

Central Front Range Transportation Planning Region

Date: July 29, 2013
Time: 1:30 PM – 3:30 PM
Location: UAACOG
3224-A Independence Road
Canon City, Colorado

Agenda

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

- 1) Welcome & Introductions (10 minutes)
- 2) Project Background (15 minutes)
- 3) Public Involvement Approach (10 minutes)
- 4) Key Elements of a Coordinated Transportation Plan (5 minutes)
- 5) Regional Planning (20 minutes)
 - a. Demographics
 - b. Central Front Range TPR 2008 Plan Summary
 - i. Vision
 - ii. Goals & Objectives
- 6) Regional Transit Needs, Projects, and Priorities (50 minutes)
 - a. Immediate Needs
 - b. Long-Term Vision
- 7) Next Steps (10 minutes)
 - a. Project Correspondence and Information by Emails/Web
 - b. Feedback on Demographic Data/Maps
 - c. Surveys (Distributed July 24th – Submit by August 7th)
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

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Lead TPR Planner: Ralph Power ralph.power@transitplus.biz
Work: 720-222-4717

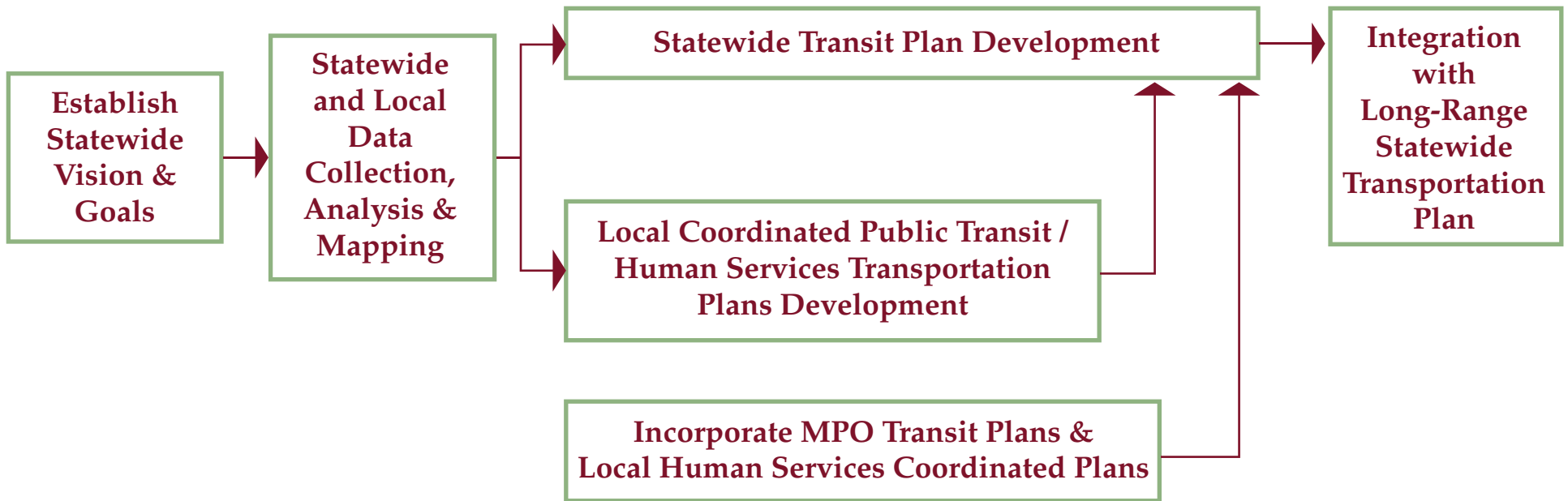
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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 Transit 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.

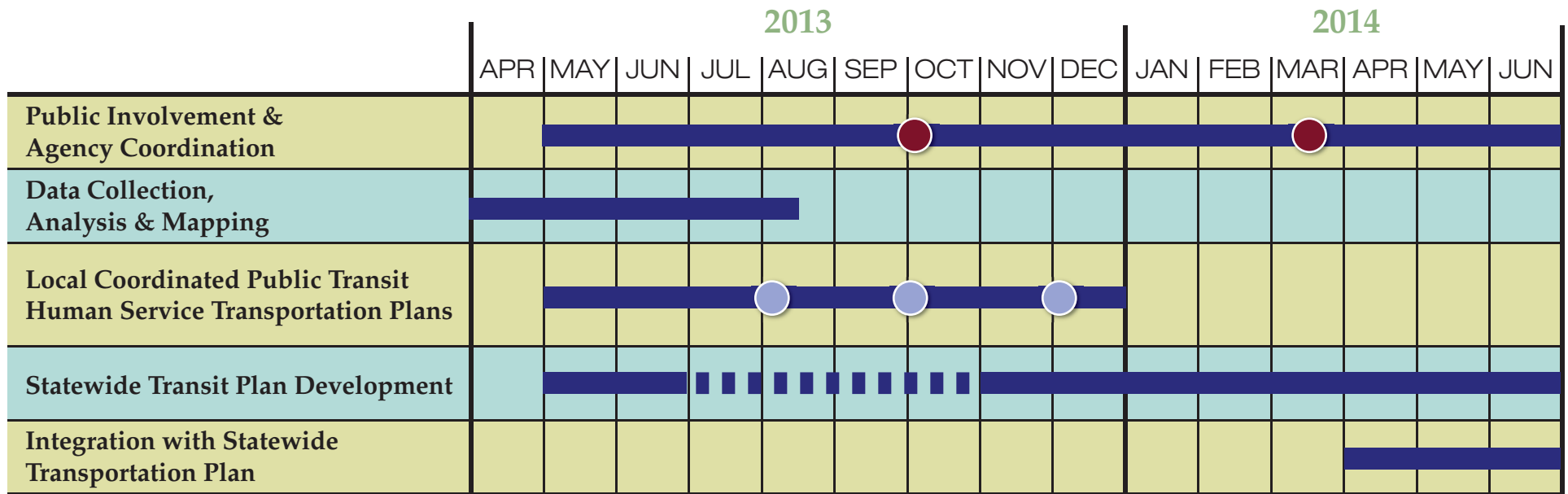
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

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:

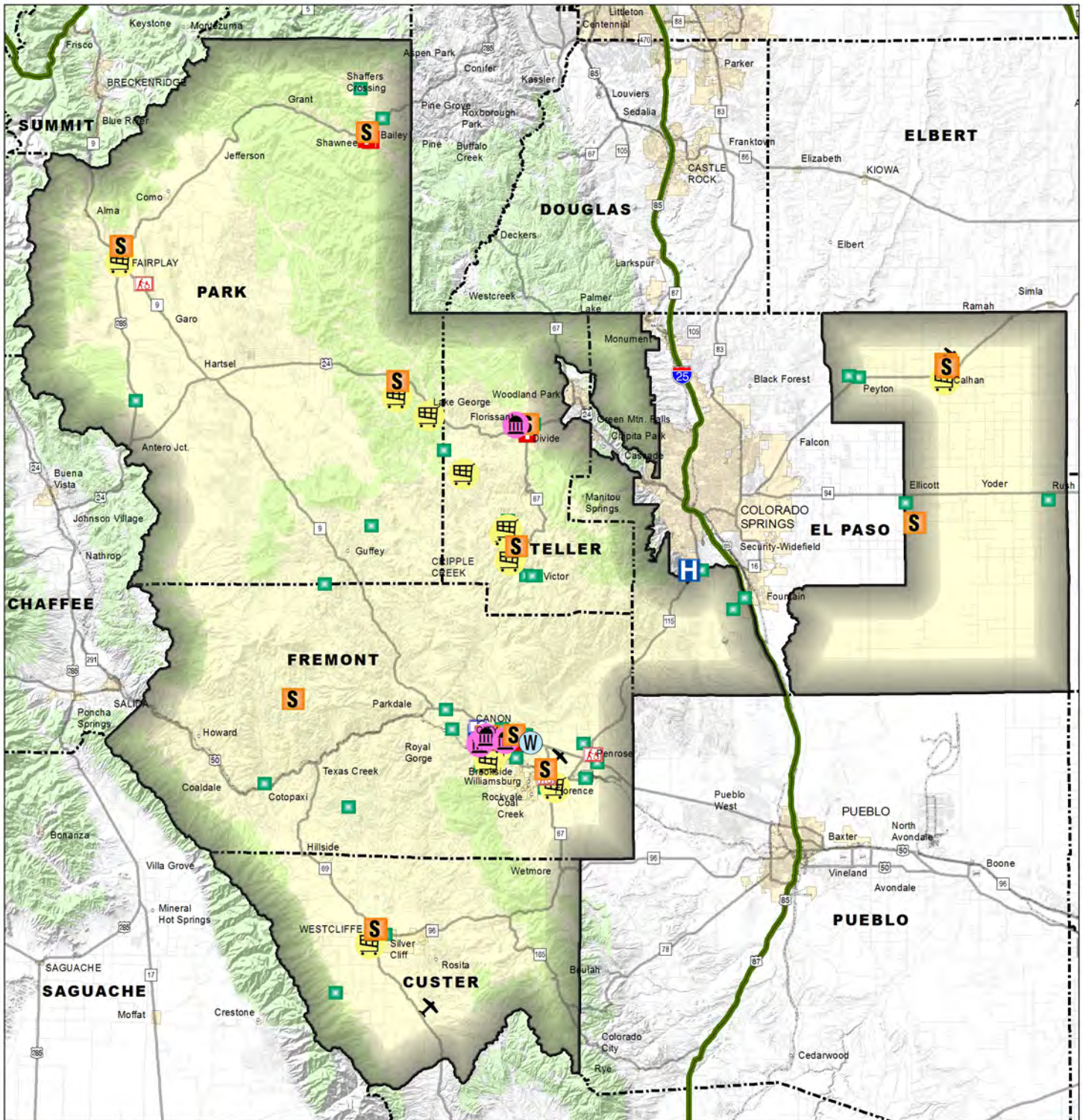
- ▶ **Reduces Cost Inefficiencies** - Higher quality and more cost-effective services can result from more centralized control and management of resources; reduced cost of capital and better use of capital investments ; and matching customers with the least restrictive and least costly service that best 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.
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Central Front Range

Transportation Planning Region

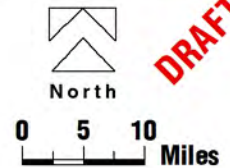
Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.

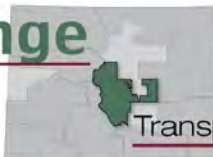


Legend

- | | | | |
|---------------------------|-------------------------------|----------------------------------|-----------------------|
| Workforce Centers | Grocery Stores | Employers with 50+ Employees | Airports/Airfields |
| Mental Health Services | Hospitals | Central Front Range TPR Boundary | Interstate Highways |
| Human Service Agencies | Higher Education Institutions | Incorporated Cities and Towns | County Boundaries |
| Correctional Institutions | Senior Citizens' Services | National Forests | State Boundaries |
| | | | U.S. & State Highways |



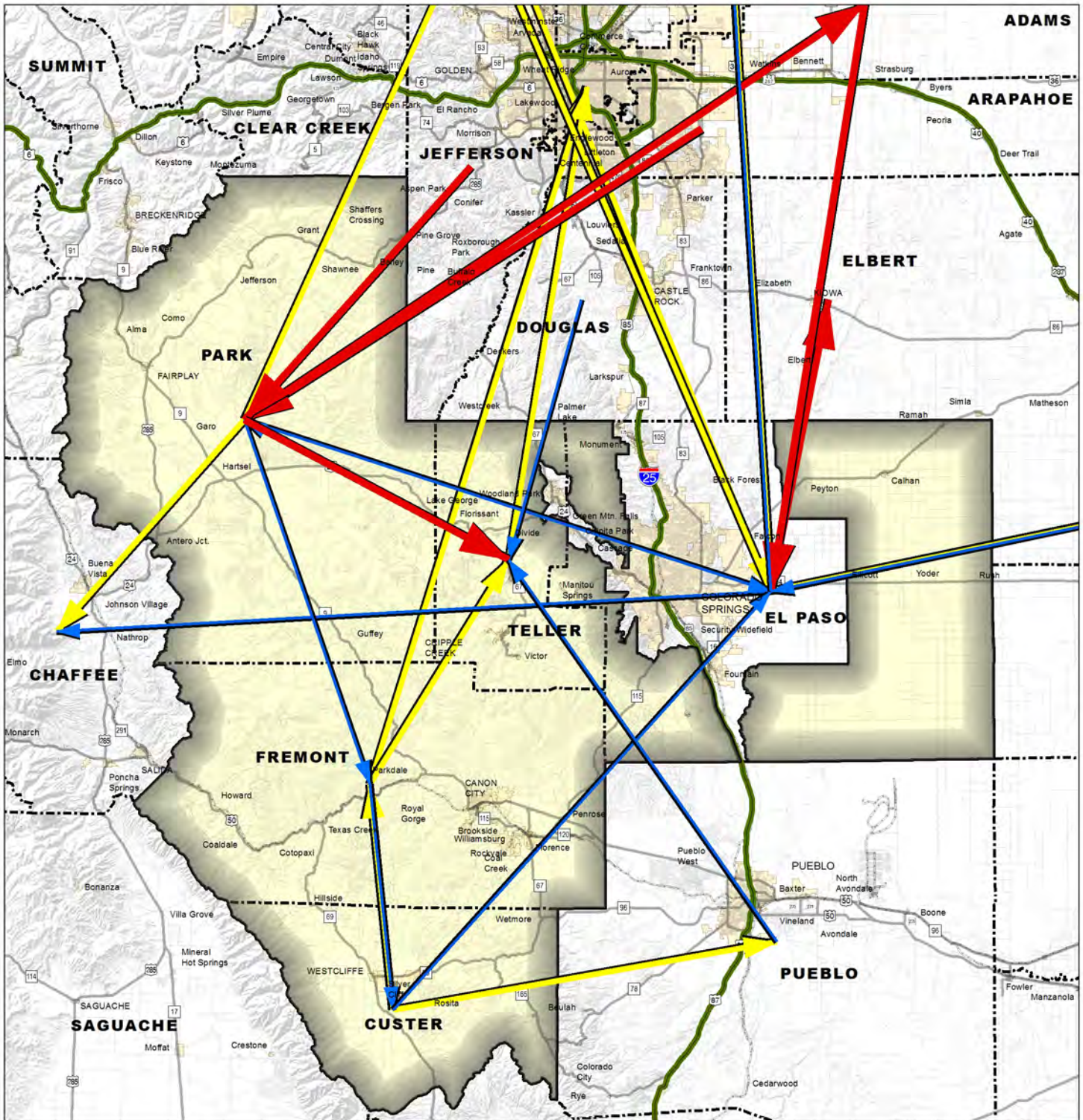
Central Front Range



Transportation Planning Region

Employed Working Outside County of Residence

*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

- ▶ 50 - 100 Commuters
- ▶ 100 - 200 Commuters
- ▶ 200 - 400 Commuters
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- U.S. & State Highways
- Interstate Highways



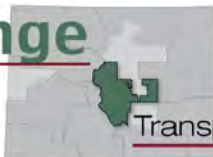
North

0 5 10

Miles

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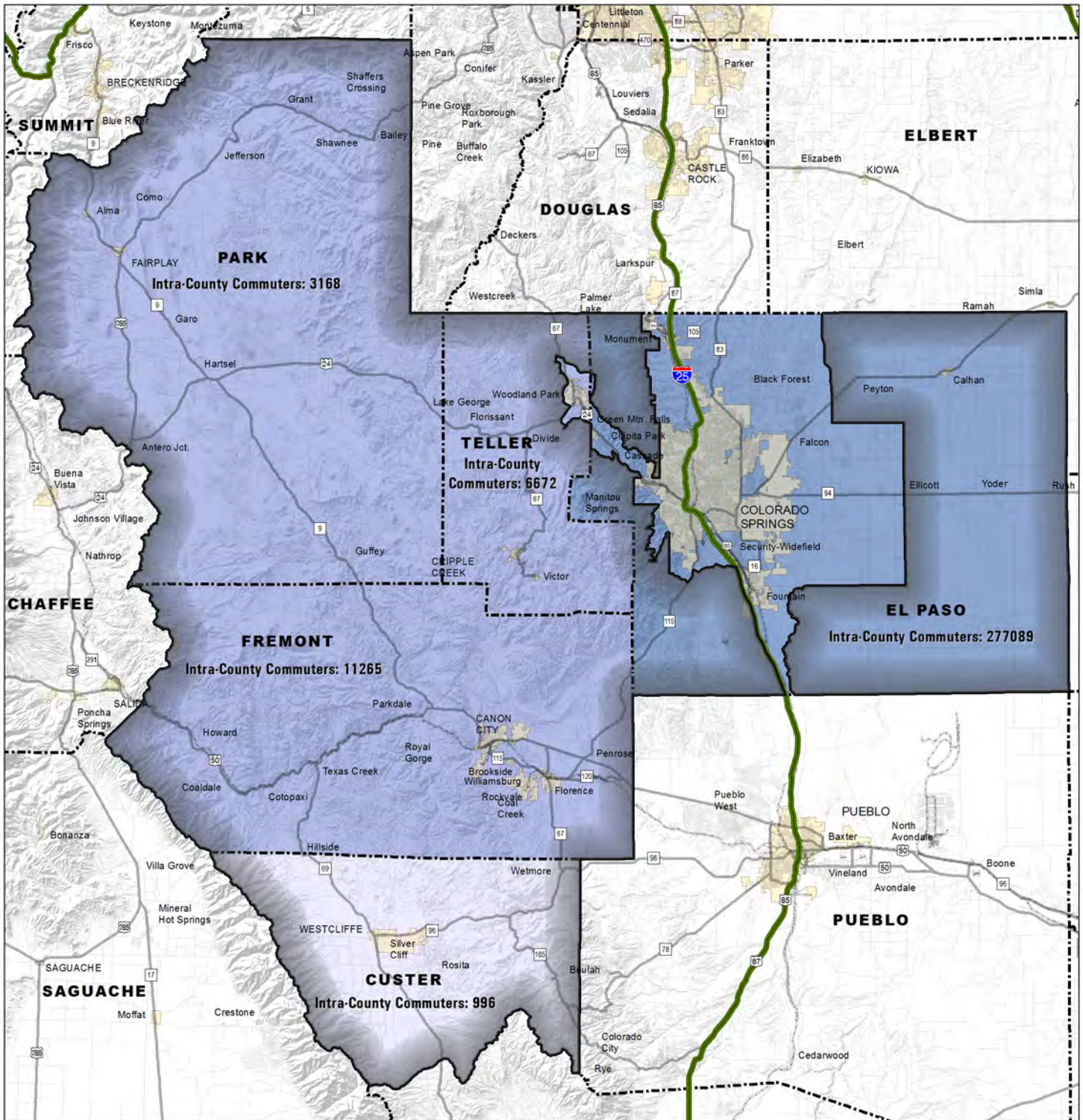
Central Front Range



Transportation Planning Region

Intra-County and Public Transit Commuters

*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

- | | | |
|----------------------------------|----------------------------------|-----------------------|
| No Public Transit Commuters | Central Front Range TPR Boundary | U.S. & State Highways |
| 1 - 100 Public Transit Commuters | Incorporated Cities and Towns | County Boundaries |
| 3,500 Public Transit Commuters | Interstate Highways | State Boundaries |

North

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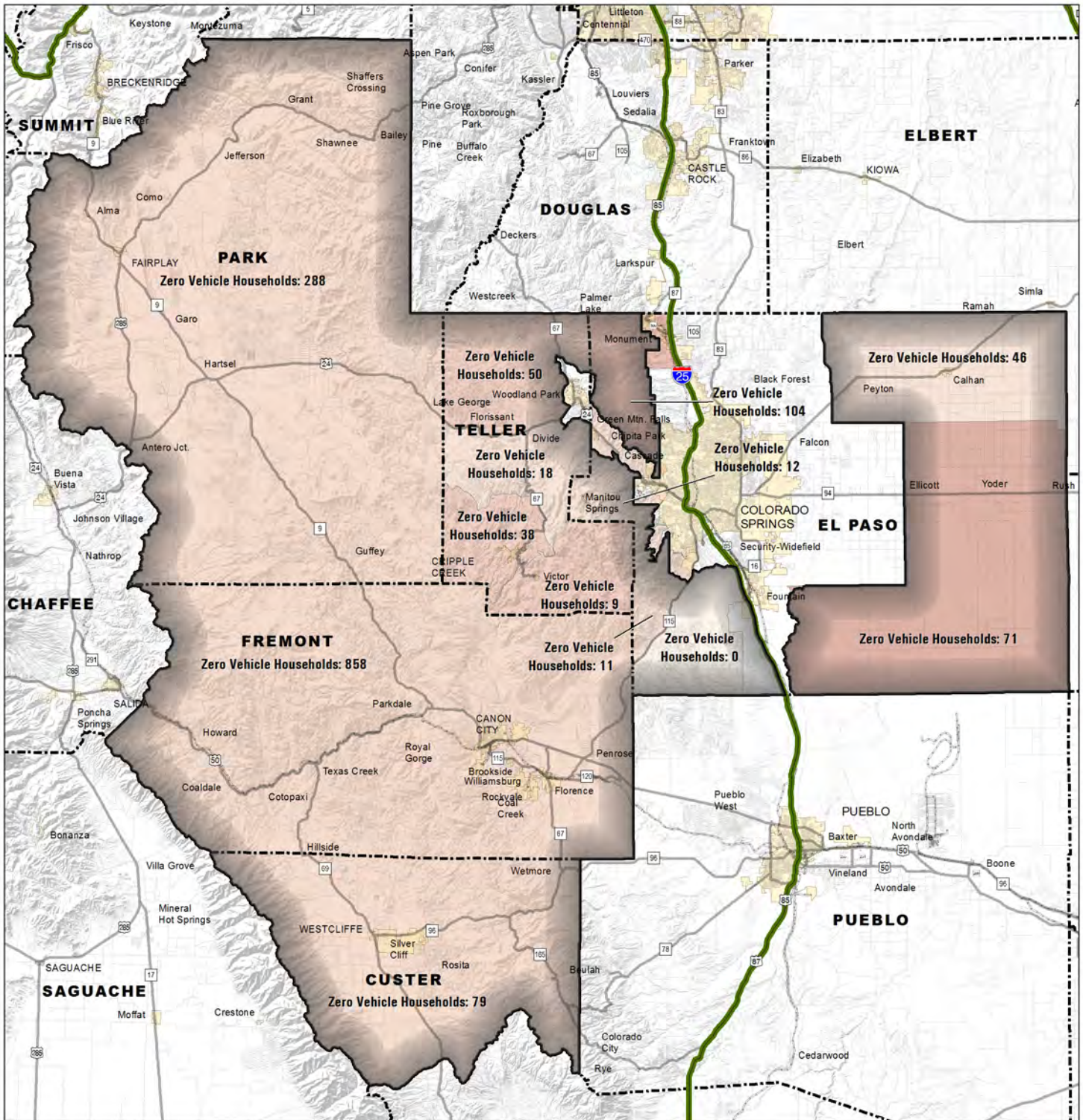
0 5 10
 Miles

Central Front Range

Transportation Planning Region

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

- No Zero Vehicle Households
- 0.1% - 2% Zero Vehicle Households
- 2% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- Greater Than 5% Zero Vehicle Households
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

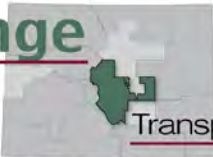


North

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Central Front Range

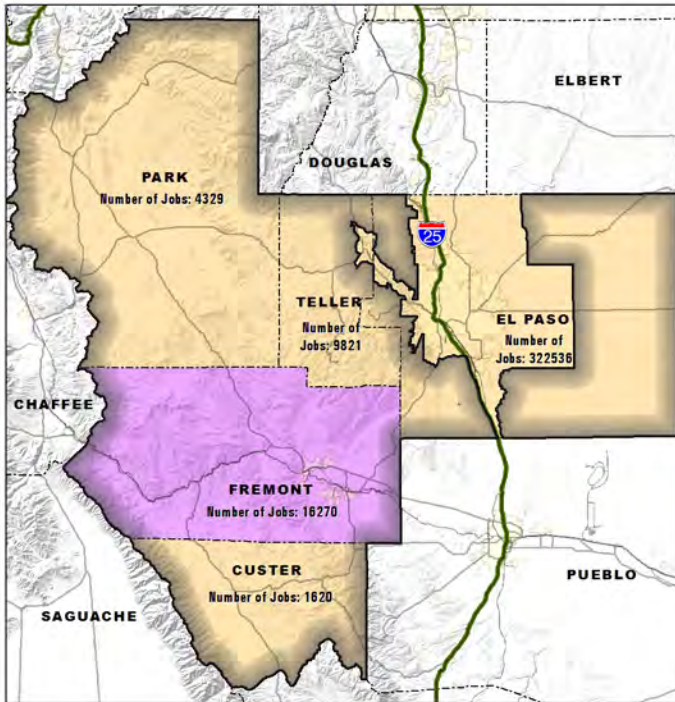


Transportation Planning Region

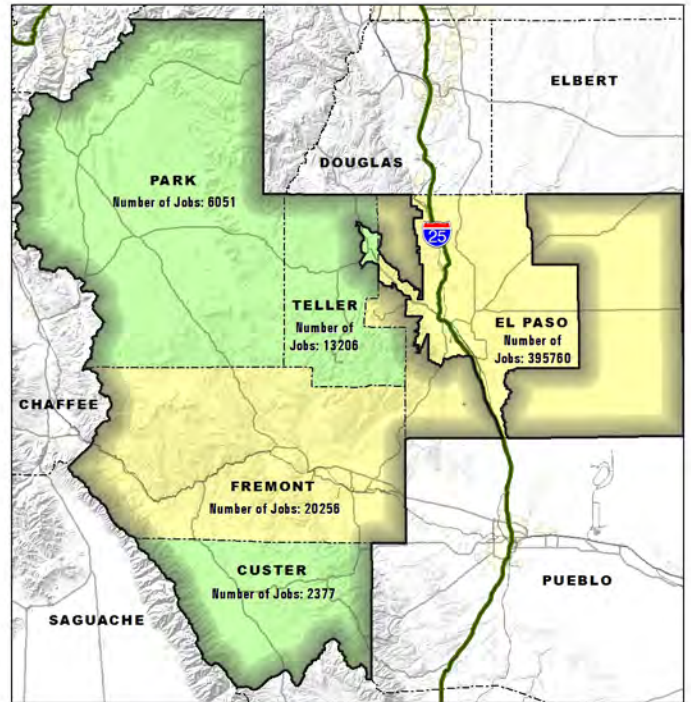
Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

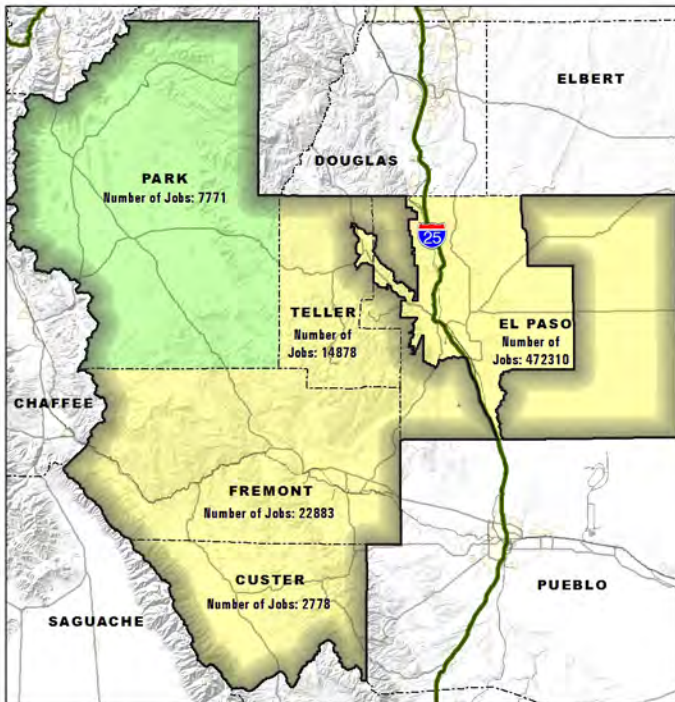
2010



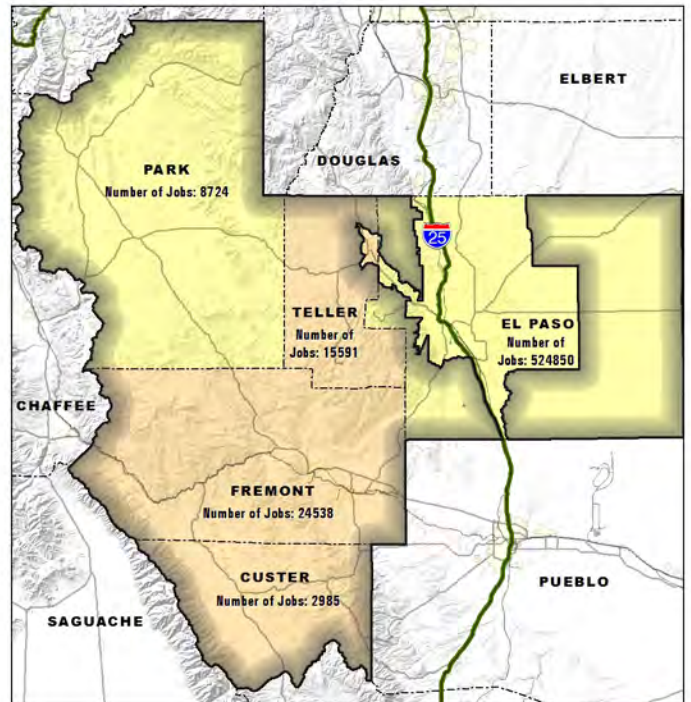
2020



2030



2040

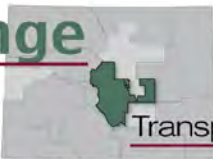


Legend

- | | | | |
|---------------------------|-----------------------------|-------------------------------|-------------------|
| Less Than -10% Job Growth | 10% - 20% Job Growth | Incorporated Cities and Towns | County Boundaries |
| -10% - 0% Job Growth | Greater Than 20% Job Growth | Interstate Highways | State Boundaries |
| 0% - 10% Job Growth | Central FR TPR Boundary | U.S. & State Highways | |



Central Front Range

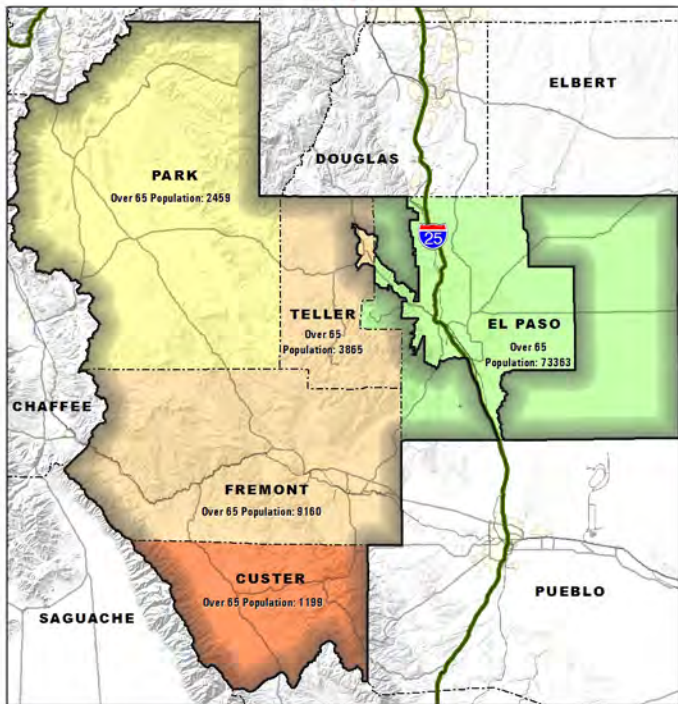


Transportation Planning Region

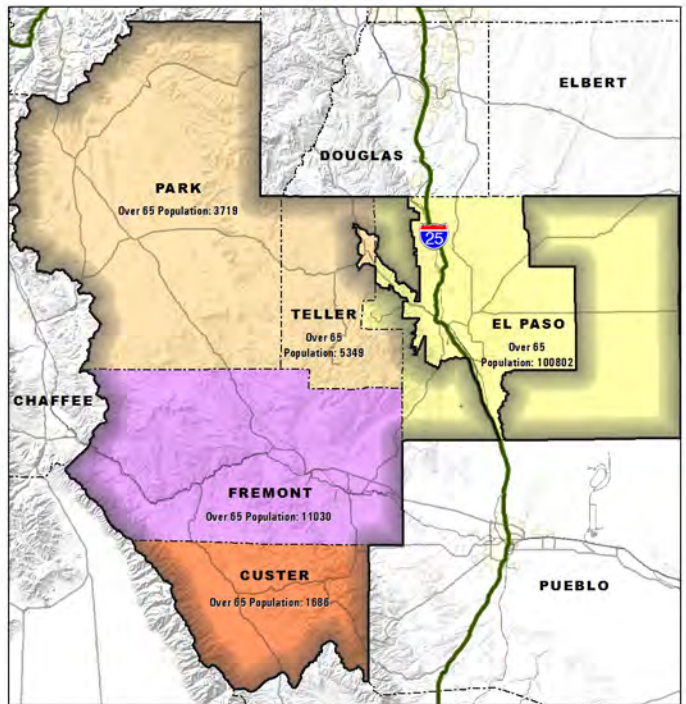
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

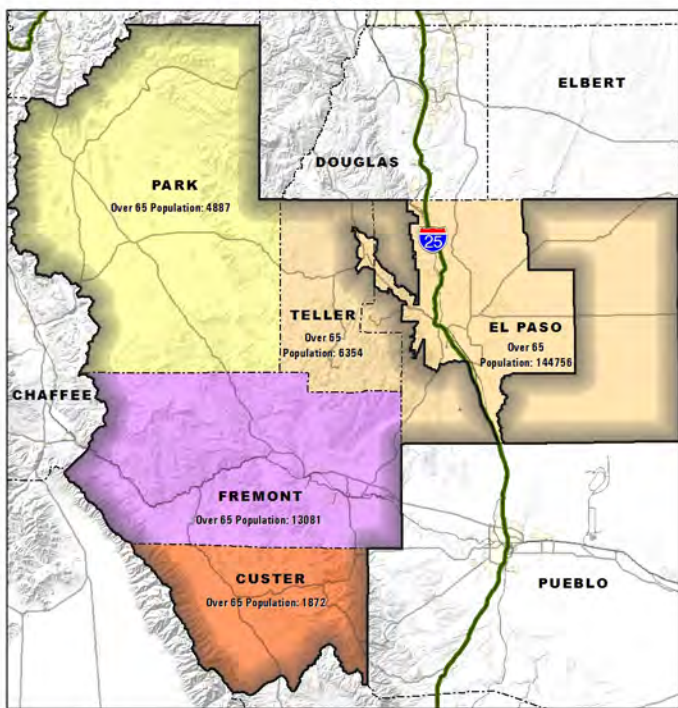
2013



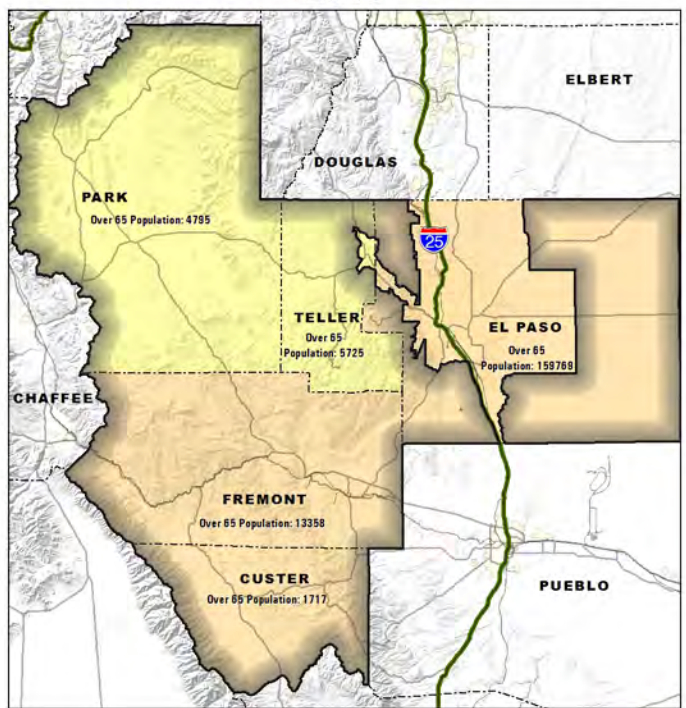
2020



2030




2040

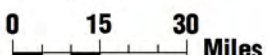


Legend

- Less Than 12% Age 65+
- 12% - 16% Age 65+
- 16% - 20% Age 65+
- 20% - 24% Age 65+
- Greater than 24% Age 65+
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries
- U.S. & State Highways
- Southeastern TPR Boundary



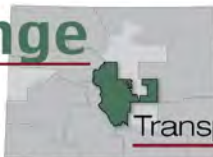
North



0 15 30 Miles

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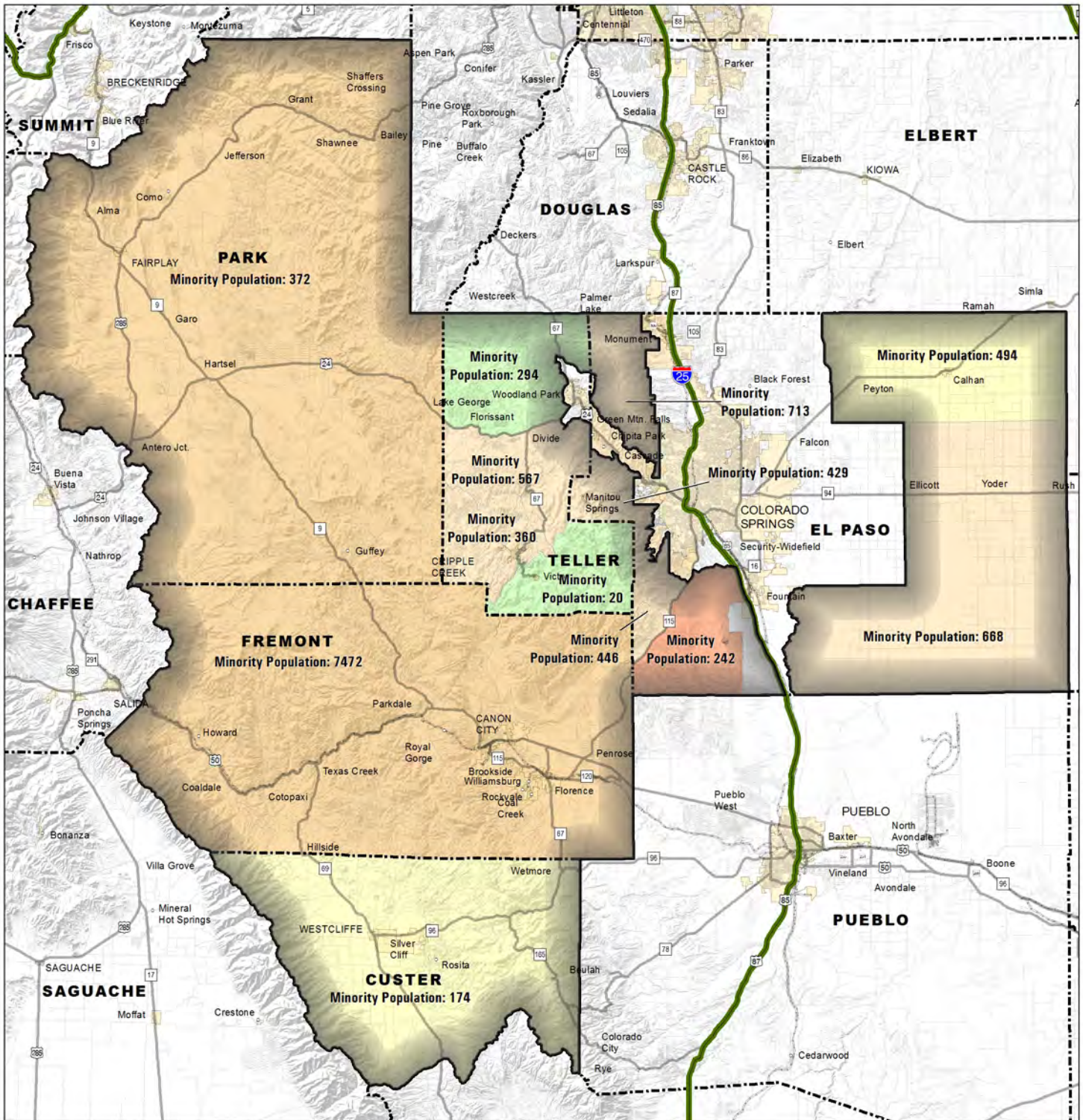
Central Front Range



Transportation Planning Region

2011 Minority Population

Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)

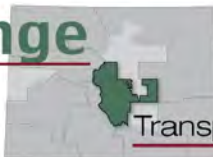


Legend

- | | | |
|----------------------------------|--------------------------------------|-----------------------|
| Less Than 5% Minority Population | 20% - 30% Minority Population | Interstate Highways |
| 5% - 10% Minority Population | Greater Than 30% Minority Population | U.S. & State Highways |
| 10% - 20% Minority Population | Central Front Range TPR Boundary | County Boundaries |
| Incorporated Cities and Towns | State Boundaries | |



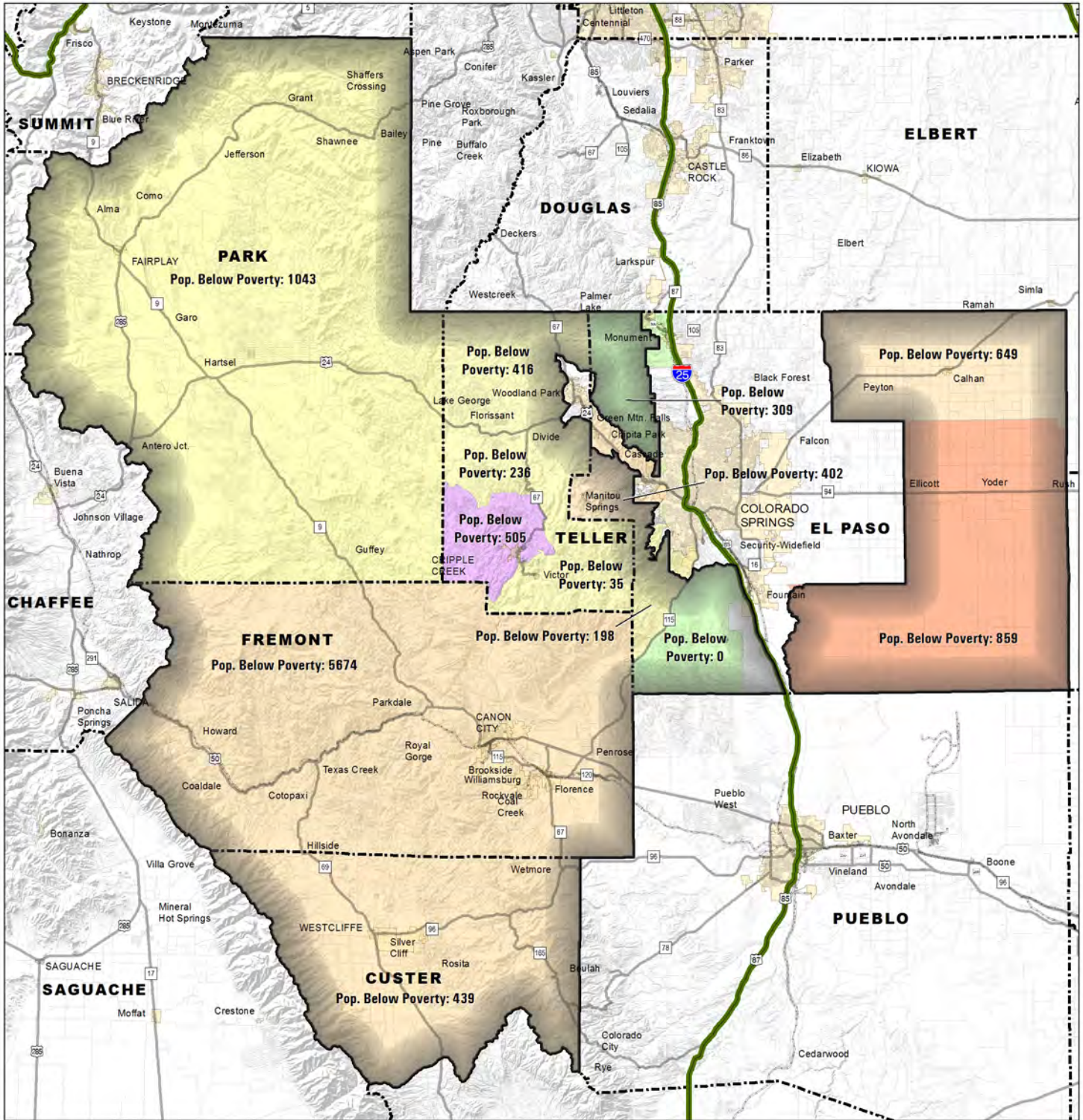
Central Front Range



Transportation Planning Region

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 5% of Individuals Below Poverty Level
- 5% - 10% of Individuals Below Poverty Level
- 10% - 15% of Individuals Below Poverty Level
- 15% - 20% of Individuals Below Poverty Level
- 20% - 25% of Individuals Below Poverty Level
- Central Front Range TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

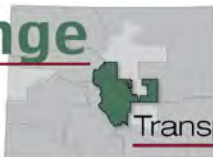


North



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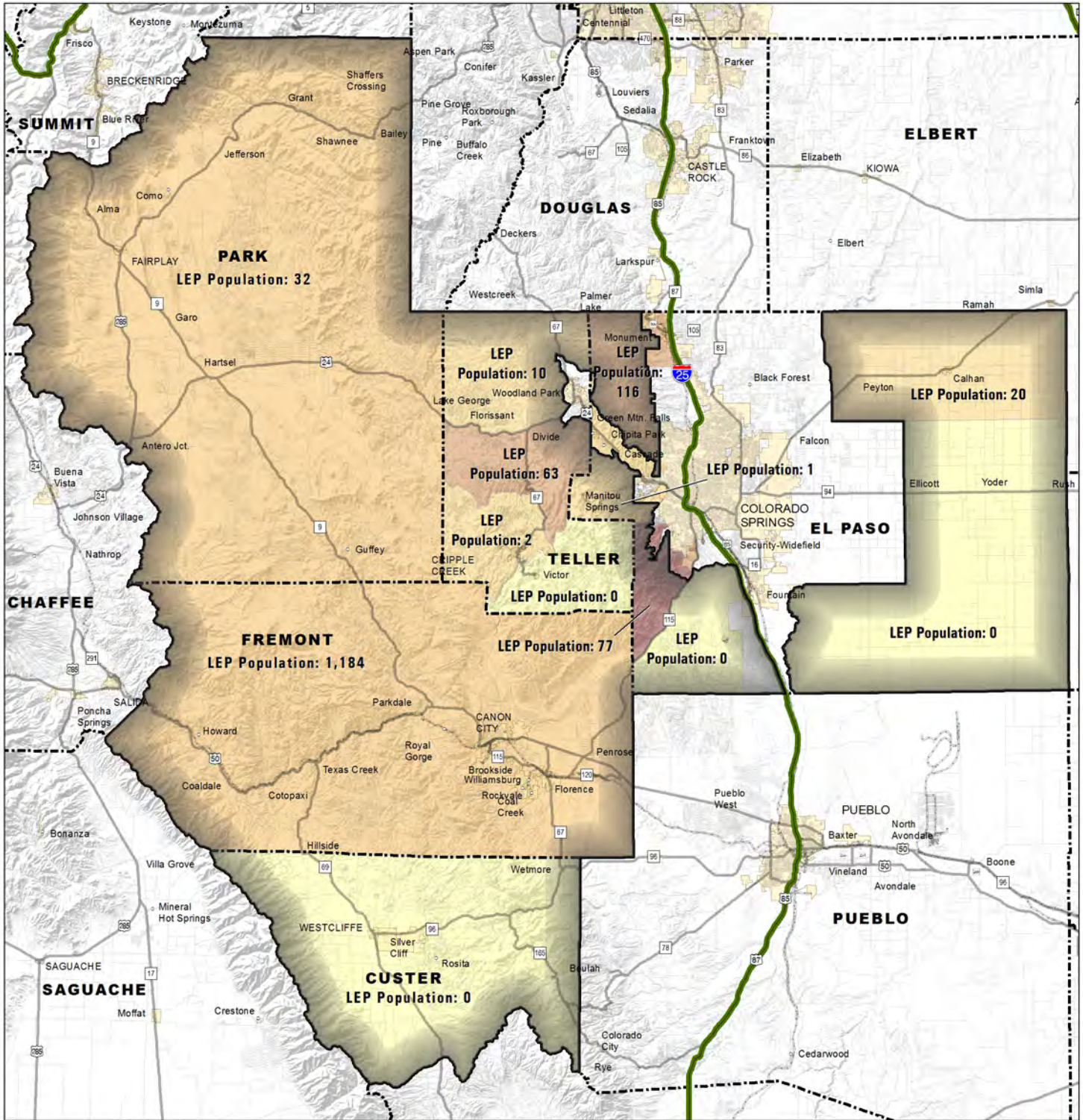
Central Front Range



Transportation Planning Region

2011 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

- | | | |
|---|----------------------------------|-----------------------|
| 0% Limited English Proficiency | Central Front Range TPR Boundary | U.S. & State Highways |
| 0.1% - 1.0% Limited English Proficiency | Incorporated Cities and Towns | County Boundaries |
| 1% - 2% Limited English Proficiency | Interstate Highways | State Boundaries |
| Greater Than 2% Limited English Proficiency | | |

North

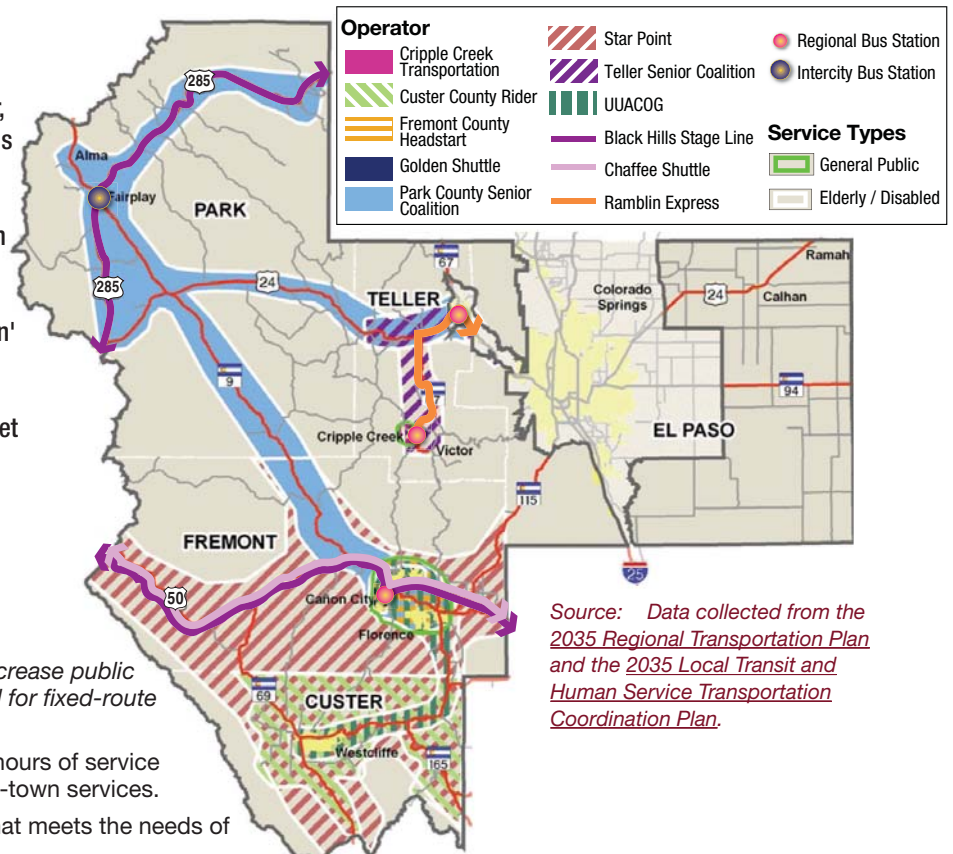
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0 5 10 Miles

CENTRAL FRONT RANGE TPR

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 **Central Front Range 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 Central Front Range 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 Central Front Range TPR. Additional providers not identified on the map include: Chealsey's Charter, Come Soar With Us, Fountain Valley Senior Citizens Program, Families and Friends of Convicts United for Support (FOCUS), Fremont County Cab, Friendly Visitor, Gaming Community Transportation Services, Homeless Shelter, Monarch Ski Area, Neighbor-to-Neighbor (Chaffee Shuttle), Private Rafting Company Transportation Services, Ramblin' Express, Seniors, Inc., Royal Gorge Bridge Company, Valley Assisted Living, Veterans Transportation Services, Volunteers of America, Wet Mountain Rotary Community Service Inc., West Central Mental Health, and the Workforce Center. In addition Black Hills Stage Line, Chaffee Shuttle and Ramblin Express operate routes in the 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 Central Front Range TPR has a desire to increase public transportation options and has identified a need for fixed-route and inter-city services in the future.

- Increase transit service levels and expand hours of service throughout the region including rural and in-town services.
- Need for affordable public transportation that meets the needs of all market segments.
- Need for additional employment-based transit services and a medical transportation system that provides 24 hour on-call services.
- Enhance transit service in Cañon City to include downtown, door-to-door and fixed/flex route services.
- Expand service from Salida north to Buena Vista on US 24.
- Expand public transportation services on US 285 in Park County and along US 24 from Elbert Road east to Limon.
- Addition of fixed-route transit service along US 50, particularly through Cañon City.
- Need for intercity bus service to Denver, Colorado Springs, Pueblo, and Cañon City.
- Increase coordination, collaboration, and funding across the region.
- Additional elderly/disabled services in the rural portions of the TPR including Park County and Teller County.
- Need for intercity bus services on SH 115.

Plan Goals and Strategies

- Multi-modal development, including public transit, will be implemented where feasible to offer alternatives to single occupant vehicle travel.
- Provide new intermodal access and mobility options for individuals and commerce.
- Recognize that historic trolleys and other public transportation may enhance both transportation and economic development in the region.
- Promote the addition of intercity bus service along major corridors in the region that provide access to Pueblo, Colorado Springs and the Denver metropolitan areas.
- Identify transportation alternatives for the elderly, low income, and other transit dependant populations and promote their development.
- Park 'n' Ride facilities will be constructed at appropriate locations in higher volume commuting corridors.
- Support the development of new or additional public transportation funding resources such as a Rural Transportation Authority (RTA) in the Upper Arkansas Valley.

Central Front Range TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

- | | Implemented | In Progress | Deferred | Eliminated |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Park County Senior Coalition: new and replacement mid size buses (6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Starpoint: new and replacement mid size buses (23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Fremont County Headstart: new and replacement mid size buses (3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Wet Mountain Rotary: new and replacement mid size buses (1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Golden Age: new and replacement mid size buses (2)..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Upper Arkansas Area Agency on Aging (UAAAoA) – Maintain Existing Service Level | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Park County Senior Coalition – Maintain Existing Service Level | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Starpoint – Maintain Existing Service Level | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Create a coordinating council to lead the coordination of systems and strategies | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Investigate the potential of centralized dispatching in the Region | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Develop joint grant applications through the Upper Arkansas Council of Governments | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Explore the potential of vehicle and resources sharing to increase service capacity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Analyze the potential of contracting for services on increasing efficiency and coordination between agencies | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Projects from Other Plans

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Regional operations to/from Canon City and Pueblo, Colorado Springs, Florence, and Penrose | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. New buses (1-2) for Canon City-Florence-Penrose service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Bus stops every 1/4 mile, with basic stop improvements (bench, sign, concrete sidewalk) every other stop, and full stop improvements with bus pad and shelter for Canon City | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Improve transit and pedestrian access for Canon City on US 50 and Freemont Drive (Canon City urban corridor), including aesthetic improvements | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2013 CASTA Survey – Transit Priorities

Amblicab

1st Priority - Operate new routes in areas not currently served

2nd Priority - Upgrade fleet with more efficient and technologically advanced vehicles.

3rd Priority - Invest in system upgrades (dispatch, etc.)

Westcliffe - Wet Mountain Valley Rotary Community Service, Inc.

1st Tier Priorities

Increase frequency of service on existing routes

Expand the transit fleet to meet existing demand

Upgrade fleet with more efficient and technologically advanced vehicles

Accomplishments

- New general public service in Canon City/Fremont County
- Chaffee Shuttle new intercity bus service between Salida and Pueblo in 2011 (connects in Salida with Black Hills route)
- Park County new commuter bus and intercity bus service between Fairplay and Breckenridge in 2013
- Additional commuter bus/casino shuttle service between Pueblo, Colorado Springs, Woodland Park, and Cripple Creek provided by Ramblin Express (private funds)
- City of Cripple Creek received CDOT FASTER Transit funds for bus purchases and equipment
- CDOT provided operating funds for the expansion of the Cripple Creek bus service
- CDOT provided operating funding for new Victor to Cripple Creek commuter bus starting in July 2013