

## Northwest Transit Working Group Meeting #3

Date: January 23, 2014  
Time: 1:00 PM – 3:00 PM  
Location: Steamboat Springs Community Center  
1605 Lincoln Avenue  
Steamboat Springs, CO 80487

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### 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 # 1-800-882-3610  
Participant Code: 4584777#

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		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										■	

## Northwest Recommended Strategies

*Northwest Vision:* To form an enhanced, expanded, and cohesive network of transit options providing access and improved quality of life for the Northwest region's diverse population and visitors.

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Potential Funding Sources	Champion Partners	Timeframe
1) Collaborate to maintain, enhance, and expand existing transit services.	Continue operation of existing services	See Financial Discussion	<b>Op</b> FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF <b>Cap</b> FTA 5310, FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>All existing agencies</b>	Ongoing
	Implement asset management program to report to FTA the condition of the system and progress toward meeting performance targets set by FTA and CDOT	TBD	<b>Ad</b> FTA 5304, FTA 5326, FTA 5337, FASTER	<b>All existing agencies</b>	1-6 years
	Form a county-wide transit board in Grand County and develop a year-round fixed-route transit service for the Winter Park area / Grand County*	Op \$1,615,000/yr Cap \$1,000,000/yr	<b>Ad</b> FTA 5304, FASTER <b>Op</b> FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Public-Private Partnership <b>Cap</b> FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	<b>Grand County Interested Municipalities</b>	1-6 years
	Expand Steamboat Springs Transit service into western Steamboat Springs (known as Steamboat II)	Op \$400,000/yr	<b>Op</b> FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Steamboat Springs Transit</b>	1-6 years

1 cont.) Collaborate to maintain, enhance, and expand existing transit services.	Expand Steamboat Springs Transit fleet with 4 Diesel/Electric Hybrid buses	Cap \$2,400,000	<b>Cap</b> FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years
	Create a vanpool service in Routt County	Op \$250,000/yr Cap \$400,000	<b>Op</b> FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Public-Private Partnership <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years
2) Improve connectivity and coordination between the region's transit systems and services along I-70.	Regional connectivity planning study to analyze feasibility for regional service between TPR counties, and to/from Vernal, UT.	Ad \$50,000	<b>Ad</b> FTA 5304, FASTER, FHWA TAP/STP	<b>NWCCOG and AGNC</b> <i>All existing transit and human service agencies</i>	1-6 years
3) Provide safe and reliable transit choices with multi-modal connections for both transit dependent and choice users.	Improve Steamboat Springs bus stops with increased hard surface waiting areas, better signs, and additional lighting	Cap \$80,000/yr	<b>Cap</b> FTA 5311, FTA 5337, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years 7-12 years 13-20 years
	Upgrade Steamboat Springs Transit GPS/information system	Cap \$200,000	<b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	<b>Steamboat Springs Transit</b>	1-6 years

4) Enhance and expand transit access to medical services, employment, and other activity centers throughout the region, especially in the more rural areas where service does not exist.	Hire another driver for the Grand County Council on Aging	Op \$12,000/yr	Op FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Medicaid, TANF, CSBG/CDBG, OAA Title III	<b>Grand County Council on Aging</b>	1-6 years
	Expand Grand County Council on Aging service to the weekend - Demand responsive, 1 day/wk, 8 hrs/day	Op \$35,000/yr	Op FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Medicaid, TANF, CSBG/CDBG, OAA Title III, Veterans Transportation and Community Living Initiative	<b>Grand County Council on Aging</b>	1-6 years
	Expand Routt County Council on Aging service to the weekend and early weekday morning (before 9am) - Demand responsive, 1 day/wk, 8 hrs/day plus 5 days/wk, 2 hrs/day	Op \$70,000/yr	Op FTA 5310, FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF, Medicaid, TANF, CSBG/CDBG, OAA Title III, Veterans Transportation and Community Living Initiative	<b>Routt County Council on Aging</b>	1-6 years
	Additional Jackson County general public services - Demand responsive, 2 day/wk, 8 hrs/day	Op \$65,000/yr	Op FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Jackson County</b>	7-12 years
	Additional Moffat County general public services - Demand responsive, 2 day/wk, 8 hrs/day	Op \$65,000/yr	Op FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Moffat County</b>	7-12 years
	Additional Rio Blanco County general public services - Demand responsive, 2 day/wk, 8 hrs/day	Op \$65,000/yr	Op FTA 5311, Agency Revenues, Local/Regional Government, Local HUTF	<b>Rio Blanco County</b>	7-12 years

5) Engage citizens with education and outreach on transit options within the region	Improve and coordinate transit marketing and information distribution efforts	Ad \$10,000/yr	Ad FTA 5304, FASTER	<b>NWCCOG and AGNC</b> <i>All existing transit and human service agencies</i>	1-6 years
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**TOTAL COST FOR NEW PROGRAMS  
(Does not include Existing Services)**

Op/Ad \$2,638,000/yr  
 Cap \$3,000,000  
 Annual Cap \$1,080,000/yr

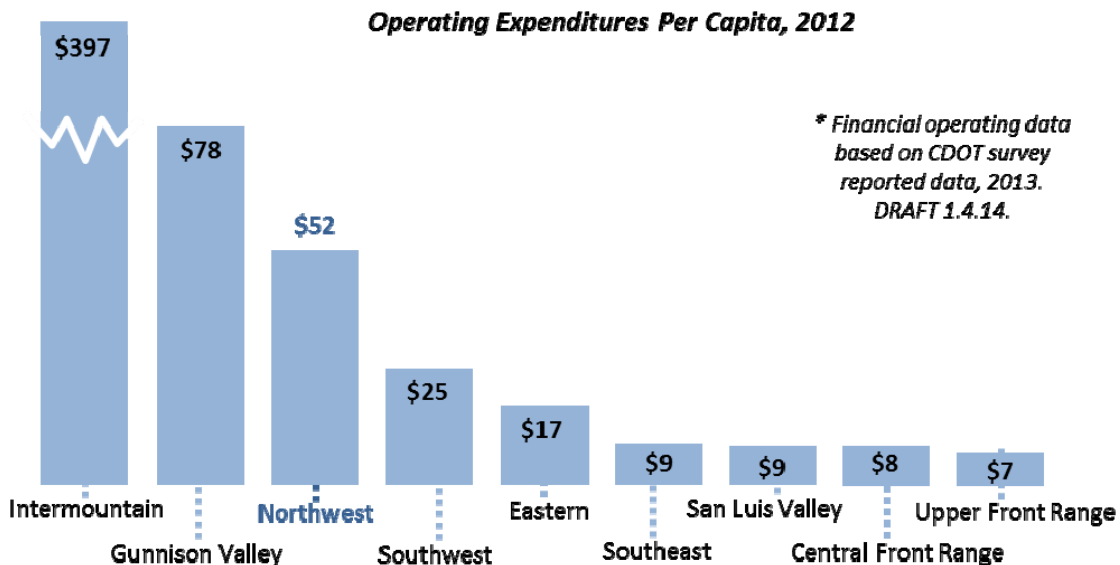
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# Northwest Financial Resources and Anticipated Revenues

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.

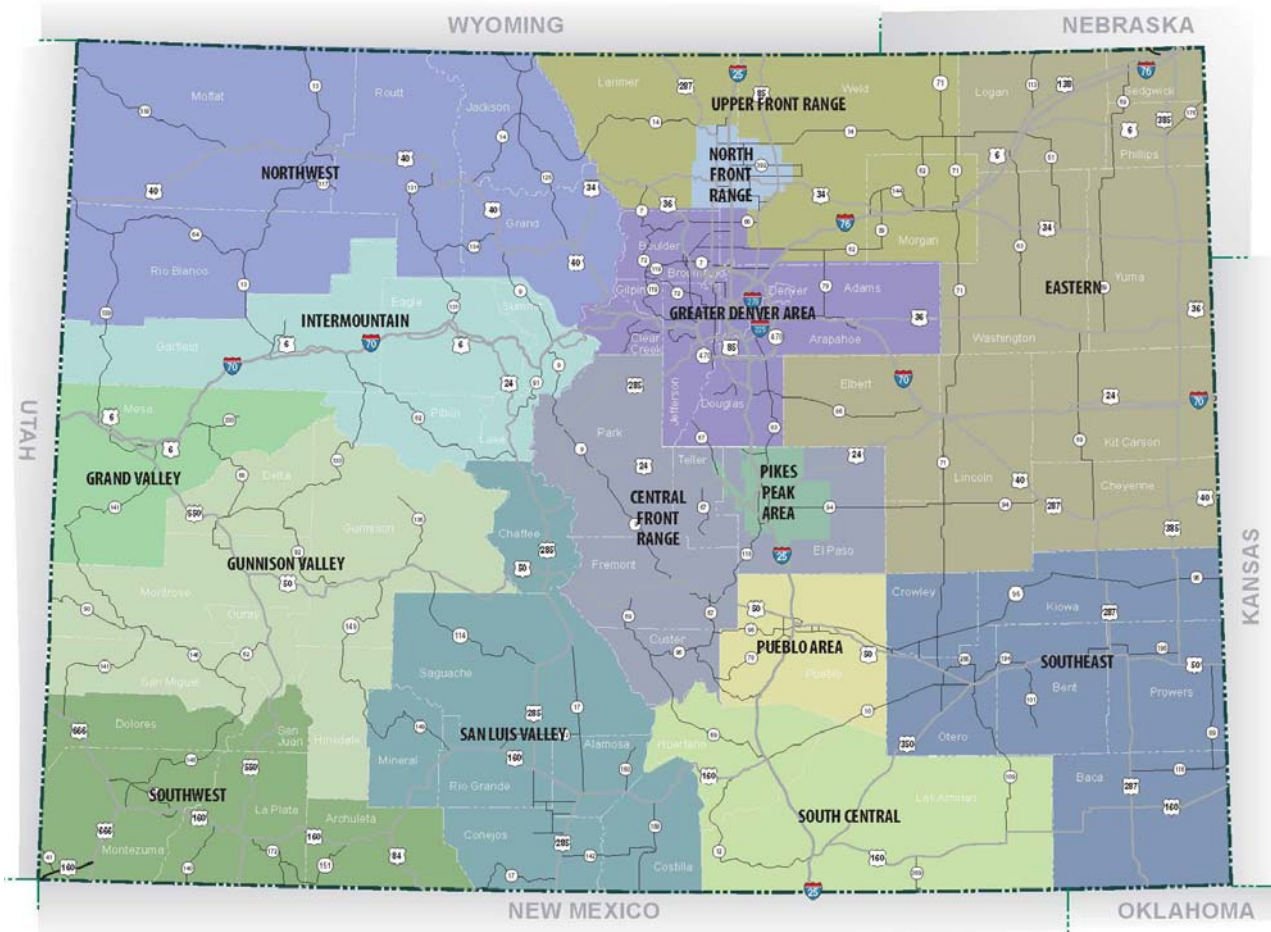


## Northwest TPR Operating Expenditures

- ▶ Between 2006 and 2012, the compound annual growth rate in operating revenues for service providers in the region was approximately -1.4%. Revenues have grown for some providers and for some funding sources, while other funding sources have declined through the recession. Total operating expenses have varied with some providers pursuing cost savings or reducing services while others have expanded service with additional revenues or new funding sources.
- ▶ The region’s full-time resident population is expected to grow 1.7% annually from 2012 to 2040 and reach 100,989 by 2040. Visitors and seasonal resident population is likely to grow more rapidly.
- ▶ Approximately \$3.2 million annually, or \$52 per capita, is expended to support critical transit and transportation services in the Northwest TPR.
- ▶ To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$5.2 million in operating funds.



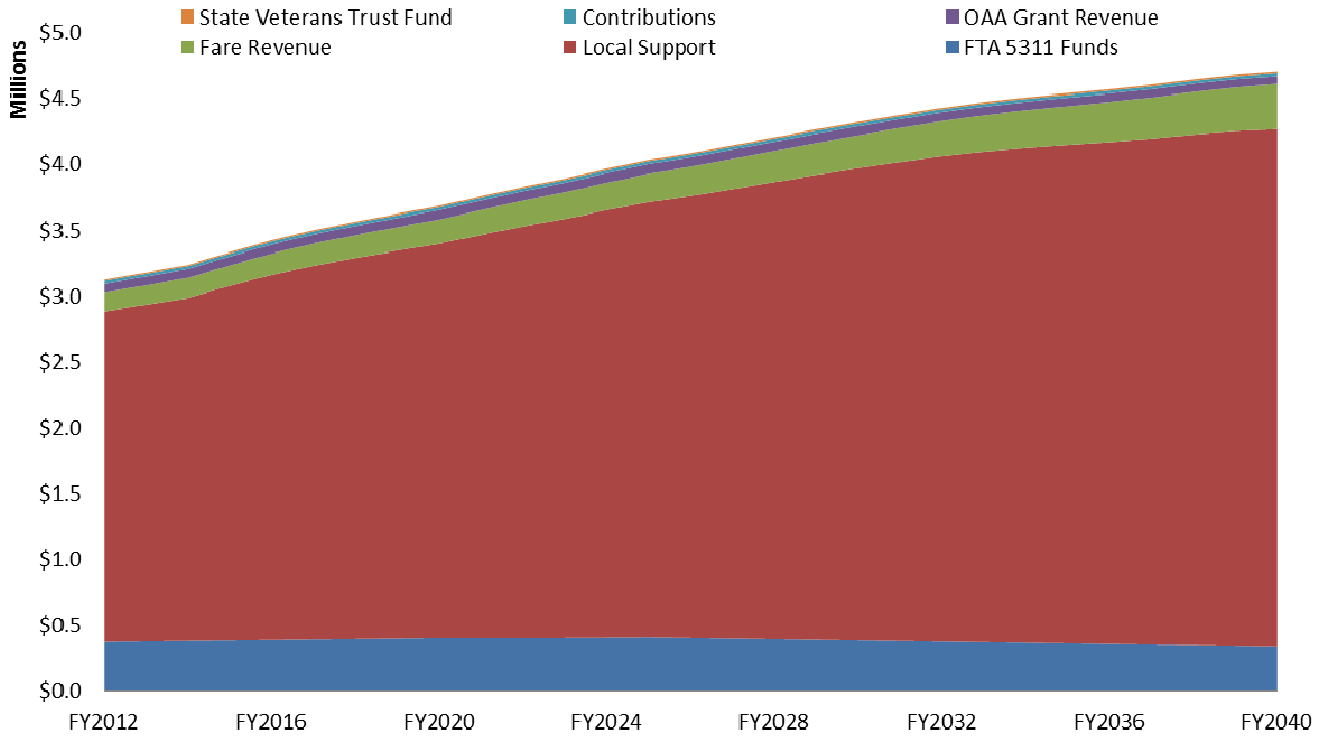
## PLANNING REGIONS





## Northwest TPR Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and regional economic growth rates. By 2040, the Northwest TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$4.7 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 government sources include local matching funds for grant awards, general fund transfers, and dedicated local revenue streams. These sources are highly variable and depend on the fiscal health and economy of local municipalities. Local sales tax sources provide an important source of revenue in the region particularly for the City of Steamboat Springs which makes up the majority of local funds in the region. Growth in sales tax revenue is expected to slow in the future as consumer spending shifts from durable goods to non-taxable services such as healthcare.
- ▶ Funding from fares and charitable contributions is variable and linked to personal income growth, system ridership, and policy changes. Based on historic trends, fare revenues are anticipated to grow steadily at 3.2 percent annually, though recovery rates could slow over the long-term.
- ▶ Contract revenues include relatively stable sources such as payments through Title III of the Older Americans Act (OAA) and state payments through the Veterans Trust Fund. Other contract revenues are highly variable including contracted payments through the Medicaid program. Sequestration or other changes in Federal programs will impact the revenues available through Medicaid, OAA, Community Service Block Grants (CSBG), and other important programs.

- ▶ 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 fees are important but relatively small sources of revenues and not directly included in this forecast.

## Northwest TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Northwest region will outstrip the growth in transit revenues by as much as 0.5% annually by 2040. 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.

Northwest TPR	2020	2030	2040	2020 - 2040 Annual Growth
Estimated Population	68,060	85,042	100,989	1.3% / yr
Estimated Operating Expenses	\$3,540,896	\$4,424,443	\$5,254,081	1.3%/ yr
Estimated Operating Revenues	\$3,685,963	\$4,322,800	\$4,704,952	0.8%
<i>Potential Funding (Gap) / Surplus</i>	\$145,067	(-\$101,643)	(-\$549,128)	-0.5%

# **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.

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