



## Intermountain Transit Working Group Meeting #3

Date: February 28, 2013

Time: 1:30PM – 3:30 PM

Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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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 # 1-877-820-7831  
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										■	



## Intermountain Recommended Strategies

*Intermountain Transit Vision: The Intermountain TPR will provide an integrated transit network that offers access and connectivity to, from, and within the region to enhance the quality of life of all residents, businesses, employees, and visitors.*

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
1) Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.	Coordination among agencies, including: vehicle sharing, new and improved connections between services, medical trips to Denver and other areas in the region	<b>Ad</b>	<b>Ad</b> FTA 5304, FASTER Local and Regional Government	All agencies	1-6 years
	Eagle County to Summit County (Frisco to Vail) – New general public service <i>6 round trips, 7 days per week</i>	<b>Op</b> \$486,000/yr <b>Cap</b> \$450,000	<b>Op</b> FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Eco Transit, Summit County	1-12 years



# Intermountain

Transportation Planning Region

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
1 cont.) Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.	Garfield County to Eagle County (Glenwood Springs to Eagle) – New General Public <i>6 round trips, 7 days per week</i>	<b>Op</b> \$486,000/yr <b>Cap</b> \$450,000	<b>Op</b> FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	Eco Transit, RFTA	1-12 years
	Planning studies, redesign of transit services, updates to services	<b>Ad</b> \$1,650,000	<b>Ad</b> FTA 5304, FASTER Local and Regional Government	All agencies	1-6 years
2) Enhance local and regional transit service to provide congestion relief.	Local and regional service expansions and enhancements	<b>Op</b> \$2,167,000/yr <b>Cap</b> \$1,310,000	<b>Op</b> FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services <b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership	All agencies	1-6 years



# Intermountain

Transportation Planning Region

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
3) Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicles.	Wayfinding capital improvements and technology enhancements for end users of the system	<b>Cap</b> \$240,905	<b>Cap</b> FTA 5311, FTA 5339, FASTER,	All agencies	1-6 years
	Creation and maintenance of a regional services inventory/directory (public, private and volunteer programs)		<b>Op</b> Private/In-kind Contributions, Corporate Sponsorship, Agency support <b>Ad</b> CDOT, CSBG/CDBG, OAA Title III, Other Federal	NWCOG	1-6 years
4) Ensure transportation/mobility options are available for transit dependent populations.	Expand and/or enhance existing human service transportation programs, e.g., additional capacity for disabled and elderly service in Garfield County, connection between Glenwood Springs and Eagle		<b>Op</b> FTA 5310, FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services , Medicaid, TANF, CSBG/CDBG, OAA Title III <b>Cap</b> FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III	All human service agency providers	Ongoing



# Intermountain

Transportation Planning Region

Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
4 cont.) Ensure transportation/ mobility options are available for transit dependent populations.	Establish a centralized regional Medicaid billing system for providers		<b>Op</b> Private/In-kind Contributions, Corporate Sponsorship <b>Ad</b> CDOT, CSBG/CDBG, OAA Title III, Other Federal, Agency Support	NWCOG and Partner Agencies	1-6 years
5) Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.	Bike and pedestrian capital improvements (pedestrian crossings, bike lanes, trip planners)	<b>Cap</b> \$20,782,000	<b>Cap</b> CDBG/CSBG, FASTER	Town of Avon, Town of Breckenridge, RFTA	1-6 years
	Region wide bike and pedestrian planning	<b>Ad</b> \$100,000	<b>Ad</b> FTA 5304	RFTA	1-6 years
6) Support transit investments that attract tourists and contribute to the economic vitality of the region and state.	Maintain operation of existing services	See Financial Discussion	<b>Op</b> FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF <b>Cap</b> FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	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	<b>TBD</b>	<b>Ad</b> FTA 5304, FTA 5326, FTA 5337, FASTER	All existing agencies	1-6 years



# Intermountain

Transportation Planning Region

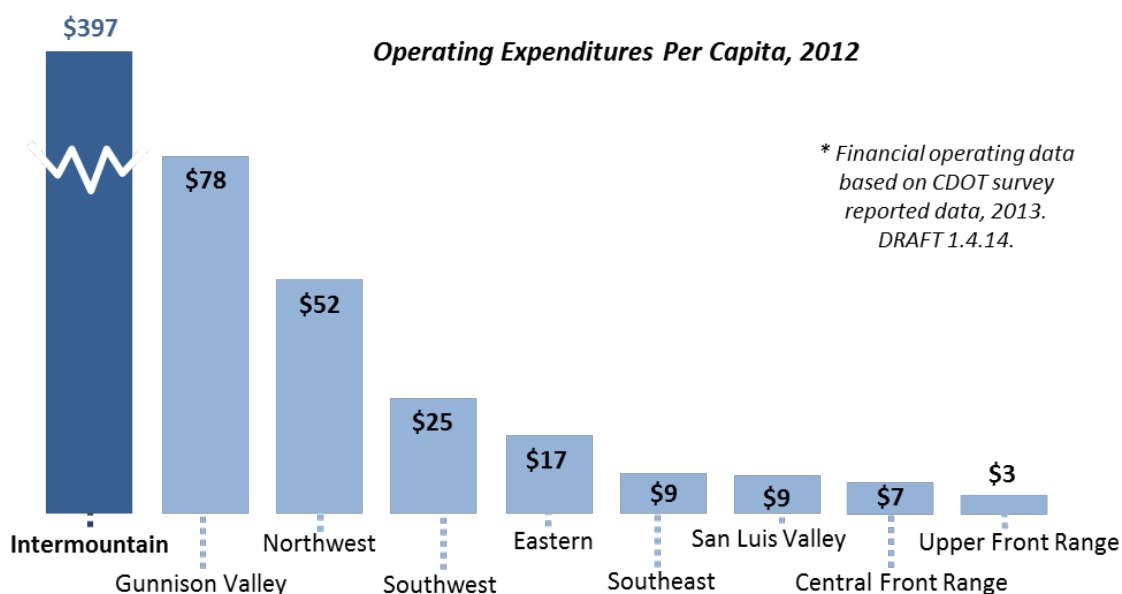
Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
6 cont.) Support transit investments that attract tourists and contribute to the economic vitality of the region and state.	Transit facility and infrastructure improvements (e.g. bus shelters/stations, park and rides, transfer centers/stations, operations/maintenance/administrative facilities)	<b>Cap</b> \$70,471,000	<b>Cap</b> FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	All existing agencies	1-6 years
	Investments in safety and security including staffing and new technology	<b>Op</b> \$35,000/yr <b>Cap</b> \$1,424,000	<b>Op</b> FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF <b>Cap</b> FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP	Eco Transit, RFTA, Town of Avon, Town of Breckenridge	1-6 years
	<b>TOTAL</b>	<b>Op</b> \$3,209,000/yr <b>Cap</b> \$95,500,000 <b>Ad</b> \$1,850,000			

# Intermountain 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 or other system users.

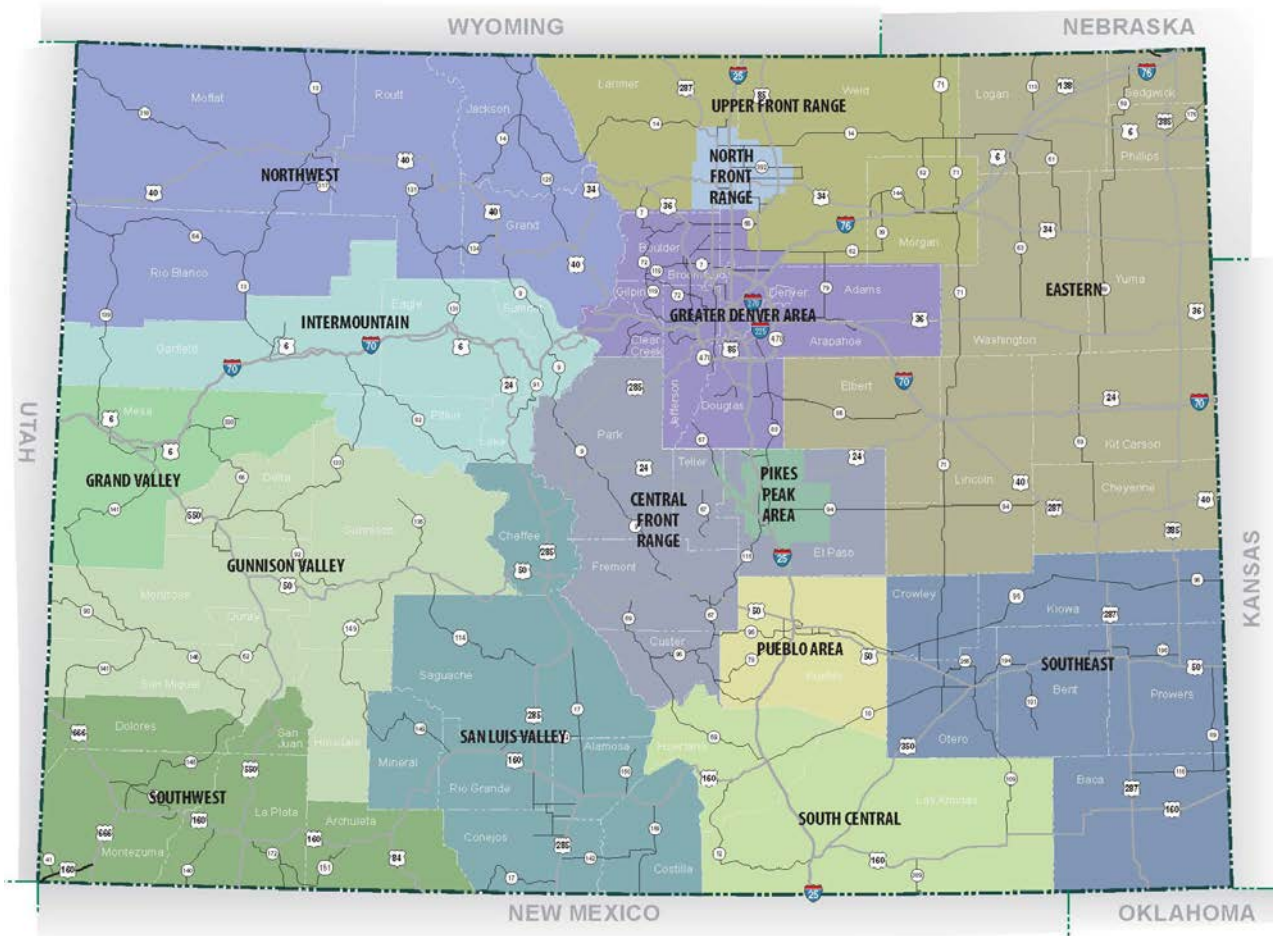


## Intermountain TPR Operating Expenditures

- In recent years, operating expenses for major transit providers in the region have grown faster than either available revenues or population growth. For some of the region's largest providers, operating expenses have grown at annual average rates ranging between 1.2% and 4.3% over the past five years.
- The region's full-time resident population is expected to grow 1.3% annually from 2010 to 2040 and reach over 300,000 by 2040.
- Approximately \$63.5 million annually, or \$397 per capita, is expended to support critical transit and transportation services within all counties of the region. Per capita measures account only for full-time resident populations and do not capture seasonal visitors, residents, and workers or reflect system ridership.
- To provide the same level of service (as measured by per capita expenditures) in 2040 as today – the region will require approximately \$120.1 million in operating funds.

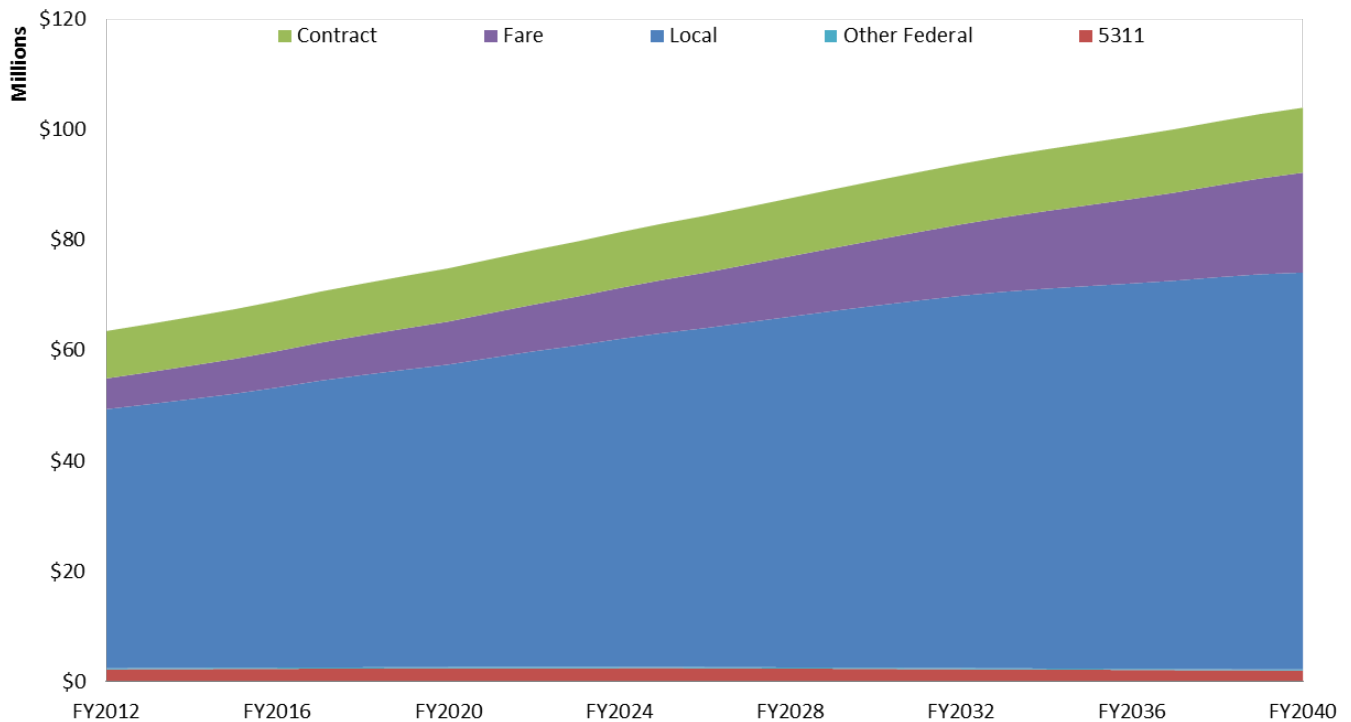


# PLANNING REGIONS



### Intermountain 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 Intermountain Region could expect transit revenues available for operating and administration purposes reach an estimated \$104 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 grant awards fund transit service funding in the region today, primarily operating support through FTA 5311 rural funds. Future FTA funding levels are estimated by CDOT per Congressional Budget Office forecasts.
- Local governments contribute the vast majority of operating funds that support transit and transportation services in the region. These funds include matching funds for grant awards, general fund transfers, contract services, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Local sales and use taxes provide the most significant source of revenue for local governments in the region (more than half of all revenues in many municipalities and counties). Based on historical trends, local government contributions have grown at an annual average rate of 1.2% per year in the region. However, growth in sales tax revenue is expected to slow over the long-term as consumer spending shifts from durable goods to non-taxable services, such as healthcare. Sales and use tax revenues are also highly variable and often differ from long-term forecasts with changes in local economies.
- Fare revenues tend to be variable and many transit agencies in the region operate on a no-fare basis. Growth in fare revenues is linked to personal income growth, ridership growth, and policy changes. Based on historic trends of providers in this region, fare revenues are anticipated to grow steadily at 4.3 percent annually, though fare-recovery rates could slow over the long-term.

- Contract revenues include primarily fee for services provided to local governments or businesses, primarily resort operators. Revenues are primarily dependent on system capacity and policy changes. These revenues are assumed to grow at a modest and steady rate over the long-term.
- Other revenues, including, Title III of the Older Americans Act (OAA), Non-Emergent Medical Transportation (NEMT) Medicaid, Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other FTA operating 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.

**Intermountain TPR Financial Projections**

Based on best available information and known trends, it is currently forecast that transit expenses in the Intermountain Region will outstrip the growth in transit revenues by as much as 0.2% 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 find new funding sources to address this potential funding gap.

<i>Intermountain TPR</i>	<b>2020</b>	<b>2030</b>	<b>2040</b>	<b>2020 - 2040 Annual Growth</b>
<b>Estimated Population</b>	203,239	252,688	302,439	1.3%/yr
<b>Estimated Operating Expenses</b>	80,729,863	100,371,698	120,133,839	1.3%/yr
<b>Estimated Operating Revenues</b>	\$74,877,529	\$90,742,555	\$103,962,997	1.1%/yr
<b><i>Potential Funding (Gap) / Surplus</i></b>	<i>(-\$5,852,334)</i>	<i>(-\$9,629,143)</i>	<i>(-\$16,170,843)</i>	-0.2%

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 and to meet the growing needs of seasonal visitors, businesses, elderly, veterans, low-income, and transit dependent populations.



# 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