



Tom Skancke addresses transit supporters in Colorado.

IN THIS ISSUE

From the President	2
CTC Update	3
New Additions to the CASTA Library	4
CDOT Update	6
CASTA 2008 Annual Transit Awards	7
Board Election Results	8
Staying Up-To-Date on Federal Issues	9
Upcoming Events	Back Page

CASTA Co-Sponsors National Transportation Speaker

On Oct. 14, the Denver Regional Council of Governments, the Colorado Association of Transit Agencies, the Colorado Department of Transportation, the I-70 Coalition, Move Colorado, Patton Boggs, Ports-to-Plains, Progressive 15 and RTD hosted a breakfast featuring Tom Skancke, one of the Commissioners appointed to the National Surface Transportation Policy and Revenue Study Commission.

The Commission was set up by Congress to examine not only the condition and future needs of the nation's surface transportation system, but also short- and long-term alternatives to replace or supplement the fuel tax as the principal revenue source to support the Highway Trust Fund over the next 30 years.

The Commission completed a report of its findings along with a comprehensive set of recommendations for improving and funding the federal program, and Commissioner Skancke shared them at the forum.

Also on hand were Colorado Congressional delegation members and

candidates to share their thoughts on the Commission's recommendations.

The Treasury Department projected in February that the trust fund's highway account would show a \$3.2-billion deficit in fiscal year 2009. Industry and state officials say if new revenue isn't found to close the gap, highway funding would have to be cut in 2009 by \$14 billion, or 34 percent.

Mr. Skancke outlined the impact of not investing in our infrastructure, declaring that the United States risks falling behind India and China. The transportation system was designed primarily for military mobilization in the 1950's, and cannot accommodate the transportation of people and goods at today's levels.

Due to arrangements between the rail and trucking industry, 70% of the goods in the United States are moved by truck, usually for distances of less than 500 miles. Thirty percent of the goods are moved by rail, usually for distances over 500 miles. Both modes require investment.

Continued on page 4

Colorado Company Builds Hybrid Buses of the Future

In an industry where fuel costs and the demand for lower (or zero) emissions looms over its future, what options are available? You may be surprised to hear that one of the most promising solutions to the challenges in transit comes from a company based in Golden, Colorado. Tucked away in the foothills of Golden is a company that belies its quiet setting. Proterra, formerly Mobile Energy Solutions made a big splash in the world of transit when it unveiled a prototype of their HFC35 bus in San Diego, California at the 2008 APTA Conference & EXPO in October. This is not your ordinary bus. It has a 35 foot composite body which seats 37 passengers, zero emissions, and is battery-dominant hybrid-electric. If The Jetsons were ever to ride a bus, one would imagine it to be much like the ones Proterra engineers and manufactures.

What makes Proterra hybrid vehicles unique? The company's mission vows to "design, develop and manufacture

Continued on page 3

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From the President, Sherry Ellebracht

This month the CASTA board of directors will elect new officers, and I will relinquish my seat as President. It has been quite a year for CASTA, and I appreciate the opportunity to have served you.

2008 Accomplishments

Jeanne Erickson, the former Executive Director of CASTA, used to say that the organization does two things--raise money and provide training. Here are the accomplishments in those two areas for 2008:

Funding

- Preserved Senate Bill 1 – 10% for transit funding in the 2008 legislative season. The first round amounted to \$68 million in funding for transit capital projects.
- Monitored the second Senate Bill 10 % for transit call for projects.
- Monitored developments with the Federal Transportation legislation (SAFETEA-LU) reauthorization.
- Organized the Colorado Transit Coalition's 10th request for federal funding from the 5309 Bus and Bus Facility program. To date the coalition has brought over \$95 million in transit funding to the state.

Training

- Hosted the Spring Training Conference in Boulder, CO, offering more

than 70 hours of transit training to professionals from Colorado, Wyoming and Utah.

- Co-hosted, with CDOT, the Fall Transit Conference in Copper Mountain. One participant wrote: "One of the best overall set of education sessions I have experienced."
- Provided training around the state in PASS, Defensive Driving, and community safety and security.

Advocacy

In addition to the core goals, CASTA advocates for transit funding and sound transit policy in many venues. Discussions this year included:

- The CASTA Vision for Transit in the state. Look for the final document in your mailbox next month.
- Transit in the I-70 West Corridor.
- Non-emergent medical transportation.
- Front Range commuter rail service.
- Human services public transportation coordination.

Although I am stepping down as president, I will be serving as Past President for another year and am still eager to hear from you. Thanks to the very able Board of Directors, wonderful staff, and you for helping make this an outstanding year for CASTA! ♦

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Hybrid Buses of the Future (Continued)

the most energy efficient commercial vehicles on the market...[that] will achieve the lowest total lifetime cost of ownership." The company philosophy of championing efficiency is not limited to the energy generated and used by their vehicles. The philosophy of efficiency also spills over into the design details for virtually every part of the Proterra bus. Dale Hill, Proterra CEO, proudly states that his team is



Traveling through the Rockies on I-70 on its way to San Diego

charged with designing parts that can be replaced within 15 minutes. That's not just a vague charge to his staff. Dale does, in fact, hold the stop watch himself to check how quickly parts can be replaced. The bus design also employs efficient use of space and accessibility. When you expose the drive systems of a Proterra vehicle, one is pleasantly surprised by the remarkable absence of branches of twisted wires and mysteriously dark spaces to navigate between parts. Instead, there are tidy, compact sections that pull out to expose systems for review or repair – thus increasing safety for the technicians who may work on the vehicle. We could talk at length about the composite body of the bus and

how it decreases impact on the streets, or discuss attention to detail in the size and design of the windshield or door which increase safety, but the discussions would lead to an endless number of details. Make no mistake, this is not a retrofitted bus; this is not a traditional bus that has a few adjustments to the motor driving it. This is a bus that has been designed from the ground up with a vision rooted in increasing fuel economy performance, significantly reducing harmful pollutants, while providing a quality package will require minimal maintenance. Every component of the vehicle, from the dashboard to the engine have been re-evaluated and re-designed when necessary.

The most innovative feature of the

Proterra bus is, of course, the fast-charging energy storage system which powers it. The proprietary energy optimization system is reported as operating 10,000 discharge cycles which is estimated to last for the lifetime of the bus. Agencies can realize about \$350,000 in fuel savings over the 12 year lifespan of the bus compared to that of a conventional diesel bus.

Proterra was founded in 2004 by Dale Hill who led the team that designed and manufactured the hybrid-electric shuttle buses used on Denver's own 16th Street Mall. The 16th Street Mall hybrid buses have the notable distinction of being the only hybrid project implemented before the year 2000 that is still in operation today. To date, Denver's 16th Street Mall buses have carried over 163 million riders.

In 2006, the Federal Transit Administration (FTA) selected Proterra's product development team to design an advanced hybrid-electric hydrogen fuel cell bus program to run in Connecticut, South Carolina, and Texas. Proterra is clearly a company to watch. There is no doubt that they will continue to make strides as a leading innovator in designing and manufacturing hybrid buses of the future. ♦

CTC Update

By Phil Bangert, Patton Boggs

SAFETEA-LU REAUTHORIZATION – CURRENT DEBATE, THEMES,

With the current surface transportation law, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), set to expire on September 30, 2009, the transportation reauthorization policy debate is well underway in this Congress. In fact, the House Transportation and Infrastructure Committee has begun drafting new

legislation and plans to publicly release a detailed outline of its reauthorization proposal by January 2009.

There is a general sense that the federal transportation program has lost its mission; committees are reviewing all aspects of the transportation system, including: short- and long-term sources of financing, infrastructure with federal interest, standards and accountability for the use of federal funds, program consolidation, freight movement, the financial relationship with metropolitan areas, transit's

role, climate change, energy, and other issues.

The following issues enjoy widespread support:

- consolidate surface transportation programs
- create broad programs to implement federal priorities
- provide more flexibility for state and local governments to make strategic decisions. ♦

Continued on page 5

National Surface Transportation Breakfast (Continued)

The causes of the crisis are numerous, including:

- The financing mechanism (gas tax) has not kept up with the needs; it has not been raised federally since 1982.
 - The federal program is broken. There are 62 Federal Highway Administration programs, 20 Federal Transit Administration programs, 6 Federal Rail Administration programs, 12 National Highway Traffic Safety Administration programs, and 8 Federal Motor Carrier Safety Administration programs.
 - Massive and chronic underinvestment.
 - Industry needs are enormous.
 - No clear mission or vision to national transportation policy.
 - Lengthy project delivery time.
- The commission made several recom-

mendations on how to fix the federal funding program, including the creation of 10 new programs to replace the multitude of existing programs, raising the fuel tax, increasing other federal fees, providing states the ability to toll existing capacity on interstates, and encouraging congestion pricing programs.

Mr. Skancke ended his presentation with a quote from Thomas Jefferson, regarding the construction of roads and canals in 1806 which still rings true today:

“By these operations, new channels of communications will be opened between the States, the lines of separation will disappear, their interests will be identified, and their union cemented by new and indissoluble ties.”

More information about the Commission and its recommendations can be found the internet at www.transportationfortomorrow.org. ◇

CASTA Classifieds

FOR SALE WHEELCHAIR LIFT EQUIPPED MINIBUSES

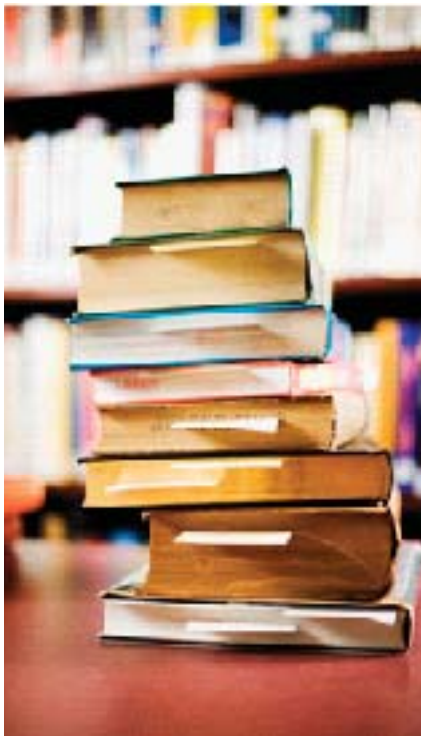


1995: gas engine, new transmission
1997: gas engine, extremely low miles
2000: gas engine, extremely low miles
No CDL required. Warranties.

For more information, call:

Access Institute at (800) 929-4811
or email access@silverstar.com

New Additions to CASTA Library



CASTA has added the following publications to the transit library. To request the publication, please call CASTA at 303-839-5197 or send an email to michaelm@coloradotransit.com.

1. Pedestrian Safety Guide for Transit Agencies (paper, 60 pages). Easy-to-use guide for transit agency staff for improving pedestrian safety from the Federal Transit Administration. Includes common pedestrian safety issues, description of specific engineering, education and enforcement programs, background information, and references to publications, guides and other tools.

2. PedSafe: Pedestrian Safety Guide and Countermeasure Selection System (paper and CD, 322 pages). Provides descriptions of 47 unique engineering countermeasures or treatments that may be implemented to improve pedestrian safety and mobility. From the Federal Highway Administration.

3. Employee Compensation Guidelines for Transit Providers in Rural

and Small Urban Areas (paper, 204 pages). Provides guidelines and tools to help rural and small urban transit providers make employee compensation decisions. Includes wage and benefit data; guide to compensation decisions; recruiting, hiring and training staff; and references. Transportation Cooperative Research Board.

4. Getting there Guide (Paper, 1 page, online at www.gettingthereguide.com). Resource guide of transit services for older adults living in the metropolitan Denver area. Produced by the Denver Regional Mobility and Access Council.

5. ADA Technical Assistance (CD-ROM). Provides information on ADA compliance. Sections include: General Requirements, State and Local Governments, Business and Service Providers, Design Standards, ADA Law, ADA Status Reports, Disability Rights and Resources. Produced by the Department of Justice. ◇

CTC Update (Continued)

For major urban areas, this could result in the direct flow of funds to metropolitan planning organizations and erase the distinction between highway and transit funding. Freight trust funded programs could focus on the most cost beneficial approach to freight movement in a corridor, recognizing rail as well as highway capacity needs and intermodal connections.

Estimated Timeline for Reauthorization

The following is an approximate timeline for the next reauthorization bill:

- Congress Discusses Policy Alternatives (Summer/Fall 2008)
- House Drafts a Reauthorization Outline (Fall/Winter 2008)
- New Administration Submits New Transportation Reauthorization Bill (Spring 2009)

- Congress Debates and Marks-up Its Version of Reauthorization Bill (Spring/Fall 2009)
- Final Passage of Transportation Reauthorization Bill (late 2009-2010)

By all accounts, the amount of federal funds in the next surface transportation bill will surpass SAFETEA-LU's \$286.5 billion and will likely include a price tag of \$400 to \$600 billion over five to seven years. In addition, transit will likely play a more prominent role and the Committees of jurisdiction have indicated that earmarks will be part of the bill. However, the landscape in Washington has changed in several respects since the last reauthorization and earmarks could take on a different form in the next bill – whether in number, amount, or focus.

While the House expects to pass its

bill by May 2009, the Senate has not announced a similar timetable and often lags far behind the House in passing major legislation on an announced timeline. The next Administration will play an important role in the reauthorization debate and will want to incorporate its policy objectives into the legislation.

In addition, the House schedule is very ambitious since it has the twin goals of moving quickly and providing comprehensive restructuring of the nation's surface transportation programs. Conversely, the impending threat of a bankrupt Highway Trust Fund means Congress must take some action in 2009 even if it is just a short-term solution until the full authorization bill passes. In short, there are conflicting political realities that make it difficult to forecast how quickly Congress will be able to pass the reauthorization. ◇

A SPECIAL THANK YOU TO ALL OUR 2008 FALL TRANSIT CONFERENCE SPONSORS!



CDOT Update

Senate Bill 1 Project Selection Underway

Selection of projects to receive Senate Bill 1 funds for FY2009 through FY2012 is underway with 42 applicants in the pool. Projects submitted fall into categories of planning, facilities, rolling stock, rail/BRT and include the following:

- Bus queue jumps along US36 between Denver and Boulder
- Signal prioritization for buses along US82 between Aspen and Glenwood Springs
- Rail feasibility study between Vail and Gypsum
- Shared transit operations facility for Eagle and Avon
- Renovation of rail depot to an intermodal facility in Ft. Morgan
- Multimodal transfer center near the Mesa Mall in Grand Junction
- Study of station locations for passenger rail between Fort Collins and Pueblo
- One-stop regional scheduling and dispatch center and flex-fuel vehicles for the Pikes Peak region
- Transit circulator to connect with the Gold Line in Arvada
- Passenger shelters along US40 for Steamboat Springs Transit
- A second track from Boulder to ensure all-day commuter rail service to Longmont
- Rolling stock, rolling stock and more rolling stock to make up the typical \$30 million shortfall in federal capital funds for transit agencies across the state each year.

Project requests range in cost from \$40,000 to \$82 million with total requests exceeding \$230 million. The state anticipates about \$46 million in funds being available over the four year period making the selection process very competitive. Regrettably, declining state sales tax revenue could negate the process entirely as funds are available only when

other state appropriations are met.

The program, known as the Strategic Transit Program, was initiated by the Legislature in 1997, and 2006 was the first year funds were available. Over \$65 million in projects were funded in the first phase and this round of projects is the second. The projects are still being scored and will be selected in early November.

New Intercity Bus Service: DIA/Durango and Denver/Salt Lake City

Intercity bus service in Colorado just got better with the addition of a new route between DIA and Gunnison, and funding secured for a route between Denver and Salt Lake City. Most of Colorado's major corridors are well-served by intercity bus and include I-70 east and west, I-25 north and south, and routes to the northeast (I-76), southeast (US50), and southwest (US160 and US550). Areas underserved have included the Central Front Range and Gunnison Valley (US 50/285) and the northwest (US40).

CDOT conducted a study of state-wide intercity bus service and identified US285 and US50 between Denver and Gunnison as a priority route for service. CDOT applied to the Federal Transit Administration (FTA) for Section 5311(f) funds in the amount of \$348,000 for operating and \$350,000 for capital. Arrow/Black Hills Stage Line was the successful bidder and plans to begin the route in early 2009.

Presently, the eastern terminus is DIA, however downtown Denver may be selected as RTD already provides skyRide bus service to DIA from downtown. If downtown is selected, the Denver Bus Center (Greyhound bus depot) will be the eastern terminus and the first three stops on its westward alignment will be Denver Union Station, Pine Junction and Fairplay along US285. Jefferson and Grant are designated flag stops. A northbound spur to Buena Vista or

turning south at Johnson's Village is under debate but next stops will be Salida and Poncha Springs along US50 before its western terminus in Gunnison.

The service will operate five days a week with one round-trip each day. Annual vehicle miles are projected to be 122,720. The round-trip duration is approximately ten and a half hours pushing the driver hours of service over the maximum ten. This requires making a decision whether to run Gunnison to downtown Denver connecting with skyRide or running a separate but connecting van service from Gunnison to Salida.

US40 through northwestern Colorado also was identified in the study. Details regarding the route between Denver and Salt Lake City are less known at this time because CDOT has been unable to find an operator within budget of the \$760,000 needed for the service. The FTA portion is \$380,000 and has been awarded.

Two significant achievements and "firsts" for intercity bus service in Colorado have been realized with this grant: 1) local cities and counties are contributing a total of \$43,000 toward the Gunnison/DIA service; and 2) CDOT and the Utah Department of Transportation are partnering to implement the Denver/Salt Lake City route.

CDOT Awards 2009 JARC and New Freedom

Colorado's transportation providers and human service agencies leave few stones unturned in their quest for funding to expand operations and capital. And yet nearly \$2.5 million dollars was left unawarded by CDOT from the Job Access – Reverse Commute (JARC) and New Freedom programs.

Both are part of SAFETEA-LU with JARC initiated under TEA-21 in 1998 and New Freedom the newest addition in 2006. JARC's purpose is to fund

Continued on page 8

CASTA 2008 Annual Transit Award Recipients



Small Transit System of the Year - Breckenridge Free RIDE. Pictured from left to right: Mayor John Warner, Transit Manager Maribeth Lewis, Public Works Director Terry Perkins, and Asst Public Works Director James Phelps

CASTA's 2008 Annual Transit Awards Dinner was held in Copper Mountain, CO on October 25, 2008. This year's award presentations were hailed with a night of celebration. CASTA is extremely proud to announce its 2008 Award recipients as listed here. For more detailed information, please visit our website (<http://www.coloradotransit.com/pdf/2008CastaAwards.pdf>) to review a press release on 2008 CASTA Annual Award winners. ♦



Andy Anderson accepts the Maintenance Employee of the Year Award. Pictured left to right: Sherry Ellebracht, Lenna Kottke, Andy Anderson

CASTA members enjoying themselves at the 2008 Annual Transit Awards Dinner.



Larry Worth is crowned by Rob Andresen and Sherry Ellebracht as Mr. Transit 2008!

Sylvia Cranmer and Kevin Craig accept the Open Category Award for RFTA's Bike Express Program.



Small Transit System of the Year
Breckenridge Free RIDE

Medium Transit System of the Year
Durango Transit

Transit Administrator of the Year
DeAnne Tynner
Prairie Dog Express

Transit Driver of the Year
Fred Coplen
Pueblo Transit

Maintenance Employee of the Year
Andy Anderson
Special Transit

Marketing Award
Haul Pass Campaign

Mountain Metropolitan Transit

Friend of Transit
Gary Thomas
SAINT

Open Category
Bike Express Program
Roaring Fork Transportation
Authority

Transit Advocate
Sherry Ellebracht
RTD

Oracle Award
Jennifer Strehler
Avon Transit

Transplant Resource
John Jones
Summit Stage

Lamp of Knowledge
Tom Mauser
CDOT

Mr. Transit 2008
Larry Worth

Northeastern Council of
Governments

CASTA Board Election Results

With CASTA Board elections, the “changing of the guard” for 2008-2009 included fond farewells, a reunion with a former board member, and new welcomes.

This year, two of our Directors resigned from the Board as a result of changes in professional affiliation. Stacey Mikelson resigned her Board position with the successful completion of her contract with the Grand County Council on Aging, and Lisa Streisfeld resigned when left the Town of Castle Rock to accept a position with CDOT. Both Stacey and Lisa have served CASTA energetically, and we look forward to a continued collaboration

with them in a new facet.

Stacey and Lisa’s resignations left us with two, one-year term seats to fill during Board elections. CASTA is pleased to welcome Brad Patterson, with Greeley-Evans Transit, and Harry Taylor, with Eagle County Transportation Authority, to fill these one-year term seats on our Board of Directors.

The last seat up for election was a two year term position which became available after the completion of Larry Worth’s sixth year of faithful service. Larry will continue to serve as chairman of CASTA’s Elderly and Disabled

Committee, and we look forward to that continued partnership. Hank Braaksma, with Seniors’ Resource Center, rejoins the CASTA Board to fill the vacancy left by Larry. We are thrilled to welcome Hank back to CASTA’s Board of Directors. Hank previously served on CASTA’s Board from 1998 through 2002.

Board members re-elected for a second term include Rob Andresen (First Transit), Sherry Ellebracht (RTD-Denver), and Lenna Kottke (Special Transit). To view a complete list of CASTA’s Board of Directors, please visit our website at www.coloradotransit.com/contact. ◇

CDOT Update (Continued)

programs that provide transportation for low income individuals. New Freedom’s purpose is to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act, such as complementary paratransit.

Despite two notices of funding availability, CDOT is unable to grant the full \$4 million the FTA has made available to Colorado rural and small urban communities for 2009. Local match requirements are often cited as the reason some agencies decline the opportunity and yet allowable sources of local matches are more flexible than ever before.

The extra time and effort to apply and administer the grants has not daunted the following Colorado communities and service providers who were awarded funds:

Job Access-Reverse Commute (JARC)

- \$250,000 in operating for the City of Greeley to operate fixed route service along US34.
- \$31,180 in operating to Archuleta County to operate fixed route service throughout the county.
- \$70,985 in operating and \$100,000 in capital to Monte Vista Economic Development Corporation/San Luis

Valley.

- \$36,400 in operating and \$48,000 in capital to Montrose County Senior Citizens Transportation to operate fixed route between Montrose and Delta.
- \$66,625 in operating and \$32,000 in capital to Northeastern Colorado Association of Local Governments (NECALG) to operate fixed route in Sterling.
- \$7,500 to South Central Council of Governments (SCCOG) to expand hours of service.

New Freedom

- \$45,697 in operating to Pueblo Senior Resources Development Agency for expanded service to Pueblo West.
- \$12,500 in operating to SCCOG for new door-to-door service.
- \$17,588 in operating and \$32,800 in capital to Southern Ute Community Action Program (SUCAP) for new door-to-door service and new vehicles.
- \$242,744 in operating and \$90,631 in capital to Special Transit in Boulder to broker taxi service, fund a mobility specialist position and develop a volunteer driver program, as well as new hybrid vehicles. ◇



Mark Your Calendar for CASTA’s 2009 Conferences!

Spring Conference

May 5-8, 2009

Colorado Springs, CO

Fall Conference

September 8-11, 2009

Snowmass Village, CO

Staying Up-To-Date on Federal Issues

While CASTA makes every effort to keep our membership informed, you may wish you had more access to issues at the federal level. There are several websites devoted to federal transit issues; here are some of the most useful.

Federal Transit Administration

You can sign up for email updates on the FTA Website. Go to www.fta.dot.gov and click on Legislation, Regulations and Guidance, and then Federal Register Publications. Click on the link that says "Sign up for updates for Federal Register Publications". The sign-up screen allows you to select issues of interest and the frequency of delivery.

Colorado to Portugal: Transit Emergency Preparedness



Colorado's Gary Gleason, President of Communicate USA, was awarded a Fulbright Scholarship to teach transit emergency preparedness in Portugal. He has been at the Polytechnic Institute Leiria, about an hour north of Lisbon, since

October and will remain there teaching through December. This scholarship provides Gary with an opportunity to utilize some of the materials he developed for National RTAP, such as the Threat and Vulnerability Toolbox and the newly updated START materials. Gary's time in Portugal will be split between teaching and traveling around the country to learn about what did and/or did not work during past disasters there, and will write short case studies regarding those experiences. CASTA looks forward to Gary's participation at the 2009 Fall Transit Conference where he will present on his experiences. ◇

American Public Transportation Association

To view the latest developments in Washington DC on transit related legislation, visit the American Public Transportation Association's Washington Reports and Alerts at http://www.apta.com/government_affairs/washrep/. While you are at the APTA website, you can view the current rulemaking issues, at www.apta.com/government_affairs/safetea_lu/ by clicking on the "SAFETEA-LU Rule Making and Notices" link.

Community Transportation Association of America

CTAA compiles the latest news of

interest to rural and small urban transit providers in their Capitol Clips, found each month at www.ctaa.org. Scroll down on the right-hand side and click on the Capitol Clips link. You can also check out the Tappy Grams electronic newsletter which includes updates on issues significant to transit agencies. The October edition includes information on Accessibility, Emergency Preparedness and Response, Energy, Federal initiatives, current research, seniors, technology, tribal issues, and other resources.

Happy surfing! ◇

Seniors' Resource Center Wins Beverly Foundation STAR Award

The Volunteer Driver Services program of Seniors' Resource Center won a 2008 Beverly Foundation STAR Award for Excellence for its innovative door-to-door transportation service delivery to older adults. This year's competition drew over 100 applicants from transportation programs in 37 states.

As one of three recipients of the STAR Award for Excellence, and the only winner from Colorado, the Seniors' Resource Center Volunteer Driver Services program received \$10,000. The program features volunteers who donate their time and personal vehicles to help maintain the freedom of older adults by giving them a free ride. Since its inception in 2004, more than 18,000 rides to beauty shops, shopping malls, restaurants and other personal destinations have been provided.

Since 1978, Seniors' Resource Center, a private non-profit organization, has worked to preserve and maximize the independence and personal dignity of older adults in order to help them live comfortably in their own home as they age. Last year, 13,000 individuals across ten counties were served through its Adult Day & Respite, In-Home Care, Transportation,

Care Management, Volunteer and Job Training programs.

The Beverly Foundation, a non-profit organization, undertakes research, demonstration, and assistance to encourage and facilitate mobility and transportation for older adults. Its STAR Awards celebrate promising practices and excellence, and demonstrates to policy makers the value of traditional transportation programs, or services that supplement such programs, to seniors and their communities.

"The Beverly Foundation STAR Awards honor some of the finest providers of transportation in the nation," said John Zabawa, Seniors' Resource Center President/CEO. "We are proud to be so generously recognized in this year's competition. Our Volunteer Driver Services program relieves older adults of isolation, keeping them independent and connected to the community."

For more information on SRC, contact Brandon Edelman at (303)235-6954 or bedelman@SRCaging.org. ◇

Upcoming Events

PASS Train-the-Trainer

December 8-10, 2008

Sponsor: City of La Junta, CASTA

Location: Durango, CO

Transit System Security

January 12-16, 2009

Sponsor: TSI & RTD

Location: Denver, CO

CASTA Spring Conference

May 5-8, 2009

Sponsor: CASTA/CDOT

Location: Colorado Springs, CO

Emergency Response Traffic Calming and Traditional Neighborhood Streets Workshop

November 20, 2008

Sponsor: Multiple

Location: Commerce City, CO

Triennial Review Workshop

March 3-4, 2009

Sponsor: FTA

Location: Denver, CO

Transit Bus System Safety

August 10-14, 2009

Sponsor: TSI & RTD

Location: Denver, CO

Coordinated Mobility

January 15, 2009

Sponsor: NTI

Location: Salt Lake City, UT

Disadvantaged Business Enterprise

April 15-17, 2009

Sponsor: NTI

Location: Denver, CO

CASTA Fall Transit Conference & EXPO

September 8-11, 2009

Sponsor: CASTA/CDOT

Location: Snowmass Village, CO

Additional information forthcoming.

Visit www.coloradotransit.com and click on Conferences and Training for more information on these events.

In accordance with the provisions of the Americans with Disabilities Act and the Civil Rights Act of 1964, CASTA does not discriminate on the basis of disability, race, color, national origin, or gender. For more information about these statutes, or to file a complaint, contact the CASTA Executive Director @ 303-839-5197.