

# Colorado Transportation Needs Assessment

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## Executive Summary

Educational stability is a critical component of a child's success in foster care. Educational stability is affected when a child has multiple placement settings which can result in a child being removed from their school of origin and placed in a new school. The Fostering Connections Act of 2008 and the Every Student Succeeds Act (ESSA) require child welfare agencies and educational agencies, respectively, to collaborate to ensure school stability and school attendance for students in foster care. A transportation needs assessment was performed from August 2016 – June 2017 to provide Colorado Department of Human Services (CDHS) a cost analysis of transporting foster children who are placed outside their school of origin attendance zones.

To understand the transportation needs of the different geographic regions in Colorado, CDHS engaged Westat to conduct a needs assessment of resources needed to transport foster children and youth to their school of origin, after a foster care placement change. Westat conducted a web survey and telephone interviews were conducted with stakeholders around the state including the county human services directors, the school transportation directors and the child welfare education liaisons (CWEL). The web survey and the phone interviews showed that each group wants to find transportation solutions for their children and youth in foster care, but the stakeholders are not always aware of the needs of the children and youth in foster care or the available transportation options that could be provided. This is often a result of lack of communication among stakeholders.

A geospatial analysis was conducted to determine the administrative areas between school districts and counties, the size of the affected foster care population, and the distance traveled. A transportation analysis was performed to calculate regional and statewide costs of transportation services to allow children in foster care to remain in their schools of origin. The results were calculated to show the daily, monthly and yearly cost to keep a child in their school or origin. The cost of providing transportation varies by region due to distance that a child or youth may have to travel, the length of a foster care placement, and the availability of transportation alternatives (i.e. public transportation).

## Introduction

Educational stability is critical for improving long-term outcomes and overall well-being for children and youth in foster care. To improve educational outcomes for young people in foster care it is best for students to remain in their school of origin. Research has shown that more than half of the young people in foster care are performing below grade level.<sup>1</sup> Academic achievement for Colorado students in foster care is significantly lower than their peers.<sup>2</sup> Students in foster care in Colorado on average are nineteen percent less proficient than their peers in reading, writing, and math from 2009 – 2013.<sup>2</sup> The number of school changes that a young person encounters in foster care can influence the student's success in school.<sup>3</sup> Young people often feel the stress of changing schools, and it is estimated that students with multiple school settings typically take 4-6 months to academically recover after each change.<sup>4</sup> Each educational change that a young person faces can cause disruption in curriculum and result in the loss of a social network and the ability to form a trusting relationship with an adult.<sup>5</sup> Nancy Hughes, president and CEO of Volunteers of America [Illinois], reported a foster care youth saying “Tell me I’m going to the same school and I can handle everything else.”<sup>6</sup>

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<sup>1</sup> Wendy Whiting Blome, “What Happens to Foster Kids: Educational Experiences of a Random Sample of Foster Care Youth and a Matched Group of Non-Foster Care Youth,” *Child and Adolescent Social Work Journal* 14, no. 1 (1997): 41–53.

<sup>2</sup> “Academic Achievement | Needs Assessment Data | Foster Care Research,” accessed June 12, 2017, <http://www.unco.edu/cebs/foster-care-research/needs-assessment-data/academic-achievement/>.

<sup>3</sup> Peter J. Pecora, “Maximizing Educational Achievement of Youth in Foster Care and Alumni: Factors Associated with Success,” *Children and Youth Services Review* 34, no. 6 (June 2012): 1121–29, doi:10.1016/j.childyouth.2012.01.044.

<sup>4</sup> Casey Family Programs, “Improving Educational Continuity and School Stability for Children in Out-of-Home Care,” *Breakthrough Series Collaborative* 005 (2009): 83.

<sup>5</sup> Brea L. Perry, “Understanding Social Network Disruption: The Case of Youth in Foster Care,” *Social Problems* 53, no. 3 (August 2006): 371–91, doi:10.1525/sp.2006.53.3.371.

<sup>6</sup> Richard Foltz, “SchoolMinder - There’s No Place Like Home of School - Making School and Placement Stability Happen!” (Child Welfare, Education and the Courts: A Collaboration to Strengthen Educational Successes of Children and Youth in Foster Care, Arlington, VA, November 3, 2011).

Working in concert, the Fostering Connections Act of 2008<sup>7</sup> and the Every Student Succeeds Act<sup>8</sup> (ESSA) require child welfare agencies and educational agencies, respectively, to collaborate to ensure school stability and school attendance for students in foster care. ESSA was signed by President Obama on December 10, 2015 with a statement that it “advances equity by upholding critical

Together, child welfare agencies and school districts must ensure that students in foster care remain in their schools of origin when in their best interest, with transportation provided.

protections for America’s disadvantaged and high-need students.”<sup>9</sup> Together, child welfare agencies and school districts must ensure that students in foster care remain in their schools of origin when in their best interest, with transportation provided. When a school change is in a

student in foster care’s best interest, the student must be immediately and appropriately enrolled in a new school, even without normally required records.<sup>10</sup> ESSA further requires each local educational agency to collaborate with the local child welfare agency to develop and implement clear written procedures governing how transportation will be provided, arranged, and funded for the duration of the time in foster care<sup>11</sup> to maintain children and youth in foster care in their schools of origin, when in their best interest. **In Colorado, county departments of human services have a reciprocal obligation to collaborate on these transportation plans.**<sup>12</sup> The purpose of this transportation needs assessment is to provide the state and local agencies a better understanding of the needed resources to implement these transportation requirements.

**For a child or youth in foster care to stay in their school of origin, transportation needs to be arranged through human services directors, child welfare education liaisons (CWEL) and transportation directors.** Designing and implementing strategies based on transportation solutions can increase education stability for children and youth who are in foster care. Increasing education stability through transportation solutions may improve long-term outcomes and overall well-being

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<sup>7</sup> Fostering Connections to Success and Increasing Adoptions Act of 2008, Pub. L. 110-351, 122 Stat. 3949 (codified as amended in scattered sections of 42 U.S.C.). Sections of Fostering Connections relevant to school stability include, but are not necessarily limited to, 42 U.S.C. § 675(1)(G) and (4)(A).

<sup>8</sup> Every Student Succeeds Act, Pub. L. 114-95, 129 Stat. 1802 (codified throughout 20 U.S.C.). Sections of ESSA relevant to this Agreement include, but are not necessarily limited to, 20 U.S.C. § 6311(g) and 20 U.S.C. § 6312(c)(5).

<sup>9</sup> “Every Student Succeeds Act (ESSA) | U.S. Department of Education,” accessed June 13, 2017, <https://www.ed.gov/essa?src=rn>.

<sup>10</sup> 42 U.S.C. § 675(1)(G) and 20 U.S.C. § 6311(g)(1)(E) and § 6312(c)(5)(B).

<sup>11</sup> 20 U.S.C. § 6312(c)(5)(B).

<sup>12</sup> 12 CCR 2509-4, 7.301.241

of children and youth in foster care. There are a number of scenarios that may require different transportation solutions to minimize the disruption of school changes. Figure 1 is a list of scenarios developed from a 2011 brief from the *American Bar Association Center on Children and the Law, Education Law Center and Juvenile Law Center* on situations where school stability may require transportation action.<sup>13</sup>

Not Requiring Special Transportation	Children Requiring Transportation at Minimal or No Additional Cost	Situation Requiring Transportation Costs by the State/Jurisdiction
<ul style="list-style-type: none"> <li>• Child/youth is newly placed within the same school boundaries.</li> <li>• “Best Interest” dictates moving the child/youth to a new school.</li> <li>• Child/youth has graduated and further schooling is not necessary.</li> </ul>	<ul style="list-style-type: none"> <li>• “Homeless” designation requires schools to cover costs to “school of origin.”</li> <li>• “Special education” designation for child/youth requires schools to cover the costs.</li> <li>• Children/youths who have been placed into a new home close to, or can be dropped off at, a bus stop proximate to the existing transportation system for the current school.</li> <li>• Children/youths who move within the same school district and transportation to the original school across the district is available for other reasons.</li> <li>• Children/youths who have a relationship with an adult whose existing commute complements the child's transportation need.</li> </ul>	<ul style="list-style-type: none"> <li>• A foster parent, relative or other adult provides transportation but needs reimbursement for mileage.</li> <li>• An agency provides the youth or caretaker with bus passes or other public transportation vouchers.</li> <li>• An agency contracts with a private transportation company to provide a bus/van/car.</li> <li>• A school district reroutes, or adds a bus to its fleet, to accommodate the transportation needs of children in foster care.</li> </ul>

Figure 1 - Transportation Scenarios from the American Bar Association Center on Children and the Law, Education Law Center and Juvenile Law Center

<sup>13</sup> American Bar Association Center on Children and the Law, Education Law Center and Juvenile Law Center, “School Stability Under Fostering Connections: ‘Proximity,’ or Placing Children Close to Their Current Schools,” Foster Care and Education Brief (The Legal Center for Foster Care and Education, 2011). Note that although ESSA removed “awaiting foster care placement” from the McKinney-Vento definition of homeless, a student could conceivably still be “homeless” under the current McKinney-Vento definition and also be protected by the new provisions of ESSA. In these narrow circumstances, the statement (middle column, bullet one) in this chart is still accurate.

Colorado Department of Human Services (CDHS) reported that of approximately 4,400 students in foster care in the 2013-2014 school year, more than half changed schools one or more times during the school year. When a student changes schools there are several problems that can occur which can include the delay or the loss of school records or transcripts.<sup>14</sup> School districts may not release records because they did not receive notice that the student has been placed in or removed from the district.<sup>15</sup> Schools with limited resources may question the value of designing special education programs when a student may only be at his/her school for a short period of time.

Children and youth in foster care often face disadvantage from changing schools and are often academically behind their peers. The graduation rate for youth in foster care in Colorado is thirty-three percent which is significantly lower than the overall high school graduation rate for Colorado of seventy-nine percent.<sup>16</sup>

Student mobility rate in Colorado is 16.5 %  
Foster care student mobility rate in Colorado is 54%

The students in foster care have a much higher mobility rate, which occurs when a student changes schools outside the normal educational progression, of fifty-four percent; whereas the State mobility rate for students was sixteen and a half percent.<sup>17</sup>

Colorado has diverse urban and rural areas which have been divided into five regions by CDHS: (1) the Denver Metro area, (2) Colorado Springs, (3) Pueblo County, (4) Middle-Western Slope, and (5) the remaining outlying counties. The CDHS-identified regions were based on a study that identified areas with the greatest instances of student mobility.<sup>18</sup> This study expanded the regions to follow the Colorado Department of Education (CDE) regions. Table 1 shows the crosswalk between the CDHS-defined regions and the CDE regions. The CDE regions show an expanded Denver metro area and break the outlying counties into different regions. Colorado Springs and Pueblo County both fall into CDE region Pikes Peak. To keep these two areas separate, we renamed the part of the

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<sup>14</sup> Pecora, "Maximizing Educational Achievement of Youth in Foster Care and Alumni," *supra* note 2.

<sup>15</sup> Nancy M. Shea, Andrea G. Zetlin, and Lois A. Weinberg, "Improving School Stability: An Exploratory Study of the Work of the AB 490 Liaisons in California," *Children and Youth Services Review* 32, no. 1 (January 2010): 74–79, doi:10.1016/j.childyouth.2009.07.013.

<sup>16</sup> Colorado Department of Education, "2015-16 State Policy Report: Dropout Prevention and Student Re-Engagement:" (March 15, 2017).

<sup>17</sup> Colorado Department of Education, "Dropout Prevention and Student Re-Engagement: Colorado Department of Education Fact Sheet," Fact Sheet (Colorado Department of Education, November 2016).

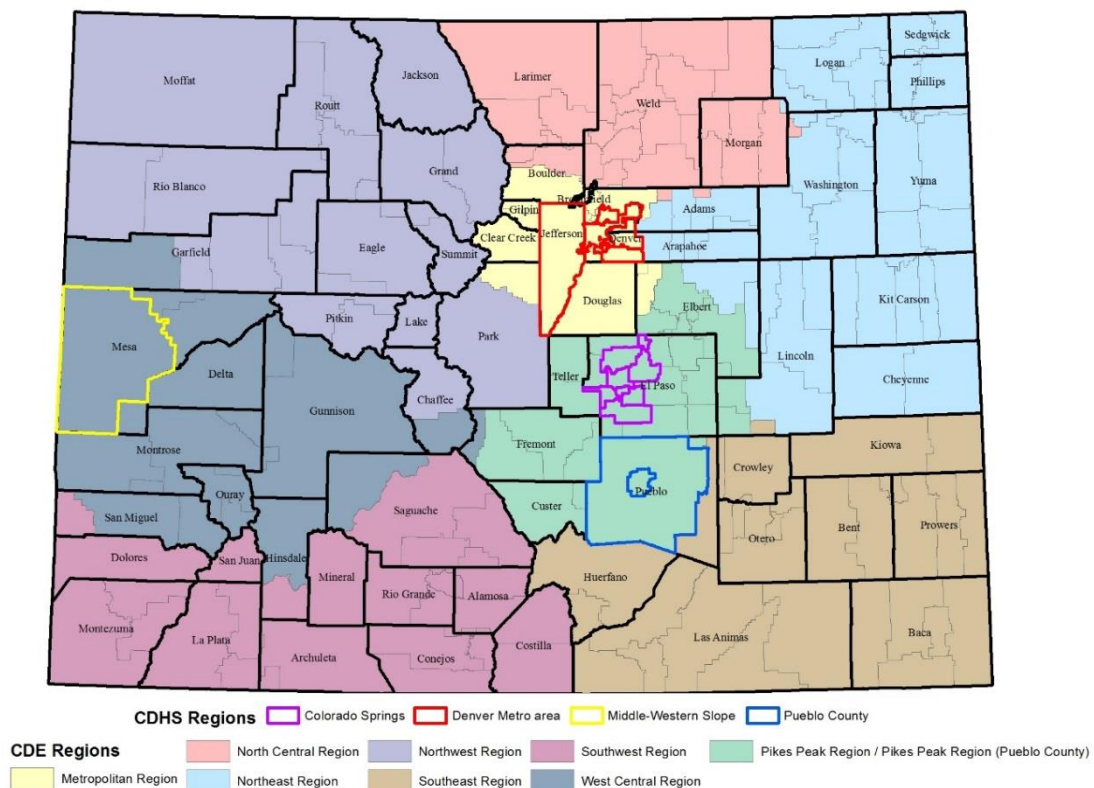
<sup>18</sup> Elysia V. Clemens, PhD, LPC, "Summary of Transportation-Relevant Foster Care School Mobility" (University of Northern Colorado 2015).



CDE region that contains Pueblo County and Pueblo City School District to “Pikes Peak Pueblo County” to adhere to CDHS-defined regions as shown in Figure 2. Understanding the travel impediments of each region defined by CDE will help assess the variations in transportation needs across the state.

*Table 1 – CDHS Regions with corresponding CDE Regions*

CDHS Regions	CDE Regions
Denver Metro	Metro Area
Colorado Springs	Pikes Peak
Pueblo County	Pikes Peak (Pueblo County)*
Middle-Western Slope	West Central
Outlying Counties	Northwest
Outlying Counties	Southwest
Outlying Counties	North Central
Outlying Counties	Northeast



*Figure 2 - School Regions*

Each region has its own unique population. Denver has the greatest population density, the greatest population under 18 years old in Colorado, and the greatest number of children in out-of-home (OOH) placement each year. Table 2 lists some of the socioeconomic population characteristics related to Colorado. The socioeconomic differences in the CDHS regions demonstrate the challenges in urban Colorado and rural Colorado.

*Table 2 - Colorado Population Characteristics*

	Population per Square Mile	Percent of Total Population Under 18 <sup>19</sup>	Number of Children in OOH Placements (January 1, 2016 – December 31, 2016) <sup>20</sup>
<b>Denver (County)</b>	3,922.6	20.6%	1,712
<b>Colorado Springs (El Paso County)</b>	292.6	25.0%	1,442
<b>Pueblo County</b>	66.7	24.8%	302
<b>Middle-Western Slope (Mesa County)</b>	44.1	22.3%	552
<b>Statewide (All of Colorado)</b>	48.5	23.0%	10,871

**Project Overview.** Westat conducted a transportation needs assessment for CDHS to provide a statewide understanding of the transportation services and the associated cost necessary to support school stability for children and youth in foster care. The Westat project included three components: web survey with stakeholders, phone interviews with stakeholders, a mobility analysis that included a geospatial analysis of foster care population at risk, and a transportation analysis of school mobility costs. For this analysis we conducted a web survey and phone interviews to CDHS

<sup>19</sup> U. S. Census Bureau, “American FactFinder,” accessed May 24, 2017, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>.

<sup>20</sup> CDHS Data Matters, Colorado Office of Children Youth and Families, Division of Child Welfare, “My Reports Page,” accessed May 24, 2017, [https://rom.socwel.ku.edu/CO\\_Public/MyReports.aspx](https://rom.socwel.ku.edu/CO_Public/MyReports.aspx).

stakeholders to understand each group's transportation needs. A geospatial analysis was conducted to determine the administrative areas, the foster care population served, and the distance traveled to and from schools. A transportation analysis was performed to calculate regional and statewide costs of transportation services to allow children in foster care to remain in their schools of origin.

## Survey

Westat conducted a web survey using Survey Monkey to gather information from key CDHS stakeholders. Input from school district transportation directors, school district child welfare education liaisons (CWEL), and the county human services directors provided relevant information that is difficult to glean in secondary data sets. Westat collaborated with CDHS to identify these organizations, and key contacts within the organizations, to make sure that a wide range of expertise and knowledge was captured. The web survey was developed to ask a range of questions that included:

- What are the biggest transportation challenges for children and youth in foster care?
- What are the most common transportation barriers?
- What types of improvements are needed for the transportation of children and youth in foster care?

The aggregated survey results can be found in Appendix A. All identifying information from the survey participants has been removed from the survey responses, and open ended survey responses are verbatim. Prior to the survey being emailed, all of the stakeholders were sent an awareness email from CDHS or CDE about the significance of the transportation needs analysis. Westat emailed the survey in the fall of 2016. If the stakeholder did not respond to the first email a follow-up email was sent a week later. The web survey response rates were as follows:

- Transportation directors contact list – response rate 25%
  - 404 eligible emails, 102 responded to the survey
- CWEL contact list – response rate 47%
  - 121 eligible emails, 57 responded to the survey
- County human services directors contact list – response rate 60%
  - 85 eligible emails, 51 responded to the survey

Overall the transportation directors, the CWELs, and the human services directors showed a willingness to work together and help find transportation solutions. However, there is a need for better communication with one another to make sure that a foster child/youth that changes placement can stay in their school of origin.

The first question in the web survey was: ***What are the biggest transportation challenges that your school or county's children and youth in foster care face who move outside of their county or school attendance zone due to child welfare placement change?*** The transportation directors reported that the child is placed too far from school and that transportation is requested without much notice as the two biggest concerns. Transportation directors also reported that there is a lack of funding and a driver shortage which contributes to the transportation challenges. Twenty-one transportation directors reported not having foster students or having to deal with children being placed outside of the school attendance zone. The human services directors, like the transportation directors, also thought that one of the biggest transportation challenges was that the children were placed too far from their school. Three human services directors reported that they are currently not facing any challenges with transportation because they do not have foster children or foster children who are placed outside the attendance zone. The CWELs ranked communication and limited funding as the two biggest challenges. Nine CWELs stated that transportation issues do not apply to their school districts. Many of the CWELs listed distance in rural areas as a transportation issue because of limited options.

The next question in the survey was: ***What transportation options, if any, does your county or school district currently provide for children and youth in foster care who reside out the county or school attendance zone?*** Both the human services directors and the CWELs ranked

the foster parent or other family member as one of the most common transportation options for their schools. Ninety-seven percent of the human services directors believed that a family member provided transportation as an option, whereas only twenty-seven and a half percent of the transportation directors listed this as a transportation option for their schools. The transportation directors do not see the foster parent or a family member providing transportation as a viable transportation option based on the survey results. The lowest ranking transportation option that is being offered is IDEA funds, which could pay for transportation services if the child's IEP team determines transportation is a related service that is required.

The third question in the survey was: ***What are the most common barriers or constraints related to transportation for children and youth who reside outside of the county or school attendance zone?*** The human services directors, the transportation directors, and the CWELs all think that the most common transportation barrier is the length of commute to the school of origin. Transportation costs were seen as the second most common barrier by the human services directors and the CWELs and were the third most common barrier cited by the transportation directors. Securing and hiring drivers was the second most common barrier noted by transportation directors and the third most common barrier for human services directors and CWELs. All three stakeholder groups agreed that the expected length of placement was the least common barrier.

The next question in the web survey asked: ***What transportation solutions do you think would work best for your school for children and youth who reside outside of the school attendance zone or county (please rank)?*** The highest ranking response was consistent among the human services directors, the transportation directors, and the CWELs: a foster parent, relative, or other adult provides transportation and receives reimbursement for mileage or gas cards. The lowest ranking solution from the CWELs and the human services directors was that the youth or caretaker is provided with bus passes or other public transportation vouchers. The lowest ranking transportation solution from the transportation directors was providing private transportation (i.e. car or van services).

The last transportation question in the survey was: ***Please share any additional thoughts on the transportation needs of children and youth in foster care in your county or school district.***

The full responses can be found in Appendix A. Below is a list of common themes from the human services directors, the CWELs, and the transportation directors:

**Human Services Directors' Summarized Responses:**

- ❖ Most placements are out of county and would require that the child be transported very long distances. There are no public transportation options. If children are placed inside the county, the kinship or foster parents usually provide transportation.
- ❖ The inconvenience and expense for a foster parent to transport a child to his home school is a problem in a rural area as there are no public transportation options.
- ❖ Even with additional financial support, it still remains a burden on the foster parents. There is a need for more local foster/kin placement homes.
- ❖ While this is a great idea and best for the child, this is an unfunded mandate for counties and schools. The schools also don't seem to understand that they need to try to support this.
- ❖ Sometimes there is difficulty in finding middle ground between child welfare agencies and schools, and both are pointing fingers at each other regarding the responsibility for payment.
- ❖ Our biggest struggle is cost and availability of drivers/buses.
- ❖ No private transportation exists in our counties.

**CWELs' Summarized Responses:**

- ❖ Overall, there is a great lack of understanding of the law and its requirements to welcome and maintain our children in the stability of their known school. We have principals and secretaries who turn them away, and we have transportation supervisors who complain that they cannot make the routes work.
- ❖ When you are considering what is in the best interests of the child, there should be consideration as to the distance to the district of origin. Two of our districts are 30-60 minutes away from the city where they are usually placed. The amount of time in the "district of origin" should also be considered. If a child has only spent less than a year in a district, should this really be defined as the district of origin?
- ❖ It is vital that DHS and the school district work together to meet the needs of foster care children.
- ❖ We are not notified of students that are in foster care.

- ❖ Current communication is non-existent regarding foster placement kids.
- ❖ We are a small, rural district who has not faced transportation issues for foster care children. If we face issues in the future, we would address them at the time and find the best solutions possible.

**Transportation Directors' Summarized Responses:**

- ❖ We do our best to help any child get to and from school. Working with parents, grandparents, or foster families. We try to work with everyone to make that happen.
- ❖ When we are notified of a student needing transportation, we try to resolve the need by using one of our existing routes whenever possible. Often times the notice comes and immediate transportation is needed. Our "public" transportation is limited and does not drop at or near our schools.
- ❖ The best way to resolve this issue is to have good communication between districts and resolve the transportation requirements.
- ❖ The challenge is always resources; most school districts do not have uncommitted drivers to handle such inconsistent and challenging (logistically speaking) requests.
- ❖ We should maintain accurate documentation to report each year how each district manages foster home transportation. The records should report what service is provided, the days of service, where and when, and how long this service was provided and the total and true costs.
- ❖ It is not in the best interest of the student to ride a bus for over an hour to get to school or to get home. We do not have the resources to transport students from outside of neighboring districts. It is better to reimburse foster parents or provide bus passes so a child does not have a long commute to school.

Over half of the CWELs and transportation directors that responded to the survey have worked with their agencies for over 5 years. Just under half of the human services directors worked at their agencies for more than five years. The turnover for these positions appears to be minimal, which provides an opportunity for the directors of each agency to get to know each other and establish communication channels.

Westat conducted eight phone interviews as a follow-up to the web survey. These interviews were based on survey responses, a willingness to be contacted, and geographic diversity. The phone

interviews were conducted in the winter/spring of 2017. The transportation directors that we contacted were willing to work with the department of human services to provide a transportation solution that may include private drivers or van pick-ups. However, the biggest concern reported by transportation directors was that they did not receive much notice to find transportation solutions in the time requested. The transportation directors that we talked to were willing to provide whatever services needed.

One of the phone respondents shared that they had success solving transportation issues when they were dealing with students that were classified as homeless under the McKinney Vento Act<sup>21</sup> because of the team collaboration and the collaborative partnership that had been established between schools and agencies.

The stakeholders that we spoke to in rural areas said that school bus transportation is the only option because of lack of public transportation and because of the distance that may need to be travelled. They suggested it can be difficult for foster parents to provide transportation, especially if they have more than one foster child and if these children are in different schools. Schools that only have a few foster children (1 or 2) said that they provide private transportation via van pick-up. This can be done in schools that do not experience many children in foster care.

All of the stakeholders that we spoke with suggested that communication among groups is needed. One stakeholder shared that one of the biggest issues was “finding one party to own the issue” of providing transportation for children in foster care.

Overall, all the people who responded to the survey wanted to find transportation solutions for children and youth in foster care. Transportation directors were willing to learn more about the issues that foster children face and are open to working on finding new solutions. Human services directors and CWELs are willing to communicate the needs of their foster children to transportation

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<sup>21</sup> Education for Homeless Children and Youth Program Non-Regulatory Guidance, “Education for Homeless Children and Youth Program,” 2004, <http://www2.ed.gov/notclamped/programs/homeless/guidance.pdf>.

- “Requirement for transportation to and from school of origin – The State and its local educational agencies (LEAs) must adopt policies and practices to ensure that transportation is provided, at the request of the parent or guardian (or in the case of the unaccompanied youth, the liaison) to and from the school of origin.”



directors and are willing to keep open communication with all parties involved to find a solution that works best for the child and the foster family.

## School Mobility

School mobility occurs when a student changes schools outside the normal educational progression. There are two types of school changes reported in the Table 3 below: these include intra-district (within) school transfers and inter-district (between) school transfers.

- Intra-district (within) school transfers are school changes from a traditional public school to another traditional public school in the same school district for reasons other than grade promotion. School changes that occurred over the summer were not counted. These students have a clear school of origin for purposes of best interest determination.
- Inter-district (between) school transfers are school changes from a traditional public school to another traditional public school in a different school district for reasons other than grade promotion. School changes that occurred over the summer were not counted. These students have a clear school of origin for purposes of best interest determinations.






Table 3 shows a three-year average number of moves among each school district listed. This is extracted from the FERPA-compliant raw data utilized to prepare the Summary of Transportation-Relevant Foster Care School Mobility by the University of Northern Colorado.<sup>22</sup> For student confidentiality, only  $N \geq 16$  is reported. No data indicate  $N \leq 15$ . This table demonstrates the impact of transportation-relevant changes that a school district expects during a school year. In the 12 school districts that are listed in Table 3, all but two school districts face intra-district moves, and half of the school districts listed have 16 or more inter-school district moves.






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<sup>22</sup> Elysia V. Clemens, PhD, LPC, see *supra* note 18.

Table 3 - FERPA-compliant raw data from School Mobility Report

Receiving School District (right)	Adams 12 Five Star Schools	Adams-Arapahoe 28j	Cherry Creek 5	Colorado Springs 11	Denver County 1	Falcon 49	Greeley 6	Harrison 2	Jefferson County R-1	Mesa County Valley 51	Pueblo City 60	Pueblo County 70
Sending School District (below)												
Adams 12 Five Star Schools	25											
Adams-Arapahoe 28j		38	16		39							
Cherry Creek 5					23							
Colorado Springs 11				107		19		21				
Denver County 1		38	21		297				47			
Falcon 49				16								
Greeley 6							33					
Harrison 2				23								
Jefferson County R-1		20			43				75			
Mesa County Valley 51										73		
Pueblo City 60											63	16
Pueblo County 70											18	16

Inter district moves – 15 or fewer , 16 – 25 , 26 – 50 , 50 – 100 , 101 or more 

Intra district moves – 15 or fewer , 16 – 25 , 26 – 50 , 50 – 100 , 101 or more 

In order to understand the impact of the school transfers and how they will affect children in foster care, this section of the report will look at anticipated travel time for caretakers, mileage expenses, and regional transportation options.

### Travel Time to Work

The mean travel time to work in Colorado according to the 2011-2015 American Community Survey (ACS) 5-Year estimates is listed in Figure 3. The travel times are shown for the five regions defined

by CDHS. The average travel time to work for Colorado workers sixteen years and over who did not work at home is 24.8 minutes. The travel trends to work provide a picture of how far caregivers may be willing to drive a child to school. About seven percent of the Colorado working population over sixteen years old commutes over an hour. Over fifty percent of the Colorado working population over sixteen years old commutes less than a half hour to work. Over thirty-five percent of the population in the Mesa and Pueblo counties commute 15 minutes or less to work. This provides a framework to understand how much time a caregiver may be willing to spend driving a child to school during the same rush hour conditions.

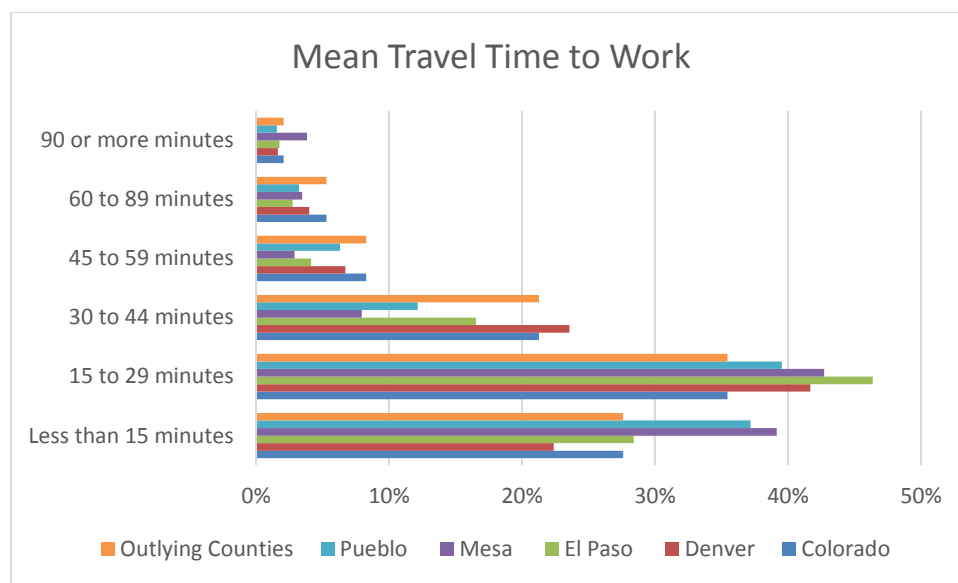


Figure 3 - Mean Travel Time

## Mileage Rate

The Internal Revenue Service (IRS) mileage reimbursement rate for the state of Colorado effective as of January 1, 2017 was \$0.535. The state of Colorado reimbursement of mileage is 90 percent of the IRS rate.

***CRS 24-9-104** states that on and after January 1, 2008, state officers and employees shall be allowed mileage reimbursement of 90% of the prevailing IRS rate per mile for each mile actually and necessarily traveled while on official state business and, when authorized to be utilized and necessary for official state business, 95% of the prevailing IRS rate per mile for four-wheel-drive vehicles*

*(necessary because of road, terrain, or adverse weather conditions) and forty cents per nautical mile for privately owned aircraft<sup>23</sup>.*

The mileage rate in Colorado has remained fairly consistent since 2007 with the minimum mileage rate being \$0.49 and the maximum mileage rate being \$0.57. The single largest increase was from 2011 - 2012 with an 8 percent increase. The IRS mileage cost averaged \$0.53 over the past ten years. Figure 4 shows the mileage rate change from 2007 to 2017. The potential for mileage increases and decreases is based on the federal standard and needs to be adjusted accordingly by CDHS to provide an accurate cost for transportation estimates in future years. **This assessment assumes that local child welfare and education agencies will provide mileage for round trip drop-off and pick-up from school when the caretaker goes above and beyond their normal commute.**

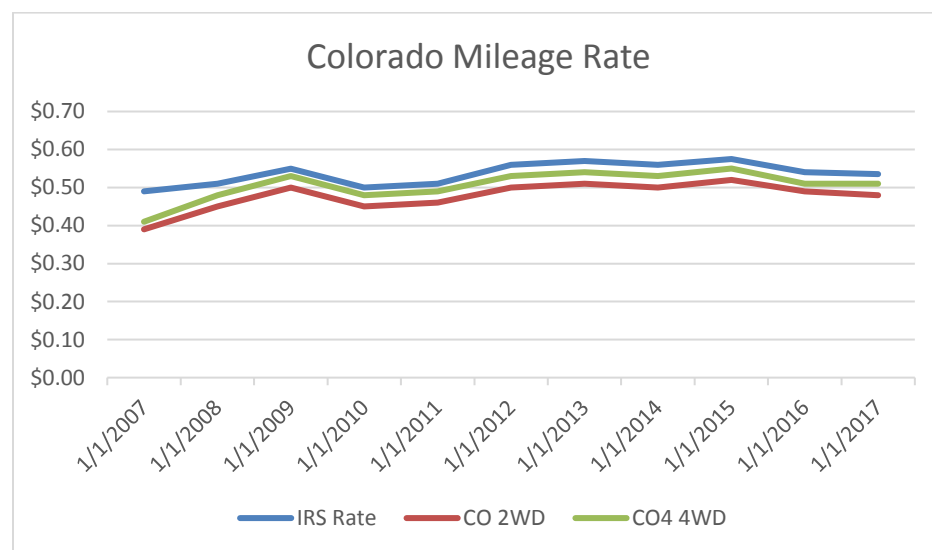


Figure 4 - Mileage Rate

## Boards of Cooperative Educational Services

Colorado has 21 Boards of Cooperative Educational Services (BOCES) which are regional educational service units designed to provide supporting, instructional, administrative, facility,

<sup>23</sup> "Mileage Reimbursement Rate | OSC," accessed May 24, 2017, <https://www.colorado.gov/pacific/osc/mileage-reimbursement-rate>.

community, or any other services contracted by participating members.<sup>24</sup> A BOCES may be created whenever the boards of education of two or more school districts or the board of education of a school district and the governing board or governing agency of a postsecondary institution desire to establish a board of cooperative services for the purpose of providing cooperative services. BOCES were created by the Colorado Legislature in 1965 to provide shared educational programs and services to school districts. Each BOCES is governed by a Board of Directors. BOCES are service-oriented and work on sharing the quality of services to support the educational needs of students through a variety of programs which may include distance or online programs and programs for children with special needs. These school districts have set up cooperative agreements to meet the educational needs of the students that they serve. Appendix B list the school districts associated with each BOCES and the counties they serve. Special education students whose individualized education program (IEP) or individual family service plan (IFSP) provides for Medicaid-reimbursable services may receive transportation through the BOCES. District and BOCES then receive interim payments from Medicaid as they occur, with transportation costs often reconciled in the following year against their actual costs.

## Public Transportation Options

Colorado's two largest public transportation options are limited to Denver and Colorado Springs, which each have more than two million boardings per year.<sup>25</sup>

- Denver's **Regional Transportation District** (RTD) is the largest public transportation system in Colorado. The RTD system provides bus and light rail transportation services in the majority of the Denver-Aurora-Boulder area.
- Colorado Springs transportation system is known as **Springs Transit**. Springs Transit operates **Mountain Metro Transit** and provides bus routes within the City of Colorado Springs, Manitou Springs (north to the Chapel Hills Mall and south into the Widefield area).

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<sup>24</sup> "Colorado District and BOCES Web Sites | CDE," accessed May 31, 2017, <http://www.cde.state.co.us/districtandboceswebsites>.

<sup>25</sup> "Colorado Transit Links," accessed May 30, 2017, [m.http://www.apta.com/resources/links/unitedstates/Pages/ColoradoTransitLinks.aspx#a1](http://www.apta.com/resources/links/unitedstates/Pages/ColoradoTransitLinks.aspx#a1).

A complete list of smaller transportation associations provided by the American Public Transportation Association is listed by County in Appendix C. Many of the rural counties in Colorado have limited public or private transportation options. Many of these counties have programs to provide transportation to senior citizens. Counties and school districts may reach out to these other transportation agencies to see if an agreement with these transportation agencies to provide extra transportation for children in foster care could be established.

## **Mobility Analysis**

County and school district boundaries in Colorado do not always follow the same set of administrative boundaries. Colorado is composed of 64 counties. The counties are the unit of government that administers child welfare needs of the children in the county. Colorado has 178 school districts, many of which cross county boundaries. Figure 5 shows school districts are not always bound by county boundaries and there can be several school districts within a county. Figure 6 shows a blown-up area of the Denver metropolitan area.

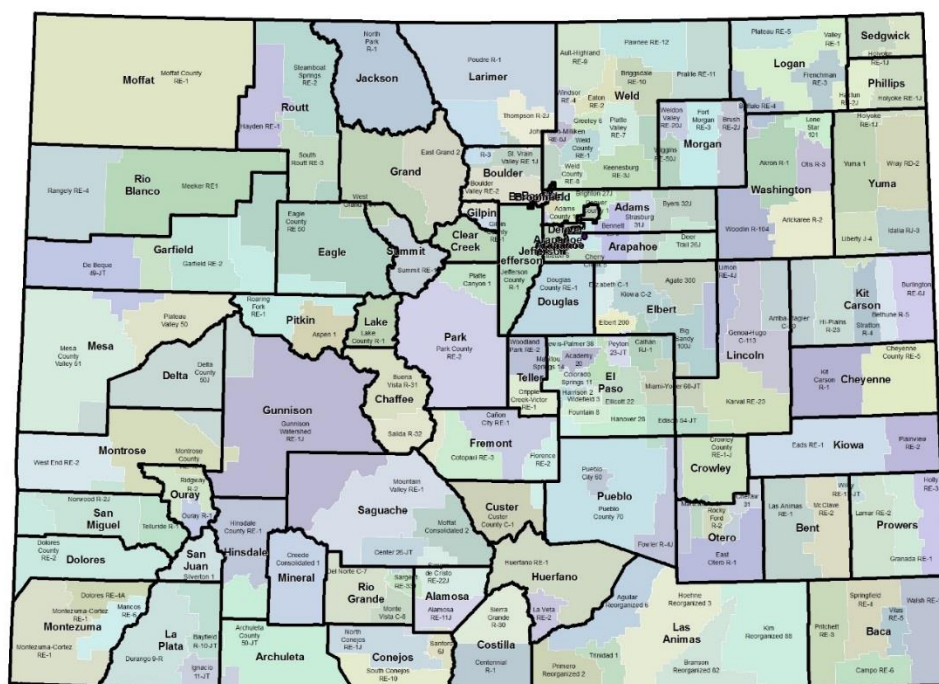


Figure 5 - Colorado Counties and School Districts

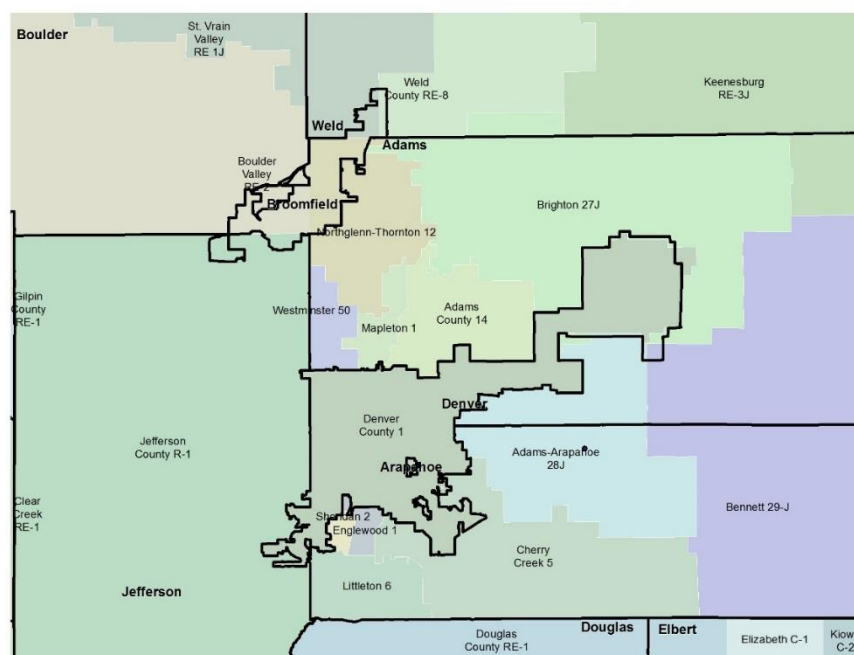


Figure 6 - Denver and the surrounding counties and school districts

The Colorado Department of Education (CDE) mobility rates for the 2015-2016 academic year reported the mobility of students in 201 administrative units (which includes not only school districts but also the BOCES and other tailored schools).<sup>26</sup> The mobility rates are reported at the school district level and include the number of students and the number of students who moved in or out of school districts during the 2015-2016 academic year. Youth who experience out-of-home-care are reported at the county level from the Colorado Department of Human Services.<sup>27</sup> A geographical analysis was performed to calculate the impact on school district and county level area; a spatial join was created to assign school districts to their appropriate county. When a school district had 90 percent or more of its land in one county, it was only counted in one county. If a school district was in multiple counties, the proportion of students was calculated based on the proportion of land in the county. The results of the school district join show that:

- 29 percent of the school districts in Colorado are located in more than one county.
- Adams, Wells, and El Paso Counties have the most school districts.
- Clear Creek, Denver, Douglas, Jefferson, Lake, Mineral, and San Juan counties only have one school district in their county.

Appendix D lists the proportion of the school districts by county alphabetically, by school district. Appendix E lists the proportion of the school districts sorted alphabetically, by county.

The transportation mobility analysis estimates transportation costs and statistics by school district and region as defined by CDE and CDHS. The analysis includes the following assumptions based on the findings of Dr. Elysia V. Clemens at the University of Northern Colorado:

- There are 3,680 transportation-relevant school mobility incidents per year statewide.<sup>28</sup> New research shows that only two out of every three school changes while in foster care are associated with a foster care placement change, and thus covered by the school stability

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<sup>26</sup> “Mobility/Stability Statistics | CDE,” accessed May 23, 2017, <https://www.cde.state.co.us/cdereval/mobility-stabilitycurrent>.

<sup>27</sup> “Report View,” accessed May 23, 2017, [https://rom.socwel.ku.edu/CO\\_Public/AllViews.aspx?R=14](https://rom.socwel.ku.edu/CO_Public/AllViews.aspx?R=14).

<sup>28</sup> Elysia V. Clemens, PhD, LPC, see *supra* note 18. The three-year average of unduplicated students in foster care who experience a school mobility incident was 2,523 from school years 2011-12 to 2013-14. The three-year average of mobility incidents for the same years was 3,680.



provisions of the Fostering Connections Act and ESSA.<sup>29</sup> This study therefore assumes approximately 2,500 potential mobility incidents each year.

- Of those students changing schools, 42 percent are in high school, 20 percent in middle school, and 38 percent in elementary school.<sup>30</sup>
- 34 percent of these transfers are within the same school district; 67 percent are to other districts or facilities.<sup>31</sup>

Additionally, it was assumed that most transportation to a school of origin will be less than 30 miles of travel for any school-age child.

The distances were selected to develop an estimate of travel distance and travel time for the average transfer situation. **In practice, individualized best interest determinations must be made for each student regardless of the distance to the school of origin.** The impact on the student of duration of travel is a factor to consider in determining whether and/or for how long it is in the student's best interest to remain in their school of origin. Research has shown that thirty-four percent of transfers occur within the same school district, suggesting that many transfers are not over long distances.

Estimating district, county, region, and statewide transportation needs benefit from the assessment of travel distance and travel time for students that move to a new foster home outside their school of origin's regular bus service area. The Westat team implemented the following process to estimate travel distance and travel time:

1. Given the different aggregation levels (region, county, and district) important for annual budget estimates, and the need to develop average travel times and distances, the Westat team developed calculations at the school of origin level and then aggregated as needed for the summary estimate. Starting at the school of origin level, the team estimated the number of potential foster student mobility incidents from each origin school by multiplying school enrollment by the county level mobility percentage of statewide foster students facing a

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<sup>29</sup> Elysia V. Clemens, PhD., LPC, et al, "The Relative Stability of Colorado Students in Foster Care" The Interplay Between Child Welfare Placement Changes and School Moves," University of Northern Colorado (forthcoming 2017).

<sup>30</sup> Elysia V. Clemens, PhD, LPC, see *supra* note 18.

<sup>31</sup> Ibid.

school change. **This value provides a baseline estimate of potential school mobility incidents by school of origin.**

$$\text{Step 1} = [\text{Origin School Enrollment}] \times [\text{County Mobility Percentage}]$$

2. Prior to the systemic implementation of best interest determinations prior to a school change, the number of foster students' school changes that were associated with a placement change each year was approximately 2,500. For purposes of this study, it was assumed that foster care placement changes will remain constant but that school changes will decrease with the implementation of school stability rules/ESSA, including the requirement to only change students' schools when it is in their best interest. It is currently unknown what percentage of students will remain in their school of origin due to best interest determination and, of those, how often transportation will be needed. However, the Westat team expects that the total number potential foster student school changes to remain equivalent to the current annual value of 2,500. In other words, approximately 2,500 best interest determinations will be conducted in Colorado each year. **Therefore, the value in step 1 was weighted so that the statewide total of estimated potential mobility incidents is 2,500.**

$$\text{Step 2} = [\text{Step 1}] * (2,500 / \text{Sum of all Step 1 Values})$$

3. A school-to-school pair is used as a surrogate for the new home location (new home school) and the school of origin where a student would like to remain. A list of school-to-school pairs was created for elementary, middle, and high schools. To be considered, a school-to-school pair must be within 30 Euclidean miles. While it may be in the best interest of some students to travel for greater distances, the assumption for these distance thresholds is that situations requiring longer travel will be outliers. **The results of this step is a list of potential foster home locations, using the new neighborhood school as a proxy, within 30 miles of each school of origin.**
4. Previous studies showed that 34 percent of foster students that currently change schools move to a new school within the same school district (54 percent to other districts).<sup>32</sup> The

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<sup>32</sup> Ibid.

estimated allocation of each foster student from a school of origin to a new home school uses a simple gravity model of destination school enrollment and distance from the school of origin. **The estimated number of students needing transportation for each school-to-school pair was generated by multiplying the number of students from each school of origin by the weighted value of each destination school and divided by the sum of the weighted values for all candidate schools.**

$$\text{Step 4} = [\text{Step 2}] * (\text{Destination Enrollment} / \text{Distance}) / (\text{Sum of all Destination Enrollments} / \text{Distances for each Candidate School})$$

5. Each school-to-school pair was processed through a GoogleMaps API to identify the shortest time path for an arrival time of 8:00 AM and then again for a departure time of 3:00 PM. The results of the analysis for each school-to-school pair included a one-way travel distance, a one-way AM travel time, and a one-way PM travel time. The Google API uses typical weekday traffic congestion conditions for the estimates. **Therefore, for each school-to-school pair, we have the travel distance and the AM and PM weekday travel times.**
6. As a result of these calculations, the team has a final table of each school-to-school pair with the estimated number of foster transfers, the travel distance, the AM travel time, and the PM travel time. **These estimates were aggregated to the district, county, and region levels.**

Figure 7 shows an example for a single school, Abraham Lincoln High School. In this graphic, the red circle shows the 30 mile Euclidean distance search radius from the school. The blue dots are the high schools that matched. The size of the dots represent the weighted value of that school. And the number shown for each circle is the AM travel distance through the road network. These values are used to estimate an average travel distance and travel time for any foster student placed outside of their home school boundary.

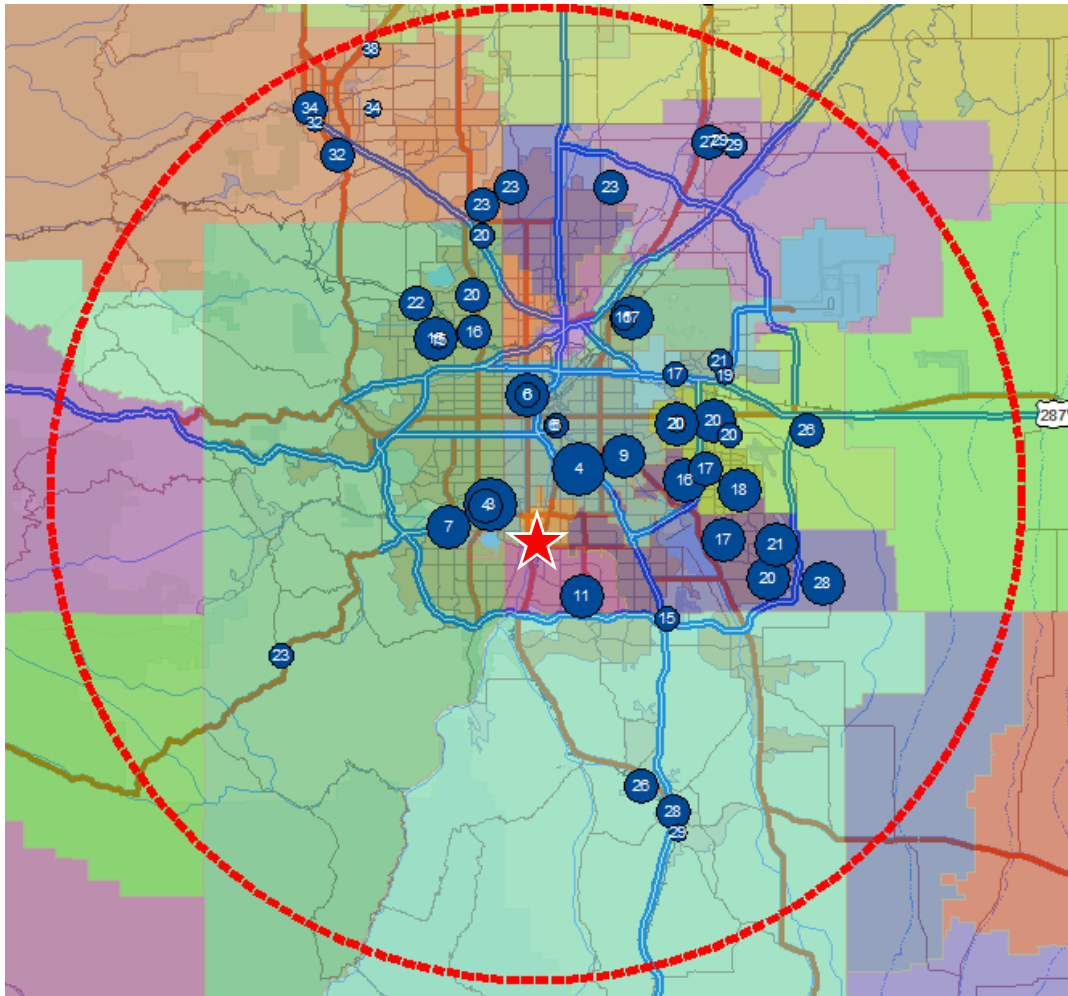


Figure 7 - Distance and enrollment weighted matches for Abraham Lincoln High School (size of dot shows weighting, number represents AM peak period travel route distance, red circle is 30 mile radius)

Region-level results are shown in Table 4. County-level results and school district-level results are shown in Appendix G. **It should be noted that many rural counties do not have viable options for maintaining attendance at a school of origin if a foster child moves to a different school district due to long travel distances.** Estimated total enrollment of students provides an understanding of the variation of student population across regions.

Table 4 – Region level travel time and distance estimates

Region	Estimated overall student enrollment	Estimated potential mobility incidents per year	Average travel distance to school (miles)	Average one-way AM travel time to school (min)	Average one-way PM travel home from school (min)
<b>Denver Metropolitan</b>	483,000	1321	14	22	23
<b>North Central</b>	120,000	213	17	25	26
<b>Northeast</b>	20,000	64	17	23	23
<b>Northwest</b>	35,000	49	17	24	24
<b>Pikes Peak</b>	132,000	445	11	19	20
<b>Pikes Peak / Pueblo</b>	27,000	124	14	20	21
<b>Southeast</b>	11,000	65	18	22	23
<b>Southwest</b>	23,000	35	15	20	20
<b>West Central</b>	39,000	184	12	18	18
<b>Statewide</b>	<b>890,000</b>	<b>2500</b>	<b>14</b>	<b>22</b>	<b>23</b>

The estimated school year (180 days) costs for supporting transportation to foster students' school of origin is based on the travel time and distance information, federal mileage reimbursement rates, and region-specific transportation alternatives. Table 5 shows the expected daily costs for transportation per foster student, per mobility incident, that stays at a school of origin. The mileage reimbursement assumes two round trips per day from home to school. The hired driver adds in an hourly rate of \$10 per hour. The transit cost assumes two transit trips per day at a student rate. Note that the transit cost is only viable in areas served by extensive bus systems (Denver and Colorado Springs).

Table 5 - Region estimates of daily per student expenditure using different sources

Region	Daily per student parent mileage reimbursement	Daily per student hired driver reimbursement	Daily per student transit cost (if compatible with transit coverage)
Metropolitan	\$ 24.00	\$ 39.00	\$2.60
North Central	\$ 29.00	\$ 46.00	NA
Northeast	\$ 29.00	\$ 44.00	NA
Northwest	\$ 29.00	\$ 39.00	NA
Pikes Peak	\$ 18.00	\$ 32.00	\$1.70
Pikes Peak / Pueblo	\$ 19.00	\$ 32.00	NA
Southeast	\$ 31.00	\$ 46.00	NA
Southwest	\$ 26.00	\$ 39.00	NA
West Central	\$ 21.00	\$ 33.00	Free in Grand Valley
<b>Statewide</b>	<b>\$ 24.00</b>	<b>\$ 39.00</b>	<b>NA</b>

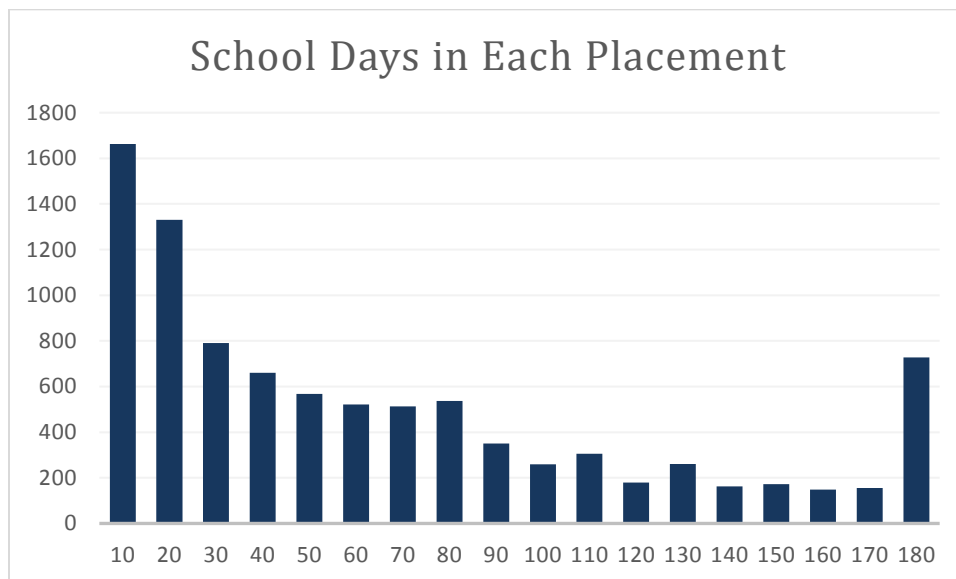
Currently there are no statistics on how long children and youth in foster care need school transportation in Colorado. In the absence of this information, it was assumed that children and youth needing transportation to their school of origin would need the transportation plan in place for the duration of time in the foster care placement.

Statewide placement data was provided to Westat from CDHS. The statewide placement data was provided to estimate the number of days a child is in each foster care placement. These data included:

- 10,375 records with the start and end dates of each child and youth's placement.
- 306 records were removed from the analysis due to extremely short-term nature of the placement (24 hours or less).
- 427 records included placements that lasted 365 days or more. These records were removed from the analysis due to the long-term nature of these placements. Similar to the placements of one day or less, it was assumed that placements of 365 days or more are of a different nature than other placements. These are children and youth who may be in the same placement for several years. It is likely that best interest

determinations will result in a greater proportion of these integrated into their new communities, including attending a new school, after some period of time in the placement. In these cases, transportation may be required for some period of time but not necessarily for subsequent complete school years. It should be noted that some children and youth in foster care will require transportation to their schools of origin for multiple years (for the duration of time in foster care). Exclusion of these students likely resulted in an under-estimation of costs for this narrow subset of the foster care population. However, the team determined that including them would have resulted in a much greater over-estimation of costs.

Results showed that between July 1, 2015 and June 30, 2016, the average number of annual school days in a placement was 63.5 with a median of 48 school days. As noted above, placements of one day or less or 365 days or more were excluded; on balance these exclusions roughly cancel each other out. Figure 8 shows the distribution of the number of school days a child or youth was in a foster care placement during the school year.



*Figure 8 - Number of school days in placement*

For estimating the statewide impact, the team has selected the statewide median value of 48 school days in placement during a school year. Therefore, the budget estimate for each region is the estimated by the number of potential mobility incidents multiplied by the daily mileage

reimbursement rate, the median number of school days (48) and the “best interest”/participation percentage.

Table 6 lists the estimated region level annual costs by participation percentage rates (25 percent, 45 percent, 65 percent, and 85 percent). Not all student foster transfers will be able to remain at a school of origin due to “best interest” factors, including duration of travel. No data exists yet on how often it will be found to be in students’ best interests to remain in their schools of origin.

Annual cost estimates will become more precise as counties implement the best interest determination process and actual participation data becomes available.

Similar tables exist at the county and district levels in Appendix F, which contains county level annual travel reimbursement costs (note: counties that are not listed are assumed to have zero or near-zero costs). Appendix G contains district level annual travel reimbursement costs (note: districts that are not listed are assumed to have zero or near zero costs).

*Table 6 – Estimated region level annual costs based on “best interest”/participation rates*

Region	Annual Mileage Reimbursement (25 percent participation)	Annual Mileage Reimbursement (45 percent participation)	Annual Mileage Reimbursement (65 percent participation)	Annual Mileage Reimbursement (85 percent participation)
<b>Metropolitan</b>	\$404,000	\$727,000	\$1,050,000	\$1,373,000
<b>North Central</b>	\$79,000	\$143,000	\$206,000	\$269,000
<b>Northeast</b>	\$24,000	\$43,000	\$62,000	\$81,000
<b>Northwest</b>	\$18,000	\$33,000	\$47,000	\$62,000
<b>Pikes Peak</b>	\$107,000	\$192,000	\$278,000	\$363,000
<b>Pikes Peak / Pueblo</b>	\$38,000	\$68,000	\$99,000	\$129,000
<b>Southeast</b>	\$25,000	\$46,000	\$66,000	\$86,000
<b>Southwest</b>	\$12,000	\$21,000	\$30,000	\$39,000
<b>West Central</b>	\$48,000	\$87,000	\$125,000	\$164,000
<b>Statewide</b>	<b>\$755,000</b>	<b>\$1,360,000</b>	<b>\$1,963,000</b>	<b>\$2,566,000</b>

The transportation needs assessment was based on numbers provided by CDE and CDHS. Where school district data could not be obtained to comply with FERPA, data were estimated. The results



of the analysis show the estimated travel cost per CDE region. No data is available yet on the utilization rates of each mode of transportation, or the proportion of the time that existing school bus routes will be available eliminating the need for transportation altogether. When this data becomes available, it will be possible to better estimate annual costs. For the analysis provided in Table 6, estimates exclude transit or hired driver scenarios. These solutions should be provided on a case by case basis, and some options, especially public transportation, may not be a viable option for some specific situations. Denver and Colorado Springs are the only two parts of the State with a robust public transportation system that could provide transportation alternatives for children and youth in foster care. Rural parts of the State must rely on foster families or private drivers to provide transportation for children to stay in their school of origin. Providing transportation for children and youth in foster care to remain in their school of origin is a complex issue involving many stakeholders to determine the best interest of the child. The transportation needs analysis demonstrates estimated costs to keep children and youth in their school of origin. The cost of providing transportation varies by region due to distance that a child or youth may have to travel, the length of a foster care placement, and the availability of transportation alternatives (i.e. public transportation).

## Recommendations

Westat recommends that all stakeholders keep open communication among groups as necessary to facilitate the transportation needs of children and youth in foster care. Communication updates should be done periodically throughout the school year to keep all stakeholders aware of any potential issues that may be coming up or any problems that they are having. All groups are willing to work together, but they need to be clear about what services are needed and what the expectation of services are going to be needed, especially when little notice is provided.

Westat recommends that the school districts, state, and the counties jointly develop a geographically referenced geodatabase with the locations of foster families, group homes, and other foster care placements to see where foster parents are located and develop planning around these homes. This database could be updated semiannually to track geographic changes in the population and map

existing bus routes and would aid in finding placements closer to the students' schools of origin. Geographic data can be collected to aid in future transportation decisions. Maps of foster homes and group homes where children and youth could be potentially placed can aid in bus route planning before the school year begins. This will also provide an understanding to human services directors, transportation directors, and CWELs to the location of placements that may be close to several schools, which can open a dialogue for schools and counties to visually see where potential communication and transportation solutions may be needed. Geographic data on foster homes will also allow agencies to understand which areas are being underserved by foster parents and where greater travel mileage may be needed.

## Appendix A – Survey Results

- 1) What are the biggest transportation challenges for your county’s children and youth in foster care who move outside of their county or school attendance zone due to child welfare placement changes?

	Human Services Directors	CWEL	Transportation Directors	Total Responses
Limited funding to provide transportation	15.7%	22.8%	14.9%	17.2%
The child is placed too far from the school	54.9%	17.5%	19.8%	27.8%
Communication between school districts and the child welfare agencies	0.0%	24.6%	14.9%	13.9%
Transportation may be need without much notice	7.8%	3.5%	17.8%	11.5%
Other (please specify)	21.6%	31.6%	32.7%	29.7%

- 2) What transportation options, if any, does your county currently provide for children and youth in foster care who reside outside the (county or school attendance zone)? (Select all that apply)

	Human Services Directors	CWEL	Transportation Directors	Total Response Rate
The child is dropped off at a school bus stop near the existing transportation system for the school of origin	19.5%	66.7%	47.8%	37.50%
Public transportation (if the child is of an appropriate age and has, or is able to acquire, the skills to utilize such options)	24.4%	26.2%	11.6%	15.76%

The foster parents or other family member(s) transport the child to school	97.6%	76.2%	27.5%	49.46%
Pre-existing bus routes or stops close to the new foster care placement that cross district boundaries, such as bus routes for magnet schools and transportation for homeless students as required by the McKinney-Vento Act	14.6%	40.5%	50.7%	31.52%
IDEA funds to pay for transportation services if the child's IEP Team determines transportation is a related service that is required	9.8%	28.6%	13.0%	13.59%

- 3) What are the most common barriers or constraints related to transportation for children and youth who reside outside of the (county or school attendance zone)?

	Human Services Directors	CWEL	Transportation Directors	Total Response Rate
Expected length of time in a placement	3.9%	10.9%	3.0%	10.4%
Length of commute to the school of origin	54.9%	25.5%	28.3%	66.0%
Transportation costs	13.7%	23.6%	12.1%	30.2%
Securing/hiring drivers	7.8%	12.7%	33.3%	41.5%

- 4) What transportation solutions do you think would work best for your school for children and youth who reside outside of the (school attendance zone or county)? *(Please rank)*

Rating Average	Human Services Directors	CWEL	Transportation Directors
A foster parent, relative or other adult provides transportation and receives reimbursement for mileage or gas cards	2.00	1.3	1.61
The youth or caretaker is provided with bus passes or other public transportation vouchers	3.5	2.98	2.87
Private transportation company is provided (i.e. car or van services)	2.43	2.7	2.97
The school district reroutes, or adds a bus to its fleet, to accommodate the transportation needs of children in foster care	2.13	2.94	2.49
Low number ranking – high response rate High number ranking – low response rate			

- 5) Please share any additional thoughts on the transportation needs of children and youth in foster care in your (County or School District).

#### **Human Services Directors - De-identified verbatim responses**

- There are no public transportation providers or private transportation companies. Currently schools do not have the resources to travel long distances to pick up children.
- What our Department most often does is negotiate a foster care rate that would include mileage for transportation of children to their school of origin.
- Most placements are out of county and would require that the child be transported very long distances. There are no public transportation options. If children are placed inside the County, the kinship or foster parents usually provide transportation.
- Our County has absolutely no public transportation and we rely on family caregivers or foster families to provide all transportation at this time.

- This is a rural and quite spread out county. We have no public transportation or options beyond private vehicles.
- We have not had this issue yet.
- When a child is removed from their home we first look at if the child a good match for the available foster families (is the foster family able to care for him or her). Then we look at, is the location of the available foster family going to be a barrier to visitation which is crucial for reunification. The child welfare agency looks at the greatest safety needs first and although school is a priority, it falls below the immediate issues we need to address. We need the school to be more involved. Don't get me wrong, they are but there is always back and forth and sometimes we just pay for transportation.
- There are no public transportation options. There is also one private taxi cab but that is not an option for these children since it is too far and only one taxi cab. Schools are also not allowed to cross school district lines without permission and the geographic areas are so great it would not be cost effective to make such a request. If we have to place a child out of the area of their school district currently the only option is for them to change school districts as well. We work very hard to keep them within the district if possible.
- Transportation is a great need for our county many are the foster children are placed out of county
- According to rule and statute, DHS and CDE are required to work together to support children remaining in their home schools. I believe that DHS is more prepared to work together at this point as opposed to CDE. Both agencies do not have an abundance of dollars to support this effort, however we do need to figure out how to best meet the needs of our children. We have had recent circumstances in which the decision was between keeping children with relatives who can't support the transportation to home school and placing child in foster care. Ultimately, it is better to keep children with relatives and change schools than to move to stranger care.
- The inconvenience and expense for a foster parent to transport a child to his home school is a problem in a rural area as there are no public transportation options.
- The burden on foster families continues to grow. Counties struggle to maintain foster families due to all the continued restraints. The push from the State and the Courts to maintain children in their original school of origin can cause counties to focus on school choices versus making the right placement match. That is not the focus counties should have. Schools can also not take on the extra financial burden that ultimately falls on counties. There has to be more resources and/or more reimbursements to the Education system and the Counties.
- Even with additional financial supports it still remains a burden on the foster parents. There is a need for more local foster/kin placement homes.
- In our small rural area, we do not have public transportation. We have limited foster homes so most of the children are placed too far away to attend their home school.
- If children are placed out of the county they have to attend school in the county were they are placed. If they are placed in the county we have no transportation issues.
- We have no public transportation in our county so options are limited
- If the child is placed in the county there are no problems with transportation to the school of origin for the county is small and the school is accessible. However, if the child is placed out of County the commute is mostly too long and the child will have to change school districts.

- This survey is more equated for metro cities. Rural counties have limited public transportation and no car services. School districts are several miles away. Often if children must be placed out of the community they will have to transfer schools. It is not practical to commute 4+ hours round trip to stay in the county or school attendance zone.
- Small counties have a difficult time getting support even from the school districts with transportation. Foster parents are not always available or willing to provide transportation. County staff are also unable to provide those types of services and the county cannot afford to pay a private company to transport children. There are no modes of public transportation in our area, so this is also not a possibility for us.
- There are substantial barriers that cannot be mitigated by counties alone. The schools need to be on board, funded and incentivized to work with us.
- We do the best we can in reimbursement of the provider to get the child to their home school. Wish it could be more.
- Given that we are a very small rural county we often have to place children outside our area. This may require attendance in a school other than their school of origin. It would be wonderful if we had any acceptable transportation service available.
- Our county is a very rural and mountain community which carries inherent issues related to this topic. Our belief that depending on locale, there are different aspects of the issues questioned here and thus there are likely to be different responses to these questions.
- When kids are placed on the Front Range or as much as an hour away it is difficult to provide transportation back to school of origin given the amount of time the driver and the child is on the road.
- While this is a great idea and best for the child, this is an unfunded mandate for counties and schools. The schools also don't seem to understand that they need to try to support this.
- Keeping kids in the same school can be difficult even if the child continues to live in the same school district depending upon the size of the school district.
- DHS works very hard to keep children and youth in our community. However when it cannot be avoided, children/youth are typically placed in the metro area which is at least two hours (one way) from their home school. It's not reasonable to believe the child/youth would make this commute twice a day.
- working with school districts
- Children's needs should be taken into consideration. If they have to travel more than 1-2 hours in the car daily it can put a burden on foster parents and other children in the home. The costs to transport children to a school that is far from their home is a burden for foster parents unless they can be reimbursed for some of those costs.
- Sometimes there is difficulty in finding middle ground between child welfare agencies and schools and both are pointing fingers at each other regarding the responsibility for payment
- Continued recruiting for foster homes is occurring but often the lack of resources makes it impossible to not have the child attend a different school or move to a different district. Relatives often do not have the ability, funding or means to provide transportation that children
- We have no foster homes in this county. All of these placements make keeping children in the school district of origin impossible. It would be detrimental to provide transportation

for such a distance, because kids would not be able to participate in after school activities, or create friendships near the foster homes.

- We are extremely rural with limited public transportation. We occasionally utilize staff for school transportation if foster parent cannot do so.
- In our small county, the only issue we have is that a bus no longer runs for children placed with kin who may not have a vehicle. Otherwise, children who have to be placed out of the county are usually placed with a home certified through a Placement Agency and those homes have generally either have a relationship with the school district for arranging transportation or transport the children themselves. When doing the SS23-B we write providing transportation to and from school into the contract.
- Our biggest struggle is cost and availability of drivers/busses
- No private transportation exist in our counties.
- Public transportation is not an option for transporting youth in foster care to school in our district because there is no public transportation in our county. It is not realistic based on distance from foster homes in the metro area to our schools for either foster parents or the school district to provide this transportation on a daily basis either.
- Funding for either a transportation service or for the school district to re-route bus paths would be needed to meet the needs of these children who would only benefit from staying in their home schools.

### **CWEL Responses - De-identified verbatim responses**

- Overall, there is a great lack of misunderstanding of the law and its requirements to welcome and maintain our children in the stability of their known school. We have Principals and secretaries who turn them away, and we have transportation supervisors who complain that they cannot make the routes work.
- When you are considering what is in the best interests of the child, there should be consideration to the distance to the district of origin. 2 of our districts are 30-60 minutes away from the city where they are usually placed.  
The amount of time in the "district of origin" should also be considered. If a child has only spent less than a year in a district, should this really be defined as the district of origin?
- Districts statewide are increasingly having difficulties in hiring enough drivers to cover the existing bus routes. Scheduling and staffing "specialty" routes is sometimes next to impossible. In placing a child in foster care, consideration should be put on the whole child--social, emotional, behavioral, health, and educational needs. The family chosen to care for the child should be positioned and equipped to meet or support all of these needs. Therefore, my first choice would be for the family to transport the child to school and receive reimbursement as part of the foster care financial support package.
- We do not currently have foster children who have special transportation issues. Those who are placed in our district are on a bus route.
- We don't have many foster kids...we have some that live with grandma. That is it. They are in district and do ride the bus.



- For long term out of home placements, sometimes it may be in the best interest of the child to change a school rather than spend 90 minutes on a bus one way.
- Many times the Caseworkers are not aware of the funding available to help with transportation for foster/kinship providers for students to remain in their previous schools.
- As a school district, we have been receiving some notification of placements into foster care, but there has not been follow up information/contact from the child/welfare agencies. We have had to either seek out information in order to meet student needs, or foster parents have to approach us.
- It is vital that DHS and the School District work together to meet the needs of foster care children.
- Because we are a rural district that provides transportation for all of our students and they all go to the same schools this isn't really a challenge for us.
- Current communication is non-existent regarding foster placement kids
- If the school was to add a bus would additional funds be offered. We have no public transportation in the Valley so a few of these choices are not even an option.
- Hiring and securing drivers is a challenge for us. Additionally, the cost to hire a driver who may only be transporting one or two students is very costly. Depending on the distance outside the district, having options regarding transportation is very important. Right now, I don't feel that I have options other than rerouting or hiring a driver. That could be because I am new to the position and just don't know all the resources available.
- We are not notified of students that are in foster care.
- Given a long term expected placement, it has been more advantageous to a student to transfer to the district where the foster family lives.
- This process has left a great deal of the problem solving activities up to schools, GALs, human services departments, etc. That is both a good thing and not so good thing. Schools have no more \$. Transportation costs can wipe out resources such as McKinney Vento funds in a few short weeks. We also can't add additional transportation routes. We don't have additional busses or drivers.  
Finally, this level of problem solving takes time. We do not have time without reimbursement and financial resources to support the needs of students who are in foster care.
- If a student has been placed in our school district for only a short period of time, and previously, the student was placed in several school districts, why would the current school district be the only consideration for placement when it is the one furthest from the child's home district?
- Being a small, rural school district we do not have public transportation options. We are a one taxi town without any other form of public transportation. These issues must be worked through between Social Services, foster parents and the district.
- Your survey assumes that we are in a population center with public transportation available. We are rural, no public transportation. We struggle to find drivers. Potentially, you hire someone in short notice and then find the child has been moved again, or the family chooses to have them attend in the school of residence.
- There is little to no advanced notice when kids are being moved or placed and schools are expected to drop everything and make adjustments that take time.

- We are a small, rural district who has not faced transportation issues for foster care children. If we face issues in the future we would address them at the time and find the best solutions possible.
- We often do not know when students are being transferred. We have been able to arrange transportation for maybe 2 foster students in the last year or so. We can provide mileage reimbursement to foster parents, but it seems that some foster parents cannot or are not willing to provide transportation.
- On question #1 I selected communication between the district and child welfare agencies, but I also believe that the short notice and the child being placed a long distance from the school of origin are factors that are just as impactful.  
We have also experienced difficulties between districts.
- Our school district transports students in the attendance areas the same as other students. Students outside the attendance areas do not attend our schools. Those students would attend their local school, where transportation is also provided. For those rare cases of a student in foster care who has special arrangements to attend our schools and lives outside the district attendance areas, our district provides transportation. There aren't challenges associated with these special situations
- This survey does not seem to take into account the extremely rural nature of many of the districts in Colorado. Public transportation does not exist, nor do the small schools have the resources to add a bus or another route. The number of options available are very limited, meet the bus where possible or self-transport to school. We currently have zero students in this situation. During the 30 years I have been associated with the district, I can't remember there ever being a student that fits this criterion. If a student is moved out of district, the distances involved pretty much require them to change districts.
- As a BOCES special education director, I work with nine rural districts. We have several foster parents that live in rural areas who often get students placed with them. The length of bus ride is a huge factor and the cost to transport students from outlying areas to their district of origin is overwhelming to small rural districts. The length of that ride and the limited fleet of vehicles and routes is a major barrier.  
The other factor that impacts the rural areas is that for special education services we often have limited programs that support more significant special education needs and we have to transport to get the necessary supports in place.
- We work hard to meet the needs of children and promote staying in the same school as often as possible. Difficulty having enough buses for regular routes complicates this situation. We coordinate with human services as often as possible. They have been very helpful. There just aren't enough people or money to make any of this a simple process. We have used a combination of methods to make things as easy as possible for the student and the foster family. Sometimes our options are just so limited.
- Please note that we are an extremely small rural district. Most of the options listed in question four are not feasible for us or most of the schools in our area. Please consider that rural schools need different solutions than the ones provided or mandated for schools within a metro area.
- We have never had any issues.

- We are a very small, rural school district and haven't experienced any of these situations. The biggest challenges I can anticipate having if we were to ever encounter this is funding. If we were expected to add a bus or reroute we would not be able to provide those funds and it really wouldn't be in ANY student's best interest as some students are already on the bus for over an hour just to get to school. The best solution for us being rural and small would be to reimburse the foster family if funds were provided at the state or federal level.

### **Transportation Directors Responses - De-identified verbatim responses**

- We have a minimal number of foster care students that need transportation services. We have community schools that most students walk.
- While I answered number 4 that the District should add to its fleet this is an expense that I don't believe should be absorbed solely by the District.
- We have students that are homeless or foster children and transportation is not notified that there is a problem or a need?
- as long as they follow the rules we don't have a problem We transport like any other rider
- Our district only has three schools for K-12 and one PK/Head-start school. We don't have "school of origin" issues.
- We do not transport school to school home to school.
- We do are best to help any child get to and from school. Working with Parents Grandparents or Foster. We try to work with everyone to make that happen.
- Most of our students who reside in the district who are foster children are in a foster home. Students will receive transportation if eligible based on walk boundaries. If a student lives outside the school attendance boundary the they are considered open-enrolled and transportation is not eligible. This is for general education students. If a student is special needs then the IEP team makes the determination if transportation will be provided.
- Luckily our hotel / motel association provides family with weeks stay at different hotels within district. Hard part was keeping up with what hotel they were at from week to week.
- The few we have had were temporary and only lasted a few weeks. Had our sub drivers drive them during that time.
- Most children in foster care in our district require specialized transportation. Which may mean that they require not only a driver to transport but an aid as well to monitor certain behaviors and/or medical concerns. They are often placed outside of their resident school because it cannot support the educational, mental, medical, and physical needs of the child. Children placed outside of the resident school are sometimes taken by contracted transportation because transportation does not have enough buses or drivers to accommodate the need as well.
- Right now we are not transporting foster children. If we are doing it, the students are riding on existing routes. We do provide transportation for McKinney-Vento students.
- This survey did not apply to our district.
- When we are notified of a student needing transportation, we try to resolve the need by using one of our existing routes whenever possible. Often times the notice comes and immediate transportation is needed. Our "public" transportation is limited and does not drop at or near our schools.

- We are a rural area school. Most of our students come from outside the attendance zone. The foster care children would have the same transportation as any other student.
- We often do not get enough information on the student to provide the needed equipment until we pick them up for the first time.
- We are a rural district and at this time do not have an issue with any of this. We have buses that service all the areas and if they move from one community to another in our district they just transfer to the new school.
- The best way to resolve this issue is to have a good communication between districts and resolve the transportation requirements.
- We are a low income district with a therapeutic foster home. Funding is always an issue.
- The challenge is always resources, most school districts do not have uncommitted drivers to handle such inconsistent and challenging (logistically speaking) requests.
- It was difficult ranking the needs. Our passion is for our students and what would work best for them. Unfortunately, with a crisis in shortage of employees it is very hard to meet the needs of foster care to include all routes. Many of these students are on a lengthy bus route and don't feel that is in the best interest of their educational needs. Many of them are on routes by themselves. Difficult times.
- No Foster care students in our district
- It is very important that the placement of the foster student be as close to their home district as reasonably possible. People operating foster homes should be willing to transport the student for a reason fee and be willing to transport the foster student even if they live up to an hour away from the home district.
- We should maintain accurate documentation to report each year how each district manages foster home transportation. The records should report what services is provided, the days of service, where and when, and how long was this service provided and the total and true costs.
- All students who are or have been in our district have been transported by the foster parent, or resided on an already existing bus route.
- There has been a huge influx of McKinney-Vento qualified students in our District to the point of hiring 1-2 fulltime drivers a year for the last 3 years.
- The foster care children in our district have transportation, because we provide it for everyone in our district. Does not matter whether you're in foster care or not.
- We will treat transporting foster care students like we do with special need students
- Our main issue is the shortage of drivers, both CDL and non-CDL.
- We do not have any students in foster care in our school district. If we do enroll students in foster care we would not have the options of public transportation or transportation companies.
- It is not in the best interest of the student to ride a bus for over an hour to get to school or to get home. We do not have the resources to transport students from outside of neighboring districts. It is better to reimburse foster parents or provide bus passes so a child does not have a long commute to school.
- We do not have any.
- Currently we have only one such home. It is on a regular bus route.

- There are no foster children in my district that don't receive transportation. I personally don't know of any foster children in my district at this time.
- Like I mentioned above, we really do not have this too often, but we just add these students to the beginning of a shorter route in the morning and at the end in the afternoon. The children seem to be on the bus longer but it usually it works out.
- If we have foster care students who live in the towns next to us, we have buses at the county lines so that any child from surrounding towns can come to our district.
- We are very remote. We run no routes and there is no public transportation. We offer Parent Transportation Reimbursement contracts to those who live more than 5 miles from school. We have only 1 contract this year. Our enrollment is 111 students.
- We are in a pretty good situation, All of our foster students live in Dist. And most are on routes so we have been lucky
- No public transportation in the majority of our school district.
- We provide transportation from a central locations. If a child has an IEP from the residence where the child is living.
- If there are any foster care parents currently in our County needing transportation all they do is registrar with said school and the parent will be briefed on what school bus stop is closed to the place of residence.
- Most kids are picked up along our normal routes, but when they pick a school of choice then the parents have to provide transportation! The cost for special routes to be built on their behalf would be cost prohibited. We try as much as possible to accommodate any kids that need a ride when they are not in a walk zone of their home school. We also have to take into consideration adding more routes means we have to hire more drivers and finding more drivers are becoming more and more difficult because we don't get the funding to support the wages they need to survive!
- Try not to move the students too much.
- Sometimes we don't know of some of the problems or issues a foster student has.

6) What is your position?

Typically, the director of the program responded to the survey.

7) How long have you been in your current position?

	Human Services Directors	CWEL	Transportation Directors
Less than 1 year	11.8%	10.5%	5.9%
2 – 4 years	45.1%	28.1%	27.5%
More than 5 years	43.1%	61.4%	66.7%

- 8) How many children or youth in foster care in your county are currently affected by transportation challenges to attend their (school of origin or county)?

	Human Services Directors	CWEL	Transportation Directors
Fewer than 16	66.7%	66.1%	61.8%
17 - 50	25.5%	7.1%	6.9%
51 - 100	2.0%	7.1%	1.0%
More than 100	2.0%	0.0%	2.0%
I do not know	3.9%	19.6%	28.4%

- 9) May we contact you if we have any questions?

	Human Services Directors	CWEL	Transportation Directors
Yes	94.0%	82.1%	72.5%
No	6.0%	17.9%	27.5%

## Appendix B – BOCES Counties and School Districts

BOCES	County Served	School District Serves
<b>Adams County BOCES</b>	Adams	Adams County School District 27J Adams County School District 50 Mapleton Public Schools Adams 12 Five Star Schools
<b>Centennial BOCES</b>	Boulder Morgan Weld	Briggsdale RE-10J School District Brush RE-2J School District Eaton RE-2 School District Morgan County RE-3 School District Park R-3 School District Pawnee RE-12 School District Platte Valley RE-7 School District Prairie RE-11J School District St. Vrain Valley RE-1J School District Weld RE-1 School District Weld RE-9 School District Weldon Valley RE-20J School District Wiggins RE-50J School District
<b>Colorado Digital BOCES</b>		Mountain View Virtual Rocky Mountain Digital Academy Colorado Preparatory Academy Pikes Peak Online School
<b>East Central BOCES</b>	Adams Arapahoe Cheyenne Elbert Kit Carson Lincoln Washington Yuma	Agate School District 300 Arickaree School District R-2 Arriba-Flagler School District C-20 Bennett School District 29-J Bethune School District R-5 Burlington School District RE-6J Byers School District 32J Cheyenne County School District RE-5 Deer Trail School District 26J Elizabeth School District C-1 Genoa-Hugo School District C-113 Hi-Plains School District R-23 Idalia School District RJ-3 Karval School District RE-23 Kiowa School District C-2 Kit Carson School District R-1 Liberty School District J-4 Limon School District RE-4J Strasburg School District 31J Stratton School District R-4 Woodlin School District R-104

BOCES	County Served	School District Serves
<b>Expeditionary BOCES</b>	Adams Arapahoe Denver Douglas	Aurora (Adams-Arapahoe 28J School District) Cherry Creek (Cherry Creek School District 5) Denver (Denver County School District 1) Douglas (Douglas County School District RE-1) Littleton (Littleton School District 6)
<b>Front Range BOCES</b>	Adams Arapahoe Boulder Larimer	Aurora (Adams-Arapahoe 28J School District) Boulder Valley 9 (Boulder Valley School District RE-2) Brighton School District 27J Cherry Creek School District 5 Littleton School District 6 Mapleton School District 1 Poudre School District R-1
<b>Mountain BOCES</b>	Boulder Chaffee Eagle Freemont Garfield Lake Larimer Pitkin	Buena Vista School District R-31 Garfield County School District 16 Garfield County School District 16 Lake County School District R-1 Park County School District Re-2 Roaring Fork School District Re-1 Salida School District R-32-J
<b>Mt Evans BOCES</b>	Clear Creek Gilpin Park	Clear Creek School District RE-1 Gilpin County School District RE-1 Platte Canyon School District 1
<b>Northeast BOCES</b>	Logan Phillips Sedgwick Washington Yuma	Akron School District R-1 Buffalo School District RE-4 Frenchman School District RE-3 Haxtun School District RE-2J Holyoke School District RE-1J Julesburg School District RE-1 Lone Star School District 101 Otis School District R-3 Plateau School District RE-5 Revere School District Wray School District RD-2 Yuma School District 1
<b>Northwest Colorado BOCES</b>	Grand Jackson Routt	East Grand School District 2 Hayden School District RE-1 Moffat North Park School District R-1 South Routt School District RE-3 Steamboat Springs School District RE-2 West Grand School District 1-JT
<b>Pikes Peak BOCES</b>	Elbert El Paso	Big Sandy School District 100J Calhan School District RJ-1



BOCES	County Served	School District Serves
	Lincoln Pueblo	Edison School District 54-JT Elbert School District 200 Ellicott School District 22 Fremont Schools RE-2 Hanover School District 28 Miami-Yoder School District 60-JT Peyton School District 23-JT
<b>Rio Blanco BOCES</b>	Rio Blanco	Meeker School District Rangely School District
<b>San Juan BOCES</b>	Archuleta Dolores Hinsdale Montezuma La Plata San Juan San Miguel	Archuleta School District 50 JT Bayfield School District 10 JT-R Dolores School District RE-4A Dolores County School District RE-2(J) Durango School District 9-R Ignacio School District 11 JT Mancos School District RE-6 Montezuma-Cortez School District RE-1 Silverton School District 1
<b>San Luis Valley BOCES</b>	Alamosa Conejos Costilla Mineral Rio Grande Saguache	Alamosa School District RE-11J Centennial School District R-1 Center School District 26-JT Creede Consolidated School District 1 Del Norte School District C-7 Moffat Monte Vista School District C-8 Mountain Valley School District RE-1 North Conejos School District RE-1J Sanford School District 6J Sargent School District RE-33J Sierra Grande School District R-30 South Conejos School District RE-10
<b>Santa Fe Trail BOCES</b>	Bent Otero Prowers	Cheraw School District 31 La Junta School District (East Otero School District R-1) Las Animas School District RE-1 Rocky Ford School District R-2 Swink School District 33 Wiley School District RE-13-JT
<b>South Central BOCES</b>	Crowley Custer Las Animas Fremont Huerfano Otero Pueblo	Aguilar Reorganized School District 6 Branson Reorganized School District 82 Cotopaxi School District RE-3 Crowley County School District RE-1-J Custer County School District C-1 Fowler School District R-4J Hoehne Reorganized School District 3

BOCES	County Served	School District Serves
		Huerfano School District RE-1 La Veta School District RE-2 Manzanola School District 3J Primero Reorganized School District 2 Pueblo City School District 60 Trinidad School District 1
<b>Southeastern BOCES</b>	Baca Bent Kiowa Las Animas Prowers	Campo School District Pritchett School District Springfield School District Vilas School District Walsh School District McClave School District Eads School District Plainview School District Kim School District Granada School District Holly School District Lamar School District
<b>Uncompahgre BOCES</b>	Montrose Ouray San Miguel	Norwood School District R-2J Ouray School District R-1 Ridgway School District R-2 Telluride School District R-1 West End School District RE-2
<b>Ute Pass BOCES</b>	El Paso Teller	Manitou Springs School District 14 Woodland Park School District Cripple Creek-Victor School District

## Appendix C – List of Transit Associations by County

County	City	Transit Association
Adams County	Broomfield	Adams County A-Lift
		BER (Broomfield City Senior Center Easy Ride)
	Denver	RTD (Regional Transportation District)
		Seniors' Resource Center
		CDOT (Colorado Department of Transportation Commuter Rail Proposal)
		Transit Alliance (TA)
	Littleton	TVSCA (Tri-Valley Senior Citizens Association)
	Westminster	NMCS (North Metro Community Services)
	Wheat Ridge	Community Wheels (Seniors' Resource Center, SRC)
Alamosa County	Alamosa	ASC (Alamosa Senior Citizens)
Arapahoe County	Denver	RTD (Regional Transportation District)
		Littleton Omnibus & Shopping Cart
		Seniors' Resource Center Transportation Services
		Transit Alliance (TA)
	Littleton	ACTS (Arapahoe County Transportation Services)
		COL (City of Littleton, OmniBus, Shopping Cart)
		TVSCA (Tri-Valley Senior Citizens Association)
Archuleta County	Pagosa Springs	Mountain Express (Archuleta County Senior Transportation, ME)
Baca County	Springfield	BCSV (Baca County Seniors' Van)
Bent County	Las Animas	AVCC (Arkansas Valley Community Center)
		GAT (Golden Age Transportation)
Boulder County	Boulder	Special Transit (ST)
		GettingThere
		GO Boulder
	Broomfield	BER (Broomfield City Senior Center Easy Ride)
	Denver	RTD (Regional Transportation District)
		Transit Alliance (TA)
	Louisville	Flat Iron Improvement District (Zip Shuttle)
Chaffee County	Canon City	Chaffee Shuttle
Cheyenne County	Stratton	Outback Express (East Central Council of Governments, OE)
Clear Creek County	Georgetown	CCC (Clear Creek County Seniors' Resource Center)
Conejos County	La Jara	Northerners Seniors
Costilla County	San Luis	CCSC (Costilla County Senior Citizens)

County	City	Transit Association
Crowley County	Las Animas	AVCC (Arkansas Valley Community Center)
Custer County	Canon City	RIDE (RIDE Transit Services)
Delta County	Delta	DCCOA (Delta County Council on Aging)
Denver County	Denver	RTD (Regional Transportation District)
		Front Range Express
		CDOT (Colorado Department of Transportation Commuter Rail Proposal)
		PVT (Platte Valley Trolley)
		Transit Alliance (TA)
		WCLR(West Corridor Light Rail Project)
	Littleton	ACTS (Arapahoe County Transportation Services)
	Wheat Ridge	Community Wheels (Seniors' Resource Center, SRC)
Dolores County		None
Douglas County	Castle Rock	CATCO (Clean Air Transit Company, Clean Air Shuttle)
	Denver	RTD (Regional Transportation District)
		Transit Alliance (TA)
	Littleton	ACTS (Arapahoe County Transportation Services)
		COL (City of Littleton, OmniBus, Shopping Cart)
Eagle County	Avon	Avon Transit (AT)
	Beaver Creek	BCVT (Beaver Creek Village Transportation, Dial-a-Ride)
	Gypsum	ECO Transit (Eagle County Regional Transportation Authority, ECRTA)
	Vail	Vail Transit (Town of Vail, VT)
El Paso County	Colorado Springs	Springs Transit (City of Colorado Springs Transit Unit, ST, Springs Mobility)
		EPCSS (El Paso County Senior Services)
		Pikes Peak Partnership - Amblicab
		Resource Exchange Inc.
		SKSS (Silver Key Senior Services)
	Fountain Valley	Fountain Valley Seniors
Elbert County	Stratton	Outback Express (East Central Council of Governments, OE)
Fremont County	Canon City	RIDE (RIDE Transit Services)
Garfield County	Aspen	RFTA (Roaring Fork Transportation Authority)
	Glenwood Springs	CMC (Colorado Mountain College Senior/Disabled Transit)
		RGS (Ride Glenwood Springs)
Gilpin County	Black Hawk	BHSS (Black Hawk Transportation Authority, Black Hawk Shuttle Service)
Grand County	Granby	GCCOA (Grand County Council on Aging)

County	City	Transit Association
Gunnison County	Crested Butte	MEBS (Mountain Express Bus Service)
		Two Buttes Senior Van
	Gunnison	Gunnison County Senior Transportation
		LRW (Young at Heart Senior Citizens Little Red Wagon)
		Senior Chariot
Hinsdale County	Lake City	HCJ (Hinsdale County Jubileers)
Huerfano County	Trinidad	SCCOG (South Central Council of Governments)
Jackson County	Walden	OATS Van (Jackson County Council on Aging)
Jefferson County	Broomfield	BER (Broomfield City Senior Center Easy Ride)
	Denver	RTD (Regional Transportation District)
		Seniors' Resource Center
		Transit Alliance (TA)
		WCLR (West Corridor Light Rail Project)
	Golden	GWC (Golden West Commuter)
	Lakewood	LR (Lakewood Rides)
	Wheat Ridge	Community Wheels (Seniors' Resource Center, SRC)
Kiowa County	Eads	KCTV (Kiowa County Transit Van)
Kit Carson County	Burlington	Bus for Us (City of Burlington, BFU)
	Hugo	RSVP (Retired and Senior Volunteer Program Lincoln/Kit Carson Counties)
	Stratton	Outback Express (East Central Council of Governments, OE)
La Plata County	Durango	Durango LIFT (City of Durango, DL)
	Ignacio	Road Runner (Southern Ute Community Action Programs)
Lake County	Gypsum	ECO Transit (Eagle County Regional Transportation Authority, ECRTA)
Larimer County	Berthoud	BATS (Berthoud Area Transportation Service)(unofficial)
	Denver	CDOT (Colorado Department of Transportation Commuter Rail Proposal)
		Transit Alliance (TA)
	Fort Collins	The Larrimer LIFT
		Transfort
		SAINT (Senior Alternatives in Transportation)
		Larimer County Rural Transportation Services
		FCMR (Fort Collins Municipal Railway)
		North Front Range MPO
		SMARTTrips
	Loveland	COLT (City of Loveland Transit)
Las Animas County	Trinidad	SCCOG (South Central Council of Governments)

County	City	Transit Association
Lincoln County	Hugo	RSVP (Retired and Senior Volunteer Program Lincoln/Kit Carson Counties)
	Stratton	Outback Express (East Central Council of Governments, OE)
Logan County	Fort Morgan	County Express
Mesa County	Grand Junction	GVT (Grand Valley Transit, MesAbility)
		Redlands Area Dial-A-Ride
Mineral County	Creede	TCSC (Tri-County Senior Citizens and Housing)
Moffat County	Craig	GAC (Golden Age Chariot, Moffat County Sunset Meadows Transportation)
Montezuma County	Cortez	MCST (Montezuma County Senior Transportation)
Montrose County	Montrose	SCAT (Montrose County Senior Citizens' Accessible Transportation)
Morgan County	Fort Morgan	County Express
Otero County	La Junta	LJT (City of La Junta Transit)
	Las Animas	AVCC (Arkansas Valley Community Center)
Ouray County	Ouray	OCCOA (Ouray County Council on Aging)
		Ouray Neighbor to Neighbor
Park County	Fairplay	PCSC (Park County Senior Coalition)
Phillips County	Fort Morgan	County Express
Pitkin County	Aspen	RFTA (Roaring Fork Transportation Authority)
	Snowmass Village	SVTS (Town of Snowmass Village Shuttle)
		RFTA (Roaring Fork Transportation Authority)
Prowers County	Lamar	Prairie Dog Express -- Prowers Area Transit Service
Pueblo County	Pueblo	Pueblo Transit (City of Pueblo Transit Department)
		SRDA (Senior Resource Development Agency)
Rio Blanco County	Meeker	MST (Meeker Streaker Transit)
Rio Grande County	Creede	TCSC (Tri-County Senior Citizens and Housing)
Routt County	Steamboat Springs	RCCOA (Routt County Council on Aging)
		SST (Steamboat Springs Transit)
Saguache County	Creede	TCSC (Tri-County Senior Citizens and Housing)
San Juan County	Silverton	SJCS (San Juan County Seniors Transportation)
San Miguel County	Mountain Village	Mountain Village Transit (Mountain Village Metropolitan District, Gondola Transit System, MVT, GTS)
	Norwood	San Miguel County Senior Transportation
	Telluride	Galloping Goose (Town of Telluride Bus Transit, TBS)

County	City	Transit Association
Sedgwick County	Fort Morgan	County Express
Summit County	Breckenridge	Free Ride (Town of Breckenridge Public Transportation)
	Copper Mountain	CMRT (Copper Mountain Resort Transportation)
	Frisco	SS (Summit Stage)
	Keystone	KRT (Keystone Resort Transportation)
Teller County	Cripple Creek	CCS (City of Cripple Creek Shuttles)
	Woodland Park	Teller Senior Coalition
Washington County	Fort Morgan	County Express
Weld County	Denver	CDOT (Colorado Department of Transportation Commuter Rail Proposal)
		Transit Alliance (TA)
	Greeley	The Bus (City of Greeley Transit Services Division)
		WCTS (Weld County - Transportation Service)
Yuma County	Fort Morgan	County Express

## Appendix C – Proportion of School District in County Listed Alphabetically by School District

\*If less than 10% of the land fell into another County we did not report the land. This is primarily due to geographic discrepancies that could occur in county or school district boundary files.

School District Name	County Name	Percent of School District in County
Academy School District 20	El Paso	100%
Adams County School District 14	Adams	100%
Adams-Arapahoe School District 28J*	Adams	32%
Adams-Arapahoe School District 28J*	Arapahoe	67%
Agate School District 300	Elbert	100%
Aguilar Reorganized School District 6	Las Animas	100%
Akron School District R-1	Washington	100%
Alamosa School District RE-11J*	Alamosa	93%
Archuleta County School District 50-JT	Hinsdale	19%
Archuleta County School District 50-JT	Archuleta	81%
Arickaree School District R-2	Washington	100%
Arriba-Flagler School District C-20	Lincoln	48%
Arriba-Flagler School District C-20	Kit Carson	52%
Aspen School District 1	Pitkin	100%
Ault-Highland School District RE-9	Weld	100%
Bayfield School District R-10-JT*	La Plata	98%
Bennett School District 29-J	Arapahoe	49%
Bennett School District 29-J	Adams	51%
Bethune School District R-5	Kit Carson	100%
Big Sandy School District 100J	El Paso	11%
Big Sandy School District 100J	Elbert	89%
Boulder Valley School District RE-2*	Gilpin	14%
Boulder Valley School District RE-2*	Boulder	83%
Branson Reorganized School District 82	Las Animas	100%
Briggsdale School District RE-10	Weld	100%
Brighton School District 27J*	Adams	95%
Brush School District RE-2J*	Morgan	92%
Buena Vista School District R-31	Chaffee	100%
Buffalo School District RE-4*	Washington	21%
Buffalo School District RE-4*	Logan	73%
Burlington School District RE-6J	Kit Carson	100%
Byers School District 32J	Arapahoe	19%
Byers School District 32J	Adams	81%
Calhan School District RJ-1	Elbert	21%
Calhan School District RJ-1	El Paso	79%
Campo School District RE-6	Baca	100%
Canon City School District RE-1	Fremont	100%
Centennial School District R-1	Costilla	100%
Center School District 26-JT*	Saguache	93%



School District Name	County Name	Percent of School District in County
Cheraw School District 31	Otero	100%
Cherry Creek School District 5	Arapahoe	100%
Cheyenne County School District RE-5	Cheyenne	100%
Cheyenne Mountain School District 12	El Paso	100%
Clear Creek School District RE-1	Clear Creek	100%
Colorado Springs School District 11	El Paso	100%
Cotopaxi School District RE-3	Fremont	100%
Creede Consolidated School District 1	Mineral	100%
Cripple Creek-Victor School District RE-1	Teller	100%
Crowley County School District RE-1-J	Crowley	92%
Custer County School District C-1*	Custer	100%
De Beque School District 49-JT	Mesa	16%
De Beque School District 49-JT	Garfield	84%
Deer Trail School District 26J	Adams	22%
Deer Trail School District 26J	Arapahoe	78%
Del Norte School District C-7	Rio Grande	100%
Delta County School District 50J*	Gunnison	16%
Delta County School District 50J*	Delta	65%
Denver County School District 1	Denver	100%
Dolores County School District RE-2	San Miguel	19%
Dolores County School District RE-2	Dolores	81%
Dolores School District RE-4A	Montezuma	100%
Douglas County School District RE-1*	Douglas	97%
Durango School District 9-R	La Plata	100%
Eads School District RE-1	Kiowa	100%
Eagle County School District RE 50*	Garfield	24%
Eagle County School District RE 50*	Eagle	71%
East Grand School District 2	Grand	100%
East Otero School District R-1	Otero	100%
Eaton School District RE-2	Weld	100%
Edison School District 54-JT	Pueblo	11%
Edison School District 54-JT	Lincoln	43%
Edison School District 54-JT	El Paso	46%
Elbert School District 200	Elbert	100%
Elizabeth School District C-1	Elbert	100%
Ellicott School District 22	El Paso	100%
Englewood School District 1	Arapahoe	100%
Falcon School District 49	El Paso	100%
Florence School District RE-2	Custer	17%
Florence School District RE-2	El Paso	19%
Florence School District RE-2	Fremont	64%
Fort Morgan School District RE-3	Morgan	100%
Fountain School District 8	El Paso	100%
Fowler School District R-4J	Crowley	12%
Fowler School District R-4J	Otero	20%
Fowler School District R-4J	Pueblo	68%

School District Name	County Name	Percent of School District in County
Frenchman School District RE-3	Logan	100%
Garfield County School District 16	Garfield	100%
Garfield School District RE-2	Garfield	100%
Genoa-Hugo School District C-113	Lincoln	100%
Gilpin County School District RE-1	Gilpin	100%
Granada School District RE-1	Prowers	100%
Greeley School District 6	Weld	100%
Gunnison Watershed School District RE-1J*	Saguache	21%
Gunnison Watershed School District RE-1J*	Gunnison	79%
Hanover School District 28	El Paso	100%
Harrison School District 2	El Paso	100%
Haxtun School District RE-2J*	Logan	25%
Haxtun School District RE-2J*	Phillips	65%
Hayden School District RE-1	Routt	100%
Hinsdale County School District RE-1	Hinsdale	100%
Hi-Plains School District R-23	Kit Carson	100%
Hoehne Reorganized School District 3	Las Animas	100%
Holly School District RE-3	Prowers	100%
Holyoke School District RE-1J	Yuma	15%
Holyoke School District RE-1J	Phillips	85%
Huerfano School District RE-1	Huerfano	100%
Idalia School District RJ-3	Yuma	100%
Ignacio School District 11-JT	Archuleta	25%
Ignacio School District 11-JT	La Plata	75%
Jefferson County School District R-1	Jefferson	100%
Johnstown-Milliken School District RE-5J	Weld	100%
Julesburg School District RE-1	Sedgwick	100%
Karval School District RE-23	Lincoln	100%
Keenesburg School District RE-3J*	Weld	94%
Kim Reorganized School District 88	Las Animas	100%
Kiowa School District C-2	Elbert	100%
Kit Carson School District R-1	Cheyenne	100%
La Veta School District RE-2	Huerfano	100%
Lake County School District R-1	Lake	100%
Lamar School District RE-2	Prowers	100%
Las Animas School District RE-1	Bent	100%
Lewis-Palmer School District 38	El Paso	100%
Liberty School District J-4	Kit Carson	13%
Liberty School District J-4	Yuma	87%
Limon School District RE-4J	Elbert	40%
Limon School District RE-4J	Lincoln	60%
Littleton School District 6	Arapahoe	100%
Lone Star School District 101	Washington	100%
Mancos School District RE-6	Montezuma	100%
Manitou Springs School District 14	El Paso	100%
Manzanola School District 3J	Crowley	17%

School District Name	County Name	Percent of School District in County
Manzanola School District 3J	Otero	83%
Mapleton School District 1	Adams	100%
McClave School District RE-2	Bent	100%
Meeker School District RE1	Rio Blanco	100%
Mesa County Valley School District 51	Mesa	100%
Miami-Yoder School District 60-JT*	Lincoln	38%
Miami-Yoder School District 60-JT*	El Paso	53%
Moffat Consolidated School District 2	Saguache	100%
Moffat County School District RE-1	Moffat	100%
Monte Vista School District C-8	Rio Grande	100%
Montezuma-Cortez School District RE-1	Montezuma	100%
Montrose County School District RE-1J*	Montrose	92%
Mountain Valley School District RE-1	Saguache	100%
North Conejos School District RE-1J	Conejos	100%
North Park School District R-1	Jackson	100%
Northglenn-Thornton School District 12	Broomfield	23%
Northglenn-Thornton School District 12	Adams	77%
Norwood School District R-2J	San Miguel	91%
Otis School District R-3	Washington	100%
Ouray School District R-1	Ouray	100%
Park County School District RE-2	Park	100%
Park School District R-3	Boulder	18%
Park School District R-3	Larimer	82%
Pawnee School District RE-12	Weld	100%
Peyton School District 23-JT*	El Paso	92%
Plainview School District RE-2	Kiowa	100%
Plateau School District RE-5	Logan	100%
Plateau Valley School District 50	Mesa	100%
Platte Canyon School District 1	Park	100%
Platte Valley School District RE-3	Sedgwick	100%
Platte Valley School District RE-7	Weld	100%
Poudre School District R-1	Larimer	100%
Prairie School District RE-11	Weld	100%
Primero Reorganized School District 2	Las Animas	100%
Pritchett School District RE-3	Baca	100%
Pueblo City School District 60	Pueblo	100%
Pueblo County School District 70	Pueblo	100%
Rangely School District RE-4	Rio Blanco	100%
Ridgway School District R-2	Ouray	100%
Roaring Fork School District RE-1	Eagle	18%
Roaring Fork School District RE-1	Garfield	34%
Roaring Fork School District RE-1	Pitkin	48%
Rocky Ford School District R-2	Otero	100%
Salida School District R-32	Fremont	27%
Salida School District R-32	Chaffee	73%
Sanford School District 6J*	Conejos	92%

School District Name	County Name	Percent of School District in County
Sangre de Cristo School District RE-22J	Saguache	22%
Sangre de Cristo School District RE-22J	Alamosa	78%
Sargent School District RE-33J	Alamosa	26%
Sargent School District RE-33J	Rio Grande	74%
Sheridan School District 2	Arapahoe	100%
Sierra Grande School District R-30	Costilla	100%
Silverton School District 1	San Juan	100%
South Conejos School District RE-10	Conejos	100%
South Routt School District RE-3	Routt	100%
Springfield School District RE-4	Baca	100%
St. Vrain Valley School District RE 1J*	Weld	31%
St. Vrain Valley School District RE 1J*	Boulder	61%
Steamboat Springs School District RE-2	Routt	100%
Strasburg School District 31J	Arapahoe	30%
Strasburg School District 31J	Adams	70%
Stratton School District R-4	Kit Carson	100%
Summit School District RE-1	Summit	100%
Swink School District 33	Otero	100%
Telluride School District R-1	San Miguel	100%
Thompson School District R-2J*	Larimer	94%
Trinidad School District 1	Las Animas	100%
Valley School District RE-1	Logan	100%
Vilas School District RE-5	Baca	100%
Walsh School District RE-1	Baca	100%
Weld County School District RE-1	Weld	100%
Weld County School District RE-8	Weld	100%
Weldon Valley School District RE-20J	Morgan	100%
West End School District RE-2	Montrose	100%
West Grand School District 1-JT*	Grand	86%
Westminster School District 50	Adams	100%
Widefield School District 3	El Paso	100%
Wiggins School District RE-50J*	Weld	40%
Wiggins School District RE-50J*	Morgan	52%
Wiley School District RE-13-JT	Bent	40%
Wiley School District RE-13-JT	Prowers	60%
Windsor School District RE-4	Weld	100%
Woodland Park School District RE-2	Teller	100%
Woodlin School District R-104	Washington	100%
Wray School District RD-2	Yuma	100%
Yuma School District 1	Yuma	100%

## Appendix D – Proportion of School District in County Listed Alphabetically by County

\*If less than 10% of the land fell into another County we did not report the land. This is primarily due to geographic discrepancies that could occur in county or school district boundary files.

School District Name	County Name	Percent of School District in County
Adams County School District 14	Adams	100%
Adams-Arapahoe School District 28J*	Adams	32%
Bennett School District 29-J	Adams	51%
Brighton School District 27J*	Adams	95%
Byers School District 32J	Adams	81%
Deer Trail School District 26J	Adams	22%
Mapleton School District 1	Adams	100%
Northglenn-Thornton School District 12	Adams	77%
Strasburg School District 31J	Adams	70%
Westminster School District 50	Adams	100%
Alamosa School District RE-11J*	Alamosa	93%
Sangre de Cristo School District RE-22J	Alamosa	78%
Sargent School District RE-33J	Alamosa	26%
Adams-Arapahoe School District 28J*	Arapahoe	67%
Bennett School District 29-J	Arapahoe	49%
Byers School District 32J	Arapahoe	19%
Cherry Creek School District 5	Arapahoe	100%
Deer Trail School District 26J	Arapahoe	78%
Englewood School District 1	Arapahoe	100%
Littleton School District 6	Arapahoe	100%
Sheridan School District 2	Arapahoe	100%
Strasburg School District 31J	Arapahoe	30%
Archuleta County School District 50-JT	Archuleta	81%
Ignacio School District 11-JT	Archuleta	25%
Campo School District RE-6	Baca	100%
Pritchett School District RE-3	Baca	100%
Springfield School District RE-4	Baca	100%
Vilas School District RE-5	Baca	100%
Walsh School District RE-1	Baca	100%
Las Animas School District RE-1	Bent	100%
McClave School District RE-2	Bent	100%
Wiley School District RE-13-JT	Bent	40%
Boulder Valley School District RE-2*	Boulder	83%
Park School District R-3	Boulder	18%
St. Vrain Valley School District RE 1J*	Boulder	61%
Northglenn-Thornton School District 12	Broomfield	23%
Buena Vista School District R-31	Chaffee	100%

School District Name	County Name	Percent of School District in County
Salida School District R-32	Chaffee	73%
Cheyenne County School District RE-5	Cheyenne	100%
Kit Carson School District R-1	Cheyenne	100%
Clear Creek School District RE-1	Clear Creek	100%
North Conejos School District RE-1J	Conejos	100%
Sanford School District 6J*	Conejos	92%
South Conejos School District RE-10	Conejos	100%
Centennial School District R-1	Costilla	100%
Sierra Grande School District R-30	Costilla	100%
Crowley County School District RE-1-J	Crowley	92%
Fowler School District R-4J	Crowley	12%
Manzanola School District 3J	Crowley	17%
Custer County School District C-1*	Custer	100%
Florence School District RE-2	Custer	17%
Delta County School District 50J*	Delta	65%
Denver County School District 1	Denver	100%
Dolores County School District RE-2	Dolores	81%
Douglas County School District RE-1*	Douglas	97%
Eagle County School District RE 50*	Eagle	71%
Roaring Fork School District RE-1	Eagle	18%
Academy School District 20	El Paso	100%
Big Sandy School District 100J	El Paso	11%
Calhan School District RJ-1	El Paso	79%
Cheyenne Mountain School District 12	El Paso	100%
Colorado Springs School District 11	El Paso	100%
Edison School District 54-JT	El Paso	46%
Ellicott School District 22	El Paso	100%
Falcon School District 49	El Paso	100%
Florence School District RE-2	El Paso	19%
Fountain School District 8	El Paso	100%
Hanover School District 28	El Paso	100%
Harrison School District 2	El Paso	100%
Lewis-Palmer School District 38	El Paso	100%
Manitou Springs School District 14	El Paso	100%
Miami-Yoder School District 60-JT*	El Paso	53%
Peyton School District 23-JT*	El Paso	92%
Widefield School District 3	El Paso	100%
Agate School District 300	Elbert	100%
Big Sandy School District 100J	Elbert	89%
Calhan School District RJ-1	Elbert	21%
Elbert School District 200	Elbert	100%
Elizabeth School District C-1	Elbert	100%



School District Name	County Name	Percent of School District in County
Kiowa School District C-2	Elbert	100%
Limon School District RE-4J	Elbert	40%
Canon City School District RE-1	Fremont	100%
Cotopaxi School District RE-3	Fremont	100%
Florence School District RE-2	Fremont	64%
Salida School District R-32	Fremont	27%
De Beque School District 49-JT	Garfield	84%
Eagle County School District RE 50*	Garfield	24%
Garfield County School District 16	Garfield	100%
Garfield School District RE-2	Garfield	100%
Roaring Fork School District RE-1	Garfield	34%
Boulder Valley School District RE-2*	Gilpin	14%
Gilpin County School District RE-1	Gilpin	100%
East Grand School District 2	Grand	100%
West Grand School District 1-JT*	Grand	86%
Delta County School District 50J*	Gunnison	16%
Gunnison Watershed School District RE-1J*	Gunnison	79%
Archuleta County School District 50-JT	Hinsdale	19%
Hinsdale County School District RE-1	Hinsdale	100%
Huerfano School District RE-1	Huerfano	100%
La Veta School District RE-2	Huerfano	100%
North Park School District R-1	Jackson	100%
Jefferson County School District R-1	Jefferson	100%
Eads School District RE-1	Kiowa	100%
Plainview School District RE-2	Kiowa	100%
Arriba-Flagler School District C-20	Kit Carson	52%
Bethune School District R-5	Kit Carson	100%
Burlington School District RE-6J	Kit Carson	100%
Hi-Plains School District R-23	Kit Carson	100%
Liberty School District J-4	Kit Carson	13%
Stratton School District R-4	Kit Carson	100%
Bayfield School District R-10-JT*	La Plata	98%
Durango School District 9-R	La Plata	100%
Ignacio School District 11-JT	La Plata	75%
Lake County School District R-1	Lake	100%
Park School District R-3	Larimer	82%
Poudre School District R-1	Larimer	100%
Thompson School District R-2J*	Larimer	94%
Aguilar Reorganized School District 6	Las Animas	100%
Branson Reorganized School District 82	Las Animas	100%
Hoehne Reorganized School District 3	Las Animas	100%
Kim Reorganized School District 88	Las Animas	100%

School District Name	County Name	Percent of School District in County
Primero Reorganized School District 2	Las Animas	100%
Trinidad School District 1	Las Animas	100%
Arriba-Flagler School District C-20	Lincoln	48%
Edison School District 54-JT	Lincoln	43%
Genoa-Hugo School District C-113	Lincoln	100%
Karval School District RE-23	Lincoln	100%
Limon School District RE-4J	Lincoln	60%
Miami-Yoder School District 60-JT*	Lincoln	38%
Buffalo School District RE-4*	Logan	73%
Frenchman School District RE-3	Logan	100%
Haxtun School District RE-2J*	Logan	25%
Plateau School District RE-5	Logan	100%
Valley School District RE-1	Logan	100%
De Beque School District 49-JT	Mesa	16%
Mesa County Valley School District 51	Mesa	100%
Plateau Valley School District 50	Mesa	100%
Creede Consolidated School District 1	Mineral	100%
Moffat County School District RE-1	Moffat	100%
Dolores School District RE-4A	Montezuma	100%
Mancos School District RE-6	Montezuma	100%
Montezuma-Cortez School District RE-1	Montezuma	100%
Montrose County School District RE-1J*	Montrose	92%
West End School District RE-2	Montrose	100%
Brush School District RE-2J*	Morgan	92%
Fort Morgan School District RE-3	Morgan	100%
Weldon Valley School District RE-20J	Morgan	100%
Wiggins School District RE-50J*	Morgan	52%
Cheraw School District 31	Otero	100%
East Otero School District R-1	Otero	100%
Fowler School District R-4J	Otero	20%
Manzanola School District 3J	Otero	83%
Rocky Ford School District R-2	Otero	100%
Swink School District 33	Otero	100%
Ouray School District R-1	Ouray	100%
Ridgway School District R-2	Ouray	100%
Park County School District RE-2	Park	100%
Platte Canyon School District 1	Park	100%
Haxtun School District RE-2J*	Phillips	65%
Holyoke School District RE-1J	Phillips	85%
Aspen School District 1	Pitkin	100%
Roaring Fork School District RE-1	Pitkin	48%
Granada School District RE-1	Prowers	100%



School District Name	County Name	Percent of School District in County
Holly School District RE-3	Prowers	100%
Lamar School District RE-2	Prowers	100%
Wiley School District RE-13-JT	Prowers	60%
Edison School District 54-JT	Pueblo	11%
Fowler School District R-4J	Pueblo	68%
Pueblo City School District 60	Pueblo	100%
Pueblo County School District 70	Pueblo	100%
Meeker School District RE1	Rio Blanco	100%
Rangely School District RE-4	Rio Blanco	100%
Del Norte School District C-7	Rio Grande	100%
Monte Vista School District C-8	Rio Grande	100%
Sargent School District RE-33J	Rio Grande	74%
Hayden School District RE-1	Routt	100%
South Routt School District RE-3	Routt	100%
Steamboat Springs School District RE-2	Routt	100%
Center School District 26-JT*	Saguache	93%
Gunnison Watershed School District RE-1J*	Saguache	21%
Moffat Consolidated School District 2	Saguache	100%
Mountain Valley School District RE-1	Saguache	100%
Sangre de Cristo School District RE-22J	Saguache	22%
Silverton School District 1	San Juan	100%
Dolores County School District RE-2	San Miguel	19%
Norwood School District R-2J	San Miguel	91%
Telluride School District R-1	San Miguel	100%
Julesburg School District RE-1	Sedgwick	100%
Platte Valley School District RE-3	Sedgwick	100%
Summit School District RE-1	Summit	100%
Cripple Creek-Victor School District RE-1	Teller	100%
Woodland Park School District RE-2	Teller	100%
Akron School District R-1	Washington	100%
Arickaree School District R-2	Washington	100%
Buffalo School District RE-4*	Washington	21%
Lone Star School District 101	Washington	100%
Otis School District R-3	Washington	100%
Woodlin School District R-104	Washington	100%
Ault-Highland School District RE-9	Weld	100%
Briggsdale School District RE-10	Weld	100%
Eaton School District RE-2	Weld	100%
Greeley School District 6	Weld	100%
Johnstown-Milliken School District RE-5J	Weld	100%
Keenesburg School District RE-3J*	Weld	94%
Pawnee School District RE-12	Weld	100%

School District Name	County Name	Percent of School District in County
Platte Valley School District RE-7	Weld	100%
Prairie School District RE-11	Weld	100%
St. Vrain Valley School District RE 1J*	Weld	31%
Weld County School District RE-1	Weld	100%
Weld County School District RE-8	Weld	100%
Wiggins School District RE-50J*	Weld	40%
Windsor School District RE-4	Weld	100%
Holyoke School District RE-1J	Yuma	15%
Idalia School District RJ-3	Yuma	100%
Liberty School District J-4	Yuma	87%
Wray School District RD-2	Yuma	100%
Yuma School District 1	Yuma	100%

## Appendix E – Transfer Travel Estimates by School District

Origin District	Estimated annual for all foster students transferring per year	Average one-way travel distance to school (miles)	Average one-way AM travel time to school (min)	Average one-way PM travel time to school (min)
Academy, School District No. 20, in the county of El Paso an	94	10	16	17
Adams 12 Five Star Schools	144	15	23	23
Aurora, Joint District No. 28 of the counties of Adams and A	106	9	16	17
Bennett School District No. 29J	3	25	30	30
Boulder Valley School District No. Re2	82	13	21	23
Byers School District No. 32J	12	17	23	23
Cherry Creek, School District No. 5, in the county of Arapah	100	10	17	18
Cheyenne Mountain School District No. 12, in the county of E	22	12	19	20
Clear Creek School District No. Re-1	5	19	28	28
Colorado Springs, School District No. 11, in the county of E	112	9	16	17
Crowley County School District No. Re-1-J	3	15	20	20
De Beque, Joint District No. 49 of the counties of Mesa and	1	22	33	33
Del Norte Consolidated School District No. C-7	2	19	22	22
Delta County Joint District No. 50	9	15	23	23
Dolores School District No. Re-4A	1	12	19	20
Douglas County School District, No. Re 1	60	17	22	24
Durango School District No. 9-R	7	16	23	23
Eagle County School District No. Re 50	2	9	14	14
Ellicott, School District No. 22, in the county of El Paso a	1	27	34	36
Englewood, School District No. 1, in the county of Arapahoe	8	15	24	26
Falcon, School District No. 49, in the county of El Paso and	82	13	21	21
Fountain, School District No. 8, in the county of El Paso an	32	15	23	24
Fremont Re-1	9	3	7	7

Origin District	Estimated annual for all foster students transferring per year	Average one-way travel distance to school (miles)	Average one-way AM travel time to school (min)	Average one-way PM travel time to school (min)
Fremont Re-2	8	11	18	19
Garfield School District No. Re-2	7	18	22	22
Grand Valley, School District No. 16, in the county of Garfield	1	16	20	19
Greeley, School District No. 6, in the county of Weld	26	18	24	25
Harrison, School District No. 2, in the county of El Paso	42	12	19	20
Ignacio School District No. 11Jt	2	13	20	20
Jefferson County School District No. R-1	325	17	25	26
Lamar School District No. Re-2	2	28	31	31
Lewis-Palmer Consolidated, School District No. 38	17	14	19	20
Littleton, School District No. 6, in the county of Arapahoe	28	16	26	27
Manitou Springs, School District No. 14, in the county of El Paso	4	14	21	23
Mapleton, School District No. 1, in the county of Adams	13	13	22	22
Mesa County Valley School District No. 51	8	9	14	15
Monte Vista School District No. C-8	4	15	18	19
Montezuma-Cortez School District No. Re-1	2	10	14	14
Montrose County School District Re-1J	11	13	16	16
North Conejos School District No. Re1J	2	15	18	18
Peyton, School District No. 23, in the county of El Paso	2	20	27	28
Poudre School District R-1	42	14	20	22
Pueblo County School District 70	33	17	22	23
Pueblo, School District No. 60, in the county of Pueblo	35	10	14	15
Roaring Fork School District No. Re-1	10	15	24	24
Rocky Ford School District No. R2	3	14	21	21
Salida School District No. R-32	4	26	33	34
Sanford, School District No. 6, in the county of Conejos	1	20	25	25

Origin District	Estimated annual for all foster students transferring per year	Average one-way travel distance to school (miles)	Average one-way AM travel time to school (min)	Average one-way PM travel time to school (min)
Sangre de Cristo School District, No. Re-22J	1	17	20	20
Sargent School District No. Re-33J	1	9	12	12
School District 27J	67	14	21	21
School District N. 14 in the county of Adams	30	14	21	22
School District No. 1 in the county of Denver	529	13	21	23
School District No. 3 in the county of El Paso	30	19	24	24
School District No. C-1, in the county of Elbert	2	18	28	29
School District No. Re-2, Brush	5	15	18	18
School District No. Re-3, Fort Morgan	14	10	14	14
School District No. Re-4 Buffalo	1	24	25	24
School District No. Re-50, Wiggins	1	24	25	25
Sheridan School District No. 2	6	16	26	28
Silverton, School District No. 1, in the county of San Juan	1	24	45	45
St. Vrain Valley School District No. Re1J	77	16	25	26
State Charter School Institute	45	12	19	20
Strasburg School District 31J	3	15	18	18
Thompson School District R-2J	28	13	20	21
Weld County Reorganized School District No. Re-1	4	21	27	27
Weld County Reorganized School District No. Re-4	12	11	18	19
Weld County Reorganized School District No. Re-8	4	15	23	23
Weld County School District No. Re-2	2	6	9	9
Weld County School District No. Re-5J	6	19	24	25
Weld County School District No. Re-7	1	17	24	25
Weld County School District RE-3J	3	14	18	18
Westminster, School District No. 50, in the County of Adams	37	14	21	21
Woodland Park School District No. Re-2	5	23	33	35
Yuma 1 School District	2	20	23	23

## Appendix F – County Level Annual Travel Reimbursement Costs

County	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
Adams	279	14	\$34,000	\$69,000	\$103,000	\$138,000
Alamosa	2	15	\$0	\$0	\$1,000	\$1,000
Arapahoe	159	9	\$13,000	\$26,000	\$38,000	\$51,000
Baca	7	17	\$1,000	\$2,000	\$3,000	\$4,000
Bent	5	17	\$1,000	\$1,000	\$2,000	\$3,000
Boulder	98	16	\$14,000	\$27,000	\$41,000	\$55,000
Broomfield	26	14	\$3,000	\$6,000	\$9,000	\$13,000
Chaffee	9	21	\$2,000	\$3,000	\$5,000	\$6,000
Cheyenne	0	NA	NA	NA	NA	NA
Clear Creek	6	22	\$1,000	\$2,000	\$3,000	\$4,000
Conejos	4	16	\$1,000	\$1,000	\$2,000	\$2,000
Crowley	7	17	\$1,000	\$2,000	\$3,000	\$4,000
Custer	2	29	\$1,000	\$1,000	\$2,000	\$2,000
Delta	37	14	\$4,000	\$9,000	\$13,000	\$18,000
Denver	463	11	\$46,000	\$93,000	\$139,000	\$186,000
Dolores	0	NA	NA	NA	NA	NA
Douglas	53	16	\$8,000	\$15,000	\$23,000	\$30,000
Eagle	3	16	\$0	\$1,000	\$1,000	\$2,000
El Paso	375	10	\$32,000	\$65,000	\$97,000	\$129,000
Elbert	4	22	\$1,000	\$2,000	\$2,000	\$3,000
Fremont	50	16	\$7,000	\$13,000	\$20,000	\$27,000
Garfield	30	17	\$5,000	\$9,000	\$14,000	\$18,000
Gilpin	0	19	NA	NA	NA	NA
Grand	1	24	\$0	\$0	\$1,000	\$1,000
Gunnison	2	19	\$0	\$1,000	\$1,000	\$1,000
Huerfano	8	21	\$1,000	\$3,000	\$4,000	\$6,000
Jefferson	295	15	\$39,000	\$77,000	\$116,000	\$154,000
Kiowa	1	24	\$0	\$0	\$1,000	\$1,000
Kit Carson	0	16	NA	NA	NA	NA
La Plata	14	11	\$1,000	\$3,000	\$4,000	\$5,000
Lake	0	28	NA	NA	NA	NA
Larimer	83	15	\$11,000	\$21,000	\$32,000	\$43,000
Las Animas	2	27	\$0	\$1,000	\$1,000	\$2,000

County	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
Lincoln	2	16	\$0	\$1,000	\$1,000	\$1,000
Logan	15	21	\$3,000	\$5,000	\$8,000	\$11,000
Mesa	108	19	\$18,000	\$35,000	\$53,000	\$70,000
Montezuma	5	8	\$0	\$1,000	\$1,000	\$1,000
Montrose	36	12	\$4,000	\$8,000	\$11,000	\$15,000
Morgan	22	12	\$2,000	\$5,000	\$7,000	\$9,000
Otero	25	20	\$4,000	\$9,000	\$13,000	\$17,000
Ouray	0	19	NA	NA	NA	NA
Park	3	25	\$1,000	\$1,000	\$2,000	\$2,000
Phillips	4	18	\$1,000	\$1,000	\$2,000	\$2,000
Pitkin	0	15	NA	NA	NA	NA
Prowers	10	21	\$2,000	\$4,000	\$5,000	\$7,000
Pueblo	125	18	\$19,000	\$39,000	\$58,000	\$78,000
Rio Grande	9	15	\$1,000	\$2,000	\$4,000	\$5,000
Routt	3	19	\$0	\$1,000	\$1,000	\$2,000
Saguache	1	22	\$0	\$0	\$0	\$1,000
San Juan	2	25	\$0	\$1,000	\$1,000	\$2,000
San Miguel	0	NA	NA	NA	NA	NA
Sedgwick	0	NA	NA	NA	NA	NA
Summit	1	28	\$0	\$0	\$1,000	\$1,000
Teller	8	24	\$2,000	\$4,000	\$5,000	\$7,000
Washington	0	18	NA	NA	NA	NA
Weld	94	18	\$15,000	\$30,000	\$45,000	\$60,000
Yuma	4	22	\$1,000	\$1,000	\$2,000	\$3,000

## Appendix G – District level annual travel reimbursement costs

(Note: districts that are not listed are assumed to have zero or near-zero costs)

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
Academy, School District No. 20, in the county of El Paso an	79	10	\$7,000	\$14,000	\$21,000	\$28,000
Adams 12 Five Star Schools	118	15	\$16,000	\$31,000	\$47,000	\$62,000
Aspen School District No. 1, in the county of Pitkin	0	17	\$0	\$0	\$0	\$0
Aurora, Joint District No. 28 of the counties of Adams and Arapahoe	67	8	\$5,000	\$9,000	\$14,000	\$18,000
Bennett School District No. 29J	4	21	\$1,000	\$1,000	\$2,000	\$3,000
Big Sandy School District No. 100J	0	22	\$0	\$0	\$0	\$0
Boulder Valley School District No. Re2	68	14	\$8,000	\$16,000	\$24,000	\$32,000
Buena Vista School District No. R-31	0	1	\$0	\$0	\$0	\$0
Byers School District No. 32J	10	15	\$1,000	\$3,000	\$4,000	\$5,000
CENTENNIAL BOCES	0	18	\$0	\$0	\$0	\$0
Center Consolidated School District No. 26 Jt., of the count	1	22	\$0	\$0	\$0	\$1,000



District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>Cherry Creek, School District No. 5, in the county of Arapah</b>	80	8	\$6,000	\$12,000	\$18,000	\$23,000
<b>Cheyenne Mountain School District No. 12, in the county of E</b>	18	8	\$1,000	\$3,000	\$4,000	\$5,000
<b>Clear Creek School District No. Re-1</b>	6	22	\$1,000	\$2,000	\$3,000	\$4,000
<b>Colorado Springs, School District No. 11, in the county of E</b>	90	6	\$5,000	\$10,000	\$15,000	\$20,000
<b>Cripple Creek-Victor School District No. Re-1</b>	1	30	\$0	\$1,000	\$1,000	\$1,000
<b>Crowley County School District No. Re-1-J</b>	7	17	\$1,000	\$2,000	\$3,000	\$4,000
<b>Custer County School District Consolidate 1</b>	2	29	\$1,000	\$1,000	\$2,000	\$2,000
<b>De Beque, Joint District No. 49 of the counties of Mesa and</b>	1	19	\$0	\$0	\$1,000	\$1,000
<b>Deer Trail School District No. 26J</b>	0	15	\$0	\$0	\$0	\$0
<b>Del Norte Consolidated School District No. C-7</b>	2	21	\$0	\$1,000	\$1,000	\$2,000
<b>Delta County Joint District No. 50</b>	37	14	\$4,000	\$9,000	\$13,000	\$18,000

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>Dolores County School District RE-2J</b>	0	0	\$0	\$0	\$0	\$0
<b>Dolores School District No. Re-4A</b>	1	11	\$0	\$0	\$0	\$0
<b>Douglas County School District, No. Re 1</b>	53	16	\$7,000	\$15,000	\$22,000	\$30,000
<b>Durango School District No. 9-R</b>	11	11	\$1,000	\$2,000	\$3,000	\$4,000
<b>Eagle County School District No. Re 50</b>	3	17	\$0	\$1,000	\$1,000	\$2,000
<b>East Grand School District No. 2</b>	1	24	\$0	\$0	\$0	\$1,000
<b>East Otero School District No. R1</b>	12	25	\$3,000	\$5,000	\$8,000	\$10,000
<b>Edison, Joint District No. 54 of the counties of El Paso and</b>	0	22	\$0	\$0	\$0	\$0
<b>Elbert School District No. 200</b>	0	21	\$0	\$0	\$0	\$0
<b>Ellicott, School District No. 22, in the county of El Paso a</b>	4	20	\$1,000	\$1,000	\$2,000	\$3,000
<b>Englewood, School District No. 1, in the county of Arapahoe</b>	4	12	\$0	\$1,000	\$1,000	\$2,000
<b>Estes Park School District R-3</b>	2	27	\$1,000	\$1,000	\$2,000	\$2,000
<b>Falcon, School District No. 49, in the county of El Paso and</b>	68	10	\$6,000	\$12,000	\$18,000	\$24,000

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>Fountain, School District No. 8, in the county of El Paso an</b>	26	13	\$3,000	\$6,000	\$9,000	\$12,000
<b>Fowler School District No. R4J</b>	2	16	\$0	\$0	\$1,000	\$1,000
<b>Fremont Re-1</b>	38	17	\$5,000	\$11,000	\$16,000	\$22,000
<b>Fremont Re-2</b>	10	11	\$1,000	\$2,000	\$3,000	\$4,000
<b>Fremont Re-3</b>	1	22	\$0	\$0	\$1,000	\$1,000
<b>Garfield School District No. Re-2</b>	13	17	\$2,000	\$4,000	\$6,000	\$8,000
<b>Gilpin County School District No. Re-1</b>	0	19	\$0	\$0	\$0	\$0
<b>Grand Valley, School District No. 16, in the county of Garfi</b>	4	25	\$1,000	\$2,000	\$2,000	\$3,000
<b>Greeley, School District No. 6, in the county of Weld</b>	31	17	\$5,000	\$9,000	\$14,000	\$19,000
<b>Gunnison Watershed School District Re1J</b>	2	19	\$0	\$1,000	\$1,000	\$1,000
<b>Hanover, School District No. 28, in the county of El Paso</b>	0	19	\$0	\$0	\$0	\$0
<b>Harrison, School District No. 2, in the county of El Paso</b>	34	9	\$3,000	\$5,000	\$8,000	\$11,000
<b>Haxtun School District, No. Re-2J</b>	0	10	\$0	\$0	\$0	\$0

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>Hayden School District No. Re 1</b>	0	15	\$0	\$0	\$0	\$0
<b>Holly School District No. Re-3</b>	1	9	\$0	\$0	\$0	\$0
<b>Holyoke School District No. Re-1J</b>	3	19	\$1,000	\$1,000	\$2,000	\$2,000
<b>Huerfano School District Re-1</b>	7	21	\$1,000	\$2,000	\$4,000	\$5,000
<b>Idalia RJ-3 School District</b>	1	25	\$0	\$0	\$0	\$0
<b>Ignacio School District No. 11Jt</b>	2	15	\$0	\$1,000	\$1,000	\$1,000
<b>Jefferson County School District No. R-1</b>	289	15	\$38,000	\$75,000	\$113,000	\$151,000
<b>Julesburg School District No. Re1</b>	0	0	\$0	\$0	\$0	\$0
<b>Kiowa County School District No. Re-2</b>	1	24	\$0	\$0	\$1,000	\$1,000
<b>Kit Carson School District No. R-1</b>	0	0	\$0	\$0	\$0	\$0
<b>La Veta School District Re-2</b>	1	22	\$0	\$0	\$1,000	\$1,000
<b>Lake County School District No. R-1</b>	0	28	\$0	\$0	\$0	\$0
<b>Lamar School District No. Re-2</b>	8	22	\$1,000	\$3,000	\$4,000	\$6,000
<b>Las Animas School District No. Re-1</b>	3	16	\$0	\$1,000	\$1,000	\$2,000
<b>Lewis-Palmer Consolidated,</b>	22	15	\$3,000	\$6,000	\$9,000	\$12,000

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>School District No. 38, in the co</b>						
<b>Limon School District, No. Re 4J</b>	2	16	\$0	\$1,000	\$1,000	\$1,000
<b>Littleton, School District No. 6, in the county of Arapahoe</b>	23	14	\$3,000	\$6,000	\$8,000	\$11,000
<b>Lone Star School District No. 101</b>	0	23	\$0	\$0	\$0	\$0
<b>Mancos School District Re-6</b>	1	19	\$0	\$0	\$0	\$1,000
<b>Manitou Springs, School District No. 14, in the county of El</b>	5	10	\$0	\$1,000	\$1,000	\$2,000
<b>Manzanola, Joint District No. 3J, of the counties of Otero a</b>	1	16	\$0	\$0	\$0	\$1,000
<b>Mapleton, School District No. 1, in the county of Adams &amp; St</b>	17	13	\$2,000	\$4,000	\$6,000	\$8,000
<b>McClave School District No. Re-2</b>	2	17	\$0	\$1,000	\$1,000	\$1,000
<b>Mesa County Valley School District No. 51</b>	103	18	\$16,000	\$33,000	\$49,000	\$66,000
<b>Miami-Yoder, Joint District No. 60 of the counties of El Pas</b>	0	20	\$0	\$0	\$0	\$0

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>Monte Vista School District No. C-8</b>	5	14	\$1,000	\$1,000	\$2,000	\$3,000
<b>Montezuma-Cortez School District No. Re-1</b>	3	3	\$0	\$0	\$0	\$0
<b>Montrose County School District Re-1J</b>	36	12	\$4,000	\$8,000	\$11,000	\$15,000
<b>Mountain Valley School District No. Re 1</b>	0	23	\$0	\$0	\$0	\$0
<b>North Conejos School District No. Re1J</b>	2	14	\$0	\$1,000	\$1,000	\$1,000
<b>Otis School District No. R-3</b>	0	14	\$0	\$0	\$0	\$0
<b>Ouray, School District No. R-1, of the county of Ouray and</b>	0	14	\$0	\$0	\$0	\$0
<b>Park County School District No. Re-2</b>	2	25	\$0	\$1,000	\$1,000	\$1,000
<b>Peyton, School District No. 23, in the county of El Paso and</b>	2	18	\$0	\$1,000	\$1,000	\$1,000
<b>Plateau Valley, School District No. 50 in the county of Mesa</b>	3	34	\$1,000	\$2,000	\$3,000	\$4,000
<b>Platte Canyon, School District No. 1, of the county of Park</b>	1	26	\$0	\$0	\$1,000	\$1,000
<b>Poudre School District R-1</b>	50	14	\$6,000	\$12,000	\$18,000	\$24,000
<b>Primero Reorganized</b>	0	15	\$0	\$0	\$0	\$0

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>School District No. 2</b>						
<b>Pritchett School District No. Re-3</b>	0	26	\$0	\$0	\$0	\$0
<b>Pueblo County School District 70</b>	51	18	\$8,000	\$16,000	\$24,000	\$32,000
<b>Pueblo, School District No. 60, in the county of Pueblo and</b>	73	18	\$11,000	\$23,000	\$34,000	\$45,000
<b>Revere School District</b>	0	0	\$0	\$0	\$0	\$0
<b>Ridgway, School District No. R-2, of the county of Ouray a</b>	0	21	\$0	\$0	\$0	\$0
<b>Roaring Fork School District No. Re-1</b>	13	16	\$2,000	\$3,000	\$5,000	\$7,000
<b>Rocky Ford School District No. R2</b>	7	15	\$1,000	\$2,000	\$3,000	\$4,000
<b>Salida School District No. R-32</b>	8	21	\$2,000	\$3,000	\$5,000	\$6,000
<b>Sanford, School District No. 6, in the county of Conejos and</b>	1	15	\$0	\$0	\$0	\$1,000
<b>Sangre de Cristo School District, No. Re-22J</b>	2	15	\$0	\$0	\$1,000	\$1,000
<b>Sargent School District No. Re-33J</b>	2	11	\$0	\$0	\$1,000	\$1,000
<b>School District 27J</b>	56	16	\$8,000	\$15,000	\$23,000	\$31,000
<b>School District N. 14 in the</b>	25	12	\$3,000	\$5,000	\$8,000	\$11,000

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
county of Adams & State of Colorado						
School District No. 1 in the county of Denver and State of C	447	12	\$45,000	\$91,000	\$136,000	\$181,000
School District No. 3 in the county of El Paso and State of	31	14	\$4,000	\$7,000	\$11,000	\$15,000
School District No. C-1, in the county of Elbert and State o	3	22	\$1,000	\$1,000	\$2,000	\$2,000
School District No. C-2 in the county of Elbert and State of	0	25	\$0	\$0	\$0	\$0
School District No. R-4 in the county of Kit Carson and Stat	0	16	\$0	\$0	\$0	\$0
School District No. Re-1, Valley	12	21	\$2,000	\$4,000	\$7,000	\$9,000
School District No. Re-11 in the county of Weld and State of	0	22	\$0	\$0	\$0	\$0
School District No. Re-2, Brush	6	16	\$1,000	\$2,000	\$3,000	\$4,000
School District No. Re-20, Weldon Valley	1	15	\$0	\$0	\$0	\$1,000
School District No. Re-3, Fort Morgan	12	8	\$1,000	\$2,000	\$2,000	\$3,000
School District No. Re-4 Buffalo	2	23	\$0	\$1,000	\$1,000	\$1,000



District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
School District No. Re-5 Plateau	1	23	\$0	\$0	\$1,000	\$1,000
School District No. Re-50, Wiggins	3	18	\$0	\$1,000	\$1,000	\$2,000
Sheridan School District No. 2	3	14	\$0	\$1,000	\$1,000	\$2,000
Silverton, School District No. 1, in the county of San Juan	2	25	\$0	\$1,000	\$1,000	\$2,000
South Conejos School District No. Re10	1	25	\$0	\$0	\$0	\$0
South Routt School District No. Re 3	0	23	\$0	\$0	\$0	\$0
Springfield School District No. Re-4	4	17	\$1,000	\$1,000	\$2,000	\$2,000
St. Vrain Valley School District No. Re1J	65	19	\$11,000	\$22,000	\$33,000	\$44,000
State Charter School Institute	35	9	\$3,000	\$6,000	\$8,000	\$11,000
Steamboat Springs School District No. Re 2	2	19	\$0	\$1,000	\$1,000	\$1,000
Strasburg School District 31J	3	24	\$1,000	\$1,000	\$2,000	\$3,000
Summit School District No. Re 1	1	28	\$0	\$0	\$1,000	\$1,000
Swink, School District No. 33, in the county of Otero and St	3	13	\$0	\$1,000	\$1,000	\$1,000

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>Telluride School District No. R-1</b>	0	0	\$0	\$0	\$0	\$0
<b>Thompson School District R-2J</b>	27	17	\$4,000	\$8,000	\$12,000	\$16,000
<b>Trinidad, School District 1, in the county of Las Animas and</b>	2	29	\$0	\$1,000	\$1,000	\$2,000
<b>Vilas School District Re-5</b>	1	15	\$0	\$0	\$0	\$0
<b>Walsh School District No. Re-1</b>	2	16	\$0	\$1,000	\$1,000	\$1,000
<b>Weld County Reorganized School District No. Re-1</b>	4	20	\$1,000	\$1,000	\$2,000	\$3,000
<b>Weld County Reorganized School District No. Re-4</b>	10	15	\$1,000	\$3,000	\$4,000	\$6,000
<b>Weld County Reorganized School District No. Re-8</b>	5	20	\$1,000	\$2,000	\$3,000	\$4,000
<b>Weld County School District No. Re-2</b>	4	15	\$1,000	\$1,000	\$2,000	\$2,000
<b>Weld County School District No. Re-5J</b>	8	19	\$1,000	\$3,000	\$4,000	\$5,000
<b>Weld County School District No. Re-7</b>	2	19	\$0	\$1,000	\$1,000	\$2,000
<b>Weld County School District No. Re-9</b>	0	16	\$0	\$0	\$0	\$0
<b>Weld County School District RE-3J</b>	5	22	\$1,000	\$2,000	\$3,000	\$4,000

District	Estimated number of mobility incidents	Average on-way travel distance (MI)	Annual Cost (10 percent participation)	Annual Cost (20 percent participation)	Annual Cost (30 percent participation)	Annual Cost (40 percent participation)
<b>West Grand School District No. 1</b>	0	24	\$0	\$0	\$0	\$0
<b>Westminster, School District No. 50, in the County of Adams</b>	31	12	\$3,000	\$6,000	\$10,000	\$13,000
<b>Wiley School District No. Re-13 Jt</b>	2	18	\$0	\$0	\$1,000	\$1,000
<b>Woodland Park School District No. Re-2</b>	7	23	\$1,000	\$3,000	\$4,000	\$6,000
<b>Woodlin School District No. R-104</b>	0	25	\$0	\$0	\$0	\$0
<b>Wray RD-2 School District</b>	1	23	\$0	\$0	\$1,000	\$1,000
<b>Yuma 1 School District</b>	2	20	\$0	\$1,000	\$1,000	\$1,000