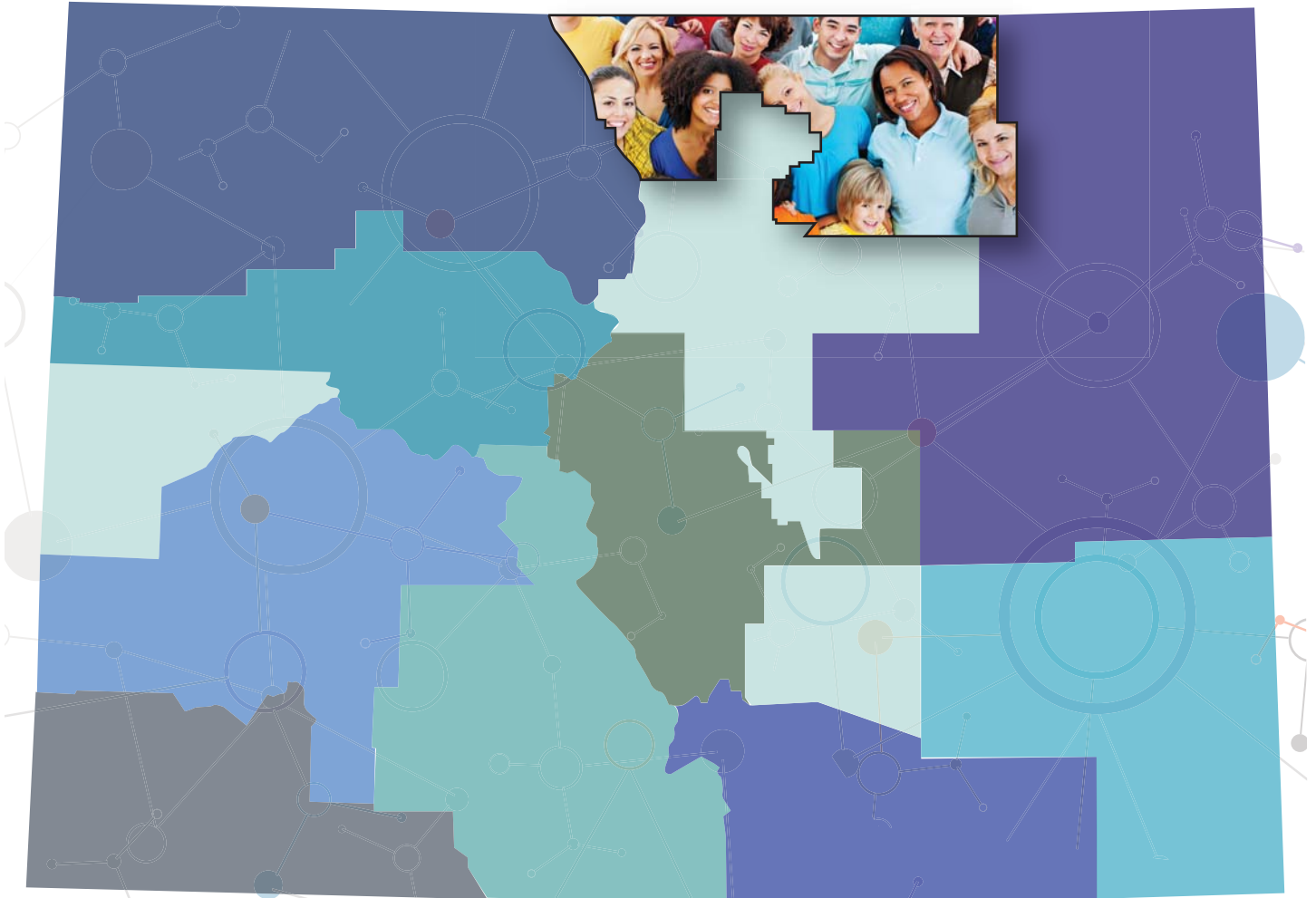


Upper Front Range

Transportation Planning Region
Regional Coordinated Transit &
Human Services Plan



Prepared for:
**Colorado Department of Transportation
Division of Transit and Rail
and Upper Front Range Transportation Planning Region**

December 2014

Prepared by:



In association with:
Cambridge Systematics
Nelson\Nygaard Consulting Associates
OV Consulting
TransitPlus

UPPER FRONT RANGE TRANSPORTATION PLANNING REGION REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

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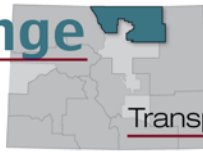
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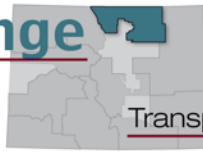
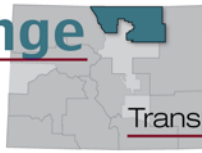


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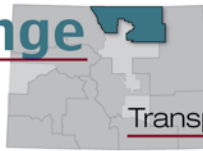


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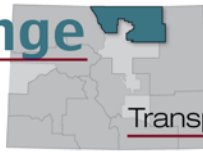
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1.0 INTRODUCTION

Public transportation is a lifeline for many residents throughout the Upper Front Range Transportation Planning Region (TPR) and state of Colorado. Transit services connect residents, employees, and visitors to major activity centers such as jobs, schools, shopping, medical care, and recreation. These transit services are important contributing factors to the economic, social, and environmental health of the state and also provide many benefits to individuals and communities. The following are just a few of the benefits:

- ▶ Economic benefits of transit include providing access to jobs, shopping, and other destinations; creating jobs in public transit and related industries; reducing the cost of transportation for individuals and families with a portion of the cost savings redirected to the local economy; providing businesses with access to a broader labor market with more diverse skills; and providing savings associated with the reliability and effects of reduced congestion.
- ▶ Social benefits of transit include providing transportation options to access destinations; reducing household expenditures on transportation, allowing savings to be spent in the local economy; reducing non-transportation service costs; reducing travel time and accidents because of less congestion on the road; providing accessibility of transit by all segments of the population; providing health benefits associated with walking to/from transit; and providing an overall savings in time and money.
- ▶ Environmental benefits of transit include reducing emissions and the carbon footprint, reducing gas consumption, improving air quality with a reduction in associated health issues; and lessening impacts on the environment and neighborhoods due to transit's typically smaller footprint.

The Division of Transit and Rail (DTR), within the Colorado Department of Transportation (CDOT), in cooperation with the Upper Front Range TPR, developed this Regional Coordinated Transit and Human Services Plan to meet all CDOT and Federal Transit Administration (FTA) planning requirements for funding eligibility and planning for Colorado's transit needs.

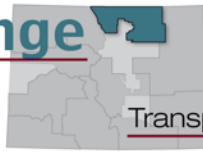
CDOT will use this plan to evaluate grant applications for state and federal funds received by regional transit and human service providers over the next five years. Transit and human service providers in the TPR will use this plan to prioritize transit investments in the next several years that work toward implementation of the TPR's long-term transit vision and goals, and priority strategies.

1.1 *Purpose of Plan*

This plan serves as the Regional Coordinated Transit and Human Services Plan for the region per FTA requirements. It identifies projects and strategies to enable the region's transit and human service providers to improve mobility of the populations who rely upon human service transportation or public transit, to minimize duplication of federally funded services and to leverage limited funds. The coordination projects and strategies identified generally have a short-term focus and are based on the prioritized needs of the TPR.

In addition, this plan identifies a regional transit vision and financial plan to guide transit investment over the next 20+ years. Along with the state's other Regional Coordinated Transit and Human Services Plans, this plan will act as the foundation for Colorado's first Statewide Transit Plan setting the stage for CDOT's vision, goals, policies and strategies for long-term transit investment.

Key findings and recommendations from this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and into the region's Regional Transportation Plan. Both of these documents will become part of the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.



1.2 *Federal and State Planning Regulations*

There are a variety of federal and state planning regulations and requirements that are met through the development of this plan and its incorporation in the Statewide Transit Plan. These are described below.

1.2.1 Federal Planning Regulations

Federal planning regulations are codified in 23 Code of Federal Regulations 450, which requires each state to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. This includes developing a long-range statewide transportation plan with a minimum 20-year forecast period for all areas of the state and a statewide transportation improvement program that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the state. The long-range transportation plan shall consider connections among public transportation, non-motorized modes (e.g., bicycle and pedestrian facilities), rail, commercial motor vehicle, and aviation facilities, particularly with respect to intercity travel.

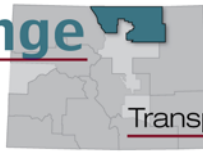
The transportation planning process considers projects, strategies, and services that address several planning factors including:

- ▶ Economic vitality of the US, state, metropolitan, and non-metropolitan areas
- ▶ Safety of the transportation system for motorized and non-motorized users
- ▶ Security of the transportation system for motorized and non-motorized users
- ▶ Accessibility and mobility of people and freight
- ▶ Protection and enhancement of the environment, promotion of energy conservation, improvement of the quality of life, and promotion of consistency among transportation improvements and state and local planned growth and economic development patterns
- ▶ Enhancement of integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
- ▶ Promotion of efficient system management and operations
- ▶ Preservation of the existing transportation system

The planning process is to be conducted in coordination with local officials in metropolitan and non-metropolitan areas, federal land management agencies, Tribal governments, health and human service agencies, and agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. In addition, preparation of the Regional Coordinated Transit and Human Services Plans should be coordinated and consistent with the statewide transportation planning process.

1.2.2 MAP-21

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century Act (MAP-21), providing approximately \$10 billion per year nationally for transit funding in fiscal years 2013 and 2014. CDOT receives and distributes a portion of these federal transit funds to transit and human service providers throughout Colorado through a competitive grant process. Under MAP-21, several transit programs were consolidated and streamlined. There is a new requirement that transit fund recipients develop a Transit Asset Management Plan. There is also new emphasis on performance-based planning and establishment of performance measures and targets that must be incorporated into the long-range planning and short-term programming processes. Seven national goal areas were established: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. In August 2014, MAP-21 which was set to expire on September 30, 2014 was given a short term extension to May 31, 2015.



Similar to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous transportation authorization bill, MAP-21 requires that projects selected for federal funding under the Elderly Individuals and Individuals with Disabilities program (Section 5310) be derived from a locally developed, coordinated public transit human services transportation plan. This plan meets this requirement for the region. While not a requirement for other FTA funds, FTA recommends, as a best practice, that all projects be identified through a coordinated planning process and be consistent with a plan.

1.2.3 Title VI

Title VI is a federal statute that is intended to ensure that programs (including public transit and human services) receiving federal financial assistance do not discriminate or deny benefits to people based on race, color, or national origin, including the denial of meaningful access to transit-related programs and activities for people with limited English proficiency (LEP). Title VI applies to CDOT and all CDOT grant partners receiving federal funds. While this document is not intended to be a Title VI compliance report, it does provide information on the demographic characteristics in the region compared to services provided in the region to assist with a Title VI assessment. The process to develop this transit plan includes information and outreach to individuals by providing language assistance upon request and by providing public information materials in Spanish.

1.2.4 Environmental Justice

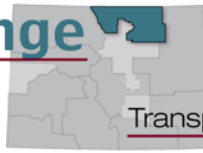
Executive Order 12898 calls on all federal agencies to make environmental justice part of their mission by identifying and addressing disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Similar to Title VI, this plan does not provide a comprehensive environmental justice evaluation. It does, however, provide information on low-income and minority populations in comparison service areas in the region to assist with understanding how well these populations are impacted by transit services in the region. The process to develop this transit plan included gathering information and providing outreach to low-income and minority populations in the Upper Front Range region and throughout the state.

1.2.5 Colorado Planning Requirements

CDOT is the agency responsible for providing strategic planning for statewide transportation systems to meet the transportation needs and challenges faced by Colorado; promoting coordination among different modes of transportation; and enhancing the state's prospects to obtain federal funds by responding to federal mandates for multimodal planning. State planning regulations, consistent with federal planning regulations, call for a multimodal plan that considers the connectivity between modes of transportation, coordination with local land use planning, focuses on preservation of the existing transportation system to support the economic vitality of the region, enhances system safety, addresses strategic mobility and multimodal choice, supports urban or rural mass transit, promotes environmental stewardship, provides effective, efficient and safe freight transport, and reduces greenhouse gas emissions.

In 2009 state legislation created DTR with responsibility for planning, developing, operating, and integrating transit and rail into the statewide transportation system. As part of that mandate, a statewide transit and passenger rail plan that identifies local, interregional, and statewide transit and passenger rail needs and priorities shall be developed and integrated into the Statewide Transportation Plan.

As a first step, a State Freight and Passenger Rail Plan was developed by DTR and adopted by the Colorado Transportation Commission in March 2012 (see **Section 1.3.2** for a summary). The next step was to develop the Statewide Transit Plan, which was done concurrently to the development of this Regional Transit Plan. The Division may also expend funds to construct, maintain, and operate interregional transit, advanced guideway, and passenger rail services, among other things.



In addition, DTR is responsible for administering federal and state transit grants. In accordance with FTA, DTR will use this plan to determine if grant applications are consistent and compatible with the plan's vision, goals, and strategies. Those that are consistent will be eligible for state and federal funding allocations through CDOT.

1.3 *Relevant Statewide Background Reports/Plans*

The following section describes transportation planning documents that have been completed in the last five years and their key findings and recommendations relevant to this Regional Transit Plan.

1.3.1 **Statewide Bicycle and Pedestrian Plan**

CDOT adopted Colorado's first Statewide Bicycle and Pedestrian Plan in October 2012. The plan focused on developing investment criteria to evaluate bicycle and pedestrian projects and programs, and performance measures. These criteria are based on a vision and eight broadly supported goals that can be achieved in part through improved bicycle and transportation projects and increased bicycling and walking activity. The goals identified through extensive public and stakeholder input include the following:

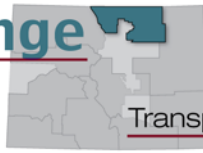
1. Enhance safety
2. Increase bicycling and walking activity
3. Expand recreational opportunities and enhance quality of life
4. Improve public health
5. Improve environment, air quality, and fossil fuel independence
6. Provide transportation equity
7. Maximize transportation investments
8. Improve the state and regional economies

The plan points out that nearly all transit trips begin and end with a walking trip, and many also include a bicycle trip at the origin and/or destination and that successful bicycle and pedestrian networks have the potential to greatly expand the reach and effectiveness of public transit. Colorado's major metropolitan transit agencies, as well as many mountain communities, operate buses with bike racks. The plan suggests that the next step will be to increase the percentage of transit stops and stations that are easily accessible by bike or on foot and the percentage that provide secure bicycle parking.

1.3.2 **Colorado State Freight and Passenger Rail Plan**

The Colorado State Freight and Passenger Rail Plan, completed in March 2012, offers recommendations for both short- and long-term investments in the state's rail system while embracing a performance-based evaluation process and positioning Colorado to receive federal funding for infrastructure projects. This plan provides guidance for investing in future rail needs and presents ways to enhance passenger and freight rail development to support economic growth and environmental sustainability. It is a project-based plan required to have a major update at least every five years. In 2014, CDOT amended the passenger rail elements with a high speed transit vision, based on the conclusions of the Advanced Guideway System (AGS) Feasibility Study and the Interregional Connectivity Study (ICS). The high-speed transit vision encompasses 340 miles of high-speed passenger transit network through or affecting four I-70 Mountain Corridor counties west of the Denver region from Eagle County Regional Airport to Denver International Airport (DIA), and twelve I-25 Front Range counties from Fort Collins to Pueblo. The next update for the Plan is anticipated to begin in 2016.

Passenger rail elements of the Colorado State Freight and Passenger Rail Plan that could potentially impact travel in and to the Upper Front Range region are identified. The State Rail Plan identifies these suggested projects without any statement about the feasibility or likelihood of action. The projects have been compiled based on recommendations/options from other plans or studies, as well as through stakeholder and public comment during the plan development. Projects include the development of a commuter rail from Fort Collins



to Thornton to help assist commuter congestion along the I-25 corridor. Rail service between Fort Collins and Trinidad, Cheyenne to El Paso, and the re-establishment of the Pioneer Line between Denver and Seattle are all included on the current list of rail projects within or near the region.

1.3.3 Colorado 2011 Aviation System Plan

The Colorado Aviation System Plan Update, completed in 2011, is a performance-based plan that summarizes how airports of different classifications are meeting their assigned objectives and how the state airport system as a whole measures up. It identifies and describes actions and projects with the potential to improve system performance and offers generalized cost estimates for these policy choices.

This plan includes an objective for all airports in the Major and Intermediate categories to have access to ground transportation services for the millions of visitors who reach Colorado each year by air and support the Colorado economy. Ground transportation could include shuttles, taxis, buses, rail, and rental cars. No airports in the Upper Front Range region have been identified in the plan as needing improved ground transportation.

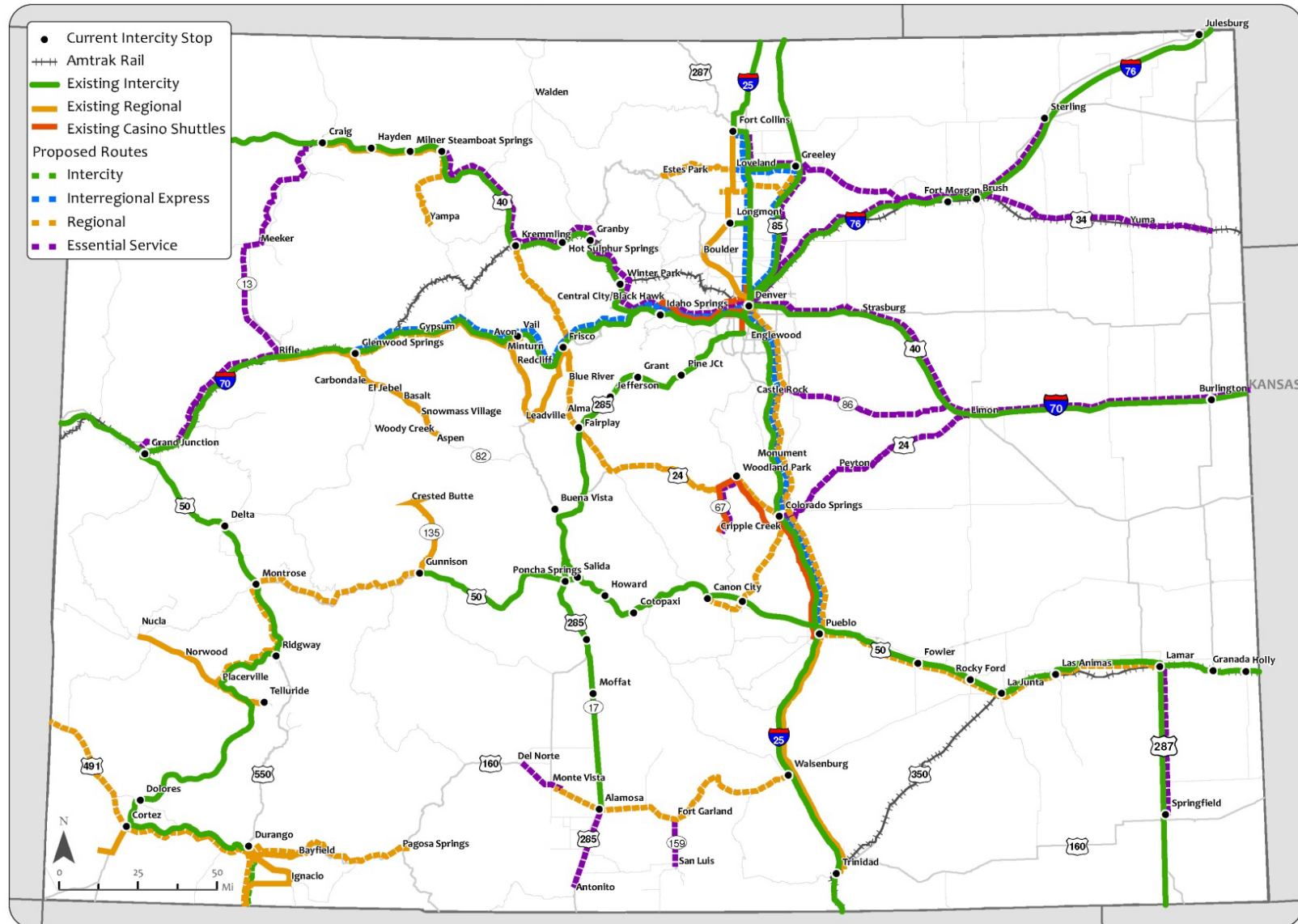
1.3.4 Colorado Statewide Intercity and Regional Bus Network Plan

The 2014 Colorado Statewide Intercity and Regional Bus Network Plan updates the 2008 plan. The plan develops a regional network and provides policies for extending regional services within Colorado in addition to state-to-state trips served by intercity bus. It also provides a specific analysis of the I-70 corridor. The plan evaluates several types of service, including:

- ▶ Interregional Express Bus service – Travels between regions, focuses on commuter service, typically operates weekdays, and attempts to provide time sensitive travel times.
- ▶ Intercity Bus service – Provides long-distance travel connecting major hubs throughout the nation, is typically funded with fares, and carries luggage and sometimes packages.
- ▶ Regional Bus service – Provides travel into urban areas and resort communities, typically provides more frequent bus service each day than intercity bus service. Administrative and operating funds come from federal, state and/or local sources.
- ▶ Essential Bus service – Focuses on meeting the needs of residents in rural areas for medical and essential services, and typically provides very infrequent service.

Recommendations made in this plan for the Upper Front Range include a regional route between Estes Park and Loveland, and essential service routes between Fort Collins and Fort Morgan, Sterling and Denver, and Yuma and Greeley-Loveland-Fort Collins. **Figure 1-1** includes the existing and proposed statewide routes identified in the Intercity and Regional Bus Network Plan.

Figure 1-1 Existing and Proposed Statewide Routes



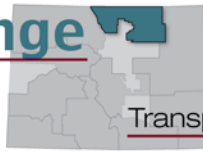
Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan

The ICS and AGS Feasibility Study, together, represent the vision for a comprehensive future high-speed transit system in the state. The two studies were conducted between April 2012 and 2014 and were coordinated throughout the planning processes, each examining the potential for high-speed transit alignments and ridership along different corridors. The ICS study limits included DIA to the east, the C-470/I-70 interchange near Golden to the west, the city of Fort Collins to the north, and the city of Pueblo to the south. The AGS study limits extended from the C-470/I-70 interchange near Golden west to Eagle County Regional Airport. **Figure 1-2** provides a snapshot of the study area.

The map displays the Denver metropolitan area with various regions highlighted. A large yellow area, labeled 'ICS - Front Range', covers the northern and eastern parts of the region, including Ft. Collins, Loveland, Longmont, Boulder, North Suburban, and Denver. A smaller blue area, labeled 'AGS - Mountains', is located to the west of Denver, encompassing the South Suburban area. The map also shows major highways (Interstates 25, 76, 70, 25, 50, 34, 36, 285, 470, 50) and other locations like Greeley, North Front Range, DIA (Denver International Airport), Castle Rock, Monument, Colorado Springs, Colorado Springs South, and Pueblo. A legend on the left side of the map identifies the yellow area as 'ICS - Front Range' and the blue area as 'AGS - Mountains'.

- ICS - Front Range**
 - Fort Collins
 - Denver
 - Colorado Springs
 - Pueblo
- AGS - Mountains**
 - Eagle County Airport

The recommendations for the ICS system, combined with the I-70 Mountain Corridor AGS system, estimate 18 million riders per year in 2035, with corresponding revenue of \$342 million to \$380 million annually. Implementation of the high-speed transit vision (both ICS and AGS combined) is estimated at over \$30 billion in capital costs. Implementation of the full high-speed transit vision from Fort Collins to Pueblo is assumed to begin with a Minimum Operating Segment such as DIA to Briargate to the south or DIA to Fort Collins to the north.



1.3.6 Southwest Energy Efficiency Project – Economic Benefits of Transit Systems: Colorado Case Studies

In September 2013, the Southwest Energy Efficiency Project released their report, *Economic Benefits of Transit Systems: Colorado Case Studies*, which examined Fort Collins, the Roaring Fork Valley, and Grand Valley. This study showed quantifiable annual net benefits created by transit systems in each respective community. These benefit calculations took into account gasoline savings, vehicle maintenance savings, reduced congestion savings, avoided public assistance payments, reduced parking infrastructure demand, reduced cost of medical trips, and income from employment accessible by transit. Other transit benefits that cannot be monetarily quantified include increased independence for elderly and disabled citizens, improved air quality, and health benefits of walking or biking to and from transit stops.

1.4 Relevant Upper Front Range TPR Background Studies/Plans

Past studies conducted within the Upper Front Range TPR provide a framework for understanding the transportation needs throughout the region. Relevant reports and plans are listed below with a brief description and key findings.

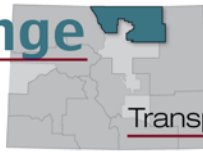
1.4.1 Upper Front Range Local Transit and Human Service Transportation Coordination Plan

In 2008, the Upper Front Range TPR completed its Local Transit and Human Service Transportation Coordination Plan as part of its Regional Transportation Plan. The key issues identified in the 2008 plan are as follows:

- ▶ Need general public transit service in the western portion of Larimer County and in the eastern and southwestern portions of Weld County.
- ▶ Need regional links between rural and urban areas throughout the region and to Denver for medical trips.
- ▶ Link transit trips to centers of employment and medical providers through the region.
- ▶ Expand hours and days of service provided by existing providers in the rural areas to include evenings and weekends.
- ▶ Need increased access and mobility for those individuals who need trips for medical and shopping purposes.
- ▶ Need improved coordination between transportation planning and land use development.
- ▶ Need more transportation for rural seniors in remote areas for a variety of needs.
- ▶ Create intercity bus service, increase public transportation for low-income population and children, and increase the funding levels for transit services in the region.

1.4.2 CDOT Statewide Survey of Older Adults and Adults with Disabilities (2013)

In 2013, CDOT DTR conducted a statewide survey to learn about the travel behavior and characteristics of older adult (65 years or older) and disabled (18 years or older) residents of Colorado, and to determine their transportation priorities, needs, and preferences. The survey also gathered information on the gaps and barriers to using transit and identified areas of focus to help address the transportation needs of older adults and adults with disabilities. The survey was conducted through direct mail efforts and also distributed by agencies throughout the state that serve older adults and adults with disabilities. Both Spanish and English versions were available for respondents. Survey results are reported at the statewide level and by transportation planning region. Additional information and findings from the survey are included in Chapter 5 of this plan. **Appendix E** includes the full survey report for the Upper Front Range region.



1.5 *Plan Methodology*

Many strategies were used to obtain the data and public input needed to develop this Regional Coordinated Transit and Human Services Plan. One of the foundational elements of the methodology was to use the guiding principles developed by CDOT's Transit and Rail Advisory Committee (TRAC) to guide the process. A Statewide Steering Committee (SSC) was formed to develop a framework for the regional and statewide transit plans, to create a statewide vision, supporting goals and objectives for transit, and to guide the overall plan development process. Demographic data were used to identify regional characteristics and growth projections for transit demand in the future. Additionally, the region created a Transit Working Group (TWG) that met three times over the course of the planning process, developed a survey to obtain operational data and issues and needs from stakeholders, and held a public open house to gather input from the public.

1.5.1 Transit and Rail Advisory Committee Guiding Principles

The following are the guiding principles developed by the TRAC, which serve as a foundation for developing transit policies at CDOT. The guiding principles were also used to guide the development of this plan.

TRAC Guiding Principles

- ▶ 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 toward 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 to seek new dollars for transit in Colorado.

1.5.2 Plan Development Process

At the inception of the planning process for the Upper Front Range region, the planning team identified key stakeholders to be invited to participate in a TWG to guide and direct the development of the Regional Coordinated Transit and Human Services Plan. The TWG included representatives from public and private transit agencies, human service organizations, workforce centers, area agencies on aging, veteran organizations, community centered boards, elected officials, municipal staff, CDOT DTR, DTD, and regional staff, and key consultant team members. The TWG convened at key intervals throughout the planning process with the following objectives:

- ▶ **Meeting 1 (December 11, 2013):** Identify the region's transit and human service transportation issues/needs and provide information on plan approach. Develop draft transit vision and goals.
- ▶ **Meeting 2 (January 28, 2014):** Finalize regional transit vision and goals; gather input on approach to prioritization of regional transit projects; and identify potential regional coordination strategies.
- ▶ **Meeting 3 (April 1, 2014):** Review key concepts and major findings; identify final plan strategies; provide an overview of financial scenarios; and concur on plan recommendations.

The TWG identified visionary concepts for transit within their region at Meeting 1, and from that juncture, the planning team drafted a transit vision statement and key supporting goals. At Meeting 2, the TWG reviewed the statewide transit vision, goals, and objectives developed by the SSC to ensure that their region was compatible with the larger statewide transit vision and goals. The TWG refined and provided comment on the region's transit vision and goals to ensure that it met the needs of the region. The transit vision and supporting goals were used to vet key strategies and projects to include in the plan. At Meeting 3, the TWG developed high-priority strategies for inclusion in the implementation portion of this plan. **Appendix B** includes a list of TWG invitees, TWG meeting materials and minutes, and TWG meeting sign-in sheets.

Additionally, as part of the plan development process, a transit provider and human service agency survey was developed and distributed to obtain provider service, operational, and financial information. The TWG assisted with completion of the surveys. Survey results were used to identify needs and gaps in service for human services and general public transit, to develop financial summaries of agencies in the TPR, and to support the development of high priority strategies for implementation in the TPR. **Appendix D** includes the provider and human service agency survey respondents, and survey questionnaires.


Another element of the planning process was the review of demographic characteristics, growth projections, and the development of a future transit demand methodology. The methodology included the use of general population growth projections through 2040 and the growth of the population aged 65+ through 2040.

1.5.3 Public Involvement Process

Public outreach and involvement for the Statewide Transit Plan and Regional Coordinated Transit and Human Services Plans was conducted to be inclusive of all interested stakeholders. Strategies included a public open house, three TWG meetings, a Transit Plan website for sharing plan information and an online comment form. The website provided up-to-date information on SSC meetings, TWG meetings, and public meetings in each TPR. Exhibit boards, PowerPoint presentations, meeting materials, and meeting notes for all meetings were made available on the website.

Seventeen public open house meetings were held throughout the rural areas of the state across the 10 rural TPRs. Notification of the open houses was provided to the TWG members, local agencies, transit providers, local libraries, community centers, senior centers, and local media. Information was prepared in both Spanish and English. Translation services were provided upon request for language and hearing impaired. Meetings were held in ADA accessible facilities.

The Upper Front Range TPR public open house meeting was held on December 11, 2013 at City Hall in Fort Morgan. The meeting was open house format with the project team making a presentation. Public comments were collected via computer, hard copy comment forms, and the Transit Plan website. Additionally, an online GIS-based mapping tool was created to



You're Invited...

...to the CDOT
Statewide Transit Plan
Public Open House!

CDOT's Statewide Transit Plan addresses the local and regional transit and human service transportation needs in your region and across the state.

Your input is greatly needed!



Please join us for the public meeting in your area:

Date: Wednesday, December 11th
Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, CO
Time: 4:30 pm - 6:30 pm
Open House format with overview presentation at 5:30.

For more information, or for those who require accommodation for disabilities or a language interpreter, including hearing impaired, please contact Beth Vogelsang at (303)589-5651 no later than 3 business days before the meeting. The facility is accessible for disabled individuals.

Can't make the meeting?

View materials and provide comments at our project website: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>
Comments can also be made using the CDOT PinTool at: <http://dtdapps.coloradodot.info/pintransit>

UPPER FRONT RANGE
Transportation Planning Region

REGIÓN FRONT RANGE SUPERIOR
de Planificación de Transporte

Lo invitamos...

...a la reunión pública sobre el
Plan Estatal de Transporte Público de CDOT

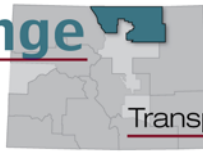
El Plan Estatal de Transporte Público de CDOT responde a las necesidades locales y regionales de tránsito y de transporte para personas en su región y en todo el estado. ¡Su opinión será muy valiosa!

Por favor, haga planes para participar en esta reunión pública en su área:

Fecha: Miércoles 11 de diciembre
Lugar: Fort Morgan City Hall
110 Main Street
Fort Morgan, CO
Hora: 4:30 pm - 6:30 pm
Se trata de una reunión pública informal. Habrá una presentación a las 5:30 pm.

Para más información, para solicitar acomodaciones especiales para personas con discapacidad, o para pedir servicios de traducción (incluyendo lenguaje de señas), llame a Beth Vogelsang al (303)589-5651 por lo menos tres días antes de la reunión. El lugar de la reunión es accesible para personas incapacitadas.

Si no puede asistir a la reunión, lo invitamos a que revise los materiales y comparta sus comentarios en el sitio del proyecto: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>
Los comentarios también se pueden hacer usando el sistema PinTool de CDOT en <http://dtdapps.coloradodot.info/pintransit>



record geographically based comments. Attendees included general public, transit providers, elected officials, and agency staff. Input received from attendees included the following key comments:

- ▶ Transit is needed to serve medical trips along the Front Range (Loveland, Fort Collins, Greeley), as well as to Denver and Colorado Springs as needed, and to the VA hospital in Laramie, Wyoming.
- ▶ Even though ridership tends to be low in rural areas, the need for transit is very high with longer travel distances for medical and shopping trips.
- ▶ There needs to be better coordination among the small transportation providers to make them more visible and known to the community and easy to use.
- ▶ Transit providers struggle with medical trips due to the individuality of each trip.
- ▶ Transit providers struggle to keep drivers as other industries typically pay more.
- ▶ There is a need for better coordination and connections with Amtrak.

Appendix C includes meeting materials and sign-in sheets from the Upper Front Range TPR public meeting.

1.6 *Relationship to Statewide Planning Efforts*

As previously mentioned, this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and the Regional Transportation Plan for the UFR. The Statewide Transit Plan and Regional Transportation Plan will then be integrated in the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.

The Statewide Transit Plan is a performance-based plan that includes a statewide transit vision statement and a set of performance measures to track CDOT's progress at achieving the statewide transit vision and goals over time.

1.6.1 **Statewide Transit Vision and Goals**

This region's transit vision and goals directly support the statewide transit vision, supporting goals, and objectives that were developed through the statewide planning process. The statewide transit vision and goals are broad and reflective of the entire state. They were developed through a series of meetings with the SSC over the course of this plan development.

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.

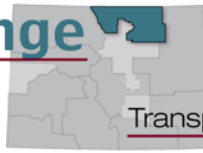
Supporting Goals and Objectives

Goals and objectives that are related to the impacts of transit on the statewide transportation network were crafted in the planning process. Statewide goals and objectives include:

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



Mobility/Accessibility

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

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

Transit System Development and Partnerships

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

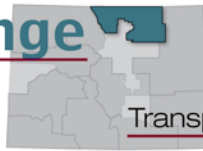
Safety and Security

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

1.6.2 Statewide Transit Performance Measures

Under MAP-21, the U.S. DOT will establish performance measures and state DOTs will develop complementary performance targets. For transit, MAP-21 focuses on the state of good repair and asset management. Transit agencies receiving federal assistance are required to develop performance targets for state of good repair. They will also be required to develop asset management plans, which include capital asset inventories, condition assessments, decision support tools, and investment prioritization. Within four years of the enactment of MAP-21 and every other year thereafter, states are required to submit reports on the progress made toward achieving performance targets.



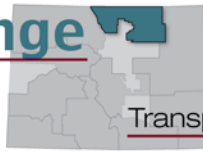
DTR initiated the development of transit performance measures in their document entitled *Establishing a Framework for Transit and Rail Performance Measures*, December 2012. They have continued the effort through the inclusion of measures in CDOT Policy Directive 14, which provides a framework for the statewide transportation planning process, which will guide development of a multimodal Statewide Transportation Plan and distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget.

This work was used to develop an initial set of performance measures, which were reviewed with the SSC for the Statewide Transit Plan. Comments and suggestions from the SSC were then taken to the TRAC Performance Measure Subcommittee and the TRAC Statewide Transit Plan Subcommittee for review, followed by approval of the full TRAC. Through this process, the performance measures below were identified as a reasonable starting point for DTR to initiate its performance-based planning work. These performance measures meet the requirements of MAP-21.

At the regional level, transit agencies are encouraged to review and use these categories and performance measures to identify and implement projects that help achieve the state's transit vision and meet the national goals.

Table 1-1 CDOT Division of Transit and Rail Performance Measures

Category	Goal	Performance Measure
System Preservation and Expansion	Establish public transit as an important element within an integrated multimodal transportation system.	<ul style="list-style-type: none"> Portion of CDOT grantees with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017 (PD 14) Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14) Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14)
Mobility/Accessibility	Improve travel opportunities within and between communities.	<ul style="list-style-type: none"> Percentage of rural population served by public transit Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14) Percent of agencies providing up-to-date online map/schedule information Annual small urban and rural transit grantee ridership compared to five year rolling average (PD 14)
Transit System Development and Partnerships	Increase communication, collaboration, and coordination within the statewide transportation network.	<ul style="list-style-type: none"> Percentage of grantee agencies reporting active involvement in local/regional coordinating councils or other transit coordinating agency
Environmental Stewardship	Develop a framework of a transit system that is environmentally beneficial over time.	<ul style="list-style-type: none"> Percentage of statewide grantee fleet using compressed natural gas, hybrid electric or clean diesel vehicles or other low emission vehicles Passenger miles traveled on fixed-route transit
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.	<ul style="list-style-type: none"> Percentage of major employment and activity centers that are served by public transit



Category	Goal	Performance Measure
Safety and Security	Create a transit system in which travelers feel safe and secure and in which transit facilities are protected.	<ul style="list-style-type: none"> Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14) Number of fatalities involving transit vehicles per 100,000 transit vehicle miles Percentage of grantees that have certified CDOT Safety and Security Plans which meet FTA guidance

1.6.3 Transit Asset Management

Asset management is a critical area of focus for any transportation provider regardless of mode. In fact, it is seen as so important that it will soon become the driving force behind CDOT's department-wide approach to resource allocation and project prioritization.

With the adoption of MAP-21, Transit Asset Management (TAM) is now a priority area of focus for the FTA. MAP-21 requires that all FTA grant recipients develop TAM plans and that the states certify these plans. CDOT's approach to helping its grant partners meet this new set of requirements is based on a combination of general oversight of asset management practices at the agency level and providing focused and direct technical assistance where appropriate.

At the time of this writing, FTA had not yet provided final rules or guidance regarding how to satisfy the new asset management requirements in MAP-21. However, the legislation itself articulates two basic requirements that TAM plans must contain: an inventory of all transit capital assets and a prioritized capital development/replacement plan. CDOT is helping its grant partners meet these most basic requirements through the ongoing Statewide Transit Capital Inventory (STCI) project, which will provide a comprehensive inventory of transit assets throughout the state, including rolling stock, facilities, and park and rides. In addition to completing an asset inventory for each recipient of federal funds, CDOT and its STCI consultant team will prepare prioritized capital development/replacement plans for each transit provider. In the case that an agency has already developed an asset management plan, CDOT will review the plan for conformity with FTA's expectations and regulations.

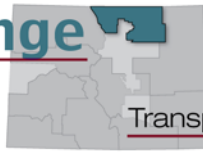
CDOT is also providing technical assistance in the form of a guide to prepare asset management plans, a revised guide to implementing a preventative maintenance program for rolling stock, as well as training and information sessions at conferences. A Transit Infrastructure Specialist is an available resource to all grant partners as a subject matter expert on the creation and implementation of TAM plans, maintenance procedures and policies, and the development of capital projects.

Progress on CDOT's asset management initiatives will be measured by several performance metrics. Some of these are identified in CDOT's Policy Directive 14, and others have been developed as a part of this plan. Chapter 7 discusses asset management related strategies.

1.7 Overview of Plan Contents

The Regional Coordinated Transit and Human Services Plan is organized into seven chapters as described below. Overall, the plan is intended to paint a picture of the region, document the transportation needs based on various demographic data and trends, illustrate available funding, identify the transit needs, and recommend strategies for meeting the needs over the short-, mid-, and long-term. This plan is intended to be an action plan and used to guide the region in making decisions about how best to invest limited resources to implement transit projects that improve mobility and offer transportation choices for the region.

Chapter 1 – Introduction: Describes why the plan was developed, the process used to develop the plan, and the planning requirements fulfilled by this plan.



Chapter 2 – Regional Overview: Describes the region’s major activity centers and destinations, 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 individuals and households without vehicles). Other data are included on persons with disabilities, veterans, race, ethnicity, and English proficiency to provide a comprehensive picture of the region’s need for transit.

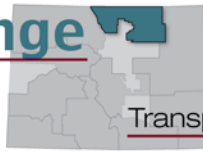
Chapter 3 – Existing Transit Provider and Human Service Agencies: Summarizes the key features of the region’s public and private transit providers, as well as the human service agencies in the region. Information is provided on service areas, types of service, eligibility, and ridership.

Chapter 4 – Current and Potential Funding: Describes the variety of transit funding sources at various levels of government and the challenges faced by transit and human service transportation providers in seeking these various funding sources.

Chapter 5 – Transit Needs and Service Gaps: Describes key findings from the review of the region’s demographic profile and the existing and future unmet transit needs.

Chapter 6 – Financial and Funding Overview: Summarizes the anticipated funding through 2040 and the funding needed through 2040 based on population growth.

Chapter 7 – Implementation Plan: Provides an overview of the high priority strategies identified in the region to meet the region’s transit vision and goals over the next 15 years through 2030.



2.0 REGIONAL OVERVIEW

This Chapter includes an overview of the Upper Front Range Transportation Planning Region (TPR), provides a map that identifies major activity centers and destinations in the region, and provides demographic information about populations that are typically aligned with transit use.

2.1 *Transportation Planning Region Description*

The Upper Front Range (UFR) transportation planning region is located in north-central Colorado and includes Larimer, Morgan and Weld counties, excluding the urbanized areas in Larimer and Weld counties, which make up the North Front Range (NFR) Metropolitan Planning Organization (MPO). The region includes more than 20 incorporated towns, with Estes Park, Fort Morgan, and Brush being the largest. The region is primarily rural, with the exception of Estes Park, which is a tourist destination at the gateway to Rocky Mountain National Park. The topography of the region varies from alpine to prairie, with a large portion being prairie or agricultural land. The low population density and distance between major population centers requires that many trips are long distance.

The UFR region represents a wide variety of conditions. The southern portion of the TPR is heavily influenced by growth in the Denver area and is transitioning from rural to suburban. The northern area of the region is primarily rural. The eastern portion of the region remains predominately agricultural. The western section of the region is mountainous and is significantly affected by tourism. Estes Park is a major three-season tourist destination and attractive retirement community located at the far west of the TPR and presents unique challenges, as most of the region's economic activity is driven by agriculture.

The major transportation corridors/facilities in the TPR are I-76, US Highways (US) 85, US 36, US 34, State Highways (SH) 119, SH 71, and SH 52. The two primary airports in the region with commercial service are Fort Morgan Regional Airport and Brush Regional Airport.

Figure 2-1 identifies many of the major activity centers and destinations within the Upper Front Range TPR. Major activity centers for the purpose of this plan include human service agencies, correctional institutions, grocery stores, hospitals, higher education institutions, senior citizens' services, workforce centers, mental health services, and employers with 50+ employees. The Upper Front Range region's major activity centers and destinations are mostly located along the I-76 corridor, along US 34 between Fort Morgan and Greeley, and Estes Park and Loveland. Mapping the selected activity centers listed above provides a general understanding of where people who are using transit and/or are in need of human service transportation are likely to be traveling to and from within the region.

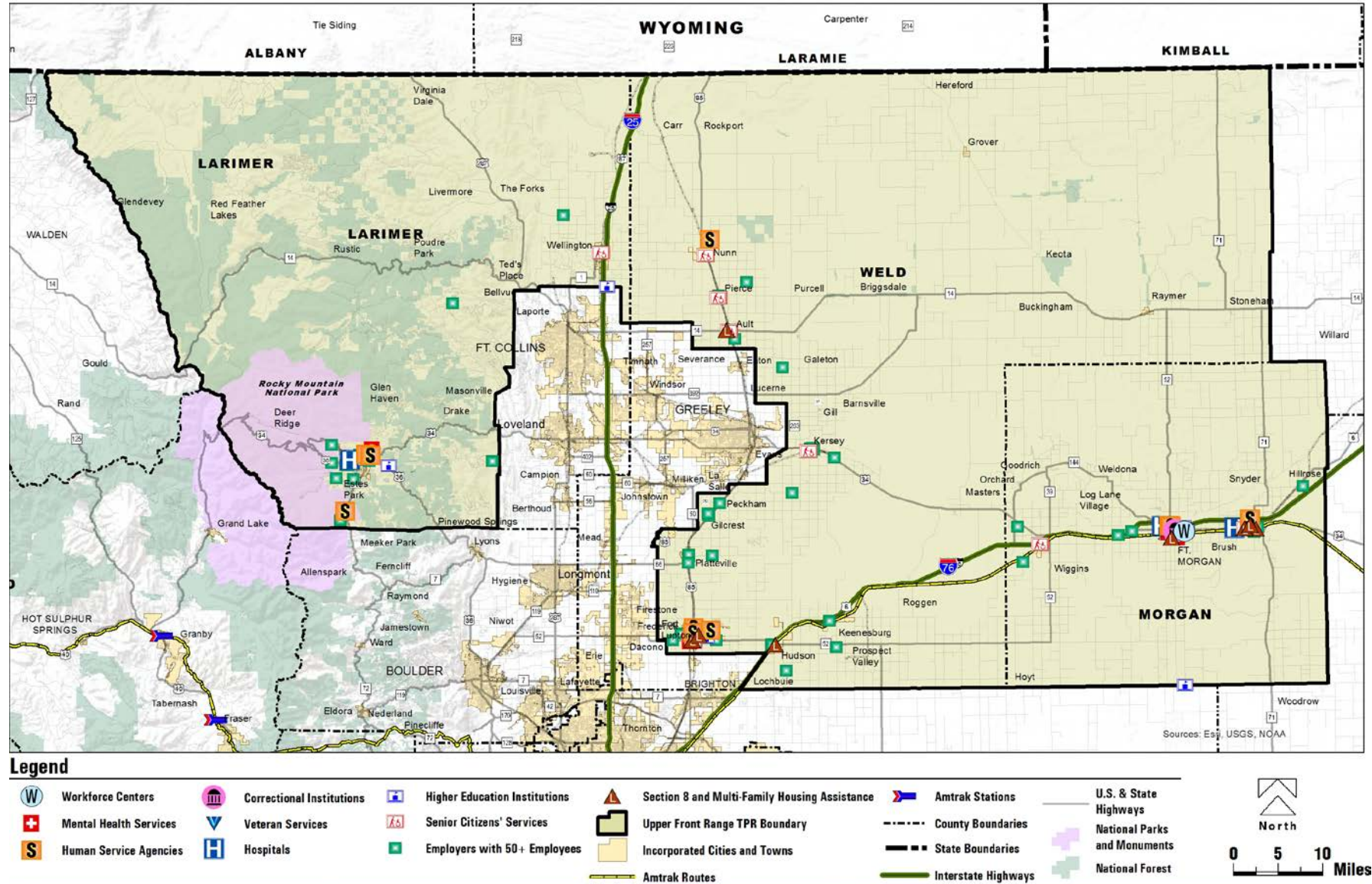
Upper Front Range

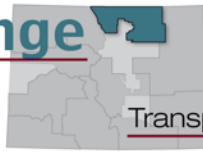
Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Figure 1-1 Major Activity Centers and Destinations Map

Business locations derived from 2011 ESRI data.





2.2 Regional Transit Vision and Goals

The Upper Front Range Transit Working Group (TWG) developed a high-level vision and supporting goals for transit in the region. These were developed with consideration for the vision and goals developed for the Statewide Transit Plan by the Statewide Steering Committee (SSC). The TWG was charged with crafting a regional transit vision and supporting goals that align with the statewide transit vision and goals. The outcome of this process resulted in the following transit vision and goals for the UFR TPR:

Upper Front Range Transit Vision:

To improve regional mobility for all residents through effective coordination, planning, and delivery of transit services.

Supporting Goals:

- ▶ Preservation and expansion of existing transit systems and infrastructure
- ▶ Provide regional connections
- ▶ Improve regional coordination
- ▶ Coordination with rail

2.3 Population Characteristics

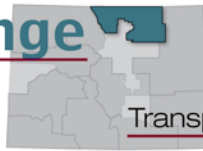
Having an understanding of the distribution and density of population and employment is an integral part of the transportation planning process. Demographics such as population, employment, and age distribution can tell a story about the complex travel needs of residents and employees, especially as they relate to the use of transit service. In this Chapter, the presentation of relevant data focusing on transit-dependent persons, including older adults, persons with disabilities (including some veterans and older adults), and low-income individuals, is based on a series of maps and tables. These maps and tables show key population characteristics emphasizing the transit-dependent populations that tend to have limited mobility options and a higher propensity to use and need public transit services.

Some population segments have a greater need for public transit and depend on it as their primary form of transportation. Typically, the reasons relate to economics, ability, or age, and whether individuals own or have access to a private vehicle. Transit dependency characteristics based on age include both youth (individuals 18 or younger) and older adults (persons age 65 or older). Others who typically rely on public transit include people with disabilities, individuals with low income, zero-vehicle households, veterans, and persons with limited English proficiency (LEP).

In general, the two key markets for public transportation services are:

- ▶ "Transit Dependent" riders who do not always have access to a private automobile. This grouping includes individuals who may not be physically (or legally) able to operate a vehicle or those who may not be able to afford to own a vehicle.
- ▶ "Choice" riders are those who usually or always have access to a private automobile (by either driving a car or getting picked up by someone) but choose to take transit because it offers them more or comparable convenience. For example, a choice rider might choose to add 10 minutes to their overall trip via bus to save a 10 dollar all-day parking charge. A commuter might choose to take a bus if they can work along the way rather than focusing on driving.

Another newer trend that has increased transit ridership over the last several years is the increase in the Millennial population choosing to use public transportation as a lifestyle choice. This generational shift is occurring across the United States as the Millennials and many other Americans are increasingly choosing to use modes of transportation other than the private automobile, such as transit, carpools, vanpools, biking and



walking. Millennials are choosing to live in walkable communities closer to jobs, recreation, and amenities so that they can use transit and eliminate the expense of vehicle ownership. This is impacting the typical travel patterns that have been seen in the United States since the coming of age of the automobile in the 1950s. Transit agencies must now consider not only the transit dependent users but also consider the impact that the Millennial generation will have on transit system ridership.

The following sections detail various demographic data collected from the U.S. Census and from the State Demographer that are typically aligned with the primary markets for transit ridership and use. They also analyze the spatial distribution of people who are more likely to take transit and the location of activity centers and destinations that are likely to generate transit ridership. Population within the Upper Front Range region is heavily aligned with US 34 corridor and other spurs of state highways. Thus, you see higher transit dependent populations along these corridors. The key demographic characteristics highlighted in this plan include older adults (65+), households with no vehicle, low-income, race and ethnicity, LEP, persons with disabilities, and veteran population. Portions of Weld and Larimer counties are within both the Upper Front Range and the North Front Range planning areas. CDOT estimated the portion of these counties in Upper Front Range as 15 percent and 9.7 percent, respectively. This estimate was applied to all demographics reviewed in the following sections.

2.3.1 Population Growth

Table 2-1 and **Figure 2-2** summarize the growth in population anticipated in each county in the Upper Front Range region. The county with the highest overall population in the region in 2013 was Weld County, and projections indicate substantial growth in Weld County into 2040. All three counties within the Upper Front Range TPR are anticipated to see substantial growth, but Weld County's growth is the highest at 111 percent. The total population in the Upper Front Range TPR is projected to grow overall by approximately 76.9 percent by 2040 from the base year of 2013. Comparatively, the projected growth from the entire state during the same time frame is 47.1 percent.

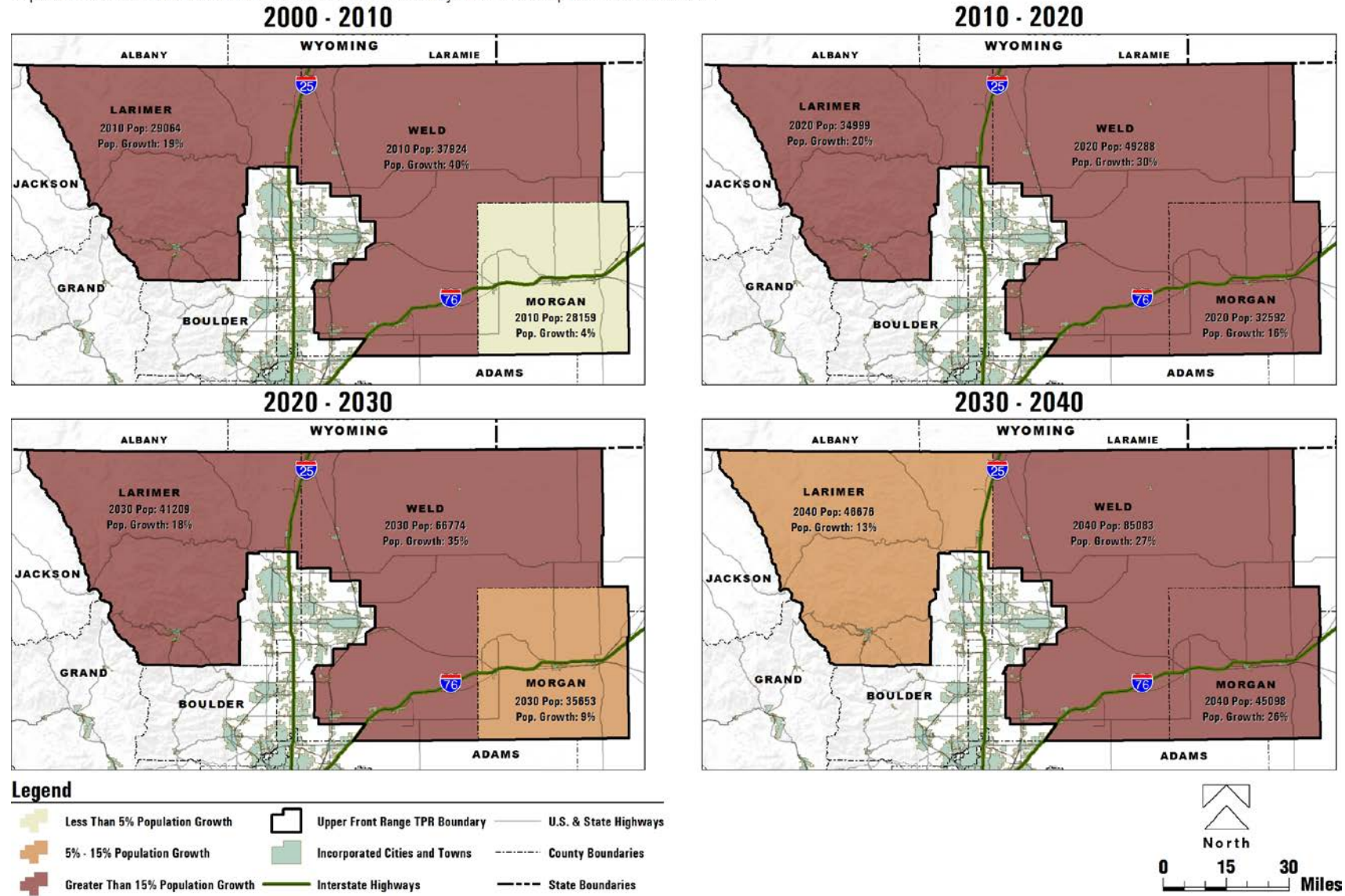
Table 2-1 Projected Population Growth by County

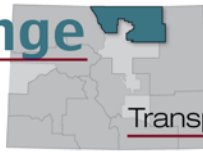
County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Larimer (in UFR)	30,655	34,999	41,209	46,676	52.3%
Morgan	29,025	32,592	35,653	45,098	55.4%
Weld (in UFR)	40,296	49,288	66,774	85,083	111.1%
TPR Overall	99,976	116,879	143,636	176,857	76.9%
Statewide Total	5,267,800	5,915,922	6,888,181	7,749,477	47.1%

Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

Figure 2-2 Population Growth

Population growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs and 2000 - 2010 U.S. Census Summary File 1 100% Population Count statistics.





2.3.2 Population Growth Ages 65+

Table 2-2 and **Figure 2-3** illustrate the anticipated growth in the population over the age of 65 from a base year of 2013 extending out to 2040. The overall anticipated growth of the age 65 plus population from 2013 to 2040 is 121.0 percent. The highest anticipated growth in the 65+ population is in Weld County, which projects a growth of 181.2 percent by 2040. **Figure 2-3** shows the growth in ages 65+ in 10-year increments. The total projected statewide growth of residents age 65+ is 120.5 percent from 2013 to 2040.

Table 2-2 Projected Growth of Residents Age 65+

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Larimer (in UFR)	4,023	5,619	7,663	8,608	114.0%
Morgan	4,169	4,811	6,141	6,880	65.0%
Weld (in UFR)	4,339	6,320	9,480	12,200	181.2%
TPR Overall	12,531	16,750	23,284	27,688	121.0%
Statewide Total	645,735	891,805	1,240,944	1,423,691	120.5%

Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

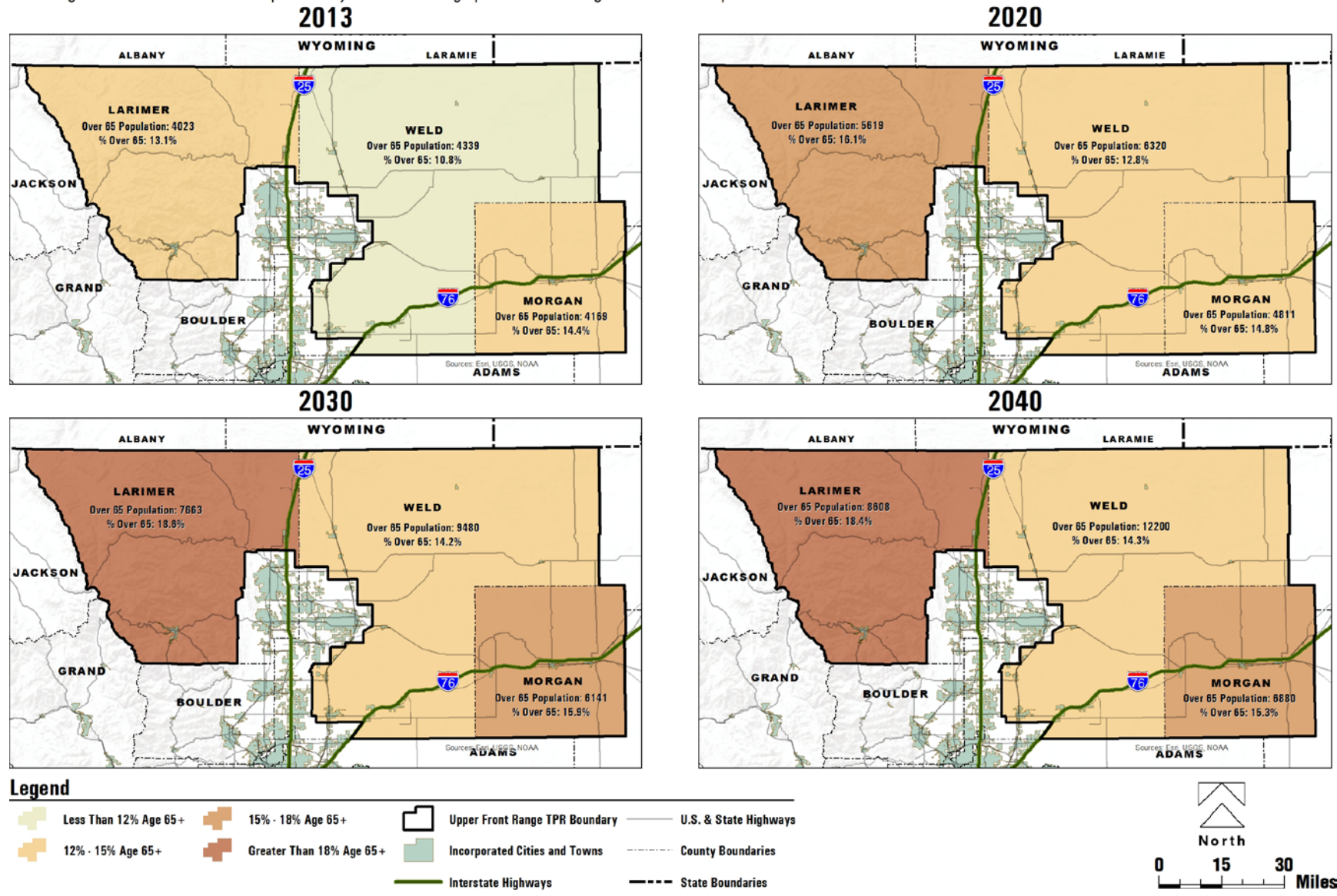
Upper Front Range

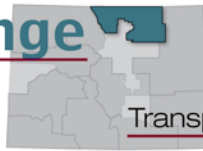
Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Figure 2-3 Projected Growth of Residents Age 65+

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





2.3.3 Zero Vehicle Households

Table 2-3 and **Figure 2-4** identify the number of households without vehicles in the three-county Upper Front Range region. Morgan County has the highest percentage of households with no vehicle at 5.9 percent, with Larimer and Weld counties following at 4.2 percent. The total number of households without vehicles in the region is approximately 1,661, which is 4.7 percent of total households. The TPR falls below the statewide average of 5.7 percent of households, with only Morgan County being slightly above the state average.

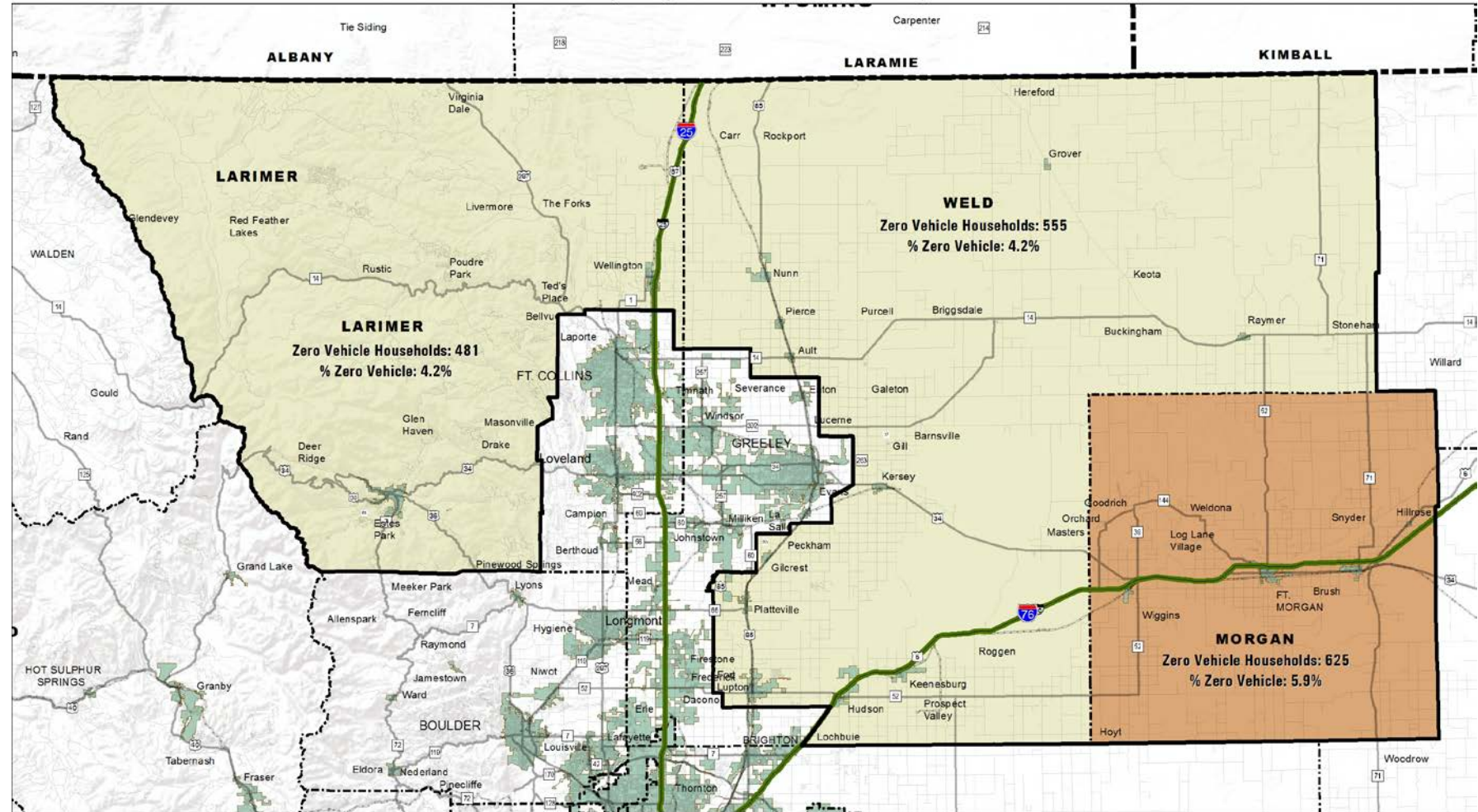
Table 2-3 2011 Households with No Vehicle

County	2011	% Households with No Vehicle
Larimer (in UFR)	481	4.2%
Morgan	625	5.9%
Weld (in UFR)	555	4.2%
TPR Overall	1,661	4.7%
Statewide Total	111,148	5.7%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

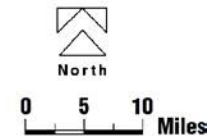
Figure 2-4 2011 Percentage of Households with No Vehicle

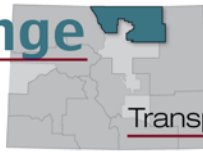
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



Legend

- 4.2% Zero Vehicle Households
- 5.9% Zero Vehicle Households
- Upper Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.4 Poverty Level

Table 2-4 and **Figure 2-5** illustrate the number of people who fall below the federal poverty level in the Upper Front Range region. While Weld County has the highest number of people in this category, Morgan County has the highest overall percentage (14.9 percent) of the population that falls below the federal poverty level. The average percent of the population below the federal poverty level in the TPR overall is 14.0 percent, which is somewhat above the statewide average of 12.5 percent.

Table 2-4 2011 Population Below Federal Poverty Level

County	2011	% Below Federal Poverty Level
Larimer (in UFR)	3,743	13.4%
Morgan	4,058	14.9%
Weld (in UFR)	5,003	13.8%
TPR Overall	12,804	14.0%
Statewide Total	607,727	12.5%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

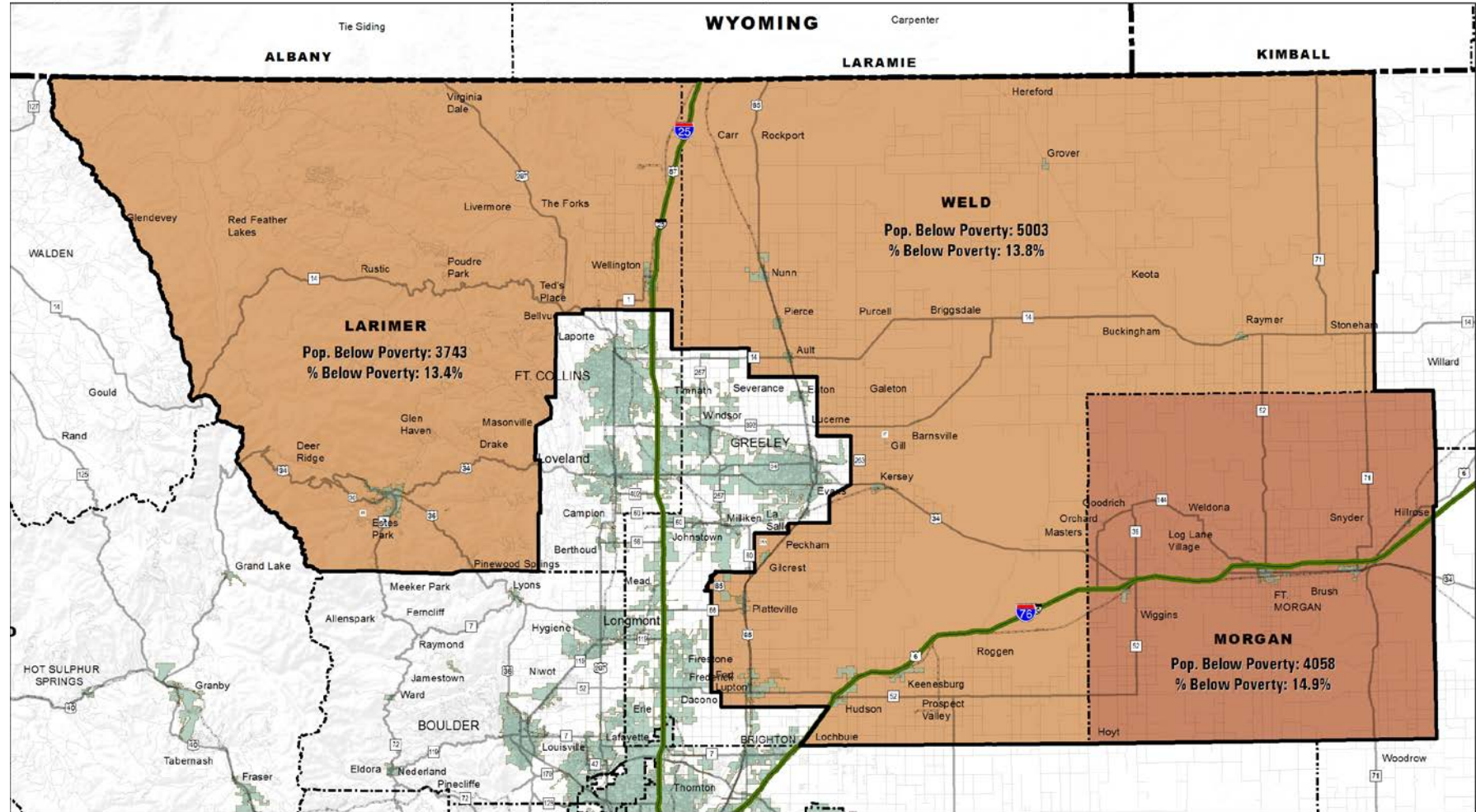
Upper Front Range

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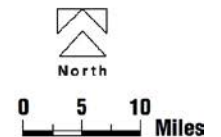
Figure 2-5 2011 Population Below Federal Poverty Level

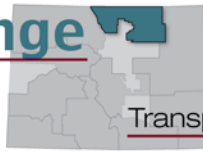
Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



Legend

- Less Than 13% of Population Below Poverty Level
- 13% - 14% of Population Below Poverty Level
- Greater Than 14% of Population Below Poverty Level
- Upper Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.5 Race and Ethnicity

Table 2-5 and **Figure 2-6** provide an indication of the racial composition of the region and an overall understanding of the distribution of minority populations within the Upper Front Range TPR's three counties. Morgan County has the highest minority (non-white alone) population at 12.8 percent, while Larimer County has the lowest minority population at 8.9 percent. Every county in the TPR falls below the statewide average of 16.1 percent minority population.

The Upper Front Range TPR has a relatively high Hispanic and Latino population, approximately 24 percent. This is higher than the statewide average of 20 percent.

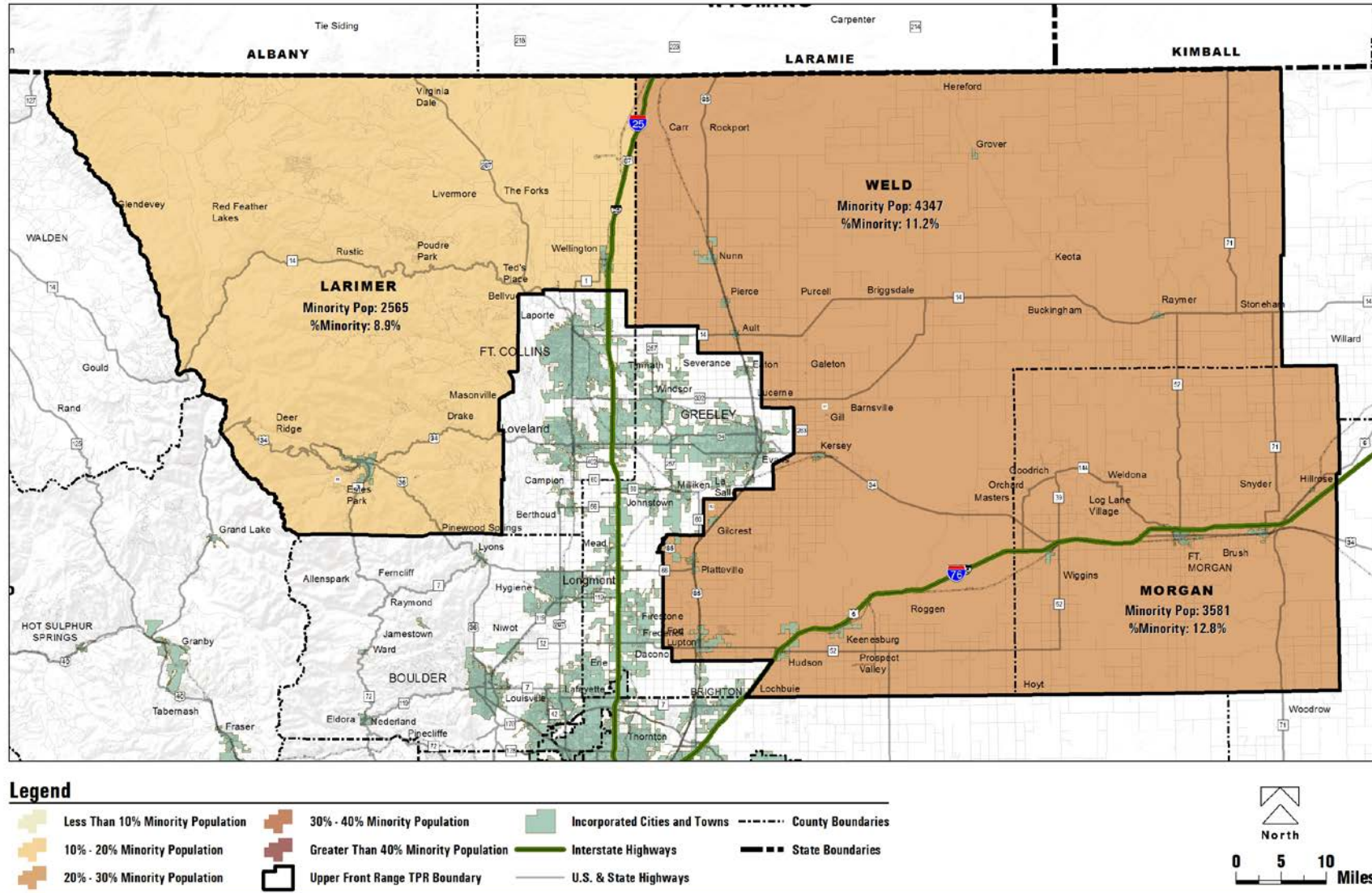
Table 2-5 2011 Race

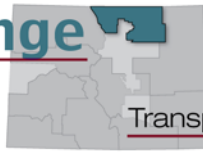
County	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Minority Percentage (Non-White Alone)
Larimer (in UFR)	26,158	221	173	524	28	779	840	8.9%
Morgan	24,362	799	211	48	28	2,000	495	12.8%
Weld (in UFR)	32,919	322	357	468	17	2,188	995	11.2%
TPR Overall	83,438	1,342	740	1,040	73	4,967	2,330	11.2%
Statewide Total	4,167,044	195,640	48,201	134,228	5,798	255,364	159,786	16.1%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

Figure 2-6 2011 Minority Population

Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001





2.3.6 Limited English Proficiency Population

Table 2-6 and **Figure 2-7** illustrate the number of people within the region who have LEP. The American Community Survey categorizes this information based on how much English people are able to speak. For the purposes of this plan, the portion of the population that is classified as having LEP are those who speak English “not at all, not well or well,” but not fluently. Morgan County has the highest number of LEP people in the region and the highest percentage compared to the total population at 10.7 percent, with Weld County following at 7.3 percent. The overall percent of the LEP population in the TPR is 6.9 percent, which is above the statewide total of 5.7 percent.

Table 2-6 2011 Limited English Proficiency Population

County	2011	% Limited English Proficiency
Larimer (in UFR)	764	2.8%
Morgan	2,769	10.7%
Weld (in UFR)	2,507	7.3%
TPR Overall	6,040	6.9%
Statewide Total	264,397	5.7%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate, based on values for “Speak English – not at all, not well or well”

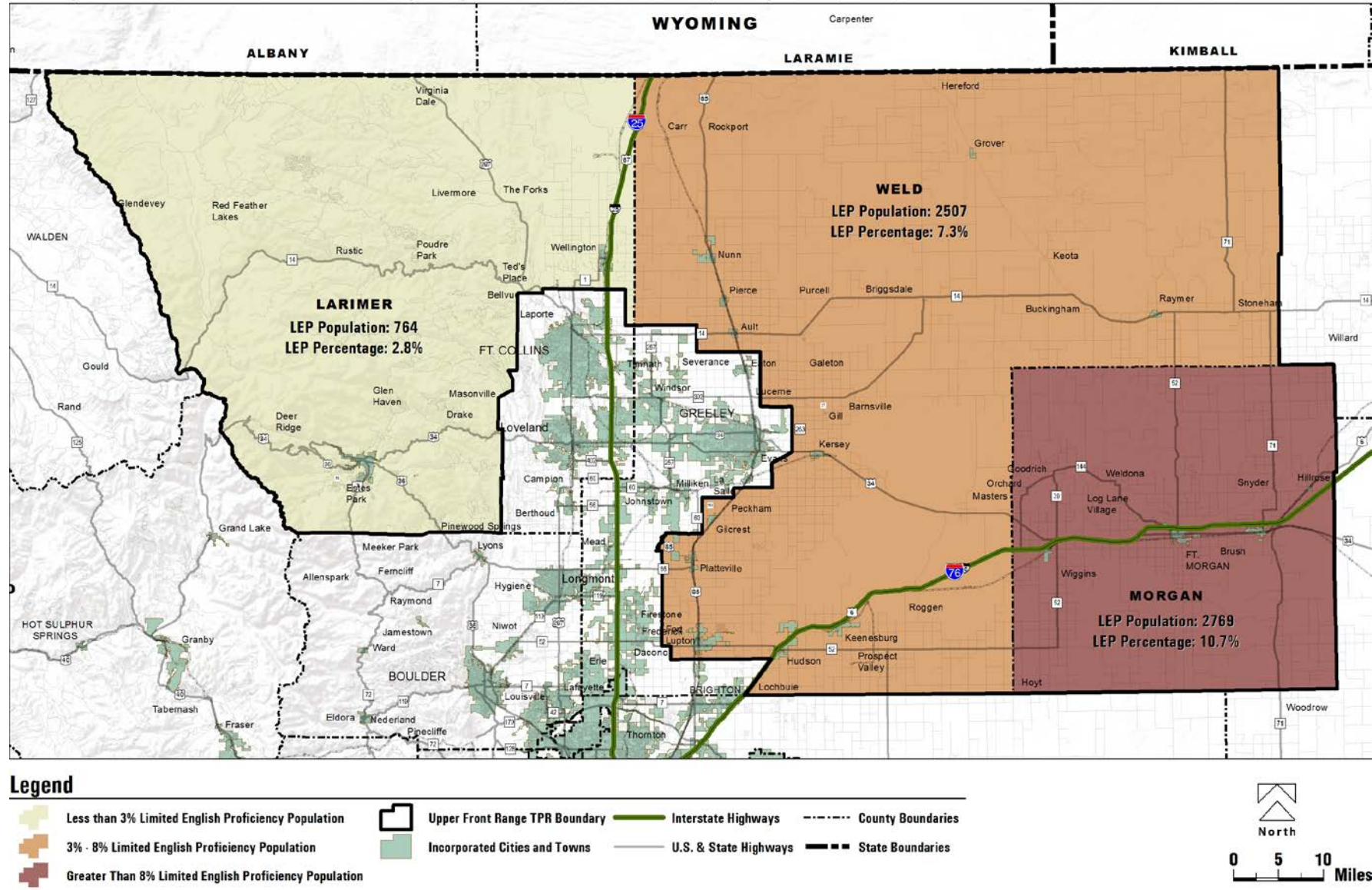
Upper Front Range

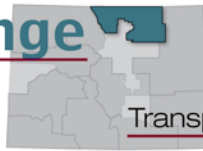
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Transportation Planning Region

Figure 2-7 2011 Limited English Proficiency Population

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





2.3.7 Population of People with Disabilities

Table 2-7 and **Figure 2-8** provide information about the percentage of the population that has a disability within the Upper Front Range region. The highest numbers of disabled persons in the region live in Weld County and the lowest number in Larimer County. The highest percentage of disabled persons as a percent of total population is located in Morgan County with 10.7 percent and Larimer County is the lowest with 8.9 percent. The percentage of disabled persons as a share of the total population for the region is 9.9 percent, similar to the statewide average.

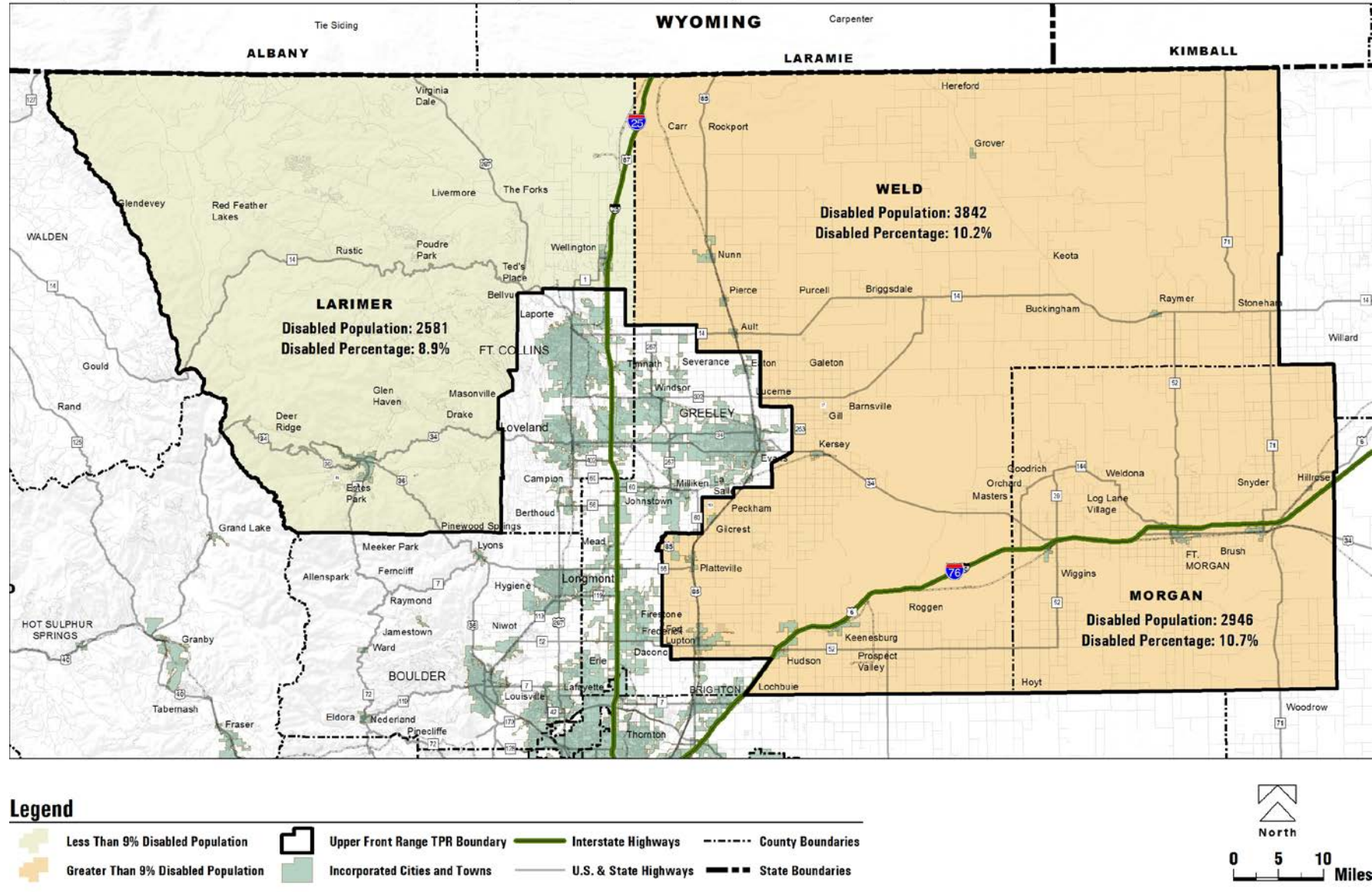
Table 2-7 2012 Disabled Population

County	2012	% Disabled Population
Larimer (in UFR)	2,581	8.9%
Morgan	2,946	10.7%
Weld (in UFR)	3,842	10.2%
TPR Overall	9,369	9.9%
Statewide Total	487,297	9.8%

Source: 2012 U.S. Census American Community Survey Five-Year Estimate

Figure 2-8 2012 Disabled Population

Disability status data extracted from 2012 U.S. Census American Community Survey Table S1810 - Disability Characteristics





2.3.8 Veteran Population

Table 2-8 and **Figure 2-9** illustrate the veteran population within the Upper Front Range region. The highest numbers of veterans reside in Weld County and the lowest numbers in Morgan County. The total percentage of veterans in the region, as a percent of the total population in the region, is 7.1 percent. The percent of veterans as a percent of total population for the entire State of Colorado is 8.2 percent, indicating that the Upper Front Range region has a somewhat lower veteran population.

Table 2-8 2011 Veteran Population

County	2011	% Veteran Population
Larimer (in UFR)	2,172	7.6%
Morgan	1,913	6.8%
Weld (in UFR)	2,575	6.9%
TPR Overall	6,660	7.1%
Statewide Total	405,303	8.2%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

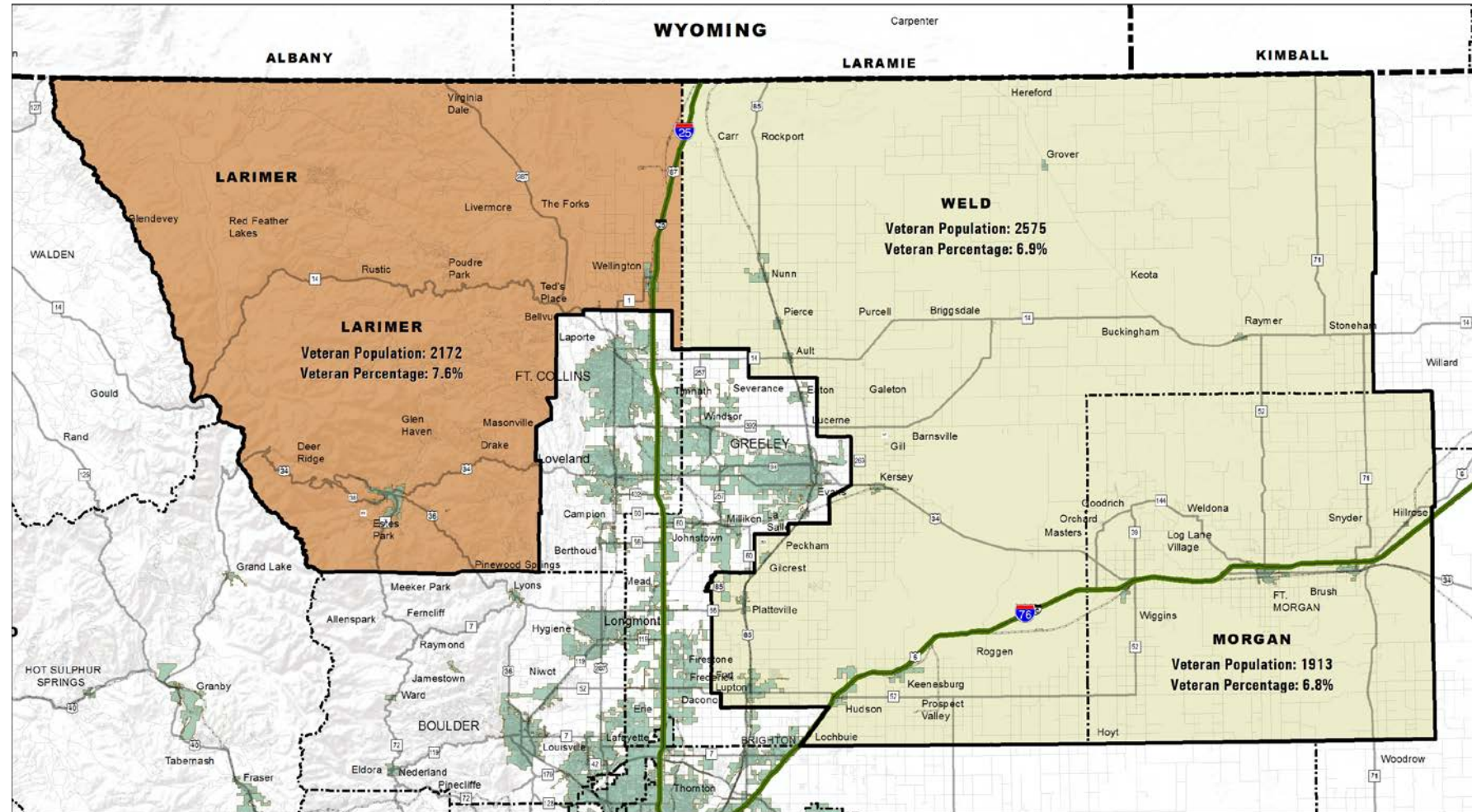
Upper Front Range

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Human Services Plan

Transportation Planning Region

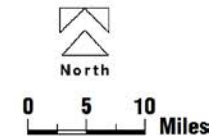
Figure 2-9 2011 Veteran Population

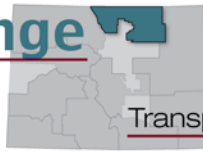
Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



Legend

- Less Than 7% Veteran Population
- Greater Than 7% Veteran Population
- Incorporated Cities and Towns
- Upper Front Range TPR Boundary
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.4 *Employment and Job Characteristics*

The employment base in the Upper Front Range TPR centers on agriculture, with health and wellness, government, and human services as large economic contributors. Additionally, Weld County's economy includes significant energy research and production, while Estes Park relies heavily on tourism and recreational activities.

Job growth is expected to increase significantly in the three counties in the Upper Front Range region until 2020 and then to taper off by 2040. Morgan County shows the lowest job growth between 2020 and 2040, with Weld County consistently having the highest. Given the diverse employment characteristics of the three counties, the distances between, and the fact that some smaller cities are dependent on nearby urban centers for essential services, it is likely that travel distances and times for transportation to employment centers are high.

Figure 2-10 illustrates the job growth from a base year of 2000 out to 2040 for Larimer, Morgan and Weld counties. As **Figure 2-10** shows, the most significant job growth in the region is projected to occur between 2010 and 2020, at between 16 and 28 percent.

Figure 2-11 provides a snapshot of the commuting patterns in the region with each line indicating the number of commuter trips taken per day among counties (county-to-county trips with fewer than 100 commuters are not depicted). Primary area commuter routes were identified as rural Larimer County to Weld County, Fort Morgan to Greeley, Fort Morgan to Denver, and Fort Morgan to I-70. Commuter patterns, along with City of Fort Morgan's higher transit-dependent demographics, support the need for regional connections focused on serving the City.

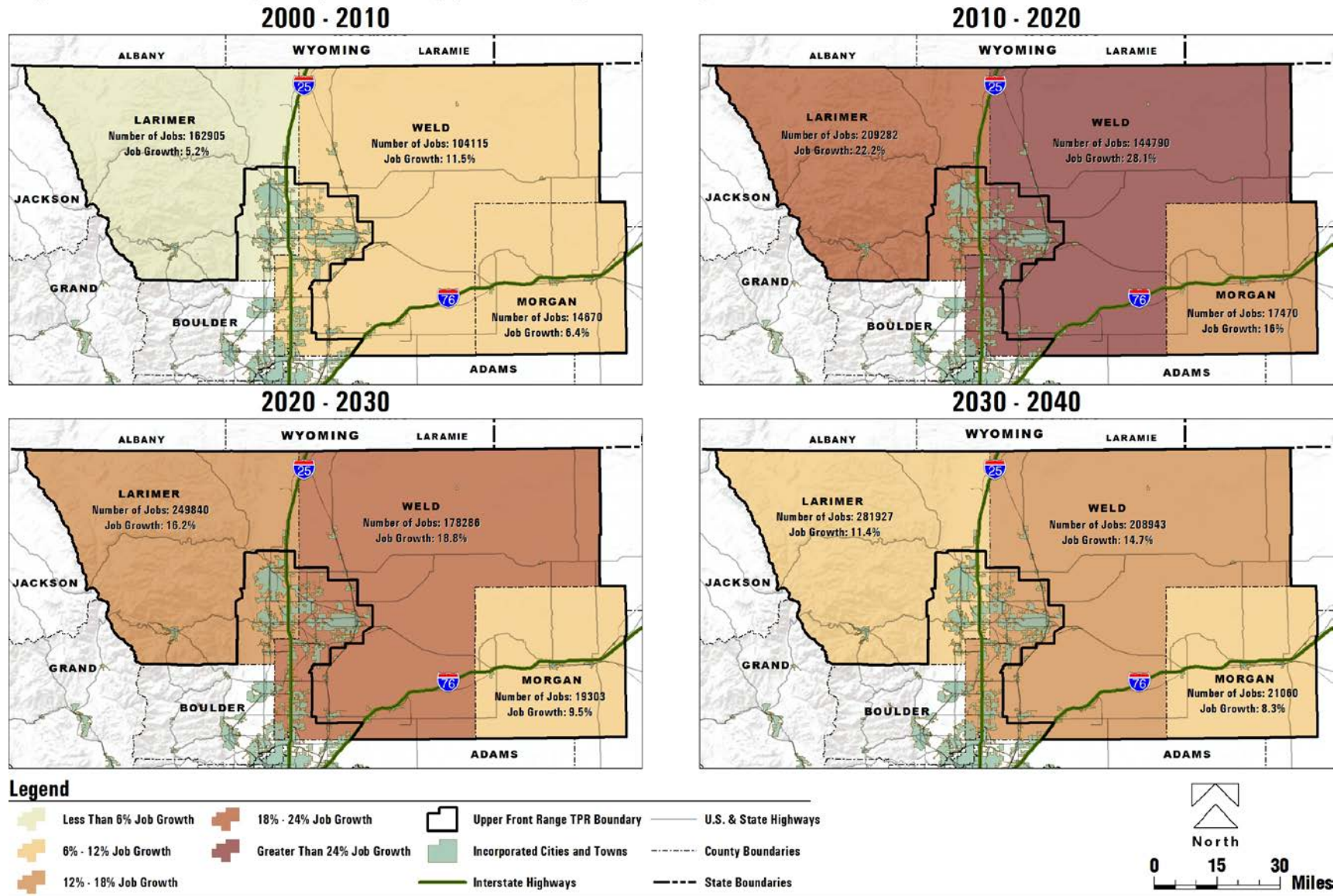
2.5 *Summary of Community Characteristics*

As shown in **Figure 2-12**, Weld County is expected to see the highest population growth by 2040 in the Upper Front Range region, while the highest increase in the number of adults aged 65+ is expected in Larimer County. With the overall above average growth in the elderly population, it is likely that the region will require more human service transportation options to meet the demand.

Morgan County has the highest population below the federal poverty level, as well as the highest population with LEP. Additionally, Morgan County has higher populations of zero vehicle households, disabled persons, and minorities than the other two counties. These transit use indicators suggest the need for employment-based transportation and essential service transportation options, particularly in Morgan and Weld counties.

Figure 2-10 Job Growth

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



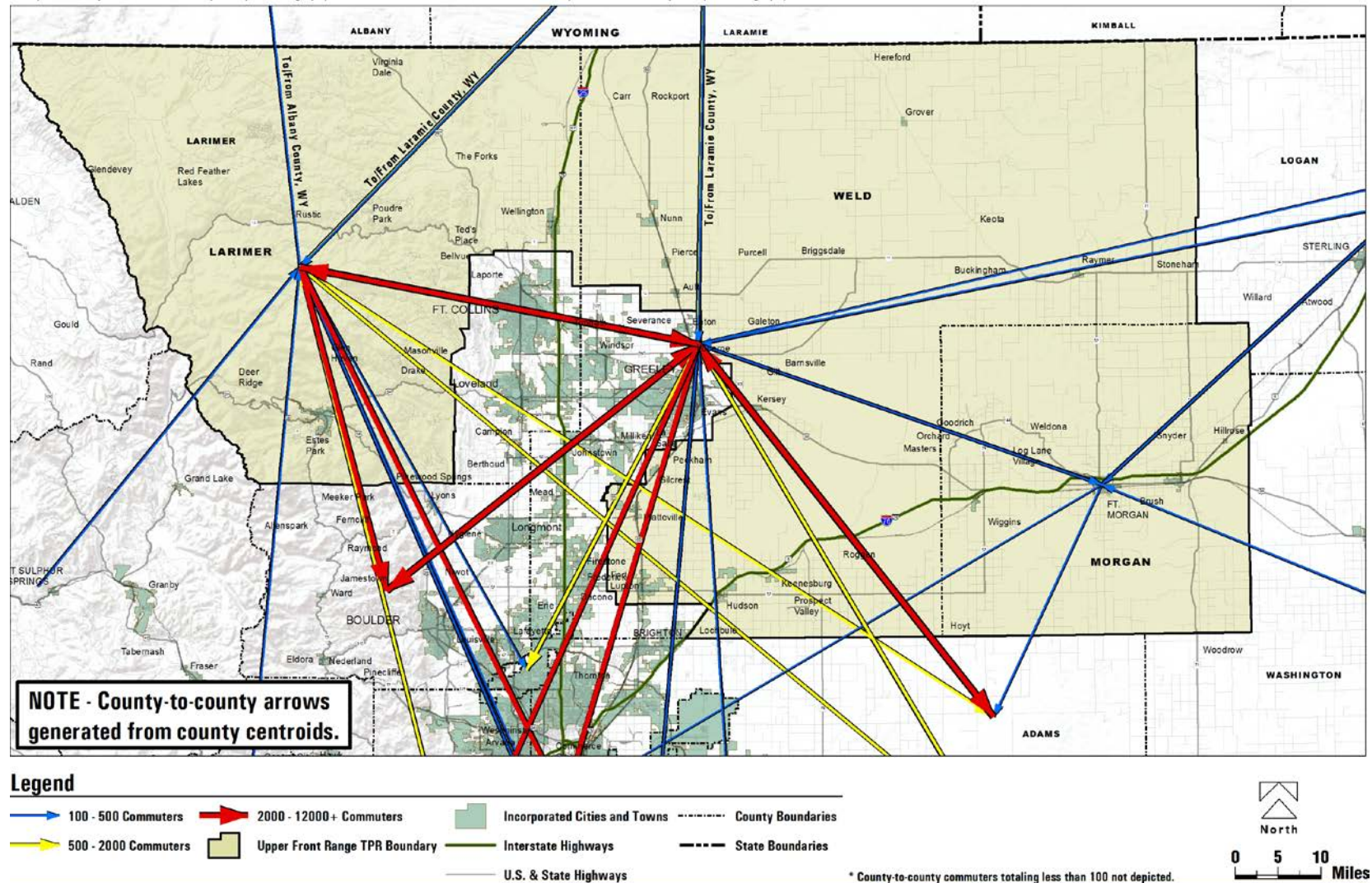
Upper Front Range

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Figure 2-11 Employed Working Outside of County of Residence

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



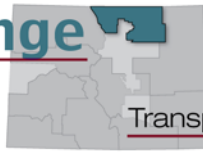
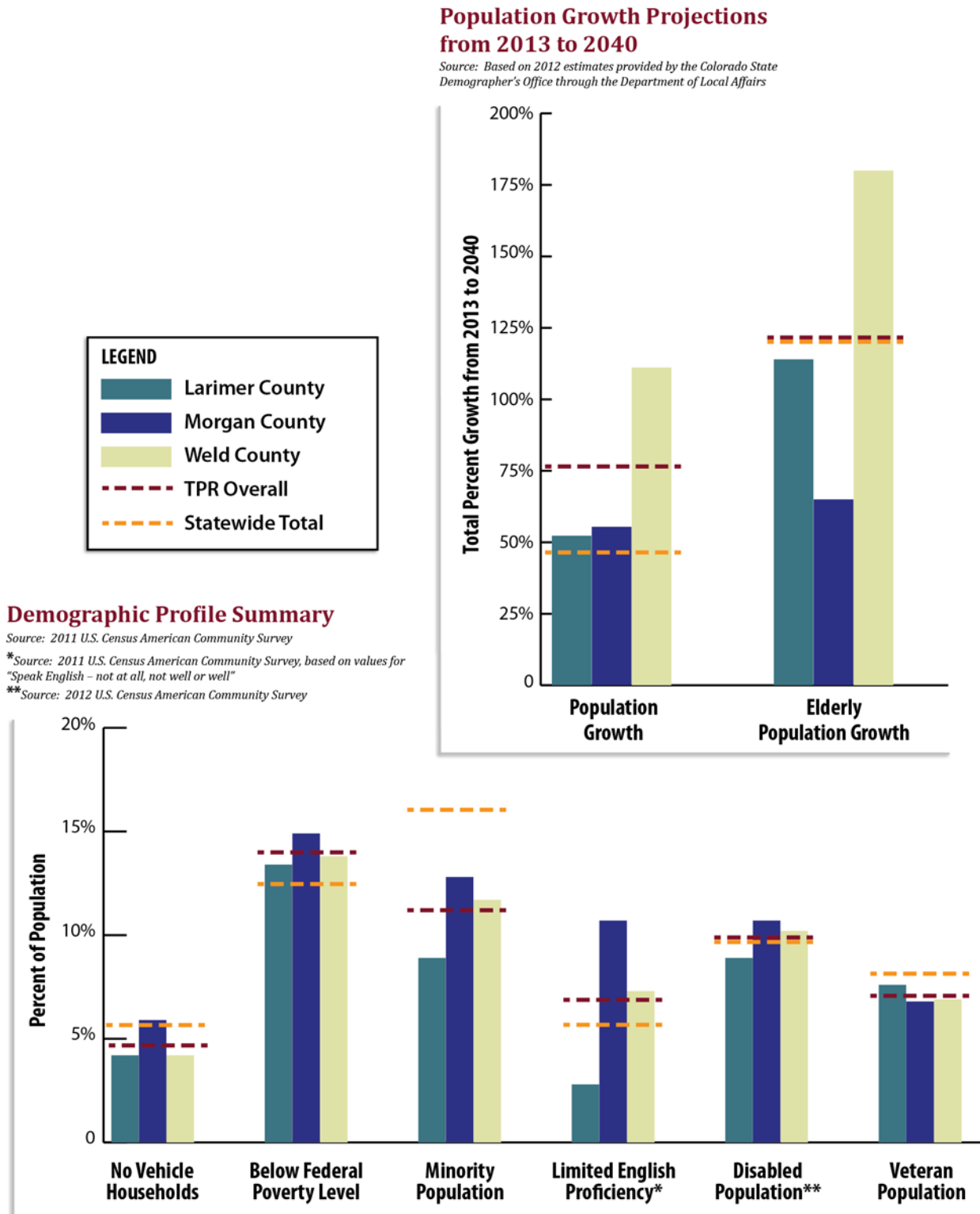
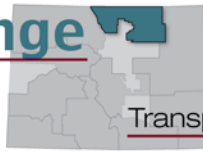


Figure 2-12 Counties with Higher than Statewide and TPR Average Transit Needs Indicators





3.0 EXISTING TRANSIT PROVIDERS AND HUMAN SERVICE AGENCIES

This Chapter describes existing public and private transit providers, the human service agencies in the region, and their current coordination activities. The information included in this Chapter was gathered through detailed surveys that were distributed to all transit providers and human service agencies in the Upper Front Range TPR and supplemented by telephone interviews and web research. **Figure 3-1** provides a snapshot of the primary public and private transit providers and human service agency transportation services available in the Upper Front Range region. While the map in **Figure 3-1** is not inclusive of every small agency, private taxi service, or shuttle provider, it does provide a useful summary of services that are available, as well as an illustration of some gaps in service. **Appendix A** includes definitions of key terms used throughout this Chapter and the rest of this plan.

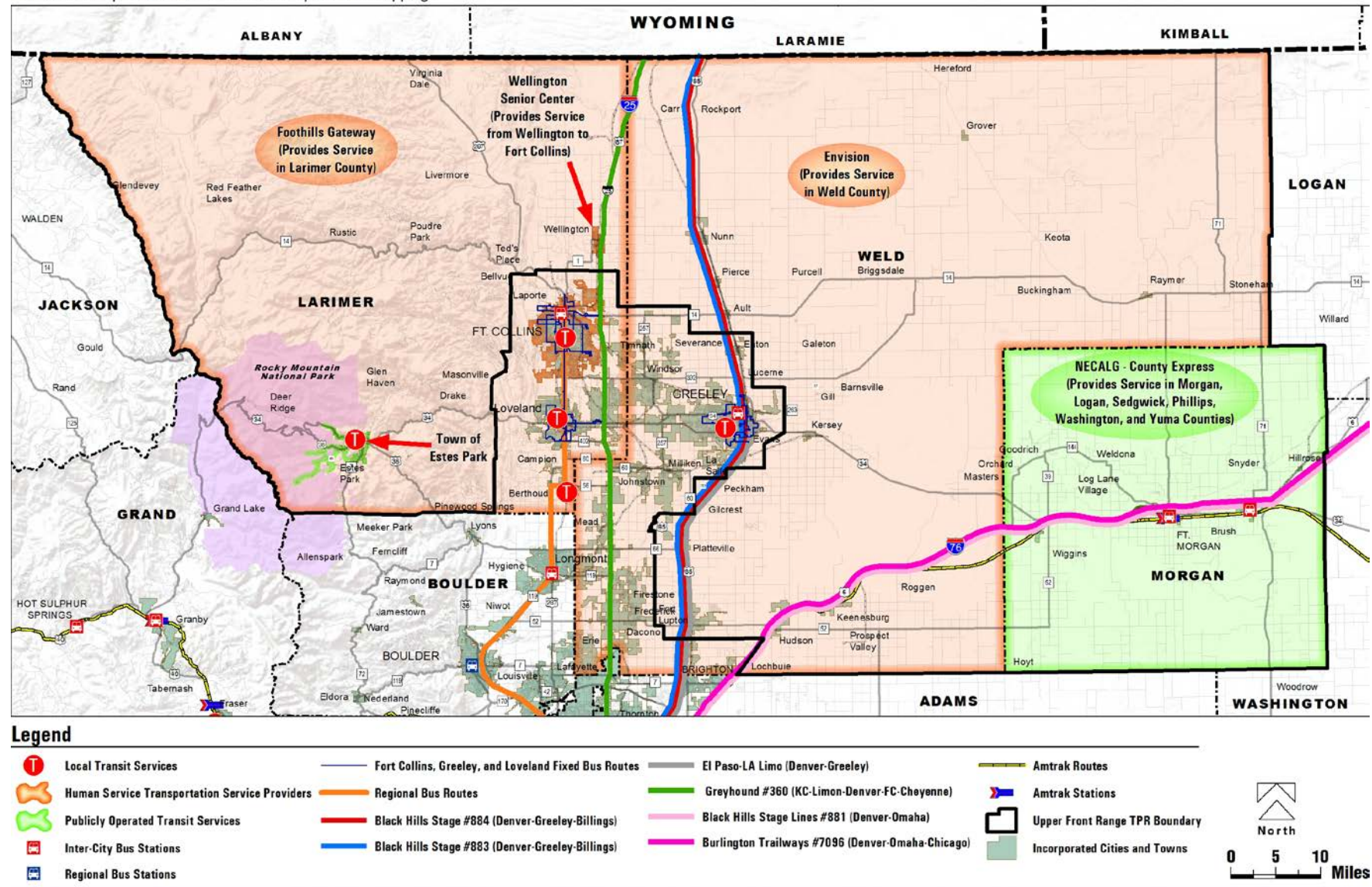
Upper Front Range

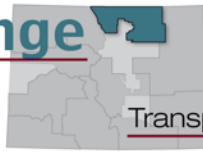
Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Figure 3-1 Transit Provider System Map

Transit service provider information based upon 2013 mapping.





3.1 Public Transit Providers

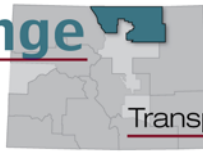
There are three public transit providers in the UFR region. Public transportation services are those that are funded by the local or regional agencies and are open to all members of the public. These differ from human service transportation services that are limited to clientele who qualify, e.g., people over the age of 65.

Table 3-1 includes key information about each public transit provider in the region.

Table 3-1 Public Transit Provider Services Overview

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating & Admin Budget (includes all service types)
NECALG – County Express	Morgan County in the UFR; Logan, Sedgwick, Phillips, Washington and Yuma counties	<ul style="list-style-type: none"> ▪ Demand Response 	5:30 AM – 6:00 PM	M T W Th F Sa	\$3.00/3 stops	120,000	\$1,300,00
Town of Estes Park Shuttle	Estes Park town limits	<ul style="list-style-type: none"> ▪ Fixed-Route ▪ Complementary ADA 	7:00 AM – 8:00 PM	S M T W Th F Sa (12 weeks a year)	No Fare	33,000	\$200,000
Rocky Mountain National Park (RMNP) Hiker Shuttle	Estes Park to RMNP	<ul style="list-style-type: none"> ▪ Shuttle service for park visitors 	6:30 AM – 8:00 PM	S M T W Th F Sa (12 weeks a year)	Park Pass	N/A	N/A
Via Mobility Services	Southwest Weld and Larimer counties and Town of Estes Park in UFR; Adams, Arapahoe, Boulder, Broomfield, Gilpin counties	<ul style="list-style-type: none"> ▪ Fixed-Route ▪ Demand Response 	7:30 AM – 5:00 PM	M T W Th F	\$1.25 - \$4.00	138,296	\$3,896,188

Source: Transit Agency Provider Survey, 2013



3.2 Human Service Transportation Providers

Human service organizations often provide transportation for program clients to access their services and augment local public transportation services. **Table 3-2** describes human service organizations that fund or operate transportation service and participated in this coordinated planning process.

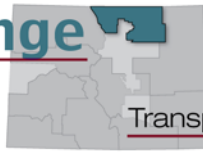
Table 3-2 Human Service Transportation Provider Overview

Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
Via Mobility Services	Southwest Weld and Larimer counties and Town of Estes Park in UFR; Adams, Arapahoe, Boulder, Broomfield, Gilpin counties	<ul style="list-style-type: none"> Disabled Elderly (60+) Low-income 	<ul style="list-style-type: none"> Demand Response Fixed Route 	M T W Th F
Wellington Senior Resource Center	Wellington (10-mile radius)	<ul style="list-style-type: none"> Elderly (60+) 	<ul style="list-style-type: none"> Demand Response 	M W F
Envision	Weld County	<ul style="list-style-type: none"> Developmental Disability 	<ul style="list-style-type: none"> Demand Response 	M T W Th F
Foothills Gateway	Larimer and Weld counties	<ul style="list-style-type: none"> Cognitive Disability 	<ul style="list-style-type: none"> Demand Response 	S M T W Th , Sa
Disabled American Veterans	Larimer, Morgan, Weld counties	<ul style="list-style-type: none"> Veterans 	<ul style="list-style-type: none"> Demand Response 	M T W Th
Senior Resource Services	Weld County	<ul style="list-style-type: none"> Elderly (60+) 	<ul style="list-style-type: none"> Demand Response 	M T W Th F

3.3 Other Human Service Agencies/Programs

Many types of human service agencies in the region provide critical services and fund transportation programs, but do not provide transportation for their clients. These agencies rely on public transit and human service transportation programs to get their clients where they need to go. The following types of human service agencies/programs need to be considered when determining transportation needs in the region:

- ▶ Area Agencies on Aging
- ▶ Community Centered Boards
- ▶ Departments of Human Services/Social Services (all counties)
- ▶ Departments of Public Health (all counties)
- ▶ Division of Vocational Rehabilitation (all counties)
- ▶ Healthcare Facilities
- ▶ Low-Income Housing
- ▶ Mental Health Facilities and Services
- ▶ Senior Services, Nursing Homes, Senior Centers
- ▶ Veteran's Services (all counties)
- ▶ Workforce Centers (all counties)
- ▶ Independent Living Centers
- ▶ Educational Institutions



3.4 Privately Operated Public Transportation Services

Table 3-3 provides an overview of the privately operated public transportation services that are available in the Upper Front Range region. These services are open to the public, but operated by private companies. These are typically intercity bus, passenger rail, and private taxis and shuttles.

Table 3-3 Privately Operated Public Transportation Services Overview

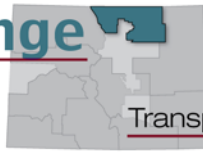
Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
Amtrak – California Zephyr	<ul style="list-style-type: none"> Chicago – Omaha – Fort Morgan – Denver – Salt Lake City – San Francisco 	<ul style="list-style-type: none"> Passenger rail service 	General Public	Varies	S M T W Th F Sa	Varies
Black Hills Stage Lines, Inc. (wholly owned subsidiary of Arrow Stage Lines)	<ul style="list-style-type: none"> National Fort Morgan Greeley 	<ul style="list-style-type: none"> Intercity bus service, fixed route 	General Public	Varies	S M T W Th F Sa	Varies
Burlington Trailways	<ul style="list-style-type: none"> National Fort Morgan 	<ul style="list-style-type: none"> Intercity bus service, fixed route 	General Public	Varies	S M T W Th F Sa	Varies
Yellow Cab	<ul style="list-style-type: none"> Weld County 	<ul style="list-style-type: none"> Private taxi, demand response Weld County Medicaid 	General Public	Varies	S M T W Th F Sa	Varies
Greyhound	<ul style="list-style-type: none"> National Fort Collins Greeley 	<ul style="list-style-type: none"> Intercity bus service, fixed route 	General Public	Varies	S M T W Th F Sa	Varies

Source: Rates and schedules based on stakeholder input and internet information in Q1 2014.

3.5 Existing Coordination Activities

The Upper Front Range region has conducted limited transportation coordination efforts since the last plan and does not have a Regional Coordinating Council (RCC) in the TPR. However, Weld and Larimer Counties have an LCC. Through the planning process, it was suggested that the Transit Working Group (TWG) assume the role of a RCC to support coordination activities in the Upper Front Range TPR. Difficulties in maintaining momentum, finding available staff, and assigning a leader or champion were noted, and the TWG agreed to try to maintain the coordination activities outlined in this plan. The TWG also identified conducting a transit demand analysis for the Upper Front Range TPR as a priority and thought it would be a logical starting point for future coordination.

While there is no RCC for the TPR, some coordination of services is taking place within the region. Via Mobility Services currently coordinates transportation services within their service area (7 counties including portions of Larimer and Weld). They also provide individual and group travel training, mobility options information and referral, and individual travel planning services. Via Mobility participates in the Local Coordinating Councils within their service area, including Larimer and Weld Counties. In addition, within the North Front Range



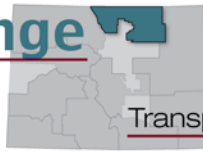
Metropolitan Planning Organization a mobility coordinator is on staff to coordinate services within the urban areas of Larimer and Weld counties and in and around Fort Collins.

3.6 *Summary of Existing Services*

The Upper Front Range region maintains a limited number of public, human services, and private transportation providers. NECALG provides service to Morgan County within the UFR TPR and to Logan, Sedgwick, Phillips, Washington and Yuma counties in the Eastern TPR. Limited fixed route service is available in Estes Park although there are no intercity connections. Greeley-Evans Transit provides fixed route service in Greeley. Human services providers are localized and serve specific clientele, while provider options are few and expensive.

There is minimal coordination between the region's few transportation providers and the localized nature of existing services and vast distances present clear barriers to developing effective, coordinated systems. The absence of both coordination and sustainable transit funding sources leaves the Upper Front Range with limited transportation choices and wide gaps in service.

The largest gaps in the regional service network include intercity connections between Fort Morgan and Greeley, and Estes Park and Loveland/I- 25/Fort Collins/Greeley. Intercity bus providers do not provide service between these points, and there is no convenient service for local residents to access employment or essential services. Chapter 5 further discusses recommendations for these service gaps and other spatial, temporal, and financial limitations and needs. The Amtrak route that serves the region, the California Zephyr, originates in Chicago, stops in Fort Morgan, connects through Denver, and then heads west through the mountains before reaching California. The Amtrak station in Fort Morgan is not serviced by public transit.



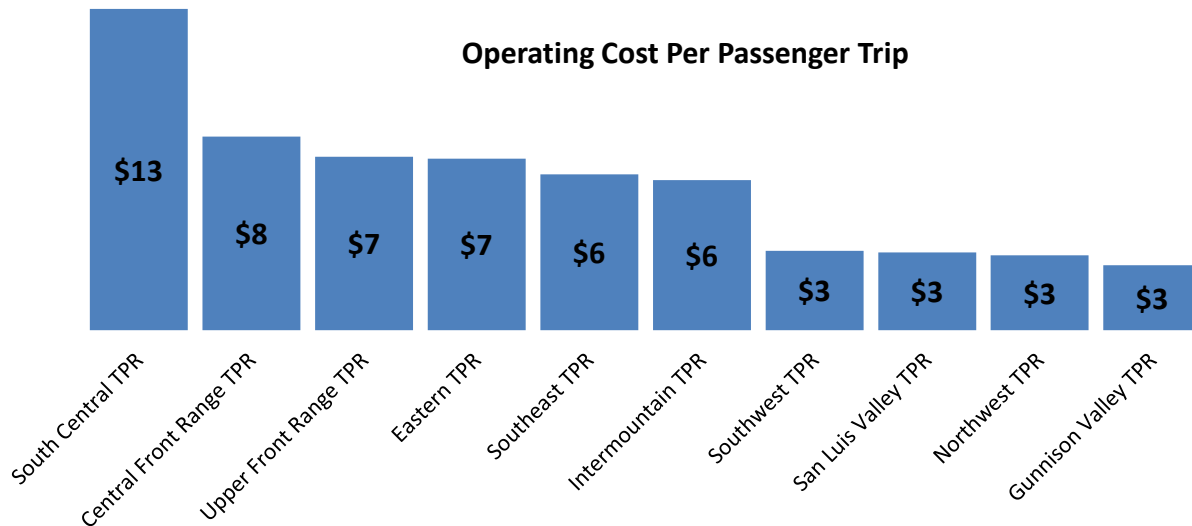
4.0 CURRENT AND POTENTIAL TRANSIT FUNDING

This Chapter presents a snapshot of current transit funding levels and potential sources of funds for the Upper Front Range Transportation Planning Region (TPR). Significant current and potential future funding programs are summarized, and estimates of funds generated through future potential revenue mechanisms are provided.

4.1 *Current Transit Expenditures*

Figure 4-1 illustrates the various levels of transit service provided in each of Colorado's rural TPRs as measured by operating cost per passenger trip. Each region varies considerably in the scale and type of operations, system use and ridership, full-time resident population, and population of seasonal visitors and other system users. In 2012, approximately \$7 per trip was expended to support critical transit services within the Upper Front Range TPR. Transit operating costs in the Upper Front Range TPR are relatively high compared to other regions, due to the higher cost of fuel, trip distances, and general maintenance imposed by the region's geography and economy.

Figure 4-1 Operating Cost per Passenger Trip in Colorado Transportation Planning Regions



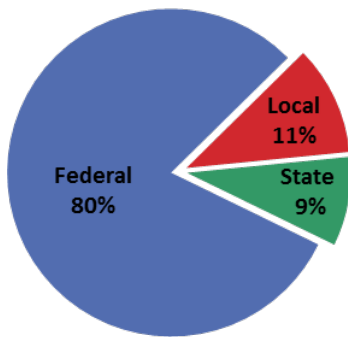
Source: 2012 Self-reported data from Colorado Department of Transportation (CDOT) Transit Agency Provider Survey, 2013

4.2 *Current Transit Revenue Sources*

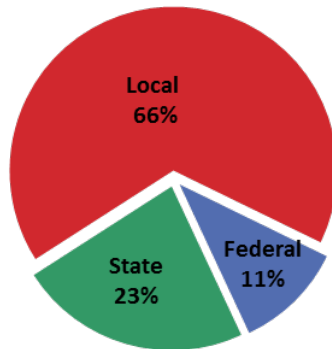
Transit service providers in the Upper Front Range TPR and across Colorado rely on a patchwork of funding sources to continue operations or fund improvements and system expansions. **Figure 4-2** displays information from the National Transit Database (NTD) of rural providers for the nation and for Colorado. This information is compared to the aggregate regional financial information as reported to the Division of Transit and Rail (DTR) by providers in the region.

Figure 4-2 Comparison of National, State, and Regional Revenue Sources

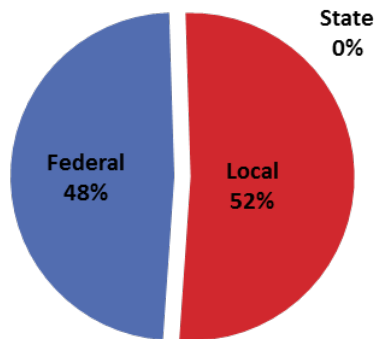
Capital Revenue Sources



National Average - Rural Providers
2012 National Transit Database

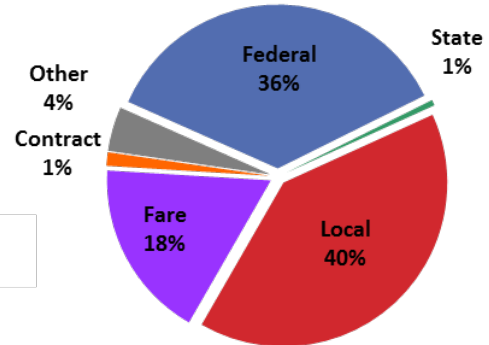
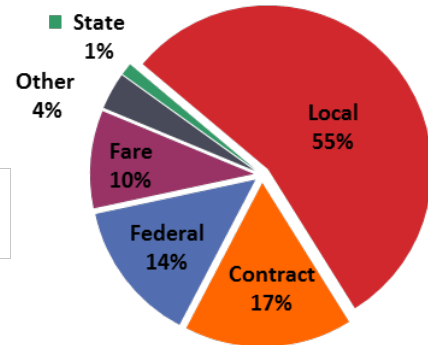
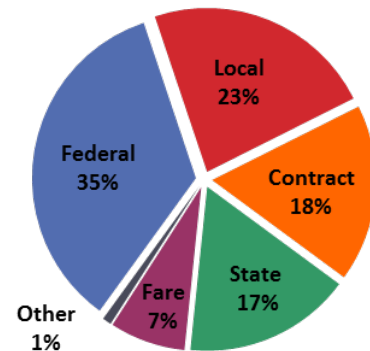


Colorado Average - Rural Providers
2012 National Transit Database



Upper Front Range TPR Average
2012 Self-Reported Survey Data

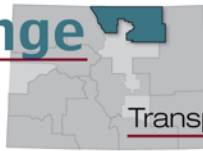
Operating Revenue Sources



Source: National Transit Database, 2012 | CDOT Transit Agency Provider Survey, 2013

At the national level, most capital revenues are derived from federal sources, primarily Federal Transit Administration (FTA) grants. Over the past five years, federal capital spending increased substantially through the American Recovery and Reinvestment Act (ARRA) and some of those investments are still being awarded. In 2012, ARRA funding represented one-third of all federal transit-related capital funding nationally. However, in Colorado, relatively few ARRA investments and other large-scale transit capital projects are underway and the federal share of capital revenues is substantially less at the state level—at just 11 percent. The state of Colorado contributes more than twice the national average toward capital investments, primarily through the Funding Advancement for Surface Transportation & Economic Recovery (FASTER) program.

In the Upper Front Range TPR, local governments provided most of the financial support for major capital investment projects in 2012. Local funding accounted for 52 percent of capital investments and includes a wide variety of local government contributions to services throughout the region. Federal capital investments made



up the remainder of regional capital funding in 2012. No state grant support from FASTER funding was reported in 2012. However, in previous years, state support has been received. Capital expenditures and revenues are not consistent over time and different sources are used to fund different projects as needs arise.

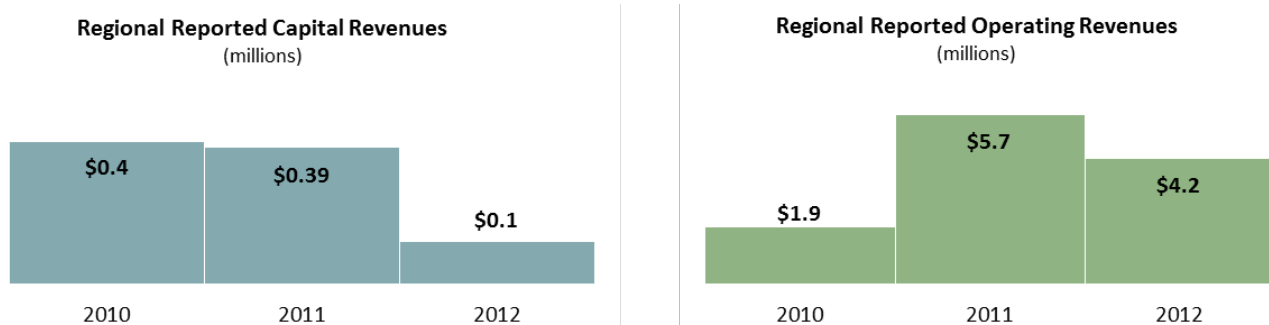
At the national level, operating revenues are relatively diversified among federal, local, agency-derived, and state funding sources. Colorado, on average, is more dependent on local sources and less reliant on federal and state sources for operating funds. However, within the Upper Front Range TPR, the local share of operating revenues is slightly less than the state average (40 percent compared to 55 percent). The federal share of operating revenues in the region is more than double the state average and primarily from FTA 5311 grants. Many regional providers also provide a variety of important local health and human services needs, which tend to be primarily funded through federal programs.

4.3 Regional Transit Revenue Trends

While federal operating support for rural transit is relatively stable and predictable, many other funding sources are highly variable, including federal or state competitive grant awards, one-time transfers from local governments, private or philanthropic donations, or local tax revenues that are subject to fluctuations in local economies. When these funding streams decline or remain stagnant, transit agencies are forced to respond by reducing service, raising fares, eliminating staff positions, delaying system expansions, or postponing maintenance activities.

Figure 4-3 illustrates trends in reported capital and operating revenues for the past three years. Within the Upper Front Range region, capital revenues have varied in recent years, although providers are still making investments in vehicles and facilities. Operating revenues in the region have remained relatively stable although some local governments have reduced support. For most providers, federal grants, Medicaid payments, and other contract payments have remained stable and provide an important source of ongoing funding. To realize the region's long-term vision for transit additional funding sources and partnerships must be explored. It should be noted that data for 2010 and 2011 are compiled from the NTD and are not directly comparable to data derived from survey information reported by regional providers in 2013 based on 2012 data.

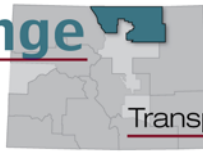
Figure 4-3 Recent Trends in Regional Transit Revenues



Source: 2012 Self-reported data from CDOT Transit Agency Provider Survey, 2013

4.4 Current and Potential Transit and Transportation Funding Sources

Public funds are primarily used to support transit and transportation services in Colorado's rural areas. Support from federal agencies, state programs, and local governments provide most funding to support capital construction and acquisition. Operating and administration activities are most often supported by local governments, FTA grants, private or civic gifts and from agency-generated revenues such as contract services, service fares, and investments.



The following sections detail a number of commonly used funding streams and provide estimates of potential new revenue sources for the region.

4.4.1 Federal Grant Programs – U.S. Department of Transportation

FTA-administered grant programs provide the most significant source of ongoing funds to support transit services in rural areas. CDOT conducts a statewide competitive application process to determine FTA grant awards and to ensure that it and the local grantees follow federal laws and regulations. CDOT contracts with the local grantees once it selects the funding recipients. FTA funds are complex and governed by varying requirements and provisions for use.

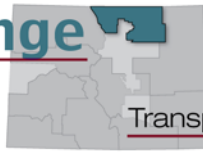
Only the 5311 grant programs are specifically intended to support transit in rural areas; however, under certain circumstances and with the discretion of the state, many other programs may be used to support rural services. The following list of major FTA and U.S. DOT programs cover grant assistance programs for rural areas. Providers in the Upper Front Range region may not be eligible for some of these programs. CDOT provides a clearinghouse of information on current grant programs and can provide limited technical assistance with grant applications.

FTA Section 5311 Formula Grants for Rural Areas program provides formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital, or operating costs, including planning, job access, and reverse commute programs, for local transportation providers when paired with local matching funds. States may distribute funding to public, private non-profit, or tribal organizations, including Local and Regional Coordinating Councils. Within this program, Section 5311(f) requires at least 15 percent of a state's funds under this program to be used to support intercity bus services, unless the governor has certified that such needs are already being met. The Rural Transit Assistance Program and the Tribal Transit Program are funded as a takedown from the Section 5311 program. The federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating costs, the federal share may not exceed 50 percent of the net operating cost of the project. For projects that meet the requirements of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, they may be funded at 90 percent federal match.

FTA Section (5311(b)(3)) Rural Transit Assistance Program (RTAP) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in rural areas. States may use RTAP funds to support non-urbanized transit activities in four categories: training, technical assistance, research, and related support services. Colorado receives a base allocation of \$65,000 annually in RTAP funds. There is no federal requirement for a local match. CDOT provides RTAP funding to the Colorado Association of Transit Agencies (CASTA).

FTA Section 5304 Statewide and Metropolitan Planning funds can be used for a wide variety of transit planning activities, including transit technical assistance, planning, research, demonstration projects, special studies, training, and other similar projects. These funds are not available for capital or operating expenses of public transit systems. First priority is given to statewide projects, which includes grant administration; the provision of planning, technical and management assistance to transit operators; and special planning or technical studies. Second priority is given to updating existing regional transit plans. Third priority is given to requests for new regional transit plans. Fourth priority is given to requests to conduct local activities, such as research, local transit operating plans, demonstration projects, training programs, strategic planning, or site development planning.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities is a formula grant program intended to enhance mobility of seniors and persons with disabilities. It is used to fund



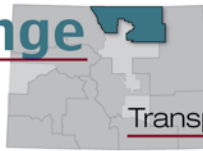
programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services. Eligible recipients include states or local government authorities, private non-profit organizations, or public transportation operators. At least 55 percent of program funds must be used on public transportation capital projects that are intended to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent of program funds may be used for projects that exceed ADA requirements or that improve access to fixed-route service and decrease reliance by individuals with disabilities on paratransit services or that provide alternatives to public transportation for seniors and individuals with disabilities. The 5310 program funds certain capital and operating costs, with an 80 percent federal share for capital and 50 percent federal share for operating.

FTA Section 5312 Research, Development, Demonstration, and Deployment Projects supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carries out related endeavors; and supports the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality. Eligible recipients include state and local governments, public transportation providers, private or non-profit organizations, technical and community colleges, and higher education institutions. Federal share is 80 percent, with a required 20 percent non-federal share for all projects (non-federal share may be in-kind).

FTA Section 5322 Human Resources and Training program allows the FTA to make grants or enter into contracts for human resource and workforce development programs as they apply to public transportation activities. Such programs may include employment training, outreach to increase minority and female employment in public transportation activities, research on public transportation personnel and training needs, and training and assistance for minority business opportunities. Eligible recipients are not defined in legislation and are subject to FTA criteria. This program is initially authorized at \$5 million total through 2014. The federal share is 50 percent with a required 50 percent non-federal share for all projects.

FTA Section 5339 Bus and Bus Facilities program provides capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment and to construct bus-related facilities. This program replaces the previous 5309 program and provides funding to eligible recipients that operate or allocate funding to fixed-route bus operators. Eligible recipients include public agencies or private non-profit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income. States may transfer funds within this program to supplement urban and rural formula grant programs, including 5307 and 5311 programs. Federal share is 80 percent with a required 20 percent local match.

FTA Section 5309 Fixed Guideway Capital Investment Grants (New Starts) program is the primary funding source for major transit capital investments. The 5309 program provides grants for new and expanded rail and bus rapid transit systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Projects must demonstrate strong local commitment, including local funding, to earn a portion of this limited federal capital funding source. Generally, program requirements limit funding to major urban providers; however, some rural systems have been competitive and received



funding in recent years, including RFTA for the new VelociRFTA BRT service along SH 82. Maximum federal share is 80 percent.

Federal Highway Administration (FHWA) Surface Transportation Program (STP) provides flexible funding that states and local governments may use for a variety of highway-related projects and for pedestrian and bicycle infrastructure, transit capital projects, including vehicles and facilities used to provide intercity bus service, transit safety infrastructure improvements and programs, and transportation alternatives as defined by MAP-21 to include most transportation enhancement eligibilities. Funds may be flexed to FTA programs, local governments, and transit agencies to support transit-related projects.

FHWA Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including transit-related projects, pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. The TAP replaced the funding from pre-MAP-21 programs, including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program. Program requirements and guidelines for this program, as related to transit, largely remain similar to those of the previous transportation enhancement program. TAP funds transferred to FTA are subject to the FTA program requirements, including a required 20 percent matching local funds.

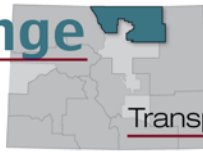
FHWA National Highway Performance Program (NHPP) provides funding specifically to support the condition and performance of the National Highway System (NHS). While this is a highway-oriented program, NHPP funds can be used on a public transportation project that supports progress toward the achievement of national performance goals. Public transportation eligible projects include construction of publicly owned intracity or intercity bus terminals servicing the NHS, infrastructure-based intelligent transportation system capital improvements, and bicycle transportation and pedestrian walkways.

Veterans Transportation and Community Living Initiative (VTCLI) is a competitive grant program to support activities that help veterans learn about and arrange for locally available transportation services to connect to jobs, education, health care, and other vital services. The initiative focuses on technology investments to build One-Call/One-Click Transportation Resource Centers. The VTCLI program is a joint effort of the Departments of Transportation, Defense, Health and Human Services, Labor, and Veterans Affairs but is managed and administered by the FTA. Funded in 2011 and 2012 only, future funding for the effort has not been announced.

4.4.2 Federal Grant Programs – Other

Other federal agencies, including the Department of Health and Human Services, Department of Veterans Affairs, Department of Labor, Department of Education, and others, provide grants or continuing financial assistance to support the needs of aging residents, military veterans, unemployed workers, and other populations. A 2011 Government Accountability Office report found that over 80 federal programs may be used for some type of transit and transportation assistance. For a complete inventory of other federal programs available, see recent reports from the National Resource Center for Human Service Transportation Coordination (http://www.unitedweride.gov/NRC_FederalFundingUpdate_Appendix.pdf).

Most federal human services related funding assistances flow through state or regional organizations and may be used to cover a wide range of services, including, but not dedicated to, transit and transportation assistance. These other federal programs may provide for contracted transportation services or offer reimbursement for transportation services provided to covered individuals or may be used as “non-federal” matches for FTA grants or may support transportation assistance and coordination positions.



The following section briefly describes current and major federal grant programs that are most frequently used to support transit and transportation services, according to the National Resource Center for Human Service Transportation Coordination.

Medicaid is the only program outside the U.S. DOT that requires the provision of transportation. This federal-state partnership for health insurance and medical assistance is provided for low-income individuals. In Colorado, Non-Emergency Medical Transportation (NEMT) is provided for medical appointments and services for clients with no other means of transportation. Medicaid in Colorado provides a significant source of funds for many transit service providers. However, these funds are provided on a reimbursement basis.

Older Americans Act (OAA), Title III provides funding to local providers for the transport of seniors and their caregivers. Eligible recipients include transportation services that facilitate access to supportive services or nutrition services, and services provided by an area agency on aging, in conjunction with local transportation service providers, public transportation agencies, and other local government agencies, that result in increased provision of such transportation services for older individuals. Under certain conditions, OAA funds can be used to meet the match requirements for FTA-administered programs.

Workforce Investment Act (WIA) funds for Temporary Assistance to Needy Families (TANF) is a federal program that provides funding to states. State TANF agencies, including Colorado Works, may use TANF funds to provide support services including transportation. States have wide latitude on how this money can be spent, but the purchase of vehicles for the provision of transportation services for TANF-eligible individuals is included. For example, supporting and developing services such as connector services to mass transit, vanpools, sharing buses with elderly and youth programs, coordinating with existing human services transportation resources, employer provided transportation, or guaranteed ride home programs are all activities that may be covered under the TANF program.

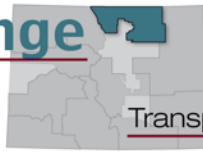
Community Development Block Grants (CDBG) are administered by the Department of Housing and Urban Development (HUD) and cover funding for transportation. A portion of CDBG funds are spent on directly operated transit services, transit facilities or transit-related joint facilities, and services for persons with disabilities, low-income populations, youth and seniors. These grants have statutory authority to be used as the “non-federal” matching funds for FTA formula grants.

Community Services Block Grants (CSBG) are administered by the Department of Health and Human Services and cover funding for transportation. CSBG funds are primarily intended to alleviate the causes and conditions of poverty in communities. Eligible transportation activities include programs or projects to transport low-income persons to medical facilities, employment services, and education or healthcare activities.

Vocational Rehabilitation grants are from the Department of Education. Often, a portion of these grants are used to provide participating individuals with transportation reimbursements, vouchers, bus passes, or other purchased transportation service, often from FTA grantees and subrecipients. State vocational rehabilitation agencies are encouraged to cooperate with statewide workforce development activities under the WIA. In Colorado, these grants are administered through the Statewide Independent Living Council and State Rehabilitation Council.

4.4.3 State, Local, and Agency-Derived Revenue Sources

In Colorado, local revenue sources provide an important source of funding for transit agencies and service providers. Transfers and grants from local governments provide ongoing operating support and assistance with one-time planning efforts or matching funds for major capital projects. The state of Colorado provides direct funding for capital equipment investments and for projects that support transit activities. Providers and



agencies use a variety of other relatively small, but important funding sources to meet the needs of transit dependent populations in the state.

Funding Advancement for Surface Transportation and Economic Recovery (FASTER) is a state funding source that provides direct support for transit projects. FASTER funds provide \$15 million annually for statewide and local transit projects, such as new bus stops, bike parking, transit maintenance facilities, multimodal transportation centers, and other capital projects. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). CDOT DTR competitively awards the local transit grants and statewide funds. Local recipients are required to provide a minimum 20 percent local match. Among the types of projects that have been awarded are the purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

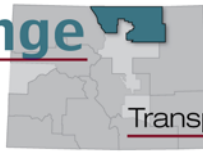
In 2014, the Colorado Transportation Commission approved the use of these funds for operating and capital costs. As a result, \$3 million of the FASTER transit funds are now allocated to cover the cost of the planned Interregional Express Bus service and another \$1 million is available annually to cover the operating costs of other regional/interregional routes. From fiscal years 2010 to 2013, over \$52 million in FASTER funds have been invested in transit projects throughout the state. However, while total revenues collected under the overall FASTER program (\$252 million FY 2013) are projected to increase over time, the allocation for transit projects remains at a flat \$15 million per year.

The Colorado Veterans Trust Fund is administered by the Colorado Department of Military and Veteran Affairs to support organizations providing transit and transportation assistance to veterans. The state supports Veterans Service Offices in each county and grants are awarded to non-profit organizations providing transportation and other services to veterans. An estimated \$200,000 a year is directed to supporting the transportation needs of veterans.

Highway Users Tax Fund (HUTF) is funded through revenues raised from statewide gas tax, vehicle registration fees, license fees, and user fees. These taxes are not indexed to inflation or motor fuel prices. As a result, revenues within this fund do not keep pace with actual construction or program costs over time. Funds are distributed based on a formula to CDOT, counties, and municipalities. Under Senate Bill 13-140, local governments (cities and municipalities) are authorized to flex HUTF dollars to transit-related projects. Transit and other multimodal projects allowed include, but are not limited to, bus purchases, transit and rail station constructions, transfer facilities, maintenance facilities for transit, rolling stock, bus rapid transit lanes, bus stops and pull-outs along roadways, bicycle and pedestrian overpasses, lanes, and bridges. Local governments may expend no more than 15 percent of HUTF allocations for transit-related operational purposes.

Local Governments, including cities, counties, and special districts, support or directly fund rural transit services. These services are typically funded through a city or county's general fund, although mass transit districts, metropolitan districts, and rural transportation authorities can levy and collect dedicated funding from sales and use taxes. Local funds flow to public or non-profit transit or transportation service agencies either on a contract basis or in the form of general operating support. Transit agencies also often seek direct local support to provide matching funds to federal grant awards. Local governments in Colorado are most commonly funded through general sales and use taxes or property taxes.

In 1990, Colorado provided the “authority of counties outside the Regional Transportation District to impose a sales tax for the purpose of funding a mass transportation system.” Eagle, Summit, and Pitkin counties currently employ this Mass Transit District mechanism to support transit services. Unlike a rural transportation authority, this option does not require a geographic boundary separate from the county and does not require the creation of a legal authority.



In 1997, Colorado enabled the “Rural Transportation Authority Law” to allow any single or coalition of several local governments to create rural transportation authorities. These authorities are empowered to develop and operate a transit system, construct and maintain roadways, and petition the citizens within the authority boundary to tax themselves for the purpose of funding the authority and the services provided. There are currently five Rural Transportation Authorities active in Colorado (Roaring Fork, Gunnison Valley, Pikes Peak, Baptist Road, and South Platte Valley).

Fares and other revenues (such as advertising) generated by transit agencies are used to offset operating expenses. Farebox recovery varies by agency, but rarely do passenger fares cover more than one-half of total operating and maintenance expenses. Because of this, transit agencies are dependent on the federal, state, and local revenue sources they receive to continue operating.

Service contracts are a way for local agencies to fund operations for specific economic or employment centers, such as universities or the campuses of major employers. Examples around the country include CityBus in Lafayette, Indiana, which has a service contract with Purdue University and Ivy Tech State College; Kalamazoo Metro Transit in Michigan, which contracts with Western Michigan University; Corvallis Transit in Oregon, with a contract with Oregon State University. Service contracts can also be made with neighboring counties or municipalities. In addition to service contracts, another way to partner with local colleges or universities is through a College Pass Program. These programs often involve a student activity fee for transit services that the school administers. This can be paired with a discounted or free pass that students can use to ride the transit system.

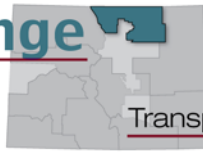
Private support from major employers within a transit agency service area can be a source of funds. These employers may be willing to help support the cost of vehicles or the operating costs for employee transportation. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers.

Charitable contributions are a source of revenue for many rural transit or service providers. While contributions from individuals are uncommon, community or private foundations may provide ongoing operating support or one-time grants for operating positions or even capital investments.

4.5 *Future Funding Options*

The following section describes options that Colorado’s local agencies can consider to fund transit service. These sources include revenue streams that are relatively common across the country or those that are not often implemented, except in a small number of communities. Available options for any given community are dependent on state and local regulations, funding needs, and political considerations. Many of the examples listed in this section are drawn from TCRP Project J-11, Task 14: Alternative Local and Regional Funding Mechanisms.

Local Sales Taxes: Local sales and use taxes are one of the most common revenue sources that counties, cities, and special districts use to fund public transit. Revenues derived from sales taxes may be dedicated to a transit agency or special district or may be collected by a local government and transferred to a local public provider for ongoing support. Dedicated assessments commonly range from 0.25 to 1 percent of total taxable sales. The use of these revenues is generally flexible, provide funding for specific capital projects, or provide dedicated operating revenue to an entire agency. In Colorado, formation of special districts and any tax policy change resulting in net revenue gains require voter approval under the TABOR constitutional amendment.



Property Taxes: Another common source of funding for transit agencies is property taxes. Property tax assessments are usually levied as a percentage of assessed residential and commercial value within a transit agency's service area. Property tax assessments that are levied solely on mineral or natural resource property value are infrequently used, but do exist. As with sales tax assessments, local communities seeking to raise property tax mil rates must seek voter approval and must consider TABOR and Gallagher limits.

Motor Fuel Taxes: Motor fuel taxes are commonly levied by states for transportation and most state funding for transit comes from fuel tax revenues. At the local or regional level, state motor fuel taxes are generally dedicated to roadways, although some local governments can transfer fuel tax revenues to transit, including in Colorado. In addition to state-collected fuel taxes, at least 15 states allow for local-option motor fuel taxes to be administered and collected at the city or county level.

Those states that enable local-option fuel taxes that may be used to support transit services within a local area include Tennessee, California, Florida, Illinois, Hawaii, and Virginia.

Vehicle Fees: Fees tied to vehicle ownership most commonly include annual registration titling fees, and other mechanisms such as vehicle titling or sales fees, rental or lease taxes, toll revenues, parking, or taxi company licensing fees. State collected vehicle-related fees are used to support transit, including the FASTER program in Colorado. Locally collected vehicle-related fees are not in widespread use to directly support transit, though there are a few examples around the country.

Triangle Transit in North Carolina and New York MTA both receive multiple types of vehicle fees that are collected at the local level. Allegheny County in Pennsylvania enacted a \$2 rental car fee to support transit services in the Pittsburgh region.

Parking Fees: Fees and fines for parking vehicles within certain city areas may be imposed to achieve local goals, including managing congestion and encouraging mode shifts to transit. Local transit agencies may receive funding for operations from parking fees and fines levied by local governments or they may receive parking-related revenues generated at facilities (e.g., parking garages or park and ride lots actually owned by that transit provider).

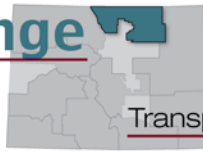
The San Francisco Metropolitan Transportation Agency (Muni) receives a significant amount of revenues for the provision of transit services through parking fees and fines. Eighty percent of city parking revenues are dedicated to Muni operations.

Employee or Payroll-Based Taxes: Payroll taxes are generally imposed on the gross payroll of businesses within a transit district or transit agency service area and are paid by the employer. An income-based tax is imposed on employee earnings and may be administered by a local government based on employees' place of work.

Transit agencies currently using payroll taxes include TriMet in Oregon, New York MTA, and CityBus in Lafayette, Indiana.

Value Capture: Value capture describes a range of revenue mechanisms related to residential or commercial development, including impact fees, tax increment financing (TIF), and special assessment districts. Impact fees are based on anticipated traffic and transit volumes of major new developments and are used to offset the costs of new transportation infrastructure. TIF mechanisms seek to capture some portion of the value of redevelopment or new development property value within a certain geographic area and usually administered by local business improvement or special districts.

Tampa, Florida's Hillsborough Area Regional Transit Authority uses a combination of three value capture mechanisms. Impact fees provide matching funds for bus capital projects, TIF funds operations for the city's streetcar system, and a special assessment district funds the capital costs of the city's streetcar system.



Utility Taxes or Fees: Utility fees are annual flat assessments per household or housing unit that range from \$5 to \$15. These fees are widely used in Oregon for operations and maintenance expenditures for transit and capital improvements of transportation infrastructure, primarily local roads and streets. Local governments in other states such as Florida, Texas, and Washington have enacted utility fees for transportation, but their use is not widespread across the country.

In 2011, the Corvallis Transit System implemented a Transit Operations Fee that is a hybrid revenue mechanism but most closely associated with a utility fee. The fee is indexed to the average price of a gallon of gas and adjusted each year. In 2012, the fee was \$3.73 per month for single family residences and \$2.58 per unit per month for multifamily properties. Pullman Transit in Washington State levies a voter-approved 2 percent utility tax on natural gas, electricity, telephone, water, sewer, and garbage collection services within the city of Pullman. This tax brings in approximately \$1 million annually.

Room and Occupancy Taxes: Additional sales taxes for hotel and lodging purchases are common across the country and include flat service fees and percentage based sales taxes. This revenue source is popular in areas with high tourism demand to fund additional needs associated with visitors.

Savannah, Georgia uses room occupancy fees to fund free public transportation and Park City Transit in Utah relies on occupancy taxes to fund services.

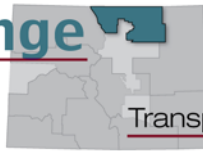
Lottery or Limited Gaming Taxes: Taxes are imposed on the sale of lottery tickets, most often by a state, while local municipalities may tax casino revenues or assess a fee per machine. In Colorado, state lottery taxes are devoted to fund costs associated with open space and recreation, as well as the state and local library system. Those municipalities or tribal governments that allow for gaming may also transfer limited gaming fees to support local transit systems, including in Cripple Creek, Colorado.

The State of New Jersey diverts a portion of the state Casino Revenue Fund to support a Senior Citizens and Disabled Residents Transportation Assistance Program. The Commonwealth of Pennsylvania dedicates a percentage of lottery revenues to a free transit program for persons over 65 years old traveling in off-peak hours.

Vehicle-Miles Traveled Fees: A number of states are increasingly researching alternatives to fuel taxes that would instead charge drivers a fee based on the number of miles traveled rather than a tax on the amount of fuel used. Fees could also be variable to help manage congestion at peak times. Generally, those states examining VMT-based fees consider this system to be a revenue-neutral alternative to fuel taxes, rather than a source of additional new funding.

Corporate Sponsorship: Businesses across the country have practiced funding private employee shuttles or vanpool options for decades, and subsidized or fully funded transit passes are a common employee benefit. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers. Private sponsorship can be uncertain and unsustainable, but partnerships and contracts do provide alternative revenue streams and offer opportunities for increasing system ridership.

Public-Private Partnerships: Public-private partnerships or P3 arrangements generally refer to a range of project delivery and financing agreements (loans) between a public agency and private business to complete infrastructure projects. P3 arrangements are becoming increasingly common for major public works or infrastructure projects. However, according to the National Council of State Legislatures, P3s are used for less than 20 percent of transportation projects nationally and not typically used for transit projects. In Denver, a recent agreement between the Regional Transportation District and Denver



Transit Partners was the first full design-build-finance-operate-maintain transit P3 project in the United States.

States and communities across the country have enabled and enacted a wide variety of revenue mechanisms to directly or indirectly support transit services. Generally, those states with more robust local transit operations or with state policies that are more supportive of public transit allow for more innovative revenue options. In Colorado, the constitutional TABOR amendment restricts state and local governments from implementing new taxes without voter approval and from raising revenues collected under existing tax rates in excess of the rate of inflation and population growth, without voter approval. Additional constitutional restrictions in Colorado limit the ability of local governments to creatively finance transit services.

4.6 Potential Revenue Estimates

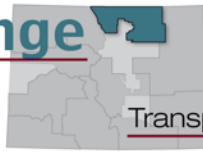
Transit providers in the Upper Front Range TPR rely primarily on funding support from local governments and federal grant programs. However, the future of some federal programs is not clear and future funding levels may be substantially reduced. No dedicated local funding is available in the region. To meet future needs and continue to provide critical services in the region, alternative revenue sources should be considered.

Table 4-1 presents high-level estimates of the potential funds that could be generated by enabling additional or alternative revenue sources. These estimates are intended to provide an approximate gauge of the potential value of alternative revenue sources in closing future funding gaps. The exact amount of revenues that could become available depends on voter approval, implementation of the mechanism, and local limitations and tax policy. This estimate is intended to portray the approximate value of these potential funding sources and does not constitute an endorsement or a recommendation. Values are based on currently published information for Larimer, Morgan, and Weld counties.

Table 4-1 Estimates of Funds Generated Through Alternative Revenue Sources

	Mechanism	Revenue Source	2012 Revenue Base	Annual Funds Generated
1.	0.7% sales tax	Net Taxable Sales	\$7,694,505,000	\$53,861,535
2.	1.0 mill levy	Assessed Property Value	\$11,070,901,712	\$11,070,902
3.	\$15 annual fee	Total Housing Units	240,746	\$3,611,190
4.	2% equivalent fee	Local Tourism Tax Receipts	\$19,146,400	\$382,928
5.	10% flex transfer	Local Highway Users Tax Fund	\$19,884,715	\$1,988,472

- Sales Tax Increase:** If each county in the region were to enact an additional levy of 0.7 percent of net taxable sales in the region, annual revenues would vary but could have reached over \$50 million in 2012. An increase in sales taxes would require voter approval and would be collected by either a dedicated regional transportation authority or local governments and then transferred to support transit services. Several counties and transportation authorities in the state currently levy dedicated mass transit sales taxes ranging from 0.4 percent to 0.8 percent, varying by city and county.
- Property Tax Increase:** If each county in the region were to increase property taxes the equivalent of 1.0 mill (or \$1 per \$1,000 of assessed value), the potential revenue generated in 2012 could have reached over \$11 million. An increase in taxes would require voter approval, and local cities and counties may be limited by existing TABOR revenue limits.
- Utility Fee Enactment:** If each county in the region were to enact a \$15 per housing unit annual fee to provide transportation and transit services, potential revenue could have reached \$3.6 million in 2012. Housing units account for single and multi-family residences, including those for seasonal use or second-home ownership. Housing units do not account for nightly lodging or rental units.



4. **Tourism Tax Enactment:** Visitors to the region generated nearly \$20 million in local tax receipts in 2012. If each county in the region were to enact a fee or daily tax on lodging equivalent to 2 percent of all local tourism-based tax receipts, approximately \$380,000 in annual revenues could have been generated. New taxes require voter approval in Colorado.
5. **Transfer of HUTF:** If each county in the region were to allocate 10 percent of HUTF receipts to transit, then approximately \$1.9 million could have become available for transit-related investments. Some counties in the region do use these funds to support transit infrastructure.

4.7 *CDOT Grants Process*

CDOT's DTR is responsible for awarding and administering state and federal transit funds to public transit and human service transportation providers throughout Colorado. State transit funds are provided through the FASTER Act passed by the state legislature in 2009. FASTER provides a fixed \$15 million per year for statewide, interregional, regional and local transit projects.

On the federal side, FTA provides funding for transit services through various grant programs. The FTA directly provides several grant programs to Designated Recipients, primarily in urbanized areas. For rural areas, FTA transit funds are allocated by formula to the state and are administered by DTR through a competitive application process. These grant programs provide funding assistance for administrative, planning, capital, and operating needs. For more information on the various FTA grant programs, visit the FTA website.

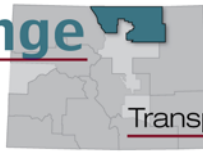
To begin the grant application process, DTR issues a Notice of Funding Availability (NOFA) and a "call for projects" for FASTER and FTA funds annually or bi-annually. Capital and operating/administrative calls for projects are conducted separately and at different times during the year. Applications for FTA operating and administrative funds are solicited every two years. Applications for FTA and FASTER capital funds are solicited every year in a single application, and DTR determines the appropriate source of funds (FTA or FASTER).

From the date of the NOFA, grant applicants have a minimum of 45 days to submit an application. The application process will soon be available online using DTR's new CoTRAMS grant management program. Before submitting an application, each grant applicant must submit an agency profile and capital inventory. Applications will not be reviewed until this is complete. Applicants applying for funds for a construction project must complete and submit National Environmental Policy Act (NEPA) documentation with the application and demonstrate the readiness of the project to proceed.

Following the 45-day grant application period, applications for operating/administrative funds are then evaluated, scored, and ranked by both internal DTR staff and an Interagency Advisory Committee composed of individuals outside DTR (including the Colorado Department of Human Services and the Public Utilities Commission). Amounts awarded are often less than the amount requested. Applications for capital funds are evaluated primarily on performance metrics (age, mileage, and condition).

DTR announces the awards and obtains CDOT Transportation Commission approval for projects that are awarded FASTER transit funds. Transportation Commission approval is not necessary for FTA awarded funds. All awards require a local match—50 percent local match for operating funds, and 20 percent for administrative and capital funds. All funds are awarded on a reimbursement basis; that is, grant recipients must first incur expenses before seeking reimbursement from CDOT.

Once funding awards are made, a scope of work for each awarded project is developed and negotiated between DTR and the grant applicant. Once the scope of work is complete, the project can be offered a contract. Once a contract is fully executed by both DTR and the grant applicant, CDOT issues a notice to proceed. For more information on the grant application process, visit the DTR Transit Grants website.



5.0 TRANSIT NEEDS AND SERVICE GAPS

This Chapter provides an assessment of key quantitative factors that play a role in assessing and understanding transit needs and gaps in the Upper Front Range region. Additionally, an assessment of existing public transit and human service transportation services are reviewed with the needs and gaps expressed by a variety of sources and data collection efforts conducted as a part of this plan development. The sources used to prepare this subjective assessment of needs and gaps in the Upper Front Range Transportation Planning Region (TPR) included, but were not limited to, the Upper Front Range Transit Working Group (TWG), provider and human service agency survey results, geographic analysis of the locations/concentrations of the likely transit user populations (see Chapter 2), CDOT Statewide Survey of Older Adults and Adults with Disabilities, and input received from one public meeting in the region.

5.1 *Quantitative Assessment of Needs and Gaps*

This section provides information relevant to general population growth, elderly population growth, and growth in tourism dollars spent in the TPR. These data aid in the quantitative assessment of transit needs and gaps in the Upper Front Range region.

5.1.1 Population and Elderly Population Growth

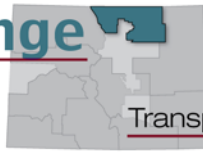
Based on 2012 estimates from the Colorado State Demographer's Office (see Chapter 2), the general population in the Upper Front Range region is expected to see substantial growth by 2040, increasing from 99,976 residents in 2013 to approximately 176,857 residents in 2040 a 77 percent increase. While the general population is likely to grow quite significantly in every county in the region, the highest growth rate is in Weld County. This growth will need to be considered to meet the growth projected and associated transit needs in the long term.

Overall growth in the population age 65 and older for the region is estimated to be 121 percent from 2013 to 2040. Weld County will see the most significant growth in the 65+ population in the region with a 181 percent increase from 2013 to 2040. Larimer County's population over 65 is also expected to increase by more than 100 percent between 2013 and 2040. Morgan County's growth in people age 65 and over is somewhat more modest at 65 percent. The region's overall growth is similar to the anticipated statewide growth of 120 percent between 2013 and 2040. This growth in population age 65 and over is expected to increase the number of transit dependent individuals that will rely heavily on human service transportation to get to major activity centers, healthcare facilities, and meal sites.

5.1.2 Tourism Demand Assessment

The tourism industry is not the leading economic driver; however, it does create a sizeable amount of revenue for the region, reasonable assumptions can be made that the number of visitors will ebb and flow relative to increases and decreases in tourism dollars spent in each county and the region as a whole. In 2004 travel spending in the Upper Front Range region was approximately \$595 million and it increased to \$695 million in 2012. The average growth in travel spending between 2004 and 2012 was 2.1 percent. Of course, this dataset includes the time period of the great economic recession, and in 2009 the region was hardest hit by the decrease in travel spending. In 2009, all counties saw a decrease in travel spending growth, ranging from negative 9.2 percent in Larimer County to negative 2.8 percent in Morgan County. However, the years of 2006 and 2011 saw the greatest overall annual increases in travel spending in the region at 10.0 percent and 6.7 percent, respectively.

Based on the historical travel spending growth from 2004 to 2012 in the Upper Front Range region, it is reasonable to assume that there will be an average of 2.1 percent annual growth in travel spending in future years. In 2012, travel spending in the Upper Front Range region was nearly \$694 million. Assuming a growth rate of approximately 2.1 percent in future years, travel spending could reasonably reach \$820 million by 2020, \$1



billion by 2030, and just \$1.2 billion by 2040. These projections indicate that transportation demand relative to tourism and recreation in the Upper Front Range TPR will continue to grow through the planning horizon of 2040.

5.2 *Qualitative Assessment of Needs and Gaps*

Various limitations impact transit service delivery to the general public and specialized populations. By reviewing these limitations within the Upper Front Range TPR, a baseline is established, which then helps to identify the larger service needs and gaps. Identified service needs and gaps for the three-county TPR are reviewed below.

5.2.1 **Spatial Limitations**

Spatial limitations in the region were observed in many parts of the Upper Front Range TPR. Spatial limitations make it challenging for some travelers to access education, medical, service, shopping and employment centers outside their home service area. The following highlights the spatial imitations identified in the Upper Front Range TPR.

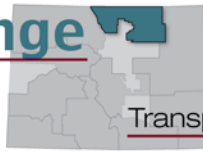
- ▶ There is currently no regional general public transit service connecting Fort Morgan and Greeley. This presents a significant barrier to passengers trying to travel between Fort Morgan and Weld County to access activity centers, human services, and employment.
- ▶ There is a need for direct, regional transit service to/from Estes Park and Loveland/I-25/Fort Collins/Greeley to connect passengers within rural Larimer County with services in the urban areas along I-25.
- ▶ Human services transportation is especially limited in the Upper Front Range TPR and needs to be bolstered to meet the needs of an aging population.
- ▶ There is a need to connect Fort Morgan residents to major employment centers elsewhere in the region.

Additionally, supporting the needs identified through analysis of the region and from the TWG, the Colorado Statewide Intercity and Regional Bus Network Plan indicates the following spatial limitations in the Upper Front Range TPR:

- ▶ Need for regional service between Estes Park and Loveland
- ▶ Need for essential regional service between Fort Morgan and Greeley, as well as between Fort Morgan and Denver.

CDOT's Statewide Survey of Older Adults and Adults with Disabilities of the Upper Front Range region also showed concurrence with many of the spatial needs identified in the Upper Front Range TPR, including:

- ▶ Nearly half of all respondents (49 percent) in the UFR region rely on others for some or all of their transportation needs. Half of all respondents (50 percent) were unable to get somewhere because they could not find transportation once or more on the last month. Twenty-two percent have had trouble finding transportation for trips they need to make sometimes or a lot of times.
- ▶ The majority (51 percent) of the elderly and disabled surveyed have difficulty finding transportation to medical appointments and 47 percent have difficulty accessing activity centers for shopping and pharmacy trips.
- ▶ General public transportation service (58 percent) and paratransit service (49 percent) are not available where a majority of the survey respondents live and/or where they want to go indicating that this was a "major problem."
- ▶ The distance to a bus stop showed to be a major problem for 37 percent of survey respondents and is a barrier to their use of transit.



5.2.2 Temporal Limitations

Temporal limitations were also observed in many parts of the Upper Front Range TPR. Similar to spatial limitations, temporal limitations create challenges for passengers trying to access education, medical, service, shopping, and employment centers outside their home service area at certain times during the week/day. The following are the temporal limitations and needs noted for the Upper Front Range TPR:

- ▶ A limited amount of local transit service was identified in the region. The lack of local services impacts the ability of workers to access employment and essential services.
- ▶ A need for additional and/or expanded human services transportation was identified. Additional service allows specialized populations access to employment, recreation/social activities, and services.

CDOT's Statewide Survey of Older Adults and Adults with Disabilities of the Upper Front Range region also indicated temporal needs of those surveyed, including:

- ▶ Forty-one percent of respondents indicated that service not operating during needed times is a "major problem" and barrier to their using transit.
- ▶ Sixty-one percent of respondents indicated that they had trouble finding transportation between the weekday hours of 10:00 AM – 4:00 PM and 49 percent between the weekday hours of 4:00 PM – 7:00 PM.
- ▶ Lack of transportation services during the day on Saturday and Sunday also was a time that many survey respondents indicated needing transportation services, 43 percent and 37 percent, respectively.

5.2.3 Funding Limitations

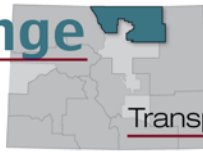
All general transit and human services transportation providers identified funding limitations in the region. The following are the main issues identified:

- ▶ All providers identified the need for additional operating and capital funds to maintain existing services as a major issue. The lack of ongoing, consistent funding remains an issue in the state of Colorado and within the Upper Front Range TPR. While capital funds are needed, all providers noted the lack of operating funds as a major limitation.
- ▶ A high level of anticipated growth in the elderly population in the Upper Front Range region may place an additional strain on general public and human service transportation agencies, requiring additional funds to expand services to meet demand.
- ▶ A projected tourism growth of 2.2 percent annually will likely result in a need for additional funds to expand service to meet demand.

5.2.4 Program Eligibility and Trip Purpose Limitations

Program eligibility and trip purpose limitations also result in gaps and unmet needs in existing services. Examples in the Upper Front Range TPR include:

- ▶ Many human service transportation programs are often available only to their program clients with no comingling of various subsets of the population allowed. This is often due to the funding limitations, liability concerns, vehicle needs, and passenger behavior.
- ▶ Many quality of life trips (e.g., shopping, meals, and friends) are often not eligible trips through human service transportation providers. This becomes especially problematic as the elderly population grows and these older adults want to age in place.



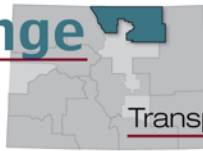
5.2.5 Human Services Transportation Coordination Limitations

The Upper Front Range TPR has only a few human services providers with targeted client populations, making coordination of services difficult, however Via Mobility Services coordinates within their service area.

Additionally, the absence of Regional Coordinating Council (RCC) and/or local champions leaves coordination efforts in the hands of individual service providers, who have limited means for coordinating service.

Following are several smaller coordination efforts the region may want to undertake as it moves more toward coordinated services:

- ▶ Develop and maintain a regional services inventory (public, human services, and private programs) to provide ease of access of transit system information and better referral processes.
- ▶ Establish an RCC and/or the continuation of the TWG to facilitate coordination efforts.
- ▶ Expand collaboration among regional partners on joint procurements of vehicles, joint training programs, sharing drivers, and sharing facilities and vehicles.
- ▶ Conduct a detailed transportation demand analysis to allow more precise measurements of where and when services are needed.



6.0 FINANCIAL AND FUNDING OVERVIEW

This Chapter presents current and estimated future operating expenses and revenues available in the Upper Front Range Transportation Planning Region (TPR) through 2040. These estimates are based on survey reported data from providers in the region. Through Transit Working Group (TWG) meetings, every attempt was made to be inclusive of all providers and agencies operating in the region and to verify the accuracy of these data. These estimates reflect best available data and are intended solely to illustrate long-term trends in operating needs.

The 2040 operating revenue and expense projections presented here are intended to estimate the general range of future revenues available and the magnitude of future resource needs. While any forecast is subject to uncertainty, estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies.

6.1 *Current and Future Operating Expenses*

In recent years, operating revenues for service providers in the Upper Front Range TPR have generally kept pace with expenses. For one of the region's largest providers, operating expenses grew at an annual average rate of just 0.5 percent over the past five years. As shown in **Table 6-1**, operating expenses are projected to grow at an average annual rate of 1.4 percent, while operating revenues are projected to grow at an average annual rate of 1.0 percent between 2013 and 2040.

Table 6-1 Existing and Projected Operating Expenses and Revenues to Maintain Existing Service Levels (2013 – 2040)

Upper Front Range TPR	Year 2013	Year 2020	Year 2030	Year 2040	Average Annual Growth (2013- 2040)
Operating Expenses	\$1,715,495	\$2,270,000	\$2,828,000	\$3,405,000	1.4%
Operating Revenues	\$1,715,495	\$2,167,000	\$2,666,000	\$2,922,000	1.0%
<i>Potential Funding (Gap) / Surplus</i>	0	<i>(-\$103,000)</i>	<i>(-\$162,000)</i>	<i>(-\$483,000)</i>	-0.4%

Source: CDOT, Transit Agency Provider Survey, 2013. Dollars in year of expenditure value.

The region's full-time resident population is expected to grow 1.4 percent annually from 2010 to 2040 and reach nearly 177,000 by 2040. Population growth is anticipated to grow steadily until 2030 and then to grow more slowly.

In 2013, approximately \$1.7 million, or \$18 per capita, was expended to support critical transit and transportation services within all counties of the Upper Front Range region. To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region will require approximately \$3.4 million in operating funds.

Table 6-2 provides an overview of several indicators often used to measure performance of transit systems. The operating cost indicators provide an additional perspective on the operational costs in the Upper Front Range TPR and the regional influences. Influences on operating cost measures include the rural and suburban nature of the area, long trip distances, higher fuel costs, and maintenance needs.

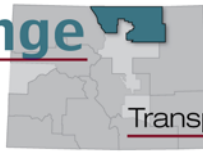


Table 6-2 Upper Front Range TPR Average Transit Operating Cost

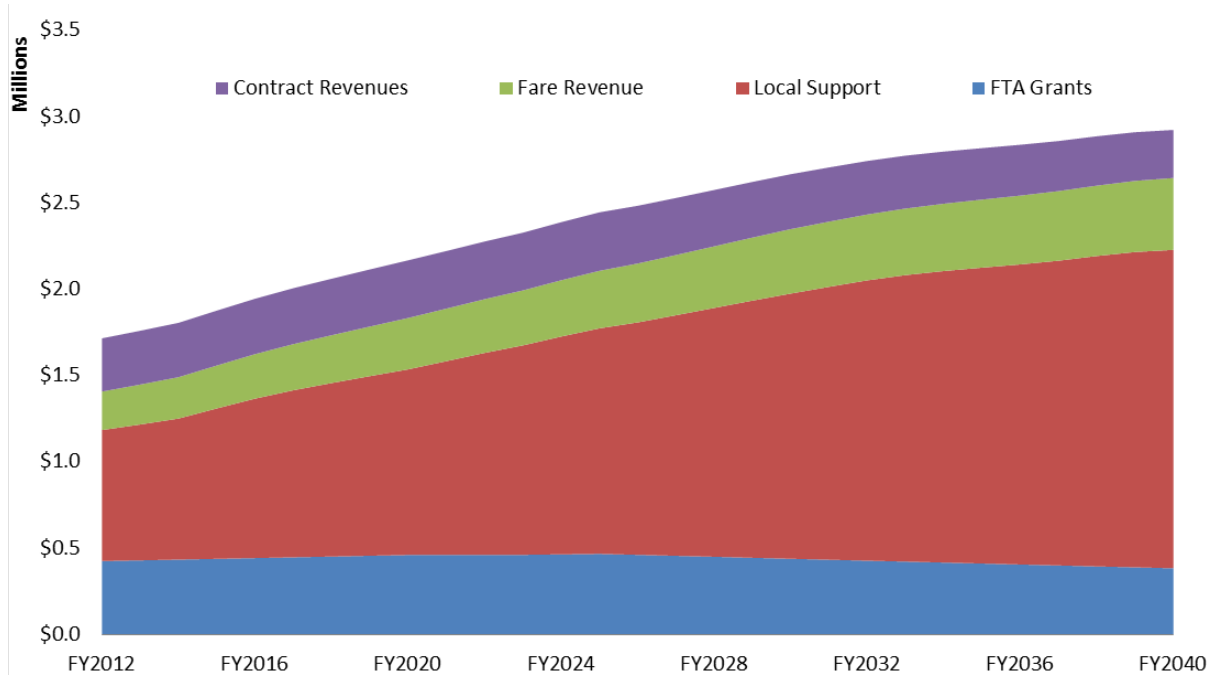
Performance Measure	Operating Cost
Cost per Capita	\$18
Cost per Passenger Trip	\$7
Cost per Revenue Mile	\$2
Cost per Revenue Hour	\$27

Source: Transit Agency Provider Survey, 2013

6.2 Current and Future Operating Revenues

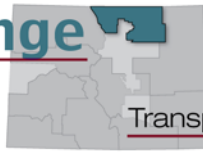
By 2040, the Upper Front Range TPR could expect transit revenues available for operating and administration purposes to reach an estimated \$2.9 million. Projections of future revenues are based on historical trends in transit operating budgets, current estimates of federal revenue growth, and state and regional population and economic growth rates. (All operating expenses also include administrative expenses as reported by the transit operators and as collected from available National Transit Database and survey reported data.) **Figure 6-1** illustrates potential future trends in major operating revenue sources currently used within the region.

Figure 6-1 Forecasted Operating Revenues in the Upper Front Range TPR



The following information summarizes each revenue category identified in **Figure 6-1**:

- ▶ **Federal Transit Administration (FTA)** grants are dependent on fuel tax revenues, which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. CDOT estimates future FTA funding levels per Congressional Budget Office forecasts.
- ▶ **Local governments** contribute most operating funds that support transit and transportation services in the region. These funds may include matching funds for grant awards, general fund transfers, or in-kind contributions. Local funds are variable and depend on the fiscal health of governments and state of the



economy in the region. Local sales tax sources provide the most significant source of revenue for local governments in the region (as much as two-thirds of all revenues in some municipalities). However, growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services, such as healthcare.

- ▶ **Fare revenues** tend to be variable and many public transit agencies in the region operate on a suggested donation policy. Fare revenue growth is also linked to personal income growth, ridership growth, and policy changes. Based on historic trends in the region, fare revenues are anticipated to grow steadily at 3.7 percent annually, though fare-recovery rates could slow over the long-term.
- ▶ **Contract revenues** include reimbursements and grants from a variety of federal programs including relatively stable sources such as payments through Title III of the Older Americans Act (OAA). Other federal programs are highly variable and include payments through the Non-Emergency Medical Transportation (NEMT) Medicaid program. Sequestration or other changes in federal programs will impact the revenues available through NEMT, OAA, Community Service Block Grants (CSBG), and other important programs. Over the long-run, the revenues available for discretionary spending within these programs, such as transportation assistance, are likely to decline.
- ▶ **Other revenues**, including 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.

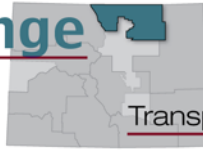
Estimating future revenues is challenging, particularly for the diverse federal, state, and local funding mechanisms used to support transit services in rural areas. Federal legislation, such as Moving Ahead for Progress in the 21st Century Act, OAA, Social Security Act, and WIA, provides significant and ongoing funding for transit and transportation services, but is subject to periodic reauthorizations and annual budget appropriations. Individual programs funded through the FTA, Department of Veteran Affairs, and Department of Health and Human Services continue to evolve over time and changes in state funding formulas can significantly impact the monies available to providers in Colorado.

Other federal grant awards are competitive, often one-time grants, and highly uncertain over the long-term. Revenues from local governments or regional transportation authorities are often not dedicated and are subject to variations in local tax revenues and local budget processes. Donations and awards from private, civic, or philanthropic sources are highly variable and not often recurring. Fare and contract revenues reflect demand for services but may also vary substantially with local economic fluctuations or changes internal to the agency. Every effort has been made to reasonably estimate the overall level of revenues available to support operating expenses at the regional level.

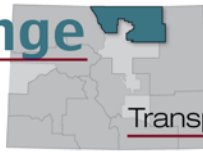
6.3 *Status Quo Revenue and Expense Summary*

Based on best available information and known trends, it is currently forecast that transit expenses in the Upper Front Range TPR will grow faster than transit revenues by approximately 0.40 percent (average annual growth including inflation) in 2040. As illustrated in **Table 6-1**, these trends could result in a potential funding gap of approximately \$483,000 in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example the higher cost of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated. Additionally, revenue forecasts are highly variable, and actual future values may be higher or lower than expected.



Given the magnitude of potential future funding shortfalls in the region, alternative revenue sources, such as those described in Chapter 4, or growth in current revenue streams will more than likely be necessary to continue to fund improvements and to meet the growing needs of the general public, seasonal visitors, businesses, elderly, veterans, low-income, and transit dependent populations.



7.0 IMPLEMENTATION PLAN

Transit is an important economic engine that helps drive the state of Colorado's economy. Transit helps connect employees, residents, and visitors to jobs and recreation and much more throughout the Upper Front Range Transportation Planning Region (TPR). The strategies identified in this Chapter highlight the importance of continuing to make meaningful investments in transit in the region.

Based on the financial scenarios and the projected growth in the Upper Front Range TPR, the highest priority strategies for the region have been identified including the associated costs, common funding sources, local champions and partners, and the ideal timeframe for implementation. Each strategy falls in line with the vision identified by the Upper Front Range TPR Transit Working Group (TWG), aligns with one or more of the region's supporting goals, and supports the statewide goals and performance measures (see Chapter 1) established by CDOT with input from the Statewide Steering Committee.

7.1 *High Priority Strategies*

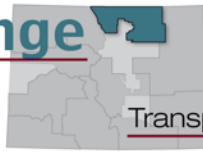
The following strategies are to be used as an implementation plan to help prioritize and fund projects over the next 15 years between now and 2030. The implementation plan should be used as a guide for moving the Upper Front Range region's transit vision forward. The TWG identified these strategies based on input from the public, identified needs and gaps in service, and input from transit and human service providers in the region. The strategies are categorized by the regional goal that it supports and also includes information, as appropriate, on the performance measure categories the strategy supports. **Appendix D.5** includes a full list of regional transit projects identified by the UFR TWG.

It should be noted that the strategies identified in this Chapter complement and are congruent with the recommendations that have been identified in plans and studies completed in the region within the last five years. This includes the local plans identified in Chapter 1, as well as the Statewide Intercity and Regional Bus Network Plan. It is important to connect all planning efforts in an attempt to meet the overall combined vision and goals of various stakeholders and entities throughout the region.

Regional Goal 1: Preservation and Expansion of Existing Transit Systems and Infrastructure

Strategy 1.1: Maintain existing transit service levels and infrastructure for Northeastern Colorado Association of Local Governments (NECALG), the Town of Estes Park, and Via Mobility Services within their respective service areas.

- ▶ 2030 Operating Cost: \$2.8 million (1.4% average annual growth rate)
- ▶ Annual Capital Cost: \$320,000
- ▶ Timeframe: ongoing
- ▶ Champions/Partners: Upper Front Range TPR, NECALG, Town of Estes Park, Via Mobility Services
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, and Safety and Security
- ▶ Potential Funding Sources:
 - Operating* – Federal Transit Administration (FTA) 5310, FTA 5311, agency revenues, and local government/HUTF
 - Capital* – FTA 5310, FTA 5311, FASTER



Strategy 1.2: Expand service levels and infrastructure for Northeastern Colorado Association of Local Governments (NECALG), the Town of Estes Park, and Via Mobility Services within their respective service areas, as funds become available.

- ▶ Annual Operating Cost: \$220,000
- ▶ Annual Capital Cost: \$30,000
- ▶ Timeframe: Present to 2030
- ▶ Champions/Partners: Upper Front Range TPR, NECALG, Town of Estes Park, Via Mobility Services
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, and Safety and Security
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, agency revenues, and local government/HUTF
 - Capital* – FTA 5310, FTA 5311, FASTER

Regional Goal 2: Provide Regional Connections

Strategy 2.1: Implement regional service along US 85 connecting to the Regional Transportation District in the Denver Metro area. Estimated at 5 days per week, 3 round trips per day (2,600 annual hours).

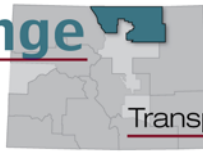
- ▶ Annual Operating Cost: \$195,000
- ▶ Annual Capital Cost: \$15,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR, NECALG, Via Mobility Services
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, and Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, FTA 5311(f), agency revenues, and local government/HUTF
 - Capital* – FTA 5310, FTA 5311, FASTER

Strategy 2.2: Implement regional service along US 34 connecting Estes Park with I-25. Estimated at 3 days per week (1,250 annual hours).

- ▶ Annual Operating Cost: \$94,000
- ▶ Annual Capital Cost: \$5,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR, Town of Estes Park, Via Mobility Services
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, and Economic Vitality
- ▶ Potential Funding Sources:
 - Operating* – FTA 5310, FTA 5311, FTA 5311(f), agency revenues, and local government/HUTF
 - Capital* – FTA 5310, FTA 5311, FASTER

Strategy 2.3: Implement regional service along US 34 connecting Fort Morgan to Greeley. Estimated at 2 days per week (416 annual hours).

- ▶ Annual Operating Cost: \$31,000
- ▶ Annual Capital Cost: \$2,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR, City of Fort Morgan, NECALG, Via Mobility Services
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, and Economic Vitality



► Potential Funding Sources:

Operating – FTA 5310, FTA 5311, FTA 5311(f), agency revenues, and local government/HUTF
Capital – FTA 5310, FTA 5311, FASTER

Strategy 2.4: Implement regional service along I-76 connecting Fort Morgan with Denver. Estimated at 3 days per week (624 annual hours).

► Annual Operating Cost: \$47,000

► Annual Capital Cost: \$5,000

► Timeframe: 7–12 years

► Champions/Partners: Upper Front Range TPR, City of Fort Morgan, NECALG

► Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, and Economic Vitality

► Potential Funding Sources:

Operating – FTA 5310, FTA 5311, FTA 5311(f), agency revenues, and local government/HUTF
Capital – FTA 5310, FTA 5311, FASTER

Strategy 2.5: Provide service south on SH 71 connecting to I-70. Estimated at 1 day per week (416 annual hours).

► Annual Operating Cost: \$31,000

► Annual Capital Cost: \$5,000

► Timeframe: 1–6 years

► Champions/Partners: Upper Front Range TPR, NECALG

► Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, and Economic Vitality

► Potential Funding Sources:

Operating – FTA 5310, FTA 5311, FTA 5311(f), agency revenues, and local government/HUTF
Capital – FTA 5310, FTA 5311, FASTER

Strategy 2.6: Explore the need and feasibility of other regional services and connections based on the outcome of the Intercity and Regional Bus Network Plan.

► Annual Operating Cost: \$5,000

► Timeframe: 1–6 years

► Champions/Partners: Upper Front Range TPR

► Performance Measure Categories: TBD

► Potential Funding Sources:

Operating – FTA 5304, FTA 5310, fares, local government/HUTF

Regional Goal 3: Improve Regional Coordination

Strategy 3.1: Identify grant and other funding opportunities to maximize regional financial resources and coordination opportunities.

► Annual Operating Cost: \$5,000

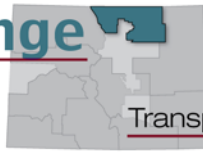
► Timeframe: 1–6 years

► Champions/Partners: Upper Front Range TPR

► Performance Measure Categories: TBD

► Potential Funding Sources:

Planning – FTA 5304, FTA 5310, agency revenues, and local government/HUTF



Strategy 3.2: Integrate private transportation providers into the regional transit network.

- ▶ Annual Operating Cost: \$5,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources:
Planning – FTA 5304, FTA 5310, agency revenues, and local government/HUTF

Strategy 3.3: Improve connectivity among local, intercity, and regional transit services and other modes through better sharing of information and schedules.

- ▶ Annual Operating Cost: \$5,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources:
Planning – FTA 5304, FTA 5310, agency revenues, and local government/HUTF

Strategy 3.4: Identify opportunities for coordination that focus on rural transit outside current service areas and rural Weld County.

- ▶ Annual Operating Cost: \$5,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources:
Planning – FTA 5304, FTA 5310, agency revenues, and local government/HUTF

Strategy 3.5: Perform a regional needs analysis to analyze service gaps and perform demand analysis to establish needs.

- ▶ Cost: \$40,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: Upper Front Range TPR
- ▶ Performance Measure Categories: TBD
- ▶ Transit System Development and Partnerships Potential Funding Sources:
Planning – FTA 5304, FTA 5310, agency revenues, and local government/HUTF

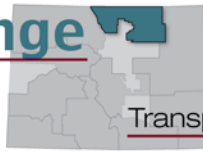
Regional Goal 4: Coordination with Rail

Strategy 4.1: Begin discussions with railroads to identify opportunities for coordination.

- ▶ Timeframe: 1 –6 years
- ▶ Champions/Partners: Upper Front Range TPR, Railroads
- ▶ Performance Measure Categories: TBD

7.2 Implementation Plan Financial Summary

Table 7-1 provides an overview of estimated costs over the next 15 years associated with maintaining the existing system compared to implementing the high-priority strategies as identified in Section 7.1.



To maintain existing service levels in 2030, the region would require operating funds in the amount of approximately \$2.8 million. Overall inflation rates in Colorado over the last decade have averaged 2 percent per year. Price inflation for transportation commodities has averaged 3 percent, and motor fuel price inflation has averaged over 10 percent over the last decade. Inflation erodes the purchasing power of current revenue streams.

To implement the “growth” scenario, which implements the high priority strategies, an additional \$6.3 million of operating and administrative dollars would be required between now and 2030. Capital cost associated with the high-priority strategies will require an additional \$700,000 between 2014 and 2030 in 2013 dollars to implement.

As shown in **Table 7-1**, to maintain existing services and implement high priority strategies identified in the region approximately \$9.1 million is needed. Based on revenue projections there is a shortfall of approximately \$6.4 million. The Upper Front Range TPR will need to secure new funding to ensure growth and expansion of transit and human services transportation in the region.

Table 7-1 Financial Summary

2030 Projected Annual Operating/Administrative Costs	
Status Quo – Maintain Existing Service Levels	\$2.8 million
Growth – Implement High Priority Strategies	\$6.3 million
Total – Status Quo and Growth Costs	\$9.1 million
2030 Anticipated Revenues	\$2.7 million
Shortfall	(\$6.4 million)
<i>Values in 2030 dollars</i>	
2014-2030 Projected Capital Costs	
Growth – Implement High Priority Strategies	\$700,000 in 2013 dollars
	\$1.1 million in 2030 dollars

As discussed in Chapter 6, it is currently forecast that transit expenses in the UFR region will outstrip the growth in transit revenues by 0.40 percent, resulting in a potential funding gap of approximately \$483,000 to maintain existing service levels in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example, higher costs of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated.

To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region will require approximately \$3.4 million in operating funds.



COLORADO

Department of
Transportation





APPENDIX A GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.coloradodot.info/about/transportation-commission

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MINORITY PERSONS - includes the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION PROVIDER - Any organization, agency, or municipality that operates its own vehicles with agency staff and schedules trips for passengers or clients. This does not include organizations that provide travel



vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

URBANIZED AREA - An area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages, and towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

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

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

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



APPENDIX B TRANSIT WORKING GROUP

The following includes a list of stakeholders invited to the Transit Working Group meetings in the Upper Front Range region.

Upper Front Range Transit Working Group Invitees

Agency	Name	Title
Access and Ability	Menda Warne	Executive Director
Alternative Homes for Youth	Shayna Miller	Executive Director
ARC of Weld County	Larry McDermott	Executive Director
Ault Senior Citizens Association	Mildred Danielson	President
Berthoud Rural Alternative for Transportation	Ruth Fletcher-Carter	Project Coordinator
Berthoud Senior Center (Golden Links)		
Brush Housing Authority	Ray Danielson	Executive Director
Brush Senior Center	Betty Condy	Executive Director
Catholic Charities Northern Colorado	Tracy Murphy	Director of Communications
CDOT DTD	Marissa Robinson	UFR Liaison
CDOT DTR	David Averill	DTR Plan Lead
CDOT DTR	Stacy Romero	Grant Coordinator
CDOT Policy Office	Aaron Greco	Budget/Policy Analyst
CDOT Region 4	Karen Schneiders	Region 4 Planner
CDOT Region 4	Johnny Olson	Regional Transportation Director
CDOT Region 4	Myron Hora	Regional Planning and Environmental Manager
CDOT Transportation Commission	Kathy Gilliland	District 5 Commissioner
City of Fort Lupton	Claud Hanes	City Administrator
City of Fort Morgan	Bradley Curtis	Municipal Engineer
Colorado Head Start Association	Andrea Molarius	Executive Director
Colorado Medicaid NEMT (First Transit)	Gavin Tomlinson	Regional Transportation Manager
Connections for Independent Living	Beth Danielson	Executive Director
Crossroads Ministry	Virgil Good	Executive Director
Elderhaus	Joanne Vande Walle	Executive Director
Envision	Mary Lu Walton	Executive Director
Estes Park Free Shuttle	Teri Salerno	Visitor Center Manager
Estes Park Housing Authority	Rita Kurelja	Executive Director
Estes Park Senior Citizens Center	Lori Mitchell	Senior Center Manager
Foothills Gateway	Timothy O'Neill	Executive Director
Fort Morgan Housing Authority	Jo Spotts	Executive Director
Fort Morgan Senior Center	Jane Perkins	Sr. Center Coordinator
Fort Morgan Workforce Center		

Upper Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Name	Title
Gray Cara Alternative Facility	Mark Gray	Owner
Greeley Center for Independence (Stephens Campus)	Adelita Romero	Day Program Coordinator
Greeley-Evans Transit	Will Jones	Director
Greeley-Weld Housing Authority	Tom Teixeira	Executive Director
Grover Senior Citizens Club	Betty Gage	
Health Services District of Northern Larimer County	Carol Plock	Executive Director
Hillcrest Friendship Club	Orva Sidman	President
Housing Authority of Fort Lupton	Renee Gonzales	Executive Director
Kersey Senior Center	Brett Bloom	Kersey Town Administrator
Larimer County	Steve Johnson	Commissioner
Larimer County	Tom Donnelly	Commissioner
Larimer County	Lew Gaiter III	Commissioner
Larimer County Department of Human Services	Ginny Riley	Director
Larimer County Engineering Department	Martina Wilkinson	Traffic Engineer
Larimer County Office on Aging	Lynda Meyer	AAA Director
Larimer County Veterans Services	Debbie Pierson	Veterans Services Officer
Larimer County Workforce Center	Joni Friedman	Department Director
LaSalle Town Government Recreation	Bob Lohff	Rec Director/Sr Programs
Morgan County	Laura Teague	Commissioner
Morgan County	Brian McCracken	Commissioner
Morgan County	Jim Zwetzig	Commissioner
Morgan County Department of Human Services	Steve Romero	Director
Morgan County Veterans Services	Stan Gray	Veterans Services Officer
NECALG	HJ Greenwood	Executive Director
North Colorado Medical Center (NCCMC)	Ken Schultz	Board Executive Officer
North Front Range Metropolitan Planning Organization	Mary Warring	Mobility Manager
North Range Behavioral Health	Josh Noonan	Board President
Nunn Senior Center	Tony Vella	Senior Coordinator
Out West Senior Center	Jane Patterson	Manager
Rocky Mountain National Park	John Hannon	
Salud Family Health Administration	Clandra Robinson	Fort Lupton Director
Senior Resource Service	DeeAnn Groves	Founder/Executive Director
Sunrise Community Health Center	Cynthia Perez	

Upper Front Range

Regional Coordinated Transit and
Human Services Plan

Transportation Planning Region

Agency	Name	Title
The Aladdin at Keenesburg Assisted Living	Carol Blackson	Director
Town of Berthoud Public Works and BATS: Berthoud Area Transportation Service	Stephanie Brothers	Director
Town of Estes Park Public Works Dept	Scott Zurn	Director of Public Works
Triangle Cross Ranch	Brad Schlepp	President
Turning Point for Youth and Family Development	Stephanie Brown	Executive Director
United Way of Larimer County	Nick Chistensen	Board Chair
United Way of Weld County	Jeannine Truswell	President
Upstate Colorado Economic Development	Eric Berglund	President/CEO
Via Mobility Services	Lenna Kottke	Executive Director
Via Mobility Services	Bob D'Alessandro	Director of Customer and Community Services
Weld County	Bill Garcia	Commissioner At-Large
Weld County	Sean Conway	Commissioner At-Large
Weld County	Mike Freeman	District 1 Commissioner
Weld County	Douglas Rademacher	District 2 Commissioner
Weld County	Barbara Kirkmeyer	District 3 Commissioner
Weld County	Elizabeth Relford	Transportation Planner
Weld County Area Agency on Aging	Eva Jewell	AAA Division Head
Weld County Department of Human Services	Judy Griego	Director
Weld County Veterans Service Office	Deon Harris	Veterans Services Officer
Wellington Housing Authority	Julie Brewen	Executive Director
Wellington Senior Resource Center	Dotty Lowery	Director
Wiggins School District	Bill Crites	Transportation Director



B.1 – Transit Working Group Meeting #1

Upper Front Range Transit Working Group Meeting #1

Date: December 11, 2013

Time: 1:30 PM – 3:30 PM

Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, CO

Meeting Goals: 1) Draft regional vision and goals, 2) Identify potential coordination strategies, 3) Initiate project prioritization

Agenda

- 1) Welcome and Introductions
- 2) Statewide Planning Process
 - Statewide Transit Plan
 - Statewide Vision and Goals
 - Regional Coordinated Transit Plans
 - Schedule
- 3) Area Demographics
- 4) Transit Providers
- 5) Develop Regional Plan Vision and Goals
- 6) Coordination Plans and Coordination Strategies
- 7) Project Prioritization
- 8) Adjourn

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

CDOT Regional Lead: David Averill, David.Averill@state.co.us
Phone: 303-757-9347

Lead TPR Planner: Ralph.powers@transitplus.biz
Phone: 720-222-4717

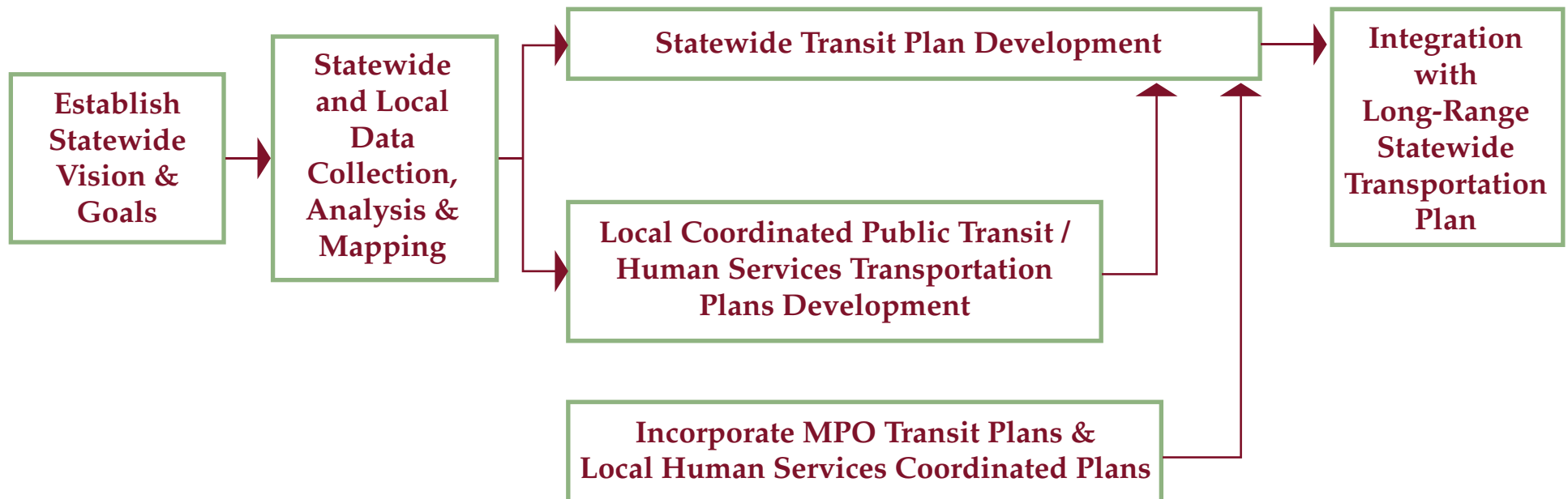
Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

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

Work Plan

Public Involvement & Agency Coordination

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



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

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

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.

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Transit System Development and Partnerships

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

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

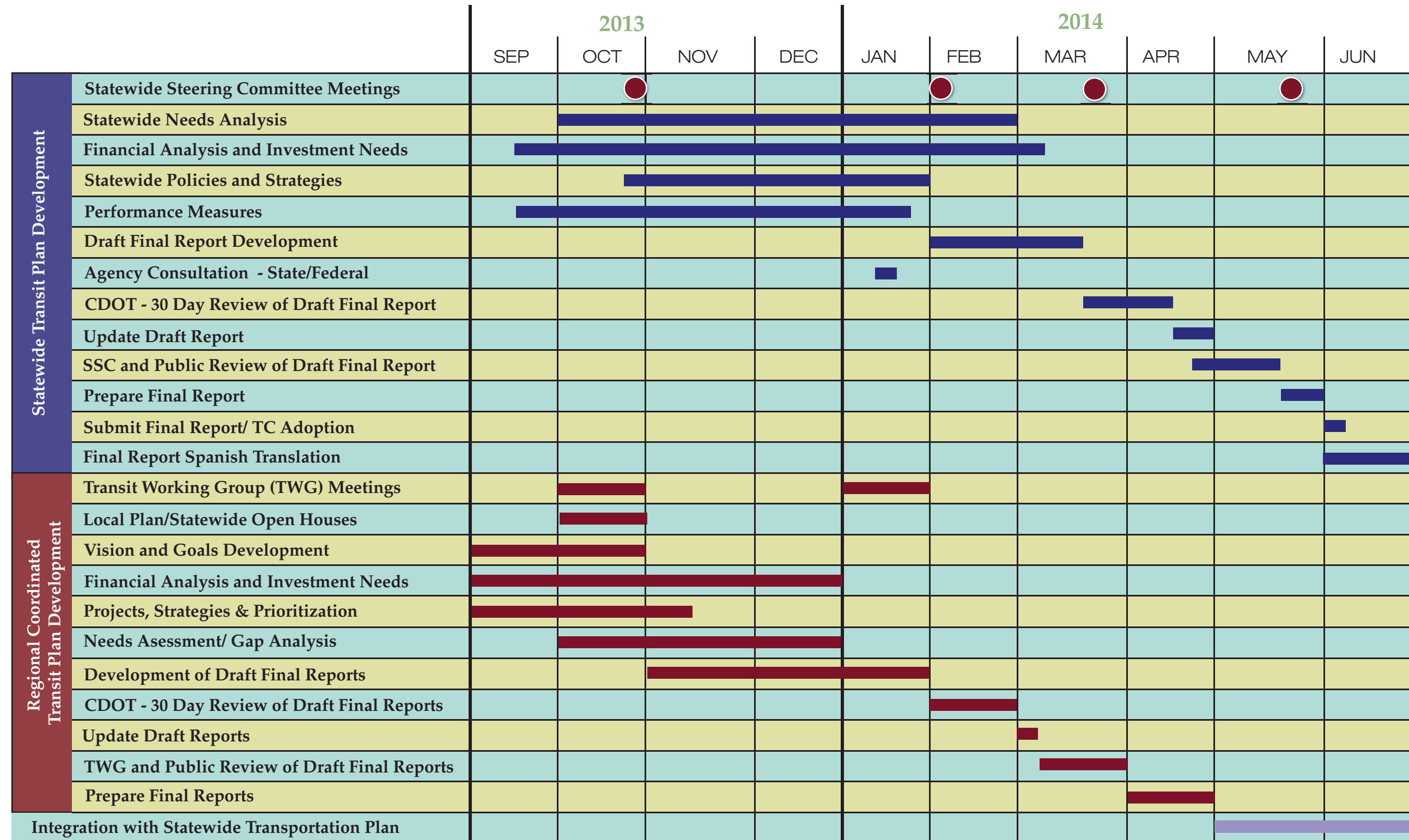
Safety and Security

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

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

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

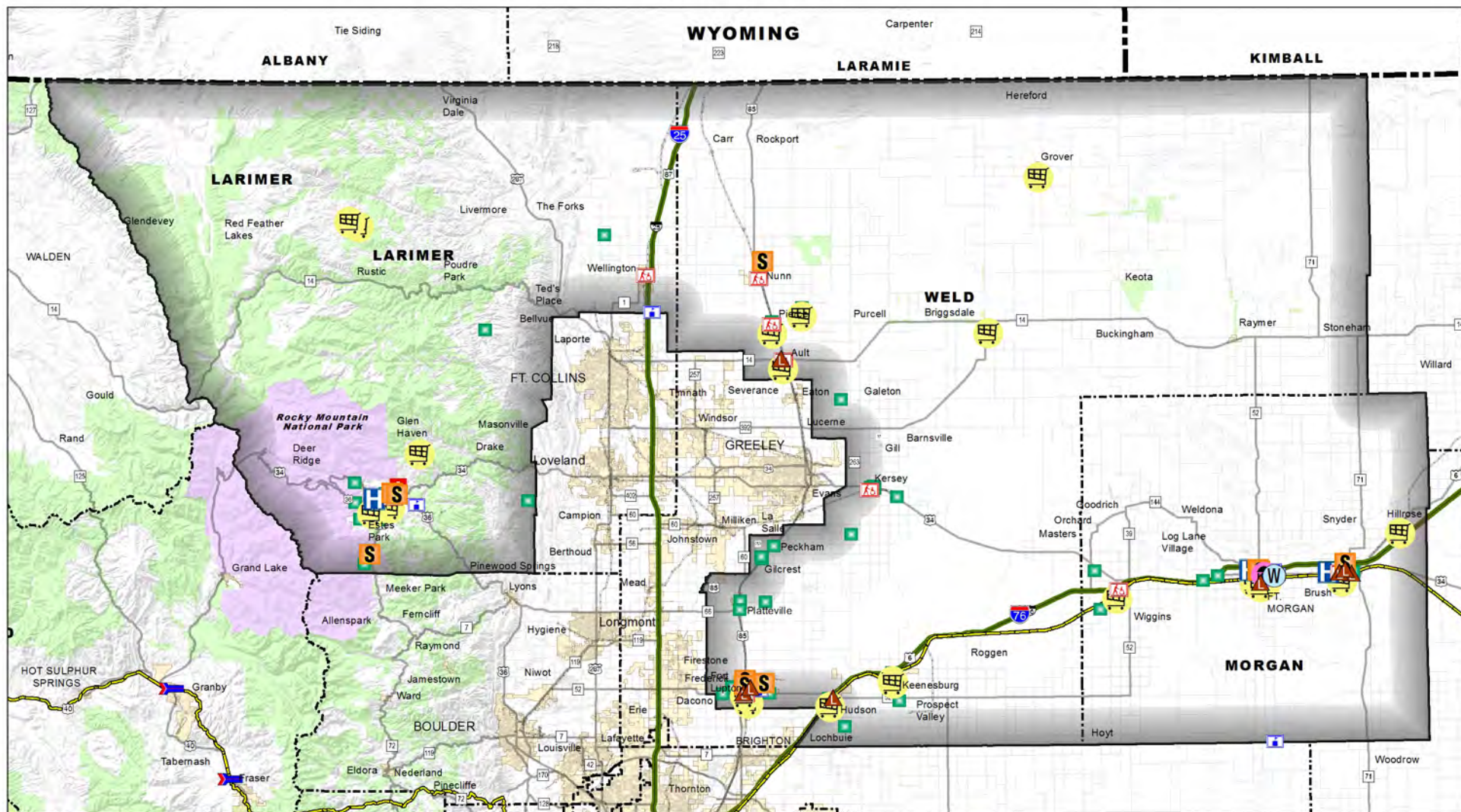


Upper Front Range

Transportation Planning Region

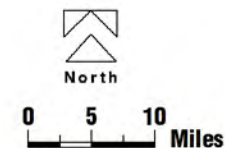
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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



Upper Front Range

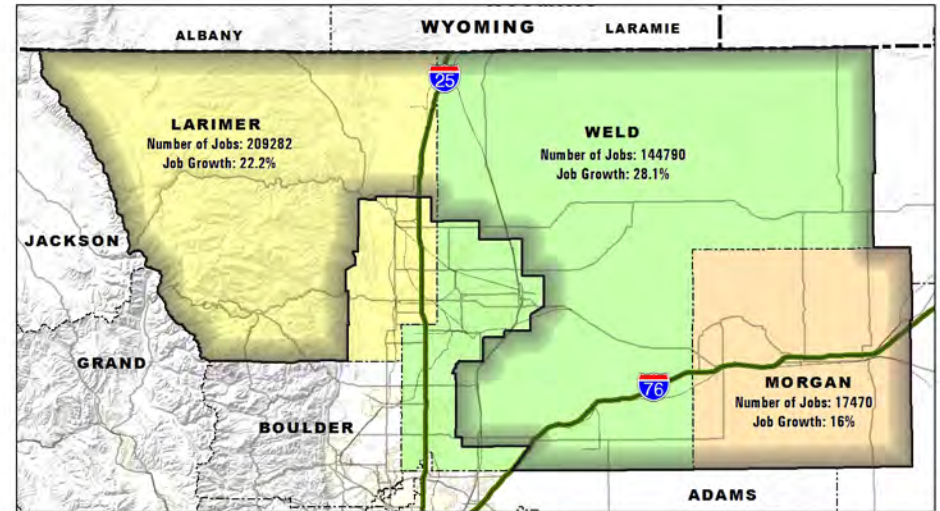
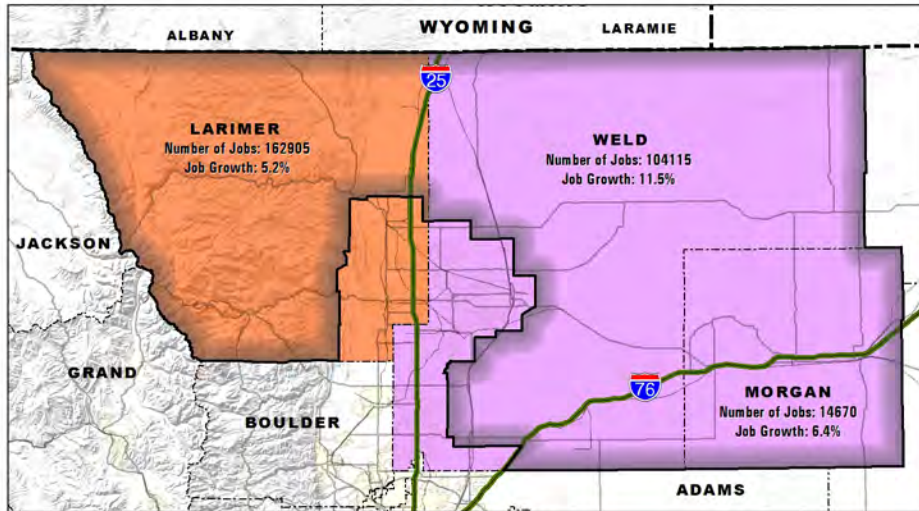
Transportation Planning Region

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

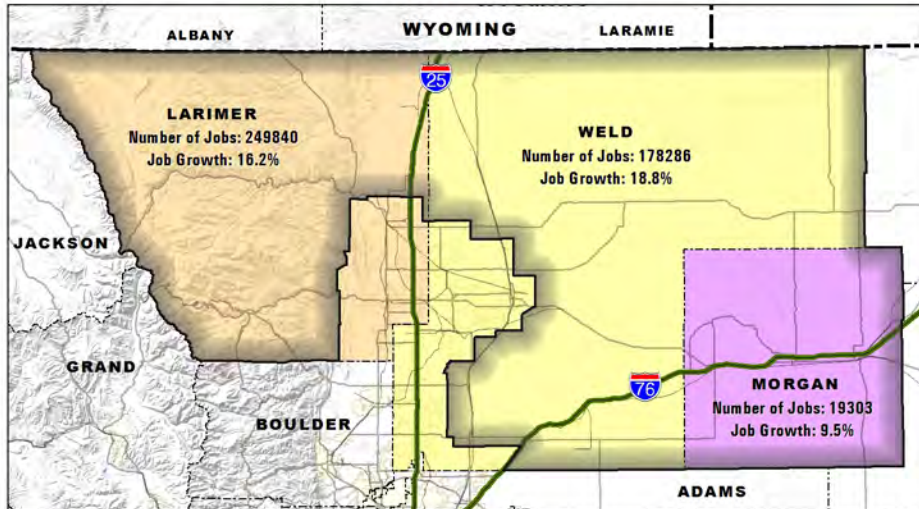
2000 - 2010

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

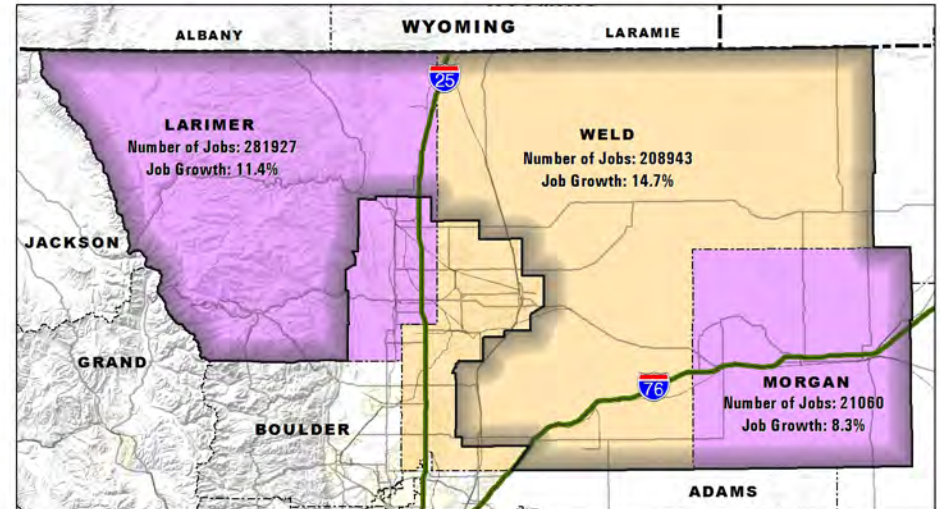
2010 - 2020



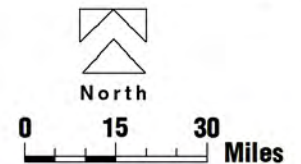
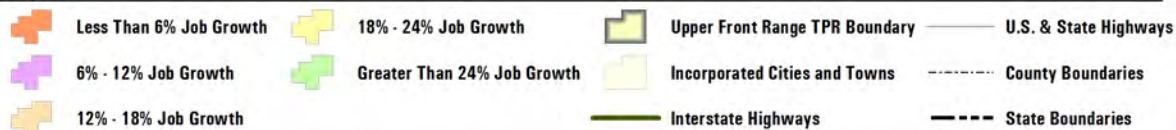
2020 - 2030



2030 - 2040



Legend



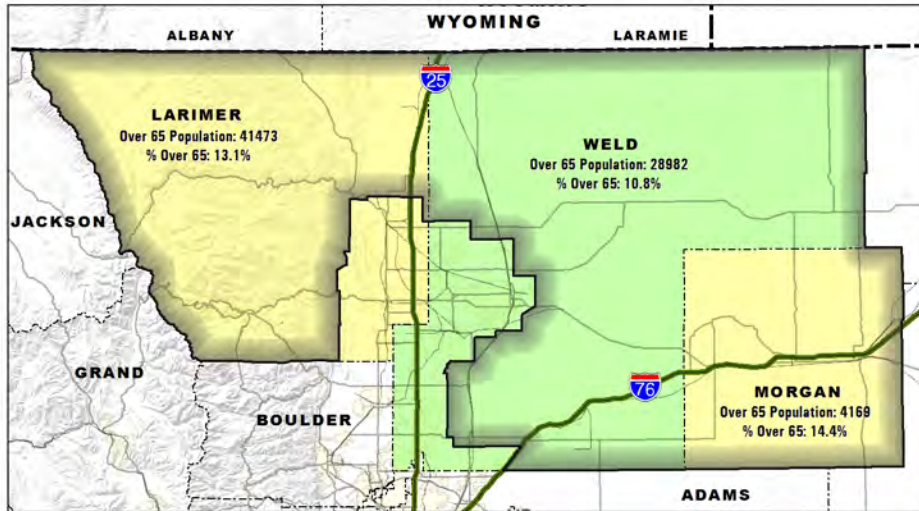
Upper Front Range

Transportation Planning Region

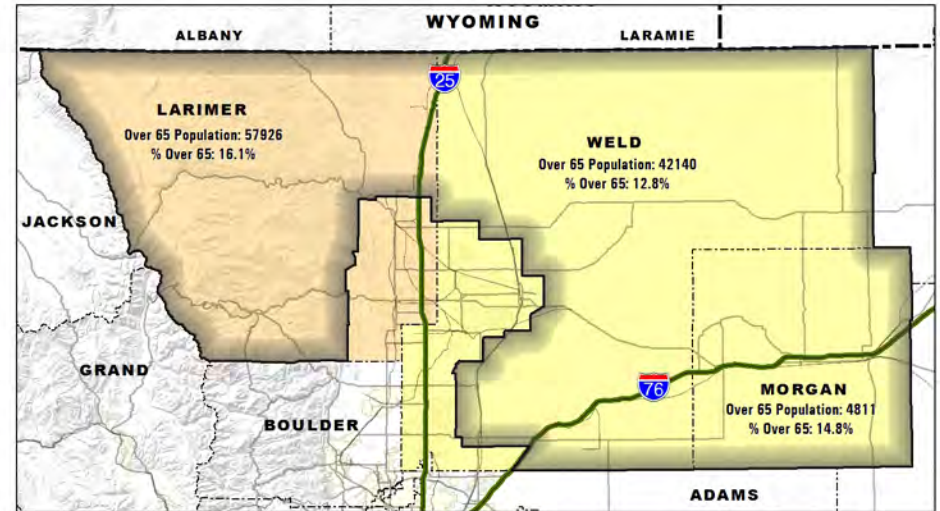
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

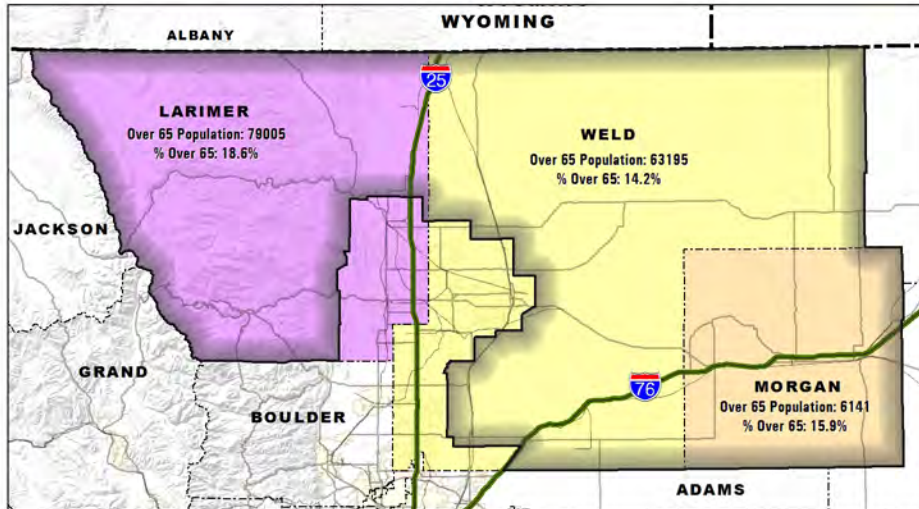
2013



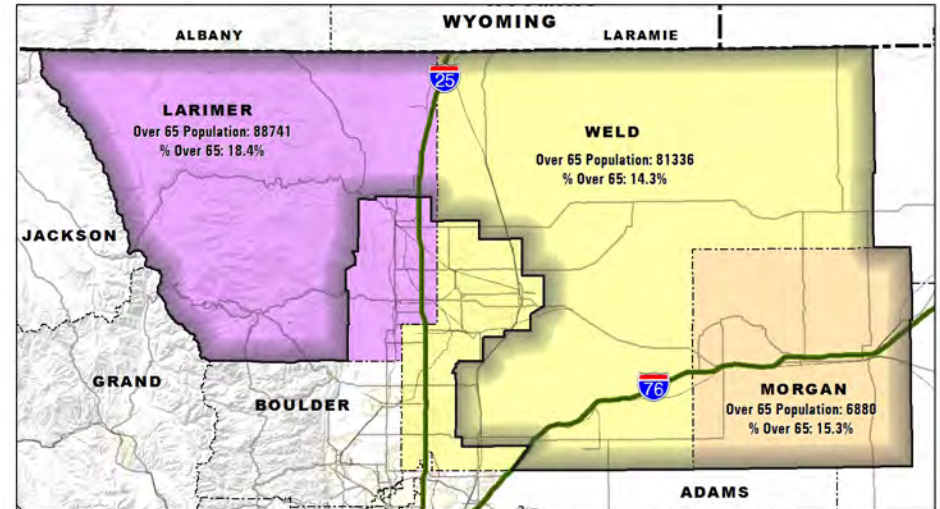
2020



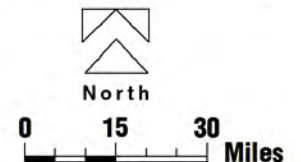
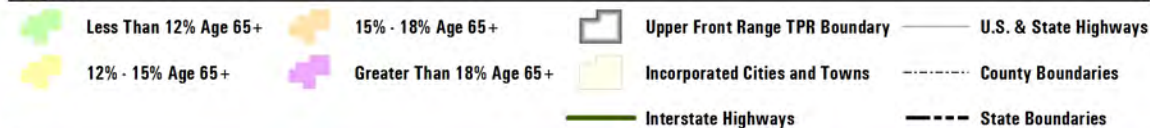
2030



2040

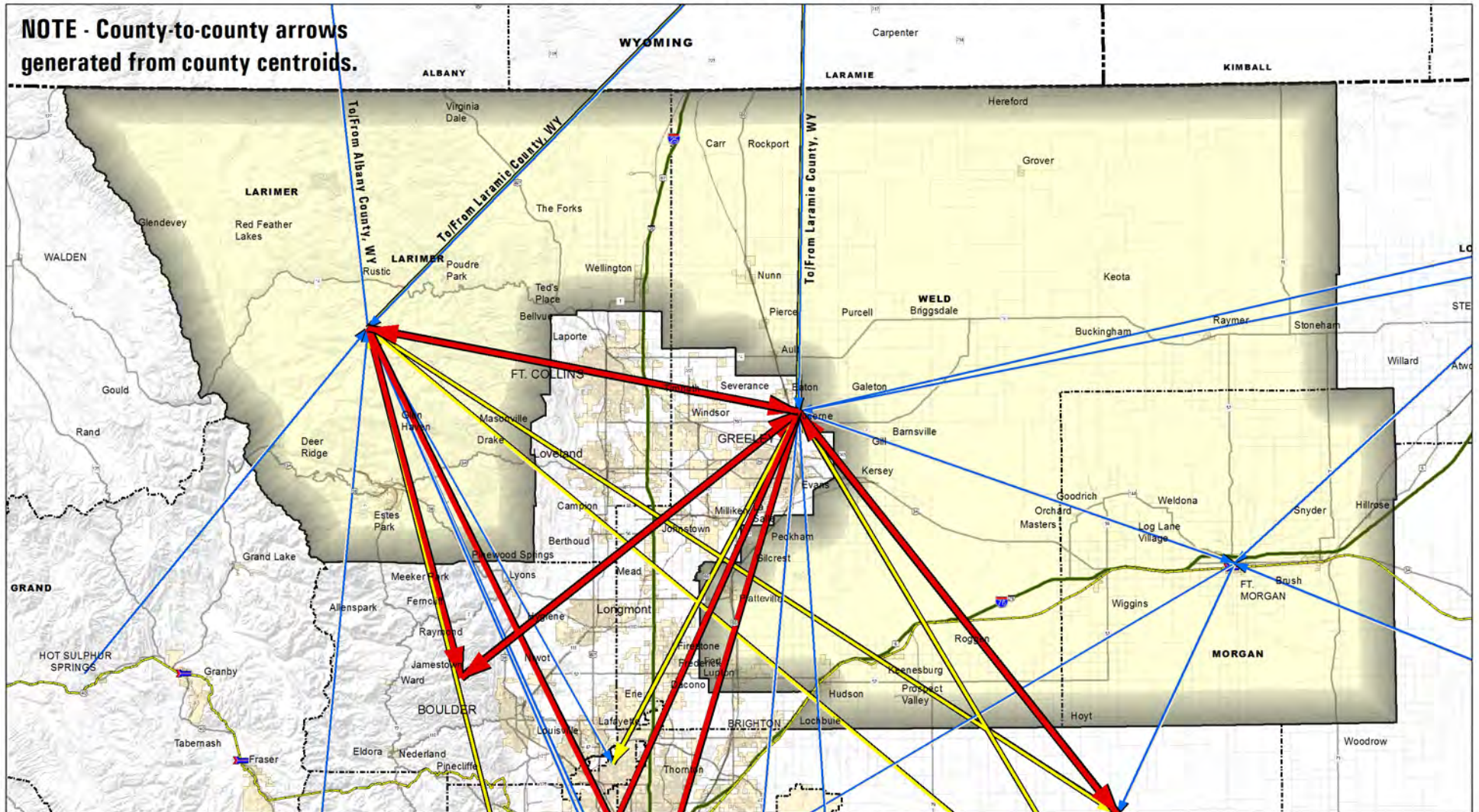


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Employed Working Outside County of Residence

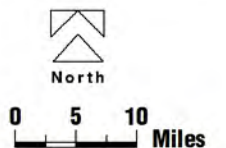
*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2008 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.



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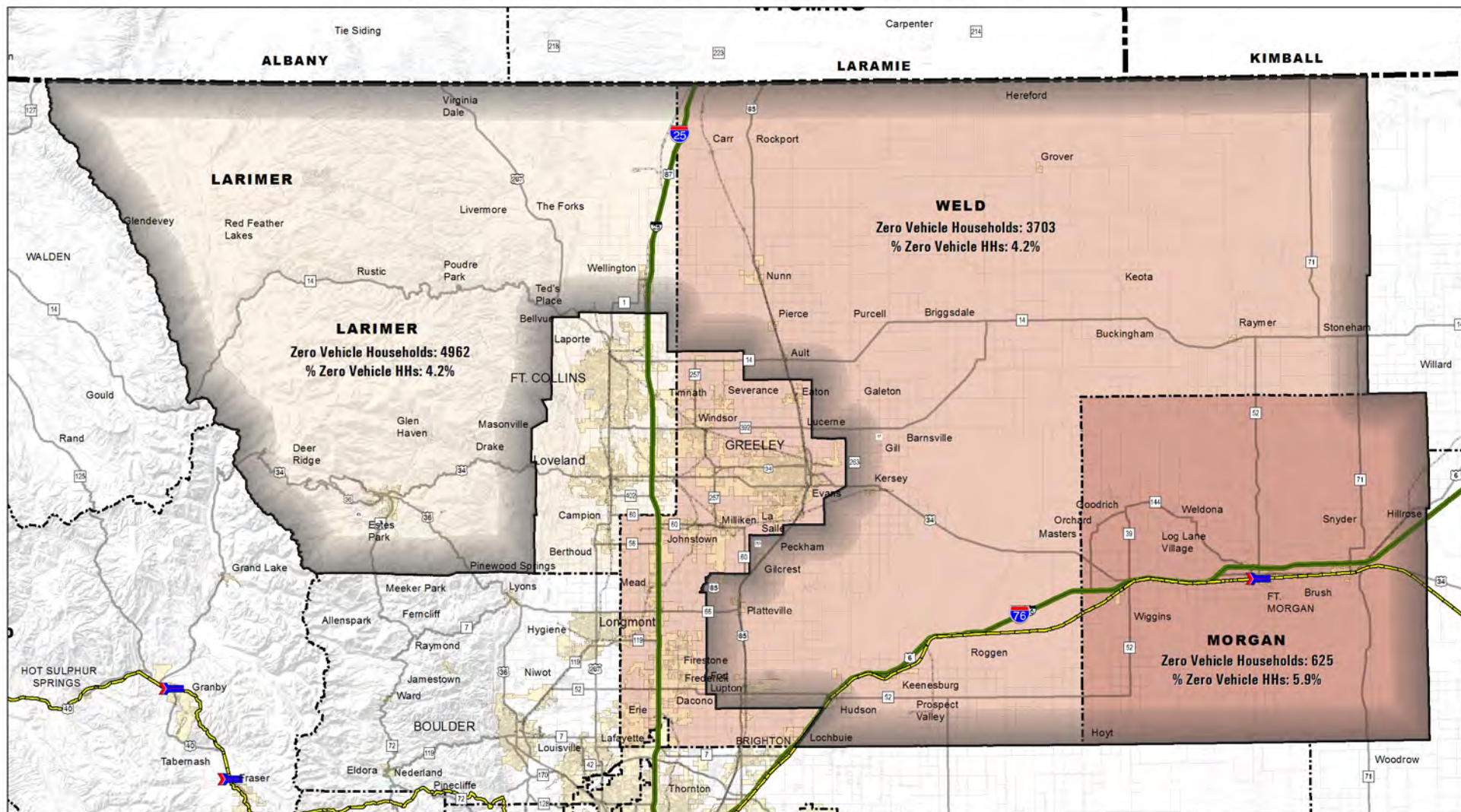
- 100 - 500 Commuters
 → 2000 - 12000+ Commuters
 Incorporated Cities and Towns
 County Boundaries
 + Amtrak Stations
- 500 - 2000 Commuters
 Upper Front Range TPR Boundary
 — Interstate Highways
 State Boundaries
 + Amtrak Routes
- U.S. & State Highways

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



2011 Percentage of Households with No Vehicle

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



Legend

- 4.2% Zero Vehicle Households
- 5.9% Zero Vehicle Households
- 4.3% Zero Vehicle Households
- Upper Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- Amtrak Routes
- State Boundaries
- Amtrak Stations



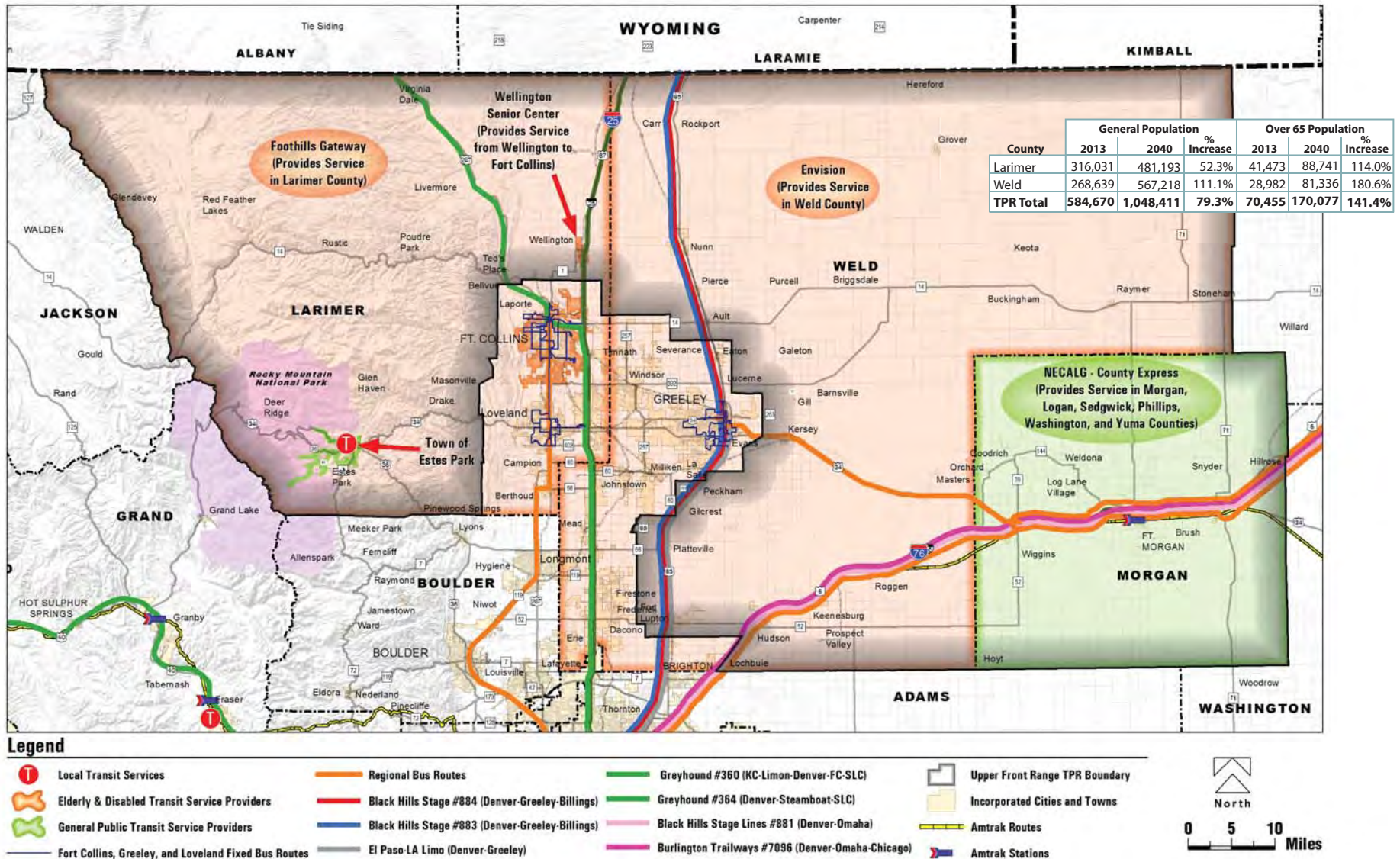
0 5 10 Miles

Upper Front Range

Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2013 mapping.



Upper Front Range Transit Services

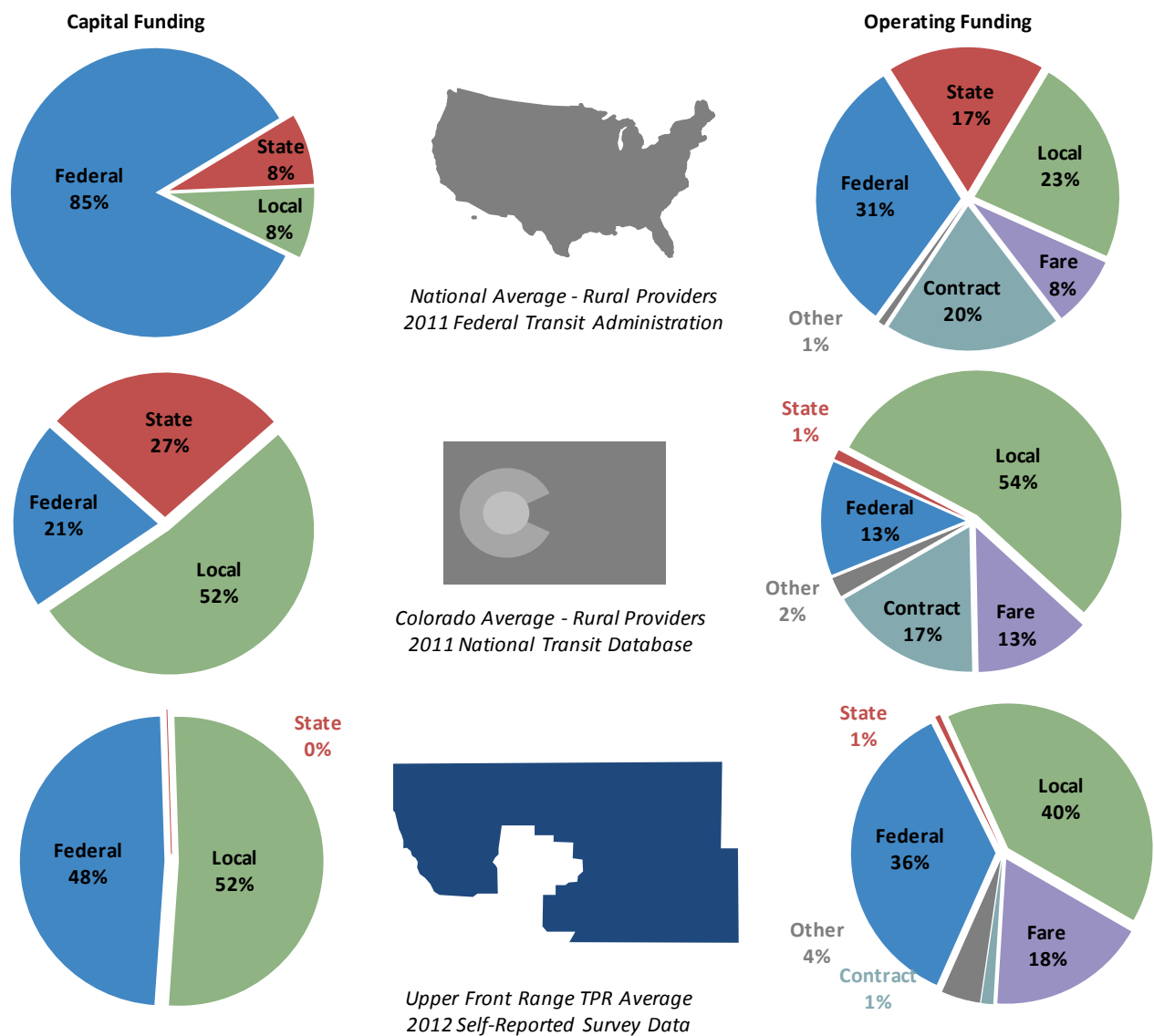
Transit Agency	Clientele	Service Type	Service Days	Service Area
General Public Providers				
NECALG (County Express)	General Public	Demand Response, Fixed Route	M, T, W, Th, F, Sa, Su	Weld, Morgan Counties
Town of Estes Park	General Public	Fixed Route	M, T, W, Th, Fri, Sa, Su	Estes Park, Loveland
Human Services Providers				
Wellington Senior Center	Seniors	Demand Response	M, W, F	Wellington
Envision	Disabled, Low-income	Demand Response	M, T, W, Th, F	Weld County
Foothills Gateway	Cognitive Disability	Demand Response	M, T, W, Th, F, Sa, Su	Larimer, Weld County
Disabled American Veterans	Veterans	Demand Response	M, T, W, Th	Larimer, Morgan, Weld Counties
Private Providers				
Estes Park Shuttle	General Public	Demand Response, Fixed Route	M, T, W, Th, F, Sa, Su	Estes Valley, Boulder, DIA
Black Hills Stage Line	General Public	Intercity	M, T, W, Th, F, Sa, Su	Weld, Morgan Counties

Upper Front Range Financial Summary

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

Comparison of Regional Funding Sources

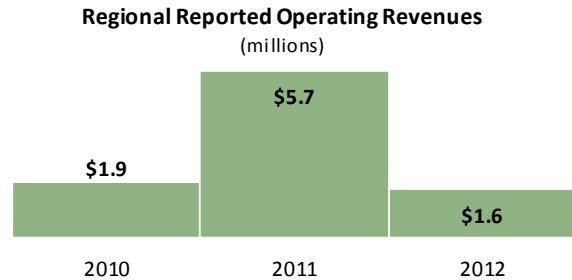
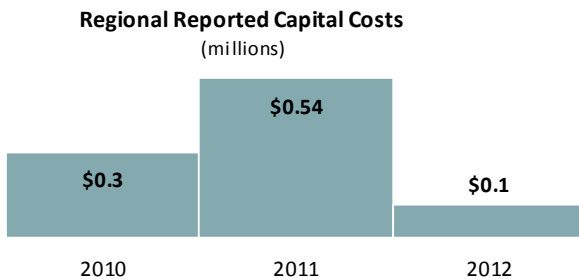
Regional Funding Comparison



* Intended for illustrative purposes. Data in draft form.

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

Regional Finance Summary



Upper Front Range Transportation Planning Region

Capital Funding *	2010	2011	2012	Operating Funding *	2010	2011	2012
Federal Awards	\$202,249	\$156,997	\$15,000	Federal Awards	\$674,781	\$1,594,153	\$456,074
5309	\$17,542	\$156,997		5304	\$0	\$0	\$0
5310	\$95,993			5309	\$0	\$0	\$0
5311				5310	\$124,757	\$246,258	\$0
5316				5311	\$425,267	\$933,027	\$456,074
5317	\$88,714			5316	\$124,757	\$87,125	\$0
ARRA				5317	\$0	\$327,743	\$0
Other Federal			\$15,000	Other Federal	\$0	\$0	\$0
State Support	\$176,000	\$228,826		State Support	\$0	\$106,790	\$6,972
Local Support	\$22,016		\$16,000	Local Support	\$383,460	\$1,617,329	\$508,556
Other				Fare and Donation Revenue	\$115,938	\$242,353	\$223,642
				Contract Revenue	\$256,622	\$294,979	\$16,846
				Other Revenue	\$69,652	\$1,428,351	\$55,319
Total Capital Revenues	\$400,265	\$385,823	\$120,986	Total Operating Revenues **	\$1,925,720	\$5,709,836	\$1,645,240
Total Capital Costs **	\$289,206	\$544,956	\$112,482	Total Operating Expenses **	\$1,920,797	\$5,487,032	\$1,949,478

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

** Self reported survey data

Blank = No Data Available

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.

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

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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

Upper Front Range Transit Projects

Agency	Project Description	Cost	Horizon	Priority	Category
2008 – Larimer County	Develop a rural service	\$650,000/yr.	Short		Access to Human Services
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Town of Estes Park	Lease additional buses for more routes or shorten wait time	\$4,000/bus	Short		Capital/Facilities
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Town of Estes Park	Electronic information kiosks for shuttle routes and stops		Mid		Capital/Facilities
Town of Estes Park	Information monitors on buses (with or without audio)		Mid		Capital/Facilities
Town of Estes Park	Sheltered bus stops/benches at all stops	\$6,000	Mid		Capital/Facilities
Town of Estes Park	All buses ADA equipped	\$4,500/bus	Mid		Capital/Facilities
Town of Estes Park	More buses/shuttles		Long		Capital/Facilities
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NECALG – County Express	7 minivans	\$179,678	Short		Capital/Facilities
NECALG – County Express	4 accessible minivans	\$213,673	Short		Capital/Facilities
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NECALG – County Express	Hardware/Computers	\$6,000	Short		Capital/Facilities
NECALG – County	Continue to upgrade software/hardware packages to operate more efficiency, time, money, and resources		Long		Capital/Facilities
2008 – Larimer Lift	Purchase one replacement bus		Short		Capital/Facilities
2008 – Larimer Lift	Purchase three replacement vehicles for rural service		Long		Capital/Facilities
NECALG – County Express	Maintain current vehicle inventory at 60		Mid		Capital/Maintaining Service
2008 – Transportation Plan	Create a Coordination Council				Coordination Strategies

Upper Front Range

Transportation Planning Region

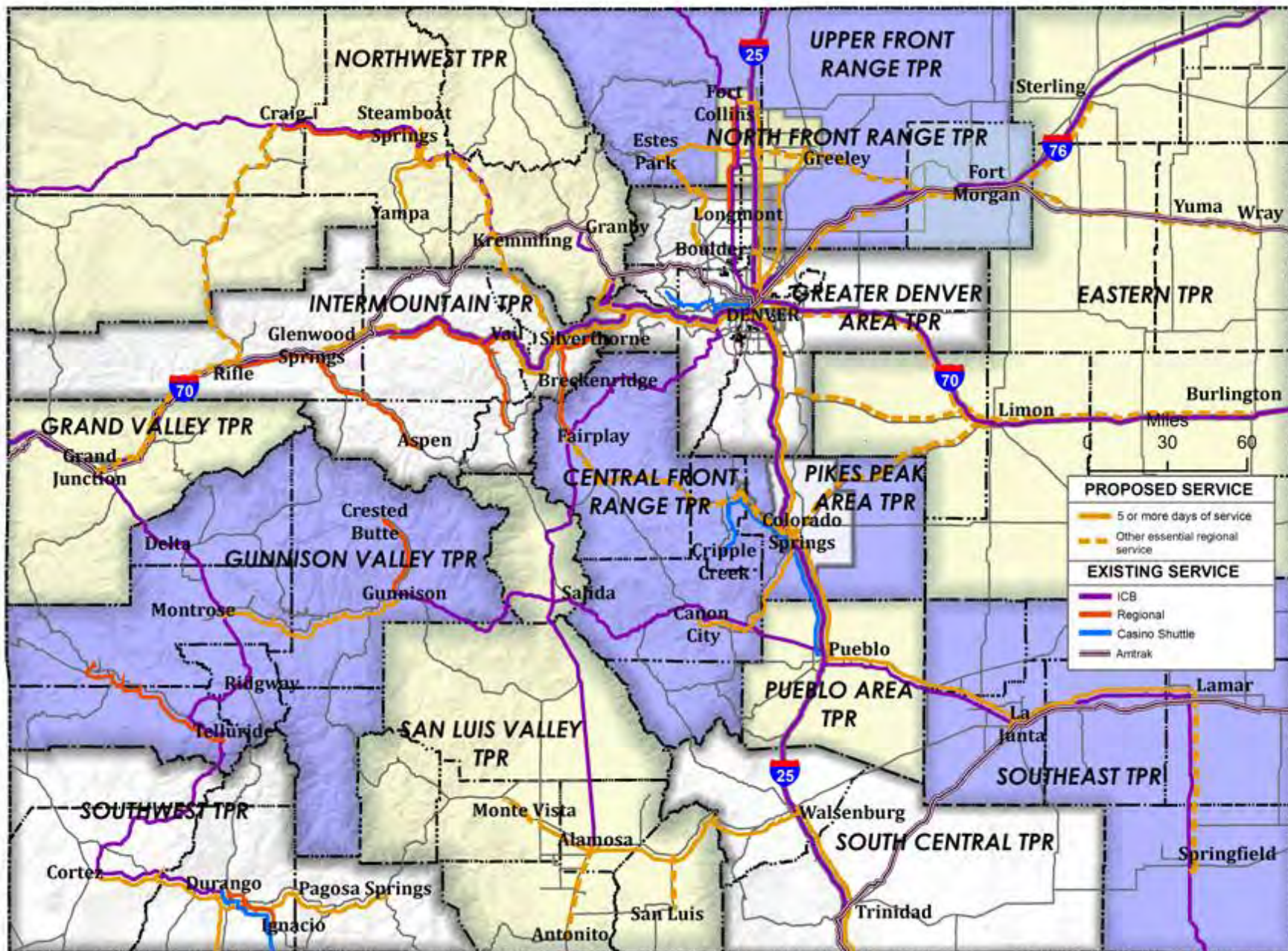
Agency	Project Description	Cost	Horizon	Priority	Category
2008 – Transportation Plan	Vehicle sharing for regional service to urban areas for medical and employment trips until new service is started				Coordination Strategies
2008 – Transportation Plan	Develop contract service between human service providers				Coordination Strategies
Town of Estes Park	Coordinate routes with other services to Front Range communities		Long		Coordination Strategies
Town of Estes Park	Expand service through October 15 th	\$150,000	Short		Expansion of Current Service
Town of Estes Park	More service days/buses to include weekends in fall/winter/spring service and special events	\$200,000	Mid		Expansion of Current Service
Town of Estes Park	More service days to include year-round service		Long		Expansion of Current Service
2008 – Larimer County	Purchase two new buses		Short		Facilities
2008 – Berthoud Area Transit System (BATS)	Invest \$400,000 for new bus facility		Short		Facilities
2008 - BATS	Three vehicle replacements		Short		Facilities
2008 – BATS	Purchase new vans to help support new rural service		Long		Facilities
Town of Estes Park	Develop Shuttle mobile tracking application				Miscellaneous
NECALG – County Express	Continue to grow ridership as funding will allow		Mid		Miscellaneous
NECALG – County Express	Increase ridership by 3% each year		Long		Miscellaneous
2008 – Larimer Lift	Increase peak service for regional links to Fort Collins and Greeley for medical and employment to 4,000 revenue-hours	\$254,700	Long		Regional Connectivity
2008 – Larimer Lift	Increase link to Denver on a multi-day basis of an estimated 1,500 – 2,000 revenue-hours	\$127,000	Long		Regional Connectivity

Intercity and Regional Bus Service

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

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

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



Baseline Provider Financial Datasets

For the Southwest TPR, baseline financial information is being compiled for each provider operating within the region. This information will be used to produce estimates of future revenues, to illustrate regional funding flows, and to inform prioritization and coordination discussions. We need your help to verify and complete this baseline data. The following worksheets includes a summary of major capital and operating revenue sources. The information was compiled from responses to the recent DTR survey, from the National Transit Database, and from CDOT award records.

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

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

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

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

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

The agencies and organizations listed in this worksheet are identified because they completed the recent DTR statewide survey and/or because they are recent CDOT/FTA grantees. It is important to note that agencies and organizations responding to the survey may not necessarily have provided complete financial information. 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).

Upper Front Range TPR Transit Working Group SIGN - IN STREET

12-11-2013

Name	Organization	Contact Info
Ralph Power	Transit Plus	ralph.power@transitplus.biz
BRADLEY CURTIS	CITY OF FORT MORGAN	bcurtis@cityoffortmorgan.com
Karen Schneiders	CDOT	karen.schneiders@state.co.us
Bob D'Alessandro	Via Mobility Services	rdale@viacolorado.org
Clavel Hines	Fort Lupton	chines@fortlupton.org
LAURA TEAGUE	MORGAN COUNTY	lteague@co.morgan.co.us
Will Jones	Grailley Evans Transit	will.jones@grailleyevans.com
David Foy	Washington County	dfoyer@co.washington.co.us
Steve Romero	Morgan County Human Services	Steve.romero@state.co.us

UPPER FRONT RANGE PLANNING REGION

Upper Front Range Transportation Planning Region Transit Working Group #1 – Meeting Minutes

Date: December 11th, 2013
Time: 1:30 PM – 3:30 PM
Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, Colorado

Meeting attendees:

Bradley Curtis – City of Fort Morgan
Karen Schneiders – CDOT
Bob D’Allesandro – VIA Mobility Services
Claude Hanes – City of Fort Lupton
Laura Teague – Morgan County
Will Jones – Greeley Evans Transit
David Foy – Washington County
Steve Romero – Morgan County Human Services
David Averill – CDOT
Ralph Power - TransitPlus

Welcome & Introductions

David Averill from CDOT began the meeting, distributed the meeting agenda, and asked that all participants introduce themselves.

Project Background

Mr. Averill distributed the meeting packet, which included: a project schedule, statewide vision/goals, draft CFR vision/goals, regional growth projections and demographics, summary of existing service providers, coordination strategies, a regional financial summary, and a regional project list that was derived from prior planning efforts.

Mr. Averill discussed the statewide planning processes, current status, timelines, and the vision and goals for the Statewide Transit Plan. He discussed that the planning process began in early July, but started later in the Upper Front Range and that either two or three meetings of the Transit Working Group (TWG) would be needed to develop effective strategies for the Upper Front Range.

Demographics, Transit Service and Financial Summaries

Ralph Power, Senior Transit Consultant for TransitPlus, Inc. reviewed area demographics and trends impacting the need for transit service. He also reviewed the existing UFR transit services and solicited corrections or other information that may have been omitted or inaccurately reported on the survey that generated the information. It was discussed that some service provider information, as well as

financial information, was inaccurate and that the project team would be following up with respondents to correct the information. Items identified in the discussion included:

- Wellington Senior Center services both Wellington and Fort Collins.
- Senior Resource in Greeley provides volunteer driver transportation service.
- Taxi service is available in the region from Dash About.
- Yellow Cab provides Weld County Medicaid service.
- VIA provides service in Estes Park and Greeley.

Draft Central Front Range Vision and Goals.

Mr. Power presented a generic draft vision and goal statement that was customized to the region and gained consensus from the Transit Working Group (TWG). After some discussion, the TWG agreed to the following vision and goals:

- Vision: *The Upper Front Range's vision is to improve mobility, economic vitality and economic growth for all residents through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefits in using available resources.*
- Goal 1: Preservation and expansion of existing systems and infrastructure
- Goal 2: Improve coordination and develop partnerships
- Goal 3: Regional connections
- Goal 4: Coordinate with Rail

Regional Transit Needs, Projects, and Priorities

Subsequent to the development of the vision and supporting goals, Mr. Power gave a brief overview of the projects listed in the information packet and asked the TWG members to review them for relevance prior to the next meeting. Projects that are still relevant and additional projects identified by the TWG would be prioritized as part of the planning process.

Next Steps

The meeting with a brief summary of what we need from the Transit Working Group and what they can expect in the months to come, including:

- Prioritization of a project list for distribution to the TWG and inclusion in the final coordinated plan document.
- Next Transit Working Group Meeting – TBA; mid February.
- Likely to be 3 TWG meetings, potentially carrying the project into early March.
- Please send Ralph Power (email below) any information that is missing or otherwise should be included in the coordinated transit plan

Adjourn

David Averill of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to continuing to work with them through plan completion.

PROJECT CONTACTS:

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



B.2 - Transit Working Group Meeting #2

Upper Front Range Transit Working Group Meeting #2

Date: January 30, 2014

Time: 1:30 PM – 3:30 PM

Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, CO

Meeting Goals:

- Finalize vision and goals
- Prioritize projects and coordination strategies

Agenda

- 1) Welcome and Introductions
- 2) Finalize Regions Transit Vision and Goals
- 3) Coordination Plans and Coordination Strategies
- 4) Upper Front Range Growth Projections
- 5) Projects and Prioritization
- 6) Adjourn

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

CDOT Regional Lead: David Averill, David.Averill@state.co.us
Phone: 303-757-9347

Lead TPR Planner: Ralph.Power@transitplus.biz
Phone: 720-222-4717

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

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

UPPER FRONT RANGE PLANNING REGION

Draft Vision and Goal Statements

VISION

The Upper Front Range's vision is to improve regional mobility for all residents and visitors through the effective coordination, planning, and delivery of sustainable transit services.

SUPPORTING GOALS

Goal 1: Preservation and Expansion of Existing Systems and Infrastructure

- ▶ Maintain capital to meet service needs for NECALG, Town of Estes Park and VIA.
- ▶ Maintain existing levels of service and infrastructure. NECALG, the Town of Estes Park and VIA seeks to maintain existing levels of service in Estes Park, Greeley, and surrounding areas.
- ▶ NECALG, the Town of Estes Park and VIA seeks to expand service if funding is increased in 2014 and beyond.

Goal 2: Regional Connections

- ▶ Colorado Highway 85 corridor service connecting Greeley, Fort Collins, and Loveland.
- ▶ US Highway 34 service connecting Estes Park with I-25 and Greeley.
- ▶ US Interstate 76 service connecting Fort Morgan with Denver.
- ▶ Explore the need and feasibility of other regional connections; coordinate with the Intercity Bus Plan.

Goal 3: Improve Regional Coordination

- ▶ Identify grant and other funding opportunities to maximize regional financial resources and coordination opportunities.
- ▶ Integrate private transportation providers into the regional transit network.
- ▶ Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules.

Goal 4: Coordinate with Rail

- ▶ Begin discussions with railroads to identify opportunities for coordination.

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.

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

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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
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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

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	General Population				Elderly Population (65+)			
	2013	2019	2023	2040	2013	2019	2023	2040
Larimer	316,031	354,152	381,078	481,193	41,473	55,427	65,428	88,741
Weld	268,639	318,412	361,768	567,218	28,982	40,092	48,618	81,336
TPR Total	584,670	672,564	742,846	1,048,411	70,455	95,519	114,046	170,077

County	Population Growth from 2013				Elderly Growth from 2013			
		6 Year	10 Year	By 2040		6 Year	10 Year	By 2040
Larimer		12.1%	20.6%	52.3%		33.6%	57.8%	114.0%
Weld		18.5%	34.7%	111.1%		38.3%	67.8%	180.6%
TPR Overall		15.0%	27.1%	79.3%		35.6%	61.9%	141.4%

Upper Front Range Transit Projects

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NECALG – County	Continue to upgrade software/hardware packages to operate more efficiency, time, money, and resources		Long		Capital/Facilities
2008 – Larimer Lift	Purchase one replacement bus		Short		Capital/Facilities
2008 – Larimer Lift	Purchase three replacement vehicles for rural service		Long		Capital/Facilities
NECALG – County Express	Maintain current vehicle inventory at 60		Mid		Capital/Maintaining Service
2008 – Transportation Plan	Create a Coordination Council				Coordination Strategies

Upper Front Range

Transportation Planning Region

Agency	Project Description	Cost	Horizon	Priority	Category
2008 – Transportation Plan	Vehicle sharing for regional service to urban areas for medical and employment trips until new service is started				Coordination Strategies
2008 – Transportation Plan	Develop contract service between human service providers				Coordination Strategies
Town of Estes Park	Coordinate routes with other services to Front Range communities		Long		Coordination Strategies
Town of Estes Park	Expand service through October 15 th	\$150,000	Short		Expansion of Current Service
Town of Estes Park	More service days/buses to include weekends in fall/winter/spring service and special events	\$200,000	Mid		Expansion of Current Service
Town of Estes Park	More service days to include year-round service		Long		Expansion of Current Service
2008 – Larimer County	Purchase two new buses		Short		Facilities
2008 – Berthoud Area Transit System (BATS)	Invest \$400,000 for new bus facility		Short		Facilities
2008 - BATS	Three vehicle replacements		Short		Facilities
2008 – BATS	Purchase new vans to help support new rural service		Long		Facilities
Town of Estes Park	Develop Shuttle mobile tracking application				Miscellaneous
NECALG – County Express	Continue to grow ridership as funding will allow		Mid		Miscellaneous
NECALG – County Express	Increase ridership by 3% each year		Long		Miscellaneous
2008 – Larimer Lift	Increase peak service for regional links to Fort Collins and Greeley for medical and employment to 4,000 revenue-hours	\$254,700	Long		Regional Connectivity
2008 – Larimer Lift	Increase link to Denver on a multi-day basis of an estimated 1,500 – 2,000 revenue-hours	\$127,000	Long		Regional Connectivity

High Priority Regional Transit Projects

Project Description	Details (e.g., hours of service, number of trips daily, clientele served, etc.)	Project Champion	Match Available? Source?	Overall Cost

UPPER FRONT RANGE

MEETING 2

Jan, 30th, 2014

Name	Organization	Contact
Ralph Power	Transit Plus	ralph.power@transitplus.biz
BRAD CURTIS	CITY OF Fort MORGAN	bcurtis@cityof fortmorgan.com
Steve Romero	Morgan County Dept. Human Services	steve.romero@state.co.us
Jonathan Basso	Arch of Weld County	larry@archweldcounty.org

Upper Front Range Transportation Planning Region Transit Working Group #2 – Meeting Minutes

Date: January 27th, 2014
Time: 1:30 PM – 3:30 PM
Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, Colorado

Meeting attendees:

Bradley Curtis – City of Fort Morgan
Steve Romero – Morgan County Department of Human Services
Bob D’Allesandro – VIA Mobility Services
Jonathan Basso – ARC of Weld County
David Averill – CDOT
Ralph Power - TransitPlus

Attended by Teleconference

Will Jones – Greeley Evans Transit
Linda Warren -
Brian Wells – Estes Park
Eric Berg – Upstate Colorado Economic Development
Mary Waring – NFRMPO
Karen Schneiders, CDOT

Welcome & Introductions

David Averill from CDOT began the meeting, distributed the meeting agenda, and asked that all participants introduce themselves.

Finalize Upper Front Range Vision and Goals.

Ralph Power, Senior Transit Consultant for TransitPlus, Inc., reviewed a draft vision and goal statements to gain consensus from the Transit Working Group (TWG). After some discussion, the TWG agreed to changes to the vision and supporting goals. The vision and goals discussion produced the following:

- Settled on a vision for the UFR: *The Upper Front Range’s vision is to improve regional mobility, for all residents through the effective coordination, planning, and delivery of transit services.*
- Goal 1 - Preservation and Expansion of Existing Systems and Infrastructure: The group made mostly small and/or grammatical changes. Changed “surrounding areas” to “within the rural areas of the planning region” and correct spelling of Via.
- Goal 2 - Regional Connections: In addition to connections previously listed (Hwy 85, US Hwy 34, and US Interstate 76, the group wanted to add connections south on Highway 71 to Interstate 70 and Fort Morgan to Greeley via US Hwy 34.

- Goal 3 - Improve Regional Coordination: The group added a strategy to identify barriers to coordination in the short-term. It was also decided to focus on rural transit outside service areas and rural Weld County and to perform a regional needs analysis.
- Goal 4 – Coordinate with Rail: Discussed ongoing need for dialog.

Coordinated Planning Summary

Next, Mr. Power led a discussion on coordinated plans and their purpose. It was stated that coordinated plans are required by the FTA under MAP 21 funding and that help the region to establish transit priorities and projects.

This was followed by a discussion of the potential coordination strategies that could be used in the Upper Front Range. David of CDOT mentioned that Greeley-Evans Transit is embarking on a joint procurement, and that CDOT looked favorably on coordination efforts like this as they tend to reduce administrative overhead. He further stated that a coordinated application makes sense and is looked upon favorably in the grant review process. Brad from Fort Morgan discussed CMAQ grants in Larimer and Weld County and stated that the grants tend to be limited and he would like to learn about other grant program opportunities.

Regional Transit Needs, Projects, and Priorities

The final portion of the second TWG meeting was used to prioritize project needs within the Upper Front Range TPR. A “Project List” was developed and the projects were prioritized under broader categories. The projects were prioritized using the following categories: coordination strategies, facilities/vehicles, maintenance of service, and mobility for the general public. The discussion prioritization outcomes and time approximations are listed below.

Coordination Strategies

- Develop a coordinating council to increase coordination between systems (short-term). David Averill mentioned that there are resources (5310) available through CDOT to aid in this regard
- Work to resolve the issues that make vehicle and resource sharing difficult and identify ways to increase service capacity (long-term)
- Town of Estes Park to coordinate routes with other Front Range services, Via Mobility.

Facilities/Vehicles

- NECALG showed short, mid, and long-range vehicle replacements for approximately 60 vehicles. Also had upgrades to hardware and software packages. Ralph agreed to follow-up with H.J. Greenwood to confirm numbers.
- The Town of Estes Park had listed short-range bus leases, mid-range electronic kiosks and information, and long-range bus shelters.

Maintaining and Expanding Existing Services

- Maintain existing service levels – NECALG, Town of Estes Park, Via Mobility (short-term)
- Town of Estes Park expand service through October 15th, at least on weekends (short-range)
- Town of Estes Park increase service to year round (mid-range)

Mobility for the General Public

- Develop a rural service in Morgan County (long-range)
- Develop a rural service in Weld County (long-range)

High Priority Regional Projects

- Service in Hwy 85 corridor connecting Greeley with Fort Collins and Loveland
- Service along US Hwy 34 connecting Estes Park to I-25 and Greeley
- Service along Interstate 76 connecting Fort Morgan with Denver

Next Steps

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

- The project team will compile remaining data, information, and prioritized project list for distribution to the TWG and inclusion in the final coordinated plan document
- Next Transit Working Group Meeting – Mid March
- Please send Ralph Power (email below) any information that is missing or otherwise should be included in the coordinated transit plan

Adjourn

David Averill of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to continuing to work with them through plan completion.

PROJECT CONTACTS:

CDOT Project Manager: David Averill, david.averill@state.co.us
Work: 303-757-9347

Lead Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

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



B.3 - Transit Working Group Meeting #3

Upper Front Range Transit Working Group Meeting #3

Date: Tuesday, April 1st, 2014

Time: 1:00 – 3:00pm

Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, Colorado

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

Agenda

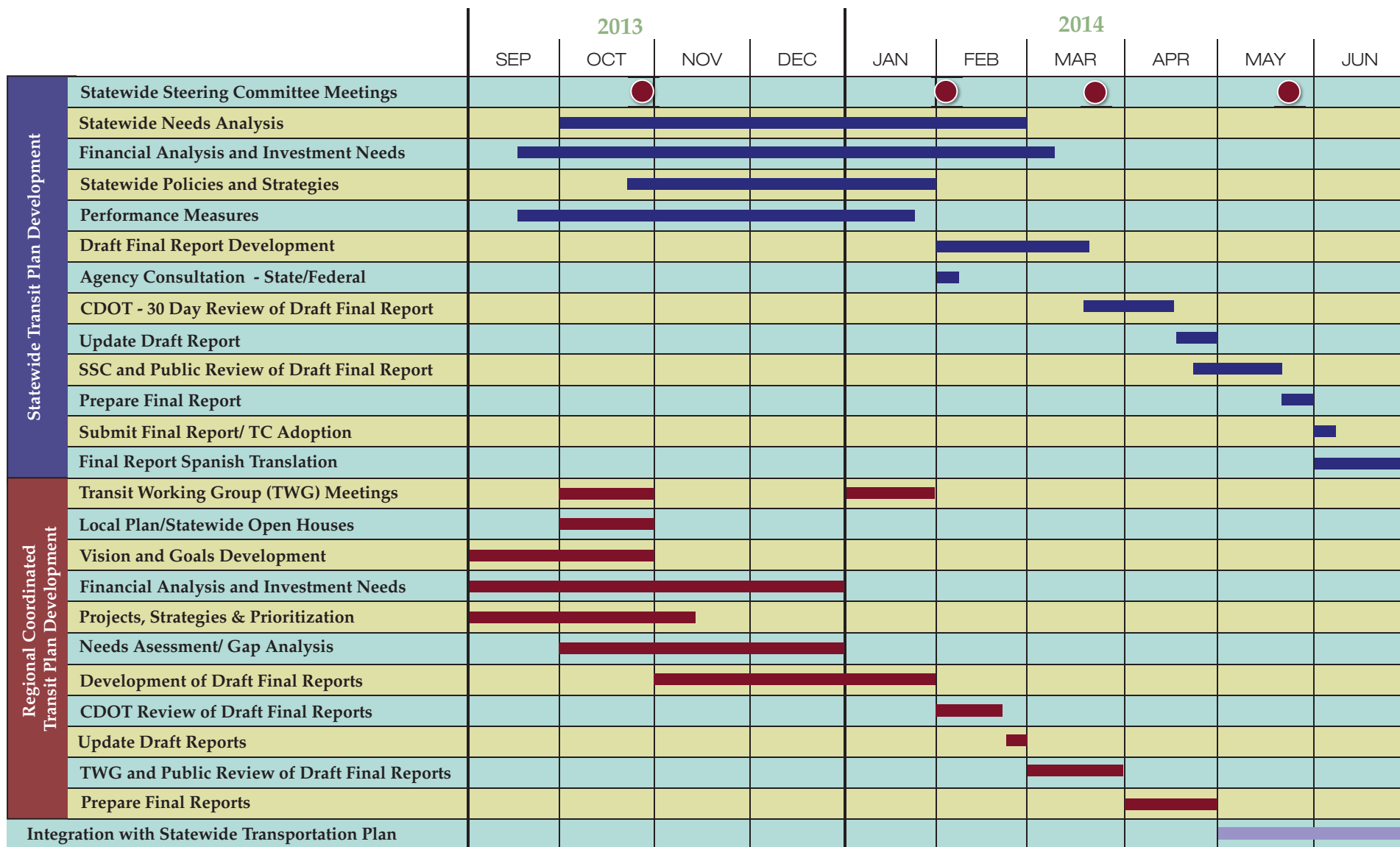
- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

CDOT Project Manager: David Averill, david.averill@state.co.us
Work: 303-757-9753

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

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

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



Upper Front Range Vision: The Upper Front Range's vision is to improve regional mobility, for all residents through the effective coordination, planning, and delivery of transit services.

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1) Preservation and Expansion of Existing Systems and Infrastructure	Maintain service levels and infrastructure. Northeast Colorado Association of Local Governments (NECALG), the Town of Estes Park and Via Mobility seek to maintain existing levels of service in Estes Park, Greeley, and within the rural areas of the planning region.	\$1.7 million	FTA 5310, FTA 5311, FASTER Fare Revenues, Local Government.	Upper Front Range Transit Working Group (UFR TWG), NECALG, Town of Estes Park, Via Mobility	1 – 6 years
	NECALG bus replacements/Cap: 7 buses, 11 mini vans	\$250,000	FTA 5310, FTA 5311, FASTER Fare Revenues, Local Government.	UFR TWG, NECALG	1 – 6 years
	Software	\$125,000			1 – 6 years
	Town of Estes Park bus replacements/capital: 5 bus leases	\$22,500	FTA 5310, FTA 5311, FASTER Fare Revenues, Local Government.	UFR TWG, Town of Estes Park	1 – 6 years
	All buses ADA equipped	\$ 4,500			1 – 6 years
	Electronic kiosks, information	\$25,000			7 – 12 Years
	Bus shelters at each stop	\$ 6,000			12 years & beyond

	Via Mobility bus replacements/capital: 3 bus purchases	\$60,000	FTA 5310, FTA 5311, FASTER Fare Revenues, Local Government.	UFR TWG, Via Mobility	1-6 years
	NECALG, the Town of Estes Park and Via Mobility seek to maintain current vehicle fleet size in mid and long range.	\$320,000	FTA 5310, FTA 5311, FASTER Fare Revenues, Local Government.	UFR TWG, NECALG, Town of Estes Park, Via Mobility	7 – 12 years

	The Town of Estes Park seeks to expand service if funding is increased in 2014 and beyond.		FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, Town of Estes Park	
	Extend service to October 15, estimated at 600 annual hours.	\$30,000			1 – 6 years
	Extend service to year round, estimated at 2,100 hours.	\$94,0000			7 – 12 years
	NECALG seeks to expand service if funding is increased in 2014 and beyond. Expand rural service, estimated at 2,000 annual hours.	\$90,000	FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, NECALG, Town of Estes Park, Via Mobility	1 – 6 years
2) Establish Regional Connections	Colorado Highway 85 Corridor service connecting Greeley, Fort Collins, and Loveland. Estimated at 2 days per week (624 annual hours).	\$28,000	FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, NECALG, Via Mobility	1 – 6 years

US Highway 34 service connecting Estes Park with I-25 and Greeley. Estimated at 3 days per week (1,250 annual hours).	\$56,000	FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, Town of Estes Park, Via Mobility	1 – 6 years
US Highway 34 service connecting Fort Morgan to Greeley. Estimated at 2 days per week (416 annual hours).	\$19,000	FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, City of Fort Morgan, NECALG, Via Mobility	1 – 6 years
Explore the need and feasibility of other regional connections; coordinate with the Intercity Bus Plan.	\$5,00	FTA 5304, Fare Revenues, Local Government.	UFR TWG	1 – 6 years
US Interstate 76 service connecting Fort Morgan with Denver. Estimated at 3 days per week (624 annual hours).	\$28,000	FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, City of Fort Morgan, NECALG	7 - 12 years
Add connections south on Highway 71 to Interstate 70. Estimated at 1 day per week (416 annual hours).	\$19,000	FTA 5310, FTA 5311, Fare Revenues, Local Government.	UFR TWG, NECALG	7 – 12 years

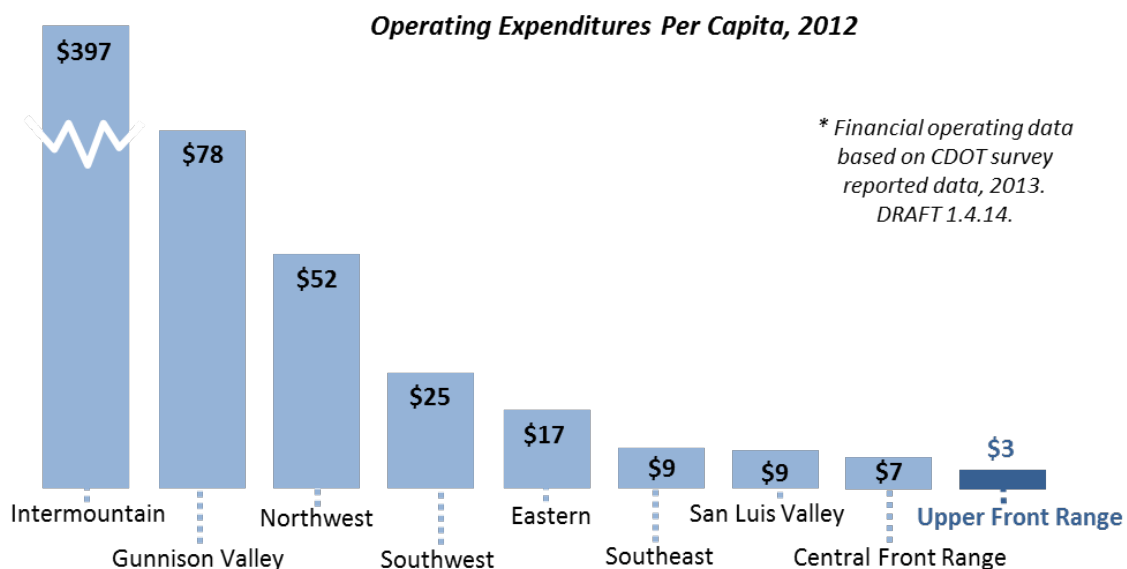
3) Improve Regional Coordination	Identify grant and other funding opportunities to maximize regional financial resources and coordination opportunities.	\$5,000	FTA 5304, FTA, 5310, Fare Revenues, Local Government	UFR TWG	1 - 6 years
	Integrate private transportation providers into the regional transit network.	\$5,000	FTA 5304, FTA 5310, Fare Revenues, Local Government	UFR TWG	1 - 6 years
	Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules.	\$5,000	FTA 5304, FTA 5310, Fare Revenues, Local Government	UFR TWG	1 - 6 years
	Identify barriers to coordination in the short-term. It was also decided to focus on rural transit outside service areas and rural Weld County.	\$5,000	FTA 5304, FTA 5310, Fare Revenues, Local Government	UFR TWG	1 - 6 years
	Perform a regional needs analysis. Hire a consulting firm to analyze service gaps and perform demand analysis to establish needs.	\$40,000	FTA 5304, Fare Revenues, Local Government	UFR TWG	1 – 6 years
4) Coordinate with Rail	Begin discussions with railroads to identify opportunities for coordination.	\$0		UFR TWG	1 – 6 years

Upper Front Range 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.

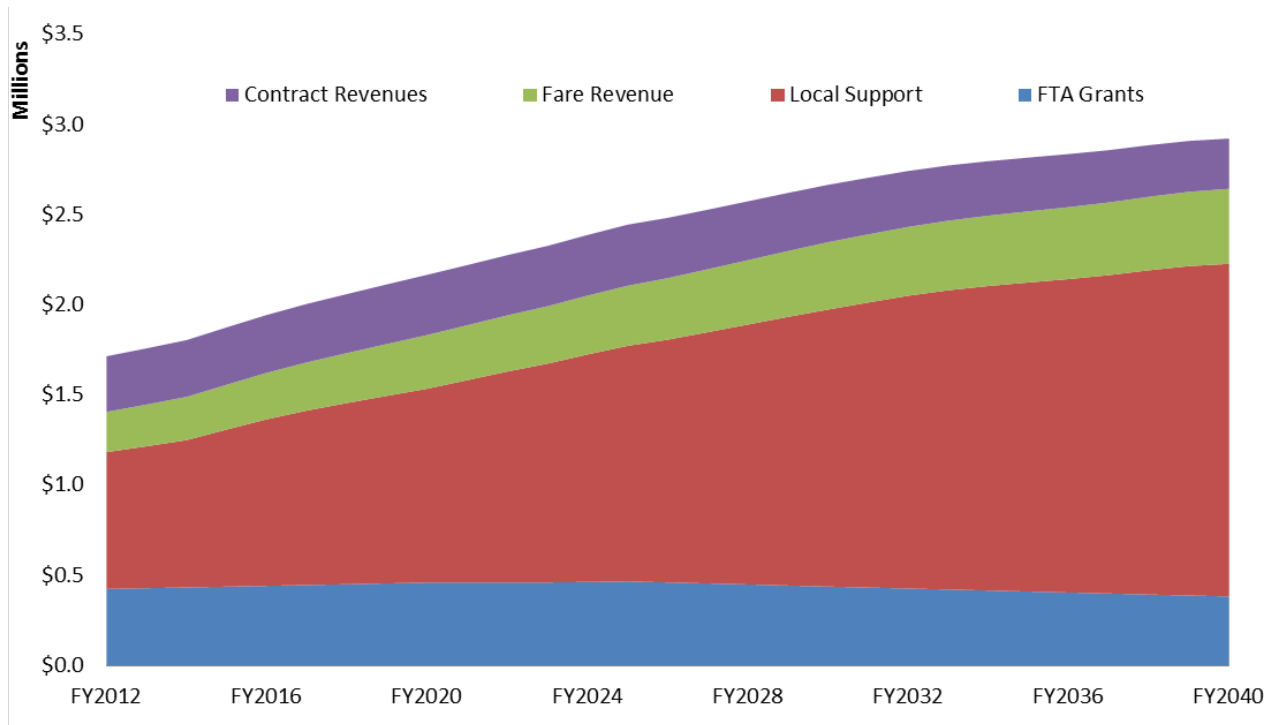


Upper Front Range TPR Operating Expenditures

- In recent years, operating expenses for service providers in the region have grown faster than available revenues. For one of the region's largest providers, operating revenues have grown at an annual average rate of just 0.5% over the past five years.
- The region's full-time resident population is expected to grow 1.4% annually from 2010 to 2040 and reach over 1 million by 2040. Population growth is anticipated to grow steadily until 2030 and to grow more slowly.
- Approximately \$1.7 million annually, or less than \$3 per capita is expended to support critical transit and transportation services within all counties of the Upper Front Range Region.
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$3.2 million in operating funds.

Upper Front Range 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 Upper Front Range could expect to see transit revenues available for operating and administration purposes reach an estimated \$2.9 million dollars.



- Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local governments contribute the majority of operating funds that support transit and transportation services in the region. These funds may include matching funds for grant awards, general fund transfers, or in-kind contributions. Local funds are variable and depend on the fiscal health of governments and state of the economy in the region. Local sales tax sources provide the most significant source of revenue for local governments in the region (as much as two-thirds of all revenues in some towns). However, growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services, such as healthcare.
- Fare revenues tend to be variable and many public transit agencies in the region operate on a suggested donation policy. Fare revenue growth is also linked to personal income growth, ridership growth, and policy changes. Based on historic trends, fare revenues are anticipated to grow steadily at 3.7 percent annually, though fare-recovery rates could slow over the long-term.
- Contract revenues include reimbursements and grants from a variety of Federal programs including relatively stable sources such as payments through Title III of the Older Americans Act (OAA). Other Federal programs are highly variable and include payments through the Non-Emergent Medical Transportation (NEMT) Medicaid program. Sequestration or other changes in Federal programs will impact the revenues available through NEEMT, OAA, Community Service Block Grants (CSBG), and other

important programs. Over the long-run, the revenues available for discretionary spending within these programs, such as transportation assistance, are likely to decline.

- Other revenues, including 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.

Upper Front Range TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Central Front Range region will outstrip the growth in transit revenues by as much as 0.4% annually by 2040. In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or that finding new funding sources may have to become a higher priority to address this potential funding gap.

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

<i>Upper Front Range TPR</i>	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	721,996	911,040	1,097,928	1.4%/yr
Estimated Operating Expenses	2,124,649	2,680,955	3,230,918	1.4%/yr
Estimated Operating Revenues	\$2,167,064	\$2,666,066	\$2,922,152	1.0%/yr
<i>Potential Funding (Gap) / Surplus</i>	\$42,416	<i>(-\$14,889)</i>	<i>(-\$308,766)</i>	-0.4%



REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

KEY CONCEPTS

Introduction

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

Regional Overview

This section 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, and English proficiency to paint a comprehensive picture of the region's need for transit.

Existing Transit Provider and Human Service Agencies

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

Key Findings, Transit Needs and Service Gaps

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

Financial Scenarios and Recommended Strategies

This section 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.

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

UPPER FRONT RANGE TRANSIT WORKING GROUP
MEETING 3
APRIL 1, 2014

Name	Agency	Contact
Ralph Pauer	TransitPlus	ralph.pauer@transitw.biz
Brian McCracken	morgan county	b.mccracken@co.morgan.co.us
BRADLEY CURTIS	FT. MORGAN	bcurtis@cityoffortmorgan.com
Steve Romero		
Jonathan Bass	Arc of Weld	jon@arcweldcounty.org

Upper Front Range Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: April 1, 2014
Time: 1:00 PM – 3:00 PM
Location: Fort Morgan City Hall
110 Main Street
Fort Morgan, Colorado

Meeting attendees:

Bradley Curtis – City of Fort Morgan
Steve Romero – Morgan County Department of Human Services
Jonathan Basso – ARC of Weld County
Brian McCracken – Morgan County Commissioner
Kathy Gilliland – District 5 Commissioner
David Averill – CDOT
Ralph Power - TransitPlus

Attended by Teleconference

Menda Warne – Access and Ability

Welcome & Introductions

David Averill from CDOT began the meeting, distributed the meeting agenda, and asked that all participants introduce themselves.

Project Schedule

Mr. Averill provided an update of the schedule for completing the Statewide Transit Plan. The Draft Final Plan documents will be distributed to the Central Front Range Transit Working Group by March 2014.

Draft Central Front Range Goals and Strategies

Ralph Power of TransitPlus facilitated a discussion focused on refining the goals and strategies that had been previously identified and prioritized by the Transit Working Group. Mr. Power explained how the strategies were in direct of support of the vision and goals that the group had identified earlier in the process.

Mr. Power then led the group through each of the strategies supporting the four (4) goals established by the group. The group weighed in on strategy details, costs, and timelines in moving the study forward.

Goal: Preservation and Expansion of Existing Systems and Infrastructure

Discussions focused on strategy details and costs, as the group was in agreement that maintaining existing services is a priority. Brian McCracken and Brad Curtis recalled that NECALG was previously looking at bus shelters for passenger convenience and to capture additional riders. This strategy was added to the list. Strategies identified under this goal are:

- Strategy (1 – 6 years) – Maintain service levels and infrastructure of NECALG, Town of Estes Park, and Via Mobility; estimated cost \$1.7 million annually.
- Maintenance Strategy (1 – 6 years) – NECALG bus replacements: 7 buses, 11 mini vans; estimated cost \$250,000 annually.
- Maintenance Strategy (1 – 6 years) – NECALG scheduling software; estimated cost \$125,000.
- Maintenance Strategy (1 – 6 years) – Town of Estes Park bus replacements: 5 bus leases; estimated cost \$22,500 annually.
- Maintenance Strategy (1 – 6 years) – Town of Estes Park all buses ADA equipped; estimated cost \$4,500.
- Maintenance Strategy (7 - 12 years) – Town of Estes Park electronic information kiosks; estimated cost \$25,000.
- Maintenance Strategy (7 – 12 years) – Town of Estes Park bus replacements: trolley; estimated cost \$25,000 annually.
- Maintenance Strategy (7 - 12 years) – Town of Estes Park shelters on bus stops; estimated cost \$6,000 per shelter.
- Maintenance Strategy (7 - 12 years) – NECALG shelters on bus stops; estimated cost \$6,000 per shelter.
- Maintenance Strategy (1 – 6 years) – Via Mobility one bus replacement; estimated cost \$20,000 annually.
- Maintenance Strategy (7 – 12 years) – NECALG, Town of Estes Park, and Via Mobility seek to maintain current vehicle fleet sizes in mid to long range; estimated cost \$320,000 annually.
- Expansion Strategy (1 – 6 years) – Town of Estes Park seeks to extend service to October 15th; estimated cost of \$30,000 annually.
- Expansion Strategy (7 – 12 years) – Town of Estes Park seeks to extend service to year round; estimated cost of \$94,000 annually.
- Expansion Strategy (1 – 6 years) – NECALG seeks to expand service rural services; estimated cost of \$90,000 annually.

Goal: Establish Regional Connections

Most of the discussion on regional connections was focused on service frequency and cost details.

Menda Warne suggested that regional connections coordinate with existing plans for commuter service on the Colorado Highway 85 corridor. David Averill further suggested that we adjust project descriptions to include broader markets and coordination with the North Front Range MPO Plan.

- Strategy (1 – 6- years) – Colorado Highway 85 Corridor service connecting Greeley, Fort Collins, and Loveland. Estimated at 5 days per week, 3 times per day; cost of \$117,000 annually. The general public service would be coordinated among current providers and with the Statewide Intercity Bus Plan that is currently being completed.
- Strategy (1 -6 years) – US Highway 34 service connecting Estes Park with I-25 and Greeley. Estimated at 3 days per week; cost of \$56,000 annually. David Averill requested that these costs be verified prior to inclusion in the Draft Final Document. The service would be coordinated with the Intercity Express Bus connecting Fort Collins, Loveland and Denver.

- Strategy (1- 6 years) – US Highway 34 service connecting Fort Morgan to Greeley. Estimated at 2 days per week; cost of \$19,000 annually. David Averill requested that these costs be verified prior to inclusion in the Draft Final Document.
- Strategy (1 – 6 years) – Coordinate services with services expected from the outcome of the Intercity Bus Plan; estimated cost \$5,000.
- Strategy (7 – 12 years) – US Interstate 76 service connecting Fort Morgan with Denver. Estimated at 3 days per week; cost \$28,000 annually.
- Strategy (7 – 12 years) - Add connections south on Highway 71 to Interstate 70. Estimated at 1 day per week; cost \$19,000 annually.

Goal 3: Regional Coordination

In addition to fine tuning the strategies, discussions centered on the lack of a Coordinating Council and whether the existing Transit Working Group could or should carry on as the champion of regional coordination efforts. David Averill stated that CDOT had funding assistance available for Coordinating Councils and mobility management activities. Kathy Gilliland suggested that since the Upper Front Range includes areas as far Estes Park, that a coordinating group should be all-inclusive. Brian McCracken offered that since he is focused on the eastern area of the Upper Front Range, it is positive to hear about issues and opportunities outside of these areas. Steve Romero noted that there are extreme program differences within areas of the region. All agreed that a good starting point toward regional coordination would be for the Transit Working Group to continue meeting and talking.

- Strategy (1 – 6- years) – Identify grant and other funding opportunities to maximize regional financial resources and coordination opportunities.
- Strategy (1 – 6 years) – Integrate private transportation providers into the regional transit network.
- Strategy (1 – 6 years) – Improve connectivity between local, intercity and regional transit services and other modes through better sharing of information and schedules.
- Strategy (1 – 6 years) – Identify avenues and opportunities for coordination that focus on rural transit outside of current service areas and rural Weld County.
- Strategy (1 – 6 years) - Perform a regional needs analysis. Hire a consulting firm to analyze service gaps and perform demand analysis to establish needs.

Goal: Coordinate with Rail

The Working Group agreed that it was critical to maintain contact and coordinate with rail operations in the Region. The lack of central person or agency to lead the effort was again cited and it is assumed that individuals within the towns or areas affected by rail operations would lead local efforts to maintain and expand rail services. CDOT can also play a role in helping entities in the UFR TPR coordinate with railways.

Financial Summaries

Subsequent to the finalization of strategies, Mr. Power reviewed anticipated financial resources and revenues of the Upper Front Range Transportation Planning Region. He reiterated that the projections were basic, sketch-level numbers aimed at spurring discussion, not for making decisions. There was

discussion on the fact that local sources made up the largest portion of transit revenues and that there are grant opportunities available to the region.

Key Concepts and Plan Outline

Ralph concluded the meeting with a brief overview of key concepts and chapters that will be included in the Final Regional Coordinated Transit and Human Services Plan. In addition to strategies and funding options, the plan will detail the steps that took place throughout the project.

Next Steps

This was the final meeting of the Transit Working Group and the Draft Final Plan document will be distributed in May for TWG member review and comment. Some agencies will be contacting or be contacted by Mr. Power to finalize specific details.

Adjourn

David Averill of CDOT thanked the group for attending and participating in the process.

PROJECT CONTACTS:

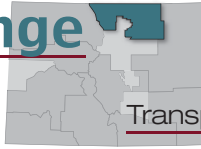
CDOT Project Lead: David Averill, david.averill@state.co.us
Work: 303-757-9347

Lead Planner: Ralph Power, ralph.power@transitplus.biz
Work: 303-728.4582

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



APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE



Welcome

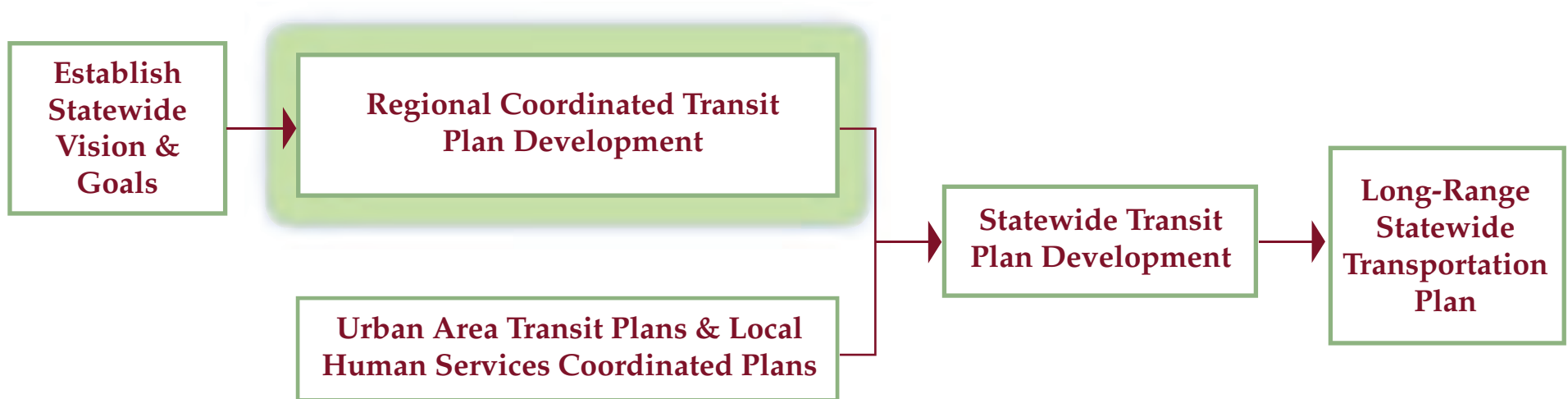
We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area

Open House December 2013

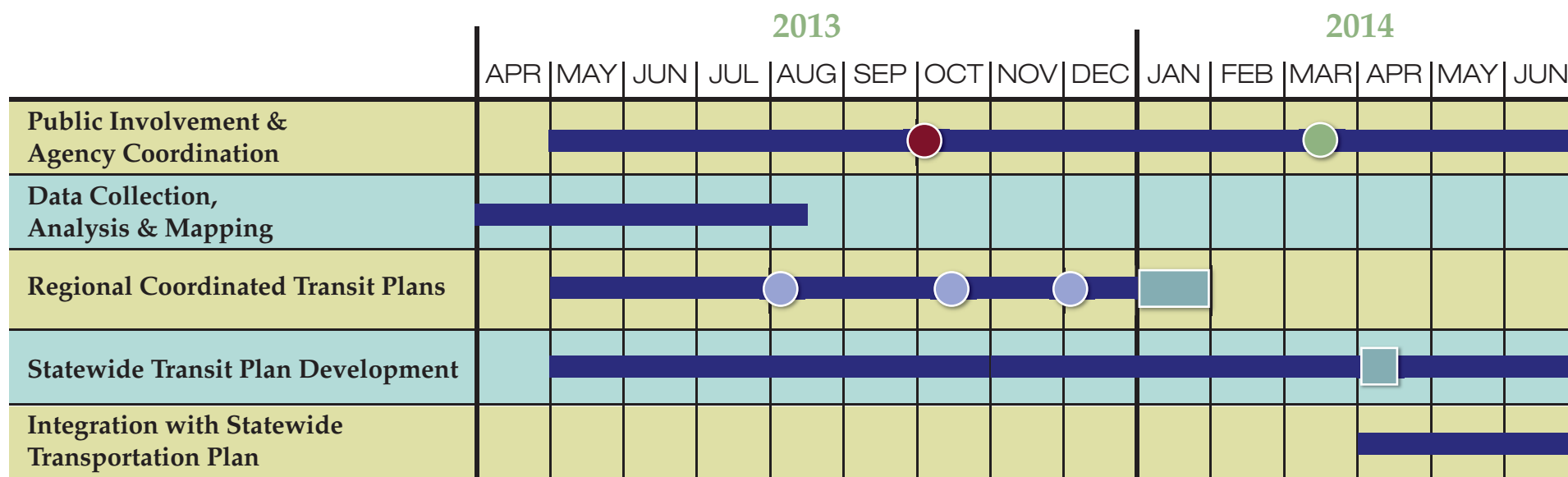
The Statewide Transit Plan will Include:





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

Work Plan



Project Overview Schedule



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

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

STATEWIDE TRANSIT VISION

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

SUPPORTING GOALS AND OBJECTIVES

Transit System Development and Partnerships

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

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

Mobility/Accessibility

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

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

Environmental Stewardship

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

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

Economic Vitality

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

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

System Preservation and Expansion

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

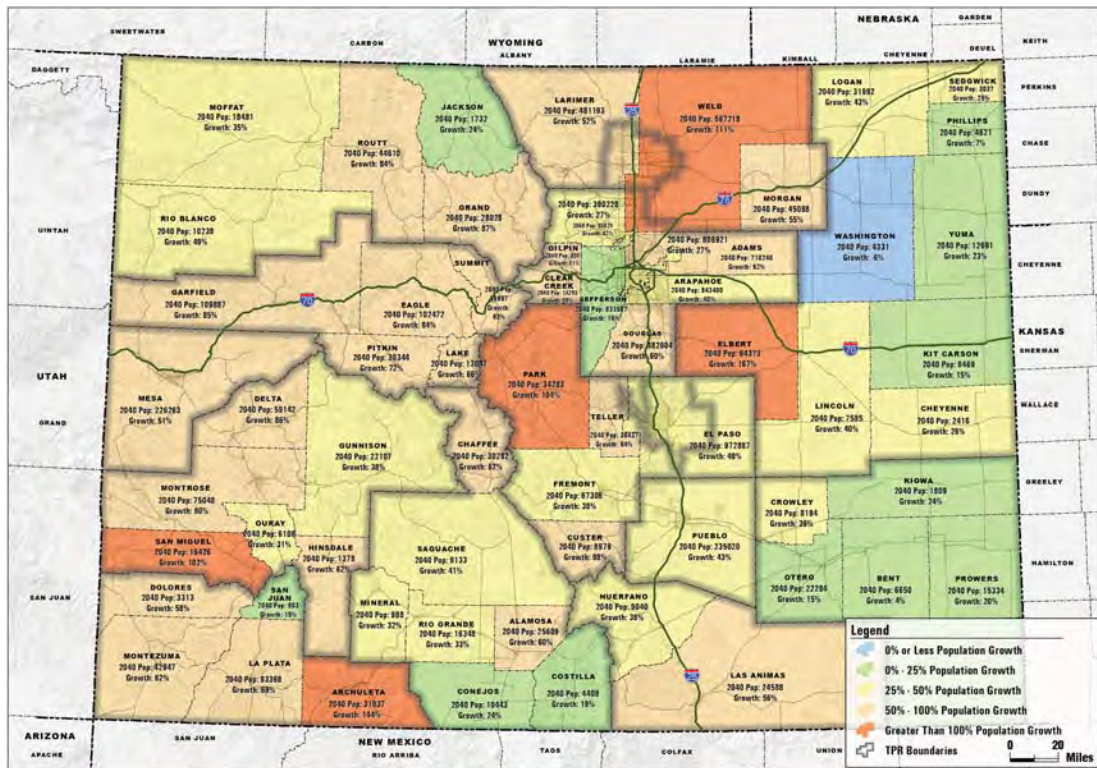
- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide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

Safety and Security

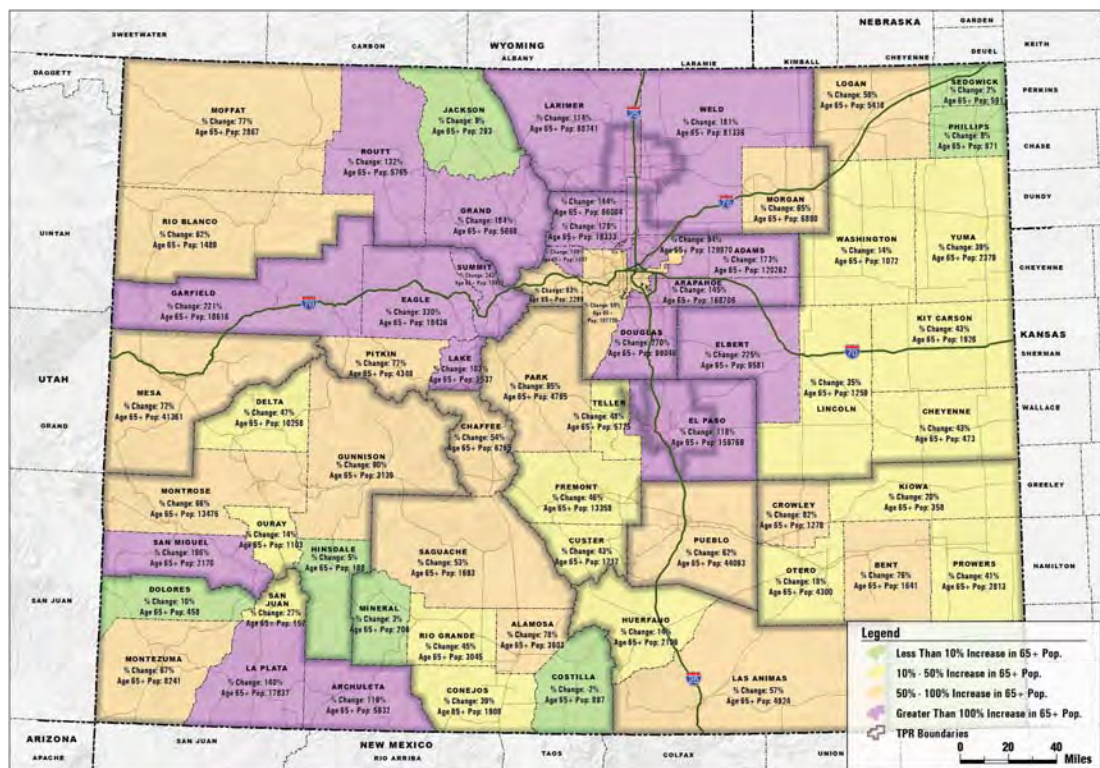
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

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

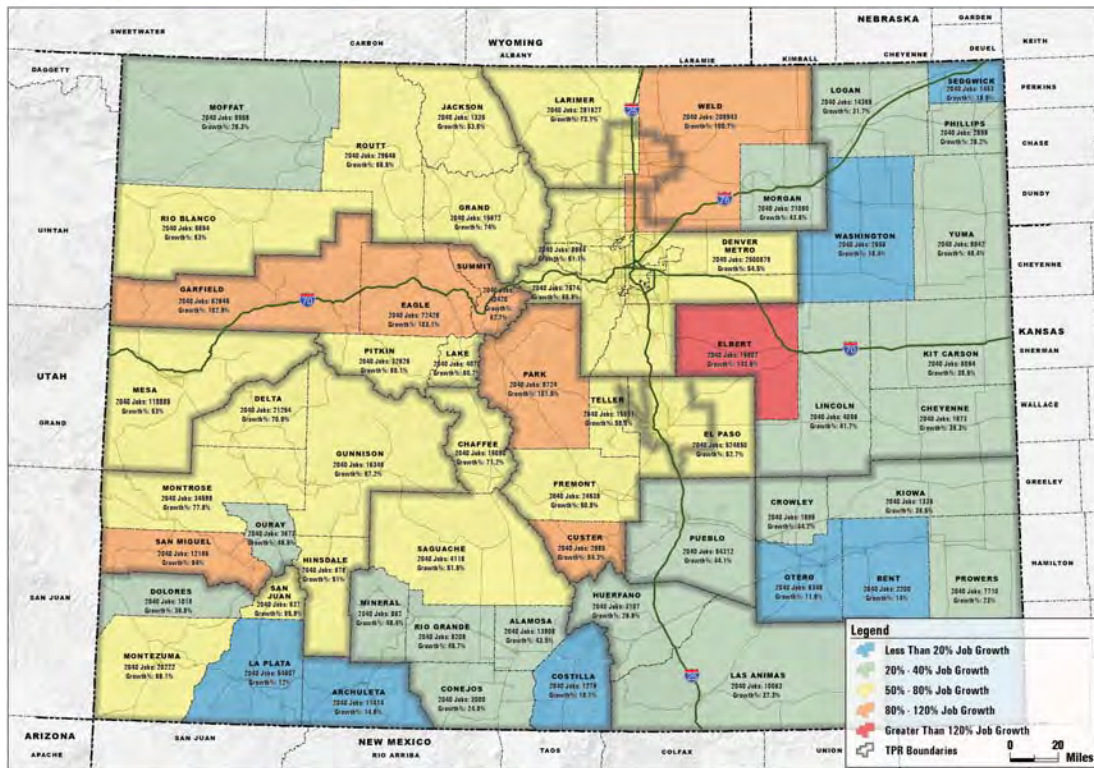
Population Growth (2013-2040)



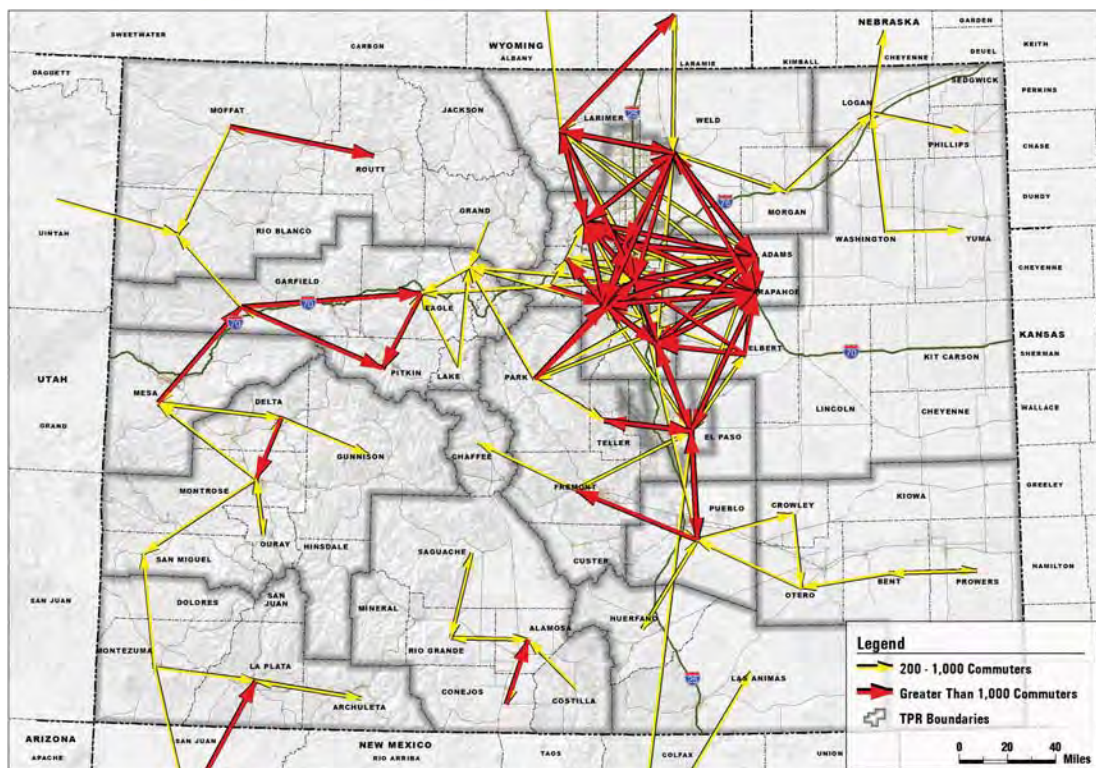
Age 65+ Population Growth (2013-2040)



Job Growth (2013-2040)



County to County Commuter Patterns



Regional Coordinated Transit Plan will Include:

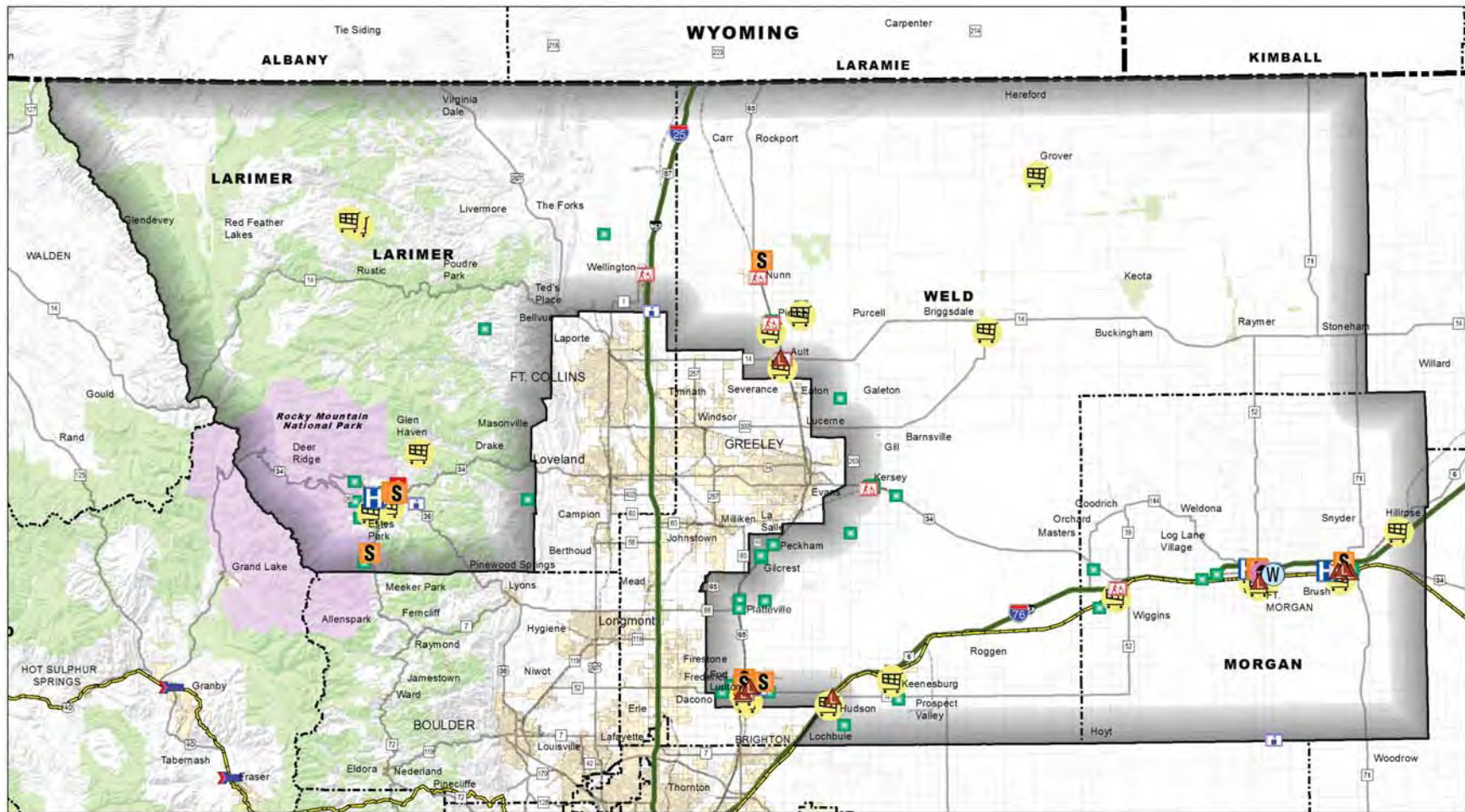
- Regional vision, goals, and objectives
- Regional demographics
- An inventory of existing services
- Identification of needs and issues
- Prioritized projects and strategies
- Vision and framework for transit in 20 years
- Public involvement and agency coordination
- Funding and financial analysis

Upper Front Range

Transportation Planning Region

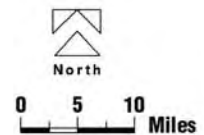
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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

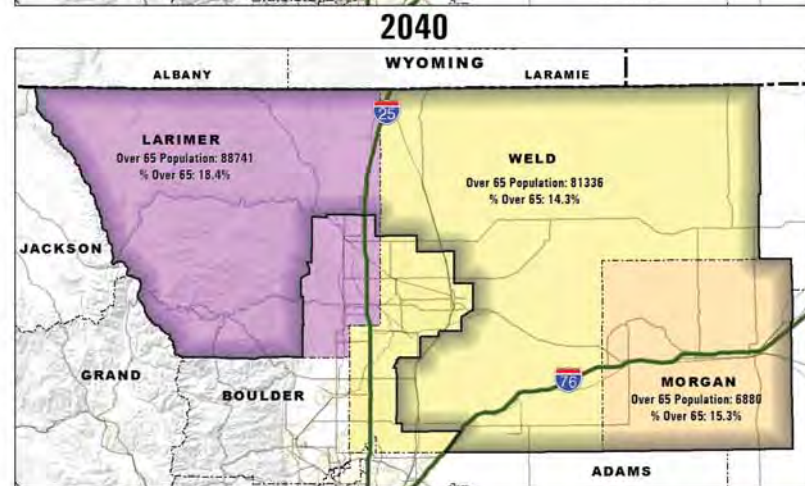
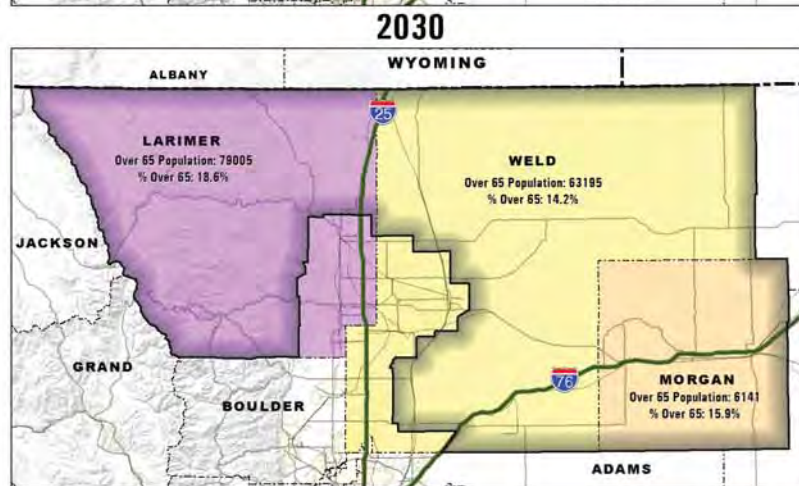
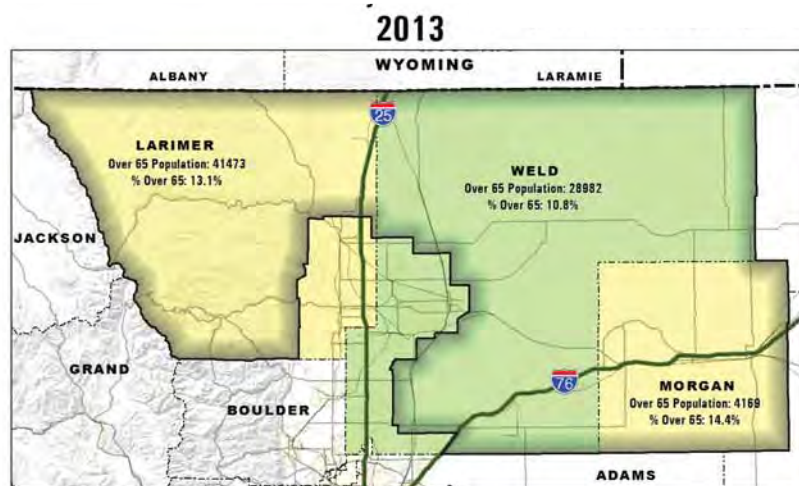


Upper Front Range

Transportation Planning Region

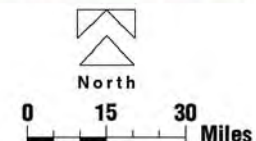
Projected Percentage of Residents Age 65+

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



Legend

- Less Than 12% Age 65+
- 15% - 18% Age 65+
- Greater Than 18% Age 65+
- Upper Front Range TPR Boundary
- U.S. & State Highways
- 12% - 15% Age 65+
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries

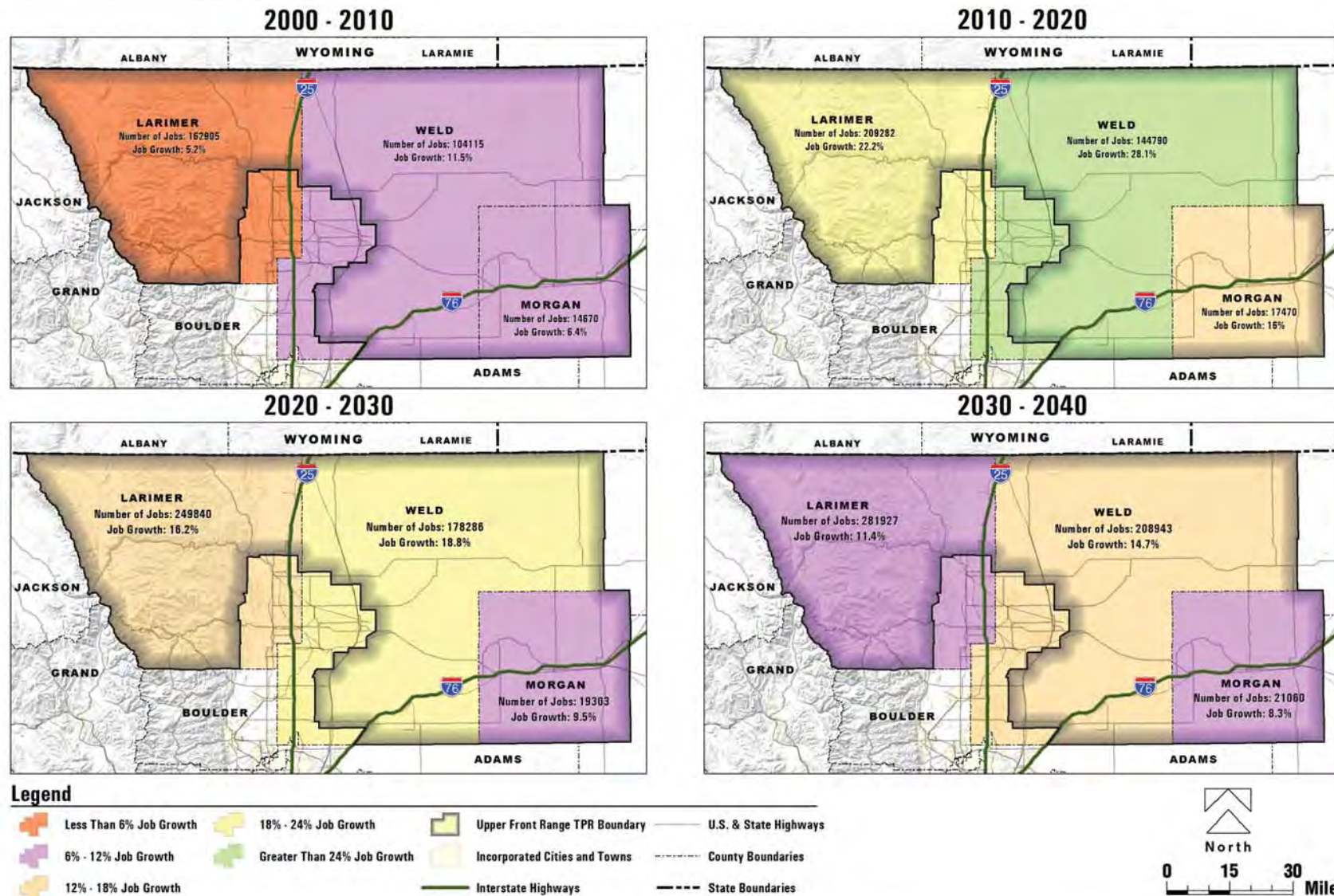


Upper Front Range

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.

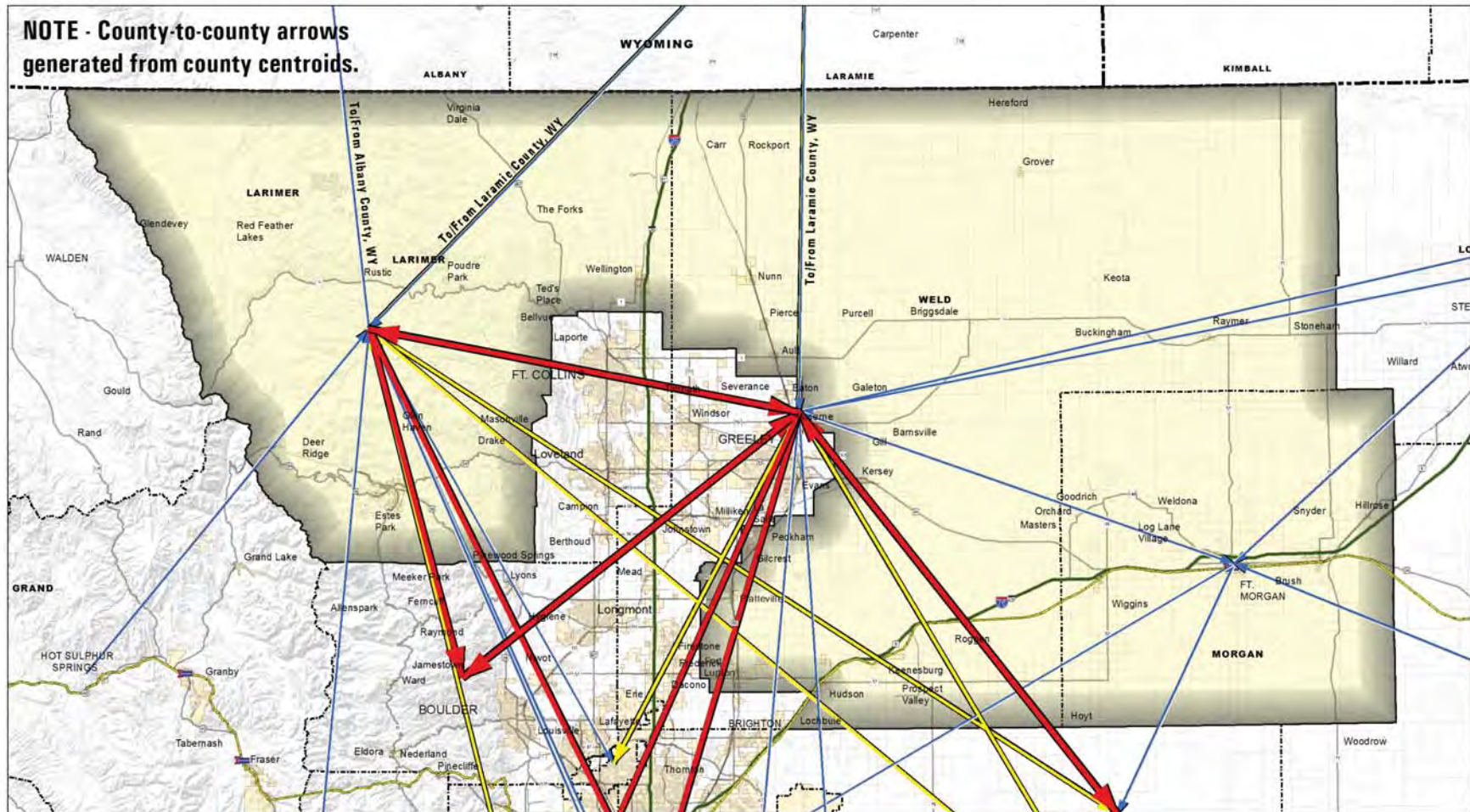


Upper Front Range

Transportation Planning Region

Employed Working Outside County of Residence

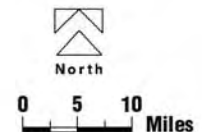
Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.



Legend

- 100 - 500 Commuters
- 2000 - 12000+ Commuters
- Incorporated Cities and Towns
- County Boundaries
- Amtrak Stations
- 500 - 2000 Commuters
- Upper Front Range TPR Boundary
- Interstate Highways
- State Boundaries
- U.S. & State Highways
- Amtrak Routes

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

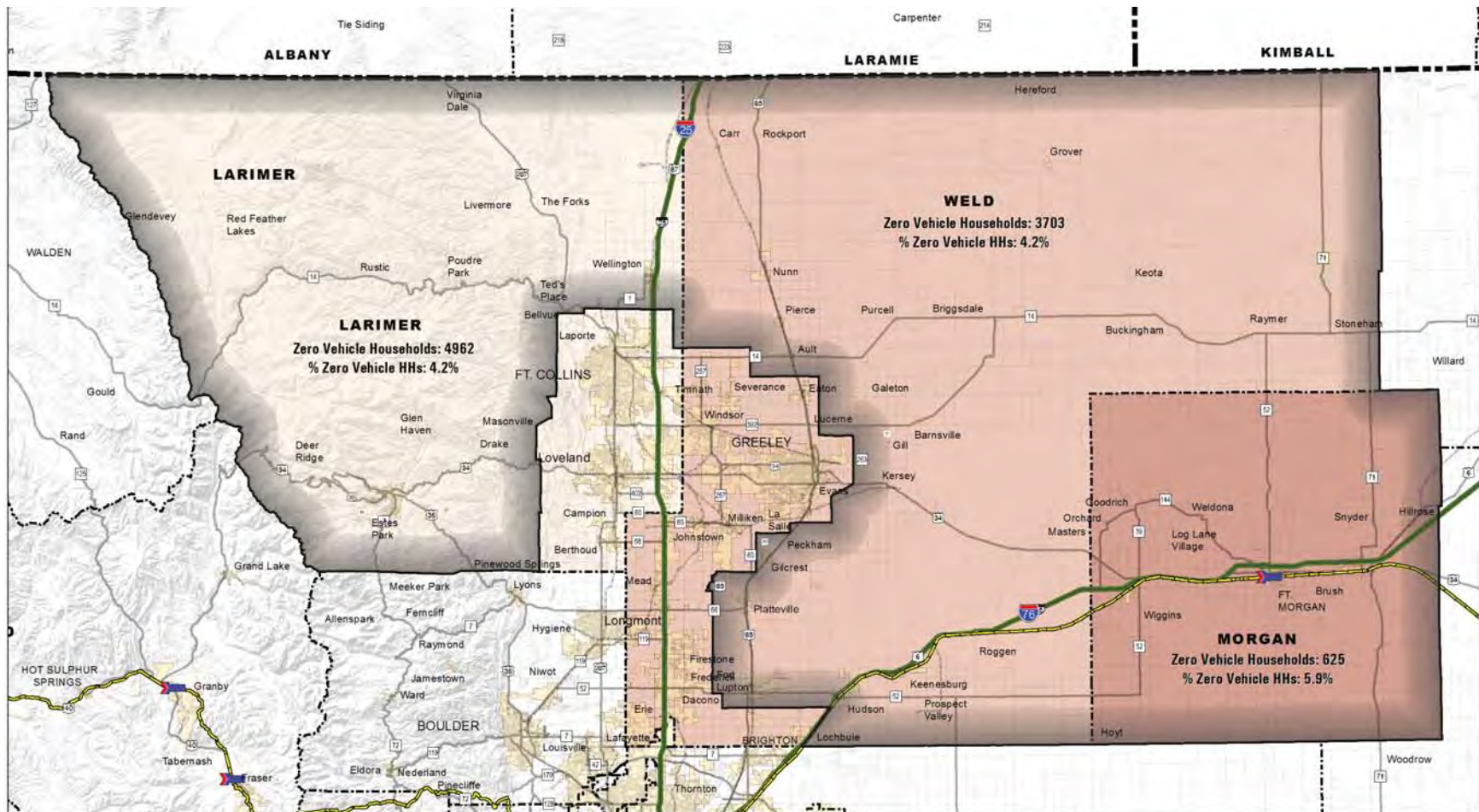


Upper Front Range

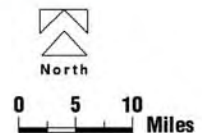
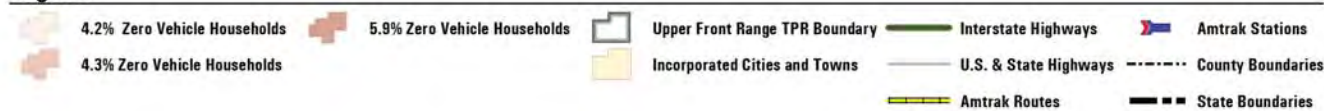
Transportation Planning Region

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

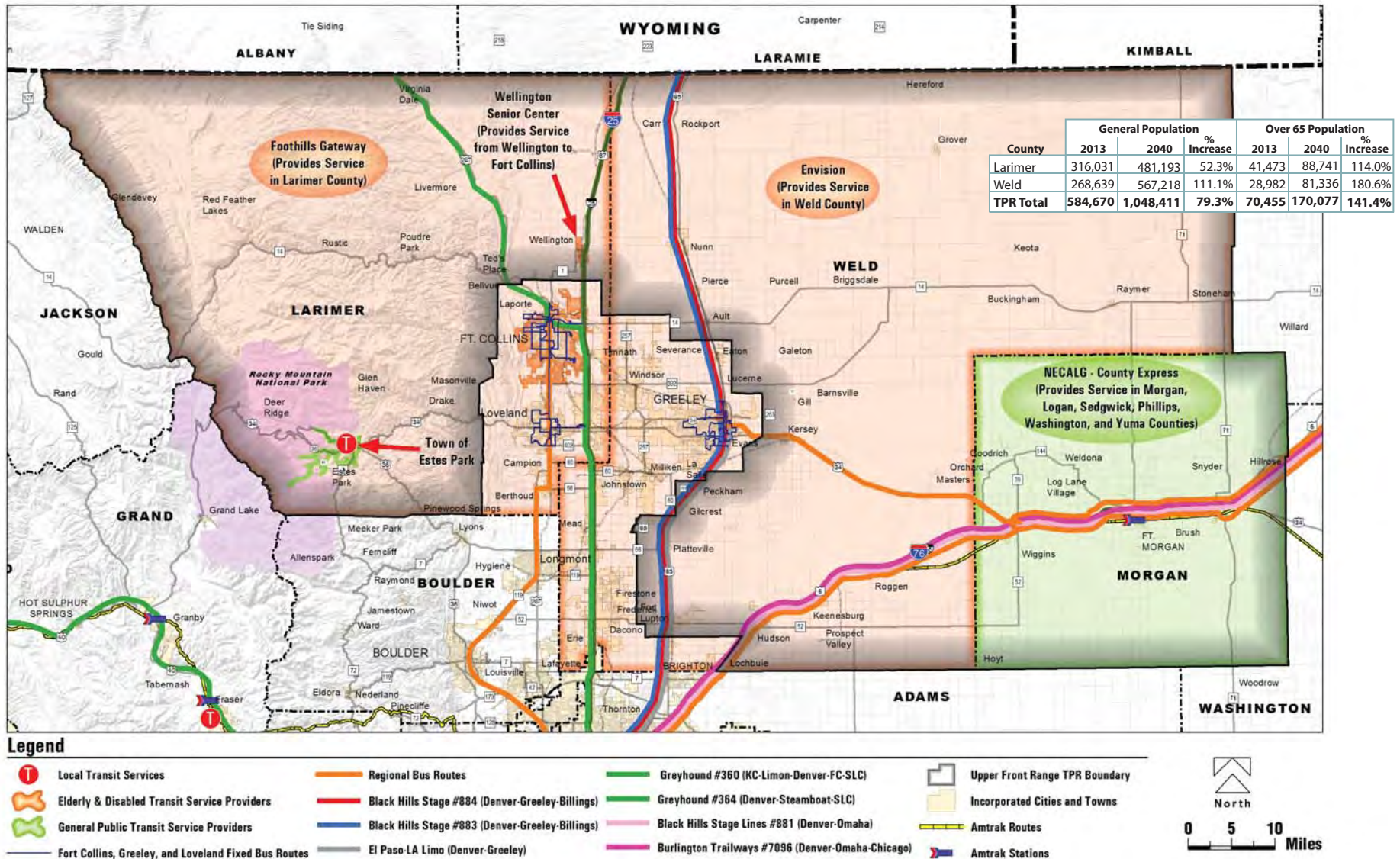


Upper Front Range

Transportation Planning Region

Existing Transit Service Providers

Transit service provider information based upon 2013 mapping.



We Want to Hear From You!

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

Name	Agency or Association	Email
BRAD CURTIS	CITY OF FORT MORGAN	bcurtis@cityoffortmorgan.com
LARRY WORTH	TRAC	LARRY.WORTH@HTRAIL.COM
Cody Dolly	CARR	Cummins05@yahoo.com
Karen Schneiders	CDOT	
MICHAEL ALEXANDER	EBEN EZER LCC	mladad@yahoo.com
David Foy	Washington County	dfoye@co.washington.co.us
Joel Hemesath	City of Greeley	Joel.Hemesath@greeleygov.com
HJ GREENWOOD	NECALG	hgreenwood@necalg.com
Jonathan Seis	Fort Morgan Times	sports@fm-times.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@fhueng.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:	<input type="text"/>
Doing Business As:	<input type="text"/>
Tax ID (FEIN):	<input type="text"/>
Vendor Number:	<input type="text"/>
Financial Software:	<input type="text"/>
DUNS Number:	<input type="text"/>
Previous Agency Name (if applicable):	<input type="text"/>

*2. Agency Type:

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

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

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

*4. Agency Description:

Statewide Transit Plan: Provider Survey

*5. Agency History:

	▲
	▼

*6. Please provide the following contact information.

Phone:	<input type="text"/>
Fax:	<input type="text"/>
Website:	<input type="text"/>

*7. Agency Associated Contact 1:

First Name:	<input type="text"/>
Last Name:	<input type="text"/>
Title/Position.:	<input type="text"/>
E-mail:	<input type="text"/>
Office Phone:	<input type="text"/>
Mobile:	<input type="text"/>

8. Agency Associated Contact 2:

First Name:	<input type="text"/>
Last Name:	<input type="text"/>
Title/Position.:	<input type="text"/>
E-mail:	<input type="text"/>
Office Phone:	<input type="text"/>
Mobile:	<input type="text"/>

9. Agency Associated Contact 3:

First Name:	<input type="text"/>
Last Name:	<input type="text"/>
Title/Position.:	<input type="text"/>
E-mail:	<input type="text"/>
Office Phone:	<input type="text"/>
Mobile:	<input type="text"/>

Statewide Transit Plan: Provider Survey

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

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

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

- ☐ Yes ☐ No

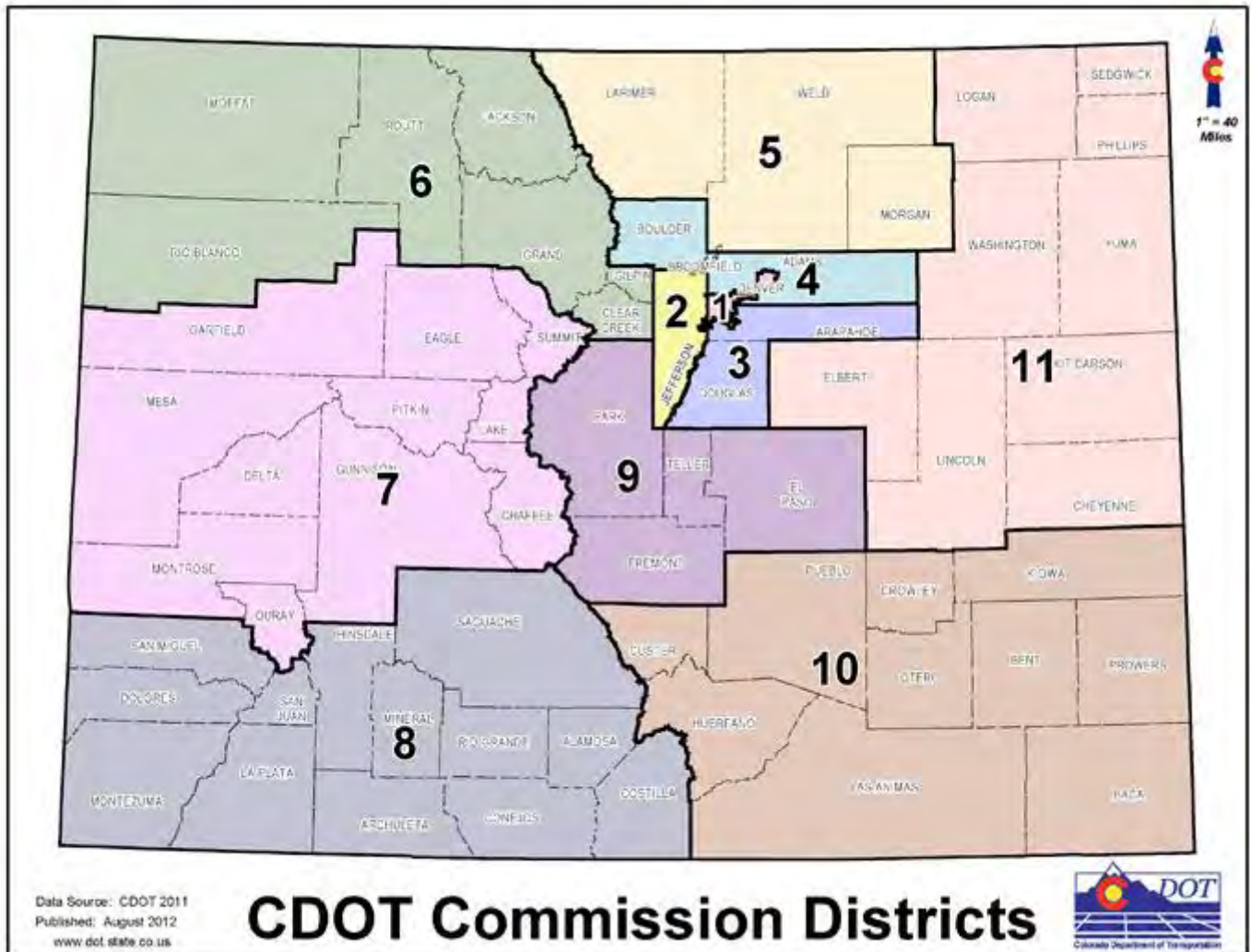
Section 1: Transit Agency Information (cont.)

***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	<input type="text"/>
Code:	
Mailing Country:	<input type="text"/>

Statewide Transit Plan: Provider Survey

Section 1: Transit Agency Information (cont.)

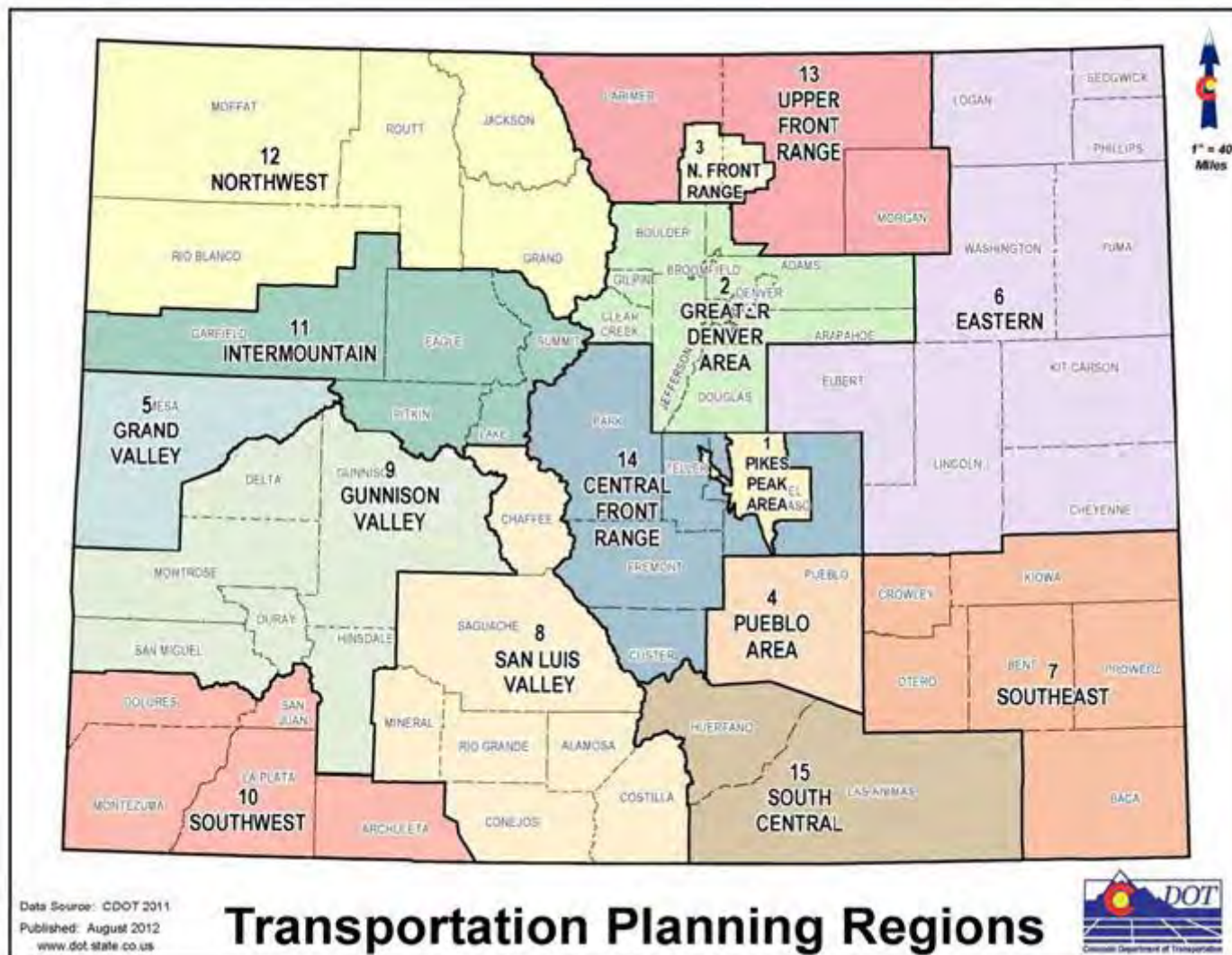


***13. Which CDOT Transportation Commission District(s) does your agency operate in?
(check all that apply)**

- ☐ 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](#).

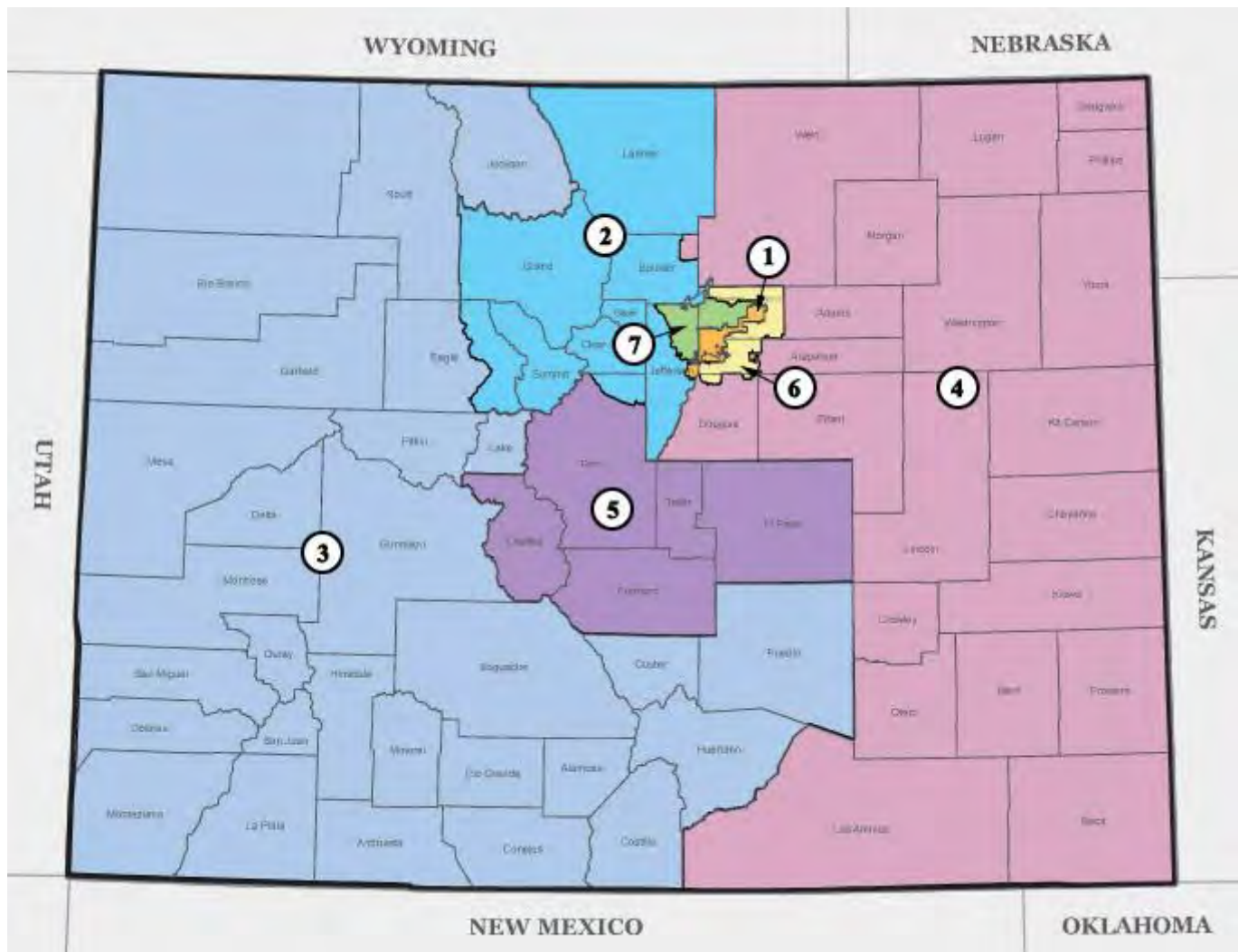
Statewide Transit Plan: Provider Survey

***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 | |

Statewide Transit Plan: Provider Survey

Section 2: Service Information

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

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

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

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

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

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

- ☐ S ☐ M ☐ T ☐ W ☐ Th ☐ F ☐ Sa

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

Weekdays between	<input type="text"/>
Saturdays between	<input type="text"/>
Sundays between	<input type="text"/>

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"/>

Statewide Transit Plan: Provider Survey

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.

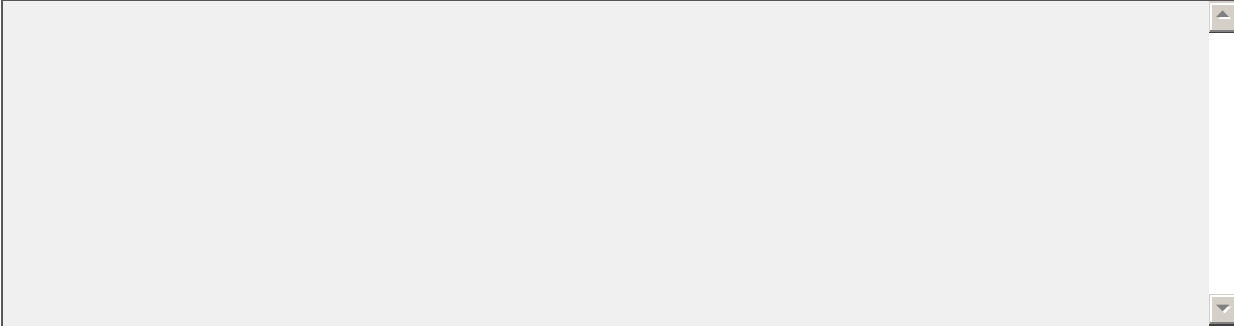
***56. What are the major transportation needs of your agency in the mid term (7 – 10 years)?**

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

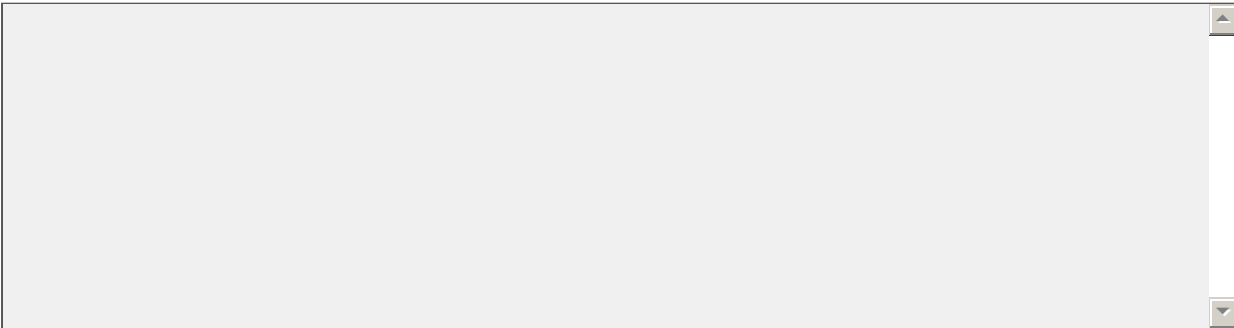
Statewide Transit Plan: Provider Survey

***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. 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

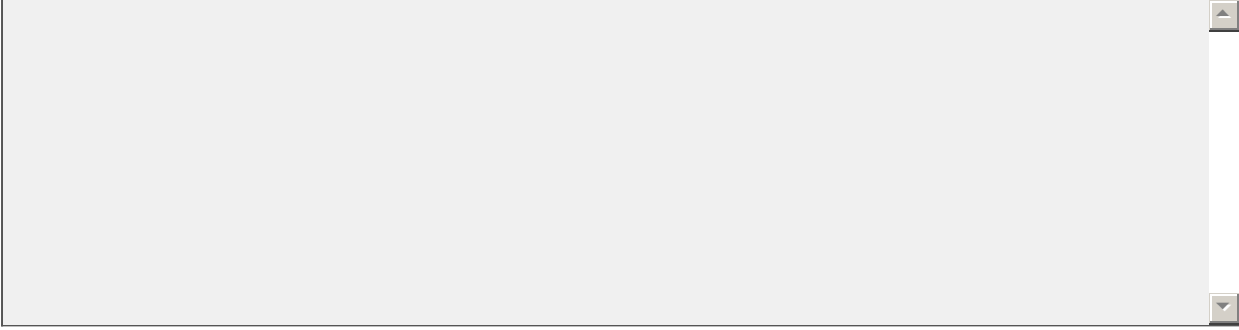
***61. Does your agency have agreements with other transportation providers in your community to:**

	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.



Statewide Transit Plan: Provider Survey

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:	<input type="text"/>
Part-Time:	<input type="text"/>
Volunteer:	<input type="text"/>

*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)

Statewide Transit Plan: Provider Survey

Section 9: Employee Information (cont.)

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

Statewide Transit Plan: Provider Survey

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

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

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

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

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

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

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

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

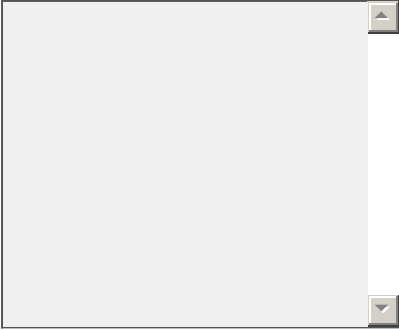
- ☐ Electronically
- ☐ By mail
- ☐ A combination of electronically and by mail

***68. Service Area:**

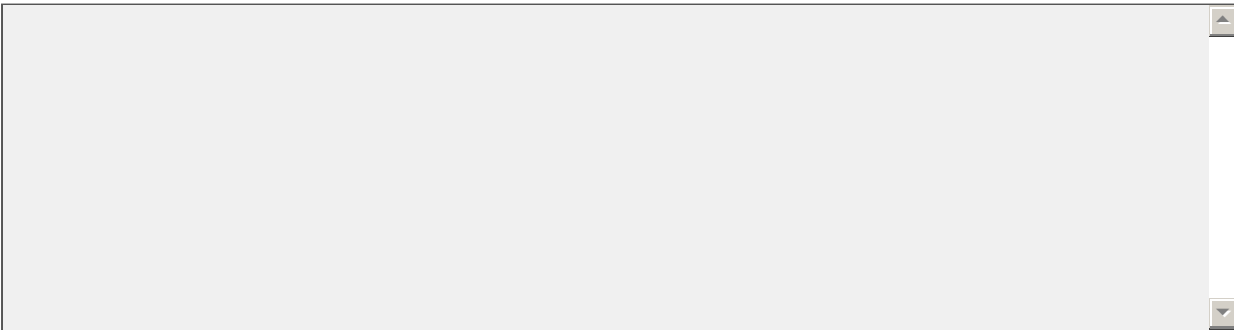
- ☐ Municipality
- ☐ Combination of County / Independent City
- ☐ Combination of Multi-Counties / Independent City

Statewide Transit Plan: Provider Survey

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

A rectangular text input area with a light gray background and a thin black border. It includes a vertical scrollbar on the right side, indicating it is a multi-line text field.

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

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D.2 - List of Provider Survey Respondents

Via Mobility Services

Wellington Senior Center

Envision Creative Support for People with Developmental Disabilities

Foothills Gateway, Inc.

Northeast Colorado Association of Local Governments

Town of Estes Park

Black Hills Stage Lines, Inc.



D.3 – Human Service Agency Questionnaire

Statewide Transit Plan: Human Service Agency Survey

Welcome!

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

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

Data you will need for this survey includes:

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

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

Thanks for your time!

Please click "Next" to start the survey.

Statewide Transit Plan: Human Service Agency Survey

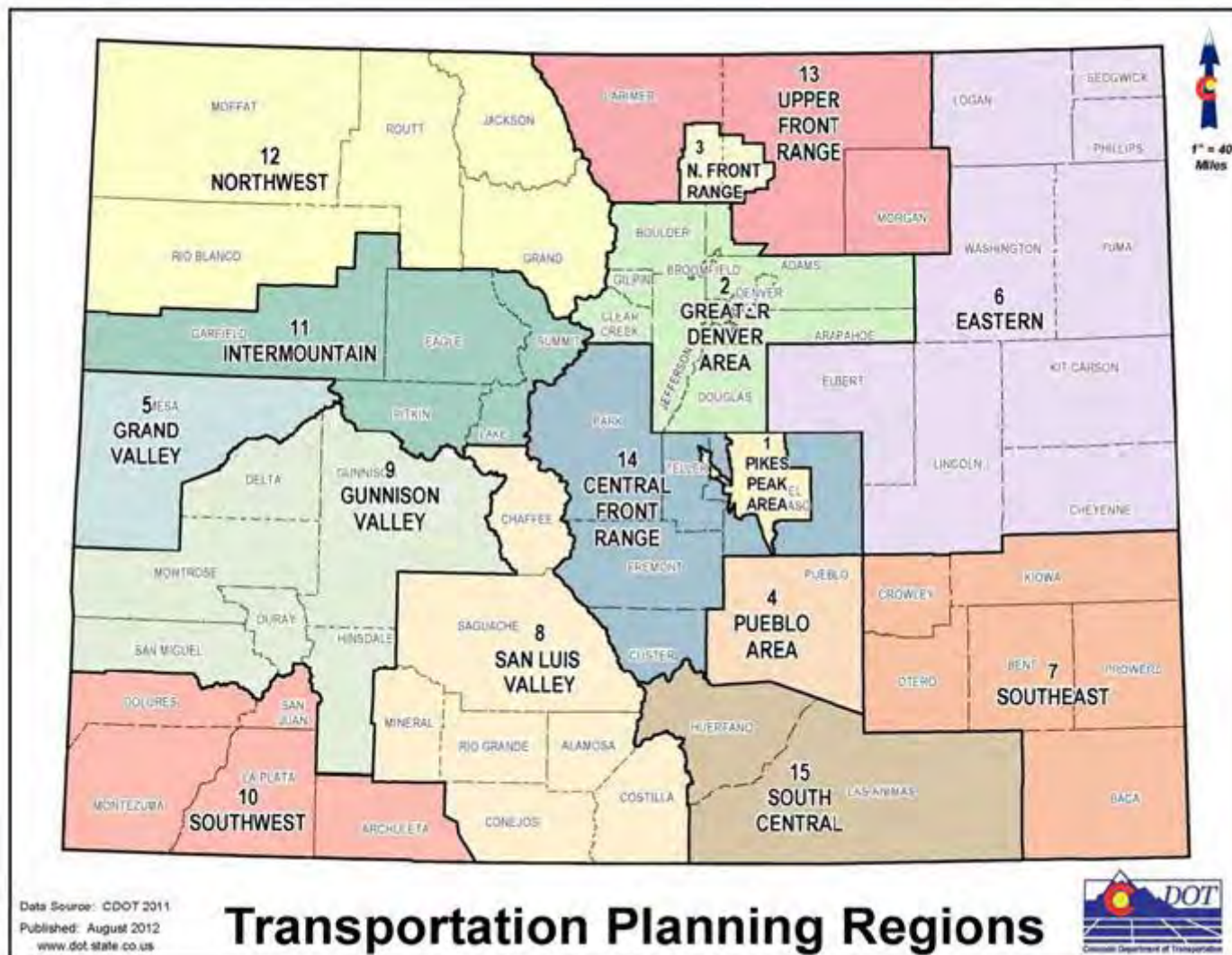
Agency Information

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

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

Statewide Transit Plan: Human Service Agency Survey

Agency Information (cont.)



Statewide Transit Plan: Human Service Agency Survey

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

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

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

Statewide Transit Plan: Human Service Agency Survey

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)

Statewide Transit Plan: Human Service Agency Survey

Medicaid Service Information

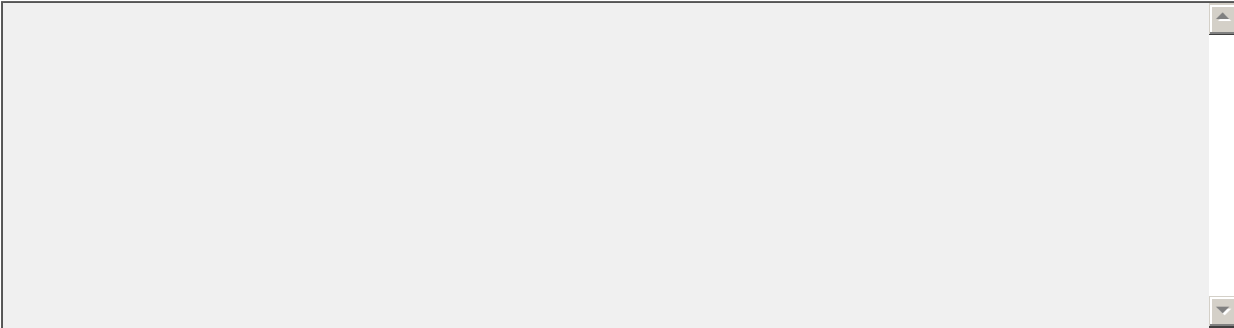
***4. You selected "Medicaid Funded Services" as a program operated by your agency. Please select the applicable Medicaid categories your agency provides. (check all that apply)**

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

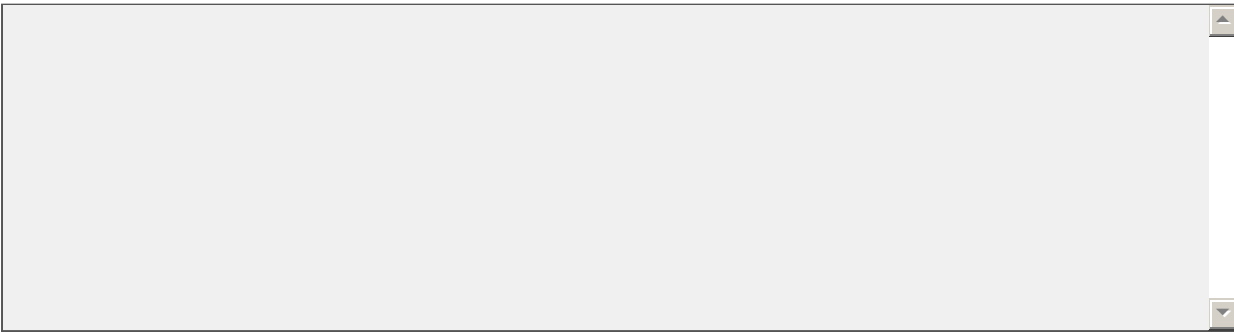
Statewide Transit Plan: Human Service Agency Survey

Service Information (cont.)

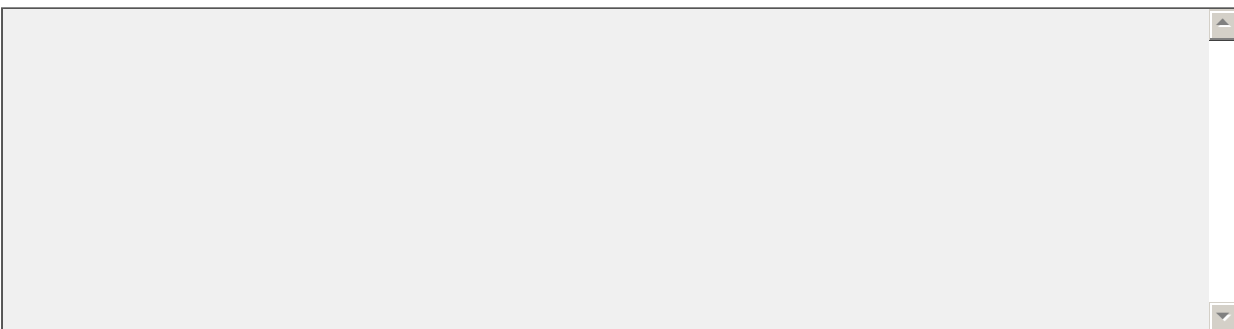
***5. Please describe the eligibility criteria for your program(s).**

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

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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.

A large, empty rectangular text area with a light gray background and a thin black border. A vertical scrollbar is visible on the right side.

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

Average number of
clients served in a
typical year

A single-line text input field with a light gray background and a thin black border.

Statewide Transit Plan: Human Service Agency Survey

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

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

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

Live where there is some public transit service available

Statewide Transit Plan: Human Service Agency Survey

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:

☐☐☐☐☐

Statewide Transit Plan: Human Service Agency Survey

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

Envision Creative Support for People with Developmental Disabilities

Sample Supports

Foothills Gateway, Inc.

Larimer County Department of Human Services

Northeast Colorado Area Agency on Aging

Northeast Colorado Association of Local Governments

Northeast Colorado Health Department



D.5 – Regional Project List



Upper Front Range Transit Projects

Agency/Source	Project Description	Cost	Time Frame	Category
Larimer County (2008)	Develop a rural service	\$650,000/yr.	Short	Access to Human Services
Larimer County (2008)	Purchase two new buses		Short	Capital - Vehicles
Berthoud Area Transit System (BATS) (2008)	Invest in new bus facility	\$400,000	Short	Capital - Facilities
BATS (2008)	Three vehicle replacements		Short	Capital - Vehicles
BATS (2008)	Purchase new vans to help support new rural service		Long	Capital- Vehicles
Town of Estes Park	Purchase a new trolley	\$43,000/used	Short	Capital - Vehicles
Town of Estes Park	Lease additional buses for more routes or shorten wait time	\$4,000/bus	Short	Capital - Vehicles
Town of Estes Park	Bikes racks for shuttles and certain stops			Capital - Facilities
Town of Estes Park	Electronic information kiosks for shuttle routes and stops		Mid	Capital - Equipment
Town of Estes Park	Information monitors on buses (with or without audio)		Mid	Capital - Equipment
Town of Estes Park	Sheltered bus stops/benches at all stops	\$6,000	Mid	Capital - Facilities
Town of Estes Park	All buses ADA equipped	\$4,500/bus	Mid	Capital - Vehicles
Town of Estes Park	More buses/shuttles		Long	Capital - Vehicles
NECALG – County Express	7 accessible buses	\$354,124	Short	Capital - Vehicles
NECALG – County Express	7 minivans	\$179,678	Short	Capital - Vehicles
NECALG – County Express	4 accessible minivans	\$213,673	Short	Capital - Vehicles
NECALG – County Express	Scheduling Software	\$30,000	Short	Capital - Equipment
NECALG – County Express	Hardware/Computers	\$6,000	Short	Capital - Equipment
NECALG – County Express	Continue to upgrade software/hardware packages for efficiency		Long	Capital - Equipment
NECALG – County Express	Maintain current vehicle inventory at 60		Mid	Capital/Maintaining Service - Vehicles
UFR Transportation Plan (2008)	Create a Coordination Council		Short	Coordination Strategies

Upper Front Range

Regional Coordinated Transit and
Human Services Plan



Transportation Planning Region

Agency/Source	Project Description	Cost	Time Frame	Category
UFR Transportation Plan (2008)	Vehicle sharing for regional service to urban areas for medical and employment trips until new service is started		Long	Coordination Strategies
UFR Transportation Plan (2008)	Develop contract service between human service providers		Short	Coordination Strategies
Town of Estes Park	Coordinate routes with other services to Front Range communities		Long	Coordination Strategies
Town of Estes Park	Expand service through October 15 th	\$150,000	Short	System Expansion
Town of Estes Park	More service days/buses to include weekends in fall/winter/spring service and special events	\$200,000	Mid	System Expansion
Town of Estes Park	More service days to include year-round service		Long	System Expansion
Town of Estes Park	Develop Shuttle mobile tracking application			Miscellaneous
NECALG – County Express	Continue to grow ridership as funding will allow		Mid	Miscellaneous
NECALG – County Express	Increase ridership by 3% each year		Long	Miscellaneous



APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND ADULTS WITH DISABILITIES – UPPER FRONT RANGE REPORT

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

Transportation Planning Region: Upper Front Range Area

Survey Results

June 2014



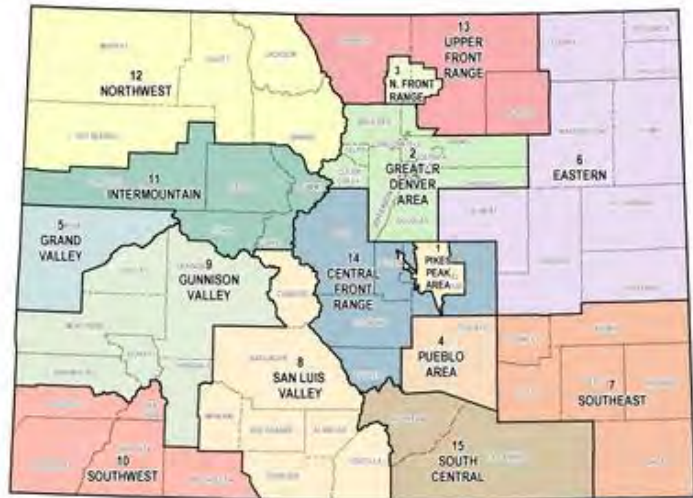
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Survey Background

About the Upper Front Range Area Transportation Planning Region

The Upper Front Range Area Transportation Planning Region is located in the north central part of the state, and includes all of Morgan County and portions of Larimer and Weld Counties outside the Fort Collins, Greeley and Loveland metropolitan areas. According to the 2010 Census, the total population of this region was 215,131. There were 28,042 adults age 65 and older residing in this region, and 11,851 adults with disabilities age 18 to 64. This region accounts for 4.9% 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 Upper Front Range TPR, 77 respondents completed an agency-distributed hard copy survey, 26 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 9% 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

- **Four in 10 older adults and adults with disabilities from the Upper Front Range TPR reported having difficulty finding transportation for trips they wanted or needed to make.**

Those who reported having trouble finding transportation were asked how many times in the last month, if at all, they had been unable to get somewhere as a result. About half had been unable to make one or more trips in the last month, representing 20% of all Upper Front Range TPR respondents. These residents most often reported having trouble finding transportation for medical appointments and shopping/pharmacy trips.

- **Many older adults and adults with disabilities reported driving themselves in a personal vehicle; however, about 4 in 10 would be willing to use public transportation or paratransit instead.**

Three-quarters of Upper Front Range respondents reported driving themselves at least once a week, while half relied on family, friends, aides or volunteers for at least some of their trips; one-quarter of respondents relied on others for over half their trips.

While less than 10% reported using public transportation or paratransit at least once in a typical month, about 4 in 10 respondents who drove themselves said they would be very or somewhat likely to use public transportation or paratransit as an alternative to driving. Conversely, about 6 out of 10 respondents who drove would not consider using public transportation or paratransit.

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

About 6 in 10 respondents in the Upper Front Range area felt that the lack of public transportation service where they lived or where they wanted to go was a major problem, and another 10% felt this was a minor problem. Approximately 4 in 10 survey participants cited a lack of needed service times as a major problem, and nearly as many said that the distance from the bus stop or light rail station being too far to walk represented a major problem for them.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. As with public transportation services, the largest obstacles were a lack of service and limited service hours, considered major problems by 49% and 35% of Upper Front Range respondents, respectively.

- **Respondents identified providing lower fares for seniors and disabled riders as the issue of greatest importance in creating a statewide transit plan.**

Overall, most of the transportation issues included on the survey were deemed somewhat or very important by a majority of respondents from the Upper Front Range. Seven in 10 felt that providing lower fares was very important, while two-thirds prioritized supporting the development of easily accessible and understandable transportation information and referral services. Nearly as many placed high importance on supporting veterans' transportation issues and providing more transportation services in their community. Less important to Upper Front Range residents was expanding hours of operation for transportation services, although 4 in 10 still rated this as very important.

Responses to Survey Questions

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

Question 1										
In a typical month, about how often, if ever, do you use the following forms of transportation?	Never		4 or fewer times a month		1 to 2 times a week		3 or more times a week		Total	
Drive myself in a personal vehicle	17%	N=28	7%	N=11	13%	N=21	64%	N=106	100%	N=165
Get a ride in a personal vehicle from a family member or someone who lives in my household	42%	N=68	30%	N=48	15%	N=24	13%	N=21	100%	N=161
Get a ride in a personal vehicle from family, friends or neighbors	44%	N=70	40%	N=63	10%	N=16	6%	N=10	100%	N=159
Driven by a paid driver or personal assistant	92%	N=146	4%	N=6	2%	N=3	3%	N=4	100%	N=159
Get a ride from a volunteer driver	91%	N=142	6%	N=9	1%	N=2	2%	N=3	100%	N=156
Take a taxi at the full price fare	97%	N=151	1%	N=2	0%	N=0	1%	N=2	100%	N=155
Take a taxi at a subsidized or discounted fare	98%	N=154	1%	N=2	0%	N=0	1%	N=1	100%	N=157
Walk	56%	N=88	17%	N=27	16%	N=25	11%	N=17	100%	N=157
Bicycle	85%	N=133	9%	N=14	5%	N=8	1%	N=2	100%	N=157
Use transportation provided by my faith community or church	96%	N=150	3%	N=5	1%	N=2	0%	N=0	100%	N=157
Use a senior center or community center shuttle	93%	N=144	6%	N=9	1%	N=2	0%	N=0	100%	N=155
Use shuttle/transportation provided by the housing facility or complex where I live	99%	N=156	1%	N=1	0%	N=0	0%	N=0	100%	N=157
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	92%	N=146	6%	N=9	1%	N=2	1%	N=2	100%	N=159
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.)	93%	N=147	5%	N=8	0%	N=0	2%	N=3	100%	N=158
Use a private or non-profit transportation service or program	93%	N=146	2%	N=3	3%	N=4	2%	N=3	100%	N=156

Question 2

About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?	Percent	Number
None of my trips	51%	N=87
Less than half my trips	24%	N=41
About half my trips	5%	N=8
More than half my trips	7%	N=11
All of my trips	13%	N=22
Total	100%	N=170

Question 3

If you drive yourself, what time of day do you most often drive?	Percent	Number
I don't drive	15%	N=26
Mornings	67%	N=113
Afternoons	17%	N=28
Evenings and nights	1%	N=2
Total	100%	N=168

Question 4

For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?	Percent	Number
Very likely	12%	N=17
Somewhat likely	26%	N=36
Not at all likely	62%	N=86
Total	100%	N=139

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

Question 5

Do you ever have trouble finding transportation for trips you want or need to make?	Percent	Number
No, never	59%	N=95
Rarely	19%	N=31
Sometimes	13%	N=20
A lot of times	9%	N=15
Total	100%	N=162

Question 6

For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Work	20%	N=12
Visiting family or friends	17%	N=10
Volunteering	7%	N=4
Medical appointment	51%	N=30
Community event	20%	N=12
Religious service	20%	N=12
Recreation	25%	N=15
School	5%	N=3
Shopping/pharmacy trips	47%	N=28
Other, please specify	20%	N=12

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

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

Question 7

What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)	Percent	Number
Weekdays 6am to 10am	41%	N=20
Weekdays 10am to 4pm	61%	N=30
Weekdays 4pm to 7pm	49%	N=24
Weekdays 7pm to midnight	31%	N=15
Weekdays Midnight to 6am	16%	N=8
Saturday day time	43%	N=21
Saturday night time	31%	N=15
Sunday day time	37%	N=18
Sunday night time	27%	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.

Question 8

How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?	Percent	Number
Never	50%	N=32
Once or twice	30%	N=19
3 to 6 times	9%	N=6
7 times or more	11%	N=7
Total	100%	N=65

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	58%	N=85	10%	N=14	33%	N=48	100%	N=147
Service does not operate during the times I need	41%	N=51	20%	N=25	39%	N=49	100%	N=125
Information about fares, schedules and routes is difficult to find	31%	N=37	17%	N=21	52%	N=63	100%	N=121
Information about fares, schedules and routes is difficult to read	26%	N=30	15%	N=17	59%	N=68	100%	N=115
I cannot understand the information about fares, schedules and routes	26%	N=30	10%	N=12	64%	N=74	100%	N=116
Information about fares, schedules and routes is not in my first (non-English) language	7%	N=8	3%	N=3	90%	N=98	100%	N=109
I am unclear about how to use public transportation	18%	N=20	12%	N=13	71%	N=80	100%	N=114
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	25%	N=29	11%	N=12	64%	N=75	100%	N=116
Buses or light rail trains lack clear announcements or visual displays about the next stops	15%	N=16	10%	N=11	75%	N=80	100%	N=107
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	31%	N=34	10%	N=11	59%	N=66	100%	N=111
I have health reasons that prevent me from being able to use fixed route public transportation	19%	N=21	9%	N=10	72%	N=81	100%	N=112
I have difficulty boarding and exiting buses or light rail trains	20%	N=22	11%	N=12	68%	N=75	100%	N=109
Distance from bus stop or light rail station is too far for me to walk	37%	N=43	12%	N=14	50%	N=58	100%	N=115
I am unable to get a seat	11%	N=12	11%	N=11	78%	N=82	100%	N=105
I do not feel safe while waiting for the bus or light rail train	19%	N=20	15%	N=16	66%	N=71	100%	N=107
I do not feel safe while riding the bus or light rail train	15%	N=16	14%	N=15	71%	N=77	100%	N=108
Fares are too expensive	25%	N=27	14%	N=15	62%	N=68	100%	N=110
Travel time to my destinations is too long	22%	N=23	20%	N=21	58%	N=61	100%	N=105
Bus stops and stations are poorly maintained	17%	N=18	11%	N=11	72%	N=76	100%	N=105
Service is not reliable	22%	N=24	10%	N=11	68%	N=74	100%	N=109
I do not understand how to make a transfer	13%	N=13	15%	N=16	72%	N=76	100%	N=105

Question 10

Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service. Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?

	Major problem		Minor problem		Not a problem		Total	
Service is not provided where I live or where I want to go	49%	N=65	11%	N=14	40%	N=53	100%	N=132
Services does not operate during the times I need	35%	N=36	16%	N=17	49%	N=52	100%	N=105
Information about how to use the service and costs is difficult to find	26%	N=26	17%	N=17	58%	N=59	100%	N=102
Information about how to use the service and the costs is difficult to read	20%	N=19	9%	N=9	71%	N=70	100%	N=98
Information about how to use the service and the costs is not in my first (non-English) language	5%	N=5	4%	N=4	90%	N=84	100%	N=93
I cannot understand the information on how to use the service and the costs	15%	N=15	11%	N=11	74%	N=73	100%	N=99
I am unclear about how to start using it	23%	N=23	9%	N=9	68%	N=70	100%	N=102

Question 11

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

	Percent	Number
Through my place of residence	46%	N=70
Friends or family	14%	N=21
Printed materials	42%	N=63
Telephone	12%	N=18
Other, please specify	11%	N=16
Through the place where I work or volunteer	7%	N=11
Electronic (websites, email, social media, smart phone)	30%	N=45
In-person assistance	10%	N=15
Presentations at church, community centers, etc.	12%	N=18

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

Question 12

CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?	Very important		Somewhat important		Not at all important		Total	
Supporting the development of easily accessible and understandable transportation information and referral services	66%	N=95	20%	N=29	14%	N=20	100%	N=144
Supporting veterans' transportation issues	64%	N=89	23%	N=32	13%	N=18	100%	N=139
Supporting volunteer and faith-based transportation services	47%	N=62	34%	N=45	19%	N=26	100%	N=133
Increasing the availability of wheelchair-accessible taxi cabs	45%	N=58	33%	N=43	22%	N=29	100%	N=130
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	51%	N=68	29%	N=39	20%	N=26	100%	N=133
Providing more transportation services in my community	64%	N=89	24%	N=33	13%	N=18	100%	N=140
Providing more transportation services to regional destinations	60%	N=84	24%	N=33	16%	N=23	100%	N=140
Expanding hours that transportation services are offered	42%	N=56	39%	N=51	19%	N=25	100%	N=131
Expanding or adding routes in my community	59%	N=79	28%	N=37	13%	N=17	100%	N=132
Providing lower fares for seniors and disabled riders	70%	N=96	20%	N=28	9%	N=13	100%	N=137

Question 15

Please indicate if you have difficulty with any of these activities? (Please select all that apply.)	Percent	Number
Climbing stairs	44%	N=67
Talking	4%	N=6
Lifting or carrying a package or bag	31%	N=48
Understanding written directions	13%	N=19
Understanding spoken directions	7%	N=10
Seeing	7%	N=11
Hearing	14%	N=22
Walking 1/4 mile	37%	N=56
None	35%	N=54

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

Question 16

Do you use any of the following to get around? (Please select all that apply.)	Percent	Number
None	70%	N=104
Guide or service dog	1%	N=1
White cane	2%	N=3
Cane or walker	25%	N=37
Power wheelchair or scooter	3%	N=4
Manual wheelchair	4%	N=6

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

Question 17		
Which best describes the building you live in?	Percent	Number
Single family home or mobile home	81%	N=137
Townhouse, condominium, duplex or apartment	11%	N=19
Age-restricted senior living residence	3%	N=5
Assisted living residence	0%	N=0
Nursing home	0%	N=0
Other	5%	N=8
Total	100%	N=170

Question 19		
What is your race/ethnicity?	Percent	Number
American Indian or Alaskan Native	4%	N=6
Asian or Pacific Islander	1%	N=1
Black, African American	1%	N=1
Hispanic/Spanish/Latino	7%	N=11
White/Caucasian	92%	N=148
Other	2%	N=4

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

Question 20		
In which category is your age?	Percent	Number
18 - 44 years	9%	N=14
45 - 54 years	5%	N=8
55 - 64 years	14%	N=22
65 - 74 years	30%	N=49
75 - 84 years	31%	N=50
85 - 94 years	10%	N=16
95 years or older	2%	N=3
Total	100%	N=163

Question 21		
What is your gender?	Percent	Number
Female	62%	N=100
Male	38%	N=62
Total	100%	N=163

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.”

- Friend pick up
- I still drive
- my electric chair
- None to mead
- Own a segway
- Personal car
- Shuttle to airport
- Via Mobility Service

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

- All
- Bad weather, icy streets
- Church takes me
- Don't have trouble
- Ft. Hills workshop
- I don't have trouble finding transportation
- Jititzue class in windsor
- No problem
- none
- None fortunately
- out of town
- Visiting other towns-shopping

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

- All 3-does not really apply to me.
- Cheryl rides d.a.r. o 2 other foothills gateway bus sheltered workshop
- Don't use public transportation, not where i live
- I do not use public trans.
- I do not use public transportation as i driver everywhere i need to go
- larimer county bus system is poor. no transportation provided to Laporte, Colorado. I can not work for pay because of this issue.
- Live in the country
- Lochbie has no public transportation of any kind. Brighton will not cross county lines to provide transportation.

- More available- live in morgan county rural co.
- my chair and I weigh too much for the lifts on our bus system
- Public transit not available in severance co. Sometimes listed as 1 because does not exist.
- This does not apply to me yet.
- This person is delayed other clients would need point a to b stops they couldn't navigate multiple stops. Would need driver assistance if they used the service
- waiting at stations is unsafe for me
- We don't have public transportation

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

- 3-does not apply to me.
- Available by phone call \$20-30 a trip
- Developmentally challenged cant be alone in community
- Mother takes care of
- my chair and I are too heavy for the lifts and it is too expensive to use with any regularity
- No info for mead co area
- Not available
- Not available
- Not available
- Paratransit not available in severance, co
- The only time I've tried to use this method the schedule has been preempted by students using the Call and Ride to get home from school.
- This does not apply to me
- We do not have this service in our area

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

- Can't use due to disability so it wouldn't be needed
- internet
- Lives with mother
- Local library
- Senior center
- Senior center
- Unable to read due to vision issues
- Would not use

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?

- Access a ride people are so wonderful.
- Can't get to medical services, can't get to denver or metro area.
- Cost
- Don't use
- Don't use
- Fortunatly have not needed-public transportation

- Good
- Have not been able to always make medical appts. And have to reschedule because no public or paratransit available in my community. Cant get to grocery store when i want. I am stuck at home.
- Have our transportation.
- Haven't had a problem with senior transportation as i don't drive
- Havent needed or used public transit. I understand the bus to transport to dr. Office or use is \$10-20, i do not know what is available in my area. If my car is in the shop, i stay home
- Hrs are not conducive to my schedule. Smaller community needs a call-a-ride.
- I am not needing this at this time
- I do not use any public transportation service. I drive my own vehicle. As of now canon city transportation is very lmted. I am 79 and someday maybe soon i would need to use such transportation. The golden age shuttle does well with the service they can offer. The taxi service is very expensive it is unreasonable.
- I don't have any problem with transportation.
- I drive my own vehicle so this isnt a problem, though it might be nice to have ride to airport.
- I drive my segway or family takes me
- I drive to greeley to meet the "super shuttle" to the airport
- i found it to be completely confusing, and took way too long.
- I have been unable to access public transportation at all, because of weight restrictions on the lifts. Our city has a few of the buses that do not require lifts, but there is no way of knowing which routes on which days they will be in use. I use my electric chair to go the three blocks to the grocery store and a dollar store. Other than that, I go nowhere unless my daughter can take me because I have a minivan with folding aluminum ramps to load my electric chair, but the ramps are heavy and awkward to use and it is very hard to learn to guide my chair up the ramps and into the car. I basically am home bound.
- I have been very pleased with the services provided in Longmont by Call 'n Ride and Via and impressed by the cooperation between the r
- I have had a positive experience with Via Transportation.
- I have other clients that could use this service but its not provided in wellington col.
- I just don't go places
- I live in unincorporated boulder county where bus transport for myself is not an option. For my senior parents, options are extremely limited and those that are available are difficult to schedule and have limited services.
- I was cancelled by Access a Ride and I am now carpooling with co-workers. I am very lucky and very thankful.
- It has been hard for me to get to places i need to go because i am blind and don't know how to ride the bus.
- living between Longmont and Firestone...there is no bus service available, and I live in a community of 400 homes.
- Money
- My community has no service
- Need to have service from eaton, co. To dia
- No rtd
- No transportation in mead, co. I have to dirve to longmont in snow and rain it is difficult impact oing places i just don't go.
- Public transportation is limited to certain areas only and only goes so far out no more rural areas.

- Right now i have no problems as i have my own vehicle and am able to drive every place i need to go. And i am out nearly every day going some where.
- Rural area hard to find after my surgery
- Sundays d.a.r. does not run. Cheryl uses d.a.r. to go for her adaptive recreation at the senior center, foothills gateway picks her for work.
- The operation in my shoulder was meussary before shoulder than i did before and have to be able to drive to different places., like dr's appointments or somewhere.
- The route I usually use stops runing at 6:00 P.M. and do not runs on the weekend. If I want a go to church on Sunday I just can't do it.
- There are "county express" services in our county but they will not come to sayder
- They pick me up when i need them, they come early
- They pick me up when i need them, they come on time or early.
- Transit to work on regional RTD is convenient and reliable. Within Longmont it's terrible. I was a faithful bus rider when living in Boulder but it's just not possible to do that in Longmont. The closest bus stop is a 20 minute walk and the bus only runs hourly. If I miss it Imight as well just walk downtown. Also, bus service between Longmont and Denver ends so early on Saturday evening that I can't use the bus to get to entertainment opportunities n Denver. The bus does not travel between Longmont and Denver on Sundays. I'd have to go through Boulder!
- Transport from hospital to home
- Very good if downtown denver non existant in longmont let alone rural longmont.
- We have no service
- Will just stay home, though disappointed

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?

- Add a route to wellington co. We have not bus, no dial a ride programs ect. However it needs to be financially affordable, we do not get taxi service but it is outragously expensive!
- Bad
- Does not run on sun. Bus stops too far way in erie. Web site whould calculate fares.
- Don't have any
- Don't know!
- I am still able to drive but am sure if not able to many different problems would apply
- I do feel we need some kind of transportation for those who are not able to drive and get around for doctor appointments and other places they need to go to.
- I live in Longmont, C.O. the service here is patetic. The buses run every hour and there is not service on weekends, I have health issues and walking one and a half mile on Sunday to take a Regional bus to Boulder or just to downtown Longmont is nuts. I will appreciate if you do something about it.
- I live in the country with the urban moving in... and near the boulder-weld county juncture. Not sure what the answer is.
- I still drive my car anywhere i want to go. But some day i might find a need for other ways to go.
- If a transit system could be developed to where a shuttle could take people from my town (severance) to the edge of timmath/fort collins, e.g. wal-mart on harmony) and or windsor where people could shop or access other transit to carry you from there maybe once or twice a week.

- It is difficult to access wheelchair transportation in Longmont because there are so few servers. Weekends and holidays are impossible. I live in the land of no transportation between Longmont and Firestone. There are many seniors in the community where I live that would use the buses if they were available.
- It would be nice to not fight over seats they should have handicapped specific seats
- Lochbuie has never had public transportation. It is needed because many people especially seniors have no way of getting places unless a friend or a member of the family takes them.
- Longer times transportation is available and lower fare.
- Need more transportation especially on Saturdays and evenings
- Need more transportation especially on Saturdays and evenings
- No program for small towns and communities
- No RTD
- No services in the rural areas
- Not available in winter. Transportation is good during tourist times mostly summer
- Nothing
- Nothing
- Nothing
- Nothing!
- Our daughter is disabled has had problems with public transportation, too expensive for her and unreliable.
- Please help us understand when transit comes to bus stops and build more shelters for us to keep safe in bad weather.
- Possibly D.A.R. for Sunday so people may go to church
- Safety - less harassment from some passengers. Find new routes that are closer
- See above
- Set up pick ups at senior centers.
- The routes from my home to work take two hours. Waiting in stations late at night is too dangerous.
- There are older and disabled adults in Snyder but the only transportation available to them is provided by friends and family
- This community needs access to transportation for elderly for disabled. Apt. Etc. Small community mostly rely on family and friends
- This survey should be age-related. My age (86) differs from a teenager or thirty-something.
- Transportation for seniors and the disabled is very poor in Larimer County outside of the city of Fort Collins. I am blind and would like to work and live in Laporte, Colorado near my family. I do not drive and am isolated from activities due to poor transportation access.
- We are in rural Colorado.
- We could use the old Greyhound if it was still active here.
- We don't have any transportation services
- We have none
- We need transportation in Mead or a pick up location in town. We have many seniors in our town but the town has no transportation for us
- We should have a bus back again

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

- Apartment
- Farm house
- Host home
- Mother
- Single family home

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.”

- I live in the country, nothing is available.
- Skiing!

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

- None i drive
- Shopping out of town

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

- Actually live in rural area
- Do not use public transportation
- Do not use public transportation
- Does not apply because there is no public trans.
- I do not use public transportation.
- I don't use public transportation
- I have no problem, yet.
- I live in country. 8 miles from small town.
- I live in th country and on a dirt road. Probably won't be public transportation in my lifetime, they cant even get the road paved.
- I live in the country
- I live in the country so i have no possible access to public transportation and don't feel there will ever be access to it.
- I live in the country where there is no public transportation
- I live over 10 miles from public transit. I will need county-wide paratransit.
- No bus service
- No public transportation in my town
- Not available, expense
- Public trans. For me is just a tax burden.
- Public transportation is not available in bellvue, so if i drive to ft. Collins why take a bus if i am already in the car?
- The first barrier negated all subsequent barriers.
- There is just not transportation to use in our area.
- We live in a rural area 30 miles from ft. Collins, co. There is no public transportation serving our area.

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

- Again, i live in the country so have no desire or access
- Do not use
- Drive myself
- Have not had to access

- I cannot see
- More tax burdens, thanks
- No services
- Not available, expense
- See question 9
- We drive just fine so far!

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

- Do not want
- Don’t need any
- Newspaper
- No interest
- No preference.
- No transportation where i live
- Not available here.

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?

- Bad! I pay taxes for others who don’t.
- Don’t know of any, keep highways in good shape
- Don’t use it.
- Drove to wagon wheel park and ride to take bus downtown at 9am. During weekday and could not find a place to park. Drove to town and parked in lot on 19th st.
- Expensive.
- Fort collins is very bike pedestrian friendly, mason corridor, maxx is unnecessary for our community, wasted tax money
- Good
- Have not had to have anyone other than my spouse or myself with transportation
- Have not used public transportation 50 yrs.
- Haven't used public transportation
- I am unable to use this system due to poor eye sight.
- I can still drive
- I depend on my husband to drive. I don’t think we have any public transportation.
- I do not use public transportation. It is not convenient in small community
- I have my own car, transportation is not a problem
- I stay home.
- I still drive but i have many friends stranded in rural areas of the community pressured to relocate, leaving acreages to make doctors visits.
- If public transportation is not available i have to drive personal vehicle.
- Missed appointments or cancellation.
- Never use transportation services, nothing available in the rural area where i live
- Never used it.
- No experience
- No experience with accessing transportation because i drive my own vehicle.

- No services
- No services are available in my rural area.
- None available.
- Not being able to get into vehical.
- Service not available.
- So far i have been able to get where i need and want by myself. Family and friends however in fort. Morgan we have limited services to go to other cities.
- So far we have had no need for public transportation if we getto the point where we need it we will move closer to fort collins
- There is no public transportation available for most elderly in rural areas
- There is not adequate public transportation, routes in our area.
- We have a senior bus available in town, but i have never used it because i drive my own car
- We live out from major populated areas and shopping apportunities. If bus transportation were to come near our home,i would occasionally use it. At present that is not a need in our lives.

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?

- All of our tax money goes to urban transportation and those of us who live in rural areas are ignored.
- Bath rooms that are for handicap, but really are not. Because you can't get door open. They need auto doors.
- Better screening at dlhb
- County road pot holes
- Don't ask me because i would drop the whole mess. It just makes for dependent people who think they have rights to my labor.
- Get the light rail on the north side of colo. It was promised.
- I am not disabled nor retired so i take care of all of my transportation needs. I live in a rural part of colorado so we don't have much for public trans. I do feel we as a society need to carefor our disabled and elderly but at this time in my life, i do not have much understanding of those needs.
- I depend on others to get this information to me.
- I-25 volumes between ft. Collins and berthoud has far exceeded the ability for i-25 having only 2 lanes in each direction. Need to have more buses or light rail, will help this, we need 3 lanes or more in each direction.
- If people in this rural area cannot drive, they are totally dependent on family, friends or church volunteer drivers.
- I'm not familiar enough with mass transit to make a qualified analysis. I think mass transit is good for those who can use it.
- In rural areas of larimer county, outside of ft. Collins. No transportation available. Sheduling, pricing, wheel chair accessibility etc. Are lesser issues.
- N/a since, have not had to access other transportation
- Not available in my community even to go to the closest city
- See above.
- Service not available.
- The northeast area of the county, unity maple hill is growing and needs access to public transportation routes, buses.

- The transportation in this area, county express is not reliable, i am a case manager for long term elderly care and my clients have no faith in this transportation
- We have no public transportation
- We have no public transportation. Senior get to a point where they can't drive anymore or shouldn't and need to get to town. Also into surrounding towns for shopping ect.
- We live away from longmont 2 miles from i-25
- We live in eaton. No transportation to medical or hospital if husband is unable to drive.
- We need more for out of town trips
- We, my husband and i, would like for the 3rd lane of i-25 to be extended from longmont to ft. Collins. It took us 3 1/2 hrs. To get to denver a few weeks ago. Hard to time for dr. Appts. When it can be anywhere from 1 1/2 to 4 hrs. To get there from here.

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

There were no “other” responses to this question.

Survey Instrument

A copy of the questionnaire appears on the following pages.



¡Queremos oír de usted!

Taking care to get you there

Dear Colorado Resident:

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

(To learn more, you can visit the website:

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

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

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

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

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

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

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

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

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

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

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

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

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

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



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

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Taking care to get you there

Dear Colorado Resident:

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

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Colorado Department of Transportation Survey

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

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

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

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

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

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

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

- ☐ Very likely
- ☐ Somewhat likely
- ☐ Not at all likely

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- ☐ Climbing stairs
- ☐ Talking
- ☐ Lifting or carrying a package or bag
- ☐ Understanding written directions
- ☐ Understanding spoken directions
- ☐ Seeing
- ☐ Hearing
- ☐ Walking $\frac{1}{4}$ 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