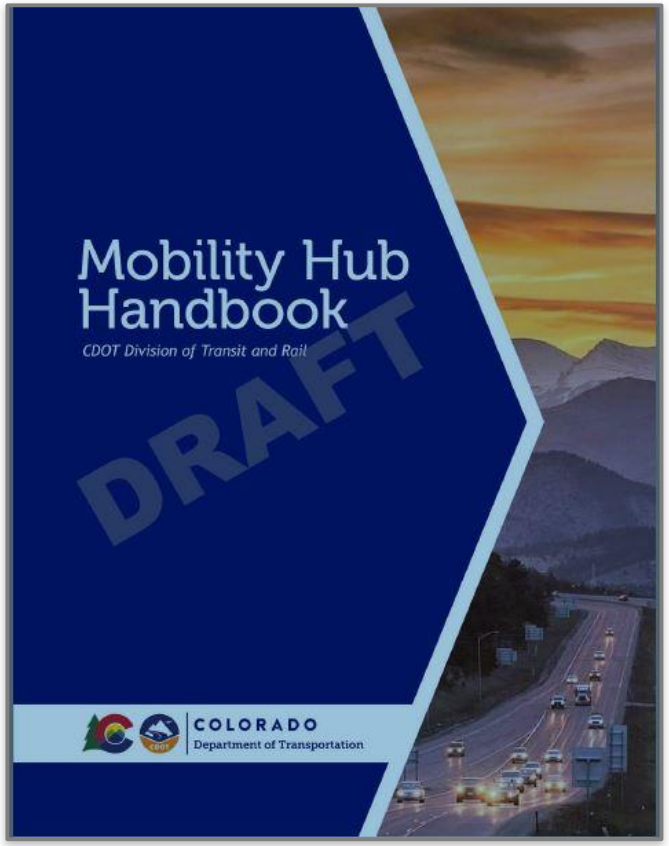
COLORADO
Department of Transportation

Connected Colorado Project Update

TRAC Presentation 05.14.2021

Why Connected Colorado?

Colorado House Bill 19-126, *A Climate Action Plan to Reduce Pollution*, sets bold goals to reduce greenhouse gas emissions by 26% by 2025.



Transit plays an integral role in reducing highway congestion and greenhouse gas emissions.

Division of Transit and Rail and Office of Innovative Mobility are sponsoring Connected Colorado to make transit throughout the entire state easier to access and ride.

Connected Colorado pairs well with CDOT investments in Mobility Hubs throughout the state.

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Project Overview: A Digital Mobility Platform

Connected Colorado aims to develop an easy-to-use mobile application (app) and web platform that allows the public to plan their entire trip and pay online, while supporting better coordination and data sharing between local transit providers.

PURPOSE

To build a statewide, centralized platform that provides General Transit Feed Specification (GTFS) data, trip planning, universal ticketing for Colorado travelers and transit providers (especially rural providers).

EXISTING GAPS

While there are resources to connect the traveling public to current transit information and travel conditions, there is no centralized platform that shows the public how to connect from one transit system to another.

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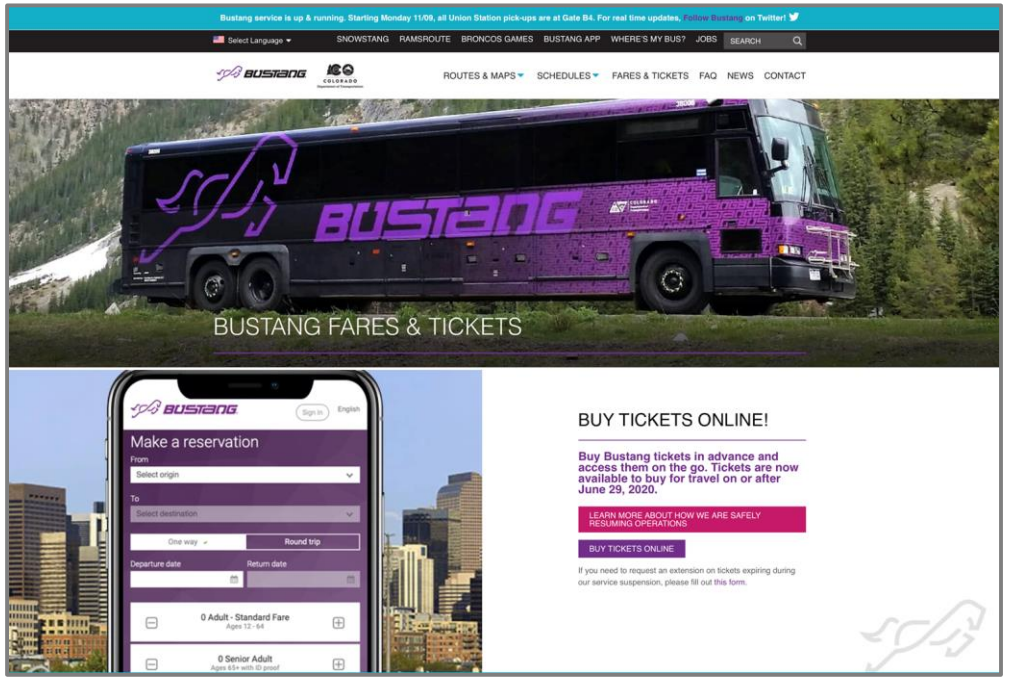
Project Overview

A connected and integrated Colorado mobility platform for transit.

A system where people can find the information needed to travel seamlessly in Colorado using transit.



PHASE 1

Statewide GTFS-General Transit Feed Specification project that publishes transit data to be consumed by a wide variety of applications (ex: Google Maps)

Project MVP: Creation of GTFS-feeds - features over 40 transit agencies GTFS information: https://colorado-gtfs.trilliumtransit.com/

PHASE 2

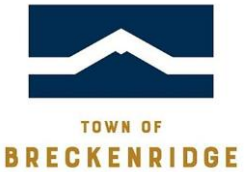
Digital Mobility Hub featuring Trip Planning and Universal Ticketing for Colorado transit providers and passengers.

Project MVP: Prototype platform!

PHASE 3

Expansion! Add in additional agencies, platform capability enhancements, explore integration with private transportation providers and other transportation modes

Stakeholders and Advisory Committee Members



Project Overview - Budget

Budget currently provided by FY21 CDOT Office of Innovative Mobility and Division of Transit and Rail funds. Scope may need to be reduced (or expanded) pending the responses collected during the Request for Proposal (RFP) process.

- Current budget focuses on development of the initial phase of the platform
- Contract will include operations and maintenance (O & M) costs for duration of contract
- Ongoing O & M costs and future expansion will be considered in subsequent CDOT budgeting cycles.
- Opportunities for partnering and federal funding may also be studied.

FUNDING SOURCE	AMOUNT
CDOT FY21 OIM Mobility Services Funds	$400,000
CDOT FY21 SFY21 (FASTER Admin funds)	$200,000
Total CDOT Funds Available	**$600,000**

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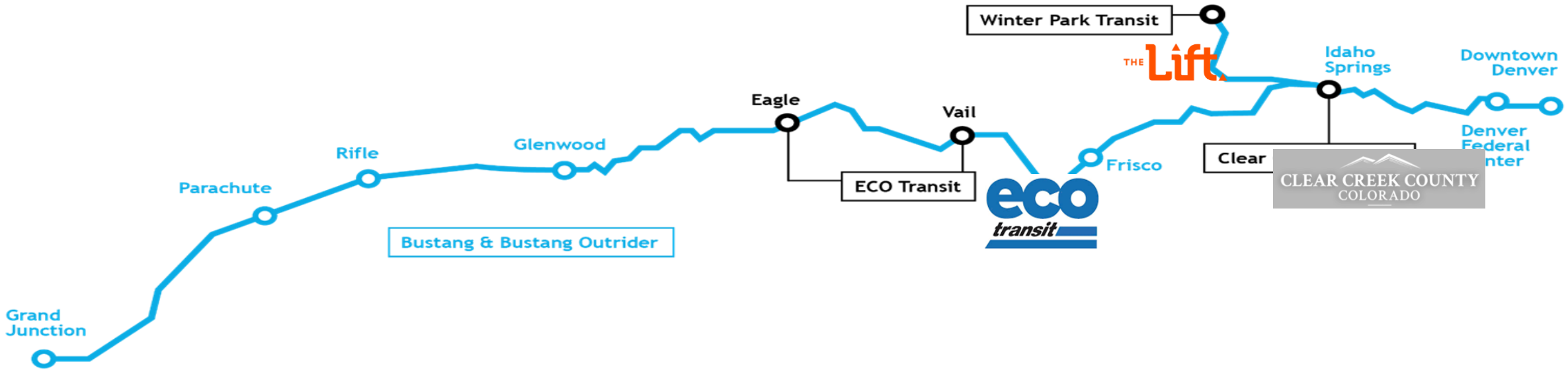
Prototype Transit Local Partners

Through CDOT outreach activities and interviews, three local transit providers were recommended as the prototype agencies to partner with CDOT on Phase II development.

CDOT is in the process of execution of a Memorandum of Understanding (MOU) with these partners.

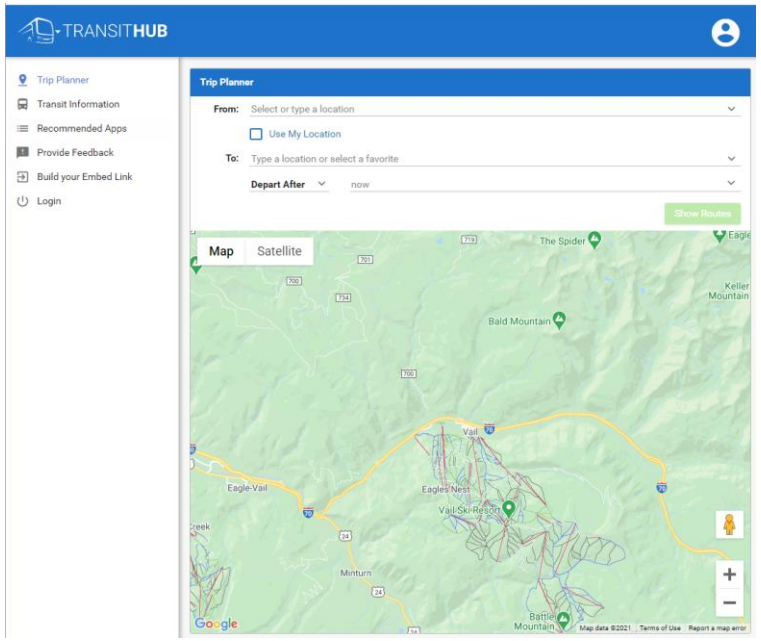


Clear Creek County

QUALITY	AGENCY
Outreach Meeting Agency Attendee	Beth Luther
Agency Size/Ridership	Unknown
Geographical Area Type	Rural
Type of Service	Fixed Route
Existing Trip Planning Software	Third-party (Google Maps)
Type of Fare	Fare Free
Existing Mobile Ticketing Software	N/A
Willingness to be a Partner	High, willing to prioritize the project
Connection point to Bustang/Outrider	Bustang West Line connection in Idaho Springs

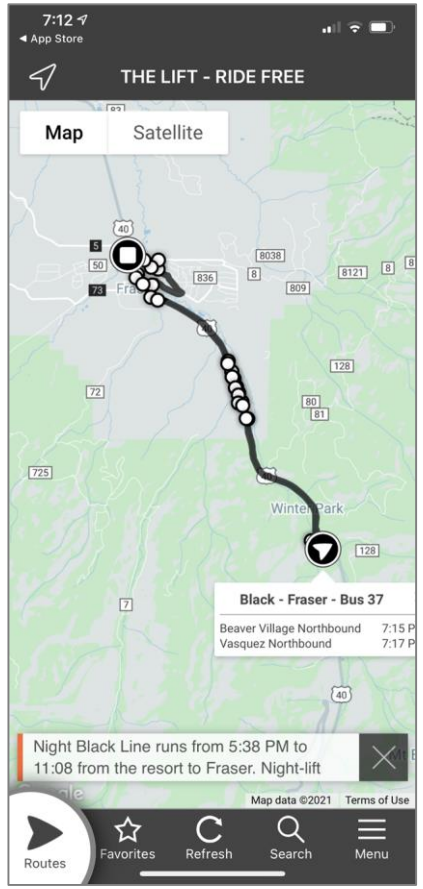
ECO Transit

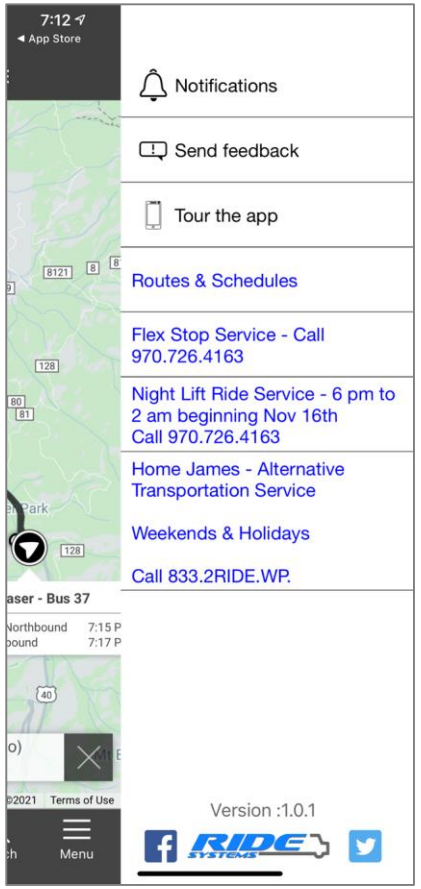
QUALITY	AGENCY
Outreach Meeting Agency Attendees	Tanya Allen and Jared Barnes
Agency Size/Ridership	Large (1,117,311)
Geographical Area Type	Small Urban
Type of Service	Fixed Route
Existing Trip Planning Software	Yes (TransitHub, also Google Maps)
Type of Fare	Mobile ticketing and cash
Existing Mobile Ticketing Software	Developing with Masabi soon
Willingness to be a Partner	High
Connection to Bustang/Outrider	Bustang West Line
Notes	Highly recommends using third-party apps



Town of Winter Park

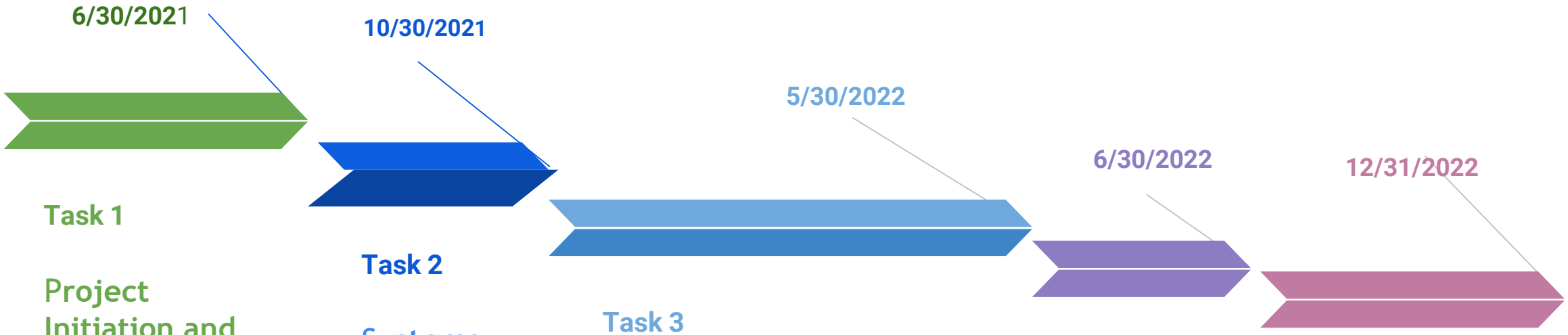
QUALITY	AGENCY
Outreach Meeting Agency Attendee	Ivy Compton
Agency Size/Ridership	Medium (522,800)
Geographical Area Type	Rural + Ski Town
Type of Service	Fixed Route
Existing Trip Planning Software	Yes (The Lift)
Type of Fare	Fare Free
Existing Mobile Ticketing Software	N/A
Willingness to be a Partner	High
Connection point to Bustang/Outrider	Outrider Craig-Denver





Phase II-Digital Mobility Hub Scope and Timelines

Initial Phase: Develop the foundation of a digital mobility hub featuring trip planning and universal ticketing for three prototype transit partners and Bustang/Outrider.



Outreach and Communication

How Can You Stay Engaged ?

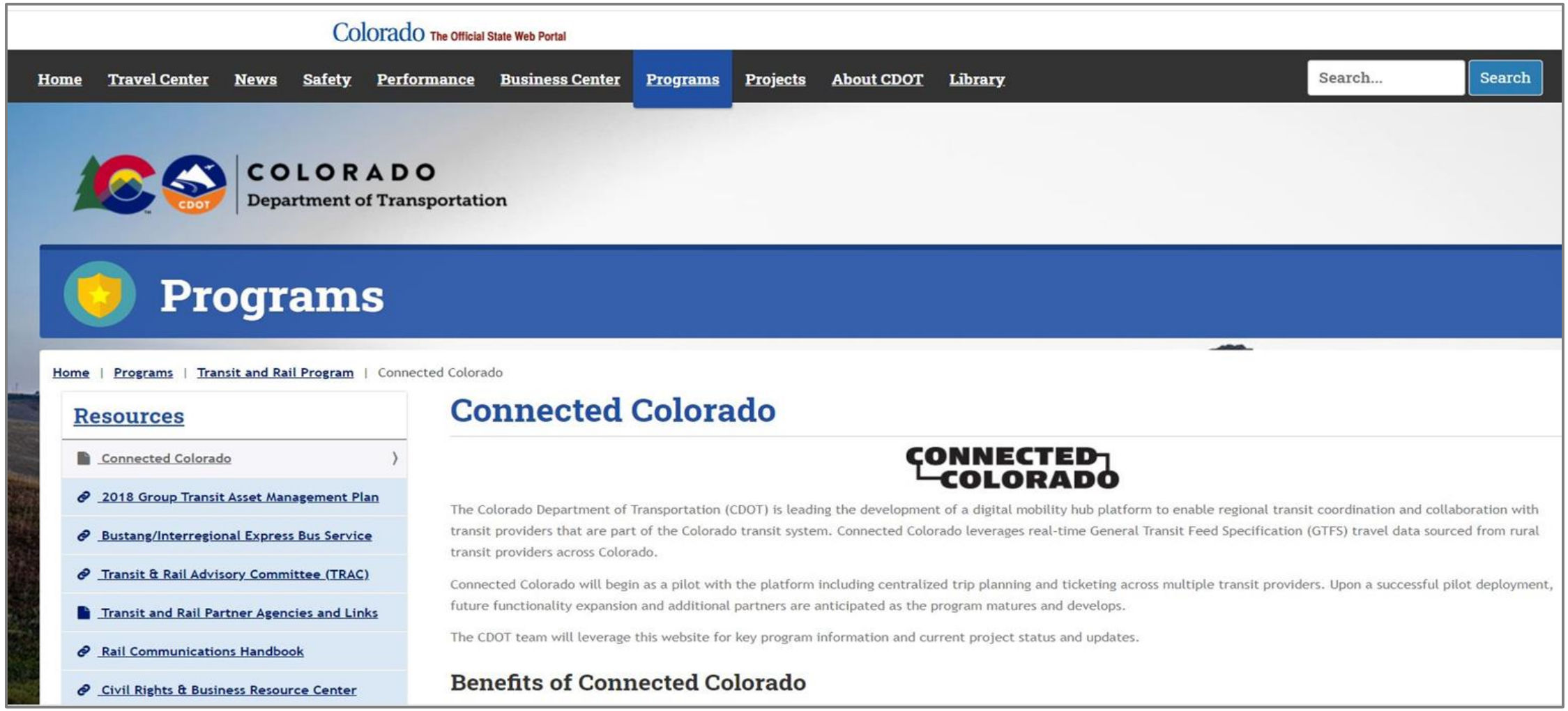
- CDOT is happy to present or have a discussion with your agency!
- Stay informed on our Connected Colorado information list.

  (Email rachel.bolin@state.co.us to get added to the meeting distribution list)

- Program website is live: https://www.codot.gov/programs/transitandrail/connected-colorado

- More user outreach activities will be planned when the project matures.

Snapshot of Webpage



Phase II Survey Results

Survey to guide the project team determine scope and next steps of Connected Colorado

Survey report summarizes information about respondents, reactions to an initial digital mobility hub, trip planning, coordinated dispatch, and universal ticketing.

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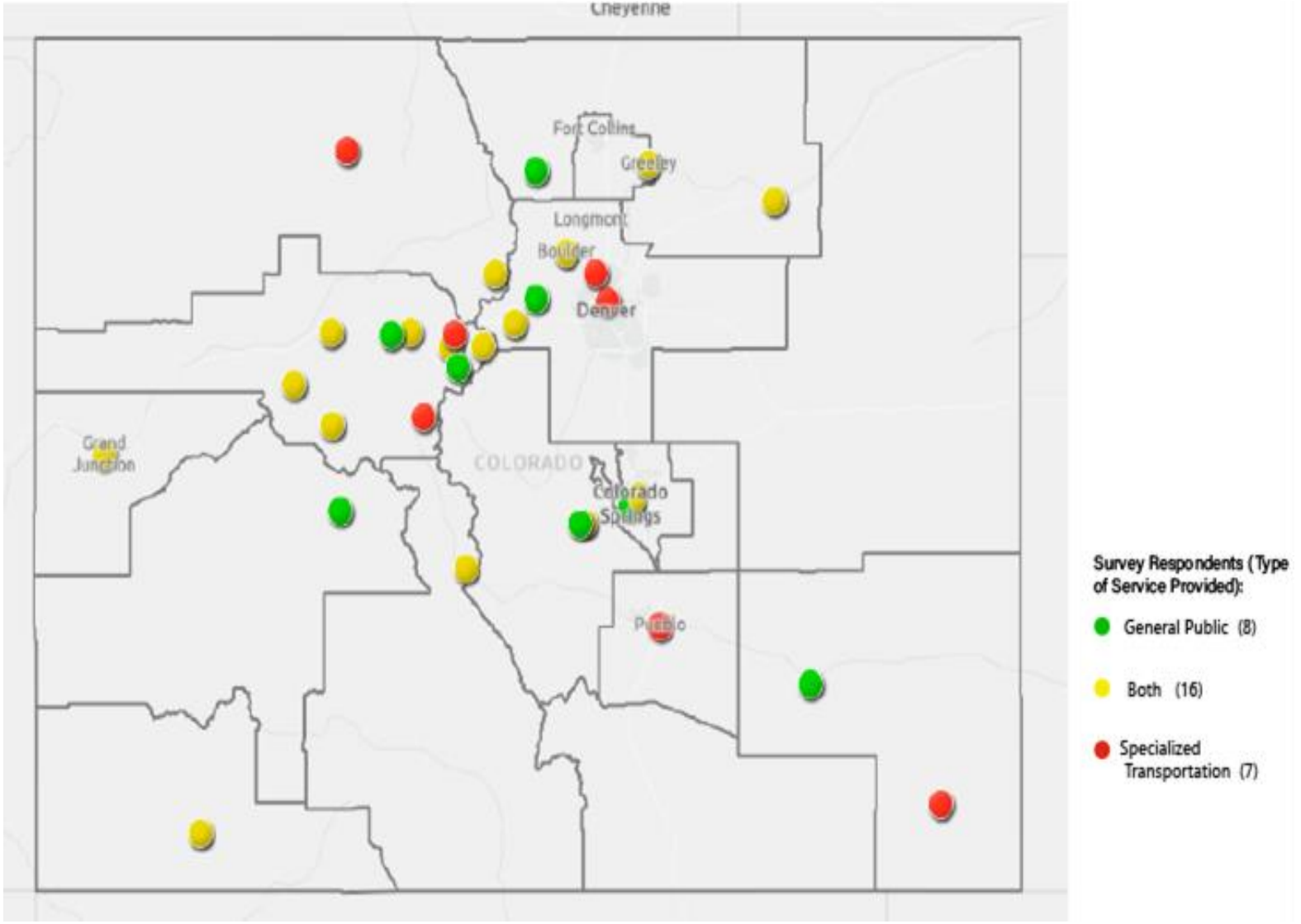
Phase II Survey Results: Results from Respondents

- 59% respondents utilize software platform improvements for trip planning;
- Gaps in transit services across the state mostly focus on regional connectivity;
- Over 50% the respondents would opt in to Connected Colorado at this point. The remaining respondents need additional information;
- General consensus on the importance of Linked Trip Planning, Coordination + Integration;



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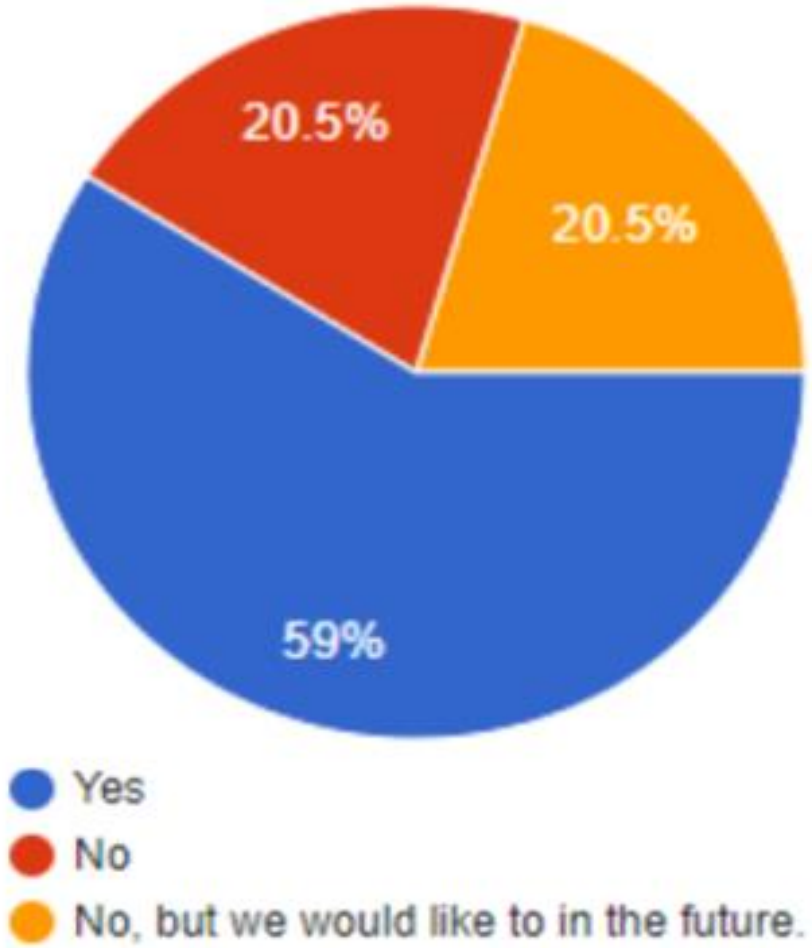
Phase II Survey Results - Project Feedback

Software Platform Utilization



22 respondents already utilize software platform improvements for trip planning.

Gaps in transit services across the state mostly focus on regional connectivity (and less on real-time information and trip planning).

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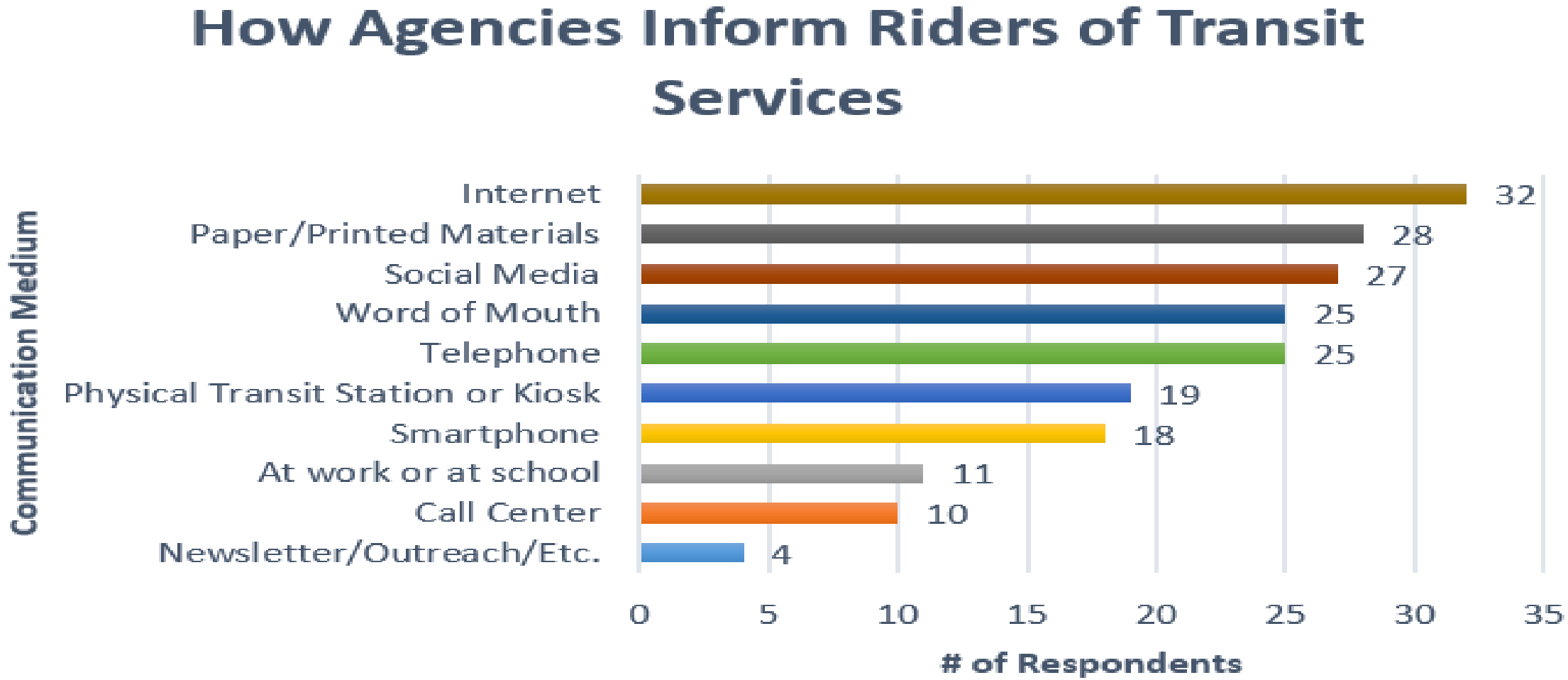
Phase II Survey Results - Trip Planning



Phase II Survey Results - Universal Ticketing

Fare Collection Techniques

Category	Votes	Percentage
Fare Free	13	27%
Fareboxes/Collected by driver/Cash	13	27%
Online Payment and/or cell-phone app (Token Transit, GenFare Masabi)	10	20%
Ticket Vending Machine (TVM)	6	12%
Suggested Donations	3	6%
Pass Cards	2	4%
Other	2	4%
Total Responses	**49**	**100%**

*Percentages have been rounded.

61% of respondents do not use reduced or discount fare pricing for particular rider groups (likely influenced by fare-free agencies).

Of those that do offer discounts (39%):

- Seniors, children, and riders who are disabled are the most common groups.
- Multi-ticket packs or punch cards and employer pass programs are also utilized.

Most concerns around universal ticketing include:

- cost and financial coordination
- training,
- administration
- system compatibility

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Questions?

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