



The Eastern Local Transit & Human Service Transportation Coordination Plan

**Cheyenne County
Elbert County
Kit Carson County
Lincoln County
Logan County
Morgan County
Phillips County
Sedgwick County
Washington County
Yuma County**



The Eastern Local Transit & Human Service Transportation Coordination Plan

Prepared for:

Eastern Transportation Planning Region

and

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Introduction

PLAN PURPOSE

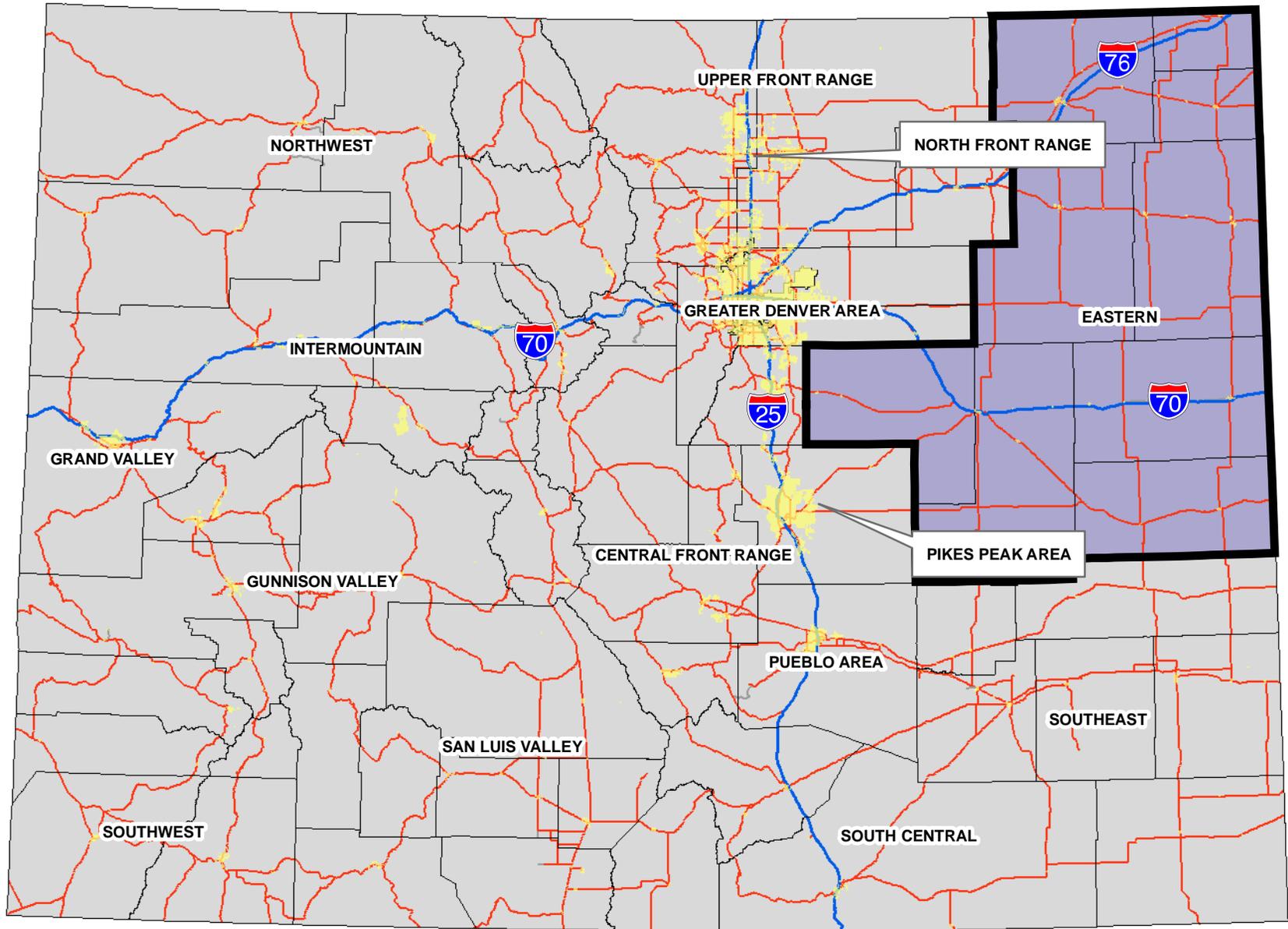
This Transit and Human Services Transportation Coordination Plan will serve as the planning document for the included providers which will meet all Federal Transit Administration (FTA) and Colorado Department of Transportation (CDOT) requirements and guidelines for funding eligibility. This Local Plan will be incorporated into the 2035 Regional Transportation Plan and will serve as the planning document for this local area. CDOT will use this Plan in evaluation and approving grant applications for capital and operating funds from the FTA, as well as other available funds. The Eastern Regional Planning Commission (RPC) will use the summary information provided for the 2035 Plan for allocating available funds and project prioritization.

This Plan specifically focuses on the local area of the Eastern Region which includes Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Morgan, Phillips, Sedgwick, and Washington Counties and those services provided to the area's residents. Figure I-1 illustrates the area of concern. The basis for these local plans is described in the next sections which discusses new federal and state requirements which dictate that a locally developed human services transportation coordinated plan be derived. This plan is in response to those requirements.

Federal and State Requirements

On August 10, 2005 President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), providing \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs—a 46 percent increase over transit funding guaranteed in the Transportation Efficiency Act for the 21st Century (TEA-21).

Figure I-1 Location of Eastern TPR



SAFETEA-LU builds on many of the strengths of rural transit's favorable treatment in TEA-21 and the Intermodal Surface Transportation Efficiency Act (ISTEA) (the two preceding highway and transit authorizations). Some of the desirable aspects of the rural transit program are brought into other elements of federal transit investment, and an increased share of the total federal transit program will be invested in rural areas under this new legislation.

SAFETEA-LU requires that projects selected for funding under Section 5310, JARC, and New Freedom programs be "derived from a locally developed, coordinated public transit-human services transportation plan" and that the plan be "developed through a process that includes representation of public, private, and nonprofit transportation and human services providers." The following section briefly outlines those funding sources requiring this local plan.

FTA Section 5310 Capital for Elderly and Disabled Transportation Funding Program

The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. Funds may be used only for capital expenses or purchase-of-service agreements. States receive these funds on a formula basis.

FTA Section 5316 Job Access and Reverse Commute Funding Program

This program, funded through SAFETEA-LU, has an emphasis on using funds to provide transportation in rural areas currently having little or no transit service. The list of eligible applicants includes states, metropolitan planning organizations, counties, and public transit agencies, among others. A 50 percent non-Department of Transportation match is required; however, other federal funds may be used as part of the match. FTA gives a high priority to applications that address the transportation needs of areas that are unserved or underserved by public transportation.

FTA Section 5317 New Freedoms Funding Program

This program is a new element of the SAFETEA-LU authorization with the purpose of encouraging services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). To encourage coordination with other federal programs that may provide transportation funding, New Freedoms grants will have flexible matching share requirements.

LOCAL SERVICE AREA

This Human Services Transportation Coordination Plan is a locally developed plan with the assistance of LSC. The local service area is specific to those areas where coordination of services makes the most realistic sense. The service area was developed based upon geographic and current service areas of providers. It should be mentioned that while Morgan County is not geographically part of the Eastern TPR, it is included in this service planning area for this local plan.



Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the need for transit services in the Eastern Region based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter was used throughout the study process. LSC outlined these methodologies in a memorandum to Colorado Department of Transportation (CDOT). For more specifics on these methodologies, please refer to that document. Two methods are used to estimate the maximum transit trip need in the Eastern TPR area:

- Mobility Gap
- Rural Transit Demand Methodology (TCRP)

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The Forum meetings, the coordination meetings, and the transit provider information received helped identify the qualitative needs for this process.

Mobility Gap Methodology

This mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households to 1.93 for age 65 or older households. By using these data, the percent of mobility gap filled is calculated and presented in Table II-1.

The annual transit need for the Eastern TPR, using the Mobility Gap Methodology is approximately **1,097,000** annual trips. This should be seen as an upper bound of the need and not reflective of the actual demand for a particular level of service.

Table II-1 Transit Need for General Public in the Eastern Region								
County	Total Households						Total Daily Need	Total Annual Need
	HH 15-64 No Veh	Mobility Gap	Transit Need	HH 65+ No Veh	Mobility Gap	Transit Need		
Cheyenne	16	1.42	23	28	1.93	54	77	28,072
Elbert	90	1.42	128	32	1.93	62	190	69,308
Kit Carson	119	1.42	169	84	1.93	162	332	121,071
Lincoln	53	1.42	75	38	1.93	73	149	54,338
Logan	232	1.42	330	195	1.93	377	707	258,088
Morgan	329	1.42	468	241	1.93	466	934	340,914
Phillips	50	1.42	71	43	1.93	83	154	56,310
Sedgwick	22	1.42	31	30	1.93	58	89	32,598
Washington	34	1.42	48	25	1.93	48	97	35,298
Yuma	112	1.42	159	61	1.93	118	277	101,201
TOTAL Eastern Region							3,006	1,097,198
<i>Census 2000, NPTS 2001, LSC, 2006.</i>								



Rural Transit Demand Methodology

The Rural Transit Demand Method was developed by SG Associates, Inc. and LSC through the Transit Cooperative Research Program (TCRP) Project B-3: Rural Transit Demand Estimation Techniques. The TCRP Methodology is based on permanent population. Thus, the methodology provides a good look at transit demand for the Eastern TPR. Knowing this information, the LSC Team presents the transit demand for 2006 and for 2035, based on population projections from the Colorado Department of Local Affairs. This method uses a two-factor approach to estimate the need and demand, given a level of service.

The method includes the following two factors:

- “Program demand” which is generated by transit ridership to and from specific social service programs, and
- “Non-program demand” generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth. Examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Needs

Applying this feasible maximum service density to the permanent population of the Eastern TPR yields the 2006 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations. The 2006 potential demand for the Eastern TPR is as follows:

- Elderly transit need is 129,510 annual trips;
- Disabled need is 15,800 annual trips; and
- General public need is 56,750 annual trips.

Total non-program total transit demand for 2006 is 202,060 annual trips.

This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

- Total non-program demand for 2035 is estimated to be 383,340 one-way, annual passenger-trips for the Eastern TPR.

Details on the transit demand estimates for 2006 and 2035, using the TCRP methodology, are provided in Appendix A. This includes maps of elderly, disabled, and low-income persons in the region.

Program Trip Needs

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

The program demand data for the Eastern TPR was estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered work, nursing homes, and Senior Nutrition.

Using the participant numbers for each program, the existing program trip demand is approximately 770,349 annual trips.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total current transit need for the Eastern TPR, using the TCRP Methodology, is approximately **973,000** annual trips.

Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current need are summarized below. It should be noted that these techniques give a picture of the needs and estimations in the region.

Table II-2 provides a summary of Eastern TPR transit need using the Mobility Gap and the TCRP Model. Transit need using these methods estimates an approximate **need** of:

- A total annual need of approximately **1,885,000** annual one-way passenger-trips was estimated for the Eastern TPR.

This was calculated by adding the annual trips from the mobility gap methodology and the program trips and the mobility-limited population trips from the TCRP methodology, to calculate the total annual need based on the *permanent* population.

Table II-2 Summary of Need Estimation Techniques for the Eastern Planning Area	
Methodology	Estimated Annual Need
Mobility Gap	1,098,000
Rural Need Assessment	973,000
Estimated Annual Need	1,885,000
<i>Annual Trips Provided</i>	181,000
Need Met (%)	10%
Unmet Need (%)	90%
<i>Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999</i> <i>Source: LSC, 2006.</i>	

Based upon information from the local transit providers, approximately 181,000 annual trips are being provided. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Nearly **90 percent** of the need is not being met. This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC’s past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

NEEDS IDENTIFIED BY AGENCIES AND THE PUBLIC

This section addresses the qualitative needs of this area based on information we received through the forums and transportation providers.

Public Forums

Information from the Regional Transportation Forum, held in Akron, discussed very little in the form of public transportation. The following bullet points stress those issues which were brought forth during this open public forum:

- In the short term, the focus of filling the service gaps was centered on keeping service at its current levels.

- The second focus gleaned from the Forum was that local transit options for the general public be investigated in those areas appropriate for such service.
- Regional service (to Denver, Colorado Springs, Fort Collins) was not as much an issue as was elderly and disabled service.
- The highest percentage of the audience (34 percent) felt that existing service is adequate at providing for the needs.

Coordination Meetings

On November 2, 2006, the first coordination meeting among providers and human service agencies was held in Akron, Colorado. This meeting was held to identify services, gaps, and coordination strategies which would be appropriate. The following highlights the needs and gaps identified by those representatives:

- Regional service is a need, but may be a lower priority.
- Employment transportation is a growing need, including some type of commuter service.
- Need to coordinate funding sources.
- Need more operating funds.
- Difficulty in finding qualified drivers.
- The purchase of vehicles and services would help to fill gaps.

Agencies' Fleet and Facility Needs

Through the provider survey and coordination meeting, the following types of capital needs were identified by the local agencies:

- NECALG indicated a need to replace six vehicles in 2006 and six in 2007. Replacement needs are to replace small vans every two years. After 2007, the need will be to replace five vehicles per year. Two additional vehicles are needed in Fort Morgan-Brush and Fort Morgan-Sterling service. In total, approximately 20 vehicles are needed in the next six years. There is a possibility that County Express will need a new maintenance facility.
- The Lincoln-Kit Carson RSVP service indicated a need of four vans immediately and five over a 10-year period.

- Centennial Mental Health Center indicated that they need six more vehicles; however, if a regional service is developed, they could then only use four vehicles.
- The Department of Human Services indicated a need of two replacement vehicles.
- The Phillips County Department of Social Services indicated a need for seven vehicles.
- The Northeast Colorado Area Agency on Aging indicated they need five vehicles immediately.
- ECCOG indicated a need to replace Outback Express vehicles on a cycle of one to two vehicles annually. Over a six-year period, they need seven to eight vehicles. Two vehicles are needed to serve Limon and Burlington prisons.
- The Kit Carson County Human Services Department indicated a need for four vehicles over a 10-year period and 12 more for Lincoln, Cheyenne, and Elbert Counties.
- The East Central Colorado Area Council on Aging indicated a need for eight vehicles immediately and funds to operate the system.
- The Town of Limon, through Outback Express, indicated a need for vehicle replacement in 2009.
- The City of Burlington, through Outback Express, indicated they needed to replace one vehicle in six years and one for expanded services.

Service Needs

Through the provider survey and coordination meeting, agencies indicated service needs such as the following:

- The Northeast Colorado Area Agency on Aging indicated they need operating funds to operate and maintain services.
- Additional fixed routes are needed throughout the County Express service area.
- ECCOG indicated a need to extend service to weekends and weeknights.
- A needed vanpool operation to Burlington.

Transit Needs Assessment

- Service increases in Limon and Burlington for prison employees.
- The greatest opportunity for coordination is non-emergency medical transportation of clients to the dialysis center in Sterling. A non-emergency medical transportation advisory committee has been created to define gaps in service and identify potential solutions to the identified barriers.
- Expanded service hours and days in Burlington.
- Expanded service on weekends and after hours for Dynamic Dimensions, Inc.
- Expand service to five days per week in Limon and expanded hours.
- Additional weekend trips in Morgan County are needed.



Inventory of Existing Service

EXISTING PROVIDERS

This section reviews the existing transportation providers within the local planning area of the four counties. Currently, there are four main providers within the area, although there are several “providers” who may provide a limited amount of additional service.

TRANSPORTATION INVENTORY

There are few transportation providers operating within the Eastern TPR, but they provide myriad services in the area. The general public providers are Outback Express and County Express. The following section provides information on each of the agencies within the area. Additional elderly and disabled providers operate within the rural portions of each of the four counties. Figure III-1 illustrates the service area of the existing providers.

Existing Providers

Following is a list of existing transit providers in Cheyenne, Elbert, Kit Carson and Lincoln Counties. Included are public, private, and nonprofit providers.

- East Central Council of Local Governments Public Transit Services
 - Outback Express
 - City of Burlington
 - Town of Limon
 - Dynamic Dimensions, Inc.
- Retired and Senior Volunteer Program (RSVP)
- Residential Elderly Providers
 - Cheyenne Manor Nursing Care Center
 - Grace Manor Care Center

Inventory of Existing Service

- Prairie View Care Center
- Early Childhood Programs
 - Limon Child Development Center
- Intercity Providers
 - Dashabout Shuttle

East Central Council of Local Governments (ECCOG)

The East Central Council of Local Governments (ECCOG) is a voluntary association of county and municipal governments in Cheyenne, Elbert, Kit Carson, and Lincoln Counties. A multipurpose organization, ECCOG promotes economic development, is the designated area agency on aging for this planning and service area, provides regional technical assistance to local governments, and coordinates a regional public transit system known as the Outback Express.

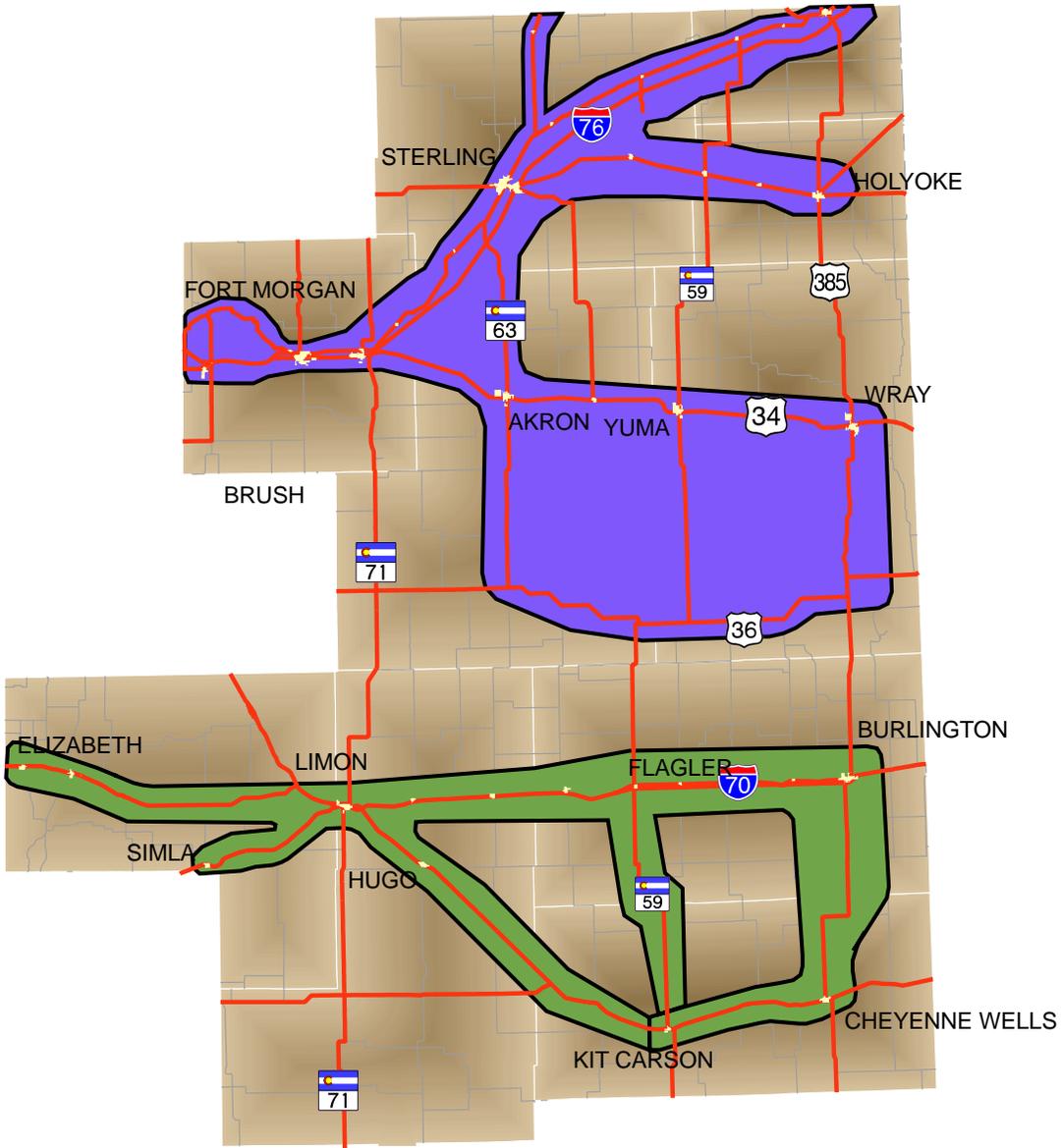
The coordinated public transit system known as Outback Express includes several transit operations. The primary service, Outback Express, is operated under the direct control of ECCOG. Other localized services offered include service in the City of Burlington, Town of Limon, and Dynamic Dimensions, Inc. in Burlington. Memoranda of Understanding establish the relationship between these local transit service providers.

The Outback Express applies to FTA Sections 5310 and 5311 programs for assistance in securing administrative, operating, and capital funding for these local services. CDOT-Transit Unit awards and administers these funding programs.

The management of these ECCOG services is the responsibility of the Outback Express Senior and Transit Services Director and Assistant Director. A 12-member Transit Advisory Committee provides oversight. Local governments, often the owners of vehicles in addition to those secured with FTA funding, are members as well as the agencies utilizing the services. Other groups that participate in directing the policy decisions of the transit operations include area seniors, persons with disabilities, and system drivers. The Colorado Department of Transportation Transit Unit is also represented on this advisory committee.



Figure III-1 Eastern TPR



	East Central COG
	NECALG



Outback Express Service Areas

The Outback Express is a scheduled demand-responsive system offering service to older adults, persons with disabilities, and the general public in the sparsely-populated but large geographic area including Cheyenne, Elbert, Kit Carson, and Lincoln Counties. All vehicles are white with blue stripes and are clearly marked with ECCOG's regional logo and the words "Public Transportation." This makes the vehicles more visible in the communities and increases the public's awareness of public transportation.

The Outback Express strives to make all segments of the population aware of the service. A monthly news release for the Region's newspapers is prepared, giving public information about the schedules, the drivers, training programs, planning efforts, etc. in an effort to make the transit system more familiar. The ECCOG utilizes a bi-fold brochure advertising the transit services and their availability to the general public. The web site (<http://outbackexpress.tripod.com>) is promoted throughout the region. Schedules are published monthly in the region's weekly newspapers, and the transit calendar is distributed monthly to area housing authorities, town halls, Departments of Human Services, public health services, and other provider agencies likely to refer the general public to the available services.

In order to provide the most responsive service as economically as possible, vans and wheelchair-accessible minibuses are based out of 11 of the region's communities. In addition to providing transportation to local nutrition meal sites, transit is provided for essential shopping, errands, medical appointments, courthouse, post office, etc. Much of the activity for these vehicles is interregional, traveling long distances for medical and other necessary appointments. All of the trips scheduled outside the respective communities require a five-passenger minimum. Exceptions may be made in the instance of a necessary medical appointment. Reservations are made directly with the local drivers. They can also be made by calling the toll-free number at the main ECCOG office in Stratton as well as an after-normal-business-hours answering machine. Inquiries received on the answering machine get a response as soon as possible the next business day.

A fare system for out-of-community trips has been established, based on 5½ cents per mile. The fare is charged (round-trip) from the pick-up location to the destination and the return trip. However, one-way trips are accommodated if possible. Discounted fares, subsidized by Older Americans Act Title III funds through the East Central Area Agency on Aging, are offered to persons over the age of 60. At this point, all Medicaid payments in this area are being directed to reimbursing private vehicle mileage for transportation, and the Outback Express does not receive any revenue from this funding source. A fare of \$1.00 has been established for all 'around town' trips within each community.

Cheyenne County

Three vehicles are based in Cheyenne County. Two vehicles are based in Cheyenne Wells and one in Kit Carson. One of the Cheyenne Wells vehicles was funded entirely by the local senior center. A minivan provides services within the community of Cheyenne Wells every Monday, Wednesday, and Friday. A minibus with wheelchair access provides services within the community of Kit Carson every Monday and Friday. The bus also provides service to Cheyenne Wells once a month for medical, shopping, and personal business to the courthouse. A wheelchair-accessible vehicle based in Cheyenne Wells is used three times per month to provide trips to Colorado Springs, Lamar, and Burlington.

Elbert County

Two vehicles are based in Elbert County. One is based in Simla and one in Kiowa. The Simla-based vehicle makes two scheduled trips per month to Colorado Springs. The Good Samaritan Nursing Home uses the Simla vehicle once per month for outings. The Kiowa-based vehicle makes three monthly trips—one to Denver and two to Colorado Springs.

Kit Carson County

County Four vehicles are based in Burlington, Stratton, Seibert, and Flagler to serve Kit Carson County. The Burlington vehicle provides two scheduled trips per month—one to Colorado Springs and one to Denver. The Stratton-based vehicle also makes a monthly trip to Denver and Colorado Springs, and provides trips to a local meal site on Monday and Wednesday. The Seibert-based vehicle provides service to the nutrition site in Seibert from Vona and Seibert twice per week, as well as three scheduled trips monthly to Burlington, Limon, and Goodland, Kansas. The final vehicle, based in Flagler, provides two monthly trips to Burlington and Goodland, Kansas. Meal site, courthouse, shopping, post office, and other errand transportation within the community is provided two days a week.

Lincoln County

Lincoln County has two vehicles—one based in Arriba and one based in Hugo. The Arriba-based vehicle makes three scheduled trips monthly—two to Hugo and one to Limon. The Hugo-based vehicle makes a monthly scheduled trip to Denver or Colorado Springs. Six days a month, it provides service to three long-term care facilities—the Lincoln Community Nursing Home, the Bee Hive Assisted Living Home, and the Prairie View Care Center.

In addition to the scheduled service, these vehicles are available for community-centered or educational trips such as attending Senior Days at the Capitol or the Eastern Plains Senior Speak-Out. These trips, as well as charter trips for recreation purposes, are restricted by availability

Inventory of Existing Service

of a vehicle and a driver. For charter trips, groups of passengers must assume responsibility for paying all expenses, including driver salaries, fuel, and a per-mile fee.

City of Burlington

With equipment provided under the umbrella of ECCOG's Outback Express organization, this city service is available on a request basis to individuals who ordinarily would not be able to get around the City of Burlington. One vehicle is assigned to this service, and the fare is \$0.25 per trip. The vehicle operates within a six-mile radius of the city limits.

Service operates from 8:00 a.m. to 5:00 p.m., Monday to Friday, with a 24-hour advance reservation required.

Town of Limon

Using a vehicle provided by the Outback Express organization, the Town of Limon provides limited scheduled demand-responsive service twice per week. Hours are from 11:00 a.m. to 2:00 p.m. Payment of a \$1.00 fare allows the rider to make all stops necessary at the grocery store, pharmacy, clinic, bank, post office, etc.

Dynamic Dimensions, Inc.

Operating primarily in the Burlington area, this service is limited to agency clients with developmental disabilities. The primary service is focused on two group residential facilities and their associated programs. Transportation is provided between these homes and a sheltered workshop or job sites. Other clients who live in the vicinity of Burlington are also served. Service operates from 8:00 a.m. to 4:00 p.m., Monday to Friday. There is no fare or donation requested. A significant service gap exists on weekends and after 4:00 p.m. This is particularly difficult for persons needing to get to the workplace

Current Operating Costs and Revenues

The agency's total operating cost and revenue information is provided in Table III-1. As shown, total operating costs are approximately \$248,000 million annually for FY2005. Revenues are provided through a variety of sources. The agency receives the majority of funding through FTA 5310, FTA 5311, Title III, fares, and general funds.

Table III-1	
Outback Express Operating Cost and Revenues (2005)	
Line Item	Amount
Operating Labor	\$142,000
Administration	\$47,197
Material and Supplies	\$28,500
Utilities	\$3,700
Insurance/Licenses/Taxes	\$18,000
Maintenance	\$6,400
Other	\$2,500
Total Operating Admin Cost	\$248,297
Capital Costs	
Vehicles	\$49,000
Equipment	
Total Capital Outlay	\$49,000
Sources of Revenue	Amount
Fares	\$5,400
FTA 5311	\$100,000
General Funds	\$130,000
Older Americans	\$12,800
Other Revenue Sources	\$5,300
Total Revenue	\$253,500
<i>Source: ECCOG, 2006.</i>	

Fleet and Facility Information

This agency has 19 vehicles in the fleet, with passenger seating ranging from 5 to 13 seats. The fleet consists of both a primary and secondary/spare fleet. The existing vehicle fleet information is provided in Table III-2. The vehicles are stored at the various service locations. The majority of the fleet is comprised of minibuses and vans.

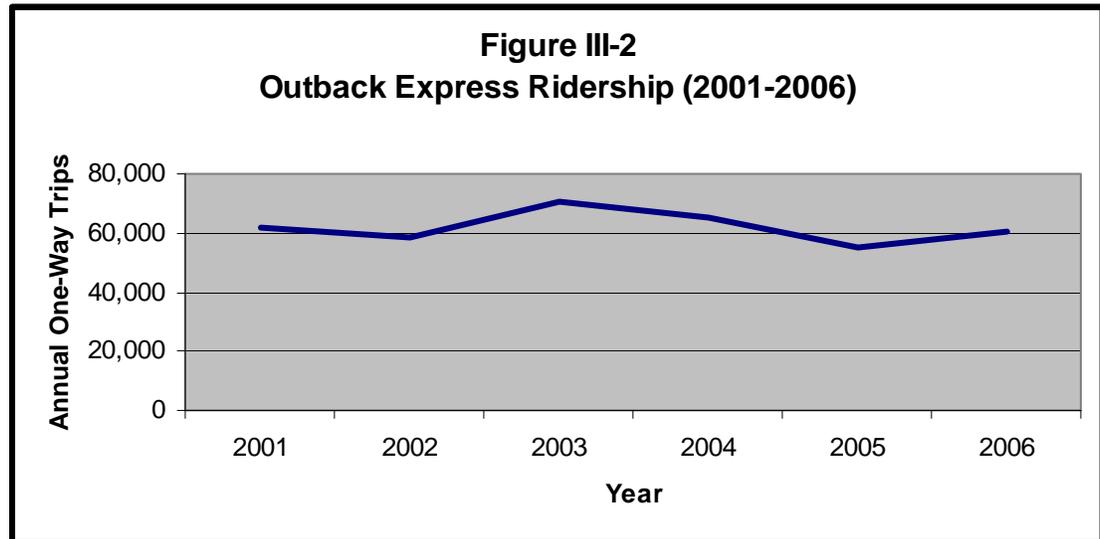
**Table III-2
Outback Express Vehicle Fleet**

Make	Location	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
Primary Vehicle Fleet						
Ford/Goshen minibus (CC-CW)	Cheyenne County, Cheyenne Wells-based	12	1998	2013	2	Good
Ford Sen Sup minibus (CC-KC)	Cheyenne County, Cheyenne Wells-based	12	2003	2014	2	Excellent
Ford minibus (EC-Kiowa)	Elbert County, Kiowa-based	13	1995	2007	1	Fair
Ford minibus (EC-Simla)	Elbert County, Simla-based	13	1999	2009	1	Fair
Ford/Supreme minibus (KCC-Burl)	KCC, Burlington-based	13	2005	2015	1	Excellent
Ford/Thomas minibus (Burl, City)	City of Burlington	13	2001	2010	1	Fair
Ford/Supreme (KCC-Stratton)	Kit Carson County, Stratton-based	13	2005	2015	1	Excellent
Ford Sen Sup minibus (LC)	Lincoln County, Arriba/Genoa-based	12	2003	2012	2	Excellent
Ford/Goshen minibus (Linc Cty, Hugo)	Lincoln County, Hugo-based	13	2002	2011	1	Excellent
Ford/Goshen minibus (Limon, Town)	Town of Limon	12	1997	2009	1	Good
Ford minibus (KCC-Flagler)	Kit Carson County, Flagler-based	13	2000	2010	1	Good
GMC minivan (DDI)	Dynamic Dimensions, Inc	7	1998	2007		Fair
Secondary Vehicle Fleet						
Ford Aerostar minivan (C.W.)	Cheyenne Wells-based	7	1996	n/a		Good
Ford Goshen minibus (KCC-Seibert)	Kit Carson County, Seibert-based	13	1996	n/a	1	Fair
GMC van (KCC-backup)	Kit Carson County backup	12	1987	n/a		Fair
Ford Standard van (DDI)	Dynamic Dimensions, Inc.	7	2000	n/a		Excellent
Ford Standard van (DDI)	Dynamic Dimensions, Inc.	7	2000	n/a		Excellent
GMC minivan (DDI)	Dynamic Dimensions, Inc.	7	1998	n/a		Good
GMC Std W/C van (DDI)	Dynamic Dimensions, Inc.	5	1995	n/a	1	Good

Source: ECCOG, 2006.

Ridership

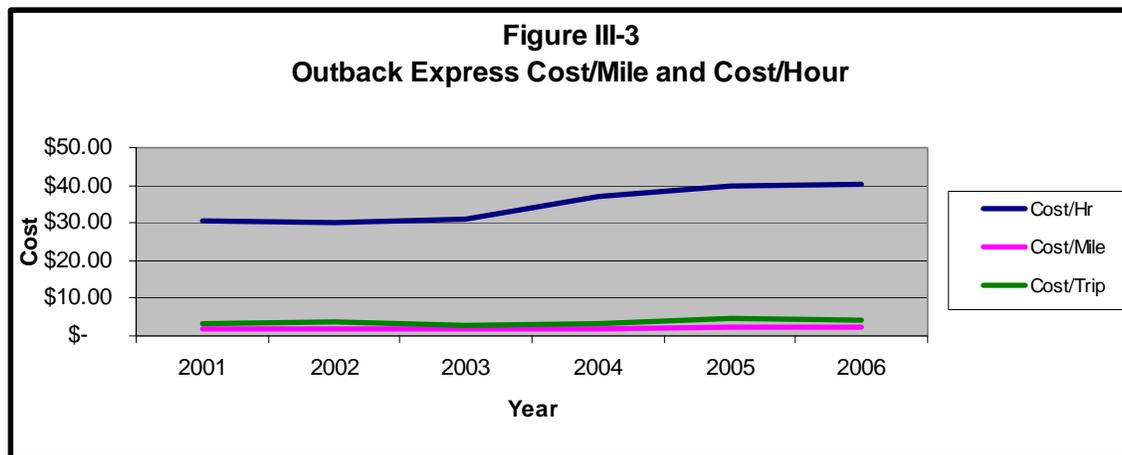
Ridership was provided for the last five years with estimates for 2006. Ridership has stayed relatively constant, with annual one-way trips of between 55,000 and 70,000. Figure III-2 illustrates the ridership trends since 2001.



Performance Measures

The following performance measures were calculated for ECCOG's 2006 estimated costs and ridership information. Figure III-3 illustrates the performance measure trends from FY 2001.

- Annual Cost: \$259,000
- Cost per hour: \$40.37
- Cost per passenger-trip: \$4.29
- Cost per mile: \$2.17
- Passenger-trips per hour: 9.4
- Passenger-trips per mile: 0.51



Northeastern Colorado Association of Local Governments

The Northeastern Colorado Association of Local Governments (NECALG) is a voluntary association of county and municipal governments primarily serving Logan, Morgan, Philips, Sedgwick, Washington, and Yuma Counties.

NECALG operates County Express—a demand-responsive, curb-to-curb, public transportation for residents in a 9,600-square-mile service area—providing travel to jobs, health and medical services, social functions and services, and recreational and educational functions. Non-emergency medical transportation is provided to Greeley, Fort Collins, Denver, and other medical facilities along Colorado’s Front Range.

NECALG also operates Prairie Express—route-deviation service in the City of Sterling—Monday through Friday within the Sterling area. Buses operate on a scheduled fixed route, but are able to deviate from the route to accommodate demand-response trips.

Current Operating Costs and Revenues

The agency operating cost and revenue information is provided in Table III-3. As shown, total operating costs for 2006 are estimated at approximately \$1.2 million. Revenues are provided through a variety of sources. The agency receives FTA Sections 5309, 5310, 5311, JARC, Title IIIB funds, in-kind donations, local grants, contracts, and other sources.

Table III-3	
County Express Operating Cost and Revenues (2006)	
Line Item	Amount
Operating Labor	\$526,486
Administration	\$243,295
Material and Supplies	\$143,133
Utilities	\$6,100
Insurance/Licenses/Taxes	\$71,300
Service Contracts	\$80,200
Consulting/Marketing/Advertising	\$26,300
Other	\$33,000
Miscellaneous	\$8,500
Total Operating Admin Cost	\$1,138,314
Capital Costs	
Vehicles	\$189,500
Equipment	\$4,000
Total Capital Outlay	\$193,500
Sources of Revenue	Amount
Donations	\$50,000
Fares	\$108,000
FTA 5309	\$34,000
FTA 5310	\$81,000
FTA 5311	\$231,000
FTA 5313	\$7,600
JARC	\$25,000
TANF	\$56,000
Grants	\$30,730
General Funds	\$232,000
Developmental Service Contract	\$9,000
Head Start Contract	\$10,000
Medicaid	\$153,000
Older Americans	\$32,000
Other Contracts	\$140,000
Other Revenue Sources	\$63,000
Total Revenues	\$1,262,330
<i>Source: NECALG, 2006.</i>	

Fleet and Facility Information

The agency currently has a fleet of 54 vehicles. The existing vehicle fleet information is provided in Table III-4. Vehicles are stored in various locations. Maintenance is performed by county shops in most of the counties or is contracted to local vendors as needed.

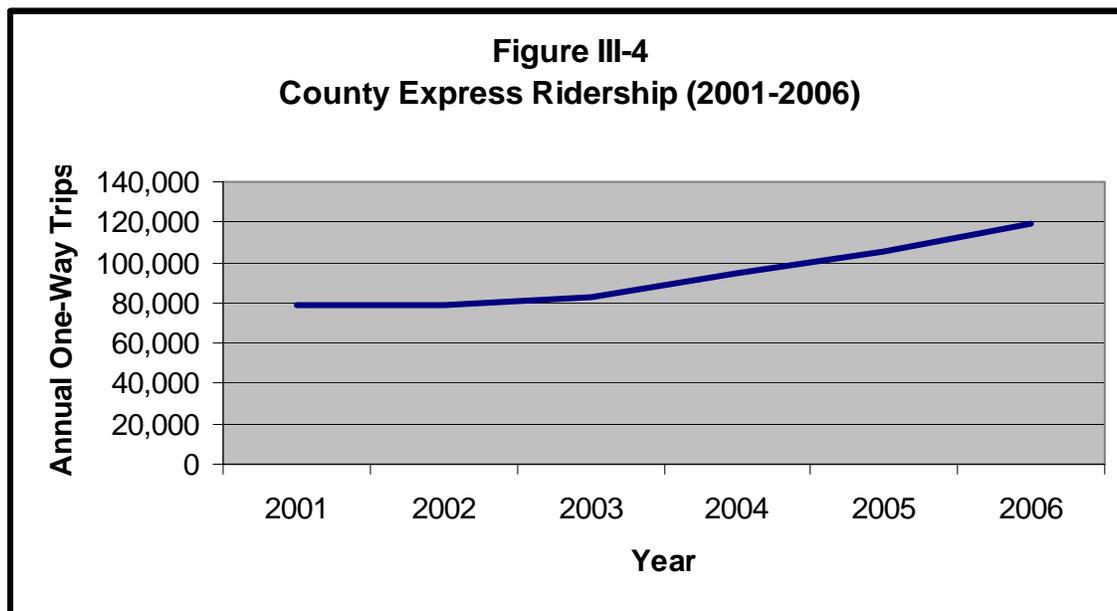
**Table III-4
County Express Vehicle Fleet**

Make	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition
International	40	1979	2013	0	Fair
Chevy	40	1985	2009	0	Good
Ford	39	1989	2009	0	Fair
Ford	8	1990	2008	1	Poor
Chev	27	1994	2008	1	Fair
Olds	5	1994	2008	0	Fair
Ford	10	1995	2006	2	Fair
Dodge	5	1995	2008	0	Fair
Chevy	7	1995	2007	0	Poor
Chevy	5	1995	2006	0	Fair
Ford	16	1996	2007	3	Fair
Ford	16	1997	2006	2	Fair
Dodge	5	1998	2005	0	Poor
Dodge	7	1998	2006	0	Fair
Dodge	4	1999	2007	1	Fair
Dodge	8	1999	2007	0	Good
Ford	8	1999	2007	0	Good
Ford	8	1999	2009	0	Good
Ford	8	1999	2009	0	Good
Ford	8	1999	2009	0	Good
Ford	12	1999	2010	2	Good
Ford	12	1999	2010	2	Good
Chevy	7	2000	2007	0	Good
Dodge	10	2000	2010	1	Good
Dodge	10	2000	2010	1	Excellent
Chrysler	4	2000	2012	1	Excellent
Dodge	10	2001	2011	1	Excellent
Ford	12	2001	2009	2	Fair
Dodge	7	2001	2006	0	Good
Ford	20	2001	2009	2	Excellent
Dodge	7	2001	2007	0	Good
Dodge	7	2001	2006	0	Good
Dodge	7	2001	2007	0	Good
Dodge	7	2001	2007	0	Good
Dodge	10	2001	2007	1	Excellent
Ford	14	2001	2010	2	Excellent
Ford	10	2002	2010	2	Excellent
Ford	10	2002	2010	2	Excellent
Ford	10	2002	2010	1	Excellent
Ford	10	2002	2010	1	Excellent
Pontiac	7	2003	2010	0	Excellent
Chevy	14	2004	2010	2	Excellent
Chevy	14	2004	2010	1	Excellent
Chevy	4	2004	2008	1	Excellent
Chevy	4	2004	2008	1	Excellent
Dodge	7	2004	2007	0	Excellent
Ford	8	2005	2012	1	Excellent
Ford	24	2005	2012	0	Excellent
Ford	22	2005	2012	2	Excellent
Dodge	7	2005	2012	0	Excellent
Ford	8	2005	2012	1	Excellent
Dodge	7	2005	2012	0	Excellent
Ford	12	2006	2016	1	Excellent
Ford	12	2006	2016	1	Excellent

Source: NECALG, 2006.

Ridership

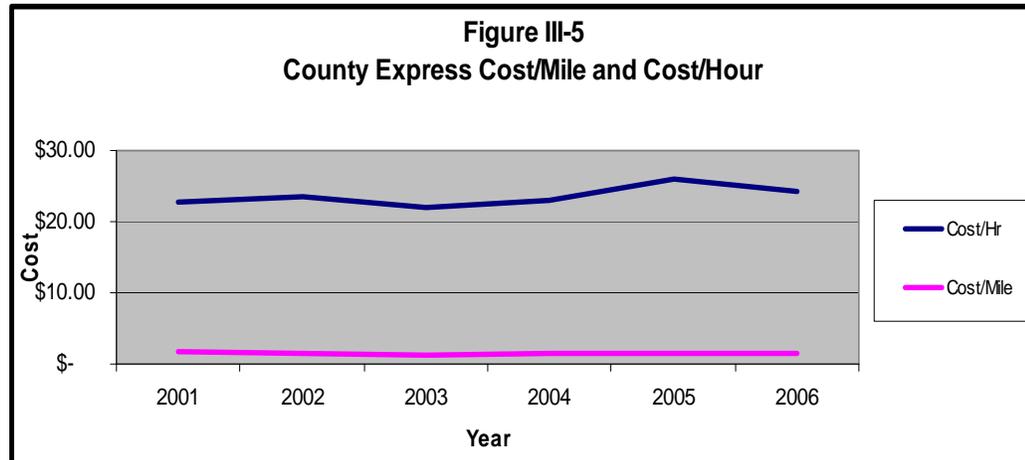
Ridership was provided for the last five years with estimates for 2006. Ridership has steadily increased in the last several years. Figure III-4 illustrates the ridership trends since 2001. Current ridership is estimated at nearly 120,000 annual one-way trips.



Performance Measures

The following performance measures were calculated for County Express from reported costs and ridership information. Figure III-5 illustrates the performance measure trends from FY 2001.

- Annual Cost: \$1.2 million
- Cost per hour: \$24.16
- Cost per passenger-trip: \$10.30
- Cost per mile: \$1.54
- Passenger-trips per hour: 2.3
- Passenger-trips per mile: 0.15



ADDITIONAL PROVIDERS

There are a few additional “providers” in the area which provide additional services in the area.

Retired and Senior Volunteer Programs (RSVP)

This service operates in Lincoln and Kit Carson Counties with occasional trips driven by volunteer drivers. The Retired and Senior Volunteer Program (RSVP) provides worthwhile volunteer opportunities to persons 55 years and older in the Kit Carson/Lincoln County area. The drivers for the transportation service provide mobility to other seniors.

All riders must be members of the RSVP program. There are no regular hours of operation, with trips scheduled for planned RSVP activities. Transportation is primarily limited to nursing homes, senior centers, and meetings. However, occasional trips are provided for social visits with friends and relatives and for recreational activities such as cultural and athletic events. Public ridership is not available.

RSVP often uses the Stratton- and Burlington-based Outback Express vehicles on a temporary basis. Service is also being impacted by the difficulty in finding volunteers who are willing and able to provide driving services.

Cheyenne Manor Nursing Care Center

Located in Cheyenne Wells, a wheelchair-accessible vehicle provides service on a restricted demand-responsive basis to its residents seven days per week. Driving responsibility rotates among social services and activities staff. Most trips are for medical appointments and often require transportation to Pueblo or Colorado Springs, and most trips are made

Inventory of Existing Service

between 10:00 a.m. and 4:00 p.m. Concerns about insurance and limited staffing are a barrier to providing more service.

Grace Manor Care Center

Located in Burlington, Grace Manor specializes in long-term care of elderly residents.

As part of the residential life there, one vehicle provides limited transportation to medical appointments and for recreational purposes, generally Monday through Friday during the day. Trips are arranged on an as-needed basis and only within the Burlington city limits.

Prairie View Care Center

Located in Limon, one vehicle provides service limited to transportation for residents to medical appointments. While the majority of trips are within Limon, some trips are made to Denver or Colorado Springs. These are round-trips with the staff person driving the vehicle and waiting for the residents during their appointments.

Limon Child Development Center

This Head Start center serves children ages 3-5. Participants are from Lincoln County and the portion of Elbert County in the Limon School District. Origins for trips include Arriba, Hugo, Genoa, the area south of Limon, and the Town of Limon. Two vehicles are in use and provide transportation from 8:00 a.m. to 4:30 p.m., Monday through Friday. Funding is provided by a federal grant through the Head Start program for low-income families.

As the number of participants in the Head Start program grows, there may be a need to expand the service to south Lincoln County. Hiring trained drivers, including part-time substitute drivers, is a problem for this service.

Passenger Rail Service

Local Amtrak service is provided between Fort Morgan and Denver. Service is provided once per day in each direction from Fort Morgan. The westbound train leaves at 5:05 a.m. daily arriving in Denver at 7:15 a.m. The eastbound train leaves at 8:40 p.m. arriving in McCook, Nebraska at 11:59 p.m. One-way service to Denver is approximately \$14.00.

Intercity Bus Service

Greyhound Bus Lines, through Burlington Trailways and Black Hills Arrow Stage connections, provides daily service to the Eastern Region

along the I-76 corridor with stops in Sterling. A departure for Denver is scheduled for 8:20 p.m. and takes just over one hour to reach the Denver RTD Market Station, a limited-stop terminal. Two other trips depart at 3:40 a.m. and 5:00 p.m. and travel to the Denver Amtrak station. Cost for a one-way ticket is approximately \$30.50, an increase of \$7.50 since 2004. Several private companies also provide intercity shuttle transportation in the Eastern TPR.

Additionally, Greyhound Lines serves the I-70 corridor with stops in Limon. The Burlington Greyhound stop on I-70 has been eliminated; however, there is an expressed need to have that stop replaced. Service departs Denver at 11:00 a.m. and arrives in Limon at 12:20 p.m. Service continues east at 12:30 p.m. Service departs Limon at 9:15 a.m. and arrives in Denver at 10:40 a.m.

Dashabout Roadrunner is a for-hire motor carrier operating fixed-route scheduled service under authority of the Colorado Public Utilities Commission (PUC). Service is provided in both the ECCOG and NECALG areas. The Roadrunner specializes in scheduled, fixed-route, and intercity rural passenger service with urban and resort connections. While a schedule is on file with the PUC showing service to the ECCOG area, most activity appears to be north along the I-76 corridor.



Gaps and Duplication in Service

DEFINING GAPS AND DUPLICATION

This section presents a brief analysis of the service gaps and identified service duplication for the four-county area in the Eastern TPR. As mentioned previously, there are several transportation services for the elderly and disabled population in the area; however, there are gaps and limited duplication in service. These identified gaps and duplications of services will be used in identifying service improvements and coordination for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services and providers. Gaps in service are geographic in nature as well as gaps in service delivery to various market segments. However, the geographic gaps are more apparent than service type gaps in the region.

Geographic Service Gaps

There are regional gaps in transit services within the Eastern TPR. There are two main general public providers that provide service in the major population centers in the region, on the majority of corridors, and in the towns and small cities along those corridors. Many of the rural areas currently have specialized services; however, it is impossible to reach all areas with the limited resources and particularly with the sparse population in many portions of the region. The largest gap in service is on State Highway 71 between Brush and Limon; however, this corridor is very sparsely populated with only two small communities between these two larger areas. There is also a lack of service on US Highway 36 in the Yuma/Wray area.

Service Type Gaps

The largest gap in this area is a lack of rural general public transit services in the area which includes vehicles, drivers, and frequency of services. Service is limited in terms of the following service types:

- There is a lack of consistent commuter services.

Gaps and Duplication in Service

- Rural area is so large, it is difficult to cover the entire area consistently.
- Weekend service is absent.
- Many “providers” and vehicles, but little in the way of coordinating services for those in need.
- There is a need for evening hours.
- Many of the providers do not provide all-day service. They typically have scheduled trip times or 24-hour advance reservation requests.
- Rural seniors in remote areas need more transportation for a variety of needs.
- Trips are not only needed for seniors, but other segments such as the low-income population for access to employment.
- A large intercity gap exists between communities to access healthcare.

Identified Service Duplication

There are few service duplications not only due to the type of transportation providers but the lack of services. Identified service duplication is evident by the fact that there are “providers” who may provide much the same geographic service area as does County Express and Outback Express. However, coordination of services does occur, and it is unlikely that either will become the sole provider of services in the region. ECCOG is currently providing service through a coordinated system of services throughout their service area.

There are no duplications in regard to agencies which receive federal or state funding. Any overlap in service type and geographic area is isolated to the instances where there may be limited transportation provided by an agency other than County Express or Outback Express. The rural area’s largest problem is a lack of services in the smaller communities as well as the intercity connections to the larger communities which serve as the main activity centers for shopping, medical, and other human services.



Strategies to Eliminate Gaps and Duplication

INTRODUCTION

Strategies which can lead to elimination of gaps and duplication are divided into two main sections—additional services or coordination opportunities. These strategies are discussed in this section, while Chapter VI presents the general priorities and recommended strategies which could be implemented. General strategies which may be appropriate for the Eastern Transportation Planning Region are presented in the following discussion.

GENERAL STRATEGIES TO ELIMINATE GAPS

As mentioned in Chapter IV, there are relatively few geographic or service type duplications evident in the existing service area. There are a few areas which do not receive any services currently. For the most part, gaps identified include needed services in Fort Morgan County, regional services to employment sites, and needed coordination between all agencies.

Appropriate Service and Geographic Gap Strategies

The general strategies which may meet the service gap needs of the Eastern TPR include the following:

- Regular scheduled service in Fort Morgan.
- Expand service areas of County Express and Outback Express to cover greater portions of the rural area of the TPR.
- More efficient use of existing vehicles. Vehicles should be used to the fullest extent possible, while a strategic capital replacement plan is put into place for all the local providers.
- Service to include the US 34 corridor.
- Increased commuter services between communities—particularly Sterling, Brush, Fort Morgan, Burlington, and Limon.
- Park-and-ride lots should be considered to support commuter services.

- Coordination of scheduled trips from the Eastern TPR to the Front Range area including the Denver metro area, Colorado Springs, and Greeley. Trips could be coordinated along the I-70, I-76, US 34, and US 36 corridors. Scheduled trips could be done in coordination with the local human service agencies along these corridors for medical needs and shopping.
- Expansion of service hours in the evening, after 5:00 p.m. for some areas.
- Expansion of services on weekends, although this is a lower priority of implementation.

GENERAL STRATEGIES TO ELIMINATE DUPLICATION OR IMPROVE SERVICES DELIVERY

As stated in Chapter IV, there is very little duplication of services in the Eastern TPR. Currently, the providers and organizations (such as ECCOG) coordinate service very effectively in the southern portion of the region. This coordination limits the amount of duplication in services as well as directs resources to the most appropriate areas. However, there may be general coordination strategies which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within the Eastern TPR.

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area. This would be something which could be done within the local areas of NECALG and ECCOG; however, the alternative would be to form an Eastern Regional Coordinating Council.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.

- Increase in the integration of transit planning within the region.

Implementation Steps

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: one to three years.

Coalitions

A coalition is a group of agencies and organizations that are committed to coordinate transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group who is recognized by the decision-makers, and who has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

Benefits

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and regional decision-makers, thereby increasing local support for local funding.

Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.

Strategies to Eliminate Gaps and Duplication

- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: one to three years.

Vehicle Sharing

This level of coordination requires that agencies own and operate vehicles. Memoranda of Understanding or Joint Agreements are needed for this element to work properly. Agencies that operate vehicles are able to share those vehicles with other agencies in a variety of circumstances, such as when one agency has a vehicle mechanical breakdown, when vehicles aren't in use by one agency, or when capacity for a specific trip is not available. Many of the agencies may have vehicles which they could donate to one of the larger providers.

Benefits

- Reduction in the overall local capital outlay.
- These funds can be shifted to cover operational costs or to increase the level of service.
- These funds can also be used for capital funding for facilities, equipment, and other capital assets.

Implementation Steps

- Each agency needs to identify their individual vehicle schedules and when their vehicles could be shared.
- Vehicle schedules listing the time the individual vehicles are available need to be created and distributed among the agencies.
- A system of tracking the vehicles that are being shared needs to be developed in order to track miles, hours, and maintenance of the vehicle.
- Timing: three to six years.

Joint Procurement of Vehicles, Insurance, Maintenance, Fuel, Hardware, Software

Joint procurement, or bulk purchases, is a cost-effective approach to increase purchasing power. Joint maintenance and fuel purchase is being more widely used across the country, especially given the rising costs of parts and fuel. Shared maintenance can be done quite easily between agencies in a given locale. Many times, human service providers

and other local providers contract out maintenance to a local vendor. While there may be very few qualified maintenance professionals, it may allow a competitive process between agencies to do fleet maintenance between multiple agencies. Insurance pooling is likely the most difficult joint procurement possibility. Each provider should investigate purchasing fuel through the counties' bulk fuel program. Some of this is being done now; however, it should be a program which is expanded throughout the region.

Benefits

- Reduction in individual agency capital outlay.
- Economy of scale in purchasing fuel and hardware, thereby reducing the overall operational cost per agency.
- With a decrease in capital and maintenance costs, an agency may be able to shift funding from maintenance and capital to service hours, thereby increasing the level of service or operations of the transit system within the region.

Implementation Steps

- Agencies need to meet in order to develop a basic understanding of how the procurement process will work.

Intergovernmental agreements (IGAs) will need to be developed and agreed upon.

Shared Vehicle Storage and Maintenance Facilities

Agencies share indoor storage space and, if available, maintenance facilities. Shared storage, especially if and when vehicles are stored outside, can aid in reducing engine wear during cold weather startup. Obviously, if a provider is conducting its own maintenance on vehicles, they can likely share maintenance costs with another local provider.

Benefits

- Reduction in maintenance costs, resulting in additional funds available for operations.
- Reduction in lost time due to vehicles not starting in cold weather, thereby improving the overall performance of the transit service.
- Sharing a facility or building a facility together increases the amount of local match, thereby increasing the level of FTA funding to the region.

Strategies to Eliminate Gaps and Duplication

- Reduction in competition for FTA Sections 5309 and 5311 capital funding in the region.

Implementation Steps

- Agencies need to meet in order to identify the best existing facility among the coordinated agencies or the best location for a shared facility.
- Facility should be centrally located in order to reduce the possible deadhead time.
- Design the amount of space that each agency will get in the facility, based on funding participation for the facility.
- Develop a grant to purchase or upgrade the facility.

Joint Training Programs

Joint training programs between agencies, in everything from preventative maintenance to safe wheelchair tie-down procedures, can lead to more highly skilled employees. Joint training can lead to reduced training costs with agencies that each have a specialized trainer who can be responsible for one or more disciplines. For example: one agency could provide Passenger Assistance Training, and one agency could specialize in preventative maintenance training, etc. Agencies can also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Costs are shared between the agencies.

Benefits

- Reduction in each agency's training budget.
- Increase in the opportunity for drivers and staff to learn from each other.

Implementation Steps

- Identify the training needs of each agency's staff.
- Identify the training courses that meet the greatest need.
- Identify the agency or organization/company that could provide the needed training.
- Identify the state and federal grants that could assist in paying for the training.

Sharing Expertise

Similar to sharing training resources, agencies can share their expertise in such things as grant writing skills, computer skills, and general assistance in operations of transportation services (such as tips for dispatching or accounting procedures). Sharing expertise may be something as general as a list of personnel across the region who have some expertise in a particular field which may benefit another agency. A “yellow pages” of the subject matter expert made available to each agency may be helpful in operating transportation service.

Benefits

- Reduction in the need for costly training sessions for drivers and staff, thereby decreasing lost production time.
- Knowledge is passed on to other staff members and agencies, thereby increasing the efficiencies of the region’s transit providers.

Implementation Steps

- Identify the information, field of work, and expertise needed to operate an effective transit service.
- Identify the individual in each agency that has expertise in each field of work.
- Develop a “yellow pages” or contacts list of the individuals in each agency that have expertise in certain fields of knowledge.

Contract Services

This involves contracting with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public provider. This contract revenue can then be used as local match for the local public provider, using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aids or teachers.

Benefits

- Increase in the amount of local match that can be used to pull additional state and federal funding for transit services into the region.
- Reduction in the duplication of services in the region, thereby creating an economy of scale and improving the overall transit performance level.

Implementation Steps

- Agencies need to meet and identify the needs and capacity of the contract parties.
- Develop a contract that details the responsibility of each party.
- Timing: one to three years.

Rural Transportation Authority (RTA)

A Rural Transportation Authority should be investigated for the area. An RTA requires voter approval according to Colorado statute. An RTA is authorized to levy taxes to support transportation initiatives, including highway, road, transit, and others.

Benefits

- Allows for greater input from the key transportation agencies in the area.
- Provides for a sustainable source of funding.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.
- Increases service levels and geographic area.

Implementation Steps

- Voter approval is required, so a ballot initiative must be implemented which incorporates numerous activities.
- Timing: three to six years.



Priorities for Implementation

INTRODUCTION

The Eastern Transportation Planning Region held a local coordination meeting in Akron, Colorado on November 2, 2006. Appendix B provides a summary of the attendees for that meeting. This local meeting was held to discuss service gaps, needs, and coordination strategies which could be done to improve service among providers. These meetings were facilitated by local agencies and CDOT representatives. This section provides a summary discussion of those meetings and the outcomes. Information from the local meetings was used to develop an implementation plan in Chapter VII.

DISCUSSION AND PRIORITY OF STRATEGIES

Local Service Priorities and Needs

The following section details the short- and long-term service needs for the area:

Short-Term Service Needs (1 to 6 Years)

- City of Burlington needs to replace one bus and purchase computer equipment.
- City of Burlington wants to expand service to 10:00 p.m. at an estimated cost of \$10,000 annually and continue service at a cost of \$20,000 annually.
- Dynamic Dimensions indicated a bus replacement need at an estimated cost of \$50,000. Additional needs include office equipment. Operational costs to sustain current levels are anticipated to cost an additional \$20,000 annually.
- Outback Express indicated a need to replace six vehicles at \$50,000 each and the additional office equipment at \$5,000. Additional staffing could occur in 2013 or in the long term. Two new vehicles are required for service expansion, estimated at 600 hours of service annually.

Priorities for Implementation

- The Town of Limon indicated a need for one bus replacement at \$50,000; office equipment at \$2,500; operation costs at \$3,000 annually; and expansion of service to five days per week.
- The Lincoln-Kit Carson County RSVP indicated a short-term need for a nine-passenger van estimated at a cost of approximately \$25,000. Additionally, four vans are needed immediately in 2006.
- NECALG's short-term needs are for the replacement of five vehicles per year at a total cost of \$2.0 million (from 2008-2013) with estimates for additional vehicles in the long term.

Long-Term Service Needs (7 to 15 Years)

- City of Burlington indicated a need to expand service on weekends and after hours at an annual cost of \$50,000. There is also a need for bus replacement at a cost of \$50,000.
- Dynamic Dimensions indicated a bus replacement need of two units at an estimated cost of \$50,000 each. Service expansion to cover weekends and after normal business hours was estimated at \$50,000 annually.
- Outback Express indicated a need for expanded service, 13 replacement vehicles at \$50,000 each, and the addition of staff.
- Town of Limon indicated a need to expand service to include weekends and after normal business hours and one vehicle replacement at \$50,000.
- The Lincoln-Kit Carson County RSVP indicated a long-term need would be for vehicle replacement of current vehicles (likely five vehicles).
- NECALG has implemented a capital plan which calls for the replacement of all vehicles in the fleet. There is also a need for a new maintenance facility.

General Discussion of the Issues

Local providers and human service agencies in the greater Eastern TPR discussed several transportation issues such as the following:

- Time and distance limit transit service opportunities.
- Many of the human service agencies would like to “get out of the transportation business.”
- Limited funding resources for the provision of transportation.

- Lack of intercity connections.
- Needed transportation services mainly for medical and shopping.
- Difficulty in recruiting qualified drivers.
- Lack of appropriate vehicles.
- Large capital replacement need.
- Many requests for trips to the Front Range area.
- Lack of weekend and evening services.
- The need for greater coordination.

Coordination Potential and Priorities

There was discussion on coordination potential; however, at this time no priorities for implementation were discussed. Several strategies were discussed by the group:

- **Coordination Council:**

A coordination council would represent a step toward achieving a coordinated system within the service area. At this point, a prudent approach to providing coordinated services is to further develop the details of how a coordination council would function in the region. This council could be formed two different ways. First, the overall Regional Council would be made up of the two larger service areas of NECALG and ECCOG. Separate from this Regional Council would be two smaller councils in each of these service areas. NECALG and ECCOG would each have their own separate councils.

- **Joint maintenance and fuel program:**

The joint maintenance and fuel programs are one way of utilizing resources in a cost-efficient manner. Many counties currently have bulk fuel purchase agreements with local vendors. Agreements within each county would need to be reached so that human service agencies and the local public providers are able to purchase fuel at a discount. The maintenance side of this program becomes more difficult to implement. Several options may exist for this program to be implemented. First, contracts with the local counties to include fleet maintenance may be possible. Given the number of vehicles available, this is not likely to overwhelm a county maintenance shop. Second, contracts with local school districts are a plausible option. Finally, bulk contracts with local vendors may work; however, again, given the locales of vehicles, it may not be prudent to drive a long distance every time preventative maintenance is

Priorities for Implementation

needed. Likely, a local vendor could provide the service at acceptable rates.

- **Joint call center:**

The two distinct service areas may not allow a joint call center to be effectively implemented. However, this is something which could be investigated by the separate service providers in their respective areas.

Additional Strategies Which Could Be Implemented

Given the number of providers in the area, coordinating services to increase ridership is likely not going to occur for some time. Service is provided to a relatively low number of passengers per hour; however, the distances provided is what drives the cost of service up.

What may be realistic is the following:

- Vehicle sharing with local agencies to provide additional trips should be considered if additional services are provided. The Council on Aging should have a more aggressive vehicle replacement schedule where vehicles are retired and a transfer of vehicles between agencies can occur.
- Local nursing homes and other human service agencies could take possession of older, wheelchair-equipped vehicles.
- Maintenance on all lift-equipped vehicles could be shared on a regular basis between the agencies involved.
- Coordination of regional trips to the Front Range between NECALG and ECCOG.



Implementation Plan

INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for the main providers within the area:

- East Central Council of Local Governments Public Transit Services
 - Outback Express
 - City of Burlington
 - Town of Limon
 - Dynamic Dimensions, Inc.
- Northeastern Colorado Association of Local Governments
- Other provider requests

There are several other agencies providing some degree of additional services including residential elderly providers, early childhood programs (Limon Child Development Center), and one intercity provider (Dash-about Shuttle). Due to limited information, a detailed financial plan has not been developed for all agencies.

These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT.

Securing funding for any transit service is an ongoing challenge. The critical factor in providing needed transit services is to develop funding that allows a transit provider to operate reliably and efficiently within a set of clear goals and objectives, and accomplish long- and short-range plans. Dependable resources to fund transit service are important in developing reliable service that will encourage ridership.

Local Agency Short-Range Plans

As part of the coordination process, existing transportation providers completed an inventory of the current services being provided. Providers met to discuss gaps and duplication of services, strategies to eliminate

these gaps, and identified priorities to implement service improvements and coordination options. A Short-Range Transit Plan, with a budget including expenses and revenues, has been developed for the six-year period 2008 to 2013. Long-term service needs are included in the budget for 2014 and beyond.

Budget estimates have been escalated at a rate of 7.8 percent annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. This is based upon examining the last six-year operating costs for all agencies who reported updated operations information. Budget requests from other transportation planning documents and funding resources, including the *Eastern Colorado Regional Transportation Plan - Transit Element* prepared in 2004 and the Colorado Transit Coalition process, have been included.

East Central Council of Local Governments Public Transit Services (ECCOG)

The coordinated public transit system operated by ECCOG includes several transit operations. The primary service, Outback Express, is operated under the direct control of ECCOG. Other localized services offered include service in the City of Burlington, Town of Limon, and Dynamic Dimensions, Inc. in Burlington.

Outback Express

Service provided by the ECCOG is administered by Outback Express Coordinated Transit System. The Short-Range Transit Plan Budget has been developed based on an inventory of current services and community input. A new staff position was requested in the long-term plan. Table VII-1 indicates Outback Express's Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of \$153,000, will cost approximately \$192,000 in 2008.
- **Expanded service** includes an estimated 600 hours to extend service on weekends and weeknights.
- **New service** includes the addition of a staff person in 2014.
- **Replacement vehicle** requests include two vehicles in 2008 with a vehicle each year from 2009 to 2013.
- **New vehicle** requests include one new vehicle in 2008 to support planned expanded service.
- **Equipment** purchase for office equipment is anticipated in 2008.



**Table VII-1
Short-Range Transit Plan
ECCOG - Outback Express**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 191,667	\$ 206,617	\$ 222,733	\$ 240,107	\$ 258,835	\$ 279,024
<i>Expanded Service</i>	\$ 34,863	\$ 37,582	\$ 40,513	\$ 43,673	\$ 47,080	\$ 50,752
<i>Additional Service Hours</i>	\$ 23,242	\$ 25,055	\$ 27,009	\$ 29,115	\$ 31,386	\$ 33,835
<i>New Services</i>	\$ -	\$ -	\$ 75,000	\$ 80,850	\$ 87,156	\$ 93,954
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 249,771	\$ 269,254	\$ 365,255	\$ 393,745	\$ 424,457	\$ 457,565
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #	2	1	1	1	1	1
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus Replacement</i>	\$ 120,000	\$ 64,200	\$ 68,694	\$ 73,503	\$ 78,648	\$ 84,153
Replace Vehicles Subtotal	\$ 120,000	\$ 64,200	\$ 68,694	\$ 73,503	\$ 78,648	\$ 84,153
New Vehicles						
Large Bus New #						
Small Bus New #	3					
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Mid-Sized</i>	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ 180,000	\$ -				
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -
Facility/Equipment Subtotal	\$ 5,000	\$ -				
Capital Subtotal	\$ 305,000	\$ 64,200	\$ 68,694	\$ 73,503	\$ 78,648	\$ 84,153
Grand Total	\$ 554,771	\$ 333,454	\$ 433,949	\$ 467,248	\$ 503,105	\$ 541,718

Implementation Plan

Anticipated revenues include:

- Title III
- FTA Section 5310 capital
- FTA Section 5311
- Fares
- Local operating and capital funds

City of Burlington

Service in the City of Burlington is administered as part of the Outback Express Coordinated Transit System. The Short-Range Transit Plan Budget for City of Burlington has been developed based on an inventory of current services and community input. Service expansion, as well as additional service hours, are anticipated. Table VII-2 provides the City of Burlington's Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- Existing service
- Expanded service
- Additional service hours
- Replacement vehicle
- New vehicle
- Equipment

Anticipated revenues include:

- FTA Section 5310 capital
- FTA Section 5311
- Fares
- Local operating and capital funds



**Table VII-2
Short-Range Transit Plan
ECCOG - City of Burlington**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 49,970	\$ 53,867	\$ 58,069	\$ 62,598	\$ 67,481	\$ 72,744
<i>Expanded Service</i>		\$ -	\$ -	\$ -	\$ -	
<i>Additional Service Hours</i>	\$ 11,621	\$ 12,527	\$ 13,504	\$ 14,558	\$ 15,693	\$ 16,917
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 61,590	\$ 66,395	\$ 71,573	\$ 77,156	\$ 83,174	\$ 89,662
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #			1			
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus Replacement</i>	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
Replace Vehicles Subtotal	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Mid-Sized</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
Facility/Equipment Subtotal	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Subtotal	\$ 2,500	\$ -	\$ 68,694	\$ -	\$ -	\$ -
Grand Total	\$ 64,090	\$ 66,395	\$ 140,267	\$ 77,156	\$ 83,174	\$ 89,662

Town of Limon

Service in the Town of Limon is administered by Outback Express Coordinated Transit System. The Short-Range Transit Plan Budget for Limon-based service has been developed based on an inventory of current services and community input. Both expanded and new services are anticipated. Table VII-3 provides the City of Limon's Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$8,100, will cost approximately \$9,400 in 2008 based on an annual escalation factor of 7.8 percent.
- **Expanded service** to five days a week and additional hours in 2008 at an anticipated cost of \$14,500.
- **New service** requested in 2014 includes weekend and after normal business hours schedules at a cost of \$51,000.
- **Replacement vehicle** requests include a new vehicle in 2009.
- **New vehicle** requested in 2014 to support expanded service.
- **Equipment** purchase of a computer is anticipated in 2008.

Anticipated revenues include:

- FTA Section 5310 capital
- FTA Section 5311
- Fares
- Local operating and capital funds



**Table VII-3
Short-Range Transit Plan
ECCOG - Town of Limon**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 9,413	\$ 10,147	\$ 10,939	\$ 11,792	\$ 12,712	\$ 13,703
<i>Expanded Service</i>	\$ 14,503	\$ 15,634	\$ 16,853	\$ 18,168	\$ 19,585	\$ 21,113
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 23,916	\$ 25,781	\$ 27,792	\$ 29,960	\$ 32,297	\$ 34,816
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #		1				
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus Replacement</i>	\$ -	\$ 64,200	\$ -	\$ -	\$ -	\$ -
Replace Vehicles Subtotal	\$ -	\$ 64,200	\$ -	\$ -	\$ -	\$ -
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Mid-Sized</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -					
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
Facility/Equipment Subtotal	\$ 2,500	\$ -				
Capital Subtotal	\$ 2,500	\$ 64,200	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 26,416	\$ 89,981	\$ 27,792	\$ 29,960	\$ 32,297	\$ 34,816

Dynamic Dimensions, Inc. (DDI)

Service provided by Dynamic Dimensions Inc. to the developmentally-disabled community is administered by Outback Express Coordinated Transit System. The Short-Range Transit Plan Budget for DDI has been developed based on an inventory of current services and community input. Service expansion is planned over the long term. Table VII-4 provides Dynamic Dimension's Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$57,100, will cost approximately \$66,000 in 2008 based on an annual escalation factor of 7.8 percent.
- **Expand service** to cover weekends and after normal business hours in 2014.
- **Replacement vehicle** requests include a vehicle in 2008.
- **New vehicle** request is included to support expanded service in 2014.
- **Equipment** purchase of a computer is anticipated in 2008.

Anticipated revenues include:

- FTA Section 5310 capital
- Other grants' funding
- Fares
- Local operating and capital funds



Table VII-4 Short-Range Transit Plan ECCOG - DDI						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 66,355	\$ 71,531	\$ 77,110	\$ 83,125	\$ 89,608	\$ 96,598
<i>Expanded Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 66,355	\$ 71,531	\$ 77,110	\$ 83,125	\$ 89,608	\$ 96,598
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #	1					
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus Replacement</i>	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
Replace Vehicles	\$ 60,000	\$ -				
New Vehicles						
Large Bus New #						
Small Bus New #						
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Mid-Sized</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
Facility/Equipment Subtotal	\$ 2,500	\$ -				
Capital Subtotal	\$ 62,500	\$ -				
Grand Total	\$ 128,855	\$ 71,531	\$ 77,110	\$ 83,125	\$ 89,608	\$ 96,598

Northeastern Colorado Association of Local Governments

The Short-Range Transit Plan Budget for NECALG has been developed based on an inventory of current services and community input. Serving a six-county area covering over 9,700 square miles, there is significant need for expanded services. Table VII-5 provides NECALG's Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$1,231,652, will cost approximately \$1,543,000 in 2008 based on an annual escalation factor of 7.8 percent.
- **New service** is planned to provide approximately 2,500 additional hours of service.
- **Replacement vehicle** requests to maintain the 52-vehicle fleet include five vehicles each year. NECALG is an active member of the Colorado Transit Coalition and will seek funding from the FTA Section 5309 and FTA Section 5310 grant programs for these purchases. Average cost per vehicle is estimated to be \$57,000 in 2008.
- **New vehicles** will be requested in 2008 to support the new services.
- **New Facility** construction is planned for 2015 at an estimated cost of \$2,000,000. At this point, long-term planning for facilities is difficult to cost project. This 2015 year may change based upon the needs of NECALG; however, the project acts as a placeholder for the long term.

NECALG has an exceptionally broad and varied roster of funding sources. Anticipated revenues include:

- Title III
- FTA Section 5309
- FTA Section 5310
- FTA Section 5311
- FTA JARC
- TANF funding
- Medicaid
- Other grant funding
- Fares
- Local operating and capital funds
- Contracts
- Other sources of revenue



**Table VII-5
Short-Range Transit Plan
Northeastern Colorado Association of Local Governments (NECALG)**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 1,542,923	\$ 1,663,271	\$ 1,793,006	\$ 1,932,861	\$ 2,083,624	\$ 2,246,147
<i>Expanded Service</i>	\$ 131,536	\$ 141,796	\$ 152,856	\$ 164,779	\$ 177,632	\$ 191,487
<i>Additional Service Hours</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>	\$ 77,669	\$ 83,727	\$ 90,258	\$ 97,298	\$ 104,887	\$ 113,069
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 1,752,128	\$ 1,888,795	\$ 2,036,120	\$ 2,194,938	\$ 2,366,143	\$ 2,550,702
Capital						
Replacement Vehicles						
Large Bus Replacement #						
Small Bus Replacement #	5	5	5	5	5	5
<i>Large Bus Replacement</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Mid-Sized Bus Replacement</i>	\$ 300,000	\$ 321,000	\$ 343,470	\$ 367,513	\$ 393,239	\$ 420,766
Replace Vehicles	\$ 300,000	\$ 321,000	\$ 343,470	\$ 367,513	\$ 393,239	\$ 420,766
New Vehicles						
Large Bus New #						
Small Bus New #	4					
<i>New Vehicle Large</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Vehicle Mid-Sized</i>	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles	\$ 240,000	\$ -				
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -
Facility/Equipment Subtotal	\$ 4,000	\$ -				
Capital Subtotal	\$ 544,000	\$ 321,000	\$ 343,470	\$ 367,513	\$ 393,239	\$ 420,766
Grand Total	\$ 2,296,128	\$ 2,209,795	\$ 2,379,590	\$ 2,562,451	\$ 2,759,382	\$ 2,971,468

Other Provider Requests

During the process of the transit needs assessment and identification of service gaps, other agencies providing transportation to clients and program participants identified service needs and strategies for continuing current or implementing enhanced services. A detailed financial plan was not produced due to limited operating information provided by the agencies.

Requests for vehicles include:

<u>Agency</u>	<u># of Vehicles</u>
Centennial Mental Health Center	6
Department of Human Services	2
Phillips, Sedgwick, Yuma, Washington Co. DHS/DSS	7
Northeast Colorado Area Agency on Aging	5
Kit Carson County Human Services Department	4
Lincoln/Cheyenne/Elbert Counties DHS	12
East Central Colorado Area Agency on Aging	8

Requests for additional service includes:

- Need for vanpool operations in Burlington and Limon. These vanpools would be primarily for the large workforce required to support the local prisons.
- Opportunities to coordinate non-emergency medical transportation to clients at dialysis centers in Sterling.
- Additional fixed-route service and weekend trips throughout the area.

2008-2013 Fiscally-Constrained Plan

The Fiscally-Constrained Plan is presented in Table VII-6. The Fiscally-Constrained Plan presents the short-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the next six years. Additionally, the local funding amounts are based on existing funding levels and any additional service identified by the local transit providers, plus rate of inflation. The operating plan has an estimated cost of approximately \$16 million, with a capital cost of approximately \$5.8 million. Total FTA funding is approximately \$6.4 million. The remainder of funding will need to be generated from local funding; this amount is estimated at \$15 million over the short term. This amount includes an additional \$7.8 million in local funding to cover operations and capital, many of which

include the vehicle replacement of approximately 35 regional vehicles (over the course of the next six years) used by agencies other than NECALG and ECCOG. Regional vehicle needs total nearly \$2.5 million of the \$5.8 million in vehicle needs.

**Table VII-6
Short-Range Local Transit Plan**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Operating Costs						
ECCOG Outback Express	\$ 249,771	\$ 269,254	\$ 365,255	\$ 393,745	\$ 424,457	\$ 457,565
ECCOG Burlington Area	\$ 61,590	\$ 66,395	\$ 71,573	\$ 77,156	\$ 83,174	\$ 89,662
ECCOG Limon Area	\$ 23,916	\$ 25,781	\$ 27,792	\$ 29,960	\$ 32,297	\$ 34,816
ECCOG DDI	\$ 66,355	\$ 71,531	\$ 77,110	\$ 83,125	\$ 89,608	\$ 96,598
NECALG	\$ 1,752,128	\$ 1,888,795	\$ 2,036,120	\$ 2,194,938	\$ 2,366,143	\$ 2,550,702
Subtotal	\$ 2,153,761	\$ 2,321,754	\$ 2,577,851	\$ 2,778,924	\$ 2,995,680	\$ 3,229,343
Capital Needs						
Mid-Sized Bus Replacement (\$60,000)						
ECCOG Outback Express	\$ 120,000	\$ 64,200	\$ 68,694	\$ 73,503	\$ 78,648	\$ 84,153
ECCOG Burlington Area	\$ -	\$ -	\$ 68,694	\$ -	\$ -	\$ -
ECCOG Limon Area	\$ -	\$ 64,200	\$ -	\$ -	\$ -	\$ -
ECCOG DDI	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
NECALG	\$ 300,000	\$ 321,000	\$ 343,470	\$ 367,513	\$ 393,239	\$ 420,766
Regional Vehicles	\$ 300,000	\$ 385,200	\$ 412,164	\$ 441,015	\$ 471,887	\$ 504,919
Subtotal	\$ 780,000	\$ 834,600	\$ 893,022	\$ 882,031	\$ 943,773	\$ 1,009,837
Replace Vehicles Subtotal	\$ 780,000	\$ 834,600	\$ 893,022	\$ 882,031	\$ 943,773	\$ 1,009,837
New Vehicles						
New Mid-Sized Bus						
ECCOG Outback Express	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -
ECCOG Burlington Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ECCOG Limon Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ECCOG DDI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NECALG	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 420,000	\$ -				
New Vehicles Subtotal	\$ 420,000	\$ -				
FACILITIES/EQUIPMENT						
ECCOG Outback Express	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -
ECCOG Burlington Area	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
ECCOG Limon Area	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
ECCOG DDI	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
NECALG	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 16,500	\$ -				
TOTAL OPERATING COSTS	\$ 2,153,761	\$ 2,321,754	\$ 2,577,851	\$ 2,778,924	\$ 2,995,680	\$ 3,229,343
TOTAL CAPITAL COSTS	\$ 1,216,500	\$ 834,600	\$ 893,022	\$ 882,031	\$ 943,773	\$ 1,009,837
TOTAL COSTS	\$ 3,370,261	\$ 3,156,354	\$ 3,470,873	\$ 3,660,955	\$ 3,939,453	\$ 4,239,180
ESTIMATED REVENUES						
	2008	2009	2010	2011	2012	2013
Grant Funding						
SB-1 Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ 68,514	\$ 71,255	\$ 72,992	\$ 77,203	\$ 81,028	\$ 84,753
FTA 5310	\$ 179,798	\$ 188,757	\$ 193,360	\$ 204,513	\$ 214,647	\$ 224,516
FTA 5311	\$ 680,783	\$ 719,483	\$ 737,028	\$ 779,541	\$ 818,167	\$ 855,784
FTA New Freedom	\$ 9,326	\$ 9,859	\$ 10,099	\$ 10,682	\$ 11,211	\$ 11,726
FTA JARC	\$ 16,440	\$ 17,335	\$ 17,758	\$ 18,782	\$ 19,713	\$ 20,619
Subtotal	\$ 954,861	\$ 1,006,689	\$ 1,031,238	\$ 1,090,721	\$ 1,144,766	\$ 1,197,399
Local Funding						
Local Funding Available	\$ 923,830	\$ 995,889	\$ 1,073,568	\$ 1,157,306	\$ 1,247,576	\$ 1,344,887
Fares	\$ 113,400	\$ 122,245	\$ 131,780	\$ 142,059	\$ 153,140	\$ 165,085
Subtotal	\$ 1,037,230	\$ 1,118,134	\$ 1,205,348	\$ 1,299,366	\$ 1,400,716	\$ 1,509,972
Total Constraint Funding	\$ 1,992,091	\$ 2,124,823	\$ 2,236,587	\$ 2,390,086	\$ 2,545,482	\$ 2,707,371
ADDITIONAL LOCAL FUNDING REQUIRED	\$ 1,378,170	\$ 1,031,531	\$ 1,234,287	\$ 1,270,868	\$ 1,393,971	\$ 1,531,809
TOTAL FUNDING	\$ 3,370,261	\$ 3,156,354	\$ 3,470,873	\$ 3,660,955	\$ 3,939,453	\$ 4,239,180

Ten-Year Cost Estimate

The ten-year vision for project costs is based upon inflation, new and additional services, a capital plan based upon five- or seven-year replacement of vehicles, and known information on agency operations. Table VII-7 provides the estimated ten-year cost (2008-2018) costs for the Eastern TPR. As shown, total cost estimates show a need of approximately \$44.0 million over ten years. Of this total, approximately 70 percent is dedicated for system maintenance, or continuation of existing services. Just over eight percent is for new or expanded services.

Twenty-two percent is for capital requests, of which 73 percent is for replacement of vehicles for system maintenance. Six percent of the total capital request is for new vehicles.

Table VII-7 Ten-Year Cost Estimate												
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Operating												
Existing Operational Costs	\$ 1,860,328	\$ 2,005,433	\$ 2,161,857	\$ 2,330,482	\$ 2,512,260	\$ 2,708,216	\$ 2,919,457	\$ 3,147,174	\$ 3,392,654	\$ 3,657,281	\$ 3,942,549	\$ 30,637,691
Expanded Service	\$ 180,902	\$ 195,012	\$ 210,223	\$ 226,620	\$ 244,297	\$ 263,352	\$ 419,232	\$ 451,932	\$ 487,182	\$ 525,183	\$ 566,147	\$ 3,770,081
Additional Service Hours	\$ 34,863	\$ 37,582	\$ 40,513	\$ 43,673	\$ 47,080	\$ 50,752	\$ 54,711	\$ 58,978	\$ 63,578	\$ 68,537	\$ 73,883	\$ 574,150
New Services	\$ 77,669	\$ 83,727	\$ 165,258	\$ 178,148	\$ 192,044	\$ 207,023	\$ 223,392	\$ 240,816	\$ 259,600	\$ 279,849	\$ 301,677	\$ 2,209,203
Coordination Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 2,153,761	\$ 2,321,754	\$ 2,577,851	\$ 2,778,924	\$ 2,995,680	\$ 3,229,343	\$ 3,616,791	\$ 3,898,900	\$ 4,203,015	\$ 4,530,850	\$ 4,884,256	\$ 37,191,124
Capital												
Replace Vehicles	\$ 480,000	\$ 449,400	\$ 480,858	\$ 441,015	\$ 471,887	\$ 504,919	\$ 1,350,657	\$ 674,428	\$ 721,638	\$ 661,845	\$ 708,174	\$ 6,944,822
New Vehicles	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 379,344	\$ -	\$ -	\$ -	\$ -	\$ 799,344
Regional Vehicles	\$ 300,000	\$ 385,200	\$ 412,164	\$ 441,015	\$ 471,887	\$ 504,919	\$ 450,219	\$ 578,081	\$ 618,547	\$ 661,845	\$ 708,174	\$ 5,532,052
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000
Equipment	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,500
Subtotal	\$ 1,216,500	\$ 834,600	\$ 893,022	\$ 882,031	\$ 943,773	\$ 1,009,837	\$ 2,180,220	\$ 3,252,510	\$ 1,340,185	\$ 1,323,691	\$ 1,416,349	\$ 15,292,718
Grand Total	\$ 3,370,261	\$ 3,156,354	\$ 3,470,873	\$ 3,660,955	\$ 3,939,453	\$ 4,239,180	\$ 5,797,011	\$ 7,151,410	\$ 5,543,200	\$ 5,854,540	\$ 6,300,605	\$ 52,483,842



Appendix A: Transit Demand and Demographic Maps



2006 Estimated Public Transit Demand using the TCRP Method
Eastern

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Cheyenne	9906	1	880	50	930	250	1,180	5	27.2%	0
	9906	2	1,230	160	1,390	560	1,950	8	44.9%	0
	9906	3	790	50	840	370	1,210	5	27.9%	0
	<i>Subtotal Cheyenne County</i>			<i>2,900</i>	<i>260</i>	<i>3,160</i>	<i>1,180</i>	<i>4,340</i>	<i>17</i>	
Elbert	9911	1	780	140	920	140	1,060	4	4.2%	0
	9911	2	2,980	240	3,220	1,040	4,260	17	17.0%	0
	9912.02	1	330	10	340	100	440	2	1.8%	0
	9912.02	2	2,200	90	2,290	420	2,710	11	10.8%	0
	9912.02	3	2,430	730	3,160	520	3,680	14	14.7%	1
	9912.03	1	2,300	780	3,080	900	3,980	16	15.9%	0
	9912.03	2	2,100	330	2,430	260	2,690	11	10.8%	0
	9912.04	1	410	110	520	260	780	3	3.1%	0
	9912.04	2	150	50	200	190	390	2	1.6%	0
	9912.04	3	1,880	100	1,980	140	2,120	8	8.5%	1
	9912.04	4	270	0	270	0	270	1	1.1%	0
9912.05	1	1,330	130	1,460	480	1,940	8	7.8%	0	
9912.05	2	310	70	380	290	670	3	2.7%	0	
<i>Subtotal Elbert County</i>			<i>17,470</i>	<i>2,780</i>	<i>20,250</i>	<i>4,740</i>	<i>24,990</i>	<i>98</i>		<i>2</i>
Kit Carson	9921	1	450	80	530	50	580	2	3.5%	0
	9921	2	1,400	200	1,600	520	2,120	8	12.8%	0
	9921	3	710	130	840	930	1,770	7	10.6%	3
	9921	4	2,150	310	2,460	1,040	3,500	14	21.1%	15
	9921	5	1,500	170	1,670	450	2,120	8	12.8%	23
	9922	1	910	170	1,080	470	1,550	6	9.3%	0
	9922	2	1,090	130	1,220	290	1,510	6	9.1%	0
	9923	1	1,280	80	1,360	610	1,970	8	11.9%	0
	9923	2	1,090	120	1,210	290	1,500	6	9.0%	2
	<i>Subtotal Kit Carson County</i>			<i>10,580</i>	<i>1,390</i>	<i>11,970</i>	<i>4,650</i>	<i>16,620</i>	<i>65</i>	
Lincoln	9917	1	1,600	110	1,710	470	2,180	9	19.9%	0
	9917	2	920	100	1,020	290	1,310	5	11.9%	0
	9917	3	1,360	30	1,390	540	1,930	8	17.6%	3
	9918	1	1,080	110	1,190	590	1,780	7	16.2%	0
	9918	2	1,280	90	1,370	500	1,870	7	17.0%	0
	9918	3	1,280	90	1,370	530	1,900	7	17.3%	0
<i>Subtotal Lincoln County</i>			<i>7,520</i>	<i>530</i>	<i>8,050</i>	<i>2,920</i>	<i>10,970</i>	<i>43</i>		<i>4</i>
Logan	9959	1	1,460	150	1,610	530	2,140	8	5.3%	0
	9960	1	1,230	200	1,430	340	1,770	7	4.4%	0
	9960	2	1,300	100	1,400	430	1,830	7	4.5%	0
	9961	1	1,920	220	2,140	390	2,530	10	6.3%	2
	9961	2	820	100	920	940	1,860	7	4.6%	14
	9961	3	1,400	430	1,830	980	2,810	11	7.0%	19
	9961	4	850	380	1,230	1,520	2,750	11	6.8%	14
	9961	5	3,440	320	3,760	880	4,640	18	11.5%	1
	9962	1	990	260	1,250	550	1,800	7	4.5%	1
	9962	2	1,640	240	1,880	1,200	3,080	12	7.7%	68
	9962	3	1,270	90	1,360	1,130	2,490	10	6.2%	24
	9963	1	1,210	30	1,240	440	1,680	7	4.2%	36
	9963	2	2,340	200	2,540	630	3,170	12	7.9%	33
	9963	3	2,200	0	2,200	370	2,570	10	6.4%	59
	9963	4	920	90	1,010	420	1,430	6	3.6%	0
	9964	1	1,490	130	1,620	790	2,410	9	6.0%	0
9964	2	790	110	900	400	1,300	5	3.2%	0	
9964	3	0	0	0	0	0	0	0.0%	0	
<i>Subtotal Logan County</i>			<i>25,270</i>	<i>3,050</i>	<i>28,320</i>	<i>11,940</i>	<i>40,260</i>	<i>158</i>		<i>273</i>

2006 Estimated Public Transit Demand using the TCRP Method

Eastern

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Morgan	1	1	780	130	910	320	1,230	5	2.3%	0
	1	2	1,260	110	1,370	300	1,670	7	3.1%	0
	1	3	420	50	470	300	770	3	1.4%	0
	2	1	500	20	520	600	1,120	4	2.1%	0
	2	2	560	80	640	690	1,330	5	2.5%	1
	2	3	830	40	870	670	1,540	6	2.8%	0
	3	1	1,940	390	2,330	1,360	3,690	14	6.8%	1
	4	1	2,350	270	2,620	1,030	3,650	14	6.7%	29
	4	2	1,820	70	1,890	810	2,700	11	5.0%	42
	4	3	3,500	340	3,840	790	4,630	18	8.5%	33
	5	1	1,440	180	1,620	570	2,190	9	4.0%	15
	5	2	370	200	570	980	1,550	6	2.9%	22
	5	3	710	170	880	410	1,290	5	2.4%	10
	6	1	890	180	1,070	790	1,860	7	3.4%	0
	6	2	500	30	530	240	770	3	1.4%	6
	6	3	580	260	840	810	1,650	6	3.0%	13
	6	4	720	330	1,050	1,910	2,960	12	5.5%	24
	6	5	1,920	300	2,220	1,090	3,310	13	6.1%	13
7	1	330	60	390	400	790	3	1.5%	2	
7	2	3,760	80	3,840	410	4,250	17	7.8%	11	
7	3	2,750	150	2,900	650	3,550	14	6.6%	35	
7	4	1,580	330	1,910	900	2,810	11	5.2%	18	
7	5	670	180	850	380	1,230	5	2.3%	1	
8	1	610	90	700	460	1,160	5	2.1%	0	
8	2	1,330	0	1,330	1,140	2,470	10	4.6%	0	
Subtotal Morgan County			32,120	4,040	36,160	18,010	54,170	212	0.0%	276
Phillips	9976	1	1,030	50	1,080	180	1,260	5	11.8%	0
	9976	2	1,800	180	1,980	300	2,280	9	21.4%	1
	9976	3	620	220	840	590	1,430	6	13.4%	1
	9976	4	770	10	780	770	1,550	6	14.6%	27
	9977	1	1,550	210	1,760	410	2,170	9	20.4%	0
	9977	2	1,380	200	1,580	370	1,950	8	18.3%	0
Subtotal Philips County			7,150	870	8,020	2,620	10,640	42		29
Sedgwick	9983	1	1,640	120	1,760	290	2,050	8	29.6%	3
	9983	2	1,300	160	1,460	460	1,920	8	27.7%	1
	9983	3	940	270	1,210	280	1,490	6	21.5%	0
	9983	4	1,060	70	1,130	330	1,460	6	21.1%	0
Subtotal Sedgwick County			4,940	620	5,560	1,360	6,920	27		4
Washington	9941	1	1,630	260	1,890	460	2,350	9	20.7%	0
	9941	2	890	90	980	680	1,660	7	14.7%	0
	9941	3	830	120	950	400	1,350	5	11.9%	0
	9942	1	1,030	10	1,040	330	1,370	5	12.1%	0
	9942	2	1,290	110	1,400	480	1,880	7	16.6%	1
	9942	3	2,140	80	2,220	500	2,720	11	24.0%	2
Subtotal Washington County			7,810	670	8,480	2,850	11,330	44		2
Yuma	9931	1	1,120	80	1,200	440	1,640	6	7.5%	0
	9931	2	1,480	330	1,810	880	2,690	11	12.3%	3
	9931	3	2,570	120	2,690	800	3,490	14	16.0%	1
	9931	4	1,550	100	1,650	390	2,040	8	9.3%	0
	9932	1	980	140	1,120	930	2,050	8	9.4%	0
	9932	2	1,510	210	1,720	690	2,410	9	11.0%	1
	9932	3	1,160	280	1,440	970	2,410	9	11.0%	2
	9932	4	2,040	270	2,310	850	3,160	12	14.5%	3
	9932	5	1,340	60	1,400	530	1,930	8	8.8%	0
Subtotal Yuma County			13,750	1,590	15,340	6,480	21,820	86		9
Eastern Transit Demand Total			129,510	15,800	145,310	56,750	202,060	792		641

Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

2035 Estimated Public Transit Demand using the TCRP Method

Eastern

	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Cheyenne	9906	1	1,280	50	1,330	260	1,590	6	27.7%	0
	9906	2	1,790	170	1,960	600	2,560	10	44.5%	0
	9906	3	1,140	60	1,200	400	1,600	6	27.8%	0
<i>Subtotal Cheyenne County</i>			<i>4,210</i>	<i>280</i>	<i>4,490</i>	<i>1,260</i>	<i>5,750</i>	<i>23</i>		<i>0</i>
Elbert	9911	1	3,500	380	3,880	400	4,280	17	4.3%	0
	9911	2	13,300	660	13,960	2,860	16,820	66	17.1%	0
	9912.02	1	1,450	30	1,480	280	1,760	7	1.8%	0
	9912.02	2	9,800	250	10,050	1,160	11,210	44	11.4%	1
	9912.02	3	10,850	2,030	12,880	1,440	14,320	56	14.5%	3
	9912.03	1	10,260	2,140	12,400	2,480	14,880	58	15.1%	1
	9912.03	2	9,350	910	10,260	730	10,990	43	11.1%	0
	9912.04	1	1,820	300	2,120	730	2,850	11	2.9%	0
	9912.04	2	680	130	810	510	1,320	5	1.3%	0
	9912.04	3	8,400	270	8,670	380	9,050	35	9.2%	3
	9912.04	4	1,180	0	1,180	0	1,180	5	1.2%	0
	9912.05	1	5,950	350	6,300	1,320	7,620	30	7.7%	0
	9912.05	2	1,360	180	1,540	790	2,330	9	2.4%	0
<i>Subtotal Elbert County</i>			<i>77,900</i>	<i>7,630</i>	<i>85,530</i>	<i>13,080</i>	<i>98,610</i>	<i>387</i>		<i>10</i>
Kit Carson	9921	1	660	100	760	50	810	3	3.6%	0
	9921	2	2,070	230	2,300	610	2,910	11	12.8%	0
	9921	3	1,050	150	1,200	1,080	2,280	9	10.0%	4
	9921	4	3,180	360	3,540	1,220	4,760	19	21.0%	20
	9921	5	2,210	200	2,410	520	2,930	11	12.9%	32
	9922	1	1,350	200	1,550	550	2,100	8	9.3%	0
	9922	2	1,610	160	1,770	340	2,110	8	9.3%	0
	9923	1	1,900	90	1,990	720	2,710	11	11.9%	0
	9923	2	1,610	140	1,750	340	2,090	8	9.2%	2
<i>Subtotal Kit Carson County</i>			<i>15,640</i>	<i>1,630</i>	<i>17,270</i>	<i>5,430</i>	<i>22,700</i>	<i>89</i>		<i>58</i>
Lincoln	9917	1	1,480	140	1,620	600	2,220	9	19.6%	0
	9917	2	850	130	980	360	1,340	5	11.8%	0
	9917	3	1,260	40	1,300	680	1,980	8	17.5%	3
	9918	1	1,000	140	1,140	750	1,890	7	16.7%	0
	9918	2	1,180	110	1,290	630	1,920	8	17.0%	0
	9918	3	1,190	110	1,300	670	1,970	8	17.4%	0
<i>Subtotal Lincoln County</i>			<i>6,960</i>	<i>670</i>	<i>7,630</i>	<i>3,690</i>	<i>11,320</i>	<i>44</i>		<i>4</i>
Logan	9959	1	2,970	230	3,200	830	4,030	16	5.4%	0
	9960	1	2,500	310	2,810	540	3,350	13	4.5%	0
	9960	2	2,660	160	2,820	680	3,500	14	4.7%	0
	9961	1	3,910	340	4,250	610	4,860	19	6.5%	5
	9961	2	1,670	150	1,820	1,470	3,290	13	4.4%	25
	9961	3	2,860	670	3,530	1,530	5,060	20	6.8%	35
	9961	4	1,730	600	2,330	2,370	4,700	18	6.3%	24
	9961	5	7,020	510	7,530	1,370	8,900	35	11.9%	1
	9962	1	2,020	400	2,420	850	3,270	13	4.4%	2
	9962	2	3,350	370	3,720	1,880	5,600	22	7.5%	123
	9962	3	2,580	140	2,720	1,760	4,480	18	6.0%	43
	9963	1	2,460	50	2,510	690	3,200	13	4.3%	69
	9963	2	4,770	320	5,090	990	6,080	24	8.1%	63
	9963	3	4,490	0	4,490	580	5,070	20	6.8%	116
	9963	4	1,880	130	2,010	660	2,670	10	3.6%	1
	9964	1	3,030	210	3,240	1,240	4,480	18	6.0%	0
9964	2	1,600	180	1,780	630	2,410	9	3.2%	0	
9964	3	0	0	0	0	0	0	0.0%	0	
<i>Subtotal Logan County</i>			<i>51,500</i>	<i>4,770</i>	<i>56,270</i>	<i>18,680</i>	<i>74,950</i>	<i>294</i>		<i>509</i>

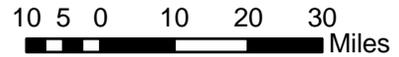
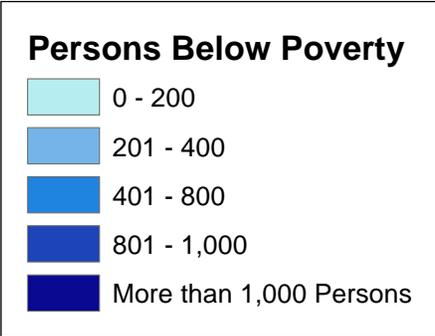
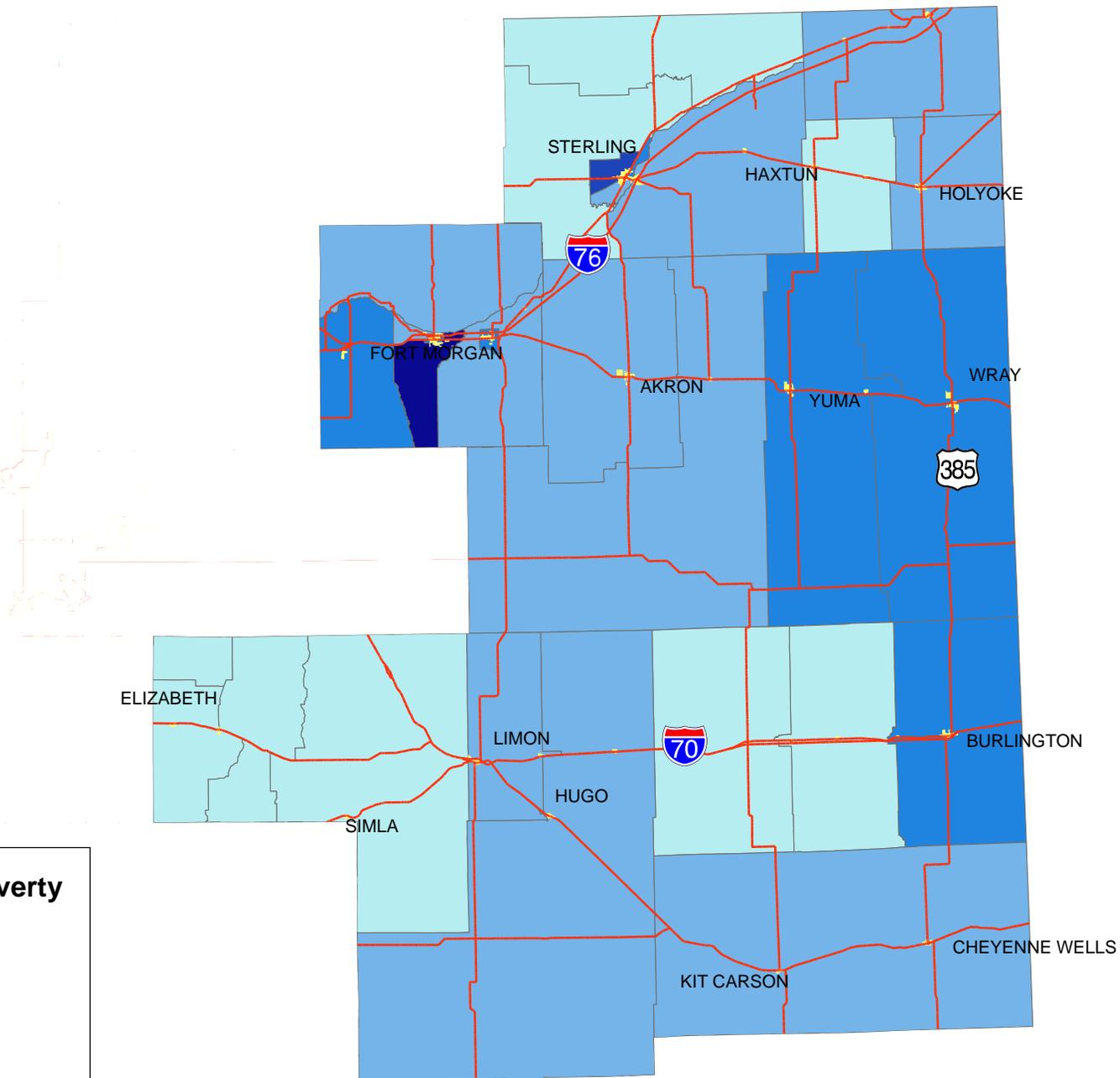
2035 Estimated Public Transit Demand using the TCRP Method

Eastern

	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Morgan	1	1	1,600	230	1,830	570	2,400	9	2.3%	0
	1	2	2,570	210	2,780	540	3,320	13	3.2%	0
	1	3	860	100	960	540	1,500	6	1.4%	0
	2	1	1,020	30	1,050	1,080	2,130	8	2.0%	0
	2	2	1,150	140	1,290	1,240	2,530	10	2.4%	2
	2	3	1,700	80	1,780	1,210	2,990	12	2.8%	0
	3	1	3,950	710	4,660	2,450	7,110	28	6.7%	2
	4	1	4,810	480	5,290	1,850	7,140	28	6.8%	57
	4	2	3,720	120	3,840	1,470	5,310	21	5.0%	83
	4	3	7,150	620	7,770	1,420	9,190	36	8.7%	66
	5	1	2,940	320	3,260	1,030	4,290	17	4.1%	29
	5	2	770	360	1,130	1,760	2,890	11	2.7%	41
	5	3	1,440	300	1,740	730	2,470	10	2.3%	20
	6	1	1,820	320	2,140	1,420	3,560	14	3.4%	0
	6	2	1,020	60	1,080	440	1,520	6	1.4%	12
	6	3	1,180	480	1,660	1,460	3,120	12	3.0%	25
	6	4	1,470	590	2,060	3,450	5,510	22	5.2%	44
	6	5	3,930	540	4,470	1,960	6,430	25	6.1%	25
	7	1	670	110	780	730	1,510	6	1.4%	3
	7	2	7,670	150	7,820	740	8,560	34	8.1%	21
7	3	5,630	270	5,900	1,160	7,060	28	6.7%	69	
7	4	3,230	590	3,820	1,620	5,440	21	5.2%	34	
7	5	1,360	330	1,690	680	2,370	9	2.2%	2	
8	1	1,250	160	1,410	820	2,230	9	2.1%	0	
8	2	2,720	0	2,720	2,050	4,770	19	4.5%	0	
Subtotal Morgan County			65,630	7,300	72,930	32,420	105,350	413		537
Phillips	9976	1	1,300	60	1,360	200	1,560	6	12.0%	0
	9976	2	2,280	200	2,480	340	2,820	11	21.7%	1
	9976	3	780	250	1,030	670	1,700	7	13.1%	1
	9976	4	970	20	990	870	1,860	7	14.3%	32
	9977	1	1,960	240	2,200	460	2,660	10	20.5%	0
	9977	2	1,750	220	1,970	420	2,390	9	18.4%	0
Subtotal Philips County			9,040	990	10,030	2,960	12,990	51		34
Sedgwick	9983	1	1,890	150	2,040	350	2,390	9	29.5%	3
	9983	2	1,500	190	1,690	550	2,240	9	27.7%	1
	9983	3	1,090	330	1,420	340	1,760	7	21.8%	0
	9983	4	1,220	90	1,310	390	1,700	7	21.0%	0
	Subtotal Sedgwick County			5,700	760	6,460	1,630	8,090	32	
Washington	9941	1	2,030	280	2,310	490	2,800	11	20.8%	0
	9941	2	1,100	90	1,190	730	1,920	8	14.3%	0
	9941	3	1,030	130	1,160	430	1,590	6	11.8%	0
	9942	1	1,280	10	1,290	350	1,640	6	12.2%	0
	9942	2	1,600	120	1,720	510	2,230	9	16.6%	1
	9942	3	2,660	80	2,740	540	3,280	13	24.4%	2
Subtotal Washington County			9,700	710	10,410	3,050	13,460	53		3
Yuma	9931	1	1,660	100	1,760	520	2,280	9	7.6%	0
	9931	2	2,210	400	2,610	1,050	3,660	14	12.2%	4
	9931	3	3,820	140	3,960	960	4,920	19	16.3%	1
	9931	4	2,300	120	2,420	460	2,880	11	9.6%	0
	9932	1	1,460	170	1,630	1,110	2,740	11	9.1%	0
	9932	2	2,250	250	2,500	830	3,330	13	11.1%	1
	9932	3	1,730	330	2,060	1,170	3,230	13	10.7%	3
	9932	4	3,040	320	3,360	1,020	4,380	17	14.5%	4
	9932	5	1,990	70	2,060	640	2,700	11	9.0%	0
Subtotal Yuma County			20,460	1,900	22,360	7,760	30,120	118		13
Eastern Transit Demand Total			266,740	26,640	293,380	89,960	383,340	1,090		634

Source: 2000 Census Data; Population Projections by DOL & LSC, 2006.

Number of Persons Below Poverty



Appendix B: Coordination Meeting Attendees



Coordinated Human Service Plan Meeting

Transportation Planning Region 6 – Eastern TPR

Akron, Colorado

November 2, 2006

ATTENDEES

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