



YOUR
TRANSPORTATION
PLAN CONNECTION. CHOICE.
COLORADO FOR ALL.

TRAC

May 8, 2020



Agenda

Items covered in presentation

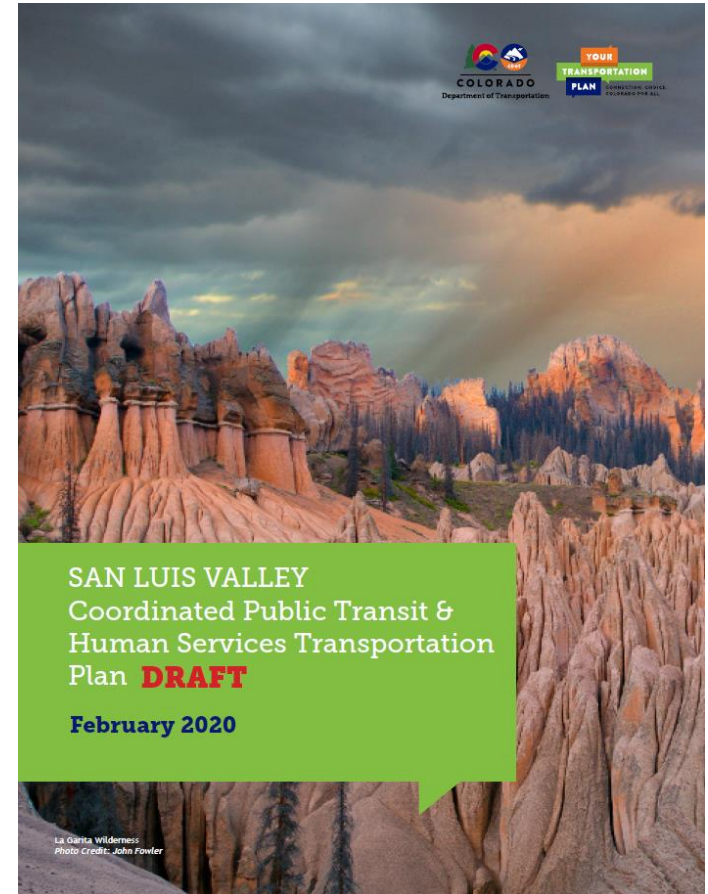
- Status of Statewide Transit Plan
- Major Sections of Statewide Transit Plan
- Additional Reports
- Other Plan Documents
- Next Steps



Plan Status

Coordinated Public Transit & Human Services Transportation Plans

- Completed Draft Coordinated Public Transit Plans for all 10 rural TPRs
- Plans include all projects discussed during the planning process. Some of these projects were selected for the 10 Year Strategic Pipeline of Projects based on TPR Chair and RTD discussions
- TPRs reviewed plans and provided comments
- Updated Plans sent back to TPR for final review
- Plans will be available for public review in June and July
- TPRs will approve Plans after public review





Plan Status - Continued

Statewide Transit Plan

- Completed Draft Statewide Transit Plan
- Plan was sent to TRAC for review on 4/23. Comments were due on 5/4
- STAC and TC will soon receive a copy of the Draft Statewide Transportation Plan including the Statewide Transit Plan
- Plans will be available for public review in June and July upon receiving TC approval for public review
- Seeking approval from TC in August (tentatively)



Statewide Transit Plan
April 2020 **DRAFT**

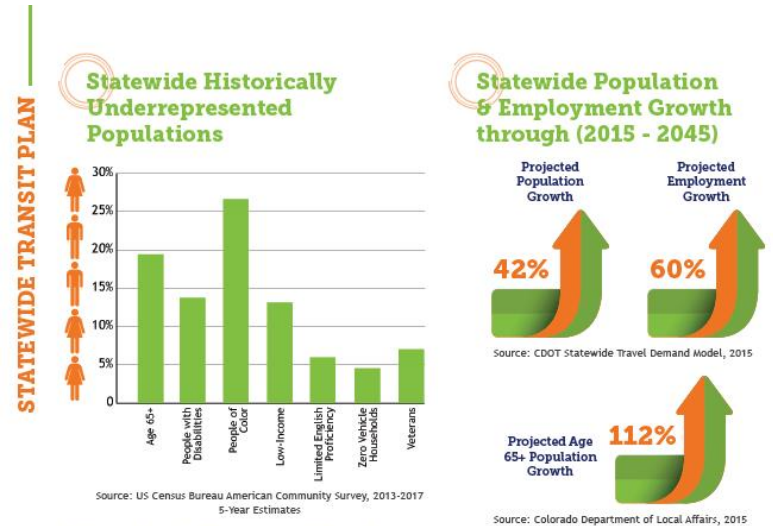




Major Sections of Statewide Transit Plan

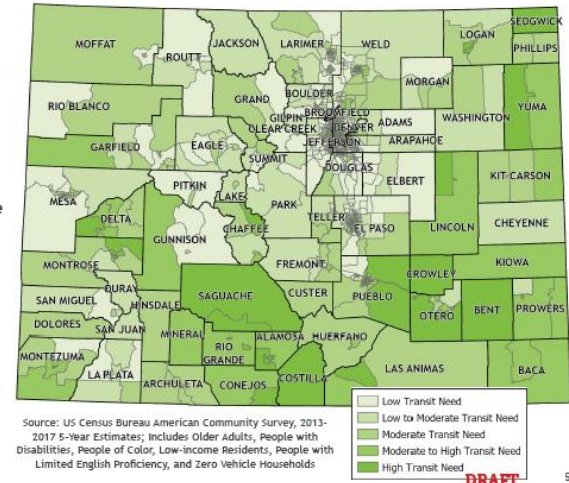
Statewide Snapshot

- Historically underrepresented population analysis
- Population and employment growth projections
- Transit needs by Census tracts
- Survey results
 - Public survey conducted with Statewide Transportation team
 - Survey of transit agencies and human service providers



Identified Transit Needs

Data about underrepresented populations paints a picture about what areas of the State are most likely to have a higher than average need for transit. The Statewide Transit Needs map shows the combined index of people age 65+, people with disabilities, people of color, low-income populations, those with limited English proficiency, and those without access to vehicles. The results highlight the census tracts with the highest propensity of underrepresented populations in Colorado.





Major Sections of Statewide Transit Plan - Continued

Survey of Older Adults and Adults with Disabilities

- Barriers to using public transportation - service is not provided where I live or want to go
- Difficult to find transportation - medical and shopping/pharmacy
- Important transportation issues - providing lower fares for seniors and people with disabilities
- Changes from 2014 to 2019
 - Fewer people had trouble finding transportation in 2019 vs 2014
 - Those using public transportation, walking or bicycling at least once a month rose by 10% from 2014 to 2019





Major Sections of Statewide Transit Plan - Continued

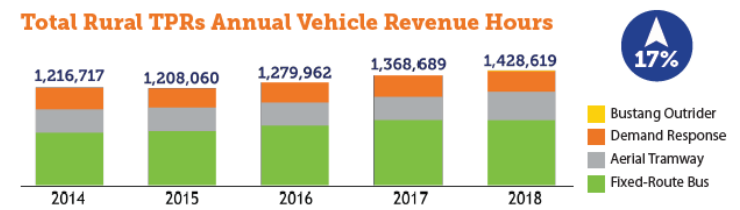
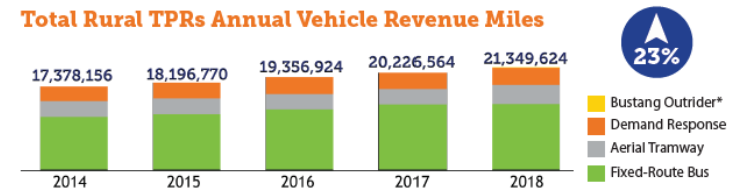
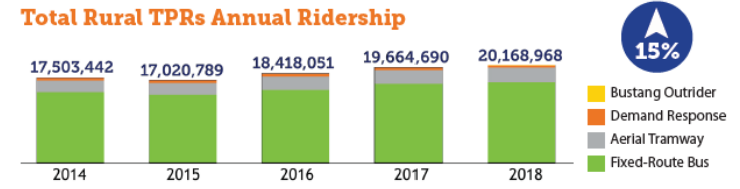
Existing Conditions

- Inventory of public transit providers, human services transportation providers and private for-profit transportation providers
- Data provided by NTD, existing plans, and the transit agency and human service provider surveys conducted in 2019
- Looks at ridership, revenue hours and revenue miles, 2014 to 2018, focuses on Bustang, rural TPRs, urban TPRs without RTD, and RTD
- State of good repair - statewide look at number of vehicles, vehicles beyond state of good repair and cost of backlog by rural and urban TPRs
- Coordination activities and barriers

STATEWIDE TRANSIT PLAN

5-Year Historic Operating Data of Rural TPR Public Transit

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) are shown below. Overall, total transit ridership, revenue service miles, and revenue service hours in rural areas are up, having increased 15 percent, 23 percent, and 17 percent, respectively.



*Vehicle revenue miles data does not include the Gunnison-Denver Bustang Outrider route as it was not available at publication.



Major Sections of Statewide Transit Plan - Continued

Focus Areas

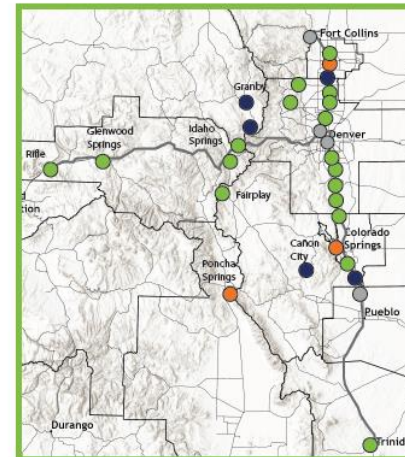
- Bustang and Outrider Expansion
- Planning for Front Range Passenger Rail
- Mobility Hubs
- Fleet Electrification
- Connected Vehicle Infrastructure
- Connected Colorado
- Veteran Transportation Issues

Statewide Transit Focus Areas

Mobility Hubs

The growing population, higher emissions/pollution levels, and resulting burden on the environment and the transportation system demonstrate a need to create new mobility choices for the people of Colorado. Mobility hubs can help to address these issues while working to connect the transit system and provide opportunities to use other modes of transportation like walking and bicycling. Mobility hubs will work in conjunction with other infrastructure improvements such as transit stations (new or expanded), park-n-rides, bus rapid transit projects, and transit oriented development. Integrating infrastructure and first and last mile connections for other modes of transportation is vital to ensuring safe and accessible utilization of mobility hubs. Mobility hubs have been evaluated and planned using established strategic transit project criteria and ratings. In addition to existing transit stations, several other stations have been approved for design and/or construction or have been identified as candidate projects.

STATEWIDE TRANSIT PLAN



- Existing Transit Station
- Design Approved
- Construction Approved
- Candidate Project

Statewide Transit Plan **DRAFT**



Strategic Transit Project Evaluation Criteria

Mobility hubs have been evaluated and planned using established strategic transit project criteria and ratings to select which projects to advance

1. Project Readiness
2. Strategic Nature
3. Statewide System Support
4. Statewide Transit Plan Goal Areas
5. Planning Support
6. Additional Factors



Major Sections of Statewide Transit Plan - Continued

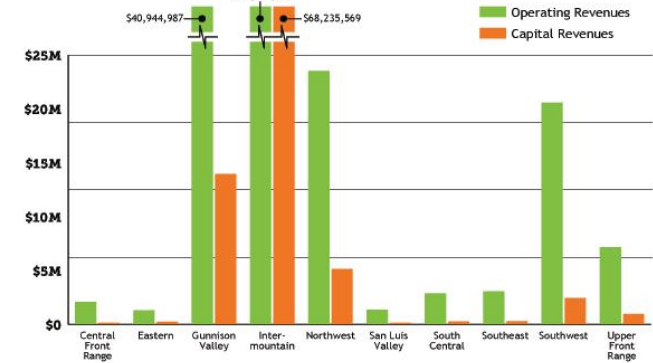
Financial Snapshot

- Statewide capital and operating revenue sources
- Rural TPR operating and capital revenues
- Statewide per capita transit funding
- Funding allocations per county
- Statewide transit financial projections
- Federal and State funding outlook
- Funding programs and opportunities

STATEWIDE TRANSIT PLAN

Rural TPR Operating and Capital Revenues

When looking at overall statewide transit capital and operating revenues, extracting rural data is important, as proportionally, urbanized areas have extremely high revenues compared to those of rural areas. The chart below provides a snapshot of revenues by TPR based on 2014-2018 budget data. Over the last five years, Intermountain, Gunnison Valley, and Northwest TPRs received the highest portion of capital and operating revenues, which is largely attributed to the presence of large resorts and tourism-based transit service.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey



Photo Credit: RFTA



Major Sections of Statewide Transit Plan - Continued

Goals, Strategies, and Performance Measures

- **Mobility Goal** - A modally integrated transit system that provides local, regional, and interregional connectivity that is affordable, efficient, and easy to use.
- **Safety Goal** - A resilient transit network that makes travelers feel safe and secure.
- **Asset Management Goal** - A high-quality transit system that is financially sustainable and operates in a state of good repair.
- Reflects Policy Directive (PD) 14

STATEWIDE TRANSIT PLAN

Safety Goal
A resilient transit network that makes travelers feel safe and secure.

Safety is CDOT's number one priority and getting people where they need to go via transit is no exception. Safety for transit means safe behavior of users and operators and ensuring vehicles and equipment are well maintained and operating in a state of good repair. CDOT's safety goals and performance measures align with the FTA's National Public Transportation Safety Plan to improve the safety of public transportation systems in Colorado.

Safety Implementation Strategies

- Help transit agencies maintain safe fleets, facilities, and service
- Provide guidance on safety and security measures for transit systems
- Track safety performance data per the FTA guidelines to achieve the highest practicable level of transit safety
- Invest in emergency response and preparedness measures to create a more resilient transportation system and address emerging concerns such as climate change and pandemics

Safety Performance Measures As PD 14 was being revised at time of publication, the following categories are a representative sample of transit performance metrics. For up-to-date information about safety performance monitoring metrics, see PD 14 in Appendix F of the Statewide Transportation Plan.

1. Track safety performance data per the FTA guidelines to achieve the highest practicable level of transit safety	2. Number of Bustang and Outrider preventable crashes	3. Track safety performance data of connected and autonomous vehicles
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Asset Management Goal
A high-quality transit system that is financially sustainable and operates in a state of good repair.

Asset management is a key factor in ensuring the safe and reliable operation of transit services in Colorado and making sure that people are able to get where they need to go. CDOT is responsible for managing assets in the State's Transit Asset Management Plan, which includes all state owned vehicles and facilities, as well as all local and regional agency assets that receive FTA funding. Maintaining assets on schedule, replacing vehicles per fleet replacement plans, ensuring that vehicles are properly stored to extend their useful lives are all critical factors in the preservation of the State's transit system.

Asset Management Implementation Strategies

- Adhere to asset management metrics related to the State Transit Asset Management Plan
- Use the State Transit Asset Management Plan to bring the State's transit fleet to a state of good repair
- Partner with local and regional agencies to improve existing and/or build new bus storage and maintenance facilities
- Maintain Bustang and Outrider fleet in a state of good repair
- Provide support to local and regional agencies in the development/update of their Transit Asset Management Plans
- Allocate resources toward both maintaining and preserving existing facilities
- Preserve existing infrastructure and protect future infrastructure and rights-of-way to support future bus and rail transit service

Asset Management Performance Measures As PD 14 was being revised at time of publication, the following categories are a representative sample of transit performance metrics. For up-to-date information about asset management performance monitoring metrics, see PD 14 in Appendix F of the Statewide Transportation Plan.

1. Revenue vehicles operating in a state of good repair (based on transit fleet tracked in CDOT's Group Transit Asset Management Plan)	2. Condition of service vehicles in a state of good repair (based on transit fleet tracked in CDOT's Group Transit Asset Management Plan)	3. Condition of Bustang and Outrider vehicles in a state of good repair
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Major Sections of Statewide Transit Plan - Continued

Plan Implementation

- 10-Year Strategic Pipeline of Projects
- Years 1-4 SB 267 projects, \$192 million in transit projects
- Years 5-10 unfunded projects identified through this planning process, \$288 million in transit projects
- 10-Year transit project total of \$480 million
- Investment strategy
 - Need for additional long term funding to prevent major capital and operating deficits, such as the continuation of \$50 million a year in state funding, an increase in sales tax, personal income tax or property tax to help fill gaps.

STATEWIDE TRANSIT PLAN

Statewide Transit Plan Implementation

A key element of the larger Statewide Transportation Plan effort was the creation of a comprehensive 10-year vision for transportation in Colorado, which resulted in the 10-Year Strategic Project Pipeline. The Strategic Project Pipeline includes roadway, bridge, multimodal, and transit projects identified throughout the planning process based on data analysis, public engagement, and input from stakeholders in each planning region across the State. The Strategic Project Pipeline includes projects that are funded and planned for years 1-4 and unfunded projects that have been identified for years 5-10. With the State's comprehensive, multimodal approach to statewide transportation planning, implementation of strategic transit projects is a critical element in helping the State reach its Mobility, Safety, and Asset Management goals and overarching statewide transportation vision.

The 10-Year Strategic Project Pipeline, included in Appendix F of the Statewide Transportation Plan, serves as the vision for transportation investment through 2030. CDOT will continue to work with its planning partners and stakeholders across the State to implement these projects if current funding opportunities from the State legislature are extended.

Investment Strategy

Beyond the 2030 planning horizon, CDOT and transit agencies across the State still have considerable long-term transit investment needs. While the current influx of transit funds from SB-267 is helpful in the near-term, financial projections through 2045 show substantial deficits for both operating and capital based on anticipated federal funding allocations, impacts of inflation, and limited state funding.

FASTER supports transit projects with \$15 million every year based on a statutory set aside from the road safety surcharge revenue. FASTER transit dollars help maintain existing local transit systems, support interregional and regional bus transit service (Bustang and Bustang Outrider), and help determine the feasibility of a high-speed rail system in Colorado. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). FASTER funds are not indexed to inflation, however, and the reach of those dollars subsequently erodes over time.

New funding strategies are needed to support transit over time. This could include new state funds approved by the legislature that provides set asides for transit, a new statewide sales tax, an increase in personal income tax, or an increase in property tax.

Moving Transit Forward: 10-Year Strategic Project Pipeline

A variety of transit projects are included in the 10-Year Strategic Pipeline to support urban and rural needs across the State. Projects include new and expanded local, regional, and interregional services, maintenance facilities, mobility hubs, park-n-rides, and EV infrastructure.

Transit Projects

Years 1 - 4:	Years 5 - 10:
\$192 Million*	\$288 Million
10-Year Transit Project Total	
\$480 Million	



\$192 Million* \$288 Million

10-Year Transit Project Total

\$480 Million

*Remaining partner and local projects still to be determined.

NEW STATE TRANSIT FUNDING SCENARIOS

An additional \$50 million in state revenue for transit could be generated by:

1. State legislature approval of general funds for transportation with a transit set aside
2. An increase in state sales tax by 0.04%
3. An increase in personal income tax by 0.025%
4. An increase in property tax by 0.43 mills

For scenarios 2, 3, and 4, a statewide vote would be required



Additional Reports of Transit Plan

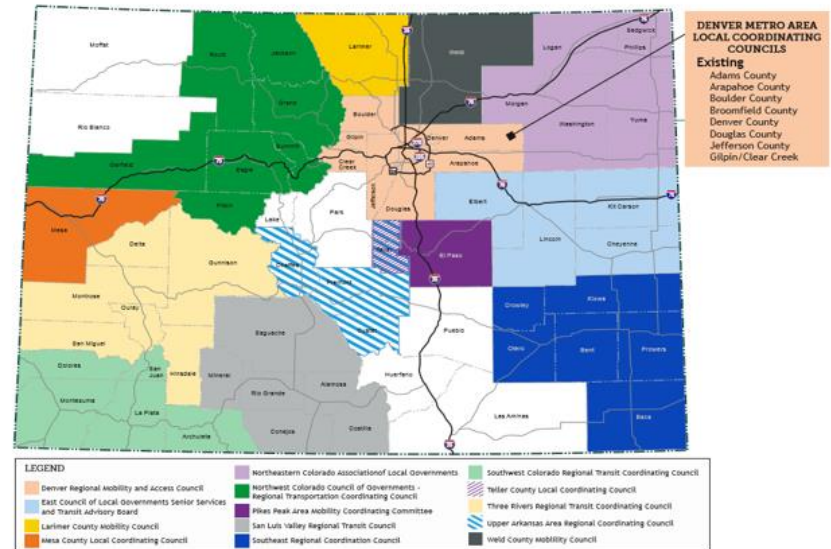
Additional Transit Plan Reports

- Financial Summary
- Existing Conditions Report
- Older Adults and Adults with Disabilities Summary

EXISTING CONDITIONS
2045 Colorado Statewide Transit Plan



Figure 29: Summary of Coordinating Councils by TPR



Area Agency on Aging

An Area Agency on Aging (AAA) plans and provides comprehensive services to address the needs of a region's population of older adults and people living with disabilities. Each AAA aims to assist the target population in maintaining maximum independence, health and personal well-being. One of the services that is top ranked by the target population is safe, reliable and affordable transportation. By exploring public and private funding opportunities, the AAAs continue to expand their role as a bridge between health and human services providers and transit agencies.

Community Centered Boards

There are 20 Community Centered Boards (CCBs) in Colorado. This program is overseen by the Colorado Department of Health Care Policy and Financing. CCBs support access to long term services and supports through Medicaid waivers for Home and Community Based Services for individuals with intellectual and developmental disabilities. Thousands of families in Colorado use CCB services. CCBs offer programs that help teach individuals to navigate public transportation to increase their independence. Many of the CCBs also offer transportation services for individuals 18 and older between their homes and program or work settings.



Other Plan Documents

10-Year Vision

RELIEVING TRAFFIC



More people are using our transportation system than ever before and the number is projected to keep rising.

Our state population grew by 1.59 million over the last 20 years and is on track to grow another 1.69 million over the next 20 years. As the population increases, so too does the distance many Coloradans need to travel between home and work, resulting in more vehicle travel and increased maintenance costs. Today, Colorado ranks 37th in the nation for traffic congestion, approaching the status of states commonly associated with the worst delays in the nation. At the same time, there is growing recognition that Colorado cannot simply build its way out of congestion.

The solutions in this plan include a mixture of highway capacity improvements and transit expansion projects in urban areas. This includes projects that would improve intersections and expand highway capacity at strategic locations along with investments in new mobility hubs that increase access to transit and carpooling.



I-70 and US 40 Transit



PROJECTS IN YEARS 5-10



NORTHEAST PROJECTS

Highway - Region 4

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
I-70 - Arriba Rest Area	\$2 M	✓				
I-70 - Limon Area Bridges	\$4.28 M	✓				✓
I-70 - between Siebert and Stratton	\$28.72 M	✓				✓
I-76 - between Morgan/Washington County Line and Nebraska State Line	\$26.48 M	✓			✓	✓
I-76 - Sterling East - Phase 2	\$6.25 M	✓			✓	✓
I-76 - Abroad	\$170 K	✓			✓	✓
US 40/US 287 - between Limon and Kit Carson	\$2 M			✓		
US 40 - Wild Horse	\$820 K					✓
US 40/US 287 - CO 94 Intersection	\$1.68 M					✓
US 385 - Burlington	\$170 K					✓
US 385 - Idalia North	\$10 K					✓
CO 59 - Bridges	\$1.29 M					✓
CO 59 - between Siebert and Cope	\$1.18 M					✓
CO 71 - Limon Structure	\$620 K					✓
CO 86 - between I-25 and I-70	\$2 M			✓		
US 40 - Big Sandy Creek	\$5.42 M					✓
CO 59 - Six Mile Creek	\$380 K					✓
I-76 - between Fort Morgan and Brush - Phase 4	\$45 M	✓			✓	✓
US 85 - Frontage Rd	\$10 M					✓
US 287 - between Ted's Place and Wyoming State Line	\$20 M			✓		
CO 71 - Stoneham	\$140 K					✓
CO 71 - Big Beaver Creek	\$4.78 M					✓
I-25 North - between CO 56 and CO 66	\$196.4 M	✓				✓
US 36 and CO 93 - through Boulder	\$10.12 M		✓			
US 85 - Corridor Improvements	\$6.1 M		✓			
US 287 - between US 36 and CO 66	\$25 M		✓			
CO 7 - between Boulder and Brighton	\$9 M		✓			
CO 42 - between US 287 and CO 7	\$14 M		✓			
CO 66 - Corridor Improvements	\$10 M		✓			
CO 119 - between Boulder and Longmont	\$20 M		✓			
I-25 - CO 14 interchange	\$105.5 M	✓				✓
US 85 - US 34 interchange	\$33 M		✓			✓

Transit - Region 4

Bus Service - between Limon and Denver	\$1.08 M	✓		✓		
Bus Service - between Burlington and Denver	\$2.42 M	✓		✓		
I-25 Transit - between Fort Collins and Cheyenne	\$1.55 M	✓		✓		
Local Fixed Bus Route Service - Fort Morgan	\$1.95 M			✓		
Trolley Barn - Estes Park	\$120 K			✓		
Electric Trolley Charging Station - Estes Park	\$10 K			✓		
Estes Park Transit Stops Installation	\$150 K			✓		
Manford Park-n-Ride - Estes Park	\$400 K			✓		
Wheatland Center/Transit Center Parking	\$1.24 M			✓		
CO 7 - between Boulder and Brighton	\$6.3 M		✓			
US 36 and CO 93 - through Boulder	\$5 M		✓			
US 287 - between US 36 and CO 66	\$5 M		✓			
CO 119 - between Boulder and Longmont	\$4.88 M		✓			
Regional Mobility Hubs	\$6 M		✓			
Bustang Service	\$5.4 M	✓				
Bustang Service - between Loveland and Greeley	\$13.2 M					

Rural Paving - Region 4

US 385 - Cheyenne CL to Nebraska - Select Segments	\$35.28 M				✓	✓
US 385 - Sand Creek to Near County Road 29	\$14.49 M				✓	✓
US 385 - South of Cheyenne Wells	\$13.23 M				✓	✓
US 385 - Juddburg South	\$11.55 M				✓	✓
CO 59 - Safety Improvements and Assets - Select Segments	\$29.24 M				✓	✓
CO 71 - Limon to Nebraska - Select Segments	\$27.38 M				✓	✓
CO 71 - CO 14 South	\$24.13 M				✓	✓
CO 71 - Brush North	\$3.48 M				✓	✓



LEARN MORE [TPdot.gov](http://tpdot.gov) | [TPdot.com](http://tpdot.com)



Other Plan Documents - Continued

Fact Sheets of Projects by Region

FACT SHEET | Project ID 2605

Transit Service between Loveland and Greeley



Location

US 34 between Loveland and Greeley

- Larimer and Weld counties
- North Front Range Metropolitan Planning Organization
- CDOT Region 4

Description

This project provides new transit service between Loveland and Greeley. Project costs include needed upfront capital investments, as well as the ongoing annual operating costs.

Project Cost

- \$13.2 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Expand Intercity Bus throughout the state to connect rural areas to services and amenities.”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Larimer and Weld Counties who may require additional mobility options supported by this transit service. A high number of commuters also travel between Loveland and Greeley who need transit options.



Benefits If Funded

- **Mobility:** New transit service will provide additional options for people who live and work in the Northern Colorado Region to access jobs, goods, education, and services, which often positively influences personal health and quality of life.



For more information, visit codot.gov/programs/your-transportation-priorities
In collaboration with North Front Range Metropolitan Planning Organization | Learn more at nfrmpo.org/rtp



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Department of Transportation

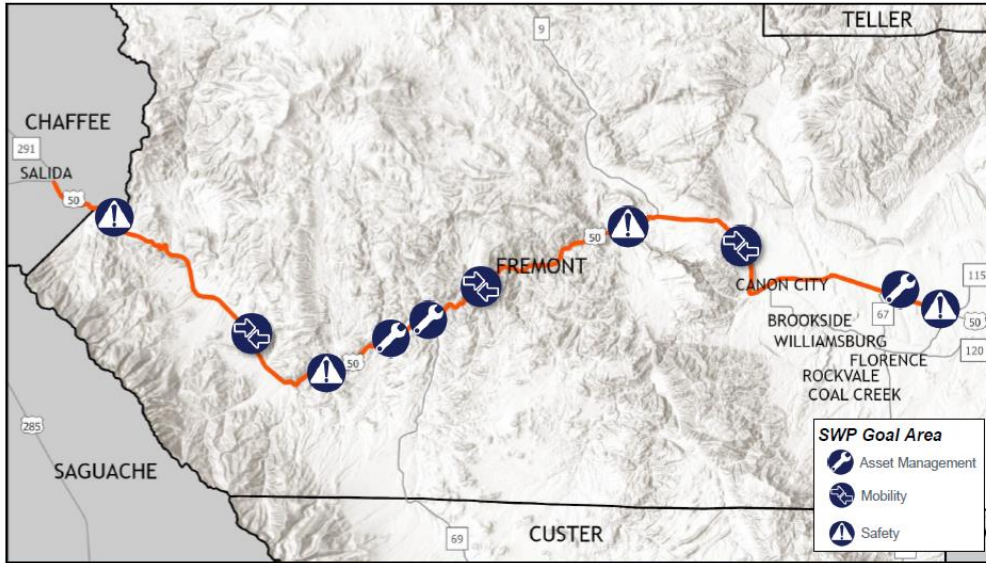


Other Plan Documents - Continued

Corridor Profile



Project Based Strategies: US 50 A (i): East of Salida East to SH 115
(Cañon City) (PCF7006)(Page 1/2)



Asset Management

- Between Penrose & Fremont/Pueblo County Line
- US 50A Texas Creek Overlay (Install new Guardrail) - MP 243.94-244.06
- US 50 Resurfacing (MP 241 to 251)



Mobility

- Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)
- Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)
- Expanded Starpoint Demand Response Transit Service



Safety

- US 50 Corridor Plan
- US 50 Passing Lanes East of Salida
- US 50 West Cable Barrier Near Penrose (median cable barrier and slope flattening) - MP 284.5-291
- US 50 8 Mile Canyon Super Elevation Corrections (MP 269-275)



Statewide Transit Plan Schedule

Next Steps

- STAC and TC will soon receive draft Statewide Transportation and Transit Plans for review
- Public review of Plans during June and July
- Plans approved by TC in August (anticipated)
- Begin new Resiliency appendix to the Statewide Transportation Plan that includes impacts of COVID-19 and other unforeseen issues impacting transportation



Questions/Comments

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