



Intercity and Regional Bus Network Study

Statewide TAC Meeting #2
Problem Statements and Goals





Agenda

Meeting Goal: Identify a clear purpose and need statement and identify initial goals for review at public meetings.

- Introductions
- Recap and updates
 - I-70 TAG
 - TRAC Subcommittee update
 - January TAC recap
- Draft Technical Reports
- Project guidance
 - Purpose and Need
 - Goals/objectives
 - Performance measures
 - Service standards
- Next meetings
 - Public meeting tentatively scheduled for April
 - TAC and TAG at May CASTA Spring Conference
 - Operator and station agent discussion





Colorado Statewide Intercity and Regional Bus Network Study

Introductions





Recap and Updates

- I-70 TAG
- TRAC Subcommittee update
- January TAC recap
 - Reviewed 2008 study and changes in service since 2008
 - Review of RCB work by DTR
 - Identification of existing intercity and regional bus issues





Draft Technical Report #1: Policy Context

- FTA Section 5311 (f) Program
 - Largely unchanged – 15% of program
 - Consultation process, certification if less than 15% is needed to meet intercity bus needs
 - Pilot program to allow private operator match now codified in MAP-21
- Significant State changes
 - Division of Transit and Rail established
 - Availability of FASTER funds





Technical Report #2: Existing Services

- Presents overview of intercity and regional services
- Major changes – both discontinuations and new services
 - Intercity
 - Regional, including Casino and Airport services



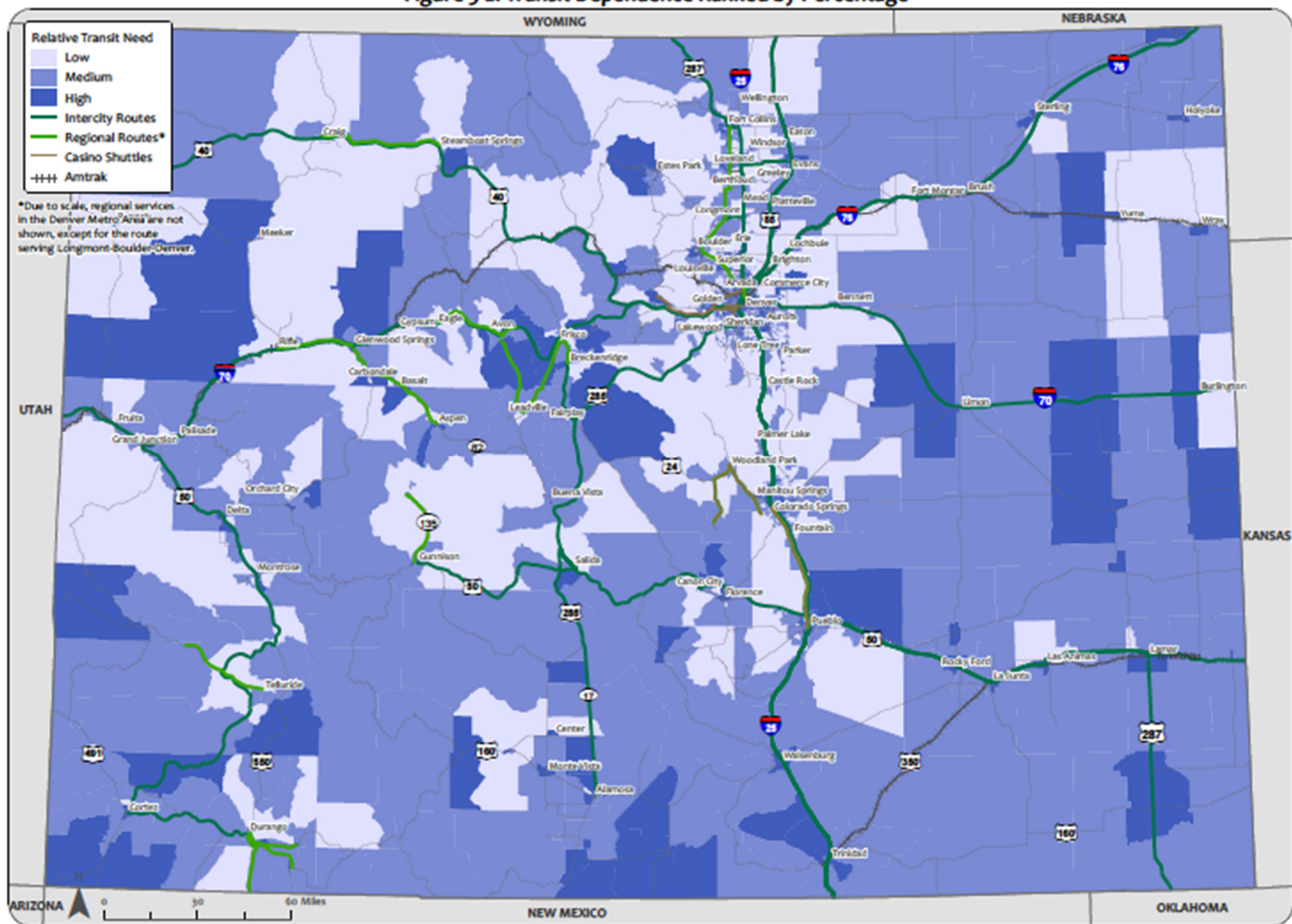


Draft Technical Report #3: Need

- Demographic & economic characteristics form foundation
- Activity centers are identified
- Intercity Demand: comparing existing services to needs reveals gaps



Figure 3-2: Transit Dependence Ranked by Percentage





Tech Memo 3: Regional Demand

- US 34 – Greeley to Loveland
- US 34 – Loveland to Estes Park (seasonal)
- Regional human service transportation to major urban service centers
 - Trinidad to CO Springs and Denver
 - Alamosa to CO Springs and Denver
 - I-70 corridor to Grand Junction and to Denver
 - Grand Junction to points south
 - Grand and Jackson counties to Fort Collins





Regional Commuter Bus Demand

- For I-25 Corridors, a multi-step process:
 - Historic service and ridership levels
 - Mode share (journey-to-work data) that considers qualitative factors
 - Population and employment forecasts
 - Estimate ridership for specific service plans
- For I-70 Corridor:
 - Will consider employment, human service, and recreational travel demand





Colorado Statewide Intercity and Regional Bus Network Study

Problem Statements and Goal Setting





Project Guidance and Evaluation

Evaluation Document	Project Phase	What it includes	Included in this study?
Purpose and Need	Developed at the start of a planning project.	<ul style="list-style-type: none">• Defines problem(s)• Specific enough to identify and evaluate alternatives• No mode specific or biased toward a solution	Yes
Goals and Objectives	Developed after purpose and need and existing conditions.	<ul style="list-style-type: none">• Based on understanding of the problems<ul style="list-style-type: none">○ Goals are statements about what the project is trying to achieve○ Objectives are specific results that the project should deliver	Yes
Performance Measures	Evaluated biennially by state on a statewide basis. Can be used to help select and evaluate projects.	<ul style="list-style-type: none">• Required as part of MAP-21 for conducting long-range plans• Targets set at state and MPO level• Intended to measure progress toward attaining Federally set performance measures• Report progress biennially	Yes, will recommend potential performance measures for inclusion at state level to evaluate intercity and regional bus
Service Standards	Developed and used by state or agency to evaluate services (typically annually)	<ul style="list-style-type: none">• Agency specific• Minimum threshold for evaluation of services provided (e.g. passengers per hour, cost per hour, etc.)• Typically evaluated annually	No



Problem Statement

- Do the statements below accurately represent real, defensible problems? Delete and edit as appropriate.
- Are the problems identified correctable by recommendations in this study?





Problem Statement

Service gaps

- Census-based travel demand indicates that there is strong commuter demand for travel in the numerous corridors that have limited or no transit service.
- Resort, recreational, and sporting destinations in Colorado have extremely high seasonal travel demand that is served only by private auto and limited private shuttle services limiting access to key economic generators.
- Limited or no access to medical or other services between communities and regional service centers.





Problem Statement

Service gaps

- Census-based travel demand indicates that there is strong commuter demand for travel in the numerous corridors that have limited or no transit service.
- Resort, recreational, and sporting destinations in Colorado have extremely high seasonal travel demand that is served only by private auto and limited private shuttle services limiting access to key economic generators.
- Limited or no access to medical or other services between communities and regional service centers.





Problem Statement

Facilities

- Today, transit services traveling in congested corridors are slow and often not reliable.
- Many of the existing facilities are substandard, and do not provide adequate space or amenities for intermodal activity.
- Existing regulations (e.g. zoning) often do not accommodate regional and intercity bus activity on-street.





Facility Goals

- Identify capital improvements to improve transit reliability and travel speeds
- Build and upgrade facilities to accommodate intermodal activity
- Work with cities and counties to create/amend regulations to accommodate transit





Problem Statement

Customer Information

- Today's transit information resources often do not provide information on all available services and there is minimal coordination between services.





Customer Information Goals

- Identify a single entity to coordinate transit information statewide
- Identify mechanisms to disseminating information statewide



Problem Statement

Services and Modes

- Many services are not frequent enough to support commuter travel demand.



Services and Modes Goals

- Increase frequency of service to accommodate demand





Problem Statement

Funding

- The primary source of operating funds is local funding and this is limited to services in the local area where taxes are paid.
- The Federal program provides operating funds, but only funds 25% of rural Colorado transit service costs.
- Colorado's method of funding transit service does not support connectivity between systems.





Funding Goals

- Identify operating and capital funding to support regional services





Wrap Up

- Public meeting – Late April
- Next TAC meeting – CASTA Conference
- Operator and station agent discussion

