

Southeastern Transportation Planning Region

Date: July 24, 2013
Time: 10 AM – Noon
Location: City of Lamar Cultural Events Center
102 East Parmenter
Lamar, 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. Southeastern 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

CDOT Project Manager: Tracey MacDonald, Tracey.MacDonald@state.co.us
Work: 303-757-9753

Lead TPR Planner: Cally Grauberger, Cally.Grauberger@transitplus.biz
Cell: 303-717-8350, Work: 720-222-4717 Ext. 5

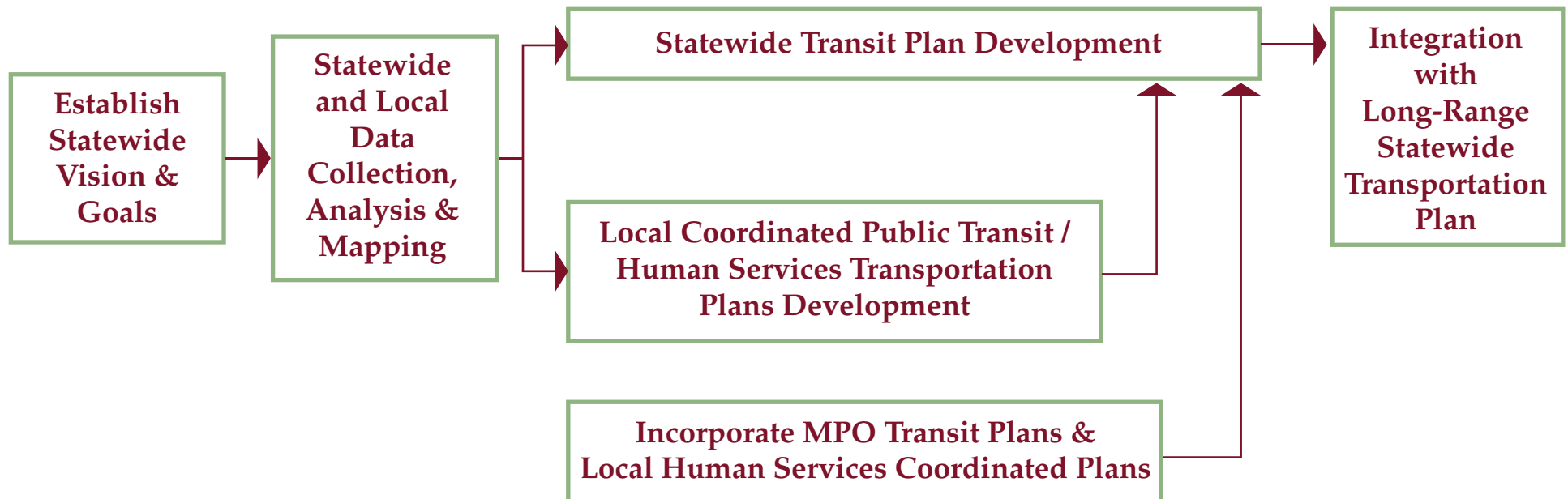
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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 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.

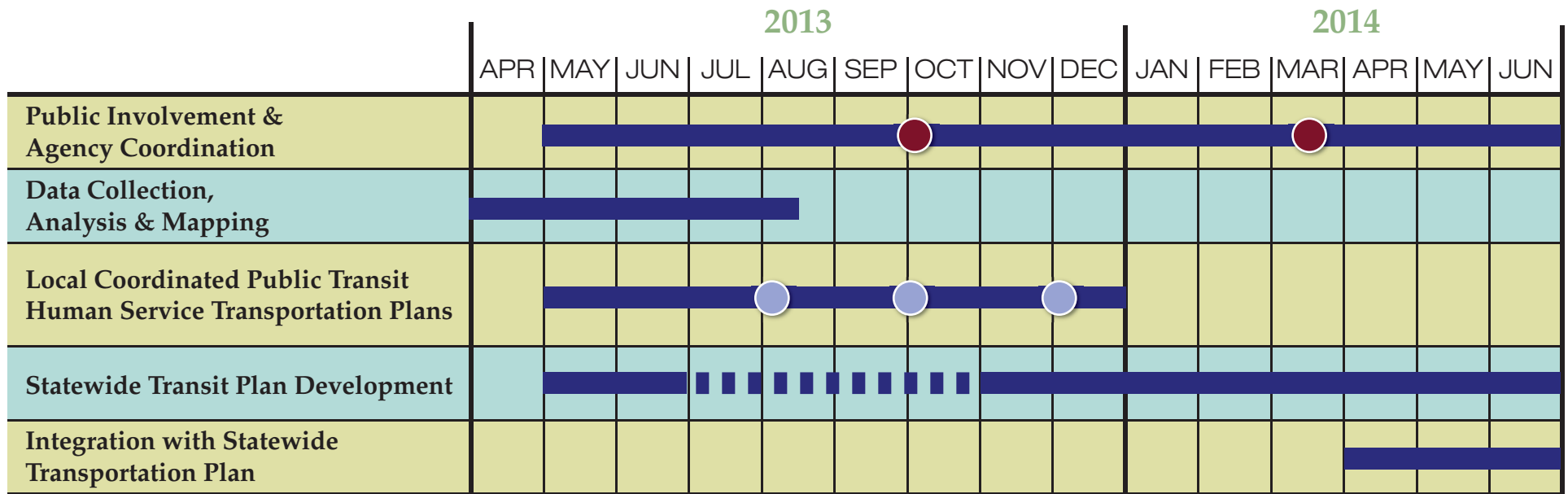
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

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

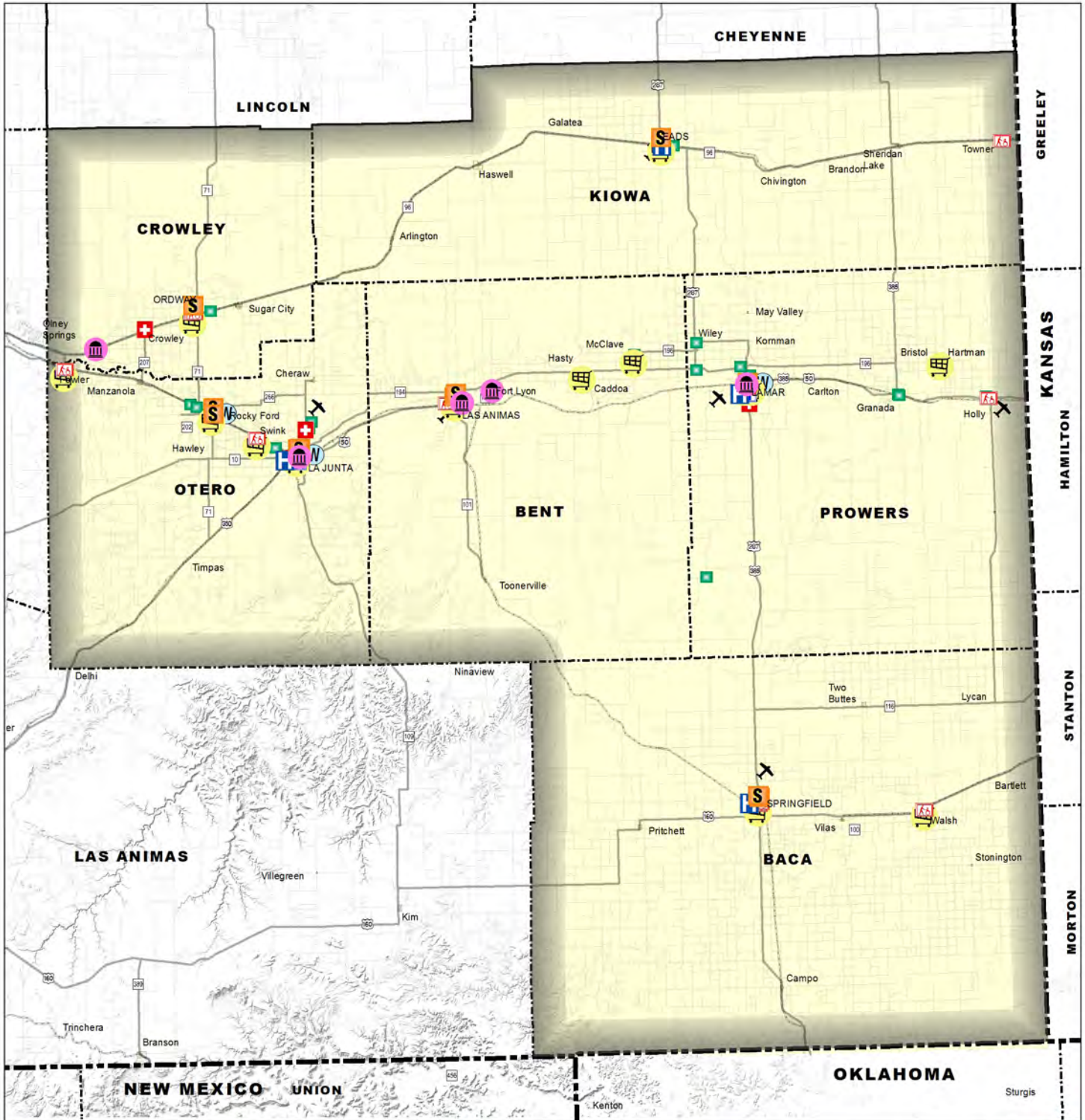
What value does transit coordination bring to the region?

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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Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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

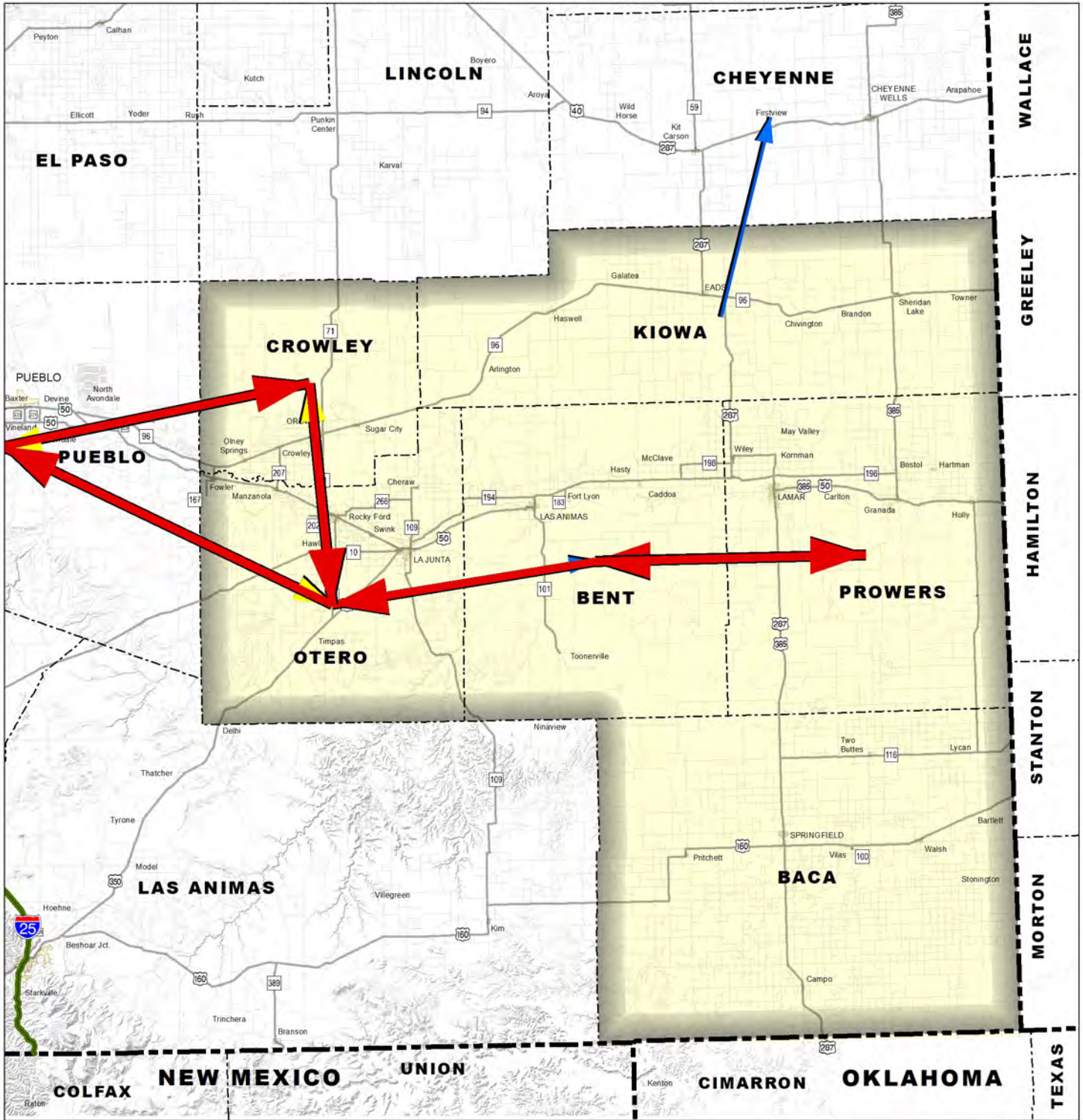
North

0 5 10 Miles

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Employed Working Outside County of Residence

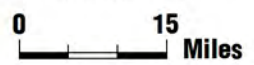
*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



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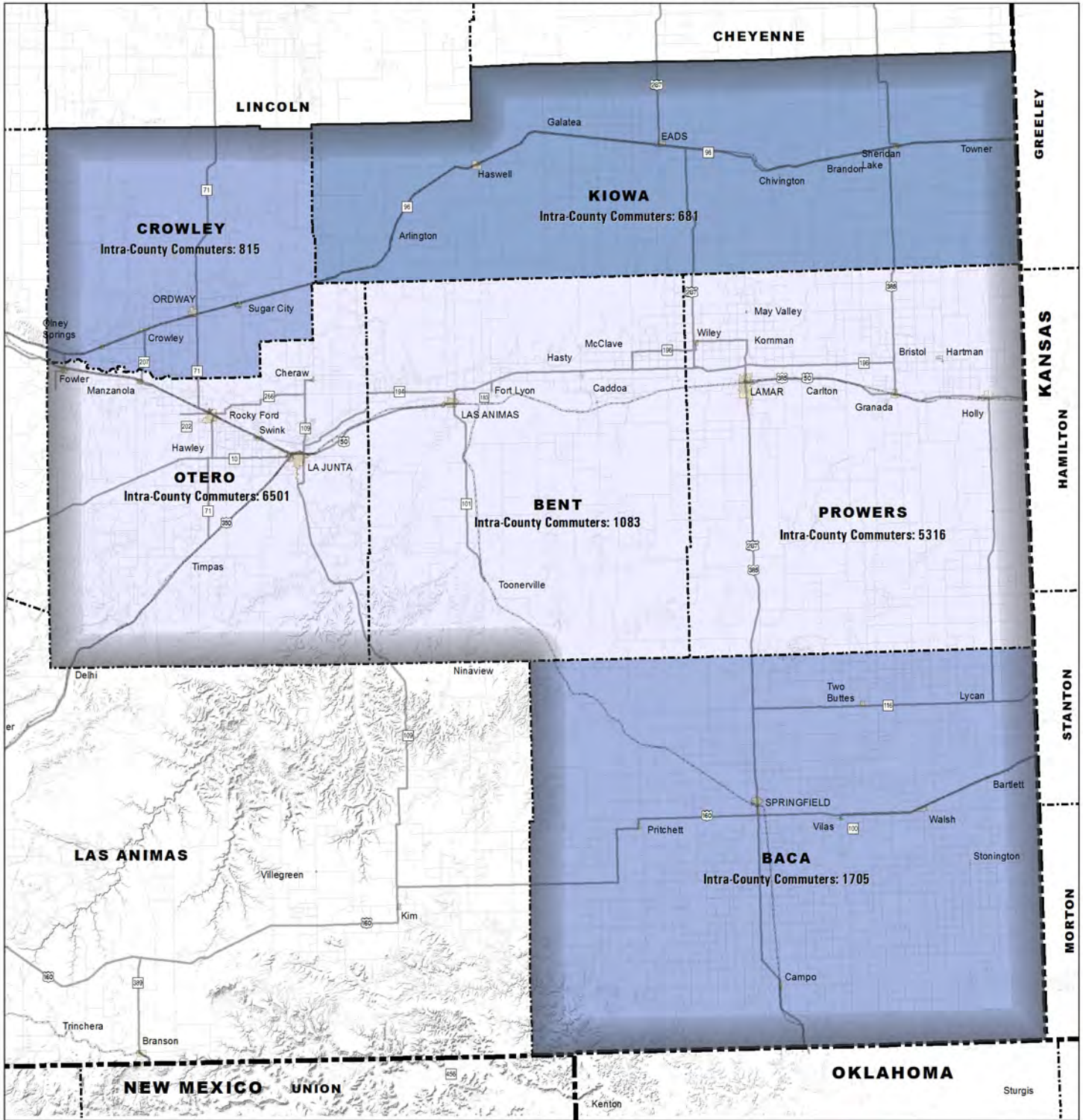
- | | | |
|------------------------------------|---------------------------|-------------------|
| Inter-County Commuter Trips | Southeastern TPR Boundary | County Boundaries |
| 50 - 100 Commuters | Interstate Highways | State Boundaries |
| 100 - 200 Commuters | U.S. & State Highways | |
| 200 - 400 Commuters | | |

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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
- 1 - 5 Public Transit Commuters
- 5 - 10 Public Transit Commuters
- 10 - 15 Public Transit Commuters
- Southeastern TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

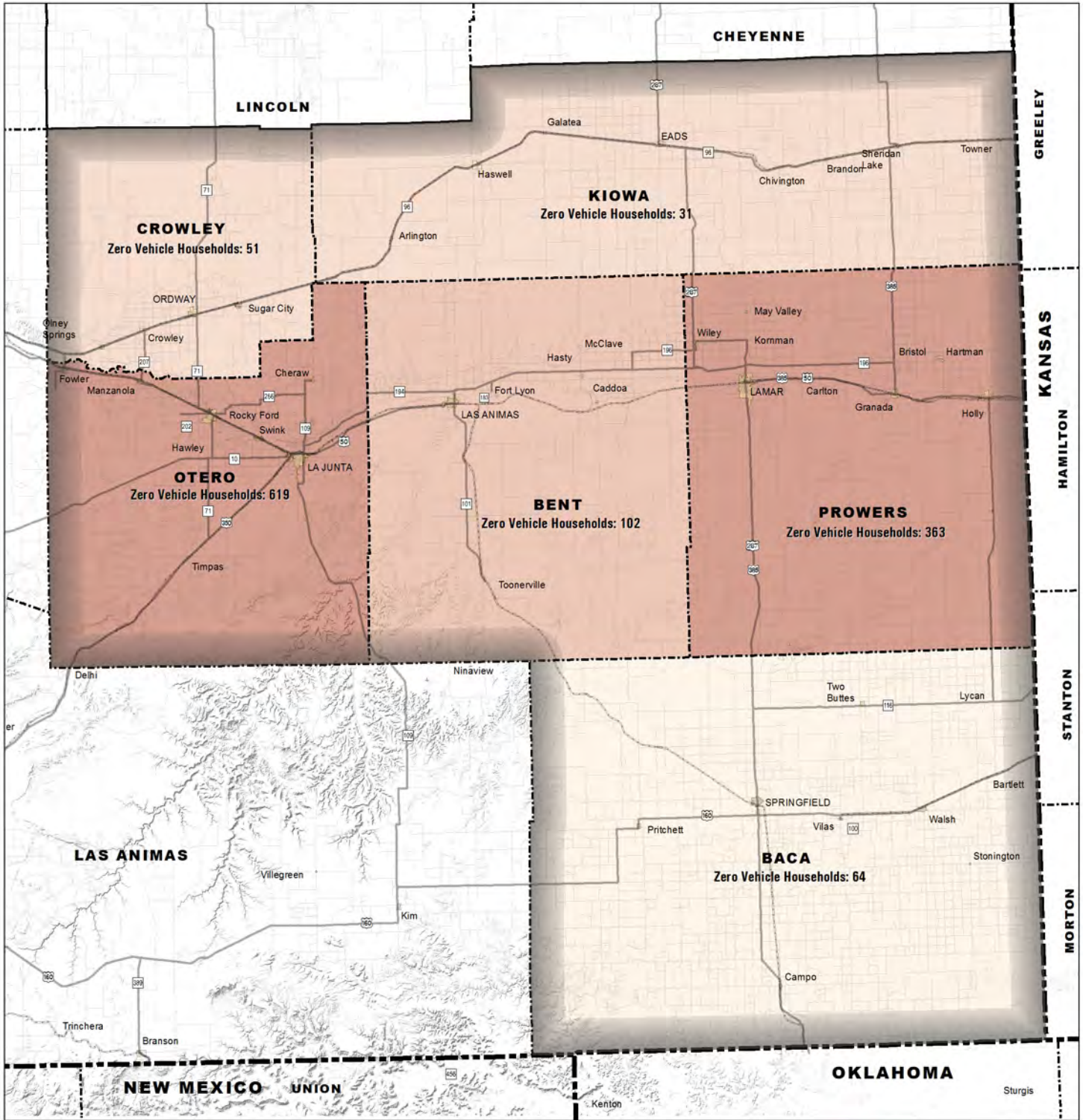
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2011 Percentage of Households with No Vehicle

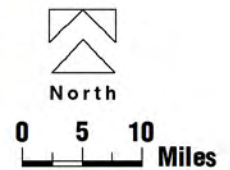
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



Legend

- | | | | | | |
|--|--------------------------------------|--|-----------------------------------------|--|-----------------------|
| | Less Than 4% Zero Vehicle Households | | 6% - 7% Zero Vehicle Households | | Interstate Highways |
| | 4% - 5% Zero Vehicle Households | | Greater Than 7% Zero Vehicle Households | | County Boundaries |
| | 5% - 6% Zero Vehicle Households | | Incorporated Cities and Towns | | State Boundaries |
| | | | | | U.S. & State Highways |

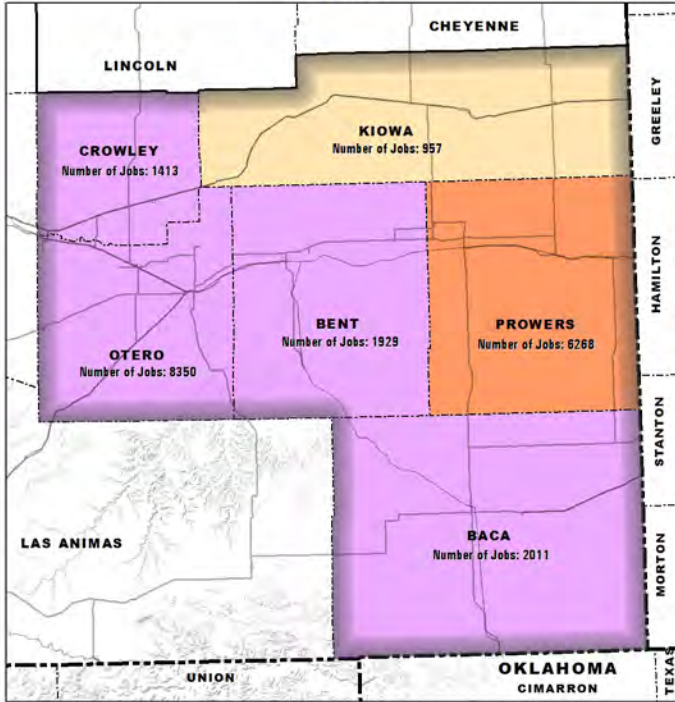
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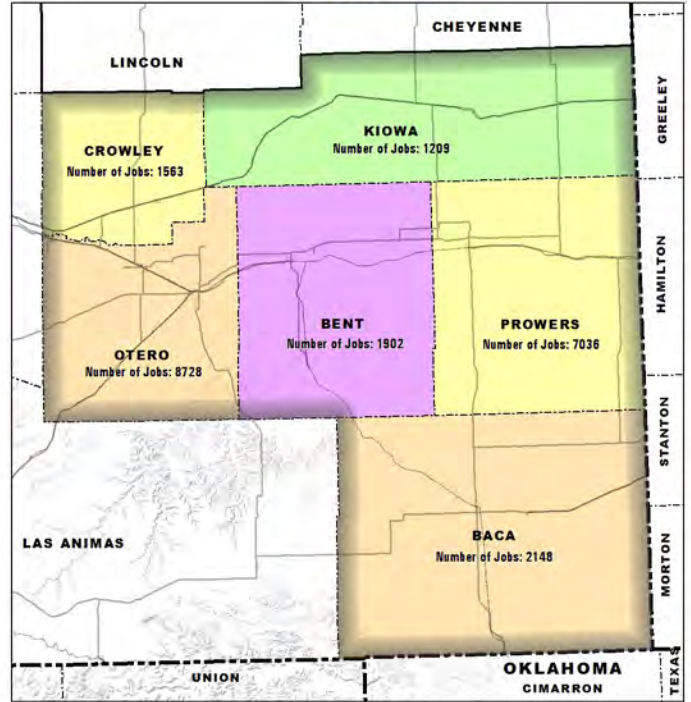
Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

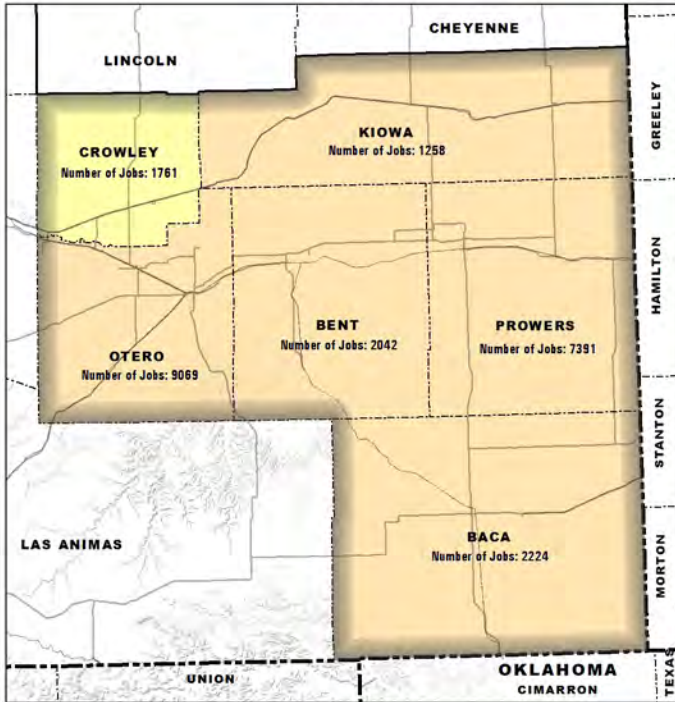
2010



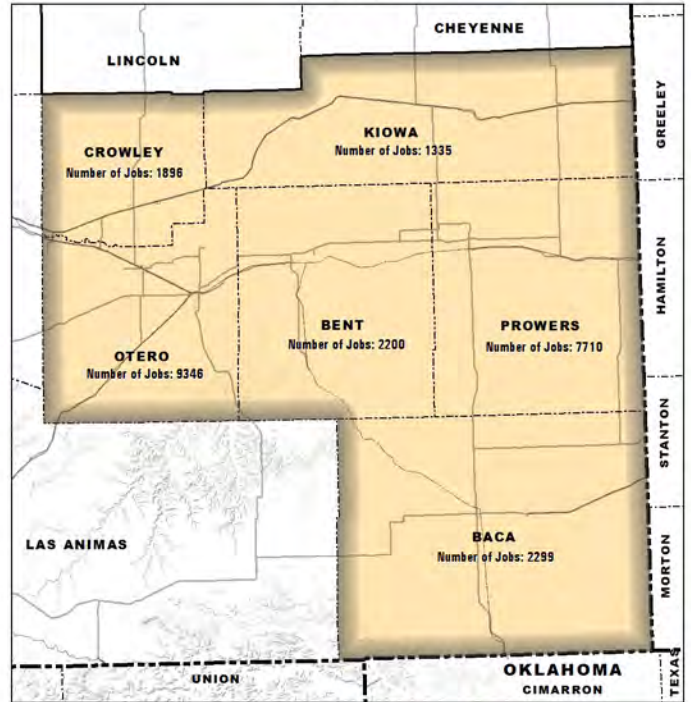
2020



2030



2040



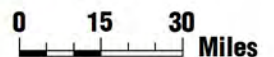
Legend

- 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
- Southeastern TPR Boundary
- U.S. & State Highways

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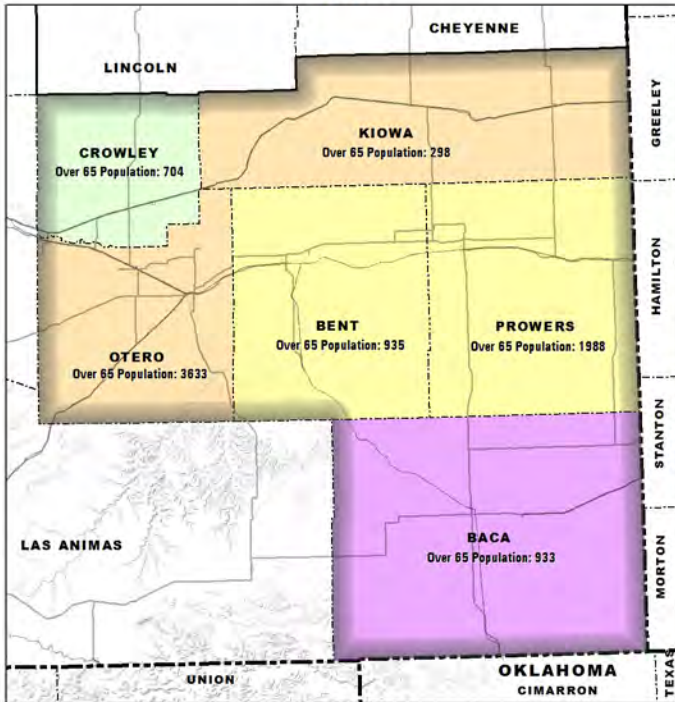
North



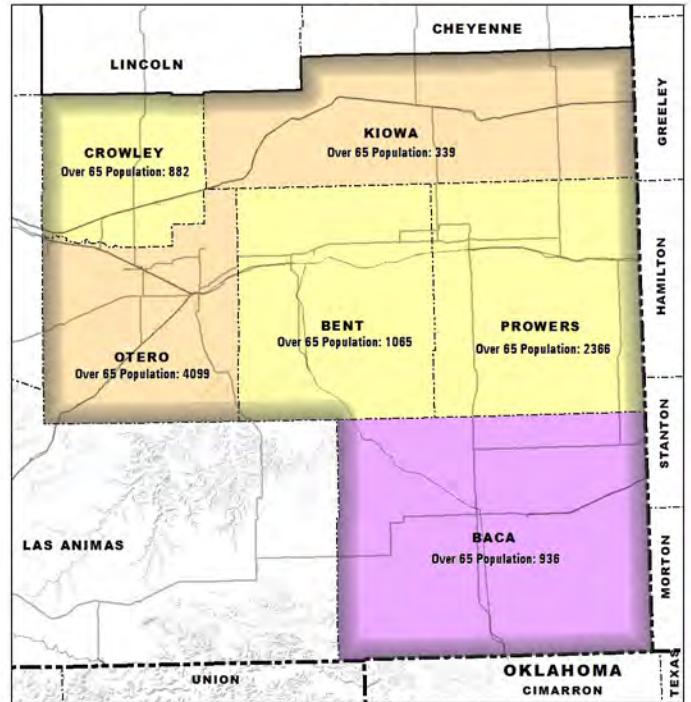
Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

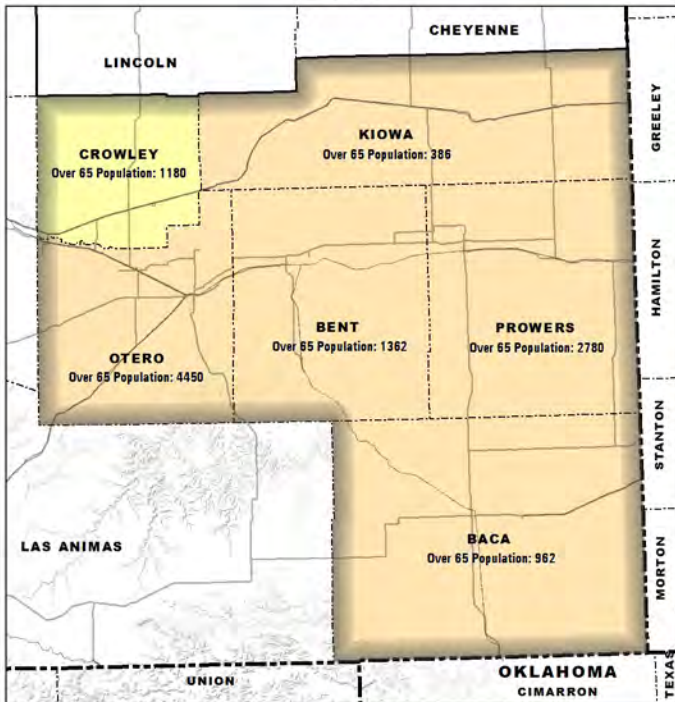
2013



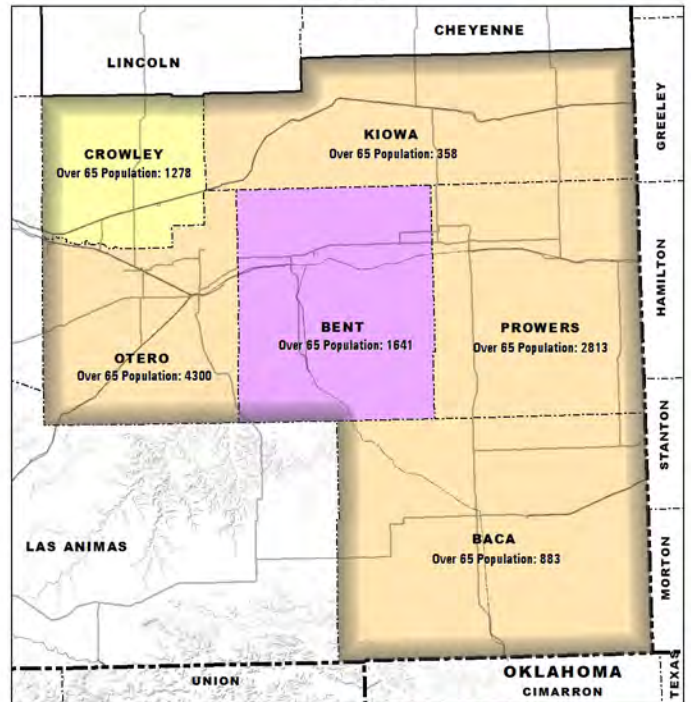
2020



2030



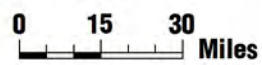
2040



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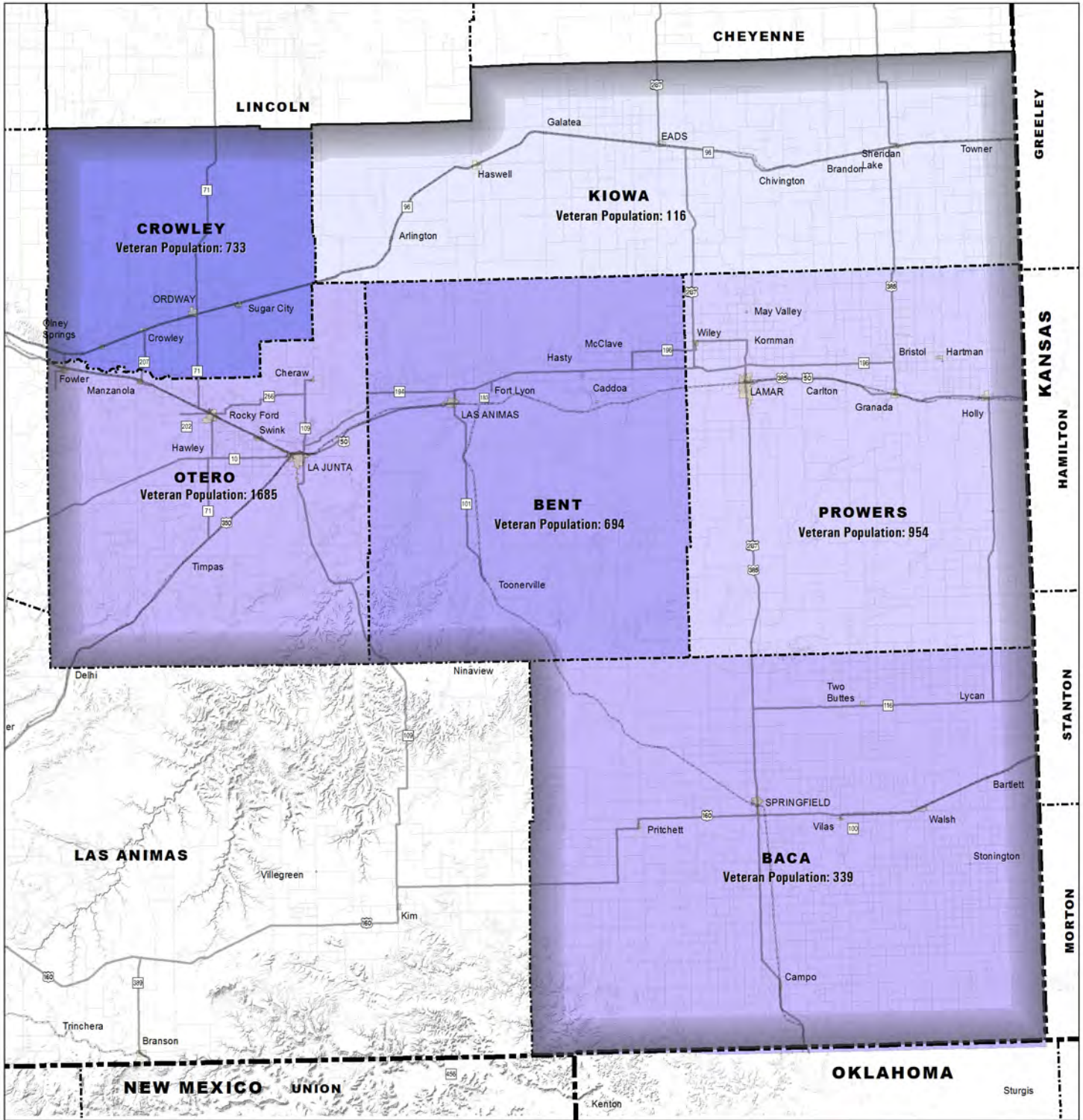
- Less Than 12% Age 65+
- 18% - 24% Age 65+
- 12% - 18% Age 65+
- Greater Than 24% Age 65+
- Southeastern TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries

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2011 Veteran Population

Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



Legend

- Less Than 7% Veteran Population
- 7% - 8% Veteran Population
- 8% - 10% Veteran Population
- 10% - 12% Veteran Population
- Greater Than 12% Veteran Population
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

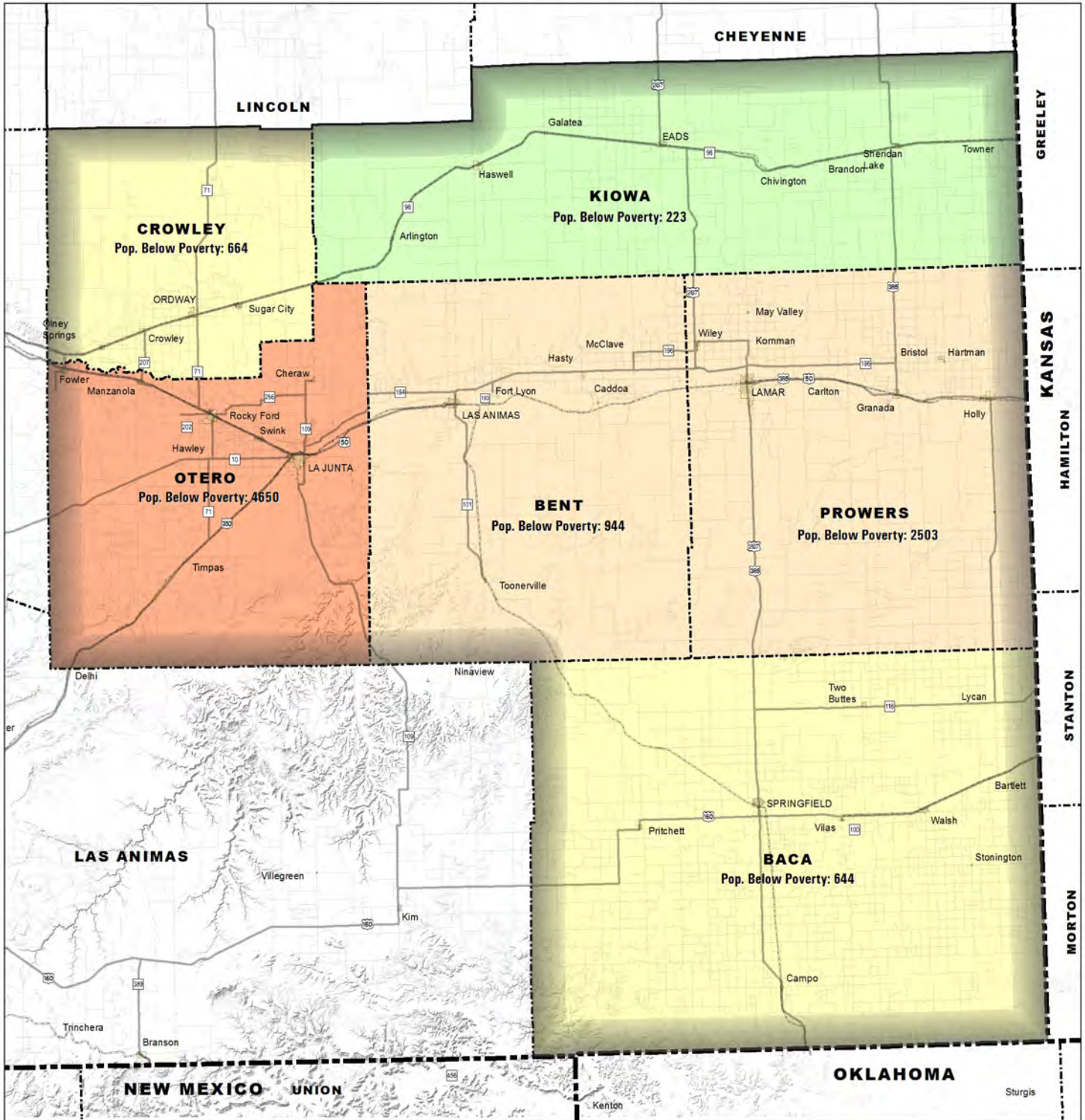
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2011 Population Below Federal Poverty Level

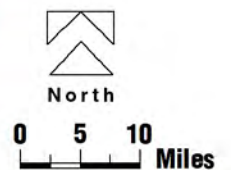
Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



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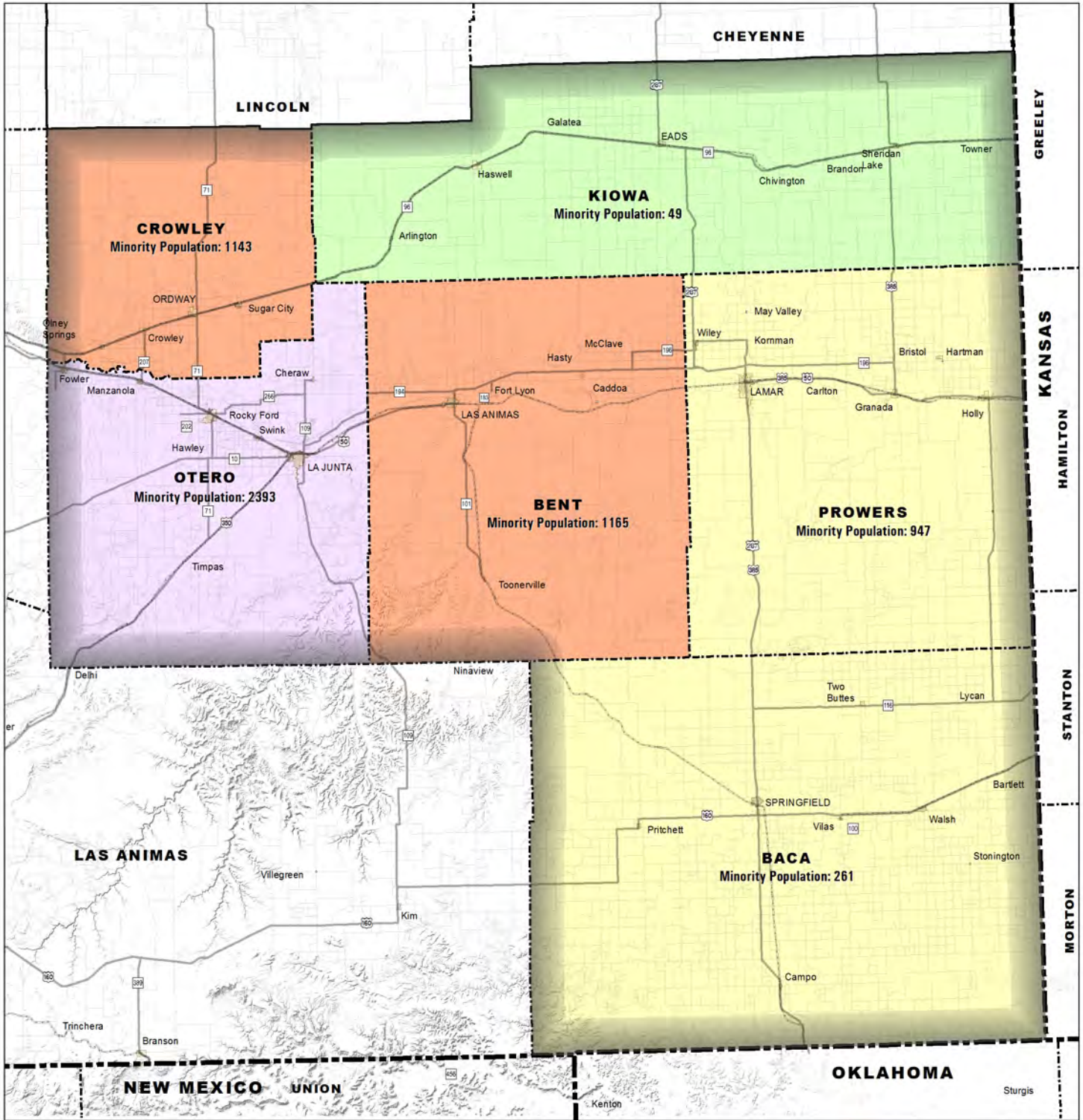
- Less Than 15% Individuals Below Poverty Level
- 15% - 20% Individuals Below Poverty Level
- 20% - 25% Individuals Below Poverty Level
- Greater Than 25% Individuals Below Poverty Level
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

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2011 Minority Population

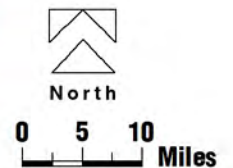
Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)



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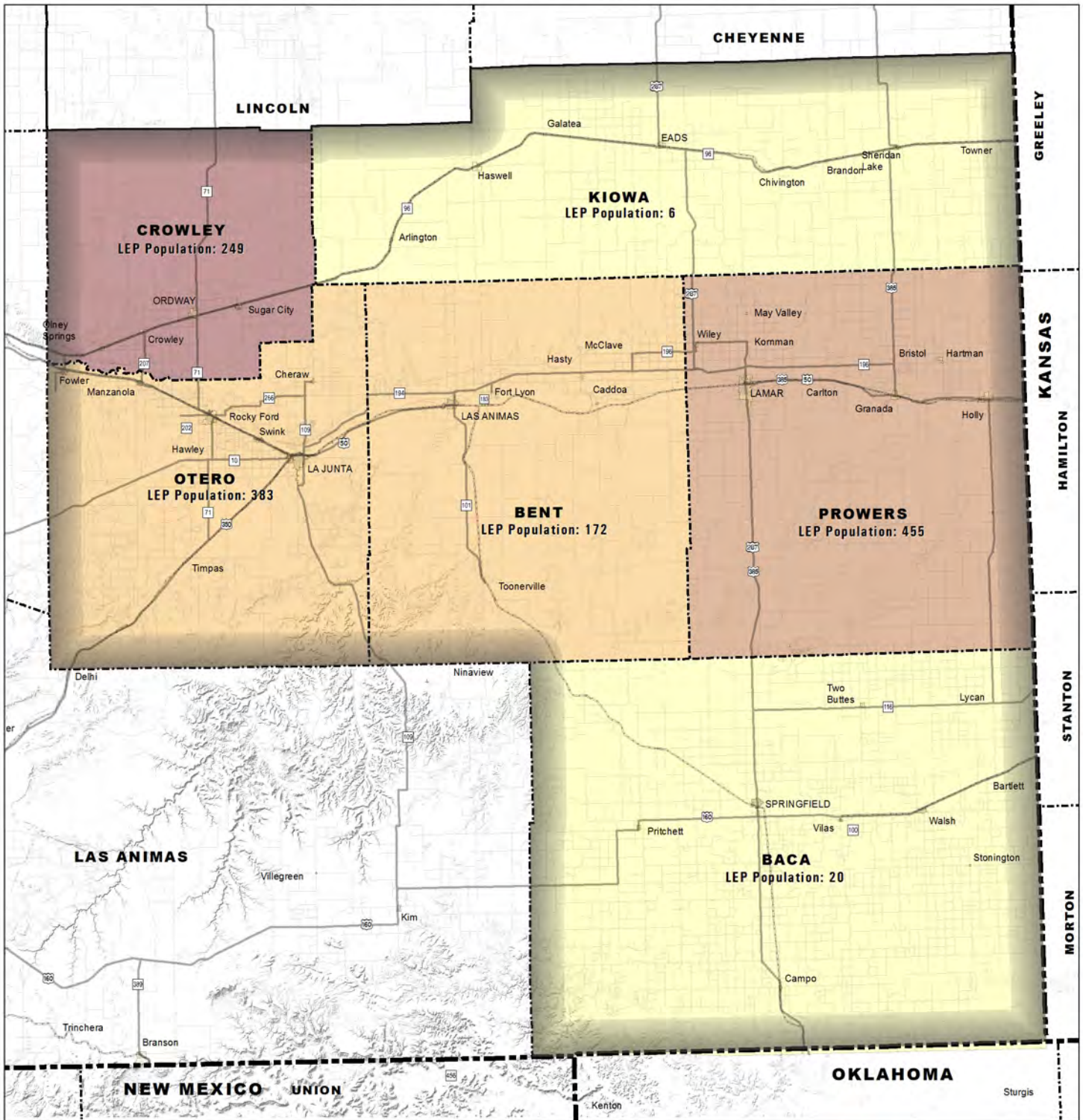
- Less Than 4% Minority Population
- 4% - 8% Minority Population
- 8% - 12% Minority Population
- 12% - 18% Minority Population
- Greater Than 18% Minority Population
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

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2011 Percent of Population with No or Limited English Proficiency

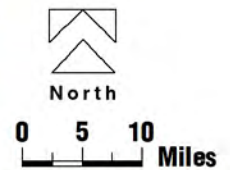
Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - not at all or not well".



Legend

- Less Than 1% Limited English Proficiency
- 1% - 2% Limited English Proficiency
- 2% - 3% Limited English Proficiency
- 3% - 4% Limited English Proficiency
- Greater Than 4% Limited English Proficiency
- Incorporated Cities and Towns
- Interstate Highways
- County Boundaries
- State Boundaries
- U.S. & State Highways

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SOUTHEAST 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 **Southeast 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 Southeast Regional Transportation Plan as well as the Colorado Department of Transportation's first ever comprehensive Statewide Transit Plan.

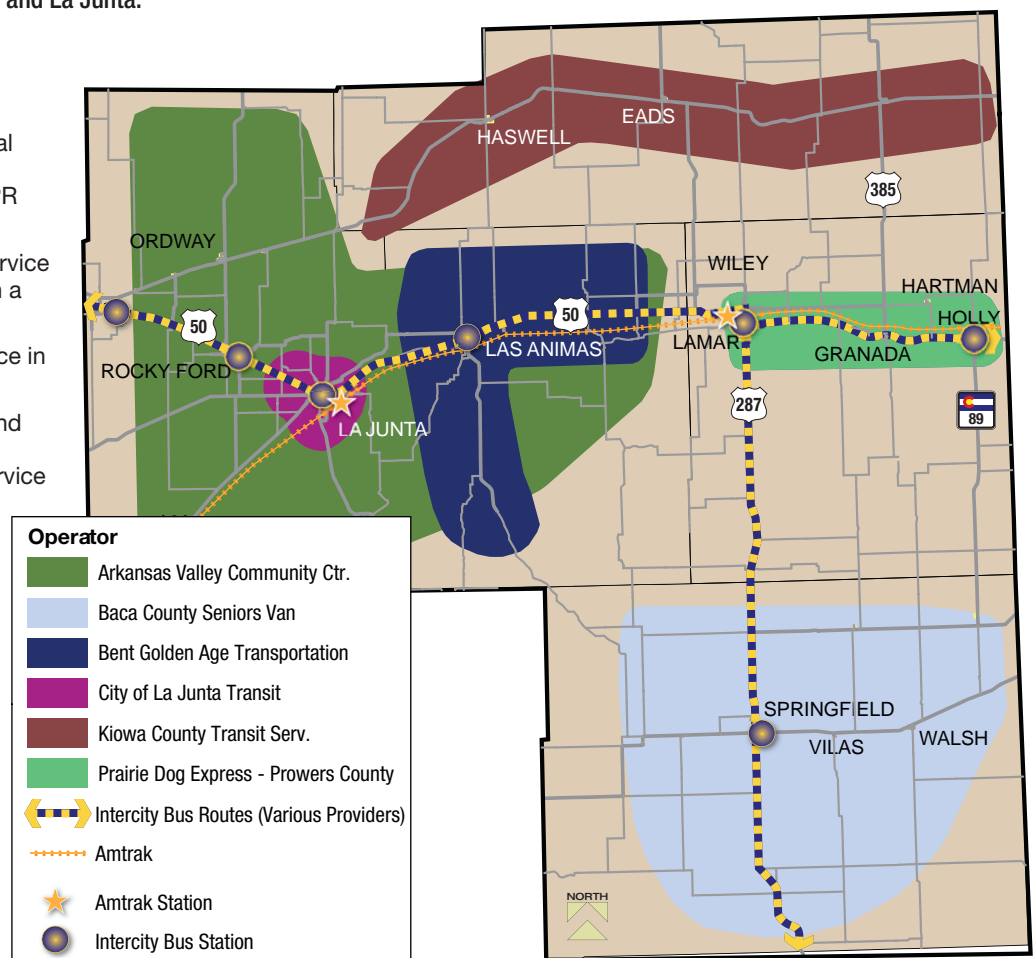
This map identifies some of the known service providers and service areas within the Southeast TPR according to the 2008 Plans. Additional smaller providers not identified on the map include: Bent County Memorial Nursing Home, SAGE Services, Southeast Mental Health Services (SEMHS), Child Development Services/Head Start, Fort Lyons Veterans Administration Hospital, Long's Transportation, Juniper Village/Sandhaven Nursing Home, Lamar Community College, Holly Nursing Care Center, Weisbrod Hospital and Nursing Home, and Fowler Health Care Center. The Southeast TPR also has service provided by two intercity bus lines (Greyhound and Prestige) and Amtrak's Southwest Chief passenger rail with stops in Lamar and La Junta.

Key Issues Identified in the 2008 Plan

- Need for regional and intra-regional service on US 50 and US 385 to connect counties within the SE TPR and to areas outside the region
- Need for evening and weekend service as well as more hours of service in a day
- Need to maintain Amtrak rail service in Lamar and La Junta
- Providers serve primarily elderly and disabled population, need more general public and low-income service

Strategies identified in plan to address Key Issues:

- Expand service hours
- Use more economical vehicles
- Provide intra-regional service on US 50 from Lamar through La Junta to Rocky Ford
- Create a regional fixed route to serve front range communities for medical trips
- Expand service in Crowley County and the community of Sugar City
- Provide intra-regional service along US 385 from Eads through Lamar to Springfield
- Develop an interagency agreement to operate regional service to Pueblo



Source: Data collected from the 2035 Regional Transportation Plan and the 2035 Local Transit and Human Service Transportation Coordination Plan.

Plan Goals:

- To develop multimodal transportation options to improve mobility and support economic development
- **Subgoal:** improve air, rail, intercity bus, public transit and bikeway facilities and services throughout the region in addition to highways

Southeast TPR Transit Projects

Projects from the 2008 Local Plans

Capital:

- | | Implemented | In Progress | Deferred | Eliminated |
|-------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Sixteen replacement buses are needed in the region | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. GATS needs one new bus | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Prowers Area Transit needs two minivans | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. La Junta to develop a new bus facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Prowers to improve their existing facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Prowers to update their communication equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Baca County develop a new bus facility | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Operating:

Short-Term

- | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Kiowa and Prowers needs to add 500 annual revenue hours to their transit services | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. GATS to implement hourly service in Bent County | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Create a regional fixed route service to the Front Range communities for medical trips, by working with the Southeast Economic Development Agency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Long-Term

- | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Prowers to develop regional service with 2,000 annual revenue hours and weekend service with 1,200 annual revenue hours | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Create intra-regional service along US Highway 50 (US 50) from Lamar through La Junta to Rocky Ford, by working with the Southeast Economic Development Agency. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Expand service in Crowley County and Sugar City | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Create intra-regional service along US 385 from Eads through Lamar to Springfield | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Expand hours of service to include evening and Saturday service (5-10 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Coordination:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Develop an interagency agreement to operate the regional service to Pueblo, by working with the Southeast Economic Development Agency | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Develop coordinated training programs, which would allow for increased efficiencies and reduced costs for the local agencies | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Coordinate regional trips to the Front Range for medical and other services (1-3 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Local transportation providers could coordinate on a weekly basis the need for regional trips to the Front Range for services. To ensure cost sharing, each provider involved could take a turn at providing the service or, in turn, pay the share of the trip cost (1 to 3 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Coordinate intraregional trips along US 50 for medical, employment, and other services (3-6 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Coordinate training programs (1 to 3 years) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Create fixed-route service in Lamar and between Rocky Ford and La Junta (5-10 years) save costs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Projects from Other Plans

- A. Statewide Transportation Plan - Retain Amtrak SW Chief passenger rail service in the region

2013 CASTA Survey – Transit Priorities

Prowers Area Transit

1st Tier Priorities

- Expand transit fleet to meet existing demand
- Upgrade fleet
- Invest in system upgrades (dispatch, etc.)

2nd Tier Priorities

- Extend hours of service
- Increase number of days of service
- Back fill funding short falls

3rd Tier Priorities

- Build new facilities
- New system upgrades (bus pullouts, etc.)

La Junta Transit

1st Priority - Use money to back fill short falls

2nd Priority - Operate new routes in areas not currently served

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