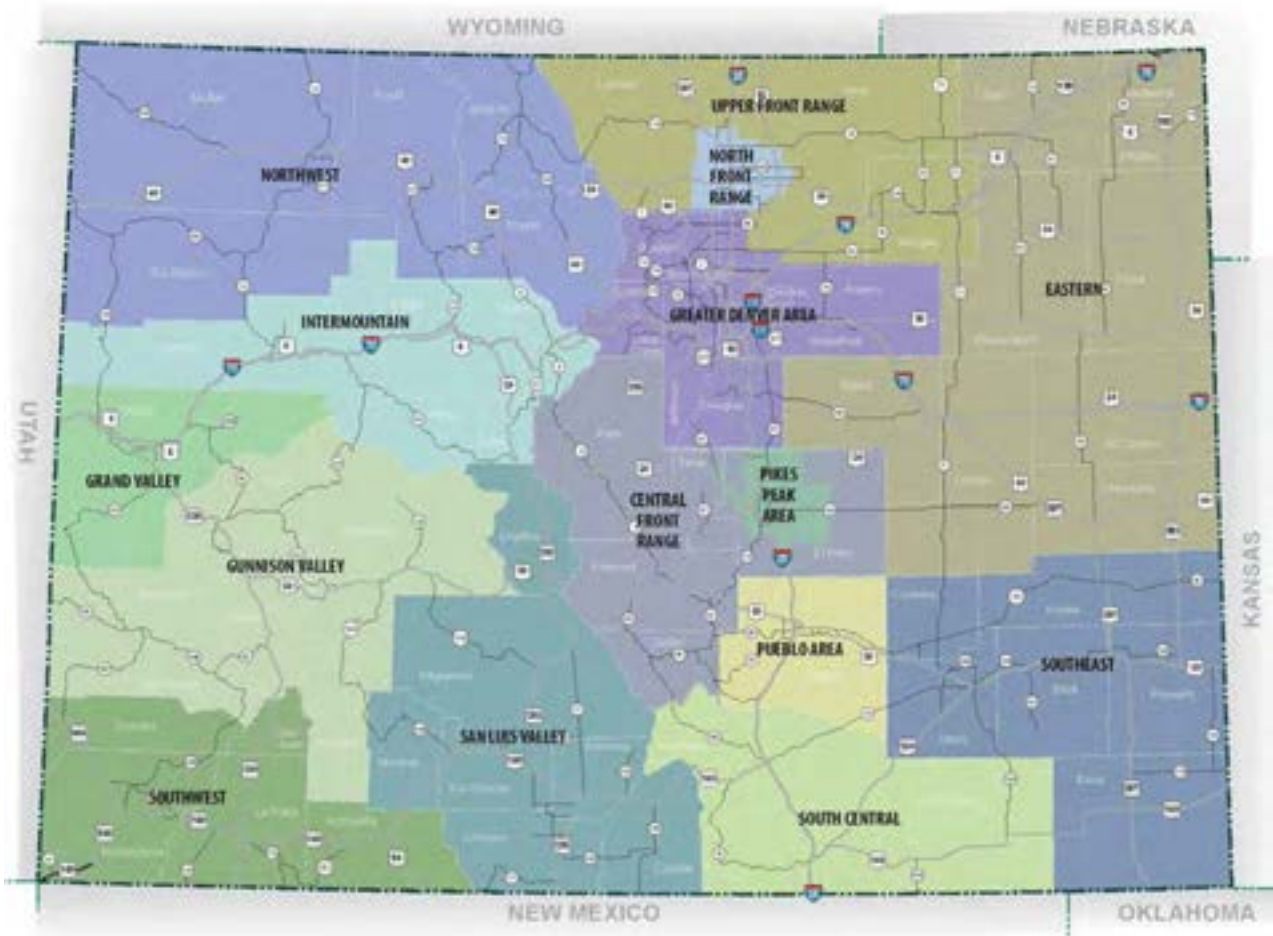
Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of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



## Intermountain TPR Operating Expenditures

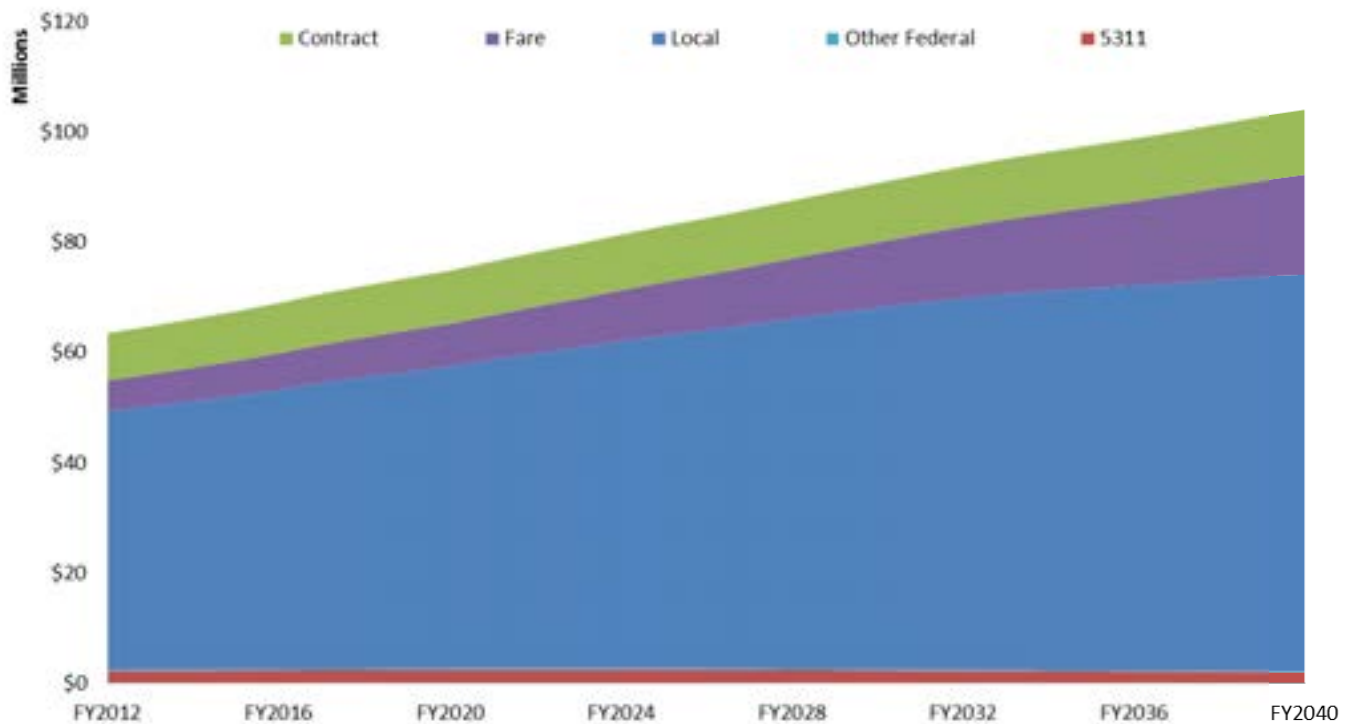
- In recent years, operating expenses for major transit providers in the region have grown faster than either available revenues or population growth. For some of the region’s largest providers, operating expenses have grown at annual average rates ranging between 1.2% and 4.3% over the past five years.
- Approximately \$63.5 million annually, or \$397 per capita, is expended to support critical transit and transportation services within all counties of the region. Per capita measures account only for full-time resident populations and do not capture seasonal visitors, residents, and workers or reflect system ridership.
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$120.1 million in operating funds.

# PLANNING REGIONS



### Intermountain TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Intermountain Region could expect transit revenues available for operating and administration purposes reach an estimated \$104 million dollars.



- Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are expected to grow more slowly from 2020 through 2040. FTA grant awards fund transit service funding in the region today, primarily operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local governments contribute the vast majority of operating funds that support transit and transportation services in the region. These funds include matching funds for grant awards, general fund transfers, contract services, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Local sales and use taxes provide the most significant source of revenue for local governments in the region (more than half of all revenues in many municipalities and counties). Based on historical trends, local government contributions have grown at an annual average rate of 1.2% per year in the region. However, growth in sales tax revenue is expected to slow over the long-term as consumer spending shifts from durable goods to non-taxable services, such as healthcare. Sales and use tax revenues are also highly variable and often differ from long-term forecasts with changes in local economies.
- Fare revenues tend to be variable and many transit agencies in the region operate on a no-fare basis. Growth in fare revenues is linked to personal income growth, ridership growth, and policy changes. Based on historic trends of providers in this region, fare revenues are anticipated to grow steadily at 4.3 percent annually, though fare-recovery rates could slow over the long-term.

- Contract revenues include primarily fee for services provided to local governments or businesses, primarily resort operators. Revenues are primarily dependent on system capacity and policy changes. These revenues are assumed to grow at a modest and steady rate over the long-term.
- Other revenues, including, Title III of the Older Americans Act (OAA), Non-Emergent Medical Transportation (NEMT) Medicaid, Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA operating grant programs, and agency-derived sources such as investments and fees are important but relatively small sources of revenues and not directly included in this forecast.

***Intermountain TPR Financial Projections***

Based on best available information and known trends, it is currently forecast that transit expenses in the Intermountain Region will outstrip the growth in transit revenues by as much as 0.2% annually by 2040. In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or find new funding sources to address this potential funding gap.

<i>Intermountain TPR</i>	<b>2020</b>	<b>2030</b>	<b>2040</b>	<b>2020 - 2040 Annual Growth</b>
<b>Estimated Population</b>	203,239	252,688	302,439	1.3%/yr
<b>Estimated Operating Expenses</b>	80,729,863	100,371,698	120,133,839	
<b>Estimated Operating Revenues</b>	\$74,877,529	\$90,742,555	\$103,962,997	1.1%/yr
<b><i>Potential Funding (Gap) / Surplus</i></b>	<i>(-\$5,852,334)</i>	<i>(-\$9,629,143)</i>	<i>(-\$16,170,843)</i>	-0.2%

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



# 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

### 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.

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

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

Date: February 28, 2014  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Meeting attendees:

Jim Andrew – Summit County – Summit Stage  
Jane Burden – Avon Transit  
Kelley Collier – ECO Transit  
Geoff Guthrie – City of Glenwood Springs  
David Johnson – RFTA  
John Klausz – Mountain Valley Developmental Services  
John Krueger – City of Aspen  
Maribeth Lewis-Baker – Town of Breckenridge  
Kathleen Lyons – Eagle County Health and Human Services

Cady Dawson – Felsburg Holt & Ullevig  
Tracey MacDonald – CDOT DTR  
Michele Martinson – CDOT DTR

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### Welcome & Introductions

Tracey MacDonald from CDOT's Division of Transit and Rail kicked the meeting off and asked that all participants introduce themselves.

### Statewide Transit Plan

Tracey MacDonald from CDOT provided an update regarding the Statewide Transit Planning process and outcomes. To date, the Statewide Steering Committee (SSC) has set vision and goals for the state, created performance measures and implemented a statewide elderly and disabled survey. The SSC will have one to two more meetings and Tracey anticipates that a draft of the Statewide Transit Plan will be completed by June of this year.

Tracey also gave an update about the status of the Intercity and Regional Bus Network Study being completed by CDOT. The draft report is currently going through an internal review by CDOT and will be posted on the

website once final. Based on the findings of the Study, CDOT is going to be implementing a new inter-regional express service between Denver and Glenwood Springs as well as between Fort Collins and Denver and Denver and Colorado Springs along the I-25 corridor. Three million dollars of FASTER funds will be used to purchase the vehicles (14) for this service and to operate the service. The total amount available for transit from FASTER annually is \$15 million. One million dollars is used by CDOT for management and administration and \$3 million for inter-regional service, leaving \$11 million for distribution to entities throughout the state for transit.

Tracey also gave an update on the possible “shoulder program” that CDOT may experiment with along the I-70 corridor over spring break. This program will allow for buses to use the shoulders during peak periods to minimize delays. There will be speed differentials implemented to ensure the safety of motorists.

### **Regional Coordinated Transit Plan Development Process**

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed the regional plan project schedule to give TWG participants an update on the timeline and tasks. It is expected that CDOT will complete an internal review of the draft Regional Coordinated Transit Plans in March with the plans going out to the TWGs for review during late March/early April. The final plans will be adopted by the TPR as a part of the larger Regional Transportation Plan.

### **Review and Finalize Recommended Strategies**

Cady Dawson provided an overview of how the Recommended Strategies table was developed. The development process focused on combining the Intermountain Vision and Goals with high priority transit projects developed at the first and second Transit Working Group meetings as well as those that emerged from the provider and human service agency surveys. Strategies, costs, project champions/partners, and timeframe are included in the table.

There was concern about the ranking of the goals listed in the Recommended Strategies table, and it was requested that Goal 1 and the associated strategies be switched with Goal 6. Meeting attendees were in concurrence with the strategies identified in the table and felt that the regional and local project priorities fall into the Recommended Strategies categories. Numbering will be removed from the goals, as they are not intended to be in order of importance.

Additionally, discussion ensued about the issue of the local transit systems and how they support the regional/intercity transit network. Last mile connections are needed to tie these services together to ensure that all systems work together to meet the needs of the travelling public. These connections support tourism which is a huge economic engine for the entire state. The development/improvement of last mile connections is something that needs to be identified in the Intermountain plan as a need. Cady Dawson stated that she will incorporate this into the needs analysis within the plan for the Intermountain TPR.

### **Financial Scenarios**

Cady Dawson provided a discussion of the Intermountain Financial Resources and Anticipated Revenues analyses that have been completed for the plan. This process included the development of a per capita operating expenditure of \$397 which was used along with future demographic forecasting to estimate future operating funds necessary to maintain the same quality of service that currently exists. Today the region

spends approximately \$63.5 million annually, and by 2040 it is expected that approximately \$120.1 million will be needed to maintain service using the per capita methodology of forecasting need.

Next, Intermountain Future Revenues were discussed and the expected gap in funding based on the per capita cost projections. This exercise estimates that there will be a \$16.1 million deficit to maintain the existing quality of service for the region by 2040.

There was concern by the Intermountain TPR Transit Working Group that the per capita figures do not accurately represent the region. The population of the Intermountain region is very low, yet the region provides a large percentage of total rural transit trips throughout the state. The visitor numbers and the impact of tourism is not reflected in a per capita financial analysis. TWG members suggested that it would be useful to also include and analyze the financial scenarios using either cost per passenger or ridership per capita to paint the whole picture. Cady Dawson stated that she will talk with the financial analyst on the project to more clearly represent the Intermountain region in the financial chapters of the plan.

### Next Steps

The draft Intermountain Coordinated Transit and Human Services Plan outline was reviewed with meeting attendees. The project team looks forward to the TWG's feedback and comments on the draft plan. Tracey asked the group if they would like another meeting with CDOT staff once the draft plan is out. The TWG members suggested that it would be good to hold such a meeting after the larger TPR meeting on April 25<sup>th</sup>.

### Adjourn

Cady Dawson and Tracey MacDonald of CDOT thanked the group for attending and reiterated the value of their participation.

### PROJECT CONTACTS:

CDOT Project Manager:

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

Lead Intermountain TPR Planner:

Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

Project Web Site:

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



# Intermountain

Transportation Planning Region

## Intermountain Transportation Planning Region

### TWG Meeting #2

Date: <sup>2108</sup> January 31, 2013  
 Time: 1:30 PM - 3:30 PM  
 Location: Eagle County Building  
 500 Broadway  
 Eagle, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Geoff Guthrie	CITY OF GREENWOOD SPRINGS	101 W 8TH GWS, CO 81601	970-384-6437	geoff.guthrie@cogs.us
David Pedraza	Town of Siltcocks VLE	PO BOX 5010	970 923-2543	dpedraza
John D. Kuntz	CITY OF BRON		970-920-5042	
Jay Kaulz	MOUNTAIN VALLEY DEVELOPMENTAL SERVICES	700 MT SERRIS GREENWOOD SPRINGS 81601		jk@mtvalley.org





# Intermountain

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NAME	AGENCY	ADDRESS	PHONE	EMAIL
Jane Burden	Avon Transit	PO Box 975 One Lake St. Avon, CO. 81620	970-748-4111	jburden@avon.org
Kelley Collier	ECO	PO Box 1070 Gypsum, CO 81637	970-328-3533	kelley.collier@eaglecounty.us
Maribeth Lewis-Baker	Town of Breck Free Ride	PO Box 168 Breckenridge Co	970 547-3141	maribethl@townofbreckenridge
M. Baker	Summit County - Summit Stage	P.O. Box 2179 Frisco, CO 80443	970-668-4161	jlh@co.summit.k
KATHLEEN LYONS	EAGLE COUNTY HEALTH & HUMAN SERVICES	PO BOX 600 EAGLE CO 81631	970-328 8241	Kathleen.Lyons@eaglecounty.us



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



# Welcome

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

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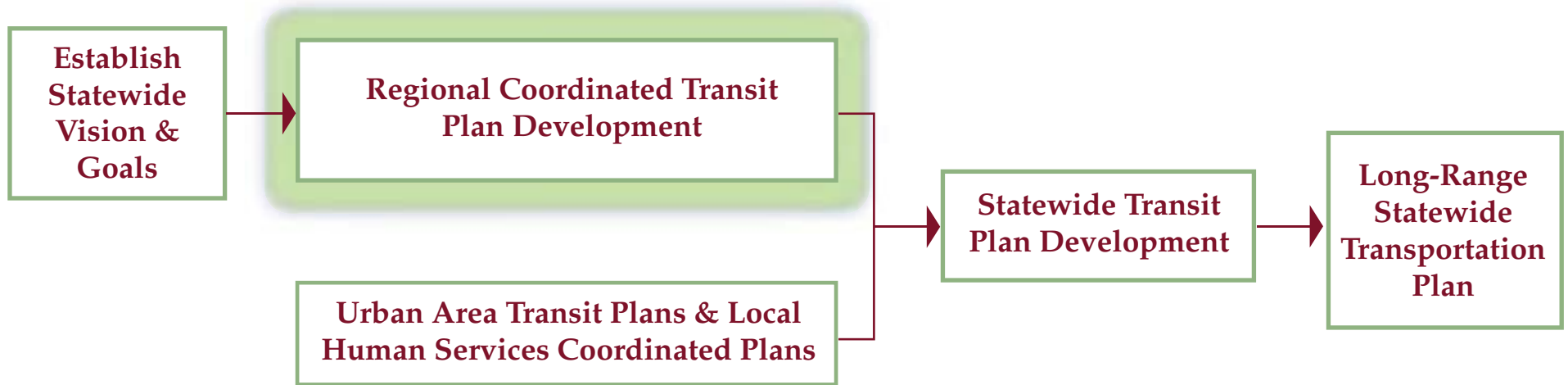
## Open House October 2013



## The Statewide Transit Plan will Include:

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

## Work Plan





## STATEWIDE TRANSIT VISION

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

## SUPPORTING GOALS AND OBJECTIVES

### 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:

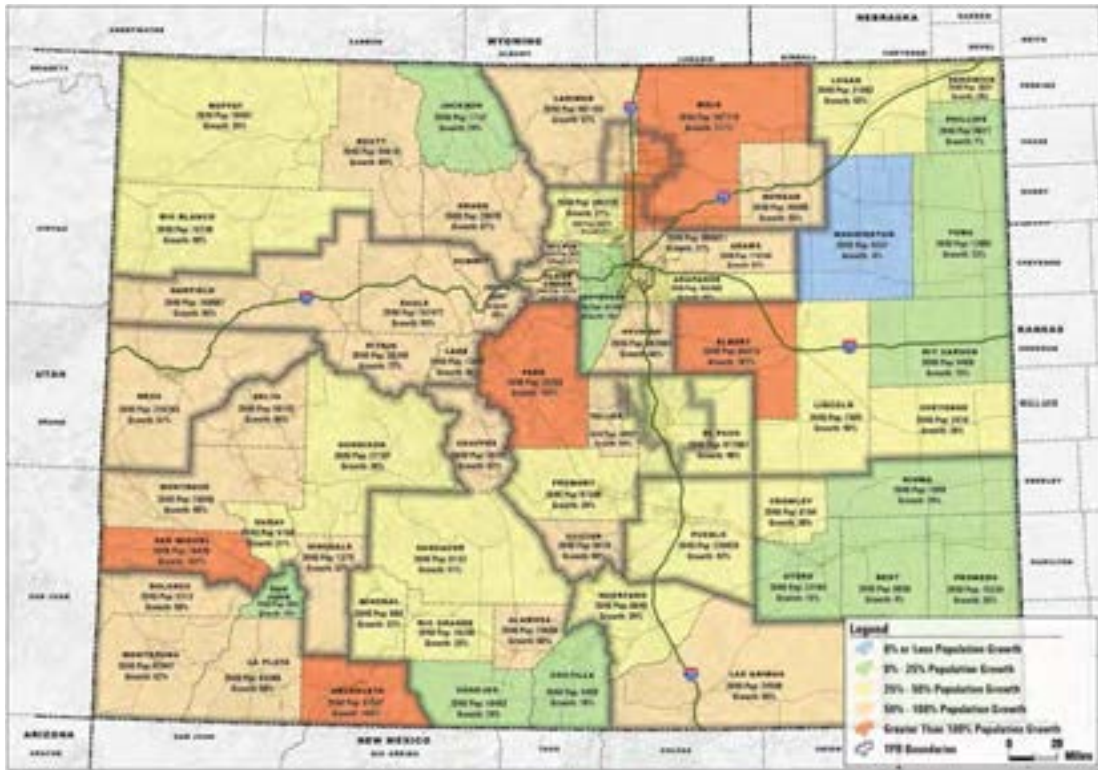
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

### Safety and Security

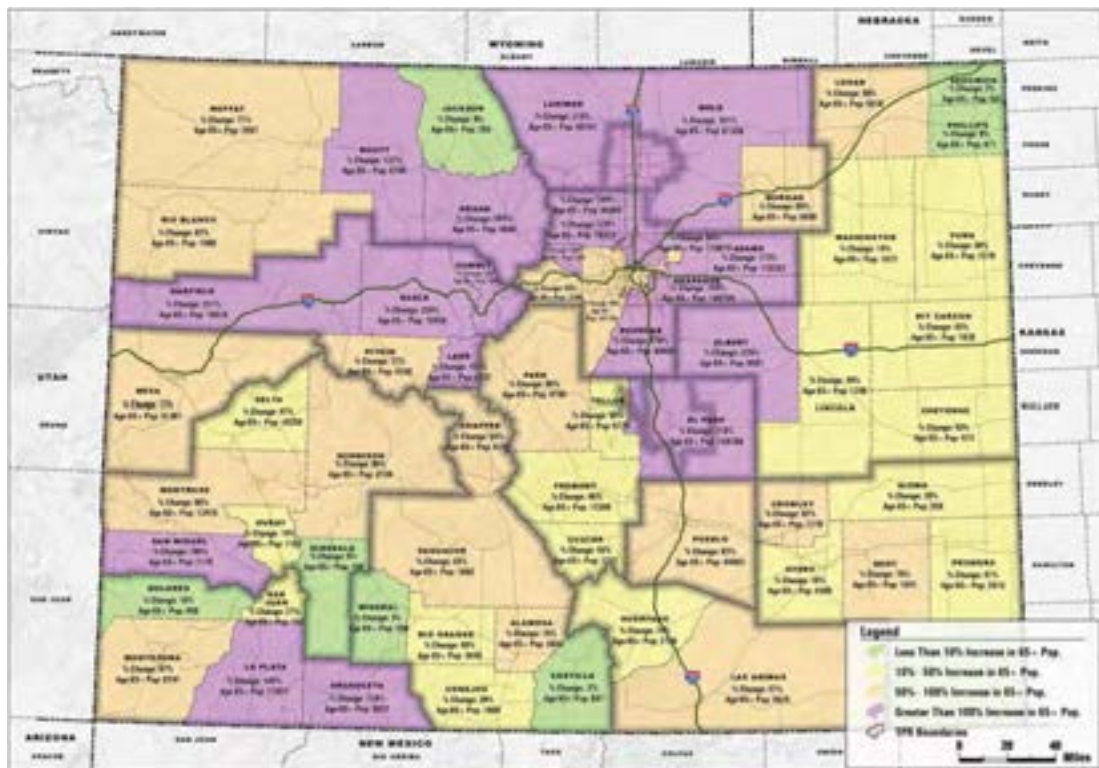
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

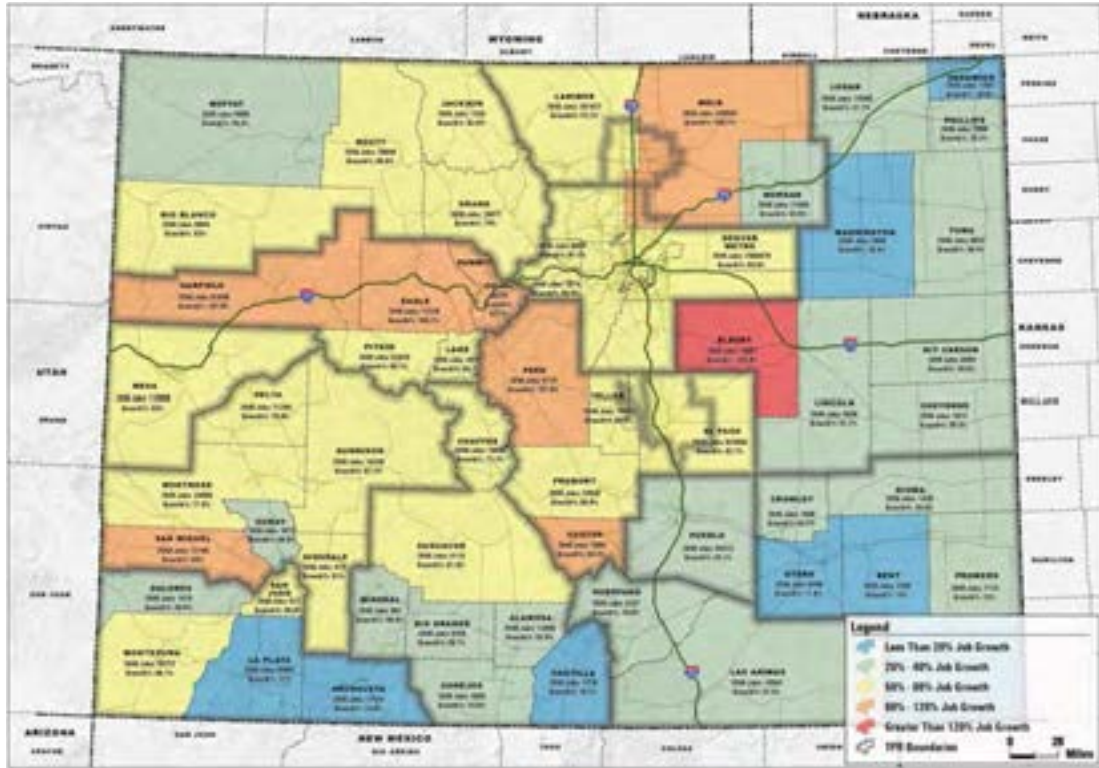
# Population Growth (2013-2040)



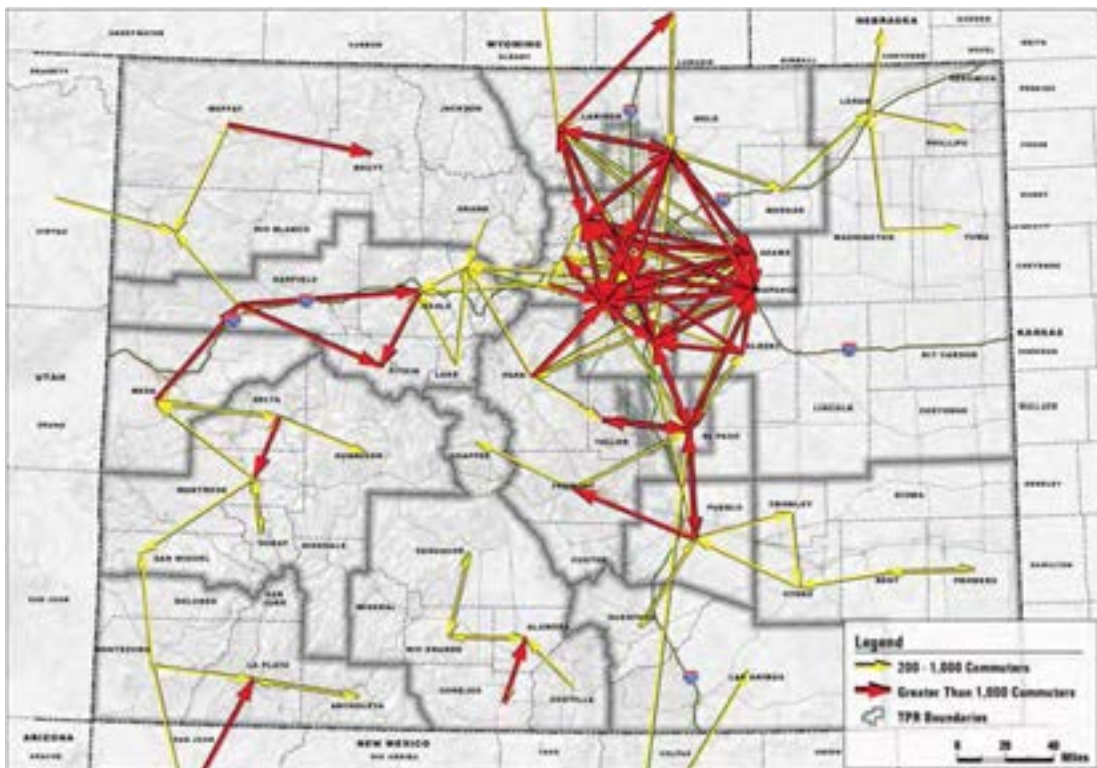
# Age 65+ Population Growth (2013-2040)



## Job Growth (2013-2040)



## County to County Commuter Patterns



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

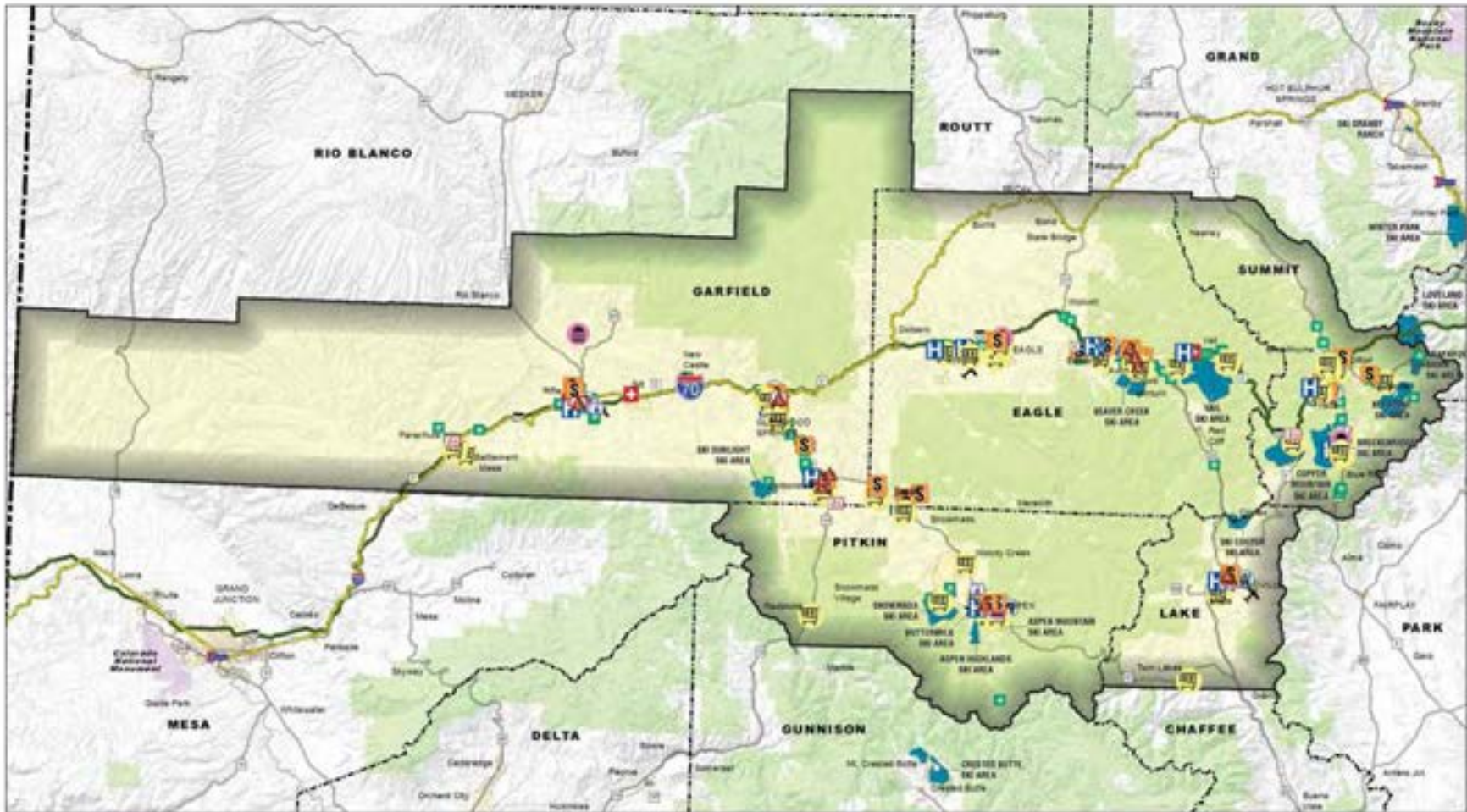
- Regional vision, goals, and objectives
- Regional demographics
- An inventory of existing services
- Identification of needs and issues
- Prioritized projects and strategies
- Vision and framework for transit in 20 years
- Public involvement and agency coordination
- Funding and financial analysis



# Intermountain

Transportation Planning Region

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



### Legend

- |                           |   |                              |                               |                   |                              |
|---------------------------|---|------------------------------|-------------------------------|-------------------|------------------------------|
| Human Service Agencies    | Grocery Stores                                | Workforce Centers            | Ski Areas                     | Amtrak Stations   | U.S. & State Highways        |
| Correctional Institutions | Hospitals                                     | Mental Health Services       | Intermountain TPR Boundary    | County Boundaries | National Parks and Monuments |
| Veteran Services          | Higher Education Institutions                 | Employers with 50+ Employees | Incorporated Cities and Towns | State Boundaries  | National Forest              |
| Senior Citizens' Services | Section 8 and Multi-Family Housing Assistance | Amtrak Routes                | Interstate Highways           | North             | 0 5 10 Miles                 |



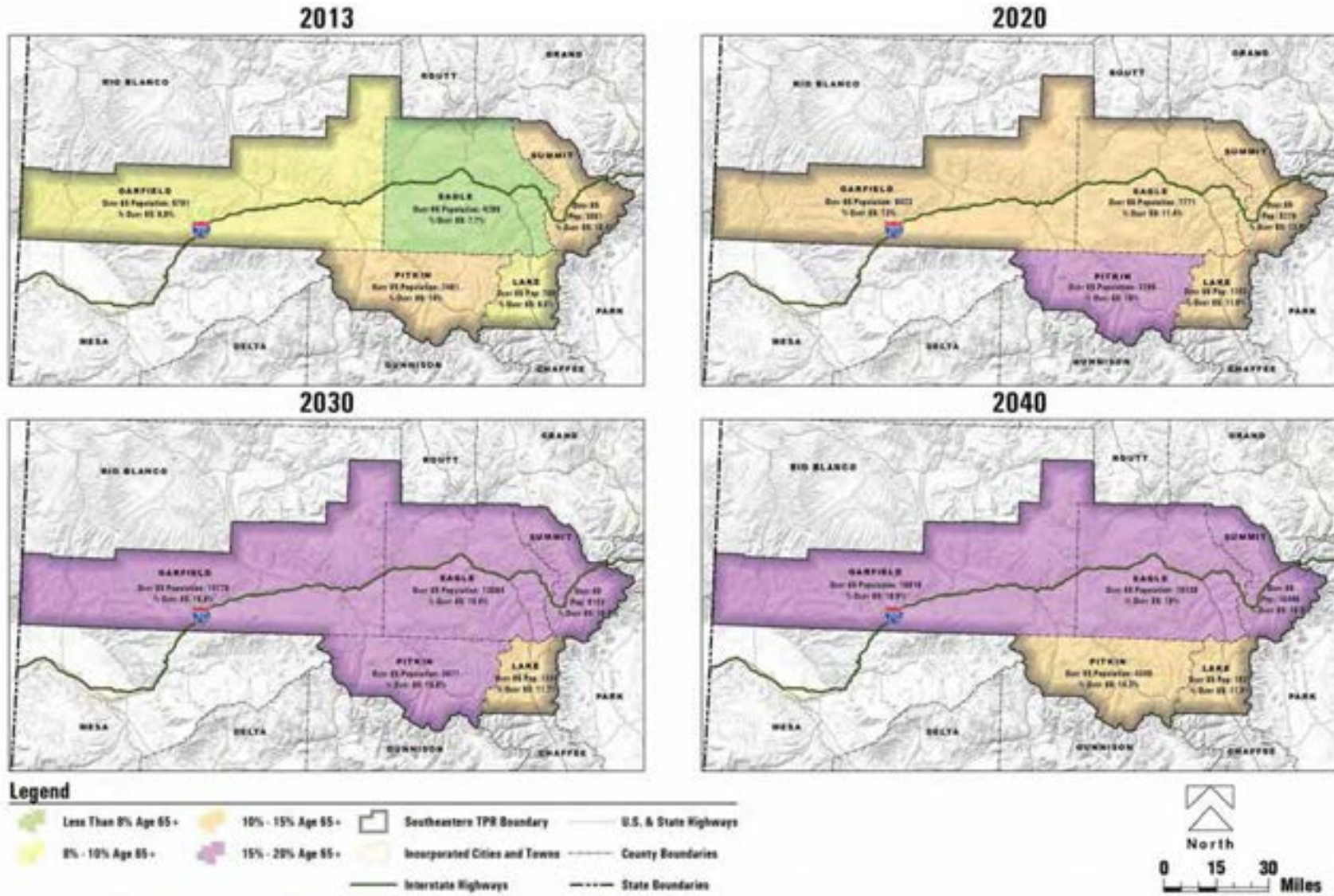


# Intermountain

Transportation Planning Region

## Projected Percentage of Residents Age 65+

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



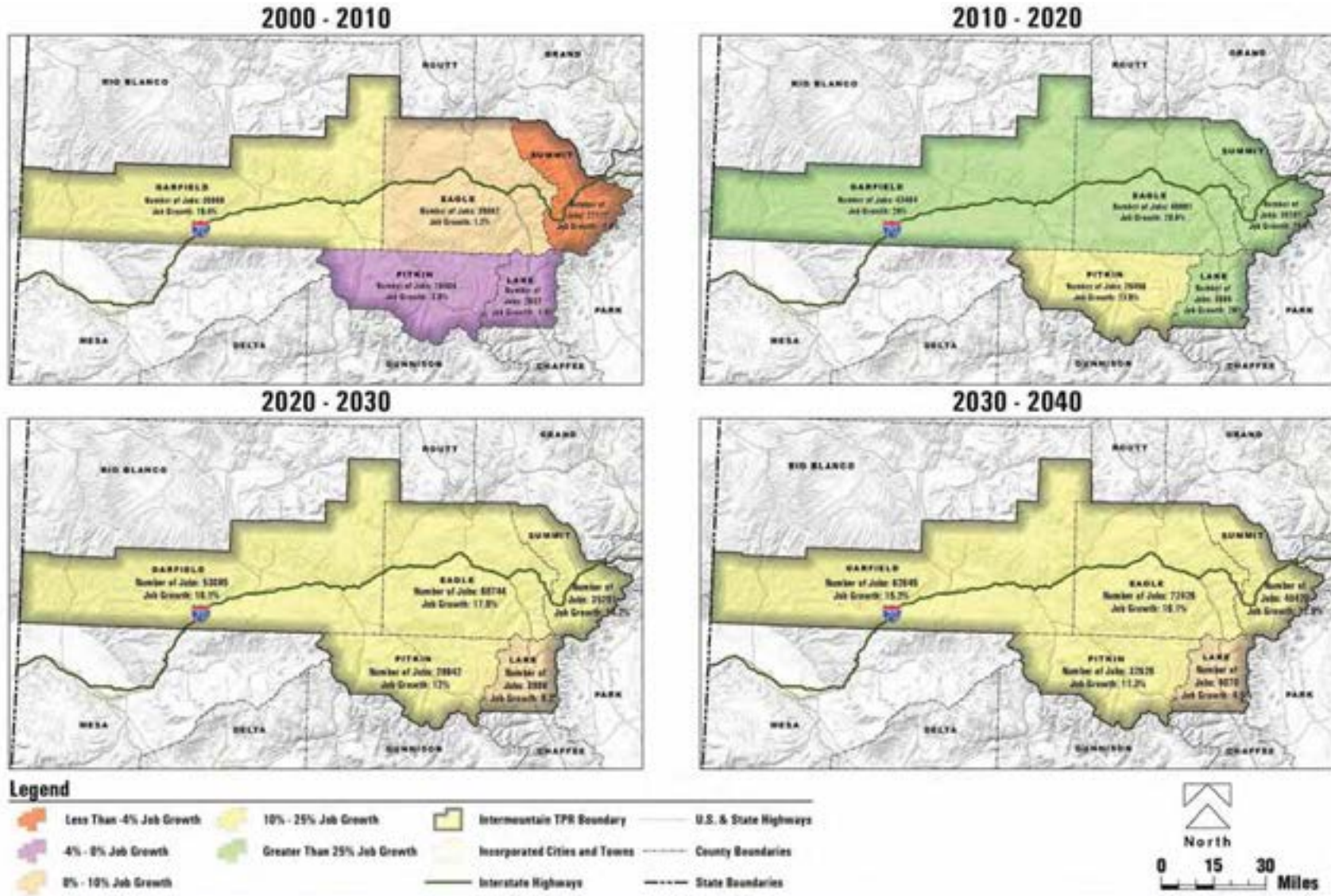


# Intermountain

Transportation Planning Region

## Job Growth from 2000-2040

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





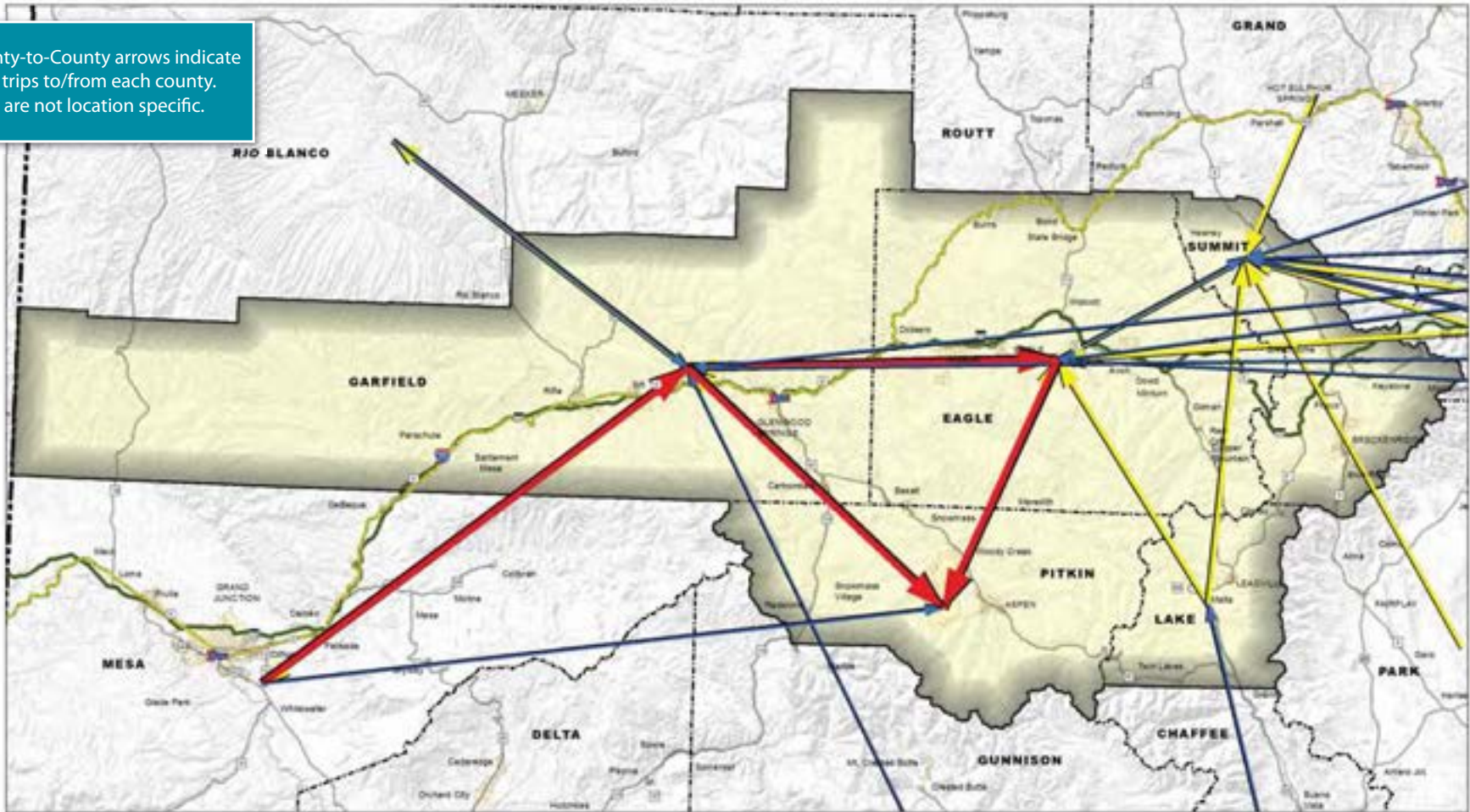
# Intermountain

Transportation Planning Region

## Employed Working Outside County of Residence

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

County-to-County arrows indicate total trips to/from each county. They are not location specific.



### Legend

- 100 - 200 Commuters
- 200 - 1000 Commuters
- 1000 - 4000 Commuters
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways
- Amtrak Routes
- Amtrak Stations



\* County-to-county commuters totaling less than 100 not depicted.

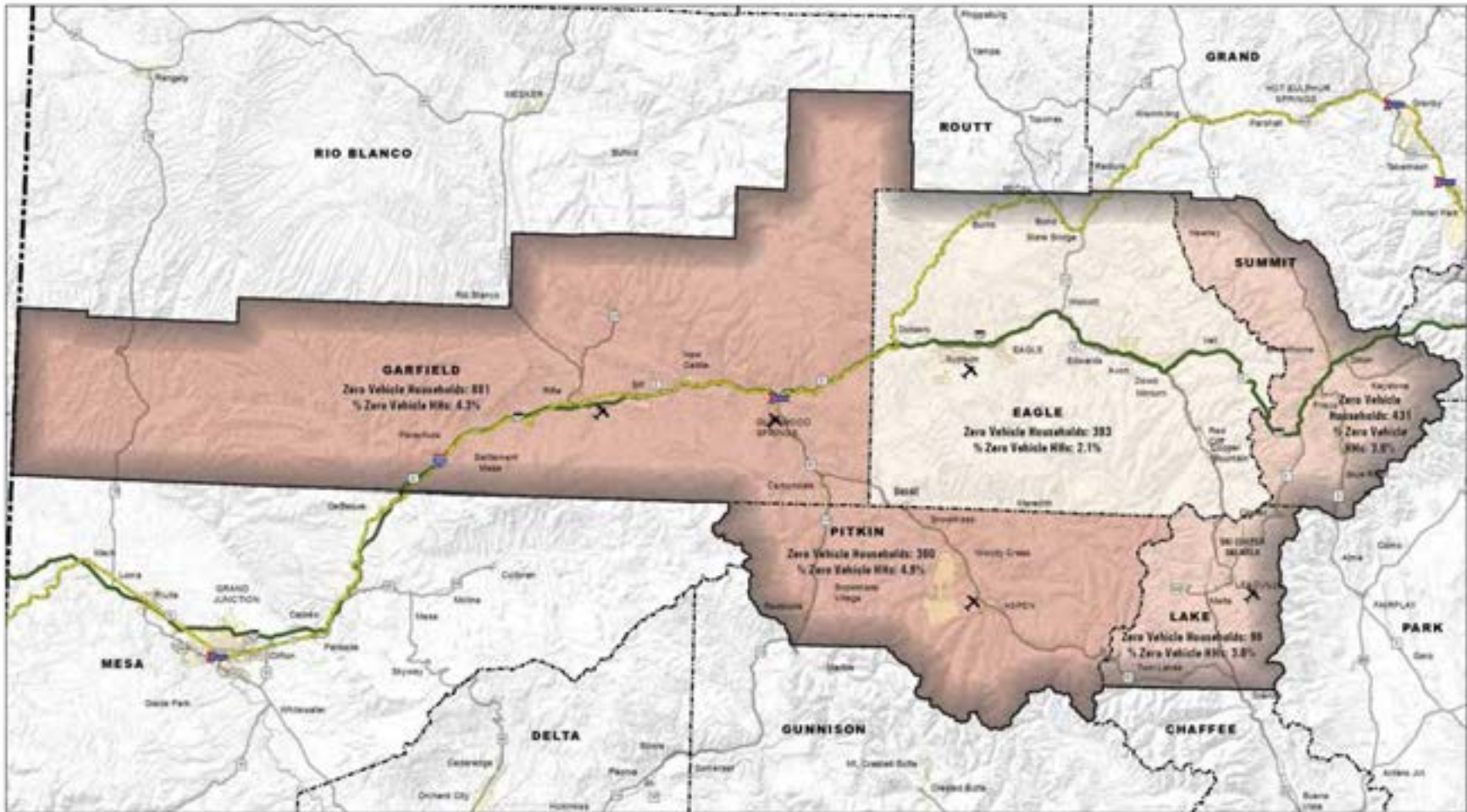


# Intermountain

Transportation Planning Region

## 2011 Percentage of Households with No Vehicle

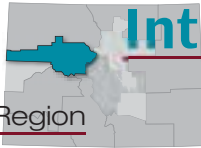
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey table B08201 - Household Size by Vehicles Available.



### Legend

- Less Than 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- Antrak Routes
- Antrak Stations
- County Boundaries
- State Boundaries



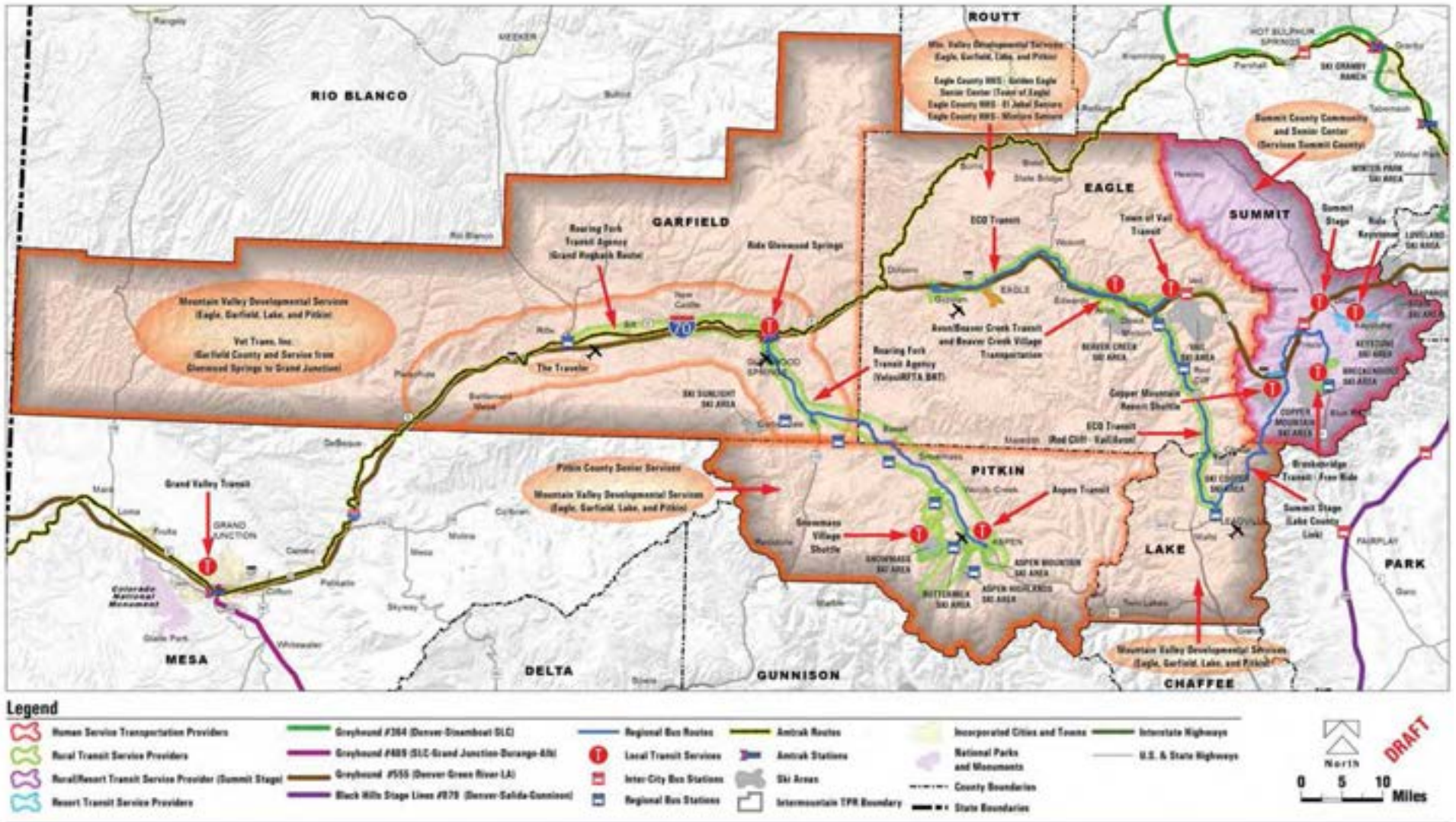


# Intermountain

Transportation Planning Region

## Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



# We Want to Hear From You!

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



October 2, 2013  
 Frisco, Colorado  
 Intermountain TPR

CDOT Statewide Transit Plan  
 Public Meetings – Fall 2013

Name	Agency or Association	Email
maribeth Lewis-Baker	Town of Breckenridge	maribethL@Townofbreckenridge.com
Tracy LeClair	Summit County Sheriff	TracyL@co.summit.co.us
Susan Juergensmeier	NWCCOA	mobility.manager@nwccog.org
JACK TAYLOR	Colorado Workforce Center	john.taylor@state.co.us

Name	Agency or Association	Email
JOHN KLAUSZ	MOUNTAIN VALLEY DEVELOPMENTAL SERVICES	JOHN@MTNVALLEY.ORG
KATHLEEN LYONS	EAGLE COUNTY HEALTH: Human Svc	kathleen.lyons@eaglecounty.us
GEOFF GUTHRIE	GLENWOOD SPRINGS	geoff.guthrie@cogs.us
David Peckler	Town of Snowmass Village	dpeckler@tosv.com
Rich Burns	RFTA Traveler	rburns@rfta.com
Terri Parron	Glenwood Springs	terri.parron@cogs.us
Dave Betley	Glenwood Springs	dave.betley@cogs.us
VALET HANIKSON	MINTURN	planner@minturn.org
Judy Martin	Garfield Cty Snow Programs	jmartin@garfield-county.com





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



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

## Statewide Transit Plan: Provider Survey

Welcome!

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

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

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

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

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

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

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

Thanks for your time!

Please click "Next" to start the survey.

# Statewide Transit Plan: Provider Survey

## Section 1: Transit Agency Information

### \*1. Please provide the following agency information.

Agency Name:

Doing Business As:

Tax ID (FEIN):

Vendor Number:

Financial Software:

DUNS Number:

Previous Agency Name (if applicable):

### \*2. Agency Type:

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

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

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

### \*4. Agency Description:

## \*5. Agency History:

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

Phone:

Fax:

Website:

## \*7. Agency Associated Contact 1:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

## 8. Agency Associated Contact 2:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

## 9. Agency Associated Contact 3:

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

## Statewide Transit Plan: Provider Survey

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

Street:

Street 2:

City/Town:

State/Province:

Zip/Postal Code:

Country:

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

Yes

No

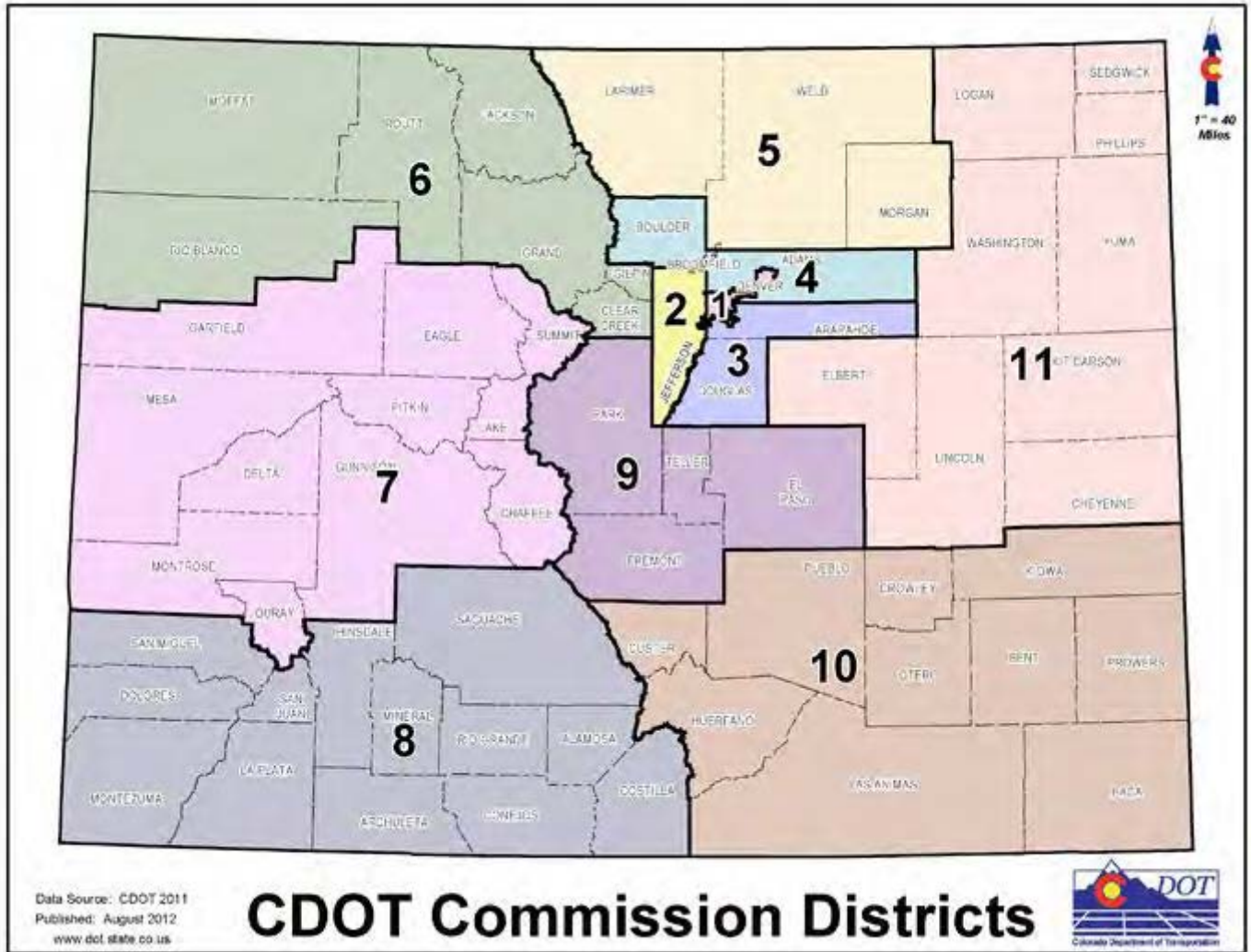
## Section 1: Transit Agency Information (cont.)

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

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

# Statewide Transit Plan: Provider Survey

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



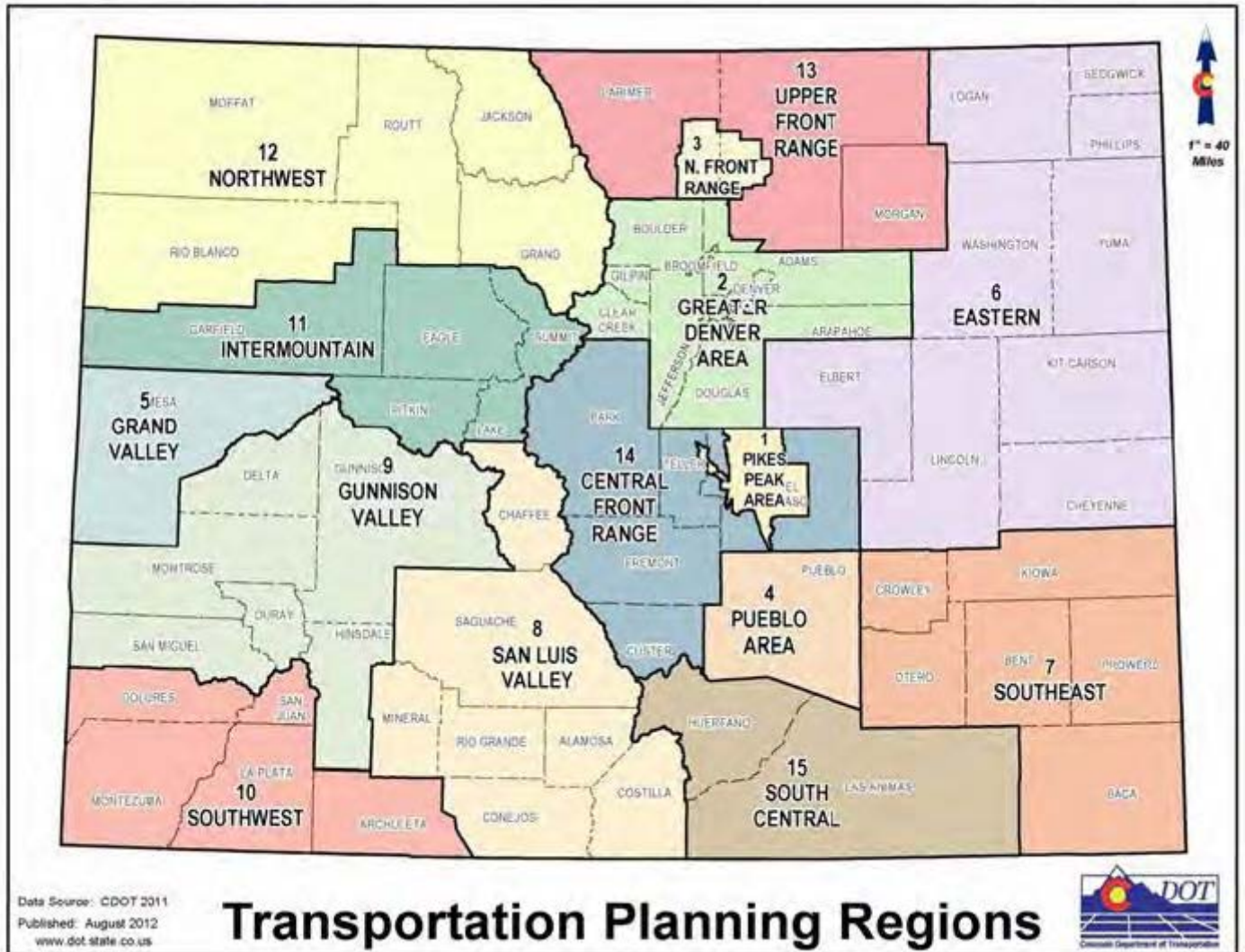
**\*13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

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



# Statewide Transit Plan: Provider Survey

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



## Statewide Transit Plan: Provider Survey

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

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

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

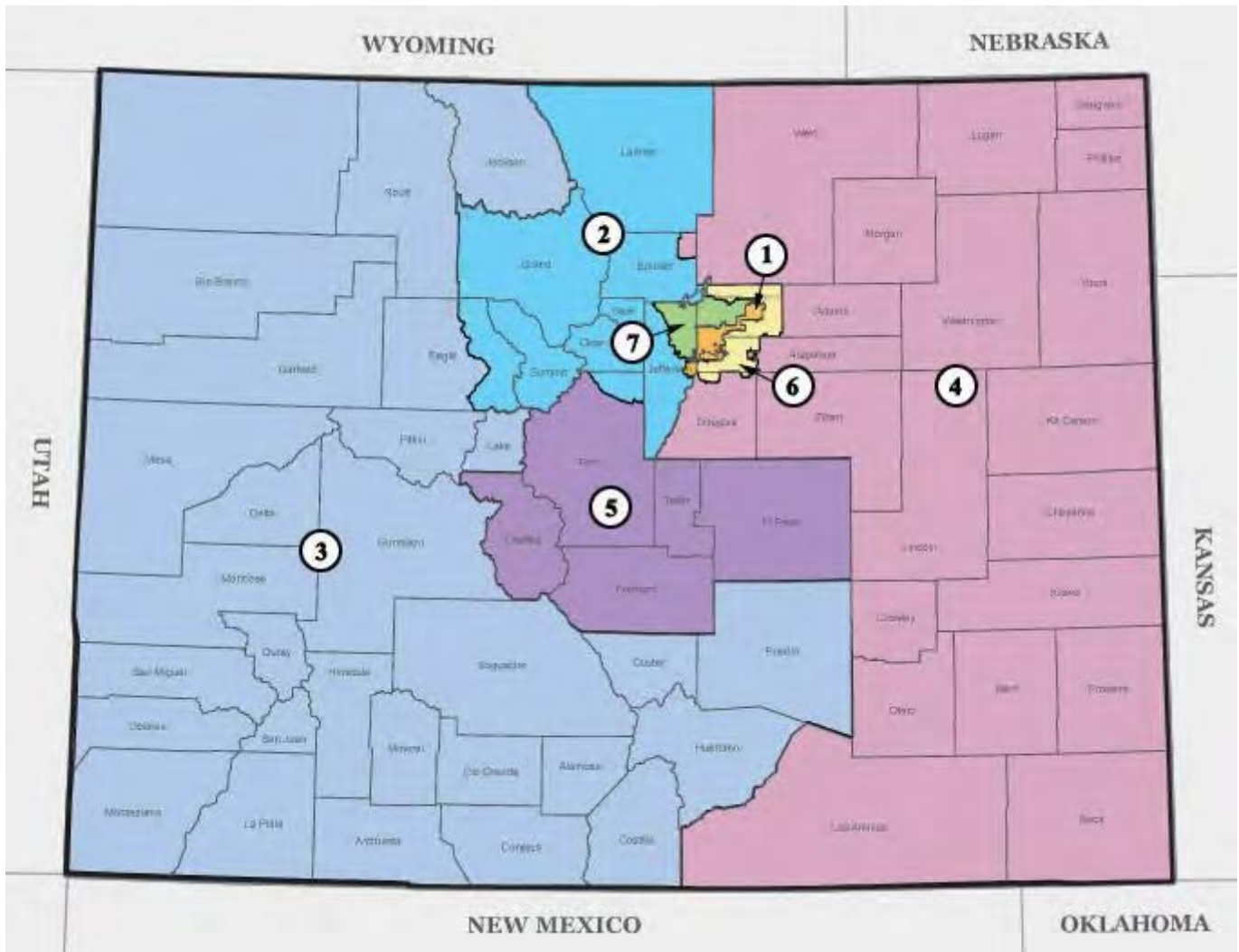
## Statewide Transit Plan: Provider Survey

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

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

# Statewide Transit Plan: Provider Survey

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



Source: The Colorado Department of Education

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

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

# Statewide Transit Plan: Provider Survey

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

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

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

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

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

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

## Statewide Transit Plan: Provider Survey

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

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

## Section 2: Service Information

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

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

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

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

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

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

- S       M       T       W       Th       F       Sa

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

Weekdays between

Saturdays between

Sundays between

## Statewide Transit Plan: Provider Survey

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

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

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

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

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

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

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

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

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





# Statewide Transit Plan: Provider Survey

## Section 2: Service Information (cont.)

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

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

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

### 28. Fixed-Route:

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

### 29. Deviated Fixed-Route:

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

### 30. Demand-Response:

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

### 31. ADA Services:

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

## Statewide Transit Plan: Provider Survey

### 32. Taxicab:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

### 33. Vanpool or Other:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

Number of Registered

Clients

# Statewide Transit Plan: Provider Survey

## Section 2: Service Information (cont.)

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

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

### \*34. Trip Purpose

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

### \*35. Americans with Disabilities Act

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

# Statewide Transit Plan: Provider Survey

## Section 3: Transportation Cost Information

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

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

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

**\* 37. Total Operating Expenses:**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

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

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

# Statewide Transit Plan: Provider Survey

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

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

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

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

\$

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

\$

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

\$

**\*42. General Funds Revenue:**

Cities, Towns, and/or

Districts - \$

Counties - \$

**\*43. Grant Revenues:**

FTA 5304 - \$

FTA 5307 (urbanized) -

\$

FTA 5309

(discretionary capital) -

\$

FTA 5310 (elderly &

disabled) - \$

FTA 5311 (rural) - \$

FTA 5316 - \$

FTA 5317 - \$

Tobacco Trust Funds -

\$

# Statewide Transit Plan: Provider Survey

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

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

## 45. Other Miscellaneous Grant Revenues:

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

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

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

## \*47. TOTAL ANNUAL OPERATIONAL REVENUE:

\$

## \*48. TOTAL ANNUAL ADMINISTRATIVE REVENUE:

\$

# Statewide Transit Plan: Provider Survey

## Section 5: Capital Expense and Revenue

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

### \*49. Capital Costs for 2008:

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

### \*50. Capital Costs for 2009:

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

### \*51. Capital Costs for 2010:

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

### \*52. Capital Costs for 2011:

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



## Statewide Transit Plan: Provider Survey

### \*53. Capital Costs for 2012:

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

### \*54. Capital Revenues for 2012:

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

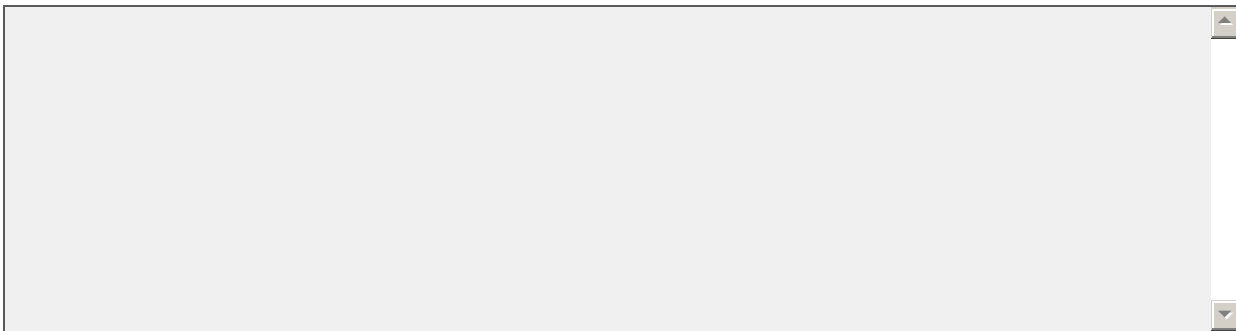
## Section 6: Transportation Conditions and Needs

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

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

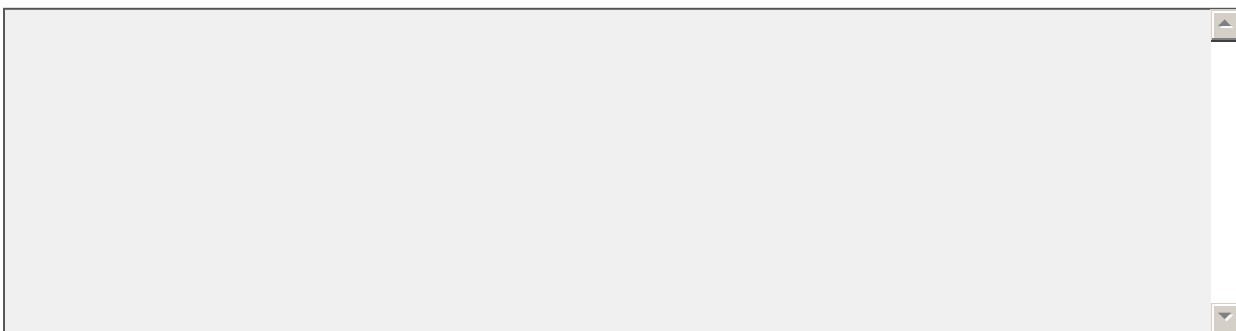
**\* 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

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



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

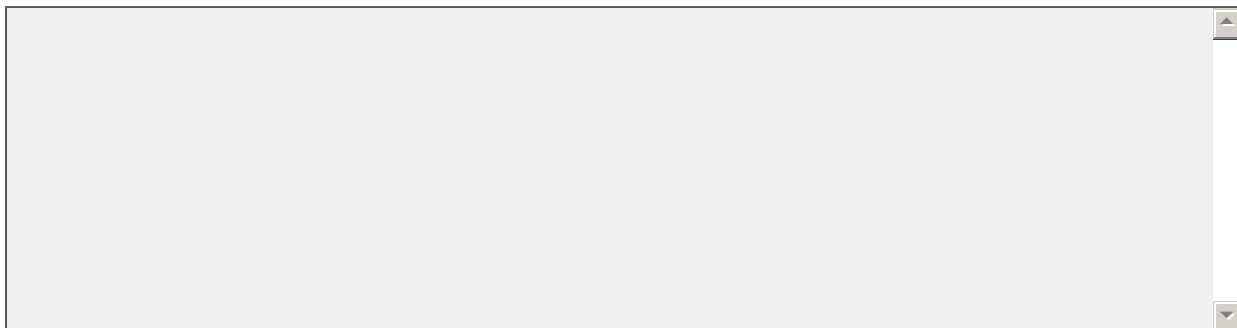
**Please list specific projects, such as the above examples, and include as much detail as possible.**



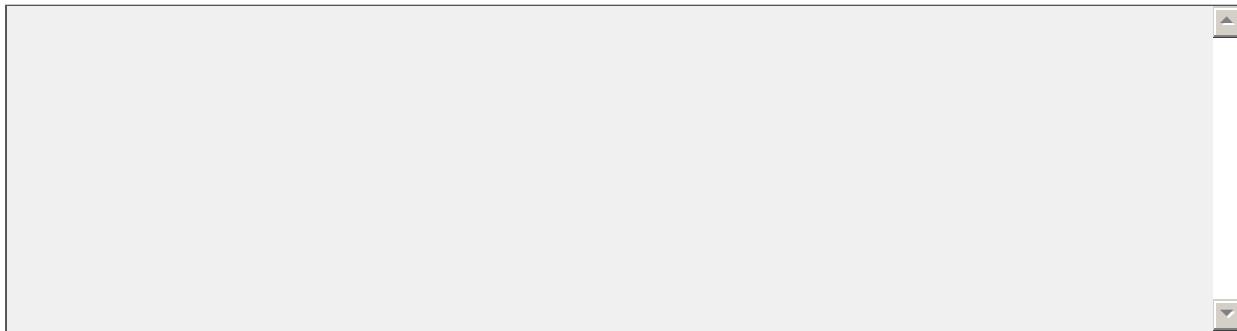
## Statewide Transit Plan: Provider Survey

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

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

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

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## Section 7: Vehicle Fleet Inventory

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

### \*59. Fleet Size:

Total Number of

Vehicles in Fleet

Total Number of

Vehicles in Service

(excluding spares and  
backups)

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

## Section 8: Coordination

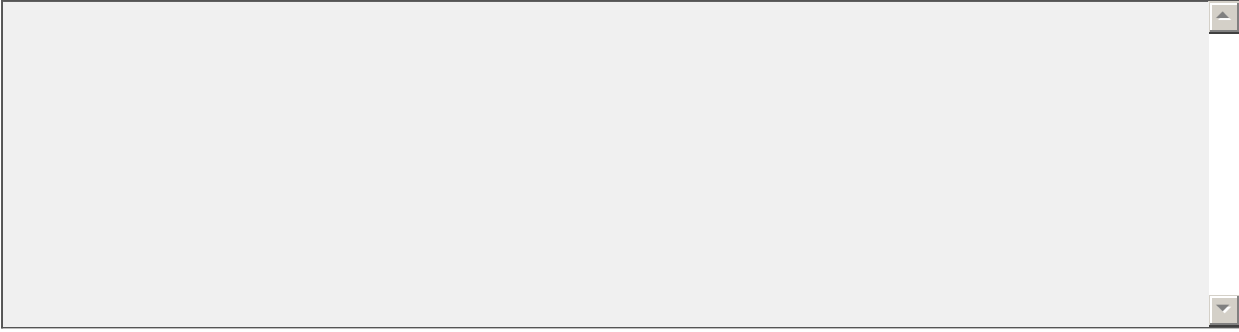
**\*61. Does your agency have agreements with other transportation providers in your community to:**

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

Other (please specify)

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

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



## Section 9: Employee Information

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

### \*64. Total Employees

Full-Time:

Part-Time:

Volunteer:

### \*65. Does your organization use volunteers as:

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

Section 9: Employee Information (cont.)

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



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

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

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

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

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

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

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

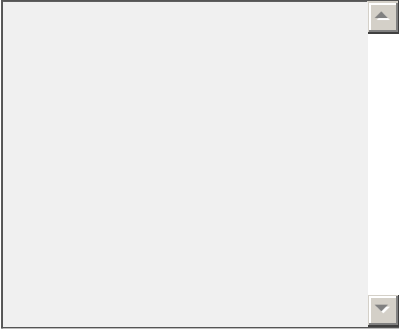
- Electronically
- By mail
- A combination of electronically and by mail

**\*68. Service Area:**

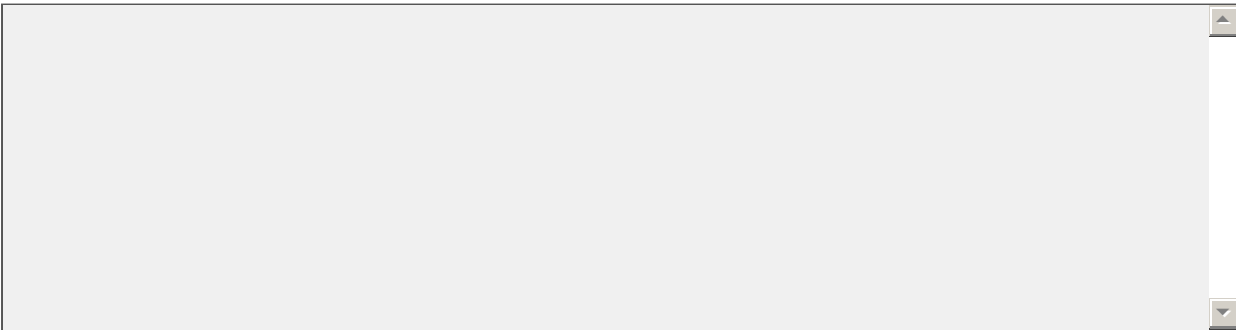
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

## Statewide Transit Plan: Provider Survey

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



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





## ***D.2 - List of Provider Survey Respondents***

Beaver Creek Village Transportation

City of Aspen

City of Glenwood Springs

Copper Mountain

Eagle County Regional Transportation Authority

Eagle County Schools

Roaring Fork Transportation Authority

Summit County Government

Town of Avon Transit

Town of Breckenridge

Town of Snowmass Village



***D.3 – Human Service Agency Questionnaire***

## Statewide Transit Plan: Human Service Agency Survey

Welcome!

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

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

Data you will need for this survey includes:

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

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

Thanks for your time!

Please click "Next" to start the survey.

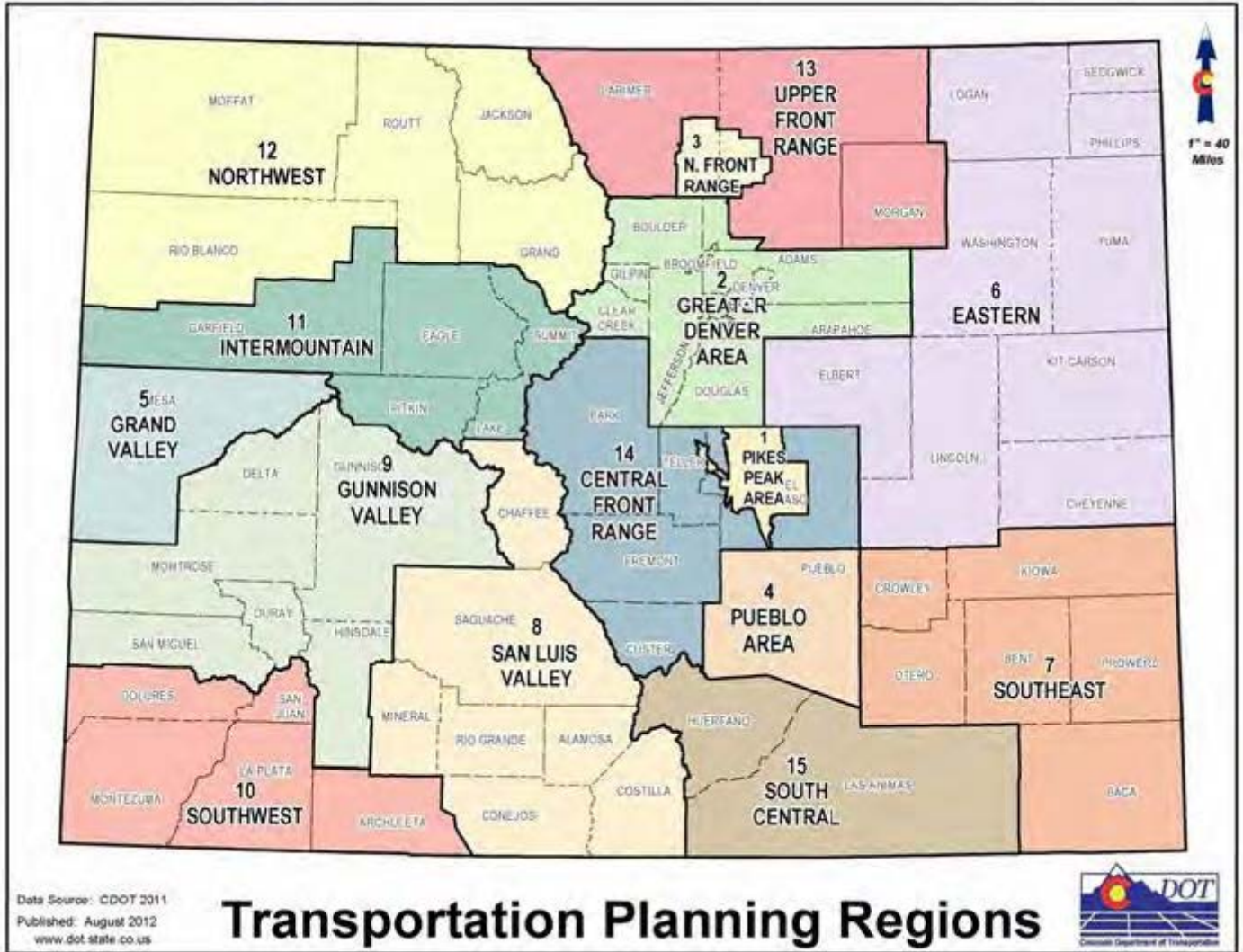
## Agency Information

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

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

# Statewide Transit Plan: Human Service Agency Survey

## Agency Information (cont.)



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

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

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



## Service Information

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

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

## Medicaid Service Information

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

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

Service Information (cont.)

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

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

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

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

Average number of   
clients served in a  
typical year

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

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

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

Live where there is some public transit service available

## Transportation Importance

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

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

The importance of transportation to my clients is:

Transportation Importance (cont.)

**\*11. Check up to three of the most important types of trips / trip purposes your clients need.**

- Access jobs
- Access education
- Access health care
- Access shopping and services
- Continue to live independently
- Other (please specify)

**\*12. For the trips / trip purposes you selected above, please provide primary areas where your clients travel.**

**Examples are:**

**"From Victor and Cripple Creek to Woodland Park"**

**"Throughout our region to Grand Junction"**

**"To Craig from other parts of Moffat County"**

**"Within Alamosa"**

Access jobs	<input type="text"/>
Access education	<input type="text"/>
Access health care	<input type="text"/>
Access shopping and services	<input type="text"/>
Continue to live independently	<input type="text"/>
Other	<input type="text"/>

# Statewide Transit Plan: Human Service Agency Survey

**\*13. Check up to three transit improvements that you believe are priorities for the clients you serve.**

- Local service within a county
- Regional service between counties
- Early morning service (before 9AM)
- Later evening service (after 6PM)
- Weekend service
- More information about public transit services
- Other (please specify)

**14. If you selected "Local service within a county" in Q13, please provide the county or counties where local service needs improvement.**

**15. If you selected "Regional service between counties" in Q13, please provide the county pair(s) where regional service needs improvement. For example, "Pitkin and Eagle".**

**16. Please check any additional transportation options that clients in your area might need.**

- Improved access to reliable autos
- Carpool services
- Vanpool services

Other (please specify)

## Transportation Benefits and Needs

**\*17. Please select the ways in which your program meets the transportation needs of your clients.**

**(check all that apply)**

- Program staff transports clients to appointments, training, or activities of daily living
- Volunteers transport clients to appointments, training, or activities of daily living
- Bus tickets or passes can be provided
- Program contracts with others to provide transportation to appointments or activities
- Gas vouchers
- Car repair vouchers
- Adaptive transportation (e.g. modifications to vehicles or wheelchair accessible vehicles)
- Other (please specify)

**18. Please provide any additional comments you have about the transportation needs of your clients.**





### ***D.4 – List of Human Service Agency Respondents***

- Arkansas Headwaters Recreation Area
- Eagle County Economic Services
- Eagle County Human Services
- Eagle County Public Health
- Eagle County Schools
- Mountain Valley Developmental Services
- Northwest Colorado Council of Governments
- Pitkin County Human Services
- Summit County Community and Senior Center
- Summit County Social Services



***D.5 – Regional Project List***



**Intermountain Transit Projects**

Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
<i>City of Aspen*</i>	<i>Rubey Park transit facility renovation</i>	<i>\$4,600,000</i>		<i>Short</i>	<i>Facilities</i>
City of Aspen	Entrance to Aspen Design	\$9,000,000		Short	Facilities
City of Aspen	Long-term vehicle replacements	\$500,000		Long	Vehicles
City of Aspen	Mid-term vehicle replacements	\$3,500,000		Mid	Vehicles
City of Aspen	Purchase of four (4) body on chassis vehicles in 2015	\$300,000		Short	Vehicles
City of Aspen	Purchase of four (4) replacement hybrid diesel buses (2018)	\$2,400,000		Short	Vehicles
City of Aspen	Purchase of one (1) replacement bus (2015)	\$400,000		Short	Vehicles
City of Glenwood Springs	Evaluate/update existing human services demand-response system and its funding source equity (labor)	\$1,000		Short	Access to Human Services
<i>City of Glenwood Springs*</i>	<i>27th Street pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
City of Glenwood Springs	Purchase one (1) cutaway-type bus	\$50,000		Mid	Vehicles
City of Glenwood Springs	Replace two (2) large buses with CNG buses	\$900,000		Short	Vehicles
City of Glenwood Springs	Print new service schedules (estimated cost includes labor/materials)	\$2,500		Short	Marketing Strategies
City of Glenwood Springs	Reinstate service to the southern end of city limits		\$30,000	Short	Mobility of the General Public
City of Glenwood Springs	TDM (per Corridor Optimization Study)		\$200,000	Short	Operating



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
City of Glenwood Springs	Adjust transit service to meet city's Long-Range Transportation Plan; evaluate/study new bus stop locations/park-n-rides/mass transit corridor	\$50,000		Long	Planning
City of Glenwood Springs	Evaluate local regional transit authority's rail R.O.W. infrastructure needs on city property			Long	Planning
Eagle County Human Services	Need for early morning service (before 9 AM)				Access to Human Services
Eagle County Human Services	Need for vanpool services				Coordination Strategies
Eagle County Public Health	Need for increased paratransit service in Eagle County (Roaring Fork Valley)				Access to Human Services
Eagle County Public Health	Need for regional service from Eagle to Garfield, Eagle to Summit, Eagle to Grand Junction, and Eagle to Denver				Access to Human Services
Eagle County Public Health	LEP appropriate maps and information/general transit navigation education				Coordination Strategies
<i>ECO Transit*</i>	<i>Purchase of van to provide medical transport</i>	<i>\$35,000</i>		<i>Short</i>	<i>Access to Human Services</i>
<i>ECO Transit*</i>	<i>Provide medical transport from both local housing areas and from existing bus routes, 9.5 hours per day, 5 days a week, 20 minute headways</i>		<i>\$273,000</i>	<i>Short</i>	<i>Access to Human Services</i>
ECO Transit	Refurbish all bus shelters in system, wood treatment, replace glass, roof repair for 34 shelters.	\$85,000		Long	Facilities
ECO Transit	Construct transportation facility at park and ride lot in Edwards with indoor facilities	\$800,000		Mid	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
ECO Transit*	Hire safety and security officer for organization		\$35,000	Short	Maintaining Service
ECO Transit*	Create new year round feeder and circulator service from the western half of the region to the work force centers in the eastern half, 1 hour headways, year round service (2 new cutaways)	\$250,000	\$500,000	Short	Mobility of the General Public
ECO Transit*	Reinstate half hourly service on Highway 6 route during mid-day hours, 12 hours per day 365 days per year		\$486,000	Short	Mobility of the General Public
ECO Transit*	Reinstate late night bus service (after midnight) from work force center year round, 5.75 hours per day 365 days per year		\$233,000	Short	Mobility of the General Public
ECO Transit	Create commuter service from neighboring counties to our work force centers, 16 hours per day 365 days per year		\$648,000	Mid	Regional Connectivity
ECO Transit	Purchase of 4 new commuter buses for service	\$2,000,000		Mid	Vehicles
ECO Transit	Reinstate third commuter bus from Leadville, 4 hours per day 365 days a year		\$162,000	Mid	Regional Connectivity
ECO Transit and RFTA*	New general public service from Garfield County to Eagle County (Glenwood Springs to Eagle) operating seven days per week with eight round trips per day		\$923,000	Short	Regional Connectivity
ECO Transit and Summit County*	New general public service from Eagle County to Summit County (Frisco to Vail) operating seven days per week with four round trips per day		\$369,000	Short	Regional Connectivity
Garfield County	Catherine Store park and ride renovation/expansion	\$600,000		Short	Facilities
Mountain Valley Developmental Services	Need for later evening service (after 6 PM)				Access to Human



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
					Services
Mountain Valley Developmental Services	Need for local service in Lake and Garfield Counties				Access to Human Services
Mountain Valley Developmental Services	Need for regional service between Eagle and Garfield Counties				Access to Human Services
Northwest Colorado Council of Governments	Need for additional weekend service				Access to Human Services
<i>Northwest Colorado Council of Governments*</i>	<i>Establish a centralized regional Medicaid billing system for providers</i>			<i>Short</i>	<i>Coordination Strategies</i>
<i>Northwest Colorado Council of Governments*</i>	<i>Maintain a regional services inventory (public, private and volunteer)</i>			<i>Short</i>	<i>Coordination Strategies</i>
Northwest Colorado Council of Governments	Administer One-Call/One-Click Service			Short	Coordination Strategies
Northwest Colorado Council of Governments	Continued funding and support of NWCOG mobility manager			Short	Coordination Strategies
<i>Pitkin County*</i>	<i>Buttermilk pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Pitkin County*</i>	<i>BC/SH82 intersection corrections</i>	<i>\$3,000,000</i>		<i>Short</i>	<i>Facilities</i>
Pitkin County	Airport to Aspen Fixed Guideway			Long	Facilities
Pitkin County	Transit Guideway - Aspen to Snowmass, via Owl Creek Road or other corridor			Long	Facilities
Pitkin County	Brush Creek intercept lot transit joint development	\$9,000,000		Mid	Facilities
Pitkin County	Terminal connection to BRT	\$4,000,000		Mid	Facilities
Pitkin County	Old Snowmass bus stop improvements	\$350,000		Short	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Pitkin County	Two Rivers Road park and ride renovation/expansion	\$300,000		Short	Facilities
<i>Pitkin County*</i>	<i>Aspen Maintenance Facility Phase IV Upgrades - CNG fueling</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>West Glenwood Springs park and ride sidewalk/regional trail connection</i>	<i>\$435,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Structured park and ride reconstruction (Basalt, Carbondale, Brush Creek)</i>	<i>\$20,000,000</i>		<i>Mid</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Glenwood maintenance facility expansion</i>	<i>\$20,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>New Castle park and ride construction</i>	<i>\$600,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Administrative, Operations and Maintenance Needs Analysis to assess the long-term (20-year) space needs, locations, phasing and costs to design and construct (or rehabilitate) RFTA's administrative and operational facilities</i>		<i>\$20,000</i>	<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Housing Needs Analysis to assess RFTA's 20-year employee housing needs, locations, options, and phasing</i>		<i>\$20,000</i>	<i>Short</i>	<i>Facilities</i>
RFTA	Construction of BRT or similar high-quality, high capacity transit on I-70 to the East, connecting to Eagle County			Long	Facilities
RFTA	Construction of BRT or similar high-quality, high-capacity transit on I-70, with a seamless connection over the Colorado river to SH82 BRT			Long	Facilities
RFTA	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)			Mid	Facilities
RFTA	I-70 / SH82 transit connection alternatives analysis / design	\$50,000,000		Mid	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
RFTA	Carbondale administrative and maintenance facility renovation and expansion	\$25,000,000		Mid	Facilities
RFTA	Regional bus stop improvements	\$6,000,000		Mid	Facilities
RFTA	Housing rehabilitation and expansion (locations, scope, phasing, cost TBD)	\$2,000,000		Short	Facilities
RFTA	CMC park and ride renovation/expansion	\$400,000		Short	Facilities
<i>RFTA*</i>	<i>Bus cameras</i>	<i>\$600,000</i>		<i>Short</i>	<i>Maintaining Service</i>
<i>RFTA*</i>	<i>Security upgrades at major bus stops and at facilities</i>	<i>\$500,000</i>		<i>Short</i>	<i>Maintaining Service</i>
RFTA	Fleet replacement/modernization of thirty-five (35) buses	\$17,000,000		Mid	Maintaining Service
RFTA	Bus fleet replacement/modernization of thirty-five (35) buses	\$21,000,000		Short	Maintaining Service
RFTA	Comprehensive Asset Management Inventory - will be the foundation for RFTA's nascent asset management system, which will monitor the condition and maintenance schedule for all of RFTA's assets		\$25,000	Short	Maintaining Service
RFTA	Paratransit software	\$130,000		Short	Maintaining Service
RFTA	Regional travel model operations/maintenance		\$100,000	Short	Maintaining Service
RFTA	Re-power 18 MCI 57-passenger coaches	\$900,000		Short	Maintaining Service





Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
RFTA*	<i>Regional Bicycle and Pedestrian Plan. This will address vision and goals for bicycle and pedestrian programs and projects, will develop a prioritized, short-term and long-term list based on systematic criteria, and will develop a funding plan</i>		\$100,000	Short	Planning
RFTA*	<i>Rio Grande ROW Comprehensive Plan. A requirement of RFTA's grants and agreements, this will update RFTA's 2005 comprehensive plan and will address encroachments, crossing policies, long-term maintenance and operation priorities, costs and funding.</i>		\$750,000	Short	Planning
RFTA	As more people take transit, particularly with the advent of BRT, walking and bicycling programs and projects will become an important part of the transportation and mobility picture, and will need to compete for transportation funding, alongside transit and road funding.			Long	Planning
RFTA	Transit-oriented land use will become increasingly important. Land in the Roaring Fork Valley is scarce and valuable; by necessity, compact, transit-oriented land development will need to become the norm, and RFTA and its partners will need to gain expertise in land development as much as transportation.			Long	Planning
RFTA	I-70 corridor transit alternatives analysis		\$5,000,000	Mid	Planning
RFTA	Regional travel model development		\$250,000	Short	Planning
RFTA	Vehicle Replacements - fifty (50)	\$25,000,000		Long	



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Summit County	Facility improvements including expansion of bus bays and addition of a training and conference room.			Short	Facilities
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Long	Vehicles
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Mid	Vehicles
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Short	Vehicles
Summit County Community and Senior Center	Increased weekend transit service				Access to Human Services
Summit County Community and Senior Center	Need for regional service between Denver and Summit County				Access to Human Services
Summit County Social Services	Need for later evening service (after 6 PM)				Access to Human Services
Summit County Social Services	Need for local service to Heeny and Blue River				Access to Human Services
Summit County Social Services	Need for regional service from Summit to Park and Summit to Lake				Access to Human Services
<i>Town of Avon*</i>	<i>Bike lanes throughout core area of the Town of Avon</i>	<i>\$150,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Avon*</i>	<i>Bus shelter replacement throughout Town for conformity nine (9) shelters estimated at \$3,000 per shelter</i>	<i>\$27,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Avon*</i>	<i>Parking structure to access the Westin Gondola and Main Street</i>	<i>\$8,000,000</i>		<i>Short</i>	<i>Facilities</i>



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Avon	Replacement of two (2) vehicles	\$800,000		Short	Maintaining Service
<i>Town of Avon*</i>	<i>Reinstate fixed-route service to the Village at Avon</i>		<i>\$350,000</i>	<i>Short</i>	<i>Mobility of the General Public</i>
<i>Town of Avon*</i>	<i>Trolley service on main street - operating \$150,000 &amp; capital costs \$200,000</i>	<i>\$200,000</i>	<i>\$150,000</i>	<i>Short</i>	<i>Mobility of the General Public</i>
<i>Town of Avon*</i>	<i>Security system upgrade on vehicles</i>	<i>\$100,000</i>		<i>Short</i>	
<i>Town of Basalt*</i>	<i>Basalt Avenue pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Basalt*</i>	<i>Sagewood bus stop reconstruction</i>	<i>\$400,000</i>		<i>Short</i>	<i>Facilities</i>
Town of Basalt	Local transit system in Basalt	\$200,000 annually		Mid	Mobility of the General Public
Town of Basalt	Bus service improvements between east and west Basalt	\$300,000		Short	Mobility of the General Public
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Long	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Mid	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Short	Maintaining Service
<i>Town of Breckenridge*</i>	<i>Mixed-use parking structure at Tiger Dredge lot</i>	<i>\$8,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Breckenridge*</i>	<i>Retrofit garage doors on existing bus barn to accommodate 102" wide buses</i>	<i>\$270,000</i>		<i>Short</i>	<i>Facilities</i>
Town of Breckenridge	Horizontal People Mover Phase IV - from McCain Parking to Farmer's Corner (AGS stop someday)			Long	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Breckenridge	Horizontal People Mover Phase I - from Gondola Town Base south to Village			Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase II - from Village to Ice Rink			Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase III - from Gondola Town Base north to McCain Parking			Long	Facilities
Town of Breckenridge	Mixed-use parking structure/transit station at McCain property	\$11,000,000		Mid	Facilities
Town of Breckenridge	Mixed-use parking structure/transit station at Gondola lots	\$21,000,000		Mid	Facilities
Town of Breckenridge	Merge with ski area will require a new bus storage facility	\$5,500,000		Short	Facilities
Town of Breckenridge	Summit Stage needs to promote building a mixed use parking structure/transit station in Blue River and expanding their service to Blue River before 2023.				Facilities
Town of Breckenridge	Electric Signage			Long	Maintaining Service
Town of Breckenridge	On-Board camera system upgrade			Long	Maintaining Service
Town of Breckenridge	Rolling stock mid-life refurbishments			Long	Vehicles
Town of Breckenridge	Rolling stock replacements			Long	Vehicles
Town of Breckenridge	Midlife refurbishment of (3) buses (2023)	\$465,000		Mid	Vehicles
Town of Breckenridge	Replace Bus 9224 (2025)	\$610,000		Mid	Vehicles
Town of Breckenridge	Replace three (3) cutaway buses with similar low floor cutaways (2027)	\$562,500		Mid	Vehicles
Town of Breckenridge	Replace two (2) 2008 35' Diesel/Electric Hybrid buses (2024)	\$1,375,000		Mid	Vehicles



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Breckenridge	Replace two (2) buses (2028)	\$1,300,000		Mid	Vehicles
Town of Breckenridge	Replace two (2) buses (2027)	\$1,260,000		Mid	Vehicles
Town of Breckenridge	Three (3) expansion buses and expansion of service to McCain, The Shores, & Golf Course	\$2,700,000		Mid	Vehicles
Town of Breckenridge	\$5,250,000 for diesel buses, or \$11,000,000 for electric buses & infrastructure, or \$32,000,000 for CNG buses, infrastructure, fire protection upgrades	\$11,000,000		Short	Vehicles
Town of Breckenridge	Merge operations with ski area and replace (10) buses			Short	Vehicles
Town of Breckenridge	Mid-life refurbishment of bus 9224 (2019)	\$138,000		Short	Vehicles
Town of Breckenridge	Mid-life refurbishment of two (2) 2008 diesel/electric hybrid buses to include battery packs (2016)	\$450,000		Short	Vehicles
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$300,000		Short	Vehicles
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$290,000		Short	Vehicles
Town of Breckenridge	Replace Buses 9211, 9212, 9213 with (3) 29-32' diesel buses (2016)	\$1,440,000		Short	Vehicles
Town of Breckenridge	Replace cutaway buses 9221, 9222, 9223 with similar low floor cutaways (2020)	\$465,000		Short	Vehicles
Town of Breckenridge*	<i>Development of an ODP trip planner to include bike, ped, &amp; trail</i>	<i>\$32,000</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Transit Wayfinding Project - upgrade existing signage &amp; poles</i>	<i>\$180,000</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Where's My Bus - Phase II - outdoor monitors &amp; pub/private partnership screens</i>	<i>\$60,905</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Yield to Bus - retrofit existing fleet with Yield to Bus equipment, install MUTCD signage, public education campaign</i>	<i>\$24,000</i>		<i>Short</i>	<i>Marketing Strategies</i>



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Carbondale*	SH 133 pedestrian bridge (along the Rio Grande Trail)	\$5,000,000		Short	Facilities
Town of Carbondale*	Local circulator bus infrastructure in Carbondale	\$2,000,000		Short	Facilities
Town of Carbondale*	Park and ride expansion	\$2,000,000		Short	Facilities
Town of Carbondale	Restroom at Carbondale BRT Station	\$100,000		Short	Facilities
Town of Carbondale*	Local circulator bus in Carbondale		\$200,000	Short	Mobility of the General Public
Town of Glenwood Springs*	Redesign entire bus service to better complement regional transit authority's new BRT service into and out of city limits		\$5,000	Short	Maintaining Service
Town of New Castle*	SH 6 Streetscape	\$8,000,000		Short	Facilities
Town of Parachute*	SH 6 and 24 Main Street Streetscape Improvements	\$900,000		Mid	Facilities
Town of Rifle*	Park and ride relocation	\$750,000		Short	Facilities
Town of Silt*	Park and ride expansion	\$2,000,000		Short	Facilities
Town of Snowmass Village*	Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel	\$300,000		Short	Facilities
Town of Snowmass Village	Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	TBD		Mid	Facilities
Town of Snowmass Village	Build multimodal regional and local bus station	\$40,000,000		Mid	Facilities
Town of Snowmass Village	Snowmass bus storage facility	\$9,000,000		Mid	Facilities
Town of Snowmass Village	Wood Road roundabout bus stop reconstruction	\$2,000,000		Short	Facilities
Town of Snowmass Village	Owl Creek Road roundabout bus stops	\$1,500,000		Short	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$55,000		Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$121,000 annual operating subsidy)	\$121,000		Long	Maintaining Service
Town of Snowmass Village	Replace seventeen (17) standard body on chassis vehicles	\$2,074,000		Long	Maintaining Service
Town of Snowmass Village	Replace three (3) service vehicles	\$120,000		Long	Vehicles
Town of Snowmass Village	Replace twenty (20) large body on chassis vehicles	\$12,300,000		Long	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$122,000		Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$110,000 annual operating subsidy)		\$110,000	Mid	Maintaining Service
Town of Snowmass Village	Replace nine (9) large body on chassis vehicles	\$4,230,000		Mid	Vehicles
Town of Snowmass Village	Replace one (1) service vehicle	\$37,000		Mid	Vehicles
Town of Snowmass Village	Replace seven (7) standard body on chassis vehicles	\$686,000		Mid	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$20,500		Mid	Maintaining Service
Town of Snowmass Village	Add three (3) large body on chassis vehicles to fleet (if necessary)	\$1,140,000		Short	Vehicles
Town of Snowmass Village	Annual capital improvements and maintenance of facilities	\$43,000		Short	Maintaining Service
Town of Snowmass Village	Replace ten (10) large body on chassis vehicles	\$3,800,000		Short	Vehicles
Town of Snowmass Village	Replace ten (10) standard body on chassis vehicles	\$860,000		Short	Vehicles
Town of Snowmass Village	Replace one (1) service vehicle	\$28,000		Short	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment at cost of \$51,000.	\$51,000		Short	Maintaining Service



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$50,000			Maintaining Service
Town of Snowmass Village	Annual fuel or alternative fuel subsidy		\$100,000		Maintaining Service
Town of Snowmass Village	Annual funding for a dispatcher position 18 hours/day and 7 days/week.		\$150,000		Maintaining Service
Town of Snowmass Village	Biannual consultant services to update policies and plans for federal grant guidelines		\$10,000		Maintaining Service
Town of Snowmass Village	Marketing and promotion of transit service options, seasonal changes, and special event services (annually)		\$25,000		Marketing Strategies
Town of Snowmass Village	Investment in transit information web site	\$35,000			Marketing Strategies
<i>Town of Snowmass Village*</i>	<i>Higher-frequency service between SH82 and the Town of Snowmass, to coincide with increased headways of BRT</i>		\$500,000	<i>Short</i>	<i>Regional Connectivity</i>
<i>Transit Working Group #1*</i>	<i>Coordination of medical trips to Denver</i>			<i>Short</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Coordination of regional transportation services, including specialized transit services (HHS, veterans, etc.)</i>			<i>Mid</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Increase vehicle sharing and multiple types of riders on same vehicles</i>			<i>Mid</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Develop and implement marketing and information campaigns throughout the region to increase awareness of public transportation services</i>			<i>Short</i>	<i>Coordination Strategies</i>
Transit Working Group #1	Access to services in Garfield County from El Jebel				Coordination Strategies

*\*High priority strategy as identified in the Implementation Plan (Chapter 7).*





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

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

## Transportation Planning Region: Intermountain Area

### Survey Results

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June 2014



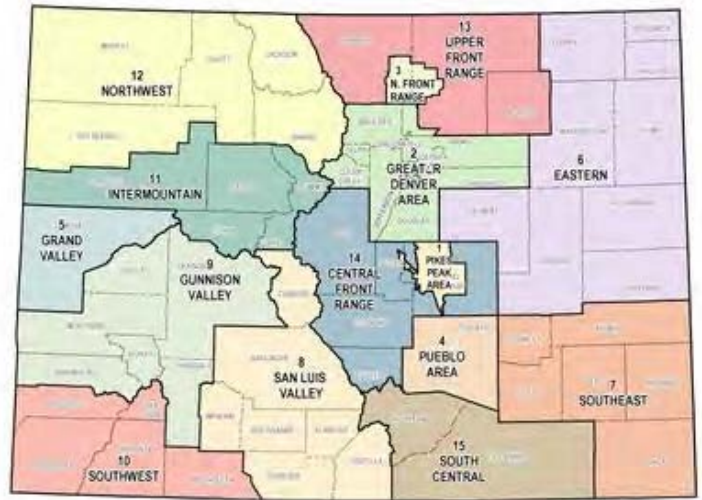
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## Survey Background

### About the Intermountain Transportation Planning Region

The Intermountain Transportation Planning Region is located in the central western mountains of the state, and includes the entire counties of Eagle, Garfield, Lake, Pitkin and Summit. According to the 2010 Census, the total population of this region was 159,275. There were 12,282 adults age 65 and older residing in this region, and 5,947 adults with disabilities age 18 to 64. This region accounts for 2.3% 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 Intermountain TPR, 68 respondents completed an agency-distributed hard copy survey, 20 completed the web-based agency survey and 68 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 17% and 25%, respectively.

**Number of Surveys and Survey Response Rates by TPR**

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

## Highlights of Survey Results

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

One-quarter of survey participants in the Intermountain TPR said they relied on someone else for half or more of their trips and one-quarter relied on someone else for some, but fewer than half, of their trips.

Many reported driving themselves (82% reported doing so at least once in a typical month), getting a ride in a personal vehicle from a family member or someone who lives in their household (63%), getting a ride in a personal vehicle from family, friends or neighbors (62%) or walking (58%). Less than one-third reported using a taxi, volunteer driver, shuttle service, public transportation or paratransit.

- **More than half of respondents reported having trouble finding transportation for trips they wanted or needed to make.**

When asked if they encountered difficulties finding transportation for trips they wanted or needed to make, 45% of respondents said they never had trouble, while 55% did have troubles (30% said they experienced problems finding transportation sometimes or a lot of times and 25% had trouble rarely). Respondents most often reported having trouble finding needed transportation for medical appointments and shopping/ pharmacy trips.

- **The most frequently cited barriers to using public transportation and paratransit were a lack of service and the distance from stops and stations being too far to walk.**

More than one-third of respondents from the Intermountain TPR felt that the lack of public transportation service where they lived or where they wanted to go was major problem, and a similar proportion felt this way about the distance from bus stops or light rail stations being too far to walk. One-quarter said that lack of service during needed times and difficulty accessing transit stops or stations during poor weather conditions were major problems. Few (less than 10%) reported having problems getting information about public transportation in their first language, knowing how to use public transportation, being unable to get a seat or feeling unsafe riding the bus or light rail train.

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. The largest obstacles were a lack of service where the respondent lived or to their desired locations and limited service hours, considered a major or minor problem by half of Intermountain respondents.

- **The two issues deemed of highest importance for the statewide transit plan by Intermountain residents were supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders.**

All of the issues included on the survey were deemed somewhat or very important by a majority of Intermountain respondents. Almost three-quarters of respondents felt that supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders were very important. About 7 in 10 cited supporting veterans' transportation issues as very important.

About 6 in 10 respondents identified areas that focused on expanding services and routes in their communities and to regional destinations as very important. A similar proportion prioritized expanding transportation hours and discount programs and subsidies. Less important to Intermountain respondents was increasing the availability of wheelchair-accessible taxi cabs, although a majority still felt this was very important.



## Responses to Survey Questions

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

Question 1										
In a typical month, about how often, if ever, do you use the following forms of transportation?	Never		4 or fewer times a month		1 to 2 times a week		3 or more times a week		Total	
	Drive myself in a personal vehicle	18%	N=27	7%	N=10	8%	N=12	67%	N=101	100%
Get a ride in a personal vehicle from a family member or someone who lives in my household	37%	N=50	33%	N=44	14%	N=19	16%	N=21	100%	N=134
Get a ride in a personal vehicle from family, friends or neighbors	38%	N=52	40%	N=55	15%	N=21	7%	N=9	100%	N=136
Driven by a paid driver or personal assistant	89%	N=117	5%	N=7	2%	N=3	3%	N=4	100%	N=131
Get a ride from a volunteer driver	85%	N=115	10%	N=14	3%	N=4	2%	N=3	100%	N=136
Take a taxi at the full price fare	96%	N=130	4%	N=5	0%	N=0	0%	N=0	100%	N=135
Take a taxi at a subsidized or discounted fare	94%	N=133	4%	N=5	0%	N=0	2%	N=3	100%	N=142
Walk	42%	N=57	22%	N=30	16%	N=21	19%	N=26	100%	N=135
Bicycle	78%	N=106	11%	N=14	6%	N=9	5%	N=7	100%	N=136
Use transportation provided by my faith community or church	90%	N=123	9%	N=13	1%	N=1	0%	N=0	100%	N=137
Use a senior center or community center shuttle	70%	N=96	22%	N=30	6%	N=9	2%	N=3	100%	N=137
Use shuttle/transportation provided by the housing facility or complex where I live	93%	N=124	5%	N=6	2%	N=3	0%	N=0	100%	N=133
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	70%	N=91	18%	N=23	8%	N=10	5%	N=6	100%	N=131
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.)	73%	N=95	14%	N=18	9%	N=12	4%	N=5	100%	N=130
Use a private or non-profit transportation service or program	90%	N=107	5%	N=6	3%	N=3	2%	N=2	100%	N=119

<b>Question 2</b>		
<b>About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?</b>	<b>Percent</b>	<b>Number</b>
None of my trips	46%	N=69
Less than half my trips	29%	N=44
About half my trips	5%	N=7
More than half my trips	8%	N=11
All of my trips	12%	N=19
Total	100%	N=152

<b>Question 3</b>		
<b>If you drive yourself, what time of day do you most often drive?</b>	<b>Percent</b>	<b>Number</b>
I don't drive	17%	N=24
Mornings	61%	N=89
Afternoons	20%	N=28
Evenings and nights	3%	N=4
Total	100%	N=146

<b>Question 4</b>		
<b>For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?</b>	<b>Percent</b>	<b>Number</b>
Very likely	16%	N=19
Somewhat likely	30%	N=35
Not at all likely	54%	N=64
Total	100%	N=117

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

<b>Question 5</b>		
<b>Do you ever have trouble finding transportation for trips you want or need to make?</b>	<b>Percent</b>	<b>Number</b>
No, never	45%	N=66
Rarely	25%	N=38
Sometimes	23%	N=35
A lot of times	7%	N=10
Total	100%	N=149

<b>Question 6</b>		
<b>For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Work	14%	N=9
Visiting family or friends	15%	N=10
Volunteering	16%	N=11
Medical appointment	44%	N=30
Community event	18%	N=12
Religious service	15%	N=10
Recreation	20%	N=14
School	5%	N=3
Shopping/pharmacy trips	42%	N=28
Other, please specify	28%	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.*

<b>Question 7</b>		
<b>What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Weekdays 6am to 10am	31%	N=17
Weekdays 10am to 4pm	58%	N=32
Weekdays 4pm to 7pm	39%	N=22
Weekdays 7pm to midnight	18%	N=10
Weekdays Midnight to 6am	7%	N=4
Saturday day time	33%	N=18
Saturday night time	26%	N=15
Sunday day time	32%	N=18
Sunday night time	24%	N=13

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

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

<b>Question 8</b>		
<b>How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?</b>	<b>Percent</b>	<b>Number</b>
Never	46%	N=36
Once or twice	38%	N=30
3 to 6 times	14%	N=11
7 times or more	1%	N=1
Total	100%	N=77

*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	35%	N=47	26%	N=35	39%	N=53	100%
Service does not operate during the times I need	24%	N=30	25%	N=30	50%	N=61	100%	N=121
Information about fares, schedules and routes is difficult to find	17%	N=18	22%	N=24	62%	N=69	100%	N=112
Information about fares, schedules and routes is difficult to read	18%	N=20	20%	N=22	63%	N=70	100%	N=112
I cannot understand the information about fares, schedules and routes	10%	N=11	18%	N=20	71%	N=78	100%	N=110
Information about fares, schedules and routes is not in my first (non-English) language	6%	N=7	5%	N=5	88%	N=96	100%	N=108
I am unclear about how to use public transportation	9%	N=10	12%	N=13	78%	N=81	100%	N=104
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	17%	N=18	23%	N=25	60%	N=64	100%	N=107
Buses or light rail trains lack clear announcements or visual displays about the next stops	16%	N=16	14%	N=14	70%	N=69	100%	N=99
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	25%	N=26	22%	N=23	52%	N=54	100%	N=102
I have health reasons that prevent me from being able to use fixed route public transportation	19%	N=19	18%	N=18	64%	N=65	100%	N=102
I have difficulty boarding and exiting buses or light rail trains	18%	N=18	14%	N=14	68%	N=67	100%	N=99
Distance from bus stop or light rail station is too far for me to walk	36%	N=37	14%	N=15	50%	N=52	100%	N=104
I am unable to get a seat	8%	N=7	15%	N=14	78%	N=75	100%	N=97
I do not feel safe while waiting for the bus or light rail train	12%	N=11	20%	N=20	68%	N=66	100%	N=97
I do not feel safe while riding the bus or light rail train	7%	N=7	18%	N=17	75%	N=72	100%	N=96
Fares are too expensive	15%	N=14	19%	N=18	67%	N=64	100%	N=96
Travel time to my destinations is too long	15%	N=15	21%	N=21	64%	N=63	100%	N=99
Bus stops and stations are poorly maintained	14%	N=13	21%	N=20	66%	N=64	100%	N=97
Service is not reliable	11%	N=11	19%	N=18	70%	N=67	100%	N=96
I do not understand how to make a transfer	13%	N=12	15%	N=15	72%	N=68	100%	N=95

<b>Question 10</b>								
<b>Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service. Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?</b>	<b>Major problem</b>		<b>Minor problem</b>		<b>Not a problem</b>		<b>Total</b>	
	Service is not provided where I live or where I want to go	35%	N=39	17%	N=19	49%	N=55	100%
Services does not operate during the times I need	25%	N=24	24%	N=23	51%	N=49	100%	N=96
Information about how to use the service and costs is difficult to find	15%	N=14	16%	N=15	70%	N=67	100%	N=96
Information about how to use the service and the costs is difficult to read	12%	N=12	13%	N=12	75%	N=71	100%	N=94
Information about how to use the service and the costs is not in my first (non-English) language	5%	N=5	10%	N=9	85%	N=77	100%	N=91
I cannot understand the information on how to use the service and the costs	8%	N=8	11%	N=10	81%	N=75	100%	N=92
I am unclear about how to start using it	17%	N=16	7%	N=6	76%	N=69	100%	N=91

<b>Question 11</b>		
<b>How would you prefer to get your information about transportation services and programs? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Through my place of residence	41%	N=55
Friends or family	8%	N=11
Printed materials	50%	N=68
Telephone	17%	N=23
Other, please specify	6%	N=8
Through the place where I work or volunteer	12%	N=16
Electronic (websites, email, social media, smart phone)	34%	N=46
In-person assistance	9%	N=12
Presentations at church, community centers, etc.	16%	N=22

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

<b>Question 12</b>								
<b>CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?</b>	<b>Very important</b>		<b>Somewhat important</b>		<b>Not at all important</b>		<b>Total</b>	
Supporting the development of easily accessible and understandable transportation information and referral services	72%	N=94	20%	N=27	7%	N=10	100%	N=131
Supporting veterans' transportation issues	69%	N=88	16%	N=20	15%	N=18	100%	N=126
Supporting volunteer and faith-based transportation services	53%	N=66	28%	N=35	19%	N=24	100%	N=125
Increasing the availability of wheelchair-accessible taxi cabs	52%	N=64	24%	N=30	24%	N=29	100%	N=123
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	57%	N=70	28%	N=35	15%	N=18	100%	N=124
Providing more transportation services in my community	59%	N=78	30%	N=39	11%	N=14	100%	N=131
Providing more transportation services to regional destinations	63%	N=79	27%	N=34	9%	N=12	100%	N=124
Expanding hours that transportation services are offered	59%	N=74	26%	N=32	15%	N=19	100%	N=126
Expanding or adding routes in my community	60%	N=75	25%	N=31	15%	N=19	100%	N=125
Providing lower fares for seniors and disabled riders	73%	N=93	16%	N=21	11%	N=14	100%	N=128

<b>Question 15</b>		
<b>Please indicate if you have difficulty with any of these activities? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Climbing stairs	46%	N=63
Talking	5%	N=7
Lifting or carrying a package or bag	33%	N=45
Understanding written directions	7%	N=9
Understanding spoken directions	6%	N=8
Seeing	9%	N=12
Hearing	23%	N=32
Walking 1/4 mile	42%	N=58
None	35%	N=49

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

<b>Question 16</b>		
<b>Do you use any of the following to get around? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
None	72%	N=90
Guide or service dog	0%	N=0
White cane	3%	N=4
Cane or walker	19%	N=24
Power wheelchair or scooter	5%	N=6
Manual wheelchair	7%	N=9

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

<b>Question 17</b>		
<b>Which best describes the building you live in?</b>	<b>Percent</b>	<b>Number</b>
Single family home or mobile home	72%	N=108
Townhouse, condominium, duplex or apartment	21%	N=31
Age-restricted senior living residence	6%	N=9
Assisted living residence	0%	N=0
Nursing home	1%	N=1
Other	0%	N=0
Total	100%	N=149

<b>Question 19</b>		
<b>What is your race/ethnicity?</b>	<b>Percent</b>	<b>Number</b>
American Indian or Alaskan Native	3%	N=5
Asian or Pacific Islander	0%	N=0
Black, African American	1%	N=1
Hispanic/Spanish/Latino	5%	N=8
White/Caucasian	93%	N=141
Other	1%	N=1

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

<b>Question 20</b>		
<b>In which category is your age?</b>	<b>Percent</b>	<b>Number</b>
18 - 44 years	8%	N=12
45 - 54 years	7%	N=10
55 - 64 years	11%	N=17
65 - 74 years	34%	N=53
75 - 84 years	23%	N=36
85 - 94 years	15%	N=22
95 years or older	1%	N=2
Total	100%	N=153

<b>Question 21</b>		
<b>What is your gender?</b>	<b>Percent</b>	<b>Number</b>
Female	62%	N=92
Male	38%	N=55
Total	100%	N=147

## 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.”**

- Facility Van
- Friends
- From family
- motorcycle
- Mountain mobility
- No public transportation exists in Parachute/Battlement Mesa
- No taxi
- scooter

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

- Drive ourselves
- Driving to DIA
- Health
- I don't
- I drive
- i would take the bus but the schedule is bad for me
- Medical treatment when i can't driver afterwards
- Movie theater
- Never
- Never need transportation, provide it myself
- None yet
- Out of town trips
- Restaurants in evening
- Special trips dinner and shopping
- To get out of home
- Varies as life not structured
- When my car breaks down, finding alternatives is difficult due to infrequency of public transportation from edwards to eagle.

#### **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.”**

- Call nick if you wish to discuss 970-945-8936
- I am not a minority or woman
- I havent needed them



**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.”**

- Can't get to transportation
- Don't use
- Eric is transported to work most days by summit stage mountain mobility. It has aided his independence
- Every stop i need is not available when i need it. Miller ranch, get off at miller ranch rd. I had confusion with cmc stop on express pm bus 11:20 pm
- Handicapped accessible
- I want to be integrated. I dislike the stigma associated with riding the short bus and dislike having to make reservations the day prior to my travel. I want to be spontaneous.
- Im still driving
- Only operates on Tuesdays.

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

- don't have internet
- I provide my own transportation

**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?**

- All good
- Battlement mesa shuttle with g. That used to go to grand junction for doctor appts. Ect. On tuesday and thursdays stopped 3 years ago but van still being used for battlement mesa.
- Buffalo ridge, please stop there, people need it pm,am all hours. Miller ranch , where i now live still with no car more frequent stops.
- Depressing that you cant always go
- Glenwood springs and denver pretty good. Problems getting to regional area, grand junction, aspen, sunlight, to denver on bus greyhound or train needs to be more frequent
- Good
- Good experience from garfield county travelers. Big help to me and my family
- I have not yet had to use the services but expect to need it in the near future
- I just take 88
- I live in Parachute and am only able to find public transport once per week, this prevents me from accessing community services and makes me unable to work. I would like public transport, preferably para-transit, from parachute to Silt or Glenwood.
- I work in several locations in a single day and need lots of tools i cannot utilize for work as an entertainer. Don't have time to wait.
- In beginning not good. Disabled folks are lower priority unless you mention a.d.a things are better because i know my rights. Some buses hard for seniors. The lift shakes is unsteady.
- Mountain mobility services and personnel have greatly improved eric's life transporting him safely from and to work.
- My daughter age 68 and i age 91 have been very, very satisfied with "travelers" complete cooperation
- My experiences have usually been very good getting transportation services i want.

- no public transportation in Battlement Mesa/Parachute. Use the Traveler but not open in evenings/weekends so I can't go places.
- Not problem here in aspen
- Price of gas- is limited
- Raft does not go south of rifle or north or west to parachute, grand junction, meeker.
- Riding the transit bus system.
- Service seems good for most part
- So far i am lucky enough to need assistance
- The senior transportation in our area is excellent and always improving
- The Summit Stage transit system is awesome and very accessible. However, I can drive so I do because it is more convenient.
- The traveler has been good but is limited a regular scheduled system would be great especially to go to glenwood or grand junction. We can get to glenwood but for shopping we need to be flexible
- There is only one van available and it only runs on Tuesdays. Also, it only goes to Rifle and not to places in my town. If I want to go somewhere in my town, I have to wait until at least 2:09 or later to be picked up. Also, I always have at least a two hour wait or more at Walmart and I am in a lot of pain!
- too far to the bus stop, schedule does not work for me
- Unable to go to weekend events, movies that last past the 4:00 cut off time

**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?**

- As we get older we need more
- Aspen has a great bus system. Need more ADA vans with RFTA to cover all of Pitkin County. Snowmass --> Aspen
- Battlement Mesa Shuttle with Columbine Ford funnings van that used to go to Grand Junction, CO for doctors appts etc on Tuesdays and Thursdays stopped 3 years ago and van is still being utilized by Battlement Mesa Ass'n. We need transportation system in our towns.
- Bus drivers are not informed about all stops you ask them something, and they say i'm not sure. All of them should know
- Bus shelters, need to fix roads. Schedules easier to see. Too light up, not good for low vision or wheelchair users etc.
- bus stops in more places
- Can be rude at times when i mention i'm vision impaired. I would like to be on a panel to discuss these issues. Please call jan-970-618-6255
- Can't walk to transport. Need local bus stop
- Expanding senior travel to surrounding areas
- Getting the information out to these populations about paratransportation services.
- Getting to places around town when you have no way
- Greyhound stop in rifle co
- I am commander of the Sheriff's Auxiliary in Battlement Mesa, we often provide help if someone asks.
- I am extremely opposed to the continued focus of developing segregated transportation services for people with disabilities. I would much rather see integrated and accessible transportation options for everyone - for people with and without disabilities.

- I am not comfortable driving after dark. Wish we had expanded service into the evening in the winter
- I do not need transportation services but work with the programs that supervise these services in my area. As the policies stand at this time I would not be able to benefit from the services available.
- I don't have any problems
- I find current services pretty darn good
- I live in a rural area that does not allow for public transportation. Even if I could get to the bus the schedule is unreliable and very sketchy to get to where I need to go. Takes hours.
- Live people to help plan or make arrangements for transportation and who to access info.
- Low cost bus to grand junction from parachute
- More assistance at stops or leaving stores. Help getting on light rails or trains even buses. Lower steps not steep ones and bars to hold on to
- Need more vehicle for transportation in garfield county and for carbondale, co.
- Not much there
- Nothing
- Our town is very scattered with auto dealership, schools, vets memorial, bowling ally, golf on the very north. C.m.c., airport, shopping, hasp on the south, no regular transportation to any of these especially in the evening. We need a transportation system desperately. As older folks shop
- Please go south and north of rifle, walmart-grand river health clinic, hospital
- Please increase routes and funding for paratransit. I am unable to take the buss and currently live in parachute, I am only able to access services once per week and it prevents me from living a fuller life, working, volunteering, and seeing my friends.
- Provide a low faired taxi for glenwood springs, in all areas
- Quit charging for its use when bus is already receiving donations
- See above
- There is no public transpiration in ny community. I am disabled and can't drive and stuck in my house all the tume.
- They often need transporition to places outside of their hometown that is affordable.
- This service is a great service to eric and his senior citizens parents
- To be more on time picking up after appt.
- We are on the western slope with no services
- We need the senior traveler to continue running!
- Weekend and evenings transportation is non existant
- Your service is very important to seniors

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

No “other” responses were provided for this question.

## Comments from those completing a mailed survey

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

- Family-there is no public transportation in our area
- Motorcycle.
- My own car

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

- Cc gym, mornings
- Hobbies
- If car is broken work 3am -11am
- Later in the day can't catch a bus after 7 pm
- None
- None we usually find a ride from family
- Vehicle servicing in gws

### 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.”

- Don't use public transportation and i live in the usa and should be english only
- I am dyslexic and 100% disabled- able to drive now but later on???? Someone else is filling this out for me.
- I do not use public transportation-ever
- Live on a difficult road
- No public transportation in or area
- No such program in my community
- Public transportation does not exist in my community
- Same as above
- Ticket purchase info. Is hard to read because of sun weathered or light glare at the lite rail stations, i used lite rail in denver.

### 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.”

- Don't use
- Dyslexic
- I never use paratransit
- Just getting to a place for pick up is difficult
- No experience don't use.
- No service provided in area
- None exist
- Not needed

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

- Don't know haven't used

- Larger schedules, printed , cannot read fine print
- None apply
- None exist
- Not interested
- Same as above
- Through veterans administration

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

- A town 30 miles from leadville has a van (neighbor to neighbor) they take the elderly to dr. Apts. And grocery store etc.
- All is fine
- At this time i am able to drive and my husband is able to lead the way.
- Can't get where i want in an emergency
- Don't use anything except, the denver mall buses on occasion.
- Good
- Good experience, bus travel around valley
- Good when used.
- I am 100% va disabled. There is no va transport from glenwood springs to va in grand junction. I can drive myself now but down the road i don't know what i'll do.
- I am lucky. We have good paratransit where i live. I can be more independent, and go to work, school and wherever i want.
- I don't have a problem
- I drive
- I have had a problem with getting to gypsum eagle andvail valley areas because glenwood springs has no buses going there to those communities
- I have to get someone to pick me up 15 miles away and because i cant get back after 7 pm
- I have to walk a mile without sidewalks and street lights to the closest bus stop
- I have two of my adult children living with me. They take care of my needs. There are many people in leadville that arent so lucky.
- I live at greekside in s.v. i am handicap, local bus service used to come thru our parking lot. They ceased that service so i drive everywhere.
- I live in a rural town with a 30 min. Drive to reach greyhound or arrow bus service. Each end in denver and then i have the problem of getting to my destination. No transportation service in town.
- I sent my son by bus from rifle to denver and den. To boulder and return spent so much time traveling he had almost no time to see his sister at cu.
- I'm ok now driving myself but being 100% disabled down the road, it will be hard just to get from my home to catch public transportation, will be impossible to get to doctors in another town.
- It is hard sometimes to get a volunteer to drive me when i am not able. I get frustrated when i have to cancel an appointment.
- My problem is understanding when, where how to get from my bus transportation from the maintains to one of your devices with greatly deminished eye sight.
- No impact. Can get public trans. Service when needed

- No need for these services at this time
- No problem if you use the schedule.
- None exist
- None, i travel to work and back with a dog. Dogs are not allowed on public transportation. I understand why.
- Not available.
- Not being able to get transportation service. Had to put off going to another day.
- Not often enough during summer months returning from eagle to a. 3 hour waits. Maybe a smaller shuttle and more printing larger schedules, cannot read the very small print location the pickup places.
- Not too dependent on alturnet transport at the moment.
- One in a wheel chair do not drive, they are very limited where they can go. Downtown to doctors and medical. Leaving one with no social support as soceity moves to people"aging in place" transportation is going to be much more important. Social support is very important, a persons condition goes down very quickly.
- Public transportation is drive time x 2
- Public transportation to rural areas in western colorado -northwestern county's meeker ranch, southwestern norwood.
- Scheduling changes that are not posted at the bus stops
- So far i do all right driving myself. When i will need help, getting it at the time i want to go may be a problem. Carrying packages and groceries may be very difficult. In january 2012 i suffed a stroke to my left brain which almost completely paralysed my right side through months of therapy and exercize, i regained most of my functions, in 2012 i was certified to drive by a theraputic evaluation, i also have trouble walking long distances because of spinal fusion.
- There are no transportation services in my area.
- We live in a rural area without public transportation and are healthy and able to drive.
- Weather

**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?**

- Decreased-limited service during the summer.
- Dial a ride, aspen calling for a ride: the shuttles, phones are horrible! I do not know if the driver heard me. Most often the driver is somewhere, where the radio is in a non servible area. Mountain areas, thus has been a major problem. Always addressed and never solved (\$\$?) Since the very beginning of the service many years ago. I've lived in aspen, 38 years.
- Don't have issues or problems.
- Down the road just getting from my house to where public transportation is, is almost impossible. I live in a rather small town
- Finish hwy 9 from breckenridge to frisco.
- From town, i would not mind if there was only 1 or 2 a week i could take advantage of paratransit but would like to be able to attend church and even. Events.
- Here in summit county i think that the transportation service is doing their best, but it is a big county, it will never provide the peoples needs, i think
- I have not used in years. I think and understand that our transportation system is real excellent and free to seniors.
- I think the traveler will be my best bet.

- I would like to see transportation like the traveler that runs in garfield, co. And more volunteer drivers. I live in eagle, co.
- It's 14 miles to the nearest bust stop...
- Need light rail service denver to eagle airport along i-70 road area
- No information.
- No transportation in community
- None exist
- Often the ramps and lifts don't work on buses. Esp. Town of vail. On fixed routes. So i cant depend on them. Sidewalks and paths and curb cuts are inaccessible in the winter a lot of the time. In eagle county.
- Potentially there could be issues as i age. I would have to move or get personal assistance.
- Re-establish bus service in creekside parking lot, snowmass village
- Seems ok.
- The main problem, living in summit county, is there are no options for getting to denver for medical needs or other important needs. Airport access is fine but that's all there is.
- There is no transportation where i live in rural garfield county or when i need to travel.
- Transportation within this community is lacking for everyone. Many poor individuals just walk miles to get to church, doctor, store.
- Travel from glenwood to vail valley areas buses don't to there, from glenwood springs to vail valley areas.
- Use better ways of carrying them on buses, to make sure handicap accessible.
- We are a small town but our needs are just as important as any other town
- Would be nice to have a transportation service.

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

- Double wide modular home.

## Survey Instrument

A copy of the questionnaire appears on the following pages.





*¡Queremos oír de usted!*

**Taking care to get you there**

Dear Colorado Resident:

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

(To learn more, you can visit the website:

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

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

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

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

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

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

[www.n-r-c.com/survey/cdotsurvey.htm](http://www.n-r-c.com/survey/cdotsurvey.htm)

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

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

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

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

*[www.n-r-c.com/survey/cdotsurvey.htm](http://www.n-r-c.com/survey/cdotsurvey.htm)*

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

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

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



*¡Queremos oír de usted!*

**Taking care to get you there**

Dear Colorado Resident:

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

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.

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/cdotsurveyXX.htm](http://www.n-r-c.com/survey/cdotsurveyXX.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 at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

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

Tracey MacDonald, Senior Transit and Rail Planner

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

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*¡Queremos oír de usted!*

## Taking care to get you there

Dear Colorado Resident:

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

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

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# Colorado Department of Transportation Survey

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

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

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

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

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

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

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

- Very likely
- Somewhat likely
- Not at all likely

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**17. Which best describes the building you live in?**

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

**18. What is your home zip code?..... \_\_\_\_\_**

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

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

**20. In which category is your age?**

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

**21. What is your gender?**

- Female
- Male

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