

**RESOLUTION NO. 35-94**

**A RESOLUTION CONCERNING ADOPTION OF AN AMENDMENT TO THE MESA COUNTY TRANSPORTATION DEVELOPMENT PLAN 1993-1997**

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**WHEREAS**, a Mesa County Transportation Development Plan for 1993-1997 was adopted by the Grand Junction City Council and the Mesa County Commissioners on July 15, 1992 and July 28, 1992, respectively; and

**WHEREAS**, the original Plan, as adopted, called for MesAbility, Inc. services to cease if a dedicated funding source for transportation services is not secured in 1994; and

**WHEREAS**, subsequent to adoption of the above Plan, MesAbility, Inc. began providing transportation services to the City of Fruita, and these services have become an integral part of MesAbility's elderly and handicapped program; and

**WHEREAS**, Mesa County and the City of Grand Junction agree that it is appropriate for the City of Fruita to join them in amending the Transportation Development Plan for 1993-1997; and

**WHEREAS**, subsequent to adoption of the above Plan, the City of Fruita, Mesa County, and the City of Grand Junction desire to amend the Plan to reflect a continuation of MesAbility, Inc. services through 1997, if a dedicated funding source for transportation services is not secured in 1994.

**WHEREAS**, the City of Grand Junction approves the April 1994 Amendment to the Transportation Development Plan for 1993-1997 and its submittal to the Federal Transit Administration.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO that:**

The City Council of the City of Grand Junction, State of Colorado, hereby approves the attached April 1994 Amendment to the Mesa County Transportation Development Plan for 1993-1997, and authorizes forwarding the Amendment to the Federal Transit Administration for its review and approval.

**PASSED AND ADOPTED THIS 20TH DAY OF APRIL, 1994.**

Mayor /s/ Reford C. Theobold

Attest:

/s/ Stephanie Nye  
City Clerk

AMENDMENT TO MESA COUNTY  
TRANSPORTATION DEVELOPMENT PLAN  
1993-1997

April, 1994

EXECUTIVE SUMMARY OF AMENDMENT TO  
MESA COUNTY TRANSPORTATION DEVELOPMENT PLAN

**I. INTRODUCTION**

The Amendment consists of a separate alternative that will provide for continued MesAbility services through 1997. The Amendment is an addition to the current plan which will stand as originally adopted, with the following exception:

On page XI-30, the following paragraph shall be stricken:

**IF A DEDICATED FUNDING SOURCE IS NOT SECURED IN 1994, TRANSPORTATION SERVICES WILL CEASE AND APPROPRIATE MEASURES WILL BE TAKEN TO DISSOLVE MESABILITY AND DISPOSE OF THE TRANSIT PROPERTY IN ACCORDANCE WITH ALL APPLICABLE RULES AND REGULATIONS.**

The following new paragraph shall be inserted in its place:

**IF A DEDICATED FUNDING SOURCE IS NOT SECURED IN 1994, ALTERNATIVE #2 OF THE TRANSPORTATION DEVELOPMENT PLAN SHALL TAKE EFFECT BEGINNING IN 1995.**

**II. SERVICE PLAN--ALTERNATIVE #2**

MesAbility will continue to provide the following services through 1997, contingent upon all other elements of this Amendment remaining in effect:

1. The User-Side Subsidy Program (taxi program)
2. Demand-Response Service
3. Senior Transportation Program (funded in part by AAA and United Way)
4. CASTA (funded in part by a state grant).

Total **operating** costs for these services are as follows. Note that cost estimates provide for 3.5% inflation, with CASTA funding ending in 1996.

1995--\$464,626  
1996--\$480,889  
1997--\$386,848

**III. CAPITAL PLAN--ALTERNATIVE #2**

The capital plan calls for capital maintenance, the purchase of office equipment, and the purchase of three replacement vans in 1996.

Total **capital** costs are as follows:

1995--\$ 21,000  
1996--\$152,400  
1997--\$ 12,000

**IV. PLANNING ELEMENTS--ALTERNATIVE #2**

The amendment calls for a new TDP to be done in 1997 at a projected cost of \$60,000.

**V. INSTITUTIONAL/MANAGEMENT PLAN--ALTERNATIVE #2**

Mesa County will continue to apply for and be the designated recipient of FTA funds through 1997.

**VI. FINANCIAL PLAN--ALTERNATIVE #2**

Total funding requirements are attached as Table 4; recommended local match allocations are attached as Table 5.

**VII. IMPLEMENTATION PLAN--ALTERNATIVE #2**

**1995**

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- Continue exploration of additional local funding sources

**1996**

---

- Continue exploration of additional local funding sources
- Purchase 3 replacement demand-response vans
- Assess continuation of CASTA grant program

**1997**

---

- Continue exploration of additional local funding sources
- In January, assess continuation of elderly and handicapped program and continued local government support
- In March, select consultant to draft 1998-2003 Transportation Development Plan

Table 4

## Funding Requirements

	1995	1996	1997
<u>Operating Costs</u>			
Demand/Response	\$288,646	\$298,749	\$309,205
Taxi	51,995	53,815	55,699
Sr. Transportation	20,485	21,202	21,944
CASTA	103,500	107,123	0
Total	\$464,626	\$480,889	\$386,848
<u>Fares/Other Income</u>			
Fares	\$ 53,816	\$ 56,650	\$ 48,960
Area Agency on Aging	17,850	17,850	17,850
United Way	2,000	2,000	2,000
CASTA	100,000	100,000	0
Total	\$173,666	\$176,500	\$ 68,810
Total Operating/Adm Subsidy Required	\$290,960	\$304,389	\$318,038
FTA	\$145,480	\$152,195	\$159,019
Local Match	\$145,480	\$152,194	\$159,019
	1995	1996	1997
Capital Costs	\$ 21,000	\$152,400	\$ 12,000
FTA	\$ 16,800	\$121,920	\$ 9,600
Local Match	\$ 4,200	\$ 30,480	\$ 2,400
—	1995	1996	1997
Planning Costs	0	0	\$ 60,000
FTA	0	0	\$ 48,000
Local Match	0	0	\$ 12,000

Table 5

Recommended Local Match Allocation

	1995	1996	1997
Local Operating Match Required	\$145,480	\$152,194	\$159,019
Local Capital Match Required	\$ 4,200	\$ 30,480	\$ 2,400
Local Planning Match Required	0	0	\$ 12,000
Total	\$149,680	\$182,674	\$173,419

Funding Sources

Fruita	\$ 5,175	\$ 5,356	\$ 6,543
Grand Junction	\$ 25,875	\$ 26,781	\$ 33,218
Mesa County	\$ 80,919	\$ 83,681	\$ 90,040
MesAbility	\$ 37,711	\$ 66,856	\$ 43,618
Total	\$149,680	\$182,674	\$173,419

Note 1: Contributions increase at 3.5% rate of inflation

Note 2: Contributions for planning in 1997; Fruita \$1,000; Grand Junction \$5,500; Mesa County \$5,500.

## INTRODUCTION

The 1993-1997 Mesa County Transportation Development Plan currently calls for measures to dissolve MesAbility and discontinue all transportation services if a dedicated funding source is not secured in 1994.

Subsequent to adoption of this Plan, Mesa County, the City of Grand Junction, and the City of Fruita have expressed a desire to continue MesAbility's elderly and handicapped transportation services at least through 1997.

This Amendment to the 1993-1997 Mesa County Transportation Development Plan consists of a separate alternative (#2) that will provide for continued MesAbility services. This Amendment is an addition to the current Transportation Development Plan and shall be incorporated therein.

The current Mesa County Transportation Development Plan shall be amended as follows:

On page XI-30, the following paragraph shall be stricken:

**IF A DEDICATED FUNDING SOURCE IS NOT SECURED IN 1994,  
TRANSPORTATION SERVICES WILL CEASE AND APPROPRIATE MEASURES  
WILL BE TAKEN TO DISSOLVE MESABILITY AND DISPOSE OF THE  
TRANSIT PROPERTY IN ACCORDANCE WITH ALL APPLICABLE RULES AND  
REGULATIONS.**

The following new paragraph shall be inserted in its place:

**IF A DEDICATED FUNDING SOURCE IS NOT SECURED IN 1994,  
ALTERNATIVE #2 OF THE TRANSPORTATION DEVELOPMENT PLAN SHALL  
TAKE EFFECT BEGINNING IN 1995.**

Except as herein specifically amended, all other terms and conditions of the 1993-1997 Mesa County Transportation Plan shall remain as Alternative #1.

## SERVICE PLAN--ALTERNATIVE #2

MesAbility, Inc. intends to continue providing the following services through 1997, contingent upon all other elements of this Amendment remaining in effect:

## **User-side Subsidy Program**

The User-side Subsidy Program is available to elderly and disabled persons in the central Grand Junction area who are without other means of transportation. Participants purchase coupons at discounted rates from MesAbility, Inc., then use the coupons towards the full fare of a taxi trip.

## **Demand-Response Service**

Demand-response service is available to individuals 60 years or older and to disabled individuals, regardless of age. Reservations are made up to 48 hours in advance. Demand-response service in the City of Grand Junction and the unincorporated areas of Mesa County is available weekdays and Saturdays from 7:30 A.M. to 5:00 P.M. Demand-response service for the City of Fruita is available Tuesdays and Thursdays from 9:30 A.M. to 1:30 P.M. Demand response service consists of door to door service for doctor's appointments, grocery shopping, etc.

## **Senior Transportation**

Another portion of the demand-response service transports elderly persons from outlying communities such as Collbran, DeBeque, and Palisade/Clifton, and from low-income senior housing complexes are transported into Grand Junction for doctor's appointments, shopping and other personal business through the Senior Transportation Program. This service is offered on Thursdays from 10:00 A.M. to 1:00 P.M.

Demand-response transportation is also provided for senior citizens to the Gray Gourmet meal site at 551 Chipeta Avenue. This service is offered Monday, Tuesday, Wednesday, and Friday. This program is funded in part by the Area Agency on Aging and United Way. This funding is expected to continue through 1997 at similar levels.

## **CASTA**

This program provides demand-response service for work-related activities to individuals with certified disabilities. The program is funded in part by a grant from the Colorado Association of Transit Agencies. The grant expires in 1997, and continuation of the program will be evaluated in 1996.

In addition to the services directly operated by MesAbility, MesAbility contracts with several agencies for demand-response services. These agencies are: Mesa Developmental Services, Hilltop Rehabilitation, and Family Health West.

MesAbility, Inc. may revise any of the above services in order to provide the most efficient and cost-effective service within its financial constraints.

A summary of operating costs for these programs is presented as Table 1.



Table 1

Operating Costs

	No. of Vans	Passenger Trips	Avg. Trip	Passenger Miles	1995 Total Operating Expenses
	7				
Demand/Response		20,000	3.5	72,450	\$288,646
Taxi Coupon		11,000	1.8	19,158	51,995
Sr. Transportation		4,000	1.9	7,600	20,485
CASTA		7,375	3.5	25,813	103,500
<b>Total</b>		<b>42,375</b>			<b>\$464,626</b>

	No. of Vans	Passenger Trips	Avg. Trip	Passenger Miles	1996 Total Operating Expenses
	7				
Demand/Response		21,000	3.5	72,450	\$298,749
Taxi Coupon		11,000	1.8	19,158	53,815
Sr. Transportation		4,000	1.9	7,600	21,202
CASTA		7,375	3.5	25,813	107,123
<b>Totals</b>		<b>43,375</b>			<b>\$480,889</b>

	No. of Vans	Passenger Trips	Avg. Trip	Passenger Miles	1997 Total Operating Expenses
	7				
Demand/Response		21,000	3.5	72,450	\$309,205
Taxi Coupon		11,000	1.8	19,158	55,699
Sr. Transportation		4,000	1.9	7,600	21,944
CASTA					
<b>Totals</b>		<b>36,000</b>			<b>\$386,848</b>

Note 1: Cost estimates use 3.5% inflation rate  
 Note 2: CASTA funding ceases in 1997. Continuation of program will be evaluated in 1996

## **CAPITAL PLAN--ALTERNATIVE #2**

The following capital items are required to implement the operating plan elements presented above. A summary of the capital plan and the financial requirements of the various elements is presented as Table 2. The replacement schedule of the vans follows FTA recommended guidelines for a normal service life for small vans of four years or 100,000 miles.

### **Purchase Replacement Demand-Response Vehicles**

Replacement of vehicles due to aging of the fleet is required as follows:

1995--No vans  
1996--Three vans  
1997--No vans

## **PLANNING ELEMENTS--ALTERNATIVE #2**

If the elderly and handicapped transportation program is to continue beyond 1997, a new 1998-2003 transportation development plan will need to be developed in 1997.

A summary of the planning elements and financial requirements is presented as Table 3.

## **INSTITUTIONAL AND MANAGEMENT PLAN--ALTERNATIVE #2**

### **Grant Recipient**

Mesa County will continue to apply for and be the designated recipient of Federal Transit Administration funds through 1997.

### **Coordination with Other Transit Providers**

Coordination efforts between the various transit services should continue through continual review of potential cost savings by possible joint purchasing, joint maintenance, and joint marketing.

### **Marketing Program**

MesAbility's Board of Directors is currently in the process of reviewing its marketing plan. Marketing tools currently used include brochures, signage on vehicles, public exposure at special events, and public awareness campaigns.

Table 2

Capital Plan

	1995	1996	1997
Replacement Vans	0	(3) \$140,400	0
Capital Maintenance	12,000	12,000	12,000
Computer/Office Equipment	9,000		
Total	\$21,000	\$152,400	\$12,000

Table 3

Planning

—	1995	1996	1997
5 Year Transportation Development Plan	0	0	\$60,000
Total Planning	0	0	\$60,000

## **Monitoring and Reporting Systems**

Recordkeeping is a key element in ensuring sound use of public funds. Performance, financial, and operating monitoring are vital to ensure that federal funding requirements are met and to maximize public confidence on the local level. The FTA requires that the following information be recorded and evaluated: passenger trips, passenger miles, fares collected, maintenance records, accident records, road calls, cost of service, and revenue miles.

Totals for the above information should be reported and evaluated monthly, quarterly, and annually. These evaluations will assist in providing the most efficient and cost-effective services available.

## **Americans with Disabilities Act**

Transportation services provided by MesAbility, Inc. or any other public transportation provider must comply with the ADA. Vehicles, equipment, and facilities must be accessible to people with disabilities. Personnel must be trained to properly operate the equipment and treat disabled people courteously. Information regarding services and fares must also be accessible to disabled people. MesAbility, Inc. fully complies with the ADA.

## **Private Sector Participation**

Mesa County, the City of Grand Junction, and the City of Fruita will continue to involve the private sector in providing elderly and handicapped transportation services by purchasing these services from MesAbility, Inc. through 1997.

## **FINANCIAL PLAN--ALTERNATIVE #2**

### **Financial Requirements**

Funding requirements for the Service Plan, Capital Plan, and Planning elements are summarized in Table 4. Operating and capital costs increase 3.5% (for inflation) between 1995 and 1996, but fall between 1996 and 1997 when CASTA funding expires. There is a possibility that CASTA funding will continue in 1997.

Planning costs will be incurred in 1997 if local governments determine to continue the elderly and handicapped transportation program beyond 1997.

### **Passenger Fares**

Demand-response service to the elderly and handicapped population serves primarily low income people who cannot afford other means of transportation. The fare structure for this program must take this fact into account, and therefore, the threshold for affordable fares will be lower than for other types of transit.

Table 4

## Funding Requirements

	1995	1996	1997
<u>Operating Costs</u>			
Demand/Response	\$288,646	\$298,749	\$309,205
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Planning Costs	0	0	\$ 60,000
FTA	0	0	\$ 48,000
Local Match	0	0	\$ 12,000

In order to raise fares in the elderly and handicapped transportation program, FTA regulations require a public hearing to obtain comments prior to fare increases. Clients must be duly notified of public hearing. Verbal and written comments must be addressed, evaluated and considered before final fare levels are set.

The following fare structure is currently in effect:

Elderly/disabled one-way demand/response fare Zone 1:	\$1.25
Elderly/disabled one-way demand/response fare Zone 2:	\$2.50
Taxi coupon program: \$10.00 for \$20.00 worth of taxi coupons	

**Projected** fare increases are as follows:

For 1995:

Elderly/disabled one-way demand/response fare Zone 1:	\$1.30
Elderly/disabled one-way demand/response fare Zone 2:	\$2.60

For 1996:

Elderly/disabled one-way demand/response fare Zone 1:	\$1.35
Elderly/disabled one-way demand/response fare Zone 2:	\$2.60

For 1997:

Elderly/disabled one-way demand/response fare Zone 1:	\$1.40
Elderly/disabled one-way demand/response fare Zone 2:	\$2.70

These fare increases will be implemented depending on their approval pursuant to the above procedures.

### **Federal Transit Administration Funding**

A key element in the funding of the elderly and handicapped transportation program is Section 9 monies from the Federal Transit Administration. Federal match for operating costs is 50/50, and the match for other capital purchases, capital maintenance, and planning is 80/20.

As of January, 1994, Mesa County has approximately \$1,188,000 federal monies available for the elderly and handicapped transportation program. Every year, the Federal Transit Administration allocates approximately \$300,000 new dollars to Mesa County. At the same time Mesa County loses old, unused funds that expire. No significant changes in Federal Transit Administration funding are anticipated through 1997.

## **Local Funding Sources**

Local funding allocations for 1993-1997 are summarized in Table 5. These allocations are based on an inflation factor of 3.5% per year. The City of Fruita, the City of Grand Junction, and Mesa County agree that these funding allocations are appropriate.

### **IMPLEMENTATION PLAN--ALTERNATIVE #2**

Based on the information presented above, a year-by-year implementation plan is outlined below. Assessment of the elderly and handicapped program and determination of local financial support must begin in early 1997 to determine continuation of the program in future years.

#### **1995**

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- Continue exploration of additional local funding sources

#### **1996**

---

- Continue exploration of additional local funding sources
- Purchase 3 replacement demand-response vans
- Assess continuation of CASTA grant program

#### **1997**

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Table 5

Recommended Local Match Allocation

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