

Southeast Transit Working Group Meeting #3

Date: Tuesday, January 21st, 2014

Time: 9:30am – 12:00pm

Location: SECED Office
112 West Elm Street
Lamar, Colorado

Meeting Goals:

Review financial scenarios and finalize development of strategies for the region

Agenda

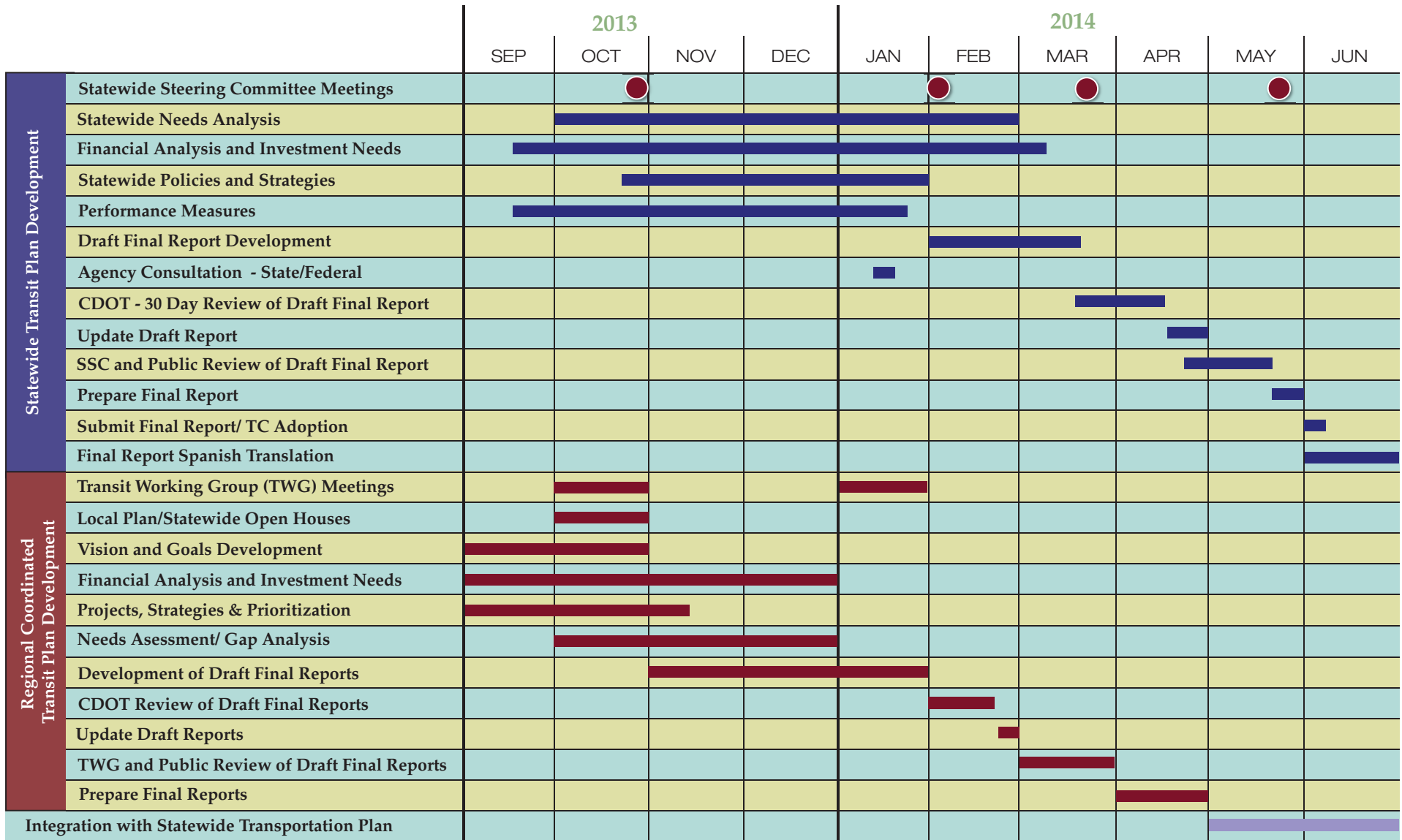
- 1) Welcome and Introductions (5 minutes)
- 2) Schedule Update (5 minutes)
- 3) Review and Finalize Recommended Strategies (45 minutes)
- 4) Financial Scenarios (45 Minutes)
- 5) Key Concepts Covered in Coordinated Regional Plan (10 minutes)

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



Southeast

Transportation Planning Region



Southeast Vision: *Provide the opportunity for residents of southeast Colorado to experience an enhanced quality of life by providing an efficient, safe and accessible transit network that serves the needs of the region's citizens, businesses and communities.*

Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1) Evaluate the need for additional transit service and facilities to meet unmet needs	Identify ways to provide transit service from the Stateline to Pueblo. 2 days per week, approximately 1,000 annual hours.	Op: \$45,000 Cap: \$10,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	Southeastern TPR, Counties, Cities, all regional stakeholders	1 - 6 years
	Identify ways to provide transit service from Campo to Lamar. 2 days per week, estimated 310 annual hours.	Op: \$14,000 Cap: \$5,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	Southeastern TPR, Counties, Cities, all regional stakeholders	1 - 6 years
	Expand service in Crowley. 4 additional hours daily. Estimated annual hours 1,040.	Op: \$47,000 Cap: \$10,000	Op: FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FASTER	RSVP. Crowley County	1 – 6 years

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Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
1 cont)	Expand service in Sugar City. 4 additional hours daily. Estimated annual hours 1,040.	Op: \$47,000 Cap: \$10,000	Op: FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FASTER	RSVP, Sugar City	1 – 6 years
2) Maintain service of the Amtrak Southwest Chief passenger train through southeast Colorado	Work with Amtrak officials and regional planning partners to ensure continuity of service.			Southeastern TPR, Counties, Cities, all regional stakeholders	1 – 6 years
3) Increase regional and intra-regional service for medical, employment, and educational trip purposes	RSVP program seeks to expand to include transportation to Rocky Ford and Ordway. 2 trips per week, estimated annual hours 500.	Op: \$22,500 Cap: \$5,000	Op: FTA 5310, FTA 5311, FTA 5329, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5326, FTA 5339, FASTER	RSVP	1 - 6 years

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Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
3 cont)	Evaluate options to provide transit service that can connect Lamar, Rocky Ford, and La Junta. 5 days per week, 12 hours per day. Estimated hours 3,720.	Op: \$167,400 Cap: \$20,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government. Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	Southeastern TPR, Counties, Cities, all regional stakeholders	7 -12 years
4) Increase coordination between state, regional, local public, non-profit and private entities to more effectively achieve shared community goals	Create link to CDOT's website for a shared transit directory of southeast transit services			Southeastern TPR/Identify	1 – 6 years
	Establish insurance resources for volunteer driver programs			Southeastern TPR/Identify	1 – 6 years
	Hire a mobility manager for the Southeast Region	Op: \$70,000 Cap: \$5,000	Op: FTA 5310, Local Government. Cap: FTA 5310, FTA 5311, FASTER	Future mobility manager	12 years and beyond
	Recruit/retain volunteer drivers	Op: \$15,000 Cap: \$0	Op: FTA 5310, 5311	Future mobility manager	12 years and beyond



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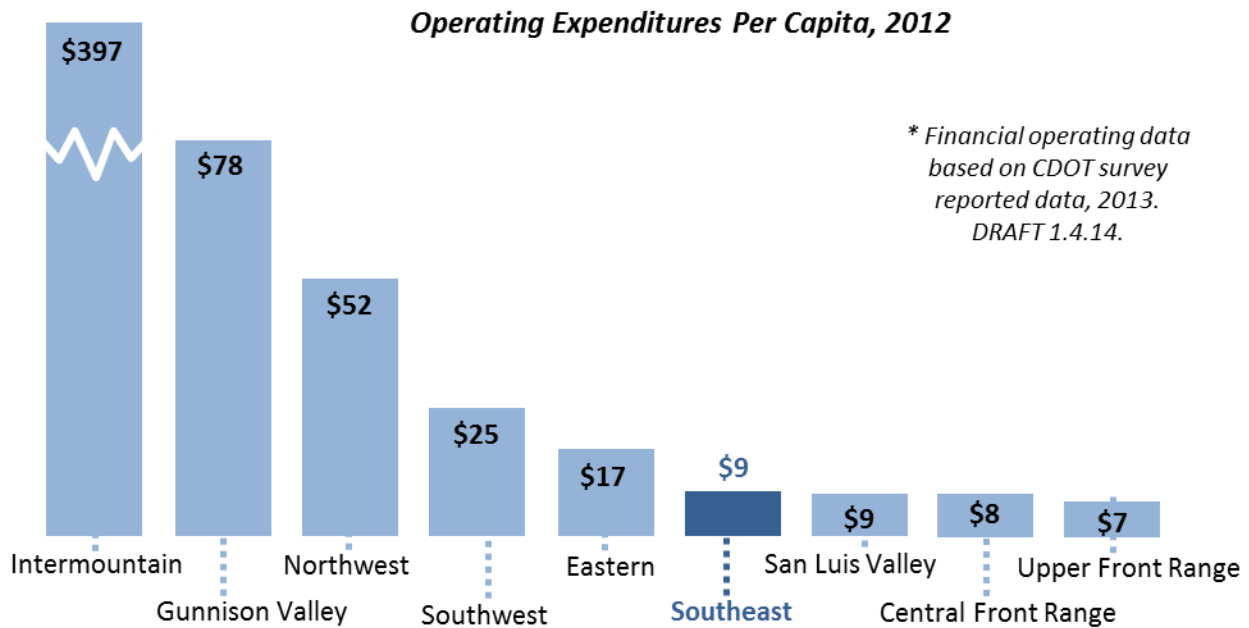
Goal	High Priority Strategy	Approximate Annual Cost	Potential Funding Sources	Champion Partners	Timeframe
5) Maximize transit services and facilities to meet existing transit needs and those in the future.	Maintain existing transit services at current levels.	Op: \$867,000	Op: FTA 5310, FTA 5311, Fare Revenues, Local Government.	All transit agencies and regional stakeholders	1 – 6 years
	Maintain current vehicle fleets through scheduled vehicle replacements.	Cap: \$129,000	Cap: FTA 5310, FTA 5311, FTA 5339, FASTER	All transit agencies and regional stakeholders	1 – 6 years
	Build a bus/rail facility in Lamar	Op: \$0 Cap: \$2 million	Op: N/A Cap: FTA 5311, FASTER	City of Lamar	1 – 6 years
	Build a bus/rail/park-n-ride facility in La Junta	Op: \$0 Cap: \$450,000	Op: N/A Cap: FTA 5311, FASTER	City of La Junta	1 – 6 years
TOTAL – Operating		\$867,000			
TOTAL – Operating (expansion)		\$438,000			
TOTAL – Capital		\$129,000			
TOTAL – Capital (expansion)		\$2,515,00			

Southeast 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

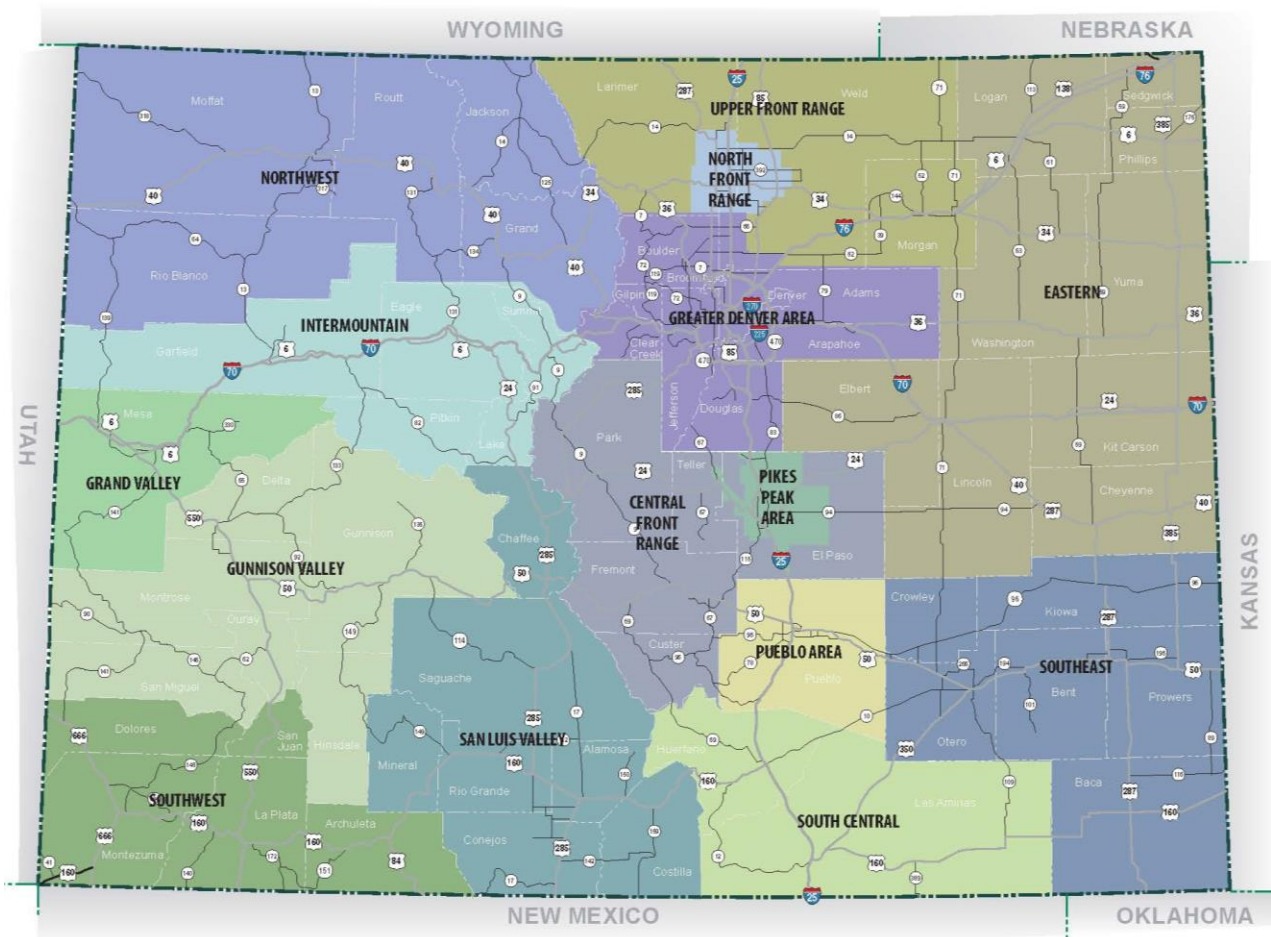
Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of 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 0.5% annually between 2012 and 2040 and reach 57,016 by 2040. The population over the age of 65 years will grow at annual rate of 1.0% through 2040.
- Between 2008 and 2012, total operating expenses for all service providers in the region grew at an annual average rate of 1.3%.
- Approximately \$450,000 annually, or \$9 per capita, is expended to support critical transit and transportation services in the Southeast TPR.

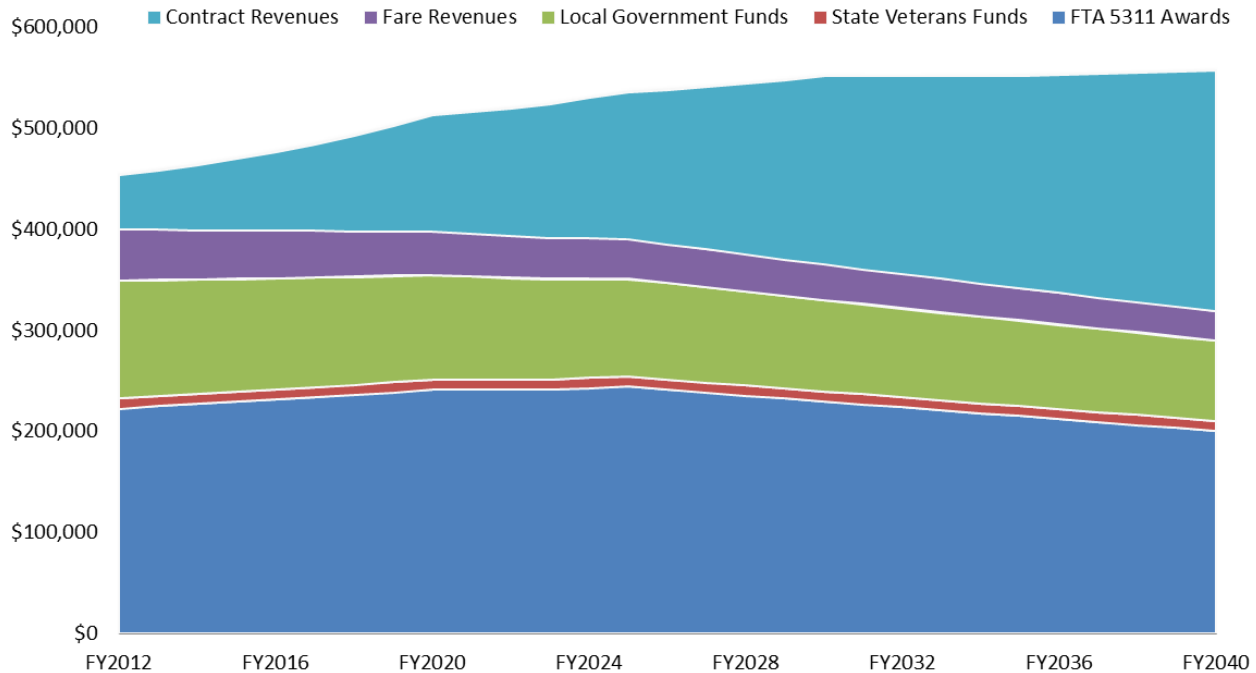
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$528,000 in operating funds.

PLANNING REGIONS



Southeast Future Revenues

Projections of future revenues are based on historical trends and current Federal and state population and economic growth rates. By 2040, the Southeast TPR could expect to see transit revenues for operating and administration purposes reach an estimated \$556,000 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 assumes that some portion) of local funding (e.g. City of La Junta General Fund transfers) will stay constant over the long-term, while other local funding sources will continue to decline per historic trends.
- Funding from the State of Colorado Veterans Transportation Fund is assumed to remain constant over the forecast period.
- Fare revenues have begun to grow again following a steady decline from 2007 through 2009. Based on historic trends, growth in fare revenues are anticipated to remain steady and then grow more slowly over the long-term.
- Contract revenues account for 10 percent of all operating revenues in the region today. Should historic growth rates continue – these sources could account for as much as 40 percent of all revenues by 2040.

Contract revenues include relatively stable sources such as payments through Title III of the Older Americans Act and certain health payments. Other contract revenues are highly variable including Non-Emergent Medical Transportation (NEMT) funding through the Medicaid program and Community Service Block Grants (CSBG). Revenues from Medicaid and CSBG have grown quickly in the region – as much as 20 to 30 percent year over year. 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. Should sequestration or other changes in Federal programs impact the revenues available through Medicaid – the region could face significant budget challenges in the future.

- 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.

Southeast TPR Financial Projections

Based on best available information and known trends, it is currently forecast that transit expenses in the Southeast region will grow more quickly than transit revenues by approximately 0.75% per year. A funding gap could emerge with changes in Federal revenues or in later years.

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	51,421	54,678	57,016	0.34% / yr
Estimated Operating Expenses	\$476,513	\$506,690	\$528,357	0.34% / yr
Estimated Operating Revenues	\$512,059	\$550,998	\$556,679	0.25% / yr
Potential Funding (Gap) / Surplus	\$35,547	\$44,308	\$28,322	- 0.75%



Transportation Planning Region

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.



Transportation Planning Region

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