

Eastern Transit Working Group Meeting #3

Date: Monday, January 20th, 2014

Time: 1:30 – 3:30pm

Location: Washington County Fairgrounds Events Center
551 East 2nd Street
Akron, Colorado

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

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Conference Call # 1-877-820-7831
Participant Code: 418377#

		2013				2014					
		SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Statewide Transit Plan Development	Statewide Steering Committee Meetings		●				●	●		●	
	Statewide Needs Analysis		■								
	Financial Analysis and Investment Needs	■	■								
	Statewide Policies and Strategies		■								
	Performance Measures	■	■								
	Draft Final Report Development						■				
	Agency Consultation - State/Federal						■				
	CDOT - 30 Day Review of Draft Final Report							■			
	Update Draft Report								■		
	SSC and Public Review of Draft Final Report								■		
	Prepare Final Report									■	
	Submit Final Report/ TC Adoption										■
Final Report Spanish Translation										■	
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		■			■					
	Local Plan/Statewide Open Houses		■								
	Vision and Goals Development	■									
	Financial Analysis and Investment Needs	■									
	Projects, Strategies & Prioritization	■									
	Needs Assessment/ Gap Analysis		■								
	Development of Draft Final Reports		■								
	CDOT Review of Draft Final Reports						■				
	Update Draft Reports						■				
	TWG and Public Review of Draft Final Reports							■			
Prepare Final Reports								■			
Integration with Statewide Transportation Plan									■		



Priority Strategies

Eastern Vision: Provide an efficient, safe and accessible transit network that serves the needs of individual communities while making future investment decisions to enhance the quality of life of Eastern Colorado residents.

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
Increase access to medical services within the region and to larger service areas	ECCOG area trips to DIA and medical services. 2 trips/wk.	Op: \$28,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	ECCOG <i>Partners might include HHS agencies</i>	1 – 6 years
	NECALG area trips for medical services to Denver and Greeley. 3 trips/wk.	Op: \$42,000 Cap: \$15,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	NECALG <i>Partners might include HHS agencies</i>	1 – 6 years
Expand transit services to meet identified needs	Expand service hours and days of operation in Limon. Saturday service 12 hours/wk; extend service 3 hours daily. 1872 hours/yr.	Op: \$85,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG <i>NECALG as a partner representing towns in its jurisdiction</i>	1 – 6 years

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
Continued: Expand transit services to meet identified needs	Expand service hours and days of operating in Burlington Saturday service 12 hours/wk; extend service 3 hours daily. 1390 hours/yr.	Op: \$65,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG <i>NECALG as a partner representing towns in its jurisdiction</i>	1-6 years
	Fixed route transit service in Elbert County. Weekday service 7 AM to 7 PM, 2 vehicles. 7,440 hours/yr.	Op: \$335,000 Cap: \$40,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG, Outback Express <i>Elbert County as partner</i>	7-12 years
	Daily Shuttle for Elbert County (Elizabeth/Kiowa). Weekday service; 1 daily round trip. 7,750 hours/yr.	Op: \$349,000 Cap: \$20,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG, Outback Express <i>Elbert county as partner</i>	7-12 years
Provide transit service for the transit-dependent populations within the region	Provide limited transit serviced targeting cognitive disability, youth, and no vehicle populations. Region-wide; estimated at 10,000 hrs/yr.	Op: \$450,000 Cap: \$20,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	Eastern TPR with <i>NECALG and ECCOG and HHS and AAA as partners</i>	7-12 years



Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
Maximize (maintain) existing transit services to meet current and future transit needs	Continue operation of existing services	Op: \$1.1 m Cap: \$120,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	ECCOG, NECALG, all existing transit agencies	1-6 years
Increase the awareness of mobility services among elected officials, agencies, clients, and the public to encourage greater utilization of existing transit services.	Regional transit resources directory, route/schedule, education.			Eastern TPR Eastern Transit providers	1 – 6 years
TOTAL – Operating (Expansion only)		\$1.35 million			
TOTAL – Capital (Expansion only)		\$125,000			

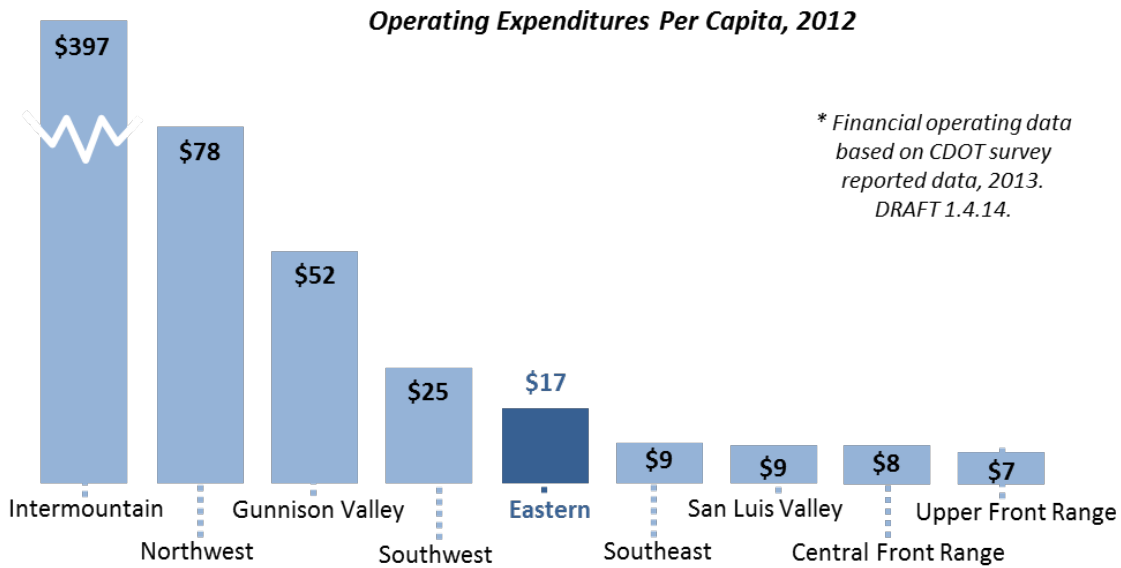


Eastern Financial Resources and Anticipated Revenues

The 2040 revenue and operating expense projections presented here are intended to estimate the general range of future revenues and magnitude of future resource needs. While any forecast is subject to uncertainty, these estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies. These sketch-level planning estimates are intended to foster dialogue among regional partners, not to determine local decision-making or prioritization.

Statewide Current and Future Operating Expenditures

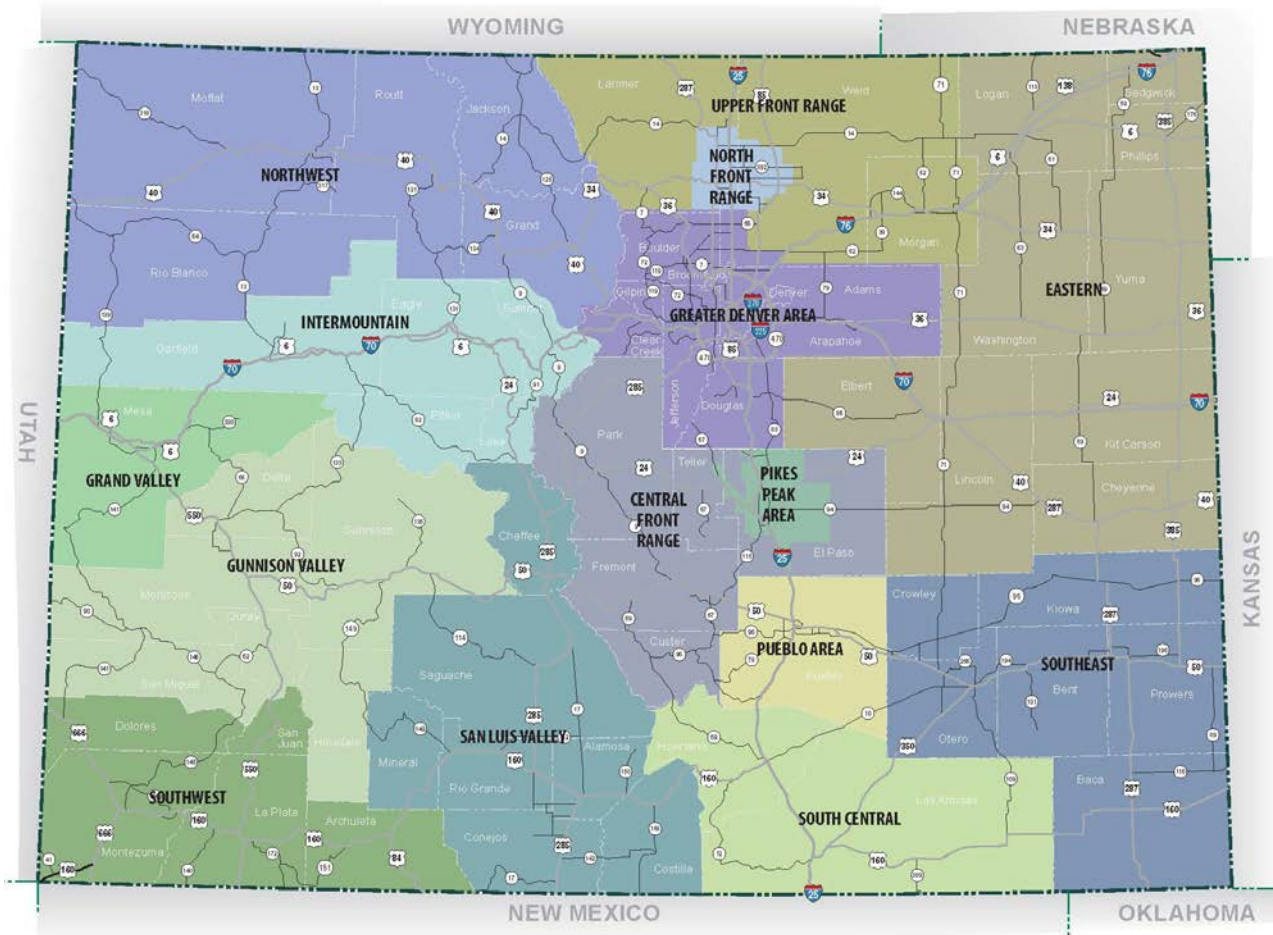
Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of transit revenues, scale and type of operations, system utilization and ridership, full-time resident population, and population of seasonal visitors.



- The region’s resident population is expected to grow 1.7% annually between 2012 and 2040 and reach 141,112 by 2040. The population over the age of 65 years will grow at annual rate of 2.2% through 2040. Future population growth will exceed historic growth rates in operating funds.
- Between 2008 and 2012, total operating expenses for all service providers in the region grew at an annual average rate of 0.7%.
- Approximately \$1.7 million annually, or \$17 per capita, is expended to support critical transit and transportation services in the Eastern TPR.
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$2.5 million in operating funds.



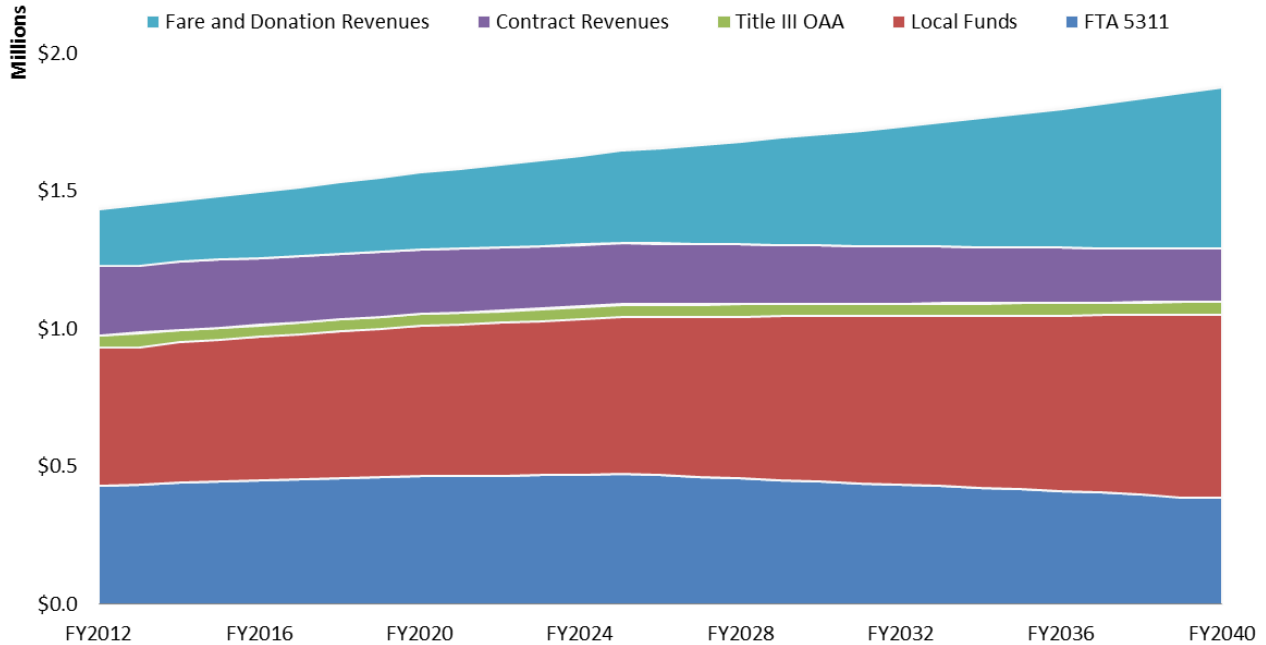
PLANNING REGIONS





Eastern TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and economic growth rates. By 2040, the Eastern TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$1.8 million dollars.



- Federal Transit Administration (FTA) revenues are dependent on fuel tax revenues which are expected to grow more slowly from 2020 through 2040. FTA awards provide a significant portion of transit service funding in the region today, including continuing operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local funds, including local matching funds for grant awards, are variable and depend on the fiscal health and economy of local municipalities. Growth in sales tax revenues is expected to slow in the future as consumer spending shifts from durable goods to services. Forecast builds from historical trends and assumes that overall local funding will stay constant over the long-term.
- Funding from the Older Americans Act (OAA) for supportive services for the elderly is subject to reauthorization every five years. Funding for this program has grown over the past decade, but according to the Office of Management and Budget is expected to decline in the future given the impacts of sequestration. For FY2013, Colorado’s OAA Title III funding allotment for home and community based care fell by 15 percent.
- Contract revenues account for roughly 20 percent of all operating revenues in the region, but have declined over the past 3 to 5 years. These revenues include variable sources such as Non-Emergent Medical Transportation (NEMT) funding through the Medicaid program or Community Service Block Grants (CSBG). Revenues from Medicaid and CSBG have grown quickly in the region. Higher growth rates



will continue in the mid-term, but will begin to slow in the long-term with changes in the population demographics within the region.

- Fare and donations revenues are a significant, but variable, source of funding for Eastern TPR providers. Between 2008 and 2012, fare and donation revenues have grown at a compound annual average growth rate of 3.8 percent.
- Other revenues, including Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA grant programs, and agency-derived sources such as investments and contracts are important but relatively small sources of revenues and not directly included in this forecast.

Eastern TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Eastern region will grow faster than transit revenues by 0.6% per year.

In terms of potential projects and strategies, this may mean either the region will have to be more selective about service expansion or that finding new funding sources may have to become a higher priority to address this funding gap.

Future operating expenses represent only the resources necessary to maintain transit services at current levels on a per-capita basis. Potential future funding shortfalls or surplus amounts indicate what resources might be available or needed to improve or expand service over existing levels. Revenue forecasts are highly variable and could come in higher or lower than expected. Alternative revenue sources or growth in current revenue streams will be necessary to continue to fund improvements or to meet the growing needs of elderly, veterans, low-income, and transit dependent populations.

Eastern TPR	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	99,204	122,643	141,112	1.2% / yr
Estimated Operating Expenses	\$1,722,024	\$2,128,885	\$2,449,481	1.2% / yr
Estimated Operating Revenues	\$1,565,401	\$1,704,970	\$1,875,607	0.6% / yr
Potential Funding (Gap) / Surplus	(-\$156,624)	(-\$423,915)	(-\$573,873)	- 0.6%

REGIONAL COORDINATED TRANSIT AND HUMAN SERVICES PLAN

KEY CONCEPTS

Introduction

This chapter describes why the plan was developed, the process used to develop the plan and the planning requirements fulfilled by this plan.

Regional Overview

This chapter describes the region’s activity centers, key demographics and travel patterns. It includes existing data on populations that are often associated with transit demand in a community (people over age 65, low income people and households without vehicles). Other data is included on veterans, race, ethnicity, persons with disabilities, and English proficiency to paint a comprehensive picture of the region’s need for transit.

Existing Transit Provider and Human Service Agencies

This chapter summarizes the key features of the region’s public and private transit providers as well as the human service agencies in the region. Data is provided on provider’s service areas, types of service, eligibility, and ridership.

Current and Potential Funding

This chapter describes the variety of transit funding sources at various levels of government. This section also describes the challenges faced by transit and human service transportation providers with various funding sources.

Key Findings, Transit Needs and Service Gaps

This chapter describes key findings from the review of the region’s demographic profile and activity centers that illustrate the existing and future unmet transit needs.

Financial Scenarios and Recommended Strategies

This chapter summarizes the anticipated funding through 2040 as well as the funding needed through 2040 based on population growth. This section also lists the recommended strategies for meeting the region’s transit vision and goals.

SCHEDULE: Draft Regional Coordinated Transit Plan to region for review March 2014
Final Regional Coordinated Transit Plan to region May 2014