

Eastern Transportation Planning Region

Date: July 8, 2013
Time: 1:30 PM – 3:30 PM
Location: Limon Community Center
477 D Avenue
Limon, CO 80826

Agenda

Meeting Goal: Identify region's transit and human service transportation issues/needs and provide information on project approach.

- 1) Welcome & Introductions
- 2) Project Background
- 3) State Transit Vision
- 4) Coordination Plans
- 5) Regional Characteristics
 - a. Community Profile
 - b. Eastern TPR 2008 Plan Summary
- 6) Regional Transit Needs, Projects, and Priorities
 - a. Long-term (vision)
 - b. Short-term
- 7) Public Involvement Approach
- 8) Next Steps
 - a. Data Needs/Survey
 - b. Info and data updates by email/web
 - c. Next Meeting
- 9) Adjourn

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

Lead TPR Planner: Cally Grauberger, Cally.Grauberger@transitplus.biz
Cell: 303-717-8350, Work: 303-960-5141

Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

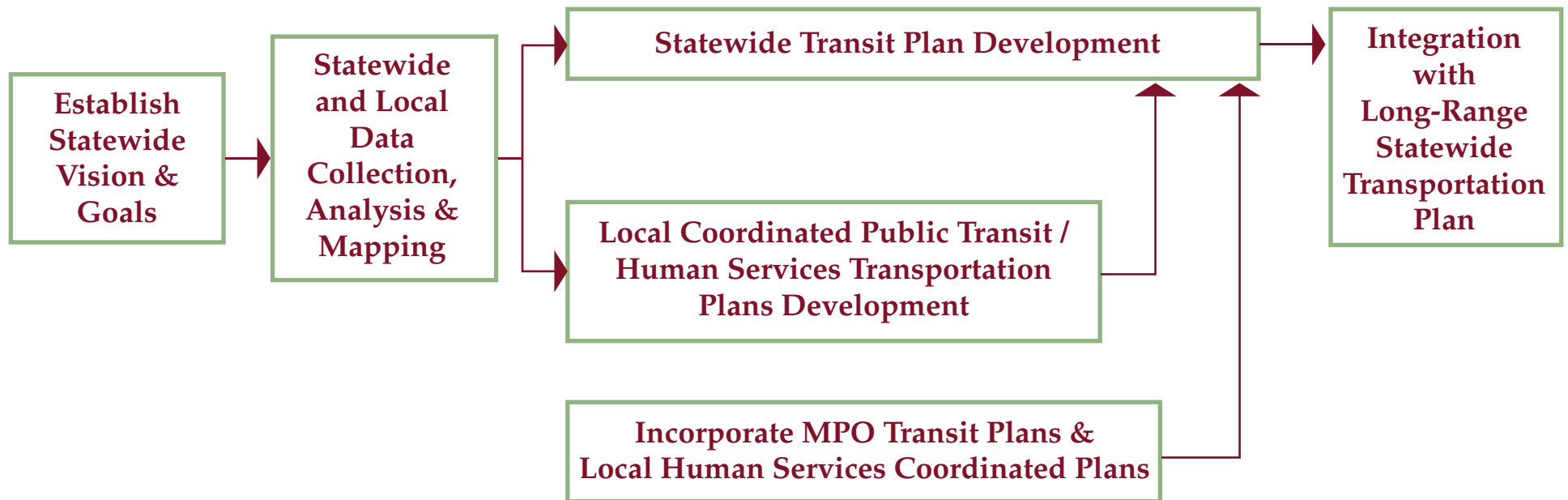
Conference Call # 1-877-820-7831

Participant Code: 418377#

Work Plan

Public Involvement & Agency Coordination

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



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide Plan Goals and Objectives

- Develop a vision for an integrated transit system
- Develop policies that identify and support programs / projects to:
 - *Increase availability and attractiveness of transit*
 - *Make transit more time-competitive*
 - *Maximize role of transit in the broader transportation system*
 - *Reduce vehicle-miles traveled and emissions*
 - *Coordinate service*
- *Communicate the value of transit*

Guiding Principles for Transit Planning at CDOT

- When planning and designing for future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system. CDOT will facilitate increased modal options and interface to facilities for all transportation system users.
- CDOT will consider the role of transit in maintaining, maximizing and expanding system capacity and extending the useful life of existing transportation facilities, networks and right-of-way.
- CDOT will promote system connectivity and transit mobility by linking networks of local, regional and interstate transportation services.
- CDOT will work towards integrating transit to support economic growth and development, and the state's economic vitality. CDOT will pursue transit investments that support economic goals in an environmentally responsible manner.
- CDOT will establish collaborative partnerships with local agencies, transit providers, the private sector and other stakeholders to meet the state's transit needs through open and transparent processes.
- CDOT will advocate for state and federal support of transit in Colorado including dedicated, stable and reliable funding sources for transit. Through partnerships, CDOT will leverage the limited transit funds available and seek new dollars for transit in Colorado.

The Statewide Transit Plan will Include:

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

Local Transit and Human Services Transportation Coordination Plans will Include:

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

Team Structure

Statewide Steering Committee (SSC)

- A body of 25-30 members representing a wide range of federal, state and local planning entities, transit providers, advocacy groups and special needs groups.

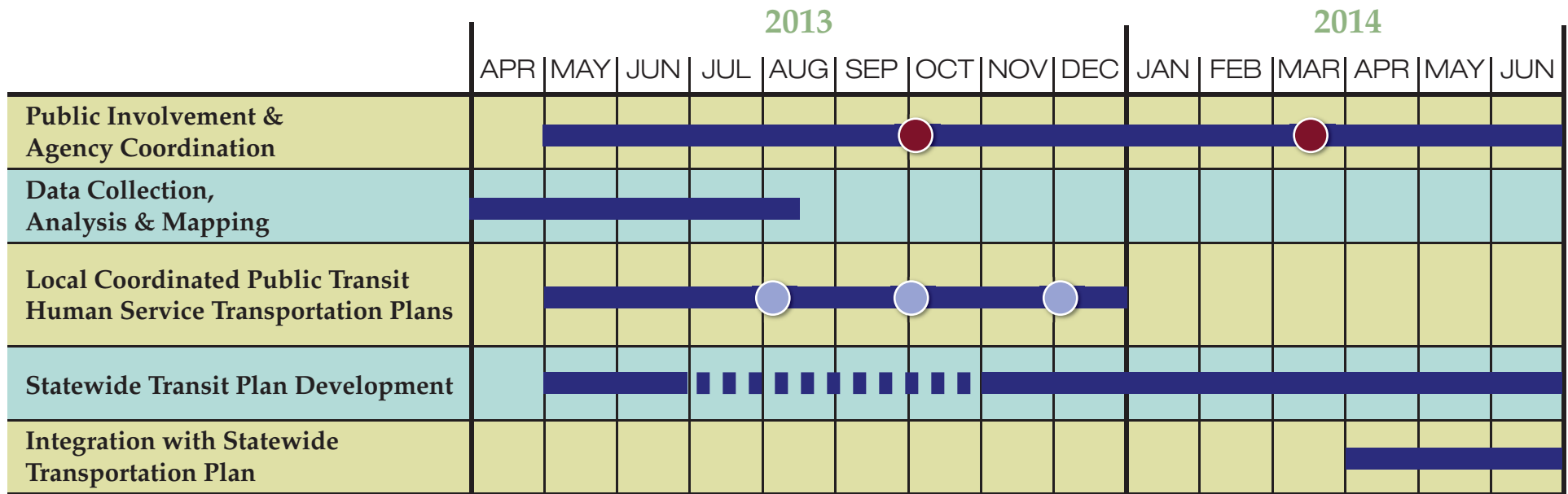
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

TPR Technical Working Groups (TWG)

- CDOT DTR staff
- CDOT Region staff
- TPR staff
- Local / regional coordinating councils
- Key transit providers and human service organizations
- Other affected local stakeholders

- Meet approximately three times
- Help identify statewide and regional needs
- Advise team on development of local transit plans

Project Overview Schedule



 Open Houses in each TPR
  TPR Technical Working Group Meeting

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

What is a Coordinated Transit Plan?

Transportation coordination is a process between transportation organizations and providers to maximize the use of transportation resources through shared responsibility, management and funding of transportation services.

The purpose of this coordinated plan will be to:

- ▶ Provide a process where transit and human service providers can discuss issues
- ▶ Identify areas where enhanced coordination between transit and human services might be beneficial
- ▶ Establish a set of priorities and projects to improve mobility and access
- ▶ Move some priorities and projects into the larger regional and statewide planning processes to gain state assistance and/or funding; and
- ▶ Satisfy the requirements for a coordinated transit and human services transportation plan under MAP 21.

Why do we need to coordinate transit services?

In times of limited funding options, coordinated planning is one way to create added capacity and free up funding resources for baseline or enhanced transit services.

In addition, there may be changes in conditions, programs, and transit needs. Your region may benefit from a readjustment of services to help use resources most effectively.

As with any business or organization, it is helpful periodically to review processes and identify areas for greater efficiency. Your region may consider the following:

- ▶ A level of transportation service well below the level of need;
- ▶ Vehicles and other resources not utilized to capacity;
- ▶ Duplicative services in some areas of the community and little or no service in other areas;
- ▶ Variations in service quality among providers, including safety standards;
- ▶ A lack of overall information for consumers, planners and providers about available services and costs; and
- ▶ Multiple transportation providers, each with its own mission, equipment, eligibility criteria, funding sources, and institutional objectives, resulting in duplication of expenditures and services

If so, there is an opportunity to use this transit process to create dialog and work on strategies and actions that can make a difference to daily operations and, in turn, to the customers who are served.

What will this plan do?

Some of the objectives of this plan include:

- ▶ Review of the demographic profile and transit services within the region for any changes in recent years
- ▶ Establish a transit-human service coordination vision and subsequent goals and objectives
- ▶ Provide a prioritized list of goals that can be used to prioritize strategies and projects
- ▶ Move from a list of issues to action strategies that would enhance mobility and access

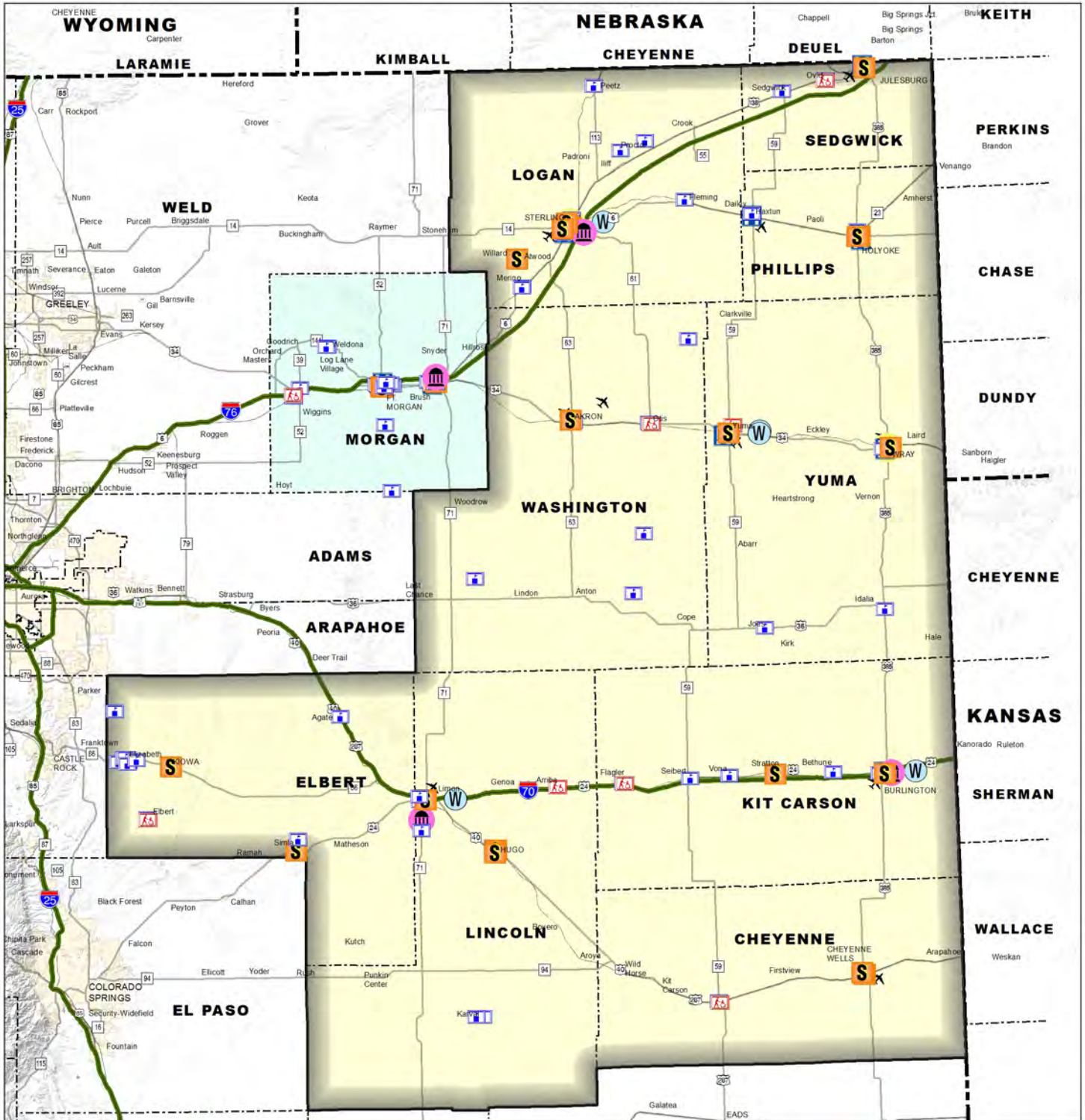
What value does transit coordination bring to the region?

There are several positive outcomes achieved through transit coordination that add value to a region, including:

- ▶ **Reduces Cost Inefficiencies** - Higher quality and more cost-effective services can result from more centralized control and management of resources; reduced cost of capital and better use of capital investments ; and matching customers with the least restrictive and least costly service that best meets their needs for a particular trip.
- ▶ **Improves Cost Efficiency**, leading to reduced costs per trip - Coordinated transportation services often have access to more funds and thus are better able to achieve economies of scale. They also have more sources of funds and other resources, thus creating organizations that are more stable because they are not highly dependent on only one funding source.
- ▶ **Improves quality of life and cost savings** – Coordinated services can offer more visible transportation services for consumers and less confusion about how to access services. It can also provide more trips at lower cost. This improved mobility can enable people to live independently at home for a longer period of time.
- ▶ **Promotes diverse travel options** - For many people, receiving transportation services such as taxis, vans, buses or other options is not a choice, but rather a necessity. Coordinated transportation services can often provide the most number of choices from which a traveler can choose.

Major Activity Centers and Destinations

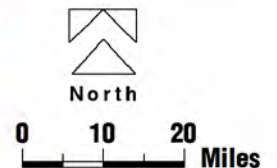
Business locations derived from 2011 ESRI data.



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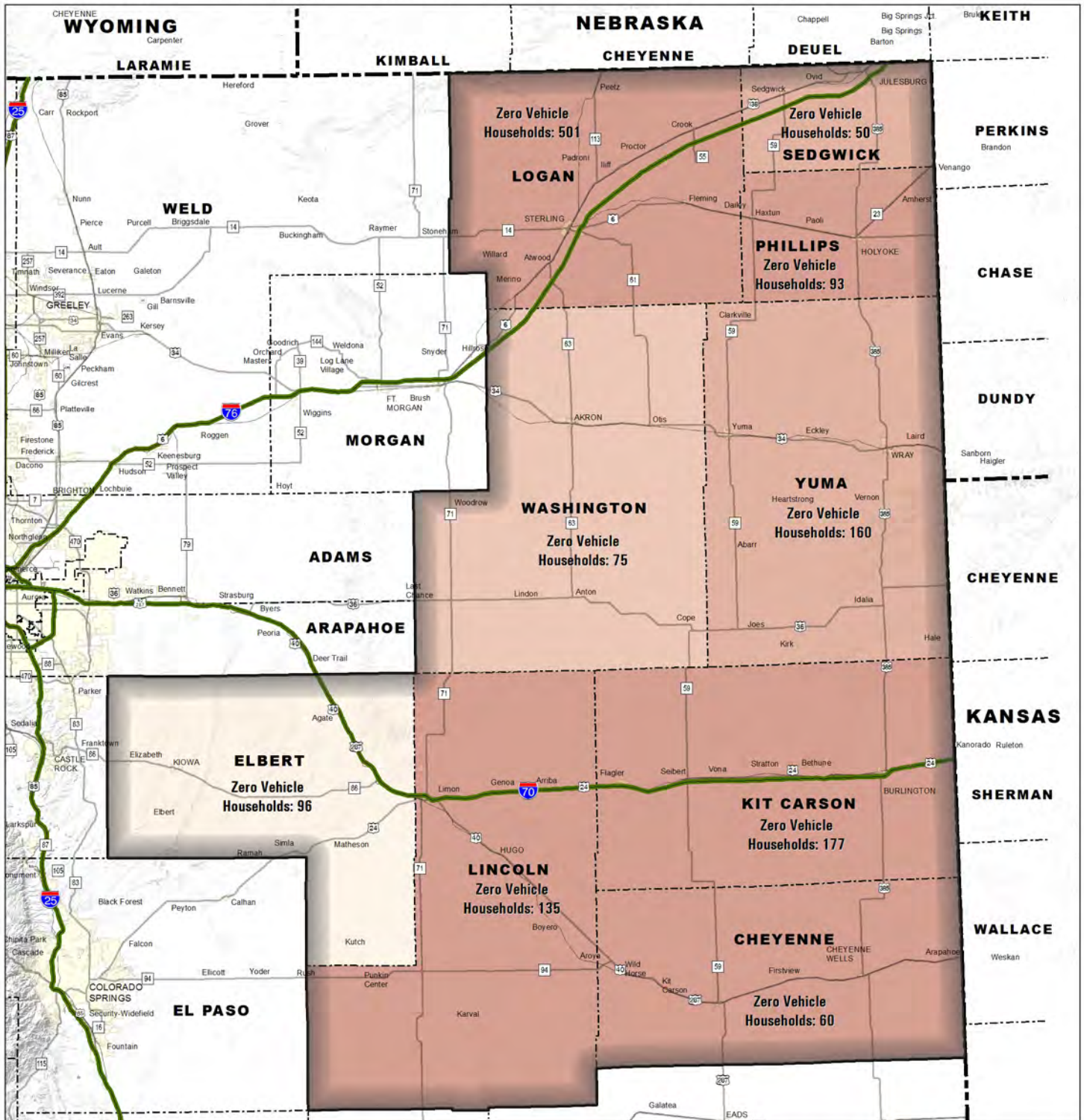
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|---------------------------|-------------------------------|------------------------------|-----------------------|
| Eastern TPR Boundary | Recreation Centers | Workforce Centers | County Boundaries |
| Correctional Institutions | Schools and Universities | Employers with 50+ Employees | State Boundaries |
| Human Service Agencies | Senior Citizens' Services | Airports/Airfields | Interstate Highways |
| Hospitals | Shopping Centers | Morgan County | U.S. & State Highways |
| | Incorporated Cities and Towns | | |

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2011 Percentage of Households with No Vehicle

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



Legend

- Less Than 2% Zero Vehicle Households
- 2% - 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Eastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

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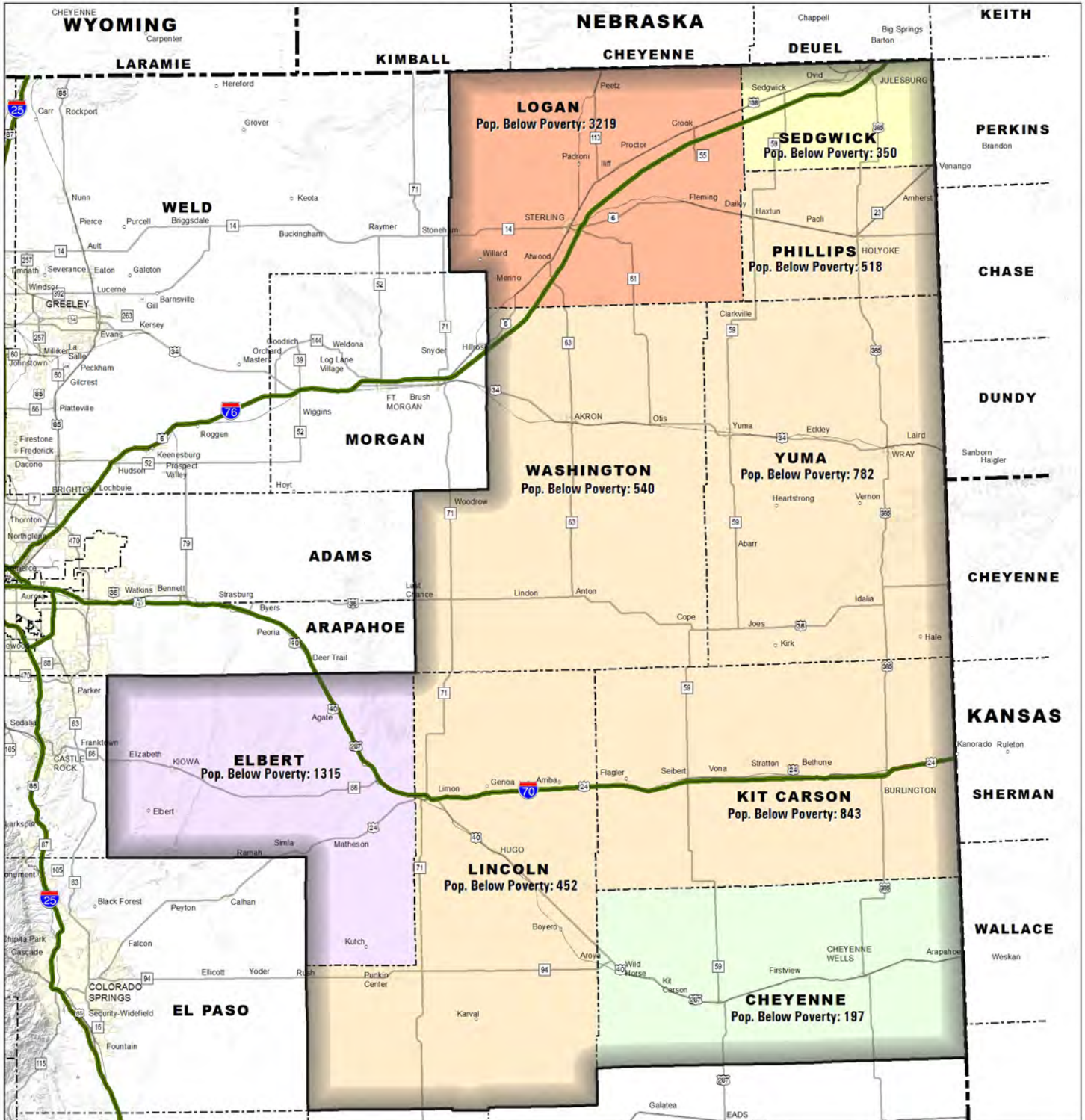


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2011 Population Below Federal Poverty Level

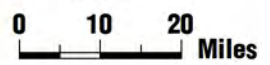
Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



Legend

- Less Than 200 Individuals Below Poverty Level
- 200 - 400 Individuals Below Poverty Level
- 400 - 1,000 Individuals Below Poverty Level
- 1,000 - 2,000 Individuals Below Poverty Level
- Greater Than 2,000 Individuals Below Poverty Level
- Eastern TPR Boundary
- County Boundaries
- State Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways

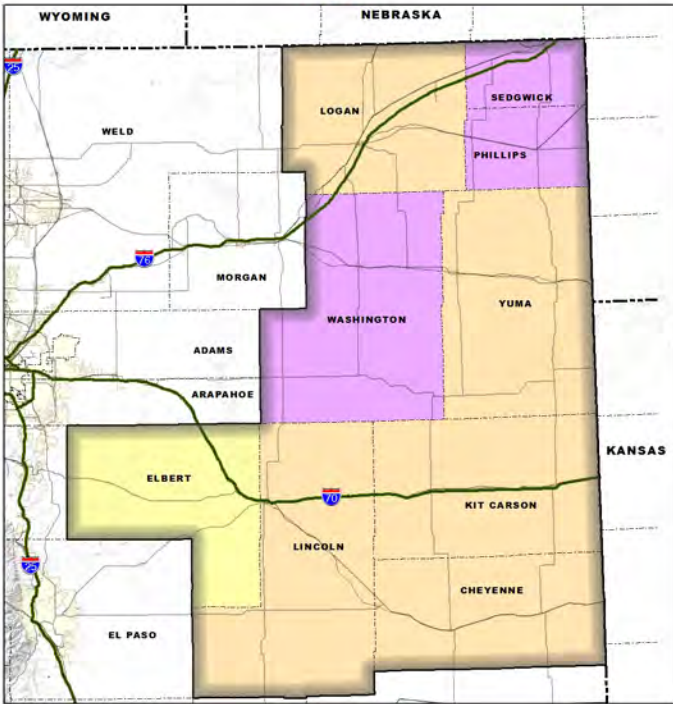
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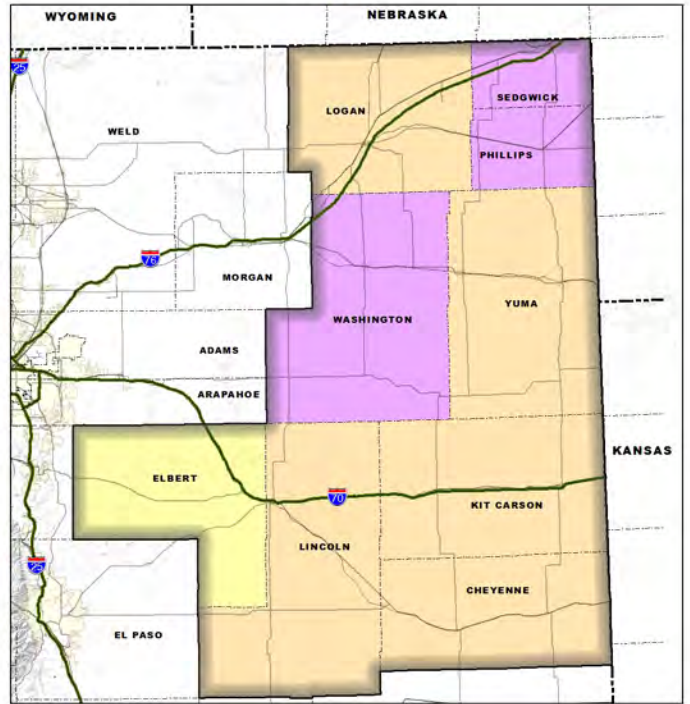
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

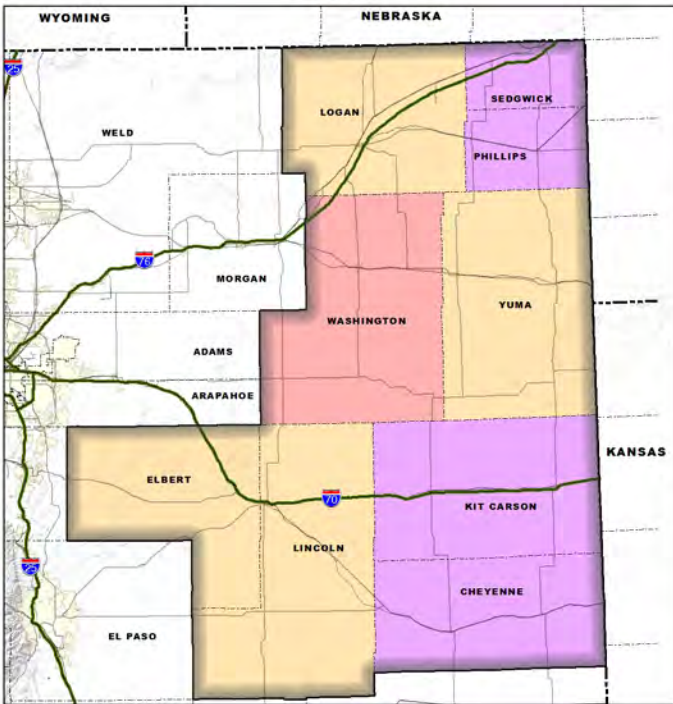
2013



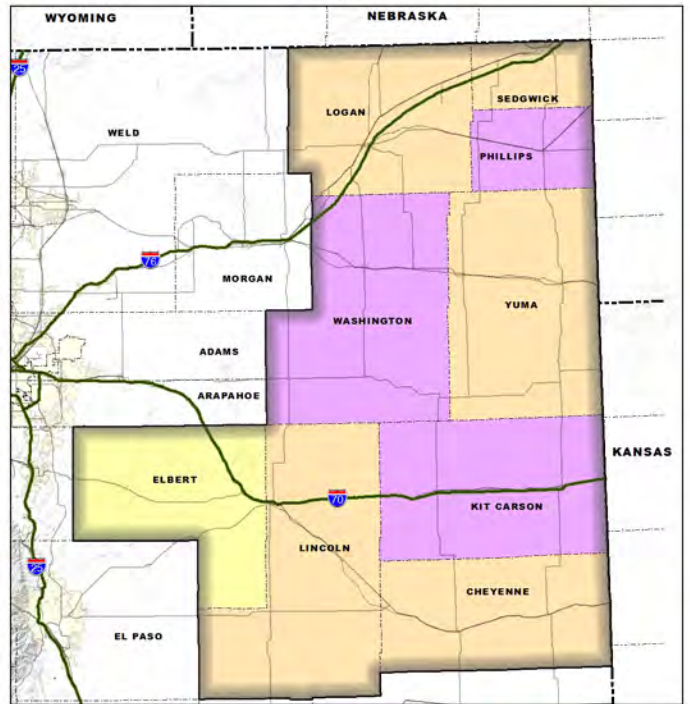
2020



2030



2040



Legend

- Less Than 10% Age 65+
- 10 - 15% Age 65+
- 15 - 20% Age 65+
- 20 - 25% Age 65+
- Greater Than 25% Age 65+
- Eastern TPR Boundary
- U.S. & State Highways
- County Boundaries
- Interstate Highways
- State Boundaries

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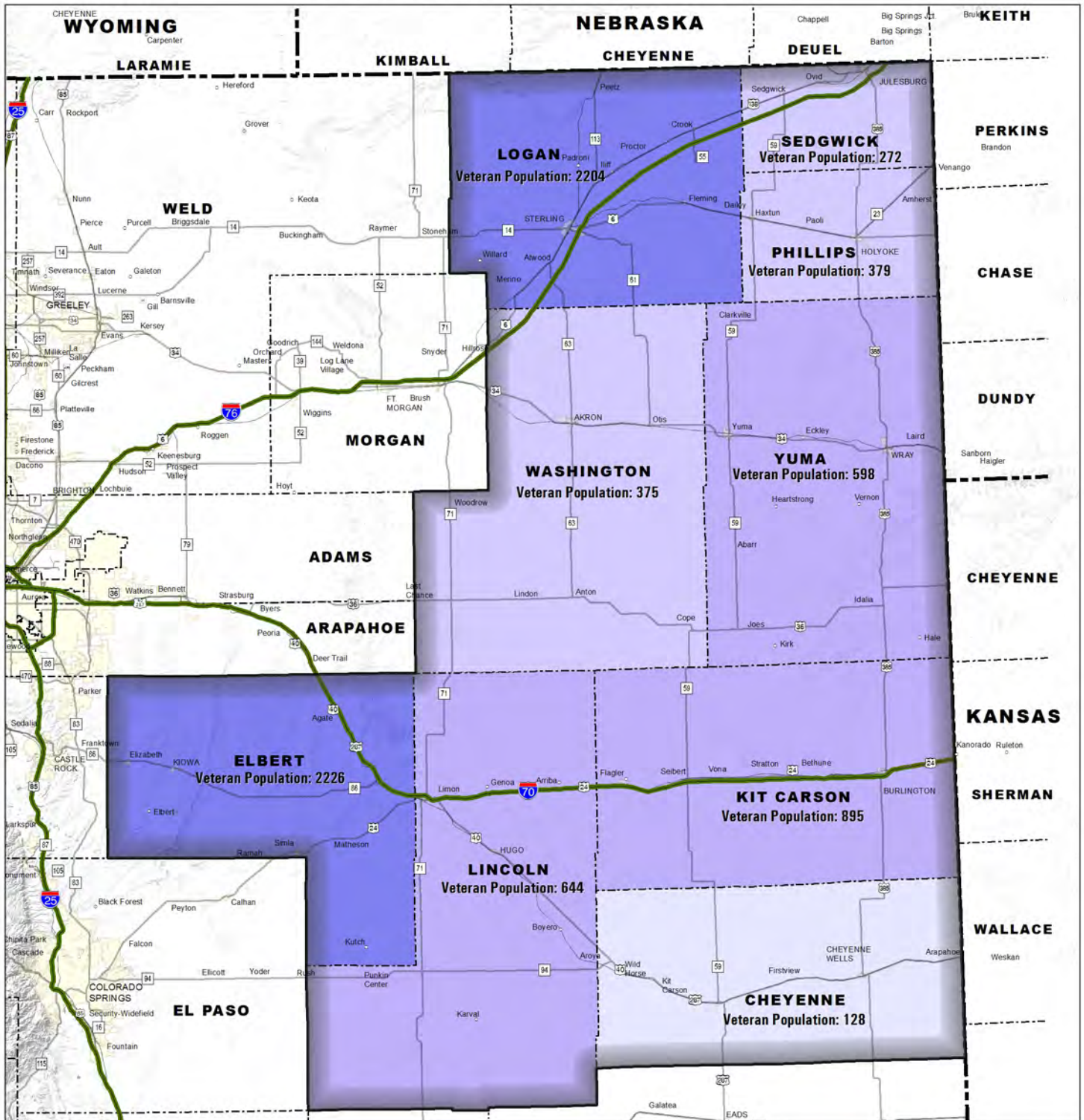
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2011 Veteran Population

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



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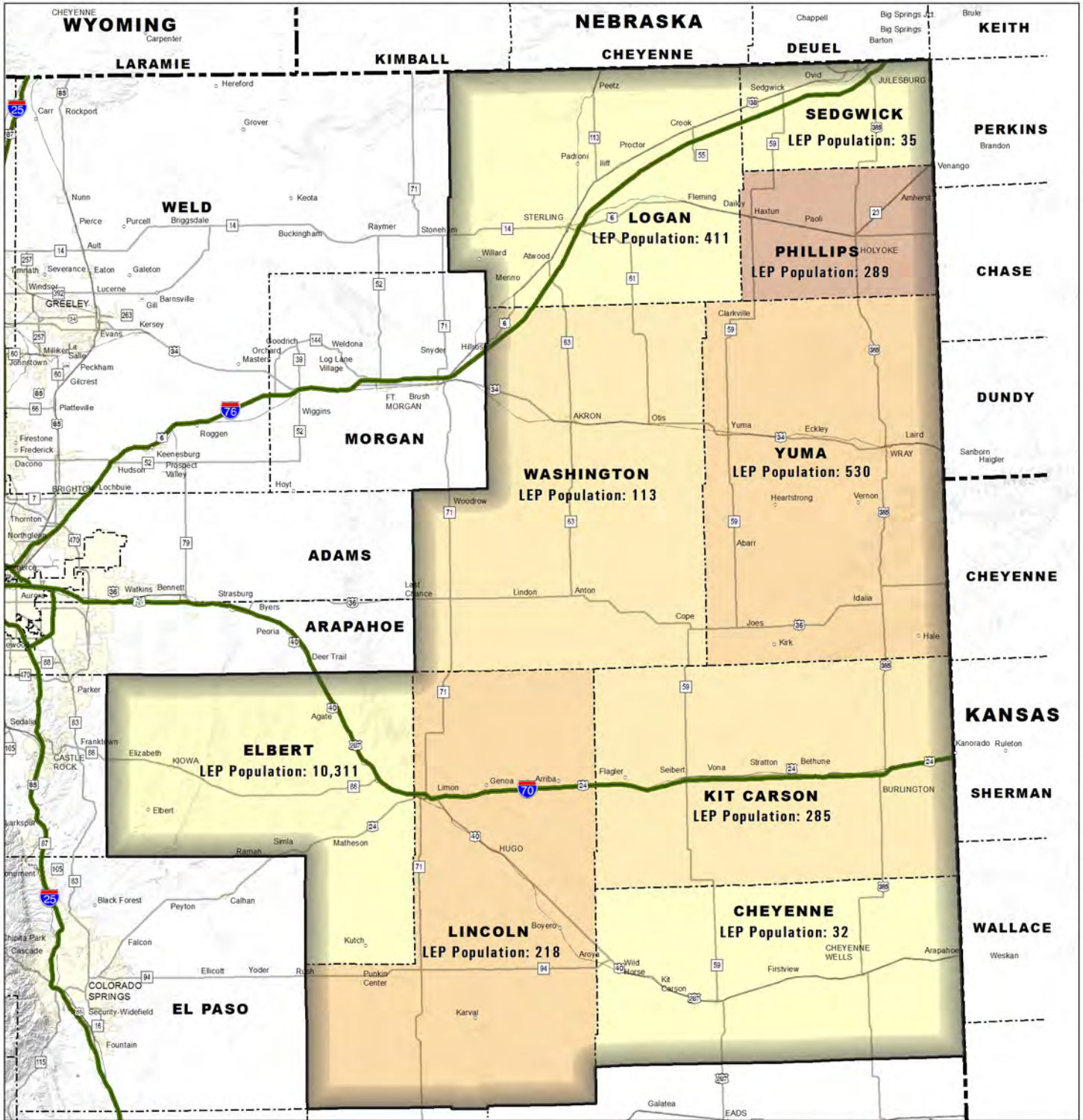
- Less Than 200 Veteran Population
- 200 - 500 Veteran Population
- 500 - 1000 Veteran Population
- 1000 - 2000 Veteran Population
- Greater Than 2000 Veteran Population
- County Boundaries
- State Boundaries
- Eastern TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways

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Percent of Population with No or Limited English Proficiency

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



Legend

- Less Than 2% Limited English Proficiency
- 2% - 4% Limited English Proficiency
- 4% - 6% Limited English Proficiency
- 6% - 8% Limited English Proficiency
- Greater Than 10% Limited English Proficiency
- County Boundaries
- State Boundaries
- Eastern TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways

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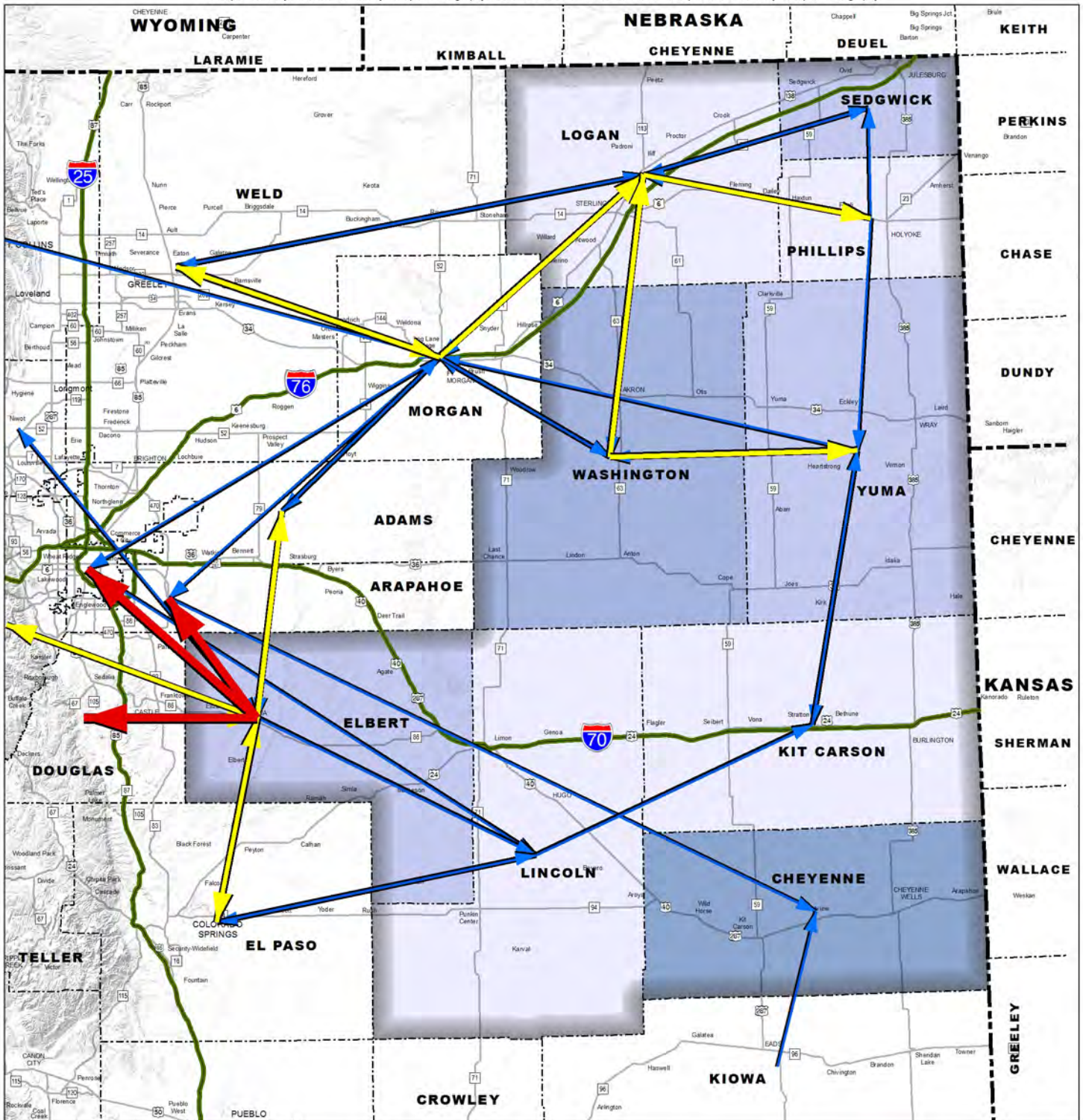


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Employed Working Outside County of Residence and Commuters Using Public Transit

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



Legend

Commuters Currently Using Public Transit

- No Public Transit Commuters
- 1 - 5 Public Transit Commuters

- 5 - 10 Public Transit Commuters
- 10 - 15 Public Transit Commuters
- Eastern TPR Boundary

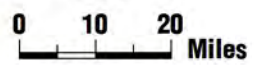
Inter-County Commuter Trips

- 50 - 200 Commuters
- 200 - 1,000 Commuters
- Greater Than 1,000 Commuters

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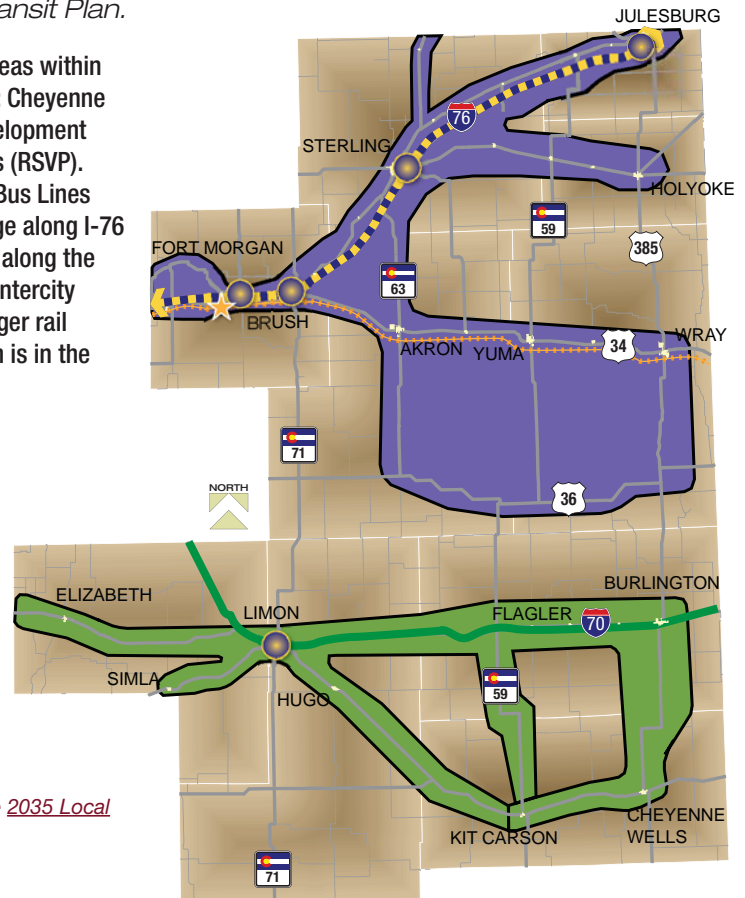
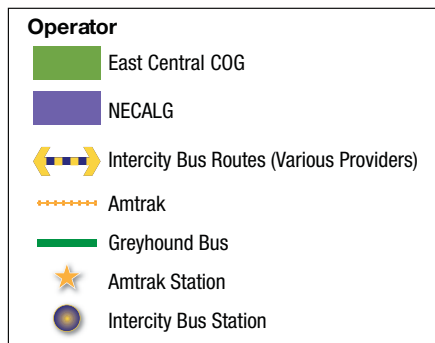
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EASTERN TPR 2008 PLAN SUMMARY

The following information provides a brief summary of transit providers, transit services and key issues from the 2008 Local Transit and Human Service Transportation Coordination Plan and Regional Transportation Plan for the **Eastern Transportation Planning Region**. The information included in this summary is not intended to be inclusive of all current providers and services as over the course of the next year the local plans will be updated and integrated into the Eastern Regional Transportation Plan as well as the Colorado Department of Transportation's first ever comprehensive Statewide Transit Plan.

This map identifies some of the known service providers and service areas within the Eastern TPR. Additional providers not identified on the map include: Cheyenne Manor Nursing Care Center, Grace Manor Care Center, Limon Child Development Center, Prairie View Care Center, Retired and Senior Volunteer Programs (RSVP). The Eastern TPR also has intercity bus service provided by Greyhound Bus Lines utilizing connections by Burlington Trailways and Black Hills Arrow Stage along I-76 to connect with Sterling. Greyhound also provides intercity bus service along the I-70 corridor with stops in Limon and Dashabout Roadrunner provides intercity transportation services throughout the region. Amtrak provides passenger rail service between Denver and Chicago with a stop in Fort Morgan (which is in the Upper Front Range TPR).



Source: Data collected from the [2035 Regional Transportation Plan](#) and the [2035 Local Transit and Human Service Transportation Coordination Plan](#).

Key Issues Identified in the 2008 Plan

The Eastern TPR has a desire to provide transit service for the transit-dependent populations within the region to increase quality of life, access and connectivity.

- Need to restore Greyhound's stop in Burlington and increase intercity bus service along I-76.
- Increase service hours and days in Burlington and expand service to five days per week in Limon.
- Expand service on weekends and after hours for Dynamic Dimensions, Inc.
- Additional weekend trips in Morgan County are needed.
- Need for operating funds for NECALG to operate and maintain services.
- Additional fixed routes are needed throughout the County Express service area.
- Need for ECCOG to extend service to weekends and weeknights.
- Increase service in Limon and Burlington for prison employees.
- Need to coordinate regional trips to the Front Range between NECALG and ECCOG.

Plan Goals and Strategies

- Provide transit service for the transit-dependent population within the region.
- Coordinate services between public and private sector providers to avoid duplication of service.
- Identify new revenue sources for increased transit funding.
- Increase local government and public awareness of transit services.
- Investigate the need for service to major regional employers.
- Evaluate the need for future fixed route transit service in Elbert County.
- Promote the re-establishment of passenger rail service and Amtrak stops in the TPR.

Eastern TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

	Implemented	In Progress	Deferred	Eliminated
A. ECCOG new and replacement mid-size buses (13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. NECALG new and replacement mid-size buses (34)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Replacement vehicles (vans, small buses) for other providers (35)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Two new computers and other office equipment (not specified) for ECCOG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Construction of a new NECALG service facility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Operating:

A. Continue ECCOG existing services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Continue NECALG existing services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Addition of a staff person for the Outback Express (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Expand Outback Express service to weekends and weeknights (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Expanded service for the City of Burlington provided by ECCOG (specifics not identified)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Expand service to five days a week for the Town of Limon (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. New weekend an non-business hours service for the Town of Limon (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Expand service to weekends an non-business hours for the Dynamic Dimensions Inc service (ECCOG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. New service within Fort Morgan and between Fort Morgan and Brush (NECALG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. New service between Fort Morgan and Sterling (NECALG)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. New vanpool service in Burlington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. New vanpool service in Limon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Coordination:

A. Create a Coordination Council to help coordinate systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Start a Joint Maintenance and Fuel Program to help save costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Investigate a Joint Call Center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Analyze potential of vehicle sharing to help facilitate additional services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Have smaller providers acquire older wheelchair-equipped vehicles from larger providers to save costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Coordinate regional trips to the Front Range between NECALG and ECCOG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Coordinate non-emergency medical trips to/from dialysis centers in Sterling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Projects from Other Plans

A. State Rail Plan – High Speed Rail in I-76 median from Denver to Julesburg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Accomplishments

- Significant capital replacement for NECALG
- Initiated the operation of a fixed-route service within Sterling
- Formed an RTA within Sterling (agreement between the City of Sterling and Morgan County)
- 2013 FASTER funds for construction of a bus storage facility in Cheyenne Wells
- Initiated deviated fixed-route service within Fort Morgan and between Fort Morgan and Brush
- Increased intercity bus service on I-76