

**INTERMOUNTAIN TRANSPORTATION  
PLANNING REGION  
REGIONAL COORDINATED TRANSIT AND  
HUMAN SERVICES PLAN**

***Prepared for:***

Colorado Department of Transportation  
Division of Transit and Rail and  
Intermountain Transportation Planning Region

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## 1.0 INTRODUCTION

Public transportation is a lifeline for many residents throughout the Intermountain Transportation Planning Region (TPR) and state of Colorado. Transit services connect residents, employees, and visitors to major activity centers such as jobs, schools, shopping, medical care and recreation. These transit services are important contributing factors to the economic, social, and environmental health of the state and also provide many benefits to individuals and communities. The following are just a few of the benefits:

- ▶ Economic benefits of transit include providing access to jobs, shopping, and other destinations; creating jobs in public transit and related industries; reducing the cost of transportation for individuals and families with a portion of the cost savings redirected to the local economy; providing businesses with access to a broader labor market with more diverse skills; and providing savings associated with the reliability and effects of reduced congestion.
- ▶ Social benefits of transit include providing transportation options to access destinations; reducing household expenditures on transportation, allowing savings to be spent in the local economy; reducing non-transportation service costs; reducing travel time and accidents because of less congestion on the road; providing accessibility of transit by all segments of the population; providing health benefits associated with walking to/from transit; and providing an overall savings in time and money.
- ▶ Environmental benefits of transit include reducing emissions and the carbon footprint, reducing gas consumption, improving air quality with a reduction in associated health issues; and lessening impacts on the environment and neighborhoods due to transit's typically smaller footprint.

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT), in cooperation with the Intermountain TPR, developed this Regional Coordinated Transit and Human Services Plan to meet all CDOT and Federal Transit Administration (FTA) planning requirements for funding eligibility and planning for Colorado's transit needs.

CDOT will use this plan to evaluate grant applications for state and federal funds received by regional transit and human service providers over the next five years. Transit and human service providers in the TPR will use this plan to prioritize transit investments in the next several years that work toward implementation of the TPR's long-term transit vision and goals, and priority strategies.

### 1.1 *Purpose of Plan*

This plan serves as the Regional Coordinated Transit and Human Services Plan for the region per FTA requirements. It identifies projects and strategies to enable the region's transit and human service providers to improve mobility of the populations who rely upon human service transportation or public transit, to minimize duplication of federally-funded services, and to leverage limited funds. The coordination projects and strategies identified generally have a short-term focus and are based on the prioritized needs of the TPR.

In addition, this plan identifies a regional transit vision and financial plan to guide transit investment over the next 20+ years. Along with the State's other Regional Coordinated Transit and Human Services Plans, this plan will act as the foundation for Colorado's first Statewide Transit Plan setting the stage for CDOT's vision, goals, policies and strategies for long-term transit investment.

Key findings and recommendations from this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and into the region's Regional Transportation Plan. Both of these documents will become part of the Statewide Transportation Plan which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.



## 1.2 *Federal and State Planning Regulations*

There are a variety of federal and state planning regulations and requirements that are met through the development of this plan and its incorporation in the Statewide Transit Plan. These are described below.

### 1.2.1 **Federal Planning Regulations**

Federal planning regulations are codified in 23 Code of Federal Regulations 450, which requires each state to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. This includes the development of a long-range statewide transportation plan with a minimum 20-year forecast period for all areas of the state and a statewide transportation improvement program that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the state. The long-range transportation plan shall consider connections among public transportation, non-motorized modes (e.g., bicycle and pedestrian facilities), rail, commercial motor vehicle, and aviation facilities, particularly with respect to intercity travel.

The transportation planning process considers projects, strategies and services that address several planning factors including:

- ▶ Economic vitality of the US, state, metropolitan and non-metropolitan areas
- ▶ Safety of the transportation system for motorized and non-motorized users
- ▶ Security of the transportation system for motorized and non-motorized users
- ▶ Accessibility and mobility of people and freight
- ▶ Protection and enhancement of the environment, promotion of energy conservation, improvement of the quality of life, and promotion of consistency between transportation improvements and state and local planned growth and economic development patterns
- ▶ Enhancement of integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
- ▶ Promotion of efficient system management and operations
- ▶ Preservation of the existing transportation system

The planning process is to be conducted in coordination with local officials in metropolitan and non-metropolitan areas, federal land management agencies, Tribal governments, health and human service agencies, and agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. In addition, preparation of the Regional Coordinated Transit and Human Services Plans should be coordinated and consistent with the statewide transportation planning process.

### 1.2.2 **MAP-21**

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century Act (MAP-21), providing approximately \$10 billion per year nationally for transit funding in fiscal years 2013 and 2014. CDOT receives and distributes a portion of these federal transit funds to transit and human service providers throughout Colorado through a competitive grant process. Under MAP-21 several of the transit programs were consolidated and streamlined and there is a new requirement that recipients of transit funds develop a Transit Asset Management Plan. There is also new emphasis on performance-based planning and establishment of performance measures and targets that must be incorporated into the long-range planning and short-term programming processes. Seven national goal areas were established: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced



project delivery delays. In August 2014, MAP-21, which was set to expire on September 30, 2014, was given a short-term extension to May 31, 2015.

Similar to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous transportation authorization bill, MAP-21 requires that projects selected for federal funding under the Elderly Individuals and Individuals with Disabilities program (Section 5310) be derived from a locally developed, coordinated public transit human services transportation plan. This plan meets this requirement for the region. While not a requirement for other FTA funds, FTA recommends, as a best practice, that all projects be identified through a coordinated planning process and be consistent with a plan.

### 1.2.3 Title VI

Title VI is a federal statute that is intended to ensure that programs (including public transit and human services) receiving federal financial assistance do not discriminate or deny benefits to people based on race, color, or national origin, including the denial of meaningful access to transit-related programs and activities for people with limited English proficiency (LEP). Title VI applies to CDOT and all CDOT grant partners receiving federal funds. While this document is not intended to be a Title VI compliance report, it does provide information on the demographic characteristics in the region compared to services provided in the region to assist with a Title VI assessment. The process to develop this transit plan includes information and outreach to individuals by providing language assistance upon request and by providing public information materials in Spanish.

### 1.2.4 Environmental Justice

Executive Order 12898 calls on all federal agencies to make environmental justice part of their mission by identifying and addressing disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Similar to Title VI, this plan does not provide a comprehensive environmental justice evaluation. It does, however, provide information on low-income and minority populations in comparison service areas in the region to assist with understanding how well these populations are served by transit services in the region. The process used to develop this transit plan included information and outreach to low-income and minority populations in the Intermountain Region and throughout the state.

### 1.2.5 Colorado Planning Requirements

CDOT is the agency responsible for providing strategic planning for statewide transportation systems to meet the transportation needs and challenges faced by Colorado; promoting coordination between different modes of transportation; and enhancing the state's prospects to obtain federal funds by responding to federal mandates for multimodal planning. State planning regulations, consistent with federal planning regulations, call for a multimodal plan that considers the connectivity between modes of transportation, coordination with local land use planning, focuses on preservation of the existing transportation system to support the economic vitality of the region, enhances safety of the system, addresses strategic mobility and multimodal choice, supports urban and rural mass transit, promotes environmental stewardship, provides for effective, efficient and safe freight transport, and reduces greenhouse gas emissions.

In 2009, state legislation created DTR with responsibility for planning, developing, operating, and integrating transit and rail into the statewide transportation system. As part of that mandate, a statewide transit and passenger rail plan that identifies local, interregional and statewide transit and passenger rail needs and priorities shall be developed and integrated into the Statewide Transportation Plan.

As a first step, a State Freight and Passenger Rail Plan was developed by DTR and adopted by the Colorado Transportation Commission in March 2012 (see **Section 1.3.2** for a summary). The next step was to develop the Statewide Transit Plan, which was done concurrently to the development of this Regional Transit Plan. The

Division may also expend funds to construct, maintain, and operate interregional transit, advanced guideway, and passenger rail services, among other things.

In addition, DTR is responsible for the administration of federal and state transit grants. In accordance with FTA, DTR will use this plan to determine if grant applications are consistent and compatible with the Plan's vision, goals, and strategies. Those that are consistent will be eligible for state and federal funding allocations through CDOT.

### ***1.3 Relevant Statewide Background Reports/Plans***

The following section describes transportation planning documents that have been completed in the last five years and their key findings and recommendations relevant to this Regional Transit Plan.

#### **1.3.1 Statewide Bicycle and Pedestrian Plan**

CDOT adopted Colorado's first Statewide Bicycle and Pedestrian Plan in October 2012. The plan focuses on the development of investment criteria for evaluating bicycle and pedestrian projects and programs, and performance measures. These criteria are based on a vision and eight broadly supported goals that can be achieved in part through improved bicycle and transportation projects and increased bicycling and walking activity. The goals, identified through extensive public and stakeholder input, include the following:

1. Enhance safety
2. Increase bicycling and walking activity
3. Expand recreational opportunities and enhance quality of life
4. Improve public health
5. Improve environment, air quality, and fossil fuel independence
6. Provide transportation equity
7. Maximize transportation investments
8. Improve the state and regional economies

The plan points out that nearly all transit trips begin and end with a walking trip and many also include a bicycle trip at the origin and/or destination and that successful bicycle and pedestrian networks have the potential to greatly expand the reach and effectiveness of public transit. Colorado's major metropolitan transit agencies, as well as many mountain communities, operate buses with bike racks. The plan suggests that the next step will be to increase the percentage of transit stops and stations that are easily accessible by bike or on foot and the percentage that provide secure bicycle parking.

#### **1.3.2 Colorado State Freight and Passenger Rail Plan**

The Colorado State Freight and Passenger Rail Plan, completed in March 2012, offers recommendations for both short- and long-term investments in the state's rail system while embracing a performance-based evaluation process and positioning Colorado to receive federal funding for infrastructure projects. This plan provides guidance for investing in future rail needs and presents ways to enhance passenger and freight rail development to support economic growth and environmental sustainability. It is a project-based plan required to have a major update at least every five years. In 2014, CDOT amended the passenger rail elements with a high-speed transit vision, based on the conclusions of the Advanced Guideway System (AGS) Feasibility Study and the Interregional Connectivity Study (ICS). The high-speed transit vision encompasses 340 miles of high-speed passenger transit network through or affecting four I-70 Mountain Corridor counties west of the Denver region from Eagle County Regional Airport to Denver International Airport (DIA), and twelve I-25 Front Range counties from Fort Collins to Pueblo. The next update for the Plan is anticipated to begin in 2016.

Passenger rail elements of the Colorado State Freight and Passenger Rail Plan that could potentially impact travel in and to the Intermountain region are numerous. The State Rail Plan identifies these suggested projects



without any statement about the feasibility or likelihood of action. The projects have been compiled based on recommendations/options from other plans or studies, as well as through stakeholder and public comment during the plan development. Projects include upgrades to the passenger rail cars on Amtrak's California Zephyr route, the acquisition of additional cars for Amtrak's California Zephyr route, possible passenger rail from Glenwood Springs to Aspen, possible passenger rail on Tennessee Pass Line from Gypsum to Leadville, possible passenger rail to connect to Amtrak's California Zephyr route between Pueblo and Dotsero via Tennessee Pass Line, and possible passenger rail from Glenwood Springs to Steamboat Springs.

### 1.3.3 Colorado 2011 Aviation System Plan

The Colorado Aviation System Plan Update, completed in 2011, is a performance-based plan that summarizes how airports of different classifications are meeting their assigned objectives and how the state airport system as a whole measures up. It identifies and describes actions and projects with the potential to improve system performance and offers generalized cost estimates for these policy choices.

This plan includes an objective for all airports in the Major and Intermediate categories to have access to ground transportation services for the millions of visitors who reach Colorado each year by air and support the Colorado economy. Ground transportation could include shuttles, taxis, buses, rail, and rental cars. There are no airports in the Intermountain region that have been identified in the plan as needing improved ground transportation.

### 1.3.4 Colorado Statewide Intercity and Regional Bus Network Plan

The 2014 Colorado Statewide Intercity and Regional Bus Network Plan updates the 2008 plan. The plan develops a regional network and provides policies for extending regional services within Colorado in addition to state-to-state trips served by intercity bus. It also provides a specific analysis of the I-70 corridor. Several types of service are evaluated in the plan including:

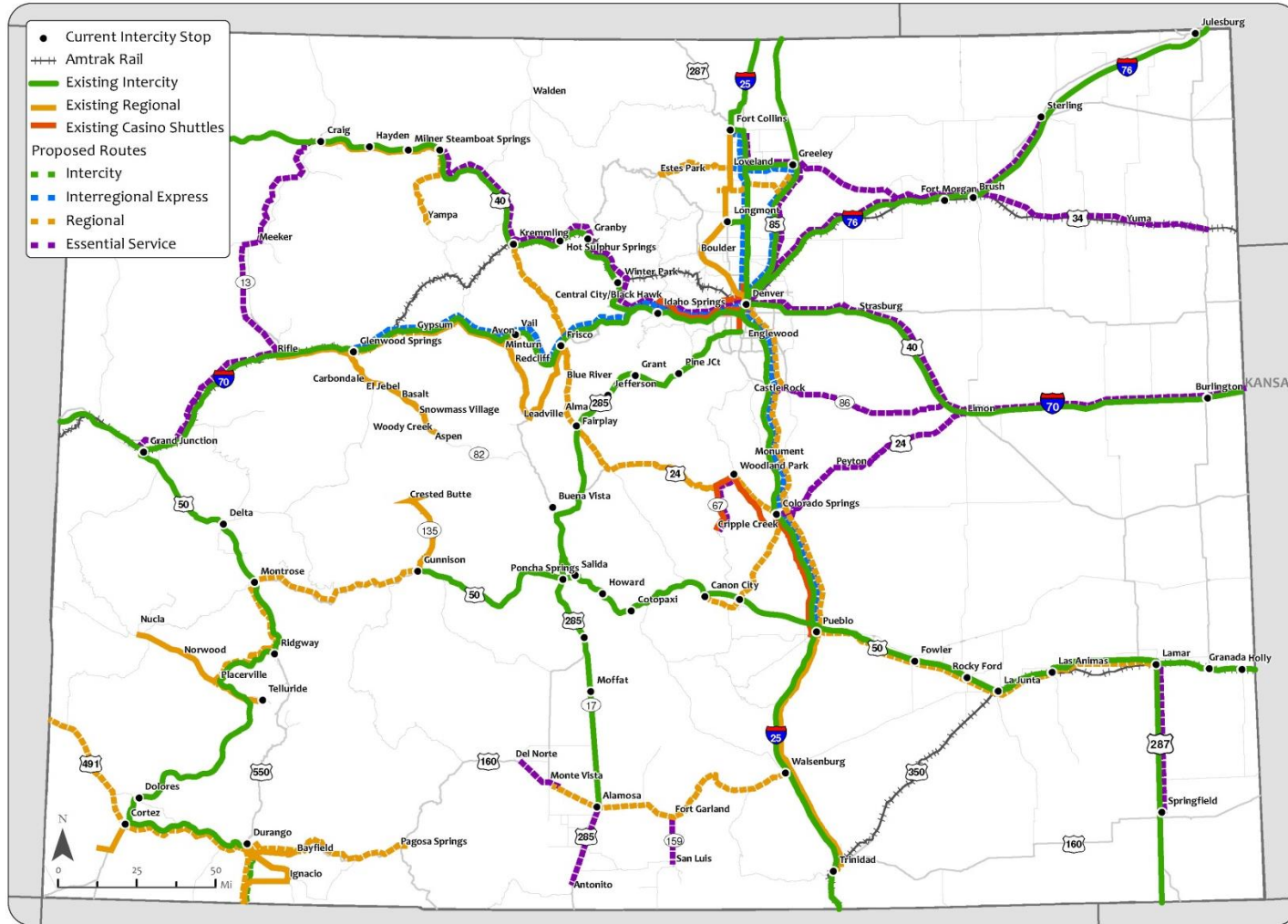
- ▶ Interregional Express Bus service – Travels between regions, focuses on commuter service; it typically operates weekdays, and attempts to provide time sensitive travel times.
- ▶ Intercity Bus service – Provides long-distance travel connecting major hubs throughout the nation, is typically funded with fares, and carries luggage and sometimes packages.
- ▶ Regional Bus service – Provides travel into urban areas and resort communities, typically provides more frequent bus service each day than intercity bus service. Operating and administrative funds come from federal, state and/or local sources.
- ▶ Essential Bus service – Focuses on meeting the needs of residents in rural areas for medical and essential services, and typically provides very infrequent service.

Recommendations made in this plan for the Intermountain TPR include an interregional express route from Glenwood Springs to Denver, an intercity route from Frisco to Kremmling, a regional route from Glenwood Springs to Gypsum, and the addition of an essential services route from Craig to Grand Junction. **Figure 1-1** includes the existing and proposed statewide routes identified in the Intercity and Regional Bus Network Plan.





**Figure 1-1 Existing and Proposed Statewide Routes**

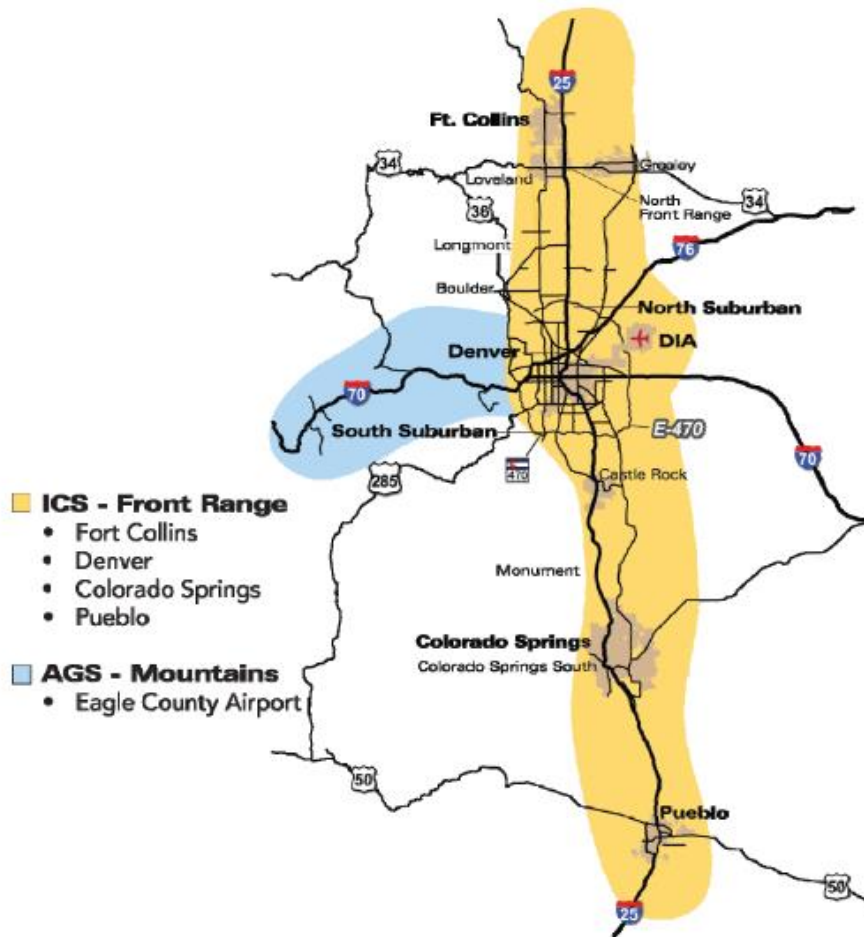


Source: 2014 Colorado Statewide Intercity and Regional Bus Network Plan

### 1.3.5 Interregional Connectivity Study and Advanced Guideway System Feasibility Study

The ICS and the AGS Feasibility Study, together, represent the vision for a comprehensive future high-speed transit system in the state. The two studies were conducted between April 2012 and 2014 and were coordinated throughout the planning processes, each examining the potential for high-speed transit alignments and ridership along different corridors. The ICS study limits included DIA to the east, the C-470/I-70 interchange near Golden to the west, the city of Fort Collins to the north, and the city of Pueblo to the south. The AGS study limits extended from the C-470/I-70 interchange near Golden west to Eagle County Regional Airport. **Figure 1-2** provides a snapshot of the study area.

**Figure 1-2 ICS and AGS Study Area**



Source: *Interregional Connectivity Study, 2014*

The recommendations for the ICS system, combined with the I-70 Mountain Corridor AGS system, estimate 18 million riders per year in 2035, with corresponding revenue of \$342 million to \$380 million annually. Implementation of the high-speed transit vision (both ICS and AGS combined) is estimated at over \$30 billion in capital costs. Implementation of the full high-speed transit vision from Fort Collins to Pueblo is assumed to begin with a Minimum Operating Segment such as DIA to Briargate to the south or DIA to Fort Collins to the north.

Detailed information and reports on each study can be found on CDOT’s Transit and Rail Program website.





### 1.3.6 Southwest Energy Efficiency Project – Economic Benefits of Transit Systems: Colorado Case Studies

In September 2013, the Southwest Energy Efficiency Project released their report, “Economic Benefits of Transit Systems: Colorado Case Studies,” which examined Fort Collins, the Roaring Fork Valley, and Grand Valley. This study showed quantifiable annual net benefits created by transit systems in each of the respective communities. Roaring Fork Transportation Authority (RFTA) provides an annual net benefit of \$38.6 to \$49.9 million to the Roaring Fork Valley. These benefit calculations took into account gasoline savings, vehicle maintenance savings, reduced congestion savings, avoided public assistance payments, reduced parking infrastructure demand, reduced cost of medical trips, and income from employment accessible by transit. Other benefits of transit that cannot be monetarily quantified include increased independence for elderly and disabled citizens, improved air quality, and health benefits of walking or biking to and from transit stops.

### **1.4 Relevant Intermountain TPR Background Studies/Plans**

Past studies conducted within the Intermountain TPR provide a framework for understanding the transportation needs throughout the region. Relevant reports and plans are listed below with a brief description and key findings.

#### **1.4.1 2035 Intermountain Local Transit and Human Service Transportation Coordination Plan**

In 2008, the Intermountain TPR completed its Local Transit and Human Service Transportation Coordination Plan as part of its 2035 Regional Transportation Plan. The Intermountain region had three plans developed for sub-areas within the region: Intermountain Central (Eagle and Lake counties), Intermountain East (Summit County) and Intermountain West (Garfield and Pitkin counties). The information and outcomes from these plans were incorporated into the Intermountain 2035 Regional Transportation Plan to reflect the multimodal needs of the region. The recommendations included in the transit plans were used as a starting place for discussion of transit needs and in developing this document.

#### **1.4.2 Aspen Airport Master Plan (2012)**

The Aspen/Pitkin County Airport’s Master Plan is a guide that presents a comprehensive overview of the airport’s needs, including the timing and cost for proposed improvements, an analysis of financing options, and an implementation plan. Recommendations in the plan include completing a study of best practices for mass transit service at other similar airports and that the airport should define specific measures to encourage the use of alternative modes of transportation. Additionally, the airport, Pitkin County, RFTA, and CDOT shall continue to coordinate as the terminal, bus rapid transit station, and pedestrian underpass designs progress to ensure that all projects are linked and integrated. The Final Report can be found at [http://aspensairportplanning.com/index.php?option=com\\_content&view=article&id=1&Itemid=3](http://aspensairportplanning.com/index.php?option=com_content&view=article&id=1&Itemid=3).

#### **1.4.3 Breckenridge Transit Plan (2009)**

The 2009 Breckenridge Transit Plan completed an operations analysis for the existing FREE RIDE and evaluated the needs for future service expansion. Recommendations include how to make the system more efficient, develop new route structures and schedules, and provide information for making key decisions on future levels of service and how that service is structured both internally in terms of staffing and externally in terms of actual operations. The Final Plan can be found at <http://breckfreeride.com/index.aspx?page=1505>.

#### **1.4.4 CDOT Statewide Survey of Older Adults and Adults with Disabilities (2013)**

In 2013, CDOT DTR conducted a statewide survey to learn about the travel behavior and characteristics of older adult (65 years or older) and disabled (18 years or older) residents of Colorado, and to determine their



transportation priorities, needs, and preferences. The survey also gathered information on the gaps and barriers to using transit and identified areas of focus to help address the transportation needs of older adults and adults with disabilities. The survey was conducted through direct mail efforts and also distributed by agencies throughout the state that serve older adults and adults with disabilities. Both Spanish and English versions were available for respondents. Survey results are reported at the statewide level as well as by TPR. Additional information and findings from the survey are included in Chapter 5 of this plan. **Appendix E** includes the full survey report for the Intermountain region.

#### 1.4.5 City of Rifle Transit Circulator Feasibility Study (2011)

The City of Rifle and RFTA Transit Circulator Feasibility Study conducted an exploration into the viability and feasibility for providing transit services within the City of Rifle. The study found the potential for a new local transit service to meet the needs of the general public and recommended the City begin an implementation plan to establish funding streams and public support for the service. The Draft Final Report can be found at [http://www.rifleco.org/documents/14/47/RIFLE-RFTACirculatorFeasibilityStudy\\_FINAL.PDF](http://www.rifleco.org/documents/14/47/RIFLE-RFTACirculatorFeasibilityStudy_FINAL.PDF).

#### 1.4.6 Eagle County Airport Master Plan (2014)

The Eagle County Airport's Master Plan is a 20-year guide that presents a comprehensive overview of the airport's needs, including the timing and cost for proposed improvements, an analysis of financing options, and an implementation plan. The plan indicates that the Eagle County Airport is very mature, and a small amount of growth in passenger enplanements is expected over the planning horizon (1.7 percent annually). The plan also shows that the majority of flights are generated or supported in some way by resort communities and that there is significant seasonal influx of passengers in the first quarter of the year. There are no direct recommendations in the plan relevant to transit. The Final Plan can be found at [http://www.eaglecounty.us/Airport/Master\\_Plan/Project\\_Documents/](http://www.eaglecounty.us/Airport/Master_Plan/Project_Documents/).

#### 1.4.7 Feasibility Study – Integrating Town of Breckenridge and Breckenridge Ski Resort Transit Services (2012)

This Feasibility Study evaluates the opportunity to integrate the Town of Breckenridge and Breckenridge Ski Resort transit services. Recommendations from the study identify the desire to take a phased approach to pursuing integration with an implementation plan identifying the need to build a strong working relationship which may eventually result in the complete consolidation of the two services. The Final Study can be found at <http://breckfreeride.com/Modules/ShowDocument.aspx?documentid=5796>.

#### 1.4.8 Glenwood Springs State Highway 82 Corridor Optimization Plan (2010)

The SH 82 Corridor Optimization Plan serves as the third in a series of documents designed to identify transportation concerns and alternatives for addressing future transportation demand on the highway, which serves as “Main Street” in Glenwood Springs. The plan focuses on alternatives and does not recommend a preferred alternative; included strategies are transit operations and capacity, transportation demand management, roadway operations, transportation system management, local circulation improvements, highway relocation, new bridge, interchange, and highway expansion. The Final Plan can be found at <http://www.ci.glenwood-springs.co.us/departments/publicworks/Engineering/10-12-14%20Final%20SH%2082%20COP.pdf>.

#### 1.4.9 RFTA Midvalley Local Transit Service Feasibility Study (2011)

The RFTA Midvalley Local Transit Feasibility Study was conducted to plan for future transit service needs in the communities of Basalt, Carbondale, El Jebel, and the immediately surrounding unincorporated areas of Garfield, Eagle, and Pitkin counties. The plan recommendations include initial and ultimate plan recommendations that



expand existing fixed route services and Americans with Disabilities Act paratransit service with attention to the connection with VelociRFTA service. The Final Report can be found at <http://www.lscs.com/projects/rfta/final.htm>.

### 1.4.10 Rifle Downtown Transit Oriented Development Strategic Plan (2013)

The Rifle Downtown Transit Oriented Development Strategic Plan builds upon the City's 2008 Downtown Master Plan by identifying needs, assessing market realities, and providing a planning strategy for the downtown over a 15-year planning horizon. Transit recommendations were developed by completing an Integrated Transit Vision and Phased Long Range Transit Plan, which identified future local transit routes, a plan for the future development of a regional high capacity transit system in the I-70 corridor, a new park-n-ride facility, and design considerations for accommodating transit along local streets. The Final Report can be found at <http://www.downtownrifle.net/>.

## 1.5 Plan Methodology

Many strategies were used to obtain the data and public input needed to develop this Regional Coordinated Transit and Human Services Plan. One of the foundational elements of the methodology was to use the Guiding Principles developed by CDOT's Transit and Rail Advisory Committee (TRAC) to guide the process. A Statewide Steering Committee (SSC) was formed to create a framework for the development of the regional and statewide transit plans, to create a statewide vision, supporting goals and objectives for transit, and to guide the overall plan development process. Demographic data were used to identify regional characteristics and growth projections for transit demand in the future. Additionally, the Intermountain region created a Transit Working Group (TWG) that met three times over the course of the planning process, developed a survey to obtain operational data and issues and needs from stakeholders, and held public open houses to gather input from the public.

### 1.5.1 Transit and Rail Advisory Committee Guiding Principles

The following are the Guiding Principles developed by the TRAC, which serve as a foundation for developing transit policies at CDOT. The guiding principles were also used to guide the development of this plan.

#### TRAC Guiding Principles

- ▶ 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 toward 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 to seek new dollars for transit in Colorado.



## 1.5.2 Plan Development Process

At the inception of the planning process for the Intermountain region, the planning team identified key stakeholders to be invited to participate in a TWG to guide and direct the development of the Regional Coordinated Transit and Human Services Plan. The TWG included representatives from public and private transit agencies, human service organizations, workforce centers, area agencies on aging, veteran organizations, community centered boards, elected officials, municipal staff, CDOT DTR, DTD, and regional staff, and key consultant team members. The TWG convened at key intervals throughout the planning process with the following objectives:

- ▶ **Meeting 1 (July 2013):** Identify the region's transit and human service transportation issues/needs and provide information on plan approach. Develop draft transit vision and goals.
- ▶ **Meeting 2 (October 2013):** Finalize regional transit vision and goals; gather input on approach to prioritization of regional transit projects; and identify potential regional coordination strategies.
- ▶ **Meeting 3 (February 2014):** Review key concepts and major findings; identification of final plan strategies; overview of financial scenarios; and concurrence on plan recommendations.

The TWG identified visionary concepts for transit within their region at Meeting 1, and from that juncture, the planning team drafted a transit vision statement and key supporting goals. At Meeting 2, the TWG reviewed the statewide transit vision, goals, and objectives developed by the SSC to ensure that their region was also compatible with the larger statewide transit vision and goals. The TWG refined and provided comment on the region's transit vision and goals to ensure that it met the needs of the region. The transit vision and supporting goals were used to vet key strategies and projects to include in the plan. At Meeting 3, the TWG identified high-priority strategies for inclusion in the implementation portion of this plan. **Appendix B** includes a list of TWG invitees, TWG meeting materials and minutes, and TWG meeting sign in sheets.

Additionally, as part of the plan development process a transit provider and human service agency survey was developed and distributed to obtain provider service, operational and financial information. The TWG assisted with completion of the surveys. Survey results were used to identify needs and gaps in service for human services and general public transit, to develop financial summaries of agencies in the TPR, and to support the development of high priority strategies for implementation in the TPR. **Appendix D** includes provider and human service agency survey respondents, and survey questionnaires.

Another element of the planning process was the review of demographic characteristics, growth projections and the development of a future transit demand methodology. The methodology developed included the use of general population growth projections through 2040, as well as the growth of the population aged 65+ through 2040.

## 1.5.3 Public Involvement Process

Public outreach and involvement for the Statewide Transit Plan and Regional Coordinated Transit and Human Services Plans was conducted to be inclusive of all interested stakeholders. Strategies included public open houses, three TWG meetings, a Transit Plan website for sharing plan information, and an online comment form. The website provided up-to-date information on SSC meetings, TWG meetings, and public meetings in each TPR. Exhibit boards, PowerPoint presentations, meeting materials and meeting notes for all meetings were made available on the website.

Seventeen public open house meetings were held throughout the rural areas of the state across the 10 rural TPRs. Notification of the open houses was provided to the TWG members, local agencies, transit providers, local libraries, community centers, senior centers, and local media. Information was prepared in both Spanish and English. Translation services were provided upon request for language and hearing impaired. Meetings were held in ADA accessible facilities. **Appendix C** includes sign-in sheets and meeting materials from the Intermountain TPR public meetings.

The Intermountain TPR public open house meetings were held on October 2, 2013, at the Summit County Senior Center in Frisco and on October 8, 2013, at the Glenwood Springs City Council Chambers. The meetings were open house format with the project team making a presentation. Public comments were collected via computer, hard copy comment forms, and the plan website. Additionally, an online GIS-based mapping tool was created to record geographically based comments. Attendees included the general public, transit providers, elected officials, and agency staff. Input received from attendees included the following key comments:

- ▶ Maintaining existing services is a priority.
- ▶ Regional connections along I-70 within the Intermountain TPR and to Denver are important.
- ▶ There is a need for improved connections between Eagle and Glenwood Springs.
- ▶ There is limited service between Glenwood Springs and Summit County.
- ▶ Current and future funding is needed for transit operations.
- ▶ There needs to be a link among RFTA, ECO Transit, and Summit Stage; cooperation and coordination are the keys to better efficiency.
- ▶ There is a lack of service for recreational activities in all counties.
- ▶ There is a lack of medial transportation services.
- ▶ There is a need to provide local and regional transit service for the elderly and disabled.

## 1.6 Relationship to Statewide Planning Efforts

As previously mentioned, this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan, as well as the Regional Transportation Plan. The Statewide Transit Plan and Regional Transportation Plan will then be integrated in the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state’s multimodal transportation needs.

The Statewide Transit Plan is a performance-based plan that includes a statewide transit vision statement and a set of performance measures to track CDOT’s progress at achieving the statewide transit vision and goals over time.

### 1.6.1 Statewide Transit Vision and Goals

This region’s transit vision and goals directly support the statewide transit vision, supporting goals, and objectives that were developed through the statewide planning process. The statewide transit vision and goals



**You're Invited...**  
**...to the CDOT Statewide Transit Plan Public Open House!**

CDOT's Statewide Transit Plan addresses the local and regional transit and human service transportation needs in your region and across the state. Your input is greatly needed!

**INTERMOUNTAIN**  
 Transportation Planning Region

**Can't make the meeting?**  
 View materials and provide comments at our project website: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>  
 Comments can also be made using the CDOT PinTool at: <http://dotapps.coloradodot.info/pintransit>

**REGIÓN INTERMOUNTAIN**  
 de Planificación de Transporte

**Lo invitamos...**  
**...a la reunión pública sobre el Plan Estatal de Transporte Público de CDOT**

El Plan Estatal de Transporte Público de CDOT responde a las necesidades locales y regionales de tránsito y de transporte para personas en su región y en todo el estado. ¡Su opinión será muy valiosa!

<p><b>Por favor, haga planes para participar en una de estas dos reuniones públicas en su área:</b></p> <p><b>Fecha:</b> Miércoles 2 de octubre  <b>Lugar:</b> Summit County Senior Center                  0083 Nancy's Place                  Frisco, CO 80443  <b>Hora:</b> 4:30 pm - 6:30 pm                  Se trata de una reunión pública informal.                  Habrá una presentación a las 5:30 pm.</p>	<p><b>Fecha:</b> Martes 8 de octubre  <b>Lugar:</b> GS City Council Chambers                  101 West 8th Street                  Glenwood Springs, CO 81050  <b>Hora:</b> 4:00 pm - 6:00 pm                  Se trata de una reunión pública informal.                  Habrá una presentación a las 5:15 pm.</p>
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Para más información, para solicitar acomodaciones especiales para personas con incapacidad, o para pedir servicios de traducción (incluyendo lenguaje de señas), llamar a Beth Vogelsang al (303)589-5651 por lo menos tres días antes de la reunión. El lugar de la reunión es accesible para personas incapacitadas.

**Si no puede asistir a la reunión**, lo invitamos a que revise los materiales y comparta sus comentarios en el sitio del proyecto: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>  
 Los comentarios también se pueden hacer usando el sistema PinTool de CDOT en <http://dotapps.coloradodot.info/pintransit>





are broad and reflective of the entire state. They were developed through a series of meetings with the SSC over the course of this plan's development.

## **Statewide Transit Vision**

*Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.*

## **Supporting Goals and Objectives**

Goals and objectives that are related to the impacts of transit on the statewide transportation network were crafted in the planning process. Statewide goals and objectives include:

### **Transit System Development and Partnerships**

Increase communication, collaboration, and coordination within the statewide transportation network by supporting and implementing strategies that:

- ▶ Meet travelers' needs
- ▶ Remove barriers to service
- ▶ Develop and leverage key partnerships
- ▶ Encourage coordination of services to enhance system efficiency

### **Mobility/Accessibility**

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- ▶ Strive to provide convenient transit opportunities for all populations
- ▶ Make transit more time-competitive with automobile travel
- ▶ Create a passenger-friendly environment, including information about available services
- ▶ Increase service capacity
- ▶ Enhance connectivity among local, intercity, and regional transit services and other modes
- ▶ Support multimodal connectivity and services

### **Environmental Stewardship**

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- ▶ Reduce vehicle miles traveled and greenhouse gas emissions
- ▶ Support energy efficient facilities and amenities

### **Economic Vitality**

Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- ▶ Increase the availability and attractiveness of transit
- ▶ Inform the public about transit opportunities locally, regionally, and statewide
- ▶ Further integrate transit services into land use planning and development

### **System Preservation and Expansion**

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:



- ▶ Preserve existing infrastructure and protect future infrastructure and right-of-way
- ▶ Expand transit services based on a prioritization process
- ▶ Allocate resources toward both preservation and expansion
- ▶ Identify grant and other funding opportunities to sustain and further transit services statewide
- ▶ Develop and leverage private sector investments

**Safety and Security**

Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- ▶ Help agencies maintain safer fleets, facilities and service
- ▶ Provide guidance on safety and security measures for transit systems

**1.6.2 Statewide Transit Performance Measures**

Under MAP-21, the U.S. DOT will establish performance measures and state DOTs will develop complementary performance targets. For transit, MAP-21 focuses on the state of good repair and asset management. Transit agencies receiving federal assistance are required to develop performance targets for state of good repair. They will also be required to develop asset management plans, which include capital asset inventories, condition assessments, decision support tools, and investment prioritization. Within four years of the enactment of MAP-21 and every other year thereafter, states are required to submit reports on the progress made toward achieving performance targets.

DTR initiated the development of transit performance measures in their document entitled *Establishing a Framework for Transit and Rail Performance Measures*, December 2012. They have continued the effort through the inclusion of measures in CDOT Policy Directive 14, which provides a framework for the statewide transportation planning process, which will guide development of a multimodal, Statewide Transportation Plan and distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget.

Based on this work, an initial set of performance measures was developed and reviewed with the SSC for the Statewide Transit Plan. Comments and suggestions from the SSC were then taken to the TRAC performance measure subcommittee and the TRAC statewide transit plan subcommittee for review followed by approval of the full TRAC. Through this process, the performance measures below were identified as a reasonable starting point for DTR to initiate its performance based planning work. These performance measures meet the requirements of MAP-21.

At the regional level, transit agencies are encouraged to review and use these categories and performance measures to identify and implement projects that help achieve the state’s transit vision and meet the national goals.

**Table 1-1 CDOT Division of Transit and Rail Performance Measures**

Category	Goal	Performance Measure
<b>System Preservation and Expansion</b>	Establish public transit as an important element within an integrated multimodal transportation system.	<ul style="list-style-type: none"> <li>▪ Portion of CDOT grantees with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017 (PD 14)</li> <li>▪ Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14)</li> <li>▪ Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14)</li> </ul>



Category	Goal	Performance Measure
<b>Mobility/Accessibility</b>	Improve travel opportunities within and between communities.	<ul style="list-style-type: none"> <li>Percentage of rural population served by public transit</li> <li>Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14)</li> <li>Percent of agencies providing up-to-date online map/schedule information</li> <li>Annual small urban and rural transit grantee ridership compared to five year rolling average (PD 14)</li> </ul>
<b>Transit System Development and Partnerships</b>	Increase communication, collaboration and coordination within the statewide transportation network.	<ul style="list-style-type: none"> <li>Percentage of grantee agencies reporting active involvement in local/regional coordinating councils or other transit coordinating agency</li> </ul>
<b>Environmental Stewardship</b>	Develop a framework of a transit system that is environmentally beneficial over time.	<ul style="list-style-type: none"> <li>Percentage of statewide grantee fleet using compressed natural gas, hybrid electric or clean diesel vehicles or other low emission vehicles</li> <li>Passenger miles traveled on fixed-route transit</li> </ul>
<b>Economic Vitality</b>	Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.	<ul style="list-style-type: none"> <li>Percentage of major employment and activity centers that are served by public transit</li> </ul>
<b>Safety and Security</b>	Create a transit system in which travelers feel safe and secure and in which transit facilities are protected.	<ul style="list-style-type: none"> <li>Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14)</li> <li>Number of fatalities involving transit vehicles per 100,000 transit vehicle miles</li> <li>Percentage of grantees that have certified CDOT Safety and Security Plans which meet FTA guidance</li> </ul>

### 1.6.3 Transit Asset Management

Asset management is a critical area of focus for any transportation provider regardless of mode. In fact, it is seen as so important that it will soon become the driving force behind CDOT’s department-wide approach to resource allocation and project prioritization.

With the adoption of MAP-21, Transit Asset Management (TAM) is now a priority area of focus for FTA. MAP-21 requires that all FTA grant recipients develop TAM plans and that the states certify these plans. CDOT’s approach to helping its grant partners meet this new set of requirements is based on a combination of general oversight of asset management practices at the agency level and providing focused and direct technical assistance where appropriate.

At the time of this writing, FTA had not yet provided final rules or guidance regarding how to satisfy the new asset management requirements in MAP-21. However, the legislation itself articulates two basic requirements that TAM plans must contain: an inventory of all transit capital assets and a prioritized capital development/replacement plan. CDOT is helping its grant partners meet these most basic requirements through the ongoing Statewide Transit Capital Inventory (STCI) project, which will provide a comprehensive inventory of transit assets throughout the state, including rolling stock, facilities, and park and rides. In addition to completing an asset inventory for each recipient of federal funds, CDOT and its STCI consultant team will prepare prioritized capital development/replacement plans for each transit provider. In the case that an agency has already developed an asset management plan, CDOT will review the plan for conformity with FTA’s expectations and regulations.





CDOT is also providing technical assistance in the form of a guide to the preparation of Asset Management Plans, a revised guide to implementing a preventative maintenance program for rolling stock, as well as training and information sessions at conferences. A Transit Infrastructure Specialist is an available resource to all grant partners as a subject matter expert on the creation and implementation of TAM plans, maintenance procedures and policies, and the development of capital projects.

Progress on CDOT's asset management initiatives will be measured by several performance metrics. Some of these are identified in CDOT's Policy Directive 14, and others have been developed as a part of this plan. Asset management related strategies are discussed in Chapter 7.

## **1.7 Overview of Plan Contents**

The Regional Coordinated Transit and Human Services Plan is organized into seven chapters as described below. Overall, the plan is intended to paint a picture of the region, document the transportation needs based on various demographic data and trends, illustrate available funding, identify the transit needs and recommend strategies for meeting the needs over the short-, mid-, and long-term. This plan is intended to be an action plan and used to guide the region in making decisions about how best to invest limited resources to implement transit projects that improve mobility and offer transportation choices for the region.

**Chapter 1 – Introduction:** Describes why the plan was developed, the process used to develop the plan, and the planning requirements fulfilled by this plan.

**Chapter 2 – Regional Overview:** Describes the region's major activity centers and destinations, 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 are included on persons with disabilities, veterans, race, ethnicity, and English proficiency to provide a comprehensive picture of the region's need for transit.

**Chapter 3 – Existing Transit Provider and Human Service Agencies:** Summarizes the key features of the region's public and private transit providers, as well as the human service agencies in the region. Information is provided on service areas, types of service, eligibility, and ridership.

**Chapter 4 – Current and Potential Funding:** Describes the variety of transit funding sources at various levels of government and the challenges faced by transit and human service transportation providers in seeking these various funding sources.

**Chapter 5 – Transit Needs and Service Gaps:** Describes key findings from the review of the region's demographic profile and the existing and future unmet transit needs.

**Chapter 6 – Financial and Funding Overview:** Summarizes the anticipated funding through 2040 and the funding needed through 2040 based on population growth.

**Chapter 7 – Implementation Plan:** Provides an overview of the high priority strategies identified in the region to meet the region's transit vision and goals over the next 15 years to 2030.



## 2.0 REGIONAL OVERVIEW

This Chapter includes an overview of the Intermountain Transportation Planning Region (TPR), provides a map that identifies major activity centers and destinations in the region, and provides demographic information about populations that are typically aligned with transit use.

### 2.1 *Transportation Planning Region Description*

The Intermountain TPR includes five counties – Eagle, Garfield, Lake, Pitkin, and Summit. The region includes more than 30 incorporated towns and cities, with a few of the largest towns and cities being Aspen, Breckenridge, Eagle, Glenwood Springs, and Vail. The approximate population in the TPR in 2013 was 170,000, which represents about 3 percent of the state’s total population. The TPR is 6,600 square miles, and of that, 4,950 square miles is public and forest land. The topography of the region is mostly mountainous with the majority of the population living in areas in and near incorporated towns and cities. Given the low density of development throughout the region, many trips require long distance travel.

The Intermountain TPR is a major year-round tourist destination for activities such as skiing, hiking, camping, biking, golfing, and fishing. There are 12 major ski resorts in the region, including Arapahoe Basin, Breckenridge, Copper Mountain and Keystone in Summit County; Beaver Creek and Vail in Eagle County; Snowmass, Buttermilk, Aspen Highlands, and Aspen Mountain in Pitkin County; Ski Cooper in Lake County; and Sunlight Mountain Resort in Garfield County. The TPR is also home to Arapaho National Forest and White River National Forest, which is the third most visited park in the United States.

Given the vast recreational opportunities in the region, it is not surprising that the top employment industry in the Intermountain region is tourism and outdoor recreation. Health and wellness, and energy and natural resources are the other top two industries in the region.

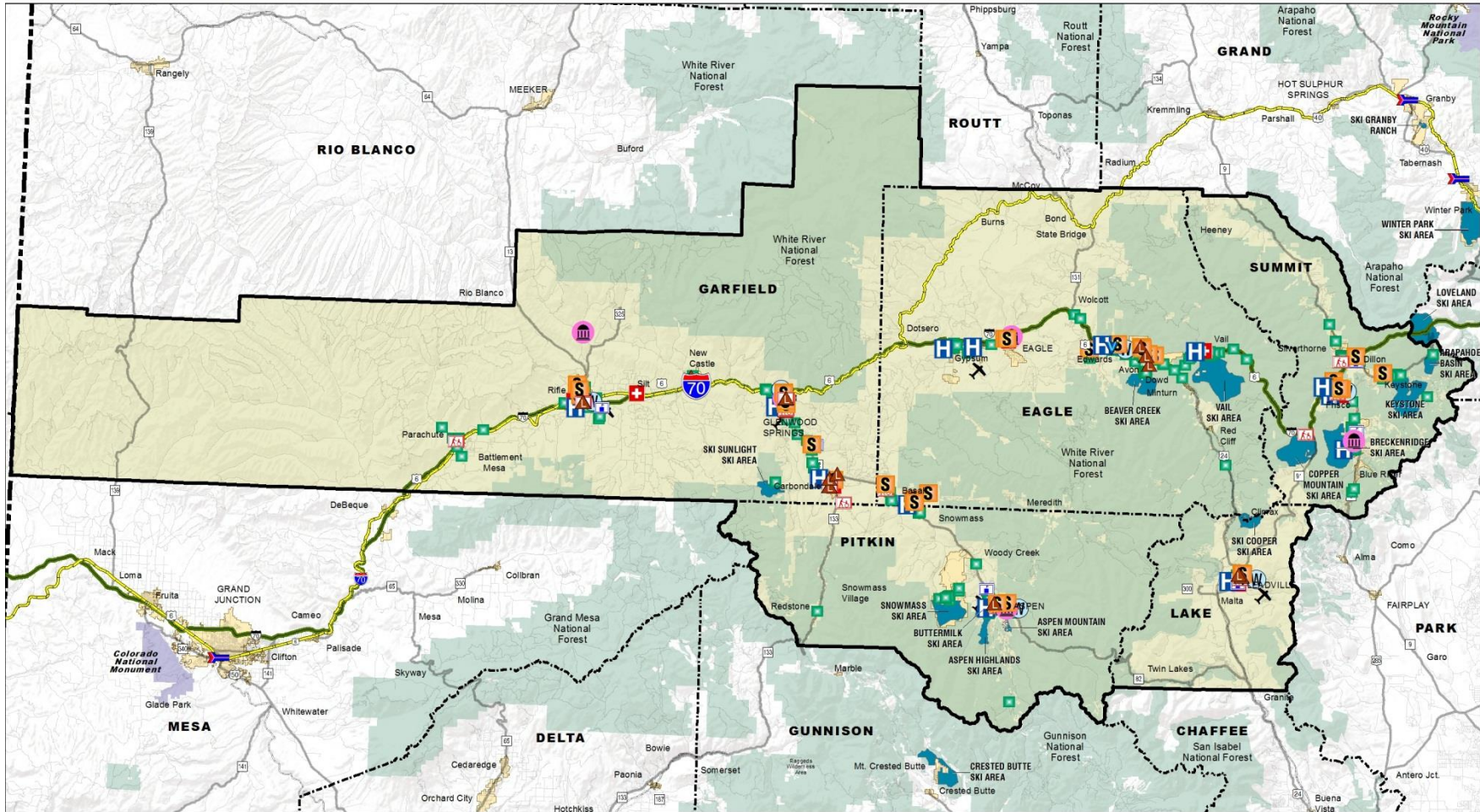
The major transportation corridors/facilities in the TPR are I-70, State Highway (SH) 82, US 6, US 24, SH 9, SH 91, SH 133, and SH 131. The two primary airports in the region with commercial service are Eagle County Regional Airport and the Aspen Airport. Amtrak provides general public passenger rail service (California Zephyr) in the region that comes from Granby, stops in Glenwood Springs, and continues on to Grand Junction.

**Figure 2-1** identifies many of the major activity centers and destinations within the Intermountain TPR. Major activity centers for the purpose of this plan include human service agencies, correctional institutions, grocery stores, hospitals, higher education institutions, senior citizens’ services, workforce centers, mental health services, employers with 50+ employees, and ski areas. The Intermountain region’s major activity centers and destinations are mostly located along the I-70 corridor, along SH 82 between Glenwood Springs and Aspen, throughout central and southern Summit County and in Leadville. Mapping the selected activity centers listed above provides a general understanding of where people who are using transit and/or are in need of human service transportation are likely to be traveling to and from within the region.

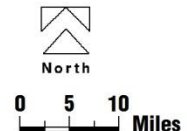


### Figure 2-1 Major Activity Centers and Destinations Map

Business locations derived from 2011 ESRI data.



#### Legend





## 2.2 Regional Transit Vision and Goals

The Intermountain Transit Working Group (TWG) developed a high level vision and supporting goals for transit in the region. These were developed with consideration for the vision and goals developed for the Statewide Transit Plan by the Statewide Steering Committee (SSC). The TWG was charged with crafting a regional transit vision and supporting goals that align with the Statewide transit vision and goals. The outcome of this process resulted in the following transit vision and goals for the Intermountain TPR:

### 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.*

### Supporting Goals:

- ▶ 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.
- ▶ Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicle.
- ▶ Enhance local and regional transit service to provide congestion relief.
- ▶ Ensure transportation/mobility options are available for transit dependent populations.
- ▶ Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
- ▶ Support transit investments that attract tourists and contribute to the economic vitality of the region and state.

## 2.3 Population Characteristics

An understanding of the distribution and density of population and employment is an integral part of the transportation planning process. Demographics such as population, employment, and age distribution can tell a story about the complex travel needs of residents and employees, especially as they relate to the use of transit service. The presentation of relevant data focusing on transit-dependent persons including older adults, persons with disabilities (including some veterans and older adults), and low-income individuals, in this Chapter is based largely on a series of maps and tables. They show key population characteristics emphasizing the transit-dependent populations that tend to have limited mobility options and a higher propensity to use and need public transit services.

Some segments of the population have a greater need for public transit and depend on it as their primary form of transportation. Typically, the reasons relate to economics, ability, or age, and whether individuals own or have access to a private vehicle. Transit dependency characteristics based on age include both youth (individuals 18 or younger) and older adults (persons age 65 or older). Others who typically rely on public transit include people with disabilities, individuals with low income, zero-vehicle households, veterans, and persons with limited English proficiency (LEP).

In general, the two key markets for public transportation services are:

- ▶ "Transit Dependent" riders who do not always have access to a private automobile. This grouping includes individuals who may not be physically (or legally) able to operate a vehicle or those who may not be able to afford to own a vehicle.
- ▶ "Choice" riders are those who usually or always have access to a private automobile (either by driving a car or getting picked up by someone) but choose to take transit because it offers them



more or comparable convenience. For example, a choice rider might choose to add 10 minutes to their overall trip via bus to save a \$10 all-day parking charge. A commuter might choose to take a bus if they can work along the way rather than focusing on driving.

Another newer trend that has increased transit ridership over the last several years is the increase in the Millennial population choosing to use public transportation as a lifestyle choice. This generational shift is occurring across the United States as the Millennials and many other Americans are increasingly choosing to use modes of transportation other than the private automobile, such as transit, carpools, vanpools, biking, and walking. Millennials are choosing to live in walkable communities closer to jobs, recreation, and amenities so that they can use transit and eliminate the expense of vehicle ownership. This is impacting the typical travel patterns that have been seen in the United States since the coming of age of the automobile in the 1950s. Transit agencies must now consider not only the transit dependent users but also the impact that the Millennial generation will have on transit system ridership.

The following sections detail various demographic data as collected from the U.S. Census and from the State Demographer, that are typically aligned with the primary markets for transit ridership and use. They also analyze the spatial distribution of people who are more likely to take transit as well as the location of activity centers and destinations that are likely to generate transit ridership. Population within the Intermountain TPR is heavily aligned with the Interstate 70 corridor and other spurs of state highways. Thus, you see higher transit dependent populations along these corridors as well. The key demographic characteristics highlighted in this plan include older adults (65+), households with no vehicle, low-income, race and ethnicity, LEP, persons with disabilities, and veteran population.

### 2.3.1 Population Growth

**Table 2-1** and **Figure 2-2** summarize the growth in population anticipated in each county in the Intermountain region. The counties with the highest overall populations in the region in 2013 are Eagle and Garfield counties and the projections indicate that this will continue into 2040. Each county within the Intermountain TPR is anticipated to see substantial growth in population by the year 2040, with the highest growth shown in Summit County (92.7 percent), Garfield County (85.3 percent), and Eagle County (84.4 percent). The total population in the TPR is projected to grow overall by approximately 142,000 or 84.1 percent by 2040 from the base year of 2013. Comparatively, the projected growth from the entire state during the same timeframe is 47.1 percent.

**Table 2-1 Projected Population Growth by County**

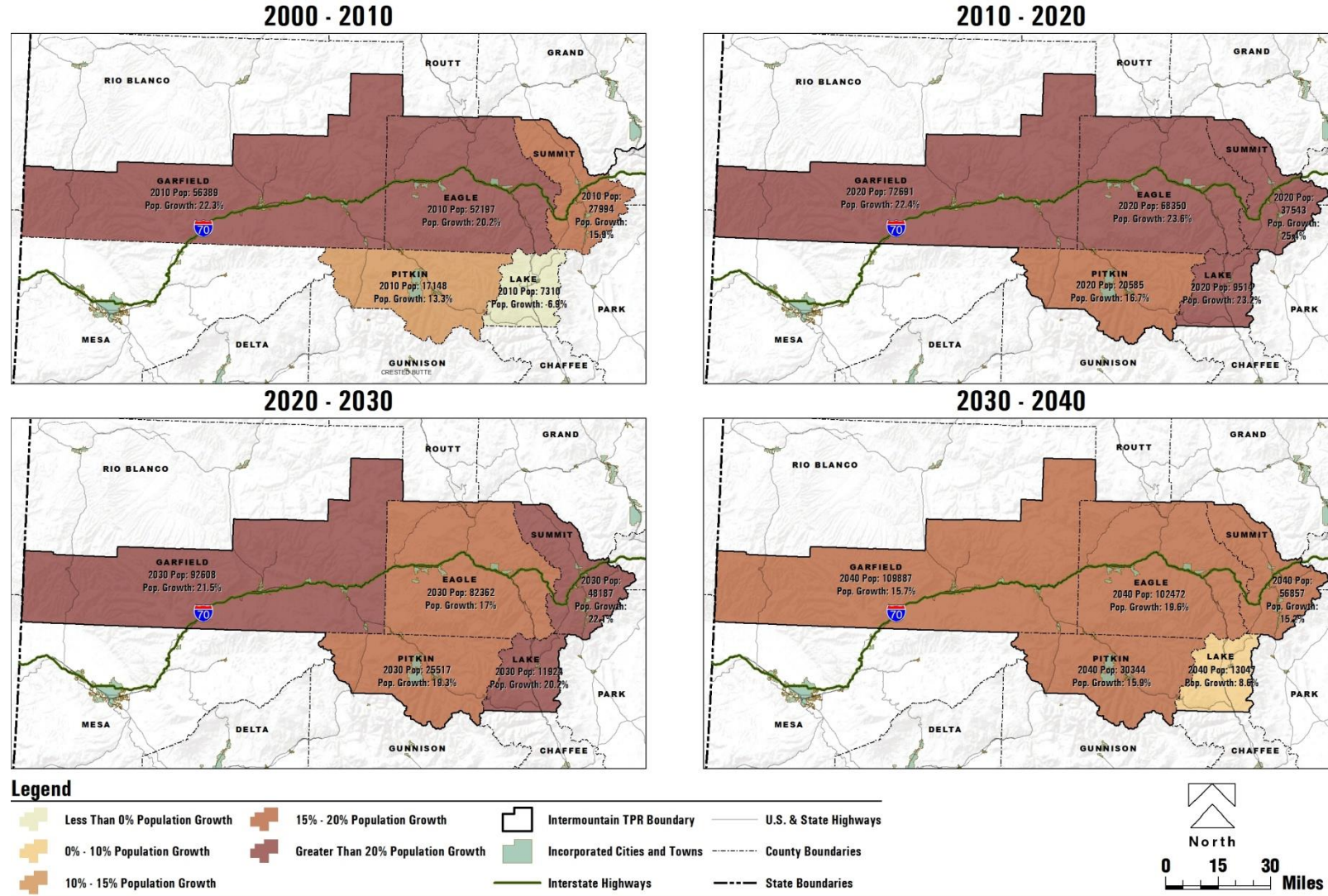
County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Eagle	55,582	68,350	82,362	102,472	84.4%
Garfield	59,306	72,691	92,608	109,887	85.3%
Lake	7,839	9,514	11,924	13,047	66.4%
Pitkin	17,598	20,585	25,517	30,344	72.4%
Summit	29,499	37,543	48,187	56,857	92.7%
<b>TPR Overall</b>	<b>169,824</b>	<b>208,683</b>	<b>260,598</b>	<b>312,607</b>	<b>84.1%</b>
Statewide Total	5,267,800	5,915,922	6,888,181	7,749,477	47.1%

Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs



### Figure 2-2 Population Growth

Population growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs and 2000 - 2010 U.S. Census Summary File 1 100% Population Count statistics.





### 2.3.2 Population Growth Ages 65+

**Table 2-2** illustrates the anticipated growth in the population over the age of 65 from a base year of 2013 extending out to 2040. The highest anticipated growth in the 65+ population is in Eagle County, which projects a growth of 329 percent by 2040. The overall anticipated growth of the 65+ population in the Intermountain TPR from 2013 to 2040 is 226 percent. The total projected statewide growth of residents over the age of 65 is 120 percent from 2013 to 2040.

**Table 2-2 Projected Growth of Residents Age 65+**

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Eagle	4,289	7,771	13,064	18,436	329.8%
Garfield	5,791	9,423	14,726	18,616	221.5%
Lake	756	1,103	1,334	1,537	103.3%
Pitkin	2,461	3,296	3,977	4,349	76.7%
Summit	3,061	5,226	8,103	10,495	242.9%
<b>TPR Overall</b>	<b>16,358</b>	<b>26,819</b>	<b>41,204</b>	<b>53,433</b>	<b>226.6%</b>
Statewide Total	645,735	891,805	1,240,944	1,423,691	120.5%

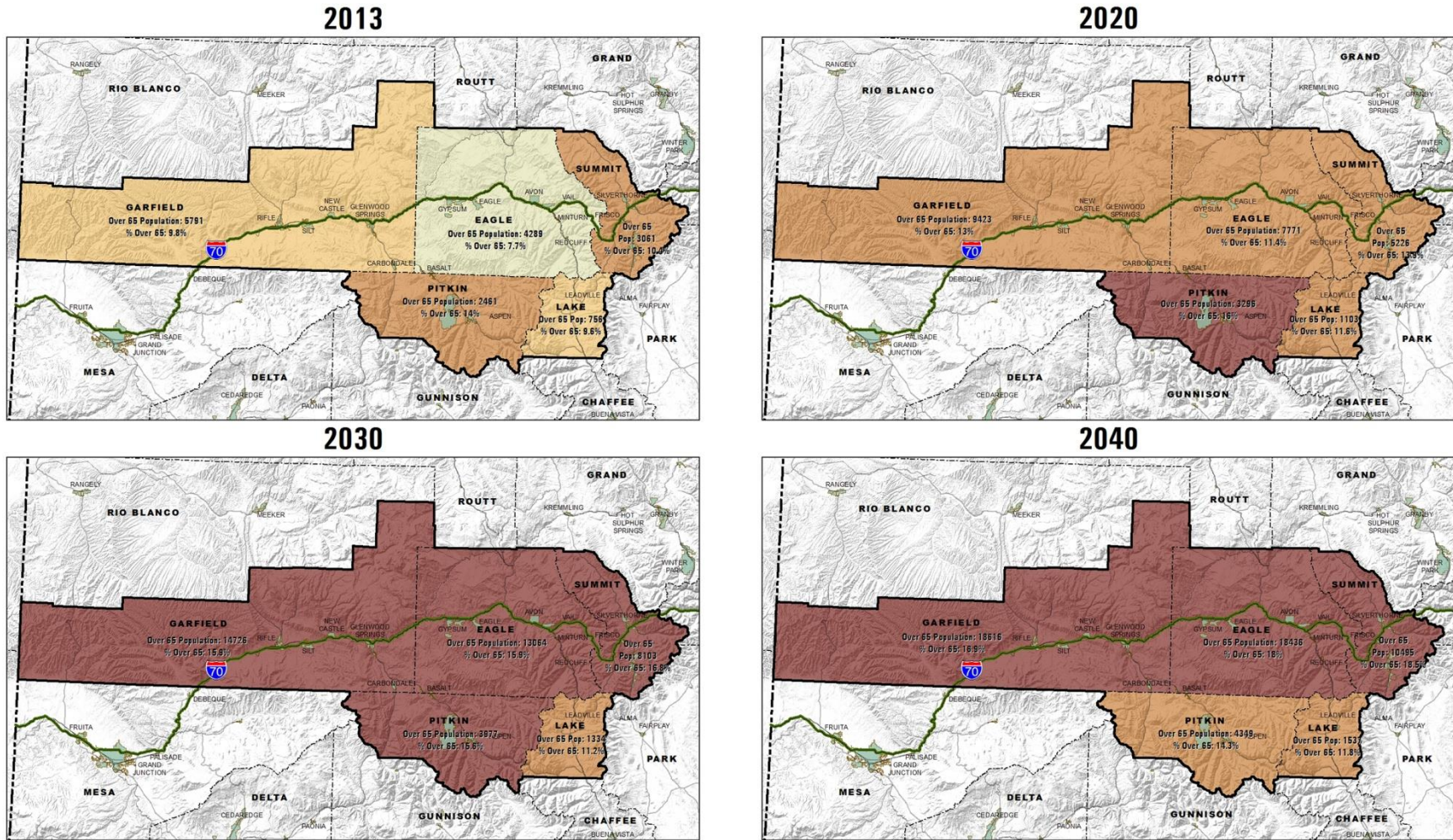
Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

**Figure 2-3** shows the growth of the total population of residents age 65+ in 10-year increments to 2040.





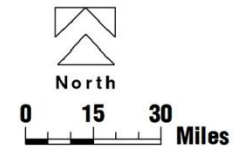
**Figure 2-3 Projected Growth of Residents Age 65+**



**Legend**

- Less Than 8% Age 65+
- 8% - 10% Age 65+
- 10% - 15% Age 65+
- 15% - 20% Age 65+
- Intermountain TPR Boundary
- U.S. & State Highways
- County Boundaries
- Interstate Highways
- State Boundaries

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







### 2.3.3 Zero Vehicle Households

**Table 2-3** and **Figure 2-4** identify the number of households without vehicles in the five-county Intermountain region. Pitkin County has the highest percentage of households with no vehicle at 4.9 percent, and Garfield County follows at 4.3 percent. The total number of households without vehicles in the region is approximately 2,100, which is 3.8 percent of total households. The TPR falls below the statewide average of 5.7 percent of households with no vehicle in each of the five counties.

**Table 2-3 2011 Households with No Vehicle**

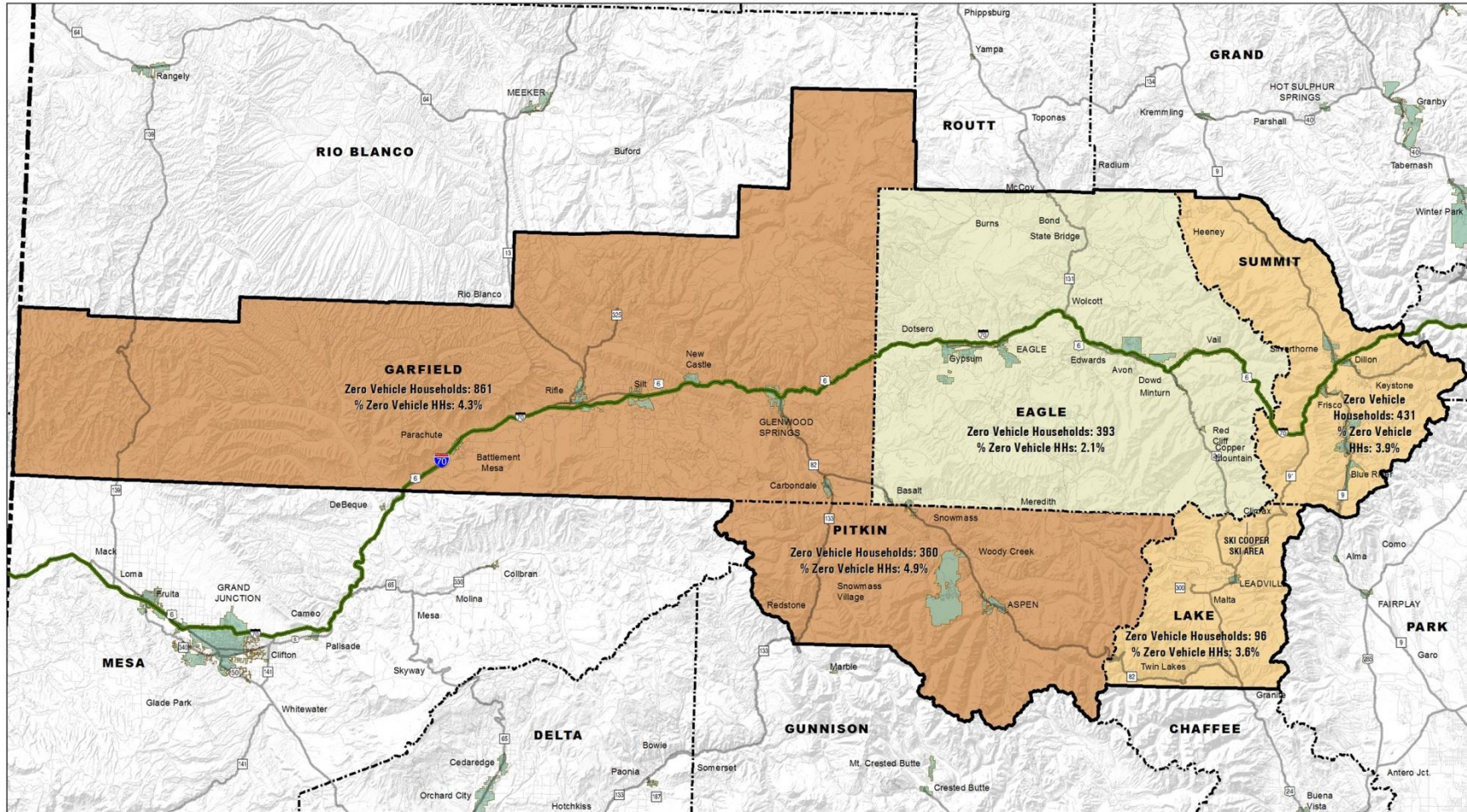
County	2011	% Households with No Vehicle
Eagle	393	2.1%
Garfield	861	4.3%
Lake	96	3.6%
Pitkin	360	4.9%
Summit	431	3.9%
<b>TPR Overall</b>	<b>2,141</b>	<b>3.8%</b>
Statewide Total	111,148	5.7%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate



### Figure 2-4 2011 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 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- Intermountain TPR Boundary
- Interstate Highways
- County Boundaries
- Incorporated Cities and Towns
- U.S. & State Highways
- State Boundaries



0 5 10 Miles



### 2.3.4 Poverty Level

**Table 2-4** and **Figure 2-5** illustrate the number of people who fall below the federal poverty level in the Intermountain region. While Garfield County has the highest number of people in this category, Lake County has the highest overall percentage (21.7 percent) of the population that falls below the federal poverty level and Pitkin County has the lowest (9.6 percent). The average percent of the population below the federal poverty level is 12.4 percent, which is comparable to the statewide average of 12.5 percent.

**Table 2-4 2011 Population Below Federal Poverty Level**

County	2011	% Below Federal Poverty Level
Eagle	5,266	10.2%
Garfield	5,759	10.3%
Lake	1,524	21.7%
Pitkin	1,605	9.6%
Summit	2,759	10.0%
<b>TPR Overall</b>	<b>16,913</b>	<b>12.4%</b>
Statewide Total	607,727	12.5%

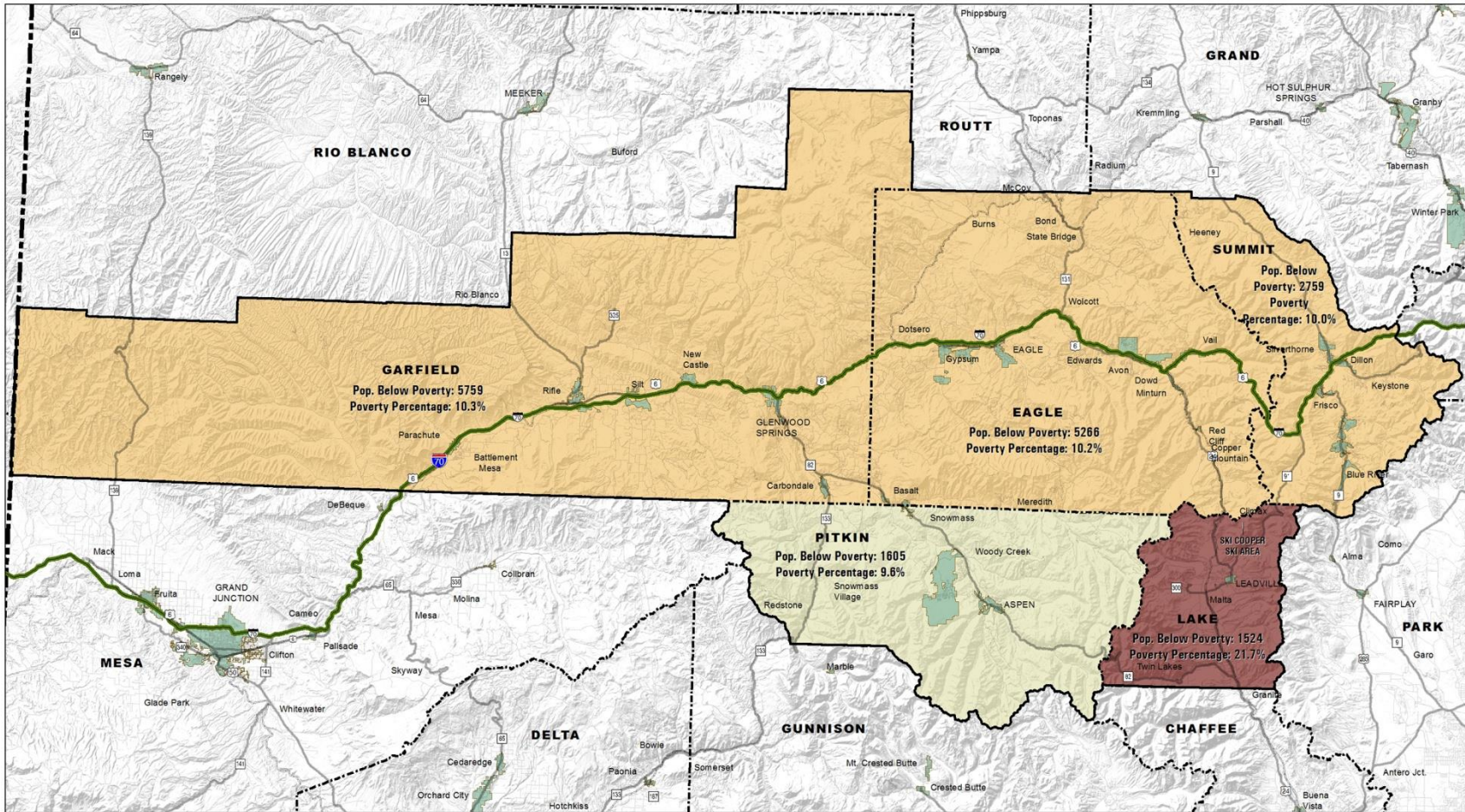
Source: 2011 U.S. Census American Community Survey Five-Year Estimate





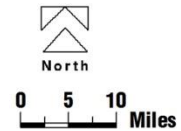
### Figure 2-5 2011 Population Below Federal Poverty Level

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



#### Legend

- Less Than 10% of Individuals Below Poverty Level
- 10% - 15% of Individuals Below Poverty Level
- 15% - 20% of Individuals Below Poverty Level
- Greater Than 20% of Individuals Below Poverty Level
- Intermountain TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries





### 2.3.5 Race and Ethnicity

**Table 2-5** and **Figure 2-6** provide an indication of the number of the racial composition of the region and an overall understanding of the distribution of minority populations within the Intermountain TPR’s five counties. Lake County has the highest minority (non-white alone) population at 25.9 percent, while Pitkin County has the lowest minority population at 4.3 percent. Every county in the TPR, except for Lake, falls below the statewide average of 16.1 percent minority population. However, the Intermountain TPR has a relatively high Hispanic and Latino population, approximately 24 percent. Throughout the state, Hispanic and Latino people account for approximately 20 percent of the population.

In addition, 24 percent of the Intermountain TPR population identified themselves as Hispanic/Latino. This is 4 percent higher than the statewide average of 20 percent.

**Table 2-5 2011 Race**

County	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Minority Percentage (Non-White Alone)
Eagle	46,407	137	132	502	19	3,160	1,100	9.8%
Garfield	50,794	422	239	360	104	2,561	230	8.8%
Lake	5,194	49	154	52	24	1,409	128	25.9%
Pitkin	15,992	22	60	257	0	142	236	4.3%
Summit	25,388	136	162	319	0	1,151	340	7.7%
<b>TPR Overall</b>	<b>143,775</b>	<b>766</b>	<b>747</b>	<b>1,490</b>	<b>147</b>	<b>8,423</b>	<b>2,034</b>	<b>11.3%</b>
Statewide Total	4,167,044	195,640	48,201	134,228	5,798	255,364	159,786	16.1%

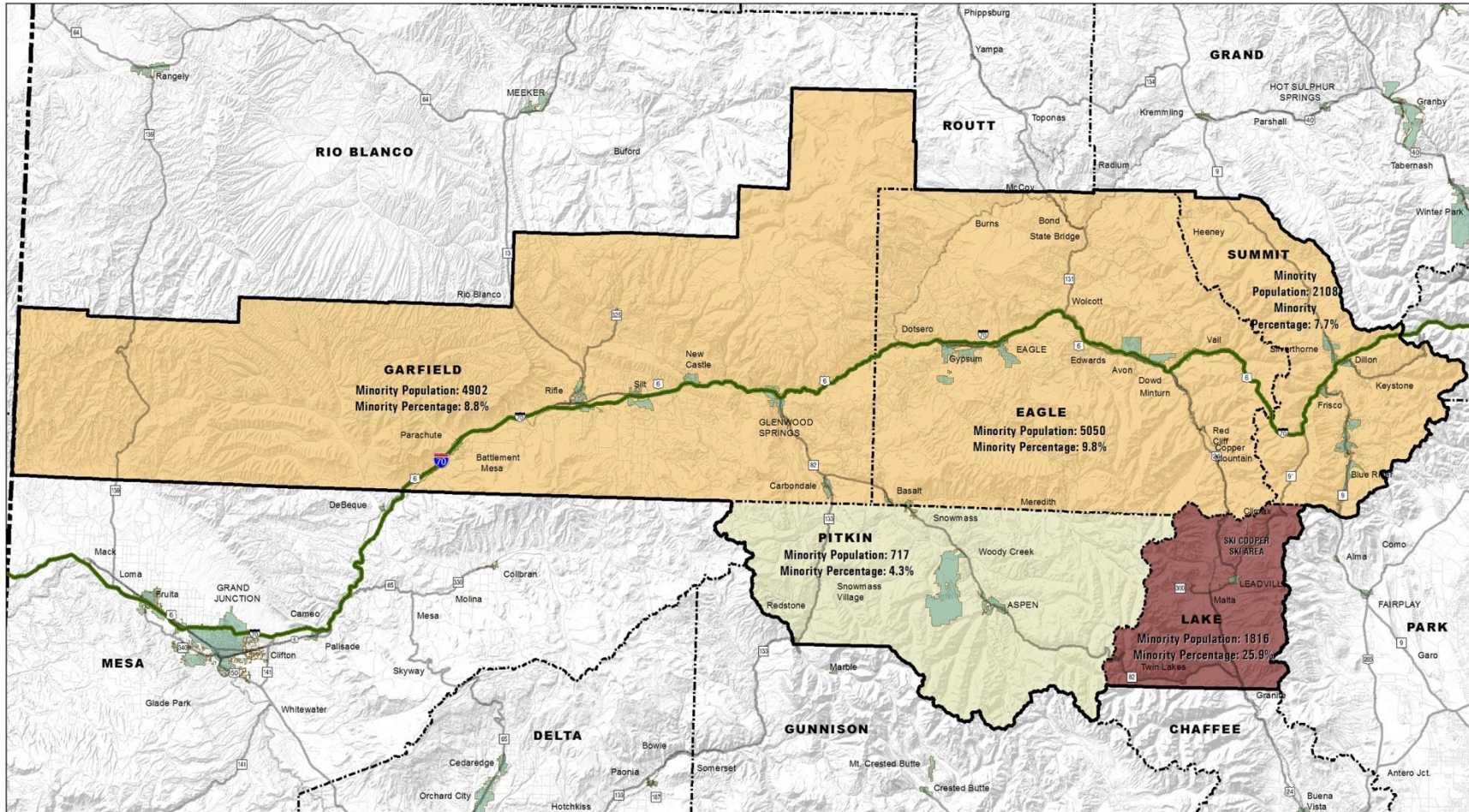
Source: 2011 U.S. Census American Community Survey Five-Year Estimate





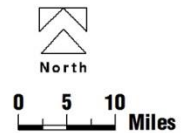
### Figure 2-6 2011 Minority Population

Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race



#### Legend

- Less Than 5% Minority Population
- 5% - 10% Minority Population
- 10% - 15% Minority Population
- 15% - 20% Minority Population
- Greater Than 20% Minority Population
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries
- Intermountain TPR Boundary





### 2.3.6 Limited English Proficiency Population

**Table 2-6** and **Figure 2-7** illustrate the number of people within the region that have LEP. The American Community Survey categorizes this information based on how much English people are able to speak. For the purposes of this plan, the portion of the population that is classified as having LEP is those that speak English “not at all, not well or well” but not fluently. As a percent of the total population, Eagle County has the highest number of LEP people at 16.7 percent, with Lake County following at 14.1 percent. The overall percent of the LEP population in the TPR is 10.9 percent, which is nearly double the overall statewide total of 5.7 percent.

**Table 2-6 2011 Limited English Proficiency Population**

County	2011	% Limited English Proficiency
Eagle	7,959	16.7%
Garfield	6,129	12.0%
Lake	907	14.1%
Pitkin	666	4.2%
Summit	1,935	7.5%
<b>TPR Overall</b>	<b>17,596</b>	<b>10.9%</b>
Statewide Total	264,397	5.7%

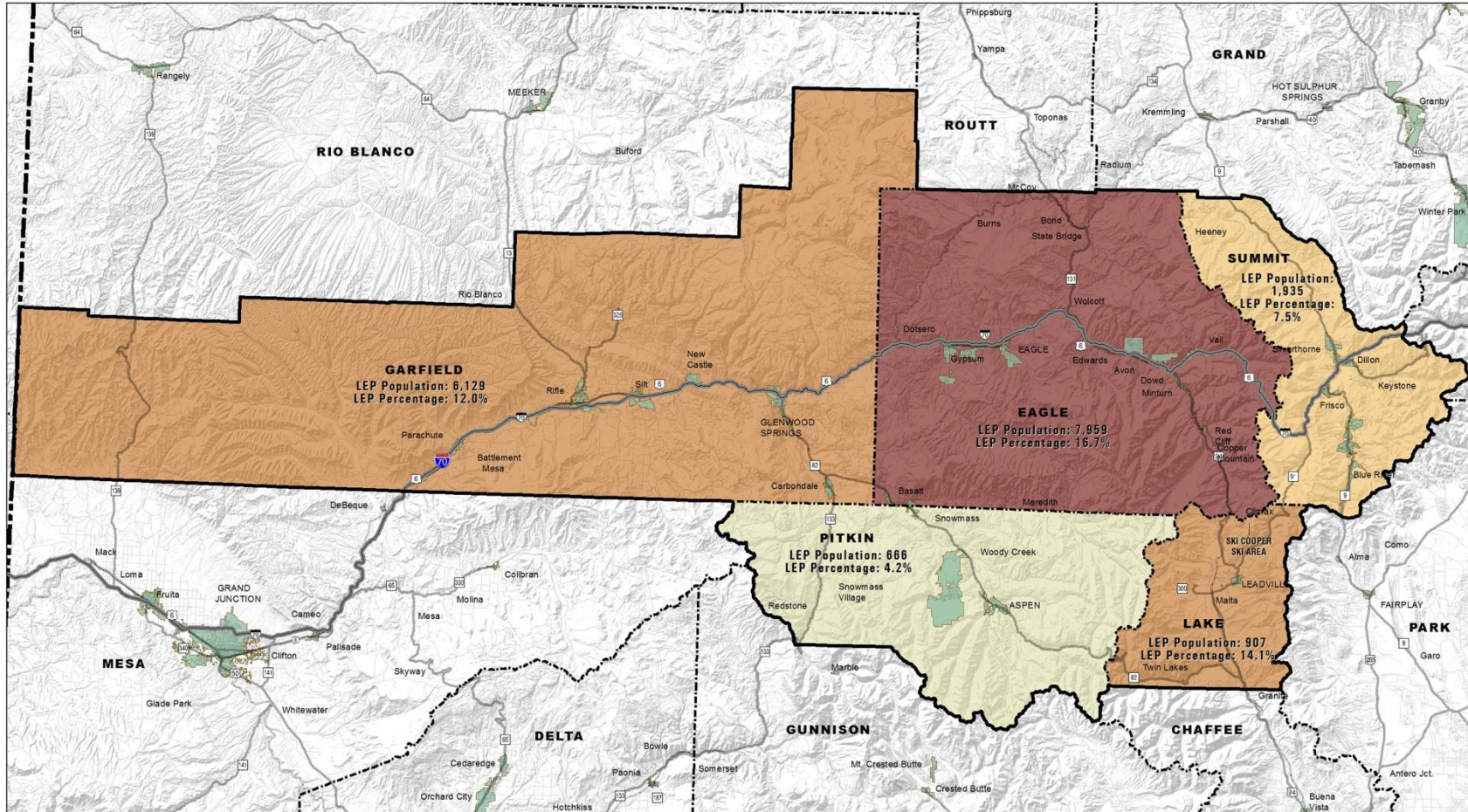
Source: 2011 U.S. Census American Community Survey Five-Year Estimate, based on values for “Speak English – not at all, not well or well”





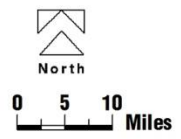
### Figure 2-7 2011 Limited English Proficiency Population

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



#### Legend

- Less Than 5% Limited English Proficiency
- 5 - 10% Limited English Proficiency
- 10% - 15% Limited English Proficiency
- Greater Than 15% Limited English Proficiency
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries







### 2.3.7 Population of People with Disabilities

Table 2-7 and Figure 2-8 provide information about the percentage of the population that has a disability within the Intermountain region. The highest number of disabled persons live in Garfield County, and the lowest number in Lake County. The highest percentage of disabled persons as a percent of total population is located in Garfield County with 8.1 percent, and Summit County is the lowest with 3.7 percent. The percentage of disabled persons as a share of the total population for the entire State of Colorado is 9.8 percent, indicating that the Intermountain region has a relatively low disabled population.

**Table 2-7 2012 Disabled Population**

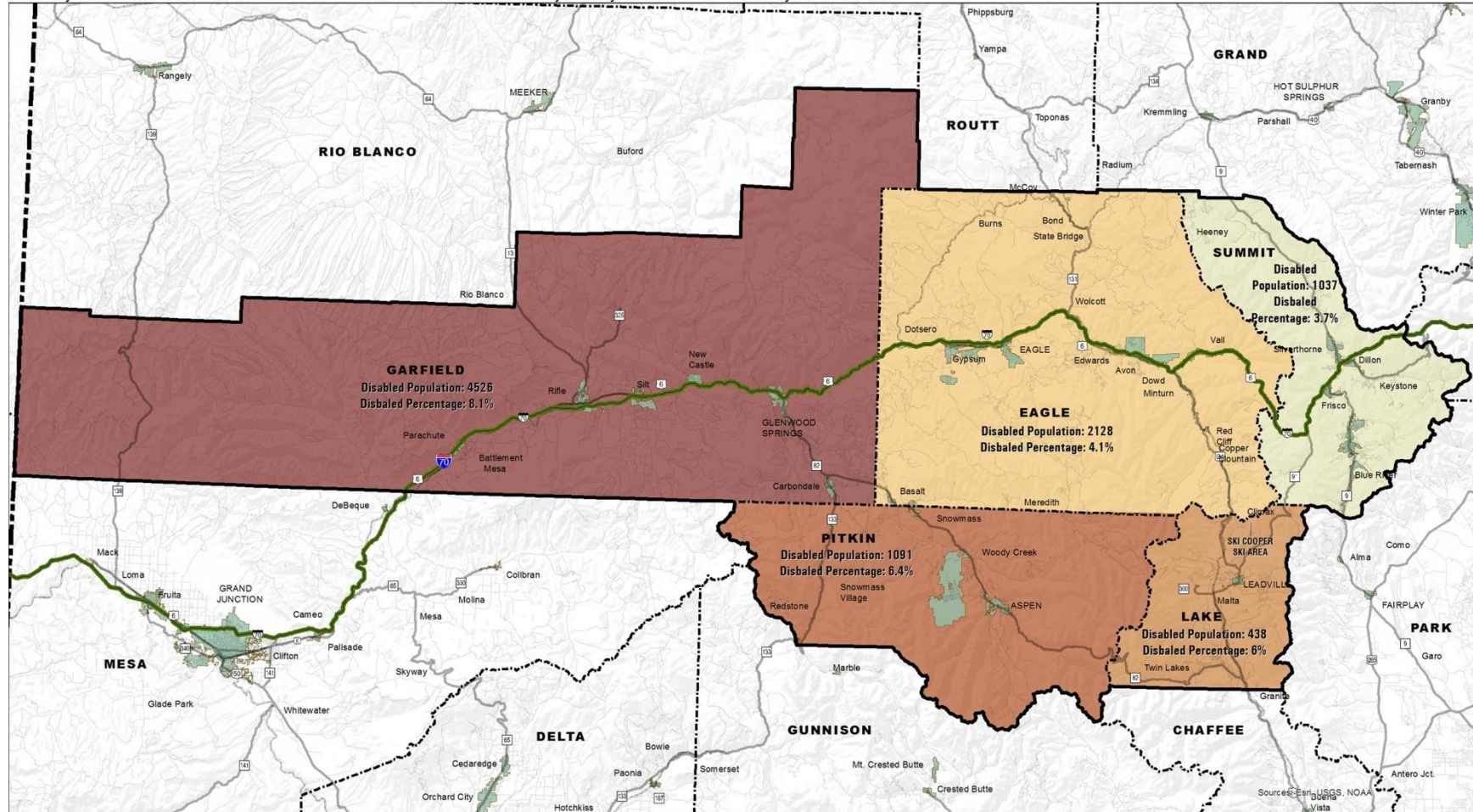
County	2012	% Disabled Population
Eagle	2,128	4.1%
Garfield	4,526	8.1%
Lake	438	6.0%
Pitkin	1,091	6.4%
Summit	1,037	3.7%
<b>TPR Overall</b>	<b>9,220</b>	<b>5.8%</b>
Statewide Total	487,297	9.8%

Source: 2012 U.S. Census American Community Survey Five-Year Estimate



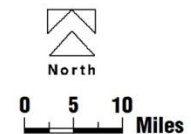
### Figure 2-8 2012 Disabled Population

Disability status data extracted from 2012 U.S. Census American Community Survey Table S1810 - Disability Characteristics



#### Legend

- Less Than 4% Disabled Population
- 4% - 5% Disabled Population
- 5% - 6% Disabled Population
- 6% - 8% Disabled Population
- Greater Than 8% Disabled Population
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries
- Intermountain TPR Boundary





### 2.3.8 Veteran Population

**Table 2-8** and **Figure 2-9** illustrate the veteran population within the Intermountain region. The highest number of veterans reside in Garfield County and the lowest number in Lake County. However, the highest percentage of veterans as a percent of total population is Lake County with 7.1 percent, and Eagle County is the lowest with 3.4 percent. The percentage of veterans as a percent of total population for the entire State of Colorado is 8.2 percent, indicating that the Intermountain region has a relatively low veteran population.

**Table 2-8 2011 Veteran Population**

County	2011	% Veteran Population
Eagle	1,737	3.4%
Garfield	3,629	6.5%
Lake	497	7.1%
Pitkin	1,041	6.2%
Summit	1,408	5.1%
<b>TPR Overall</b>	<b>8,312</b>	<b>5.3%</b>
Statewide Total	405,303	8.2%

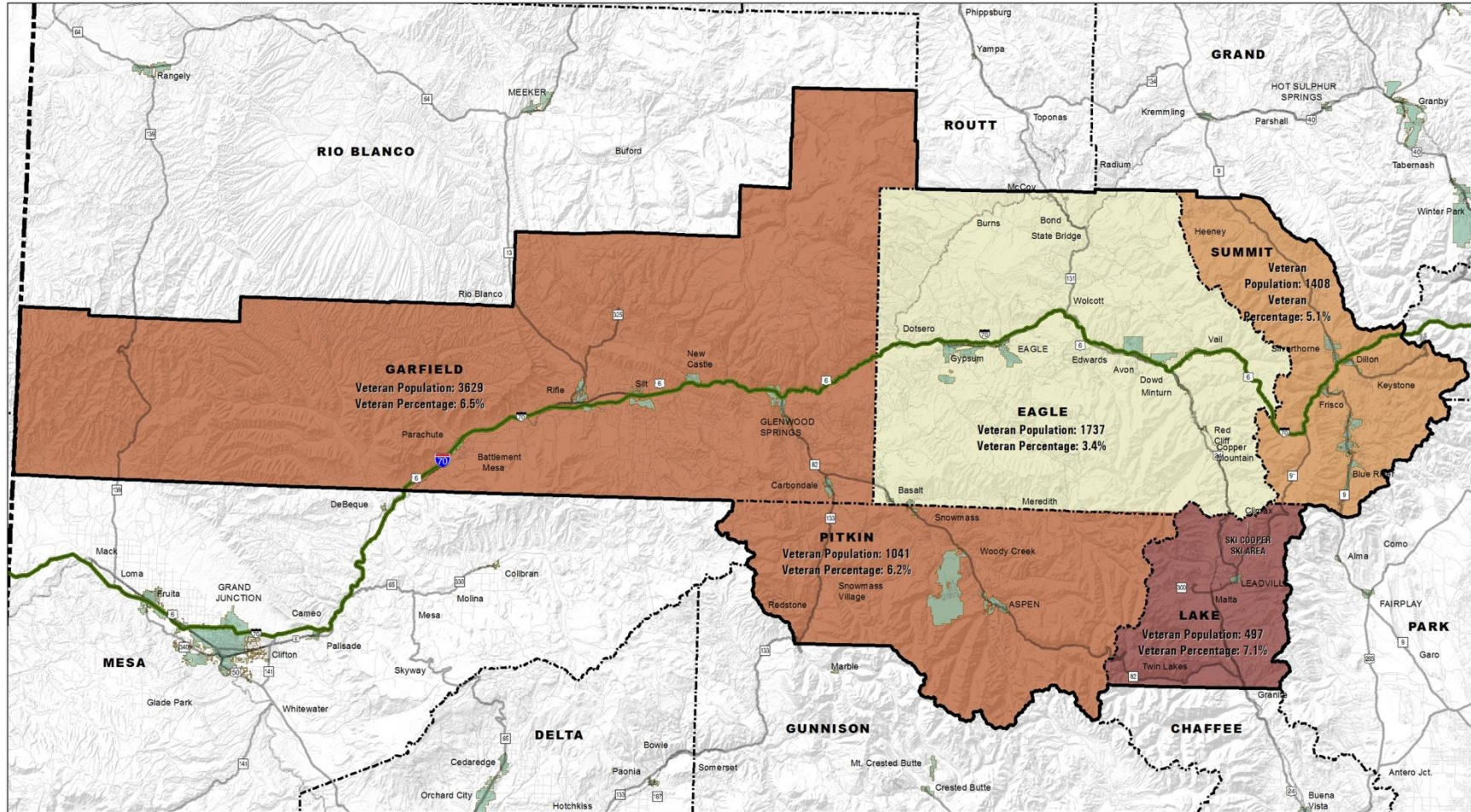
Source: 2011 U.S. Census American Community Survey Five-Year Estimate





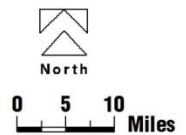
### Figure 2-9 2011 Veteran Population

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



#### Legend

- Less Than 4% Veteran Population
- 4% - 5% Veteran Population
- 5% - 6% Veteran Population
- 6% - 7% Veteran Population
- Greater Than 7% Veteran Population
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries
- Intermountain TPR Boundary







## 2.4 *Employment and Job Characteristics*

The major employment base in the Intermountain region is predominantly based on tourism and recreational activities. The region is home to 12 major ski resorts that draw visitors from across the globe in the winter and the region has developed a strong tourism draw in the summer months as well due to the attraction of National Forests, fishing, biking, and other outdoor recreational activities. Resort, lodging, retail, and food service industries associated with tourism and recreation activities in the region require a significant employment base. Many of these employees may have transit dependent characteristics. Additional robust employment industries in the TPR are health and wellness and the energy and natural resource sectors.

**Figure 2-10** illustrates the job growth from a base year of 2000 out to 2040. As the figure shows, the most significant job growth in the region is projected to occur between 2010 and 2020, at greater than 25 percent. Job growth then levels out between 2020 and 2040 with the majority of counties in the region seeing job growth between 10 and 25 percent.

**Figure 2-11** provides a snapshot of the commuting patterns in the region with each line indicating the number of commuter trips taken per day between counties (county-to-county trips with less than 100 commuters are not depicted). The most significant number of trips in the Intermountain region takes place from Eagle to Pitkin, from Garfield to Pitkin, from Garfield to Eagle, and from Mesa to Garfield counties. The commuter travel patterns identify that a large number of employees live a significant distance from their places of employment. In the Intermountain region, it is likely that the commuting trip distances are related to the high cost of living in this area.

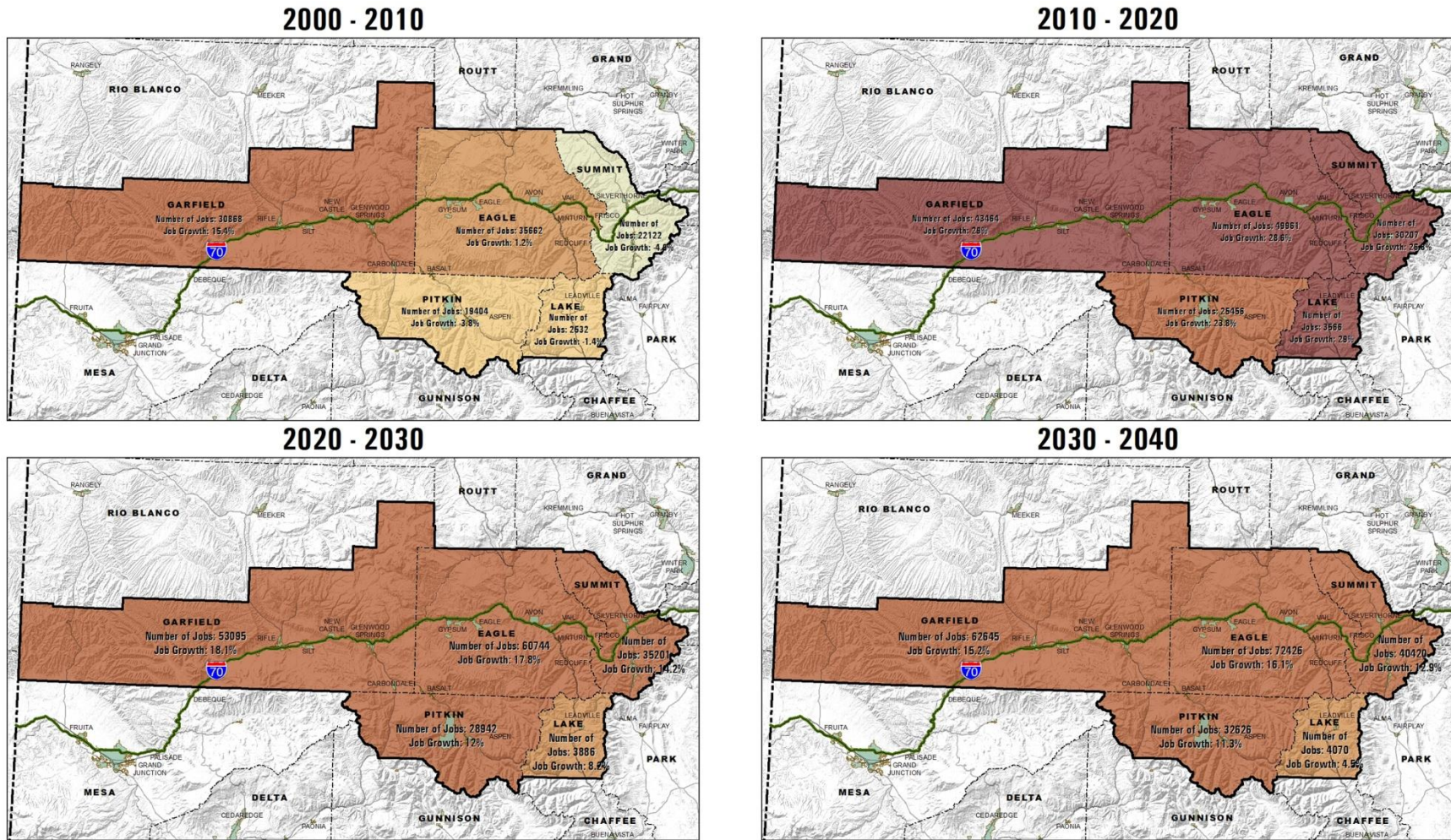
## 2.5 *Summary of Community Characteristics*

As shown in **Figure 2-12**, Summit County is expected to see the highest population growth in the Intermountain region, while the highest increase in the number of adults aged 65+ is expected in Eagle County. With the overall above average growth in the elderly population, it is likely that the region will require more human service transportation options to meet the demand. Lake County has the highest population below the federal poverty level, as well as the highest minority population, while Eagle County has the largest population of persons with LEP. These transit indicators suggest that the need for employment transportation and information and marketing materials in multiple languages may be warranted. Based on the comparison of the transit need indicators for each county in the TPR to the TPR average and the statewide average, Garfield and Lake counties have the most significant number of transit indicators indicating a higher than average need for both public and human service transit options.

Job growth is expected to increase significantly in the Intermountain region until 2020 and then tapers off to 10 to 25 percent growth in all counties except Lake County until 2040. Due to the high cost of living in the Intermountain region, increased transit options will be needed to meet the demand of the workforce to get to and from jobs. These characteristics are all indicators of the need for transit service and provide insight into how to plan for transit services both now and in the future.



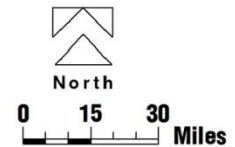
### Figure 2-10 Job Growth



#### Legend

- Less Than -4% Job Growth
- 4% - 0% Job Growth
- 0% - 10% Job Growth
- 10% - 25% Job Growth
- Greater Than 25% Job Growth
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

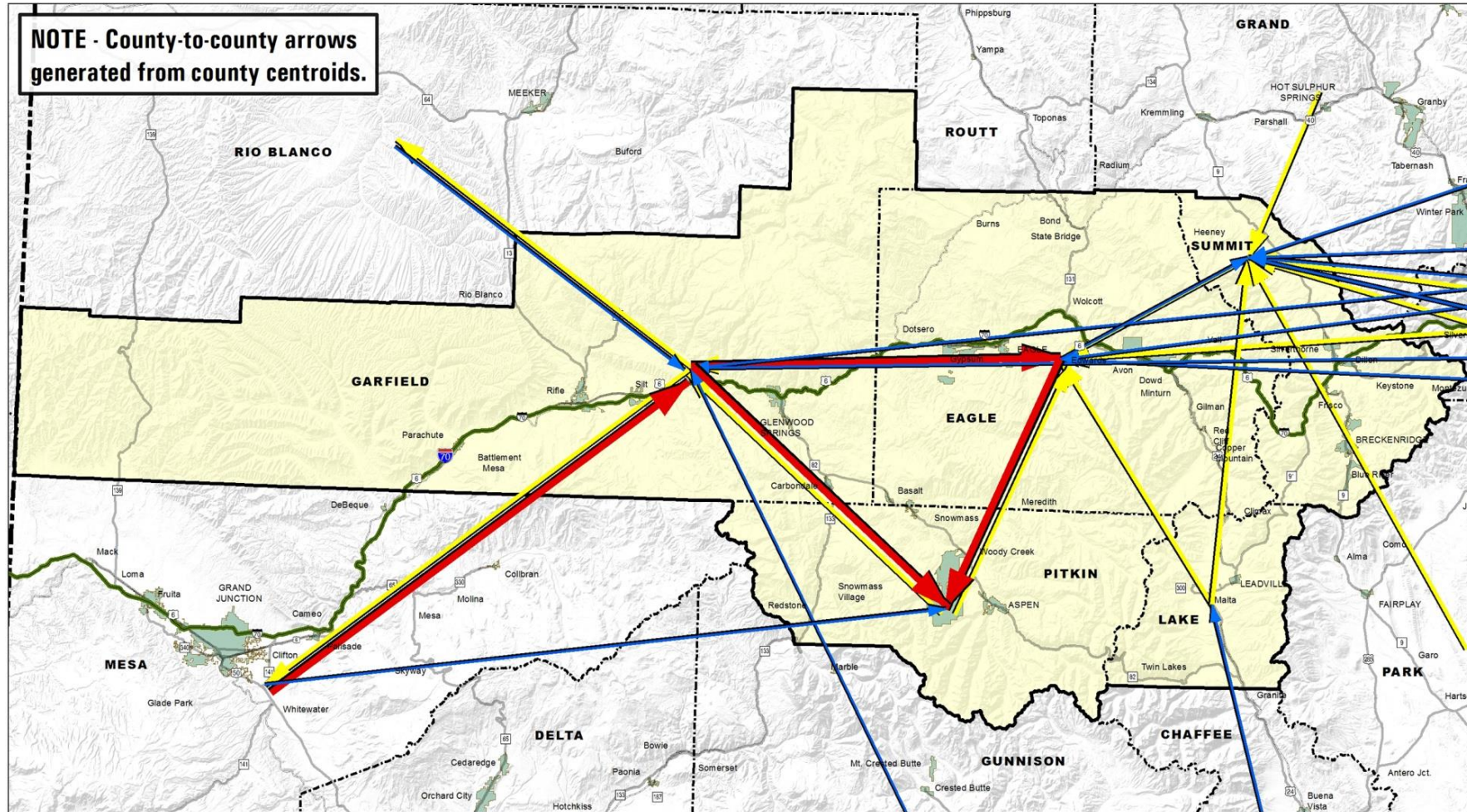
Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Affairs.







### Figure 2-11 Employed Working Outside of County of Residence

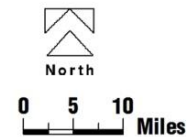


#### Legend

- 100 - 200 Commuters
- 200 - 1000 Commuters
- 1000 - 4600 Commuters
- 1000 - 4600 Commuters
- Incorporated Cities and Towns
- Intermountain TPR Boundary
- County Boundaries
- Interstate Highways
- U.S. & State Highways
- State Boundaries

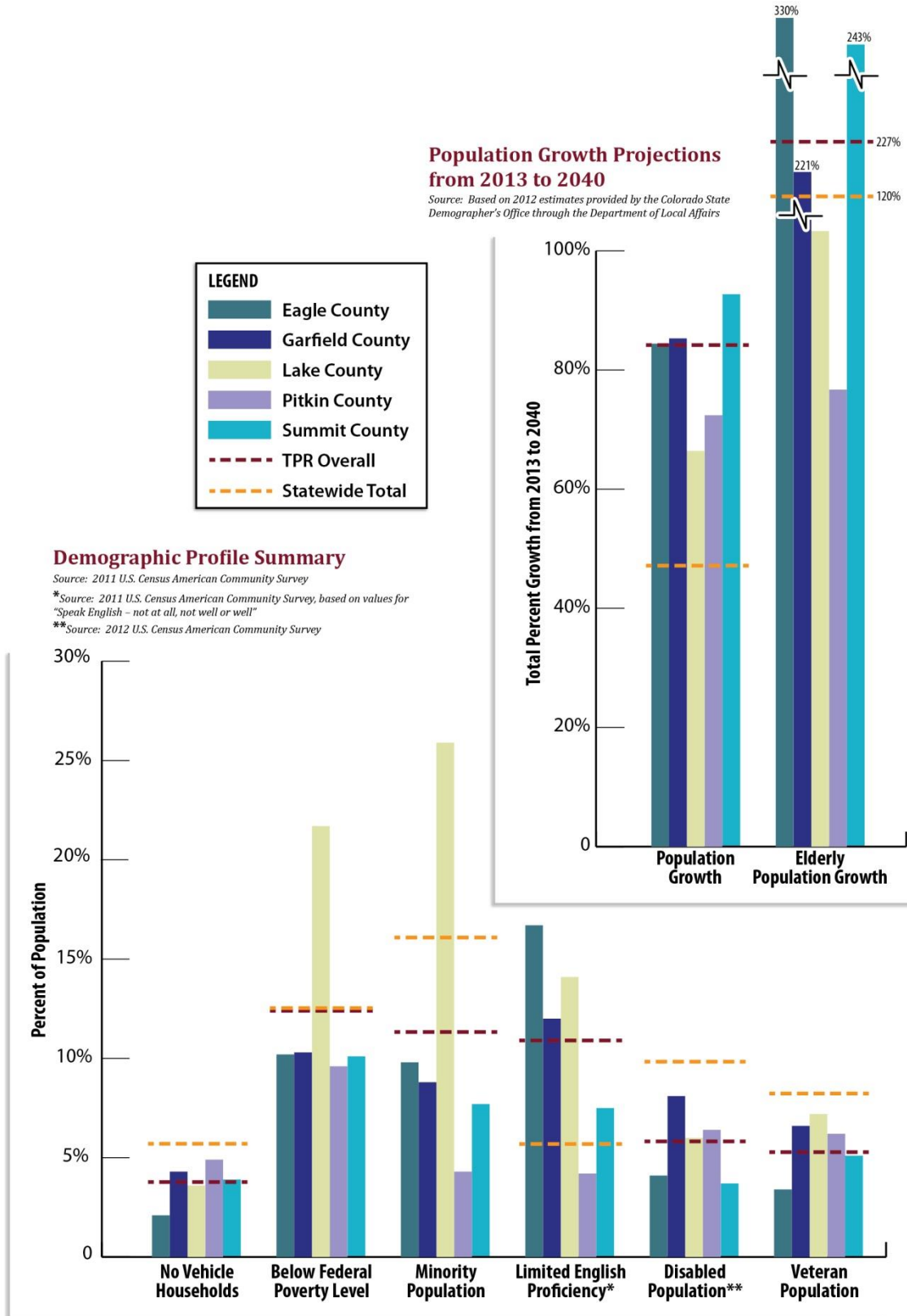
Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.

\* County-to-county commuters totaling less than 100 not depicted.





### Figure 2-12 Counties with Higher than Statewide and TPR Average Transit Needs Indicators





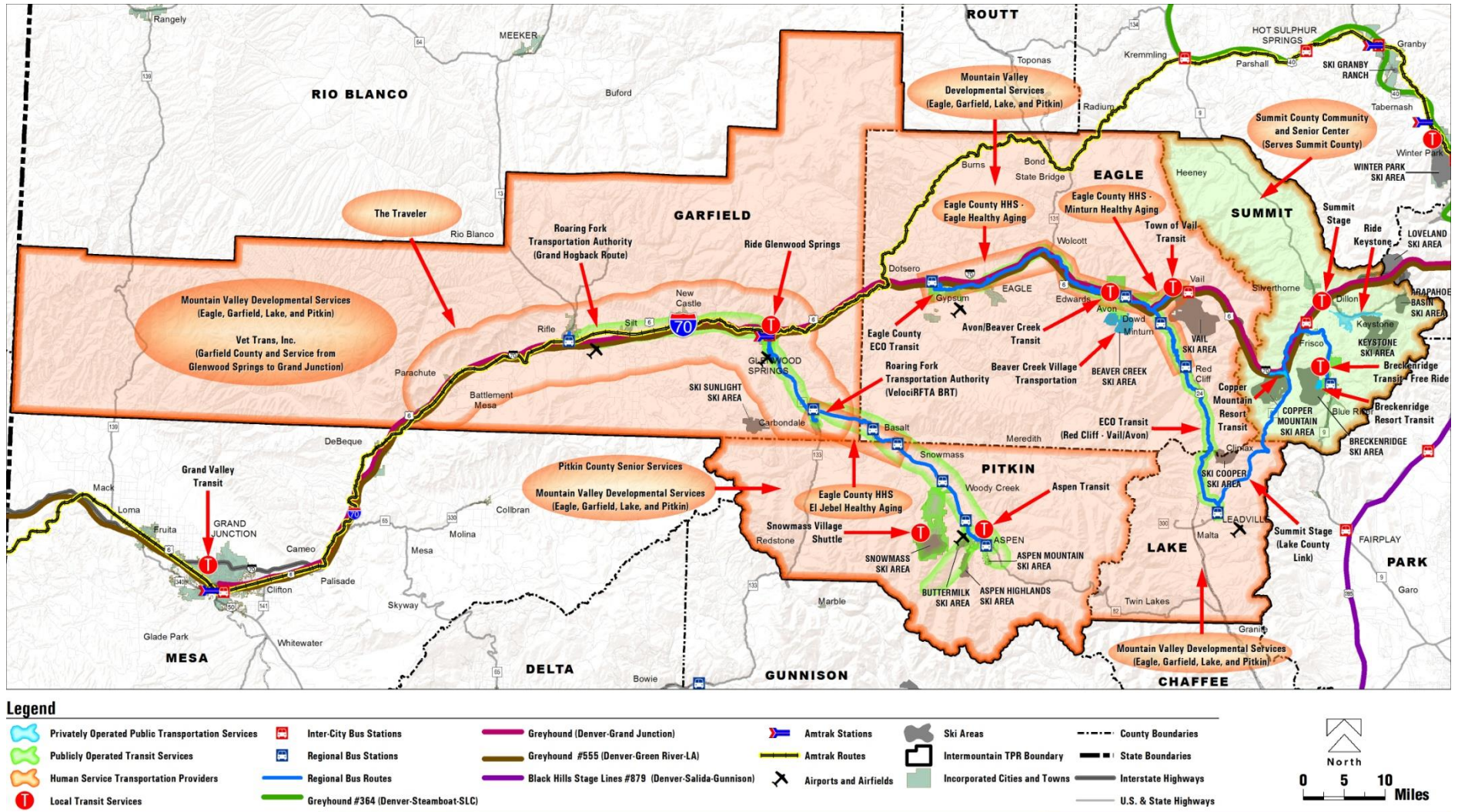


## 3.0 EXISTING TRANSIT PROVIDERS AND HUMAN SERVICE AGENCIES

This Chapter describes existing public and private transit providers and the human service agencies in the region, as well as their current coordination activities. The information included in this Chapter was gathered through detailed surveys that were distributed to all transit providers and human service agencies in the Intermountain TPR and supplemented by telephone interviews and web research. **Figure 3-1** provides a snapshot of the primary public and private transit providers, resort transit providers, and human service agency transportation services available in the Intermountain region. While the map in **Figure 3-1** is not inclusive of every small agency, private taxi service, or mountain resort transportation provider, it does provide a useful summary of the available services, as well as an illustration of some gaps in service. **Appendix A** includes definitions of key terms used throughout this Chapter and the rest of the plan.



### Figure 3-1 Transit Provider System Map





### 3.1 Public Transit Providers

The Intermountain region has many public transit providers. Public transit services are funded by the local or regional agencies and are open to all members of the public. These differ from human service transportation services that are limited to clientele who qualify, such as people over the age of 65. The public transit providers in the TPR serve nearly 170,000 residents, millions of annual visitors, and a significant number of employees across the region. The Intermountain region has several key transit facilities that passengers can use to transfer to other services to connect with key activity centers in the region. Some of the most important connection points in the region are Avon, Eagle, Glenwood Springs, and Frisco. **Table 3-1** includes key information about each public transit provider in the region.

**Table 3-1 Public Transit Provider Services Overview**

Public Transit Provider Services Overview							
Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating & Admin Budget (includes all service types)
City of Aspen	City of Aspen	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> </ul>	6:00 AM – 2:00 AM	S M T W Th F Sa	No Fare	1,100,000	\$4,700,000
City of Glenwood Springs – Ride Glenwood Springs	City of Glenwood Springs	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> </ul>	7:00 AM – 8:00 PM	S M T W Th F Sa	\$1 per day	250,000	\$860,442
Eagle County Regional Transportation Authority (ECO Transit)	Eagle, Gypsum, Leadville/Lake County, Minturn, Red Cliff, Vail	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> </ul>	4:50 AM – 1:15 AM	S M T W Th F Sa	\$4 – \$7 per one way trip	731,827	\$7,145,460
Roaring Fork Transportation Authority (RFTA)	Aspen, Basalt, Carbondale, Eagle County (parts), El Jebel, Glenwood Springs, New Castle, Pitkin County, Snowmass Village, Regional Valley, and Rifle/Hogback, Woody Creek, Resorts	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> <li>▪ Bus Rapid Transit (added in 2013)</li> </ul>	6:00 AM – 2:00 AM	S M T W Th F Sa	No Fare in Aspen City Limits, \$1 – \$10 per one-way fixed-route trip	3,951,487 (does not include Bus Rapid Transit trips)	\$31,265,550
Summit County – Lake County Link, Mountain Mobility, Summit Stage	Breckenridge, Dillon, Frisco, Leadville, Silverthorne, Lake County, Summit County	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> </ul>	6:00 AM – 2:00 AM	S M T W Th F Sa	No Fare Except for Lake County Link (\$5 one-way)	1,812,337	\$9,600,000



**Public Transit Provider Services Overview**

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating & Admin Budget (includes all service types)
Town of Avon Transit	Town of Avon, Beaver Creek Resort, Beaver Creek Mountain	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary Demand Response / ADA</li> </ul>	6:00 AM – 6:00 PM	S M T W Th F Sa	No Fare	253,633	\$1,002,715
Town of Breckenridge – Breckenridge Free Ride	Town of Breckenridge	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> </ul>	6:15 AM – 11:45 PM	S M T W Th F Sa	No Fare	538,504	\$1,463,187
Town of Snowmass – Village Shuttle	Town of Snowmass Village	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Deviated Fixed-Route</li> <li>▪ Demand Response</li> <li>▪ Complementary ADA</li> </ul>	6:45 AM – 12:45 AM	S M T W Th F Sa	No Fare	560,552	\$2,928,490
Vail Transit	Town of Vail	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Complementary ADA</li> </ul>	5:45 AM – 2:15 AM	S M T W Th F Sa	No Fare	3,500,000*	*

Source: Transit Agency Provider Survey, 2013

\* No survey information was received from Vail Transportation during the survey period. Ridership data for Vail Transportation as reported in the 2009 CASTA Transit Resource Directory.

### 3.2 Human Service Transportation Providers

Human service organizations often provide transportation for program clients to access their services and augment local public transportation services. **Table 3-2** describes human service organizations that fund or operate transportation service and participated in this coordinated planning process.





**Table 3-2 Human Service Transportation Provider Overview**

Human Service Transportation Provider Overview				
Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
Eagle Healthy Aging	Eagle	<ul style="list-style-type: none"> <li>Elderly (60+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	T, Th Every other Monday and Medical trips by appointment
El Jebel Healthy Aging	El Jebel and Basalt	<ul style="list-style-type: none"> <li>Elderly (60+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response – Door-to-Door</li> </ul>	T, Th and Medical trips by appointment
Golden Eagle Senior Center	Eagle, with trips to Gypsum	<ul style="list-style-type: none"> <li>Elderly (60+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response – Door-to-Door</li> </ul>	W, F Every other Monday and Medical trips by appointment
Minturn Healthy Aging	Minturn	<ul style="list-style-type: none"> <li>Elderly (60+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response – Door-to-Door</li> </ul>	W, F Every other Monday and Medical trips by appointment
Mountain Valley Developmental Services (Community Centered Board)	Eagle, Garfield, Lake, and Pitkin counties	<ul style="list-style-type: none"> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Fixed Route</li> <li>Demand Response – Door-through-Door</li> </ul>	S M T W Th F Sa
Pitkin County Senior Services	Pitkin County, Aspen area, Snowmass Village, Wood Creek area	<ul style="list-style-type: none"> <li>Elderly (60+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response – Door-to-Door</li> </ul>	M W F
Summit County Community and Senior Center	Summit County, trips to Denver or Eagle County if needed	<ul style="list-style-type: none"> <li>Elderly (50+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response – Door-through-Door</li> </ul>	M T W Th F
The Traveler	Service available to Garfield County residents. Service provided within a 5-mile radius off I-70 between Parachute and Glenwood Springs, and a 5-mile radius off Hwy 82 between Glenwood Springs and Carbondale	<ul style="list-style-type: none"> <li>Elderly (65+)</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response – Door-to-Door</li> </ul>	S M T W Th F Sa
Vet Trans, Inc.	Garfield County, with trips to Grand Junction	<ul style="list-style-type: none"> <li>Veterans</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response – Door-to-Door</li> </ul>	M W Th



### 3.3 Other Human Service Agencies/Programs

Many types of human service agencies in the region provide critical services and fund transportation programs but do not provide transportation for their clients. These agencies rely on public transit and human service transportation programs to get their clients where they need to go. The following types of human service agencies/programs need to be considered when determining transportation needs in the region:

- ▶ Area Agencies on Aging
- ▶ Community Centered Boards
- ▶ Departments of Human Services/Social Services (all counties)
- ▶ Departments of Public Health (all counties)
- ▶ Division of Vocational Rehabilitation (all counties)
- ▶ Healthcare Facilities
- ▶ Low-Income Housing
- ▶ Mental Health Facilities and Services
- ▶ Senior Services, Nursing Homes, Senior Centers
- ▶ Veteran’s Services (all counties)
- ▶ Workforce Centers (all counties)
- ▶ Independent Living Centers
- ▶ Educational Institutions

### 3.4 Privately Operated Public Transportation Services

Table 3-3 provides an overview of the privately operated public transportation services that are available in the Intermountain region. These services are open to the public, but operated by private companies. This includes private resort bus and shuttle operators, taxi services, other shuttle services (e.g., airport), passenger rail service (Amtrak), and intercity bus services.

**Table 3-3 Privately Operated Public Transportation Services Overview**

Privately Operated Public Transportation Services Overview						
Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
Amtrak – California Zephyr	<ul style="list-style-type: none"> <li>▪ Chicago –Omaha – Fort Morgan - Denver – Salt Lake City- Emeryville</li> <li>▪ Station located in Glenwood Springs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Private long-distance passenger train service</li> </ul>	General Public	N/A	S M T W Th F Sa	Varies
Beaver Creek Village Transportation	Beaver Creek, Bachelor Gulch, and Arrowhead resort areas	<ul style="list-style-type: none"> <li>▪ Fixed-Route</li> <li>▪ Demand-Response</li> <li>▪ Complementary ADA</li> </ul>	Resort Guests, Homeowners, Employees, General Public	5:00 AM – 3:00 AM	S M T W Th F Sa	No Fare
Colorado Mountain Express	DIA/Denver to: <ul style="list-style-type: none"> <li>▪ Vail, Beaver Creek, Bachelor Gulch, Avon, Edwards</li> <li>▪ Breckenridge, Keystone, Frisco, Dillon, Silverthorne, Copper Mountain</li> <li>▪ Aspen, Snowmass</li> </ul>	<ul style="list-style-type: none"> <li>▪ Private Shuttle Service (Door-to-Door shared-ride shuttle service and Point-to-Point service to set mountain locations for discounted rates)</li> </ul>	General Public, Lift-equipped vans are available by request	5:30 AM – 11:00 PM	S M T W Th F Sa	\$49 – \$118 Kids fare is half-price



## Privately Operated Public Transportation Services Overview

Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
	Village, Eagle, Glenwood Springs <ul style="list-style-type: none"> <li>Eagle County Airport</li> <li>Aspen/Pitkin County Airport</li> </ul> Local Service in Aspen	<ul style="list-style-type: none"> <li>Private Charter Services throughout Colorado</li> <li>Local Shuttle Service</li> </ul>				
Copper Mountain Resort Shuttle	Copper Mountain Resort	<ul style="list-style-type: none"> <li>Resort Shuttle Service</li> </ul>	Resort Guests, Homeowners, Employees, General Public	6:00 AM – 11:00 PM (winter) 10:00 AM – 6:00 PM (Summer), No Service in May or October	S M T W Th F Sa	No Fare
Fresh Tracks	DIA to Frisco Transit Center Summit County	<ul style="list-style-type: none"> <li>Resort Shuttle Service</li> </ul>	General Public	5:00 AM – 10:00 PM	S M T W Th F Sa	\$45 – \$60
Greyhound	<ul style="list-style-type: none"> <li>Denver – Green River – Los Angeles</li> <li>Denver – Grand Junction</li> <li>Stations located in Frisco, Vail, Glenwood Springs</li> </ul>	<ul style="list-style-type: none"> <li>Intercity Bus Service</li> </ul>	General Public	Varies	S M T W Th F Sa	Varies
High Mountain Taxi	Aspen, Snowmass, Vail, Beaver Creek, Vail Airport, Eagle Airport	<ul style="list-style-type: none"> <li>Taxi Service</li> </ul>	General Public	24 hours per day	S M T W Th F Sa	Varies
MTN Shuttle	DIA to Breckenridge	<ul style="list-style-type: none"> <li>Private Door-to-Door Shared Ride Shuttle Service</li> </ul>	General Public	24 hours per day	S M T W Th F Sa	\$60 (rates reduced for 4+ passengers)
Peak One Express	DIA to Summit County, Breckenridge, Frisco	<ul style="list-style-type: none"> <li>Private Door-to-Door Shared Ride Shuttle Service to Summit County</li> <li>Point Drop Off in Breckenridge and Frisco</li> </ul>	General Public	5:00 AM – 11:15 PM	S M T W Th F Sa	\$44 – \$63 (rates reduced for 3+ passengers to Summit County)
Powderhound Transport	Breckenridge to Aspen, DIA, Steamboat, Vail	<ul style="list-style-type: none"> <li>Private Door-to-Door Shared Ride Shuttle Service</li> </ul>	General Public	24 hours per day	S M T W Th F Sa	\$36 – \$68
Ride Keystone	Keystone Resort	<ul style="list-style-type: none"> <li>Resort Shuttle Service</li> </ul>	Resort Guests, Homeowners, Employees, General Public	6:00 AM – 12:00 AM	S M T W Th F Sa (Winter season only)	No Fare
Summit Express	DIA to Breckenridge, Copper Mountain, Dillon, Frisco, Keystone	<ul style="list-style-type: none"> <li>Private Door-to-Door Shared Ride Shuttle Service</li> <li>Point Drop Off</li> </ul>	General Public	5:20 AM – 11:00 PM	S M T W Th F Sa	\$49 – \$64 (rates reduced for 3+)





Privately Operated Public Transportation Services Overview

Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
Valley Taxi	Glenwood Springs and the Roaring Fork Valley	▪ Taxi Service	General Public	24 hours per day	S M T W Th F Sa	passengers) Varies

Source: Rates and schedules based on stakeholder input and internet information in Q1 2014.

3.5 Existing Coordination Activities

The Intermountain region has been actively working on coordination efforts for a number of years. The main coordination categories completed and/or underway in the region include those listed below. Specific projects and coordination efforts are described in more detail below.

- ▶ Facility Sharing
- ▶ Joint Vehicle Procurement
- ▶ Local/Regional Coordinating Council
- ▶ Marketing and Information Campaigns
- ▶ Mobility Management
- ▶ Partnerships
- ▶ Vehicle Sharing

3.5.1 Facility Sharing

One of the most important ways to coordinate and streamline transit service is through joint use of facilities. Throughout the region, agencies are sharing bus stops and bus stations and are sharing maintenance facilities and services.

The following lists specific examples of such coordination activities in the Intermountain region:

- ▶ ECO Transit, Avon, Beaver Creek Transportation, Summit County, and the Town of Vail all share bus shelters.
- ▶ ECO Transit purchases fuel through and receives some vehicle maintenance from the Town of Avon.
- ▶ Town of Snowmass Village maintains regional bus stops and bus stations in Snowmass Village for RFTA.
- ▶ Town of Avon Transit will be sharing the new I-70 Regional Transportation Facility with ECO Transit and Beaver Creek Transportation, allowing parking of buses, vehicle wash, fluids, fuel, and maintenance.

3.5.2 Joint Vehicle Procurement

For many years, transit agencies in the Intermountain region have come together to procure vehicles to streamline the process, secure reduced unit costs, eliminate the duplication of preparing vehicle specifications, and ensure that the vehicles are in compliance with state and federal regulations. ECO Transit and RFTA have procured vehicles together in the past, and the Town of Snowmass Village would like to also join RFTA in future vehicle procurements. Several other agencies, including Town of Breckenridge, Summit County, and the City of Aspen, either are or are considering joint vehicle procurements as well.

3.5.3 Local/Regional Coordinating Council

A Regional Transportation Coordinating Council (RTCC) was developed for the region in 2010, whose mission is to “coordinate, manage, consolidate, educate, promote, enhance, and facilitate seamless access to



transportation services for the veteran, disabled, older, and low-income adult populations in the geographic region composed of Garfield, Pitkin, Eagle, Summit, Grand, Jackson, and Routt Counties.” The RTCC for the region meets bimonthly to work on strategic coordination projects to assist the streamlining of transportation information and services to residents, employees, and visitors. The RTCC has been very project oriented this past year, as the Northwest Colorado Council of Governments (NWCCOG) was awarded Veterans Transportation and Community Living Initiative funding to create a centralized call center with information on all types of transportation providers and services in the region. The NWCCOG has contracted with RouteMatch for the software for a One-Call/One-Click Center and the call center began a soft opening in August 2014. Following the roll out of One-Call/One-Click Center, the RTCC will use funding that it has received to implement a marketing campaign to educate the public, transportation providers, and human service agencies about this new resource.

### 3.5.4 Marketing and Information Campaigns

Many agencies throughout the Intermountain region have recognized the value of cross marketing their transit information, especially in a region where so many of the resort and rural transportation services overlap. The following are some examples of the joint marketing efforts underway:

- ▶ ECO Transit’s customer service representatives in Vail provide ticket sales and service information to Greyhound passengers as well as to Town of Vail patrons.
- ▶ A marketing campaign spearheaded by the RTCC will kick off in 2014 to educate the public and transit/human service agencies about the centralized call center.
- ▶ The Breckenridge Free Ride and the Breckenridge Ski Resort have a joint marketing arrangement and all services are advertised under the Free Ride brand. Additionally, these agencies have one phone number to provide transit information.
- ▶ The City of Aspen, Glenwood Springs, RFTA, and Snowmass Village partner together to market and promote transit services in their service areas and throughout the Roaring Fork Valley.

### 3.5.5 Mobility Management

In July 2012, the NWCCOG hired a mobility manager with a goal of streamlining coordination efforts in the region. The Mobility Manager works across parts of two Transportation Planning Regions, Northwest and Intermountain, including Garfield, Pitkin, Eagle, Summit, Grand, Jackson, and Routt Counties. Having a paid Mobility Manager ensures that staff resources are available and creates a community resource to energize coordination activities. The NWCCOG Mobility Manager leads the activities of the RTCC in the region and is working primarily on the development and implementation of a One-Call/One-Click Center, implementing a regional billing mechanism for Non-Emergent Medicaid Transportation, maintaining a regional transportation services inventory, including both human service agencies and transit providers, along with conducting a detailed gap analysis of the transit needs across the region to expand coordination of and access to existing and new resources.

### 3.5.6 Partnerships

The Intermountain TPR has extensive working relationships among its transit providers and human service agencies. The transit providers work together regularly and are able to come together as a region when decisions need to be made about distribution of funds, service coordination, and marketing.

### 3.5.7 Vehicle Sharing

The Breckenridge Free Ride and Summit County’s Summit Stage have an agreement to supply emergency back-up vehicles to each other.



### **3.6 Summary of Existing Services**

The Intermountain region is home to 10 large-scale rural public transit agencies that mainly provide service along the I-70 corridor, along SH 24, and from Glenwood Springs to Aspen along SH 82. In 2012, these 10 public transit agencies provided over 13,000,000 fixed-route trips, nearly 400,000 demand response trips, and approximately 12,000 paratransit trips. The region also has several human service agencies that provide trips to seniors and persons with disabilities throughout the region such as Eagle County Senior Transportation Services, Mountain Valley Development Services, and the Summit County Community and Senior Center. Given the number of resorts in the region, there are also a large number of private transportation operators. This includes small resort shuttle operators, several shuttle operators that provide service to visitors trying to get to mountain resorts from Denver, general public services such as Amtrak and Greyhound, and several taxi services that provide local transportation services.

The region's transit providers work very closely to provide connections between transit services in the TPR. RFTA provides its own rural service but also contracts with the City of Aspen, Snowmass Village, and Glenwood Springs to provide local services. All of these transit services connect with one another to provide service connections for passengers. Additionally, ECO Transit services connect with transit services provided by the Town of Avon, Beaver Creek Village, and with Summit Stage in Leadville.

There are still two major gaps in the regional service network. There is currently no regional bus service from Glenwood Springs to Eagle or direct service from Frisco to Vail. While Greyhound does provide intercity bus service between these points, there is no convenient service for local residents to access employment or to get to human services. The intercity service provided by Greyhound connects the region to Grand Junction to the west and Denver to the east. The Amtrak route that serves the region, the California Zephyr, originates in Chicago, connects through Denver, and heads west through the mountains with a stop in Glenwood Springs, and then goes on to Grand Junction with a final destination of Emeryville, California. The Amtrak station in Glenwood Springs is serviced by Ride Glenwood, which connects to the larger RFTA bus network within the TPR. Chapter 5 further discusses recommendations for these service gaps and other spatial, temporal, and financial needs and gaps.





## 4.0 CURRENT AND POTENTIAL TRANSIT FUNDING

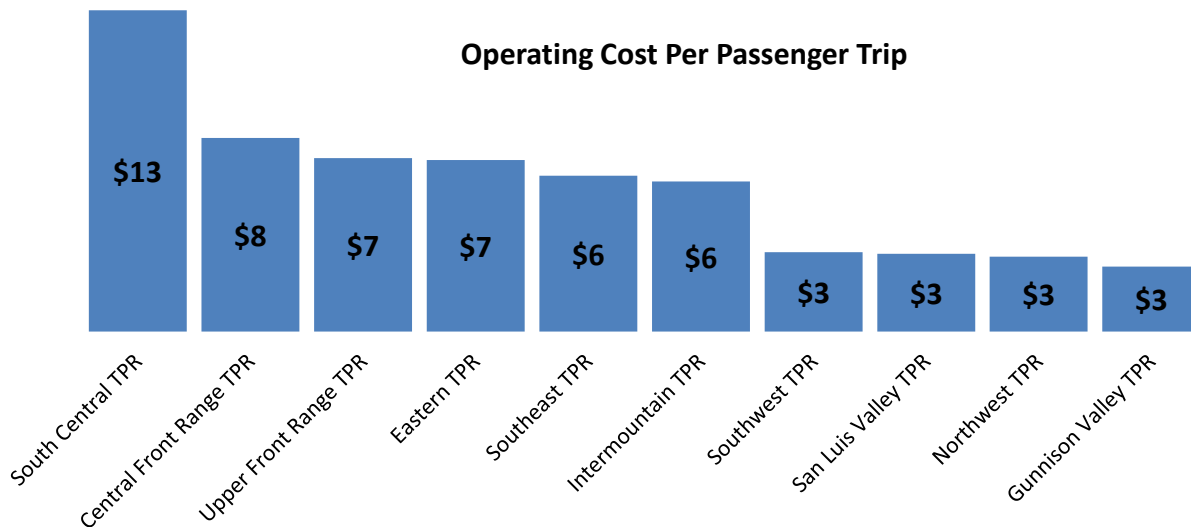
This Chapter presents a snapshot of current transit funding levels and potential sources of funds for the Intermountain Transportation Planning Region (TPR). Significant current and potential future funding programs are summarized and estimates of funds generated through future potential revenue mechanisms are provided.

Providing public transit and human service transportation in the Intermountain region is challenging. The substantial influx of seasonal residents, workers, and visitors during peak tourism months can strain providers, while excess capacity may be available during other parts of the year. Transit agencies must provide services within and connecting smaller rural communities, but with system ridership demands and infrastructure needs that are more characteristic of larger urban centers.

### 4.1 Current Transit Expenditures

Figure 4-1 illustrates the various levels of transit service provided in each of Colorado’s rural TPRs as measured by operating cost per passenger trip. Each region varies considerably in the scale and type of operations, system utilization and ridership, full-time resident population, and population of seasonal visitors and other system users. In 2012, approximately \$6 per trip was expended to support critical transit services within the region. Overall transit operating costs in the Intermountain TPR are relatively high compared to other regions, due to the higher cost of living, labor, fuel, and general maintenance imposed by the region’s geography and economy.

Figure 4-1 Operating Cost per Passenger Trip in Colorado Transportation Planning Regions

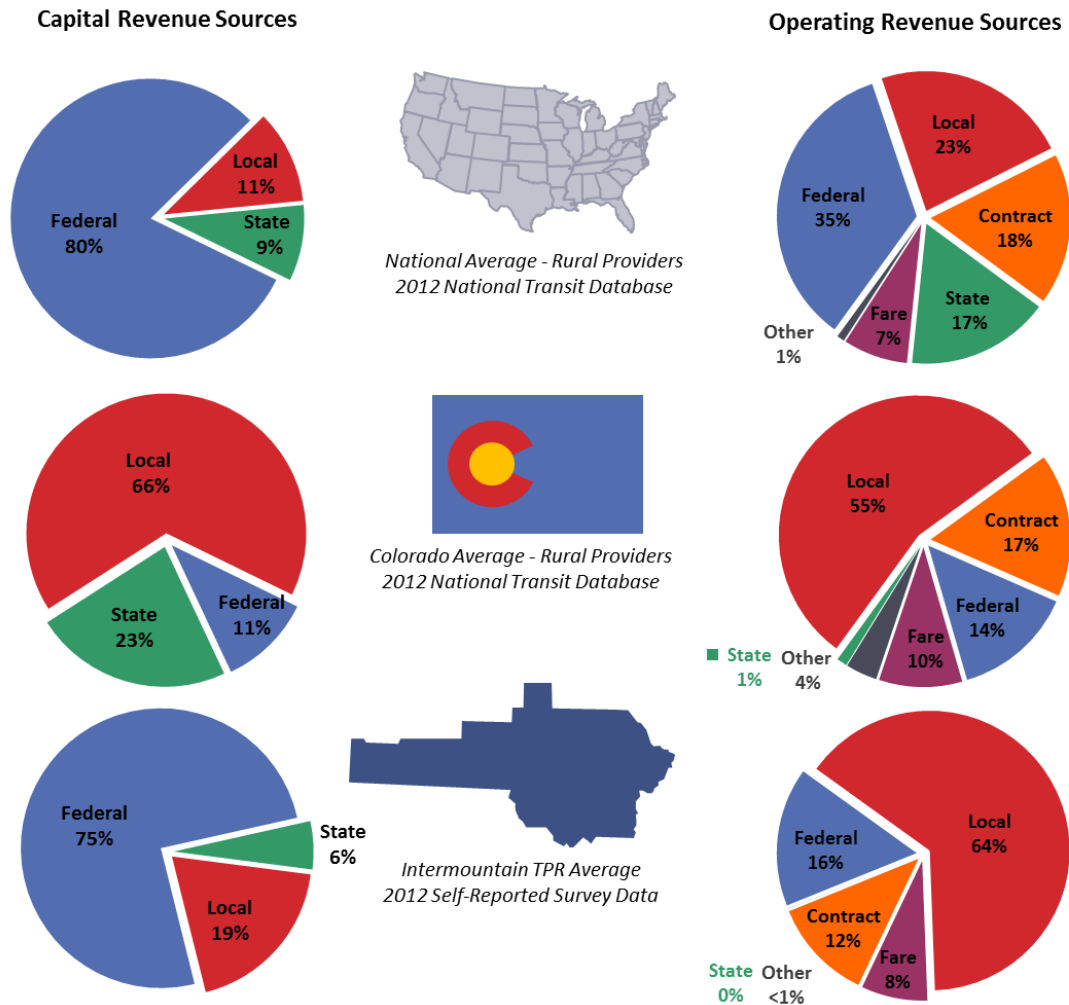


Source: 2012 Self-reported data from CDOT Transit Agency Provider Survey, 2013

### 4.2 Current Transit Revenue Sources

Transit service providers in the Intermountain region and across Colorado rely on a patchwork of funding sources to continue operations or fund improvements and system expansions. Transit providers often leverage funding from a wide variety of federal, state, and local or private sources. Figure 4-2 displays information from the National Transit Database of rural providers for the nation and for Colorado. This information is compared to the aggregate regional financial information as reported to the Division of Transit and Rail (DTR) by providers in the region.

**Figure 4-2 Comparison of National, State, and Regional Revenue Sources**



Source: National Transit Database, 2012 | CDOT Transit Agency Provider Survey, 2013

At the national level, the majority of capital revenues are derived from federal sources, primarily Federal Transit Administration (FTA) grants. Over the past five years, federal capital spending increased substantially through the American Recovery and Reinvestment Act (ARRA) and some of those investments are still being awarded. In 2012, ARRA funding represented one-third of all federal transit-related capital funding nationally. However, in Colorado, relatively few ARRA investments and other large-scale transit capital projects are underway and the federal share of capital revenues is substantially less at the state level—at just 11 percent. The State of Colorado contributes more than twice the national average toward capital investments, primarily through the Funding Advancement for Surface Transportation & Economic Recovery (FASTER) program.

Local governments provide most financial support for major capital investment projects, including required local match funding for major new capacity projects in the Intermountain region. Local funding for capital investment in the Intermountain region is substantial and has increased in recent years with the development of new capacity projects, such as the Roaring Fork Transportation Authority’s (RFTA) bus rapid transit expansion. At the regional level in 2012, federal investments represent the largest share of capital funding (75 percent), however this is not typical and is a result of the Section 5309 funds received by RFTA. **Excluding the impact of recent FTA 5309 grants to the Intermountain region, local revenue sources would instead make up the majority of capital**

revenues and the regional average would appear more similar to the state average of 11 percent in federal funds.

The breakdown of funding sources that are used to fulfill operating needs in the state and region also emphasize the importance of local funding. At the national level, operating revenues are relatively diversified among federal, local, agency-derived, and state funding sources. Colorado on average is more dependent on local sources and less reliant on federal and state sources for operating funds. Within the Intermountain region, the local share of operating revenues is greater than the state average (64 percent compared to 55 percent). Local revenues include any General Fund transfers or dedicated revenues collected by authorities, counties, and cities in the region. The Intermountain region is notable for the three counties (Eagle, Summit, and Pitkin) that impose Mass Transit District sales taxes to support transit. The region is also home to RFTA, which provides dedicated sales tax revenue to support transit.

### 4.3 Regional Transit Revenue Trends

While federal operating support for rural transit is relatively stable and predictable, many other funding sources are highly variable, including federal or state competitive grant awards, one-time transfers from local governments, private or philanthropic donations, or local tax revenues that are subject to fluctuations in local economies. When these funding streams decline or remain stagnant, transit agencies are forced to respond by reducing service, raising fares, eliminating staff positions, delaying system expansions, or postponing maintenance activities.

**Figure 4-3** illustrates trends in reported capital and operating revenues for the past three years. It should be noted that data for 2010 and 2011 are compiled from the National Transit Database and are not directly comparable to data derived from survey information reported by providers in the region in 2013 based on 2012 data.

**Figure 4-3 Recent Trends in Regional Transit Revenues**



Source: 2012 Self-reported data from CDOT Transit Agency Provider Survey, 2013

Within the Intermountain region, providers have not substantially reduced services in recent years but instead have partnered to undertake major system expansions. The level of operating revenues reflects the regional and statewide need to continue to diversify revenue sources and secure new sources of funding to maintain existing services. Providers in the Intermountain TPR have strong local support and dedicated revenues; however, to realize the region's long-term vision for transit, additional funding sources and partnerships must be explored. The following sections detail a number of commonly used funding streams and provide estimates of potential new revenue sources in the region.

### 4.4 Current and Potential Transit and Transportation Funding Sources

Public funds are primarily used to support transit and transportation services in Colorado's rural areas. Support from federal agencies, state programs, and local governments provide the majority of funding to support capital





construction and acquisition. Operating and administration activities are most often supported by local governments, FTA grants, private or civic gifts and from agency-generated revenues such as contract services, service fares, and investments.

The following sections detail a number of commonly used funding streams and provide estimates of potential new revenue sources for the region.

#### 4.4.1 Federal Grant Programs – U.S. Department of Transportation

Grant programs administered by the FTA provide the most significant source of ongoing funds to support transit services in rural areas. CDOT conducts a statewide competitive application process to determine awards of FTA grants and to ensure that it and the local grantees follow federal laws and regulations. CDOT contracts with the local grantees once it selects the funding recipients. FTA funds are complex and governed by varying requirements and provisions for use.

Only the 5311 grant programs are specifically intended to support transit in rural areas; however, under certain circumstances and with the discretion of the state, many other programs may be used to support rural services. The following list of major FTA and U.S. DOT programs cover grant assistance programs for rural areas. Providers in the Intermountain region may not be eligible for some of these programs. CDOT provides a clearinghouse of information on current grant programs and can provide limited technical assistance with grant applications.

**FTA Section 5311 Formula Grants for Rural Areas** program provides formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital, or operating costs, including planning, job access, and reverse commute programs, for local transportation providers when paired with local matching funds. States may distribute funding to public, private non-profit, or tribal organizations, including Local and Regional Coordinating Councils. Within this program, Section 5311(f) requires at least 15 percent of a state's funds under this program to be used to support intercity bus services, unless the governor has certified that such needs are already being met. The Rural Transit Assistance Program and the Tribal Transit Program are funded as a takedown from the Section 5311 program. The federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the federal share may not exceed 50 percent of the net operating cost of the project. For projects that meet the requirements of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, they may be funded at 90 percent federal match.

**FTA Section (5311(b)(3)) Rural Transit Assistance Program (RTAP)** provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in rural areas. States may use RTAP funds to support non-urbanized transit activities in four categories: training, technical assistance, research, and related support services. Colorado receives a base allocation of \$65,000 annually in RTAP funds. There is no federal requirement for a local match. CDOT provides RTAP funding to the Colorado Association of Transit Agencies (CASTA).

**FTA Section 5304 Statewide and Metropolitan Planning** funds can be used for a wide variety of transit planning activities, including transit technical assistance, planning, research, demonstration projects, special studies, training, and other similar projects. These funds are not available for capital or operating expenses of public transit systems. First priority is given to statewide projects, which includes grant administration; the provision of planning, technical and management assistance to transit operators; and special planning or technical studies. The second priority is given to the updating of existing regional transit plans. Third priority is given to requests for new regional transit plans. Fourth priority is given to



requests to conduct local activities, such as: research, local transit operating plans, demonstration projects, training programs, strategic planning, or site development planning.

**FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities** is a formula grant program intended to enhance mobility of seniors and persons with disabilities. It is used to fund programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services. Eligible recipients include states or local government authorities, private non-profit organizations, or operators of public transportation. At least 55 percent of program funds must be used on public transportation capital projects that are intended to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent of program funds may be used for projects that exceed ADA requirements or that improve access to fixed-route service and decrease reliance by individuals with disabilities on paratransit services or that provide alternatives to public transportation for seniors and individuals with disabilities. The 5310 program funds certain capital and operating costs, with an 80 percent federal share for capital and 50 percent federal share for operating.

**FTA Section 5312 Research, Development, Demonstration, and Deployment Projects** supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality. Eligible recipients include state and local governments, public transportation providers, private or non-profit organizations, technical and community colleges, and institutions of higher education. Federal share is 80 percent with a required 20 percent non-federal share for all projects (non-federal share may be in-kind).

**FTA Section 5322 Human Resources and Training** program allows the FTA to make grants or enter into contracts for human resource and workforce development programs as they apply to public transportation activities. Such programs may include employment training, outreach programs to increase minority and female employment in public transportation activities, research on public transportation personnel and training needs, and training and assistance for minority business opportunities. Eligible recipients are not defined in legislation and are subject to FTA criteria. This program is initially authorized at \$5 million total through 2014. The federal share is 50 percent with a required 50 percent non-federal share for all projects.

**FTA Section 5339 Bus and Bus Facilities** program provides capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment and to construct bus-related facilities. This program replaces the previous 5309 program and provides funding to eligible recipients that operate or allocate funding to fixed-route bus operators. Eligible recipients include public agencies or private non-profit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income. States may transfer funds within this program to supplement urban and rural formula grant programs, including 5307 and 5311 programs. Federal share is 80 percent with a required 20 percent local match.

**FTA Section 5309 Fixed Guideway Capital Investment Grants (New Starts)** program is the primary funding source for major transit capital investments. The 5309 program provides grants for new and expanded rail and bus rapid transit systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. This



discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Projects must demonstrate strong local commitment, including local funding, to earn a portion of this limited federal capital funding source. Generally, the requirements of this program limit funding to major urban providers; however, some rural systems have been competitive and received funding in recent years, including RFTA for the new VelociRFTA BRT service along SH 82. Maximum federal share is 80 percent.

**FHWA Surface Transportation Program (STP)** provides flexible funding that state and local governments may use for a variety of highway-related projects and pedestrian and bicycle infrastructure, transit capital projects, including vehicles and facilities used to provide intercity bus service, transit safety infrastructure improvements and programs, and transportation alternatives as defined by MAP-21 to include most transportation enhancement eligibilities. Funds may be flexed to FTA programs, local governments, and transit agencies to support transit-related projects.

**FHWA Transportation Alternatives Program (TAP)** provides funding for programs and projects defined as transportation alternatives, including transit-related projects, pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. The TAP replaced the funding from pre-MAP-21 programs, including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program. Requirements and guidelines for this program, as related to transit, largely remain similar to the previous transportation enhancement program. TAP funds transferred to FTA are subject to the FTA program requirements, including a required 20 percent matching local funds.

**FHWA National Highway Performance Program (NHPP)** provides funding specifically to support the condition and performance of the National Highway System (NHS). While this is a highway-oriented program, NHPP funds can be used on a public transportation project that supports progress toward the achievement of national performance goals. Public transportation eligible projects include construction of publicly owned intracity or intercity bus terminals servicing the NHS, infrastructure-based intelligent transportation system capital improvements, and bicycle transportation and pedestrian walkways.

**Veterans Transportation and Community Living Initiative (VTCLI)** is a competitive grant program to support activities that help veterans learn about and arrange for locally available transportation services to connect to jobs, education, health care, and other vital services. The initiative focuses on technology investments to build One-Call/One-Click Transportation Resource Centers. The VTCLI program is a joint effort of the Departments of Transportation, Defense, Health and Human Services, Labor, and Veterans Affairs but is managed and administered by the FTA. Funded in 2011 and 2012 only, future funding for the effort has not been announced.

#### 4.4.2 Federal Grant Programs – Other

Other federal agencies, including the Department of Health and Human Services, Department of Veterans Affairs, Department of Labor, Department of Education, and others provide grants or continuing financial assistance to support the needs of aging residents, military veterans, unemployed workers, and other populations. A 2011 Government Accountability Office report found that over 80 federal programs may be used for some type of transit and transportation assistance. For a complete inventory of other federal programs available, see recent reports from the National Resource Center for Human Service Transportation Coordination ([http://www.unitedweride.gov/NRC\\_FederalFundingUpdate\\_Appendix.pdf](http://www.unitedweride.gov/NRC_FederalFundingUpdate_Appendix.pdf)). Most federal human services related funding assistances flow through state or regional organizations and may be used to cover a wide range of services, including, but not dedicated to, transit and transportation assistance. These other federal programs may provide for contracted transportation services, or offer reimbursement for transportation services provided





to covered individuals or may be used as “non-federal” matches for FTA grants or may support transportation assistance and coordination positions.

The following section briefly describes current and major federal grant programs that are most frequently used to support transit and transportation services, according to the National Resource Center for Human Service Transportation Coordination:

**Medicaid** is the only program outside the U.S. DOT that requires the provision of transportation. This federal-state partnership for health insurance and medical assistance is provided for low-income individuals. In Colorado, Non-Emergency Medical Transportation (NEMT) is provided for medical appointments and services for clients with no other means of transportation. Medicaid in Colorado provides a significant source of funds for many transit service providers. However, these funds are provided on a reimbursement basis.

**Older Americans Act (OAA), Title III** provides funding to local providers for the transport of seniors and their caregivers. Eligible recipients include transportation services that facilitate access to supportive services or nutrition services, and services provided by an area agency on aging, in conjunction with local transportation service providers, public transportation agencies, and other local government agencies, that result in increased provision of such transportation services for older individuals. Under certain conditions, OAA funds can be used to meet the match requirements for programs administered by the FTA.

**Workforce Investment Act (WIA) funds for Temporary Assistance to Needy Families (TANF)** is a federal program that provides funding to states. State TANF agencies, including Colorado Works, may use TANF funds to provide support services including transportation. States have wide latitude on how this money can be spent, but the purchase of vehicles for the provision of transportation services for TANF-eligible individuals is included. For example, supporting and developing services such as connector services to mass transit, vanpools, sharing buses with elderly and youth programs, coordinating with existing human services transportation resources, employer provided transportation, or guaranteed ride home programs are all activities that may be covered under the TANF program.

**Community Development Block Grants (CDBG)** are administered by the Department of Housing and Urban Development (HUD) and cover funding for transportation. A portion of CDBG funds are spent on directly operated transit services, transit facilities or transit-related joint facilities, and services for persons with disabilities, low-income populations, youth and seniors. These grants have statutory authority to be used as the “non-federal” matching funds for FTA formula grants.

**Community Services Block Grants (CSBG)** are administered by the Department of Health and Human Services and cover funding for transportation. CSBG funds are primarily intended to alleviate the causes and conditions of poverty in communities. Eligible transportation activities include programs or projects to transport low-income persons to medical facilities, employment services, and education or healthcare activities.

**Vocational Rehabilitation** grants are from the Department of Education. Often, a portion of these grants are used to provide participating individuals with transportation reimbursements, vouchers, bus passes, or other purchased transportation service, often from FTA grantees and subrecipients. State vocational rehabilitation agencies are encouraged to cooperate with statewide workforce development activities under the WIA. In Colorado, these grants are administered through the Statewide Independent Living Council and State Rehabilitation Council.

### 4.4.3 State, Local, and Agency-Derived Revenue Sources

In Colorado, local revenue sources provide an important source of funding for transit agencies and service providers. Transfers and grants from local governments provide ongoing operating support and assistance with



one-time planning efforts or matching funds for major capital projects. The State of Colorado provides direct funding for capital equipment investments and for projects that support transit activities. Providers and agencies use a variety of other relatively small, but important funding sources to meet the needs of transit dependent populations in the state.

**Funding Advancement for Surface Transportation & Economic Recovery (FASTER)** is a state funding source that provides direct support for transit projects. FASTER funds provide \$15 million annually for statewide and local transit projects, such as new bus stops, bike parking, transit maintenance facilities, multimodal transportation centers, and other capital projects. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). CDOT DTR competitively awards the local transit grants and statewide funds. Local recipients are required to provide a minimum 20 percent local match. Among the types of projects that have been awarded are the purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

In 2014, the Colorado Transportation Commission approved the use of these funds for operating costs as well as capital costs. As a result, \$3,000,000 of the FASTER transit funds are now allocated to cover the cost of the planned Interregional Express Bus service and another \$1,000,000 is available annually to cover the operating costs of other regional/interregional routes. From fiscal years 2010 to 2013, over \$52 million in FASTER funds have been invested in transit projects throughout the state. However, while total revenues collected under the overall FASTER program (\$252 million FY 2013) are projected to increase over time, the allocation for transit projects remains at a flat \$15 million per year.

**The Colorado Veterans Trust Fund** is administered by the Colorado Department of Military and Veteran Affairs to support organizations providing transit and transportation assistance to veterans. The state supports Veterans Service Offices in each county and grants are awarded to non-profit organizations providing transportation and other services to veterans. An estimated \$200,000 a year is directed to supporting the transportation needs of veterans.

**Highway Users Tax Fund (HUTF)** is funded through revenues raised from statewide gas tax, vehicle registration fees, license fees, and user fees. These taxes are not indexed to inflation or motor fuel prices. As a result, revenues within this fund do not keep pace with actual construction or program costs over time. Funds are distributed based on a formula to CDOT, counties, and municipalities. Under Senate Bill 13-140, local governments (counties and municipalities) are authorized to flex HUTF dollars to transit-related projects. Transit and other multimodal projects allowed include, but are not limited to bus purchases, transit and rail station constructions, transfer facilities, maintenance facilities for transit, rolling stock, bus rapid transit lanes, bus stops and pull-outs along roadways, bicycle and pedestrian overpasses, lanes and bridges. Local governments may expend no more than 15 percent of HUTF allocations for transit-related operational purposes.

**Local Governments** including cities, counties, and special districts support or directly fund rural transit services. These services are typically funded through a city or county's general fund, although mass transit districts, metropolitan districts, and rural transportation authorities can levy and collect dedicated funding from sales and use taxes. Local funds flow to public or non-profit transit or transportation service agencies either on a contract basis or in the form of general operating support. Transit agencies also often seek direct local support to provide matching funds to federal grant awards. Local governments in Colorado are most commonly funded through general sales and use taxes or property taxes.

In 1990, Colorado provided the “authority of counties outside the Regional Transportation District to impose a sales tax for the purpose of funding a mass transportation system.” Eagle, Summit, and Pitkin



counties currently employ this Mass Transit District mechanism to support transit services. Unlike a rural transportation authority, this option does not require a geographic boundary separate from the county and does not require the creation of a legal authority.

In 1997, Colorado enabled the “Rural Transportation Authority Law” to allow any single or coalition of several local governments to create rural transportation authorities. These authorities are empowered to develop and operate a transit system, construct and maintain roadways, and petition the citizens within the authority boundary to tax themselves for the purpose of funding the authority and the services provided. There are currently five Rural Transportation Authorities active in Colorado (Roaring Fork, Gunnison Valley, Pikes Peak, Baptist Road, and South Platte Valley).

**Fares** and other revenues (such as advertising) generated by transit agencies are used to offset operating expenses. Farebox recovery varies by agency, but rarely do passenger fares cover more than half of total operating and maintenance expenses. Because of this, transit agencies are dependent on the federal, state, and local revenue sources they receive to continue operating.

**Service contracts** are a way that local agencies fund operations for specific economic or employment centers, such as universities or the campuses of major employers. Examples around the country include CityBus in Lafayette, Indiana, which has a service contract with Purdue University and Ivy Tech State College; Kalamazoo Metro Transit in Michigan, which contracts with Western Michigan University; Corvallis Transit in Oregon, with a contract with Oregon State University. Service contracts can also be made with neighboring counties or municipalities. In addition to service contracts, another way to partner with local colleges or universities is through a College Pass Program. These programs often involve a student activity fee for transit services administered by the school. This can be paired with a discounted or free pass that students can use to ride the transit system.

**Private support** from major employers within a transit agency service area can be a source of funds. These employers may be willing to help support the cost of vehicles or the operating costs for employee transportation. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers.

**Charitable contributions** are a source of revenue for many rural transit or service providers. While contributions from individuals are uncommon, ongoing operating support or one-time grants for operating positions or even capital investments may be provided by community or private foundations.

## 4.5 *Future Funding Options*

The following section describes options that Colorado’s local agencies can consider to fund transit service. These sources include revenue streams that are relatively common across the country or those that are not often implemented except in a small number of communities. Available options for any given community are dependent on state and local regulations, funding needs, and political considerations. Many of the examples listed in this section are drawn from TCRP Project J-11, Task 14: Alternative Local and Regional Funding Mechanisms.

**Local Sales Taxes:** Local sales and use taxes are one of the most common sources of revenue used to fund public transit by counties, cities, and special districts. Revenues derived from sales taxes may be dedicated to a transit agency or special district or may be collected by a local government and transferred to a local public provider for ongoing support. Dedicated assessments commonly range from 0.25 to 1 percent of total taxable sales. The use of these revenues is generally flexible, can provide



funding for specific capital projects, or provide dedicated operating revenue to an entire agency. In Colorado, formation of special districts and any tax policy change resulting in net revenue gains requires voter approval under the TABOR constitutional amendment.

**Property Taxes:** Another common source of funding for transit agencies is property taxes. Property tax assessments are usually levied as a percentage of assessed residential and commercial value within a transit agency's service area. Property tax assessments that are levied solely on mineral or natural resource property value are infrequently used, but do exist. As with sales tax assessments, local communities seeking to raise property tax mil rates must seek voter approval and must consider TABOR and Gallagher limits.

**Motor Fuel Taxes:** Motor fuel taxes are commonly levied by states for transportation and most state funding for transit comes from fuel tax revenues. At the local or regional level, state motor fuel taxes are generally dedicated to roadways, although some local governments can transfer fuel tax revenues to transit, including in Colorado. In addition to state-collected fuel taxes, at least 15 states allow for local-option motor fuel taxes to be administered and collected at the city or county level.

Those states that enable local-option fuel taxes that may be used to support transit services within a local area include Tennessee, California, Florida, Illinois, Hawaii, and Virginia.

**Vehicle Fees:** Fees tied to vehicle ownership most commonly include annual registration titling fees and other mechanisms such as vehicle titling or sales fees, rental or lease taxes, toll revenues, parking, or taxi company licensing fees. State collected vehicle-related fees are used to support transit, including the FASTER program in Colorado. Locally collected vehicle-related fees are not in widespread use to directly support transit, though there are a few examples around the country.

Triangle Transit in North Carolina and New York MTA both receive multiple types of vehicle fees that are collected at the local level. Allegheny County in Pennsylvania enacted a \$2 rental car fee to support transit services in the Pittsburgh region.

**Parking Fees:** Fees and fines for parking vehicles within certain city areas may be imposed to achieve local goals, including managing congestion and encouraging mode shifts to transit. Local transit agencies may receive funding for operations from parking fees and fines levied by local governments or they may receive parking related revenues generated at facilities (e.g., parking garages or park and ride lots actually owned by that transit provider).

The San Francisco Metropolitan Transportation Agency (Muni) receives a significant amount of revenues for the provision of transit services through parking fees and fines. Eighty percent of city parking revenues are dedicated to Muni operations.

**Employee or Payroll-Based Taxes:** Payroll taxes are generally imposed on the gross payroll of businesses within a transit district or transit agency service area and are paid by the employer. An income-based tax is imposed on employee earnings and may be administered by a local government based on employees' place of work.

Transit agencies currently using payroll taxes include TriMet in Oregon, New York MTA, and CityBus in Lafayette, Indiana.

**Value Capture:** Value capture describes a range of revenue mechanisms related to residential or commercial development, including impact fees, tax increment financing (TIF), and special assessment districts. Impact fees are based on anticipated traffic and transit volumes of major new developments and are used to offset the costs of new transportation infrastructure. TIF mechanisms seek to capture some portion of the value of redevelopment or new development property value within a certain geographic area and usually administered by local business improvement or special districts.





Tampa, Florida's Hillsborough Area Regional Transit Authority uses a combination of three value capture mechanisms. Impact fees provide matching funds for bus capital projects, TIF funds operations for the city's streetcar system, and a special assessment district funds the capital costs of the city's streetcar system.

**Utility Taxes or Fees:** Utility fees are annual flat assessments per household or housing unit that range from \$5 to \$15. These fees are widely used in Oregon for operations and maintenance expenditures for transit and capital improvements of transportation infrastructure, primarily local roads and streets. Local governments in other states such as Florida, Texas, and Washington have enacted utility fees for transportation, but their use is not widespread across the country.

In 2011, the Corvallis Transit System implemented a Transit Operations Fee that is a hybrid revenue mechanism but most closely associated with a utility fee. The fee is indexed to the average price of a gallon of gas and adjusted each year. In 2012, the fee was \$3.73 per month for single family residences and \$2.58 per unit per month for multifamily properties. Pullman Transit in Washington State levies a voter-approved 2 percent utility tax on natural gas, electricity, telephone, water, sewer, and garbage collection services within the city of Pullman. This tax brings in approximately \$1 million annually.

**Room and Occupancy Taxes:** Additional sales taxes for hotel and lodging purchases are common across the country and include flat service fees and percentage based sales taxes. This revenue source is popular in areas with high tourism demand to fund additional needs associated with visitors.

Savannah, Georgia uses room occupancy fees to fund free public transportation and Park City Transit in Utah relies on occupancy taxes to fund services.

**Lottery or Limited Gaming Taxes:** Taxes are imposed on the sale of lottery tickets, most often by a state, while local municipalities may tax casino revenues or assess a fee per machine. In Colorado, state lottery taxes are devoted to fund costs associated with open space and recreation as well as the state and local library system. Those municipalities or tribal governments that allow for gaming may also transfer limited gaming fees to support local transit systems, including in Cripple Creek, Colorado.

The State of New Jersey diverts a portion of the state Casino Revenue Fund to support a Senior Citizens and Disabled Residents Transportation Assistance Program. The Commonwealth of Pennsylvania dedicates a percentage of lottery revenues to a free transit program for persons over 65 years old traveling in off-peak hours.

**Vehicle-Miles Traveled Fees:** A number of states are increasingly researching alternatives to fuel taxes that would instead charge drivers a fee based on the amount of miles traveled rather than a tax on the amount of fuel used. Fees could also be variable to help manage congestion at peak times. Generally, those states examining VMT-based fees consider this system to be a revenue-neutral alternative to fuel taxes, rather than a source of additional new funding.

**Corporate Sponsorship:** Businesses across the country have practiced funding private employee shuttles or vanpool options for decades and subsidized or fully-funded transit passes are a common employee benefit. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers. Private sponsorship can be uncertain and unsustainable, but partnerships and contracts do provide alternative revenue streams and offer opportunities for increasing system ridership.

**Public-Private Partnerships:** Public-private partnerships or P3 arrangements generally refer to a range of project delivery and financing agreements (loans) between a public agency and private business to



complete infrastructure projects. P3 arrangements are becoming increasingly common for major public works or infrastructure projects. However, according to the National Council of State Legislatures, P3s are used for less than 20 percent of transportation projects nationally and are not typically used for transit projects. In Denver, a recent agreement between the Regional Transportation District and Denver Transit Partners was the first full design-build-finance-operate-maintain transit P3 project in the United States.

States and communities across the country have enabled and enacted a wide variety of revenue mechanisms to directly or indirectly support transit services. Generally, those states with more robust local transit operations or with state policies that are more supportive of public transit allow for more innovative revenue options. In Colorado, the constitutional TABOR amendment restricts state and local governments from implementing new taxes without voter approval and from raising revenues collected under existing tax rates in excess of the rate of inflation and population growth, without voter approval. Additional constitutional restrictions in Colorado limit the ability of local governments to creatively finance transit services.

## 4.6 Potential Revenue Estimates

Transit providers in the Intermountain TPR benefit from relatively diversified revenue streams and the availability of dedicated funds through sales and use taxes. However, to meet future needs and continue to provide critical services in the region, alternative revenue sources should be considered. **Table 4-1** presents high-level estimates of the potential funds that could be generated by enabling additional or alternative revenue sources. These estimates are intended to provide an approximate gauge of the potential value of alternative revenue sources in closing future funding gaps. The exact amount of revenues that could become available is dependent on voter approval, implementation of the mechanism, and local limitations and tax policy.

**Table 4-1** provides an approximate estimate of potential new revenues in the Intermountain TPR based on feasible and currently available revenue sources. This estimate is intended to portray the approximate value of these potential funding sources and does not constitute an endorsement or a recommendation. Values are based on currently published information for Eagle, Garfield, Lake, Pitkin, and Summit counties.

**Table 4-1 Estimates of Funds Generated Through Alternative Revenue Sources**

	Mechanism	Revenue Source	2012 Revenue Base	Annual Funds Generated
1.	0.7% sales tax	Net Taxable Sales	\$4,150,944,000	\$29,056,608
2.	1.0 mill levy	Assessed Property Value	\$11,213,829,168	\$11,213,829
3.	\$15 annual fee	Total Housing Units	101,328	\$1,519,920
4.	2% equivalent fee	Local Tourism Tax Receipts	\$102,000,000	\$2,040,000
5.	10% flex transfer	Local Highway Users Tax Fund	\$8,030,611	\$803,061

- 1. Sales Tax Increase:** If each county in the region were to enact an additional levy of 0.7 percent of net taxable sales in the region, annual revenues would vary but could have reached nearly \$30 million in 2012. An increase in sales taxes would require voter approval and would be collected either by a dedicated regional transportation authority or by local governments and then transferred to support transit services. Several counties and transportation authorities in the region currently levy dedicated mass transit sales taxes ranging from 0.4 percent to 0.8 percent, varying by city and county.
- 2. Property Tax Increase:** If each county in the region were to increase property taxes the equivalent of 1.0 mill (or \$1 per \$1,000 of assessed value), the potential revenue generated in 2012 could have



reached over \$11 million. An increase in taxes would require voter approval and local cities and counties may be limited by existing TABOR revenue limits.

3. **Utility Fee Enactment:** If each county in the region were to enact a \$15 per housing unit annual fee to provide transportation and transit services, potential revenue could have reached \$1.5 million in 2012. Housing units account for single and multi-family residences, including those for seasonal use or second-home ownership. Housing units do not account for nightly lodging or rental units.
4. **Tourism Tax Enactment:** Visitors to the region spent approximately \$2.2 billion in 2012 and generated over \$100 million in local tax receipts. If each county in the region were to enact a fee or daily tax on lodging equivalent to 2 percent of all local tourism-based tax receipts, approximately \$2 million in annual revenues could have been generated. New taxes require voter approval in Colorado.
5. **Transfer of HUTF:** If each county in the region were to allocate 10 percent of HUTF receipts to transit, then approximately \$800,000 could have become available for transit-related investments. Some counties in the region do use these funds to support transit infrastructure.

## 4.7 CDOT Grants Process

CDOT's DTR is responsible for awarding and administering state and federal transit funds to public transit and human service transportation providers throughout Colorado. State transit funds are provided through FASTER passed by the state legislature in 2009. FASTER provides a fixed \$15 million per year for statewide, interregional, regional, and local transit projects.

On the federal side, the FTA provides funding for transit services through various grant programs. Several grant programs are provided directly by the FTA to Designated Recipients, primarily in urbanized areas. For rural areas, FTA transit funds are allocated by formula to the state and are administered by DTR through a competitive application process. These grant programs provide funding assistance for administrative, planning, capital, and operating needs. For more information on the various FTA grant programs, visit the FTA website at: <http://www.fta.dot.gov/index.html>.

To begin the grant application process, DTR issues a Notice of Funding Availability (NOFA) and a "call for projects" for FASTER and FTA funds annually or bi-annually. Capital and operating/administrative calls for projects are conducted separately and at different times during the year. Applications for FTA operating and administrative funds are solicited every two years. Applications for FTA and FASTER capital funds are solicited every year in a single application, and DTR determines the appropriate source of funds (FTA or FASTER).

From the date of the NOFA, grant applicants have a minimum of 45 days to submit an application. The application process will soon be available online using DTR's new CoTRAMS grant management program. Before submitting an application, each grant applicant must submit an agency profile and capital inventory. Applications will not be reviewed until this is complete. Applicants applying for funds for a construction project must complete and submit National Environmental Policy Act (NEPA) documentation with the application and demonstrate the readiness of the project to proceed.

Following the 45-day grant application period, applications for operating/administrative funds are then evaluated, scored, and ranked by both internal DTR staff and an Interagency Advisory Committee comprised of individuals outside of DTR (including the Colorado Department of Human Services and the Public Utilities Commission). Amounts awarded are often less than the amount requested. Applications for capital funds are evaluated primarily on performance metrics (age, mileage, and condition).

DTR announces the awards and obtains CDOT Transportation Commission approval for projects that are awarded FASTER transit funds. Transportation Commission approval is not necessary for FTA awarded funds. All awards require a local match; 50 percent local match for operating funds and 20 percent for administrative and



capital funds. All funds are awarded on a reimbursement basis—that is, grant recipients must first incur expenses before seeking reimbursement from CDOT.

Once funding awards are made, a scope of work for each awarded project is developed and negotiated between DTR and the grant applicant. Once the scope of work is complete, the project can be offered a contract. Once a contract is fully executed by both DTR and the grant applicant, CDOT issues a notice to proceed. For more information on the grant application process, visit the DTR Transit Grants website.





## 5.0 TRANSIT NEEDS AND SERVICE GAPS

This Chapter provides an assessment of key quantitative factors that play a role in assessing and understanding transit needs and gaps in the Intermountain Transportation Planning Region (TPR). Additionally, an assessment of existing public transit and human service transportation services are reviewed with the needs and gaps expressed by a variety of sources and data collection efforts conducted as a part of this plan development. The sources used to prepare this subjective assessment of needs and gaps in the Intermountain TPR included, but were not limited to the Intermountain Transit Working Group (TWG), provider and human service agency survey results, geographic analysis of the locations/concentrations of the likely transit user populations (see Chapter 2), CDOT survey of older adults and adults with disabilities, and input received from two public meetings in the region.

### 5.1 *Quantitative Assessment of Needs and Gaps*

This section provides information relevant to general population growth, elderly population growth, and growth in resort/tourism dollars spent in the TPR. This data aids in the quantitative assessment of transit needs and gaps in the Intermountain region.

#### 5.1.1 Population and Elderly Population Growth

Based on 2012 estimates from the Colorado State Demographer's Office (see Chapter 2), the general population in the Intermountain region is expected to see significant growth by 2040, increasing from 169,824 residents in 2013 to approximately 312,600 residents in 2040, an 84 percent increase. While the general population is likely to grow quite significantly in every county in the region, the highest growth rates are Summit, Garfield and Eagle counties. As these are large counties that are mountainous and rural in nature, travel over long distances to reach services and employment will continue to be a challenge for transit providers and passengers alike. Transit systems in the region are already heavily relied upon for employment and access to human services, so this growth will need to be considered to meet the growth projected in the long-term.

The overall growth in the elderly population for the region is anticipated to grow approximately 226.6 percent from 2013 to 2040. Eagle County will see the most significant growth in the 65+ population in the region with a 329.8 percent increase from 2013 to 2040, but Summit County and Garfield County also have very high growth projection at 242.9 percent and 221.5 percent, respectively. When comparing these numbers to the expected growth rate of 120.5 percent on a statewide level, the doubling in the Intermountain region is a concern and these forecasts must be considered when planning for both public transit and human service transportation in the future. The elderly population will likely produce an increased number of transit dependent individuals that will rely heavily on human service transportation to get to major activity centers, healthcare facilities, and meal sites.

#### 5.1.2 Resort/Tourism Demand Assessment

Tourism and outdoor recreation are the predominant economic engines in the Intermountain region and by looking at tourism dollars spent in each county, reasonable assumptions can be made that the number of visitors will ebb and flow relative to increases and decreases in tourism dollars spent in each county and the region as a whole. In 2004 travel spending in the Intermountain region was \$2 billion and it inched up to \$2.3 billion in 2012. The average growth in travel spending between 2004 and 2012 was 1.7 percent. Of course, this dataset includes the time period of the great economic recession, and in 2009 the region was hardest hit by the decrease in travel spending. In 2009, all counties saw a decrease in travel spending growth, ranging from negative 11.9 percent in Summit County to negative 19.3 percent in Garfield County. However, the years of 2006 and 2010 saw the greatest overall annual increases in travel spending in the region at 8.7 percent and 10.7 percent, respectively.



Based on the historical travel spending growth from 2004 to 2012 in the Intermountain region, it is reasonable to assume that there will be an average of 3.6 percent annual growth in travel spending in future years. In 2012 travel spending in the Intermountain region was nearly \$2.3 billion. Assuming a growth rate of approximately 3.6 percent in future years, travel spending could reasonably reach \$3 billion by 2020, \$4.3 billion by 2030, and just over \$6.1 billion by 2040. These projections indicate that transportation demand relative to tourism and recreation in the Intermountain TPR will continue to grow through the planning horizon of 2040.

## 5.2 *Qualitative Assessment of Needs and Gaps*

Various limitations impact transit service delivery to the general public and specialized populations. By reviewing these limitations within the Intermountain TPR, a baseline is established which then helps to identify the larger service needs and gaps. Identified service needs and gaps for the five-county TPR are reviewed below.

### 5.2.1 **Spatial Limitations**

Spatial limitations were observed in many parts of the Intermountain TPR. Spatial limitations make it challenging for some travelers to access education, medical, service, shopping and employment centers outside their home service area. The following highlights spatial imitations identified in the Intermountain TPR:

- ▶ There is currently no regional general public transit serving the I-70 corridor between Glenwood Springs and Eagle. This provides a significant barrier to passengers trying to traverse between Eagle and Garfield Counties to access recreation, human services, and employment especially given that it is sees some of the highest commute patterns in the region.
- ▶ There is a need for direct, regional transit service to/from Frisco and Vail to connect passengers between Summit and Eagle Counties serving the I-70 corridor. This service would aid in employment access, recreational access as well as access to human services for specialized populations.
- ▶ The need for high speed transit service connecting Denver and the Intermountain TPR was identified. This service would connect a high volume of day skiers/visitors as well as overnight visitors from Denver International Airport (DIA) to the Intermountain TPR's numerous recreational activities.
- ▶ Human service transportation services are especially limited in rural areas (e.g., Garfield County). Recognizing that serving rural areas with low population densities often results in low productivity and high per trip costs, there are likely needs that are not being met in the region.
- ▶ There is a need to connect Lake County residents to major employment centers for the growing populations that are limited in English proficiency and those living below the federal poverty level (SH 82 and US 24 corridors).
- ▶ Many human service transportation providers' services in the region are limited to the sponsoring jurisdictions' boundaries. This creates limitations for passengers trying to cross county lines/boundaries for services and requires additional work and resources from the providers to coordinate the transfer of passengers.
- ▶ Need for enhanced multimodal connections to allow passengers to travel using various modes. Specifically, bicycle and pedestrian improvements at and near transit centers/stops were identified to improve connectivity to local, regional and intercity transit networks.

Additionally, supporting the needs identified through analysis of the region and from the TWG, the Colorado Statewide Intercity and Regional Bus Network Plan indicates the following spatial gaps in the Intermountain TPR:

- ▶ Need for Interregional express service along the I-70 corridor from Denver to Glenwood Springs with stops in Frisco, Vail, Gypsum/Eagle (one-round trip per day).



- ▶ Need for Regional service between Glenwood Springs and Gypsum/Eagle along the I-70 corridor that would integrate into ECO Transit and RFTA service schedules.
- ▶ Need for Essential regional service, typically operating as demand response, connecting Craig and Grand Junction with service through Rifle (SH 13 and I-70).

CDOT's survey of older adults and adults with disabilities in the Intermountain TPR also showed concurrence with many of the spatial needs, including:

- ▶ The majority (54 percent) of respondents in the Intermountain region rely on others for some or all of their transportation needs, with over half of respondents (54 percent) unable to get somewhere because they could not find transportation once or more in the last month.
- ▶ The majority of the elderly and disabled surveyed have difficulty finding transportation to medical appointments (44 percent) and for accessing activity centers for shopping and pharmacy trips (43 percent).
- ▶ General public transportation service and paratransit service is not available where 35 percent of the survey respondents live and/or where they want to go that indicated this was a "major problem".
- ▶ The distance to a bus stop showed to be a major problem for 36 percent of survey respondents and is a barrier to their use of transit.

## 5.2.2 Temporal Limitations

Temporal limitations were also observed in many parts of the Intermountain TPR. Similar to spatial limitations, temporal limitations create challenges for passengers trying to access education, medical, service, shopping and employment centers outside of their home service area at certain times during the week/day. The following are the temporal needs and gaps noted for the Intermountain TPR.

- ▶ A limitation on transit service frequency in the late evening and early morning hours was identified in the region. The lack of services during these times impacts the ability of service industry workers to access employment where jobs do not typically fall in the 8 AM to 5 PM timeframe.
- ▶ A need for additional and/or expanded weekend transit service was identified as a need by several human service agencies in the region. Again, weekend service allows specialized populations access to employment, recreation/social activities, and services.

CDOT's survey of older adults and adults with disabilities in the Intermountain TPR also indicated temporal needs of those surveyed, including:

- ▶ Twenty-four percent of respondents indicated that service not operating during needed times is a "major problem" and a barrier to their using transit.
- ▶ Fifty-eight percent of respondents indicated that it was difficult to find transportation on weekdays from 10 AM to 4 PM and 39 percent indicated this same challenge on weekdays from 4 PM to 7 PM. Lack of transportation services during the day on Saturday and Sunday also was a time that many survey respondents indicated needing transportation services, 33 percent and 32 percent, respectively.

## 5.2.3 Funding Limitations

Funding limitations in the region were identified by all general transit and humans service transportation providers. The following are the main issues identified.

- ▶ The need for additional operating and capital funds to maintain existing services was identified as a major issue by all providers. The lack of ongoing, consistent funding remains an issue in the State of Colorado and within the Intermountain TPR. While capital funds are needed, the lack of operating



funds was a major limitation noted by all providers. Additionally, the Federal Transit Administration (FTA) is now requiring all grantees to develop asset management plans. CDOT will work with its grant partners to meet this new requirement with a goal of having the asset management plans in place for all grantees by 2017.

- ▶ Exponential growth in the elderly population in the Intermountain region is going to put additional strain on general public and human service transportation agencies, which will likely require additional funds to expand services to meet demand.
- ▶ Projected tourism growth of 3.6 percent annually will likely result in a need for additional funds to expand service to meet demand. With the existing limitations on maintaining existing services, this is going to become a bigger issue as the region grows and tourism increases.

## 5.2.4 Program Eligibility and Trip Purpose Limitations

Program eligibility and trip purpose limitations also result in gaps and unmet needs in existing services. Examples in the Intermountain TPR include:

- ▶ Many human service transportation programs are often only available to their program clients with no comingling of various subsets of the population allowed. This is often due to the funding limitations, liability concerns, vehicle needs, and passenger behavior. The region specifically identified a need for comingling of passengers for medical trips to Denver to reduce the number of trips and to increase the number of clients served on each trip.
- ▶ Many quality of life trips (e.g., shopping, meals, and friends) are often not eligible trips through human service transportation providers. This becomes especially problematic as the elderly population grows and these older adults want to age in place.

## 5.2.5 Human Services Transportation Coordination Limitations

The Intermountain TPR has made significant progress in its coordination efforts since this plan was last updated in 2008. A Regional Transportation Coordinating Council (RTCC) was established and has been meeting for several years, the Northwest Colorado Council of Governments (NWCCOG) hired a mobility manager to lead the RTCC and to manage coordination projects and activities, and agencies have been working collaboratively in a variety of ways. The following are ways the region can continue to coordinate to help in meeting the needs of residents, businesses and visitors in the years to come.

- ▶ Development and maintenance of a regional services inventory (public, private and volunteer programs) is needed to make it easier to refer travelers to transit systems/agencies and bring awareness to the services available in the Intermountain TPR.
- ▶ Expand collaboration between regional partners on joint procurements of vehicles, joint training programs, sharing drivers and sharing of facilities and vehicles.
- ▶ Improvement of local transit services was identified as a need in both Garfield and Lake Counties so as to increase the travel options for specialized populations. The lack of local transit service increases the burden on specialized transportation providers and limits the independence of specialized populations as well.
- ▶ Establish a centralized regional Medicaid billing system for providers was identified to help ease the administrative burden billing places on providers.
- ▶ Assess the need for a more detailed gap analysis to aid in the expansion of coordination efforts, access to services, and create a more detailed understanding of needed resources after completion of this plan.





## 6.0 FINANCIAL AND FUNDING OVERVIEW

This Chapter presents current and estimated future operating expenses and revenues available in the Intermountain region through 2040. These estimates are based on survey reported data from providers in the region. Through Transit Working Group meetings, every attempt was made to be inclusive of all providers and agencies operating in the region and to verify the accuracy of this data. These estimates reflect best available data and are intended solely to illustrate long-term trends in operating needs.

The 2040 revenue and operating expense projections presented here are intended to estimate the general range of future revenues available and the magnitude of future resource needs. While any forecast is subject to uncertainty, estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies.

### 6.1 Current and Future Operating Expenses

In recent years, operating expenses for major transit providers in the Intermountain TPR have grown faster than available revenues and population growth. For some of the Intermountain region’s largest providers, operating expenses have grown at average annual rates ranging between 1.2 percent and 4.3 percent over the past five years. As shown in **Table 6-1**, operating expenses are estimated to grow at an average annual rate of 5.2 percent between 2013 and 2040, while operating revenues are projected to grow at an average annual rate of just 1.7 percent for the same time period.

**Table 6-1 Existing and Projected Operating Expenses and Revenues to Maintain Existing Service Levels (2013 – 2040)**

Intermountain TPR	Year 2013	Year 2020	Year 2030	Year 2040	Average Annual Growth (2013-2040)
Operating Expenses	\$63.5 million	\$100 million	\$165 million	\$262 million	5.2%
Operating Revenues	\$63.5 million	\$75 million	\$91 million	\$104 million	1.7%
<i>Potential Funding (Gap) / Surplus</i>	\$0	(\$25 million)	(\$74 million)	(\$158 million)	-3.5%

Source: CDOT, Transit Agency Provider Survey, 2013. Dollars in year of expenditure value.

The region’s full-time resident population is expected to grow 2.1 percent annually from 2013 and reach approximately 312,600 by 2040. Estimates of future growth in seasonal visitors and workers are not available. In 2013, approximately \$63.5 million, or \$374 per capita, was expended to support transit services within 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 in 2040 (as measured by current per capita expenditures) as today, the region will require approximately \$262 million in operating funds.

**Table 6-2** provides an overview of several of the indicators often used to measure performance of transit systems. The operating cost indicators provide an additional perspective on the operational costs in the Intermountain TPR and the regional influences. Influences on operating cost measures include the rural nature of the area, long trip distances, tourism in the region, higher salaries, higher fuel costs, and the higher cost of living in a resort area.



**Table 6-2 Intermountain TPR Average Transit Operating Cost**

Performance Measure	Operating Cost
Cost per Capita	\$374*
Cost per Passenger Trip	\$6
Cost per Revenue Mile	\$7
Cost per Revenue Hour	\$104

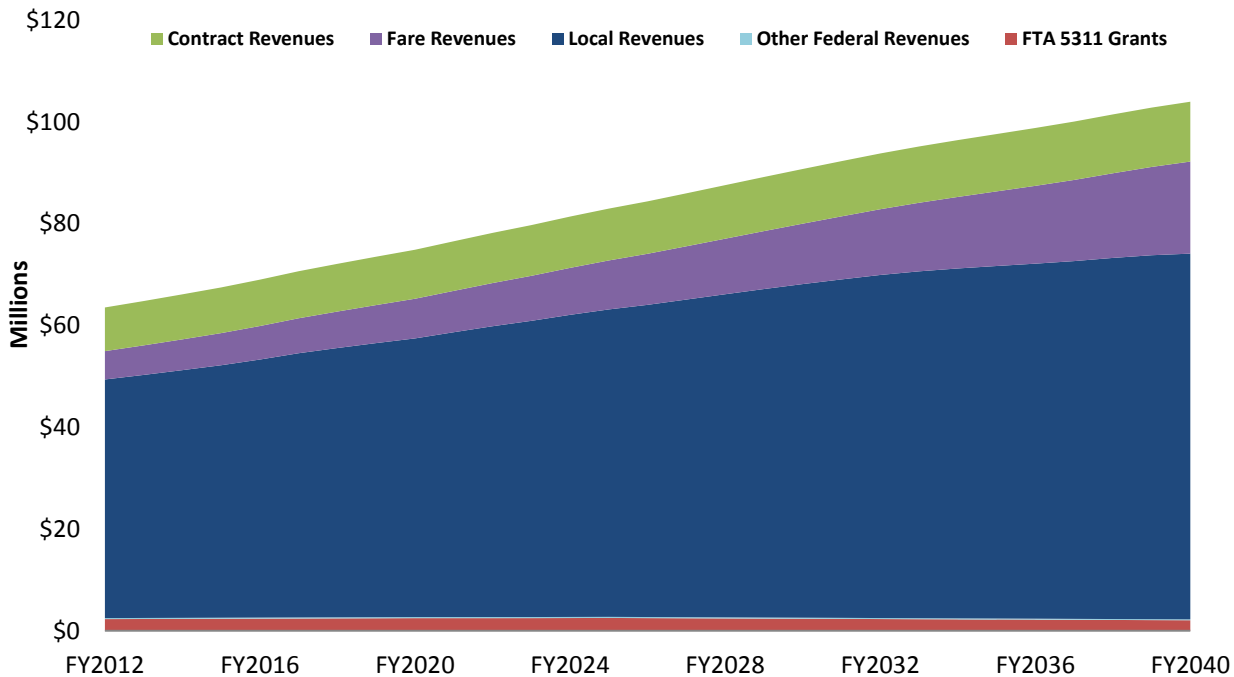
Source: Transit Agency Provider Survey, 2013

\* The approach to calculate the cost per capita does not take into account the dynamics and unique nature of the resort communities and their labor force and may not be a comparable measure for comparison.

## 6.2 Current and Future Operating Revenues

By 2040, the Intermountain TPR could expect transit revenues available for operating and administration purposes to reach an estimated \$104 million dollars. Projections of future revenues are based on historical trends in transit operating budgets, current estimates of federal revenue growth, and state and regional population and economic growth rates. (All operating expenses also include administrative expenses as reported by the transit operators and as collected from available NTD and survey reported data.) **Figure 6-1** illustrates potential future trends in major operating revenue sources currently utilized within the region.

**Figure 6-1 Forecasted Operating Revenues in the Intermountain TPR**



The following information summarizes each of the revenue categories identified in **Figure 6-1**:

- ▶ **Contract Revenues** include fees for services provided by a transit agency; for example, Glenwood Springs contracts with RFTA to provide local service in Glenwood Springs. These revenues are assumed to grow at a modest and steady rate over the long-term.



- ▶ **Fare Revenues** are variable because 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.
- ▶ **Local Revenues** contribute the vast majority of operating funds that support transit and transportation services in the Intermountain TPR. These funds include matching funds for grant awards, general fund transfers, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and the 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 cities and counties). Based on historical trends, local government contributions have grown at an annual average rate of 1.2 percent 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, due to the overall aging of Colorado's population. The amount collected through dedicated sales taxes in the region will grow more slowly through 2040 and decline in value relative to overall economic activity in the region.
- ▶ **Other Federal Revenues** accounted for in this forecast include Title III of the Older Americans Act (OAA), and Medicaid Non-Emergency Medical Transportation (NEMT). These federal revenues do not provide a significant source of funding for providers in the region. Federal discretionary programs are expected to decline in the future as the impacts of sequestration become evident and as spending within these programs shifts away from discretionary activities such as transportation assistance to more direct expenses such as healthcare. Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, other smaller FTA operating grant programs, and agency-derived sources such as investments and fees are important but relatively small sources of revenues.
- ▶ **FTA 5311 Grants** provide primarily operating support to fund transit service in the region today. FTA grant programs are dependent on federal fuel tax revenues which are expected to grow slowly through 2025 and decline by 2040. Future FTA funding levels are estimated by CDOT per U.S. Congressional Budget Office forecasts.

Estimating future revenues is challenging, particularly for the diverse federal, state, and local funding mechanisms utilized to support transit services in rural areas. Federal legislation, such as Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), Older Americans Act, Social Security Act, and Workforce Investment Act provide significant and ongoing funding for transit and transportation services, but is subject to periodic re-authorizations and annual budget appropriations. Individual programs funded through the Federal Transit Administration, Department of Veteran Affairs, and Department of Health and Human Services continue to evolve over time and changes in state funding formulas can significantly impact the monies available to providers in Colorado. Other federal grant awards are competitive, often one-time grants, and highly uncertain over the long-term. Revenues from local governments or regional transportation authorities are often not dedicated and are subject to variations in local tax revenues and local budget processes. Donations and awards from private, civic, or philanthropic sources are highly variable and not often recurring. Fare and contract revenues reflect demand for services, but may also vary substantially with local economic fluctuations or changes internal to the agency. Every effort has been made to reasonably estimate the overall level of revenues available to support operating expenses at the regional level.



## 6.3 *Status Quo Revenue and Expense Summary*

Based on best available information and known trends, it is currently forecast that transit expenses in the Intermountain TPR will grow faster than transit revenues by 3.5 percent (average annual growth including inflation) between 2013 and 2040. As illustrated in **Table 6-1** these trends could result in a potential funding gap of approximately \$158 million in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example the higher cost of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated. Operators in the region have taken steps to convert fleet fuels to natural gas, which has had the result of lowering fuel costs in the short-term, though longer-term fuel costs remain uncertain.

Additionally, revenue forecasts are highly variable and actual future values may be higher or lower than expected. Sales and use tax collections are cyclical and depend entirely on economic conditions. The ability to repay major investment bonds secured with sales tax revenues is particularly vulnerable to changes in sales tax fluctuations. The impact of future tourism-related economic activity on sales and use taxes is particularly challenging to predict. Significant growth in retail tourism spending could benefit the region, however tourists tend to purchase more services than goods and most service transactions in Colorado are exempt from sales tax. Future increases in tourism activity are likely to indicate increased demand for transit services in the region.

Given the magnitude of potential future funding shortfalls in the region, alternative revenue sources, such as those described in Chapter 4, or growth in current revenue streams will more than likely be necessary to continue to fund improvements and to meet the growing needs of the general public, seasonal visitors, businesses, elderly, veterans, low-income, and transit dependent populations.





## 7.0 IMPLEMENTATION PLAN

Transit is an important economic engine that helps drive the State of Colorado's economy. Transit helps connect employees, residents, and visitors to jobs and recreation and much more throughout the Intermountain Transportation Planning Region (TPR). The strategies identified in this Chapter highlight the importance of continuing to make meaningful investments in transit in the region.

Based on the financial scenarios and the projected growth in the Intermountain TPR, the highest priority strategies for the region have been identified including the associated costs, common funding sources, local champions and partners, and the ideal timeframe for implementation. Each strategy falls in line with the vision identified by the Intermountain TPR Transit Working Group (TWG), aligns with one or more of the region's supporting goals, and supports the statewide goals and performance measures (see Chapter 1) established by CDOT with input from the Statewide Steering Committee.

### 7.1 High Priority Strategies

The following strategies are to be used as an implementation plan to help prioritize and fund projects over the next 15 years between now and 2030. The implementation plan should be used as a guide for moving the Intermountain region's transit vision forward. The TWG identified these strategies based on input from the public, identified needs and gaps in service, and input from transit and human service providers in the region. The strategies are categorized by the regional goal that it supports and also includes information, as appropriate, on the performance measure categories the strategy supports. **Appendix D.5** includes a full list of regional transit projects identified by the Intermountain TWG.

It should be noted that the strategies identified in this Chapter complement and are congruent with the recommendations that have been identified in plans and studies completed in the region within the last five years. This includes the local plans identified in Chapter 1 as well as the Statewide Intercity and Regional Bus Network Plan and the Advanced Guideway System (AGS) Feasibility Study. It is important to connect all planning efforts in an attempt to meet the overall combined vision and goals of various stakeholders and entities throughout the region.

### **Regional Goal 1: Support transit investments that attract tourists and contribute to the economic vitality of the region and state.**

#### **Strategy 1.1: Maintain operation of existing services to support the travel needs of residents, employees and tourists throughout the region.**

- ▶ 2030 Operating Cost: \$165 million (5.2% average annual growth)
- ▶ Timeframe: Present to 2030
- ▶ Champions/Partners: All existing agencies
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, and Safety and Security
- ▶ Potential Funding Sources:
  - Operating* - FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF
  - Capital* - FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP



**Strategy 1.2: Develop and implement asset management plans. Grant partners and CDOT will need to work together with the FTA to define expectations for asset management activities and to properly budget and plan for them.**

- ▶ Annual Administrative Cost: TBD  
*Note: It is anticipated that the cost of implementing and maintaining asset management plans will be offset by the savings accrued through the streamlining of maintenance and capital costs associated with managing assets more effectively.*
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: All existing agencies
- ▶ Performance Measure Categories: System Preservation and Expansion
- ▶ Potential Funding Sources: N/A

**Strategy 1.3: Improve transit facilities and infrastructure (e.g., bus shelters/stations, park and rides, transfer centers/stations, operations/maintenance/administrative facilities) to make transit more attractive to tourists, employees and residents.**

- ▶ Capital Cost: \$85,847,000
- ▶ Timeframe: 1-12 years
- ▶ Champions/Partners: All existing agencies
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Safety and Security
- ▶ Potential Funding Sources:  
*Operating* - FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF  
*Capital* - FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP

**Strategy 1.4: Invest in safety and security including staffing and new technology.**

- ▶ Cost: Capital - \$1,224,000  
Annual Operating Cost - \$35,000
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: Town of Avon, Town of Breckenridge, ECO Transit, RFTA
- ▶ Performance Measure Categories: Safety and Security
- ▶ Potential Funding Sources:  
*Operating* - FTA 5310, FTA 5311, FTA 5337, Agency Revenues, Local and Regional Government, RTA, Local HUTF  
*Capital* - FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP

**Regional Goal 2: Enhance local and regional transit service to provide congestion relief.**

**Strategy 2.1: Expand and/or enhance local and regional services, especially on congested commuter corridors such as I-70, SH 82, US 6, and SH 9. These services complement those identified in the Intercity and Regional Bus Network Plan and provide consideration for the new Interregional Express Bus service slated to begin operating from Denver to Glenwood Springs in 2015.**

- ▶ Cost: Capital - \$485,000  
Annual Operating Cost - \$2,692,000
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: All agencies



- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, and Safety and Security
- ▶ Potential Funding Sources:
  - Operating* - FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorships/Contract Services
  - Capital* - FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnerships

**Regional Goal 3: Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicle.**

**Strategy 3.1: Implement capital improvements and technology enhancements for end users of the system.**

- ▶ Capital Cost: \$240,900
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: Town of Breckenridge
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: FTA 5311, FTA 5339, FASTER

**Strategy 3.2: Create and maintain a regional services inventory/directory (public, private and volunteer programs) to increase access to and information on all types of public transportation services within the region. This strategy supports coordinated transportation within the region.**

- ▶ Cost: N/A
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: NWCCOG, Regional Transportation Coordinating Council, TPR, Agency Support
- ▶ Performance Measure Categories: Mobility/Accessibility, Transit System Development and Partnerships
- ▶ Potential Funding Sources:
  - Administrative* - CDOT, CSBG/CDBG, OAA Title III, Other Federal, Private/In-kind Contributions, Corporate Sponsorship, Agency support

**Strategy 3.3: Develop and implement marketing and information campaigns to increase awareness of public transportation services.**

- ▶ Cost: N/A
- ▶ Timeframe: Ongoing
- ▶ Champions/Partners: All agencies
- ▶ Performance Measure Categories: Mobility/Accessibility, Transit System Development and Partnerships
- ▶ Potential Funding Sources:
  - Administrative* - CDOT, CSBG/CDBG, OAA Title III, Other Federal, Private/In-kind Contributions, Corporate Sponsorship, Agency support

**Regional Goal 4: Ensure transportation/mobility options are available for transit dependent populations.**

**Strategy 4.1: Expand and/or enhance existing human service transportation programs (e.g., additional capacity for disabled and elderly service in Garfield County and a connection between Glenwood Springs and Eagle). This strategy complements the findings of the Intercity and Regional Bus Network Plan and services identified in local planning documents.**

- ▶ Cost: N/A
- ▶ Timeframe: Ongoing



- ▶ Champions/Partners: Human Service Agencies/Human Service Agency Providers
- ▶ Performance Measure Categories: System Preservation and Enhancement, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
  - Operating* - FTA 5310, FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/ Contract Services, Medicaid, TANF, CSBG/CDBG, OAA Title III
  - Capital* - FTA 5310, FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership, TANF, CSBG/CDBG, OAA Title III

**Strategy 4.2: Establish a centralized regional Medicaid billing system for providers.**

- ▶ Cost: N/A
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: NWCCOG and Agency Partners
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources:
  - Operating* - Private/In-kind Contributions, Corporate Sponsorship
  - Administrative* - CDOT, CSBG/CDBG, OAA Title III, Other Federal, Agency Support

**Regional Goal 5: Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.**

**Strategy 5.1: Construct bike and pedestrian capital improvements (pedestrian crossings, bike lanes, trip planners).**

This strategy supports CDOT's performance measure to increase passenger miles traveled on fixed-route transit by enhancing last mile connections.

- ▶ Capital Cost: \$20,617,000
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: Town of Avon, Town of Basalt, Town of Breckenridge, Town of Carbondale, City of Glenwood Springs, Pitkin County, RFTA
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: CDBG/CSBG, FASTER, FHWA Funds (TAP/STP)

**Strategy 5.2: RFTA to conduct a region-wide bicycle, pedestrian, and transit access planning study for the Roaring Fork Valley and Colorado River Valleys from roughly Aspen to Glenwood Springs and Glenwood Springs to Parachute.**

- ▶ Administrative Cost: \$75,000
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: RFTA
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: FTA 5304





**Regional Goal 6: 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.**

**Strategy 6.1: Implement coordination activities among agencies, including vehicle sharing, new and improved connections between services, medical trips to Denver and other areas throughout the region.**

- ▶ Administrative Cost: N/A
- ▶ Timeframe: 1-6 years
- ▶ Champions/Partners: All agencies
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources: FTA 5304, FASTER, Local and Regional Government

**Strategy 6.2: Implement new general public service from Eagle County to Summit County (Frisco to Vail) operating seven days per week with four round trips per day. This service supports the recommendations in the Statewide Intercity and Regional Bus Network Plan and local planning studies.**

- ▶ Annual Operating Cost: \$369,000
- ▶ Timeframe: 1-12 years
- ▶ Champions/Partners: ECO Transit and Summit County
- ▶ Performance Measure Categories: System Preservation and Enhancement, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
  - Operating* - FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/Contract Services
  - Capital* - FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership

**Strategy 6.3: Implement new general public service from Garfield County to Eagle County (Glenwood Springs to Eagle) operating seven days per week with eight round trips per day. This service supports the recommendations in the Statewide Intercity and Regional Bus Network Plan and local planning studies.**

- ▶ Annual Operating Cost: \$923,000
- ▶ Timeframe: 1-12 years
- ▶ Champions/Partners: RFTA, ECO Transit, City of Glenwood Springs
- ▶ Performance Measure Categories: System Preservation and Enhancement, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources:
  - Operating* - FTA 5311, Agency Revenues, Local and Regional Government, RTA, Local HUTF, Corporate Sponsorship/Contract Services
  - Capital* - FTA 5311, FTA 5339, FASTER, Local HUTF, FHWA TAP/STP, Public-Private Partnership

**Strategy 6.4: Conduct planning studies to analyze operations, capital, and maintenance needs, the redesign of transit services to improve connectivity with VelociRFTA, and to maximize transit system efficiencies.**

- ▶ Administrative Cost: \$795,000
- ▶ Timeframe: 1-12 years



- ▶ Champions/Partners: RFTA, City of Glenwood Springs
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources: FTA 5304, FASTER, Local and Regional Government

## 7.2 Implementation Plan Financial Summary

Table 7-1 provides an overview of estimated costs over the next 15 years associated with maintaining the existing system compared to implementing the high-priority strategies as identified in Section 7.1.

To maintain existing service levels in 2030, the region would require operating funds in the amount of approximately \$165 million. Overall inflation rates in Colorado over the last decade have averaged at 2 percent per year. Price inflation for goods and services has averaged 3 percent and motor fuel price inflation has averaged over 10 percent over the last decade. Inflation erodes the purchasing power of current revenue streams.

To implement the “growth” scenario, which implements the high priority strategies, an additional \$8 million in operating and administrative dollars would be required in 2030, increasing the annual shortfall to approximately \$82 million. Capital costs associated with the high-priority strategies will require an additional \$108 million between 2014 and 2030 in 2013 dollars to implement. This cost jumps to \$173 million when looking at the inflated 2030 capital costs.

As shown, to maintain existing services and implement high priority strategies identified in the region, the Intermountain TPR will need to secure new funding to ensure growth and expansion of transit and human services transportation in the region.

**Table 7-1 Financial Summary**

2030 Projected Annual Operating/Administrative Costs	
Status Quo – Maintain Existing Service Levels	<b>\$165 million</b>
Growth – Implement High Priority Strategies	<b>\$8 million</b>
<b>Total - Status Quo and Growth Costs</b>	<b>\$173 million</b>
2030 Anticipated Revenues	\$91 million
<b>Shortfall</b>	<b>(\$82 million)</b>

*Values in 2030 dollars*

2014-2030 Projected Capital Costs	
Growth – Implement High Priority Strategies	\$108 million in 2013 dollars \$173 million in 2030 dollars



As discussed in Chapter 6, it is currently forecast that transit expenses in the Intermountain region will outstrip the growth in transit revenues by 3.5 percent, resulting in a potential funding gap of approximately \$158 million to maintain existing service levels in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example, higher costs of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated.

To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region could require approximately \$262 million in operating funds.



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**APPENDIX A GLOSSARY OF TERMS**





**ACCESSIBLE VEHICLE (OR WHEELCHAIR-ACCESSIBLE VEHICLE OR ADA ACCESSIBLE VEHICLE)** - Public transportation revenue vehicles, which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs, and which are accessible using ramps or lifts.

**ADVANCED GUIDEWAY SYSTEM (AGS)** – A fully automated, driverless, grade-separated transit system in which vehicles are automatically guided along a guideway. The guideway provides both physical support as well as guidance. The system may be elevated or at-grade. Examples include maglev systems, people mover systems and monorail.

**AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)** – Legislation passed in 2009 as an economic stimulus program to fund projects such as improving education, building roads, public transportation, criminal justice, health care and others. The intent of the act is that it would result in jobs and other associated economic benefits.

**AMERICANS WITH DISABILITIES ACT (ADA)** – Federal civil rights legislation for disabled persons passed in 1990. It mandates that public transit systems make their services more fully accessible to the disabled. If persons with disabilities are not capable of accessing general public transit service, the law requires agencies to fund and provide for delivery of paratransit services which are capable of accommodating these individuals.

**AREA AGENCY ON AGING (AAA)** A state-approved county or regional body responsible for administering Title III funds within a particular geographical area. There are 16 AAAs in Colorado.

**ASSET MANAGEMENT** – A systematic and strategic process of operating, maintaining, upgrading and expanding physical assets effectively through their life cycles.

**BROKERAGE** - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.

**BUS RAPID TRANSIT (BRT)** – BRT combines the quality of rail transit with the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems (ITS) technology, priority for transit, lower emissions, quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

**CAPITAL COSTS** – Refers to the costs of long-term assets of a public transit system such as property, buildings, equipment and vehicles. Can include bus overhauls, preventive maintenance, mobility management and even a share of transit providers' ADA paratransit expenses.

**CARPPOOL** – Arrangement made between a group of people that ride together to a designated place.

**CAR SHARE** – Companies that own cars that can be rented by members for the hour or day and are conveniently located at designated locations (transit stations, downtown, etc.).

**COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)** - CDOT is primarily responsible for the design, construction, maintenance, and operation of Colorado Highway System, including the Interstate Highway System within the state's boundaries. Within CDOT, the Division of Aeronautics supports aviation interests statewide, the Division of Transit and Rail provides assistance to numerous transit systems around the state, and the Bicycle and Pedestrian Program supports improvements to non-motorized facilities, such as bike paths, trails and routes, and pedestrian walkways and trails. [www.coloradodot.info](http://www.coloradodot.info)

**COLORADO TRANSPORTATION COMMISSION** – The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission. The commission is comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the



Governor, confirmed by the Senate, and serves a four-year term. The Transportation Commission is responsible for formulating general policy with respect to the management, construction, and maintenance of the state's transportation system; advising and making recommendations to the Governor and the General Assembly relative to transportation policy; and promulgating and adopting CDOT's budgets and programs, including construction priorities and approval of extensions of abandonments of the state highway system.

[www.coloradodot.info/about/transportation-commission](http://www.coloradodot.info/about/transportation-commission)

**COMMUTER RAIL** – A transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service is operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.

**COUNCIL OF GOVERNMENTS (COG)** – A voluntary association of local governments that operates as a planning body, collects and disseminates information, reviews applications for funding, and provides services common to its member agencies.

**COMMUNITY CENTERED BOARDS (CCBS)** – Private non-profit agencies that provide services to the developmentally disabled population. CCBs provide a variety of services, including transportation.

**COORDINATION** – A cooperative arrangement among public and private transportation agencies and human service organizations that provide transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages of consolidated transportation service providers. Coordination also means the cooperative development of plans, programs and schedules among responsible agencies and entities to achieve general consistency, as appropriate.

**COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (COORDINATED PLAN)** – a locally or regionally developed, coordinated plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation. The Federal Transit Administration (FTA) requires that a project be included in a Coordinated Plan to be eligible for certain federal transit funds.

**CURB-TO-CURB** – A form of paratransit or demand-response service that picks up passengers at the curbside.

**DEADHEAD** – The time/distance that a transit vehicle does NOT spend in revenue service or moving passengers, as in the movement from the garage to the beginning of a route.

**DEMAND-RESPONSE SERVICE** – Personalized, direct transit service where individual passengers request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed schedule or a fixed route, but travel throughout the community transporting passengers according to their specific requests. Can also be called "dial-a-ride," "paratransit" or "specialized service" to refer to any non-fixed route service. These services usually, but not always, require advance reservations and are often provided for elderly and disabled persons.

**DEVIATED FIXED ROUTE** – Provides service along a fixed route with deviations to pick up special riders (e.g., elderly and disabled persons) without significantly detracting from its schedule.

**DISABLED** – Any person who by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, is unable, without special facilities, to use local transit facilities and services as effectively as people who are not so affected.

**DIVISION OF TRANSIT AND RAIL (DTR)** – A division within the Colorado Department of Transportation (CDOT) responsible for transit and rail policy, planning, funding and oversight. DTR was created in 2009 to promote, plan, design, build, finance, operate, maintain and contract for transit services, including, but not limited to bus, passenger rail and advanced guideway systems. The Division is also responsible for administering and expending



state and federal transit funds, integrating transit and rail into the statewide transportation system, and developing a statewide transit and passenger rail plan as part of the multimodal statewide transportation plan.

**DOOR-TO-DOOR SERVICE** – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and the door of the passengers' home or other destination. A higher level of service than curb-to-curb, yet not as specialized as "door-through-door" service.

**DOOR-THROUGH-DOOR SERVICE** – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and within the home or destination. A higher level of service than curb-to-curb and door-to-door service.

**ENVIRONMENTAL JUSTICE (EJ)** – Refers to the fair treatment of all people, regardless of race, color, national origin or income in terms of the distribution of benefits and costs of federal programs, policies and activities. Executive Order 12898, signed by President Clinton on February 11, 1994, requires procedures be established to protect against the disproportionate allocation of adverse environmental and health burdens on a community's minority and low-income populations.

**FARE BOX RECOVERY** – The amount of revenue generated through fares by paying customers as a fraction of the total operating expenses.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA)** – The agency within the U.S. Department of Transportation that provides funding for the construction, maintenance and preservation of the nation's highways, bridges and tunnels. [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

**FEDERAL TRANSIT ADMINISTRATION (FTA)** – The agency within the U.S. Department of Transportation that administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. FTA provides financial assistance for capital, operating, administration and planning costs of these public transportation systems. [www.fta.dot.gov](http://www.fta.dot.gov)

**FEDERAL RAILROAD ADMINISTRATION (FRA)** – The federal agency within the U.S. Department of Transportation that oversees certain aspects of rail services, especially safety issues. The FRA promulgates and enforces rail safety regulations, administers railroad assistance programs, conducts research and development in support of improved railroad safety and national rail transportation policy, among other things. [www.fra.dot.gov](http://www.fra.dot.gov)

**FIXED ROUTE** – Transit services where vehicles run on regular, scheduled routes with fixed stops and no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

**FUNDING AGENCY** - Any organization, agency, or municipality that funds transportation services by contracting with another organization, agency, or municipality to provide the service. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

**FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER) ACT** – Signed into law in 2009, FASTER provides state funds from an increase in vehicle registration fees to improve roadways, repair unsafe bridges, and support and expand transit. FASTER generates approximately \$200 million every year for transportation projects across Colorado. Of this, \$15 million annually goes to fund public transportation/transit projects statewide. Additional money is provided for city roads (approx. \$27 million annually) and county roads (approx. \$33 million annually). <http://www.coloradodot.info/projects/fasternew>



**HEAD START** – A federal program that provides support to children, birth to age five, that come from low income families by improving their physical, social and emotional development. Head Start programs are typically managed by local nonprofit organizations and are in almost every county in the country.

**HEADWAY** – The time interval between the passing of successive transit buses or trains moving along the same route in the same direction, usually expressed in minutes. It may also be referred to as service frequency.

**HIGHWAY TRUST FUND (HTF)** – is a federal transportation fund, established in 1956 to finance the Interstate Highway System. In 1982, the Mass Transit Fund was created and a portion of the HTF also funds transit projects. Revenue for the HTF is generated by the federal fuel tax (18.4 cents per gallon on gasoline and 24.4 cents per gallon of diesel fuel), which has not increased since 1993.

**HIGHWAY USERS TAX FUND (HUTF)** – A state transportation fund, primarily funded by a motor fuel tax of 22 cents per gallon. Colorado’s gas tax has been 22 cents since 1991. Funds are distributed based on a formula to CDOT, counties, and municipalities. Counties are authorized to flex HUTF dollars to transit, multimodal, bicycle, and pedestrian projects.

**HUMAN SERVICES TRANSPORTATION** - Transportation for clients of a specific human or social service agency that is usually limited to a specific trip purpose (e.g., Medicaid, Title III, etc.). Human service agency trips are often provided under contract to a human service agency and may be provided exclusively or rideshared with other human service agencies or general public service.

**INTERCITY TRANSPORTATION** - Long distance service provided between at least two urban areas or that connects rural areas to an urbanized area, usually on a fixed route, and often as part of a large network of intercity bus operators. Both express and local bus service may be provided. The Greyhound and Trailways systems are examples national intercity bus networks. Under the Federal Transit Administration’s Section 5311(f) program, intercity transportation service must receive no less than 15 percent of each state's total Section 5311 funding, unless a state's governor certifies that these needs are already being met.

**ITS (INTELLIGENT TRANSPORTATION SYSTEMS)** – Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems.

**LAST MILE CONNECTION** – Refers to the challenge of getting people from transit centers/stations to their final destination. Last mile connections can be made by walking, biking, shuttles, local bus routes, etc.

**LIGHT RAIL** – A transit mode that typically is an electric railway with a light volume traffic capacity characterized by vehicles operating on fixed rails in shared or exclusive right-of-way. Vehicle power is drawn from an overhead electric line (catenary).

**LIMITED ENGLISH PROFICIENT (LEP) PERSONS** - Refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

**LOW-INCOME PERSON** – A person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

**LOW-INCOME POPULATION** – Refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient person who will be similarly affected by a proposed DOT program, policy or activity.

**MAGLEV (Magnetic Levitation)** – A high-speed form of transit that moves along a fixed guideway by means of magnetic forces that vertically lift the vehicle from the guideway to propel it forward.





**MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY ACT (MAP-21)** – A two-year funding and authorization bill to govern the United States federal surface transportation spending passed by Congress June 29, 2012 and signed into law by President Obama on July 6, 2012.

**MATCH** - State or local funds required by various federal or state programs to complement funds provided by a state or federal agency for a project. A match may also be required by states in funding projects that are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.

**METROPOLITAN PLANNING ORGANIZATION (MPO)** – The agency designated by law as responsible for carrying out the transportation planning process and developing transportation plans and programs within an urbanized area. MPOs are established by agreement between the Governor and the local governments. There are five MPOs in Colorado.

**MINORITY PERSONS** - includes the following:

- (1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- (2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- (3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- (4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- (5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

**MODE/INTERMODAL/MULTIMODAL** - *Mode* refers to a form of transportation, such as automobile, transit, bicycle, and walking. *Intermodal* refers to the connections between modes, and *multimodal* refers to the availability of transportation options within a system or corridor.

**MODE SHARE** – Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region’s transportation trips as a whole.

**MONORAIL** – Guided transit vehicles operating on or suspended from a single rail, beam or tube.

**NATIONAL TRANSIT DATABASE (NTD)**: Annual reports (formerly known as “Section 15” reports) that provide financial and operating data that are required of almost all recipients of transportation funds under Section 5307. [www.ntdprogram.gov/ntdprogram/](http://www.ntdprogram.gov/ntdprogram/)

**NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT)** - A form of medical transportation that is provided in non-emergency situations to people who require special medical attention. Often a form of human service transportation and a resource of Departments of Health and Human Services.

**OLDER AMERICANS ACT (OAA)** – An act passed in 1965 to addresses the needs of older adults and provide comprehensive services to those at risk of losing their self dependence .The act focuses on boosting the income, housing, health, employment, retirement and community services for older adults.



**OPERATING EXPENSES/COSTS** – The sum or all recurring expenses (e.g., labor, materials, supplies, fuel and equipment) associated with the operation and maintenance of the transit system including maintain equipment and buildings, operate vehicles, and to rent equipment and facilities.

**OPERATING REVENUES** – All funds generated from the operation of a transit system, including passenger fares, donations, advertising fees, etc.

**PARATRANSIT SERVICE** - The ADA requires public transit agencies that provide fixed-route service to provide “complementary paratransit” services to people with disabilities who cannot use the fixed-route bus or rail service because of a disability. The ADA regulations specifically define a population of customers who are entitled to this service as a civil right. The regulations also define minimum service characteristics that must be met for this service to be considered equivalent to the fixed-route service it is intended to complement. In general, ADA complementary paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, for no more than twice the regular fixed route fare.

**PARK-AND-RIDE** – A parking garage or lot used for parking passengers’ automobiles while they use transit agency facilities. Generally established as collector sites for rail or bus service, but may also serve as collector sites for vanpools and carpools, and as transit centers. Can be either free or fee-based.

**PERFORMANCE MEASURES** – Specific measures developed to evaluate the impact and effectiveness of public transit.

**PUBLIC (MASS) TRANSPORTATION** – Transportation by bus, rail, or other conveyance, either publicly or privately owned, provided to the general public or special service on a regular and continuing basis. Does not include school bus, charter, or sightseeing service.

**REGIONAL PLANNING COMMISSION (RPC)** – The planning body responsible for transportation planning within a MPO or rural area.

**REGIONAL TRANSPORTATION PLAN (RTP)** – A multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO or RPC through the transportation planning process.

**REVENUE SERVICE MILES** – The time when a vehicle is available to the general public, including running time and layover/recovery time.

**RIDESHARING** – A form of transportation in which two or more people shares the use of a vehicle, such as a van or a car. Also known as carpool or vanpool.

**SERVICE AREA** - A measure of access to transit service in terms of population served and area coverage (square miles). For fixed-route service, service areas are typically arranged in corridors. Complementary ADA paratransit services are required by ADA law to extend ¾ mile beyond the fixed-route corridors. As demand response serves a broad area and does not operate over a fixed route, the “service area” encompasses the origin to destination points wherever people can be picked up and dropped off.

**SERVICE SPAN** – The hours at which service begins and ends during a typical day.

**SOCIAL SECURITY ACT (SSA)** – Federal legislation enacted in 1935 to provide elderly citizens (age 60 and older) with a monthly stipend, which is funded by payroll taxes on working citizens. The Act has been amended several times and now also provides stipends to dependents and those with disabilities.

**STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)** – Committee that provides advice to the Colorado Department of Transportation and the Transportation Commission on the needs of the transportation system in Colorado and review and comment on all regional transportation plans submitted by the transportation planning regions and/or CDOT.



**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)** – A statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, regional transportation plans, and TIPs, and required for projects to be eligible for funding.

**STATEWIDE TRANSPORTATION PLAN** – The long-range, fiscally constrained, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from the time of adoption, developed through the statewide transportation planning process, and adopted by the Colorado Transportation Commission.

**TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF)** – A federal assistance program created in 1997. It is a social security program that provides financial assistance to indigent American families with dependent children through the Department of Health and Human Services.

**TITLE VI** – A federal regulation that prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including denial of meaningful access for limited English proficient persons.

**TRANSIT AND RAIL ADVISORY COMMITTEE (TRAC)** – An advisory committee created specifically to advise the CDOT Executive Director, the Colorado Transportation Commission and the Division of Transit and Rail on transit and rail related activities.

**TRANSIT ORIENTED DEVELOPMENT (TOD)** – A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)** – Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

**TRANSPORTATION DISADVANTAGED:** A term used to describe those people who have little or no access to meaningful jobs, services, and recreation because a transportation system does not meet their needs. Often refers to those individuals who cannot drive a private automobile because of age, disability, or lack of resources.

**TRANSPORTATION EXPENSES** - Expenses for transportation services including vehicle operation, scheduling, dispatching, vehicle maintenance, fuel, supervision, fare collection (including ticket or scrip printing and sales), and other expenses for the purpose of carrying passengers, whether provided in-house, through contracts, or via taxicab.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** – A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the transportation planning process, consistent with the regional transportation plan, and required for projects to be eligible for funding. The TIP is included in the STIP without modification.

**TRANSPORTATION PLANNING REGION (TPR)** – A geographically designated area of the state within which a regional transportation plan is developed. The term is inclusive of non-MPO TPRs, MPO TPRs and areas with both. There are 15 TPRs in Colorado; 5 are MPOs and 10 are in rural areas of the state.

**TRANSPORTATION PROVIDER** - Any organization, agency, or municipality that operates its own vehicles with agency staff and schedules trips for passengers or clients. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

**URBANIZED AREA** - An area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages, and towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a



density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

**U.S. DOT (UNITED STATES DEPARTMENT OF TRANSPORTATION)** – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports headed by the secretary of transportation. The DOT includes the Federal Highway Administration, Federal Railroad Administration, Federal Aviation Administration and the Federal Transit Administration, among others. [www.dot.gov](http://www.dot.gov)

**VANPOOL** – An arrangement in which a group of passengers share the use and costs of a van in traveling to and from pre-arranged destinations together.

**WORKFORCE INVESTMENT ACT (WIA)** – A federal law enacted in 1998 to provide workforce investment activities, through statewide and local workforce investment systems with a goal of increasing the employment, retention, and earnings of participants and to increase occupational skill attainment.





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**APPENDIX B TRANSIT WORKING GROUP**



***B.1 – Transit Working Group Meeting #1***



***B.2 - Transit Working Group Meeting #2***



***B.3 - Transit Working Group Meeting #3***





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**APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE**



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**APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEYS**



***D.1 – Provider Survey Questionnaire***



## ***D.2 - List of Provider Survey Respondents***

Beaver Creek Village Transportation

City of Aspen

City of Glenwood Springs

Copper Mountain

Eagle County Regional Transportation Authority

Eagle County Schools

Roaring Fork Transportation Authority

Summit County Government

Town of Avon Transit

Town of Breckenridge

Town of Snowmass Village



***D.3 – Human Service Agency Questionnaire***





***D.4 – List of Human Service Agency Respondents***

- Arkansas Headwaters Recreation Area
- Eagle County Economic Services
- Eagle County Human Services
- Eagle County Public Health
- Eagle County Schools
- Mountain Valley Developmental Services
- Northwest Colorado Council of Governments
- Pitkin County Human Services
- Summit County Community and Senior Center
- Summit County Social Services



***D.5 – Regional Project List***



## Intermountain Transit Projects

Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
<i>City of Aspen*</i>	<i>Rubey Park transit facility renovation</i>	<i>\$4,600,000</i>		<i>Short</i>	<i>Facilities</i>
City of Aspen	Entrance to Aspen Design	\$9,000,000		Short	Facilities
City of Aspen	Long-term vehicle replacements	\$500,000		Long	Vehicles
City of Aspen	Mid-term vehicle replacements	\$3,500,000		Mid	Vehicles
City of Aspen	Purchase of four (4) body on chassis vehicles in 2015	\$300,000		Short	Vehicles
City of Aspen	Purchase of four (4) replacement hybrid diesel buses (2018)	\$2,400,000		Short	Vehicles
City of Aspen	Purchase of one (1) replacement bus (2015)	\$400,000		Short	Vehicles
City of Glenwood Springs	Evaluate/update existing human services demand-response system and its funding source equity (labor)	\$1,000		Short	Access to Human Services
<i>City of Glenwood Springs*</i>	<i>27th Street pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
City of Glenwood Springs	Purchase one (1) cutaway-type bus	\$50,000		Mid	Vehicles
City of Glenwood Springs	Replace two (2) large buses with CNG buses	\$900,000		Short	Vehicles
City of Glenwood Springs	Print new service schedules (estimated cost includes labor/materials)	\$2,500		Short	Marketing Strategies
City of Glenwood Springs	Reinstate service to the southern end of city limits		\$30,000	Short	Mobility of the General Public
City of Glenwood Springs	TDM (per Corridor Optimization Study)		\$200,000	Short	Operating



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
City of Glenwood Springs	Adjust transit service to meet city's Long-Range Transportation Plan; evaluate/study new bus stop locations/park-n-rides/mass transit corridor	\$50,000		Long	Planning
City of Glenwood Springs	Evaluate local regional transit authority's rail R.O.W. infrastructure needs on city property			Long	Planning
Eagle County Human Services	Need for early morning service (before 9 AM)				Access to Human Services
Eagle County Human Services	Need for vanpool services				Coordination Strategies
Eagle County Public Health	Need for increased paratransit service in Eagle County (Roaring Fork Valley)				Access to Human Services
Eagle County Public Health	Need for regional service from Eagle to Garfield, Eagle to Summit, Eagle to Grand Junction, and Eagle to Denver				Access to Human Services
Eagle County Public Health	LEP appropriate maps and information/general transit navigation education				Coordination Strategies
<i>ECO Transit*</i>	<i>Purchase of van to provide medical transport</i>	<i>\$35,000</i>		<i>Short</i>	<i>Access to Human Services</i>
<i>ECO Transit*</i>	<i>Provide medical transport from both local housing areas and from existing bus routes, 9.5 hours per day, 5 days a week, 20 minute headways</i>		<i>\$273,000</i>	<i>Short</i>	<i>Access to Human Services</i>
ECO Transit	Refurbish all bus shelters in system, wood treatment, replace glass, roof repair for 34 shelters.	\$85,000		Long	Facilities
ECO Transit	Construct transportation facility at park and ride lot in Edwards with indoor facilities	\$800,000		Mid	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
ECO Transit*	Hire safety and security officer for organization		\$35,000	Short	Maintaining Service
ECO Transit*	Create new year round feeder and circulator service from the western half of the region to the work force centers in the eastern half, 1 hour headways, year round service (2 new cutaways)	\$250,000	\$500,000	Short	Mobility of the General Public
ECO Transit*	Reinstate half hourly service on Highway 6 route during mid-day hours, 12 hours per day 365 days per year		\$486,000	Short	Mobility of the General Public
ECO Transit*	Reinstate late night bus service (after midnight) from work force center year round, 5.75 hours per day 365 days per year		\$233,000	Short	Mobility of the General Public
ECO Transit	Create commuter service from neighboring counties to our work force centers, 16 hours per day 365 days per year		\$648,000	Mid	Regional Connectivity
ECO Transit	Purchase of 4 new commuter buses for service	\$2,000,000		Mid	Vehicles
ECO Transit	Reinstate third commuter bus from Leadville, 4 hours per day 365 days a year		\$162,000	Mid	Regional Connectivity
ECO Transit and RFTA*	New general public service from Garfield County to Eagle County (Glenwood Springs to Eagle) operating seven days per week with eight round trips per day		\$923,000	Short	Regional Connectivity
ECO Transit and Summit County*	New general public service from Eagle County to Summit County (Frisco to Vail) operating seven days per week with four round trips per day		\$369,000	Short	Regional Connectivity
Garfield County	Catherine Store park and ride renovation/expansion	\$600,000		Short	Facilities
Mountain Valley Developmental Services	Need for later evening service (after 6 PM)				Access to Human





# Intermountain

Transportation Planning Region

Regional Coordinated Transit and  
Human Services Plan

Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
					Services
Mountain Valley Developmental Services	Need for local service in Lake and Garfield Counties				Access to Human Services
Mountain Valley Developmental Services	Need for regional service between Eagle and Garfield Counties				Access to Human Services
Northwest Colorado Council of Governments	Need for additional weekend service				Access to Human Services
<i>Northwest Colorado Council of Governments*</i>	<i>Establish a centralized regional Medicaid billing system for providers</i>			<i>Short</i>	<i>Coordination Strategies</i>
<i>Northwest Colorado Council of Governments*</i>	<i>Maintain a regional services inventory (public, private and volunteer)</i>			<i>Short</i>	<i>Coordination Strategies</i>
Northwest Colorado Council of Governments	Administer One-Call/One-Click Service			Short	Coordination Strategies
Northwest Colorado Council of Governments	Continued funding and support of NWCOG mobility manager			Short	Coordination Strategies
<i>Pitkin County*</i>	<i>Buttermilk pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Pitkin County*</i>	<i>BC/SH82 intersection corrections</i>	<i>\$3,000,000</i>		<i>Short</i>	<i>Facilities</i>
Pitkin County	Airport to Aspen Fixed Guideway			Long	Facilities
Pitkin County	Transit Guideway - Aspen to Snowmass, via Owl Creek Road or other corridor			Long	Facilities
Pitkin County	Brush Creek intercept lot transit joint development	\$9,000,000		Mid	Facilities
Pitkin County	Terminal connection to BRT	\$4,000,000		Mid	Facilities
Pitkin County	Old Snowmass bus stop improvements	\$350,000		Short	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Pitkin County	Two Rivers Road park and ride renovation/expansion	\$300,000		Short	Facilities
<i>Pitkin County*</i>	<i>Aspen Maintenance Facility Phase IV Upgrades - CNG fueling</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>West Glenwood Springs park and ride sidewalk/regional trail connection</i>	<i>\$435,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Structured park and ride reconstruction (Basalt, Carbondale, Brush Creek)</i>	<i>\$20,000,000</i>		<i>Mid</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Glenwood maintenance facility expansion</i>	<i>\$20,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>New Castle park and ride construction</i>	<i>\$600,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Administrative, Operations and Maintenance Needs Analysis to assess the long-term (20-year) space needs, locations, phasing and costs to design and construct (or rehabilitate) RFTA's administrative and operational facilities</i>		<i>\$20,000</i>	<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Housing Needs Analysis to assess RFTA's 20-year employee housing needs, locations, options, and phasing</i>		<i>\$20,000</i>	<i>Short</i>	<i>Facilities</i>
RFTA	Construction of BRT or similar high-quality, high capacity transit on I-70 to the East, connecting to Eagle County			Long	Facilities
RFTA	Construction of BRT or similar high-quality, high-capacity transit on I-70, with a seamless connection over the Colorado river to SH82 BRT			Long	Facilities
RFTA	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)			Mid	Facilities
RFTA	I-70 / SH82 transit connection alternatives analysis / design	\$50,000,000		Mid	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
RFTA	Carbondale administrative and maintenance facility renovation and expansion	\$25,000,000		Mid	Facilities
RFTA	Regional bus stop improvements	\$6,000,000		Mid	Facilities
RFTA	Housing rehabilitation and expansion (locations, scope, phasing, cost TBD)	\$2,000,000		Short	Facilities
RFTA	CMC park and ride renovation/expansion	\$400,000		Short	Facilities
<i>RFTA*</i>	<i>Bus cameras</i>	<i>\$600,000</i>		<i>Short</i>	<i>Maintaining Service</i>
<i>RFTA*</i>	<i>Security upgrades at major bus stops and at facilities</i>	<i>\$500,000</i>		<i>Short</i>	<i>Maintaining Service</i>
RFTA	Fleet replacement/modernization of thirty-five (35) buses	\$17,000,000		Mid	Maintaining Service
RFTA	Bus fleet replacement/modernization of thirty-five (35) buses	\$21,000,000		Short	Maintaining Service
RFTA	Comprehensive Asset Management Inventory - will be the foundation for RFTA's nascent asset management system, which will monitor the condition and maintenance schedule for all of RFTA's assets		\$25,000	Short	Maintaining Service
RFTA	Paratransit software	\$130,000		Short	Maintaining Service
RFTA	Regional travel model operations/maintenance		\$100,000	Short	Maintaining Service
RFTA	Re-power 18 MCI 57-passenger coaches	\$900,000		Short	Maintaining Service



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
RFTA*	<i>Regional Bicycle and Pedestrian Plan. This will address vision and goals for bicycle and pedestrian programs and projects, will develop a prioritized, short-term and long-term list based on systematic criteria, and will develop a funding plan</i>		\$100,000	Short	Planning
RFTA*	<i>Rio Grande ROW Comprehensive Plan. A requirement of RFTA's grants and agreements, this will update RFTA's 2005 comprehensive plan and will address encroachments, crossing policies, long-term maintenance and operation priorities, costs and funding.</i>		\$750,000	Short	Planning
RFTA	As more people take transit, particularly with the advent of BRT, walking and bicycling programs and projects will become an important part of the transportation and mobility picture, and will need to compete for transportation funding, alongside transit and road funding.			Long	Planning
RFTA	Transit-oriented land use will become increasingly important. Land in the Roaring Fork Valley is scarce and valuable; by necessity, compact, transit-oriented land development will need to become the norm, and RFTA and its partners will need to gain expertise in land development as much as transportation.			Long	Planning
RFTA	I-70 corridor transit alternatives analysis		\$5,000,000	Mid	Planning
RFTA	Regional travel model development		\$250,000	Short	Planning
RFTA	Vehicle Replacements - fifty (50)	\$25,000,000		Long	



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Summit County	Facility improvements including expansion of bus bays and addition of a training and conference room.			Short	Facilities
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Long	Vehicles
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Mid	Vehicles
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Short	Vehicles
Summit County Community and Senior Center	Increased weekend transit service				Access to Human Services
Summit County Community and Senior Center	Need for regional service between Denver and Summit County				Access to Human Services
Summit County Social Services	Need for later evening service (after 6 PM)				Access to Human Services
Summit County Social Services	Need for local service to Heeny and Blue River				Access to Human Services
Summit County Social Services	Need for regional service from Summit to Park and Summit to Lake				Access to Human Services
<i>Town of Avon*</i>	<i>Bike lanes throughout core area of the Town of Avon</i>	<i>\$150,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Avon*</i>	<i>Bus shelter replacement throughout Town for conformity nine (9) shelters estimated at \$3,000 per shelter</i>	<i>\$27,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Avon*</i>	<i>Parking structure to access the Westin Gondola and Main Street</i>	<i>\$8,000,000</i>		<i>Short</i>	<i>Facilities</i>





Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Avon	Replacement of two (2) vehicles	\$800,000		Short	Maintaining Service
<i>Town of Avon*</i>	<i>Reinstate fixed-route service to the Village at Avon</i>		<i>\$350,000</i>	<i>Short</i>	<i>Mobility of the General Public</i>
<i>Town of Avon*</i>	<i>Trolley service on main street - operating \$150,000 &amp; capital costs \$200,000</i>	<i>\$200,000</i>	<i>\$150,000</i>	<i>Short</i>	<i>Mobility of the General Public</i>
<i>Town of Avon*</i>	<i>Security system upgrade on vehicles</i>	<i>\$100,000</i>		<i>Short</i>	
<i>Town of Basalt*</i>	<i>Basalt Avenue pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Basalt*</i>	<i>Sagewood bus stop reconstruction</i>	<i>\$400,000</i>		<i>Short</i>	<i>Facilities</i>
Town of Basalt	Local transit system in Basalt	\$200,000 annually		Mid	Mobility of the General Public
Town of Basalt	Bus service improvements between east and west Basalt	\$300,000		Short	Mobility of the General Public
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Long	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Mid	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Short	Maintaining Service
<i>Town of Breckenridge*</i>	<i>Mixed-use parking structure at Tiger Dredge lot</i>	<i>\$8,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Breckenridge*</i>	<i>Retrofit garage doors on existing bus barn to accommodate 102" wide buses</i>	<i>\$270,000</i>		<i>Short</i>	<i>Facilities</i>
Town of Breckenridge	Horizontal People Mover Phase IV - from McCain Parking to Farmer's Corner (AGS stop someday)			Long	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Breckenridge	Horizontal People Mover Phase I - from Gondola Town Base south to Village			Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase II - from Village to Ice Rink			Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase III - from Gondola Town Base north to McCain Parking			Long	Facilities
Town of Breckenridge	Mixed-use parking structure/transit station at McCain property	\$11,000,000		Mid	Facilities
Town of Breckenridge	Mixed-use parking structure/transit station at Gondola lots	\$21,000,000		Mid	Facilities
Town of Breckenridge	Merge with ski area will require a new bus storage facility	\$5,500,000		Short	Facilities
Town of Breckenridge	Summit Stage needs to promote building a mixed use parking structure/transit station in Blue River and expanding their service to Blue River before 2023.				Facilities
Town of Breckenridge	Electric Signage			Long	Maintaining Service
Town of Breckenridge	On-Board camera system upgrade			Long	Maintaining Service
Town of Breckenridge	Rolling stock mid-life refurbishments			Long	Vehicles
Town of Breckenridge	Rolling stock replacements			Long	Vehicles
Town of Breckenridge	Midlife refurbishment of (3) buses (2023)	\$465,000		Mid	Vehicles
Town of Breckenridge	Replace Bus 9224 (2025)	\$610,000		Mid	Vehicles
Town of Breckenridge	Replace three (3) cutaway buses with similar low floor cutaways (2027)	\$562,500		Mid	Vehicles
Town of Breckenridge	Replace two (2) 2008 35' Diesel/Electric Hybrid buses (2024)	\$1,375,000		Mid	Vehicles



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Breckenridge	Replace two (2) buses (2028)	\$1,300,000		Mid	Vehicles
Town of Breckenridge	Replace two (2) buses (2027)	\$1,260,000		Mid	Vehicles
Town of Breckenridge	Three (3) expansion buses and expansion of service to McCain, The Shores, & Golf Course	\$2,700,000		Mid	Vehicles
Town of Breckenridge	\$5,250,000 for diesel buses, or \$11,000,000 for electric buses & infrastructure, or \$32,000,000 for CNG buses, infrastructure, fire protection upgrades	\$11,000,000		Short	Vehicles
Town of Breckenridge	Merge operations with ski area and replace (10) buses			Short	Vehicles
Town of Breckenridge	Mid-life refurbishment of bus 9224 (2019)	\$138,000		Short	Vehicles
Town of Breckenridge	Mid-life refurbishment of two (2) 2008 diesel/electric hybrid buses to include battery packs (2016)	\$450,000		Short	Vehicles
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$300,000		Short	Vehicles
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$290,000		Short	Vehicles
Town of Breckenridge	Replace Buses 9211, 9212, 9213 with (3) 29-32' diesel buses (2016)	\$1,440,000		Short	Vehicles
Town of Breckenridge	Replace cutaway buses 9221, 9222, 9223 with similar low floor cutaways (2020)	\$465,000		Short	Vehicles
Town of Breckenridge*	<i>Development of an ODP trip planner to include bike, ped, &amp; trail</i>	<i>\$32,000</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Transit Wayfinding Project - upgrade existing signage &amp; poles</i>	<i>\$180,000</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Where's My Bus - Phase II - outdoor monitors &amp; pub/private partnership screens</i>	<i>\$60,905</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Yield to Bus - retrofit existing fleet with Yield to Bus equipment, install MUTCD signage, public education campaign</i>	<i>\$24,000</i>		<i>Short</i>	<i>Marketing Strategies</i>



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Carbondale*	SH 133 pedestrian bridge (along the Rio Grande Trail)	\$5,000,000		Short	Facilities
Town of Carbondale*	Local circulator bus infrastructure in Carbondale	\$2,000,000		Short	Facilities
Town of Carbondale*	Park and ride expansion	\$2,000,000		Short	Facilities
Town of Carbondale	Restroom at Carbondale BRT Station	\$100,000		Short	Facilities
Town of Carbondale*	Local circulator bus in Carbondale		\$200,000	Short	Mobility of the General Public
Town of Glenwood Springs*	Redesign entire bus service to better complement regional transit authority's new BRT service into and out of city limits		\$5,000	Short	Maintaining Service
Town of New Castle*	SH 6 Streetscape	\$8,000,000		Short	Facilities
Town of Parachute*	SH 6 and 24 Main Street Streetscape Improvements	\$900,000		Mid	Facilities
Town of Rifle*	Park and ride relocation	\$750,000		Short	Facilities
Town of Silt*	Park and ride expansion	\$2,000,000		Short	Facilities
Town of Snowmass Village*	Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel	\$300,000		Short	Facilities
Town of Snowmass Village	Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	TBD		Mid	Facilities
Town of Snowmass Village	Build multimodal regional and local bus station	\$40,000,000		Mid	Facilities
Town of Snowmass Village	Snowmass bus storage facility	\$9,000,000		Mid	Facilities
Town of Snowmass Village	Wood Road roundabout bus stop reconstruction	\$2,000,000		Short	Facilities
Town of Snowmass Village	Owl Creek Road roundabout bus stops	\$1,500,000		Short	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$55,000		Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$121,000 annual operating subsidy)	\$121,000		Long	Maintaining Service
Town of Snowmass Village	Replace seventeen (17) standard body on chassis vehicles	\$2,074,000		Long	Maintaining Service
Town of Snowmass Village	Replace three (3) service vehicles	\$120,000		Long	Vehicles
Town of Snowmass Village	Replace twenty (20) large body on chassis vehicles	\$12,300,000		Long	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$122,000		Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$110,000 annual operating subsidy)		\$110,000	Mid	Maintaining Service
Town of Snowmass Village	Replace nine (9) large body on chassis vehicles	\$4,230,000		Mid	Vehicles
Town of Snowmass Village	Replace one (1) service vehicle	\$37,000		Mid	Vehicles
Town of Snowmass Village	Replace seven (7) standard body on chassis vehicles	\$686,000		Mid	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$20,500		Mid	Maintaining Service
Town of Snowmass Village	Add three (3) large body on chassis vehicles to fleet (if necessary)	\$1,140,000		Short	Vehicles
Town of Snowmass Village	Annual capital improvements and maintenance of facilities	\$43,000		Short	Maintaining Service
Town of Snowmass Village	Replace ten (10) large body on chassis vehicles	\$3,800,000		Short	Vehicles
Town of Snowmass Village	Replace ten (10) standard body on chassis vehicles	\$860,000		Short	Vehicles
Town of Snowmass Village	Replace one (1) service vehicle	\$28,000		Short	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment at cost of \$51,000.	\$51,000		Short	Maintaining Service





Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$50,000			Maintaining Service
Town of Snowmass Village	Annual fuel or alternative fuel subsidy		\$100,000		Maintaining Service
Town of Snowmass Village	Annual funding for a dispatcher position 18 hours/day and 7 days/week.		\$150,000		Maintaining Service
Town of Snowmass Village	Biannual consultant services to update policies and plans for federal grant guidelines		\$10,000		Maintaining Service
Town of Snowmass Village	Marketing and promotion of transit service options, seasonal changes, and special event services (annually)		\$25,000		Marketing Strategies
Town of Snowmass Village	Investment in transit information web site	\$35,000			Marketing Strategies
<i>Town of Snowmass Village*</i>	<i>Higher-frequency service between SH82 and the Town of Snowmass, to coincide with increased headways of BRT</i>		\$500,000	<i>Short</i>	<i>Regional Connectivity</i>
<i>Transit Working Group #1*</i>	<i>Coordination of medical trips to Denver</i>			<i>Short</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Coordination of regional transportation services, including specialized transit services (HHS, veterans, etc.)</i>			<i>Mid</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Increase vehicle sharing and multiple types of riders on same vehicles</i>			<i>Mid</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Develop and implement marketing and information campaigns throughout the region to increase awareness of public transportation services</i>			<i>Short</i>	<i>Coordination Strategies</i>
Transit Working Group #1	Access to services in Garfield County from El Jebel				Coordination Strategies

*\*High priority strategy as identified in the Implementation Plan (Chapter 7).*



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**APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND  
ADULTS WITH DISABILITIES – INTERMOUNTAIN REPORT**



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**APPENDIX A GLOSSARY OF TERMS**



**ACCESSIBLE VEHICLE (OR WHEELCHAIR-ACCESSIBLE VEHICLE OR ADA ACCESSIBLE VEHICLE)** - Public transportation revenue vehicles, which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs, and which are accessible using ramps or lifts.

**ADVANCED GUIDEWAY SYSTEM (AGS)** – A fully automated, driverless, grade-separated transit system in which vehicles are automatically guided along a guideway. The guideway provides both physical support as well as guidance. The system may be elevated or at-grade. Examples include maglev systems, people mover systems and monorail.

**AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)** – Legislation passed in 2009 as an economic stimulus program to fund projects such as improving education, building roads, public transportation, criminal justice, health care and others. The intent of the act is that it would result in jobs and other associated economic benefits.

**AMERICANS WITH DISABILITIES ACT (ADA)** – Federal civil rights legislation for disabled persons passed in 1990. It mandates that public transit systems make their services more fully accessible to the disabled. If persons with disabilities are not capable of accessing general public transit service, the law requires agencies to fund and provide for delivery of paratransit services which are capable of accommodating these individuals.

**AREA AGENCY ON AGING (AAA)** A state-approved county or regional body responsible for administering Title III funds within a particular geographical area. There are 16 AAAs in Colorado.

**ASSET MANAGEMENT** – A systematic and strategic process of operating, maintaining, upgrading and expanding physical assets effectively through their life cycles.

**BROKERAGE** - A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.

**BUS RAPID TRANSIT (BRT)** – BRT combines the quality of rail transit with the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems (ITS) technology, priority for transit, lower emissions, quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

**CAPITAL COSTS** – Refers to the costs of long-term assets of a public transit system such as property, buildings, equipment and vehicles. Can include bus overhauls, preventive maintenance, mobility management and even a share of transit providers' ADA paratransit expenses.

**CARPOOL** – Arrangement made between a group of people that ride together to a designated place.

**CAR SHARE** – Companies that own cars that can be rented by members for the hour or day and are conveniently located at designated locations (transit stations, downtown, etc.).

**COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)** - CDOT is primarily responsible for the design, construction, maintenance, and operation of Colorado Highway System, including the Interstate Highway System within the state's boundaries. Within CDOT, the Division of Aeronautics supports aviation interests statewide, the Division of Transit and Rail provides assistance to numerous transit systems around the state, and the Bicycle and Pedestrian Program supports improvements to non-motorized facilities, such as bike paths, trails and routes, and pedestrian walkways and trails. [www.coloradodot.info](http://www.coloradodot.info)

**COLORADO TRANSPORTATION COMMISSION** – The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission. The commission is comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the



Governor, confirmed by the Senate, and serves a four-year term. The Transportation Commission is responsible for formulating general policy with respect to the management, construction, and maintenance of the state's transportation system; advising and making recommendations to the Governor and the General Assembly relative to transportation policy; and promulgating and adopting CDOT's budgets and programs, including construction priorities and approval of extensions or abandonments of the state highway system.

[www.coloradodot.info/about/transportation-commission](http://www.coloradodot.info/about/transportation-commission)

**COMMUTER RAIL** – A transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service is operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.

**COUNCIL OF GOVERNMENTS (COG)** – A voluntary association of local governments that operates as a planning body, collects and disseminates information, reviews applications for funding, and provides services common to its member agencies.

**COMMUNITY CENTERED BOARDS (CCBS)** – Private non-profit agencies that provide services to the developmentally disabled population. CCBs provide a variety of services, including transportation.

**COORDINATION** – A cooperative arrangement among public and private transportation agencies and human service organizations that provide transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages of consolidated transportation service providers. Coordination also means the cooperative development of plans, programs and schedules among responsible agencies and entities to achieve general consistency, as appropriate.

**COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (COORDINATED PLAN)** – a locally or regionally developed, coordinated plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those needs, and prioritizes transportation services for funding and implementation. The Federal Transit Administration (FTA) requires that a project be included in a Coordinated Plan to be eligible for certain federal transit funds.

**CURB-TO-CURB** – A form of paratransit or demand-response service that picks up passengers at the curbside.

**DEADHEAD** – The time/distance that a transit vehicle does NOT spend in revenue service or moving passengers, as in the movement from the garage to the beginning of a route.

**DEMAND-RESPONSE SERVICE** – Personalized, direct transit service where individual passengers request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed schedule or a fixed route, but travel throughout the community transporting passengers according to their specific requests. Can also be called "dial-a-ride," "paratransit" or "specialized service" to refer to any non-fixed route service. These services usually, but not always, require advance reservations and are often provided for elderly and disabled persons.

**DEVIATED FIXED ROUTE** – Provides service along a fixed route with deviations to pick up special riders (e.g., elderly and disabled persons) without significantly detracting from its schedule.

**DISABLED** – Any person who by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, is unable, without special facilities, to use local transit facilities and services as effectively as people who are not so affected.

**DIVISION OF TRANSIT AND RAIL (DTR)** – A division within the Colorado Department of Transportation (CDOT) responsible for transit and rail policy, planning, funding and oversight. DTR was created in 2009 to promote, plan, design, build, finance, operate, maintain and contract for transit services, including, but not limited to bus, passenger rail and advanced guideway systems. The Division is also responsible for administering and expending





state and federal transit funds, integrating transit and rail into the statewide transportation system, and developing a statewide transit and passenger rail plan as part of the multimodal statewide transportation plan.

**DOOR-TO-DOOR SERVICE** – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and the door of the passengers’ home or other destination. A higher level of service than curb-to-curb, yet not as specialized as “door-through-door” service.

**DOOR-THROUGH-DOOR SERVICE** – A form of paratransit or demand-response service that includes passenger assistance between the vehicle and within the home or destination. A higher level of service than curb-to-curb and door-to-door service.

**ENVIRONMENTAL JUSTICE (EJ)** – Refers to the fair treatment of all people, regardless of race, color, national origin or income in terms of the distribution of benefits and costs of federal programs, policies and activities. Executive Order 12898, signed by President Clinton on February 11, 1994, requires procedures be established to protect against the disproportionate allocation of adverse environmental and health burdens on a community’s minority and low-income populations.

**FARE BOX RECOVERY** – The amount of revenue generated through fares by paying customers as a fraction of the total operating expenses.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA)** – The agency within the U.S. Department of Transportation that provides funding for the construction, maintenance and preservation of the nation’s highways, bridges and tunnels. [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

**FEDERAL TRANSIT ADMINISTRATION (FTA)** – The agency within the U.S. Department of Transportation that administers federal funding to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers. FTA provides financial assistance for capital, operating, administration and planning costs of these public transportation systems. [www.fta.dot.gov](http://www.fta.dot.gov)

**FEDERAL RAILROAD ADMINISTRATION (FRA)** – The federal agency within the U.S. Department of Transportation that oversees certain aspects of rail services, especially safety issues. The FRA promulgates and enforces rail safety regulations, administers railroad assistance programs, conducts research and development in support of improved railroad safety and national rail transportation policy, among other things. [www.fra.dot.gov](http://www.fra.dot.gov)

**FIXED ROUTE** – Transit services where vehicles run on regular, scheduled routes with fixed stops and no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

**FUNDING AGENCY** - Any organization, agency, or municipality that funds transportation services by contracting with another organization, agency, or municipality to provide the service. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

**FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER) ACT** – Signed into law in 2009, FASTER provides state funds from an increase in vehicle registration fees to improve roadways, repair unsafe bridges, and support and expand transit. FASTER generates approximately \$200 million every year for transportation projects across Colorado. Of this, \$15 million annually goes to fund public transportation/transit projects statewide. Additional money is provided for city roads (approx. \$27 million annually) and county roads (approx. \$33 million annually). <http://www.coloradodot.info/projects/fasternew>



**HEAD START** – A federal program that provides support to children, birth to age five, that come from low income families by improving their physical, social and emotional development. Head Start programs are typically managed by local nonprofit organizations and are in almost every county in the country.

**HEADWAY** – The time interval between the passing of successive transit buses or trains moving along the same route in the same direction, usually expressed in minutes. It may also be referred to as service frequency.

**HIGHWAY TRUST FUND (HTF)** – is a federal transportation fund, established in 1956 to finance the Interstate Highway System. In 1982, the Mass Transit Fund was created and a portion of the HTF also funds transit projects. Revenue for the HTF is generated by the federal fuel tax (18.4 cents per gallon on gasoline and 24.4 cents per gallon of diesel fuel), which has not increased since 1993.

**HIGHWAY USERS TAX FUND (HUTF)** – A state transportation fund, primarily funded by a motor fuel tax of 22 cents per gallon. Colorado's gas tax has been 22 cents since 1991. Funds are distributed based on a formula to CDOT, counties, and municipalities. Counties are authorized to flex HUTF dollars to transit, multimodal, bicycle, and pedestrian projects.

**HUMAN SERVICES TRANSPORTATION** - Transportation for clients of a specific human or social service agency that is usually limited to a specific trip purpose (e.g., Medicaid, Title III, etc.). Human service agency trips are often provided under contract to a human service agency and may be provided exclusively or rideshared with other human service agencies or general public service.

**INTERCITY TRANSPORTATION** - Long distance service provided between at least two urban areas or that connects rural areas to an urbanized area, usually on a fixed route, and often as part of a large network of intercity bus operators. Both express and local bus service may be provided. The Greyhound and Trailways systems are examples national intercity bus networks. Under the Federal Transit Administration's Section 5311(f) program, intercity transportation service must receive no less than 15 percent of each state's total Section 5311 funding, unless a state's governor certifies that these needs are already being met.

**ITS (INTELLIGENT TRANSPORTATION SYSTEMS)** – Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems.

**LAST MILE CONNECTION** – Refers to the challenge of getting people from transit centers/stations to their final destination. Last mile connections can be made by walking, biking, shuttles, local bus routes, etc.

**LIGHT RAIL** – A transit mode that typically is an electric railway with a light volume traffic capacity characterized by vehicles operating on fixed rails in shared or exclusive right-of-way. Vehicle power is drawn from an overhead electric line (catenary).

**LIMITED ENGLISH PROFICIENT (LEP) PERSONS** - Refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

**LOW-INCOME PERSON** – A person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

**LOW-INCOME POPULATION** – Refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient person who will be similarly affected by a proposed DOT program, policy or activity.

**MAGLEV (Magnetic Levitation)** – A high-speed form of transit that moves along a fixed guideway by means of magnetic forces that vertically lift the vehicle from the guideway to propel it forward.



**MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY ACT (MAP-21)** – A two-year funding and authorization bill to govern the United States federal surface transportation spending passed by Congress June 29, 2012 and signed into law by President Obama on July 6, 2012.

**MATCH** - State or local funds required by various federal or state programs to complement funds provided by a state or federal agency for a project. A match may also be required by states in funding projects that are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.

**METROPOLITAN PLANNING ORGANIZATION (MPO)** – The agency designated by law as responsible for carrying out the transportation planning process and developing transportation plans and programs within an urbanized area. MPOs are established by agreement between the Governor and the local governments. There are five MPOs in Colorado.

**MINORITY PERSONS** - includes the following:

- (1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- (2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- (3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- (4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- (5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

**MODE/INTERMODAL/MULTIMODAL** - *Mode* refers to a form of transportation, such as automobile, transit, bicycle, and walking. *Intermodal* refers to the connections between modes, and *multimodal* refers to the availability of transportation options within a system or corridor.

**MODE SHARE** – Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region’s transportation trips as a whole.

**MONORAIL** – Guided transit vehicles operating on or suspended from a single rail, beam or tube.

**NATIONAL TRANSIT DATABASE (NTD)**: Annual reports (formerly known as “Section 15” reports) that provide financial and operating data that are required of almost all recipients of transportation funds under Section 5307. [www.ntdprogram.gov/ntdprogram/](http://www.ntdprogram.gov/ntdprogram/)

**NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT)** - A form of medical transportation that is provided in non-emergency situations to people who require special medical attention. Often a form of human service transportation and a resource of Departments of Health and Human Services.

**OLDER AMERICANS ACT (OAA)** – An act passed in 1965 to addresses the needs of older adults and provide comprehensive services to those at risk of losing their self dependence. The act focuses on boosting the income, housing, health, employment, retirement and community services for older adults.



**OPERATING EXPENSES/COSTS** – The sum or all recurring expenses (e.g., labor, materials, supplies, fuel and equipment) associated with the operation and maintenance of the transit system including maintain equipment and buildings, operate vehicles, and to rent equipment and facilities.

**OPERATING REVENUES** – All funds generated from the operation of a transit system, including passenger fares, donations, advertising fees, etc.

**PARATRANSIT SERVICE** - The ADA requires public transit agencies that provide fixed-route service to provide “complementary paratransit” services to people with disabilities who cannot use the fixed-route bus or rail service because of a disability. The ADA regulations specifically define a population of customers who are entitled to this service as a civil right. The regulations also define minimum service characteristics that must be met for this service to be considered equivalent to the fixed-route service it is intended to complement. In general, ADA complementary paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, for no more than twice the regular fixed route fare.

**PARK-AND-RIDE** – A parking garage or lot used for parking passengers’ automobiles while they use transit agency facilities. Generally established as collector sites for rail or bus service, but may also serve as collector sites for vanpools and carpools, and as transit centers. Can be either free or fee-based.

**PERFORMANCE MEASURES** – Specific measures developed to evaluate the impact and effectiveness of public transit.

**PUBLIC (MASS) TRANSPORTATION** – Transportation by bus, rail, or other conveyance, either publicly or privately owned, provided to the general public or special service on a regular and continuing basis. Does not include school bus, charter, or sightseeing service.

**REGIONAL PLANNING COMMISSION (RPC)** – The planning body responsible for transportation planning within a MPO or rural area.

**REGIONAL TRANSPORTATION PLAN (RTP)** – A multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO or RPC through the transportation planning process.

**REVENUE SERVICE MILES** – The time when a vehicle is available to the general public, including running time and layover/recovery time.

**RIDESHARING** – A form of transportation in which two or more people shares the use of a vehicle, such as a van or a car. Also known as carpool or vanpool.

**SERVICE AREA** - A measure of access to transit service in terms of population served and area coverage (square miles). For fixed-route service, service areas are typically arranged in corridors. Complementary ADA paratransit services are required by ADA law to extend ¾ mile beyond the fixed-route corridors. As demand response serves a broad area and does not operate over a fixed route, the “service area” encompasses the origin to destination points wherever people can be picked up and dropped off.

**SERVICE SPAN** – The hours at which service begins and ends during a typical day.

**SOCIAL SECURITY ACT (SSA)** – Federal legislation enacted in 1935 to provide elderly citizens (age 60 and older) with a monthly stipend, which is funded by payroll taxes on working citizens. The Act has been amended several times and now also provides stipends to dependents and those with disabilities.

**STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)** – Committee that provides advice to the Colorado Department of Transportation and the Transportation Commission on the needs of the transportation system in Colorado and review and comment on all regional transportation plans submitted by the transportation planning regions and/or CDOT.



**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)** – A statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, regional transportation plans, and TIPs, and required for projects to be eligible for funding.

**STATEWIDE TRANSPORTATION PLAN** – The long-range, fiscally constrained, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from the time of adoption, developed through the statewide transportation planning process, and adopted by the Colorado Transportation Commission.

**TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF)** – A federal assistance program created in 1997. It is a social security program that provides financial assistance to indigent American families with dependent children through the Department of Health and Human Services.

**TITLE VI** – A federal regulation that prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including denial of meaningful access for limited English proficient persons.

**TRANSIT AND RAIL ADVISORY COMMITTEE (TRAC)** – An advisory committee created specifically to advise the CDOT Executive Director, the Colorado Transportation Commission and the Division of Transit and Rail on transit and rail related activities.

**TRANSIT ORIENTED DEVELOPMENT (TOD)** – A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)** – Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

**TRANSPORTATION DISADVANTAGED:** A term used to describe those people who have little or no access to meaningful jobs, services, and recreation because a transportation system does not meet their needs. Often refers to those individuals who cannot drive a private automobile because of age, disability, or lack of resources.

**TRANSPORTATION EXPENSES** - Expenses for transportation services including vehicle operation, scheduling, dispatching, vehicle maintenance, fuel, supervision, fare collection (including ticket or scrip printing and sales), and other expenses for the purpose of carrying passengers, whether provided in-house, through contracts, or via taxicab.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** – A prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the transportation planning process, consistent with the regional transportation plan, and required for projects to be eligible for funding. The TIP is included in the STIP without modification.

**TRANSPORTATION PLANNING REGION (TPR)** – A geographically designated area of the state within which a regional transportation plan is developed. The term is inclusive of non-MPO TPRs, MPO TPRs and areas with both. There are 15 TPRs in Colorado; 5 are MPOs and 10 are in rural areas of the state.

**TRANSPORTATION PROVIDER** - Any organization, agency, or municipality that operates its own vehicles with agency staff and schedules trips for passengers or clients. This does not include organizations that provide travel vouchers, subsidies, stipends, reimbursements, or other travel assistance directly to their clients for travel on public transit, paratransit, taxi services, other agency-sponsored transportation, or in private vehicles.

**URBANIZED AREA** - An area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages, and towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a





density of at least 1,000 persons per square mile. Urbanized areas do not conform to congressional districts or any other political boundaries.

**U.S. DOT (UNITED STATES DEPARTMENT OF TRANSPORTATION)** – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports headed by the secretary of transportation. The DOT includes the Federal Highway Administration, Federal Railroad Administration, Federal Aviation Administration and the Federal Transit Administration, among others. [www.dot.gov](http://www.dot.gov)

**VANPOOL** – An arrangement in which a group of passengers share the use and costs of a van in traveling to and from pre-arranged destinations together.

**WORKFORCE INVESTMENT ACT (WIA)** – A federal law enacted in 1998 to provide workforce investment activities, through statewide and local workforce investment systems with a goal of increasing the employment, retention, and earnings of participants and to increase occupational skill attainment.



**APPENDIX B TRANSIT WORKING GROUP**



The following includes a list of stakeholders invited to the Transit Working Group meetings in the Intermountain TPR.

### **Intermountain Transit Working Group Invitees**

Agency	Name	Title
Alpine Area Agency on Aging (NWCCOG)	Erin Fisher	Program Specialist
Alpine Area Agency on Aging (NWCCOG)	Jean Hammes	Director
Avon/Beaver Creek Transit	Jane Burden	Transit Manager
Beaver Creek Dial-a-Ride	Chris Lubbers	Transit Manager
CDOT	Doug Aden	Transportation Commissioner
CDOT	Angie Drumm	Local Government & Policy Liaison
CDOT	Ashley Mohr	Regional Public Relations Manager
CDOT	Rebecca White	Local Government & Policy Liaison
CDOT DTD	Jeff Sudmeier	MPO & Regional Planning Liaison
CDOT DTR	Tracey MacDonald	Senior Transit and Rail Planner
CDOT DTR	Stacy Romero	Grant Coordinator
CDOT Region 3	Mark Rogers	Region 3 Planner
CDOT Region 3	Mike Vanderhoof	Region 3 Planner
City of Aspen	John Krueger	Transportation Director
City of Aspen	Randy Ready	Asst City Manager
City of Aspen	Lynn Rumbaugh	Transportation Programs Manager
City of Glenwood Springs	Dave Betley	Assistant Director of Public Works
City of Glenwood Springs	Terri Partch	City Engineer
City of Glenwood Springs / Ride Glenwood	Geoff Guthrie	Transportation Manager
City of Leadville	Jamie Stuever	Council Member
City of Rifle	Nathan Lindquist	City Planner
Club 20	Bonnie Peterson	Executive Director
Colorado Mountain College - dba The Traveler	Patty Daniells	Program Director
Colorado Ski Country Arapahoe Basin	Leigh Hierholzer	Director of Marketing and Communications
Colorado Ski Country Aspen/Snowmass	Jeff Hanle	Director of Public Relations
Copper Mountain Resort	Cindi Gillespie	Manager of Transportation Operations
Division of Vocational Rehabilitation - Edwards	Lillian Myers	
Division of Vocational Rehabilitation – Frisco	Andrea Messick	
Division of Vocational	Cheryl Cain	



Agency	Name	Title
Rehabilitation - Glenwood Springs		
Eagle County	Bob Narracci	Planning Manager
Eagle County	Evan Wilson	County Engineer
Eagle County		Commissioners
Eagle County Health & Human Services	Kathleen Lyons	Economic Services Director
Eagle County Health & Human Services / Public Health	Karen Koenemann	Healthy Communities Manager
Eagle County Health and Human Services	Rita Woods	Assistant Executive Director
Eagle County Schools	Jason Glass	Superintendent
Eagle County Schools	Melanie McMichael	Director of Transportation
Eagle County Senior Services	Leona Perkins	
Eagle County Veteran Services Office	Patricia Hammon	Veterans Services Officer
Eagle-Vail	Jeff Layman	Manager
ECO Trails	Ellie Caryl	Manager
ECO Transit	Kelley Collier	Director
ECO Transit	Jeff Wetzal	Operations Manager
Edwards Workforce Center	Mary Cunningham	
Frisco Workforce Center	John Taylor	
Garfield County	Lisa Reed-Scott	Veterans Nursing Home
Garfield County - The Traveler	Rich. Burns	Transportation Manager
Garfield County Department of Human Services	Mary Baydarian	Director
Garfield County Senior Programs	Judy Martin	
Glenwood Springs Workforce Center		
High Mountain Taxi		
Keystone Resort Transportation	Kyle Hendricks	Manager
Lake County Department of Human Services	Janeen McGee	Director
Lake County Senior Services	Loretta Barela	Senior Services Manager
Lake County Veterans Service Office	Harry Beck	Veterans Service Officer
Leadville Workforce Center		
Lower Valley Trails Association	Larry Dragon	Executive Director
Lower Valley Trails Association	Jeanne Golay	
Mountain Valley Developmental	Bruce Christensen	Executive Director



Agency	Name	Title
Services		
Mountain Valley Developmental Services	John Klausz	Director of Adult Day Services
Northwest Colorado Council of Governments	Susan Juergensmeier	Mobility Manager
Pitkin County Department of Health and Human Services	Nan Sundeen	Director
Pitkin County Senior Services	Patty Kravitz	Project Coordinator
Rifle Workforce Center		
Roaring Fork Transportation Authority	Dan Blankenship	Chief Executive Officer
Roaring Fork Transportation Authority	David Johnson	Director of Planning
Roaring Fork Transportation Authority	Jason White	Assistant Planner
Senator Michael Bennet's Office	Noah Koerper	Central Mountain Regional Rep
Summit County	Thad Noll	Assistant County Manager
Summit County - Summit Stage	Jim Andrew	Transit Director
Summit County Department of Social Services	Joanne Sprouse	Director
Summit County Veterans Service Office	Tom Byledbal	Veterans Service Officer
Town of Basalt	Bentley Henderson	Public Works Director
Town of Basalt	Larry Thompson	Town Engineer
Town of Breckenridge - Free Ride	Maribeth Lewis-Baker	Transit Manager Free Ride Transit
Town of Carbondale	Janet Buck	Planner
Town of Carbondale	John Hoffman	Trustee
Town of Dillon	Joe Wray	Town Manager
Town of Eagle	Tom Gosiorowski	Town Engineer
Town of Frisco	Tim Mack	Public Works Director
Town of Gypsum	Jim Hancock	Town Engineer
Town of Gypsum	Lana Gallegos	Senior Planner
Town of Gypsum	Jeff Shroll	Town Manger
Town of Leadville	Betty Benson	Council Member
Town of Minturn	Janet Hawkinson	Town Planner
Town of Montezuma	Steve Hornback	Mayor
Town of New Castle	Frank Breslin	Mayor
Town of Snowmass Village	David Peckler	Transportation Director
Town of Parachute	Mark Austin	Town Engineer





Agency		Title
Town of Red Cliff	Scott Burgess	Mayor
Town of Silt	Janet Aluise	Community Development Director
Town of Vail	Tom Kassmel	Town Engineer
Town of Vail / Vail Transit	Mike Rose	General Manager
Vail Valley Medical Center	Al Kiburas	



## ***B.1 – Transit Working Group Meeting #1***

## Intermountain Transportation Planning Region

Date: July 26, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### 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. Intermountain 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 24<sup>th</sup> – Submit by August 7<sup>th</sup>)
  - d. Next Meeting – Fall 2013
  - e. Anyone Missing?
- 8) Adjourn

CDOT Project Manager: Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

Lead TPR Planner: Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

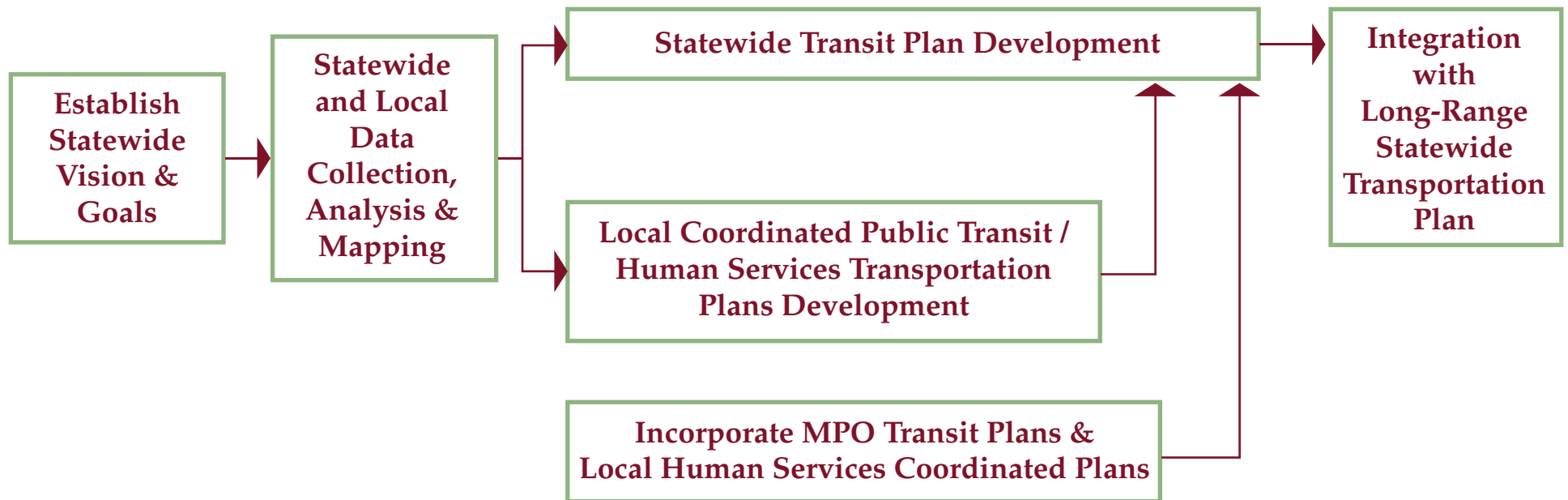
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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

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# Work Plan

## Public Involvement & Agency Coordination



## Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

## Statewide Transit 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.

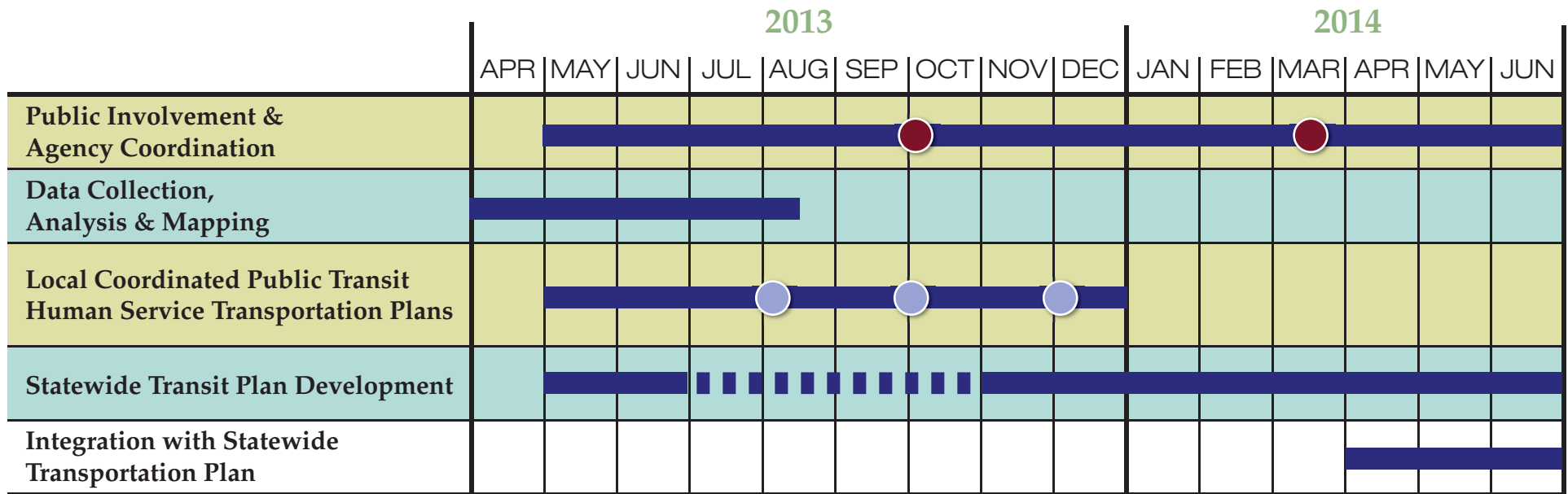
- Meet on key milestones (approximately bi-monthly)
- Help establish vision, goals, strategies
- Provide advice on key issues
- Review draft plan documents
- Serve as conduit for informing and gathering input from constituents

### 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:

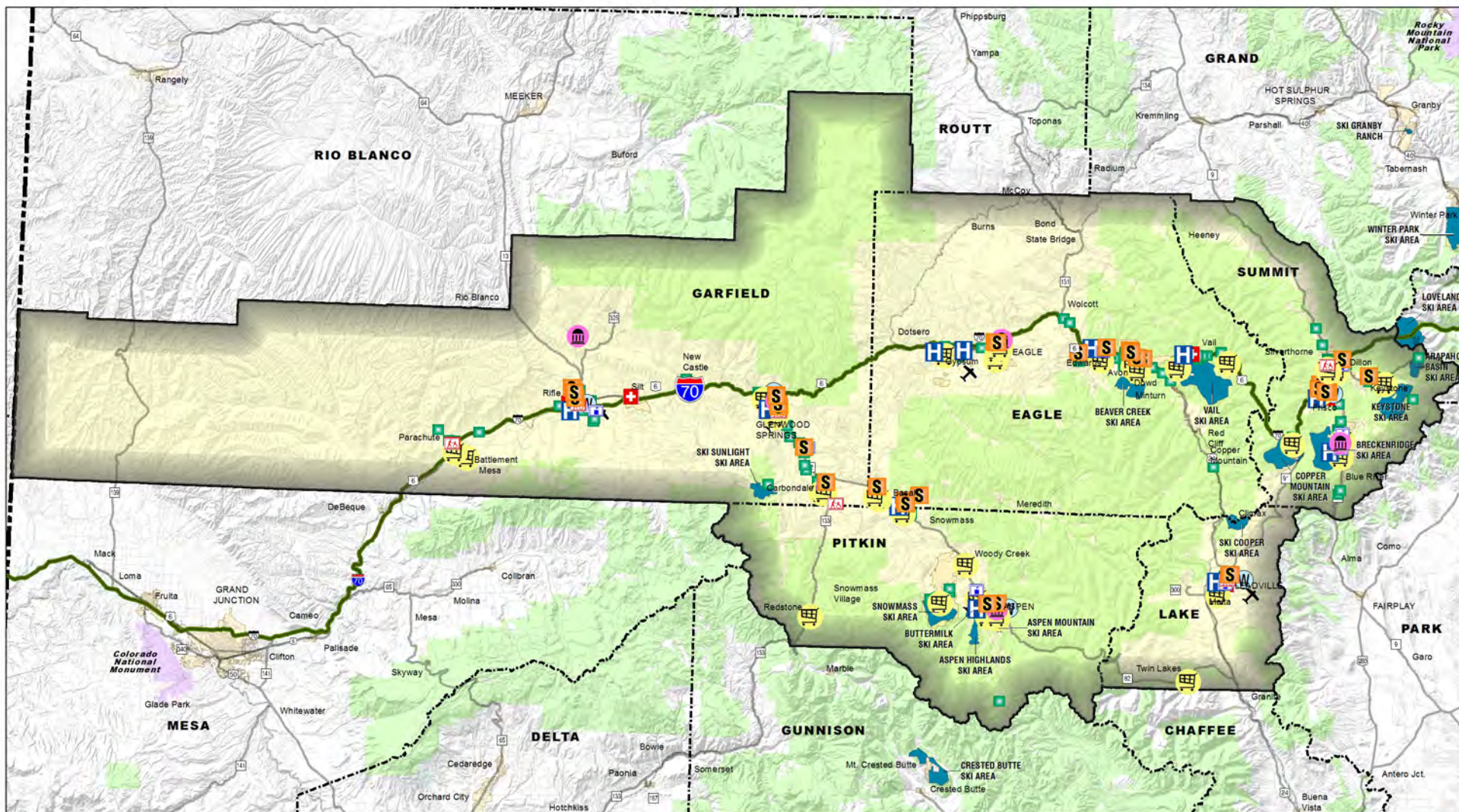
- ▶ **Reduces Cost Inefficiencies** - Higher quality and more cost-effective services can result from more centralized control and management of resources; reduced cost of capital and better use of capital investments ; and matching customers with the least restrictive and least costly service that best 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.





### Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



#### Legend

- |                           |                               |                              |                               |                     |                              |
|---------------------------|-------------------------------|------------------------------|-------------------------------|---------------------|------------------------------|
| Human Service Agencies    | Hospitals                     | Workforce Centers            | Ski Areas                     | County Boundaries   | U.S. & State Highways        |
| Correctional Institutions | Higher Education Institutions | Mental Health Services       | Intermountain TPR Boundary    | State Boundaries    | National Parks and Monuments |
| Grocery Stores            | Senior Citizens' Services     | Employers with 50+ Employees | Incorporated Cities and Towns | Interstate Highways | National Forest              |

**DRAFT**

North

0 5 10 Miles



## Intermountain Transportation Planning Region – Activity Centers

Name	Type	Location
Aspen's Work Force	Workforce Centers	Aspen
Colorado Workforce Center	Workforce Centers	Frisco
Frisco Workforce Center	Workforce Centers	Frisco
Colorado Workforce Center	Workforce Centers	Glenwood Springs
Colorado Workforce Center	Workforce Centers	Leadville
Colorado Workforce Center	Workforce Centers	Rifle
Colorado West Mental Health	Mental Health Services	Aspen
Mountain Valley Developmental	Mental Health Services	Carbondale
Colorado West Mental Health	Mental Health Services	Eagle
Colorado West Mental Health	Mental Health Services	Frisco
Colorado West Mental Health	Mental Health Services	Glenwood Springs
West Central Mental Health Center	Mental Health Services	Leadville
Mountain Valley Developmental Services	Mental Health Services	Rifle
Mountain Valley Developmental	Mental Health Services	Silt
Colorado West Mental Health	Mental Health Services	Vail
Community Health Services	Human Service Agencies	Aspen
Pitkin County Health & Human Services	Human Service Agencies	Aspen
Pitkin County Human Services Department	Human Service Agencies	Aspen
Pitkin County Social Services Department	Human Service Agencies	Aspen
Bright Future Foundation	Human Service Agencies	Avon
Catholic Charities	Human Service Agencies	Avon
Habitat For Humanity	Human Service Agencies	Avon
Public Health Human Services Office	Human Service Agencies	Avon
Vail Valley Salvation Army	Human Service Agencies	Avon
Buddy Program	Human Service Agencies	Basalt
Colorado 500 Inc	Human Service Agencies	Basalt
Pitkin County Child Protection	Human Service Agencies	Basalt
Habitat For Humanity	Human Service Agencies	Carbondale
Healthy Mountain Communities	Human Service Agencies	Carbondale
American Red Cross	Human Service Agencies	Dillon
Casa Of The Continental Divide	Human Service Agencies	Dillon
Early Childhood Options	Human Service Agencies	Dillon
American Red Cross	Human Service Agencies	Eagle
Eagle County Health & Human Services	Human Service Agencies	Eagle
Eagle County Health & Human Services	Human Service Agencies	Edwards
Food Rescue Express	Human Service Agencies	Edwards
Snow Board Outreach Society	Human Service Agencies	Edwards
Eagle County Health & Human	Human Service Agencies	El Jebel
Bi Inc	Human Service Agencies	Frisco
Intervention Bi	Human Service Agencies	Frisco
Summit County Public Health	Human Service Agencies	Frisco
Summit County Social Services	Human Service Agencies	Frisco
Garfield County Food Stamps	Human Service Agencies	Glenwood Springs

Name	Type	Location
Garfield County Medicaid	Human Service Agencies	Glenwood Springs
Garfield County Public Health	Human Service Agencies	Glenwood Springs
Garfield County Social Services	Human Service Agencies	Glenwood Springs
Garfield County WIC	Human Service Agencies	Glenwood Springs
Habitat For Humanity	Human Service Agencies	Glenwood Springs
Northwest Colorado Options	Human Service Agencies	Glenwood Springs
Bastante	Human Service Agencies	Leadville
Department Of Social Services	Human Service Agencies	Leadville
Lake County Health Department	Human Service Agencies	Leadville
Lake County Public Health Nursing	Human Service Agencies	Leadville
Garfield County Public Health	Human Service Agencies	Rifle
Garfield County Child Welfare		Rifle
Garfield County Human Services	Human Service Agencies	Rifle
Garfield County Social Services	Human Service Agencies	Rifle
Garfield County WIC	Human Service Agencies	Rifle
United Way-Garfield County	Human Service Agencies	Rifle
Youthzone CET	Human Service Agencies	Rifle
Pitkin County Jail	Correctional Institutions	Aspen
Summit County Jail	Correctional Institutions	Breckenridge
Eagle County Jail	Correctional Institutions	Eagle
Garfield County Community Correct	Correctional Institutions	Glenwood Springs
Garfield County Corrections	Correctional Institutions	Glenwood Springs
Rifle Correctional Center	Correctional Institutions	Rifle
Aspen Blue Sky Holdings LLC	Grocery Stores	Aspen
Clark's Market	Grocery Stores	Aspen
Dillon Co	Grocery Stores	Aspen
Plaid Aspen	Grocery Stores	Aspen
Roxy's Market	Grocery Stores	Aspen
Valet Shopping	Grocery Stores	Aspen
Carniceria Tepic	Grocery Stores	Avon
City Market	Grocery Stores	Avon
Shop & Hop	Grocery Stores	Avon
Clark's Super Market	Grocery Stores	Basalt
City Market	Grocery Stores	Breckenridge
Food Kingdom Grocery & Liquor	Grocery Stores	Breckenridge
City Market Food & Pharmacy	Grocery Stores	Carbondale
Clarks Market	Grocery Stores	Carbondale
Teresa's Market	Grocery Stores	Carbondale
Teresa's Market	Grocery Stores	Carbondale
City Market	Grocery Stores	Dillon
Dillon Co	Grocery Stores	Dillon
Natural Grocers-Vitamin Cottage	Grocery Stores	Dillon
City Market	Grocery Stores	Eagle
Eagle Community Market	Grocery Stores	Eagle
HPS Provisions	Grocery Stores	Eagle
Skicountrygrocer.Com	Grocery Stores	Eagle



Name	Type	Location
Village Market	Grocery Stores	Edwards
City Market Floral & Gifts	Grocery Stores	El Jebel
McCoy's Mountain Market	Grocery Stores	Frisco
Safeway	Grocery Stores	Frisco
El Remate Grocery Store	Grocery Stores	Glenwood Springs
Good Health Store	Grocery Stores	Glenwood Springs
K-J Supermarket Inc	Grocery Stores	Glenwood Springs
Natural Grocers-Vitamin Cottage	Grocery Stores	Glenwood Springs
Safeway	Grocery Stores	Glenwood Springs
Columbine Markets Inc	Grocery Stores	Gypsum
Gateway Grocery & Liquor	Grocery Stores	Keystone
Safeway	Grocery Stores	Leadville
Clark's Market	Grocery Stores	Parachute
Parachute Market	Grocery Stores	Parachute
Redstone General Store	Grocery Stores	Redstone
El Charrito Market	Grocery Stores	Silverthorne
Peak Provisions	Grocery Stores	Silverthorne
Village Market	Grocery Stores	Snowmass Village
Twin Lakes General Store	Grocery Stores	Twin Lakes
City Market	Grocery Stores	Vail
Safeway	Grocery Stores	Vail
Sim's Market	Grocery Stores	Vail
Woody Creek Community Center	Grocery Stores	Woody Creek
Aspen Valley Hospital	Hospitals	Aspen
Midvalley Medical Center	Hospitals	Basalt
Howard Head Sports Medicine	Hospitals	Breckenridge
Howard Head Sports Medicine	Hospitals	Edwards
St Anthony Summit Medical Center	Hospitals	Frisco
Valley View Hospital	Hospitals	Glenwood Springs
Howard Head Sports Medicine	Hospitals	Gypsum
Vail Valley Medical Center	Hospitals	Gypsum
St Vincent Hospital	Hospitals	Leadville
Grand River Hospital & Med Center	Hospitals	Rifle
Ob Women & Children's Center	Hospitals	Vail
Vail Valley Medical Center	Hospitals	Vail
Colorado Mountain College	Higher Education Institutions	Aspen
Breckenridge Music Institute	Higher Education Institutions	Breckenridge
Colorado Mountain College	Higher Education Institutions	Breckenridge
Colorado Mountain College	Higher Education Institutions	Carbondale
Colorado Mountain College	Higher Education Institutions	Dillon
Colorado Mountain College	Higher Education Institutions	Edwards
Colorado Mountain College	Higher Education Institutions	Glenwood Springs
Colorado Mountain College	Higher Education Institutions	Leadville
Colorado Mountain College	Higher Education Institutions	Rifle
Colorado State University	Higher Education Institutions	Rifle

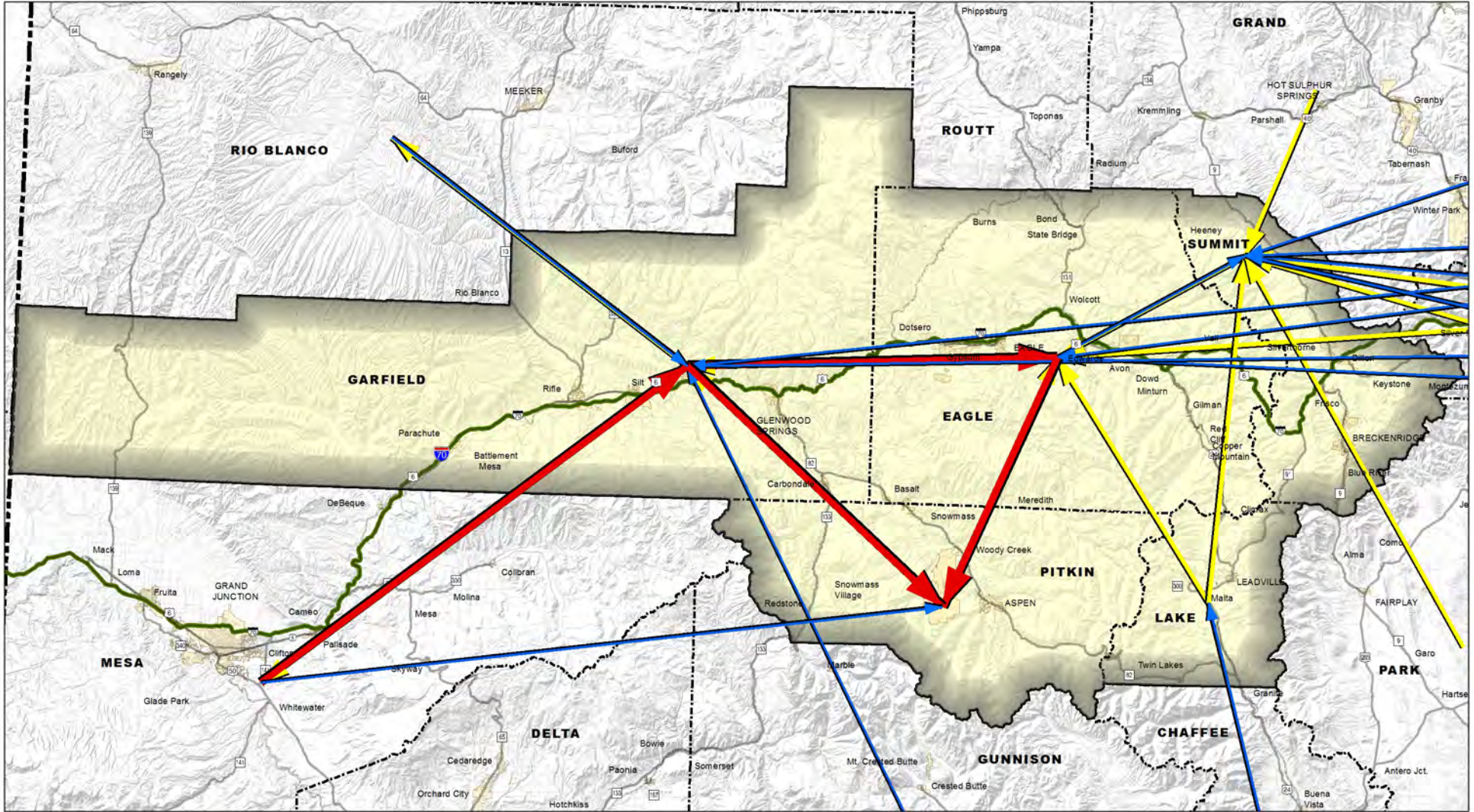
Name	Type	Location
St Moritz Sentinel Services	Senior Citizens' Services	Aspen
Northwest Colorado Options For Long Term Care	Senior Citizens' Services	Carbondale
CMC-High Country RSVP	Senior Citizens' Services	Glenwood Springs
Manor Glenwood Senior Citizens	Senior Citizens' Services	Glenwood Springs
Manor Two Senior Citizens	Senior Citizens' Services	Glenwood Springs
Senior Center	Senior Citizens' Services	Leadville
Senior Center	Senior Citizens' Services	Parachute
Valley Senior Housing	Senior Citizens' Services	Parachute
Northwest Colorado Options For Long Term Care	Senior Citizens' Services	Rifle
Rifle City Senior Center	Senior Citizens' Services	Rifle
Northwest Colorado Council-Government	Senior Citizens' Services	Silverthorne





### 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



**Legend**

	100 - 200 Commuters		1000 - 4600 Commuters		200 - 1000 Commuters		Incorporated Cities and Towns		County Boundaries
	Interstate Highways		State Boundaries		Intermountain TPR Boundary		U.S. & State Highways		

**DRAFT**

North

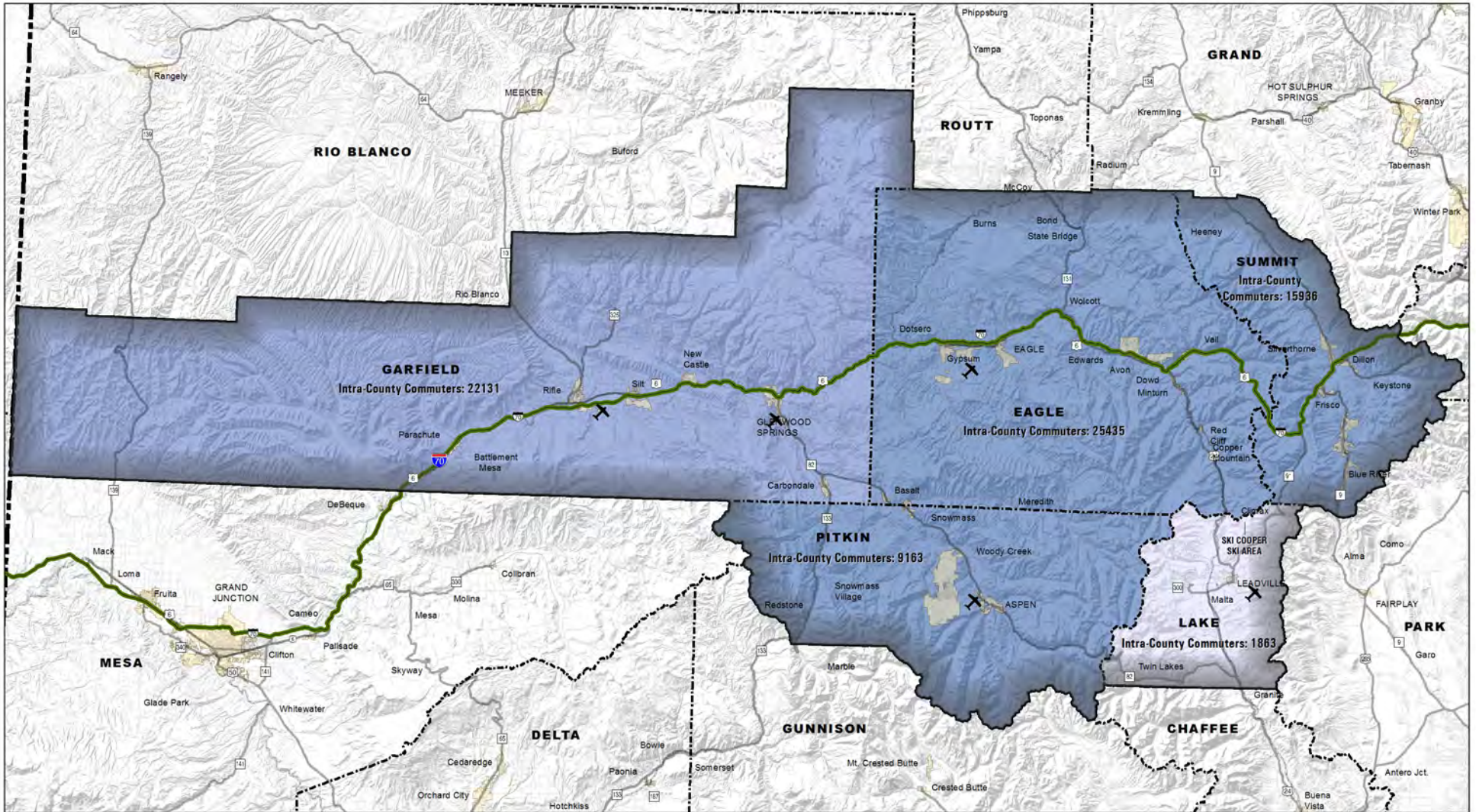
0 5 10 Miles





### 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
- 0 - 500 Public Transit Commuters
- 500 - 1000 Public Transit Commuters
- 1000 - 2000 Public Transit Commuters
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

**DRAFT**



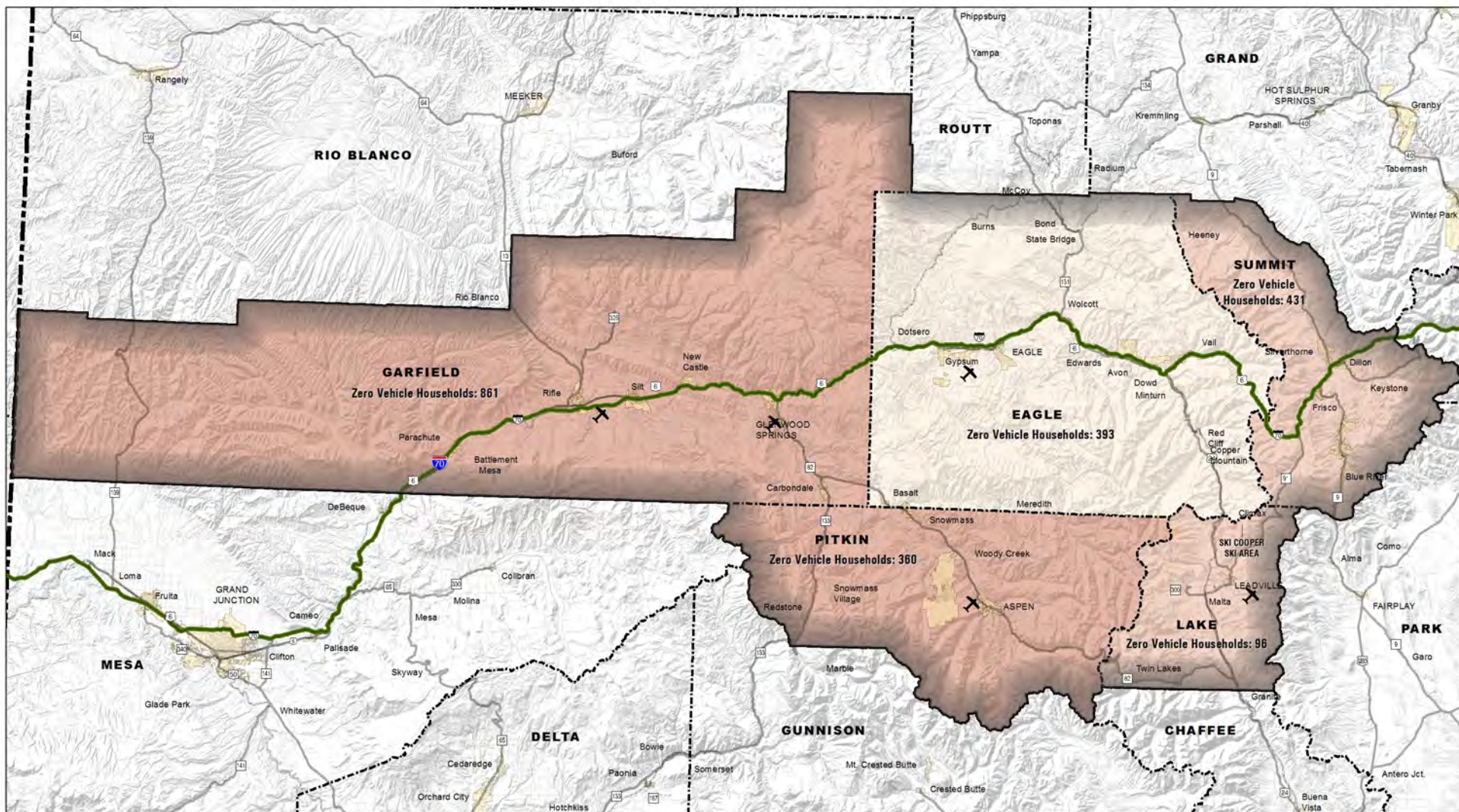
0 5 10 Miles





### 2011 Percentage of Households with No Vehicle

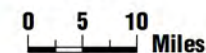
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



#### Legend

- Less Than 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

**DRAFT**



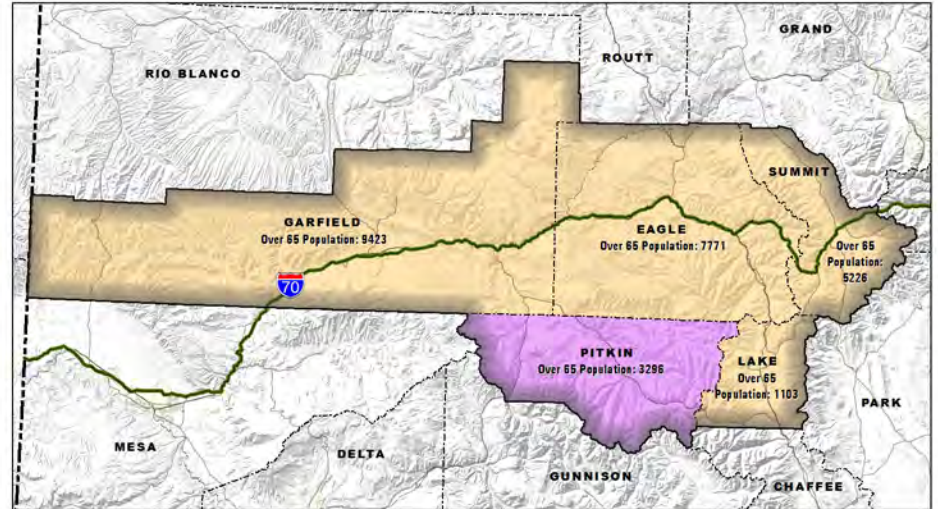
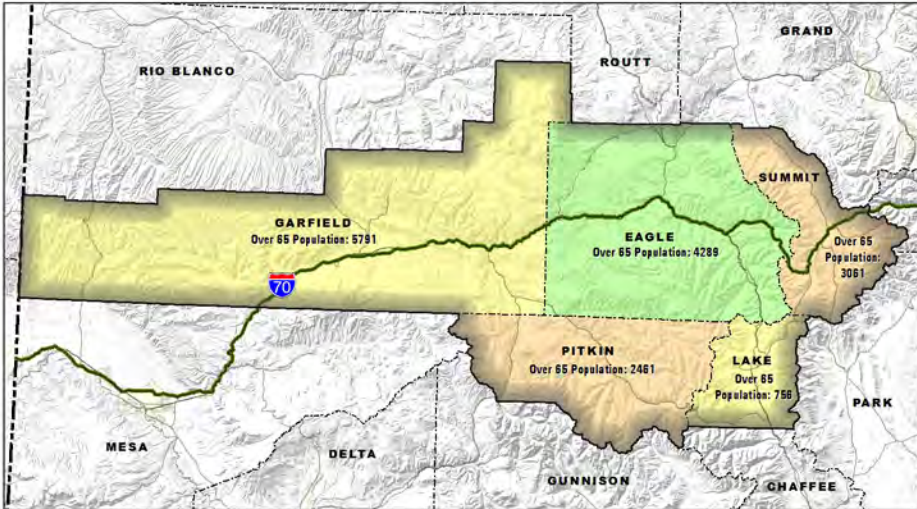


## Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

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

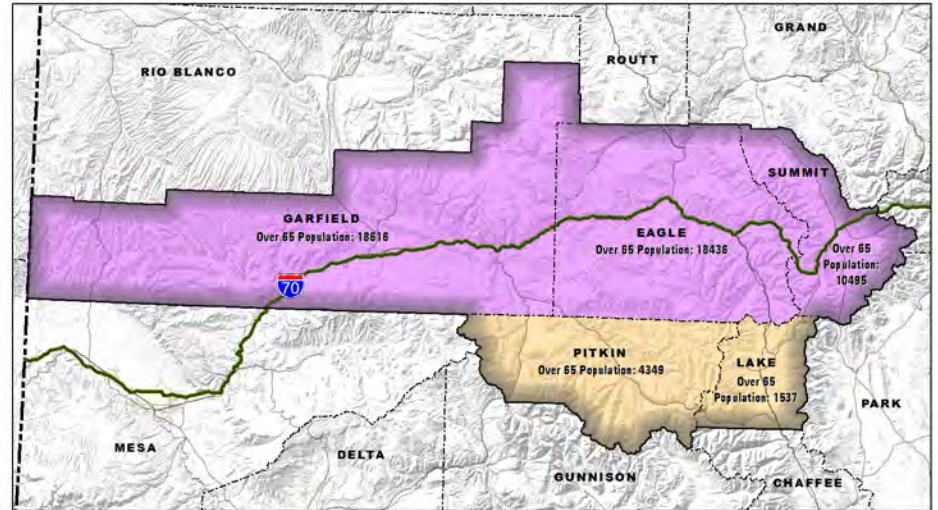
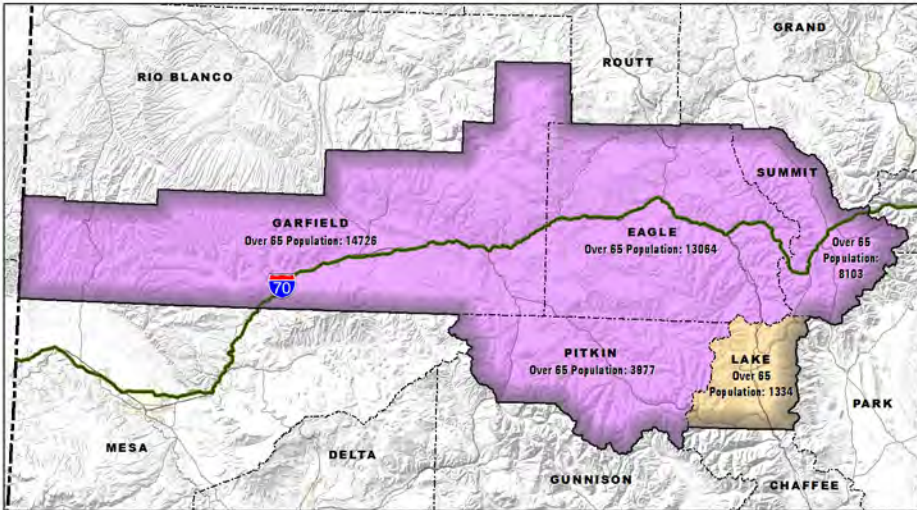
2013

2020



2030

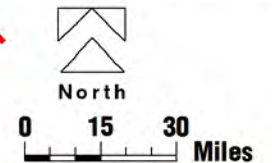
2040



### Legend

- Less Than 8% Age 65+
- 10% - 15% Age 65+
- Southeastern TPR Boundary
- U.S. & State Highways
- 8% - 10% Age 65+
- 15% - 20% Age 65+
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries

DRAFT

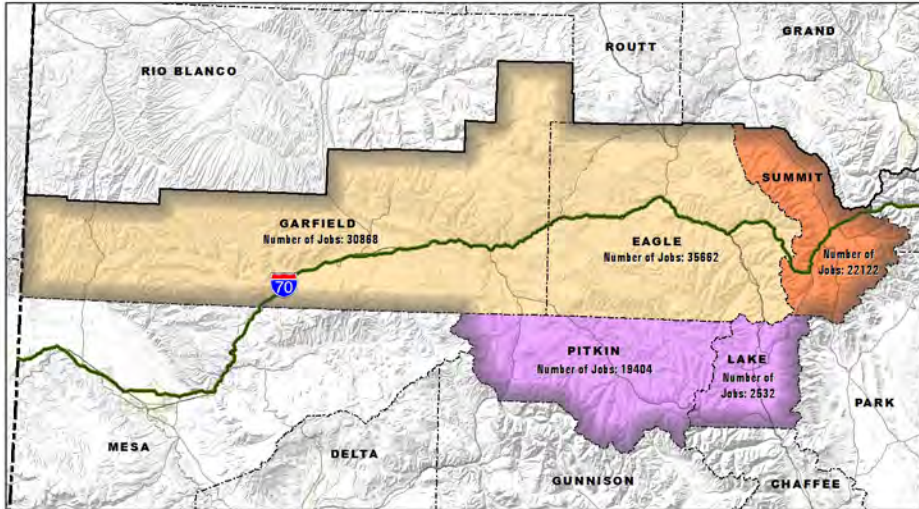




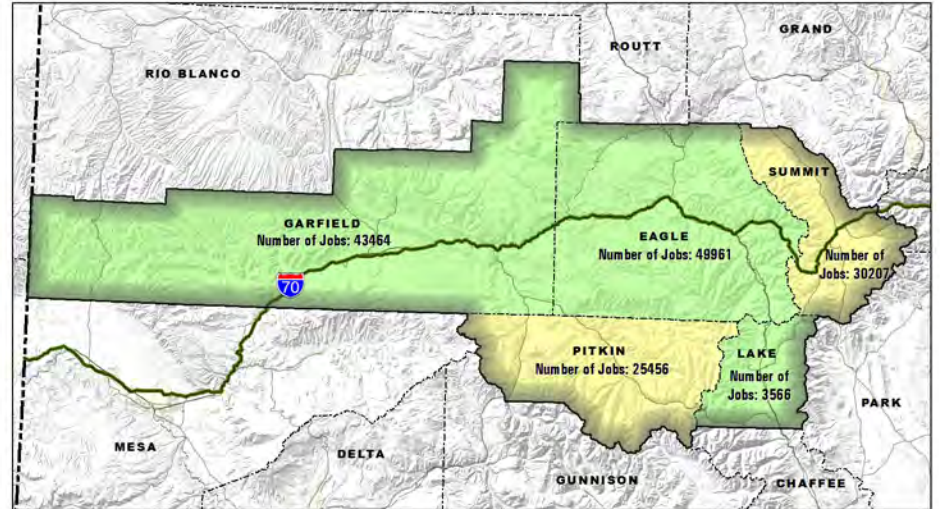
## Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

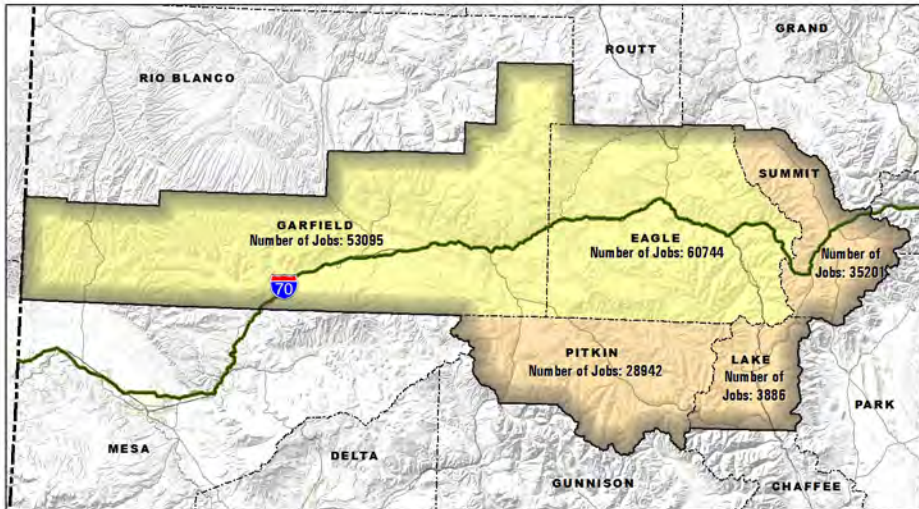
2000 - 2010



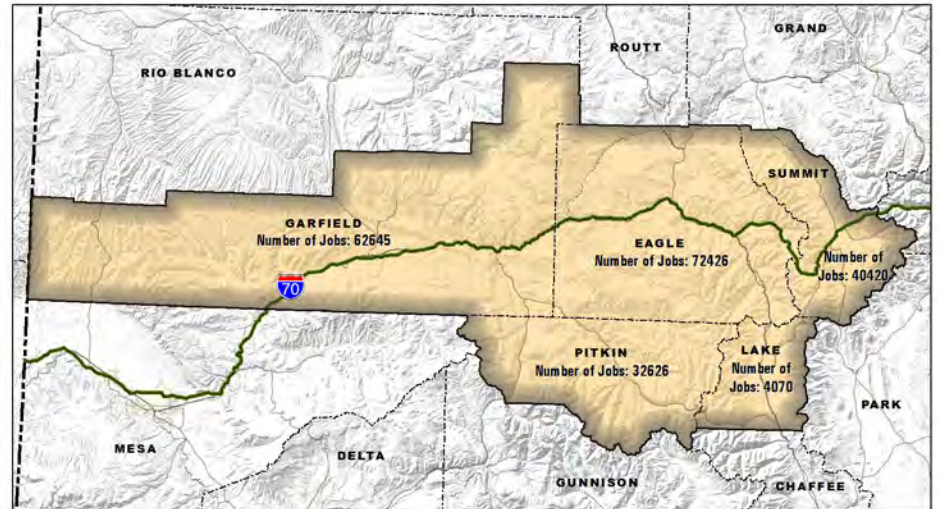
2010 - 2020



2020 - 2030



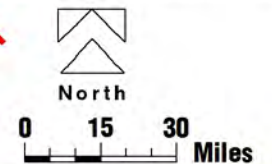
2030 - 2040



### Legend

- |                          |                             |                               |                       |
|--------------------------|-----------------------------|-------------------------------|-----------------------|
| Less Than -4% Job Growth | 20% - 40% Job Growth        | Intermountain TPR Boundary    | U.S. & State Highways |
| -4% - 0% Job Growth      | Greater Than 40% Job Growth | Incorporated Cities and Towns | County Boundaries     |
| 0% - 20% Job Growth      |                             | Interstate Highways           | State Boundaries      |

**DRAFT**

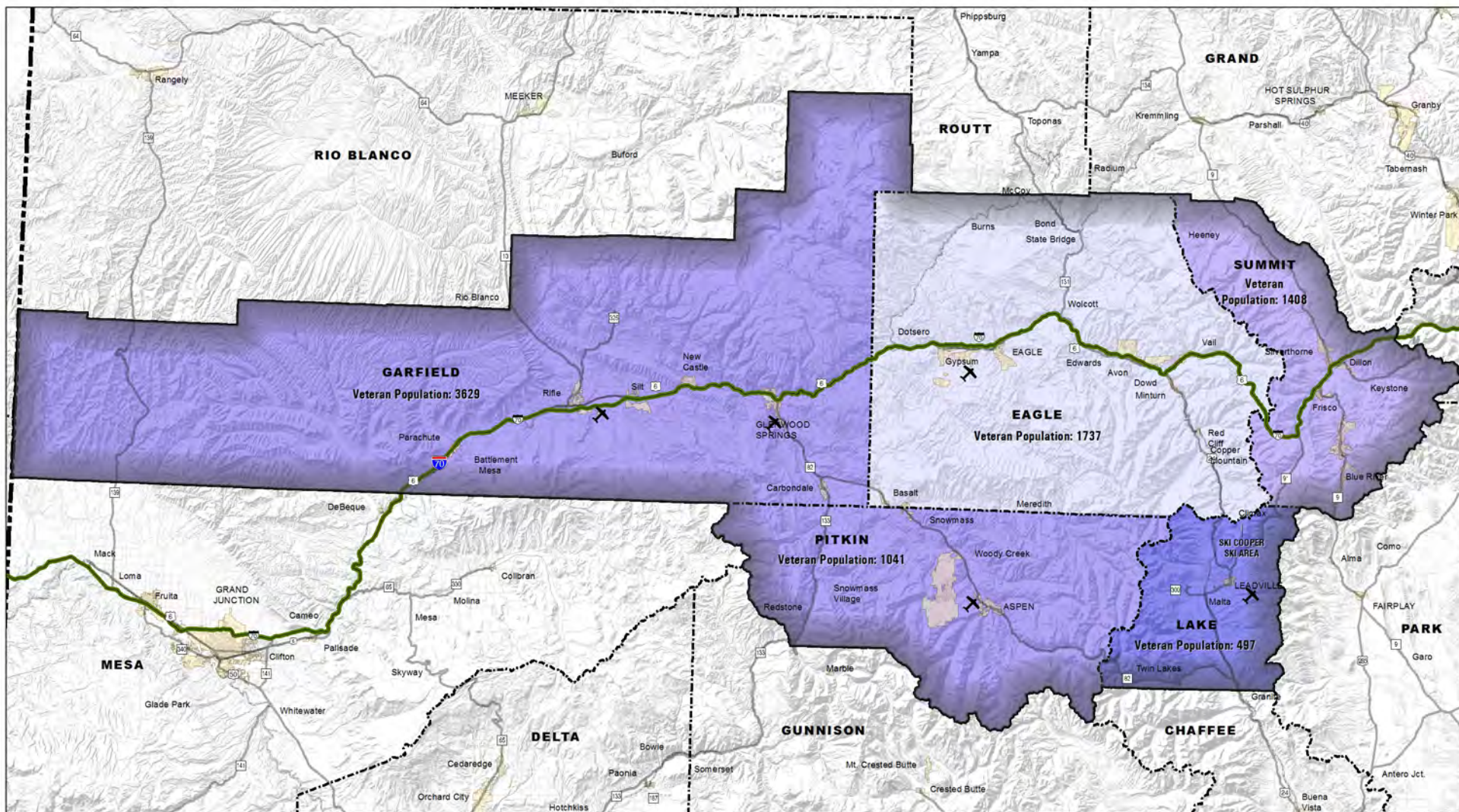






### 2011 Veteran Population

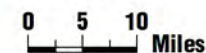
Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



#### Legend

- |  |                                 |  |                                    |  |                               |  |                   |
|--|---------------------------------|--|------------------------------------|--|-------------------------------|--|-------------------|
|  | Less Than 4% Veteran Population |  | 6% - 7% Veteran Population         |  | Incorporated Cities and Towns |  | County Boundaries |
|  | 4% - 5% Veteran Population      |  | Greater Than 7% Veteran Population |  | Interstate Highways           |  | State Boundaries  |
|  | 5% - 6% Veteran Population      |  | Intermountain TPR Boundary         |  | U.S. & State Highways         |  |                   |

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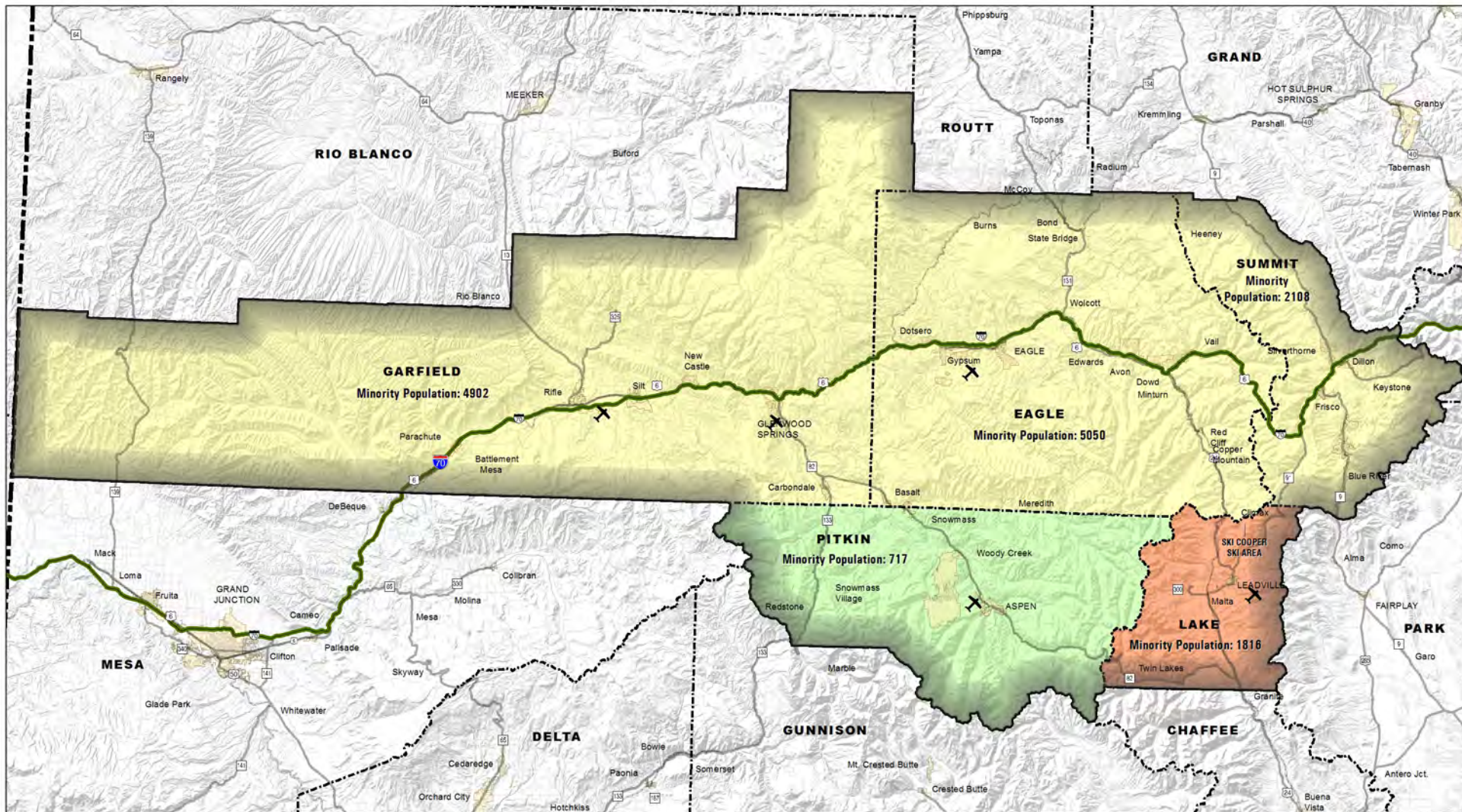






### 2011 Minority Population

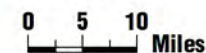
Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)



#### Legend

- Less Than 5% Minority Population
- 5 - 10% Minority Population
- 10% - 15% Minority Population
- 15% - 20% Minority Population
- Greater Than 20% Minority Population
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways

**DRAFT**

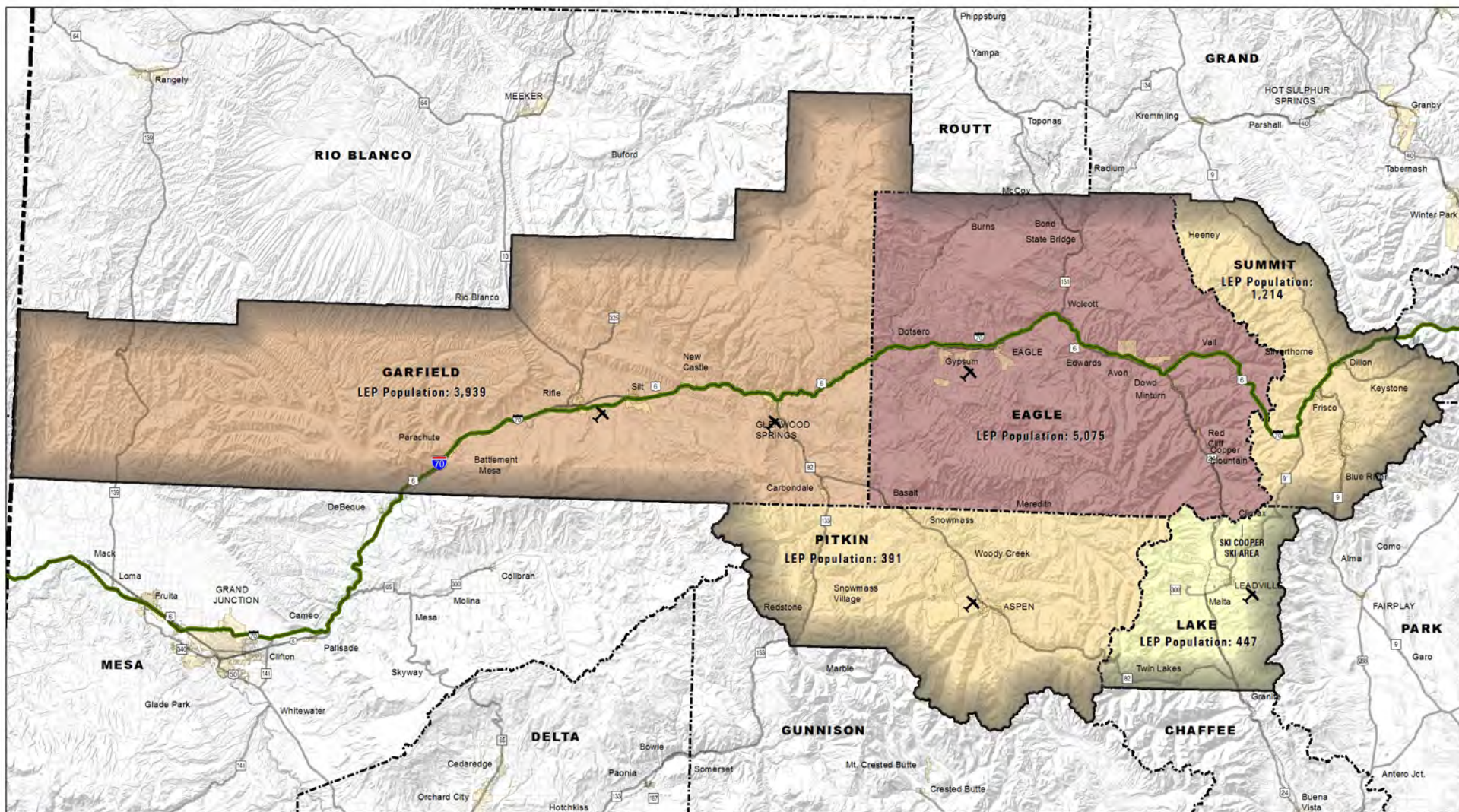






### 2011 Percent of Population with No or Limited English Proficiency

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 2% Limited English Proficiency     |  | Intermountain TPR Boundary    |  | U.S. & State Highways |
|  | 2% - 6% Limited English Proficiency          |  | Incorporated Cities and Towns |  | County Boundaries     |
|  | 6% - 10% Limited English Proficiency         |  | Interstate Highways           |  | State Boundaries      |
|  | Greater Than 10% Limited English Proficiency |  |                               |  |                       |

**DRAFT**



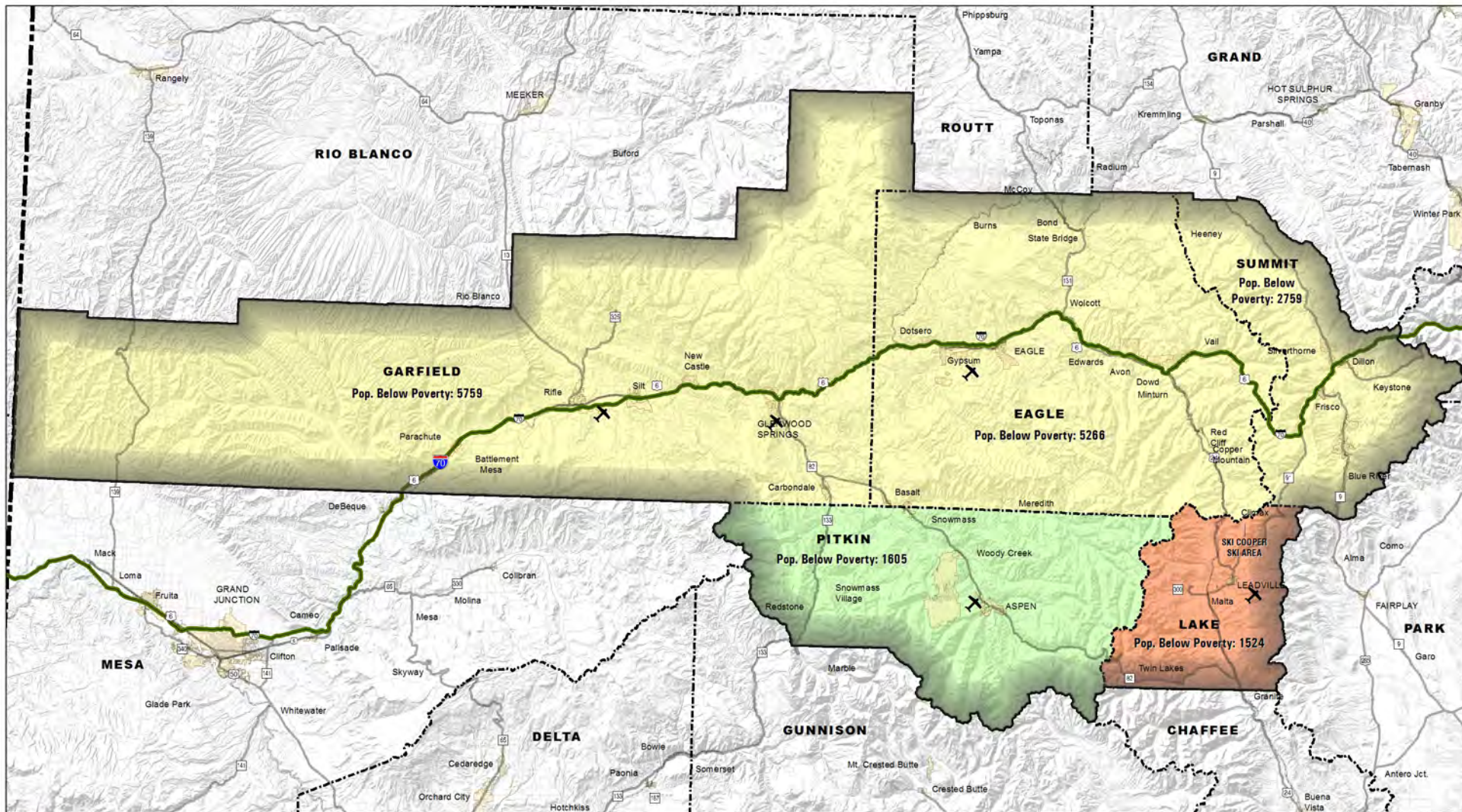
0 5 10 Miles





### 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



#### Legend

- Less Than 10% of Individuals Below Poverty Level
- 10% - 15% of Individuals Below Poverty Level
- 15% - 20% of Individuals Below Poverty Level
- Greater Than 20% of Individuals Below Poverty Level
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries

**DRAFT**



0 5 10 Miles

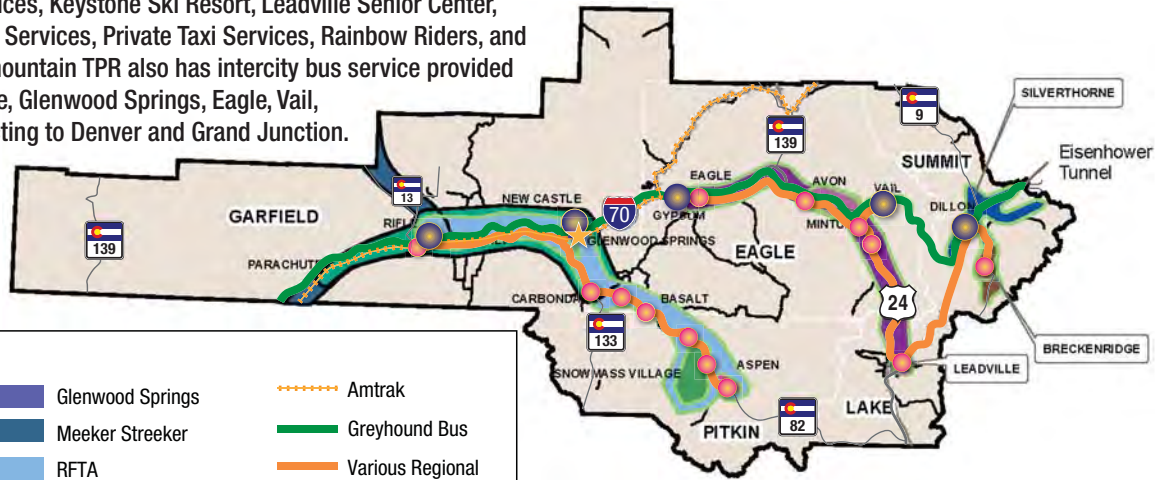


# INTERMOUNTAIN TPR

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 **Intermountain 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 Intermountain 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 Intermountain TPR. Additional providers not identified on the map include: Breckenridge Ski Resort, Colorado Mountain College, Colorado Mountain Express (CME), Copper Mountain Resort, Eagle County Health and Human Services, Keystone Ski Resort, Leadville Senior Center, Mountain Valley Developmental Services, Private Taxi Services, Rainbow Riders, and Timberline Express. The Intermountain TPR also has intercity bus service provided by Greyhound with stops in Rifle, Glenwood Springs, Eagle, Vail, Frisco, and Silverthorne connecting to Denver and Grand Junction.

Amtrak's California Zephyr provides passenger rail service with a stop in Glenwood Springs.



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

Provider Types		
	General Public	
	Elderly Disabled	
Operator		
	Avon/Beaver Creek Transit	
	CMC Senior & Disabled Transportation (The Traveler)	
	City of Aspen	
	Eagle County RTA	
	Glenwood Springs	
	Meeker Streeker	
	RFTA	
	Snowmass Village Shuttle	
	Summit Stage	
	Town of Breckenridge	
	Vail Transit	

## Key Issues Identified in the 2008 Plan

The Intermountain TPR has a desire to better connect regional transit services, intercity services and high-capacity transit throughout the valley to meet the needs of residents, employees and visitors.

- Regional service throughout the Intermountain TPR needs to link the region together and connect Eagle County to Garfield and Summit Counties.
- Local transit systems (e.g., ECO Transit, Summit Stage, RFTA, Breckenridge Transit, etc.) need to increase service hours and expand service areas.
- RFTA and Snowmass Village need new park-and-rides.
- Create general public service along I-70 to Parachute and Battlement Mesa.
- Develop general public circulator service in communities throughout the ECO Transit service area.
- Increase transit service in Glenwood Springs and Snowmass.
- Provide service along I-70 from Glenwood Springs to Dostero.
- Create regional service from Glenwood Springs to Eagle and Avon in Eagle County.
- Increase capacity and frequency of service along the I-70, US 24 and SH 82 corridors.
- Provide additional regional service from Leadville to Minturn.

- Increased need for public transportation to link low-income persons to employment centers.
- Coordinate regional transit systems and establish transfer agreements.
- Need to improve transportation links from Summit County to Grand, Clear Creek, and Park Counties for access to affordable housing and employment in Summit County.

## Plan Goals and Strategies

- Better coordinate land use and multimodal transportation planning.
- Integrate funding of multimodal options.
- Recognize diverse needs of transportation users.
- Consider social costs of transportation projects.
- Provide adequate access to health, human and community services.
- Ensure integrated and coordinated multimodal transportation network that includes bus, rail and bike/pedestrian options.

Project Website: [www.coloradodot.info/programs/transitandrail/statewidetransitplan](http://www.coloradodot.info/programs/transitandrail/statewidetransitplan)

# Intermountain TPR Transit Projects

## Projects from the 2008 Local Plans

### CENTRAL INTERMOUNTAIN (EAGLE & LAKE COUNTIES)

#### Capital:

	Implemented	In Progress	Deferred	Eliminated
A. ECO Transit new and replacement vehicles (2) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Town of Vail replacement vehicles (19) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. ECO Transit to upgrade to automated fare collections and install GPS/ITS on vehicle .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. ECO Transit and Town of Avon to build new joint use storage/maintenance facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. New Eco Transit facility in Leadville .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. New ECO Transit facilities in Gypsum .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Town of Vail construction of a new intermodal transit facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Town of Vail purchase of hybrid battery packs and engine rebuilds .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Town of Vail shelter improvements .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Operating:

A. Twelve new full-time drivers for ECO Transit (24,480 annual service hours) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. ECO Transit to provide technical assistance to local communities to develop circulator transit service in several town centers: Gypsum, Eagle, Edwards, Minturn, and Leadville. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. New general public regularly scheduled regional service from Glenwood Springs to Eagle County by ECO Transit and RFTA .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. New general public regularly scheduled regional service from Glenwood Springs to Summit County by ECO Transit and Summit Stage .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Coordination:

A. Develop a Coordination Council .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Develop one-call center for eligibility, logistics, and dispatching .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Create joint grant application for CDOT and FTA funding .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Share maintenance facilities .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Create joint marketing and training programs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Improve transportation service through additional service hours and altered services .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Increase transit service capacity through the major corridors in the area through the development of high-capacity transit systems .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Expand regional service to Garfield and Summit Counties .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Develop service contracts .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### WESTERN INTERMOUNTAIN (GARFIELD & PITKIN COUNTIES)

#### Capital:

A. Glenwood Springs new and replacement vehicles (5) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Snowmass Village new and replacement vehicles (18) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. RFTA new and replacement vehicles (23) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Glenwood Springs to improve headways .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. RFTA to implement a \$3.0 million upgrade to the Aspen maintenance facility. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. RFTA to develop a new \$3.25 million facility .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. RFTA to consider designating more interior bus space for bikes strollers, or tools at strategic peak travel times. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Projects from the 2008 Local Plans

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| H. Snowmass Village to develop a new \$25 million transit facility in cooperation with RFTA. .... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| I. Snowmass Village to improve headways and capacity .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

*Implemented*  
*In Progress*  
*Deferred*  
*Eliminated*

### Planning:

- |  |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. RFTA to refine costs and establish a phased implementation schedule for a BRT system that includes an ITS framework.....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. RFTA to explore the feasibility of increasing revenue hours in the morning and evening in Glenwood Springs and along the Hogback Route between Glenwood Springs and Rifle. .... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Operating:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Glenwood Springs to improve headways (add 5,000 annual revenue hours ) ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Snowmass Village to improve headways and capacity .....                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (add 13,000 annual revenue service hours).....                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Coordination:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Assess ways to improve overall frequency and re-evaluate current route structures for more efficient public transit upon implementation of BRT.....                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Explore the feasibility of transferring senior services form CMC Traveler to other providers in Garfield County or Glenwood Springs. ....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Explore the feasibility of implementing general scheduled regional service linking Glenwood Springs to Eagle and Avon in Eagle County via coordinated efforts between ECO and RFTA. .... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Increase marketing to ADA-eligible patrons regarding what services are available. ....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

## CENTRAL INTERMOUNTAIN EAST (SUMMIT COUNTY)

### Capital:

- |  |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Summit Stage new and replacement vehicles (11) .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Breckenridge new and replacement vehicles (12) .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Breckenridge to build a corridor based transit center and parking garage with the Cucumber Gulch Gondola .....                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Breckenridge to purchase vehicle maintenance equipment the transit facility and GPS and ITS/AVL technology for vehicles ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. Summit Stage to add parking to transfer center .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Summit Stage to expand office space including a training room .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| G. Summit Stage to expand Frisco Transfer Center facility and add parking .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Operating:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Breckenridge to add 6,200 annual revenue-hours .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Summit Stage to increase revenue-hours in order to maintain capacity .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Summit Stage to expand service to Breckenridge and Keystone .....  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D. Creation of regional general public regularly-scheduled service from Summit County to Avon coordinated by ECO Transit and Summit Stage ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E. New vanpool service into Summit County .....   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Coordination:

- |   |                          |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| A. Develop regional commuter service from Park, Clear Creek, and Grand Counties ..... | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| B. Develop regional service to Eagle and Garfield Counties .....                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Develop service contracts between human service agencies and Summit Stage .....    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



## Projects from Other Plans

	Implemented	In Progress	Deferred	Eliminated
A. RTFA bus camera replacement .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Relocate Park-n-Ride in Garfield County .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Grade separated pedestrian improvements at 27th Street and SH 82 in Glenwood Springs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Rubey Park Transit Center Remodel in Aspen .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Eagle Valley Trail .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Aspen Maintenance Facility Rehabilitation Phase III .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Regional operations (Gypsum-Eagle, Eagle-Vail, Vail-Frisco, Frisco-Denver, Aspen-Glenwood Springs, Leadville-Vail, Leadville-Frisco, Fairplay-Breckenridge) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Planning studies for regional service between Jefferson County and Summit County, and between Summit County and Vail .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. SH 82 Basalt bike/ped undercrossing to BRT Stations .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. SH 82 Glenwood Springs bike/ped overpass to BRT Station .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. SH 82 Buttermilk bike/ped over- or under-pass to BRT Station .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. Add GPS/Automatic Vehicle Location (AVL), smart-card fare collection, and automatic passenger counter (APC) equipment to buses .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M. Diesel Hybrid, CNG, or CNG-Hybrid Vehicles rather than Diesel Only .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
N. Renovation and remodel of both bus-side and passenger-side facilities .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O. Gypsum to Eagle service is upgraded from 12 one way trips/day to between 16 and 72 one way trips per day .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
P. Bus facility improvements at Gypsum, Eagle, Wolcott (future), Edwards, Avon, US24/Minturn, West Vail, and Vail Village .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q. Circulator service to connect with RFTA's BRT .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R. Passenger rail Glenwood Springs to Aspen .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S. Passenger rail on Tennessee Pass Line Gypsum to Leadville .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T. Provide connection to Amtrak's Zephyr, Pueblo to Dotsero via Tennessee Pass .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U. Passenger Rail Glenwood Springs to Steamboat Springs .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
V. Acquire additional cars to add seating capacity to California Zephyr between Denver and Grand Junction .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
W. Advanced Guideway Systems (AGS) - Denver Metro Area to Eagle Airport .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 2013 CASTA Survey – Transit Priorities

### ECO Transit

**1st Priority** - Extend hours of service

**2nd Priority** - Expand transit fleet to meet existing demand

**3rd Priority** - New system upgrades (bus stops, pull outs, etc.)

### Roaring Fork Transportation Authority (RFTA)

**1st Priority** - Upgrade fleet with more efficient and technologically advanced vehicles

**2nd Priority** - Increase frequency of service on existing routes

**3rd Priority** - New system upgrades (bus stops, bus pull-outs, etc.)

## 2013 CASTA Survey – Transit Priorities (cont.)

### Town of Avon Transit

**1st Priority** - Operate new routes in areas not currently served

**2nd Priority** - Increase frequency of service on existing routes

**3rd Priority** - Extend hours of service

### Town of Breckenridge Free Ride

**1st Priority** - Increase frequency of service on existing routes

**2nd Priority** - Invest in transit system upgrades (bus stops, slip ramps, etc.)

**3rd Priority** - Upgrade fleet with more efficient and technologically advanced vehicles

### Town of Snowmass Village/Village Shuttle

**1st Priority** - Increase frequency of service on existing routes

**2nd Priority** - Invest in transit system upgrades (bus stops, slip ramps, etc.)

**3rd Priority** - Use money to back fill short falls

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## Accomplishments

- CDOT has continued to provide ongoing transit operating funds to: ECO Transit, City of Glenwood Springs, RFTA, Snowmass, and Summit Stage
- CDOT funding for several transit service studies including to RFTA and ECO Transit
- RFTA initiated construction of the Glenwood Springs to Aspen Bus Rapid Transit service (to open Fall of 2013)
- RFTA received federal funding for construction of the Aspen Maintenance Facility (\$7.5 m)
- CDOT provided funding for the construction of the Summit County transit maintenance facility (\$9.7 m)
- Lake County initiated new commuter bus service between Leadville and Frisco operated by the Summit Stage
- Lake County provided construction funds for a park-n-ride in Leadville
- ECO Transit constructed a Bus Barn in Leadville, using CDOT SB1 funds
- Park County initiated new commuter bus and intercity bus service between Fairplay and Breckenridge
- Avon is constructing a new transit facility with CDOT funds
- The Northwest Colorado Council of Governments received a federal VTCLI grant for the development of transit services for veterans
- The City of Aspen received FASTER Transit funding for the development of the Rubey Park Transit Center
- The City of Aspen received CDOT FASTER funding for four transit buses
- RFTA received CDOT FASTER Transit funding for the purchase of four buses
- Snowmass Village received CDOT FASTER Transit funding for the purchase of four transit vans

## **Intermountain Transportation Planning Region Transit Working Group #1 – Meeting Minutes**

Date: July 26, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

### **Meeting attendees:**

Karen Koeremann – Eagle County Health and Human Services/Public Health  
John Krueger – City of Aspen  
David Johnson – RFTA  
Maribeth Lewis-Baker – Town of Breckenridge  
David Peckler – Town of Snowmass Village  
Jeff Wetzel – ECO Transit  
Cindi Gillespie – Copper Mountain and Summit Stage Board  
Dave Betley – City of Glenwood Springs  
Tom Kassmel – Town of Vail  
Jim Andrew – Summit County  
John Hoffmann – Carbondale  
Susan Juergensmeier – Northwest Council of Governments  
Mary Cunningham (via phone) – Edwards Workforce Center  
Ruth Hosteller (via phone) – Aspen Seniors  
Mark Rogers – CDOT Region 3  
Tracey MacDonald – CDOT DTR  
Tom Mauser – CDOT DTR  
Cady Dawson – Felsburg Holt & Ullevig  
Shea Suski – Felsburg Holt & Ullevig  
Beth Vogelsang (via phone) – OV Consulting  
Will Kerns (via phone) – OV Consulting

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### **Welcome & Introductions**

Tracey MacDonald from CDOT kicked the meeting off and asked that all participants introduce themselves.

### **Project Background**

Tracey MacDonald from CDOT provided an overview of the planning processes for the Statewide Transit Plan and for the Regional Transit and Human Service Coordination plans.

Tracey reviewed materials included in the meeting packet, including: public involvement and agency coordination for the planning processes, review of the Statewide Transit Plan goals and objectives, guiding principles for transit planning at CDOT, what will be included in the Statewide Transit Plan, the key elements of the Local Transit and Human Service Coordinated Transportation Plans, and an overview of the project schedule.

### **Public Involvement Approach**

Tracey MacDonald from CDOT, with support from the Public Involvement team members for the project, reviewed the strategy for public involvement for both the statewide project and the local plan. The schedule at present includes a public open house in the fall of 2013 and a second open house in the spring of 2014. Input was solicited as to the best approaches and locations for public meetings in the Intermountain region.

Public meeting input/strategies:

- Distribute public meeting and plan information on transit system vehicles
- Grand Valley MPO conducted an electronic town hall via a website that had great success and involvement
- Consider ways for the LEP population to get involved besides a traditional public forum and consider need for potential Spanish translation
- BBB and Chamber able to help market the meetings/outreach
- Consider posting a short survey on the project website to garner feedback
- Good open house locations include Eagle, Gypsum and Glenwood Springs
- Consider the need for childcare and refreshments (partner with local businesses)
- Meetings in a box would be useful

### **Key Elements of a Coordinated Transportation Plan**

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed a handout that covered the basic components of a coordinated transportation plan. Some of the key elements of completing a coordinated transportation plan include the following:

- Provide a forum for transit providers and human service agencies to discuss issues
- Identify opportunities for collaboration and coordination (reducing cost inefficiencies)
- Create a list of priorities and projects
- Satisfy requirements of MAP 21.

### **Regional Planning**

Cady Dawson, Transportation Planner for FHU, reviewed the demographic materials that have been created to date by the consultant team. The following maps/information was presented with a request for participants to provide comments:

- Major Activity Centers and Destinations
  - Potential map additions discussed:*
    - Amtrak
    - Regional airports
    - Community/senior centers
    - Employee housing locations in resort areas
    - Community housing/affordable housing



- Oil and gas locations
- Create a separate map that highlights the 11 ski resorts within the region.
- Create sub-areas highlighting different areas of the TPR due to the large number of resorts/activity centers
- Enlarge some of the towns to better see the activity centers

*Changes to the Activity Center table:*

- Determine if big box retailers (Target, Wal-Mart, Costco etc.) are broken out by a different mapping code and add to activity center map and table.
  - Include a listing of resort areas.
  - Feedback was also provided on several activity centers that are missing and some that were no longer open and/or relevant to this project.
- Employed Working Outside of County of Residence

*Comments:*

- Offset lines indicating commuters from Rio Blanco to Garfield County and vice versa so that they are not overlapping.
- Offset lines indicating commuters from Mesa to Garfield County and vice versa so that they are not overlapping.
- Review data for commuter trips from Delta to Garfield County. Participants surprised that no trips were indicated within these counties.

- Intra-County Public Transit Commuters

*Comments:*

- Is it possible to show the trips from city to city and/or break out data by sub-area?
- 2011 Percentage of Households with No Vehicle
- Percentage of Residents Age 65+ for 2013, 2020, 2030, and 2040
- Job Growth from 2000 to 2040
- 2011 Veteran Population
- 2011 Minority Population
- 2011 Percent of Population with No or Limited English Proficiency (LEP)

*Comments:*

- This data does not seem to be correct as Lake County is showing less than two percent LEP, which it is likely more than 20 percent. The consultant team indicated that they will review the data with the GIS team and has already discussed the possibility of needing to use K-12 English Learners data from school district data to more accurately represent the region.
- 2011 Population below Federal Poverty Level

*Intermountain TPR 2008 Plan Summary*

Cady Dawson, Transportation Planner for FHU, reviewed the 2008 Intermountain Plan Summary document with participants. Ms. Dawson reiterated that this information is the outcome of the last plan update in 2008 and is being used to get an idea as to whether or not the key issues, strategies, goals, etc. are still in line for the region.

Additionally, Cady Dawson led a more detailed discussion to obtain feedback on current vision and goals for the region. The following are the key concepts that emerged from the discussion for the Intermountain region:

- Connectivity between regions and within the region
- Multi-modal transportation network – ability to connect to other modes

- Sustainable
- Enhance quality of life
- Preservation of rural character
- Congestion relief
- Plan for generational shifts in travel patterns
- Regional/local connectivity
- Access to recreation / economic impacts
- Access to jobs
- Access to human services and medical facilities
- Provide a mode for all users – attract choice riders
- Make transit a competitive choice
- Education and outreach to communicate the benefits of transit
- Interaction of aviation into multi-modal plan
- Eliminate incentives for vehicle parking

### **Regional Transit Needs, Projects, and Priorities**

A portion of the first Transit Working Group meeting was used to discuss project needs within the Intermountain TPR. A “Project List” was developed based on the 2008 Transit Plan and “other” CDOT plans to be used as a reference and starting point for the discussion. The projects were discussed using the following categories: operating, capital and coordination. The discussion outcomes are below.

#### *Capital Projects and Needs*

- RFTA BRT (Glenwood Springs to Aspen)
  - Parking and multi-modal infrastructure at BRT stations
  - Expansion of Rubey Park transfer center in Aspen
  - Pedestrian underpasses (multi-modal infrastructure)
  - Glenwood BRT station on north side of town
  -
- Town of Snowmass Village – Mall Transit Station
- Glenwood Springs - need for transit facility infrastructure and a multi-modal transfer station (Amtrak, Greyhound, BRT, local services)
- Vail – I-70 underpass to create a multi-modal transportation solution (Simba Run)
- Preservation of RR corridors

#### *Operating Projects and Needs*

- Need for more operating funds on an ongoing and consistent basis; lack of connectivity is in part due to lack of operating funds; no money to operate new capital
- Additional operating dollars for paradigm shifts – choice riders and aging adults in particular; many older adults are aging in place and are often living in very rural areas far from needed services
- Maintain existing service
- Focus on key areas where there are the most riders
- Glenwood Canyon transit connection
- Connection of Summit Stage, Eco Transit and RFTA
- Feeder service to support BRT from Glenwood to Aspen

### *Coordination Projects and Needs*

- Creation of multi-modal commuter connections
- Increased vehicle sharing and multiple types of riders on the same vehicles
- Reduce redundancy of service in Glenwood Springs through increased coordination
- Connecting RFTA and ECO Transit services
- Inventory of transit providers and services
- Need for statewide capital replacement plan schedule
- Coordination on medial trips to Denver
- Coordination on regional transportation services including specialized transit (HHS, Vets, etc.)

### **Next Steps**

The meeting closed by discussing what we need from the Transit Working Group and what they can expect in the months to come, including:

- All project correspondence and information will be distributed via email and online
- Feedback on demographic data/maps – send any comments to Cady Dawson (see contact information below)
- Transit Provider and Human Services Surveys to be distributed in mid-August
- Next Transit Working Group Meeting – October 2, 2013
- Please send Cady Dawson (email below) any contact information of people that should be included in the Transit Working Group

### **Adjourn**

Tracey MacDonald of CDOT thanked the group for attending and reiterated the value of their participation and that we look forward to working with them over the next several months.

### **PROJECT CONTACTS:**

CDOT Project Manager: Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

Lead TPR Planner: Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

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

## Intermountain Transportation Planning Region

### TWG Meeting #1

Date: July 26, 2013  
 Time: 1:30 PM – 3:30 PM  
 Location: Eagle County Building  
 500 Broadway  
 Eagle, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Karen Koereman	EC HHS/Pbl. Health	500 Broadway Eagle, CO	9704716402	Karen.Koereman@eaglecounty.us
John D. Krueger	CITY OF ASARU	ASARU, CO	970-920 5042	JOHN.KRUEGER@CITYOFASARU.COM
David Johnson	RFTA	Carbondale CO	3844979	djohnson@rfta.com
Maribeth Lewis-Doherty	Town of Breckenridge	PO Box 168 Breckenridge	970 547 3141	maribethL@townofbreckenridge.com
David Peckler	Snowmass Village	PO Box 5010 Snowmass Vllg	970 923 2543	dpeckler@tosv.com
Jeff Wetzel	Eco Transit	P.O. Box 1070 Gypsum CO 81637	970 328 3557	Jeff.Wetzel@eaglecounty.us



NAME	AGENCY	ADDRESS	PHONE	EMAIL
Dave Betley	City of Glenwood Springs	2301 Wulfschuh Rd 81601	970-384-6368	dave.betley@ cogs.us
Tom Kassmel	Town of Vail	1309 Elkhorn Dr. Vail, CO 81657	970-479-2235	tKassmel@vailgov.com
Jim Andrew	Summit County	0660 County Commons Frisco, CO 80443	310-963-0265	JimAndrew@summit.co.us
John Hoffmann	CARBONDALE	511 COLORADO CARTWAY	970-963-1990	JHoffmann@ <sup>CARBONDALE</sup> -co.net

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Cindi GILLESPIE	Copper Mountain & Summit Stage Board	PO Box 3464 Copper mtn. CO 80443	office 970968-2882 x12204 cell 970 471 0013	cgillespie@ Copper-colorado.com
Mark Noyes	CDOT	Region 3		



## ***B.2 - Transit Working Group Meeting #2***

## Intermountain Transit Working Group Meeting #2

Date: October 2, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Meeting Goals:

Finalize vision and goals  
Gather input on approach to prioritization  
Identify potential coordination strategies

### Agenda

- 1) Welcome & Introductions (5 minutes)
- 2) Regional Plan Development Process (5 minutes)
- 3) Statewide Transit Plan (10 minutes)
  - Proposed Performance Measures
  - Vision and Goals
- 4) Regional Plan Vision and Goals (15 minutes)
- 5) Regional Analysis (15 Minutes)
  - Existing Services
  - Financial Summary
  - Growth Analysis
- 6) Projects and Prioritization (30 minutes)
- 7) Coordination Strategies (35 minutes)
- 8) Next Steps (5 minutes)
- 9) Adjourn

CDOT Project Manager: Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

Lead TPR Planner: Cady Dawson [cady.dawson@fhueg.com](mailto:cady.dawson@fhueg.com)  
Work: 303-721-1440

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

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

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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 Open Houses		[Blue bar spanning Oct 2013 to Jun 2014]									
	Statewide Needs Analysis		[Blue bar spanning Oct 2013 to Dec 2013]									
	Financial Analysis and Investment Needs		[Blue bar spanning Oct 2013 to Dec 2013]									
	Statewide Policies and Strategies		[Blue bar spanning Oct 2013 to Dec 2013]									
	Performance Measures		[Blue bar spanning Oct 2013 to Dec 2013]									
	Draft Final Report Development							[Blue bar spanning Feb 2014 to Mar 2014]				
	Agency Consultation - State/Federal						[Blue bar in Jan 2014]					
	CDOT - 30 Day Review of Draft Final Report								[Blue bar spanning Mar 2014 to Apr 2014]			
	Update Draft Report									[Blue bar in Apr 2014]		
	SSC and Public Review of Draft Final Report									[Blue bar spanning Apr 2014 to May 2014]		
	Prepare Final Report										[Blue bar in May 2014]	
	Submit Final Report/ TC Adoption											[Blue bar in Jun 2014]
	Final Report Spanish Translation											[Blue bar in Jun 2014]
Regional Coordinated Transit Plan Development	Transit Working Group (TWG) Meetings		[Red bar in Oct 2013]	[Red bar in Nov 2013]								
	Local Plan Open Houses		[Red bar in Oct 2013]									
	Vision and Goals Development	[Red bar spanning Sep 2013 to Oct 2013]										
	Financial Analysis and Investment Needs	[Red bar spanning Sep 2013 to Dec 2013]										
	Projects, Strategies & Prioritization	[Red bar spanning Sep 2013 to Nov 2013]										
	Needs Assessment/ Gap Analysis		[Red bar spanning Oct 2013 to Dec 2013]									
	Development of Draft Final Reports			[Red bar spanning Nov 2013 to Dec 2013]								
	CDOT - 30 Day Review of Draft Final Reports					[Red bar in Jan 2014]						
	Update Draft Reports						[Red bar in Feb 2014]					
	TWG and Public Review of Draft Final Reports							[Red bar spanning Feb 2014 to Mar 2014]				
	Prepare Final Reports							[Red bar in Mar 2014]				
Integration with Statewide Transportation Plan									[Purple bar spanning Apr 2014 to Jun 2014]			



Open Houses in each TPR

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.

## STATEWIDE TRANSIT VISION

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

## SUPPORTING GOALS AND OBJECTIVES

### Partnerships and Transit System Development

Increase coordination, collaboration and communication within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

### Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity and regional transit services and other modes
- Support multi-modal connectivity and services

### Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and green house gas emissions
- Support energy efficient facilities and amenities

### Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit opportunities locally, regionally and statewide
- Further integrate transit services into land use planning and development

### System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

### Safety and Security

Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems



# Draft Intermountain Transit Vision & Goals

*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, employees and visitors.*

## Supporting Goals

- ▶ Improve connectivity and coordination between regional transit systems to better provide access to jobs, recreation, human services, and medical facilities.
- ▶ Enhance local and regional transit service to provide congestion relief.
- ▶ Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
- ▶ Ensure transit is a competitive transportation choice for all users, and support and plan for future generational shifts away from the single-occupant vehicle.



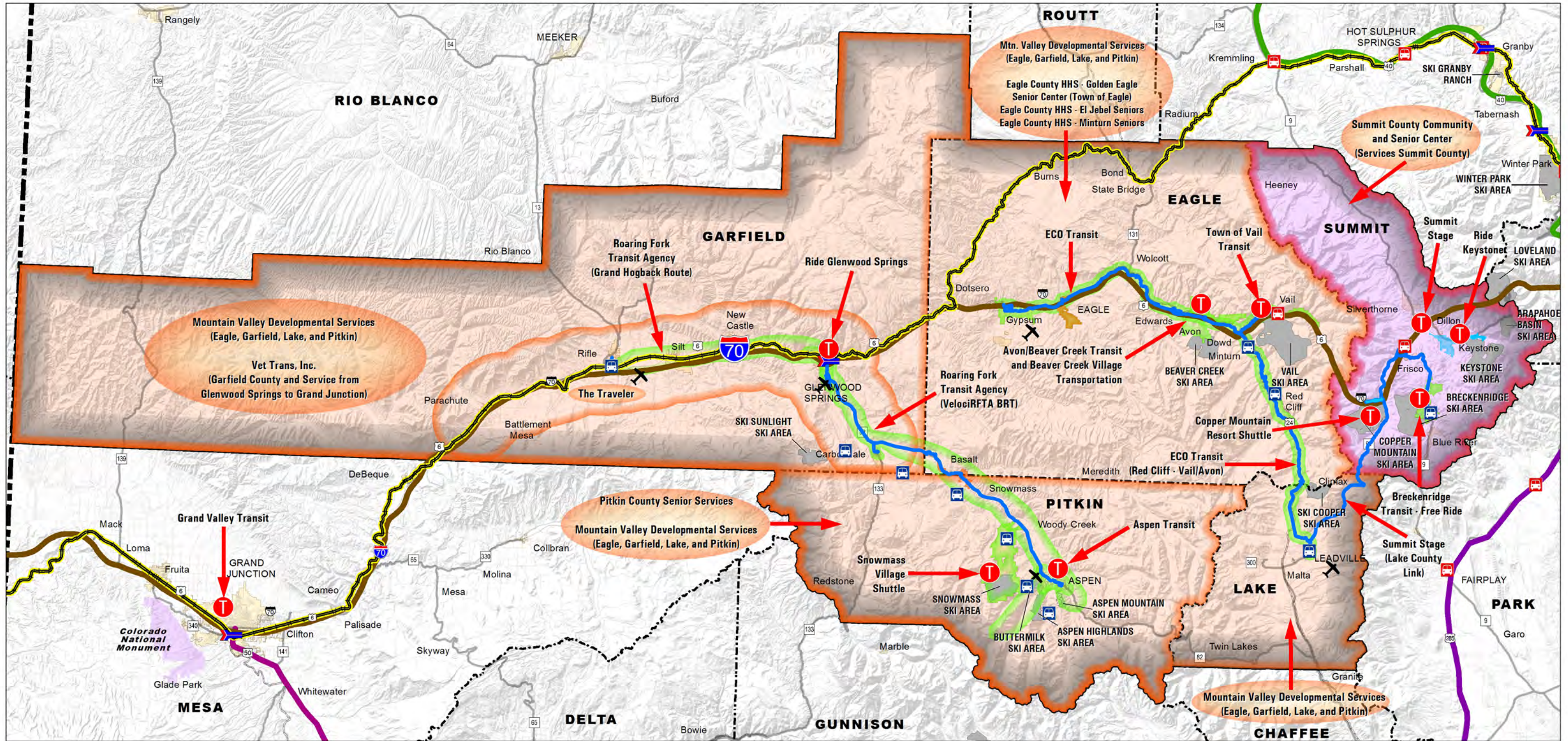


# Intermountain

## Transportation Planning Region

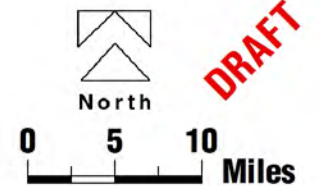
## Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



### Legend

- |  |   |                         |                            |                               |                       |
|--|---|-------------------------|----------------------------|-------------------------------|-----------------------|
| Human Service Transportation Providers               | Greyhound #364 (Denver-Steamboat-SLC)                 | Regional Bus Routes     | Amtrak Routes              | Incorporated Cities and Towns | Interstate Highways   |
| Rural Transit Service Providers                      | Greyhound #469 (SLC-Grand Junction-Durango-Alb)       | Local Transit Services  | Amtrak Stations            | National Parks and Monuments  | U.S. & State Highways |
| Rural/Resort Transit Service Provider (Summit Stage) | Greyhound #555 (Denver-Green River-LA)                | Inter-City Bus Stations | Ski Areas                  | County Boundaries             |                       |
| Resort Transit Service Providers                     | Black Hills Stage Lines #879 (Denver-Salida-Gunnison) | Regional Bus Stations   | Intermountain TPR Boundary | State Boundaries              |                       |



DRAFT





## Intermountain Transit Services

Transit Providers	Clientele	Service Type(s)	Days of Week	Service Area
Avon/Beaver Creek Transit	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Avon, Beaver Creek Resort, Beaver Creek Mountain
Beaver Creek Village Transportation	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Demand-Response</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Beaver Creek, Bachelor Gulch and Arrowhead resort areas
Breckenridge Free Ride	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Breckenridge
City of Aspen	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	City of Aspen
ECO Transit	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Gypsum, Eagle, Vail, Minturn, Red Cliff, Leadville/Lake County
RFTA	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Aspen, Basalt, Carbondale, Eagle County (parts), El Jebel, Glenwood Springs, New Castle, Pitkin County, Snowmass Village, Regional Valley, and Rifle/Hogback, Woody Creek, Resorts
Ride Glenwood Springs	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	City of Glenwood Springs
Summit Stage	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Breckenridge, Dillon, Frisco, Silverthorne, Leadville, Summit County
Village Shuttle (Snowmass)	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Deviated Fixed-Route</li> <li>Demand Response</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Snowmass Village
Vail Transportation	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Fixed-Route</li> <li>Complementary ADA</li> </ul>	S M T W Th F Sa	Town of Vail
El Jebel Seniors	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	T, Th Medical trips by appointment	El Jebel and Basalt
Golden Eagle Senior Center	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	W, F Every other Monday Medical trips by appointment	Eagle, with trips to Gypsum



Transit Providers	Clientele	Service Type(s)	Days of Week	Service Area
Minturn Seniors	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Standing Schedule</li> <li>Demand Response - Door-to-Door</li> </ul>	W, F Every other Monday Medical trips by appointment	Minturn
Pitkin County Senior Services	<ul style="list-style-type: none"> <li>Elderly and Disabled (60+)</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response - Door-to-Door</li> </ul>	M W F	Pitkin County, Aspen area, Snowmass Village, Woody Creek
Summit County Community and Senior Center	<ul style="list-style-type: none"> <li>Elderly and Disabled (50+)</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response - Door-through-Door</li> </ul>	M T W Th F	Summit County; if needed, trips to Denver or Eagle County
The Traveler	<ul style="list-style-type: none"> <li>Elderly and Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response</li> </ul>	S M T W Th F Sa	The Traveler serves qualified individuals within the following service area parameters: a five (5) mile radius off of Interstate 70 between Parachute and Glenwood Springs, and a five (5) mile radius off of Hwy 82 between Glenwood Springs and Carbondale.
Vet Trans, Inc.	<ul style="list-style-type: none"> <li>Veterans</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response - Door-to-Door</li> </ul>	M W Th	Garfield County, with trips to Grand Junction
453-Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Summit County
High Mountain Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Aspen, Snowmass, Vail, Beaver Creek, Vail Airport, Eagle Airport
Tipsy Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Summit County
Valley Taxi	<ul style="list-style-type: none"> <li>General Public</li> </ul>			Glenwood Springs and the Roaring Fork Valley

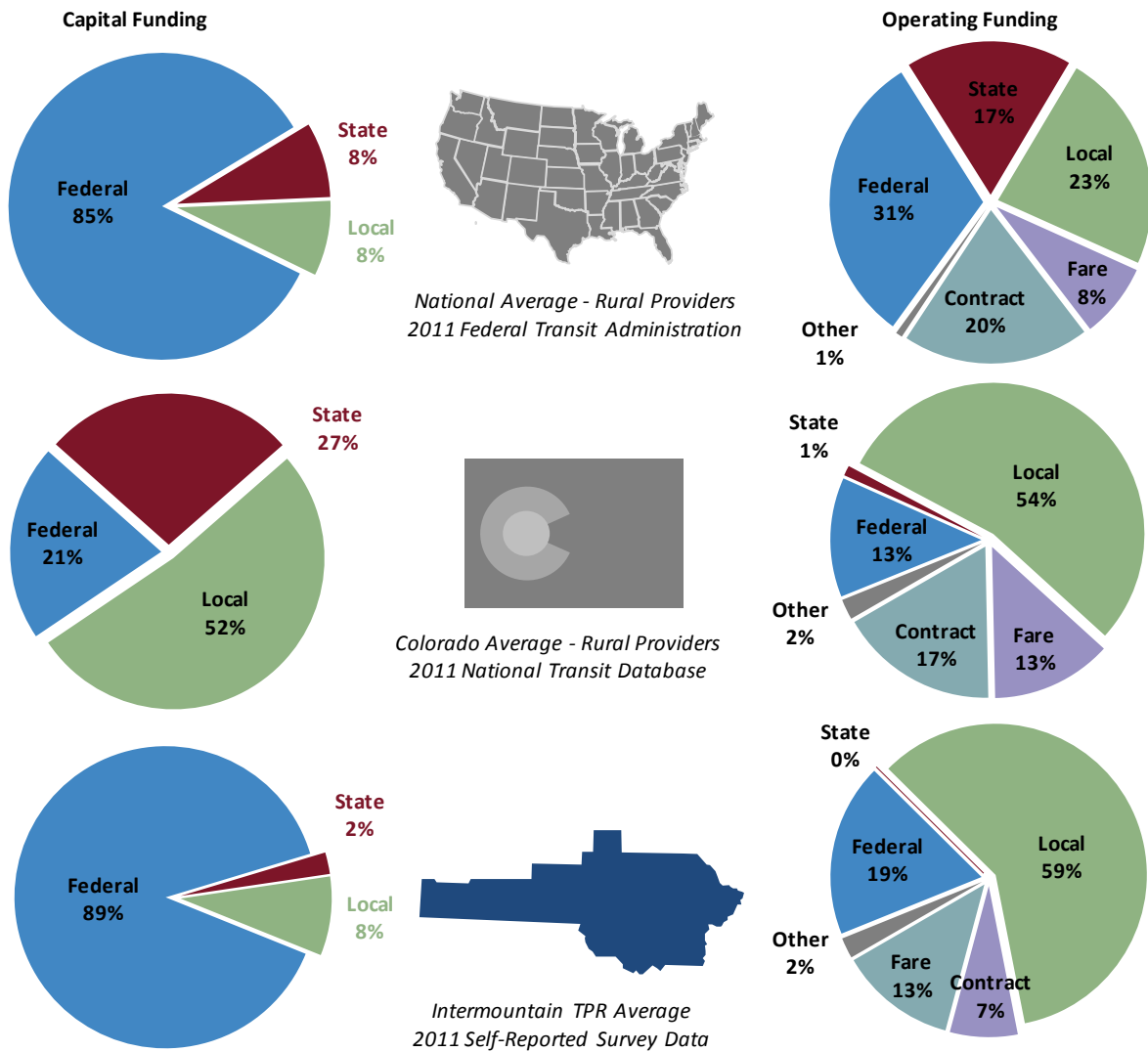


## Intermountain Financial Summary

### Intermountain Financial Summary

The information presented here is in draft form and subject to change. Financial data for each provider has been aggregated to the regional level. Data is drawn from survey responses, CDOT grant award records, and information within the National Transit Database. While incomplete in some cases, this summary provides a snapshot of investment in the region in recent years and how the region compares to the state and nation.

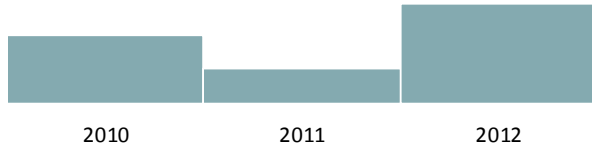
### Comparison of Regional Funding Sources



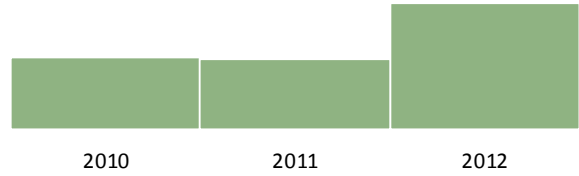


### Regional Finance Summary

**Total Regional Survey Reported Capital Costs**



**Total Regional Recorded Operating Revenues**



### Intermountain Transportation Planning Region

Capital Funding *				Operating Funding *			
	2010	2011	2012		2010	2011	2012
<b>Federal Awards</b>	<b>\$11,631,637</b>	<b>\$1,822,983</b>	<b>\$24,490,333</b>	<b>Federal Awards</b>	<b>\$2,102,730</b>	<b>\$2,837,579</b>	<b>\$14,260,729</b>
5309	\$782,298	\$713,076	\$91,138	5304	\$0	\$0	\$85,772
5310	\$80,000	\$456,364	\$0	5309	\$0	\$0	\$8,968,906
5311	\$544,790	\$579,607	\$143,000	5310	\$0	\$0	\$0
5316	\$0	\$0	\$0	5311 Admin + Operating ***	\$1,937,730	\$1,744,825	\$1,961,712
5317	\$0	\$0	\$0	5311 SAP + Merit ***	\$0	\$0	\$625,909
ARRA	\$0	\$0	\$0	5311 Self Reported **	\$0	\$0	\$2,293,430
Other Federal	\$10,224,549	\$73,936	\$24,256,195	5316	\$0	\$0	\$125,000
<b>State Support</b>	<b>\$800,000</b>	<b>\$1,917,722</b>	<b>\$634,561</b>	5317	\$0	\$0	\$0
<b>Local Support</b>	<b>\$935,217</b>	<b>\$4,667,785</b>	<b>\$2,319,451</b>	Other Federal	\$165,000	\$1,092,754	\$200,000
Other	\$0	\$0	\$0	<b>State Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Capital Revenues</b>	<b>\$13,366,854</b>	<b>\$8,408,490</b>	<b>\$27,824,345</b>	<b>Local Support</b>	<b>\$25,925,199</b>	<b>\$22,800,390</b>	<b>\$45,786,909</b>
<b>Total Capital Costs **</b>	<b>\$28,326,615</b>	<b>\$15,050,502</b>	<b>\$41,736,670</b>	<b>Fare and Donation Revenue</b>	<b>\$5,030,069</b>	<b>\$5,182,668</b>	<b>\$5,578,989</b>
				<b>Contract Revenue</b>	<b>\$7,578,695</b>	<b>\$7,812,106</b>	<b>\$9,621,505</b>
				<b>Other Revenue</b>	<b>\$10,111</b>	<b>\$0</b>	<b>\$1,718,890</b>
				<b>Total Operating Revenues</b>	<b>\$40,646,804</b>	<b>\$38,873,642</b>	<b>\$70,351,270</b>
				<b>Total Operating Expenses</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,117,268</b>

\* 2012 data self reported through survey. Prior year data from National Transit Database and CDOT records.

\*\* Self reported survey data \*\*\* CDOT reported data





# Intermountain Regional Growth Projections

To estimate future transit demand the following table provides regional growth projections as described by the State Demographers Office. These growth projections can be used to infer transit needs in the future.

County	Population Growth from 2013			Elderly Growth from 2013		
	6 Year	10 Year	By 2040	6 Year	10 Year	By 2040
Eagle	20.0%	29.5%	84.4%	68.8%	120.1%	329.8%
Garfield	19.3%	33.0%	85.3%	52.9%	91.6%	221.5%
Lake	18.3%	31.0%	66.4%	40.7%	58.3%	103.3%
Pitkin	14.6%	25.1%	72.4%	30.1%	46.0%	76.7%
Summit	23.3%	38.9%	92.7%	61.0%	102.2%	242.9%
<b>TPR Overall</b>	<b>19.7%</b>	<b>32.0%</b>	<b>84.1%</b>	<b>54.6%</b>	<b>92.7%</b>	<b>226.6%</b>

## Intermountain Transit Projects

Agency	Project	Cost	Horizon	Category
Eagle County Human Services	Need for early morning service (before 9 AM)			Access to Human Services
Eagle County Public Health	Need for increased paratransit service in Eagle County (Roaring Fork Valley)			Access to Human Services
Eagle County Public Health	Need for regional service from Eagle to Garfield, Eagle to Summit, Eagle to Grand Junction, and Eagle to Denver			Access to Human Services
ECO Transit	Provide medical transport from both local housing areas and from existing bus routes, 9.5 hours per day, 5 days a week, 20 minute headways	\$273,000	Short	Access to Human Services
ECO Transit	Purchase of van to provide medical transport	\$35,000	Short	Access to Human Services
Glenwood Springs	Evaluate/update existing human services demand-response system and its funding source equity (labor)	\$1,000	Short	Access to Human Services
Mountain Valley Developmental Services	Need for local service in Lake and Garfield Counties			Access to Human Services
Mountain Valley Developmental Services	Need for regional service between Eagle and Garfield Counties			Access to Human Services
Mountain Valley Developmental Services	Need for later evening service (after 6 PM)			Access to Human Services
Northwest Colorado Council of Governments	Need for additional weekend service			Access to Human Services
Summit County Community and Senior Center	Need fo regional service between Denver and Summit County			Access to Human Services
Summit County Community and Senior Center	Increased weekend transit service			Access to Human Services
Summit County Social Services	Need for local service to Heeny and Blue River			Access to Human Services
Summit County Social Services	Need for regional service from Summit to Park and Summit to Lake			Access to Human Services
Summit County Social Services	Need for later evening service (after 6 PM)			Access to Human Services
Eagle County Human Services	Need for vanpool services			Coordination Strategies
Eagle County Public Health	LEP appropriate maps and information/general transit navigation education			Coordination Strategies
TWG #1	Increased vehicle sharing and multiple types of riders on same vehicles			Coordination Strategies
TWG #1	Coordination of medical trips to Denver			Coordination Strategies
TWG #1	Coordination of regional transportation services, including specialized transit services (HHS, veterans, etc.)			Coordination Strategies
TWG #1	Access to services in Garfield County from El Jebel			Coordination Strategies
City of Aspen	Remodel of the Rubey Park Transit Facility		Short	Facilities
ECO Transit	Construct transportation facility at park and ride lot in Edwards with indoor facilities	\$800,000	Mid	Facilities
ECO Transit	Refurbish all bus shelters in system, wood treatment, replace glass, roof repair for 34 shelters.	\$85,000	Long	Facilities
RFTA	Administrative, Operations and Maintenance Needs Analysis to assess the long-term (20-year) space needs, locations, phasing and costs to design and construct (or rehabilitate) RFTA's administrative and operational facilities.	\$20,000	Short	Facilities

Agency	Project	Cost	Horizon	Category
RFTA	Housing Needs Analysis to assess RFTA's 20-year employee housing needs, locations, options, and phasing	\$20,000	Short	Facilities
RFTA	West Glenwood Springs PNR, Sidewalk, Regional Trail Connection	\$435,000	Short	Facilities
RFTA	Town of New Castle Park and Ride Construction	\$500,000	Short	Facilities
RFTA	Carbondale Administrative Facility expansion (cost and scope TBD)	TBD	Short	Facilities
RFTA	Glenwood Maintenance Facility renovation and expansion (scope and cost TBD)	TBD	Short	Facilities
RFTA	Carbondale Maintenance Facility renovation and expansion (scope and cost TBD)	TBD	Short	Facilities
RFTA	Aspen Maintenance Facility Phase IV upgrades	\$1,000,000	Short	Facilities
RFTA	Housing rehabilitation and expansion (locations, scope, phasing, cost TBD)	TBD	Short	Facilities
RFTA	Sagewood Bus Stop renovation/expansion	\$1,000,000	Short	Facilities
RFTA	Grade-separated pedestrian crossings at 27th Street, SH133, Basalt Avenue, Buttermilk	\$20,000,000	Short	Facilities
RFTA	Rubey Park Transfer Center Renovation	\$5,000,000	Short	Facilities
RFTA	Rubey Park Renovation	\$1,000,000	Short	Facilities
RFTA	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)		Mid	Facilities
RFTA	RFTA-ECO Transit Connection (infrastructure, etc. TBD)		Mid	Facilities
RFTA	I-72 / SH82 Transit Connection Alternatives Analysis / Design		Mid	Facilities
RFTA	Entrance to Aspen Design		Mid	Facilities
RFTA	Construction of BRT or similar high-quality, high-capacity transit on I-70, with a seamless connection over the Colorado River to SH82 BRT		Long	Facilities
RFTA	Construction of BRT or similar high-quality, high capacity transit on I-70 to the East, connecting to Eagle County		Long	Facilities
RFTA	LRT from SH82/Brush Creek to Aspen		Long	Facilities
Summit County	Facility improvements including expansion of bus bays and addition of a training and conference room.		Short	Facilities
Town of Breckenridge	Retrofit garage doors on existing bus barn to accommodate 102" wide buses	\$270,000	Short	Facilities
Town of Breckenridge	Merge with ski area will require need to build new bus storage facility	\$5,500,000	Short	Facilities
Town of Breckenridge	Mixed Use Parking Structure at Tiger Dredge lot	\$8,000,000	Short	Facilities
Town of Breckenridge	Mixed use parking structures/transit station at Gondola lots	\$21,000,000	Mid	Facilities
Town of Breckenridge	Mixed use parking structure/transit station at McCain property	\$11,000,000	Mid	Facilities
Town of Breckenridge	Horizontal People Mover Phase I - from Gondola Town Base south to Village		Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase II - from Village to Ice Rink		Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase III - from Gondola Town Base north to McCain Parking		Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase IV - from McCain Parking to Farmer's Corner (AGS stop someday)		Long	Facilities

Agency	Project	Cost	Horizon	Category
Town of Breckenridge	Summit Stage needs to promote building a mixed use parking structure/transit station in Blue River and expanding their service to Blue River before 2023.			Facilities
Town of Snowmass Village	Build two (2) new bus stops	\$30,000	Short	Facilities
Town of Snowmass Village	Build multimodal regional and local bus station	\$40,000,000	Mid	Facilities
City of Aspen	Purchase of one (1) replacement bus (2015)	\$400,000	Short	Maintaining Service
City of Aspen	Purchase of four (4) replacement Hybrid diesel buses (2018)	\$2,400,000	Short	Maintaining Service
City of Aspen	Purchase of four (4) body on chassis vehicles in 2015	\$300,000	Short	Maintaining Service
ECO Transit	Purchase of two new cutaway vehicles for circulator service	\$250,000	Short	Maintaining Service
ECO Transit	Hire safety and security officer for organization	\$35,000	Short	Maintaining Service
Glenwood Springs	Replace two (2) large buses with CNG buses	\$900,000	Short	Maintaining Service
Glenwood Springs	Redesign entire bus service to better complement regional transit authority's new BRT service into and out of city limits	\$5,000	Short	Maintaining Service
Glenwood Springs	Purchase one (1) cutaway-type bus	\$50,000	Mid	Maintaining Service
RFTA	Paratransit Software	\$130,000	Short	Maintaining Service
RFTA	Comprehensive Asset Management Inventory. This inventory will be the foundation for RFTA's nascent asset management system, which will monitor the condition and maintenance schedule for all of RFTA's assets	\$25,000	Short	Maintaining Service
RFTA	Bus Fleet Replacement/Modernization of thirty-five (35) buses	\$21,000,000	Short	Maintaining Service
RFTA	Bus Cameras	\$600,000	Short	Maintaining Service
RFTA	Security Upgrades at major bus stops and at facilities	\$500,000	Short	Maintaining Service
RFTA	Regional Travel Model operations/maintenance	\$100,000	Short	Maintaining Service
RFTA	Re-power 18 MCI 57-passenger coaches	\$3,000,000	Short	Maintaining Service
RFTA	Fleet Replacement/Modernization of thirty-five (35) buses	\$23,999,990	Mid	Maintaining Service
RFTA	Higher-frequency service between SH82 and the Town of Snowmass, to coincide with increased headways of BRT.		Short	Maintaining Service
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service		Short	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000	Short	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000	Mid	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000	Long	Maintaining Service
Town of Breckenridge	Mid-life refurbishment of two (2) 2008 Diesel/Electric Hybrid buses to include battery packs (2016)	\$450,000	Short	Maintaining Service
Town of Breckenridge	Replace Buses 9211, 9212, 9213 with (3) 29-32' Diesel buses (2016)	\$1,440,000	Short	Maintaining Service
Town of Breckenridge	Mid-life refurbishment of Bus 9224 (2019)	\$138,000	Short	Maintaining Service
Town of Breckenridge	Replace cutaway buses 9221, 9222, 9223 with similar low floor cutaways (2020)	\$465,000	Short	Maintaining Service
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$290,000	Short	Maintaining Service
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$300,000	Short	Maintaining Service
Town of Breckenridge	Merge operations with ski area and replace (10) buses		Short	Maintaining Service
Town of Breckenridge	\$5,250,000 for diesel buses, or \$11,000,000 for electric buses & infrastructure, or \$32,000,000 for CNG buses, infrastructure, fire protection upgrades		Short	Maintaining Service
Town of Breckenridge	Midlife refurbishment of (3) buses (2023)	\$465,000	Mid	Maintaining Service



Agency	Project	Cost	Horizon	Category
Town of Breckenridge	Replace two (2) 2008 35' Diesel/Electric Hybrid buses (2024)	\$1,375,000	Mid	Maintaining Service
Town of Breckenridge	Replace Bus 9224 (2025)	\$610,000	Mid	Maintaining Service
Town of Breckenridge	Replace three (3) Cutaway Buses with similar low floor cutaways (2027)	(\$562,500)	Mid	Maintaining Service
Town of Breckenridge	Replace two (2) Buses (2027)	\$1,260,000	Mid	Maintaining Service
Town of Breckenridge	Replace two (2) Buses (2028)	\$1,300,000	Mid	Maintaining Service
Town of Breckenridge	Three (3) expansion buses and expansion of service to McCain, The Shores, & Golf Course	\$2,700,000	Mid	Maintaining Service
Town of Breckenridge	Rolling stock mid-life refurbishments		Long	Maintaining Service
Town of Breckenridge	Rolling stock replacements		Long	Maintaining Service
Town of Breckenridge	On-Board Camera System upgrade		Long	Maintaining Service
Town of Breckenridge	Electric Signage		Long	Maintaining Service
Town of Snowmass Village	Need to replace ten (10) Standard Body on Chassis vehicles	\$860,000	Short	Maintaining Service
Town of Snowmass Village	Need to replace ten (10) Large Body on Chassis vehicles	\$3,800,000	Short	Maintaining Service
Town of Snowmass Village	Add three (3) Large Body on Chassis vehicles to fleet (if necessary)	\$1,140,000	Short	Maintaining Service
Town of Snowmass Village	Replace one (1) service vehicle	\$28,000	Short	Maintaining Service
Town of Snowmass Village	Replace various pieces of maintenance equipment at cost of \$51,000.	\$51,000	Short	Maintaining Service
Town of Snowmass Village	Annual capital improvements and maintenance of facilities	\$43,000	Short	Maintaining Service
Town of Snowmass Village	Replace seven (7) Standard Body on Chassis vehicles	\$686,000	Mid	Maintaining Service
Town of Snowmass Village	Replace nine (9) Large Body on Chassis vehicles	\$4,230,000	Mid	Maintaining Service
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$20,500	Mid	Maintaining Service
Town of Snowmass Village	Replace one (1) service vehicle	\$37,000	Mid	Maintaining Service
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$50,000		Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$110,000 annual operating subsidy)	\$110,000	Mid	Maintaining Service
Town of Snowmass Village	Replace seventeen (17) Standard Body on Chassis vehicles	\$2,074,000	Long	Maintaining Service
Town of Snowmass Village	Replace twenty (20) Large Body on Chassis vehicles	\$12,300,000	Long	Maintaining Service
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$122,000	Long	Maintaining Service
Town of Snowmass Village	Replace three (3) service vehicles	\$120,000	Long	Maintaining Service
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$55,000	Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$121,000 annual operating subsidy)	\$121,000	Long	Maintaining Service
Town of Snowmass Village	Annual funding for a Dispatcher position 18 hours/day and 7 days/week.	\$150,000		Maintaining Service
Town of Snowmass Village	Biannual consultant services to update policies and plans for federal grant guidelines	\$10,000		Maintaining Service
Town of Snowmass Village	Annual fuel or alternative fuel subsidy.	\$100,000		Maintaining Service
Glenwood Springs	Print new service schedules (estimated cost includes labor/materials)	\$2,500	Short	Marketing Strategies
Town of Breckenridge	Where's My Bus - Phase II - outdoor monitors & pub/private partnership screens	\$60,905	Short	Marketing Strategies
Town of Breckenridge	Yield to Bus - retrofit existing fleet with Yield to Bus equipment, install MUTCD signage, public education campaign	\$24,000	Short	Marketing Strategies
Town of Breckenridge	Development of an ODP Trip Planner to include bike, ped, & trail	\$32,000	Short	Marketing Strategies

Agency	Project	Cost	Horizon	Category
Town of Breckenridge	Transit Wayfinding Project - upgrade existing signage & poles	\$180,000	Short	Marketing Strategies
Town of Snowmass Village	Investment in web designed transit information web site.	\$35,000		Marketing Strategies
Town of Snowmass Village	Marketing and promotion of transit service options, seasonal changes and special event services (annually)	\$25,000		Marketing Strategies
ECO Transit	Create new year round feeder and circulator service from the western half of the region to the work force centers in the eastern half, 1 hour headways, year round service		Short	Mobility of the General Public
ECO Transit	Reinstate late night bus service (after midnight) from work force center year round, 5.75 hours per day 365 days per year	\$233,000	Short	Mobility of the General Public
ECO Transit	Reinstate half hourly service on Highway 6 route during mid-day hours, 12 hours per day 365 days per year	\$486,000	Short	Mobility of the General Public
Glenwood Springs	Reinstate service to the southern end of city limits	\$30,000		Mobility of the General Public
RFTA	Local transit systems in Carbondale and Basalt			Mobility of the General Public
Glenwood Springs	Adjust service to meet city's Long-Range Transportation Plan; evaluate/study new bus stop locations/park-n-rides/mass transit corridor	\$50,000	Long	Planning
Glenwood Springs	Evaluate local regional transit authority's rail R.O.W. infrastructure needs on city property		Long	Planning
RFTA	Rio Grande ROW Comprehensive Plan. A requirement of RFTA's grants and agreements, this will update RFTA's 2005 comprehensive plan and will address encroachments, crossing policies, long-term maintenance and operation priorities, costs and funding.	\$750,000	Short	Planning
RFTA	Regional Bicycle and Pedestrian Plan. This will address vision and goals for bicycle and pedestrian programs and projects, will develop a prioritized, short-term and long-term list based on systematic criteria, and will develop a funding plan		Short	Planning
RFTA	Regional Travel Model development	\$250,000	Short	Planning
RFTA	I-70 corridor Transit Alternatives Analysis	\$5,000,000	Mid	Planning
RFTA	As more people take transit, particularly with the advent of BRT, walking and bicycling programs and projects will become an important part of the transportation and mobility picture, and will need to compete for transportation funding, along side transit and road funding.		Long	Planning
RFTA	Transit-oriented land use will become increasingly important. Land in the Roaring Fork Valley is scarce and valuable; by necessity, compact, transit-oriented land development will need to become the norm, and RFTA and its partners will need to gain expertise in land development as much as transportation.		Long	Planning
ECO Transit	Reinstate third commuter bus from Leadville, 4 hours per day 365 days a year	\$162,000	Mid	Regional Connectivity
ECO Transit	Create commuter service from neighboring counties to our work force centers, 16 hours per day 365 days per year	\$648,000	Mid	Regional Connectivity



# Intermountain

## Transportation Planning Region

Agency	Project	Cost	Horizon	Category
ECO Transit	Purchase of 4 new commuter buses for service	\$2,000,000	Mid	Regional Connectivity
Town of Snowmass Village	Add additional regional bus service to connect to RFTA BRT service (\$100,000 annual operating subsidy)	\$100,000	Short	Regional Connectivity

## Intercity and Regional Bus Service

What is Intercity Bus Service? What is Regional Bus Service? There is overlap between these two terms and their common definitions have changed over time. Thirty years ago Greyhound and other intercity carriers operated a comprehensive network of services but today they focus only on connecting key cities. Regional services have developed to provide connections that are no longer provided by private intercity carriers.

The FTA defines Intercity Bus Service as regularly scheduled bus service that connects two or more urban areas, serves passengers traveling long distances, serves the general public, can transport passengers' baggage, and makes meaningful connections with national intercity bus service to more distant points. Intercity bus generally operates with only a few trips each day, but usually operates every day. Greyhound is a major provider of intercity services.

Regional Bus Service also crosses jurisdictional lines, but may operate within rural regions or connect to an urban area. Regional services are generally 20 - 60 miles in length. Regional services are often geared around certain markets (e.g., workers or airport shuttles) and operate on schedules geared to these markets. Regional services may also be designed to serve people who need to travel long distances to access government services, medical trips, or other destinations. Some regional services only operate 1-2 trips each day while others have robust schedules.



## Coordination Strategies

1. **Centralized Call Center** – a centralized call center puts information access for all county or regional transportation operations in one place, with one phone number for residents to call to schedule a ride. In communities where there are several transportation service providers, a centralized call center can be very valuable to assign service requests to the most appropriate provider.

### *Expected Benefits/Needs Addressed*

- Can create cost efficiencies by consolidated trip reservations and scheduling staff
- Maximizes opportunities for ride sharing
- Improves service delivery and customer satisfaction
- Provides one number for clients to call to access service

### *Potential Obstacles and Challenges*

- Requires allocation/reimbursement models and service delivery standards
- Requires champion agency to take on consolidation and support idea
- Once implemented, requires leadership, on-going attention and committed staff
- Existing providers may not want to outsource reservation function

2. **Mobility Managers/ Mobility Management Organizations** – A mobility manager could be an individual, a group of individuals or an organization that provides a wide variety of mobility management functions for consumers, human service agency staffs, and/or for community transportation providers. A mobility manager could be an individual, a group of individuals or an organization that provides mobility management functions for consumers and provide a range of services.

### *Expected Benefits/Needs Addressed*

- Ensures staff resources are available to implement mobility and coordination strategies
- Creates community resource to promote existing and available resources

### *Potential Obstacles and Challenges*

- Individual will need to be well supported by key institutions and organizations to be effective
- Individuals will likely need training and support

3. **Centralized Resource Directory** – Centralized resource directories are very helpful to consumers, human service agency staff, and advocates who need to find and/or arrange transportation for members of the target populations (low income, seniors, and persons with disabilities) online.

### *Expected Benefits/Needs Addressed*

- Provide a “one-stop” resource for all public and private transit services and human service agency transportation
- Provide easy contact and eligibility information enabling consumers and advocates alike to identify potential service providers for specific members of the target populations
- Particularly useful in larger communities with a large number of public and private sector transportation resources

### *Potential Obstacles and Challenges*

- Requires a comprehensive data collection effort to create the directory
- Keeping the directory up-to-date has proven problematic in other areas
- Consumers must be aware that the directory exists in order to be useful

4. **New Partnerships** – Partnerships with private or other nonprofit organizations can increase ridership as well as provide sponsorship for transit routes and services. Partnerships with private employers and retailers could include schools and colleges, employers, social service agencies, etc.

*Expected Benefits/Needs Addressed*

- Potential to subsidize routes and/or services with private funding
- Increased/guaranteed ridership on some routes and /or services

*Potential Obstacles and Challenges*

- Some businesses are unwilling to participate

5. **Marketing and Information Campaigns** – In many areas there is a lack of awareness and/or a negative perception of available public transportation services. In conjunction with a directory of services (#3), a marketing campaign can begin to change awareness and attitudes.

*Expected Benefits/Needs Addressed*

- Creates awareness of services for eligible clients
- Can shift perceptions to transit as a community resource

*Potential Obstacles and Challenges*

- Needs continuous updating if detailed service information (i.e., schedules) is included
- Sophisticated, comprehensive marketing campaigns can be costly

6. **Regional and County Coordinating Councils** – Create focal points for coordination and mobility management activities. Regional and County coordinating councils could assist in implementing the regional and county-scale coordination strategies and assist and encourage the implementation of local initiatives.

*Expected Benefits/Needs Addressed*

- Ensures that one body is responsible for addressing transportation needs in the community or region
- Enhances local/regional awareness of transportation needs and mobility issues
- Provides a vehicle for implementing strategies, facilitating grants and educating the public and professionals

*Potential Obstacles and Challenges*

- Maintaining momentum with an ad-hoc group, prior to the hiring of a mobility manager, can be challenging

7. **Taxi Subsidy Programs** – Provide reduced fare vouchers to older adults, persons with disabilities and persons with low incomes to allow for more trip flexibility and increased travel coverage as needed. Encourages use of lower-cost travel modes and supports expansion of accessible and community car fleet. Typically, human service agencies that employ this strategy generally limits taxi subsidies to agency clientele or program participants.

*Expected Benefits/Needs Addressed*

- Provide same-day if not immediate service
- Effective for unanticipated travel and evening and weekend hours
- Effective for trips outside of service area or “under-served” areas
- Effective way to “divert” more expensive paratransit trips to a less expensive mode
- Can set/control subsidy per trip and/or overall budget

*Potential Obstacles and Challenges*

- Requires well-managed/controlled taxi car companies
- Few accessible taxicabs
- Requires good communication among all parties
- Need to establish fraud-protection mechanisms

8. **Travel Training** – Programs designed to train individuals to use fixed-route and/or dial-a-ride public transit. Travel training may be promoted as a marketing strategy to encourage key consumer groups (i.e., older adults) to use public transit; or it may be targeted towards frequent users of paratransit to encourage individuals to use lower-cost fixed route services, as appropriate to the individual’s circumstances.

*Expected Benefits/Needs Addressed*

- Encourage and support use of local fixed-route services
- May reduce demand for paratransit services
- Increase awareness and use of a variety of community transportation services
- May support other regional priorities, such as workforce development
- Build good community will through the establishment of a corps of volunteers who act as advocates for the transit system

*Potential Obstacles and Challenges*

- Some audiences and individuals may require specialized training
- Requires multiple-agency cooperation to identify training opportunities
- Training may require support from agencies that perceive no, or minimal, long-term gain
- Volunteer retention can be an issue, creating an ongoing need to train new volunteers

9. **Volunteer Driver Program** – Volunteer drivers are individuals who volunteer to drive people who lack other mobility options. A sponsoring organization, such as a transportation provider, human service agency or other entity often helps match volunteer drivers with individuals who need rides. A volunteer driver will typically use their private vehicle but will be reimbursed, usually based on mileage driven, by the sponsoring agency. Sponsoring agencies may also arrange for insurance coverage. Volunteer driver programs have proven to be an effective and important resource to help supplement community transportation programs.

*Expected Benefits/Needs Addressed*

- Provide low cost transportation option
- Some programs will reimburse friends or family members for providing rides
- Volunteers can provide a flexible source of transportation that can be useful for longer distance, out of area trips

*Potential Obstacles and Challenges*

- Setting up a volunteer driver network requires time and effort to recruit, screen, train, and reward volunteer drivers
- Riders need to be introduced to and appreciate concept of volunteer drivers
- Real or perceived driver liability and insurance issues

10. **Joint Procurement of Vehicles and Equipment and Insurance** – This is a strategy for agencies to coordinate on purchasing capital equipment and insurance coverage. For overall coordination, there is value in procuring vehicles, insurance and equipment as part of a joint effort because it encourages transportation providers to work together and potentially achieve some resource savings (in direct costs and staff time).

*Expected Benefits/Needs Addressed*

- Potential to reduce unit costs and speed up process for procuring vehicles, equipment and insurance
- Reduces duplication in preparing vehicle specifications
- Allows “piggybacking” on existing programs

*Potential Obstacles and Challenges*

- Agencies may have difficulty on agreeing on same vehicle specifications
- May need “high level” assistance in preparing bid specifications





### Baseline Provider Financial Datasets

For the Intermountain TPR, baseline financial information is being compiled for each provider operating within the region. This information will be used to produce estimates of future revenues, to illustrate regional funding flows, and to inform prioritization and coordination discussions.

We need your help to verify and complete this baseline data. The following worksheets includes a summary of major capital and operating revenue sources. The information was compiled from responses to the recent DTR survey, from the National Transit Database, and from CDOT award records.

1) In some cases, we have incomplete information or inaccurate data for providers. We would like to work with the best available information to build a dataset that is accurate and may be used for future analysis.

We are requesting your assistance to verify this data. We are not asking for additional information. To this end, please review and provide comments with particular attention to:

- ▶ Are there providers in the region not included, but that should be?
- ▶ We are not interested in correcting to exact dollar amounts, but rather if the data presented is reasonably accurate and inclusive of all major funding sources? If not, please provide corrections or notations.
- ▶ Are there any recent major investments or grant awards that are not included or that are inaccurately noted?
- ▶ For missing data or missing providers, please provide data or suggest contacts or information that we might use to fill in the blanks.

2) This baseline data will then be used to guide later prioritization discussions by estimating future fiscal constraint and illustrating potential future funding gaps. At this time, we would also like to gather input on considerations and adjustments that should be made to any future estimates.

- ▶ Are there significant investments, or significant challenges in the region that may skew historical trend data? (e.g. extraordinary capital investment programs, local government budget shortfalls, recent changes in provider finances, etc.?)
- ▶ Are there significant future investments already planned, policy or taxation decisions anticipated, or expected changes in provider services or structure? (e.g., known within the next 6 years).
- ▶ Are there significant federal, state, or local investments in transit supportive plans or projects that should be noted? For example, TOD planning, park and ride construction, livability and sustainability initiatives, etc. Please brainstorm to list major investments.

The agencies and organizations listed in this worksheet are identified because they completed the recent DTR statewide survey and/or because they are recent CDOT/FTA grantees. Providers that have responded to the survey are listed below. If there are other known transit operators or social services providers active in the region, please help identify those.

*Corrections and notations may be returned to Evan Enarson-Hering (eenarsonhering@camsys.com).*

## Intermountain Transportation Planning Region Transit Working Group #2 – Meeting Minutes

Date: October 2, 2013  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Meeting attendees:

Jim Andrew – Summit County  
Kelley Collier – ECO Transit  
Mary Cunningham (via phone) – Edwards Workforce Center  
Cindi Gillespie – Copper Mountain and Summit Stage Board  
Geoff Guthrie – City of Glenwood Springs  
David Johnson – RFTA  
Susan Juergensmeier – Northwest Council of Governments, RTCC  
Karen Koeremann – Eagle County Health and Human Services/Public Health  
Chris Lubbers – Beaver Creek Transit  
Maribeth Lewis-Baker – Town of Breckenridge  
Melanie McMichael – Eagle County Schools

Cady Dawson – Felsburg Holt & Ullevig  
Tracey MacDonald – CDOT DTR  
Mark Rogers – CDOT Region 3  
Michele Martinson – CDOT DTR

### Welcome & Introductions

Tracey MacDonald from CDOT's Division of Transit and Rail kicked the meeting off and asked that all participants introduce themselves.

### Statewide Transit Plan

Tracey MacDonald from CDOT provided an update regarding the Statewide Transit Planning process and reviewed the vision and goals developed by the Statewide Steering Committee (SSC). A few key points relevant to the Statewide Vision, Goals and Objectives included:

- The six supporting goals developed by the SSC are in line with the vision and goals developed by the Transit and Rail Advisory Committee (TRAC).
- Tracey clarified that the Statewide Transit Vision, Goals and Objectives are for transit in particular, but will roll up into broader transportation plans.
- Transit utilization (increase in ridership), transit connectivity (between systems), and asset management are the transit performance measures to be tracked by CDOT as part of a policy directive for planning (PD 14).
- Cady Dawson added that during today's meeting, Vision and Goals for the Intermountain region will be reviewed. The Vision and Goals from the Regional Coordinated Transit Plans (RCTP) are to be congruent with the larger Statewide Vision and Goals.
- The Intermountain Transit Plan will be included in the larger Intermountain Regional Transportation Plan (RTP) that is also currently being developed. The Intermountain RTP will include all modes, including road/highway, bike/ped and transit.

### **Regional Coordinated Transit Plan Development Process**

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed a project calendar to give TWG participants an update on the timeline and tasks to complete the Statewide Transit Plan and a detailed review of when TWG members can expect milestone completions for the Regional Coordinated Transit Plans and review of the draft final report. The draft final report will be completed by the end of March, after being reviewed by CDOT staff and the transit working group. The third transit working group meeting will be in December.

### **Regional Plan Vision and Goals**

Cady Dawson, Transportation Planner for FHU, reviewed the draft Vision and Goals developed for the Intermountain region based on discussion at TWG Meeting #1, information in the 2008 Plan, and information provided through the transit provider and human service agency surveys. The following draft vision and goals were presented to the group:

#### *DRAFT 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, employees and visitors.

#### *DRAFT SUPPORTING GOALS*

- Improve connectivity and coordination between regional transit systems to better provide access to jobs, recreation, human services, and medical facilities.
- Enhance local and regional transit service to provide congestion relief.
- Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
- Ensure transit is a competitive transportation choice for all users, and support and plan for future generational shifts away from the single-occupant vehicle.

Cady Dawson requested feedback and discussion regarding the draft Vision and Goals. The following were the requested changes/modifications:

- David Johnson of RFTA suggested changing Goal #4 to say: “...and plan for *increasing* shifts...” and also would like a goal that mentions job accessibility and how the Intermountain region is an “economic engine” for Colorado.
- Chris Lubbers would also like to see “economic engine” as a point in one of the goals as Colorado’s economy depends on tourism in the Intermountain region.
- Kelley Collier of ECO Transit wants to add “education” to Goal #1 and would like a goal that mentions the transit-dependent population.
- Karen Koeremann of Eagle County Health and Human services suggested that “health” added prior to human services in Goal #1.
- In Goal #1, include the word transportation after “transit”, add “health” prior to human services, and add the word education.

Based on the feedback on Vision and Goals, Cady Dawson suggested that she rework the goals to include the various comments and send out a revised version for review by the Transit Working Group.

### Regional Analysis

Cady Dawson reviewed several documents to provide an update about the data collection and financial analysis efforts that have been underway over the last two months.

#### EXISTING SERVICES

Cady briefly reviewed the Intermountain Transit Service Provider list and map included in the meeting packet. This document provides a general overview of the service providers (public and human service), clientele served, service types, service area, and days service is provided. Next the group reviewed the Existing Transit Service Provider map. The map includes both public transit agency services as well as human service agency information. Cady asked for comments and corrections to the map and received the following:

- No service in the area identified around Eagle – questioned what the brown shaded area represented.
- Beaver Creek should be shaded blue as it is a private resort transit operator.
- The route between Breckenridge and Fairplay, The Blue River Shuttle is missing.
- Greyhound has added a new daily route from Denver to Grand Junction – not included on map.
- Confirm that Mountain Valley Developmental Services serves all of Eagle County.

#### FINANCIAL SUMMARY

Cady Dawson reviewed the financial information that has been developed to date, including a summary of national and statewide funding breakdowns for transit and then more specific information for the Intermountain region. Additionally, Cady briefly reviewed the individual provider financial profiles and asked that any changes or modifications be sent to Cady Dawson or Evan Enarson-Hering ([eenarsonhering@camsys.com](mailto:eenarsonhering@camsys.com)). Several attendees provided feedback on specific errors and changes that are needed. The consultant team will make modifications based on comments received at today’s meeting and any additional feedback that is submitted via email.



### GROWTH ANALYSIS

Cady Dawson presented the demographic information used to look at future demand in transit ridership and needs. The information presented included overall population growth from a base year of 2013 showing six-year, 10 year and 2040 growth trends. This information was also presented for the projected growth in the elderly population age 65+. The overall population growth projected for the Intermountain region is 84% by 2040 and 227% for growth in elderly population by 2040. This indicates a substantial need for the Intermountain region in terms of human service transportation in the years to come.

### Projects and Prioritization

Cady Dawson briefly reviewed the extensive list of projects that have been identified by providers and human service agencies within the region. As the outcome of the Regional Coordinated Transit Plans will be the development of an overall Statewide Transit Plan, the project team attempted to categorize all of the projects to help paint the picture of the overall statewide needs. The identified Intermountain projects were sorted into the following categories:

- Access to Human Services
- Coordination Strategies
- Facilities
- Maintaining Services
- Marketing Strategies
- Mobility of the General Public
- Planning
- Regional Connectivity

There was brief discussion by the Transit Working Group about the overall project list and the categories identified. It was requested that two additional categories be added: 1) Safety and 2) Transit Asset Management.

The Transit Working Group was then asked to brainstorm and discuss what they deem to be the highest priorities in the region. Initial conversation included the following as high priority regional projects:

- Maintaining existing service in the short-term
- Expand service based on population projects in the long-term
- Lack of medical transportation services
- Connectivity between systems (e.g., Glenwood Canyon connection between RFTA and ECO Transit)

Additional project information discussed:

- RFTA is looking at obtaining funding to develop a 25-year bike/ped plan for the valley
- Summit Stage / Eco Transit looking at options for a route restructure to connect Summit and Vail. ECO Transit is planning to conduct an I-70 closure analysis to determine potential impacts of a route restructure using I-70.
- Need for a connection between Glenwood Springs and Eagle is very important for access to services for health and human service agencies.

Additional discussion ensued about the complexity and magnitude of projects in the Intermountain region and that prioritization of regional projects may merit a more in-depth discussion. David Johnson of RFTA suggested that a regional meeting may be necessary. CDOT and the consultant team discussed the potential of documenting priorities into categories for the Intermountain report, but stated the importance of still having a

list of high-priority regional projects to be able to develop a fiscally constrained plan for the region. Additionally, if new funding were to become available, projects need to be in the plan to determine funding allocations.

Cady Dawson and Tracey MacDonald will determine how to follow up with agencies and be in touch regarding additional discussion relevant to regional projects. Additionally, the project list will be sorted by agency and distributed to TWG participants so that agencies are able to easily review their lists and identify top priorities.

### Coordination Strategies

Tying into the discussion about projects and priorities, an overview of potential coordination strategies was reviewed during the meeting as a basis for ensuring coordination is included in the planning process and for potential project identification. The following strategies were briefly reviewed:

- Centralized Call Center
- Mobility Management / Mobility Management Organizations
- Centralized Resource Directory
- Partnerships
- Marketing and Information Campaigns
- Regional and County Coordinating Councils
- Taxi and Shuttle Subsidy Programs
- Travel Training
- Volunteer Driver Programs
- Joint Procurement of Vehicles, Equipment and Insurance

The Intermountain region already has a number of coordinating efforts in place. Susan Juergensmeier of the NWCOG gave an update about the activities that she is spearheading in her role as Mobility Manager.

- The region has created a Regional Transportation Coordinating Council that meets on a regular basis to discuss coordination activities and issues.
- Susan has been meeting with all of the human service agencies and has also recently completed a survey of these agencies to determine the services they provide, service areas, needs, etc.
- The NWCOG has put an RFP to implement a “One-Call, One-Click” center for transportation needs in the seven-counties that the NWCOG covers. Once operational, grant funding is in place to implement a comprehensive marketing and outreach campaign to educate agencies and individuals about this resource.

Additionally, several of the agencies in the Intermountain region are working collectively on joint procurement efforts for vehicles.

### Next Steps

The meeting closed by discussing next steps for the Transit Working Group:

- TWG members were asked to provide feedback on financial profiles and send changes to Cady Dawson or Evan Enarson-Hering.
- TWG members to provide changes or modifications to the existing services map.



# Intermountain

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## Transportation Planning Region

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- Project team to distribute project list sorted by agency – please provide additional project information (if any).
- CDOT and the consultant team will determine how to further develop priority projects in the region and will follow up with TWG members as appropriate.
- Next Transit Working Group Meeting – Early December/January

### Adjourn

Tracey MacDonald of CDOT thanked the group for attending and reiterated the value of their participation. Tracey also reminded the group that the Public Meetings for the Intermountain region will be held this evening in Frisco (10/2 at 4:30 PM – Frisco Senior Center) and another will be held in Glenwood Springs (10/8 at 4:00 PM – City of Glenwood Springs).

### PROJECT CONTACTS:

CDOT Project Manager:

Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

Lead Intermountain TPR Planner:

Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

Project Web Site:

<http://coloradotransportationmatters.com/other-cdot-plans/transit/>





# Intermountain

Transportation Planning Region

## Intermountain Transportation Planning Region

### TWG Meeting #2

Date: October 2, 2013  
 Time: 1:30 PM– 3:30 PM  
 Location: Eagle County Building  
 500 Broadway  
 Eagle, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Maribeth Lewis-Baker	Town of Breckenridge Free Ride	P.O. Box 168 Breckenridge 80424	970 547-3141	maribethL@Townof breckenridge.com







# Intermountain

## Transportation Planning Region

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Karen Koehnman	ECPH			
CHRIS LUBBERS	BEAVER CREEK			
Jim Andrew	Summit Stage			
Kelley Collier	ECO TRANSIT			
SUSAN JURGENSMEIER	NWCCO			
GEOFF GUTHRIE	GREENWOOD SPRINGS			



# Intermountain

## Transportation Planning Region

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Melanie McMichael	EC SD			
Cindi Gillespie	Copper mtn.			





***B.3 - Transit Working Group Meeting #3***

## 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)

CDOT Project Manager: Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Phone: 303-757-9753

Lead TPR Planner: Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Phone: 303-721-1440

Project Web Site: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>

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

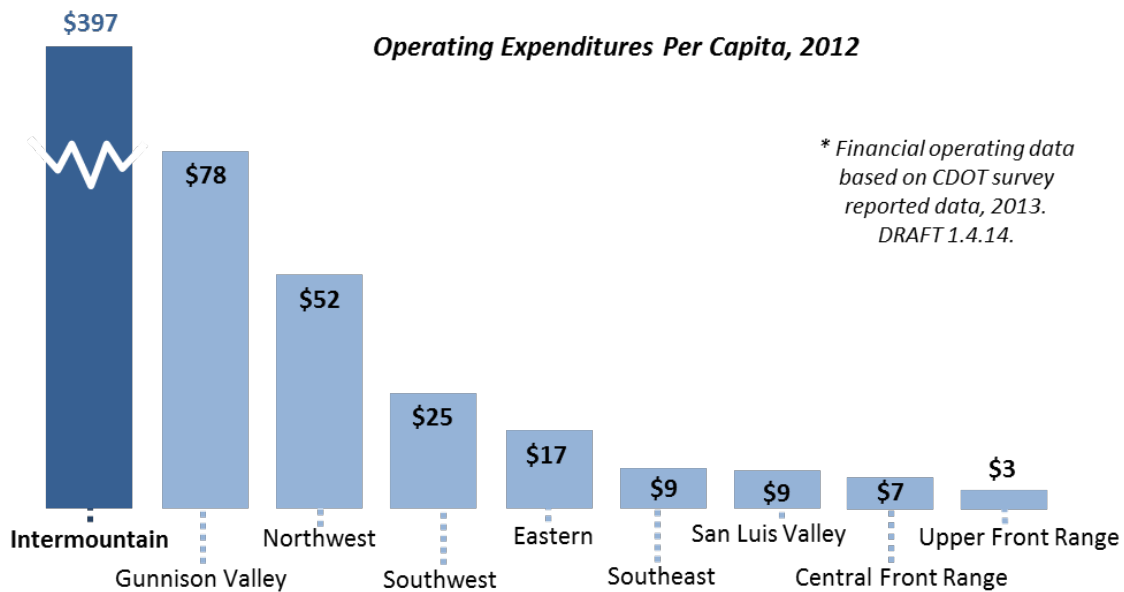
Goal	High Priority Strategy	Cost (operations, capital, administrative)	Common Funding Sources	Champion / Partners	Timeframe
6 cont.) Support transit investments that attract tourists and contribute to the economic vitality of the region and state.	Transit facility and infrastructure improvements (e.g. 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

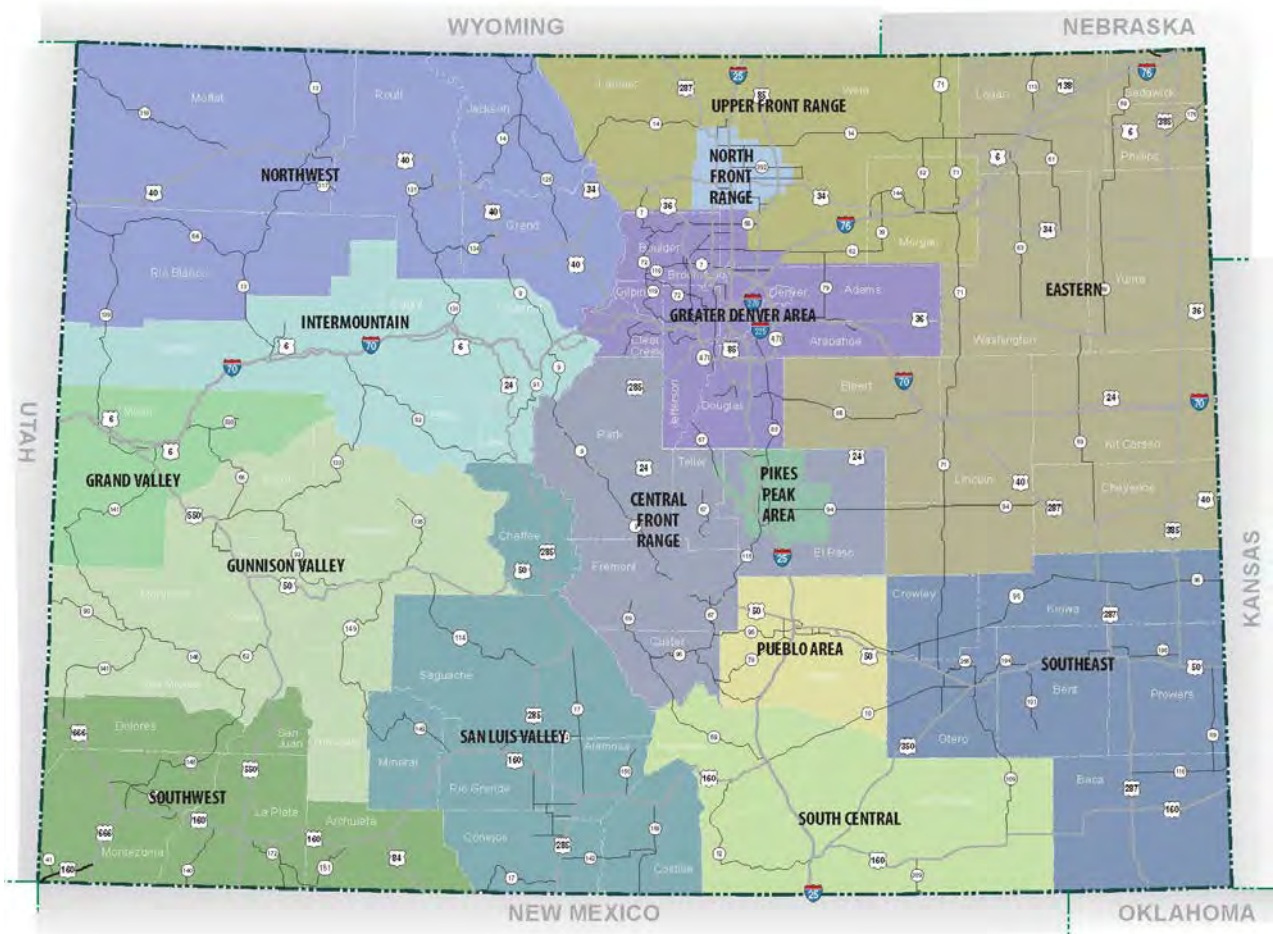
Per capita operating expenditures provide an approximate indicator of current and future resource needs. The figure below illustrates the various levels of transit service provided in each of Colorado’s planning regions measured by per capita expenditures. Each region varies considerably in sources of 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

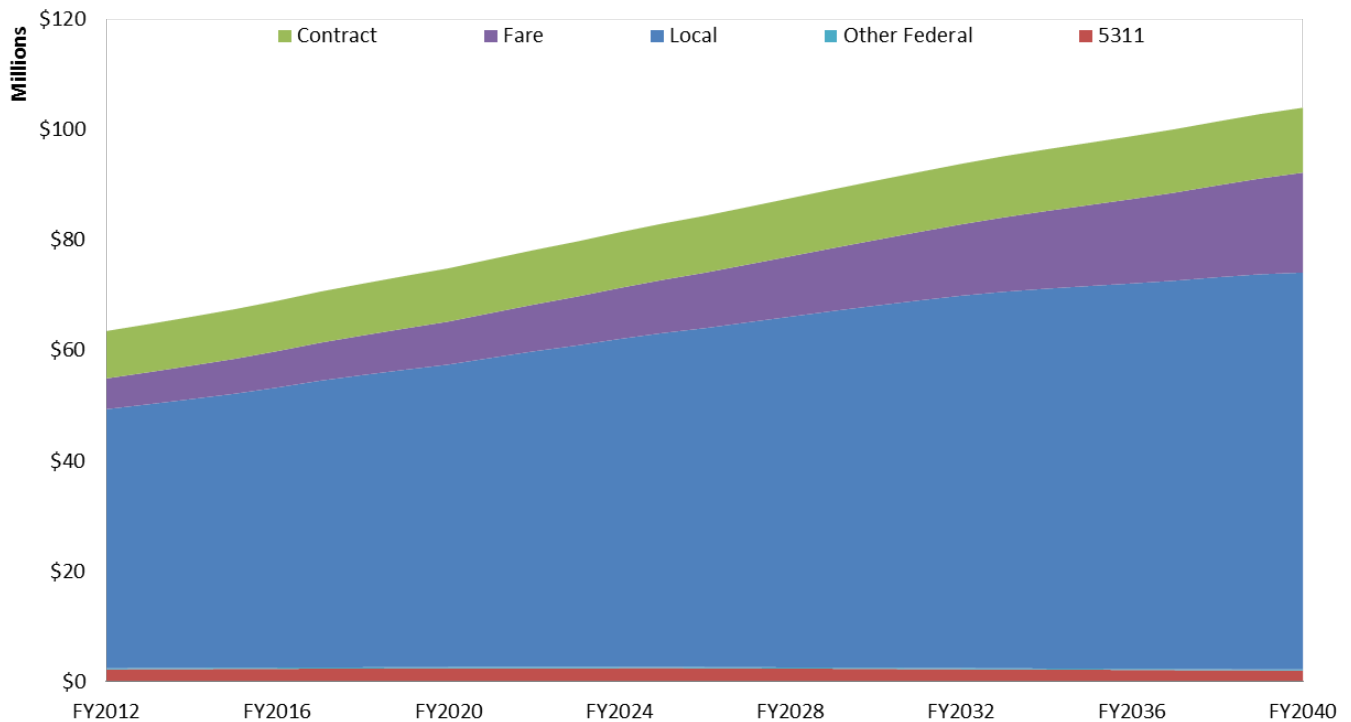
- In recent years, operating expenses for major transit providers in the region have grown faster than either available revenues or population growth. For some of the region’s largest providers, operating expenses have grown at annual average rates ranging between 1.2% and 4.3% over the past five years.
- 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	
<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

### 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

## Intermountain Transportation Planning Region Transit Working Group #3 – Meeting Minutes

Date: February 28, 2014  
Time: 1:30 PM – 3:30 PM  
Location: Eagle County Building  
500 Broadway  
Eagle, Colorado

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### Meeting attendees:

Jim Andrew – Summit County – Summit Stage  
Jane Burden – Avon Transit  
Kelley Collier – ECO Transit  
Geoff Guthrie – City of Glenwood Springs  
David Johnson – RFTA  
John Klausz – Mountain Valley Developmental Services  
John Krueger – City of Aspen  
Maribeth Lewis-Baker – Town of Breckenridge  
Kathleen Lyons – Eagle County Health and Human Services

Cady Dawson – Felsburg Holt & Ullevig  
Tracey MacDonald – CDOT DTR  
Michele Martinson – CDOT DTR

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### Welcome & Introductions

Tracey MacDonald from CDOT's Division of Transit and Rail kicked the meeting off and asked that all participants introduce themselves.

### Statewide Transit Plan

Tracey MacDonald from CDOT provided an update regarding the Statewide Transit Planning process and outcomes. To date, the Statewide Steering Committee (SSC) has set vision and goals for the state, created performance measures and implemented a statewide elderly and disabled survey. The SSC will have one to two more meetings and Tracey anticipates that a draft of the Statewide Transit Plan will be completed by June of this year.

Tracey also gave an update about the status of the Intercity and Regional Bus Network Study being completed by CDOT. The draft report is currently going through an internal review by CDOT and will be posted on the

website once final. Based on the findings of the Study, CDOT is going to be implementing a new inter-regional express service between Denver and Greenwood Springs as well as between Fort Collins and Denver and Denver and Colorado Springs along the I-25 corridor. Three million dollars of FASTER funds will be used to purchase the vehicles (14) for this service and to operate the service. The total amount available for transit from FASTER annually is \$15 million. One million dollars is used by CDOT for management and administration and \$3 million for inter-regional service, leaving \$11 million for distribution to entities throughout the state for transit.

Tracey also gave an update on the possible “shoulder program” that CDOT may experiment with along the I-70 corridor over spring break. This program will allow for buses to use the shoulders during peak periods to minimize delays. There will be speed differentials implemented to ensure the safety of motorists.

### **Regional Coordinated Transit Plan Development Process**

Cady Dawson, Transportation Planner for Felsburg Holt & Ullevig (FHU), reviewed the regional plan project schedule to give TWG participants an update on the timeline and tasks. It is expected that CDOT will complete an internal review of the draft Regional Coordinated Transit Plans in March with the plans going out to the TWGs for review during late March/early April. The final plans will be adopted by the TPR as a part of the larger Regional Transportation Plan.

### **Review and Finalize Recommended Strategies**

Cady Dawson provided an overview of how the Recommended Strategies table was developed. The development process focused on combining the Intermountain Vision and Goals with high priority transit projects developed at the first and second Transit Working Group meetings as well as those that emerged from the provider and human service agency surveys. Strategies, costs, project champions/partners, and timeframe are included in the table.

There was concern about the ranking of the goals listed in the Recommended Strategies table, and it was requested that Goal 1 and the associated strategies be switched with Goal 6. Meeting attendees were in concurrence with the strategies identified in the table and felt that the regional and local project priorities fall into the Recommended Strategies categories. Numbering will be removed from the goals, as they are not intended to be in order of importance.

Additionally, discussion ensued about the issue of the local transit systems and how they support the regional/intercity transit network. Last mile connections are needed to tie these services together to ensure that all systems work together to meet the needs of the travelling public. These connections support tourism which is a huge economic engine for the entire state. The development/improvement of last mile connections is something that needs to be identified in the Intermountain plan as a need. Cady Dawson stated that she will incorporate this into the needs analysis within the plan for the Intermountain TPR.

### **Financial Scenarios**

Cady Dawson provided a discussion of the Intermountain Financial Resources and Anticipated Revenues analyses that have been completed for the plan. This process included the development of a per capita operating expenditure of \$397 which was used along with future demographic forecasting to estimate future operating funds necessary to maintain the same quality of service that currently exists. Today the region

spends approximately \$63.5 million annually, and by 2040 it is expected that approximately \$120.1 million will be needed to maintain service using the per capita methodology of forecasting need.

Next, Intermountain Future Revenues were discussed and the expected gap in funding based on the per capita cost projections. This exercise estimates that there will be a \$16.1 million deficit to maintain the existing quality of service for the region by 2040.

There was concern by the Intermountain TPR Transit Working Group that the per capita figures do not accurately represent the region. The population of the Intermountain region is very low, yet the region provides a large percentage of total rural transit trips throughout the state. The visitor numbers and the impact of tourism is not reflected in a per capita financial analysis. TWG members suggested that it would be useful to also include and analyze the financial scenarios using either cost per passenger or ridership per capita to paint the whole picture. Cady Dawson stated that she will talk with the financial analyst on the project to more clearly represent the Intermountain region in the financial chapters of the plan.

### Next Steps

The draft Intermountain Coordinated Transit and Human Services Plan outline was reviewed with meeting attendees. The project team looks forward to the TWG's feedback and comments on the draft plan. Tracey asked the group if they would like another meeting with CDOT staff once the draft plan is out. The TWG members suggested that it would be good to hold such a meeting after the larger TPR meeting on April 25<sup>th</sup>.

### Adjourn

Cady Dawson and Tracey MacDonald of CDOT thanked the group for attending and reiterated the value of their participation.

### PROJECT CONTACTS:

CDOT Project Manager:

Tracey MacDonald [tracey.macdonald@state.co.us](mailto:tracey.macdonald@state.co.us)  
Work: 303-757-9753

Lead Intermountain TPR Planner:

Cady Dawson [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)  
Work: 303-721-1440

Project Web Site:

<http://coloradotransportationmatters.com/other-cdot-plans/transit/>



# Intermountain

## Transportation Planning Region

### Intermountain Transportation Planning Region

#### TWG Meeting #2

Date: <sup>2/28</sup> January 31, 2013  
 Time: 1:30 PM– 3:30 PM  
 Location: Eagle County Building  
 500 Broadway  
 Eagle, Colorado

NAME	AGENCY	ADDRESS	PHONE	EMAIL
Geoff Guthrie	CITY OF GREENWOOD SPRINGS	101 W 8TH GWS, CO 81601	970-384-6437	geoff.guthrie@cogs.us
David Peck	Town of Snowmass VLE	PO BOX 5010	970 923-2543	dpeck@townofsnowmass.com
John D. Krausz	CITY OF ASPEN		970-920-5042	
Jaym Krausz	MOUNTAIN VALLEY DEVELOPMENTAL SERVICES	700 MT SEPULS GLENWOOD SPRINGS 81601		JOHN@MTVALLEY.ORG







# Intermountain

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NAME	AGENCY	ADDRESS	PHONE	EMAIL
Jane Burden	Avon Transit	PO Box 975 One Lake St. Avon, CO. 81620	970-748-4111	jburden@avon.org
Kelley Collier	EEO	PO Box 1070 Gypsum, CO 81637	970-328-3533	kelley.collier@eaglecounty.us
Maribeth Lewis Baker	Town of Breck Free Ride	PO Box 168 80424 Breckenridge Co	970 547-3141	maribethL@townofbreckenridg
M. L. ...	Summit County - Summit Stage	P.O. Box 2179 Frisco, CO 80443	970-668-4161	jina@co.summit.c
KATHLEEN LYONS	EAGLE COUNTY HEALTH & HUMAN SVCS	PO Box 660 EAGLE CO 81631	970-328-8841	Kathleen.lyons@eaglecounty.us





## **APPENDIX C PUBLIC OUTREACH MATERIALS AND ATTENDANCE**



# Welcome

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**We are here to inform you about the statewide transit plan and solicit your feedback about transit needs in your area**

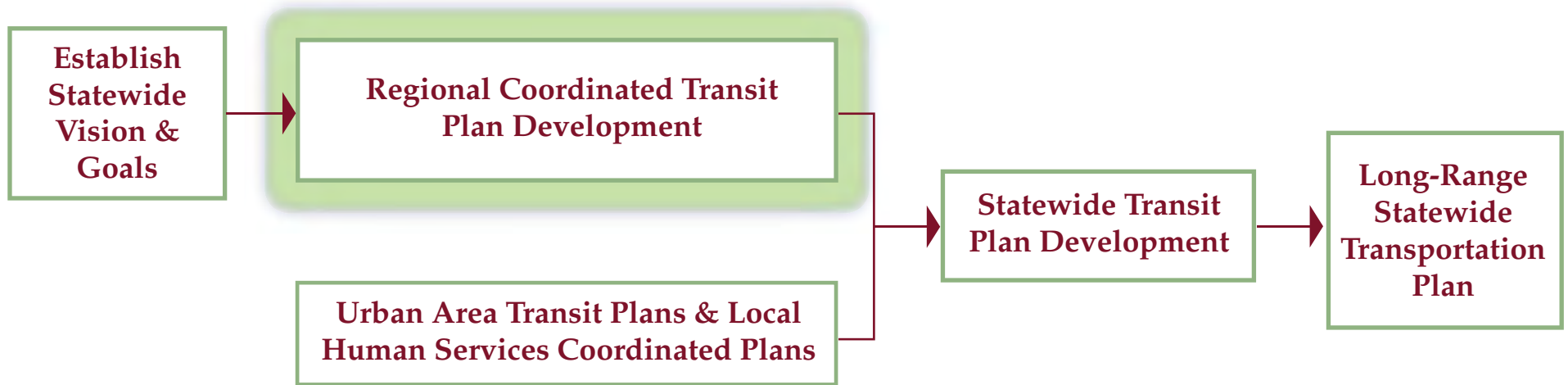
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## Open House October 2013

## 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

## Work Plan







## STATEWIDE TRANSIT VISION

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

## SUPPORTING GOALS AND OBJECTIVES

### Partnerships and Transit System Development

Increase coordination, collaboration and communication within the statewide transportation network by supporting and implementing strategies that:

- Meet travelers' needs
- Remove barriers to service
- Develop and leverage key partnerships
- Encourage coordination of services to enhance system efficiency

### Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- Strive to provide convenient transit opportunities for all populations
- Make transit more time-competitive with automobile travel
- Create a passenger-friendly environment, including information about available services
- Increase service capacity
- Enhance connectivity among local, intercity and regional transit services and other modes
- Support multi-modal connectivity and services

### Environmental Stewardship

Develop a framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- Reduce vehicle miles traveled and green house gas emissions
- Support energy efficient facilities and amenities

### Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- Increase the availability and attractiveness of transit
- Inform the public about transit opportunities locally, regionally and statewide
- Further integrate transit services into land use planning and development

### System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- Preserve existing infrastructure and protect future infrastructure and right-of-way
- Expand transit services based on a prioritization process
- Allocate resources toward both preservation and expansion
- Identify grant and other funding opportunities to sustain and further transit services statewide
- Develop and leverage private sector investments

### Safety and Security

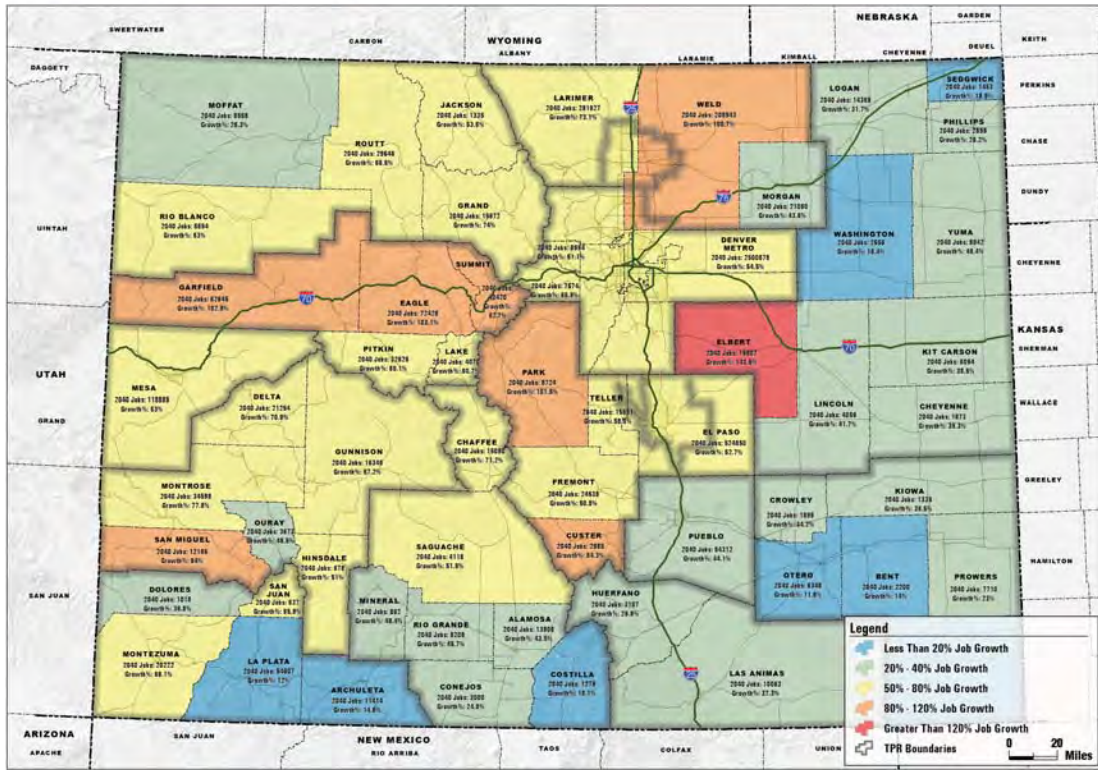
Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- Help agencies maintain safer fleets, facilities and service
- Provide guidance on safety and security measures for transit systems

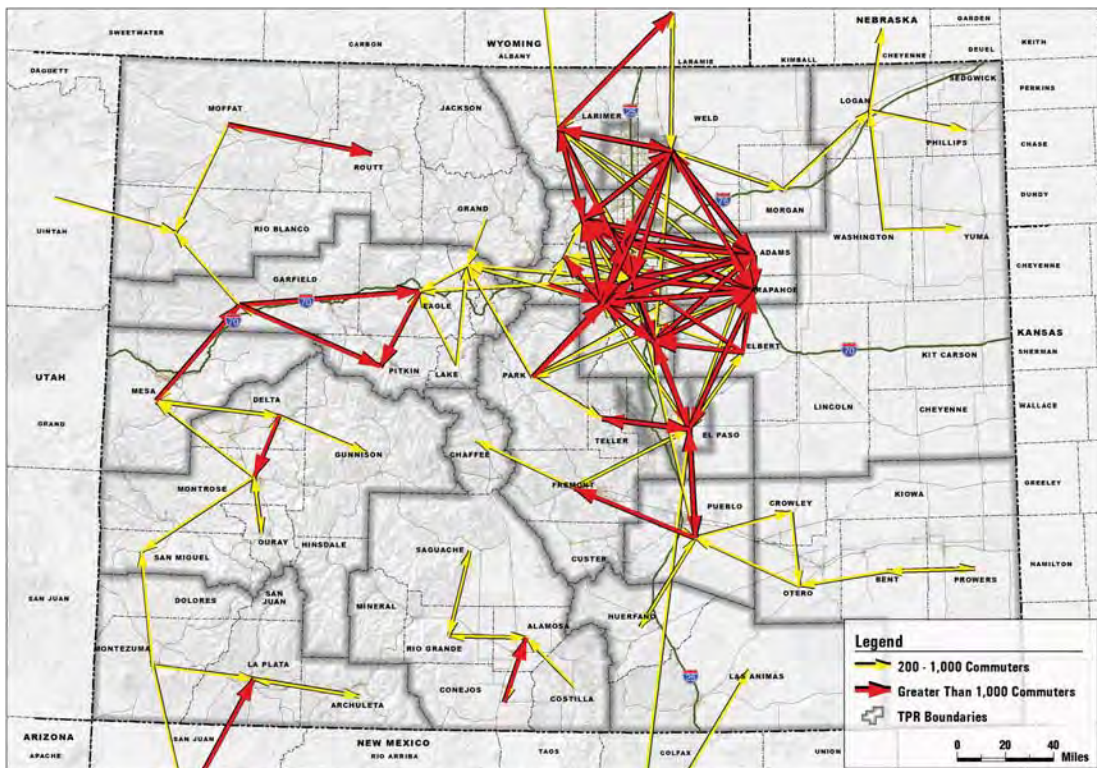




# Job Growth (2013-2040)



# County to County Commuter Patterns



## **Regional Coordinated Transit Plan will Include:**

- Regional 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

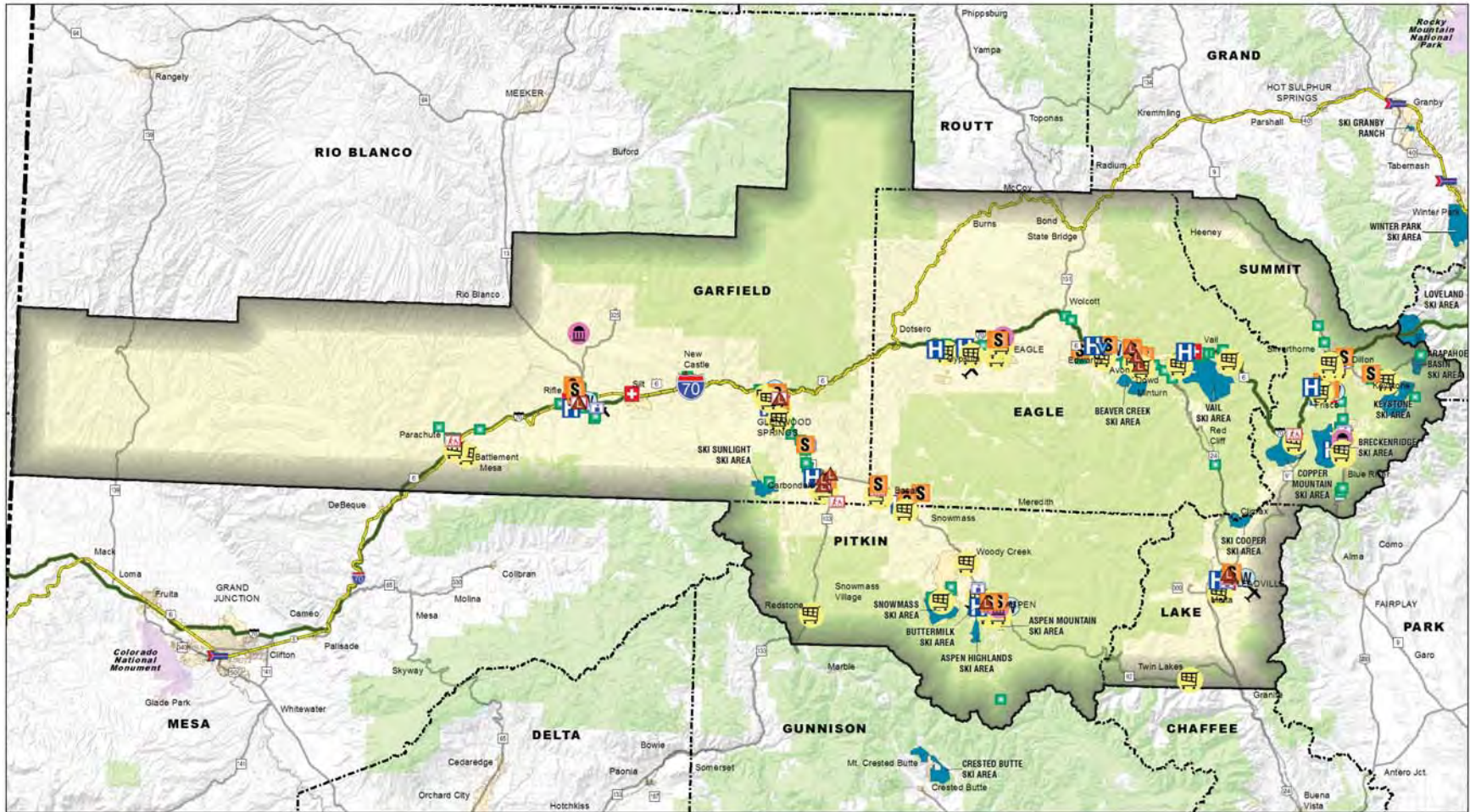




# Intermountain

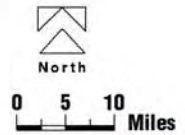
Transportation Planning Region

## Major Activity Centers and Destinations Business locations derived from 2011 ESRI data.



### Legend

- |                           |   |                              |                               |                   |                              |
|---------------------------|---|------------------------------|-------------------------------|-------------------|------------------------------|
| Human Service Agencies    | Grocery Stores                                | Workforce Centers            | Ski Areas                     | Amtrak Stations   | U.S. & State Highways        |
| Correctional Institutions | Hospitals                                     | Mental Health Services       | Intermountain TPR Boundary    | County Boundaries | National Parks and Monuments |
| Veteran Services          | Higher Education Institutions                 | Employers with 50+ Employees | Incorporated Cities and Towns | State Boundaries  | National Forest              |
| Senior Citizens' Services | Section 8 and Multi-Family Housing Assistance | Amtrak Routes                | Interstate Highways           |                   |                              |





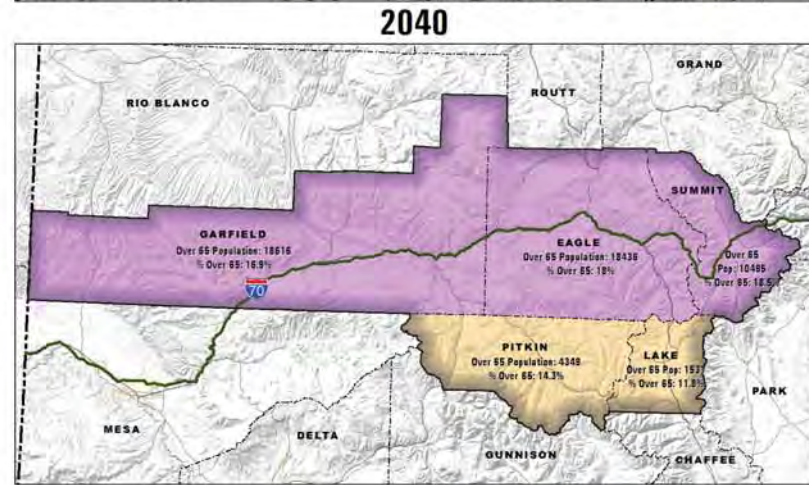
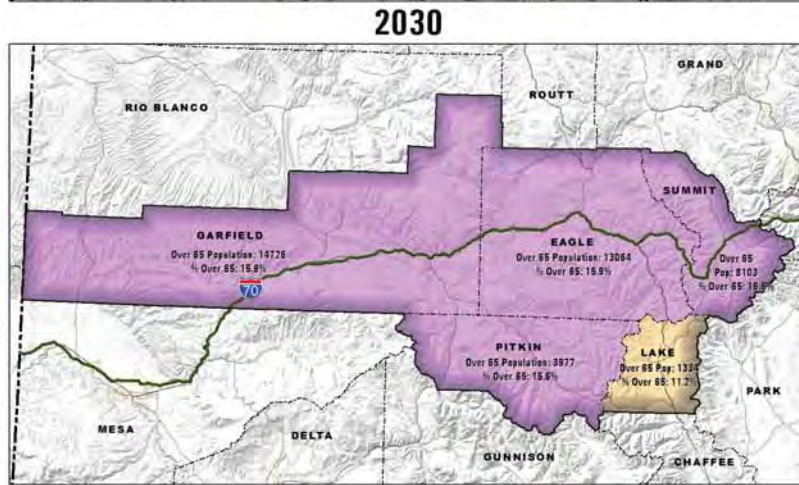
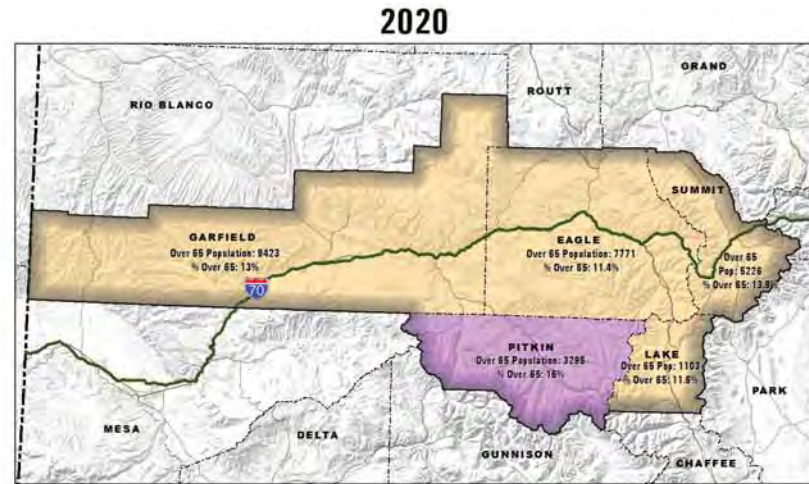
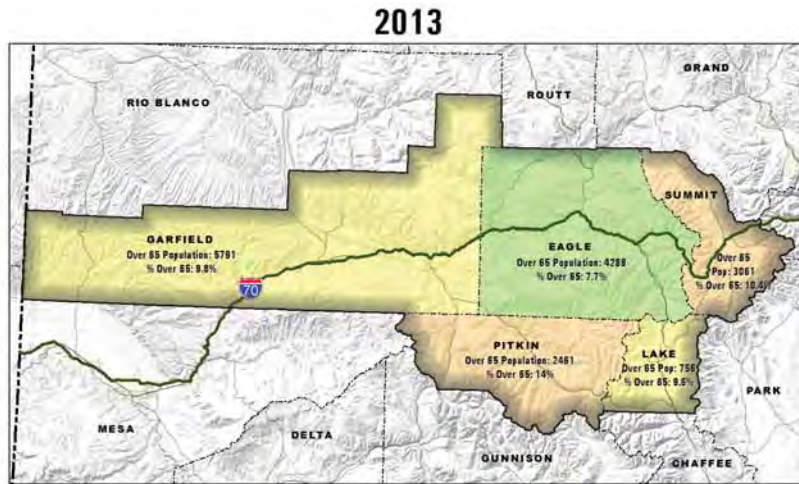


# Intermountain

Transportation Planning Region

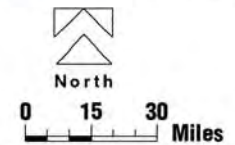
## Projected Percentage of Residents Age 65+

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



### Legend

- Less Than 8% Age 65+
- 8% - 10% Age 65+
- 10% - 15% Age 65+
- 15% - 20% Age 65+
- Southeastern TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries







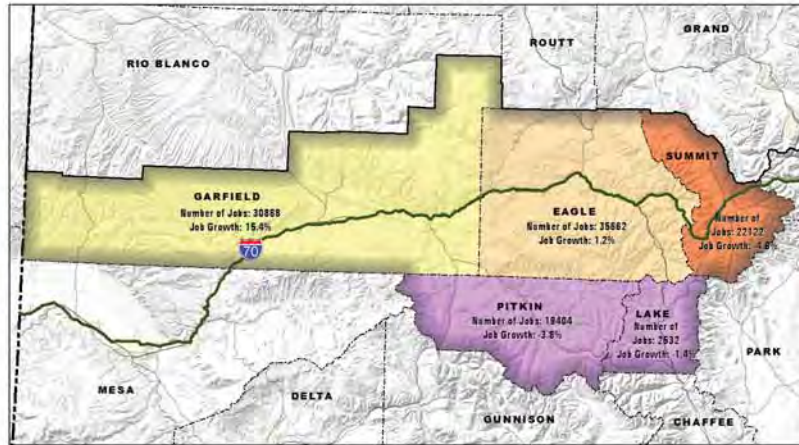
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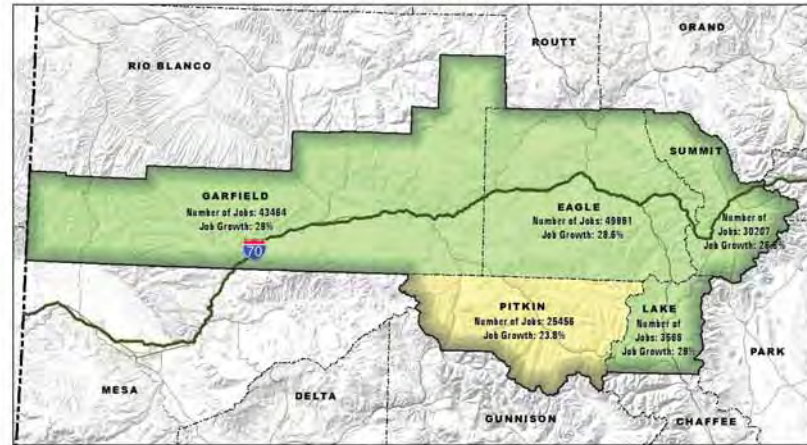
## Job Growth from 2000-2040

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

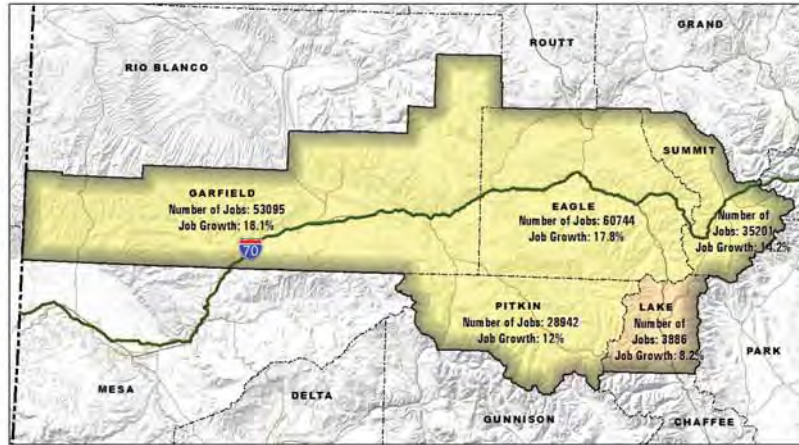
### 2000 - 2010



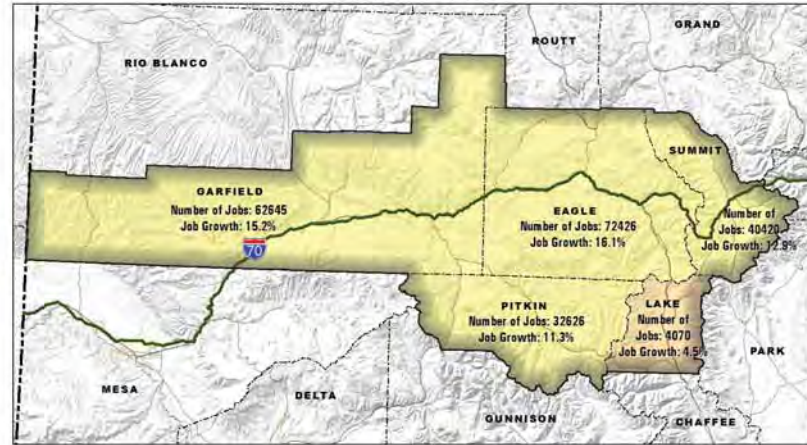
### 2010 - 2020



### 2020 - 2030

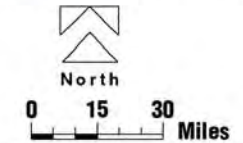


### 2030 - 2040



### Legend

- Less Than -4% Job Growth
- 10% - 25% Job Growth
- Intermountain TPR Boundary
- U.S. & State Highways
- -4% - 0% Job Growth
- Greater Than 25% Job Growth
- Incorporated Cities and Towns
- County Boundaries
- 0% - 10% Job Growth
- Interstate Highways
- State Boundaries







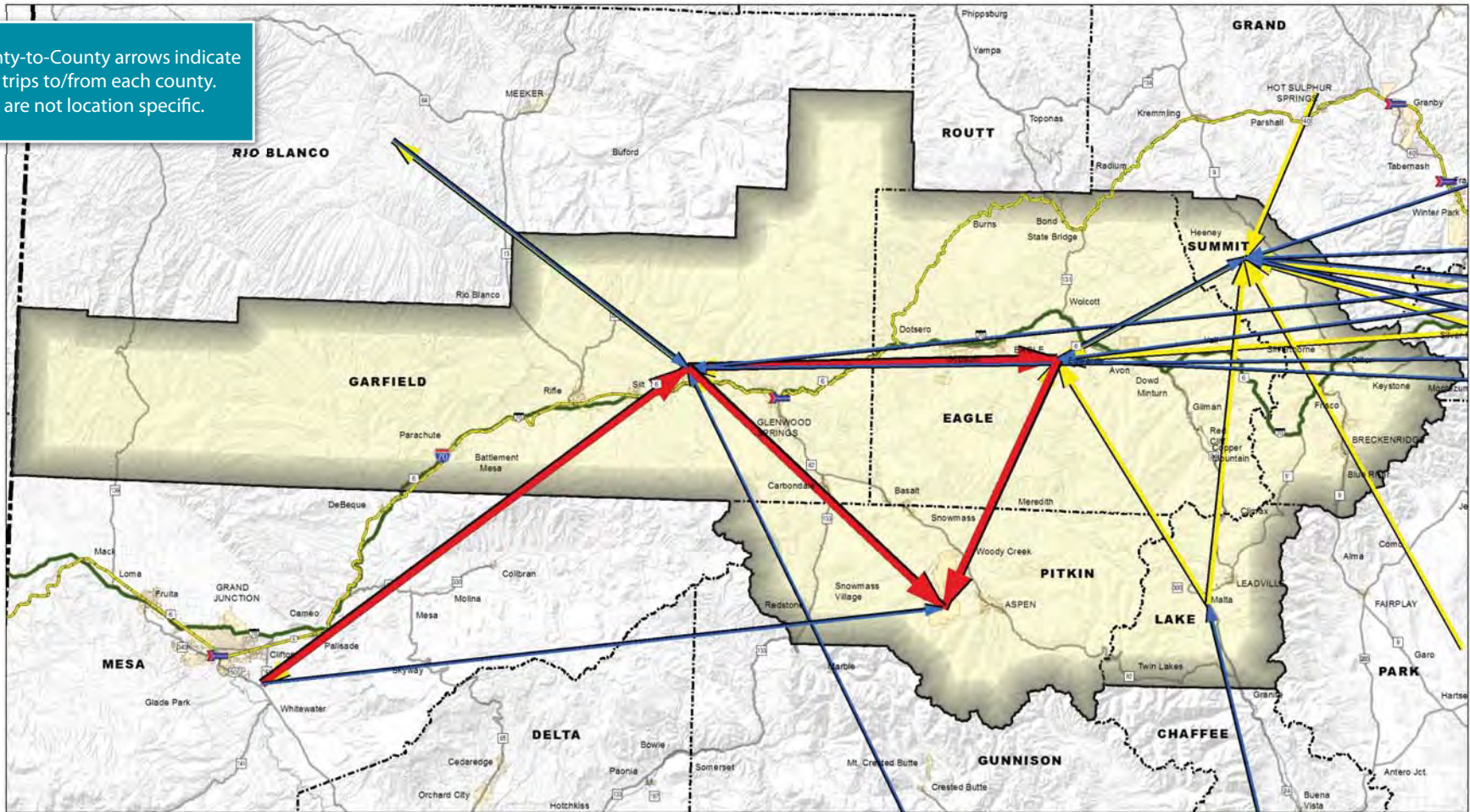
# Intermountain

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## Employed Working Outside County of Residence

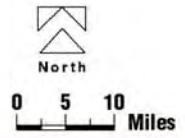
Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Microplitan - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography.

County-to-County arrows indicate total trips to/from each county. They are not location specific.



### Legend

- 100 - 200 Commuters
- 200 - 1000 Commuters
- 1000 - 4600 Commuters
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways
- Intermountain TPR Boundary
- Amtrak Routes
- Amtrak Stations



\* County-to-county commuters totaling less than 100 not depicted.



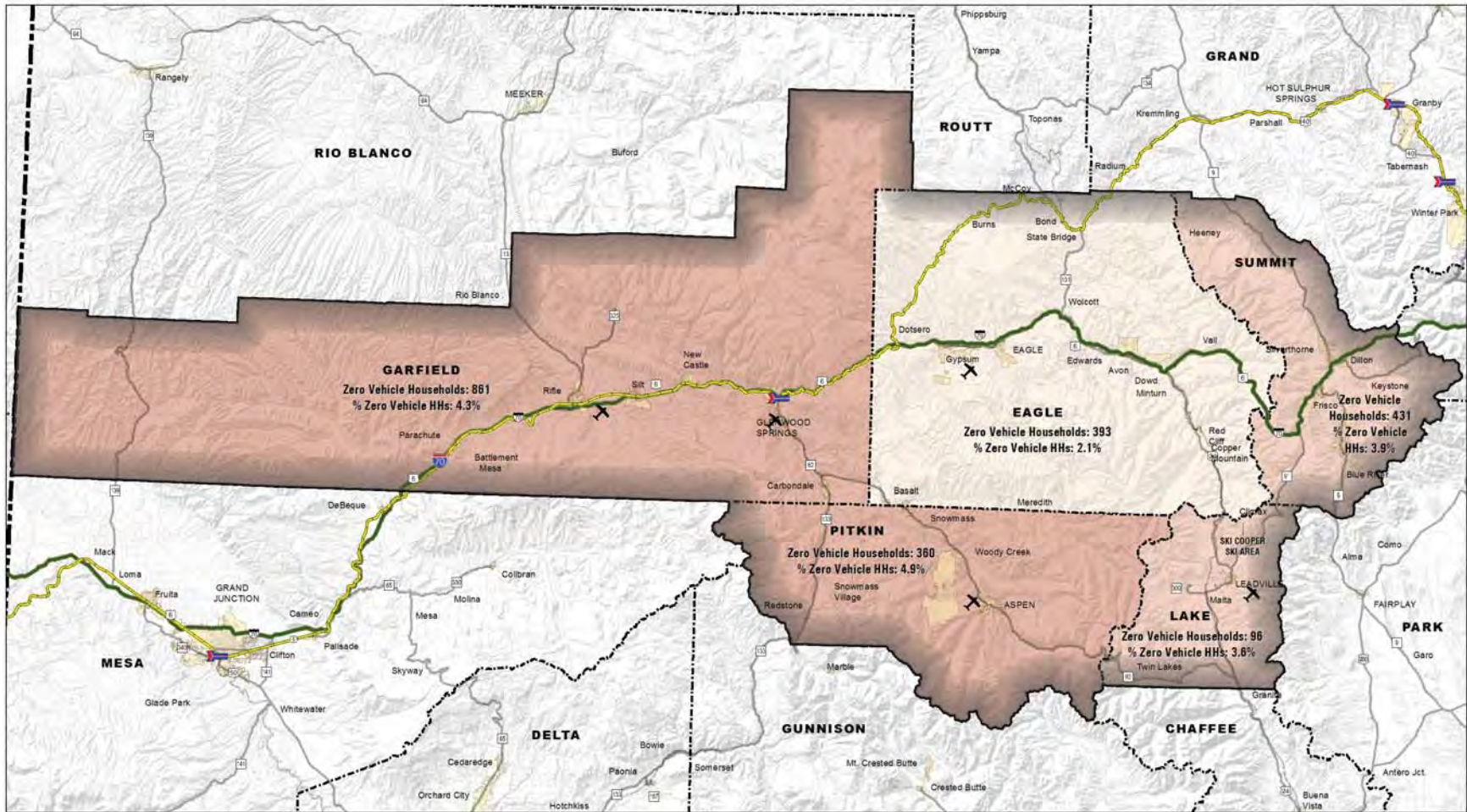


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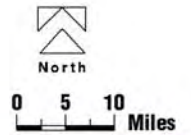
## 2011 Percentage of Households with No Vehicle

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



### Legend

- Less Than 3% Zero Vehicle Households
- 3% - 4% Zero Vehicle Households
- 4% - 5% Zero Vehicle Households
- 5% - 6% Zero Vehicle Households
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- Amtrak Routes
- Amtrak Stations
- County Boundaries
- State Boundaries





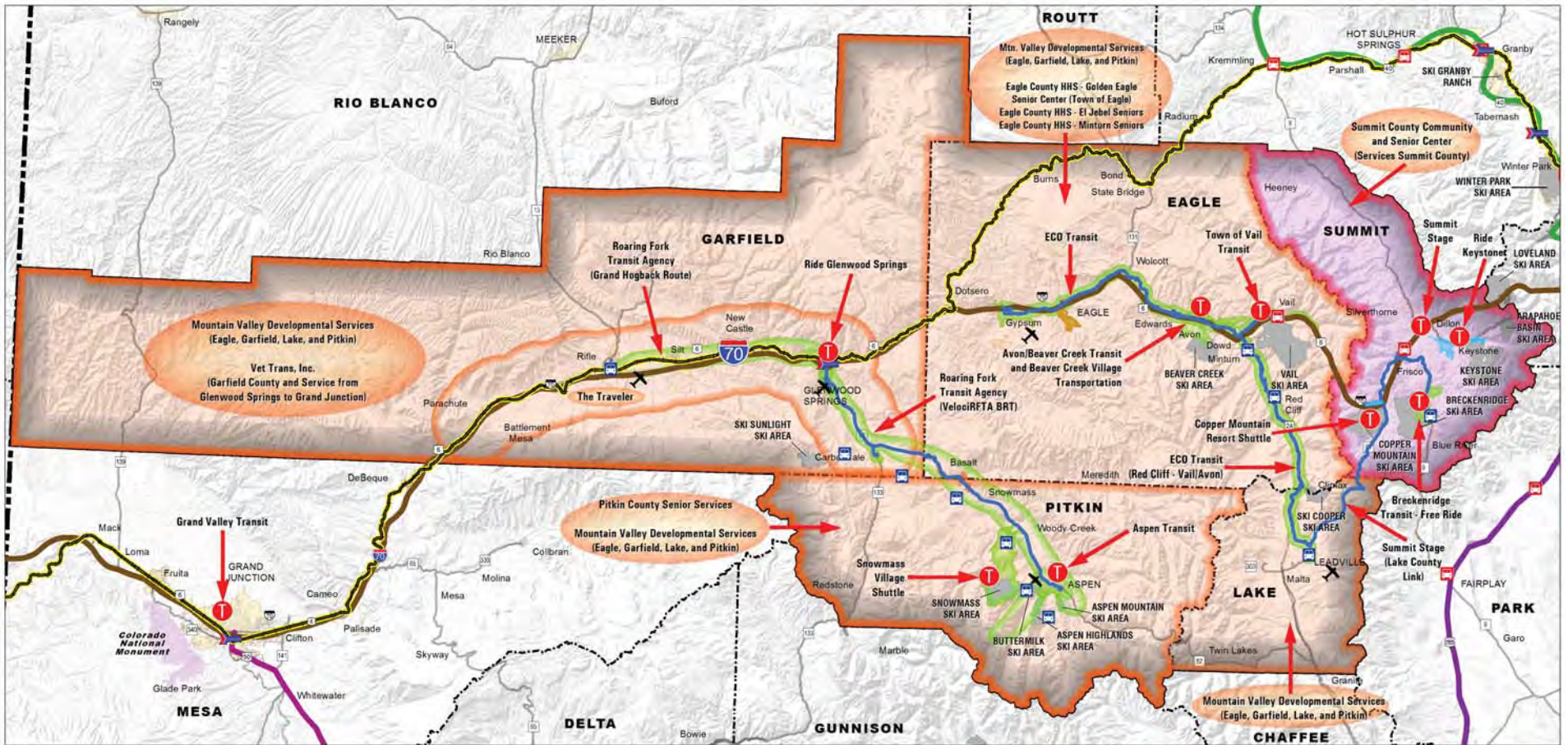


# Intermountain

Transportation Planning Region

## Existing Transit Service Providers

Transit service provider information based upon 2006 CDOT mapping.



### Legend

- |  |   |                         |                            |                               |                       |
|--|---|-------------------------|----------------------------|-------------------------------|-----------------------|
| Human Service Transportation Providers               | Greyhound #364 (Denver-Steamboat-SLC)                 | Regional Bus Routes     | Amtrak Routes              | Incorporated Cities and Towns | Interstate Highways   |
| Rural Transit Service Providers                      | Greyhound #469 (SLC-Grand Junction-Durango-Alb)       | Local Transit Services  | Amtrak Stations            | National Parks and Monuments  | U.S. & State Highways |
| Rural/Resort Transit Service Provider (Summit Stage) | Greyhound #555 (Denver-Green River-LA)                | Inter-City Bus Stations | Ski Areas                  | County Boundaries             |                       |
| Resort Transit Service Providers                     | Black Hills Stage Lines #879 (Denver-Salida-Gunnison) | Regional Bus Stations   | Intermountain TPR Boundary | State Boundaries              |                       |



# We Want to Hear From You!

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- Please fill out our brief questionnaire or a comment card
- Visit the web site at:  
<http://coloradotransportationmatters.com/other-cdot-plans/transit/>
- Talk with your regional planning lead at tonight's meeting





October 2, 2013  
 Frisco, Colorado  
 Intermountain TPR

**CDOT Statewide Transit Plan**

Public Meetings – Fall 2013

Name	Agency or Association	Email
maribeth Lewis-Baker	Town of Breckenridge	maribethL@Townofbreckenridge.com
Tracy LeClair	Summit County Sheriff	TracyL@co.summit.co.us
Susan Jurgensmeier	NWCCOA	mobilitymanager@nwccog.org
Jack Taylor	Consensus Workforce Center	john.taylor@state.co.us





October 8, 2013  
 Glenwood Springs, Colorado  
 Intermountain TPR

**CDOT Statewide Transit Plan**

Public Meetings – Fall 2013

Name	Agency or Association	Email
JOHN KLAUSZ	MOUNTAIN VALLEY DEVELOPMENTAL SERVICES	JOHN@MTNVALLEY.ORG
KATHLEEN LYONS	EAGLE COUNTY HEALTH: Human	SUES kathleen.lyons@eaglecounty.us
GEOFF GUTHRIE	GLENWOOD SPRINGS	geoff.guthrie@cogs.us
David Peckler	Town of Snowmass Village	dpeckler@tosv.com
Rich Burns	RFTA - Traveler	rburns@rfta.com
Terri Parton	Glenwood Springs	terri.parton@cogs.us
Dave Betley	Glenwood Springs	dave.betley@cogs.us
VALET HAWKINSON	MINTURN	planner@minturn.org
Judy Martin	Garfield Cty Senior Program	jmartin@garfield-county.com





## **APPENDIX D PROVIDER AND HUMAN SERVICE AGENCY SURVEYS**



***D.1 – Provider Survey Questionnaire***

## Statewide Transit Plan: Provider Survey

Welcome!

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT) has initiated the process of developing the Department's first Statewide Transit Plan. As a part of this process, CDOT will also be updating the Local Transit and Human Service Coordination Plans in the rural regions throughout the state. Inclusion in this plan is **required to be eligible for FTA funds**.

This survey is also being conducted in coordination with the Colorado Association of State Transit Agencies (CASTA).

It is our intention to minimize the number of surveys and forms that each agency is required to fill out. In this effort:

- CDOT will be using this data as the basis to initiate each State and Federal grantee's agency profile and in assessing **FTA operating and administrative awards for FY's 2014 and 2015**.
- CASTA will be using this data to update the **Colorado Transit Resource Directory**.

The survey is split into ten sections. Data you will need for this survey includes:

- Agency Contact Information and Characteristics
- Service Information (type, operating times, etc.)
- Ridership/Operational Data and Demographics
- Operation Costs and Revenues
- Administrative Costs and Revenues
- Capital Costs and Revenues
- Transportation Needs (6 yr., 10 yr., and 20 yr.)
- Vehicle Fleet Inventory Information
- Coordination Efforts
- Number of Employees / Volunteers
- Service Area Information

Please complete the survey by **Wednesday, August 28th**. Should you have questions about this survey, please contact Cady Dawson at (303) 721-1440 or [cady.dawson@fhueing.com](mailto:cady.dawson@fhueing.com)

Thanks for your time!

Please click "Next" to start the survey.

# Statewide Transit Plan: Provider Survey

## Section 1: Transit Agency Information

### \*1. Please provide the following agency information.

Agency Name:

Doing Business As:

Tax ID (FEIN):

Vendor Number:

Financial Software:

DUNS Number:

Previous Agency Name (if applicable):

### \*2. Agency Type:

- Public Transit Agency
- County-Operated Agency
- Municipal-Operated Agency
- Private Non-Profit
- State Agency
- Other (please specify)

### \*3. Agency Type: (check all that apply)

- Rural
- Urbanized
- Charter / Taxi / Tours
- Intercity / Regional (operates regionally but qualifies for intercity bus funding)
- Intercity Bus (Greyhound, Blackhills Stagelines, etc.)
- Pass Through (grantee contracts out the service or passes it through to a sub-recipient)
- Resort
- Specialized

### \*4. Agency Description:



**\*5. Agency History:**

**\*6. Please provide the following contact information.**

Phone:

Fax:

Website:

**\*7. Agency Associated Contact 1:**

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

**8. Agency Associated Contact 2:**

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

**9. Agency Associated Contact 3:**

First Name:

Last Name:

Title/Position.:

E-mail:

Office Phone:

Mobile:

## Statewide Transit Plan: Provider Survey

**\*10. Please provide your agency's physical address information.**

Street:

Street 2:

City/Town:

State/Province:

Zip/Postal Code:

Country:

**\*11. Is your agency's physical address the same as its mailing address?**

Yes

No

Section 1: Transit Agency Information (cont.)

**\*12. Please provide your agency's mailing address information.**

Mailing Street:

Mailing Street 2:

Mailing City/Town:

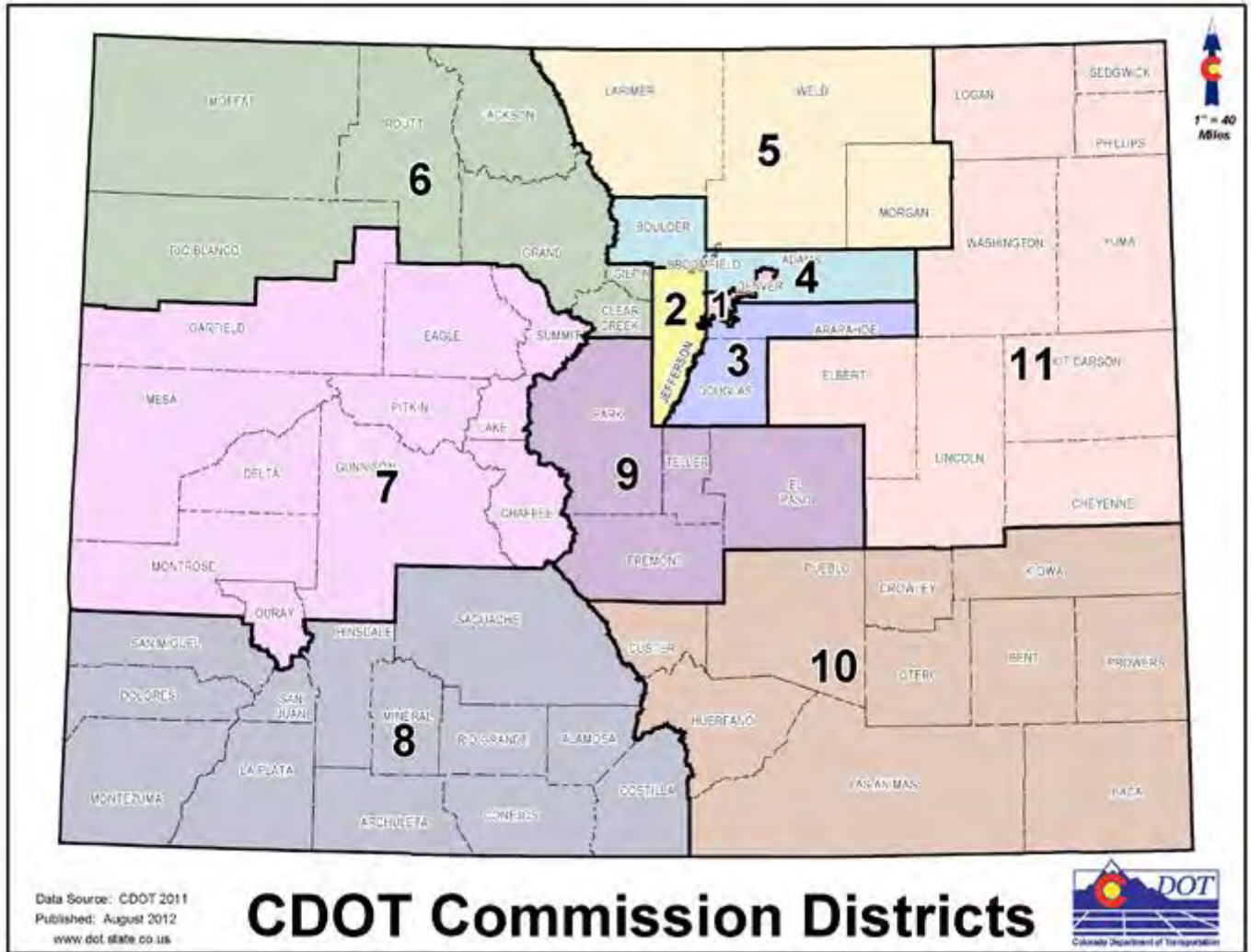
Mailing State/Province:

Mailing Zip/Postal Code:

Mailing Country:

# Statewide Transit Plan: Provider Survey

## Section 1: Transit Agency Information (cont.)



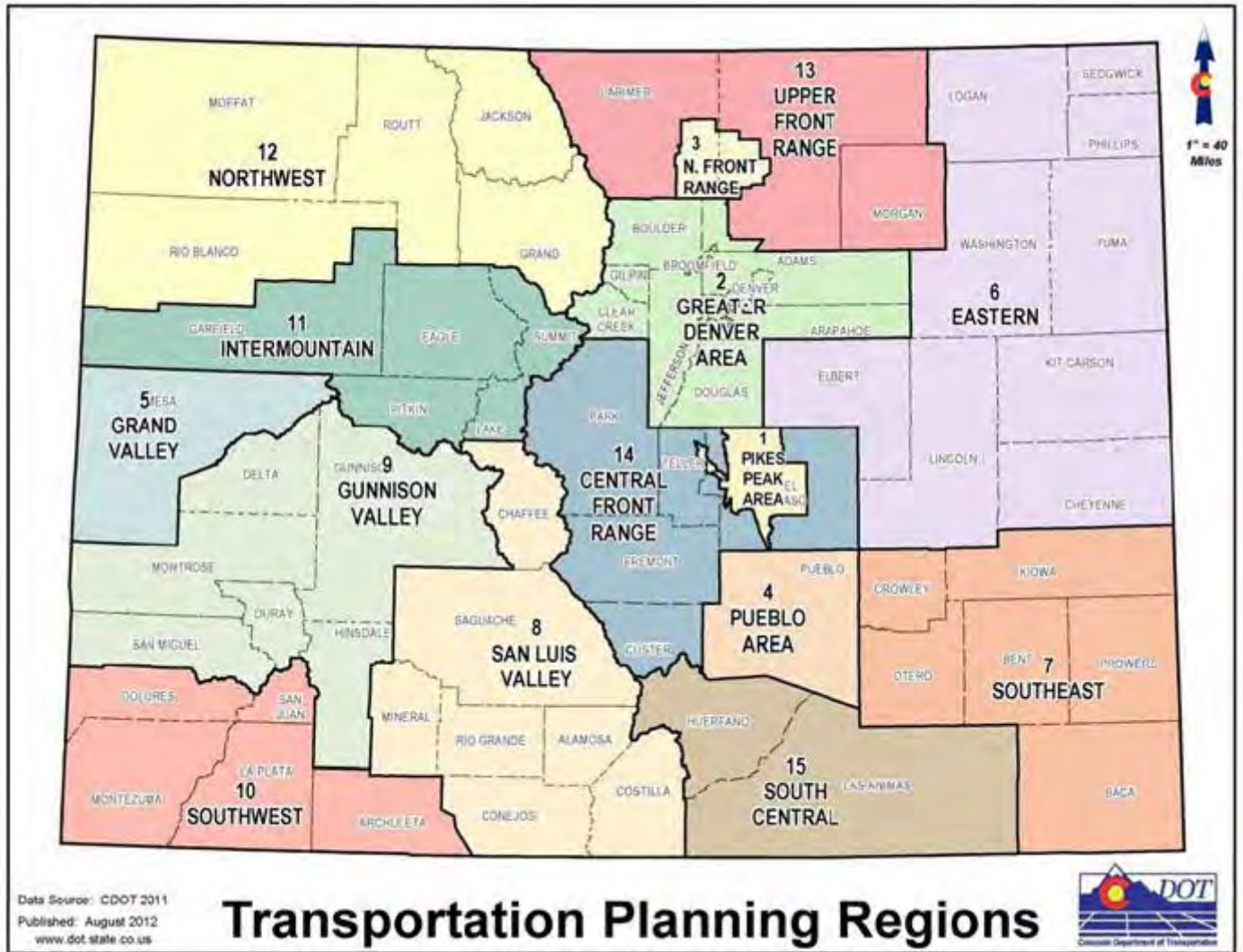
**\*13. Which CDOT Transportation Commission District(s) does your agency operate in? (check all that apply)**

- 1    2    3    4    5    6    7    8    9    10    11



# Statewide Transit Plan: Provider Survey

## Section 1: Transit Agency Information (cont.)



## Statewide Transit Plan: Provider Survey

**\*14. Which CDOT Planning Region(s) does your agency operate in?  
(check all that apply)**

- 1 - Pikes Peak Area Council of Governments (PPACG)
- 2 - Denver Regional Council of Governments (DRCOG)
- 3 - North Front Range MPO (NFRMPO)
- 4 - Pueblo Area Council of Governments (PACOG)
- 5 - Grand Valley MPO (GVMPO)
- 6 - Eastern TPR
- 7 - Southeast TPR
- 8 - San Luis Valley TPR
- 9 - Gunnison Valley TPR
- 10 - Southwest TPR
- 11 - Intermountain TPR
- 12 - Northwest TPR
- 13 - Upper Front Range TPR
- 14 - Central Front Range TPR
- 15 - South Central TPR
- DO NOT KNOW

More information about CDOT planning regions is available [here](#).

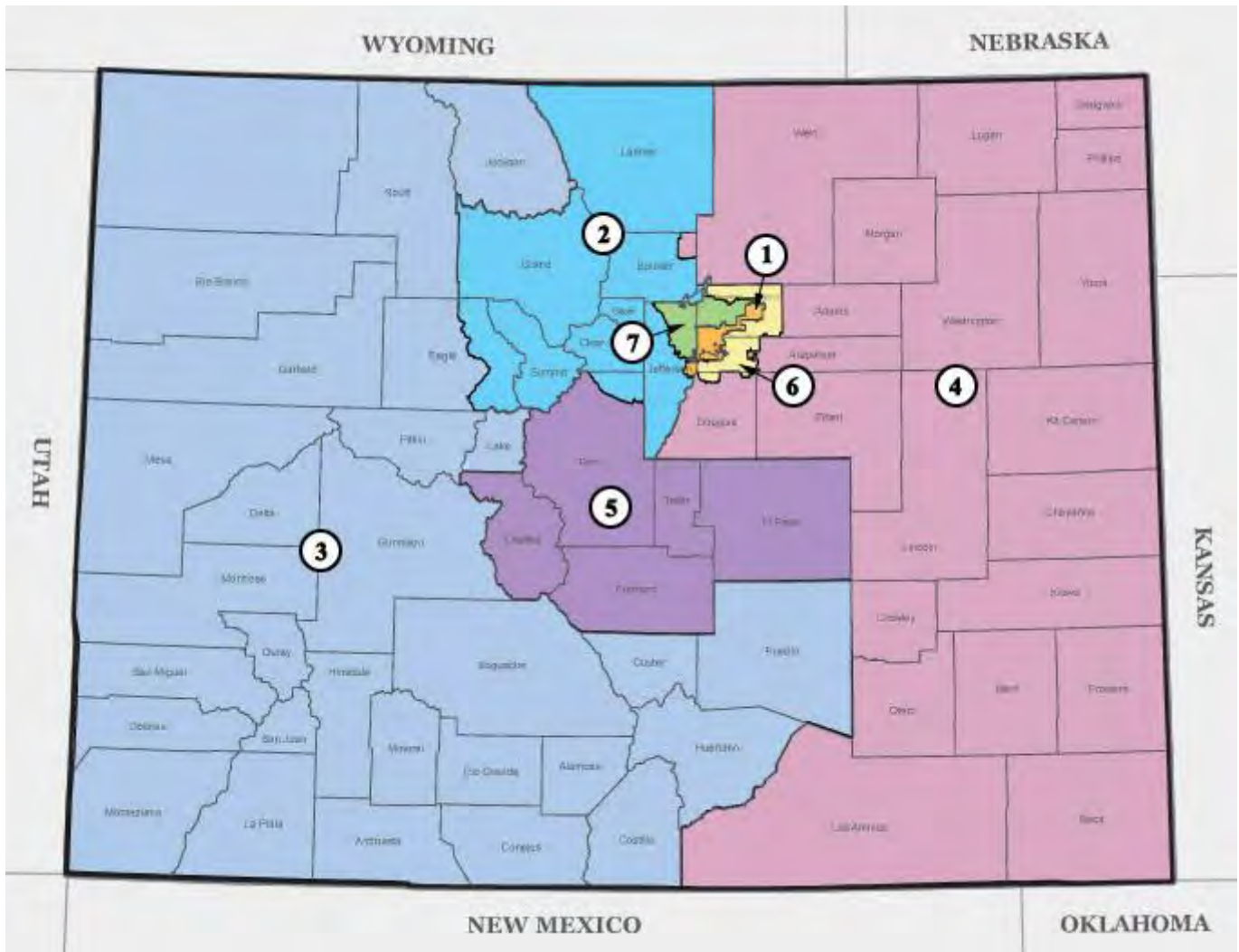
## Statewide Transit Plan: Provider Survey

**\*15. Which counties does your agency operate in?  
(check all that apply)**

- |                                      |                                     |                                     |
|--------------------------------------|-------------------------------------|-------------------------------------|
| <input type="checkbox"/> Adams       | <input type="checkbox"/> Fremont    | <input type="checkbox"/> Morgan     |
| <input type="checkbox"/> Alamosa     | <input type="checkbox"/> Garfield   | <input type="checkbox"/> Otero      |
| <input type="checkbox"/> Arapahoe    | <input type="checkbox"/> Gilpin     | <input type="checkbox"/> Ouray      |
| <input type="checkbox"/> Archuleta   | <input type="checkbox"/> Grand      | <input type="checkbox"/> Park       |
| <input type="checkbox"/> Baca        | <input type="checkbox"/> Gunnison   | <input type="checkbox"/> Phillips   |
| <input type="checkbox"/> Bent        | <input type="checkbox"/> Hinsdale   | <input type="checkbox"/> Pitkin     |
| <input type="checkbox"/> Boulder     | <input type="checkbox"/> Huerfano   | <input type="checkbox"/> Prowers    |
| <input type="checkbox"/> Broomfield  | <input type="checkbox"/> Jackson    | <input type="checkbox"/> Pueblo     |
| <input type="checkbox"/> Chaffee     | <input type="checkbox"/> Jefferson  | <input type="checkbox"/> Rio Blanco |
| <input type="checkbox"/> Cheyenne    | <input type="checkbox"/> Kiowa      | <input type="checkbox"/> Rio Grande |
| <input type="checkbox"/> Clear Creek | <input type="checkbox"/> Kit Carson | <input type="checkbox"/> Routt      |
| <input type="checkbox"/> Conejos     | <input type="checkbox"/> La Plata   | <input type="checkbox"/> Saguache   |
| <input type="checkbox"/> Costilla    | <input type="checkbox"/> Lake       | <input type="checkbox"/> San Juan   |
| <input type="checkbox"/> Crowley     | <input type="checkbox"/> Larimer    | <input type="checkbox"/> San Miguel |
| <input type="checkbox"/> Custer      | <input type="checkbox"/> Las Animas | <input type="checkbox"/> Sedgwick   |
| <input type="checkbox"/> Delta       | <input type="checkbox"/> Lincoln    | <input type="checkbox"/> Summit     |
| <input type="checkbox"/> Denver      | <input type="checkbox"/> Logan      | <input type="checkbox"/> Teller     |
| <input type="checkbox"/> Dolores     | <input type="checkbox"/> Mesa       | <input type="checkbox"/> Washington |
| <input type="checkbox"/> Douglas     | <input type="checkbox"/> Mineral    | <input type="checkbox"/> Weld       |
| <input type="checkbox"/> Eagle       | <input type="checkbox"/> Moffat     | <input type="checkbox"/> Yuma       |
| <input type="checkbox"/> El Paso     | <input type="checkbox"/> Montezuma  |                                     |
| <input type="checkbox"/> Elbert      | <input type="checkbox"/> Montrose   |                                     |

# Statewide Transit Plan: Provider Survey

## Section 1: Transit Agency Information (cont.)



Source: The Colorado Department of Education

**\*16. Which Congressional District(s) does your agency operate in?  
(check all that apply)**

- C-1       C-2       C-3       C-4       C-5       C-6       C-7



# Statewide Transit Plan: Provider Survey

## Section 1: Transit Agency Information (cont.)

Please use the following link to determine your Colorado Senate and House district(s):

<http://www.colorado.gov/apps/maps/neighborhood.map>

Click the green "+" button next to "Legislators" and then check the appropriate district type. Once displayed, move the map to find your area and click to reveal the district number.

**\*17. Which State Senate District(s) does your agency operate in?  
(check all that apply)**

- |                               |                               |                               |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> S-01 | <input type="checkbox"/> S-13 | <input type="checkbox"/> S-25 |
| <input type="checkbox"/> S-02 | <input type="checkbox"/> S-14 | <input type="checkbox"/> S-26 |
| <input type="checkbox"/> S-03 | <input type="checkbox"/> S-15 | <input type="checkbox"/> S-27 |
| <input type="checkbox"/> S-04 | <input type="checkbox"/> S-16 | <input type="checkbox"/> S-28 |
| <input type="checkbox"/> S-05 | <input type="checkbox"/> S-17 | <input type="checkbox"/> S-29 |
| <input type="checkbox"/> S-06 | <input type="checkbox"/> S-18 | <input type="checkbox"/> S-30 |
| <input type="checkbox"/> S-07 | <input type="checkbox"/> S-19 | <input type="checkbox"/> S-31 |
| <input type="checkbox"/> S-08 | <input type="checkbox"/> S-20 | <input type="checkbox"/> S-32 |
| <input type="checkbox"/> S-09 | <input type="checkbox"/> S-21 | <input type="checkbox"/> S-33 |
| <input type="checkbox"/> S-10 | <input type="checkbox"/> S-22 | <input type="checkbox"/> S-34 |
| <input type="checkbox"/> S-11 | <input type="checkbox"/> S-23 | <input type="checkbox"/> S-35 |
| <input type="checkbox"/> S-12 | <input type="checkbox"/> S-24 |                               |

## Statewide Transit Plan: Provider Survey

**\*18. Which State House District(s) does your agency operate in?  
(check all that apply)**

- |                               |                               |                               |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> H-01 | <input type="checkbox"/> H-23 | <input type="checkbox"/> H-45 |
| <input type="checkbox"/> H-02 | <input type="checkbox"/> H-24 | <input type="checkbox"/> H-46 |
| <input type="checkbox"/> H-03 | <input type="checkbox"/> H-25 | <input type="checkbox"/> H-47 |
| <input type="checkbox"/> H-04 | <input type="checkbox"/> H-26 | <input type="checkbox"/> H-48 |
| <input type="checkbox"/> H-05 | <input type="checkbox"/> H-27 | <input type="checkbox"/> H-49 |
| <input type="checkbox"/> H-06 | <input type="checkbox"/> H-28 | <input type="checkbox"/> H-50 |
| <input type="checkbox"/> H-07 | <input type="checkbox"/> H-29 | <input type="checkbox"/> H-51 |
| <input type="checkbox"/> H-08 | <input type="checkbox"/> H-30 | <input type="checkbox"/> H-52 |
| <input type="checkbox"/> H-09 | <input type="checkbox"/> H-31 | <input type="checkbox"/> H-53 |
| <input type="checkbox"/> H-10 | <input type="checkbox"/> H-32 | <input type="checkbox"/> H-54 |
| <input type="checkbox"/> H-11 | <input type="checkbox"/> H-33 | <input type="checkbox"/> H-55 |
| <input type="checkbox"/> H-12 | <input type="checkbox"/> H-34 | <input type="checkbox"/> H-56 |
| <input type="checkbox"/> H-13 | <input type="checkbox"/> H-35 | <input type="checkbox"/> H-57 |
| <input type="checkbox"/> H-14 | <input type="checkbox"/> H-36 | <input type="checkbox"/> H-58 |
| <input type="checkbox"/> H-15 | <input type="checkbox"/> H-37 | <input type="checkbox"/> H-59 |
| <input type="checkbox"/> H-16 | <input type="checkbox"/> H-38 | <input type="checkbox"/> H-60 |
| <input type="checkbox"/> H-17 | <input type="checkbox"/> H-39 | <input type="checkbox"/> H-61 |
| <input type="checkbox"/> H-18 | <input type="checkbox"/> H-40 | <input type="checkbox"/> H-62 |
| <input type="checkbox"/> H-19 | <input type="checkbox"/> H-41 | <input type="checkbox"/> H-63 |
| <input type="checkbox"/> H-20 | <input type="checkbox"/> H-42 | <input type="checkbox"/> H-64 |
| <input type="checkbox"/> H-21 | <input type="checkbox"/> H-43 | <input type="checkbox"/> H-65 |
| <input type="checkbox"/> H-22 | <input type="checkbox"/> H-44 |                               |

## Section 2: Service Information

Please provide the following information on the services your agency provides.

**\*19. What type of service does your agency provide?  
(check all that apply)**

- Fixed-Route
- Deviated Fixed-Route
- Demand-Response
- Complementary ADA
- Other (please specify)

**\*20. Description of clientele eligible for transportation service with your agency:  
(check all that apply)**

- General Public
- Disabled Non-Elderly (<60 yrs/old)
- Elderly Non-Disabled (60+ yrs/old)
- Elderly and Disabled (60+ yrs/old with disability)
- Veterans
- Limited English Proficiency (LEP)
- Low Income
- School Children
- Workforce (employment specific)
- Other (please specify)

**\*21. What are the typical days per week that service is provided? (check all that apply)**

- S       M       T       W       Th       F       Sa

**\*22. What are the typical operating hours per week that service is provided?  
(e.g., 8am-10am and 4pm-6pm, or Winter: 7am-8pm and Summer: 8am-6pm)**

Weekdays between

Saturdays between

Sundays between

## Statewide Transit Plan: Provider Survey

**\*23. How many weeks per year is service operated?**

**24. Does your agency:  
(check all that apply)**

- Broker trips (act as a broker by subcontracting trips to other providers)
- Have seasonal fluctuations
- Require advanced reservations

*If you broker more than 50 percent of your trips, do not include these trips in your agency's service information.*

**25. If you have seasonal fluctuations, please describe them:**

**\*26. Please select how your agency provides information on your services.  
(check all that apply)**

- Website
- Email
- Phone
- Pamphlets/Brochures
- Mailed Newsletters
- Other Mailings
- Transportation Plans
- Other (please specify)

**27. Does your agency offer any of the following:  
(check all that apply)**

- Travel training
- Rideshare services
- Mileage reimbursement
- Assistance as needed with shopping or other activities (besides transporting clients to these activities)
- Other (please describe)





# Statewide Transit Plan: Provider Survey

## Section 2: Service Information (cont.)

Please provide ridership information about transit services that your agency provides. Annual trips should be recorded as one-way. For example, traveling from home to work and back is 2 one-way trips.

For demand response or ADA services where clients are registered, please identify the number of clients registered at year-end 2012.

**If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.**

### 28. Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

### 29. Deviated Fixed-Route:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>

### 30. Demand-Response:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

### 31. ADA Services:

Annual Revenue Miles	<input type="text"/>
Annual Revenue Hours	<input type="text"/>
Annual One-Way Passenger Trips	<input type="text"/>
Number of Registered Clients	<input type="text"/>

# Statewide Transit Plan: Provider Survey

## 32. Taxicab:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

## 33. Vanpool or Other:

Annual Revenue Miles

Annual Revenue Hours

Annual One-Way

Passenger Trips

Number of Registered

Clients

# Statewide Transit Plan: Provider Survey

## Section 2: Service Information (cont.)

Please estimate the numbers below. Enter percentages in whole number format (i.e. 70, not 0.70). Each question in bold should equal 100. Please provide information that reflects your overall program data, not specific trip/project data.

**If you act as a broker and subcontract trips to other providers for more than 50 percent of your trips, do not include these trips in your agency's service information.**

### \*34. Trip Purpose

% Medical:	<input type="text"/>
% Senior Programs:	<input type="text"/>
% Workforce / Employment Related:	<input type="text"/>
% Education:	<input type="text"/>
% Social / Recreational / Shopping / Personal:	<input type="text"/>
% Meal Delivery:	<input type="text"/>
% Other Trip Purpose:	<input type="text"/>

### \*35. Americans with Disabilities Act

% Disabled Non- Elderly (< 60 yrs/old):	<input type="text"/>
% Elderly and Disabled (60+ yrs/old):	<input type="text"/>
% Elderly Non- Disabled 60+ yrs/old):	<input type="text"/>
% Non-Elderly, Non- Disabled (< 60 yrs/old):	<input type="text"/>
% Wheelchair Trips:	<input type="text"/>



# Statewide Transit Plan: Provider Survey

## Section 3: Transportation Cost Information

Please provide your agency's annual passenger transportation costs (OPERATIONAL and ADMINISTRATIVE) for 2012.

Subsequent sections will ask for total operating and administrative revenues by type, and for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation. Do not include capital depreciation in your expenses.

**\* 36. What percentage of your service is operated by a contractor?  
(please round to the nearest whole number)**

**\* 37. Total Operating Expenses:**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

**\* 38. Total Administrative Expenses:  
(office equipment, grant management, etc.)**

Fixed Route: \$

Deviated Fixed Route:

\$

Demand Response: \$

Complementary ADA:

\$

Other: \$

# Statewide Transit Plan: Provider Survey

## Section 4: Operating and Administrative Revenue Information / Funding Sourc...

Please provide your agency's OPERATING and ADMINISTRATIVE annual revenues for ALL services combined for 2012.

The subsequent section will ask for capital expenses and revenues. It is understood that revenues may not equal expenses and that agencies have carry-over funds or funds for depreciation.

**\*39. Total Annual Revenue from Fares/Donations:**

\$

**\*40. Total Annual Revenue from Advertising:**

\$

**\*41. Total Annual Revenue from Dedicated Transit Tax:**

\$

**\*42. General Funds Revenue:**

Cities, Towns, and/or

Districts - \$

Counties - \$

**\*43. Grant Revenues:**

FTA 5304 - \$

FTA 5307 (urbanized) -

\$

FTA 5309

(discretionary capital) -

\$

FTA 5310 (elderly &

disabled) - \$

FTA 5311 (rural) - \$

FTA 5316 - \$

FTA 5317 - \$

Tobacco Trust Funds -

\$

# Statewide Transit Plan: Provider Survey

## 44. Other Federal Grant Revenues (CMAQ, FHWA, CSBG, etc.):

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

## 45. Other Miscellaneous Grant Revenues:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

## 46. Other Operating and Administrative Revenue Sources, including volunteer labor:

Other 1 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 2 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 3 - \$	<input type="text"/>
(name)	<input type="text"/>
Other 4 - \$	<input type="text"/>
(name)	<input type="text"/>

## \*47. TOTAL ANNUAL OPERATIONAL REVENUE:

\$

## \*48. TOTAL ANNUAL ADMINISTRATIVE REVENUE:

\$

# Statewide Transit Plan: Provider Survey

## Section 5: Capital Expense and Revenue

Please provide your agency's annual CAPITAL costs for the past five years and revenues for 2012. Do not include capital depreciation in your expenses.

### \*49. Capital Costs for 2008:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

### \*50. Capital Costs for 2009:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

### \*51. Capital Costs for 2010:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

### \*52. Capital Costs for 2011:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

## Statewide Transit Plan: Provider Survey

### \*53. Capital Costs for 2012:

Number of vehicles (#)	<input type="text"/>
Vehicles (\$)	<input type="text"/>
Facilities (\$)	<input type="text"/>
IT hardware/software (\$)	<input type="text"/>
Other equipment (\$)	<input type="text"/>

### \*54. Capital Revenues for 2012:

Federal (\$)	<input type="text"/>
Name of Federal Source	<input type="text"/>
State (FASTER / SB 1) (\$)	<input type="text"/>
Local (\$)	<input type="text"/>
Other (\$)	<input type="text"/>



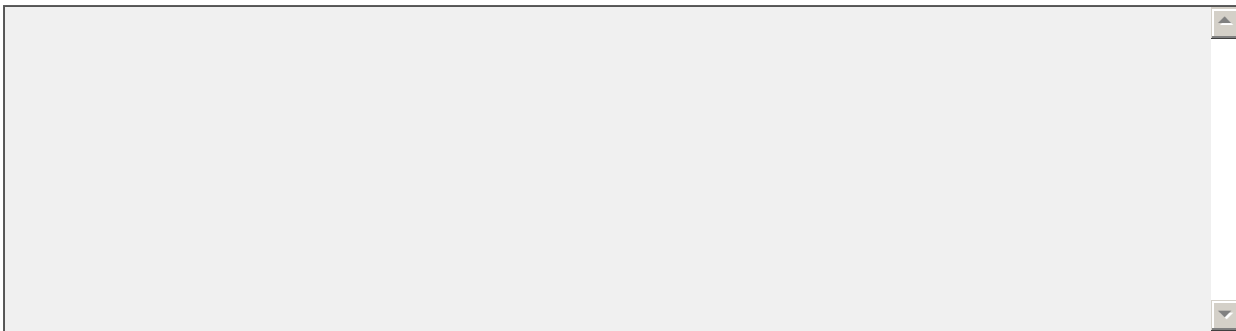
## Section 6: Transportation Conditions and Needs

The following questions will identify current deficiencies, future needs, and project costs for the planning horizon. This information will augment the projects identified in the Transit Working Group meetings. Please be as specific and descriptive as possible when answering the questions. Some examples include the following:

- Need to replace four large buses at a cost of \$250,000 each
- Need two minibuses at \$50,000 each
- Want new service to the shopping mall with 30-minute headways at a cost of \$500,000 annually
- Add one day per week of demand-response service to the elderly apartments at a cost of \$20,000 annually
- Four new bus shelters at \$1,000 each
- Print new service schedules - estimated cost with labor and materials \$5,000
- Hire one dispatcher at \$18,000 annually
- Reinstate 30-minute service frequency on the Red Route

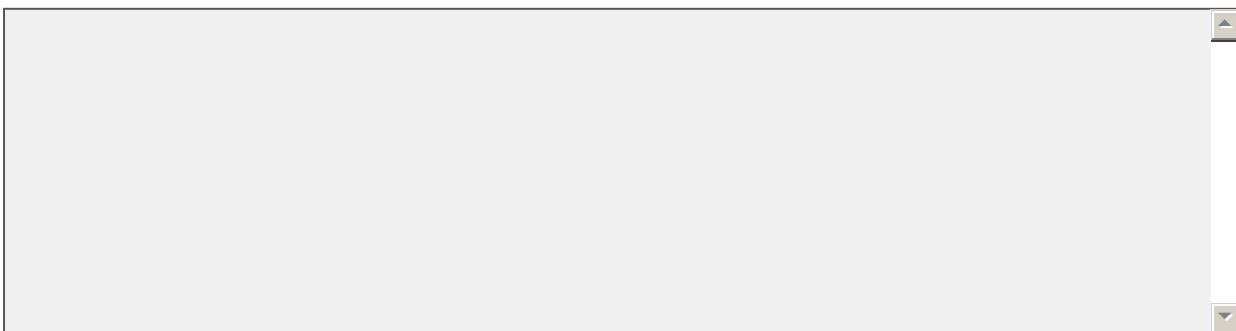
**\* 55. What are the major transportation needs of your agency in the short term (1 – 6 years)?**

**Please list specific projects and include type of service, frequency of service, population served and cost as appropriate.**



**\* 56. What are the major transportation needs of your agency in the mid term (7 – 10 years)?**

**Please list specific projects, such as the above examples, and include as much detail as possible.**



## Statewide Transit Plan: Provider Survey

**\*57. What are the major transportation needs of your agency in the long term (11 – 20 years)?**

**Please list specific projects, such as the above examples, and include as much detail as possible.**

**58. Are there other transit needs in your service area? Please describe.**

## Section 7: Vehicle Fleet Inventory

Please provide the following fleet information. If you have a fleet roster, please email it to Cady Dawson at [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com). Additional instructions on what to send in conjunction with this survey are provided at the end of this survey.

**\*59. Fleet Size:**

Total Number of Vehicles in Fleet

Total Number of Vehicles in Service (excluding spares and backups)

**60. If you do not have a fleet roster available to send, please list the type and number (type, #) of each different vehicle in your fleet. Please place each type on a separate line.**

## Section 8: Coordination

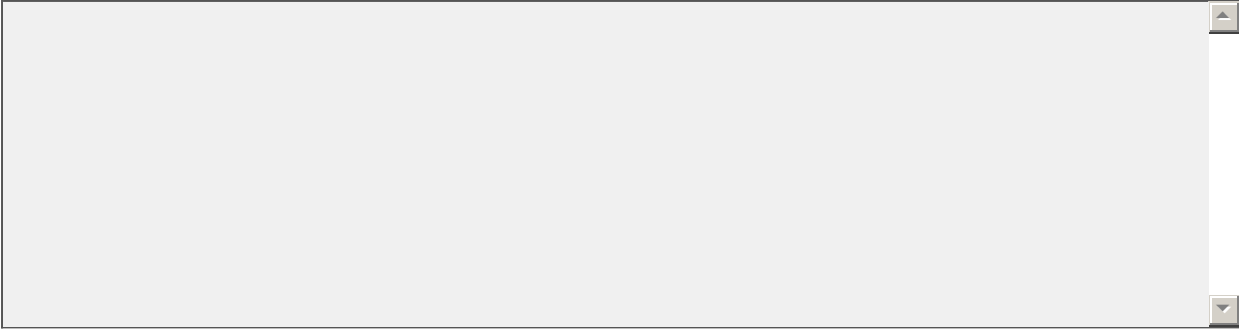
**\*61. Does your agency have agreements with other transportation providers in your community to:**

	Yes	No
Share an accessible vehicle	<input type="radio"/>	<input type="radio"/>
Share back-up vehicles	<input type="radio"/>	<input type="radio"/>
Share vehicles when not in use by your program	<input type="radio"/>	<input type="radio"/>
Share maintenance facilities	<input type="radio"/>	<input type="radio"/>
Share call centers / dispatch	<input type="radio"/>	<input type="radio"/>

Other (please specify)

**62. If you share resources in any significant way with other agencies (e.g. maintenance, mechanics, vehicles, staff/drivers, facilities, marketing, insurance, fuel purchases, training, bi-lingual programs, brokers, etc.), please describe them briefly.**

**63. Describe any barriers to coordination that you may have encountered.**

A large, empty rectangular text input field with a vertical scrollbar on the right side. The field is light gray and occupies the upper portion of the page below the question text.



## Section 9: Employee Information

Please provide the following employee and volunteer information. Please use the average number in 2012, as we realize the number fluctuates throughout the year.

### \*64. Total Employees

Full-Time:	<input type="text"/>
Part-Time:	<input type="text"/>
Volunteer:	<input type="text"/>

### \*65. Does your organization use volunteers as:

- We do not use volunteers
- Drivers
- Other program services (meal delivery, office work, etc.)
- Drivers and other program services
- Other (please specify)

Section 9: Employee Information (cont.)

**\* 66. How many hours did your volunteers record in 2012?**

### Section 10: Service Area(s) and Other Data to Submit

The final section of the Survey includes service area information. In addition to the question below, please send the following information to Cady Dawson:

- Map of service area boundaries
- Map of routes
- Schedule
- Fleet roster

If you have electronic versions of these items, you can email Cady Dawson at [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com). Please include GIS files if available. GIS files are especially helpful for regions covering more than a single jurisdiction, but not an entire county.

If you do not have electronic copies of these files, please mail hard copies to:

Cady Dawson  
Felsburg Holt & Ullevig  
6300 South Syracuse Way, Suite 600  
Centennial, CO 80111

If you have any questions or concerns, please also feel free to call Cady at (303) 721-1440.

**\*67. How do you plan to submit the requested materials noted above? This information will help us know how to anticipate the arrival of your materials and whether we need to contact you in regards to any issues in receiving the materials (spam filter, lost in the mail, etc.).**

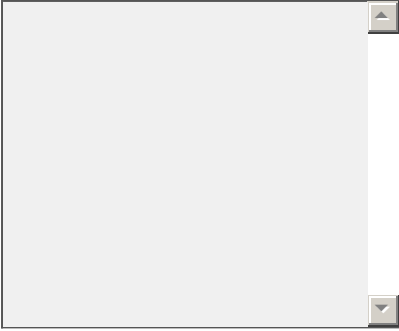
- Electronically
- By mail
- A combination of electronically and by mail

**\*68. Service Area:**

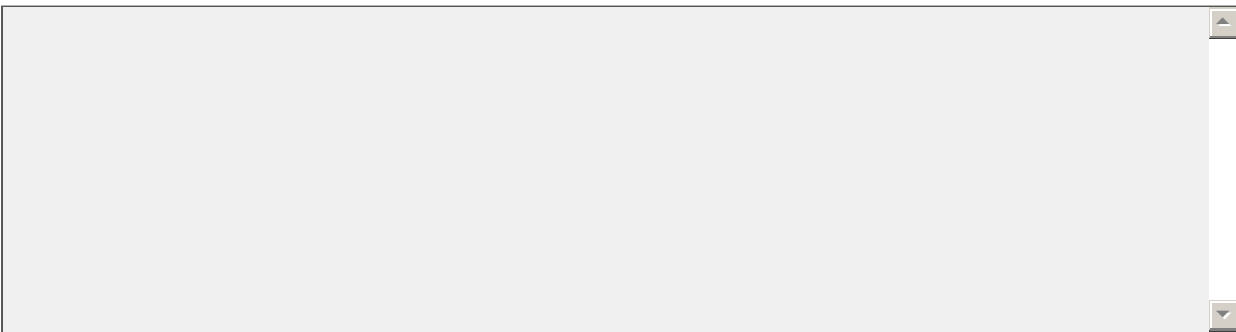
- Municipality
- Combination of County / Independent City
- Combination of Multi-Counties / Independent City

## Statewide Transit Plan: Provider Survey

**\*69. Please list the municipalities you operate in, one per line.**



**\*70. Please provide a written description of your service area. Please specify the approximate boundaries of the service area and location of regular routes.**





## ***D.2 - List of Provider Survey Respondents***

Beaver Creek Village Transportation

City of Aspen

City of Glenwood Springs

Copper Mountain

Eagle County Regional Transportation Authority

Eagle County Schools

Roaring Fork Transportation Authority

Summit County Government

Town of Avon Transit

Town of Breckenridge

Town of Snowmass Village





***D.3 – Human Service Agency Questionnaire***

## Statewide Transit Plan: Human Service Agency Survey

Welcome!

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT) has initiated the process of developing the Department's first Statewide Transit Plan. As a part of this process, CDOT will also be updating the Local Transit and Human Service Coordination Plans in the rural regions throughout the state.

Your assistance is needed in helping to identify the transportation needs of clients of human service, employment, and training agencies in rural areas. This survey contains up to 18 questions and is the start of the process to begin collecting current information on existing transit service and human service providers in your region.

Data you will need for this survey includes:

- Contact Information
- Programs Operated and their Eligibility Criteria
- Client Data and Demographics
- Client Trip/Transportation Needs
- Benefits Provided to Clients

Please complete this survey by no later than **Wednesday, August 28th, 2013**. Should you have questions about this survey, please contact Cady Dawson at 303-721-1440 or [cady.dawson@fhueng.com](mailto:cady.dawson@fhueng.com)

Thanks for your time!

Please click "Next" to start the survey.

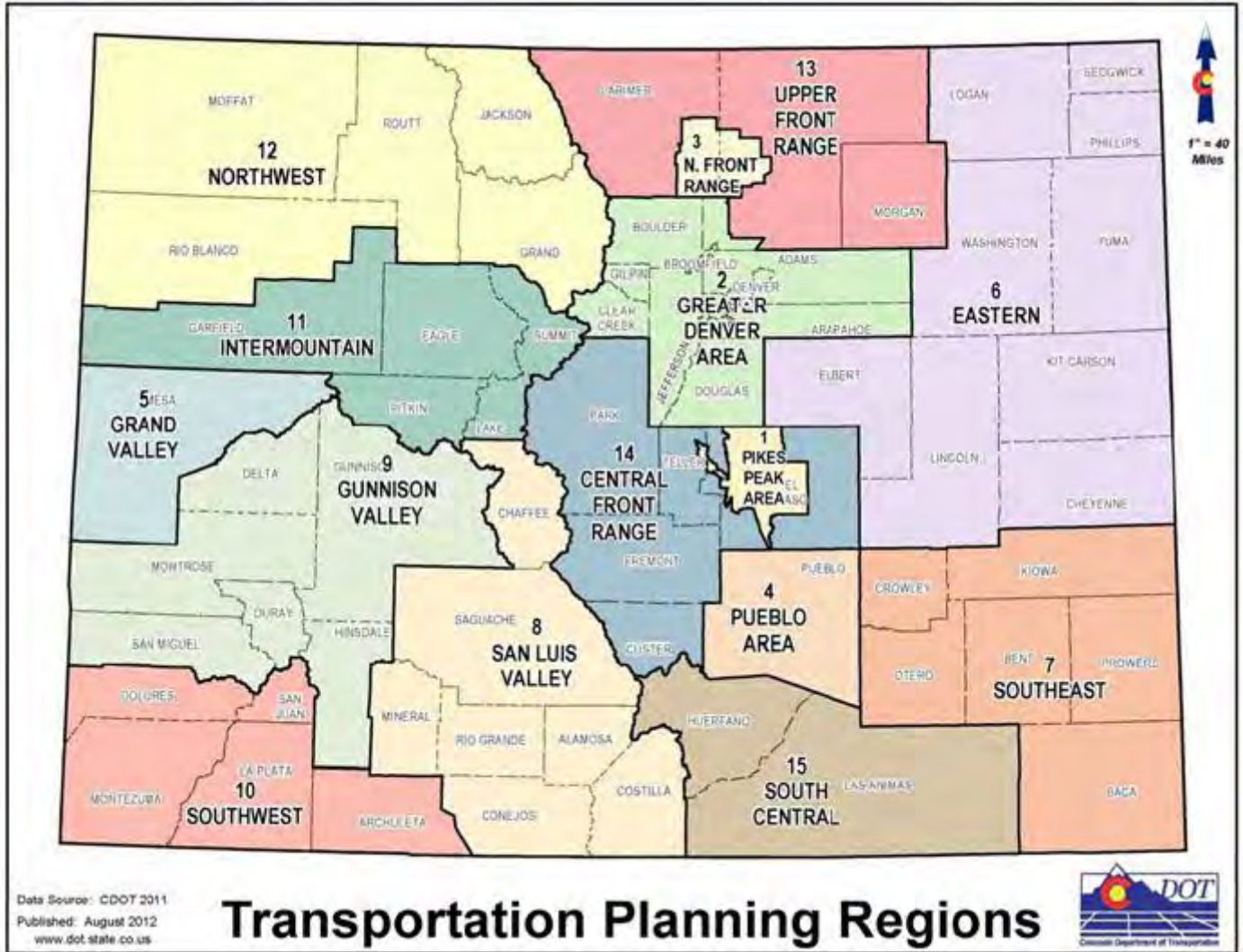
## Agency Information

**\*1. Please provide the following contact information.**

Organization:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
Zip Code:	<input type="text"/>
Phone:	<input type="text"/>
Fax:	<input type="text"/>
Contact Person:	<input type="text"/>
Title/Dept.:	<input type="text"/>
E-mail Address:	<input type="text"/>
Website:	<input type="text"/>

# Statewide Transit Plan: Human Service Agency Survey

## Agency Information (cont.)



## Statewide Transit Plan: Human Service Agency Survey

**\*2. Which CDOT Planning Region(s) does your agency operate in?  
(check all that apply)**

- 1 - Pikes Peak Area Council of Governments (PPACG)
- 2 - Denver Regional Council of Governments (DRCOG)
- 3 - North Front Range MPO (NFRMPO)
- 4 - Pueblo Area Council of Governments (PACOG)
- 5 - Grand Valley MPO (GVMPO)
- 6 - Eastern TPR
- 7 - Southeast TPR
- 8 - San Luis Valley TPR
- 9 - Gunnison Valley TPR
- 10 - Southwest TPR
- 11 - Intermountain TPR
- 12 - Northwest TPR
- 13 - Upper Front Range TPR
- 14 - Central Front Range TPR
- 15 - South Central TPR
- DO NOT KNOW

More information about CDOT planning regions is available [here](#).



## Service Information

### \*3. What basic programs are operated by your agency? (check all that apply)

- Older Americans Act / Older Coloradans Act services
- Temporary Assistance for Needy Families (TANF)
- Medicaid Funded Services
- Head Start or Migrant Head Start
- Veterans services, including transportation, training, and other benefits
- Education
- Employment training and other Workforce Investment Act services
- Mental / Behavioral Health
- Substance Abuse Rehabilitation
- Vocational Rehabilitation
- Housing Assistance - Section 8 or assisted living facilities
- Other (please specify)

## Medicaid Service Information

**\*4. You selected "Medicaid Funded Services" as a program operated by your agency. Please select the applicable Medicaid categories your agency provides. (check all that apply)**

- Developmental Disabilities
- Other Disabilities
- Home and Community Based Services
- Long-term Care for Aged
- Behavioral Health
- Other (please specify)

Service Information (cont.)

**\*5. Please describe the eligibility criteria for your program(s).**

**\*6. Please describe the services provided by your agency.**

**7. If you operate out of more than one location, please list the services provided by location. For example, list where the senior centers, housing sites, or training sites are located.**

**\*8. Please provide the average number of clients served in a typical year.**

Average number of clients served in a typical year

**\*9. What percent of your clients do you estimate:  
(please round to the nearest whole number)**

Live within towns or cities (versus unincorporated areas)

Are able to drive and have access to a car

Are able to drive but can't afford a car

Are unable to drive due to disabling condition or frailty, being too young, or whose license has been rescinded

Live where there is some public transit service available

## Transportation Importance

**\*10. On a scale of 1 (unimportant) to 5 (very important), how important is transportation for your clients?**

	1 (Unimportant)	2 (Not Very Important)	3 (Somewhat Important)	4 (Important)	5 (Very Important)
--	--------------------	---------------------------	---------------------------	------------------	-----------------------

The importance of transportation to my clients is:



Transportation Importance (cont.)

**\*11. Check up to three of the most important types of trips / trip purposes your clients need.**

- Access jobs
- Access education
- Access health care
- Access shopping and services
- Continue to live independently
- Other (please specify)

**\*12. For the trips / trip purposes you selected above, please provide primary areas where your clients travel.**

**Examples are:**

**"From Victor and Cripple Creek to Woodland Park"**

**"Throughout our region to Grand Junction"**

**"To Craig from other parts of Moffat County"**

**"Within Alamosa"**

Access jobs	<input type="text"/>
Access education	<input type="text"/>
Access health care	<input type="text"/>
Access shopping and services	<input type="text"/>
Continue to live independently	<input type="text"/>
Other	<input type="text"/>

# Statewide Transit Plan: Human Service Agency Survey

**\*13. Check up to three transit improvements that you believe are priorities for the clients you serve.**

- Local service within a county
- Regional service between counties
- Early morning service (before 9AM)
- Later evening service (after 6PM)
- Weekend service
- More information about public transit services
- Other (please specify)

**14. If you selected "Local service within a county" in Q13, please provide the county or counties where local service needs improvement.**

**15. If you selected "Regional service between counties" in Q13, please provide the county pair(s) where regional service needs improvement. For example, "Pitkin and Eagle".**

**16. Please check any additional transportation options that clients in your area might need.**

- Improved access to reliable autos
- Carpool services
- Vanpool services

Other (please specify)

## Transportation Benefits and Needs

**\*17. Please select the ways in which your program meets the transportation needs of your clients.**

**(check all that apply)**

- Program staff transports clients to appointments, training, or activities of daily living
- Volunteers transport clients to appointments, training, or activities of daily living
- Bus tickets or passes can be provided
- Program contracts with others to provide transportation to appointments or activities
- Gas vouchers
- Car repair vouchers
- Adaptive transportation (e.g. modifications to vehicles or wheelchair accessible vehicles)
- Other (please specify)

**18. Please provide any additional comments you have about the transportation needs of your clients.**



## ***D.4 – List of Human Service Agency Respondents***

Arkansas Headwaters Recreation Area  
Eagle County Economic Services  
Eagle County Human Services  
Eagle County Public Health  
Eagle County Schools  
Mountain Valley Developmental Services  
Northwest Colorado Council of Governments  
Pitkin County Human Services  
Summit County Community and Senior Center  
Summit County Social Services



## ***D.5 – Regional Project List***





## Intermountain Transit Projects

Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
<i>City of Aspen*</i>	<i>Rubey Park transit facility renovation</i>	<i>\$4,600,000</i>		<i>Short</i>	<i>Facilities</i>
City of Aspen	Entrance to Aspen Design	\$9,000,000		Short	Facilities
City of Aspen	Long-term vehicle replacements	\$500,000		Long	Vehicles
City of Aspen	Mid-term vehicle replacements	\$3,500,000		Mid	Vehicles
City of Aspen	Purchase of four (4) body on chassis vehicles in 2015	\$300,000		Short	Vehicles
City of Aspen	Purchase of four (4) replacement hybrid diesel buses (2018)	\$2,400,000		Short	Vehicles
City of Aspen	Purchase of one (1) replacement bus (2015)	\$400,000		Short	Vehicles
City of Glenwood Springs	Evaluate/update existing human services demand-response system and its funding source equity (labor)	\$1,000		Short	Access to Human Services
<i>City of Glenwood Springs*</i>	<i>27th Street pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
City of Glenwood Springs	Purchase one (1) cutaway-type bus	\$50,000		Mid	Vehicles
City of Glenwood Springs	Replace two (2) large buses with CNG buses	\$900,000		Short	Vehicles
City of Glenwood Springs	Print new service schedules (estimated cost includes labor/materials)	\$2,500		Short	Marketing Strategies
City of Glenwood Springs	Reinstate service to the southern end of city limits		\$30,000	Short	Mobility of the General Public
City of Glenwood Springs	TDM (per Corridor Optimization Study)		\$200,000	Short	Operating



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
City of Glenwood Springs	Adjust transit service to meet city's Long-Range Transportation Plan; evaluate/study new bus stop locations/park-n-rides/mass transit corridor	\$50,000		Long	Planning
City of Glenwood Springs	Evaluate local regional transit authority's rail R.O.W. infrastructure needs on city property			Long	Planning
Eagle County Human Services	Need for early morning service (before 9 AM)				Access to Human Services
Eagle County Human Services	Need for vanpool services				Coordination Strategies
Eagle County Public Health	Need for increased paratransit service in Eagle County (Roaring Fork Valley)				Access to Human Services
Eagle County Public Health	Need for regional service from Eagle to Garfield, Eagle to Summit, Eagle to Grand Junction, and Eagle to Denver				Access to Human Services
Eagle County Public Health	LEP appropriate maps and information/general transit navigation education				Coordination Strategies
<i>ECO Transit*</i>	<i>Purchase of van to provide medical transport</i>	<i>\$35,000</i>		<i>Short</i>	<i>Access to Human Services</i>
<i>ECO Transit*</i>	<i>Provide medical transport from both local housing areas and from existing bus routes, 9.5 hours per day, 5 days a week, 20 minute headways</i>		<i>\$273,000</i>	<i>Short</i>	<i>Access to Human Services</i>
ECO Transit	Refurbish all bus shelters in system, wood treatment, replace glass, roof repair for 34 shelters.	\$85,000		Long	Facilities
ECO Transit	Construct transportation facility at park and ride lot in Edwards with indoor facilities	\$800,000		Mid	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
ECO Transit*	Hire safety and security officer for organization		\$35,000	Short	Maintaining Service
ECO Transit*	Create new year round feeder and circulator service from the western half of the region to the work force centers in the eastern half, 1 hour headways, year round service (2 new cutaways)	\$250,000	\$500,000	Short	Mobility of the General Public
ECO Transit*	Reinstate half hourly service on Highway 6 route during mid-day hours, 12 hours per day 365 days per year		\$486,000	Short	Mobility of the General Public
ECO Transit*	Reinstate late night bus service (after midnight) from work force center year round, 5.75 hours per day 365 days per year		\$233,000	Short	Mobility of the General Public
ECO Transit	Create commuter service from neighboring counties to our work force centers, 16 hours per day 365 days per year		\$648,000	Mid	Regional Connectivity
ECO Transit	Purchase of 4 new commuter buses for service	\$2,000,000		Mid	Vehicles
ECO Transit	Reinstate third commuter bus from Leadville, 4 hours per day 365 days a year		\$162,000	Mid	Regional Connectivity
ECO Transit and RFTA*	New general public service from Garfield County to Eagle County (Glenwood Springs to Eagle) operating seven days per week with eight round trips per day		\$923,000	Short	Regional Connectivity
ECO Transit and Summit County*	New general public service from Eagle County to Summit County (Frisco to Vail) operating seven days per week with four round trips per day		\$369,000	Short	Regional Connectivity
Garfield County	Catherine Store park and ride renovation/expansion	\$600,000		Short	Facilities
Mountain Valley Developmental Services	Need for later evening service (after 6 PM)				Access to Human



# Intermountain

Transportation Planning Region

Regional Coordinated Transit and  
Human Services Plan

Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
					Services
Mountain Valley Developmental Services	Need for local service in Lake and Garfield Counties				Access to Human Services
Mountain Valley Developmental Services	Need for regional service between Eagle and Garfield Counties				Access to Human Services
Northwest Colorado Council of Governments	Need for additional weekend service				Access to Human Services
<i>Northwest Colorado Council of Governments*</i>	<i>Establish a centralized regional Medicaid billing system for providers</i>			<i>Short</i>	<i>Coordination Strategies</i>
<i>Northwest Colorado Council of Governments*</i>	<i>Maintain a regional services inventory (public, private and volunteer)</i>			<i>Short</i>	<i>Coordination Strategies</i>
Northwest Colorado Council of Governments	Administer One-Call/One-Click Service			Short	Coordination Strategies
Northwest Colorado Council of Governments	Continued funding and support of NWCOG mobility manager			Short	Coordination Strategies
<i>Pitkin County*</i>	<i>Buttermilk pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Pitkin County*</i>	<i>BC/SH82 intersection corrections</i>	<i>\$3,000,000</i>		<i>Short</i>	<i>Facilities</i>
Pitkin County	Airport to Aspen Fixed Guideway			Long	Facilities
Pitkin County	Transit Guideway - Aspen to Snowmass, via Owl Creek Road or other corridor			Long	Facilities
Pitkin County	Brush Creek intercept lot transit joint development	\$9,000,000		Mid	Facilities
Pitkin County	Terminal connection to BRT	\$4,000,000		Mid	Facilities
Pitkin County	Old Snowmass bus stop improvements	\$350,000		Short	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Pitkin County	Two Rivers Road park and ride renovation/expansion	\$300,000		Short	Facilities
<i>Pitkin County*</i>	<i>Aspen Maintenance Facility Phase IV Upgrades - CNG fueling</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>West Glenwood Springs park and ride sidewalk/regional trail connection</i>	<i>\$435,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Structured park and ride reconstruction (Basalt, Carbondale, Brush Creek)</i>	<i>\$20,000,000</i>		<i>Mid</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Glenwood maintenance facility expansion</i>	<i>\$20,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>New Castle park and ride construction</i>	<i>\$600,000</i>		<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Administrative, Operations and Maintenance Needs Analysis to assess the long-term (20-year) space needs, locations, phasing and costs to design and construct (or rehabilitate) RFTA's administrative and operational facilities</i>		<i>\$20,000</i>	<i>Short</i>	<i>Facilities</i>
<i>RFTA*</i>	<i>Housing Needs Analysis to assess RFTA's 20-year employee housing needs, locations, options, and phasing</i>		<i>\$20,000</i>	<i>Short</i>	<i>Facilities</i>
RFTA	Construction of BRT or similar high-quality, high capacity transit on I-70 to the East, connecting to Eagle County			Long	Facilities
RFTA	Construction of BRT or similar high-quality, high-capacity transit on I-70, with a seamless connection over the Colorado river to SH82 BRT			Long	Facilities
RFTA	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)			Mid	Facilities
RFTA	I-70 / SH82 transit connection alternatives analysis / design	\$50,000,000		Mid	Facilities





Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
RFTA	Carbondale administrative and maintenance facility renovation and expansion	\$25,000,000		Mid	Facilities
RFTA	Regional bus stop improvements	\$6,000,000		Mid	Facilities
RFTA	Housing rehabilitation and expansion (locations, scope, phasing, cost TBD)	\$2,000,000		Short	Facilities
RFTA	CMC park and ride renovation/expansion	\$400,000		Short	Facilities
<i>RFTA*</i>	<i>Bus cameras</i>	<i>\$600,000</i>		<i>Short</i>	<i>Maintaining Service</i>
<i>RFTA*</i>	<i>Security upgrades at major bus stops and at facilities</i>	<i>\$500,000</i>		<i>Short</i>	<i>Maintaining Service</i>
RFTA	Fleet replacement/modernization of thirty-five (35) buses	\$17,000,000		Mid	Maintaining Service
RFTA	Bus fleet replacement/modernization of thirty-five (35) buses	\$21,000,000		Short	Maintaining Service
RFTA	Comprehensive Asset Management Inventory - will be the foundation for RFTA's nascent asset management system, which will monitor the condition and maintenance schedule for all of RFTA's assets		\$25,000	Short	Maintaining Service
RFTA	Paratransit software	\$130,000		Short	Maintaining Service
RFTA	Regional travel model operations/maintenance		\$100,000	Short	Maintaining Service
RFTA	Re-power 18 MCI 57-passenger coaches	\$900,000		Short	Maintaining Service



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
RFTA*	<i>Regional Bicycle and Pedestrian Plan. This will address vision and goals for bicycle and pedestrian programs and projects, will develop a prioritized, short-term and long-term list based on systematic criteria, and will develop a funding plan</i>		\$100,000	Short	Planning
RFTA*	<i>Rio Grande ROW Comprehensive Plan. A requirement of RFTA's grants and agreements, this will update RFTA's 2005 comprehensive plan and will address encroachments, crossing policies, long-term maintenance and operation priorities, costs and funding.</i>		\$750,000	Short	Planning
RFTA	As more people take transit, particularly with the advent of BRT, walking and bicycling programs and projects will become an important part of the transportation and mobility picture, and will need to compete for transportation funding, alongside transit and road funding.			Long	Planning
RFTA	Transit-oriented land use will become increasingly important. Land in the Roaring Fork Valley is scarce and valuable; by necessity, compact, transit-oriented land development will need to become the norm, and RFTA and its partners will need to gain expertise in land development as much as transportation.			Long	Planning
RFTA	I-70 corridor transit alternatives analysis		\$5,000,000	Mid	Planning
RFTA	Regional travel model development		\$250,000	Short	Planning
RFTA	Vehicle Replacements - fifty (50)	\$25,000,000		Long	



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Summit County	Facility improvements including expansion of bus bays and addition of a training and conference room.			Short	Facilities
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Long	Vehicles
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Mid	Vehicles
Summit County	Replacement of aging buses in order to maintain safe, reliable and cost-effective service	\$5,000,000		Short	Vehicles
Summit County Community and Senior Center	Increased weekend transit service				Access to Human Services
Summit County Community and Senior Center	Need for regional service between Denver and Summit County				Access to Human Services
Summit County Social Services	Need for later evening service (after 6 PM)				Access to Human Services
Summit County Social Services	Need for local service to Heeny and Blue River				Access to Human Services
Summit County Social Services	Need for regional service from Summit to Park and Summit to Lake				Access to Human Services
<i>Town of Avon*</i>	<i>Bike lanes throughout core area of the Town of Avon</i>	<i>\$150,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Avon*</i>	<i>Bus shelter replacement throughout Town for conformity nine (9) shelters estimated at \$3,000 per shelter</i>	<i>\$27,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Avon*</i>	<i>Parking structure to access the Westin Gondola and Main Street</i>	<i>\$8,000,000</i>		<i>Short</i>	<i>Facilities</i>



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Avon	Replacement of two (2) vehicles	\$800,000		Short	Maintaining Service
<i>Town of Avon*</i>	<i>Reinstate fixed-route service to the Village at Avon</i>		<i>\$350,000</i>	<i>Short</i>	<i>Mobility of the General Public</i>
<i>Town of Avon*</i>	<i>Trolley service on main street - operating \$150,000 &amp; capital costs \$200,000</i>	<i>\$200,000</i>	<i>\$150,000</i>	<i>Short</i>	<i>Mobility of the General Public</i>
<i>Town of Avon*</i>	<i>Security system upgrade on vehicles</i>	<i>\$100,000</i>		<i>Short</i>	
<i>Town of Basalt*</i>	<i>Basalt Avenue pedestrian crossing</i>	<i>\$5,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Basalt*</i>	<i>Sagewood bus stop reconstruction</i>	<i>\$400,000</i>		<i>Short</i>	<i>Facilities</i>
Town of Basalt	Local transit system in Basalt	\$200,000 annually		Mid	Mobility of the General Public
Town of Basalt	Bus service improvements between east and west Basalt	\$300,000		Short	Mobility of the General Public
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Long	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Mid	Maintaining Service
Town of Beaver Creek Village	Need to fund annual vehicle replacement costs	\$500,000		Short	Maintaining Service
<i>Town of Breckenridge*</i>	<i>Mixed-use parking structure at Tiger Dredge lot</i>	<i>\$8,000,000</i>		<i>Short</i>	<i>Facilities</i>
<i>Town of Breckenridge*</i>	<i>Retrofit garage doors on existing bus barn to accommodate 102" wide buses</i>	<i>\$270,000</i>		<i>Short</i>	<i>Facilities</i>
Town of Breckenridge	Horizontal People Mover Phase IV - from McCain Parking to Farmer's Corner (AGS stop someday)			Long	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Breckenridge	Horizontal People Mover Phase I - from Gondola Town Base south to Village			Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase II - from Village to Ice Rink			Long	Facilities
Town of Breckenridge	Horizontal People Mover Phase III - from Gondola Town Base north to McCain Parking			Long	Facilities
Town of Breckenridge	Mixed-use parking structure/transit station at McCain property	\$11,000,000		Mid	Facilities
Town of Breckenridge	Mixed-use parking structure/transit station at Gondola lots	\$21,000,000		Mid	Facilities
Town of Breckenridge	Merge with ski area will require a new bus storage facility	\$5,500,000		Short	Facilities
Town of Breckenridge	Summit Stage needs to promote building a mixed use parking structure/transit station in Blue River and expanding their service to Blue River before 2023.				Facilities
Town of Breckenridge	Electric Signage			Long	Maintaining Service
Town of Breckenridge	On-Board camera system upgrade			Long	Maintaining Service
Town of Breckenridge	Rolling stock mid-life refurbishments			Long	Vehicles
Town of Breckenridge	Rolling stock replacements			Long	Vehicles
Town of Breckenridge	Midlife refurbishment of (3) buses (2023)	\$465,000		Mid	Vehicles
Town of Breckenridge	Replace Bus 9224 (2025)	\$610,000		Mid	Vehicles
Town of Breckenridge	Replace three (3) cutaway buses with similar low floor cutaways (2027)	\$562,500		Mid	Vehicles
Town of Breckenridge	Replace two (2) 2008 35' Diesel/Electric Hybrid buses (2024)	\$1,375,000		Mid	Vehicles





Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Breckenridge	Replace two (2) buses (2028)	\$1,300,000		Mid	Vehicles
Town of Breckenridge	Replace two (2) buses (2027)	\$1,260,000		Mid	Vehicles
Town of Breckenridge	Three (3) expansion buses and expansion of service to McCain, The Shores, & Golf Course	\$2,700,000		Mid	Vehicles
Town of Breckenridge	\$5,250,000 for diesel buses, or \$11,000,000 for electric buses & infrastructure, or \$32,000,000 for CNG buses, infrastructure, fire protection upgrades	\$11,000,000		Short	Vehicles
Town of Breckenridge	Merge operations with ski area and replace (10) buses			Short	Vehicles
Town of Breckenridge	Mid-life refurbishment of bus 9224 (2019)	\$138,000		Short	Vehicles
Town of Breckenridge	Mid-life refurbishment of two (2) 2008 diesel/electric hybrid buses to include battery packs (2016)	\$450,000		Short	Vehicles
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$300,000		Short	Vehicles
Town of Breckenridge	Midlife refurbishment of two (2) buses	\$290,000		Short	Vehicles
Town of Breckenridge	Replace Buses 9211, 9212, 9213 with (3) 29-32' diesel buses (2016)	\$1,440,000		Short	Vehicles
Town of Breckenridge	Replace cutaway buses 9221, 9222, 9223 with similar low floor cutaways (2020)	\$465,000		Short	Vehicles
Town of Breckenridge*	<i>Development of an ODP trip planner to include bike, ped, &amp; trail</i>	<i>\$32,000</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Transit Wayfinding Project - upgrade existing signage &amp; poles</i>	<i>\$180,000</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Where's My Bus - Phase II - outdoor monitors &amp; pub/private partnership screens</i>	<i>\$60,905</i>		<i>Short</i>	<i>Marketing Strategies</i>
Town of Breckenridge*	<i>Yield to Bus - retrofit existing fleet with Yield to Bus equipment, install MUTCD signage, public education campaign</i>	<i>\$24,000</i>		<i>Short</i>	<i>Marketing Strategies</i>



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Carbondale*	SH 133 pedestrian bridge (along the Rio Grande Trail)	\$5,000,000		Short	Facilities
Town of Carbondale*	Local circulator bus infrastructure in Carbondale	\$2,000,000		Short	Facilities
Town of Carbondale*	Park and ride expansion	\$2,000,000		Short	Facilities
Town of Carbondale	Restroom at Carbondale BRT Station	\$100,000		Short	Facilities
Town of Carbondale*	Local circulator bus in Carbondale		\$200,000	Short	Mobility of the General Public
Town of Glenwood Springs*	Redesign entire bus service to better complement regional transit authority's new BRT service into and out of city limits		\$5,000	Short	Maintaining Service
Town of New Castle*	SH 6 Streetscape	\$8,000,000		Short	Facilities
Town of Parachute*	SH 6 and 24 Main Street Streetscape Improvements	\$900,000		Mid	Facilities
Town of Rifle*	Park and ride relocation	\$750,000		Short	Facilities
Town of Silt*	Park and ride expansion	\$2,000,000		Short	Facilities
Town of Snowmass Village*	Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel	\$300,000		Short	Facilities
Town of Snowmass Village	Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	TBD		Mid	Facilities
Town of Snowmass Village	Build multimodal regional and local bus station	\$40,000,000		Mid	Facilities
Town of Snowmass Village	Snowmass bus storage facility	\$9,000,000		Mid	Facilities
Town of Snowmass Village	Wood Road roundabout bus stop reconstruction	\$2,000,000		Short	Facilities
Town of Snowmass Village	Owl Creek Road roundabout bus stops	\$1,500,000		Short	Facilities



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$55,000		Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$121,000 annual operating subsidy)	\$121,000		Long	Maintaining Service
Town of Snowmass Village	Replace seventeen (17) standard body on chassis vehicles	\$2,074,000		Long	Maintaining Service
Town of Snowmass Village	Replace three (3) service vehicles	\$120,000		Long	Vehicles
Town of Snowmass Village	Replace twenty (20) large body on chassis vehicles	\$12,300,000		Long	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$122,000		Long	Maintaining Service
Town of Snowmass Village	Continue regional bus service to connect to RFTA BRT service (\$110,000 annual operating subsidy)		\$110,000	Mid	Maintaining Service
Town of Snowmass Village	Replace nine (9) large body on chassis vehicles	\$4,230,000		Mid	Vehicles
Town of Snowmass Village	Replace one (1) service vehicle	\$37,000		Mid	Vehicles
Town of Snowmass Village	Replace seven (7) standard body on chassis vehicles	\$686,000		Mid	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment	\$20,500		Mid	Maintaining Service
Town of Snowmass Village	Add three (3) large body on chassis vehicles to fleet (if necessary)	\$1,140,000		Short	Vehicles
Town of Snowmass Village	Annual capital improvements and maintenance of facilities	\$43,000		Short	Maintaining Service
Town of Snowmass Village	Replace ten (10) large body on chassis vehicles	\$3,800,000		Short	Vehicles
Town of Snowmass Village	Replace ten (10) standard body on chassis vehicles	\$860,000		Short	Vehicles
Town of Snowmass Village	Replace one (1) service vehicle	\$28,000		Short	Vehicles
Town of Snowmass Village	Replace various pieces of maintenance equipment at cost of \$51,000.	\$51,000		Short	Maintaining Service



Agency	Project	Capital Cost	Annual Operating/ Admin Cost	Time Frame	Category
Town of Snowmass Village	Annual capital investments and maintenance of facilities	\$50,000			Maintaining Service
Town of Snowmass Village	Annual fuel or alternative fuel subsidy		\$100,000		Maintaining Service
Town of Snowmass Village	Annual funding for a dispatcher position 18 hours/day and 7 days/week.		\$150,000		Maintaining Service
Town of Snowmass Village	Biannual consultant services to update policies and plans for federal grant guidelines		\$10,000		Maintaining Service
Town of Snowmass Village	Marketing and promotion of transit service options, seasonal changes, and special event services (annually)		\$25,000		Marketing Strategies
Town of Snowmass Village	Investment in transit information web site	\$35,000			Marketing Strategies
<i>Town of Snowmass Village*</i>	<i>Higher-frequency service between SH82 and the Town of Snowmass, to coincide with increased headways of BRT</i>		\$500,000	<i>Short</i>	<i>Regional Connectivity</i>
<i>Transit Working Group #1*</i>	<i>Coordination of medical trips to Denver</i>			<i>Short</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Coordination of regional transportation services, including specialized transit services (HHS, veterans, etc.)</i>			<i>Mid</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Increase vehicle sharing and multiple types of riders on same vehicles</i>			<i>Mid</i>	<i>Coordination Strategies</i>
<i>Transit Working Group #1*</i>	<i>Develop and implement marketing and information campaigns throughout the region to increase awareness of public transportation services</i>			<i>Short</i>	<i>Coordination Strategies</i>
Transit Working Group #1	Access to services in Garfield County from El Jebel				Coordination Strategies

*\*High priority strategy as identified in the Implementation Plan (Chapter 7).*



**APPENDIX E CDOT STATEWIDE SURVEY OF OLDER ADULTS AND  
ADULTS WITH DISABILITIES – INTERMOUNTAIN REPORT**



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# Colorado Department of Transportation Statewide Transit Survey of Older Adults and Adults with Disabilities

## Transportation Planning Region: Intermountain Area

### Survey Results

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June 2014



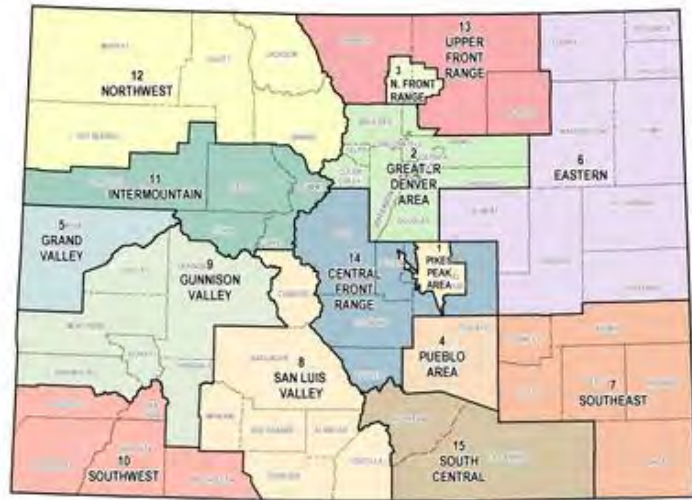
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## Survey Background

### About the Intermountain Transportation Planning Region

The Intermountain Transportation Planning Region is located in the central western mountains of the state, and includes the entire counties of Eagle, Garfield, Lake, Pitkin and Summit. According to the 2010 Census, the total population of this region was 159,275. There were 12,282 adults age 65 and older residing in this region, and 5,947 adults with disabilities age 18 to 64. This region accounts for 2.3% of older adults and adults age 18 to 64 with disabilities in the state of Colorado.



### Why the survey was conducted

The Colorado Department of Transportation’s (CDOT) Division of Transit and Rail (DTR) is developing its first ever comprehensive Statewide Transit Plan, providing a framework for creating an integrated transit system that meets the mobility needs of Coloradans. In addition, development of the Regional Coordinated Transit and Human Services Plans (Regional Plans) for the state’s rural Transportation Planning Regions (TPR) is being undertaken. These Regional Plans will be integrated into the CDOT Statewide Transit Plan and the TPR Regional Transportation Plans, along with the developed transit plans of various metropolitan planning organizations, providing a complete picture of existing transit services, future transit needs, and overall transit service gaps statewide. Funding and financial needs also will be assessed.

Using the Statewide Transit Plan as a foundation, CDOT will be able to implement policies and strategies for funding enhanced transit services throughout the state. These transit services will facilitate mobility for the citizens and visitors of Colorado, offer greater transportation choice to all segments of the state’s population, improve access to and connectivity among transportation modes, relieve congestion, promote environmental stewardship, and improve coordination of service with other providers in an efficient, effective and safe manner.

As one of the data collection efforts for the Statewide Transit Plan, CDOT DTR contracted with National Research Center, Inc. (NRC) to conduct a statewide survey to learn about the travel behavior and characteristics of the elderly (65 years or older) and disabled (18 years or older) residents of Colorado, and determine their transportation priorities, needs and preferences.

## How the survey was conducted

The survey topics were discussed and refined by CDOT DTR staff in meetings and discussions with NRC and reviewed with various stakeholders. In addition, survey questions from other surveys were reviewed. A questionnaire was drafted by NRC, and revised through an iterative process with CDOT DTR. The final questionnaire was five pages in length.

Two approaches were taken to recruit survey participants. In the first approach, approximately 4,000 households containing persons with disabilities aged 18 to 64 and persons age 65 and over were randomly selected to receive the survey. NRC purchased marketing mailing lists that identified household members as fitting into one of these two groups. A total of 267 surveys were distributed in each of the 15 Transportation Planning Regions (TPRs), with roughly one-third going to households including people with disabilities and two-thirds to households in which older adults lived. Each selected household was contacted three times starting in November 2013: a prenotification postcard and two survey packets, each mailed one week apart. The cover letters to the survey included a web link where the respondent could complete the survey online in Spanish and in English, if preferred.

Additionally, CDOT worked with various agencies across the state that serve older adults (age 65+) and adults with disabilities to distribute the survey to their clientele. These agencies were provided with 6,746 hard copy survey packets. Agencies that had email addresses for their clients also were provided a web link they could email to their clientele if they desired. Surveys were collected from both sources through mid-January 2014.

A total of 3,113 respondents completed a survey: 1,190 completed the mailing list survey; 998 completed the agency-distributed hard copy survey; and 925 completed the agency-distributed web survey. The response rate for those responding to the mailing list survey was 30%. Assuming all 6,746 agency surveys were given to clients, the response rate for the agency-distributed paper surveys was 15%. Because the number of emails sent by the agencies is unknown, a response rate cannot be calculated for the 925 web responses.

The response rates for the mailing list survey and the agency-distributed survey varied across the TPRs. Response rates for the mailing list survey ranged from 22% to 45% across the TPRs, while the agency survey response rates ranged from 9% to 25%. Overall, roughly two-thirds of the completed surveys received were those distributed by agencies (62%), while about one-third (38%) came from those distributed by mail. However, these proportions differed across the 15 TPRs. In examining the differences among those who responded to the agency-distributed survey versus those who responded to the mailing list survey, it was found that agency clientele were less likely to drive than those who received the survey from the mailing list. In order to make comparisons across the TPRs as fair as possible, survey results were weighted such that the proportion of surveys from agencies and the mailing list were similar across the TPRs.

For the Intermountain TPR, 68 respondents completed an agency-distributed hard copy survey, 20 completed the web-based agency survey and 68 respondents were from the mailing list survey. The response rates for the agency-distributed and mailing list surveys were 17% and 25%, respectively.

**Number of Surveys and Survey Response Rates by TPR**

TPR	Hard copy agency surveys			Web-based agency surveys*	Mailed surveys			Total number of surveys
	Surveys distributed	Number returned	Response rate		Surveys distributed	Number returned	Response rate	
Pikes Peak Area	228	53	23%	94	267	59	22%	206
Greater Denver Area	1,181	150	13%	388	267	88	33%	626
North Front Range	620	157	25%	72	267	71	27%	300
Pueblo Area	606	64	11%	10	267	76	28%	150
Grand Valley	801	71	9%	25	267	79	30%	175
Eastern	475	77	16%	4	267	76	28%	157
Southeast	130	24	18%	0	267	95	36%	119
San Luis Valley	282	60	21%	1	267	66	25%	127
Gunnison Valley	257	35	14%	10	267	64	24%	109
Southwest	209	27	13%	6	267	85	32%	118
Intermountain	400	68	17%	20	267	68	25%	156
Northwest	225	31	14%	15	267	66	25%	112
Upper Front Range	845	77	9%	26	267	68	25%	171
Central Front Range	333	41	12%	18	267	121	45%	180
South Central	156	18	12%	7	267	67	25%	92
Unknown	--	45		229	--	41	--	315
Overall	6,746	998	15%	925	4,005	1,190	30%	3,113



## Highlights of Survey Results

- **About half of older adults and adults with disabilities surveyed depended on family, friends, aides or volunteers for transportation for at least some of their trips.**

One-quarter of survey participants in the Intermountain TPR said they relied on someone else for half or more of their trips and one-quarter relied on someone else for some, but fewer than half, of their trips.

Many reported driving themselves (82% reported doing so at least once in a typical month), getting a ride in a personal vehicle from a family member or someone who lives in their household (63%), getting a ride in a personal vehicle from family, friends or neighbors (62%) or walking (58%). Less than one-third reported using a taxi, volunteer driver, shuttle service, public transportation or paratransit.

- **More than half of respondents reported having trouble finding transportation for trips they wanted or needed to make.**

When asked if they encountered difficulties finding transportation for trips they wanted or needed to make, 45% of respondents said they never had trouble, while 55% did have troubles (30% said they experienced problems finding transportation sometimes or a lot of times and 25% had trouble rarely). Respondents most often reported having trouble finding needed transportation for medical appointments and shopping/ pharmacy trips.

- **The most frequently cited barriers to using public transportation and paratransit were a lack of service and the distance from stops and stations being too far to walk.**

More than one-third of respondents from the Intermountain TPR felt that the lack of public transportation service where they lived or where they wanted to go was major problem, and a similar proportion felt this way about the distance from bus stops or light rail stations being too far to walk. One-quarter said that lack of service during needed times and difficulty accessing transit stops or stations during poor weather conditions were major problems. Few (less than 10%) reported having problems getting information about public transportation in their first language, knowing how to use public transportation, being unable to get a seat or feeling unsafe riding the bus or light rail train.

Respondents were also asked about the barriers they perceived to using paratransit services, which was defined as a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. The largest obstacles were a lack of service where the respondent lived or to their desired locations and limited service hours, considered a major or minor problem by half of Intermountain respondents.

- **The two issues deemed of highest importance for the statewide transit plan by Intermountain residents were supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders.**

All of the issues included on the survey were deemed somewhat or very important by a majority of Intermountain respondents. Almost three-quarters of respondents felt that supporting the development of easily accessible and understandable transportation information and referral services and providing lower fares for seniors and disabled riders were very important. About 7 in 10 cited supporting veterans' transportation issues as very important.

About 6 in 10 respondents identified areas that focused on expanding services and routes in their communities and to regional destinations as very important. A similar proportion prioritized expanding transportation hours and discount programs and subsidies. Less important to Intermountain respondents was increasing the availability of wheelchair-accessible taxi cabs, although a majority still felt this was very important.

## Responses to Survey Questions

The following pages contain a complete set of responses to each question on the survey. The percent of respondents giving a particular response is shown followed by the number of respondents (denoted with “N=”).

Question 1										
In a typical month, about how often, if ever, do you use the following forms of transportation?	Never		4 or fewer times a month		1 to 2 times a week		3 or more times a week		Total	
	Drive myself in a personal vehicle	18%	N=27	7%	N=10	8%	N=12	67%	N=101	100%
Get a ride in a personal vehicle from a family member or someone who lives in my household	37%	N=50	33%	N=44	14%	N=19	16%	N=21	100%	N=134
Get a ride in a personal vehicle from family, friends or neighbors	38%	N=52	40%	N=55	15%	N=21	7%	N=9	100%	N=136
Driven by a paid driver or personal assistant	89%	N=117	5%	N=7	2%	N=3	3%	N=4	100%	N=131
Get a ride from a volunteer driver	85%	N=115	10%	N=14	3%	N=4	2%	N=3	100%	N=136
Take a taxi at the full price fare	96%	N=130	4%	N=5	0%	N=0	0%	N=0	100%	N=135
Take a taxi at a subsidized or discounted fare	94%	N=133	4%	N=5	0%	N=0	2%	N=3	100%	N=142
Walk	42%	N=57	22%	N=30	16%	N=21	19%	N=26	100%	N=135
Bicycle	78%	N=106	11%	N=14	6%	N=9	5%	N=7	100%	N=136
Use transportation provided by my faith community or church	90%	N=123	9%	N=13	1%	N=1	0%	N=0	100%	N=137
Use a senior center or community center shuttle	70%	N=96	22%	N=30	6%	N=9	2%	N=3	100%	N=137
Use shuttle/transportation provided by the housing facility or complex where I live	93%	N=124	5%	N=6	2%	N=3	0%	N=0	100%	N=133
Use public transportation with fixed routes and schedules (e.g., buses and light rail)	70%	N=91	18%	N=23	8%	N=10	5%	N=6	100%	N=131
Use paratransit which is "on demand" transportation where you can call ahead or otherwise arrange for services (e.g., "call-a-ride," "access-a-ride", etc.)	73%	N=95	14%	N=18	9%	N=12	4%	N=5	100%	N=130
Use a private or non-profit transportation service or program	90%	N=107	5%	N=6	3%	N=3	2%	N=2	100%	N=119

<b>Question 2</b>		
<b>About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?</b>	<b>Percent</b>	<b>Number</b>
None of my trips	46%	N=69
Less than half my trips	29%	N=44
About half my trips	5%	N=7
More than half my trips	8%	N=11
All of my trips	12%	N=19
Total	100%	N=152

<b>Question 3</b>		
<b>If you drive yourself, what time of day do you most often drive?</b>	<b>Percent</b>	<b>Number</b>
I don't drive	17%	N=24
Mornings	61%	N=89
Afternoons	20%	N=28
Evenings and nights	3%	N=4
Total	100%	N=146

<b>Question 4</b>		
<b>For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?</b>	<b>Percent</b>	<b>Number</b>
Very likely	16%	N=19
Somewhat likely	30%	N=35
Not at all likely	54%	N=64
Total	100%	N=117

*This question was asked only of those who said that they drive themselves.*

<b>Question 5</b>		
<b>Do you ever have trouble finding transportation for trips you want or need to make?</b>	<b>Percent</b>	<b>Number</b>
No, never	45%	N=66
Rarely	25%	N=38
Sometimes	23%	N=35
A lot of times	7%	N=10
Total	100%	N=149

<b>Question 6</b>		
<b>For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Work	14%	N=9
Visiting family or friends	15%	N=10
Volunteering	16%	N=11
Medical appointment	44%	N=30
Community event	18%	N=12
Religious service	15%	N=10
Recreation	20%	N=14
School	5%	N=3
Shopping/pharmacy trips	42%	N=28
Other, please specify	28%	N=19

*Total may exceed 100% as respondents could select more than one answer.*

*This question was asked only of those who said that they had trouble finding transportation for trips.*

<b>Question 7</b>		
<b>What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Weekdays 6am to 10am	31%	N=17
Weekdays 10am to 4pm	58%	N=32
Weekdays 4pm to 7pm	39%	N=22
Weekdays 7pm to midnight	18%	N=10
Weekdays Midnight to 6am	7%	N=4
Saturday day time	33%	N=18
Saturday night time	26%	N=15
Sunday day time	32%	N=18
Sunday night time	24%	N=13

*Total may exceed 100% as respondents could select more than one answer.*

*This question was asked only of those who said that they had trouble finding transportation for trips.*

<b>Question 8</b>		
<b>How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?</b>	<b>Percent</b>	<b>Number</b>
Never	46%	N=36
Once or twice	38%	N=30
3 to 6 times	14%	N=11
7 times or more	1%	N=1
Total	100%	N=77

*This question was asked only of those who said that they had trouble finding transportation for trips.*



Question 9								
Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation.	Major problem		Minor problem		Not a problem		Total	
	Service is not provided where I live or where I want to go	35%	N=47	26%	N=35	39%	N=53	100%
Service does not operate during the times I need	24%	N=30	25%	N=30	50%	N=61	100%	N=121
Information about fares, schedules and routes is difficult to find	17%	N=18	22%	N=24	62%	N=69	100%	N=112
Information about fares, schedules and routes is difficult to read	18%	N=20	20%	N=22	63%	N=70	100%	N=112
I cannot understand the information about fares, schedules and routes	10%	N=11	18%	N=20	71%	N=78	100%	N=110
Information about fares, schedules and routes is not in my first (non-English) language	6%	N=7	5%	N=5	88%	N=96	100%	N=108
I am unclear about how to use public transportation	9%	N=10	12%	N=13	78%	N=81	100%	N=104
I cannot easily access bus stops or light rail stations because there are no sidewalks, I can't access sidewalks due to the curbs, or because I'm not able to safely and easily cross the road	17%	N=18	23%	N=25	60%	N=64	100%	N=107
Buses or light rail trains lack clear announcements or visual displays about the next stops	16%	N=16	14%	N=14	70%	N=69	100%	N=99
I cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions, or don't want to or can't wait for delayed buses or trains in poor weather	25%	N=26	22%	N=23	52%	N=54	100%	N=102
I have health reasons that prevent me from being able to use fixed route public transportation	19%	N=19	18%	N=18	64%	N=65	100%	N=102
I have difficulty boarding and exiting buses or light rail trains	18%	N=18	14%	N=14	68%	N=67	100%	N=99
Distance from bus stop or light rail station is too far for me to walk	36%	N=37	14%	N=15	50%	N=52	100%	N=104
I am unable to get a seat	8%	N=7	15%	N=14	78%	N=75	100%	N=97
I do not feel safe while waiting for the bus or light rail train	12%	N=11	20%	N=20	68%	N=66	100%	N=97
I do not feel safe while riding the bus or light rail train	7%	N=7	18%	N=17	75%	N=72	100%	N=96
Fares are too expensive	15%	N=14	19%	N=18	67%	N=64	100%	N=96
Travel time to my destinations is too long	15%	N=15	21%	N=21	64%	N=63	100%	N=99
Bus stops and stations are poorly maintained	14%	N=13	21%	N=20	66%	N=64	100%	N=97
Service is not reliable	11%	N=11	19%	N=18	70%	N=67	100%	N=96
I do not understand how to make a transfer	13%	N=12	15%	N=15	72%	N=68	100%	N=95

<b>Question 10</b>								
<b>Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service. Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?</b>	<b>Major problem</b>		<b>Minor problem</b>		<b>Not a problem</b>		<b>Total</b>	
	Service is not provided where I live or where I want to go	35%	N=39	17%	N=19	49%	N=55	100%
Services does not operate during the times I need	25%	N=24	24%	N=23	51%	N=49	100%	N=96
Information about how to use the service and costs is difficult to find	15%	N=14	16%	N=15	70%	N=67	100%	N=96
Information about how to use the service and the costs is difficult to read	12%	N=12	13%	N=12	75%	N=71	100%	N=94
Information about how to use the service and the costs is not in my first (non-English) language	5%	N=5	10%	N=9	85%	N=77	100%	N=91
I cannot understand the information on how to use the service and the costs	8%	N=8	11%	N=10	81%	N=75	100%	N=92
I am unclear about how to start using it	17%	N=16	7%	N=6	76%	N=69	100%	N=91

<b>Question 11</b>		
<b>How would you prefer to get your information about transportation services and programs? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Through my place of residence	41%	N=55
Friends or family	8%	N=11
Printed materials	50%	N=68
Telephone	17%	N=23
Other, please specify	6%	N=8
Through the place where I work or volunteer	12%	N=16
Electronic (websites, email, social media, smart phone)	34%	N=46
In-person assistance	9%	N=12
Presentations at church, community centers, etc.	16%	N=22

*Total may exceed 100% as respondents could select more than one answer.*

<b>Question 12</b>								
<b>CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?</b>	<b>Very important</b>		<b>Somewhat important</b>		<b>Not at all important</b>		<b>Total</b>	
Supporting the development of easily accessible and understandable transportation information and referral services	72%	N=94	20%	N=27	7%	N=10	100%	N=131
Supporting veterans' transportation issues	69%	N=88	16%	N=20	15%	N=18	100%	N=126
Supporting volunteer and faith-based transportation services	53%	N=66	28%	N=35	19%	N=24	100%	N=125
Increasing the availability of wheelchair-accessible taxi cabs	52%	N=64	24%	N=30	24%	N=29	100%	N=123
Expanding discount programs and/or subsidies for public transportation and/or taxi fares	57%	N=70	28%	N=35	15%	N=18	100%	N=124
Providing more transportation services in my community	59%	N=78	30%	N=39	11%	N=14	100%	N=131
Providing more transportation services to regional destinations	63%	N=79	27%	N=34	9%	N=12	100%	N=124
Expanding hours that transportation services are offered	59%	N=74	26%	N=32	15%	N=19	100%	N=126
Expanding or adding routes in my community	60%	N=75	25%	N=31	15%	N=19	100%	N=125
Providing lower fares for seniors and disabled riders	73%	N=93	16%	N=21	11%	N=14	100%	N=128

<b>Question 15</b>		
<b>Please indicate if you have difficulty with any of these activities? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
Climbing stairs	46%	N=63
Talking	5%	N=7
Lifting or carrying a package or bag	33%	N=45
Understanding written directions	7%	N=9
Understanding spoken directions	6%	N=8
Seeing	9%	N=12
Hearing	23%	N=32
Walking 1/4 mile	42%	N=58
None	35%	N=49

Total may exceed 100% as respondents could select more than one answer.

<b>Question 16</b>		
<b>Do you use any of the following to get around? (Please select all that apply.)</b>	<b>Percent</b>	<b>Number</b>
None	72%	N=90
Guide or service dog	0%	N=0
White cane	3%	N=4
Cane or walker	19%	N=24
Power wheelchair or scooter	5%	N=6
Manual wheelchair	7%	N=9

Total may exceed 100% as respondents could select more than one answer.

<b>Question 17</b>		
<b>Which best describes the building you live in?</b>	<b>Percent</b>	<b>Number</b>
Single family home or mobile home	72%	N=108
Townhouse, condominium, duplex or apartment	21%	N=31
Age-restricted senior living residence	6%	N=9
Assisted living residence	0%	N=0
Nursing home	1%	N=1
Other	0%	N=0
Total	100%	N=149

<b>Question 19</b>		
<b>What is your race/ethnicity?</b>	<b>Percent</b>	<b>Number</b>
American Indian or Alaskan Native	3%	N=5
Asian or Pacific Islander	0%	N=0
Black, African American	1%	N=1
Hispanic/Spanish/Latino	5%	N=8
White/Caucasian	93%	N=141
Other	1%	N=1

*Total may exceed 100% as respondents could select more than one answer.*

<b>Question 20</b>		
<b>In which category is your age?</b>	<b>Percent</b>	<b>Number</b>
18 - 44 years	8%	N=12
45 - 54 years	7%	N=10
55 - 64 years	11%	N=17
65 - 74 years	34%	N=53
75 - 84 years	23%	N=36
85 - 94 years	15%	N=22
95 years or older	1%	N=2
Total	100%	N=153

<b>Question 21</b>		
<b>What is your gender?</b>	<b>Percent</b>	<b>Number</b>
Female	62%	N=92
Male	38%	N=55
Total	100%	N=147

## Verbatim Responses to Open-Ended Questions

The following are verbatim responses to open-ended questions. Because these responses were written by survey participants, they are presented here in verbatim form, including any typographical, grammar or other mistakes. Within each question the responses are in alphabetical order.

### Comments from those completing an Agency survey

#### **Question 1: In a typical month, about how often, if ever, do you use the following forms of transportation? Responses to “some other form of transportation.”**

- Facility Van
- Friends
- From family
- motorcycle
- Mountain mobility
- No public transportation exists in Parachute/Battlement Mesa
- No taxi
- scooter

#### **Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”**

- Drive ourselves
- Driving to DIA
- Health
- I don't
- I drive
- i would take the bus but the schedule is bad for me
- Medical treatment when i can't driver afterwards
- Movie theater
- Never
- Never need transportation, provide it myself
- None yet
- Out of town trips
- Restaurants in evening
- Special trips dinner and shopping
- To get out of home
- Varies as life not structured
- When my car breaks down, finding alternatives is difficult due to infrequency of public transportation from edwards to eagle.

#### **Question 9: Please tell us how much of a problem, if at all, each of these are for you when using public transportation. Responses to “other.”**

- Call nick if you wish to discuss 970-945-8936
- I am not a minority or woman
- I havent needed them



**Question 10: To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? Responses to “other.”**

- Can't get to transportation
- Don't use
- Eric is transported to work most days by summit stage mountain mobility. It has aided his independence
- Every stop i need is not available when i need it. Miller ranch, get off at miller ranch rd. I had confusion with cmc stop on express pm bus 11:20 pm
- Handicapped accessible
- I want to be integrated. I dislike the stigma associated with riding the short bus and dislike having to make reservations the day prior to my travel. I want to be spontaneous.
- Im still driving
- Only operates on Tuesdays.

**Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”**

- don't have internet
- I provide my own transportation

**Question 13: What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?**

- All good
- Battlement mesa shuttle with g. That used to go to grand junction for doctor appts. Ect. On tuesday and thursdays stopped 3 years ago but van still being used for battlement mesa.
- Buffalo ridge, please stop there, people need it pm,am all hours. Miller ranch , where i now live still with no car more frequent stops.
- Depressing that you cant always go
- Glenwood springs and denver pretty good. Problems getting to regional area, grand junction, aspen, sunlight, to denver on bus greyhound or train needs to be more frequent
- Good
- Good experience from garfield county travelers. Big help to me and my family
- I have not yet had to use the services but expect to need it in the near future
- I just take 88
- I live in Parachute and am only able to find public transport once per week, this prevents me from accessing community services and makes me unable to work. I would like public transport, preferably para-transit, from parachute to Silt or Glenwood.
- I work in several locations in a single day and need lots of tools i cannot utilize for work as an entertainer. Don't have time to wait.
- In beginning not good. Disabled folks are lower priority unless you mention a.d.a things are better because i know my rights. Some buses hard for seniors. The lift shakes is unsteady.
- Mountain mobility services and personnel have greatly improved eric's life transporting him safely from and to work.
- My daughter age 68 and i age 91 have been very, very satisfied with "travelers" complete cooperation
- My experiences have usually been very good getting transportation services i want.

- no public transportation in Battlement Mesa/Parachute. Use the Traveler but not open in evenings/weekends so I can't go places.
- Not problem here in aspen
- Price of gas- is limited
- Raft does not go south of rifle or north or west to parachute, grand junction, meeker.
- Riding the transit bus system.
- Service seems good for most part
- So far i am lucky enough to need assistance
- The senior transportation in our area is excellent and always improving
- The Summit Stage transit system is awesome and very accessible. However, I can drive so I do because it is more convenient.
- The traveler has been good but is limited a regular scheduled system would be great especially to go to glenwood or grand junction. We can get to glenwood but for shopping we need to be flexible
- There is only one van available and it only runs on Tuesdays. Also, it only goes to Rifle and not to places in my town. If I want to go somewhere in my town, I have to wait until at least 2:09 or later to be picked up. Also, I always have at least a two hour wait or more at Walmart and I am in a lot of pain!
- too far to the bus stop, schedule does not work for me
- Unable to go to weekend events, movies that last past the 4:00 cut off time

**Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?**

- As we get older we need more
- Aspen has a great bus system. Need more ADA vans with RFTA to cover all of Pitkin County. Snowmass --> Aspen
- Battlement Mesa Shuttle with Columbine Ford funnings van that used to go to Grand Junction, CO for doctors appts etc on Tuesdays and Thursdays stopped 3 years ago and van is still being utilized by Battlement Mesa Ass'n. We need transportation system in our towns.
- Bus drivers are not informed about all stops you ask them something, and they say i'm not sure. All of them should know
- Bus shelters, need to fix roads. Schedules easier to see. Too light up, not good for low vision or wheelchair users etc.
- bus stops in more places
- Can be rude at times when i mention i'm vision impaired. I would like to be on a panel to discuss these issues. Please call jan-970-618-6255
- Can't walk to transport. Need local bus stop
- Expanding senior travel to surrounding areas
- Getting the information out to these populations about paratransportation services.
- Getting to places around town when you have no way
- Greyhound stop in rifle co
- I am commander of the Sheriff's Auxiliary in Battlement Mesa, we often provide help if someone asks.
- I am extremely opposed to the continued focus of developing segregated transportation services for people with disabilities. I would much rather see integrated and accessible transportation options for everyone - for people with and without disabilities.

- I am not comfortable driving after dark. Wish we had expanded service into the evening in the winter
- I do not need transportation services but work with the programs that supervise these services in my area. As the policies stand at this time I would not be able to benefit from the services available.
- I don't have any problems
- I find current services pretty darn good
- I live in a rural area that does not allow for public transportation. Even if I could get to the bus the schedule is unreliable and very sketchy to get to where I need to go. Takes hours.
- Live people to help plan or make arrangements for transportation and who to access info.
- Low cost bus to grand junction from parachute
- More assistance at stops or leaving stores. Help getting on light rails or trains even buses. Lower steps not steep ones and bars to hold on to
- Need more vehicle for transportation in garfield county and for carbondale, co.
- Not much there
- Nothing
- Our town is very scattered with auto dealership, schools, vets memorial, bowling ally, golf on the very north. C.m.c., airport, shopping, hasp on the south, no regular transportation to any of these especially in the evening. We need a transportation system desperately. As older folks shop
- Please go south and north of rifle, walmart-grand river health clinic, hospital
- Please increase routes and funding for paratransit. I am unable to take the buss and currently live in parachute, I am only able to access services once per week and it prevents me from living a fuller life, working, volunteering, and seeing my friends.
- Provide a low faired taxi for glenwood springs, in all areas
- Quit charging for its use when bus is already receiving donations
- See above
- There is no public transpiration in ny community. I am disabled and can't drive and stuck in my house all the tume.
- They often need transporition to places outside of their hometown that is affordable.
- This service is a great service to eric and his senior citizens parents
- To be more on time picking up after appt.
- We are on the western slope with no services
- We need the senior traveler to continue running!
- Weekend and evenings transportation is non existant
- Your service is very important to seniors

**Question 17: What best describes the building you live in? Responses to “other.”**

No “other” responses were provided for this question.

## Comments from those completing a mailed survey

### Question 1: In a typical month, about how often, if ever, do you use the following forms of transportation? Responses to “some other form of transportation.”

- Family-there is no public transportation in our area
- Motorcycle.
- My own car

### Question 6: For what types of trips do you need transportation but have trouble finding transportation? Responses to “other.”

- Cc gym, mornings
- Hobbies
- If car is broken work 3am -11am
- Later in the day can't catch a bus after 7 pm
- None
- None we usually find a ride from family
- Vehicle servicing in gws

### Question 9: Please tell us how much of a problem, if at all, each of these are for you when using public transportation. Responses to “other.”

- Don't use public transportation and i live in the usa and should be english only
- I am dyslexic and 100% disabled- able to drive now but later on???? Someone else is filling this out for me.
- I do not use public transportation-ever
- Live on a difficult road
- No public transportation in or area
- No such program in my community
- Public transportation does not exist in my community
- Same as above
- Ticket purchase info. Is hard to read because of sun weathered or light glare at the lite rail stations, i used lite rail in denver.

### Question 10: To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services? Responses to “other.”

- Don't use
- Dyslexic
- I never use paratransit
- Just getting to a place for pick up is difficult
- No experience don't use.
- No service provided in area
- None exist
- Not needed

### Question 11: How would you prefer to get your information about transportation services and programs? Responses to “other.”

- Don't know haven't used

- Larger schedules, printed , cannot read fine print
- None apply
- None exist
- Not interested
- Same as above
- Through veterans administration

**Question 13: What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?**

- A town 30 miles from leadville has a van (neighbor to neighbor) they take the elderly to dr. Apts. And grocery store etc.
- All is fine
- At this time i am able to drive and my husband is able to lead the way.
- Can't get where i want in an emergency
- Don't use anything except, the denver mall buses on occasion.
- Good
- Good experience, bus travel around valley
- Good when used.
- I am 100% va disabled. There is no va transport from glenwood springs to va in grand junction. I can drive myself now but down the road i don't know what i'll do.
- I am lucky. We have good paratransit where i live. I can be more independent, and go to work, school and wherever i want.
- I don't have a problem
- I drive
- I have had a problem with getting to gypsum eagle andvail valley areas because glenwood springs has no buses going there to those communities
- I have to get someone to pick me up 15 miles away and because i cant get back after 7 pm
- I have to walk a mile without sidewalks and street lights to the closest bus stop
- I have two of my adult children living with me. They take care of my needs. There are many people in leadville that arent so lucky.
- I live at greekside in s.v. i am handicap, local bus service used to come thru our parking lot. They ceased that service so i drive everywhere.
- I live in a rural town with a 30 min. Drive to reach greyhound or arrow bus service. Each end in denver and then i have the problem of getting to my destination. No transportation service in town.
- I sent my son by bus from rifle to denver and den. To boulder and return spent so much time traveling he had almost no time to see his sister at cu.
- I'm ok now driving myself but being 100% disabled down the road, it will be hard just to get from my home to catch public transportation, will be impossible to get to doctors in another town.
- It is hard sometimes to get a volunteer to drive me when i am not able. I get frustrated when i have to cancel an appointment.
- My problem is understanding when, where how to get from my bus transportation from the maintains to one of your devices with greatly deminished eye sight.
- No impact. Can get public trans. Service when needed



- No need for these services at this time
- No problem if you use the schedule.
- None exist
- None, i travel to work and back with a dog. Dogs are not allowed on public transportation. I understand why.
- Not available.
- Not being able to get transportation service. Had to put off going to another day.
- Not often enough during summer months returning from eagle to a. 3 hour waits. Maybe a smaller shuttle and more printing larger schedules, cannot read the very small print location the pickup places.
- Not too dependent on alturnet transport at the moment.
- One in a wheel chair do not drive, they are very limited where they can go. Downtown to doctors and medical. Leaving one with no social support as soceity moves to people"aging in place" transportation is going to be much more important. Social support is very important, a persons condition goes down very quickly.
- Public transportation is drive time x 2
- Public transportation to rural areas in western colorado -northwestern county's meeker ranch, southwestern norwood.
- Scheduling changes that are not posted at the bus stops
- So far i do all right driving myself. When i will need help, getting it at the time i want to go may be a problem. Carrying packages and groceries may be very difficult. In january 2012 i suffed a stroke to my left brain which almost completely paralysed my right side through months of therapy and exercize, i regained most of my functions, in 2012 i was certified to drive by a theraputic evaluation, i also have trouble walking long distances because of spinal fusion.
- There are no transportation services in my area.
- We live in a rural area without public transportation and are healthy and able to drive.
- Weather

**Question 14: What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?**

- Decreased-limited service during the summer.
- Dial a ride, aspen calling for a ride: the shuttles, phones are horrible! I do not know if the driver heard me. Most often the driver is somewhere, where the radio is in a non servible area. Mountain areas, thus has been a major problem. Always addressed and never solved (\$\$?) Since the very beginning of the service many years ago. I've lived in aspen, 38 years.
- Don't have issues or problems.
- Down the road just getting from my house to where public transportation is, is almost impossible. I live in a rather small town
- Finish hwy 9 from breckenridge to frisco.
- From town, i would not mind if there was only 1 or 2 a week i could take advantage of paratransit but would like to be able to attend church and even. Events.
- Here in summit county i think that the transportation service is doing their best, but it is a big county, it will never provide the peoples needs, i think
- I have not used in years. I think and understand that our transportation system is real excellent and free to seniors.
- I think the traveler will be my best bet.

- I would like to see transportation like the traveler that runs in garfield, co. And more volunteer drivers. I live in eagle, co.
- It's 14 miles to the nearest bust stop...
- Need light rail service denver to eagle airport along i-70 road area
- No information.
- No transportation in community
- None exist
- Often the ramps and lifts don't work on buses. Esp. Town of vail. On fixed routes. So i cant depend on them. Sidewalks and paths and curb cuts are inaccessible in the winter a lot of the time. In eagle county.
- Potentially there could be issues as i age. I would have to move or get personal assistance.
- Re-establish bus service in creekside parking lot, snowmass village
- Seems ok.
- The main problem, living in summit county, is there are no options for getting to denver for medical needs or other important needs. Airport access is fine but that's all there is.
- There is no transportation where i live in rural garfield county or when i need to travel.
- Transportation within this community is lacking for everyone. Many poor individuals just walk miles to get to church, doctor, store.
- Travel from glenwood to vail valley areas buses don't to there, from glenwood springs to vail valley areas.
- Use better ways of carrying them on buses, to make sure handicap accessible.
- We are a small town but our needs are just as important as any other town
- Would be nice to have a transportation service.

**Question 17: What best describes the building you live in? Responses to "other."**

- Double wide modular home.

## Survey Instrument

A copy of the questionnaire appears on the following pages.



*¡Queremos oír de usted!*

**Taking care to get you there**

Dear Colorado Resident:

The Colorado Department of Transportation (CDOT) is conducting a statewide survey to learn about the travel behavior and transportation needs of older adults and adults with disabilities. This survey will support development of CDOT's first Statewide Transit Plan.

(To learn more, you can visit the website:

[www.coloradodot.info/programs/transitandrail/statewidetransitplan](http://www.coloradodot.info/programs/transitandrail/statewidetransitplan) )

The Division of Vocational Rehabilitation, the Division of Developmental Disabilities and the Division of Aging & Adult Services are all members of the State Coordinating Council on Transportation and have been working closely with CDOT to create opportunities for persons with special transportation needs to give input during their 5-year transit planning process.

Since you are one of a small number of people in the area randomly chosen to participate in this survey, it is very important that you do so!

The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

[www.n-r-c.com/survey/cdotsurvey.htm](http://www.n-r-c.com/survey/cdotsurvey.htm)

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me, Tracey MacDonald, at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

Tracey MacDonald, Senior Transit and Rail Planner

*El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:*

*[www.n-r-c.com/survey/cdotsurvey.htm](http://www.n-r-c.com/survey/cdotsurvey.htm)*

*Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.*

*Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español.*

*Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.*



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Since your household is one of a small number of households in the area randomly chosen to participate in this survey, it is very important that you do so!

Because we want to hear from a representative group of people who are age 65 and older or adults age 18 or older with a disability, please have the adult age 65 years or older or the adult with a disability age 18 or older in your household **who most recently had a birthday** (regardless of the year of birth) take a few minutes to complete this survey.

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Respectfully,

A handwritten signature in cursive script that reads "Tracey MacDonald".

Tracey MacDonald, Senior Transit and Rail Planner

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*¡Queremos oír de usted!*

## Taking care to get you there

Dear Colorado Resident:

You should have received a copy of this survey about a week ago. If you completed it and sent it back, we thank you for your time and ask you to discard this survey. Please do not respond twice.

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The completed questionnaire can be returned in the enclosed postage-paid envelope to the independent research firm conducting the survey.

Your answers will help CDOT better understand the transportation needs of older adults and adults with disabilities in your community and develop strategies to address those needs.

You may complete the survey online if you prefer, at the following Web address:

[www.n-r-c.com/survey/cdotsurveyXX.htm](http://www.n-r-c.com/survey/cdotsurveyXX.htm)

(please be sure to type the address exactly as it appears here).

If you have any questions or need assistance with this survey, please call me at 303-757-9753.

We thank you very much for your time and participation.

Respectfully,

A handwritten signature in cursive script that reads "Tracey MacDonald".

Tracey MacDonald, Senior Transit and Rail Planner

*El Departamento de Transporte de Colorado (CDOT) está llevando a cabo una encuesta de alcance estatal para enterarse del comportamiento de viaje y las necesidades de transporte de adultos mayores y adultos con incapacidades. Su hogar ha sido seleccionado al azar para participar en esta encuesta. Si no puede completar la encuesta adjunta en inglés, podría pedirle a una amistad o un miembro de familia que le ayude con ella, y devolverla en el sobre pre-pagado adjunto. También puede completar la encuesta en línea en español en:*

[www.n-r-c.com/survey/cdotsurveyXX.htm](http://www.n-r-c.com/survey/cdotsurveyXX.htm)

*Para la versión en español haga clic en "Español" en la esquina superior a mano derecha.*

*Si lo desea, también puede llamar al Stacy Romero a 303-757-9237 y dejar un mensaje con su dirección, y se le enviará por correo una copia de la encuesta en español. Sus respuestas permanecerán completamente confidenciales, y serán reportadas solamente en forma de grupo.*

# Colorado Department of Transportation Survey

**1. In a typical month, about how often, if ever, do you use the following forms of transportation?**

	<u>Never</u>	<u>4 or fewer times a month</u>	<u>1 to 2 times a week</u>	<u>3 or more times a week</u>
Drive myself in a personal vehicle.....	1	2	3	4
Get a ride in a personal vehicle from a family member or someone who lives in my household .....	1	2	3	4
Get a ride in a personal vehicle from family, friends or neighbors .....	1	2	3	4
Driven by a paid driver or personal assistant.....	1	2	3	4
Get a ride from a volunteer driver.....	1	2	3	4
Take a taxi at the full price fare .....	1	2	3	4
Take a taxi at a subsidized or discounted fare.....	1	2	3	
Walk .....	1	2	3	4
Bicycle .....	1	2	3	4
Use transportation provided by my faith community or church.....	1	2	3	4
Use a senior center or community center shuttle .....	1	2	3	4
Use the shuttle/transportation provided by the housing facility or complex where I live .....	1	2	3	4
Use public transportation with fixed routes and schedules (e.g., buses and light rail) .....	1	2	3	4
Use paratransit, which is “on demand” transportation, where you can call ahead or otherwise arrange for services (e.g., “call-a-ride,” “access-a-ride”, etc.) .....	1	2	3	4
Use a private or non-profit transportation service or program.....	1	2	3	4
Some other form of transportation (what? _____) .....	1	2	3	4

**2. About how frequently, if at all, do you depend on family, friends, aides or volunteers for transportation?**

- None of my trips
- Less than half my trips
- About half my trips
- More than half my trips
- All of my trips

**3. If you drive yourself, what time of day do you most often drive?**

- I don't drive → GO TO QUESTION #5
- Mornings
- Afternoons
- Evenings and nights

**4. For the times you drive yourself, how likely would you be to use public transportation or paratransit in your community instead?**

- Very likely
- Somewhat likely
- Not at all likely

**5. Do you ever have trouble finding transportation for trips you want or need to make?**

- No, never → GO TO QUESTION #9
- Rarely
- Sometimes
- A lot of times

**6. For what types of trips do you need transportation but have trouble finding transportation? (Please select all that apply.)**

- Work
- Visiting family or friends
- Volunteering
- Medical appointment
- Community event
- Religious service
- Recreation
- School
- Shopping/pharmacy trips
- Other, please specify: \_\_\_\_\_

**7. What times of day do you need transportation but have trouble finding transportation? (Please select all that apply.)**

- Weekdays 6am to 10am
- Weekdays 10am to 4pm
- Weekdays 4pm to 7pm
- Weekdays 7pm to midnight
- Weekdays Midnight to 6am
- Saturday day time
- Saturday night time
- Sunday day time
- Sunday night time

**8. How many times in the last month, if at all, were you unable to get somewhere because you could not find transportation?**

- Never
- Once or twice
- 3 to 6 times
- 7 times or more

**9. Public transportation services includes buses, trains and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.**

**Below is a list of possible barriers to using public transportation services. Please tell us how much of a problem, if at all, each of these are for you when using public transportation.**

	<b><u>Major problem</u></b>	<b><u>Minor problem</u></b>	<b><u>Not a problem</u></b>
Service is not provided where I live or where I want to go.....	1	2	3
Service does not operate during the times I need .....	1	2	3
Information about fares, schedules and routes is difficult to find.....	1	2	3
Information about fares, schedules and routes is difficult to read .....	1	2	3
I cannot understand the information about fares, schedules and routes .....	1	2	3
Information about fares, schedules and routes is not in my first (non-English) language .....	1	2	3
I am unclear about how to use public transportation.....	1	2	3
I cannot easily access bus stops or light rail stations because there are no sidewalks, I can't access sidewalks due to the curbs, or because I'm not able to safely and easily cross the road .....	1	2	3
Buses or light rail trains lack clear announcements or visual displays about the next stops .....	1	2	3
I cannot easily access bus stops or light rail stations when there is snow or other poor weather conditions, or don't want to or can't wait for delayed buses or trains in poor weather.....	1	2	3
I have health reasons that prevent me from being able to use fixed route public transportation.....	1	2	3
I have difficulty boarding and exiting buses or light rail trains.....	1	2	3
Distance from bus stop or light rail station is too far for me to walk .....	1	2	3
I am unable to get a seat .....	1	2	3
I do not feel safe while waiting for the bus or light rail train .....	1	2	3
I do not feel safe while riding the bus or light rail train.....	1	2	3
Fares are too expensive .....	1	2	3
Travel time to my destinations is too long.....	1	2	3
Bus stops and stations are poorly maintained .....	1	2	3
Service is not reliable .....	1	2	3
I do not understand how to make a transfer.....	1	2	3
Other reasons: _____			

**10. Paratransit is a form of flexible passenger transportation that does not follow fixed routes or schedules, and is generally provided only for people who need transportation and are unable to use regular public transportation. Most paratransit service is provided “on demand,” meaning the person using the service must contact the agency to arrange service.**

**Below is a list of possible barriers to using paratransit services. To what extent do you agree or disagree that each of the following are reasons you do not use paratransit services?**

	<u>Major problem</u>	<u>Minor problem</u>	<u>Not a problem</u>
Service is not provided where I live or where I want to go .....	1	2	3
Service does not operate during the times I need.....	1	2	3
Information about how to use the service and the costs is difficult to find .....	1	2	3
Information about how to use the service and the costs is difficult to read.....	1	2	3
Information about how to use the service and the costs is not in my first (non-English) language.....	1	2	3
I cannot understand the information on how to use the service and the costs...	1	2	3
I am unclear about how to start using it.....	1	2	3
Other reasons: _____			

**11. How would you prefer to get your information about transportation services and programs? (Please select all that apply.)**

- Through my place of residence
- Friends or family
- Printed materials
- Telephone
- Other, please specify: \_\_\_\_\_
- Through the place where I work or volunteer
- Electronic (websites, email, social media, smart phone)
- In-person assistance
- Presentations at church, community centers, etc.

**12. CDOT is working with a number of groups across the state to create a statewide transit plan. We want to know what issues we should focus on in creating this plan. How important are each the following issues to you?**

	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>
Supporting the development of easily accessible and understandable transportation information and referral services .....	1	2	3
Supporting veterans’ transportation issues.....	1	2	3
Supporting volunteer and faith-based transportation services .....	1	2	3
Increasing the availability of wheelchair-accessible taxi cabs .....	1	2	3
Expanding discount programs and/or subsidies for public transportation and/or taxi fares.....	1	2	3
Providing more transportation services in my community.....	1	2	3
Providing more transportation services to regional destinations.....	1	2	3
Expanding hours that transportation services are offered.....	1	2	3
Expanding or adding routes in my community .....	1	2	3
Providing lower fares for seniors and disabled riders.....	1	2	3



**13. What, if anything, have been your experiences (good or bad) with accessing the transportation services you need or want? What has been the personal impact on you when you have not been able to get to places you need or want to go?**

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**14. What more would you like to tell us about the transportation issues or problems in your community, or suggestions for improving transportation services for older adults and people with disabilities?**

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**Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.**

**15. Please indicate if you have difficulty with any of these activities. (Please select all that apply.)**

- Climbing stairs
- Talking
- Lifting or carrying a package or bag
- Understanding written directions
- Understanding spoken directions
- Seeing
- Hearing
- Walking ¼ mile

**16. Do you use any of the following to get around? (Please select all that apply.)**

- None
- Guide or service dog
- White cane
- Cane or walker
- Power wheelchair or scooter
- Manual wheelchair

**17. Which best describes the building you live in?**

- Single family home or mobile home
- Townhouse, condominium, duplex or apartment
- Age-restricted senior living residence
- Assisted living residence
- Nursing home
- Other \_\_\_\_\_

**18. What is your home zip code?..... \_\_\_\_\_**

**19. What is your race/ethnicity? (Mark one or more categories to indicate which you consider yourself to be.)**

- American Indian or Alaskan native
- Asian or Pacific Islander
- Black, African American
- Hispanic/Spanish/Latino
- White/Caucasian
- Other

**20. In which category is your age?**

- 18 - 44 years
- 45 - 54 years
- 55 - 64 years
- 65 - 74 years
- 75 - 84 years
- 85 - 94 years
- 95 years or older

**21. What is your gender?**

- Female
- Male

Thank you for completing this survey.  
Please return the completed survey in the postage-paid envelope to:  
National Research Center, Inc.  
2955 Valmont Rd., Suite 300  
Boulder, CO 80301