



2030

Intermountain Regional Transit Element

The public hearing was opened by RPC Chairman Ireland. The hearing was to approve 5310 and 5311 grant request application from Summit Stage, Snowmass Village, Eco-Transit, Town of Breckenridge and Garfield County and to approve the draft Transit Element to be included in the 2030 Regional Transportation Plan. John Martin made the motion to approve the grant request applications and was seconded by Dorothea Farris. There was no public comment. The motion passed unanimously. John Martin made a motion to approve the Transit Element and was seconded by Gary Lindstrom. There was no public comment. The motion passed unanimously. The public hearing was closed by Chairman Ireland.

Intermountain TPR Transit Element Final Report

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CHAPTER I

Introduction

The Roaring Fork Transportation Authority, on behalf of the Intermountain Regional Planning Commission, contracted with LSC Transportation Consultants, Inc. (LSC) to prepare the Regional Transit Element for the Intermountain Regional Transportation Plan (RTP). This Transit Element

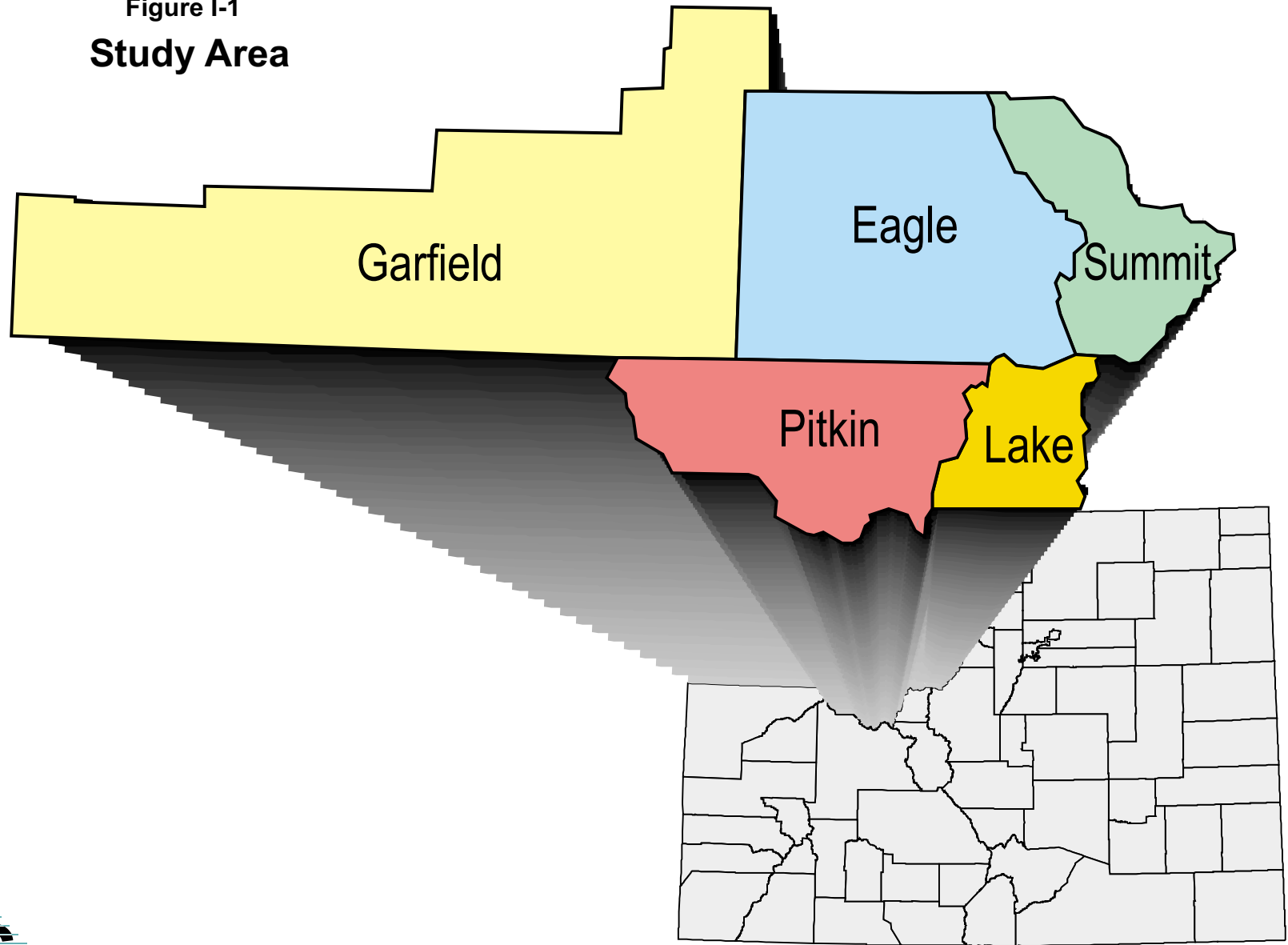


presents a summary of the existing conditions related to public transit services in Eagle, Garfield, Lake, Pitkin, and Summit Counties; issues to be addressed in the study; the transit demand estimates for the study area; and the Long-Range and Short-Range Transit Elements for the Regional Transportation Plan. Figure I-1 shows the location of the study area within the State of Colorado.

PROJECT PURPOSE

This 27-Year Transit Element will be incorporated into the Regional Transportation Plan and will become the transit planning document for the Regional Planning Commission (RPC) and the transit service providers within the Intermountain Region. The Colorado Department of Transportation (CDOT) will use the Transit Element in evaluating and approving grant applications for capital and operating funds from the Federal Transit Administration (FTA) as well as other available transit funds. The RPC will use the Transit Element for allocating FTA, other available transit funds, and Other Regional Priority Funds for transit projects, and local governments may rely on the Transit Element for prioritization of all transit funds.

Figure I-1
Study Area



ORGANIZATION OF THIS REPORT



Chapter II presents the existing socioeconomic and environmental profile of the Intermountain Region. This includes available demographic data provided by the release of the 2000 Census and projections for the eight-year and 27-year planning horizons. Chapter III presents a summary of the existing transportation systems within the region. Information for the providers includes service information, schedules, operating data, and ridership information. Chapter IV presents the transit needs assessment for the study area. This includes an evaluation of the needs using both the Transit Cooperative Research Program (TCRP) and an update to the Transit Benefits and Needs Study and ridership trends.

Chapter V provides information on the goals, objectives, and supporting policies gathered by the LSC Team. Chapter VI presents transit alternatives for the Intermountain Region. These include service and capital alternatives. Chapter VII reviews the evaluation criteria and project rankings. The ranking was reviewed by all parties and changes were made accordingly for this Final Report.

Chapter VIII presents the Long-Range Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, a policy plan for the Intermountain Transportation Planning Region (TPR), and a funding plan. This chapter identifies a policy plan for the Intermountain Region, which identifies policies and strategies for transit service within the region.

Chapter IX presents the Short-Range Element for the Intermountain Region over the next eight years. This chapter includes the eight-year program of prioritized projects for each transit provider within the study area. The LSC Team chose to make the Short-Range Plan for eight years instead of the typical six years. This is due to the cycle of planning periods for the Statewide Transportation Plans. Details for each project include the agency responsible for implementing each project. This chapter also includes the financially-constrained plan for transit. The constrained plan is based on projected funding for the region and the individual providers.

STUDY APPROACH

This study looks at how transportation services are provided within the five-county study area. This will include investigating the different areas and how transportation needs vary across the study area. The needs of the rural areas in Garfield County are very different from the needs of the Roaring Fork Valley, Eagle County, or Summit County. This study presents both a Short-Range and Long-Range Transit Element. The Short-Range Transit Element is the basis for operational plans for each transit provider within the region for 2004-2011. The Long-Range Transit Element will develop a vision for the quality of life and transportation goals to support that vision. The Long-Range Transit Element will present the Preferred Transit Plan, the 27-year Financially-Constrained Plan.

Initial Kick-Off Meeting

An initial “Kick-off Meeting” of the Advisory Committee was held in Gypsum on October 25, 2002. This Advisory Committee met to discuss project goals, priorities, and a time line for completion of the final study.



Throughout the planning process, public involvement is a key to the success of the transit plan for the community. At key points during the process, public meetings were held where citizen participation was openly welcome and appreciated.

INTERMOUNTAIN REGIONAL TRANSPORTATION PLAN VISION

STATEMENT

The following vision statement was adopted by the 2000-2020 Intermountain Regional Transportation Plan:

“Our vision is for a region that is composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community and open space, while providing economic, cultural, environmental, and outdoor recreational benefits.”

SUMMARY OF THE ISSUES



The list of issues presented in the following text has been identified from a variety of sources including previous reports, the inventory of existing providers, interviews with transit managers, the kick-off meeting, and discussion with and observation of users. Issues have been identified that may require short-range or long-range actions. Each of the issues were considered when developing transit alternatives for the study area. These issues, as well as others that are identified during the process, were addressed in this planning effort.

During the kick-off meetings with the Intermountain Transit Advisory Committee and the Summit Stage Transit Advisory Committee, a number of issues were identified for transit service within the region. Other more specific issues were identified for the Summit Stage Operations Plan, and those will be addressed separately as part of the Operations Plan. The following are the initial issues which have been identified for the Region:

- How can people best be moved between the Front Range and the Intermountain Region? How do we get people to leave their cars in Denver and use transit service?
- Once people arrive within the region, how can they move from one area to another?
- Use of park-and-ride facilities must be increased, encouraging people to park their cars and use the transit service.
- How may the dispersed employment be served, particularly household service employees?
- Intermodal connections must be provided, including coordination with air passenger service.

A separate workshop was held with the Intermountain Transit Advisory Committee to develop the vision for transit services in the region. These and other issues are addressed in Chapter V of this report. These values form the basis for developing the transit vision for the region.

GOALS AND OBJECTIVES

The Intermountain Regional Transportation Plan identifies regional goals related to transportation. General goals and objectives derived from the Advisory Committee were presented for consideration as part of this planning process. The objectives were also used to evaluate the existing transit services and any potential changes.

Transportation-Related Goals and Objectives

- 1. Coordination of Planning**
 - I. Develop a regional perspective or vision for the geographic distribution of people, goods and services, and recreation.*
 - II. Better coordinate land use and multimodal transportation planning.*
 - III. Address existing and future needs/inadequacies.*
- 2. Funding**
 - I. Balance funding of multimodal options.*
 - II. Phase in usable increments.*
 - III. Evaluate projects based on total life-cycle costs.*
 - IV. Provide maximum flexibility for use of funds.*
 - V. Tap into all potential funding sources.*
- 3. Environment**
 - I. Provide for energy efficient use.*
 - II. Preserve land and critical environmental values.*
 - III. Reflect direct and indirect environmental impacts (air quality, noise, etc.).*
 - IV. Maximize system efficiency and minimize needless trips.*
- 4. Socioeconomic**
 - I. Minimize travel to attainable/accessible housing, medical, and overall community services.*
 - II. Recognize the uniqueness of individual communities.*
 - III. Provide equity of funding for services.*
 - IV. Recognize diverse needs of transportation users.*
 - V. Support/preserve existing transportation patterns that enhance economic development.*
 - VI. Consider social costs of transportation projects.*
- 5. Implementation**
 - I. Engage in an open and comprehensive public involvement process to prioritize and implement projects that meet the region's needs and goals.*

These goals and objectives were reviewed by all those concerned with public transportation within the region, as well as those areas immediately surrounding the study area. These goals were refined as comments were received through the planning process to reflect the overall transportation goals of the Intermountain Transportation Planning Region.

Socioeconomic and Environmental Profile

Transportation has always played an important role in the resort areas in Colorado. The study area for this project is **Eagle, Garfield, Lake, Pitkin,** and **Summit** Counties, covering an area of approximately 6,624 square miles. A map of the area is shown in Figure II-1. The five-county region is a rural, sparsely populated area with an economy based primarily on the attractions to the resort/ski areas and on the services and retail trade associated with the resorts. There are numerous tourist attractions and recreational opportunities in the area. The following ski areas bring in thousands of skiers each year:

- Arapahoe Basin
- Aspen Highlands
- Aspen Mountain
- Beaver Creek
- Buttermilk
- Breckenridge
- Copper Mountain
- Keystone
- Ski Cooper
- Snowmass
- Sunlight
- Vail

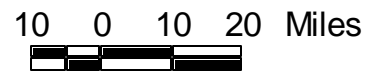
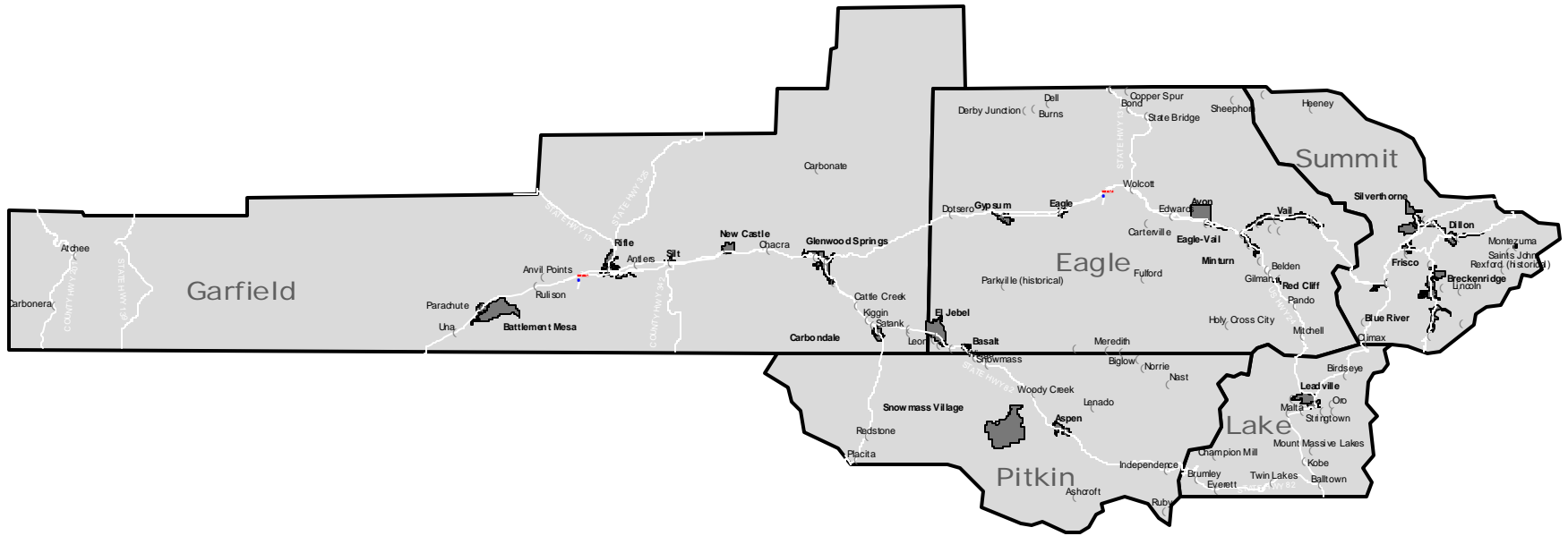
The five-county region has a 2000 total population of 131,682, an increase of 56 percent from 1990. Garfield and Eagle Counties have the largest populations with a total of 54 percent of the five-county population.

EAGLE COUNTY

Eagle County is located in the north-central portion of the region and is best known for its world class skiing. Eagle, the county seat, and the communities of Avon, Beaver Creek, Eagle-Vail, Edwards, Gypsum, Minturn, Red Cliff, and Vail are located along I-70. The main highways are Interstate 70 and US Highway 6 (both running east/west) and US Highway 24 running north/south. State Highway (SH) 131 runs north/south. The southwest corner of the county is crossed by SH 82 where the communities of El Jebel and Basalt are located. Eagle County had a total population of 41,659 in 2000, an 87.5 percent increase from 1990, and is the county with the highest percentage of seniors. Eagle County is the location of the Vail Ski Resort, with a fluctuating work base of seasonal (2,800) and year-round (1,500) employees.

Figure II-1

Intermountain TPR Study Area



GARFIELD COUNTY

Garfield County, named after President James A. Garfield, is home of Glenwood Hot Springs Pool & Lodge, the largest naturally heated outdoor swimming pool in the world. The county seat is Glenwood Springs, located on I-70, which runs east/west through the county. The towns of Carbondale, New Castle, Parachute, Rifle, and Silt are also located along I-70; however, Glenwood Springs and Rifle are the major centers of activity. Garfield County, the largest of the five-county study area, had a total population of 43,791 in 2000, an increase of 44 percent from 1990.

LAKE COUNTY

Leadville is the county seat of Lake County and is located adjacent to US Highway 24 which runs north/south. Lake County is home to other smaller communities, including Stringtown and Twin Lakes. Lake County has the highest percentage of people living in poverty within the study area, a total of 12.7 percent in 2000. The population of Lake County was 7,812 in 2000, an increase of 30 percent from 1990. Lake County also has the highest unemployment rate in the five-county study area at 4.7 percent.

PITKIN COUNTY

Pitkin County is home to several 14,000 foot peaks, including Capitol Peak, Castle Peak, Maroon Peak, Snowmass Peak, and Sopris Peak. Aspen is the county seat and is located along SH 82. Numerous small communities, including Snowmass Village and Snowmass, are located within Pitkin County; however, Aspen is the main center of activity and is the location of most social services and governmental offices. US Highways 82 (running east/west) and 133 (running north/south) are the two main highways in the county. Pitkin County is the second least populated county with 14,872 residents in 2000, an increase of 17 percent from 1990. Pitkin County has the second highest unemployment rate in the study area, at 3.3 percent of the total population, but is also one of the wealthiest counties in the nation.

SUMMIT COUNTY

Summit County, just 65 miles west of the Denver metro area, is the most densely populated county in the study area with more than 38 persons per square mile. The county has four primary areas of population located in Breckenridge, Dillon, Frisco, and Silverthorne. Breckenridge, the county seat, had a population of 2,408 in 2000 and is home to the Breckenridge Ski Area. The towns of Dillon, Frisco, and Silverthorne are also major centers of activity with a total population of 6,441 in 2000. Three major highways run through Summit County with I-70 being the most significant. The second significant highway is US Highway 6, connecting the Silverthorne/Dillon area with Keystone, Summit Cove, and the Town of Montezuma. State Highway 9 runs north through Silverthorne and continues to the Town of Kremmling in Grand County and south over Hoosier Pass to Park County. Summit County had a population of 23,548 in 2000, an increase of over 80 percent from 1990.

TRANSPORTATION SYSTEM OVERVIEW

Railroads

Rail transportation plays an important role in the movement of freight through the Intermountain Region. Southern Pacific Railroad owns approximately 283 miles of track within the Intermountain Region, operated by the Union Pacific Railroad. The track from Dotsero to Leadville and 42 miles of track between Glenwood Springs and Aspen are currently not being used. The latter corridor is co-owned by Pitkin County. Burlington Northern Railroad owns 18 miles of track operated under the Leadville Colorado & Southern Railroad Company. Coal, food, and farm products are among the commodities shipped through the region.

Passenger service consists of AMTRAK service between Denver, Colorado and Salt Lake City, Utah with twice-daily service in Glenwood Springs, one train headed in each direction daily. This is the only stop within the Intermountain Region. Approximately 117 miles of the Union Pacific Railroad operated track have AMTRAK passenger operations. The Leadville Colorado & Southern Railroad Company operates their section of track as a tourist line between June and September on a daily basis.

Aviation Facilities

The Eagle County Airport is served by five major airlines including: American, Continental, Delta, Northwest, and United. During the winter there is non-stop service to Atlanta, Chicago, Cincinnati, Dallas, Detroit, Houston, Los Angeles, Miami, Minneapolis, Newark, New York, and San Francisco. During the summer, United Express offers daily flights between Denver International Airport and the Eagle County Airport.

The Aspen/Pitkin County Airport is served by three airlines operating daily, year-round scheduled service. The airlines serving the airport are United Express (operated by Air Wisconsin), Northwest Airlink (operated by Mesaba Airlines), and America West (operated by Mesa Airlines). Current annual airline enplanements are approximately 249,000 which makes the airport the third busiest airport in the state.

The Garfield County Regional Airport is a major general aviation airport. The airport also serves as an alternate airport for commercial flights in the region.

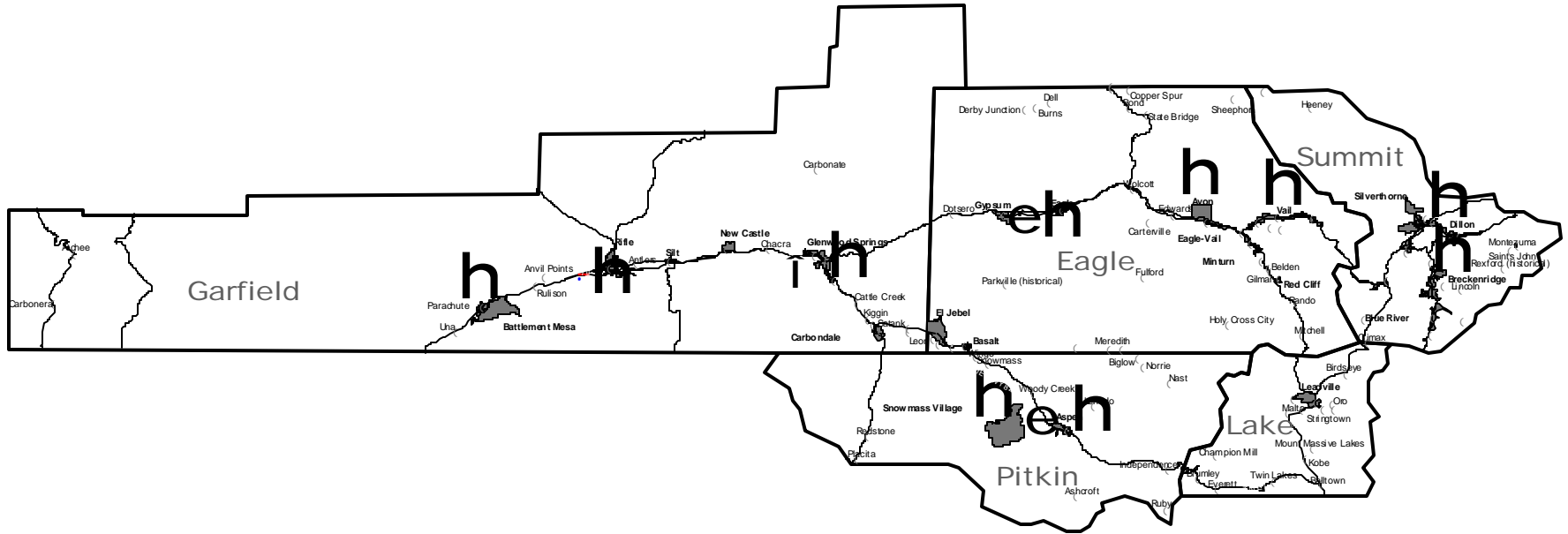
MAJOR TRANSIT DESTINATIONS

Major transit destinations are important in terms of land use, trip generation rates, and their ability to be served by public transit. Many of these destinations are clustered together into what can be termed “activity centers.” The major activity centers within the Intermountain Region include nearly every town and the amenities which are offered at the various resort areas. The destinations provided by area transit include the following: local ski areas, shopping centers, historic areas, downtown centers, lodging areas, etc. Many of the destinations are interconnected through various transportation systems and facilities.

Figure II-2 illustrates the intermodal facilities within the region. The illustrated facilities include air/freight terminals, rail stations, intercity bus terminals, and park-and-ride lots. These facilities can be used by both the local population and tourists to travel between destinations.

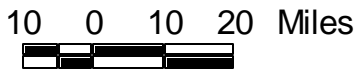
Figure II-2

Intermountain TPR Intermodal System



Intermodal System

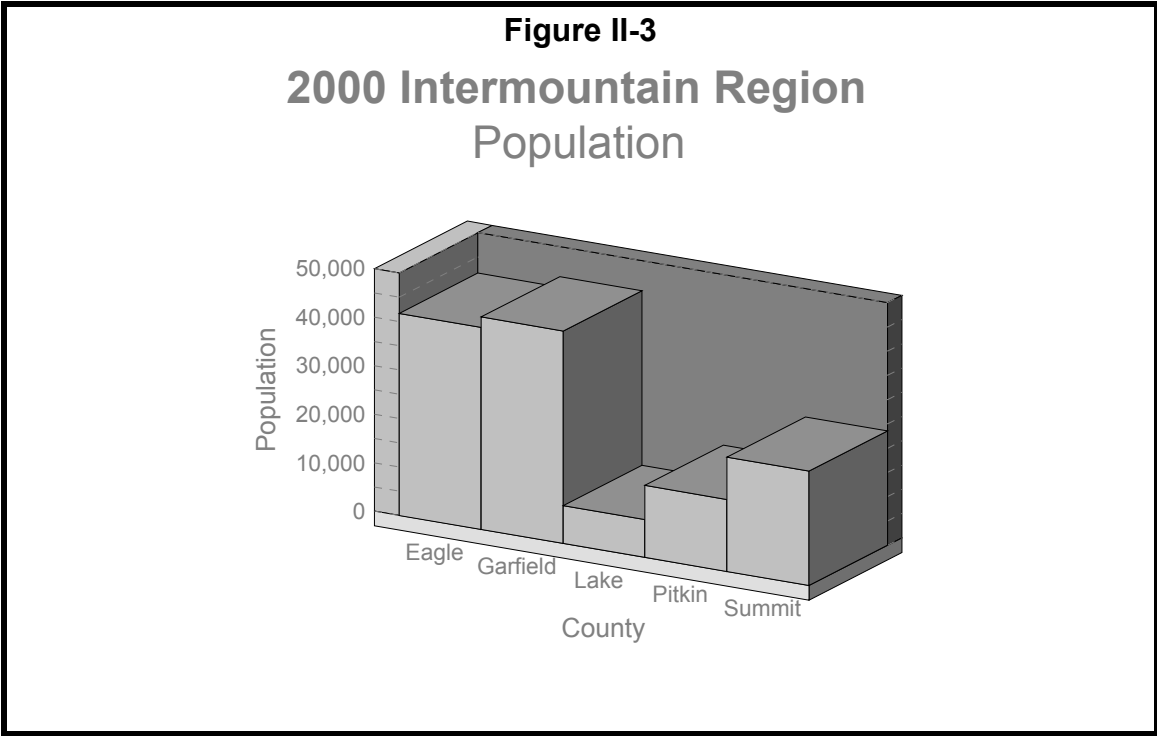
- e Airports
- h Amtrak Station
- h Intercity Bus Station
- Places
- Towns



STUDY AREA DEMOGRAPHICS

2000 Population

The 2000 Census reported the Intermountain Study Area population to be approximately 131,682 persons. This represents an increase of approximately 56 percent from 1990. Table II-1 presents 2000 population characteristics by county and census block group. The population for the region and density are illustrated in Figures II-3, II-4, and II-5. Table II-1 also provides gender and race information. Figures II-6 and II-7 illustrate the location of census block groups within the study area.



**Table II-1
2000 General Population Characteristics**

County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Total Population (Persons) #	Population by Gender		Population by Race				
						Male	Female	White	Black	American Indian	Asian/Pac. Is.	Other Race
Eagle	000100	1	N.W. Corner of County	274.21	713	394	319	521	0	0	0	192
	000100	2	N. Central Portion of County	269.53	209	107	102	209	0	0	0	0
	000200	1	W. Central Portion of County	144.42	4,117	2,181	1,936	3,435	5	0	0	639
	000300	1	S.W. Portion of County	168.67	430	239	191	425	0	0	0	5
	000300	2	S.W. Corner of County	65.67	693	406	287	688	0	0	0	5
	000300	3	Basalt Area	1.24	1,558	810	748	1,263	5	0	0	226
	000300	4	El Jebel Area	6.70	4,737	2,442	2,295	4,252	0	0	0	427
	000400	1	North of Eagle	36.31	727	357	370	702	0	0	0	17
	000400	2	Central Eagle County	92.94	4,303	2,397	1,906	3,167	3	0	0	1,110
	000400	3	Town of Eagle/Central Eagle County	136.95	3,688	1,904	1,784	3,193	12	0	0	436
	000400	4	Central Eagle County, N. of Avon	74.12	3,721	1,979	1,742	3,466	0	0	0	235
	000500	1	Eagle-Vail Area	13.95	3,689	2,022	1,667	3,352	13	0	0	258
	000500	2	S.W. of Town of Avon	19.57	1,911	1,068	843	1,625	0	0	0	286
	000500	3	Town of Avon	23.58	4,704	2,733	1,971	3,403	0	0	0	1,223
	000600	1	S.E. Portion of County, Red Cliff Area	249.88	1,472	793	679	1,167	5	0	0	260
	000700	1	West Vail Area	38.38	2,032	1,196	836	1,937	8	0	0	42
000700	2	East Vail Area	67.50	1,468	810	658	1,384	0	0	0	66	
000700	3	Eagles Nest-Mid Vail Area	8.12	1,487	919	568	1,390	0	0	0	61	
TOTALS: EAGLE COUNTY				1,691.72	41,659	22,757	18,902	35,579	51	0	0	5,488
Garfield	951600	1	N.E. Portion of County	575.24	2,492	1,263	1,229	2,322	0	0	0	140
	951600	2	N.W. Glenwood Springs	0.41	837	444	393	622	0	0	0	215
	951600	3	N.E. Glenwood Springs	1.20	245	124	121	207	0	0	0	38
	951700	1	S. Central Glenwood Springs	3.80	474	199	275	468	0	0	0	6
	951700	2	N. Central Glenwood Springs	0.16	1,168	565	603	1,014	0	0	0	133
	951700	3	N.W. Central Glenwood Springs	0.16	532	284	248	527	0	0	0	5
	951700	4	West Glenwood Springs Area	3.10	1,152	506	646	1,133	0	0	0	8
	951700	5	Central Glenwood Springs	0.21	504	284	220	435	0	0	0	64
	951700	6	Central Glenwood Springs	0.20	717	359	358	589	12	0	0	116
	951700	7	S. Central Glenwood Springs	0.19	500	239	261	448	0	0	0	40
	951700	8	S. Glenwood Springs	1.59	1,047	567	480	1,032	0	0	0	8
	951801	1	S.E. Corner of County	68.10	2,485	1,351	1,134	2,245	0	0	0	231
	951801	2	Carbondale Area	0.55	1,148	628	520	1,058	0	0	0	63
	951801	3	Central Carbondale	0.18	1,536	872	664	1,213	16	0	0	300
	951801	4	S.E. Corner of Carbondale	0.81	125	71	54	107	0	0	0	8
	951801	5	N.W. Corner of Carbondale	0.99	1,339	644	695	1,028	0	0	0	311
	951801	6	S.W. Corner of Carbondale	2.02	1,847	884	963	1,612	0	0	0	235
	951802	1	Area between Glenwood and Carbondale	142.79	2,634	1,285	1,349	2,406	0	0	0	183
	951900	1	New Castle, North to County Line	210.99	3,063	1,563	1,500	2,905	5	0	0	145
	951900	2	Silt Area	7.42	2,333	1,200	1,133	2,067	0	0	0	246
	951900	3	S.W. of New Castle	0.18	901	429	472	817	0	0	0	81
	951900	4	S. Central Garfield County	203.32	1,214	661	553	1,199	0	0	0	3
	952000	1	Central Garfield from S. Co. Line to N. Co. Line	405.28	1,223	678	545	1,149	35	0	0	22
	952000	2	N.E. of Rifle Area	32.36	1,847	863	984	1,509	0	0	0	309
	952000	3	N.E. Rifle Area	2.16	2,696	1,494	1,202	2,334	0	0	0	353
	952000	4	W. Central Rifle Area	0.67	1,512	807	705	1,382	0	0	0	103
952000	5	Downtown Rifle Area	0.16	490	247	243	490	0	0	0	0	
952000	6	E. Central Rifle Area	1.11	2,171	1,031	1,140	2,047	0	0	0	89	
952000	7	I-70 Corridor, Rifle Interchange Area	4.81	452	246	206	312	0	0	0	126	
952100	1	Parachute Area West to County Line	1,213.37	1,150	592	558	989	1	0	0	119	
952100	2	Battlement Mesa Area	72.16	3,957	1,934	2,023	3,758	21	0	0	163	
TOTALS: GARFIELD COUNTY				2,955.70	43,791	22,314	21,477	39,424	90	0	0	3,863

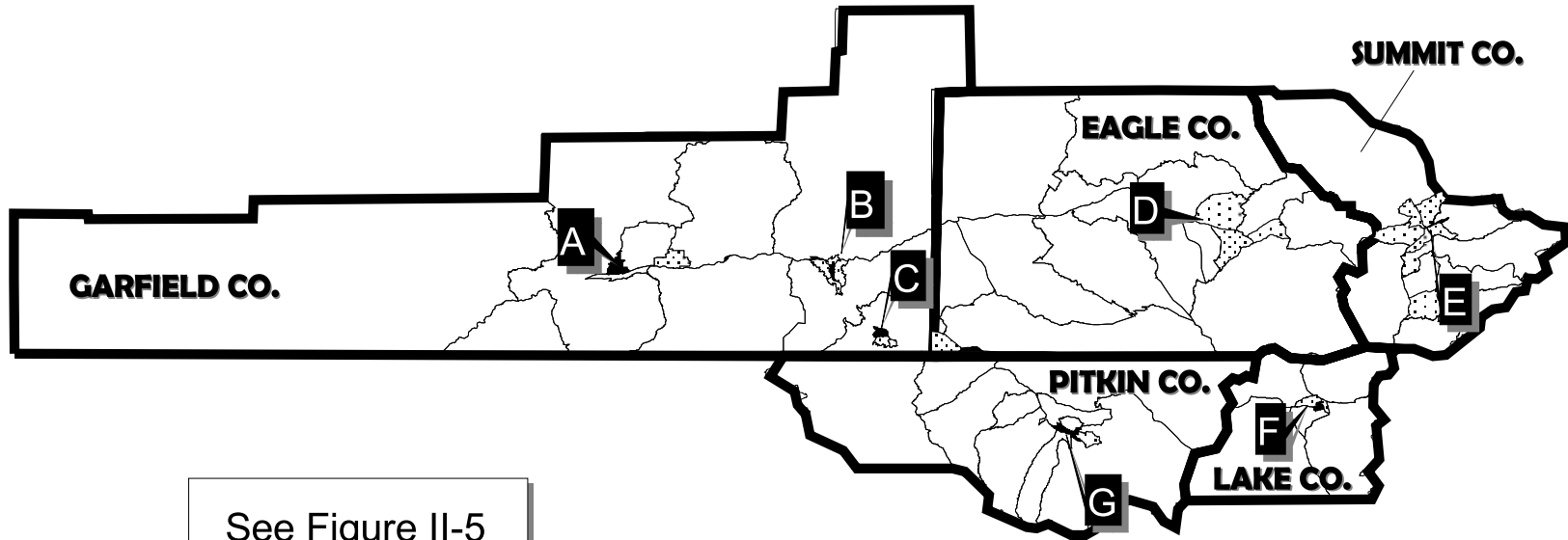
Table II-1, continued
2000 General Population Characteristics

County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Total Population (Persons) #	Population by Gender		Population by Race					
						Male	Female	White	Black	American Indian	Asian/Pac. Is.	Other Race	
Lake	961600	1	N.W. Corner of Lake County	54.69	995	591	404	566	0	0	0	0	429
	961600	2	N.E. Corner of Lake County	61.30	390	187	203	237	0	0	0	0	143
	961700	1	East Portion of Leadville	1.05	644	361	283	612	0	0	0	0	29
	961700	2	Leadville North	3.30	1,241	568	673	1,059	0	0	0	0	170
	961700	3	S.E. Corner of Leadville North	0.22	839	456	383	672	0	0	0	0	167
	961700	4	East Central Portion of Leadville	0.17	643	388	255	591	0	0	0	0	47
	961700	5	Central Portion of Leadville	0.22	720	351	369	661	0	0	0	0	59
	961700	6	W. Central Leadville Area	0.33	834	444	390	732	0	0	0	0	92
	961700	7	Stringtown/Malta Area	10.10	547	312	235	325	0	0	0	0	209
	961800	1	S.E. Corner of Lake County	92.09	129	65	64	115	0	0	0	0	0
961800	2	S.W. Corner of Lake County	160.39	830	469	361	513	0	0	0	0	310	
TOTALS: LAKE COUNTY				383.87	7,812	4,192	3,620	6,083	0	0	0	0	1,655
Pitkin	000100	1	S. of El Jebel/Basalt	54.10	1,855	973	882	1,557	5	0	0	0	269
	000100	2	N.W. of Snowmass Village	83.14	1,097	594	503	1,059	2	0	0	0	25
	000100	3	North Portion of Snowmass Village	18.04	1,212	619	593	1,164	3	0	0	0	16
	000100	4	West Portion of Pitkin County, County Line	234.24	920	499	421	920	0	0	0	0	0
	000100	5	South Portion of Snowmass Village	79.17	1,188	653	535	1,118	2	0	0	0	43
	000200	1	N.E. Corner of Pitkin County	225.13	531	323	208	496	13	0	0	0	22
	000200	2	North of Aspen	18.52	906	486	420	856	18	0	0	0	32
	000300	1	S.E. Corner of Pitkin County	216.93	164	93	71	164	0	0	0	0	0
	000400	1	Aspen Area	1.46	1,543	780	763	1,480	0	0	0	0	34
	000400	2	N.E. of Aspen Area	3.81	315	138	177	299	0	0	0	0	16
000400	3	East Portion of Aspen	0.57	1,612	823	789	1,511	0	0	0	0	69	
000400	4	S.E. of Aspen	3.90	755	375	380	712	7	0	0	0	36	
000400	5	S.E. Portion of Aspen	0.45	1,104	632	472	1,067	0	0	0	0	8	
000400	6	S.W. of Aspen Area	33.65	1,670	945	725	1,631	14	0	0	0	0	
TOTALS: PITKIN COUNTY				973.08	14,872	7,933	6,939	14,034	64	0	0	0	570
Summit	000100	1	N.W. Corner of Summit County	243.82	353	187	166	348	2	0	0	0	3
	000100	2	East Silverthorne Area, E. to County Line	12.69	1,716	984	732	1,566	14	0	0	0	120
	000100	3	North Silverthorne Area	5.94	2,040	1,155	885	1,589	50	0	0	0	395
	000100	4	N.E. Silverthorne Area to County Line	8.99	2,180	1,258	922	1,878	56	0	0	0	214
	000200	1	N. of Dillon to County Line	39.86	764	455	309	619	15	0	0	0	121
	000200	2	N. of Dillon, E. of Silverthorne	0.30	1,340	734	606	1,118	13	0	0	0	198
	000200	3	Dillon	4.10	1,633	952	681	1,534	7	0	0	0	87
	000200	4	Dillon/Montezuma Area	74.30	2,793	1,649	1,144	2,599	31	0	0	0	93
	000300	1	N. Frisco Area to Dillon	3.88	1,752	925	827	1,706	0	0	0	0	32
	000300	2	South Frisco Area	8.38	1,298	795	503	1,244	0	0	0	0	29
	000300	3	Copper Mountain Area	90.74	230	141	89	230	0	0	0	0	0
	000400	1	N.W. of Breckenridge Area	16.29	1,146	594	552	1,137	9	0	0	0	0
	000400	2	N.E. Breckenridge Area	33.93	1,864	1,070	794	1,808	0	0	0	0	34
	000400	3	N. Blue River Area, East to County Line	33.39	1,224	745	479	1,198	0	0	0	0	15
	000400	4	S.E. Breckenridge Area	0.44	854	544	310	817	6	0	0	0	15
	000400	5	S.W. Breckenridge Area	12.82	1,669	1,063	606	1,527	0	0	0	0	120
000400	6	S. Blue River Area, South to County Line	29.36	692	400	292	671	0	0	0	0	18	
TOTALS: SUMMIT COUNTY				619.23	23,548	13,651	9,897	21,589	203	0	0	0	1,494
TOTAL: STUDY AREA				6,624	131,682	70,847	60,835	116,709	408	0	0	0	13,070

Source: 2000 US Census of Population and Housing, STF 3

Figure II-4

2000 Study Area Population Density



See Figure II-5
for detail areas

Population Density

2000 Census Block Groups

	0 - 100 persons per sq. mi.
	101 - 200 persons per sq. mi.
	201 - 1,000 persons per sq. mi.
	1,001 or more persons per sq. mi.

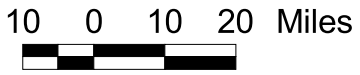


Figure II-5
2000 Population Density - Detail Areas

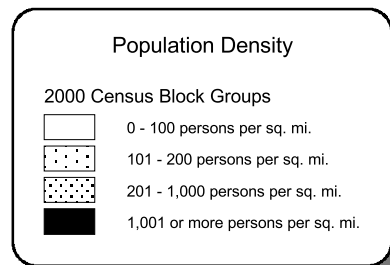
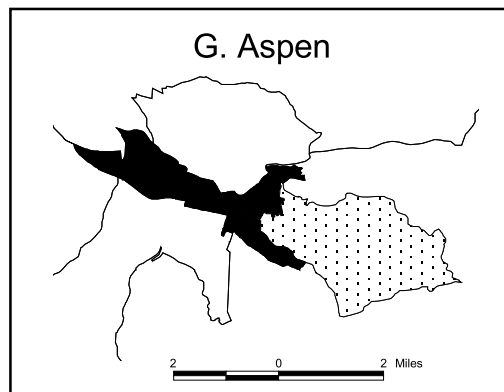
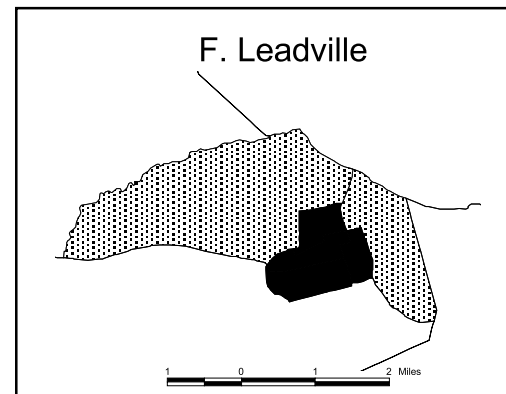
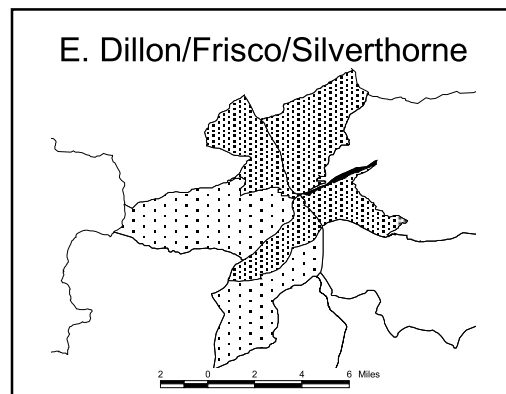
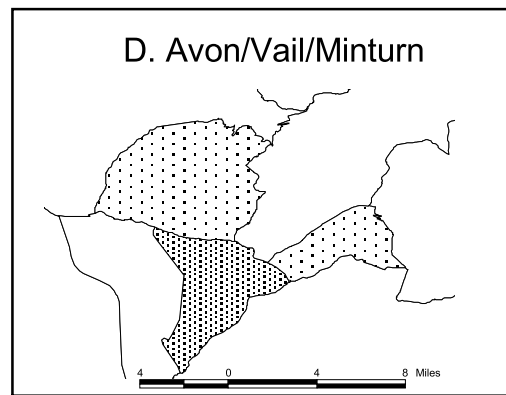
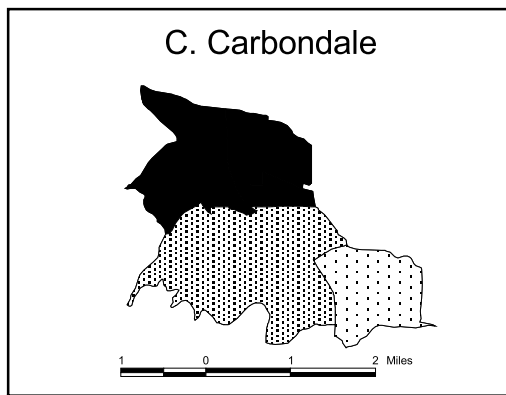
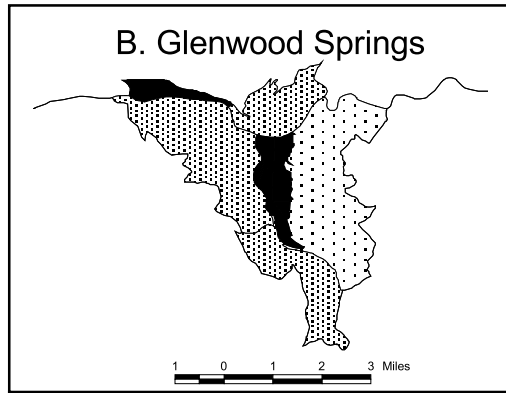
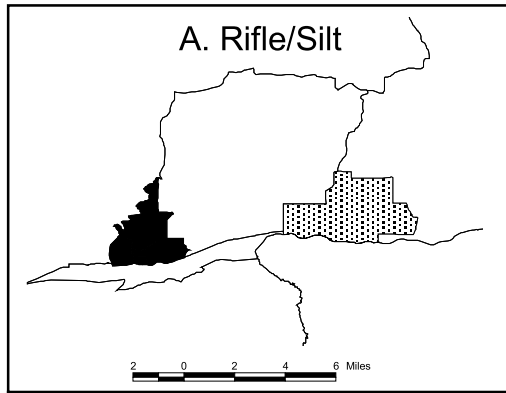


Figure II-6
Study Area Census Block Groups

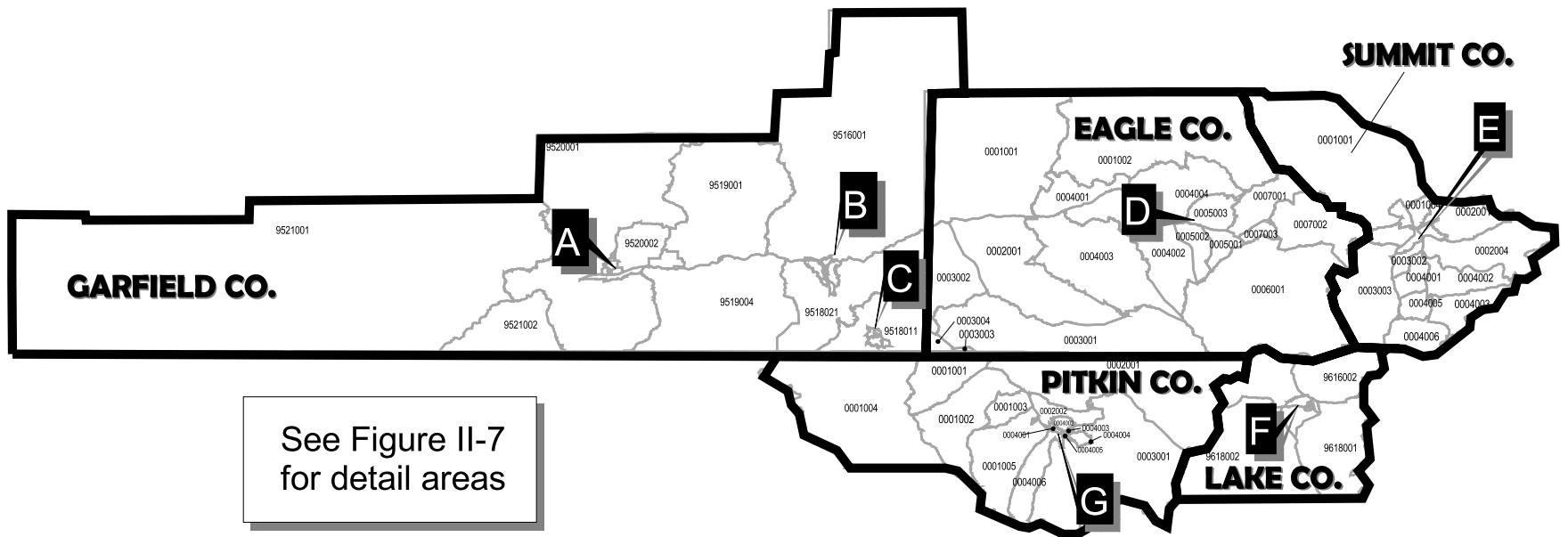
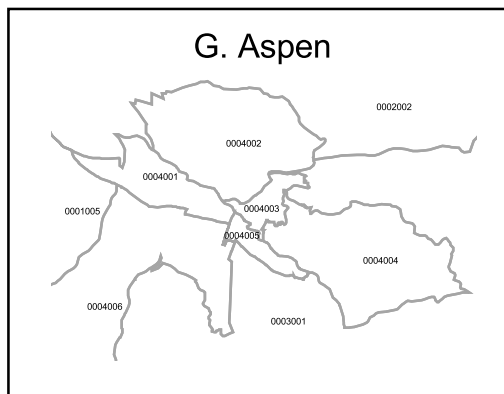
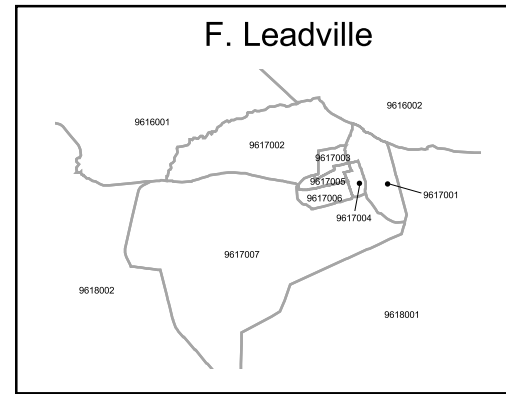
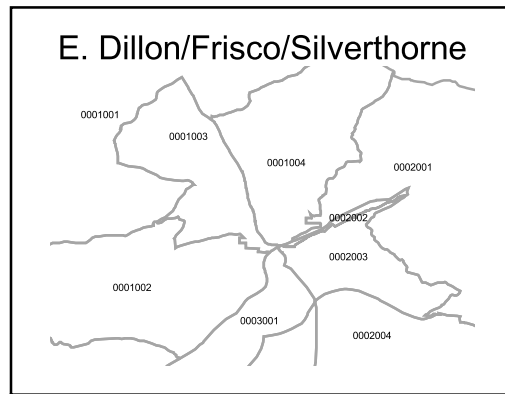
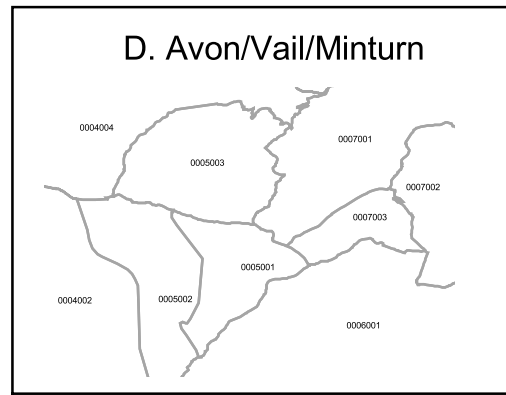
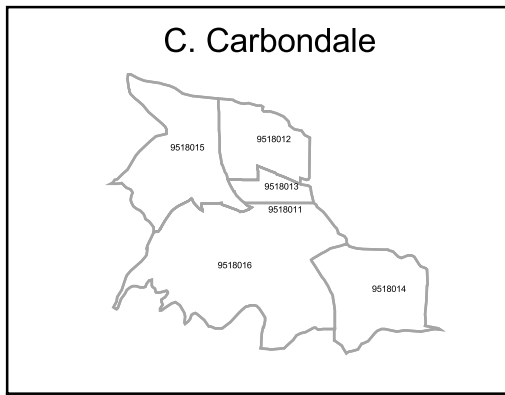
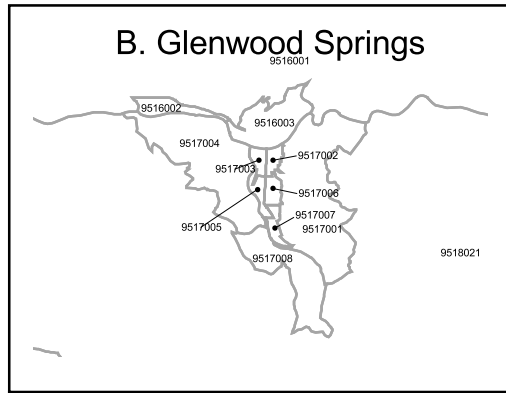
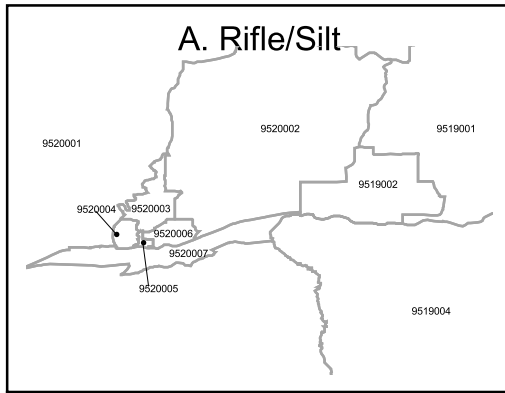


Figure II-7
2000 Census Block Groups - Detail Areas



Transit-Dependent Populations

This section provides information on individuals considered by the transportation profession to be dependent upon public transit. In general, these population characteristics preclude most such individuals from driving and increase the dependence on friends and relatives for transportation.

The four types of limitations which preclude persons from driving are: (1) physical limitations, (2) financial limitations, (3) legal limitations, and (4) self-imposed limitations. Physical limitations may include everything from permanent disabilities such as frailty due to age, blindness, paralysis, or developmental disabilities to temporary disabilities such as acute illnesses and head injuries. Financial limitations essentially include those persons unable to purchase or rent their own vehicle. Legal limitations refer to such limitations as persons who are too young (generally under age 16) or those persons whose privileges have been revoked (DUI, etc.). The final category of limitation includes those people who choose not to own or drive a vehicle (some or all of the time) for reasons other than those listed in the first three categories.

The census is generally capable of providing information about the first three categories of limitation. The fourth category of limitation is generally recognized as representing an insignificant proportion of transit ridership. Table II-2 presents the regional census statistics including zero-vehicle households, youth population, elderly population, mobility-limited population, and below-poverty population. These types of data are important to the various methods of demand estimation presented later in Chapter IV.

Youth Population

The total population of youth aged 0 to 15 years for the study area was 27,022 persons in 2000, representing 21 percent of the total population. Eagle County has the highest number of youth with 24.1 percent of the population between 0 and 15 years old.

Table II-2

Transit-Dependent Population Characteristics for the Intermountain Study Area Census Block Groups

County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Zero-Vehicle Households		Total Number of Households	Total Number of Youth Aged 0 - 15		Total Number of Elderly 60 & over		Mobility-Limited Population		Below-Poverty Population		Total Population (Persons)
					#	%		#	%	#	%	#	%	#	%	
Eagle	000100	1	N.W. Corner of County	274.21	0	0.0%	220	251	35.2%	32	4.5%	8	1.1%	40	5.6%	713
	000100	2	N. Central Portion of County	269.53	0	0.0%	95	42	20.1%	37	17.7%	18	8.6%	11	5.3%	209
	000200	1	W. Central Portion of County	144.42	27	2.0%	1,342	1,192	29.0%	183	4.4%	63	1.5%	201	4.9%	4,117
	000300	1	S.W. Portion of County	168.67	0	0.0%	233	57	13.3%	53	12.3%	20	4.7%	7	1.6%	430
	000300	2	S.W. Corner of County	65.67	6	2.5%	244	158	22.8%	28	4.0%	0	0.0%	22	3.2%	693
	000300	3	Basalt Area	1.24	37	6.3%	592	316	20.3%	54	3.5%	10	0.6%	161	10.3%	1,558
	000300	4	El Jebel Area	6.70	29	1.9%	1,512	1,208	25.5%	240	5.1%	125	2.6%	441	9.3%	4,737
	000400	1	North of Eagle	36.31	0	0.0%	240	192	26.4%	50	6.9%	13	1.8%	0	0.0%	727
	000400	2	Central Eagle County	92.94	44	3.3%	1,338	1,052	24.4%	219	5.1%	121	2.8%	443	10.3%	4,303
	000400	3	Town of Eagle/Central Eagle County	136.95	41	3.3%	1,247	1,079	29.3%	234	6.3%	133	3.6%	221	6.0%	3,688
	000400	4	Central Eagle County, N. of Avon	74.12	10	0.7%	1,487	713	19.2%	135	3.6%	60	1.6%	196	5.3%	3,721
	000500	1	Eagle-Vail Area	13.95	56	4.0%	1,406	603	16.3%	53	1.4%	51	1.4%	180	4.9%	3,689
	000500	2	S.W. of Town of Avon	19.57	72	9.8%	735	304	15.9%	104	5.4%	36	1.9%	235	12.3%	1,911
	000500	3	Town of Avon	23.58	60	3.8%	1,598	821	17.5%	156	3.3%	123	2.6%	563	12.0%	4,704
	000600	1	S.E. Portion of County, Red Cliff Area	249.88	27	4.9%	556	282	19.2%	124	8.4%	55	3.7%	98	6.7%	1,472
	000700	1	West Vail Area	38.38	20	2.0%	1,011	177	8.7%	154	7.6%	25	1.2%	101	5.0%	2,032
000700	2	East Vail Area	67.50	4	0.6%	720	144	9.8%	157	10.7%	31	2.1%	92	6.3%	1,468	
000700	3	Eagles Nest-Mid Vail Area	8.12	24	3.8%	634	119	8.0%	86	5.8%	25	1.7%	209	14.1%	1,487	
TOTALS: EAGLE COUNTY				1,691.72	457	3.0%	15,210	8,710	20.9%	2,099	5.0%	917	2.2%	3,221	7.7%	41,659
Garfield	951600	1	N.E. Portion of County	575.24	17	1.8%	930	572	23.0%	273	11.0%	68	2.7%	84	3.4%	2,492
	951600	2	N.W. Glenwood Springs	0.41	14	5.7%	247	253	30.2%	56	6.7%	49	5.9%	61	7.3%	837
	951600	3	N.E. Glenwood Springs	1.20	0	0.0%	140	30	12.2%	46	18.8%	33	13.5%	29	11.8%	245
	951700	1	S. Central Glenwood Springs	3.80	17	11.0%	154	119	25.1%	77	16.2%	64	13.5%	0	0.0%	474
	951700	2	N. Central Glenwood Springs	0.16	92	15.3%	600	175	15.0%	160	13.7%	75	6.4%	198	17.0%	1,168
	951700	3	N.W. Central Glenwood Springs	0.16	18	8.1%	223	67	12.6%	38	7.1%	10	1.9%	60	11.3%	532
	951700	4	West Glenwood Springs Area	3.10	0	0.0%	479	213	18.5%	162	14.1%	27	2.3%	52	4.5%	1,152
	951700	5	Central Glenwood Springs	0.21	39	17.2%	227	73	14.5%	36	7.1%	57	11.3%	46	9.1%	504
	951700	6	Central Glenwood Springs	0.20	30	8.7%	343	106	14.8%	222	31.0%	32	4.5%	77	10.7%	717
	951700	7	S. Central Glenwood Springs	0.19	36	15.7%	229	99	19.8%	70	14.0%	44	8.8%	67	13.4%	500
	951700	8	S. Glenwood Springs	1.59	0	0.0%	367	398	38.0%	39	3.7%	10	1.0%	11	1.1%	1,047
	951801	1	S.E. Corner of County	68.10	0	0.0%	907	510	20.5%	259	10.4%	25	1.0%	181	7.3%	2,485
	951801	2	Carbondale Area	0.55	34	8.9%	380	207	18.0%	172	15.0%	29	2.5%	147	12.8%	1,148
	951801	3	Central Carbondale	0.18	40	8.2%	485	360	23.4%	27	1.8%	40	2.6%	292	19.0%	1,536
	951801	4	S.E. Corner of Carbondale	0.81	0	0.0%	42	29	23.2%	0	0.0%	0	0.0%	2	0.0%	125
	951801	5	N.W. Corner of Carbondale	0.99	30	6.7%	446	236	17.6%	175	13.1%	123	9.2%	126	9.4%	1,339
	951801	6	S.W. Corner of Carbondale	2.02	51	7.3%	702	508	27.5%	164	8.9%	17	0.9%	65	3.5%	1,847
	951802	1	Area between Glenwood and Carbondale	142.79	20	2.3%	863	652	24.8%	169	6.4%	50	1.9%	204	7.7%	2,634
	951900	1	New Castle, North to County Line	210.99	6	0.5%	1,132	818	26.7%	259	8.5%	73	2.4%	109	3.6%	3,063
	951900	2	Silt Area	7.42	41	4.7%	870	609	26.1%	253	10.8%	58	2.5%	142	6.1%	2,333
	951900	3	S.W. of New Castle	0.18	8	2.8%	289	274	30.4%	52	5.8%	19	2.1%	68	7.5%	901
	951900	4	S. Central Garfield County	203.32	0	0.0%	456	271	22.3%	109	9.0%	12	1.0%	140	11.5%	1,214
	952000	1	Central Garfield from S. Co. Line to N. Co. Line	405.28	11	3.1%	351	317	25.9%	48	3.9%	18	1.5%	0	0.0%	1,223
	952000	2	N.E. of Rifle Area	32.36	9	1.5%	604	509	27.6%	91	4.9%	80	4.3%	222	12.0%	1,847
	952000	3	N.E. Rifle Area	2.16	19	2.0%	937	833	30.9%	188	7.0%	108	4.0%	160	5.9%	2,696
	952000	4	W. Central Rifle Area	0.67	20	3.8%	528	434	28.7%	183	12.1%	73	4.8%	99	6.5%	1,512
952000	5	Downtown Rifle Area	0.16	35	15.9%	220	46	9.4%	65	13.3%	20	4.1%	22	4.5%	490	
952000	6	E. Central Rifle Area	1.11	70	9.3%	756	610	28.1%	387	17.8%	26	1.2%	176	8.1%	2,171	
952000	7	I-70 Corridor, Rifle Interchange Area	4.81	8	3.6%	223	66	14.6%	110	24.3%	48	10.6%	8	1.8%	452	
952100	1	Parachute Area West to County Line	1,213.37	33	7.6%	434	344	29.9%	137	11.9%	62	5.4%	147	12.8%	1,150	
952100	2	Battlement Mesa Area	72.16	72	4.4%	1,651	819	20.7%	1,071	27.1%	201	5.1%	213	5.4%	3,957	
TOTALS: GARFIELD COUNTY				2,965.70	770	4.7%	16,215	10,557	24.1%	5,098	11.6%	1,551	3.5%	3,206	7.3%	43,791
Lake	961600	1	N.W. Corner of Lake County	54.69	18	6.5%	279	333	33.5%	15	1.5%	34	3.4%	253	25.4%	995
	961600	2	N.E. Corner of Lake County	61.30	13	10.6%	123	154	39.5%	28	7.2%	0	0.0%	39	10.0%	390
	961700	1	East Portion of Leadville	1.05	16	5.8%	276	130	20.2%	55	8.5%	26	4.0%	87	13.5%	644
	961700	2	Leadville North	3.30	17	3.9%	440	333	26.8%	112	9.0%	50	4.0%	147	11.8%	1,241
	961700	3	S.E. Corner of Leadville North	0.22	6	1.7%	357	153	18.2%	165	19.7%	38	4.5%	66	7.9%	839
	961700	4	East Central Portion of Leadville	0.17	24	8.1%	297	102	15.9%	78	12.1%	49	7.6%	107	16.6%	643
	961700	5	Central Portion of Leadville	0.22	25	7.4%	338	144	20.0%	94	13.1%	29	4.0%	56	7.8%	720
	961700	6	W. Central Leadville Area	0.33	29	7.9%	369	108	12.9%	146	17.5%	52	6.2%	90	10.8%	834
	961700	7	Stringtown/Malta Area	10.10	0	0.0%	147	144	26.3%	24	4.4%	13	2.4%	47	8.6%	547
	961800	1	S.E. Corner of Lake County	92.09	16	24.6%	65	14	10.9%	12	9.3%	10	7.8%	45	34.9%	129
961800	2	S.W. Corner of Lake County	160.39	25	8.9%	280	266	32.0%	55	6.6%	32	3.9%	54	6.5%	830	
TOTALS: LAKE COUNTY				383.87	189	6.4%	2,971	1,881	24.08%	784	10.0%	333	4.3%	991	12.7%	7,812

Table II-2, continued
Transit-Dependent Population Characteristics for the Intermountain Study Area Census Block Groups

County	Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Zero-Vehicle Households		Total Number of Households	Total Number of Youth Aged 0 - 15		Total Number of Elderly 60 & over		Mobility-Limited Population		Below-Poverty Population		Total Population (Persons)	
					#	%		#	%	#	%	#	%	#	%		
Pitkin	000100	1	S. of El Jebel/Basalt	54.10	11	1.5%	755	415	22.4%	115	6.2%	34	1.8%	153	8.2%	1,855	
	000100	2	N.W. of Snowmass Village	83.14	0	0.0%	432	199	18.1%	99	9.0%	15	1.4%	72	6.6%	1,097	
	000100	3	North Portion of Snowmass Village	18.04	6	1.2%	487	233	19.2%	87	7.2%	0	0.0%	42	3.5%	1,212	
	000100	4	West Portion of Pitkin County, County Line	234.24	7	1.8%	400	148	16.1%	115	12.5%	10	1.1%	13	1.4%	920	
	000100	5	South Portion of Snowmass Village	79.17	39	6.5%	603	147	12.4%	165	13.9%	24	2.0%	45	3.8%	1,188	
	000200	1	N.E. Corner of Pitkin County	225.13	0	0.0%	251	72	13.6%	60	11.3%	23	4.3%	20	3.8%	531	
	000200	2	North of Aspen	18.52	0	0.0%	434	132	14.6%	95	10.5%	32	3.5%	39	4.3%	906	
	000300	1	S.E. Corner of Pitkin County	216.93	0	0.0%	99	0	0.0%	31	18.9%	1	0.6%	10	6.1%	164	
	000400	1	Aspen Area	1.46	52	6.6%	782	178	11.5%	292	18.9%	20	1.3%	66	4.3%	1,543	
	000400	2	N.E. of Aspen Area	3.81	0	0.0%	102	61	19.4%	35	11.1%	0	0.0%	0	0.0%	315	
	000400	3	East Portion of Aspen	0.57	20	2.4%	843	156	9.7%	64	4.0%	6	0.4%	80	5.0%	1,612	
	000400	4	S.E. of Aspen	3.90	6	1.8%	326	143	18.9%	68	9.0%	6	0.8%	33	4.4%	755	
	000400	5	S.E. Portion of Aspen	0.45	98	15.0%	653	31	2.8%	154	13.9%	0	0.0%	147	13.3%	1,104	
	000400	6	S.W. of Aspen Area	33.65	50	7.6%	655	232	13.9%	254	15.2%	13	0.8%	197	11.8%	1,670	
	TOTALS: PITKIN COUNTY				973.08	289	4.2%	6,822	2,147	14.4%	1,634	11.0%	184	1.2%	917	6.2%	14,872
	Summit	000100	1	N.W. Corner of Summit County	243.82	0	0.0%	164	59	16.7%	17	4.8%	3	0.8%	2	0.6%	353
000100		2	East Silverthorne Area, E. to County Line	12.69	10	1.3%	753	234	13.6%	106	6.2%	16	0.9%	184	10.7%	1,716	
000100		3	North Silverthorne Area	5.94	11	1.6%	693	412	20.2%	79	3.9%	21	1.0%	175	8.6%	2,040	
000100		4	N.E. Silverthorne Area to County Line	8.99	16	2.4%	655	427	19.6%	108	5.0%	48	2.2%	249	11.4%	2,180	
000200		1	N. of Dillon to County Line	39.86	76	26.4%	288	102	13.4%	26	3.4%	0	0.0%	163	21.3%	764	
000200		2	N. of Dillon, E. of Silverthorne	0.30	41	7.2%	571	209	15.6%	67	5.0%	15	1.1%	144	10.7%	1,340	
000200		3	Dillon	4.10	25	3.8%	659	257	15.7%	168	10.3%	45	2.8%	61	3.7%	1,633	
000200		4	Dillon/Montezuma Area	74.30	2	0.2%	929	538	19.3%	121	4.3%	210	7.5%	296	10.6%	2,793	
000300		1	N. Frisco Area to Dillon	3.88	0	0.0%	715	270	15.4%	184	10.5%	19	1.1%	92	5.3%	1,752	
000300		2	South Frisco Area	8.38	6	1.1%	536	210	16.2%	66	5.1%	24	1.8%	111	8.6%	1,298	
000300		3	Copper Mountain Area	90.74	0	0.0%	144	0	0.0%	35	15.2%	0	0.0%	8	3.5%	230	
000400		1	N.W. of Breckenridge Area	16.29	15	3.5%	424	267	23.3%	67	5.8%	12	1.0%	67	5.8%	1,146	
000400		2	N.E. Breckenridge Area	33.93	16	2.2%	730	223	12.0%	109	5.8%	3	0.2%	137	7.3%	1,864	
000400		3	N. Blue River Area, East to County Line	33.39	21	4.5%	463	205	16.7%	40	3.3%	21	1.7%	128	10.5%	1,224	
000400		4	S.E. Breckenridge Area	0.44	30	8.0%	375	90	10.5%	31	3.6%	13	1.5%	77	9.0%	854	
000400		5	S.W. Breckenridge Area	12.82	29	4.1%	713	139	8.3%	86	5.2%	4	0.2%	175	10.5%	1,669	
000400	6	S. Blue River Area, South to County Line	29.36	0	0.0%	294	85	12.3%	23	3.3%	5	0.7%	29	4.2%	692		
TOTALS: SUMMIT COUNTY				619.23	298	3.3%	9,106	3,727	15.8%	1,333	5.7%	459	1.9%	2,098	8.9%	23,548	
TOTAL: STUDY AREA				6,624	2,003	3.98%	50,324	27,022	21%	10,948	8.31%	3,444	2.62%	10,433	7.92%	131,682	
<i>Source: 2000 US Census of Population and Housing, STF 3</i>																	

Elderly Population

Elderly persons (age 60 or older) represent 8.3 percent of the total population of the study area. Figures II-8 and II-9 graphically illustrate the distribution of elderly persons across the region. Generally, the largest percentages of elderly persons are found in Glenwood Springs, Leadville, and Rifle. These areas of high elderly concentration are important areas for senior service programs. A general trend across the United States is that the elderly population has been increasing as a proportion of the total population and will continue to do so.

Mobility-Limited Population

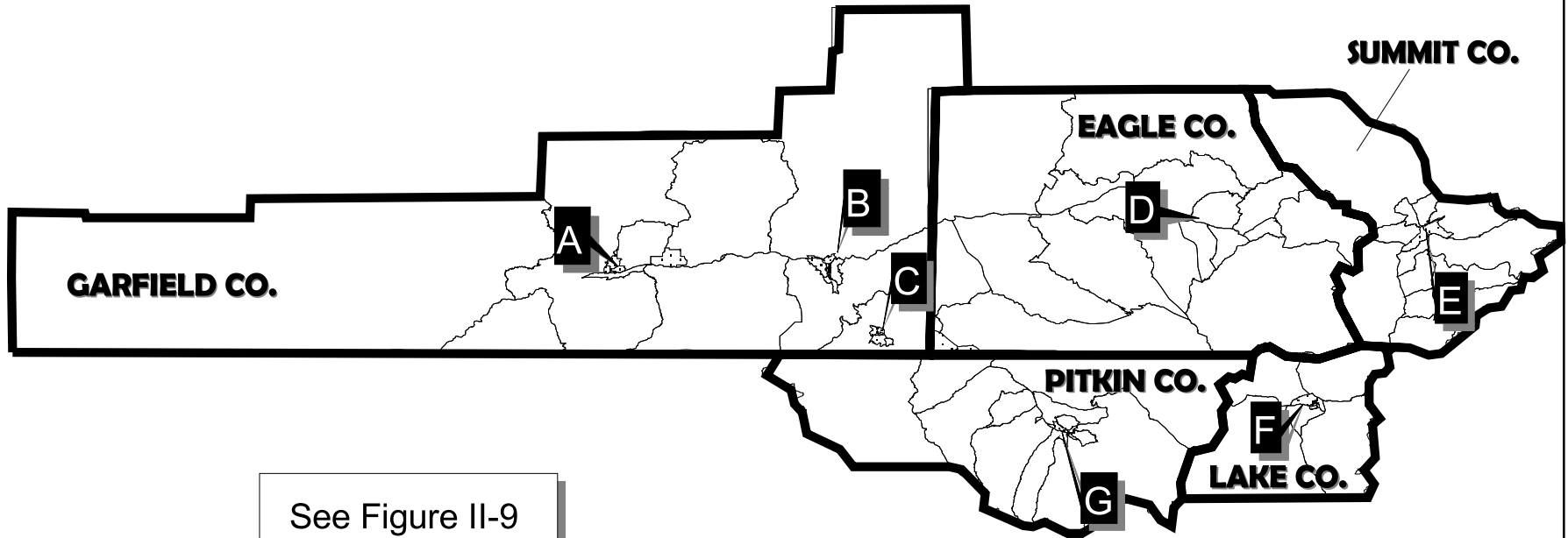
The mobility-limited population, as a whole, represents approximately 7.1 percent of the study area. Figures II-10 and II-11 show the distribution of the mobility-limited population in the study area. The census block groups with the highest density are located in the Carbondale, Glenwood Springs, and New Castle. Census Block Groups 16001 and 16002 (in Glenwood Springs) have the highest percentage with 13.5 percent of the population being mobility-limited persons.

Low-Income Population

Low-income persons tend to depend on transit to a greater extent than persons with a high level of disposable income. Based on the 2000 US Census, the Intermountain Region reported that 7.9 percent (10,433) of the population ranked below poverty level. Figures II-12 and II-13 present the density of below-poverty persons within the study area. The areas with the highest density of persons below poverty level are located within and around Carbondale, Glenwood Springs, and Leadville. In 2000, Census Block Group 9618 1, located near Leadville, had the highest percentage of persons below poverty level with 35 percent of the population below poverty level.

Figure II-8

2000 Study Area Density of Persons 60 Years and Older



See Figure II-9
for detail areas

Density of 60 Years and Older

2000 Census Block Groups

	0 - 25 persons per sq. mi.
	26 - 100 persons per sq. mi.
	101 - 600 persons per sq. mi.
	601 or more persons per sq. mi.



Figure II-9
2000 Density of Persons 60 Years and Older - Detail Areas

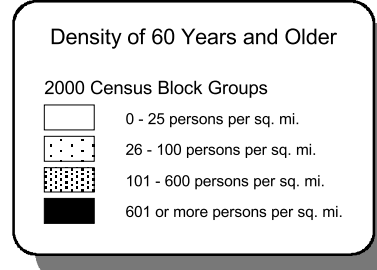
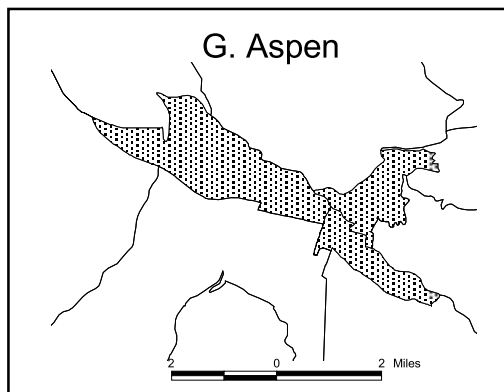
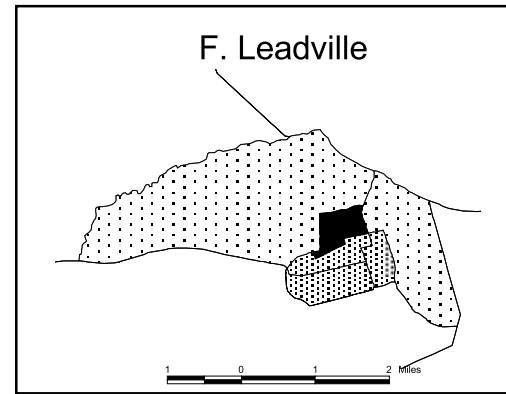
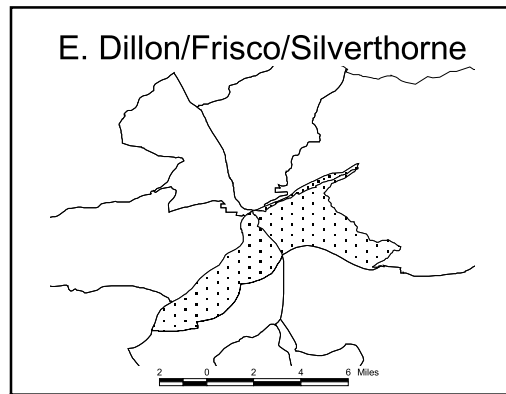
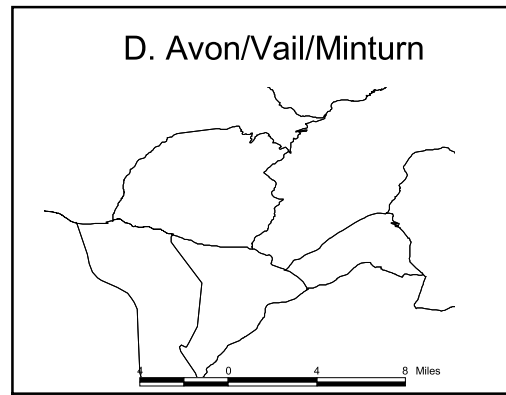
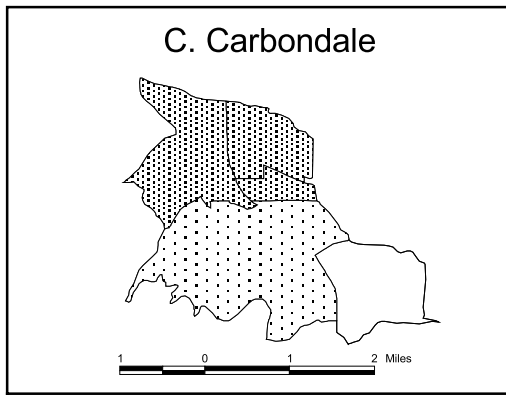
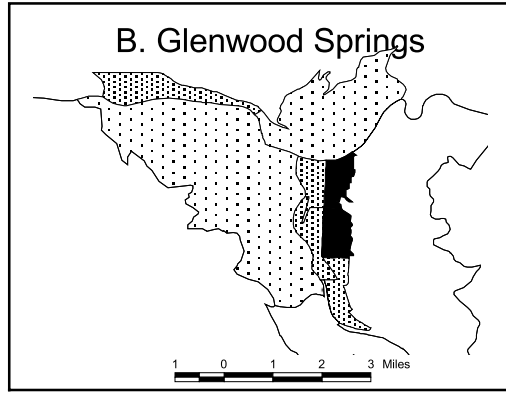
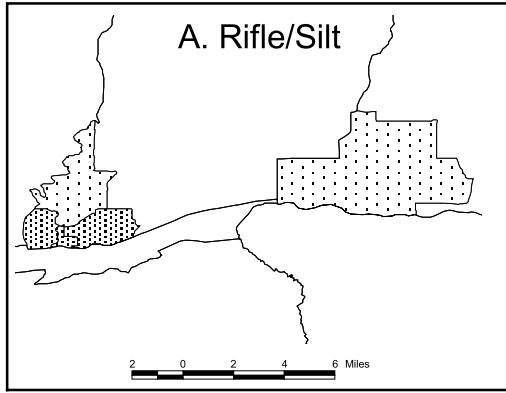
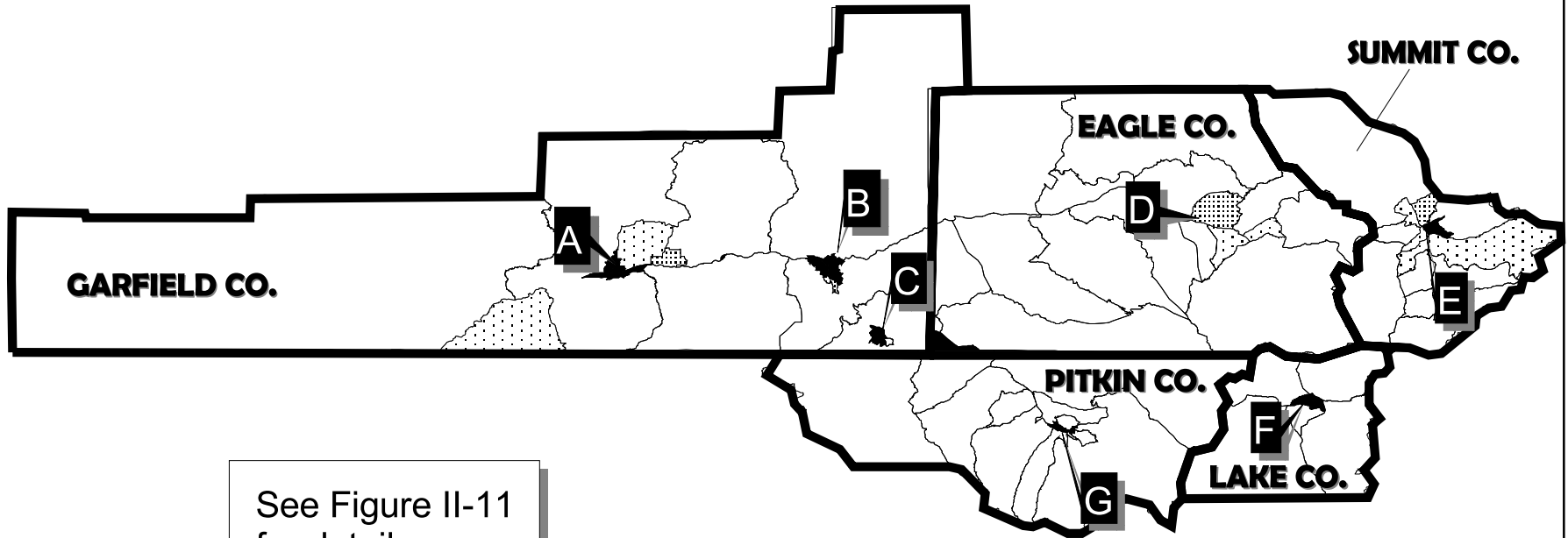


Figure II-10

2000 Study Area Density of Mobility-Limited Persons



See Figure II-11
for detail areas

Density of Mobility-Limited

2000 Census Block Groups

	0 - 1 person per sq. mi.
	2 - 4 persons per sq. mi.
	5 - 7 persons per sq. mi.
	8 or more persons per sq. mi.

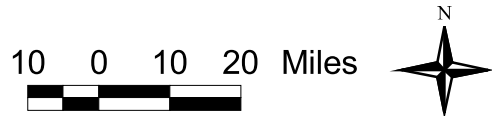


Figure II-11
 2000 Density of Mobility-Limited Persons - Detail Areas

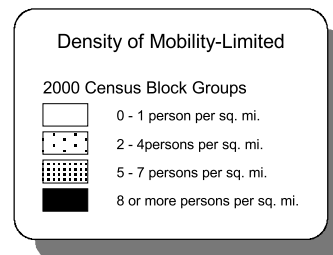
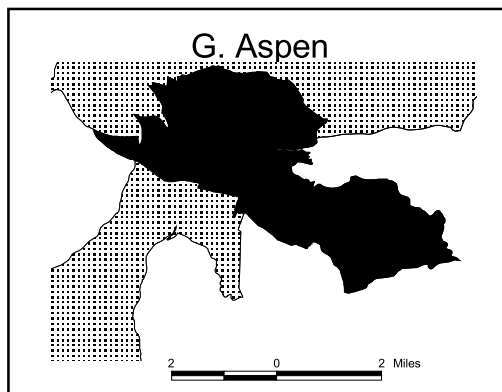
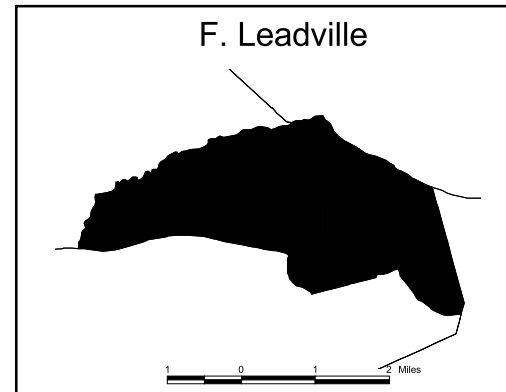
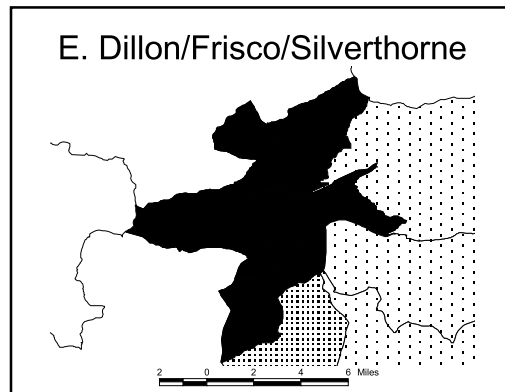
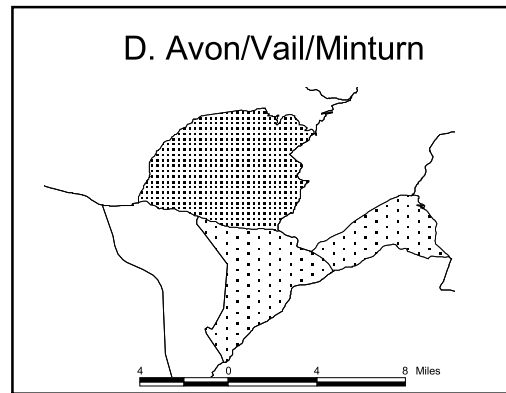
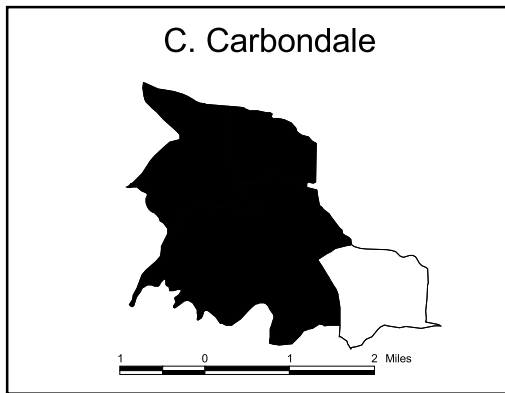
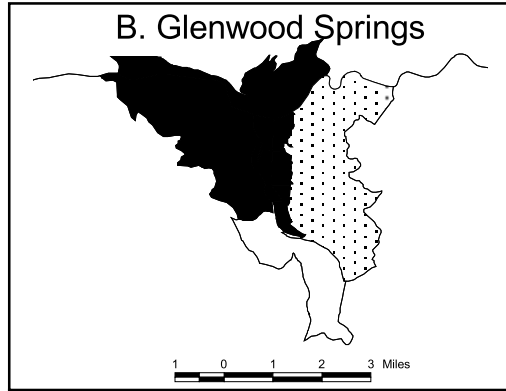
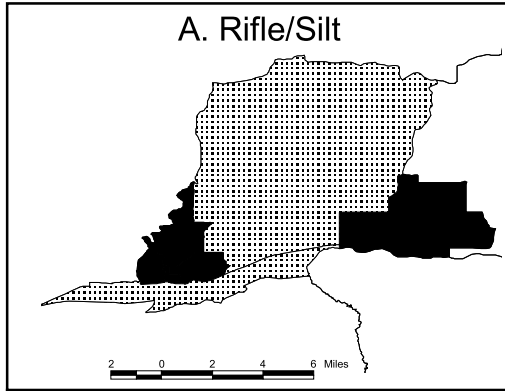
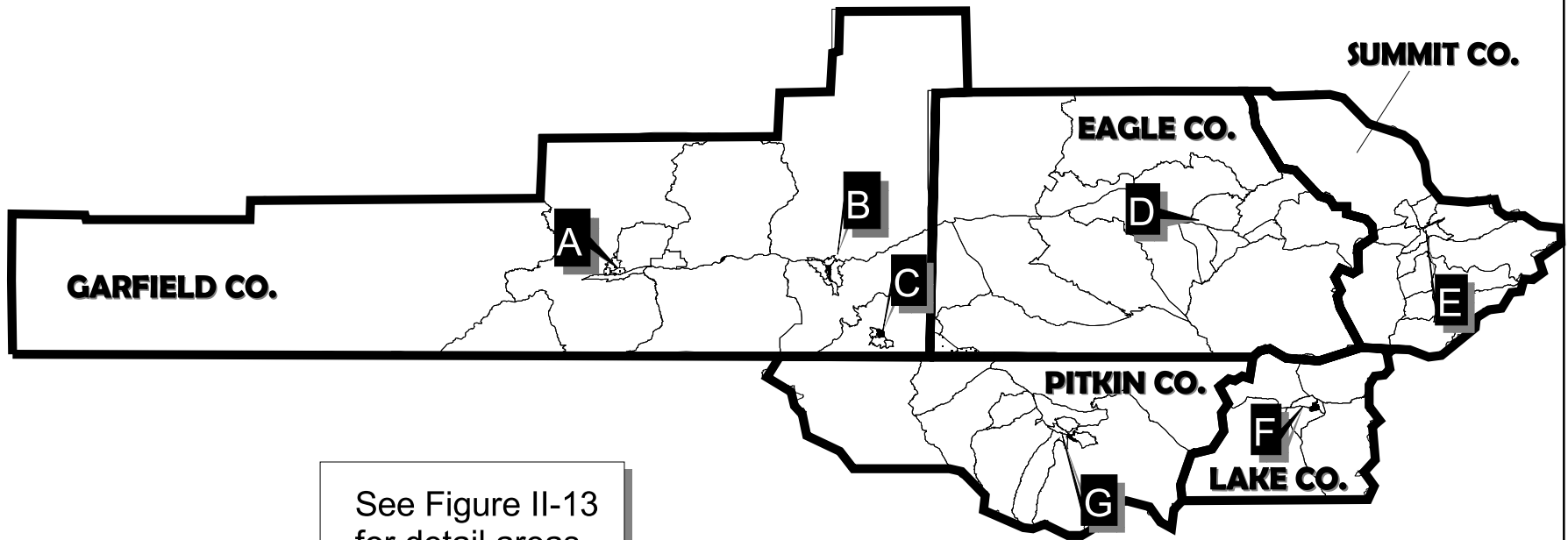


Figure II-12

2000 Study Area Density of Persons Below Poverty Level



See Figure II-13
for detail areas

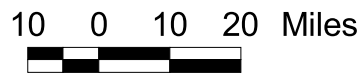
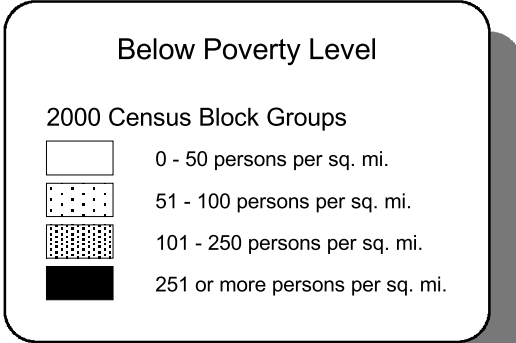
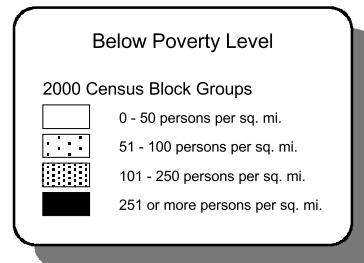
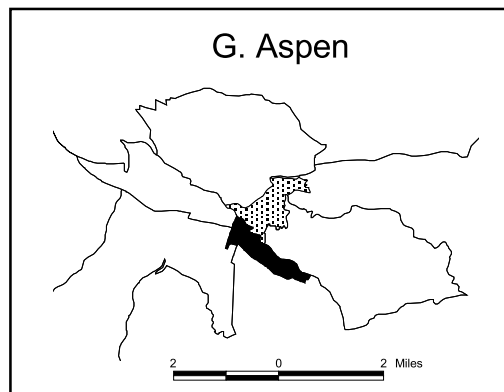
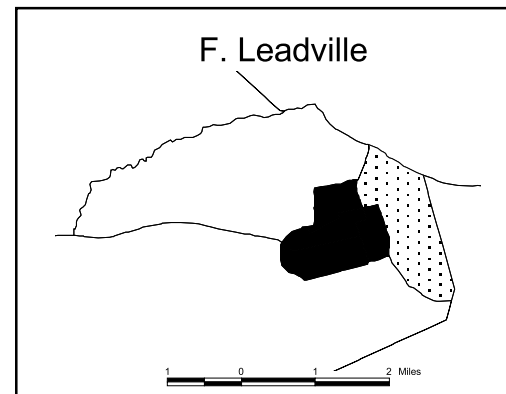
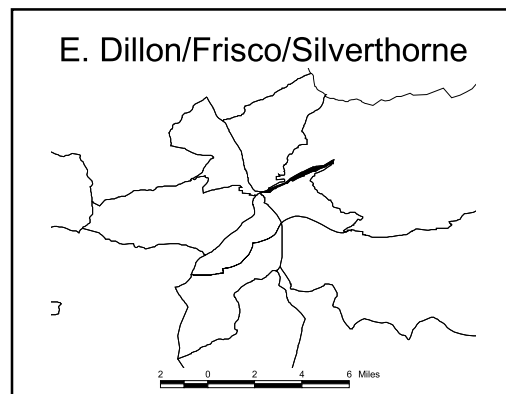
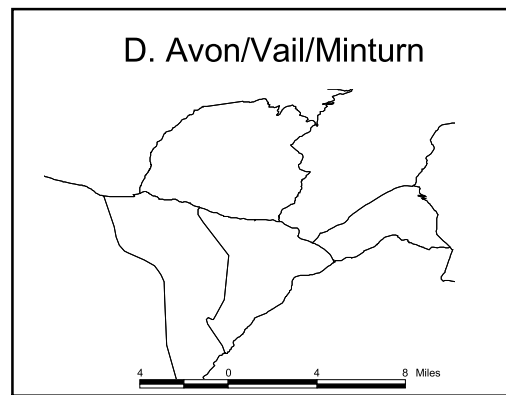
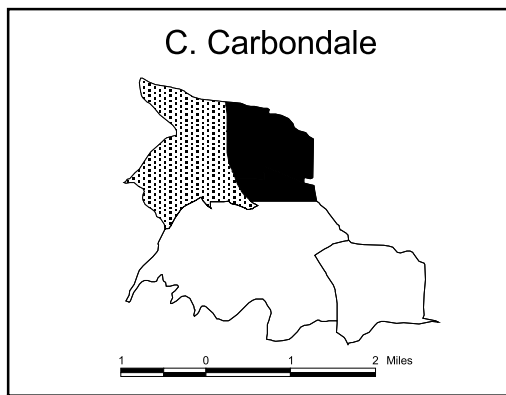
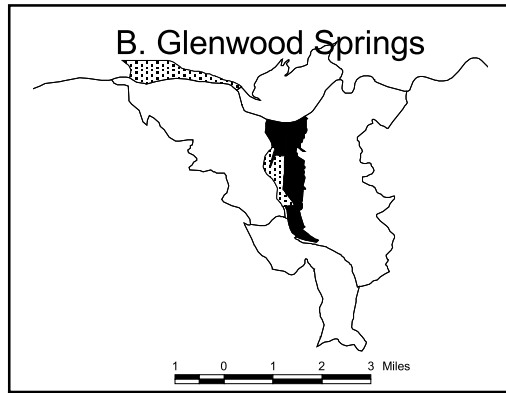
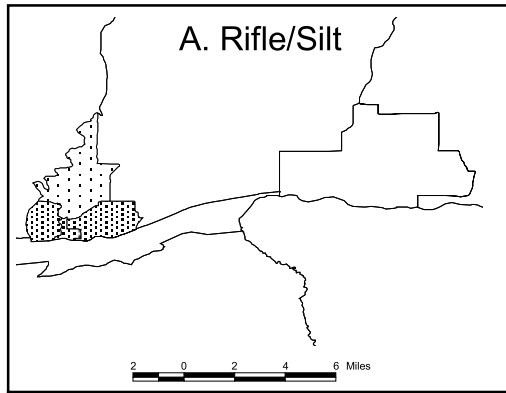


Figure II-13
2000 Density of Persons Below Poverty - Detail Areas

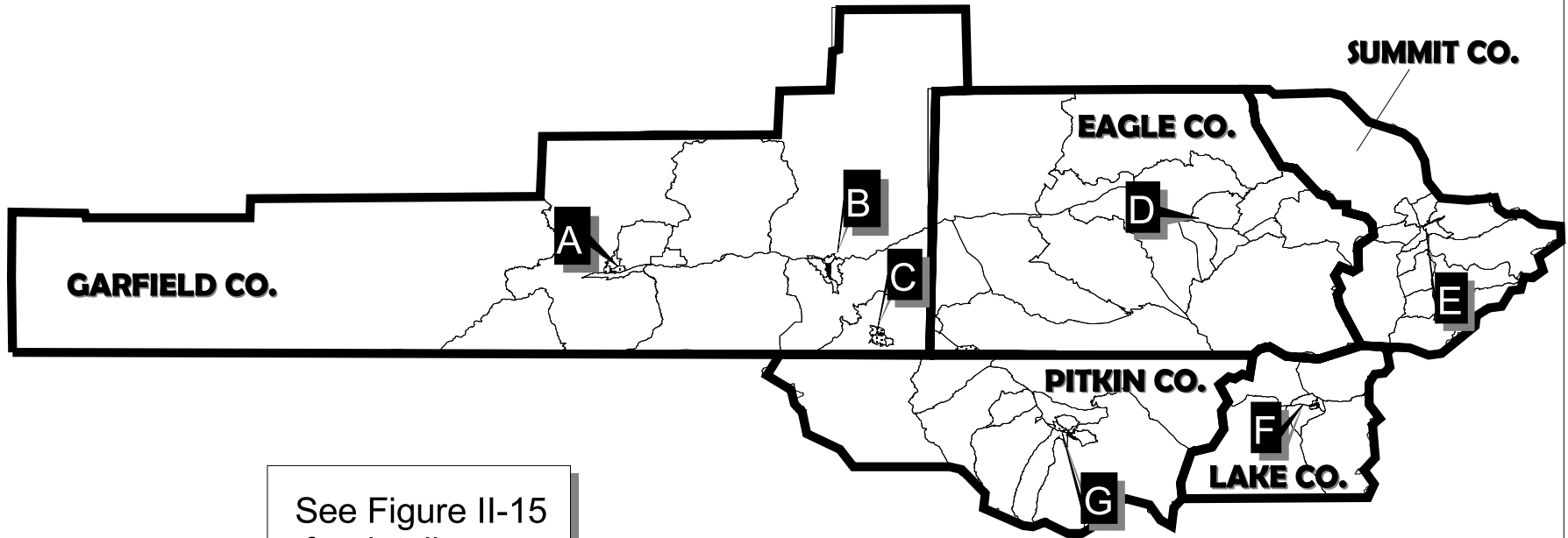


Zero-Vehicle Households

The final census information related to the “transit-dependent” is the distribution of households without their own vehicle. That distribution is shown for the study area in Figures II-14 and II-15. The census indicates that 2,003 of the study area’s 50,324 households did not have a vehicle in 2000, representing about four percent of the total. The highest number of zero-vehicle households was located in Block Group 1 in Census Tract 0002. This block group had approximately 26 percent of the households without a car. This area is located south of Gypsum in Eagle County.

Figure II-14

2000 Study Area Density 0-Vehicle Households (HHDs)



See Figure II-15
for detail areas

Density of 0-Vehicle HHDs

2000 Census Block Groups

	0 - 10 HHDs per sq. mi.
	11 - 20 HHDs per sq. mi.
	21 - 100 HHDs per sq. mi.
	101 or more HHDs per sq. mi.

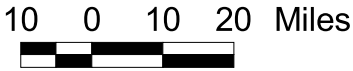
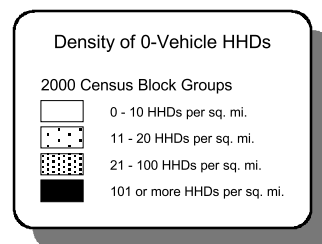
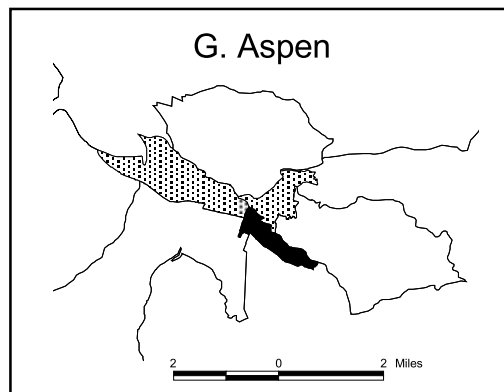
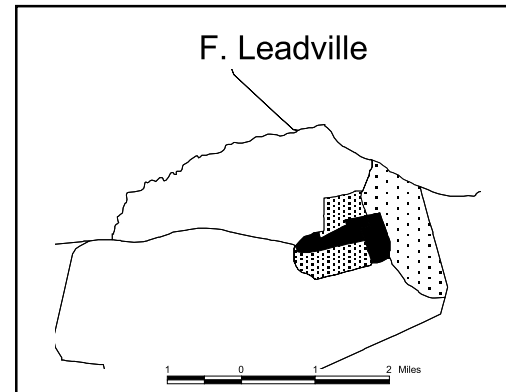
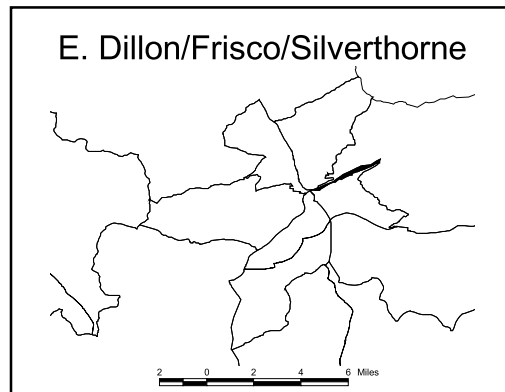
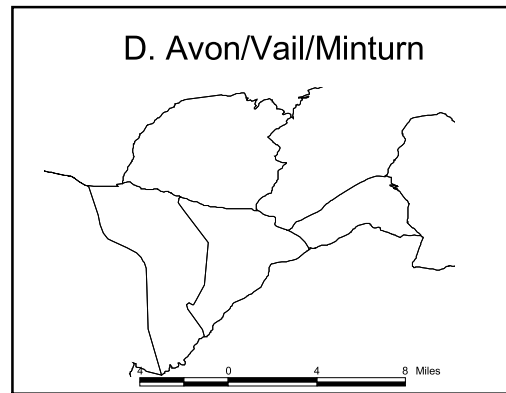
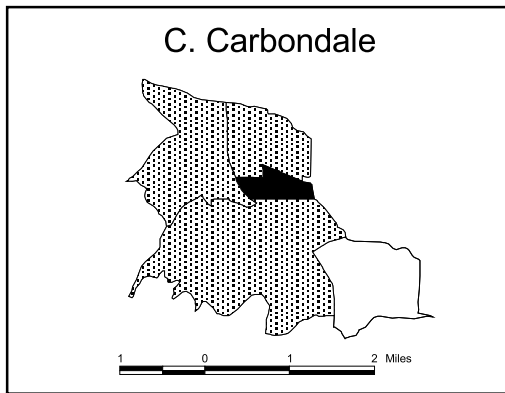
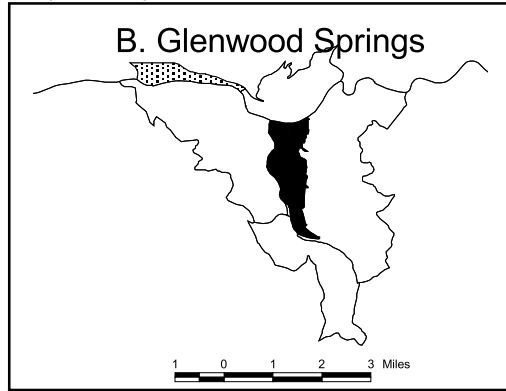
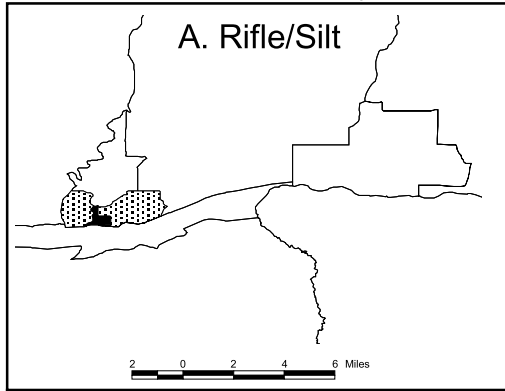


Figure II-15
2000 Density of O-Vehicle Households (HHDs) - Detail Areas

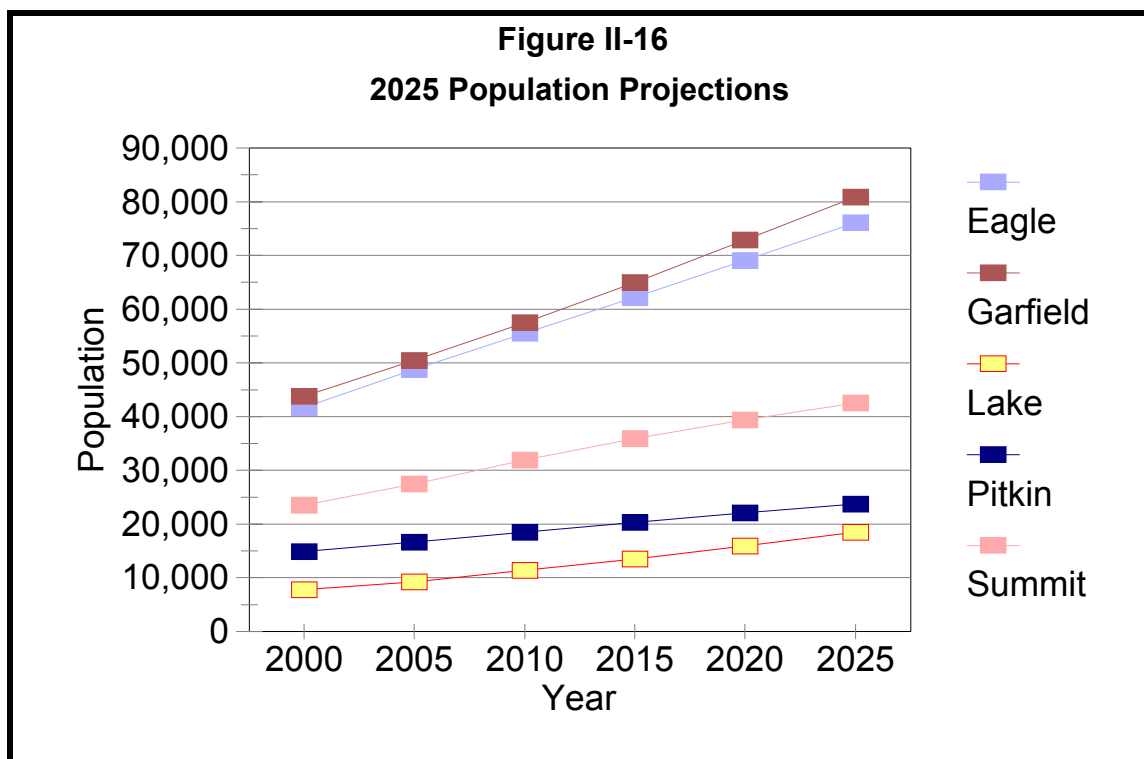


Population Projections

Population trends for the Intermountain Region are shown in Table II-3. Figure II-16 graphically illustrates the 2025 preliminary population projections.

Table II-3 2025 Population Projections						
Location	2000	2005	2010	2015	2020	2025
Colorado	4,324,920	4,731,144	5,162,179	5,600,477	6,042,949	6,495,766
Eagle	41,659	48,781	55,493	62,218	69,091	76,081
Garfield	43,791	50,477	57,478	64,977	72,872	80,879
Lake	7,812	9,215	11,404	13,501	15,950	18,458
Pitkin	14,872	16,619	18,482	20,326	22,083	23,719
Summit	23,548	27,496	31,943	35,921	39,374	42,561

Source: Colorado Department of Local Affairs, 2002.



Seasonal Population

As part of estimating future populations for the region, it is important to look at the seasonal population projections. Neither the Census nor the Colorado Division of Local Governments maintains data regarding seasonal population. Thus, seasonal population estimates for summer and winter are based upon the 2000-2025 Intermountain Regional Transportation Plan, with updates based upon the 2000 Census and updated population projections from the Colorado Division of Local Governments.

Summit County has the greatest increase in peak population of the five counties in the Intermountain Region. The Summit County permanent population for 2000 was reported to be approximately 23,548 and during the peak winter season, it increased to approximately 134,735. This is an increase of almost 500 percent for the county. The remaining counties, with the exception of Lake County, experience a 20 to 110 percent increase in population during the peak winter season. Lake County represents the smallest growth in winter population, approximately a one percent increase in population. Table II-4 shows the estimated permanent population and peak season projections for 2000 and 2025.

Table II-4		
Intermountain Region - Seasonal Population Projections		
Season	2000	2025
<i>Eagle County</i>		
Peak	70,185	150,640
Permanent	42,027	76,081
<i>Garfield County</i>		
Peak	51,957	160,804
Permanent	44,219	80,879
<i>Lake County</i>		
Peak	7,903	18,643
Permanent	7,825	18,458
<i>Pitkin County</i>		
Peak	31,231	46,942
Permanent	14,943	23,719
<i>Summit County</i>		
Peak	135,634	243,523
Permanent	23,705	42,561
<i>Region Peak</i>	296,910	620,552
<i>Region Permanent</i>	132,719	241,698
<i>Source: Intermountain Regional Transportation Plan, 1999; Colorado State Demographers Office, August 2002 - Preliminary Estimates/Projections, LSC, 2003.</i>		

Economy and Employment

Table II-5 shows the available 2000 information on employment by county. The primary employment sector for the area is the Services sector. Garfield County has the lowest percentage of service jobs in the area at 29 percent, and Pitkin and Summit Counties have the highest percentage at 38 percent. Wholesale and Retail Trade also play an important role in the area. Table II-6 shows the projected employment for the region.

Table II-5 Employment by Sector of the Economy										
Industry	Eagle County		Garfield County		Lake County		Pitkin County		Summit County	
	2000	%	2000	%	2000	%	2000	%	2000	%
Agriculture, Forestry	1,152	3%	1,609	6%	7	0%	543	3%	240	1%
Construction	6,017	16%	5,067	18%	316	12%	1,985	10%	2,518	10%
Manufacturing	447	1%	552	2%	50	2%	331	2%	213	1%
Transp., Comm., Utilities	1,154	3%	807	3%	53	2%	547	3%	617	3%
Wholesale & Retail Trade	7,904	21%	6,221	22%	498	19%	4,579	22%	6,254	26%
Financial, Insurance, Real Estate	5,622	15%	2,109	8%	156	6%	3,257	16%	3,338	14%
Services	12,764	34%	8,071	29%	813	31%	7,880	38%	9,396	38%
Government	2,583	7%	3,481	12%	720	28%	1,696	8%	1,917	8%
* TOTAL	37,643	100%	27,917	100%	2,613	100%	20,818	100%	24,493	100%
<i>* May not sum due to data suppression of some industry sectors</i>										
<i>Source: Colorado Department of Local Affairs, 2003.</i>										

Table II-6 2025 Regional Projected Employment			
County	2000	2010	2025
Eagle	37,762	62,397	107,332
Garfield	28,501	35,422	45,836
Lake	2,640	3,473	6,330
Pitkin	20,912	28,351	41,432
Summit	24,759	35,976	56,499
Intermountain Regional Total	114,574	165,619	257,429
<i>Source: Colorado Department of Local Affairs, 2003.</i>			

Major Employers

Table II-7 lists the major employers in the study area by county.

Table II-7			
Major Employers in the Intermountain Study Area			
County	Employer	County	Employer
Eagle	B&B Excavating City Market Eagle County Eagle County School District Gallegos Masonry Hyatt Regency Beaver Creek Marriott's Vail Mountain Resort Sonnenalp Resort Town of Vail Vail Cascade Hotel and Spa Vail Resorts, Inc. Vail Valley Medical Center	Pitkin	Aspen Skiing Company Pitkin County St. Regis Hotel Aspen Valley Hospital Little Nell Hotel City Market Hotel Jerome Clark's Market Aspen School District Coates, Reid and Waldron Property Management
Garfield	Garfield County RE-2 School District Grand River Hospital District Alpine Bank Central Operations American Soda Colorado Veteran's Nursing Home City of Rifle Colorado Department of Corrections U.S. Forest Service	Summit	Keystone Resort Copper Mountain Resort Breckenridge Ski Resort Summit County Summit School District Beaver Run Village at Breckenridge City Market, Inc. Town of Breckenridge Wal-Mart Town of Silverthorne Dominos Pizza
Lake	St. Vincent Hospital Leadville Medical Center West Central Mental Health Lake County City of Leadville Colorado Mountain College Copper Mountain Resort U.S. Forest Service XCEL Energy Lake County School District		

Source: Local Chambers of Commerce, LSC 2003.

Existing Transportation Systems

INTRODUCTION

Chapter III reviews the existing transportation providers within the Intermountain Region Study Area. The providers presented vary in both service type and clients. This chapter provides a summary of the public and private transportation providers who operate within the region.

PUBLIC PROVIDERS

Avon/Beaver Creek Transit

Avon/Beaver Creek Transit service includes two components—the Avon service and the Beaver Creek Resort service. Service is provided year-round, seven days per week, using a fleet of 22 vehicles.

Avon Transit Service Overview

The Avon service consists of three fixed routes in the winter—Town Shuttle, Hurd Lane Shuttle, and the Skier Shuttle. Avon provides two fixed routes during the summer—Town Shuttle and the Hurd Lane Shuttle.

The Town Shuttle is a year-round service designed to carry employees to and from work, and to carry local residents to the shopping district. Annually, this route carries approximately 275,000 passengers with 4,783 annual service hours. The Hurd Lane Shuttle is also a year-round service used primarily by employees going to and from work, or to a transfer point for employment outside town. Annually, this route carries 120,000 passengers with approximately 4,800 annual service hours. The Skier Shuttle, a winter-only route, is designed to carry lodging guests from Avon to Beaver Creek Village and the ski area. Ridership over the winter is approximately 180,000 with 5,400 hours of service.

Existing Transportation Systems

The Town of Avon operates the three fixed routes with six 20-passenger vehicles and six 35-foot buses. The Avon service operates from approximately 7:00 a.m. to 11:30 p.m., seven days per week during the summer and winter months.

Beaver Creek Transit Service

The Town of Avon manages and operates (by contract) parking lot transit service at Beaver Creek Resorts. The parking lot fixed-route service is a year-round service designed to carry visitors from the remote parking lots on Colorado State Highway (SH) 6 up to Beaver Creek Village. The year-round route operates from approximately 5:30 a.m. to 2:00 a.m. A small percentage of the ridership is made up of employees working in the village. This route carries approximately 630,000 passengers annually with 18,400 hours of service. The Beaver Creek Parking Lot service is operated with ten 40-foot transit buses in the winter and seven cut-away vehicles in the summer.

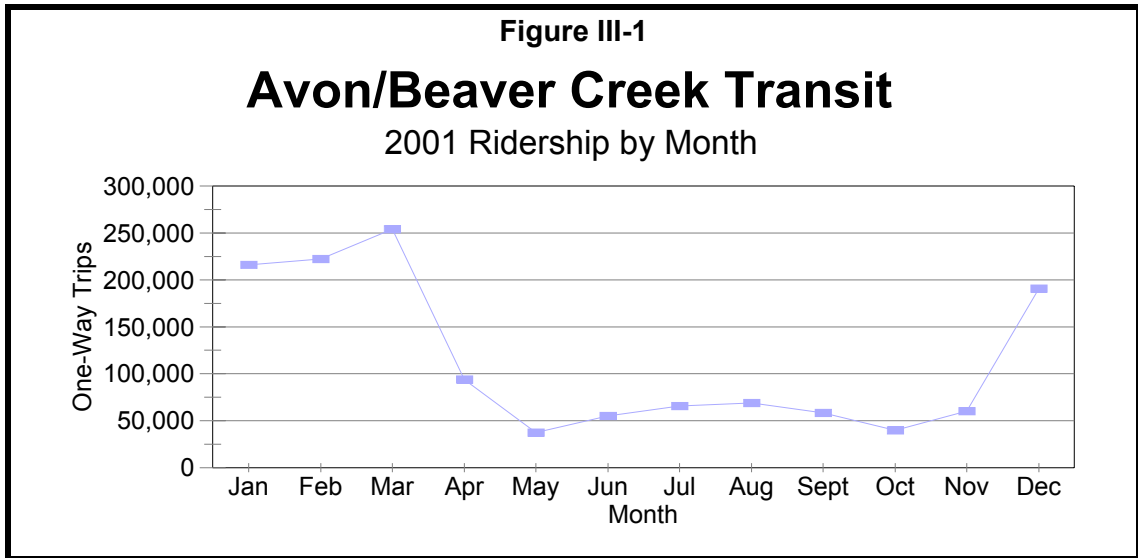
Summary of All Services

Each of the transit services discussed above, provided by the Town of Avon, operates within Eagle County and provides a link to all townships within the Vail Valley. Two major transfer points allow local residents and visitors to gain access to the regional transit system—the Eagle County Regional Transportation Authority (ECO)—which provides bus service to Dotsero to the west, Vail to the east, and Leadville to the south. The Town of Avon also provides ADA paratransit service to the local community. The agency does not break out information separately for the paratransit service.

The agency employs 10 year-round full-time drivers, 25 seasonal full-time drivers, and 5 seasonal part-time drivers. All drivers are required to have CDL-certified licenses. Avon has 11 vehicles in operation on an average day. The peak periods of service are from 7:30 to 10:30 a.m. and from 2:00 to 6:00 p.m.

In summary, Avon Transit provided 1,362,245 one-way trips in 2001 with approximately 567,797 vehicle-miles. Annual vehicle-hours in 2001 were 43,903. These 2001 totals include all transit services provided by Avon/Beaver Creek Transit,

including contract services. Figure III-1 provides 2001 ridership trends by month. The month of March had the highest ridership with a total of 253,951 one-way trips.



Performance Measures

Table III-1 provides the average performance measures for Avon/Beaver Creek Transit.

Table III-1 Avon/Beaver Creek Transit - 2001	
Annual	
Vehicle-Miles	567,797
Vehicle-Hours	43,903
One-way Trips	1,362,245
Operating Cost	\$1,816,072
Cost per Hour	\$41.37
Pass. per Hour	31.03
Cost per Trip	\$1.33
Source: Avon/Beaver Creek Transit.	

Vehicle Fleet

Table III-2 shows the Town of Avon vehicle fleet information. The Beaver Creek Resort Company owns the vehicles used for the Beaver Creek Parking Lot Service.

Table III-2 Avon/Beaver Creek Transit Vehicle Fleet Information						
Vehicle Model	Year	Price	Capacity			Replacement Year
			Seat	Stand	W/C	
Orion Type 1	1984	\$125,000	32	15	0	2002
Orion Type 1	1985	\$135,000	32	15	0	2003
Orion Type 1	1989	\$150,000	37	20	0	2003
Gillig Phantom	1994	\$193,000	37	20	2	2006
Metrotrans	1994	\$55,000	21	5	2	2003
Metrotrans	1996	\$70,000	21	5	2	2003
Metrotrans	1996	\$70,000	21	5	2	2004
Gillig Phantom	1996	\$208,000	43	20	2	2008
Gillig Phantom	1998	\$226,000	43	20	2	2010
Metrotrans	1999	\$70,000	21	5	1	2004
Goshen	2001	\$70,000	21	5	1	2006
Goshen	2001	\$70,000	21	5	1	2006

Source: Avon/Beaver Creek Transit, 2003.

Cost Allocation Model

Table III-3 provides the Avon/Beaver Creek Transit cost allocation model. Financial, ridership, and service information can be used to develop internal evaluation tools for each of the transit systems presented in this chapter. A cost allocation model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications for any proposed service alternatives.

Table III-3				
Avon/Beaver Creek Transit Cost Allocation Model				
Cost Item	2002 Cost	Costs Allocated to Veh.-Hours	Costs Allocated to Veh.-Miles	Fixed Costs
Operators Salary and Wages	\$759,789	\$759,789		
Other Salaries and Wages	\$200,000			\$200,000
Fringe Benefits	\$281,879	\$140,940	\$140,940	
Services	\$298,132			\$298,132
Fuel and Lubricants	\$153,561		\$153,561	
Utilities	\$15,036			\$15,036
Casualty and Liability	\$35,000			\$35,000
Miscellaneous Expenses	\$16,630	\$5,543	\$5,543	\$5,543
Vehicle Lease and Rental	\$55,845	\$55,845		
Taxes	\$200			\$200
Total Operating Budget	\$1,816,072	\$962,117	\$300,044	\$553,711
Service Variables		veh-hrs	veh-mls	
Unit Costs		43,903	567,797	
Fixed Cost Factor		\$21.91	\$0.53	1.44
<i>Capital Cost</i>	<i>\$204,000</i>			
TOTAL BUDGET	\$2,020,072			
<i>Source: Avon/Beaver Creek Transit, 2003.</i>				

Table III-3 yields the following cost equation for bus operations:

$$\text{Total Cost} = \$553,711 + \$0.53 \times \text{revenue-miles} + \$21.91 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.53 \times \text{revenue-miles} + \$21.91 \times \text{revenue-hours.}$$

Funding

Avon/Beaver Creek Transit receives funding from multiple sources. Table III-4 provides a summary of funding sources. The majority of funding is derived from fixed-route contract service.

Table III-4 Avon/Beaver Creek Transit Funding	
Source	Capital Amount
FTA 5309	\$195,995
Fixed-Route Contracts	\$713,932
Other	\$250,000
Total	\$1,159,927
<i>Source: Avon/Beaver Creek Transit, 2002.</i>	

Avon/Beaver Creek Transit Needs

Short-term needs and cost estimates for Avon/Beaver Creek Transit are listed below. These requests are for the next five years or until fiscal year 2008.

- *Purchase (4) 35-foot coaches* \$1,000,000
- *Purchase (8) 24-foot people movers* \$800,000
- *Transit Center Phases I & II* \$1,600,000
- *Purchase 10 bus shelters* \$108,000
- *Purchase (1) 30-foot coach* \$300,000
- *GPS Information System* \$50,000
- *Service Expansion (Village at Avon)* \$240,000 annually

Breckenridge Ski Resort

The Breckenridge Ski Resort, owned by Vail Associates, provides free transit service within the Breckenridge city limits and the ski base areas. The service is funded entirely by the Breckenridge Ski Area. During the winter, service is offered from 6:30 a.m. to 1:00 a.m., and a limited service is offered during the summer seasons in conjunction with the alpine slide. The last available data from Breckenridge Ski Resort was from the *2000-2005 Summit County TDP Update*. This document reported approximately 900,000 trips were being provided annually, with 16 vehicles and 300,000 vehicle-miles. The annual budget in 1999 was approximately \$800,000. Plans for coordination and/or consolidation with the Town of Breckenridge are currently being discussed by local authorities. Table III-5 presents the performance measures for the Breckenridge Ski Resort.

Table III-5	
Breckenridge Ski Resort - 1999	
Annual	
Vehicle-Miles	300,000
Vehicle-Hours *	33,300
One-way Trips	900,000
Operating Cost	\$800,000
Cost per Hour	\$24.02
Pass. per Hour	27.03
Cost per Trip	\$0.89
<i>Source: 2000-2005 Summit County TDP Update.</i>	

Colorado Mountain College

Colorado Mountain College (CMC) Senior/Disabled Transit (more commonly known as The Traveler) promotes health, social integration, and independent living among elderly and disabled populations of Garfield County by providing access to needed services. The Traveler provides wheelchair-accessible, door-to-door, demand-response, driver-assisted transportation to Garfield County residents who cannot use public or private transportation because it is unavailable, inaccessible, or unaffordable. This program primarily serves the elderly and disabled who are low income and rural residents of Garfield County.



Service Overview

Service hours are Monday through Friday from 8:30 a.m. to 4:00 p.m. The service area encompasses all of Garfield County from Parachute east, including Parachute, Battlement Mesa, Rifle, Silt, New Castle, Glenwood Springs, and Carbondale. The program has a fleet of seven vehicles, six of which are wheelchair lift-equipped. All service is based on a first come, first served basis. Scheduled pickups are preferably booked 24 hours in advance by calling the local dispatcher. Suggested contribution for fares is \$1.00 each way in town or \$2.00 between towns each way from the origin location.

Existing Transportation Systems

Client participation remains steady with 550 clients, with an average of 200 clients using The Traveler per week. This equates to 26,374 one-way trips per year for The Traveler. The following measures of accomplishment indicate The Traveler's success:

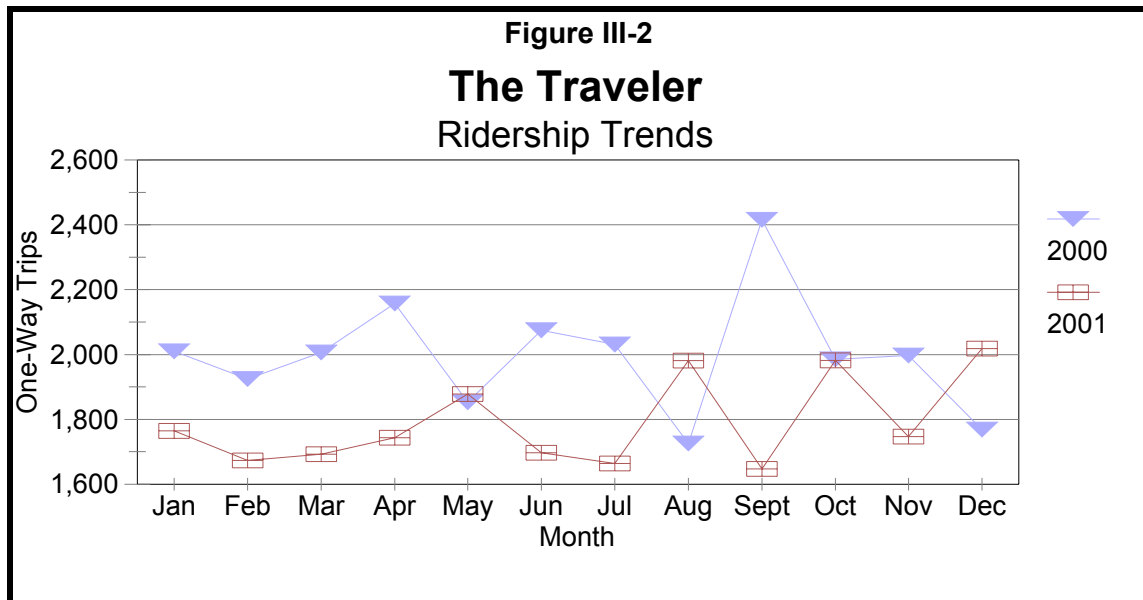
- 6,106 trips to Senior Nutrition sites
- 5,610 trips to access shopping
- 2,877 trips provided for doctors' appointments
- 4,973 trips provided to work sites
- 5,092 trips provided to other locations such as libraries, lawyers offices, social services, college classes, visits to friends and family, etc.
- 1,669 trips were provided hauling bulk food to nutrition meal-sites throughout Garfield County

Female clients make up approximately 81 percent of the total client base for The Traveler. Fifty-eight percent of the total clients live in poverty. Forty-seven percent live within the City of Rifle, 28 percent live in Glenwood Springs, with the remainder living within the surrounding communities.

Summary of Service

Ridership trends are presented in Figure III-2. Ridership in 2001 was approximately 21,487 one-way trips, 2,462 less than in 2000. Ridership in 2002 increased to 26,374. Currently, 60 percent of the ridership is generated within the western portion of Garfield County.

The organization logged approximately 78,000 miles in 2002. Of the 26,374 one-way passenger-trips, 15,658 were made in western Garfield County (defined as the Town of New Castle west to the county line) with most trip destinations being in the Rifle area. Colorado Mountain College budgeted approximately \$196,000 for Fiscal Year 2001 on transportation operating expenses.



Performance Measures

Table III-6 provides the average performance measures for Colorado Mountain College.

Table III-6	
Colorado Mountain College - 2001	
Annual	
Vehicle-Miles	78,116
Vehicle-Hours	7,244
One-way Trips	26,374
Operating Cost	\$188,923
Cost per Hour	\$26.08
Pass. per Hour	3.64
Cost per Trip	\$7.16
<i>Source: CMC, 2002.</i>	

Vehicle Fleet

Table III-7 provides the vehicle fleet information for CMC. The Traveler is operated by seven vehicles, many of which are due for replacement in the near future.

Vehicle Model	Year	Price	Capacity			Replacement Year
			Seat	Stand	W/C	
Ford - Minibus	1989	\$28,260	14	0	2	2002
Ford - Minibus	1990	\$29,272	14	0	1	2003
Ford - Supreme	1994	\$41,941	12	0	2	2003
Ford - Supreme	1995	\$35,740	11	0	2	2004
Ford - Goshen II	1999	\$43,733	14	0	2	n/a
Ford - Goshen II	1999	\$44,088	14	0	2	n/a
Ford - Winstar	2000	\$25,270	6	0	0	n/a

Source: CMC, 2003.

Cost Allocation Model

Table III-8 provides the Colorado Mountain College Transit cost allocation model. As stated earlier, the cost allocation model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications of any proposed service alternatives.

Cost Item	2001 Cost	Vehicle-Hours	Vehicle-Miles	Fixed Costs
Operators Salary and Wages	\$114,905	\$114,905		
Other Salaries and Wages	\$24,963			\$24,963
Fringe Benefits	\$28,167	\$14,084	\$14,084	
Services	\$14,126			\$14,126
Fuel and Lubricants	\$8,796		\$8,796	
Utilities	\$3,330			\$3,330
Miscellaneous Expenses	\$1,920	\$640	\$640	\$640
Total Operating Cost	\$196,207	\$129,628	\$23,519	\$43,059
Service Variables		veh-hrs	veh-mls	
Unit Costs		6,926	66,231	
Fixed Cost Factor		\$18.72	\$0.36	1.28
Capital Cost	\$8,586			
TOTAL BUDGET	\$204,793			

Source: CMC, 2001.

Table III-8 yields the following cost equation for CMC bus operations:

$$\text{Total Cost} = \$43,059 + \$0.36 \times \text{revenue-miles} + \$18.72 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.36 \times \text{revenue-miles} + \$18.72 \times \text{revenue-hours.}$$

Funding

Table III-9 provides the CMC funding sources. Many local grants contribute to the overall funding of the transit system such as the United Way and other local foundations.

Table III-9	
CMC Transit Funding	
Source	Capital Amount
Fares/Donations	\$22,565
Dedicated Transit Tax	\$25,000
FTA 5310	\$13,469
Anshutz Family Foundation	\$7,500
United Way of Garfield County	\$12,000
Iselin Foundation	\$700
Rotary Clubs	\$3,000
Aspen Valley Med. Foundation	\$5,000
Deardorf Foundation	\$3,000
Older Americans Contract	\$45,894
Garfield County Contract	\$22,500
Cities/Towns Contracts	\$12,050
Other	\$45,114
Total	\$217,792
<i>Source: CMC, 2001.</i>	

Colorado Mountain College Transit Needs

Short-term needs and cost estimates for CMC Transit are listed below. These requests are for the next three years or until fiscal year 2006.

- *Vehicle Replacement (2003-2006)* \$200,000

Long-term needs and cost estimates (2010-2025) for CMC Transit are listed below. These needs include a continuation of vehicle replacement and added staff positions.

- *Replacement of vehicles*
- *Financial support for full-time driver positions*
- *Financial support for dispatcher and clerical positions in western Garfield County*

Copper Mountain Resort

Copper Mountain provides transportation to remote skier parking lots and within the Copper Mountain Village. During the winter, the system runs from 8:00 a.m. to 11:30 p.m. No service is provided during the “shoulder seasons.” However, during the summer, service is provided from 8:00 a.m. to 9:00 p.m. The fleet consists of 27 vehicles, which operate approximately 153,000 vehicle-miles per year. Six “land trains” are operated within the Village during the winter season. Copper Mountain also operates an employee shuttle from Leadville and provides special transportation to groups traveling to the area. Ridership statistics are not recorded by the resort and budget information is not readily available.

Eagle County Regional Transportation Authority

The Eagle County Regional Transportation Authority (ECO Transit) was established in 1996 with the passage of a one-half cent transportation sales tax. ECO Transit connects the communities of Avon, Beaver



Creek, Dotsero, Eagle, Edwards, Gypsum, Leadville, Minturn, Red Cliff, and Vail with convenient reliable public transportation service. Bus service is available year-round with higher frequencies in the winter months when the population of

Eagle County almost doubles. Persons riding ECO Transit to the towns of Avon and Vail may transfer to in-town buses free of charge. The Vail transportation center, one-quarter mile from I-70, offers a convenient location to transfer to intercity bus lines—Greyhound, Vail Transit, and airport shuttle services.

Students, persons with disabilities, and senior citizens ride free of charge if they are Eagle County residents and have the required identification cards. The fare for Express Routes is \$3.00 (Leadville routes and Vail to Beaver Creek via I-70). The fare for all other routes is \$2.00 each-way.

ECO Transit Service Overview

ECO Transit operates year-round using 21 full-time and two part-time drivers during the peak season and 14 full-time drivers during non-peak months. On an average day, ECO uses 20 vehicles during the winter months and 10 during the summer. Peak periods are from 6:00 to 8:00 a.m. and from 3:30 to 6:30 p.m.

A total of four regional routes operate within Eagle County. A brief description of each of the routes is provided in the following text:

- **Beaver Creek/Vail Route** – This routes connects the Beaver Creek Ski Resort and the Town of Vail via I-70. The route travels through the Town of Avon on its way to Beaver Creek. During the winter season, service is provided from 8:00 a.m. to 10:20 p.m., with runs made in each direction every 15 minutes during peak times and 30 minutes all other times of the day.
- **Dotsero to Vail/Vail to Dotsero** – This winter-only route serves Avon, Eagle, Edwards, Gypsum, and Vail. The route is actually split into the eastbound and westbound routes. Many stops are only served during various times of the day, with express runs operating during other times. This eastbound route operates from 4:25 a.m. until 7:00 p.m., while the westbound route operates from 7:15 a.m. to 2:30 a.m. during the winter months. Many of the early morning runs provide service only from Gypsum to the Chambers Park-and-Ride Lot.
- **Edwards Route** – This routes runs from Edwards to Vail along US Highway 6. The route makes numerous stops along the way to Edwards, ending at the Lake Creek Village Apartments in Edwards. The Edwards Route operates between 5:00 a.m. and 2:00 a.m. with headways ranging from 20 to 40 minutes.

- **Leadville Route** – This route primarily serves area employees residing in the Leadville area. Buses leave Leadville in the early morning for Vail and Avon during winter months with return trips made in the afternoon. One of the trips is an express to Beaver Creek, whereas other runs serve Vail as well.

Summary of Service

The agency reported approximately 1,377,103 vehicle-miles and 51,896 vehicle-hours in 2001. Approximately 801,739 one-way passenger-trips were provided for their fixed-route and demand-response system.

Performance Measures

Table III-10 provides the average performance measures for ECO Transit.

Table III-10	
ECO Transit - 2001	
Annual	
Vehicle-Miles	1,377,103
Vehicle-Hours	52,000
One-way Trips	801,469
Operating Cost	\$4,324,781
Cost per Hour	\$83.17
Pass. per Hour	15.41
Cost per Trip	\$5.40
<i>Source: ECO.</i>	

Vehicle Fleet

ECO has a fleet of 30 vehicles. The vehicle fleet inventory is provided in Table III-11.

Table III-11			
ECO Vehicle Fleet Information			
Vehicle Model	Number	Year	Replacement Year
Ford - Superduty	1	1997	2002
Ford - Cutaway	2	1997	2003
Gillig - Phantom	4	1994	2005
Gillig - Phantom	6	1996	2008
Gillig - Phantom	7	1998	2010
Gillig - Phantom	2	1999	2011
Neoplan - Metroliner	1	1992	2003
Gillig - Phantom	2	2001	2013
MAN - Arctic	2	1983	2003
<i>Source: ECO, 2002.</i>			

Cost Allocation Model

Table III-12 provides the ECO cost allocation model. The cost allocation model provides base information against which current operations can be judged. In addition, the model is useful for estimating cost ramifications of any proposed service alternatives.

Table III-12				
ECO Fixed-Route Cost Allocation Model				
Cost Item	2002 Cost	Vehicle-Hours	Vehicle-Miles	Fixed Costs
Wages	\$2,259,333	\$2,259,333		
Fringe Benefits	\$769,534	\$256,509	\$256,509	\$256,509
Materials and Supplies	\$278,043		\$278,043	
Purchased Services	\$852,797			\$852,797
Fixed Charges	\$123,262			\$123,262
Intergov. Supplies	\$41,812		\$41,812	
Total Operating Budget	\$4,324,781	\$2,515,842	\$576,364	\$1,232,568
Service Variables		veh-hrs	veh-mls	
Unit Costs		52,000	1,377,103	
Fixed Cost Factor		\$48.38	\$0.42	1.40
<i>Capital Cost</i>	<i>\$894,887</i>			
TOTAL BUDGET	\$5,219,668			
<i>Source: ECO, 2003.</i>				

Existing Transportation Systems

Table III-12 yields the following cost equation for bus operations:

$$\text{Total Cost} = \$1,232,568 + \$0.42 \times \text{revenue-miles} + \$48.38 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.42 \times \text{revenue-miles} + \$48.38 \times \text{revenue-hours.}$$

Funding

Funding for ECO Transit is provided in Table III-13. The majority of ECO's funding is provided through the dedicated sales tax.

Source	Capital Amount
Fares/Donations	\$1,000,000
Dedicated Transit Tax	\$3,500,000
FTA 5309	\$277,000
Total	\$4,777,000
<i>Source: ECO, 2003.</i>	

ECO Transit Needs

ECO's short-term (2003-2010) needs and cost estimates are provided in the following text:

- *Vehicle Replacement (2003)* \$280,000
- *Vehicle Replacement (2004)* \$1,500,000
- *Vehicle Replacement (2004)* \$1,200,000
- *Bus Shelter Installation (2003-2008)* \$100,000
- *Automated Fare Collection System* \$500,000
- *Vehicle Replacement (2008)* \$1,800,000

Long-term needs and cost estimates for ECO are listed below. These requests are for the next seven to twenty years or until fiscal year 2025.

- *Vehicle Replacement* \$10,000,000
- *Upgrade Facility* \$5,000,000
- *Bus Shelter Installation* \$200,000
- *Update Automated Fare Collection System* \$1,000,000
- *Replace ADA Vehicles* \$600,000
- *Staff Additions* \$350,000
- *Expand Fleet* \$2,000,000

Keystone Ski Resort

Keystone Resort provides free year-round transportation services, both fixed-route and demand-response, to the resort’s visitors, residential developments, commercial developments, remote parking areas, and the ski area bases. During the ski season, the “KAB Express” provides free express service between Keystone Resort and Breckenridge Ski Area. Free service is provided from Keystone to Arapahoe Basin (under contract to the Summit Stage). Paid skier transportation service is also available from Breckenridge and Keystone to Vail, allowing visitors to all three resorts to ski at all company ski areas.

The system is operated by Keystone Resort, owned by Vail Resorts, Inc. The resort has a fleet of 30 large and 5 smaller buses which travel approximately 750,000 miles per year. Ridership is approximately 1,200,000 guests per year. Annual operating costs are approximately \$2,700,000 per year.

Roaring Fork Transportation Authority (RFTA)

The Roaring Fork Transportation Authority is a regional transit operator offering transportation services year-round, including free buses within Aspen, local service in Glenwood Springs, fare commuter buses (Down Valley Commuter Service) between Aspen and Rifle, and seasonal service during winter



and summer, including buses to ski areas and special events. RFTA is the major provider of transit services in the Roaring Fork Valley and Colorado River Valley.

RFTA was formed in 1983. For most of its history, RFTA provided service within Aspen, and between Aspen, Snowmass, and El Jebel. Service was extended down-valley to Carbondale in Garfield County in 1989 and to Glenwood Springs in 1993. In November 2000, area voters established a Rural Transportation Authority. In early 2002, RFTA extended service to the Rifle area.

RFTA Services

RFTA provides fixed-route and demand-response services for their clients seven days per week. The service area is Pitkin County and parts of Eagle and Garfield Counties. Service is provided in the towns of Aspen, Basalt, Carbondale, Glenwood Springs, New Castle, Rifle, Silt, and Snowmass. RFTA provides service using 95 full-time and five part-time year-round drivers. Thirty full-time and ten part-time drivers are used during non-peak seasons. During the winter season, employment is increased to 212 total employees.

City of Aspen Services

The City of Aspen contracts with RFTA to provide service within the city limits. Service consists of the following:

- **Year-Round Fixed-Route Service** – Three free fixed routes are provided year-round within the City of Aspen. These routes—Cemetery Lane, Castle/Maroon, and Hunter Creek—serve residential neighborhoods adjacent to downtown Aspen. Service on the Castle/Maroon and Hunter Creek routes are provided three times per hour, year-round. Service on the Cemetery Lane route is provided twice per hour. These services are offered from 6:00 a.m. to 2:30 a.m. throughout the winter season, and from 6:00 a.m. to 2:00 a.m. during the non-winter months.
- **Demand-Response Service** – The East End Dial-A-Ride service is essentially a demand-response, deviated fixed-route service. Four runs are provided per hour during peak morning and afternoon hours throughout the winter season. During the non-winter months, services are provided twice per hour. Free service is provided to riders who board the bus along the fixed routes, although a \$1.00 fare is charged for passengers requesting deviations from the fixed route. This service is offered from 6:00 a.m. to 2:30 a.m. throughout the winter season, and from 6:00 a.m. to 2:00 a.m. during the non-winter months.

- **Galena Street Shuttle** – The Galena Street Shuttle connects Aspen Mountain on the south side of Aspen to the Rio Grande parking garage, post office, Hunter Creek, and the Art Museum on the north side of town. Two vehicles follow a fixed route, operated on a 10-minute headway during the peak winter and summer months. This service is also free, and is provided from 8:15 a.m. to 5:15 p.m. This service uses an open-air theme vehicle, which caters particularly to area visitors.
- **Cross Town Shuttle** – The Cross Town Shuttle was initiated in December 1999, and connects the east and west ends of Aspen. This free fixed-route service operates on a 30-minute headway during the peak winter and summer months from 7:00 a.m. to 11:00 p.m. During its initial summer season of services, a demonstration electric bus was utilized.
- **Music Festival Service (Rubey Park Route)** – From mid-June to late-August, the Music Festival Service is provided between Rubey Park, the Music Tent in the northwest portion of the city, student housing, the Music School grounds, and at the Burlingame property to the Music Association Campus on Castle Creek Road. Thirty-five trips are made daily between 7:30 a.m. and 11:00 p.m.
- **Highlands Direct Route** – Seasonal Route provides service to West Main Street, Aspen District Schools Campus, and the Aspen Highlands Ski Area. The service runs 30-minute headways from 5:45 a.m. to midnight during the winter and from 5:45 a.m. to 10:00 p.m. during the summer.

Glenwood Springs Services

Glenwood Springs contracts with RFTA to provide service within the city limits.

Service consists of the following:

- **Community Center Route (Orange Route)** –The Community Center Route connects the Glenwood Community Center, CMC, and Valley View Hospital. The route starts and finishes at the West Glenwood Mall and Cardiff Glen. The route operates from 7:10 a.m. to 9:10 p.m.
- **Highway 6 & 24 Route (Blue Route)** - The Highway 6 & 24 Route operates from 6:40 a.m. to 9:40 p.m. The route begins and ends at the West Glenwood Mall and Gardiff Glen. The route provides service to the Hot Springs Pool, Johnson Park, and several lodging establishments.

Valley Services

Valley services operate along the SH 82 Corridor. Three different services are offered within the Valley. These include the following:



- **Valley Service** – Valley services operate between Aspen and Basalt/El Jebel, Carbondale, and Glenwood Springs. During the peak winter season, approximately 44 round-trips per day are provided between Aspen and El Jebel, 24 round-trips between Aspen and Carbondale, and 24 round-trips between Aspen and Glenwood Springs. Upvalley service begins at 4:35 a.m. in Carbondale, while the last downvalley trip from Aspen to Carbondale departs the Rubey Park Transit Center at 2:15 a.m. A total of six runs also provide direct service between Snowmass and downvalley communities.
- **Woody Creek** – Twelve trips per day are provided between Woody Creek and the Brush Creek/SH 82 passenger facility. The bus operates hourly in the morning and evening peak periods. This route is not operated during the spring and fall. The earliest departure from Woody Creek is 6:08 a.m., the latest is 12:08 a.m.
- **Aspen-Snowmass** – Service is provided during the winter season every 30 minutes between 6:15 a.m. and 4:45 p.m., and every 15 minutes between 4:45 p.m. and 3:00 a.m. This service typically requires a transfer at the Brush Creek/SH 82 passenger facility during the day, while direct service is provided after 4:45 p.m. During the other seasons, service is provided every 30 minutes from 6:15 a.m. to 2:00 a.m., through a combination of RFTA service and Town of Snowmass Village service.
- **Grand Hogback Route (Rifle)** - The schedule for the Grand Hogback Bus Service includes bus stops in New Castle, Silt, and Rifle taking approximately 39 minutes in each direction. Limited service is available from 5:18 a.m. to 7:00 p.m.

Other Services

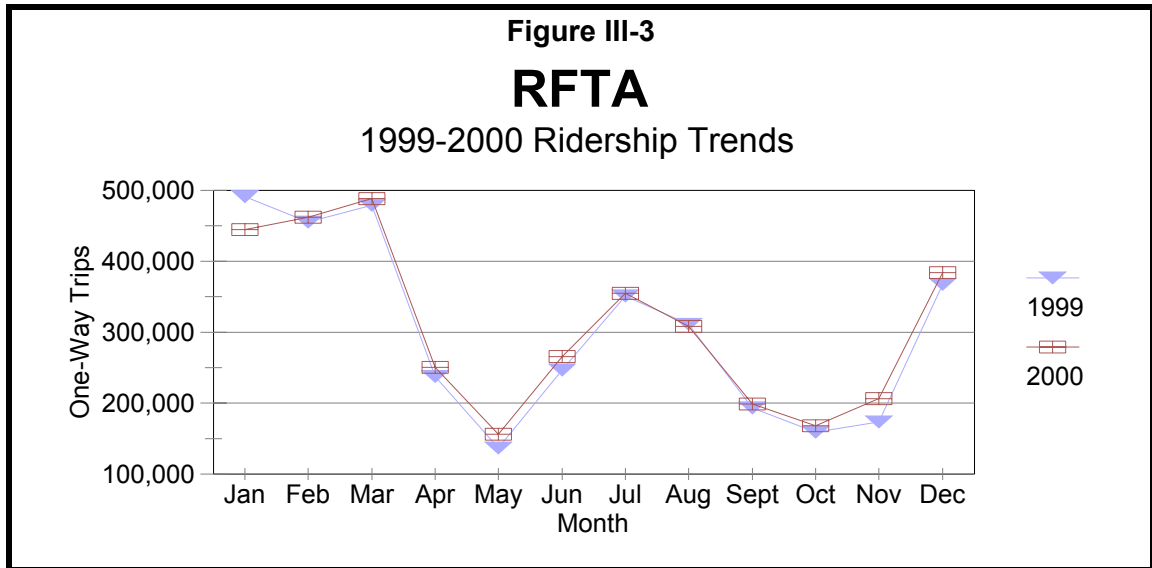
RFTA provides other contract transit services including the following:

- **Aspen Skiing Company** – This contract service is operated between Rubey Park, Buttermilk Ski Area, Snowmass Ski Area, and Highlands Ski Area from 8:00 a.m. to 4:45 p.m. during the ski season. Aspen-Snowmass and Aspen-Buttermilk service is provided on 15-minute headways over the midday, and on a “continuous departure” basis during the morning and afternoon skier rush periods; buses depart as quickly as they can be loaded. Aspen-Highlands service is operated on a continuous departure basis during peak period and hourly midday.
- **Music Festival Service (Burlingame Route)** – From mid-June to late-August, the Music Festival Service is provided between Rubey Park, the Music Tent in the northwest portion of the city, student housing, the Music School grounds, and at the Burlingame property to the Music Association Campus on Castle Creek Road. Thirty-five trips are made daily between 7:30 a.m. and 11:00 p.m.

- **Senior Van Service** – This free service is provided year-round to the Aspen Community Center on Mondays, Wednesdays, and Fridays, using a single van and driver. In addition, the van can be used on a charter basis for recreational trips outside the area.
- **Maroon Bells Bus Tour** – From mid-June to Labor Day and during weekends in September, Maroon Creek Road is closed to private vehicular traffic to avoid traffic congestion. To provide access, RFTA operates the Maroon Bells Bus Tour on a fare basis from the Rubey Park Transit Center in Aspen and from the Highlands Ski Area base village at least every half-hour, 9:00 a.m. to 4:30 p.m. daily.

Summary of All Services

Approximately 3,567,921 passenger-trips were provided in 2001 with 3,408,880 miles. Ridership between 1999 and 2000 were very similar. Ridership peaks during both the winter months as well as during the summer months. Ridership in 2000 was approximately 3,687,407, slightly higher than what was reported in 2001. Figure III-3 presents 1999-2000 ridership trends.



Performance Measures

Table III-14 provides the average performance measures for RFTA.

Table III-14	
RFTA - 2002	
Annual	
Vehicle-Miles	3,408,880
Vehicle-Hours	211,203
One-way Trips	3,567,921
Operating Cost	\$12,047,232
Cost per Hour	\$57.04
Pass. per Hour	17.0
Cost per Trip	\$3.38

Source: RFTA, 2003.

Vehicle Fleet

Table III-15 provides a summary of the vehicle fleet information for RFTA. The agency operates 102 vehicles, although 11 are owned by the cities of Aspen and Glenwood Springs. Tables III-16 and III-17 show the fleet information for each agency.

Table III-15 RFTA Transit Vehicle Fleet Information							
Vehicle Model	Number	Year	Replacement Price	Capacity			Replacement Year
				Seat	Stand	W/C	
Neoplan - Transliner	4	1983	\$290,000	44	16	0	2002
Neoplan - Transliner	2	1983	\$290,000	44	16	0	2001
Neoplan - Transliner	8	1984	\$290,000	44	16	0	2002
Neoplan - Metroliner	4	1986	\$325,000	49	16	0	2001
S & S Villager II	10	1989	\$290,000	41	16	0	2002
S & S Villager I	5	1989	\$270,000	29	10	0	2001
Dodge Maxi Van	2	1990	\$28,000	15	0	0	2002
S & S Starship Shuttle	1	1990	\$175,000	18	5	0	2002
S & S Starship Shuttle	1	1990	\$175,000	16	5	2	2002
Startrans	1	1994	\$51,000	13	5	2	2002
Chevrolet - Shuttle	2	1994	\$52,000	15	5	1	2002
Neoplan - Metroliner	4	1994	\$57,500	43	16	2	2009
Neoplan - AN440	11	1994	\$475,000	41	16	2	2009
Neoplan - AN440	4	1994	\$480,000	41	16	2	2009
Neoplan - AN440	1	1994	\$270,000	41	16	2	2009
Neoplan - Transliner	18	1998	\$490,000	44	16	2	2013
Goshen Sentry	3	1998	n/a	n/a	n/a	n/a	n/a
Neoplan - Transliner	4	1999	\$490,000	44	16	2	2014
Neoplan - Articulated	2	1999	\$800,000	63	24	2	2014
El Dorado Aerotech	1	2001	\$490,000	18	16	2	2008
Neoplan Articulated	3	2001	\$800,000	63	24	2	2014
91							
Source: RFTA, 2003.							

Table III-16 City of Aspen - Transit Vehicle Fleet Information							
Vehicle Model	Number	Year	Replacement Price	Capacity			Replacement Year
				Seat	Stand	W/C	
Chevy P-30	2	1994	\$65,000	13	0		N/A
Ford Elf	1	1997	\$65,000	24	0		N/A
Ford Startrans	1	1993	\$65,000	13	0		N/A
Ford Econoline	1	1994	\$65,000	13	0		N/A
Ford Supreme Senator Cutaway	2	1998	\$65,000	13	0	2	2004
Ford EIDorado Aerotech	2	2002	\$90,000	13	0	2	2008
Ford EIDorado Aerotech	2	2003	\$90,000	13	0	2	2009
Neoplan - AN 435L QH	6	2001	\$290,000	30	16	2	2013
17							
Source: City of Aspen, 2003.							

Table III-17 City of Glenwood - Ride Glenwood Springs Transit Vehicle Fleet Information						
Vehicle Model	Year	Purchase Price	Capacity			Replacement Year
			Seat	Stand	W/C	
Goshen Sentry	1998	\$130,000	23	8	2	2003
Goshen Sentry	1998	\$130,000	23	8	2	2003
Goshen Sentry	1998	\$130,000	23	8	2	2003
Source: City of Glenwood, 2003.						

Cost Allocation Model

Table III-18 provides the fixed-route cost allocation model. As stated previously, a cost allocation model provides base information against which current operations can be judged.

Table III-18				
RFTA Cost Allocation Model				
Cost Item	2001 Cost	Vehicle-Hours	Vehicle-Miles	Fixed Costs
Salaries	\$9,468,614	\$6,260,591	\$1,846,810	\$1,361,213
Purchased Services	\$387,182	\$65,334	\$76,521	\$245,327
Fuel and Lubricants	\$723,660		\$723,660	
Parts & Supplies	\$741,268	\$11,824	\$703,823	\$25,621
Travel & Training	\$56,139	\$10,119	\$11,059	\$34,961
Insurance	\$240,303			\$240,303
Leases and Rentals	\$3,776	\$3,144		\$632
Advertising	\$38,488			\$38,488
Building and Grounds	\$336,026			\$336,026
Miscellaneous Expenses	\$51,776			\$51,776
Total Operating Cost	\$12,047,232	\$6,351,012	\$3,361,873	\$2,334,347
Service Variables		veh-hrs	veh-mis	
Unit Costs		211,203	3,408,880	
Fixed Cost Factor		\$30.07	\$0.99	1.24
<i>Capital Cost</i>	<i>\$3,398,001</i>			
TOTAL BUDGET	\$15,445,233			
<i>Source: RFTA, 2001.</i>				

Table III-18 yields the following cost equation for bus operations:

$$\text{Total Cost} = \$2,334,347 + \$0.99 \times \text{revenue-miles} + \$30.07 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.99 \times \text{revenue-miles} + \$30.07 \times \text{revenue-hours.}$$

Funding

As with most transit agencies, RFTA is funded from a multitude of sources. The largest source of funding is from the dedicated sales tax. More than half of the total funding derives from this local sales tax. Another large portion of funding is from fares/donations. Table III-19 provides RFTA funding sources.

Table III-19	
RFTA Transit Funding	
Source	Amount
<i>Operating</i>	
Fares	\$2,612,202
ASC Contract	\$1,170,143
Music Assoc./ Burlingame	\$63,042
Maroon Bells	\$152,302
Specials	\$40,013
Advertising	\$11,461
FTA 5311	\$161,200
Dedicated Transit Tax	\$7,286,118
Other Revenues	\$178,937
<i>Operating Total</i>	<i>\$11,675,418</i>
<i>Capital</i>	
ASC Depreciation	\$332,940
Sewer Line/ North 40	\$12,615
FTA 5309	\$2,109,564
TDP Grant	\$17,299
Transit Visibility Grant	\$9,200
Contribution	\$819,731
Sale of Fixed Assets	\$235,566
<i>Capital Total</i>	<i>\$3,536,916</i>
Use of Reserve	\$232,899
Total	\$15,445,233
<i>Source: RFTA, 2003.</i>	

Summary of RFTA Needs

Short-term needs and cost estimates for RFTA are listed below. These requests are until fiscal year 2009.

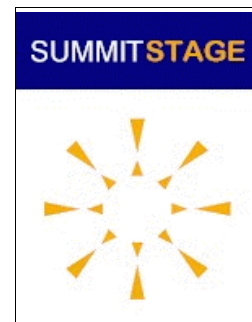
- *Vehicle Replacement (2003)* \$1,879,300
- *Glenwood Maintenance Facility* \$1,200,000
- *Miscellaneous Projects* \$1,074,542
- *Facility Improvements* \$300,000
- *Vehicle Replacement (2004)* \$3,609,570
- *Vehicle Replacement (2006)* \$2,881,300
- *Vehicle Replacement (2007)* \$87,891
- *Vehicle Replacement (2008)* \$3,162,454

Long-term needs and cost estimates for RFTA are listed below. These requests are for the next seven to twenty years or until fiscal year 2030.

• <i>Miscellaneous Projects</i>	<i>\$1,619,000</i>
• <i>BRT - Capital</i>	<i>\$102,200,000</i>
• <i>BRT - Operating & Maintenance</i>	<i>\$564,300,000</i>
• <i>Rail Capital</i>	<i>\$306,600,000</i>
• <i>Rail - Operating & Maintenance</i>	<i>\$783,000,000</i>
• <i>RTA Additional Services (Also included in BRT & Rail)</i>	<i>\$95,500,000</i>
• <i>Rifle North Park-and-Ride</i>	<i>\$200,000</i>
• <i>Catherine's Store Park-and-Ride Expansion</i>	<i>\$150,000</i>
• <i>New Castle Park-and-Ride</i>	<i>\$500,000</i>
• <i>Interoffice Computer Connections</i>	<i>\$1,000,000</i>
• <i>New Admin. Office Building</i>	<i>\$4,000,000</i>
• <i>Bus Stop Improvements</i>	<i>\$500,000</i>
• <i>New Castle Local Circulator</i>	<i>\$10,950,000</i>
• <i>Sunlight Mountain Resort Route</i>	<i>\$10,950,000</i>
• <i>CMC Spring Valley Route</i>	<i>\$10,950,000</i>
• <i>Rifle Local Circulator Service</i>	<i>\$11,000,000</i>
• <i>Capital Replacement</i>	<i>\$91,746,027</i>

Summit Stage

Summit Stage is governed by the Board of County Commissioners and an 11-member Transit Board composed of representatives from: Summit County Government; the towns of Breckenridge, Dillon, Frisco, and Silverthorne; the ski resorts of Breckenridge, Copper Mountain, and Keystone; and three community representatives appointed by the Board of County Commissioners.



Summit Stage provides free scheduled public transportation throughout Summit County. Stage buses connect Breckenridge, Copper Mountain, Dillon, Frisco, Keystone, and Silverthorne as well as other Summit County destinations. Summit Stage is the primary public transportation service in Summit County meeting the need for travel from town-to-town. Other public transportation services are provided within the county, but most other services are limited to short distance trips such as access to ski areas from nearby lodging or parking or local area circulator service.

Summit Stage Service Overview

Summit Stage is available to all residents and visitors of Summit County. The fixed-route service is fare-free as is Mountain Mobility, the Summit Stage's complementary paratransit service. Service is pre-paid by a 0.75 percent sales tax approved by county voters. Service is available seven days per week on eight routes between 6:00 a.m. and 2:15 a.m. for the majority of routes.

Stage buses make connections at three stations in Breckenridge, Frisco, and Silverthorne. In Breckenridge, Stage routes serving Boreas Pass, Breckenridge, French Gulch, and Frisco connect with each other and with Breckenridge Free Ride routes. In Frisco, Stage routes serving Breckenridge, Copper Mountain, Frisco, and Silverthorne connect. Greyhound intercity bus service also departs from Frisco Station. In Silverthorne, Stage routes serving Dillon, Frisco, Keystone, Silverthorne, and Wilderrest connect.

Stage service varies seasonally. Most of the Stage's fixed routes operate on 30-minute headways during the day, with 60-minute headways in the evening. The bus routes cover an area of roughly 107 route-miles throughout Summit County.

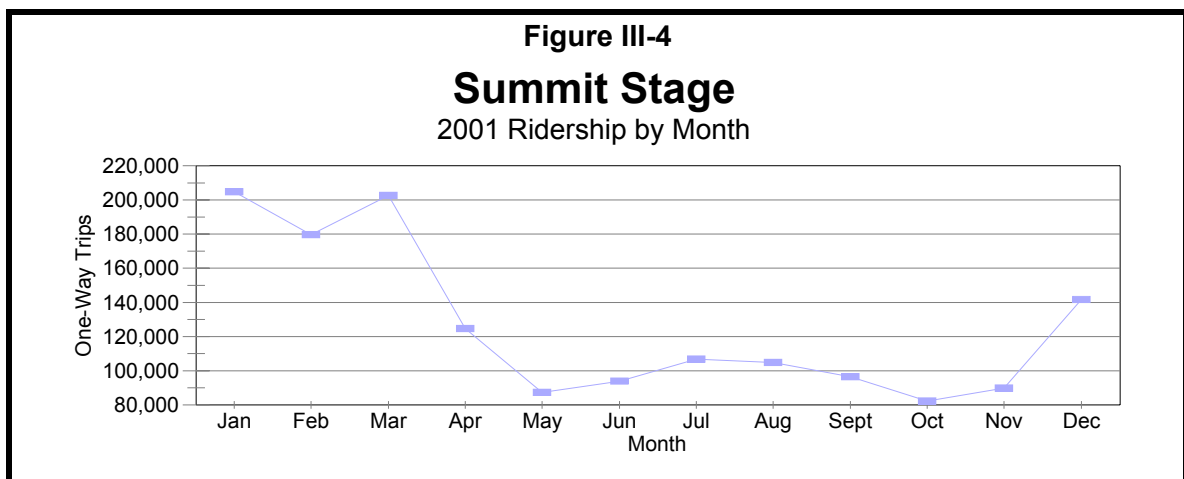
The following is a description of each Summit Stage route:

- **Boreas Pass Route** – The Boreas Pass Route does not travel to Frisco Station. The Boreas Pass Route serves developments southeast of Breckenridge along Boreas Pass Road, Illinois Gulch Road, Club House Road, and Baldy Road. From Breckenridge Station, scheduled stops are the Ice Rink, Emmit Lode, Club House Road, Gold Point, Rock Ridge, Lodge/Cloud Cap, Silver Queen, Lucky, Wildflower, and the Ice Rink. The Boreas Pass Route is interlined with the French Gulch Route at Breckenridge Station.
- **Breckenridge/Frisco Route** – From the Frisco Station, the Breckenridge Route travels south along SH 9 with scheduled stops at School Road, 6th and Main in Frisco, Granite Street, Ophir Mountain, County Commons, Farmers Korner, Tiger Run, Vienna Townhomes, Breck Rec Center, City Market, 4 O'Clock Road, and terminating at the Breckenridge Station in Breckenridge. The northbound Breckenridge Route leaves the Breckenridge Station and has scheduled stops at the River Mountain Lodge, Breck Rec Center, Vienna Townhomes, Tiger Run, Farmers Korner, Ophir Mountain, County Commons, School Road, and terminates at the Frisco Station.
- **Copper Mountain/Frisco Route** – From the Frisco Station, the Copper Mountain Route crosses SH 9 for a scheduled stop at the Holiday Inn and then heads south along SH 9 to Main Street. The route then heads west through downtown Frisco. Scheduled stops within Frisco include 6th and Main, the Frisco Town Hall, and Woodbridge Inn. The bus then travels to Copper Mountain and stops at the Village Directory and ends at Ten Mile Circle. The return trip from Copper Mountain has scheduled stops at B Lift in Copper Mountain and then in Frisco at Woodbridge Inn, Town Hall, 6th and Main, School Road, Holiday Inn, and ends at the Frisco Station.
- **Dillon Route** – The Dillon Route was started in May 2003. The Dillon Route does not travel to Frisco Station. From Silverthorne Station the bus has scheduled stops at Summit Place, Dillon Ridge, Labonte Street, Lake Dillon Drive, Fire Station, Dillon Valley East, Dillon Valley West, Catholic Church, Dillon Ridge, and First Bank before returning to Silverthorne Station.
- **French Gulch Route** – The French Gulch Route was started in December 2002. The French Gulch Route does not travel to Frisco Station. From Breckenridge Station the route serves north Breckenridge and residential areas along French Gulch.

- **Keystone/Silverthorne Route** – The Keystone/Silverthorne Route was started in May 2003. The Keystone/Silverthorne Route does not travel to Frisco Station. From Silverthorne Station the bus has scheduled stops at Summit Place, Dillon Ridge, Labonte Street, Lake Dillon Drive, Fire Station, Corinthian Hills, Summit Cove, opposite Argentine Road, and terminates at Keystone Mountain House.
- **Silverthorne/Frisco Route** – The Silverthorne Route leaves Frisco Station and travels directly to Silverthorne Station via Interstate 70. The route has scheduled stops at Lake Dillon Village, Sheraton Four Points, Silverthorne Recreation Center, North Branch Library, Annie Road, Blue River Run, Willowbrook, Blue River Apartments, Tenth and Adams, and Target before returning to Silverthorne Station.
- **Wilderness Route** – The Wilderness Route does not travel to Frisco Station. From Silverthorne Station the bus has scheduled stops at Wilderness Center, Silverheels, 20 Grand, Timber Ridge, Buffalo Ridge, Snowscape/Watch Hill, Lower Tree House, Silver Queen west, Woodworks, Saltlick, Summit Point, and Silver Queen East before returning to Silverthorne Station.

Summary of Service

The Stage logged 1,415,570 vehicle-miles and 77,828 service-hours in 2002. The Stage provided 1,409,714 one-way trips in 2002. Figure III-4 provides monthly ridership trends for fiscal year 2001. The month of January had the highest number of one-way passenger trips, with 204,700.



Performance Measures

Table III-20 provides the average performance measures for Summit Stage.

Table III-20	
Summit Stage Systemwide - 2002	
Annual	
Vehicle-Miles	1,415,570
Vehicle-Hours	77,828
One-way Trips	1,409,714
Operating Cost	\$5,003,296
Cost per Hour	\$64.29
Pass. per Hour	18.1
Cost per Trip	\$3.55

Source: Summit Stage, 2003.

Vehicle Fleet

Summit Stage operates a total of 35 vehicles. The existing fleet has been substantially upgraded by the purchase of seven cut-away transit vehicles and ten new 40-foot transit coaches. The vehicle fleet for the Stage is presented in Table III-21. With the acquisition of the new vehicles, the Stage has a vehicle fleet which is considerably “young” compared to many agencies.



Table III-21			
Summit Stage Vehicle Fleet Information			
Vehicle Model	Year	Replacement Price	Replacement Year
Ford/Goshen (406)	2000	\$63,760	2007
Dodge/Braun (409)	2001	\$65,672	2008
Ford/Goshen (410)	2002	\$67,642	2009
Ford/Goshen (501)	2002	\$265,225	2006
Ford/Goshen (502)	2002	\$273,182	2007
Ford/Goshen (503)	2002	\$273,182	2007
Ford/Goshen (504)	2002	\$281,377	2008
Ford/Goshen (505)	2002		
Ford/Goshen (506)	2002		
Ford/Goshen (507)	2002		
Thomas/T (521)	1994	\$250,000	2003
Thomas/T (523)	1994	\$250,000	2004
Thomas/ER (529)	1997	\$250,000	2004
Thomas/ER (530)	1997	\$250,000	2004
Thomas/ER (531)	1998	\$250,000	2004
Thomas/ER (532)	1998	\$257,500	2005
NEOPLAN (533)	1998	\$281,377	2008
NEOPLAN (534)	1998	\$289,818	2009
NEOPLAN (535)	1998	\$289,818	2009
NEOPLAN (536)	1998	\$368,962	2010
NEOPLAN (537)	1998	\$368,962	2010
NEOPLAN (538)	1999	\$368,962	2010
NEOPLAN (539)	1999	\$380,031	2011
NEOPLAN (540)	1999	\$380,031	2011
NEOPLAN (541)	1999	\$380,031	2011
NEOPLAN (542)	2002	\$391,432	2012
NEOPLAN (543)	2002	\$391,432	2012
NEOPLAN (544)	2002	\$403,175	2013
NEOPLAN (545)	2002	\$403,175	2013
NEOPLAN (546)	2002	\$415,270	2014
NEOPLAN (547)	2002	\$415,270	2014
NEOPLAN (548)	2002	\$415,270	2014
NEOPLAN (549)	2002	\$427,728	2015
NEOPLAN (550)	2002	\$427,728	2015
NEOPLAN (551)	2002	\$427,728	2015

Source: Summit Stage, 2003.

Cost Allocation Model

Table III-22 provides the fixed-route cost allocation model for the Stage. This information can be a useful internal tool for the Stage when making changes in service.

Table III-22				
Summit Stage Fixed-Route Cost Allocation Model				
Cost Item	2002 Cost	Vehicle-Hours	Vehicle-Miles	Fixed Costs
Operators Salary and Wages	\$1,717,342	\$1,717,342		
Other Salaries and Wages	\$325,953			\$325,953
Fringe Benefits	\$723,808	\$607,999		\$115,809
Maintenance	\$1,017,196		\$1,017,196	
Fuel and Lubricants	\$239,783		\$239,783	
Utilities	\$45,865			\$45,865
Casualty and Liability	\$38,710			\$38,710
Leases and Rentals	\$10,391			\$10,391
Purchased Transportation	\$110,336	\$110,336		
County Services	\$247,081			\$247,081
Professional Services	\$63,887			\$63,887
Operating Supplies	\$12,635	\$12,635		
Miscellaneous Expenses	\$108,059			\$108,059
Total Operating Budget	\$4,661,046	\$2,448,312	\$1,256,979	\$955,755
Service Variables		veh-hrs	veh-mls	
Unit Costs		73,880	1,399,097	
Fixed Cost Factor		\$33.14	\$0.90	1.26
<i>Capital Cost</i>	<i>\$3,490,563</i>			
TOTAL BUDGET	\$8,151,609			
<i>Source: Summit Stage, 2003.</i>				

Table III-22 yields the following cost equation for **fixed-route** bus operations:

$$\text{Total Cost} = \$955,755 + \$0.97 \times \text{revenue-miles} + \$33.14 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.97 \times \text{revenue-miles} + \$33.14 \times \text{revenue-hours.}$$

Table III-23 provides the demand-response fixed cost allocation model for the Stage. The demand-response budget represents only a fraction of the total operating budget for the Stage.

Table III-23				
Summit Stage Demand-Response Cost Allocation Model				
Cost Item	2002 Cost	Vehicle-Hours	Vehicle-Miles	Fixed Costs
Operators Salary and Wages	\$119,169	\$119,169		
Other Salaries and Wages	\$17,682			\$17,682
Fringe Benefits	\$41,025	\$35,692		\$5,333
Maintenance	\$112,513		\$112,513	
Fuel and Lubricants	\$14,680		\$14,680	
County Services	\$16,731			\$16,731
Utilities	\$2,639			\$2,639
Casualty and Liability	\$2,252			\$2,252
Taxes	\$2,275			\$2,275
Miscellaneous Expenses	\$13,284			\$13,284
Total Operating Budget	\$342,250	\$154,861	\$127,193	\$60,196
Service Variables		veh-hrs	veh-mls	
		3,948	102,285	
Unit Costs		\$39.23	\$1.24	
Fixed Cost Factor				1.21
<i>Capital Cost</i>	<i>\$57,811</i>			
TOTAL BUDGET	\$400,061			
<i>Source: Summit Stage, 2003.</i>				

Table III-23 yields the following cost equation for **demand-response** bus operations:

$$\text{Total Cost} = \$70,794 + \$0.37 \times \text{revenue-miles} + \$31.88 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas area evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.37 \times \text{revenue-miles} + \$31.88 \times \text{revenue-hours.}$$

Funding

Table III-24 provides the Summit Stage funding sources for 2002. The majority of funding is derived from a local dedicated transit tax, with the remainder of the funding coming from various grants and contracts.

Table III-24	
Summit Stage Funding	
Source	Amount
Dedicated Transit Tax	\$6,022,947
FTA 5309	\$2,171,859
FTA 5311	\$46,100
Other	\$167,339
Total	\$8,408,245
<i>Source: Summit Stage, 2002.</i>	

Summary of Summit Stage Transit Needs

The transit needs and cost estimates for the Stage are listed below. These requests are shown until 2030.

- *New Breckenridge Station* \$1,000,000
- *Facility Improvements (Maintenance)* \$1,500,000
- *Vehicle Replacement (2004)* \$1,000,000
- *Vehicle Replacement (2005)* \$257,500
- *Vehicle Replacement (2006)* \$265,225
- *Vehicle Replacement (2007)* \$610,124
- *Vehicle Replacement (2008)* \$628,426
- *Vehicle Replacement (2009)* \$642,278
- *Vehicle Replacement (2010)* \$1,106,886
- *Vehicle Replacement (2011)* \$1,140,093
- *Vehicle Replacement (2012)* \$782,864
- *Vehicle Replacement (2013)* \$806,350
- *Vehicle Replacement (2014)* \$1,315,810
- *Vehicle Replacement (2015)* \$1,353,184

Existing Transportation Systems

• Vehicle Replacement (2016)	\$1,495,760
• Vehicle Replacement (2017)	\$1,468,532
• Vehicle Replacement (2018)	\$378,147
• Vehicle Replacement (2019)	\$389,491
• Vehicle Replacement (2020)	\$802,352
• Vehicle Replacement (2021)	\$906,422
• Vehicle Replacement (2022)	\$931,214
• Vehicle Replacement (2023)	\$1,705,502
• Vehicle Replacement (2024)	\$1,674,267
• Vehicle Replacement (2025)	\$1,149,664
• Vehicle Replacement (2026)	\$1,184,154
• Vehicle Replacement (2027)	\$1,829,517
• Vehicle Replacement (2028)	\$1,974,402
• Vehicle Replacement (2029)	\$1,660,329
• Vehicle Replacement (2030)	\$1,707,438

Town of Breckenridge

The Town of Breckenridge offers transportation in the Town of Breckenridge’s commercial core, bed base, and recreation area. The transit system is a newly designed fixed-route system with a vehicle fleet of nine buses. In May 2001, the Town of Breckenridge began operation of a hub-and-spoke system with new routes and schedules, known as “Free Ride.”



Town of Breckenridge Service Overview

Breckenridge’s Free Ride Transit System operates eight routes serving Historic Main and Ridge Streets, City Market, Breckenridge Station, Beaver Run Resort, and the Base Areas of Peak 8 and Peak 9, with stops in-between. Local transfers can be made at the two main transfers points—Breckenridge Station and Beaver

Run. The following is a brief description of each of the eight routes. Routes 1 through 4 are the only routes that are operated year-round. Routes 5 through 8 operate seasonally from early November through late April. All eight routes serve the Breckenridge Station Transfer Point.

- **Route 1 - French Street** – The French Street route operates between the Beaver Run Transfer Point and Peak 8 Base Area. This route serves Village Road, Main Street Station, the Ice Arena, French Street, Ski Hill Road, and the Nordic Center. The route operates from 6:30 a.m. to 12:00 Midnight on 20-minute headways.
- **Route 2 - West Side** – Route 2 serves the Beaver Run Transfer Point, Breckenridge Station, and Four O’Clock/King’s Crown Road loop and includes stops at Breckenridge Terrace I and II, the Recreation Center, and the South Branch Library on Airport Road. The route operates on 30-minute headways from 6:30 a.m. until 12:00 Midnight.
- **Route 3 - Main Street** – Route 3, the Orange Route, serves the Miners and Tailings free skier parking lots, Breckenridge Station, Main Street, Four O’Clock Road, and the Peak 9 Base Area. The route operates on 30-minute headways from 6:30 a.m. until 12:00 Midnight.
- **Route 4 - South Side** – The South Side Brown Route services the Lower Village Neighborhood, the Beaver Run Transfer Point, Main Street Station, and Breckenridge Station. Route 4 also stops at the Ski and Racquet Club, Park Avenue Lofts, Four O’Clock Road, City Market, and Peak 9. The route operates on 30-minute headways from 6:30 a.m. until 12:00 Midnight.
- **Route 5 - French Gulch** – Route 5, the Black Route, begins at Breckenridge Station and ends at the Wellington Neighborhoods serving City Market, the Recreation Center, River Mountain Lodge, Four O’Clock Run, and all points in between. The route operates on one-hour headways from 8:00 a.m. until 5:30 p.m. during the peak winter months.
- **Route 6 - Main Street Express** – Route 6 serves the Miners and Tailings free parking lots with access to the Downtown dining and shopping district at Blue River Plaza, Main Street Station, and stops on Ridge Street and Ski Hill Road. The route operates on 15-minute headways from 1:30 to 7:30 p.m. during the peak winter months.
- **Route 7 - Peak 8 and Peak 9 Access** – Route 7, the Red Routes, are actually two separate routes. Both routes begin at the Miners and Tailings free parking lots and provide separate service to Peak 8 and Peak 9 Base Areas. Buses run every 20 minutes to both Peak 8 and Peak 9 Base Area and pass through the Breckenridge Station. This service operates from 8:00 a.m. until 5:00 p.m. during the peak winter months.

- Route 8 - Peak 9** – Route 8 services both Peak 8 and Peak 9 Base Areas and the west side of Breckenridge via Park Avenue and Four O’Clock Road. Stops are made at the Breckenridge Station, River Mountain Lodge, the Snowflake Chair Lift, the Nordic Center, and the Beaver Run Superchair. Route 8 operates on 40-minute headways from 8:00 a.m. until 5:00 p.m. during the peak winter months.

Summary of Services

The fixed-route service is available year-round in Breckenridge. Since changes to the service were implemented, the Town of Breckenridge reported approximately 376,432 passenger-trips in approximately 260,000 vehicle-miles. The agency estimates over 400,000 passenger-trips for fiscal year 2002, which is over 100,000 more annual trips than in previous years. Table III-25 provides the Town of Breckenridge’s performance data for Fiscal Year 2001.

Table III-25 Town of Breckenridge - 2001	
Annual	
Vehicle-Miles	259,095
Vehicle-Hours	26,189
One-way Trips	294,470
Operating Cost	\$982,883
Cost per Hour	\$37.53
Pass. per Hour	11.2
Cost per Trip	\$3.34
<i>Source: 2001 AASHTO Survey.</i>	

Town of Vail

The Town of Vail offers transportation services within Vail, and it is free to riders. The Town of Vail offers connections to intercity bus routes at its Transportation Center. The Town of Vail provides fixed-route service on eight routes.



Vail Transit Service Overview

The following is a brief description of the Vail routes:

- **East Vail** – The East Vail Route serves the East Vail area from the Transportation Center. Stops are made at the Racquet Club, Bighorn Park, Vail East Condos, Pitkin Creek Park, Booth Falls, and many more areas. Service is provided from 5:50 a.m. to 2:00 a.m. Various headways exist throughout the day. From 5:50 to 7:10 a.m., buses run on 20-minute headways, from 7:30 a.m. to 8:15 p.m., buses run on 15-minute headways, and from 8:30 p.m. to 2:00 a.m., buses run on 30-minute headways.
- **Ford Park** – This route only runs during the winter months from the Transportation Center to the remote parking at Ford Park. Service is provided from 6:20 a.m. to 8:35 p.m. The East Vail route serves Ford Park thereafter. Frequency of service is every 30 minutes throughout the day.
- **Golf Course Route** – The Golf Course Route serves the golf course and development along Vail Valley Drive east of the Transportation Center. Buses travel in a loop using Vail Valley Drive and the I-70 frontage road. The route serves the Soccer Field, Club House, and Ptarmigan East/West from 6:45 a.m. to 10:15 p.m. Service is provided every 30 minutes during the morning and evening peak hours, and every 60 minutes during non-peak times. One outbound run from the Transportation Center to the Golf Course is provided at 2:00 a.m., providing there are waiting passengers at the Transportation Center.
- **In-Town Shuttle** – This route serves as a link between Vail Village and Lionshead Village. Daily service is provided between 6:30 a.m. and 1:50 a.m., approximately every 10 to 12 minutes. This route historically carries more passengers than any other Vail Transit routes.
- **Lionsridge Loop** – The Lionsridge Loop is a peak winter route that operates between 6:15 a.m. until 8:15 p.m. The route links the Lionsridge area to the Transportation Center and makes stops at the Sandstone School, Timber Ridge, Vail Point, and Vail Run. The service operates on 60-minute headways.
- **Sandstone** – This route operates between Sandstone, located on the north side of I-70, and the Transportation Center in Vail. The route runs from 6:00 a.m. and 2:10 a.m., approximately every 20 to 30 minutes.
- **West Vail Routes** – Two routes serve the west Vail area—the West Vail Green and West Vail Red Routes. Both use the I-70 frontage road, traveling in opposite directions. Service is provided from 5:45 a.m. to 2:10 a.m. daily. During peak hours, 5:45 a.m. to 8:15 p.m., buses oper-

ate on 30-minute headways. During non-peak hours, buses run every two hours.

Summary of Service

Approximately 3,200,500 passenger-trips were provided in 2001. Fifty vehicles are available for their fixed-route service, which operate approximately 620,500 vehicle-miles and 62,050 hours of service in 2001. Table III-26 provides performance measure data for the Town of Vail Transit.

Table III-26	
Town of Vail - 2001	
Annual	
Vehicle-Miles	620,500
Vehicle-Hours	62,050
One-way Trips	3,200,500
Operating Cost	\$3,023,318
Cost per Hour	\$48.72
Pass. per Hour	51.6
Cost per Trip	\$0.94

Source: 2001 AASHTO Survey.

Short-Term Transit Needs

The immediate short-term need for the Town of Vail is a multimodal transit center, which has an estimated cost of approximately \$15,000,000. Fiscal year 2007 is the target year for ground-breaking.

Town of Snowmass Village Shuttle

The Town of Snowmass Village provides both fixed-route, demand-response, and route-deviation as part of the peak winter season, bus service within Snowmass Village, and manages related transportation facilities. The agency manages the public parking within Snowmass Village, and projects future transportation needs relative to development and growth. The Village Shuttle also provides some regional service for RFTA, as well as connecting the Village to RFTA via SH 82 during non-winter seasons.

The Village Shuttle is a free service provided by the community, with assistance from the Aspen Skiing Company. Dial-A-Ride is a town-sponsored program that provides subsidized taxi service to residents not served by the Village Shuttle. The fare is \$2.00 per person with the Town of Snowmass paying for the rest of the service costs.

Service is provided from approximately 7:00 a.m. to 12:45 a.m. seven days per week, year-round. Eight fixed-routes and route deviation serve the Town of Snowmass during the winter months, while during the summer the routes are a mix of fixed-route and demand-response service. The Village Shuttle employs 10 full-time and 2 part-time year-round drivers and 17 full-time and 4 part-time seasonal drivers.

Winter Service

During the peak winter season, Village Shuttle operates seven fixed routes. A brief description of the seven routes follows:

- **Village Route 1** – Village Route 1 operates every 20 minutes from 7:05 a.m. to 10:45 p.m. Village Shuttle Route 1 departs the Snowmass Mall to serve Snowmass Mountain, Woodbridge and Seasons, and Four Condominiums, as well as Mountain View and Snowmass Center.
- **Village Route 2** – Village Route 2 operates every 20 minutes from 7:15 a.m. to 10:35 p.m. Route 2 departs the Snowmass Mall to serve many of the skier accommodations along Snowmass Road including Willows, Shadowbrook Willows, Stonebridge Inn, Stonebridge Condos, and Lichenhearth. The route then travels to Crestwood, Chamonix, and Woodrun Place. This route also serves the Snowmass Center and travels back to the Snowmass Mall via Brush Creek Road.
- **Village Route 3** – Village Route 3 operates every 30 minutes from 7:00 a.m. to 10:45 p.m. This route services the Snowmass Center every 15 minutes from 7:00 a.m. to 5:15 p.m. This routes serves the Snowmass Mall, Snowmass Club, Country Club Townhomes and Villas, Fairway Three, Meadow Ranch, and Two Creeks. Route 3 had the greatest number of passengers of all the fixed routes, with approximately 132,000 passengers in 2001.
- **Village Route 4** – Route 4 serves as a shuttle between the Rodeo Parking Lot, Snowmass Center, Parking Lot A, and the Snowmass Mall.

Existing Transportation Systems

This route operates from 7:20 a.m. to 5:20 p.m on 10-minute headways, and 20-minute headways from 5:20 to 6:20 p.m.

- **Village Route 5** – Village Shuttle Route 5 operates every 20 minutes from 7:12 a.m. to 6:52 p.m. Route 5 serves the Upper Village from the Snowmass Mall via Snowmelt Road, and the Snowmass Center via Creekside and Palisades Road.
- **Village Route 6** – Village Route 6 operates at various times through the year on 20-minute headways. Shuttle Route 6 departs the Shuttle Bus Stop at the Snowmass Mall for the Snowmass Center via Creekside and Palisades Road. This route serves the Skiers Clinic.
- **Village Route 7** – Village Route 7 operates at various times through the year on 20-minute headways. Shuttle Route 7 departs the Shuttle Bus Stop at the Snowmass Mall for the Snowmass Center via Upper Brush Creek Road. This route serves The Ridge and the Skiers Center.
- **Village Route 8** – The Village Shuttle Route 8 operates every 30 minutes from 7:00 a.m. to 9:30 p.m. Route 8 serves the Snowmass Mall to Snowmass Center via Snowmelt Road, and continues to the Snowmass Villas via Brush Creek Road. The Route continues to Melton Ranch and Horse Ranch ending at Stirrup Circle.

Summer Service

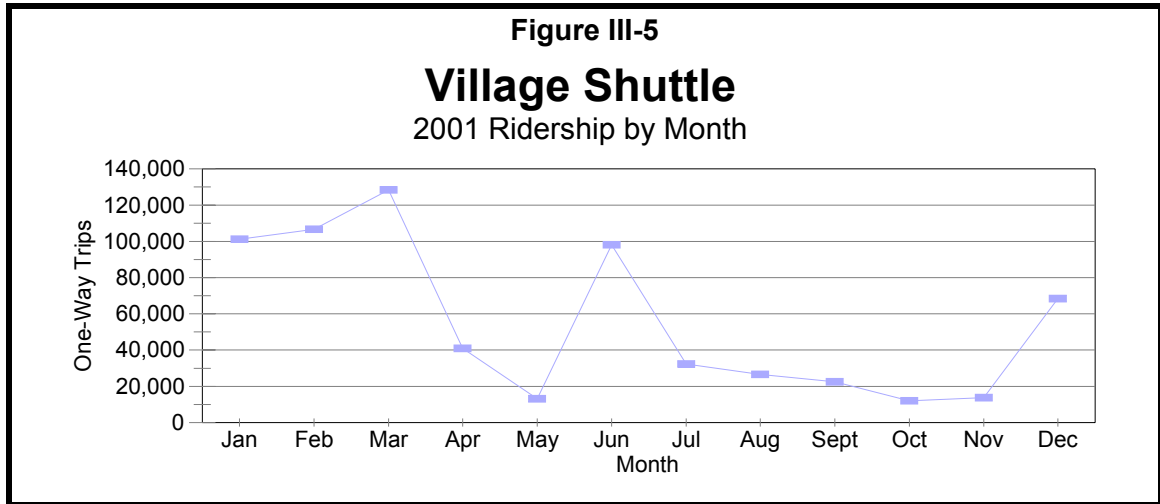
Village Shuttle operates two routes—Route #3 and Route #8—during the summer months (early June to early September). The remaining routes are served with demand-response service during the summer. Route #3 operates daily from 7:15 a.m. to 7:30 p.m. daily on 30-minute headways. Route #3 departs from Snowmass Mall and serves Village Center, Anderson Ranch, and the Snowmass Lodge & Club. Service from 7:30 p.m. to midnight is on a demand-response basis.

Route #8 operates from 7:00 a.m. to 5:30 p.m. daily on 30-minute headways. After 6:00 p.m., the route is served by demand-response service until midnight. Route #3 departs from Snowmass Mall and serves Village Center, Melton Ranch, Town Park, Rodeo Grounds, and Horse Ranch.

Summary of All Services

Village Shuttle provided approximately 652,806 annual trips in 2001, with 412,464 vehicle-miles. Village Shuttle consistently has higher ridership during the winter months, with the month of March having the highest number of passengers from

1999 to 2001. Peak hours run from 8:00 to 9:30 a.m., 3:00 to 5:00 p.m., and from 6:30 to 8:00 p.m. Figure III-5 provides the 2001 ridership trends by month. The month of March had the highest number of one-way trips with approximately 128,377.



Performance Measures

Table III-27 provides the average performance measures for Snowmass Village Shuttle.

Table III-27 Village Shuttle - Town of Snowmass Village Systemwide - 2001	
Annual	
Vehicle-Miles	412,464
Vehicle-Hours	34,890
One-way Trips	652,806
Operating Cost	\$1,860,391
Cost per Hour	\$53.32
Pass. per Hour	18.71
Cost per Trip	\$2.85
<i>Source: Town of Snowmass.</i>	

Vehicle Fleet

Table III-28 provides the vehicle fleet information for the Village Shuttle. A total of 27 vehicles are operated by the Town of Snowmass Village.

Vehicle Model	Year	Replacement Price	Capacity Seat	Lift-Equipped	Replacement Year
Blue Bird	2001	\$190,654	20	Y	2008
Blue Bird	2001	\$196,374	22	Y	2009
Blue Bird	2001	\$196,374	22	Y	2009
Blue Bird	2001	\$196,374	22	Y	2009
Blue Bird	2001	\$196,374	22	Y	2009
Blue Bird	2001	\$278,689	23	Y	2009
Ford/Aerotech	2001	\$74,227	18	Y	2008
Blue Bird	2002	\$202,265	24	Y	2006
Blue Bird	2002	\$202,265	24	Y	2010
Ford/Champion	2001	\$76,454	16	Y	2010
Ford/National	2001	\$76,454	18	Y	2007
Blue Bird	1995	\$240,400	26	Y	2007
Blue Bird	1995	\$240,400	26	Y	2003
Blue Bird	1995	\$164,460	24	N	2003
Ford/Girardin	2002	\$78,748	18	Y	2008
Ford/Champion	2000	\$74,227	17	N	2006
Ford/Girardin	2002	\$78,748	18	Y	2008
Blue Bird	1997	\$247,612	26	Y	2004
Blue Bird	1997	\$169,394	24	N	2004
Ford/Falcon	1997	\$67,929	19	N	2003
Ford/Falcon	1997	\$67,929	19	N	2003
Ford/Falcon	1997	\$67,929	19	N	2003
Blue Bird	1998	\$262,692	23	Y	2006
Blue Bird	1998	\$262,692	23	Y	2006
Blue Bird	1998	\$262,692	23	Y	2006
Blue Bird	1999	\$262,692	23	Y	2007

Source: Village of Snowmass, 2002

Cost Allocation Models

Tables III-29 and III-30 provide the fixed-route and demand-response cost allocation models for the Village Shuttle. Two separate cost models were constructed, as Village Shuttle submitted both costs and ridership data for their fixed-route and demand-response services. These data will be helpful for Village Shuttle if, and when, they perform future changes to the system.

Table III-29				
Village of Snowmass Transit Fixed-Route Cost Allocation Model				
Cost Item	2001 Cost	Vehicle- Hours	Vehicle- Miles	Fixed Costs
Operators Salary and Wages	\$600,864	\$600,864		
Other Salaries and Wages	\$147,763			\$147,763
Fringe Benefits	\$242,668	\$140,940	\$140,940	
Services	\$240,027			\$240,027
Fuel and Lubricants	\$56,615		\$56,615	
Utilities	\$43,379			\$43,379
Casualty and Liability	\$11,630			\$11,630
Leases and Rentals	\$16,329			\$16,329
Miscellaneous Expenses	\$24,191	\$8,064	\$8,064	\$8,064
Total Operating Budget	\$1,383,466	\$749,867	\$205,618	\$467,192
Service Variables		veh-hrs	veh-mls	
		24,400	336,331	
Unit Costs		\$30.73	\$0.61	
Fixed Cost Factor				1.49
<i>Capital Cost</i>	<i>\$844,566</i>			
TOTAL BUDGET	\$2,228,032			
<i>Source: Village of Snowmass, 2002.</i>				

Table III-30				
Village of Snowmass Demand-Response Cost Allocation Model				
Cost Item	2001 Cost	Vehicle-Hours	Vehicle-Miles	Fixed Costs
Operators Salary and Wages	\$233,669	\$233,669		
Other Salaries and Wages	\$57,464			\$57,464
Fringe Benefits	\$94,371	\$374,098	\$374,098	
Services	\$53,423			\$53,423
Fuel and Lubricants	\$12,428		\$12,428	
Utilities	\$9,522			\$9,522
Casualty and Liability	\$2,553			\$2,553
Purchased Transportation	\$1,701			\$1,701
Leases and Rentals	6,350			6,350
Miscellaneous Expenses	\$5,444	\$1,815	\$1,815	\$1,815
Total Operating Budget	\$476,925	\$609,581	\$388,340	\$132,828
Service Variables		veh-hrs	veh-mls	
Unit Costs		7,366	59,861	
Fixed Cost Factor		\$82.76	\$6.49	1.13
<i>Capital Cost</i>	<i>\$185,392</i>			
TOTAL BUDGET	\$662,317			
<i>Source: Village of Snowmass, 2002</i>				

Table III-29 yields the following cost equation for **fixed-route transit** operations:

$$\text{Total Cost} = \$467,192 + \$0.61 \times \text{revenue-miles} + \$30.73 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas are evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$0.61 \times \text{revenue-miles} + \$30.73 \times \text{revenue-hours.}$$

Table III-30 yields the following cost equation for **demand-response transit** operations:

$$\text{Total Cost} = \$132,828 + \$6.49 \times \text{revenue-miles} + \$82.76 \times \text{revenue-hours.}$$

Incremental costs such as the extension of service hours or service routes/areas are evaluated considering only the mileage and hourly costs:

$$\text{Incremental Cost} = \$6.49 \times \text{revenue-miles} + \$82.76 \times \text{revenue-hours.}$$

Funding

Table III-31 provides the Village Shuttle funding sources. These sources include a dedicated transfer tax, Ski Company Mitigation funds, and general funds. Total revenue in 2001 was approximately \$2,890,349.

Source	Amount
Real Estate Transfer Tax	\$1,029,958
Billed Specials	\$18,306
Ski Company Mitigation	\$754,439
RFTA Contract	\$295,300
General Funds	\$792,346
Total	\$2,890,349
<i>Source: Village Shuttle, 2002</i>	

Summary of Village Shuttle Needs

Short-term needs and cost estimates for Village Shuttle include the following:

- *Vehicle Replacement* \$3,808,036
- *Redevelop Park-and-Ride Lot/ Bus Depot* \$402,500
- *Bus Stop Improvements* \$636,142
- *Transit Plaza/ Park-and-Ride* \$15,556,000
- *Expand Service on four routes* \$160,000 annually

Long-term needs and cost estimates for Village Shuttle include the following:

- *Vehicle Replacement* \$12,906,868
- *Transit Offices* \$480,000
- *Bus Storage Facility* \$2,500,000
- *Transit Plaza Upgrade* \$5,000,000
- *Expand Service to Highway 82* \$2,700,000 capital
\$480,000 annual operating

OTHER TRANSPORTATION PROVIDERS

Colorado Mountain Express (CME)

CME, a private for-profit transportation serviced based in Vail, has been operating since 1984. CME expanded its fleet and service when it purchased its competitor, Airport Shuttle of Colorado, in 1996. The company primarily provides long haul trips, and also operates scheduled shuttle service and private charters. Service in the Intermountain Region consists of transportation provided between Denver International Airport (DIA) and the Eagle Airport to Aspen and Snowmass.

The company operates 215 ten-passenger vans and 15 Suburbans. The company also provides private charters that include a driver and ten-passenger vans to be driven anywhere in Colorado. The scheduled shuttle services provide one-way rides to about 15,000 passengers between the Eagle Airport and Aspen/Snowmass, and an additional 15,000 one-way rides between DIA and Aspen/Snowmass.

Greyhound Bus Lines



Intercity transit providers typically provide a fixed-route service to serve different cities or over much longer distances. Greyhound Bus Lines provides regularly scheduled service to and from the region. Three daily departures are available from Denver that serve western destinations. From Grand Junction, three daily departures serve eastern destinations. Service is provided to Parachute, Rifle, Glenwood Springs, Eagle, Frisco, Vail, and Silverthorne along the I-70 Corridor.

High Mountain Taxi

High Mountain Taxi operates private transportation services 24 hours a day, primarily in the Aspen area. However, its service area, according to the PUC definition, allows High Mountain Taxi to serve any trip in the state that begins or ends within 15 miles of Aspen or within a radius of 55 miles of Glenwood Springs.

The company operates as many as 30 vehicles during the winter season—15 to 20 during the summer and 10 during the “shoulder” seasons. This is a significant reduction from three years ago when High Mountain Taxi operated a peak of 55

vehicles. In 2000, the company provided approximately 40,000 trips—one-third of the 1998 total.

In addition, RFTA contracts with High Mountain Taxi to provide complementary paratransit service for those ADA trips that can be accommodated with a non-accessible vehicle. Another service contract to High Mountain Taxi is the RFTA Ride Home Program for residents of the Aspen Country Inn—riders are charged \$1.00.

Mountain Valley Developmental Services

Mountain Valley Developmental Services (MVDS) was formed in 1973 by a group of parents and volunteers, and was incorporated as a nonprofit agency in 1975. MVDS provides a variety of community-based services to developmentally-disabled adults and children in Eagle, Garfield, Lake, and Pitkin Counties. Transportation is provided for their clients, and in some cases, reimbursements for the cost of private transportation is provided. Services provided include transportation from the client's home to work sites, and community participation activities directly related to their developmental programs.

Rainbow Riders, Inc.



Rainbow Riders, Inc. transports groups within Summit County (e.g., bikers to Vail Pass, etc.). Rainbow Riders, Inc. takes groups to and from Aspen, Red Rocks, Keystone Resort, Copper Mountain Resort, and Breckenridge from Summit County, DIA, Colorado Springs, and Eagle Airports.

Rainbow Riders also offers charter services anywhere in the State of Colorado (e.g., Red Rocks concerts, Breckenridge, Aspen, Denver for sporting events, museums, zoo, etc.) as well as special event service to and from Summit County. Fares vary depending on group size and destination.

Timberline Express

Timberline Express provides van shuttle service from Colorado Springs Airport and Eagle County Airport to points in Summit County, Park County, and Chaffee County. Timberline Express also provides group charter service from Denver International Airport, Colorado Springs Airport, and Eagle County Airport to all mountain destinations including Aspen, Vail, Breckenridge, Keystone, Copper Mountain, Salida, and Buena Vista.

School Districts

A number of school districts provide transportation within the Intermountain Region. The districts include:



- RE-50 RE-50 serves all of Eagle County and the southern part of Routt County.
- RE-1 This district serves students in Glenwood Springs, Carbon-dale, Basalt, Meredith, Redstone, and Snowmass.
- RE-2 RE-2 serves students in New Castle, Silt, and Rifle.
- #16 The school district provides service to students in the Parachute area.
- R-1 This district serves Lake County.
- Aspen #1 The towns of Aspen, Snowmass Village, Woody Creek, and Aspen Village are served in this district.
- RE-1 SU The district serves Summit County.

All of the school districts in the Intermountain Region provide transportation for a portion of student enrollment. Each district operates a variety of vehicles (mostly school buses) to transport students to school, special school events, and occasional field trips.

Commercial Providers

Several commercial providers operate transportation service within the Intermountain Region, or pass through the region. Limited information is available for the commercial providers. Commercial providers offer shuttle and private transportation services within the state and region. Some of these include: Alpine Express,

Discount Shuttle, Colorado Sightseer, and various employee transportation services. Fare schedules vary among the providers from \$12 to over \$500 for charter service for special trips.

SUMMARY OF TRANSIT AGENCY PERFORMANCE MEASURES

Transit agencies and providers were contacted regarding the services they provide. Agencies were asked about the type of service, operational characteristics, service areas, and vehicle fleets. This information is summarized in Table III-32. Many of the providers within the region provide transportation free of charge for patrons. Some providers charge a nominal fee for the service.

Approximately 13,398,000 annual one-way trips were provided by these agencies in 2001. Performance measures presented are based solely upon the agencies operating and administrative budgets as presented in Table III-32.

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**Table III-32
Public Provider Summary**

											Performance Measures		
Agency	Type of Service	Days of Operation	Hours of Operation	Service Area	# of vehicles	Annual One-Way Trips	Fare for Service	Vehicle-Hours	Vehicle-Miles	Annual Budget	Pass. per Hour	Cost per Hour	Cost per Pass. Trip
Avon/Beaver Creek	Fixed-Route & Demand-Response Service Offered	Mon-Sun	7:30 a.m. - 11:30 p.m.	Eagle County	22	1,362,245	Free In-Town Shuttle	43,903	567,797	\$1,816,072	31.0	\$41.37	\$1.33
Breckenridge Ski Resort	Skier Shuttle	Mon-Sun during Winter Season	6:30 a.m. - 1:00 a.m.	Breckenridge	16	900,000	Free	33,300	300,000	\$800,000	27.0	\$24.02	\$0.89
Colorado Mountain College	Demand-Response	Mon-Fri	8:30 - 4:00 p.m.	Garfield County	7	26,374	\$1.00 In-Town \$2.00 Between Towns	7,244	78,116	\$188,923	3.6	\$26.08	\$7.16
Copper Mountain Resort	Skier/Employee Shuttle	Mon-Sun during Winter Season	8:00 a.m. - 11:30 p.m. during Winter Season	Summit County	27	n/a	Free	n/a	153,000	n/a	n/a	n/a	n/a
Eagle Co. Regional Trans. Authority	Fixed-Route & Demand-Response Service Offered	Mon-Sun	5:00 a.m. - 2:00 a.m.	Eagle County	27	801,469	Express Route: \$3.00 Other Routes: \$2.00	52,000	1,377,103	\$4,324,781	15.4	\$83.17	\$5.40
Keystone Resort	Shuttle Service	Mon-Sun	n/a	Summit County	35	1,200,000	Free	n/a	750,000	\$2,700,000	n/a	n/a	\$2.25
RFTA	Fixed-Route & Demand-Response Service Offered	Mon-Sun	4:30a.m. - 2:00 a.m.	Eagle, Garfield, and Pitkin County	Owns 91 Operates 102	3,567,921	Variable	211,203	3,408,880	\$12,047,232	16.9	\$57.04	\$3.38
Summit Stage	Fixed-Route & Demand-Response Service Offered	Mon-Sun	6:00 a.m. - 2:15 a.m.	Summit County	35	1,409,714	Free	77,828	1,415,570	\$5,003,296	18.1	\$64.29	\$3.55
Town of Breckenridge	Fixed-Route	Mon-Sun	6:30 a.m. - 12 Midnight	Breckenridge	n/a	294,470	Free	26,189	259,095	\$982,883	11.2	\$37.53	\$3.34
Town of Vail	Fixed-Route & Demand-Response Service Offered	Mon-Sun	6:30 a.m. - 2:00 a.m.	Vail, Gypsum	50	3,200,500	Free Charge for Travel to Gypsum	62,050	620,500	\$3,023,318	51.6	\$48.72	\$0.94
Town of Snowmass Village	Fixed-Route, Demand-Response, and Route-Deviation Service Offered	Mon-Sun	7:00 a.m. - 12:45 a.m.	Town of Snowmass Village	27	652,806	Free	34,890	412,464	\$1,860,193	18.7	\$53.32	\$2.85
Applicable Totals						13,415,499		548,607	9,342,525				

TRANSPORTATION RIGHT-OF-WAY ACQUISITION / PRESERVATION

Major travel corridors throughout the region continue to have increased traffic congestion, which is NOT projected to decrease in the future. Because of population and tourist growth and increasing land values, the cost of acquiring and constructing new rights-of-way is escalating and it is in the best interest of local and state authorities to protect existing railroad, and other rights-of way for possible future use as trails, utility corridors, highways, mass transit, or for rail use.



Short-term and long-term actions can be taken now to ensure that future generations will have options from which to select the best uses for these determined rights-of-way. The implementation of specific right-of-way projects requires the support and cooperation of all participating government agencies—local, county, state, and federal levels.

Several existing projects in the study area are considering future right-of-way development. These include:

State Highway 9 - Frisco to Breckenridge - EIS

- The SH 9 EIS investigated four alternatives, one of which included the designated bus and carpool lanes during peak-hour travel times.
- Other alternatives may have an impact on total travel times along the SH 9 Corridor, affecting both personal automobile and bus travel times.
- All alternatives would have an effect on the capacity of the roadway between Frisco and Breckenridge.

State Highway 82 - Glenwood Springs to Aspen

- The railroad right-of-way within this corridor is being preserved for future use as part of the transportation system in the Roaring Fork Valley.

Rifle Transportation Master Plan

- Currently underway.

Existing Transportation Systems

- Investigating safety and capacity improvements within the City of Rifle and immediate area.

I-70 Mountain Corridor Programmatic Environmental Impact Statement

- Investigating capacity improvements to the I-70 Corridor between the Denver Metro Area and the Vail Valley.
- Alternatives included for analysis include Rubber Tire Transit and Fixed Guideway Transit.

The Long-Range Preferred Plan will include specific projects and dedicated funds for transportation rights-of-way in the study area.

Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the demand for transit services in the Intermountain Region based upon standard estimation techniques. The transit demand identified in this chapter was utilized in the identification of transit service alternatives and the evaluation of the various alternatives. Different methods are used to estimate the maximum transit trip demand in the Intermountain Region.

- Rural Transit Demand Methodology
- Transit Needs and Benefits Study
- Ridership Trends

Feedback from residents within the community also plays a critical role in the regional planning process. Public meetings throughout the region allow citizens to express their ideas and provide suggestions to the planning document.

COMMUNITY INPUT

Community input at public meetings provides an opportunity for residents to express transit needs for their area. These needs were recorded by the LSC Team and used in the development of alternatives. A goal of the Preferred Plan is to meet as many of the needs possible, provided funding is available. Public meetings were scheduled during the initial stage of the project.



RURAL TRANSIT DEMAND METHODOLOGY

An important source of information and the most recent research regarding demand for transit services in *rural areas* and for persons who are elderly or disabled is the Transit Cooperative Research Program (TCRP) Project A-3: Rural Transit Demand Estimation Techniques. This study, completed by SG Associates, Inc. and LSC, represents the first substantial research into demand for transit service in rural areas and small communities since the early 1980s.

The TCRP Methodology is based on *permanent* population. Thus, the methodology provides a good look at transit demand for the ***non-peak season only***. Knowing this information, the LSC Team presents the non-peak transit demand for 2000 and for year 2030, based on previous population projections from Chapter II.

TCRP Methodology Background

The TCRP study documents present a series of formulas relating the number of participants in various types of programs in 185 transit agencies across the country. The TCRP analytical technique uses a logit model approach to the estimation of transit demand, similar to that commonly used in urban transportation models. This model incorporates an exponential equation, which relates the quantity of service and the demographics of the area.

This analysis procedure considers transit demand in two major categories:

- “*program demand*” which is generated by transit ridership to and from specific social service programs, and
- “*non-program demand*” generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth. Examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Demand

As with any other product or service, the demand for transit services is a function of the level of supply provided. To use the TCRP methodology in identifying a feasible maximum demand, it is necessary to assume a high supply level, as measured in vehicle-miles per square mile per year. The high supply level is the upper-bound “density” of similar rural services provided in this country. This assessment of demand for the rural areas, therefore, could be considered to be the maximum potential ridership if a high level of rural service were made available throughout the Intermountain Region. The TCRP methodology is based on the *permanent* population of the five-county area. Therefore, the TCRP methodology is a good demand method to use for the *non-peak seasons* in the Intermountain Region.

For the Intermountain Region, a reasonable maximum level of service in the non-peak season would be to serve every portion of the county with four round-trips (eight one-way trips) daily, Monday through Friday. This equates to approximately 2,400 vehicle-miles of transit service per square mile per year. This is at the upper range of observed rural systems.

Applying this feasible maximum service density to the permanent population of each county yields the 2002 non-peak season estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations, as shown in Table IV-1. The 2002 potential demand for the entire Intermountain Region for elderly transit service is 75,410 annual trips; disabled demand is 17,720 annual trips; and general public demand is 53,290 annual trips. The potential demand for each county is also shown in the table. The Intermountain Region estimated total non-peak seasonal demand for 2002, using the TCRP method, at 146,420 annual trips. This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

Non-peak seasonal demand estimates, using the TCRP methodology, for 2030 are provided in Table IV-2. Total demand for 2030 is estimated to be 265,900 one-way, annual passenger-trips for the Intermountain Region.

Table IV-1
2002 Estimated Public Transit Demand using the TCRP Method
Non-Peak Season Only

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Eagle	000100	1	N.W. Corner of County	220	40	260	200	460	2	1.3%	0
	000100	2	N. Central Portion of County	250	90	340	60	400	2	1.1%	0
	000200	1	W. Central Portion of County	1,260	320	1,580	1,030	2,610	10	7.3%	0
	000300	1	S.W. Portion of County	360	100	460	40	500	2	1.4%	0
	000300	2	S.W. Corner of County	190	0	190	110	300	1	0.8%	0
	000300	3	Basalt Area	370	50	420	830	1,250	5	3.5%	4
	000300	4	El Jebel Area	1,650	640	2,290	2,260	4,550	18	12.8%	3
	000400	1	North of Eagle	340	70	410	0	410	2	1.2%	0
	000400	2	Central Eagle County	1,510	620	2,130	2,270	4,400	17	12.4%	0
	000400	3	Town of Eagle/Central Eagle County	1,610	680	2,290	1,130	3,420	13	9.6%	0
	000400	4	Central Eagle County, N. of Avon	930	310	1,240	1,000	2,240	9	6.3%	0
	000500	1	Eagle-Vail Area	360	260	620	920	1,540	6	4.3%	0
	000500	2	S.W. of Town of Avon	720	180	900	1,200	2,100	8	5.9%	0
	000500	3	Town of Avon	1,070	630	1,700	2,880	4,580	18	12.9%	1
	000600	1	S.E. Portion of County, Red Cliff Area	850	280	1,130	500	1,630	6	4.6%	0
	000700	1	West Vail Area	1,060	130	1,190	520	1,710	7	4.8%	0
000700	2	East Vail Area	1,080	160	1,240	470	1,710	7	4.8%	0	
000700	3	Eagles Nest-Mid Vail Area	590	130	720	1,070	1,790	7	5.0%	1	
Subtotal				14,420	4,690	19,110	16,490	35,600	140		10
Garfield	951600	1	N.E. Portion of County	1,880	350	2,230	430	2,660	10	4.5%	0
	951600	2	N.W. Glenwood Springs	400	260	660	320	980	4	1.6%	9
	951600	3	N.E. Glenwood Springs	320	170	490	150	640	3	1.1%	2
	951700	1	S. Central Glenwood Springs	530	330	860	0	860	3	1.4%	1
	951700	2	N. Central Glenwood Springs	1,140	400	1,540	1,050	2,590	10	4.3%	63
	951700	3	N.W. Central Glenwood Springs	270	50	320	310	630	2	1.1%	15
	951700	4	West Glenwood Springs Area	1,110	140	1,250	260	1,510	6	2.5%	2
	951700	5	Central Glenwood Springs	250	300	550	240	790	3	1.3%	15
	951700	6	Central Glenwood Springs	1,660	180	1,840	430	2,270	9	3.8%	46
	951700	7	S. Central Glenwood Springs	540	250	790	380	1,170	5	2.0%	24
	951700	8	S. Glenwood Springs	270	50	320	60	380	1	0.6%	1
	951801	1	S.E. Corner of County	1,780	130	1,910	930	2,840	11	4.8%	0
	951801	2	Carbondale Area	1,170	150	1,320	740	2,060	8	3.5%	15
	951801	3	Central Carbondale	170	190	360	1,340	1,700	7	2.8%	36
	951801	4	S.E. Corner of Carbondale	0	0	0	0	0	0	0.0%	0
	951801	5	N.W. Corner of Carbondale	1,210	640	1,850	650	2,500	10	4.2%	10
	951801	6	S.W. Corner of Carbondale	1,120	90	1,210	330	1,540	6	2.6%	3
	951802	1	Area between Glenwood and Carbondale	1,160	260	1,420	1,040	2,460	10	4.1%	0
	951900	1	New Castle, North to County Line	1,780	370	2,150	560	2,710	11	4.5%	0
	951900	2	Silt Area	1,740	300	2,040	730	2,770	11	4.6%	1
	951900	3	S.W. of New Castle	320	90	410	310	720	3	1.2%	15
	951900	4	S. Central Garfield County	750	60	810	720	1,530	6	2.6%	0
	952000	1	Central Garfield from S. Co. Line to N. Co. Line	330	90	420	0	420	2	0.7%	0
	952000	2	N.E. of Rifle Area	630	410	1,040	1,140	2,180	9	3.7%	0
	952000	3	N.E. Rifle Area	1,300	560	1,860	820	2,680	11	4.5%	5
	952000	4	W. Central Rifle Area	1,240	370	1,610	500	2,110	8	3.5%	12
952000	5	Downtown Rifle Area	460	100	560	110	670	3	1.1%	16	
952000	6	E. Central Rifle Area	2,700	130	2,830	910	3,740	15	6.3%	13	
952000	7	I-70 Corridor, Rifle Interchange Area	750	250	1,000	40	1,040	4	1.7%	1	
952100	1	Parachute Area West to County Line	940	320	1,260	750	2,010	8	3.4%	0	
952100	2	Battlement Mesa Area	7,370	1,030	8,400	1,090	9,490	37	15.9%	1	
Subtotal				35,290	8,020	43,310	16,340	59,650	234		307

Table IV-1, continued
2002 Estimated Public Transit Demand using the TCRP Method
Non-Peak Season Only

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Lake	961600	1	N.W. Corner of Lake County	100	170	270	1,290	1,560	6	13.0%	0
	961600	2	N.E. Corner of Lake County	190	0	190	200	390	2	3.2%	0
	961700	1	East Portion of Leadville	370	130	500	440	940	4	7.8%	4
	961700	2	Leadville North	770	260	1,030	750	1,780	7	14.8%	2
	961700	3	S.E. Corner of Leadville North	1,090	190	1,280	330	1,610	6	13.4%	29
	961700	4	East Central Portion of Leadville	530	250	780	540	1,320	5	11.0%	31
	961700	5	Central Portion of Leadville	610	140	750	270	1,020	4	8.5%	18
	961700	6	W. Central Leadville Area	1,010	270	1,280	460	1,740	7	14.5%	20
	961700	7	Stringtown/Malta Area	160	70	230	240	470	2	3.9%	0
	961800	1	S.E. Corner of Lake County	80	50	130	230	360	1	3.0%	0
961800	2	S.W. Corner of Lake County	380	160	540	280	820	3	6.8%	0	
Subtotal				5,290	1,690	6,980	5,030	12,010	47		105
Pitkin	000100	1	S. of El Jebel/Basalt	790	170	960	780	1,740	7	10.3%	0
	000100	2	N.W. of Snowmass Village	680	80	760	370	1,130	4	6.7%	0
	000100	3	North Portion of Snowmass Village	600	0	600	210	810	3	4.8%	0
	000100	4	West Portion of Pitkin County, County Line	790	50	840	70	910	4	5.4%	0
	000100	5	South Portion of Snowmass Village	1,130	120	1,250	230	1,480	6	8.7%	0
	000200	1	N.E. Corner of Pitkin County	410	120	530	100	630	2	3.7%	0
	000200	2	North of Aspen	650	160	810	200	1,010	4	6.0%	0
	000300	1	S.E. Corner of Pitkin County	210	10	220	50	270	1	1.6%	0
	000400	1	Aspen Area	2,010	100	2,110	340	2,450	10	14.5%	7
	000400	2	N.E. of Aspen Area	240	0	240	0	240	1	1.4%	0
	000400	3	East Portion of Aspen	460	30	490	420	910	4	5.4%	6
	000400	4	S.E. of Aspen	470	30	500	170	670	3	4.0%	1
	000400	5	S.E. Portion of Aspen	1,080	0	1,080	770	1,850	7	10.9%	16
000400	6	S.W. of Aspen Area	1,750	70	1,820	1,010	2,830	11	16.7%	0	
Subtotal				11,270	940	12,210	4,720	16,930	66		31
Summit	000100	1	N.W. Corner of Summit County	120	20	140	10	150	1	0.7%	0
	000100	2	East Silverthorne Area, E. to County Line	730	80	810	940	1,750	7	7.9%	1
	000100	3	North Silverthorne Area	540	110	650	890	1,540	6	6.9%	1
	000100	4	N.E. Silverthorne Area to County Line	740	250	990	1,270	2,260	9	10.2%	1
	000200	1	N. of Dillon to County Line	180	0	180	830	1,010	4	4.5%	0
	000200	2	N. of Dillon, E. of Silverthorne	450	80	530	720	1,250	5	5.6%	16
	000200	3	Dillon	1,150	230	1,380	310	1,690	7	7.6%	2
	000200	4	Dillon/Montezuma Area	830	1,080	1,910	1,510	3,420	13	15.4%	0
	000300	1	N. Frisco Area to Dillon	1,260	100	1,360	470	1,830	7	8.2%	2
	000300	2	South Frisco Area	450	120	570	570	1,140	4	5.1%	1
	000300	3	Copper Mountain Area	240	0	240	40	280	1	1.3%	0
	000400	1	N.W. of Breckenridge Area	460	60	520	340	860	3	3.9%	0
	000400	2	N.E. Breckenridge Area	750	20	770	700	1,470	6	6.6%	0
	000400	3	N. Blue River Area, East to County Line	270	110	380	650	1,030	4	4.6%	0
	000400	4	S.E. Breckenridge Area	220	70	290	410	700	3	3.1%	6
	000400	5	S.W. Breckenridge Area	590	20	610	900	1,510	6	6.8%	0
000400	6	S. Blue River Area, South to County Line	160	30	190	150	340	1	1.5%	0	
Subtotal				9,140	2,380	11,520	10,710	22,230	87		30
Intermountain Region											
Non-Peak Seasonal Demand Total				75,410	17,720	93,130	53,290	146,420	574		483

Source: Based on 2000 Census Data; LSC, 2003.

**Table IV-2
2030 Estimated Public Transit Demand using the TCRP Method
Non-Peak Season Only**

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Eagle	000100	1	N.W. Corner of County	400	80	480	380	860	3	1.3%	0
	000100	2	N. Central Portion of County	460	170	630	100	730	3	1.1%	0
	000200	1	W. Central Portion of County	2,260	590	2,850	1,890	4,740	19	7.3%	0
	000300	1	S.W. Portion of County	660	190	850	70	920	4	1.4%	0
	000300	2	S.W. Corner of County	350	0	350	210	560	2	0.9%	0
	000300	3	Basalt Area	670	90	760	1,520	2,280	9	3.5%	7
	000300	4	El Jebel Area	2,970	1,180	4,150	4,150	8,300	33	12.8%	5
	000400	1	North of Eagle	620	120	740	0	740	3	1.1%	0
	000400	2	Central Eagle County	2,710	1,140	3,850	4,160	8,010	31	12.3%	0
	000400	3	Town of Eagle/Central Eagle County	2,890	1,250	4,140	2,070	6,210	24	9.6%	0
	000400	4	Central Eagle County, N. of Avon	1,670	570	2,240	1,840	4,080	16	6.3%	0
	000500	1	Eagle-Vail Area	660	480	1,140	1,690	2,830	11	4.4%	1
	000500	2	S.W. of Town of Avon	1,290	340	1,630	2,210	3,840	15	5.9%	1
	000500	3	Town of Avon	1,930	1,160	3,090	5,280	8,370	33	12.9%	1
	000600	1	S.E. Portion of County, Red Cliff Area	1,530	520	2,050	920	2,970	12	4.6%	0
000700	1	West Vail Area	1,900	240	2,140	950	3,090	12	4.8%	0	
000700	2	East Vail Area	1,940	290	2,230	860	3,090	12	4.8%	0	
000700	3	Eagles Nest-Mid Vail Area	1,060	240	1,300	1,960	3,260	13	5.0%	2	
Subtotal				25,970	8,650	34,620	30,260	64,880	254		18
Garfield	951600	1	N.E. Portion of County	3,380	640	4,020	790	4,810	19	4.5%	0
	951600	2	N.W. Glenwood Springs	710	470	1,180	590	1,770	7	1.6%	17
	951600	3	N.E. Glenwood Springs	570	310	880	270	1,150	5	1.1%	4
	951700	1	S. Central Glenwood Springs	950	600	1,550	0	1,550	6	1.4%	2
	951700	2	N. Central Glenwood Springs	2,050	730	2,780	1,920	4,700	18	4.4%	114
	951700	3	N.W. Central Glenwood Springs	480	100	580	580	1,160	5	1.1%	28
	951700	4	West Glenwood Springs Area	1,990	250	2,240	490	2,730	11	2.5%	3
	951700	5	Central Glenwood Springs	450	540	990	440	1,430	6	1.3%	27
	951700	6	Central Glenwood Springs	2,980	320	3,300	780	4,080	16	3.8%	82
	951700	7	S. Central Glenwood Springs	970	450	1,420	700	2,120	8	2.0%	44
	951700	8	S. Glenwood Springs	480	90	570	100	670	3	0.6%	2
	951801	1	S.E. Corner of County	3,200	240	3,440	1,700	5,140	20	4.8%	0
	951801	2	Carbondale Area	2,100	270	2,370	1,360	3,730	15	3.5%	27
	951801	3	Central Carbondale	300	340	640	2,450	3,090	12	2.9%	66
	951801	4	S.E. Corner of Carbondale	0	0	0	0	0	0	0.0%	0
	951801	5	N.W. Corner of Carbondale	2,180	1,170	3,350	1,190	4,540	18	4.2%	18
	951801	6	S.W. Corner of Carbondale	2,010	160	2,170	600	2,770	11	2.6%	5
	951802	1	Area between Glenwood and Carbondale	2,090	470	2,560	1,910	4,470	18	4.1%	0
	951900	1	New Castle, North to County Line	3,200	690	3,890	1,020	4,910	19	4.5%	0
	951900	2	Silt Area	3,130	550	3,680	1,330	5,010	20	4.6%	3
	951900	3	S.W. of New Castle	570	160	730	570	1,300	5	1.2%	28
	951900	4	S. Central Garfield County	1,350	110	1,460	1,310	2,770	11	2.6%	0
	952000	1	Central Garfield from S. Co. Line to N. Co. Line	590	170	760	0	760	3	0.7%	0
952000	2	N.E. of Rifle Area	1,130	750	1,880	2,080	3,960	16	3.7%	0	
952000	3	N.E. Rifle Area	2,330	1,020	3,350	1,500	4,850	19	4.5%	9	
952000	4	W. Central Rifle Area	2,240	680	2,920	920	3,840	15	3.6%	22	
952000	5	Downtown Rifle Area	820	190	1,010	210	1,220	5	1.1%	29	
952000	6	E. Central Rifle Area	4,850	250	5,100	1,670	6,770	27	6.3%	24	
952000	7	I-70 Corridor, Rifle Interchange Area	1,350	450	1,800	70	1,870	7	1.7%	2	
952100	1	Parachute Area West to County Line	1,690	580	2,270	1,380	3,650	14	3.4%	0	
952100	2	Battlement Mesa Area	13,250	1,890	15,140	2,000	17,140	67	15.9%	1	
Subtotal				63,390	14,640	78,030	29,930	107,960	423		556

Table IV-2, continued
2030 Estimated Public Transit Demand using the TCRP Method
Non-Peak Season Only

County	Census Tract	Census Block Group	Area Description	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
				Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Lake	961600	1	N.W. Corner of Lake County	190	320	510	2,380	2,890	11	13.2%	0
	961600	2	N.E. Corner of Lake County	350	0	350	370	720	3	3.3%	0
	961700	1	East Portion of Leadville	670	240	910	810	1,720	7	7.9%	6
	961700	2	Leadville North	1,380	470	1,850	1,380	3,230	13	14.8%	4
	961700	3	S.E. Corner of Leadville North	1,970	350	2,320	600	2,920	11	13.3%	53
	961700	4	East Central Portion of Leadville	950	460	1,410	990	2,400	9	11.0%	56
	961700	5	Central Portion of Leadville	1,090	260	1,350	490	1,840	7	8.4%	33
	961700	6	W. Central Leadville Area	1,810	490	2,300	850	3,150	12	14.4%	37
	961700	7	Stringtown/Malta Area	300	120	420	440	860	3	3.9%	0
	961800	1	S.E. Corner of Lake County	150	90	240	420	660	3	3.0%	0
961800	2	S.W. Corner of Lake County	680	300	980	510	1,490	6	6.8%	0	
Subtotal				9,540	3,100	12,640	9,240	21,880	86		190
Pitkin	000100	1	S. of El Jebel/Basalt	1,420	320	1,740	1,440	3,180	12	10.4%	0
	000100	2	N.W. of Snowmass Village	1,220	140	1,360	680	2,040	8	6.6%	0
	000100	3	North Portion of Snowmass Village	1,080	0	1,080	390	1,470	6	4.8%	0
	000100	4	West Portion of Pitkin County, County Line	1,420	90	1,510	120	1,630	6	5.3%	0
	000100	5	South Portion of Snowmass Village	2,040	230	2,270	420	2,690	11	8.8%	0
	000200	1	N.E. Corner of Pitkin County	740	220	960	190	1,150	5	3.7%	0
	000200	2	North of Aspen	1,180	300	1,480	370	1,850	7	6.0%	0
	000300	1	S.E. Corner of Pitkin County	380	10	390	90	480	2	1.6%	0
	000400	1	Aspen Area	3,620	190	3,810	620	4,430	17	14.4%	12
	000400	2	N.E. of Aspen Area	430	0	430	0	430	2	1.4%	0
	000400	3	East Portion of Aspen	820	60	880	780	1,660	7	5.4%	12
	000400	4	S.E. of Aspen	850	60	910	310	1,220	5	4.0%	1
	000400	5	S.E. Portion of Aspen	1,950	0	1,950	1,410	3,360	13	10.9%	29
	000400	6	S.W. of Aspen Area	3,140	120	3,260	1,850	5,110	20	16.6%	1
Subtotal				20,290	1,740	22,030	8,670	30,700	120		56
Summit	000100	1	N.W. Corner of Summit County	210	30	240	20	260	1	0.6%	0
	000100	2	East Silverthorne Area, E. to County Line	1,310	150	1,460	1,730	3,190	13	7.9%	1
	000100	3	North Silverthorne Area	970	200	1,170	1,640	2,810	11	6.9%	2
	000100	4	N.E. Silverthorne Area to County Line	1,340	450	1,790	2,340	4,130	16	10.2%	2
	000200	1	N. of Dillon to County Line	320	0	320	1,530	1,850	7	4.6%	0
	000200	2	N. of Dillon, E. of Silverthorne	800	140	940	1,310	2,250	9	5.6%	30
	000200	3	Dillon	2,070	420	2,490	570	3,060	12	7.6%	3
	000200	4	Dillon/Montezuma Area	1,500	1,980	3,480	2,780	6,260	25	15.5%	0
	000300	1	N. Frisco Area to Dillon	2,270	180	2,450	860	3,310	13	8.2%	3
	000300	2	South Frisco Area	820	230	1,050	1,040	2,090	8	5.2%	1
	000300	3	Copper Mountain Area	430	0	430	80	510	2	1.3%	0
	000400	1	N.W. of Breckenridge Area	830	110	940	630	1,570	6	3.9%	0
	000400	2	N.E. Breckenridge Area	1,350	30	1,380	1,290	2,670	10	6.6%	0
	000400	3	N. Blue River Area, East to County Line	490	200	690	1,200	1,890	7	4.7%	0
000400	4	S.E. Breckenridge Area	400	130	530	750	1,280	5	3.2%	11	
000400	5	S.W. Breckenridge Area	1,070	40	1,110	1,640	2,750	11	6.8%	1	
000400	6	S. Blue River Area, South to County Line	280	50	330	270	600	2	1.5%	0	
Subtotal				16,460	4,340	20,800	19,680	40,480	159		55
Intermountain Region											
Non-Peak Seasonal Demand Total				135,650	32,470	168,120	97,780	265,900	1,043		0.16
Source: LSC, 2003.											

Program Trip Demand

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

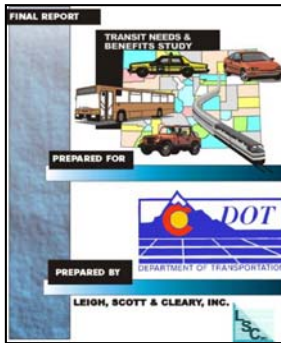
The program demand for the Intermountain Region was taken from the *Intermountain Regional Transportation Plan* - existing Program-Trip estimates and updated with 2001 data. The data were collected for Head Start and Mental Health Services. The participant numbers were reported by individual agencies and are also available through the Regional Head Start office and the Department of Human Services. The existing program demand estimates are approximately 1,070,000 annual trips for the Intermountain Region.

Table IV-3 Existing Annual Program-Trip Need Estimates					
County	Participants		Need Estimate		Total Program - Trip Need
	Head Start	Mental Health Services	Head Start	Mental Health Services	
Eagle	56	707	14,728	245,329	260,057
Garfield	88	1,121	23,249	388,987	412,236
Lake	85	196	22,355	68,012	90,367
Pitkin	0	124	0	43,028	43,028
Summit	0	764	0	265,108	265,108
TOTAL					1,070,796
<i>Source: 1999 Intermountain Regional Transportation Plan; Regional Head Start, 2002; CO Department of Human Services, 2001 data.</i>					

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total existing *non-peak* seasonal transit demand for the Intermountain Region, using the TCRP Methodology—is approximately 1,217,216 annual trips.

TRANSIT NEEDS AND BENEFITS STUDY (TNBS)



The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis.

The unmet need estimates in the TNBS incorporated needs related to households without transportation, seniors, persons with disabilities, and resorts. Program trips for the Intermountain Region are those transportation needs associated with specific programs for mental health services (such as Head Start, Development Services programs, Senior Nutrition, or Sheltered Workshop programs) reported by the Colorado Department of Human Services.

The LSC Team updated the TNBS transit need estimates using the recently released 2000 census numbers. Table IV-4 provides a summary of the needs using the 1996, 1999, and 2000 data. One notation for the needs table is that the Census 2000 collected disability information differently than in previous years. The actual numbers reported for 2000 were much higher than those reported in the 1990 Census. The LSC Team believes the increase is due to the simplified questioning procedure for the 2000 Census.

Table IV-4			
TNBS Updated Transit Need Estimates			
Transit Category	1996	1999	2002
Rural General Public	1,008,040	1,220,639	1,435,720
Disabled	4,280	5,990	51,940
Program Trips	973,015	1,077,035	1,070,796
Urban Area	n/a	n/a	n/a
Resort Area	16,492,009	17,499,926	17,499,926
Annual Need	18,477,344	19,803,590	20,058,382
<i>Annual Trips Provided</i>	<i>11,000,000</i>	<i>11,160,518</i>	<i>13,398,292</i>
Need Met (%)	60%	56%	67%
Unmet Need (%)	40%	44%	33%
<i>Source: LSC, 2003.</i>			

Unmet Needs

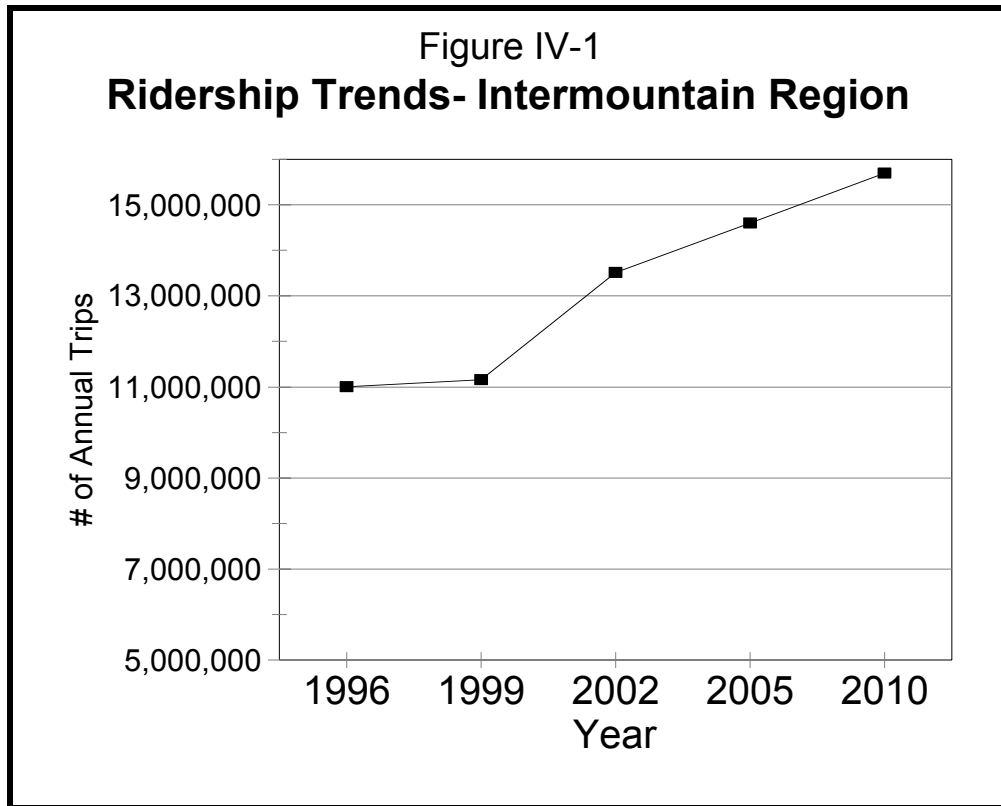
The updated annual transit need estimates for the Intermountain Region were 1,435,720 trips for the general public including youth and seniors, 51,940 trips for persons with disabilities, 1,070,796 program trips, and 17,499,926 resort trips. The total transit need in 2002 for the Intermountain Region is estimated at 20,058,382 annual trips. The table indicates that approximately 67 percent of the existing transit need is being met with 33 percent of the transit need for the region unmet.

The TNBS approach used a combination of methodologies and aggregated the need for the Intermountain Region. However, the approach used factors based on statewide characteristics and is not specific to each of the five rural and resort counties. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

RIDERSHIP TRENDS

Another approach to looking at short-term transit demand is to evaluate recent trends in ridership. This approach is valid in areas where there are existing transit services such in the Intermountain Region. Annual ridership data were presented earlier in Chapter III for the transit providers and are presented again in this chapter. Figure IV-1 shows the ridership trend and ridership projections based on

recent trends for the Intermountain Region. This section is based on the existing ridership and is projected to year 2010. The ridership trends and projections *do not* estimate the transit need within the study area.



As can be seen in this graph, the transit ridership is expected to increase in the future based on recent trends. Much of the transit demand pertains to the number of tourists and visitors to the resort areas and to the increases in population for the study area. Transit ridership for year 2005 is estimated at approximately 14,600,000 and for 2010 is estimated at 15,700,000 annual trips for the Intermountain Region.

Values, Vision, and Goals

The values, vision, and goals for transit services in the Intermountain Region are discussed in this chapter. A visionary workshop was held on December 13, 2002 for Advisory Committee members and for other concerned citizens within the region. The goals provided in the 1999 *Intermountain Regional Transportation Plan* were reviewed and a Transit Vision was developed for this Transit Element. The details are discussed in the following text.

REVIEW OF REGIONAL VISION DOCUMENT

The Advisory Committee came to a general agreement that the vision, values, and themes identified in the *Intermountain Regional Transportation Plan* represent a good statement of overall transportation values. However, the current list does not include “industry,” which is also important in the region. The region needs an economy that is broader than tourism, and this has implications for transportation planning.



DEVELOPMENT OF A TRANSIT VISION - VALUES

The committee developed the following list of shared values that should guide transit planning in the region:

- Sustainable communities
- Mobility and access
- Quality of life
- Recreation
- Community character
- Safe, well-planned transportation

After developing the above list, the committee defined each of these major regional values as they apply in transit planning.

Sustainable Communities

- We need a diverse economy that is broad-based and vital on a year-round basis.
- The role of transit should reduce auto-dependence and congestion.
- Transit can help strike a balance between earnings potential and cost of living.
- The region has a diverse population, which is an asset.
- It will be important to ensure that transit works for the “choice” market and is appealing to a broad market of potential riders (customers).

Mobility and Access

- Transit should play a role in providing access to health and recreational services. To accomplish this, transit should provide access to a comprehensive range of destinations including homes, workplaces, education facilities, and community services (senior lunch, voting, etc.).
- It is essential to integrate transit with land use planning at the local and regional levels.
- Transit service levels must be competitive with the auto—meaning transit must provide adequate headways, hours of service, route coverage, convenience, travel time, and quality of experience.
- We will need transportation facilities (e.g., streets) that are safe and convenient.

Quality of Life

- This includes opportunities for social interaction, as well as educational and cultural opportunities.
- Environmental values are especially important in this region. These include clean air and water, wildlife, and scenic landscapes.
- Economic well-being is another element of quality of life. This includes, not only earnings potential and cost of living, but also the cost of time spent in travel and the availability of opportunities to make travel mode choice.
- It is important that the region take a balanced approach to congestion management.
- The ability to choose the transit mode to support environmental values is another aspect of quality of life.

Recreation

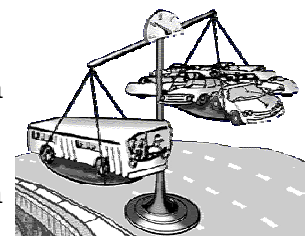
- It is important to have access to a wide range of activities, including those that are individual, those that are organized, and those that are commercially-based.
- Transit access to recreation must meet the needs of both locals and visitors.
- The region should utilize mode choice directly for recreational objectives (e.g., pedestrian facilities, gondolas, rail).
- Transit should support connectivity to recreation—both local and regional.

Community Character

- It is especially important in this region to retain the unique character of each community.
- It should be possible to utilize transit to reinforce and preserve, rather than diminish, the differences between communities (in terms of unique character). This includes such things as differences in architecture and history, suggesting that transit facilities should not (need not) look the same in each community. Common unifying elements can be balanced with other elements that reflect something special about each community.
- If transit is somewhat unique at the community level, reinforcing community character, it will enjoy greater community (public) support.
- The availability of transit as a mode choice, in itself, supports community character.

Safe, Well-Planned Transportation

- We should plan our roads to accommodate transit.
- It is essential we pursue integration of land use with transportation (all modes) including parking.
- All local land development guidance and regulation should be based on planning for mobility.
- “Well-planned” means, among other things, financially viable.
- We must take care not to allow transit to encourage sprawl.
- Safety is a community issue for all kinds of transportation.
- It is important to achieve cooperation and coordination among transit service providers.



- Transit must not only be well-planned, but must also be well-managed.
- Well-planned transportation would take into consideration travel to and through, not just within, the region.

TRANSIT STRATEGY

The Advisory Committee discussed at length strategies that transit system development could be achieved “as a region.” In other words, what is the sense that people develop about the Intermountain Region? The following list includes several appropriate commonalities assumed about the Intermountain Region:

- Our region is a “destination” in the minds of many. It is the Colorado Rockies to someone from Chicago or Miami.
- We are part of a single important corridor—DIA to Grand Junction—that ties us together and links us with the rest of the country.
- Because we are in the same transportation region, we are expected to approach planning and funding issues regionally.
- We experience a significant amount of intra-regional commuting.
- We are subject to the same macroeconomic forces.
- We share common political challenges.
- We have the opportunity to share resources (including public/private partnerships).

After developing several commonalities about the Intermountain Region, the Advisory Committee identified potential shared regional transit strategies. Each item on the list of strategies can be developed and pursued cooperatively.



Transit Strategies - Intermountain Region

- A Washington lobbyist to convey the DIA to Grand Junction story and to help with funding and other legislative needs.
- At the state level, protecting funding sources for transit (e.g., S.B. 1 monies).
- Improving intra-regional communication and coordination.
- Making better uses of existing resources.

- Banding together to pursue new resources.
- Working together on issues of statewide funding, including the “sixth pot.” The region could develop shared priorities, and should work to ensure transit compatibility among communities in support of this.
- We should go down to Denver to participate in the legislative process with a shared regional message.
- We should help people understand I-70 as a single corridor all the way to Grand Junction and should work to preserve corridors.

The Advisory Committee discussed regional transit priorities that might be outside the purview of any specific provider and that should be jointly communicated to influence state and federal priorities. The emphasis here was on connections, especially external connections. The committee was primarily interested in short-term priorities (as opposed to long-term projects that might take decades to accomplish).

Regional Projects

- DIA connection to Summit County.
- The I-70 corridor from Eagle County to Glenwood (including Glenwood Canyon).
- A westerly connection to Parachute and Battlement Mesa.
- A westerly connection to Mesa County.
- A connection from Summit County to Park County.
- A connection from Summit County to Grand County (Highway 9).
- Highway 133 to Marble and Paonia.
- Leadville to Summit County.
- Eagle to Summit County.

Shared Regional Transit Strategies

Finally, the Advisory Committee identified specific shared regional strategies that should be included in transit planning. These included:

Values, Vision, and Goals

- Addressing the interrelationship between airline service and transit demands:
 - How many transit centers and airports should there be?
 - How should these be connected?
 - Are our enterprise policies working against us (e.g., rental cars at airports)?
- We should pressure for energy-efficient, environmentally-friendly transit vehicles.
- We should obtain a commitment from each jurisdiction to good transit-oriented planning including those that would support regional connections.
- We should address the role of federal land management agencies.
- We should pursue regional cooperation on land use.
- We should share the marketing of transit as a specific characteristic of this region, working with the resort companies, including package pricing (across providers) and operational funding.

CHAPTER VI

Transit Alternatives

Chapter VI presents transit alternatives for the Intermountain Region. As the world constantly changes, so does transportation—different vehicles, new roads, more traffic, just to mention a few. Byproducts of these changes have been the dominance of the automobile and deteriorating air quality in many regions. The Intermountain vision, values, and goals—discussed in Chapter V—specifically addressed similar issues such as growth management, preservation, and economic development.



The projects presented in this chapter are future transit alternatives that depend on available funding for implementation. This Final Report includes a Preferred Plan and a Fiscally-Constrained Plan, as required by the Colorado Department of Transportation. The projects identified within this chapter will increase the efficient movement of people around the region. In addition, the projects strengthen the regional efforts to reduce single-occupant vehicle travel and efficient use of existing transportation facilities, such as through the use of advanced transportation technologies. Appendix A provides a description for each transit project.

A detailed assessment of the existing transit system was completed in Chapter III. Capital and operating costs for projects in this chapter are based on data reported from local transit agencies in that chapter. This chapter has the transit projects organized by agency, and then by region, for those transit projects not specific to any one area. The first section of this chapter identifies transit projects that will maintain the existing level of service, or more commonly known as Status Quo.

STATUS QUO - MAINTAIN EXISTING LEVEL OF TRANSIT SERVICE

A good starting point and very realistic place to start with the transit service alternatives is the Status Quo analysis. This analysis assumes that transit agencies will maintain the existing level of service as today (2003) for the next 27 years, or until 2030. Table VI-1 provides the 27-year capital and operating costs to maintain this level of service. The 27-year operating cost for the Intermountain Region is \$804,386,700, with capital costs for the next 27 years totaling \$212,244,431. To retain the same level of service as today, the region will spend \$1.01 billion on public transportation in the next 27 years.

Table VI-1 Status Quo - Intermountain Region			
Area	Item	27-Yr Cost (2004 - 2030)	Annual
Aspen	Capital Replacement (Maintain Existing Service)	\$10,125,000	\$375,000
Aspen	Operating (Maintain Existing Service)	\$78,300,000	\$2,900,000
Avon	Capital Replacement (Maintain Existing Service)	\$28,228,500	\$1,045,500
Avon	Operating (Maintain Existing Service)	\$51,300,000	\$1,900,000
Breckenridge	Capital Replacement (Maintain Existing Service)	\$10,800,000	\$400,000
Breckenridge	Operating (Maintain Existing Service)	\$27,000,000	\$1,000,000
ECO	Capital Replacement (Maintain Existing Service)	\$16,180,000	\$599,259
ECO	Operating (Maintain Existing Service)	\$118,800,000	\$4,400,000
Glenwood Springs	Capital Replacement (Maintain Existing Service)	\$8,100,000	\$300,000
Glenwood Springs	Operating (Maintain Existing Service)	\$19,310,643	\$715,209
RFTA	Capital Replacement (Maintain Existing Service)	\$91,746,027	\$3,398,001
RFTA	Operating & Main. (Maintain Existing Service)	\$234,276,057	\$8,676,891
Snowmass	Capital Replacement (Maintain Existing Service)	\$16,714,904	\$619,071
Snowmass	Operating (Maintain Existing Service)	\$51,300,000	\$1,900,000
Summit Stage	Capital Replacement (Maintain Existing Service)	\$16,460,000	\$609,630
Summit Stage	Operating (Maintain Existing Service)	\$135,081,000	\$5,003,000
The Traveler (CMC)	Capital Replacement (Maintain Existing Service)	\$1,890,000	\$70,000
The Traveler (CMC)	Operating (Maintain Existing Service)	\$5,319,000	\$197,000
Vail	Capital Replacement (Maintain Existing Service)	\$12,000,000	\$444,444
Vail	Operating (Maintain Existing Service)	\$83,700,000	\$3,100,000
TOTAL OPERATING DOLLARS - 27 Years		\$804,386,700	\$29,792,100
TOTAL CAPITAL DOLLARS - 27 Years		\$212,244,431	\$7,860,905
2030 REGIONAL TOTAL - (Maintain Existing Level of Service)		\$1,016,631,131	\$37,653,005
<i>Note: 27-Year Cost - Assumed 2002 Constant Dollars.</i>			

The largest single factor expected to impact transit services in the Intermountain Region is growth in population and the influx of visitors to the area. As presented in Chapter II, the population is expected to increase in the region which will directly affect the demand for transit service in the region. As the nation's economy and security remain unstable, the tourism market will fluctuate, as will the sales tax revenues in the region.

The capacity of the existing fixed-route service to accommodate an increase in ridership, however, is limited. During peak season, some vehicles are at maximum capacity during peak periods and agencies are stretching budgets and maximizing the use of all services. Thus, the transit systems within the region have limited capacity to accommodate growth without adding more service.

TRANSIT ALTERNATIVES BY AGENCY

City of Aspen

The City of Aspen contracts with the Roaring Fork Transportation Authority (RFTA) for transit services. The projects listed below are specifically for the City of Aspen and are not duplicated in the RFTA budget. Table VI-2 presents the cost for maintaining the existing level of service and future projects for Aspen.

Table VI-2 City of Aspen - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$10,125,000
M	Operating (Maintain Existing Service)	\$78,300,000
	<i>Subtotal</i>	<i>\$88,425,000</i>
1	Galena Street Shuttles	\$1,440,855
2	Cross-town Shuttle	\$1,440,855
3	EEDAR Shuttles (4WD)	\$1,444,905
4	Highlands Direct Bus	\$1,613,250
5	Replacement of 35' Low Floor Buses	\$7,168,500
6	Burlingame Buses	\$5,540,886
7	Bus Spares	\$658,125
8	Hybrid Bus Upgrades	\$5,940,000
9	Rubey Park Transit Center Improvements	\$162,000
10	Passenger Amenities	\$202,500
11	Bicycle/Pedestrian Facilities	\$202,500
12	Advanced Public Transit System Technologies	\$405,000
13	Miscellaneous Projects	\$81,000
14	Highlands Direct Service - Off Season	\$1,620,000
15	AABC/Burlingame Service	\$27,000,000
16	Split Castle/Maroon Service	\$54,000
17	Extend Galena St. Shuttle & Reverse Hunter Creek	\$3,105,000
18	Maroon Creek Roundabout Transit Center Plan	\$8,775,000
19	Modify Cemetery Lane Route	\$729,000
20	Improved Castle/Maroon	\$18,225,000
114	Aspen to Snowmass Transit Service	\$40,000,000
136	Maroon Creek Bridge	\$12,000,000
	<i>Subtotal</i>	<i>\$137,808,376</i>
27-Year Total		\$226,233,376
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Town of Avon

The Town of Avon has several transit projects for the future. The current service has an operating budget of approximately \$1,900,000 annually. To operate the existing service for 27 years will cost \$51,300,000, with capital costs at \$28,228,500 (assuming 2002 constant dollars). Additional transit projects for the Town of Avon are listed in Table VI-3.

Table VI-3		
Town of Avon - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$28,228,500
M	Operating (Maintain Existing Service)	\$51,300,000
	<i>Subtotal</i>	<i>\$79,528,500</i>
21	Transit Center, Phases I & II	\$1,600,000
22	Purchase Bus Shelters	\$300,000
23	GPS Information System	\$100,000
24	Service Expansion (Village at Avon)	\$6,480,000
25	Service Expansion (Village at Avon) - vehicles	\$1,500,000
130	Bus Wash Improvements	\$500,000
131	Parking Facility	\$7,000,000
132	Transit Administration Facility	\$2,000,000
133	Bus Storage Facility	\$4,000,000
	<i>Subtotal</i>	<i>\$23,480,000</i>
27-Year Total		\$103,008,500
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Future transit projects for the Town of Avon include one service expansion for the Village at Avon and several capital items. These additional projects will cost \$23,480,000 over 27 years. A total 27-year cost of \$103,008,500 is calculated for the Town of Avon.

Colorado Mountain College - The Traveler

The primary future transit needs for The Traveler include continuous vehicle replacement and additional funding for full-time positions. Table VI-4 provides future transit projects identified by the agency. Total costs for operating and capital expenses are \$9,174,600.

Table VI-4 Colorado Mountain College - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$1,890,000
M	Operating (Maintain Existing Service)	\$5,319,000
	<i>Subtotal</i>	<i>\$7,209,000</i>
26	Full-time Drivers (3)	\$842,400
27	Staff expansion for W. Garfield County	\$1,123,200
	<i>Subtotal</i>	<i>\$1,965,600</i>
27-Year Total		\$9,174,600
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

ECO - Eagle County Regional Transportation Authority

Future transit projects for ECO are shown in Table VI-5. To maintain the existing service level for the next 27 years will cost \$134,980,000. Other transit projects for ECO include advanced technologies, service expansion, and facility upgrades. ECO will also be involved with many of the regional projects listed later in the chapter.

Table VI-5 ECO - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$16,180,000
M	Operating (Maintain Existing Service)	\$118,800,000
	<i>Subtotal</i>	<i>\$134,980,000</i>
28	Automated Fare Collection/ITS Technologies	\$500,000
29	Bus Shelters/Bus Stop Amenities	\$1,300,000
30	Vehicle Replacement	\$14,780,000
31	Fare Collection/ITS Update	\$1,000,000
32	Expand Fleet w/ 5 Vehicles	\$2,000,000
33	Upgrade Facility	\$5,000,000
34	ECO Transit Facility - mid-valley	\$2,000,000
35	Transit Center, Eagle County Airport	\$2,000,000
36	Replace ADA Vehicles (12 vehicles)	\$1,000,000
37	ECO - Central Phone System	\$25,000
38	Expand Staff - 3 Drivers	\$4,050,000
39	Increase Salaries - 2 Admin	\$2,700,000
40	Increase Salaries - 2 Mechanics	\$2,700,000
	<i>Subtotal</i>	<i>\$39,055,000</i>
27-Year Total		\$174,035,000
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Glenwood Springs

Glenwood Springs provides public transit for residents under contract with RFTA. The information in the following table is specifically for Glenwood Springs transit service and is not duplicated in the RFTA budget. Table VI-6 presents the cost to maintain existing service levels and future projects for the community.

Table VI-6		
Glenwood Springs - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$8,100,000
M	Operating (Maintain Existing Service)	\$19,310,643
	<i>Subtotal</i>	\$27,410,643
41	Service Expansion – 30-min. headways	\$26,931,366
42	Service Expansion – 15-min. headways	\$40,554,702
43	Bus Stops/Shelters	\$742,197
44	Transit/Information Center	\$100,000
	<i>Subtotal</i>	\$68,328,265
27-Year Total		\$95,738,908
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

RFTA - Roaring Fork Transportation Authority

RFTA, as a regional transit provider, has many transit needs for all types of markets, from visitors and residents to employee transportation. Table VI-7 provides a detailed list of transit projects for the next 27 years. To maintain the existing level of service, \$326,022,084 will be spent over the 27-year time frame. Although RFTA serves as the operator for transit services in Aspen and Glenwood Springs, these city services are identified separately for the communities and are not included in the costs shown in Table VI-7.

Table VI-7 RFTA - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$91,746,027
M	Operating (Maintain Existing Service)	\$234,276,057
	<i>Subtotal</i>	<i>\$326,022,084</i>
45	BRT - Capital	\$102,200,000
46	BRT - Operating & Maintenance	\$564,300,000
47	Rail - Capital	\$306,600,000
48	Rail - Operating & Maintenance	\$783,000,000
49	RTA Additional Services (also included in BRT & Rail)	\$95,500,000
50	Rifle North Park-and-Ride	\$200,000
51	Catherine's Store Park-and-Ride Expansion	\$150,000
52	New Castle Park-and-Ride	\$500,000
53	Interoffice Computer Connections	\$1,000,000
54	New Admin. Office Building	\$4,000,000
55	Bus Stop Improvements	\$500,000
111	New Castle Local Circulator	\$10,950,000
112	Sunlight Mountain Resort Route	\$10,950,000
113	CMC Spring Valley Route	\$10,950,000
121	Rifle Local Circulator Service	\$11,000,000
	<i>Subtotal</i>	<i>\$1,901,800,000</i>
27-Year Total		\$2,227,822,084
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Summit Stage

Summit Stage provides intracounty transit service in Summit County and is always looking to provide a higher level of service for visitors and residents. Table VI-8 provides a list of future projects to enhance service within the county. To maintain the existing level of service, Summit Stage will spend \$151,541,000 in the next 27 years.

Table VI-8		
Summit Stage - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$16,460,000
M	Operating (Maintain Existing Service)	\$135,081,000
	<i>Subtotal</i>	<i>\$151,541,000</i>
56	Transit Planning/Marketing Position	\$600,000
57	ITS/AVL Equipment for Buses	\$1,500,000
58	Transit Improvements on Hwy 9 (Frisco/Breckenridge)	\$60,000,000
59	Summit Stage, Facility Expansion	\$3,900,000
60	Increased Community Service	\$4,825,600
61	Summit Stage, Capital for Enhanced Services	\$3,000,000
62	Maintenance Facility Improvements	\$1,500,000
63	Bus Shelters/Bus Stop Amenities	\$675,000
64	Vanpool Service	\$2,025,000
65	Marketing Program	\$150,000
66	Silverthorne Transit Station Enhancement	\$500,000
67	Frisco Transit Station	\$500,000
68	Summit Cove Transit Station	\$500,000
69	Keystone Transit Station	\$1,500,000
70	Copper Mountain Transit Station	\$1,500,000
71	Frisco Station Signage	\$75,000
72	Service Expansion - 15-min. headways (Frisco/Breck/Cpr Mtn; Sil.Key/AB)	\$81,000,000
73	Fueling Facility	\$500,000
74	BRT - Frisco/Breckenridge - Capital	\$100,000,000
75	BRT - Frisco/Breckenridge - Operating	\$250,000,000
76	BRT - Silverthorne/Keystone - Capital	\$80,000,000
77	BRT - Silverthorne/Keystone - Operating	\$200,000,000
78	BRT - Frisco/Copper Mountain - Capital	\$80,000,000
79	BRT - Frisco/Copper Mountain - Operating	\$200,000,000
80	Service Expansion - Breckenridge to Keystone	\$5,400,000
106	Seasonal Service among Grand, Park, and Summit Counties	\$2,500,000
107	RTA Study	\$30,000
108	RTA Implementation Assistance	\$60,000
109	Service between Lake and Summit Counties	\$2,412,800
110	Service between Denver Metro and Summit County	\$2,412,800
	<i>Subtotal</i>	<i>\$1,087,066,200</i>
27-Year Total		\$1,238,607,200
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Town of Breckenridge

The Town of Breckenridge recently upgraded the transit system. The town is currently discussing additional transit options for residents, which may include a

gondola service and additional residential bus routes. Table VI-9 provides future transit projects for the Town of Breckenridge. Total 27-year costs are \$224,350,000 for capital and operating expenses.

Table VI-9 Town of Breckenridge - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$10,800,000
M	Operating (Maintain Existing Service)	\$27,000,000
	<i>Subtotal</i>	<i>\$37,800,000</i>
81	Service Expansion	\$40,200,000
82	Service Expansion - Vehicles	\$1,600,000
83	Breckenridge Intermodal Center/Parking Structure	\$31,500,000
84	Gondola - Capital	\$18,000,000
85	Gondola - Operating	\$18,900,000
86	Transit Coordination with Ski Area	\$62,700,000
87	Bus Storage/Maintenance Facility	\$5,000,000
88	People Mover	\$8,000,000
89	GPS Information System	\$300,000
90	ITS/AVL Equipment	\$250,000
91	Bus Stop/Shelters	\$100,000
	<i>Subtotal</i>	<i>\$186,550,000</i>
27-Year Total		\$224,350,000
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Town of Vail

Vail Transit provides a high level of transit service with its frequent and free service for residents and visitors to the area. Future transit projects will continue to enhance the existing service and provide transit to areas not served. Table VI-10 shows each of the projects with projected 27-year costs. To maintain the existing level of service, capital and operating expenses will be \$95,700,000 for the next 27 years.

Table VI-10		
Town of Vail - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$12,000,000
M	Operating (Maintain Existing Service)	\$83,700,000
	<i>Subtotal</i>	<i>\$95,700,000</i>
92	Multimodal Transit Center	\$15,000,000
93	Vail, Capital Expansion	\$5,000,000
94	Vail, Enhanced Services Operating	\$10,000,000
95	Vail, Intown Fixed Guideway System	\$50,000,000
96	Vail, Bus Shelters	\$150,000
97	Vail, Global Positioning System	\$250,000
	<i>Subtotal</i>	<i>\$80,400,000</i>
27-Year Total		\$176,100,000
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

Town of Snowmass Village Shuttle

Future transit projects for Snowmass Village are shown in Table VI-11. To maintain the existing service level for the next 27 years will cost \$68,014,904. Other transit projects for Snowmass Village include expanded service and bus stop improvements.

Table VI-11		
Snowmass Village Shuttle - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
M	Capital Replacement (Maintain Existing Service)	\$16,714,904
M	Operating (Maintain Existing Service)	\$51,300,000
	<i>Subtotal</i>	<i>\$68,014,904</i>
98	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)	\$402,500
99	Bus Stop Improvements	\$636,142
100	Transit Plaza / P-n-R (\$6,150,000/\$9,406,000) Mall Transit Center	\$15,556,000
101	Expand Service - 4 Routes	\$4,320,000
102	Transit Offices	\$480,000
103	Bus Storage Facility	\$2,500,000
104	Expand Service - Hwy 82 Park-and-Ride (capital)	\$2,700,000
105	Expand Service - Hwy 82 Park-and-Ride (operating)	\$12,960,000
	<i>Subtotal</i>	<i>\$39,554,642</i>
27-Year Total		\$107,569,546
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

OTHER REGIONAL TRANSIT PROJECTS

Many transit projects have been identified for the Intermountain Region. The following projects are not agency-specific, but are regional projects that will affect more than one agency. Table VI-12 provides the list of regional projects with 27-year cost estimates.

Table VI-12		
Regional Projects - Transit Projects		
Proj. #	Description	27-Yr Cost (2004 - 2030)
115	Rifle to Grand Junction Transit Service	\$4,492,800
116	SH 133 Transit Service	\$2,246,400
117	Right-of-Way Preservation	\$10,000,000
118	Regional Park-and-Rides	\$4,250,000
119	Subsidized Transit Pass Program	\$500,000
120	Carpool Matching Program	\$360,000
122	Intercity Transit Service	\$14,100,000
123	Skier Express Service - Denver to Eagle County	\$337,500
124	Leadville Local Circulator Service	\$650,000
125	Commuter Rail - Avon to Glenwood	\$163,000,000
126	Dowd Junction Facility	\$50,000,000
127	Buttermilk Facility	\$54,400,000
128	Fixed Guideway - DIA to Eagle County Airport	\$8,400,000,000
129	Passenger Rail - Eagle County to Steamboat	\$67,000,000
134	Upper Roaring Fork Transit System Capital	\$87,516,450
135	Upper Roaring Fork Transit System Operating	\$65,637,338
137	Intermountain Rail Connection Vail to Eagle County Airport	\$73,000,000
27-Year Total		\$8,997,490,488
<i>M = Minimum service standard for 27-Yr. Plan; Assumed 2002 Constant Dollars</i>		

STRATEGIC PROJECTS

Several of the long-range needs have been identified as strategic transportation projects. These include the I-70 corridor from Denver to Glenwood Springs and the SH 82 corridor from Glenwood Springs to Aspen.

Evaluation Criteria and Project Ranking

The transit projects previously listed in Chapter VI of this report will far exceed expected revenues over the next 27 years. Therefore, it is pertinent for the region to prioritize the transit projects. CDOT also prefers some consistency among the regions in the prioritization process, including transit.

The 1999 *Intermountain Regional Transportation Plan* developed a vision and goals which were used to develop evaluation criteria. A total of 17 criteria are used in the evaluation criteria, as well as weighted categories. Each project can score from 1 to 3 points, depending on how well the project achieves the criteria. A project has the potential to receive a total score of 117 points. Table VII-1 presents those criteria. Each of the transit projects from Chapter VI was ranked using the criteria from Table VII-1.



It must also be noted that the assumption “Maintain Existing Service” for all transit systems in the region is the highest priority. Therefore, these projects are not ranked and will remain the highest priority for the Fiscally-Constrained Plan, which will be presented in March. The 27-year cost estimate to maintain existing services is \$1,016,550,000 for capital and operating expenses.

Table VII-1 Project Evaluation Criteria <i>(from 1999 Intermountain Regional Transportation Plan)</i>			
<i>Our vision is for a region that is composed of physically distinct, unique, diverse communities interconnected by a multimodal transportation network that promotes preservation of the unique character of each community and open space, while providing economic, cultural, environmental, and outdoor recreational benefits.</i>			
Criteria	Rating	Weight	Possible Points
Does the project have regional support as defined by being considered High Priority by the RPC?	Yes/No	Pass/Fail	Pass/Fail
Does the project support local land use plans?	0-3	3	9
Does the project relieve congestion?	0-3	1	3
Does the project improve transportation system continuity?	0-3	2	6
Does the project preserve the existing transportation system?	0-3	3	9
Is the project intermodal or multimodal?	0-3	3	9
Is the project eligible for multiple funding sources?	0-3	2	6
Does the project enhance the environment or minimize the external environmental impacts?	0-3	2	6
Does the project preserve land?	0-3	2	6
Does the project maximize the efficiency of the transportation system?	0-3	2	6
Does the project minimize the number of trips?	0-3	3	9
Does the project minimize travel distances/times between housing and community services?	0-3	2	6
Does the project minimize disruption to communities?	0-3	3	9
Does the project minimize additional local capital or impose long-term maintenance costs on local governments?	0-3	3	9
Does the project support economic development?	0-3	1	3
Does the project have public support?	0-3	3	9
Does the project improve safety?	0-3	3	9
How easily can the project be implemented?	0-3	1	3
Total			117

PROJECT PRIORITIZATION

The full list of transit projects shown in Chapter VI consists of 137 projects. The application of evaluation criteria to projects is a subjective process. No quantitative information is required to score each project. General guidelines were developed for the criteria used in 1999. Appendix B contains the evaluation guidelines used to prioritize projects for the region.

Projects were evaluated using the criteria shown in Table VII-1 and guidelines in Appendix B. Evaluation of the projects was an iterative process with significant input from the Transit Advisory Committee and transit providers. The evaluation is shown in Table VII-2. The projects have been ranked as high, medium, and low priorities for the Intermountain Region. The priorities are shown in Tables VII-3, VII-4, and VII-5.

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Table VII-2
Transit Project Scores & Rank

Proj. #	Area	Description	27-Yr Cost (2004-2030)	Evaluation Criteria (17 Categories)																	Score	Rank																	
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17																			
				Weighted Value; CSC = Cumulative Score																																			
1	ASPEN	Galena Street Shuttles	\$1,440,855	2	6	2	2	2	4	2	6	2	6	2	4	3	6	2	4	3	6	3	9	3	6	3	9	1	3	2	2	2	6	1	3	3	3	85	M
2	ASPEN	Cross-town Shuttle	\$1,440,855	3	9	3	3	3	6	2	6	3	9	3	6	3	6	2	4	3	6	3	9	3	6	3	9	2	6	2	2	3	9	1	3	3	3	102	H
3	ASPEN	EEDAR Shuttles (4WD)	\$1,444,905	3	9	3	3	3	6	2	6	3	9	3	6	3	6	2	4	3	6	3	9	3	6	3	9	2	6	2	2	3	9	1	3	3	3	102	H
4	ASPEN	Highlands Direct Bus	\$1,613,250	3	9	3	3	3	6	2	6	3	9	3	6	3	6	2	4	3	6	3	9	3	6	3	9	2	6	2	2	3	9	1	3	3	3	102	H
5	ASPEN	Replacement of 35' Low Floor Buses	\$7,168,500	2	6	1	1	0	0	3	9	2	6	2	4	3	6	2	4	2	4	2	6	2	4	3	9	3	9	1	2	2	6	1	3	3	3	82	M
6	ASPEN	Burlingame Buses	\$5,540,886	3	9	3	3	3	6	3	9	3	9	3	6	3	6	2	4	3	6	3	9	3	6	3	9	2	6	2	2	2	6	1	3	3	3	102	H
7	ASPEN	Bus Spares	\$658,125	3	9	3	3	3	6	3	9	3	9	3	6	3	6	2	4	3	6	3	9	3	6	3	9	3	9	2	2	2	6	1	3	3	3	105	H
8	ASPEN	Hybrid Bus Upgrades	\$5,940,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	9	2	2	2	6	1	3	3	3	107	H
9	ASPEN	Rubey Park Transit Center Improvements	\$162,000	3	9	1	1	1	2	3	9	3	9	3	6	3	6	2	4	2	4	3	9	2	4	3	9	3	9	1	1	2	6	0	0	3	3	91	M
10	ASPEN	Passenger Amenities	\$202,500	3	9	3	3	3	6	3	9	3	9	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	9	1	1	2	6	2	6	3	3	109	H
11	ASPEN	Bicycle/Pedestrian Facilities	\$202,500	3	9	3	3	2	4	3	9	2	6	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	9	1	1	2	6	3	9	3	3	107	H
12	ASPEN	Advanced Public Transit System Technologies	\$405,000	3	9	3	3	3	6	3	9	2	6	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	9	1	1	2	6	0	0	3	3	100	H
13	ASPEN	Miscellaneous Projects	\$81,000	2	6	1	1	0	0	2	6	1	3	2	4	3	6	2	4	2	4	3	9	3	6	3	9	3	9	1	1	2	6	0	0	3	3	77	M
14	ASPEN	Highlands Direct Service - Off Season	\$1,620,000	3	9	2	2	2	4	3	9	3	9	3	6	3	6	3	6	3	6	3	9	3	6	3	9	2	6	2	2	2	6	1	3	3	3	101	H
15	ASPEN	AABC/Burlingame Service	\$27,000,000	2	6	1	1	2	4	2	6	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	2	6	1	3	3	3	82	M
16	ASPEN	Split Castle/Maroon Service	\$54,000	2	6	1	1	2	4	2	6	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	2	6	1	3	3	3	82	M
17	ASPEN	Extend Galena St Shuttle & Reverse Hunter Creek	\$3,105,000	2	6	2	2	2	4	2	6	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	2	6	1	3	3	3	83	M
18	ASPEN	Maroon Creek Roundabout Transit Center Plan	\$8,775,000	3	9	2	2	2	4	2	6	2	6	3	6	3	6	2	4	2	4	3	9	3	6	3	9	2	6	2	2	2	6	1	3	3	3	85	M
19	ASPEN	Modify Cemetery Lane Route	\$729,000	2	6	1	1	1	2	2	6	1	3	1	2	3	6	2	4	2	4	2	6	2	4	3	9	1	3	2	2	2	6	1	3	3	3	70	L
20	ASPEN	Improved Castle/Maroon	\$18,225,000	2	6	1	1	1	2	2	6	1	3	1	2	3	6	2	4	2	4	2	6	2	4	3	9	1	3	2	2	2	6	1	3	3	3	70	L
114	ASPEN	Aspen to Snowmass Transit Service	\$40,000,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	2	6	3	3	102	H
136	ASPEN	Maroon Creek Bridge	\$12,000,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	9	3	3	3	9	3	9	2	2	116	H
21	AVON	Transit Center, Phases I & II	\$1,600,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	2	4	3	6	3	9	3	6	3	9	3	9	3	3	3	9	1	3	3	3	109	H
22	AVON	Purchase Bus Shelters	\$300,000	1	3	1	1	0	0	2	6	2	6	2	4	3	6	2	4	2	4	2	6	2	4	3	9	1	3	2	2	2	6	1	3	2	2	74	L
23	AVON	GPS Information System	\$100,000	2	6	1	1	0	0	2	6	0	0	2	4	3	6	2	4	3	6	3	9	3	6	3	9	3	9	1	1	2	6	1	3	3	3	79	M
24	AVON	Service Expansion (Village at Avon)	\$6,480,000	2	6	3	3	2	4	2	6	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	3	3	2	6	2	6	3	3	88	M
25	AVON	Service Expansion (Village at Avon) - vehicles	\$1,500,000	2	6	3	3	2	4	2	6	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	3	3	2	6	2	6	3	3	88	M
130	AVON	Bus Wash Improvements	\$500,000	3	9	3	3	2	4	3	9	2	6	3	6	3	6	3	6	2	4	3	9	3	6	3	9	3	9	3	3	2	6	1	3	2	2	100	H
131	AVON	Parking Facility	\$7,000,000	3	9	3	3	2	4	3	9	2	6	3	6	3	6	3	6	2	4	3	9	3	6	3	9	3	9	3	3	2	6	1	3	2	2	100	H
132	AVON	Transit Administration Facility	\$2,000,000	3	9	3	3	2	4	3	9	2	6	3	6	3	6	3	6	2	4	3	9	3	6	3	9	3	9	3	3	1	3	1	3	2	2	97	M
133	AVON	Bus Storage Facility	\$4,000,000	2	6	2	2	2	4	2	6	2	6	2	4	2	4	1	2	2	4	2	6	2	4	2	6	1	3	3	3	2	6	2	6	1	1	73	L
81	BRECK	Service Expansion	\$40,200,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	3	9	2	6	3	3	101	H
82	BRECK	Service Expansion - vehicles	\$1,600,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	3	9	2	6	3	3	101	H
83	BRECK	Breckenridge Intermodal Center/Parking Structure	\$31,500,000	3	9	2	2	3	6	3	9	3	9	2	4	3	6	2	4	3	6	3	9	3	6	2	6	3	9	3	3	3	9	2	6	2	2	105	H
84	BRECK	Gondola - capital	\$18,000,000	3	9	2	2	2	4	1	3	3	9	1	2	3	6	0	0	2	4	2	6	3	6	2	6	2	6	3	3	2	6	1	3	2	2	77	M
85	BRECK	Gondola - operating	\$18,900,000	3	9	2	2	2	4	1	3	3	9	1	2	3	6	2	4	2	4	2	6	3	6	3	9	2	6	3	3	2	6	1	3	2	2	84	M
86	BRECK	Transit Coordination w/ Ski Area	\$62,700,000	3	9	3	3	2	4	3	9	3	9	2	4	3	6	2	4	3	6	3	9	3	6	3	9	3	9	3	3	3	9	1	3	3	3	105	H
87	BRECK	Bus Storage/Maintenance Facility	\$5,000,000	2	6	3	3	2	4	2	6	3	9	2	4	3	6	2	4	3	6	3	9	2	4	3	9	3	9	3	3	3	9	2	6	3	3	100	H
88	BRECK	People Mover	\$8,000,000	2	6	2	2	2	4	1	3	2	6	2	4	2	4	1	2	2	4	2	6	3	6	2	6	2	6	3	3	2	6	1	3	2	2	73	L
89	BRECK	GPS Information System	\$300,000	2	6	2	2	2	4	1	3	1	3	2	4	3	6	2	4	3	6	3	9	3	6	3	9	3	9	1	1	2	6	0	0	3	3	81	M
90	BRECK	ITS/AVL Equipment	\$250,000	2	6	2	2	2	4	1	3	1	3	2	4	3	6	2	4	3	6	3	9	3	6	3	9	3	9	1	1	2	6	0	0	3	3	81	M
91	BRECK	Bus Stop/Shelters	\$100,000	3	9	3	3	2	4	2	6	2	6	2	4	3	6	2	4	3	6	3	9	3	6	3	9	3	9	2	2	2	6	2	6	3	3	100	H
26	CMC	Full-time Drivers (3)	\$842,400	2	6	2	2	1	2	3	9	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	2	6	0	0	3	3	81	M
27	CMC	Staff Expansion for W. Garfield County	\$1,123,200	2	6	2	2	2	4	3	9	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	1	3	2	2	2	6	0	0	3	3	83	M
28	ECO	Automated Fare Collection/ITS Technologies	\$500,000	3	9	2	2	2	4	2	6	2	6	3	6	3	6	3	6	3	6	3	9	2	4	3	9	3	9	2	2	3	9	2	6	3	3	102	H
29	ECO	Bus Shelters/Bus Stop Amenities	\$1,300,000	3	9	3	3	3	6	2	6	2	6	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	9	2	2	2	6	3	9	3			

Table VII-2, continued
Transit Project Scores & Rank

Proj. #	Area	Description	27-Yr Cost (2004-2030)	Evaluation Criteria (17 Categories)																	Score	Rank																	
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17																			
				Weighted Value; CSC = Cumulative Score																																			
3 CSC	1 CSC	2 CSC	3 CSC	3 CSC	2 CSC	2 CSC	2 CSC	2 CSC	3 CSC	2 CSC	3 CSC	3 CSC	1 CSC	3 CSC	3 CSC	1 CSC	3 CSC																						
45	RFTA	BRT - Capital	\$102,200,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	3	9	3	6	3	9	3	3	3	3	9	3	9	2	2	116	H					
46	RFTA	BRT - Operating & Maintenance	\$564,300,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	3	6	3	9	3	6	3	9	3	3	3	3	9	3	9	2	2	116	H			
47	RFTA	Rail Capital	\$306,600,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	2	4	3	6	3	9	3	6	2	6	2	6	3	9	1	1	104	H				
48	RFTA	Rail - Operating & Maintenance	\$783,000,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	2	4	3	6	3	9	3	6	2	6	2	6	3	3	2	6	3	9	1	1	104	H
49	RFTA	RTA Additional Services (Also included in BRT & Rail)	\$95,500,000	3	9	3	3	3	6	3	9	3	9	3	6	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	3	9	1	3	3	3	104	H
50	RFTA	Rifle North Park-and-Ride	\$200,000	3	9	2	2	1	2	2	6	3	9	3	6	3	6	1	2	3	6	3	9	3	6	2	6	3	9	2	2	2	6	1	3	2	2	91	M
51	RFTA	Catherine's Store Park-and-Ride Expansion	\$150,000	3	9	2	2	1	2	2	6	3	9	3	6	3	6	1	2	3	6	3	9	3	6	2	6	3	9	2	2	2	6	1	3	2	2	91	M
52	RFTA	New Castle Park-and-Ride	\$500,000	3	9	2	2	1	2	2	6	3	9	3	6	3	6	1	2	3	6	3	9	3	6	2	6	3	9	2	2	2	6	1	3	2	2	91	M
53	RFTA	Interoffice Computer Connections	\$1,000,000	1	3	0	0	0	0	1	3	0	0	1	2	3	6	2	4	2	4	0	0	1	2	3	9	1	1	2	6	0	0	3	3	52	L		
54	RFTA	New Admin. Office Building	\$4,000,000	2	6	0	0	0	0	1	3	0	0	2	4	3	6	1	2	1	2	0	0	1	2	2	6	3	9	1	1	2	6	0	0	1	1	48	L
55	RFTA	Bus Stop Improvements	\$500,000	2	6	1	1	0	0	2	6	2	6	2	4	3	6	2	4	2	4	3	9	3	6	3	9	3	9	2	2	2	6	2	6	3	3	87	M
111	RFTA	New Castle Local Circulator	\$10,950,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	2	6	3	3	102	H
112	RFTA	Sunlight Mountain Resort Route	\$10,950,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	2	6	3	3	102	H
113	RFTA	CMC Spring Valley Route	\$10,950,000	3	9	2	2	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	2	6	3	3	101	H
121	RFTA	Rifle Local Circulator Service	\$11,000,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	2	6	3	3	102	H
98	SNOWM	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)	\$402,500	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	3	6	3	9	3	6	2	6	3	9	3	3	3	9	1	3	2	2	103	H
99	SNOWM	Bus Stop Improvements	\$636,142	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	3	9	2	2	2	6	2	6	3	3	104	H
100	SNOWM	Transit Plaza/PnR (\$6,150,000/\$9,406,000) Mall Transit Center	\$15,556,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	3	6	3	9	3	6	2	6	3	9	3	3	3	9	2	6	2	2	106	H
101	SNOWM	Expand Service - 4 Routes	\$4,320,000	3	9	3	3	3	6	3	9	3	9	2	4	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	2	6	3	3	102	H
102	SNOWM	Transit Offices	\$480,000	2	6	1	1	0	0	1	3	0	0	2	4	3	6	0	0	1	2	3	9	1	2	2	6	3	9	1	1	2	6	0	0	2	2	57	L
103	SNOWM	Bus Storage Facility	\$2,500,000	2	6	1	1	1	2	2	6	1	3	2	4	3	6	0	0	2	4	0	0	1	2	2	6	3	9	1	1	2	6	0	0	1	1	57	L
104	SNOWM	Expand Service - Hwy 82 Park-and-Ride (capital)	\$2,700,000	3	9	3	3	2	4	2	6	3	9	2	4	3	6	2	4	3	6	3	9	3	6	3	9	1	3	2	2	2	6	2	6	3	3	95	M
105	SNOWM	Expand Service - Hwy 82 Park-and-Ride (operating)	\$12,960,000	3	9	3	3	2	4	2	6	3	9	2	4	3	6	2	4	3	6	3	9	3	6	3	9	1	3	2	2	2	6	2	6	3	3	95	M
56	STAGE	Transit Planning/Marketing Position	\$600,000	2	6	3	3	2	4	2	6	2	6	3	6	3	6	2	4	3	6	3	9	3	6	3	9	2	6	3	3	3	9	2	6	3	3	100	H
57	STAGE	ITS/AVL Equipment for Buses	\$1,500,000	2	6	1	1	0	0	1	3	0	0	2	4	3	6	2	4	3	6	3	9	3	6	3	9	3	9	1	1	2	6	1	3	3	3	76	M
58	STAGE	Transit Improv. - Hwy 9 (Frisco/Breckenridge)	\$60,000,000	3	9	3	3	2	4	3	9	3	9	3	6	3	6	3	6	3	6	3	9	3	6	3	9	3	3	3	3	9	3	9	2	2	114	H	
59	STAGE	Summit Stage, Facility Expansion	\$3,900,000	2	6	2	2	1	2	2	6	1	3	2	4	3	6	1	2	3	6	0	0	1	2	2	6	3	9	2	2	2	6	0	0	2	2	64	L
60	STAGE	Increased Community Service	\$4,825,600	2	6	3	3	2	4	2	6	3	9	2	4	3	6	2	4	3	6	3	9	3	6	3	9	1	3	3	3	3	9	1	3	3	3	93	M
61	STAGE	Summit Stage, Capital for Enhanced Services	\$3,000,000	2	6	3	3	2	4	2	6	3	9	2	4	3	6	2	4	3	6	3	9	3	6	3	9	1	3	3	3	2	6	1	3	3	3	90	M
62	STAGE	Maintenance Facility Improvements	\$1,500,000	2	6	2	2	2	4	3	9	2	6	2	4	3	6	2	4	3	6	2	6	3	6	3	9	3	3	3	2	6	3	9	3	3	100	H	
63	STAGE	Bus Shelters/Bus Stop Amenities	\$675,000	2	6	1	1	0	0	1	3	1	3	2	4	3	6	2	4	2	4	3	9	3	6	3	9	3	9	2	2	2	6	2	6	3	3	81	M
64	STAGE	Vanpool Service	\$2,025,000	3	9	3	3	3	6	2	6	3	9	3	6	3	6	3	6	2	4	3	9	3	6	3	9	2	6	2	2	3	9	1	3	3	3	102	H
65	STAGE	Marketing Program	\$150,000	3	9	3	3	2	4	3	9	3	9	3	6	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	1	3	3	3	102	H
66	STAGE	Silverthorne Transit Station Enhancement	\$500,000	2	6	2	2	1	2	1	3	3	9	2	4	3	6	2	4	3	6	3	9	3	6	2	6	3	9	3	3	2	6	1	3	2	2	86	M
67	STAGE	Frisco Transit Station	\$500,000	2	6	2	2	1	2	1	3	3	9	3	6	3	6	1	2	3	6	3	9	3	6	2	6	3	9	3	3	2	6	1	3	1	1	85	M
68	STAGE	Summit Cove Transit Station	\$500,000	2	6	2	2	1	2	1	3	3	9	3	6	3	6	1	2	3	6	3	9	3	6	2	6	3	9	3	3	2	6	1	3	1	1	85	M
69	STAGE	Keystone Transit Station	\$1,500,000	2	6	2	2	1	2	1	3	3	9	3	6	3	6	1	2	3	6	3	9	2	4	3	9	3	9	3	3	2	6	1	3	1	1	86	M
70	STAGE	Copper Mountain Transit Station	\$1,500,000	2	6	2	2	1	2	1	3	3	9	3	6	3	6	1	2	3	6	3	9	2	4	3	9	3	9	3	3	2	6	1	3	1	1	86	M
71	STAGE	Frisco Station Signage	\$75,000	1	3	1	1	0	0	1	3	1	3	1	2	3	6	2	4	3	6	3	9	2	4	3	9	3	9	2	2	2	6	0	0	3	3	70	L
72	STAGE	Service Expansion - 15-min. headways (Frisco/Breck/Cpr Mtn; Sil./Key/AB)	\$81,000,000	3	9	3	3	2	4	2	6	2	6	2	4	3	6	2	4	3	6	3	9	3	6	3	9	1	3	2	2	2	6	1	3	3	3	89	M
73	STAGE	Fueling Facility	\$500,000	1	3	1	1	0	0	2	6	1	3	2	4	3	6	2	4	2	4	3	9	1	2	3	9	3	9	1	1	2	6	0	0	1	1	68	L
74	STAGE	BRT - Frisco/Breckenridge - Capital	\$100,000,000	2	6	2	2	2	4	2	6	3	9	3	6	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	3	9	2	2	97	M
75	STAGE	BRT - Frisco/Breckenridge - Operating	\$250,000,000	2	6	2	2	2	4	2	6	3	9	3	6	3	6	2	4	2	4	3	9	3	6	3	9	2	6	3	3	2	6	3	9	2	2	97	M
76	STAGE	BRT - Silverthorne/Keystone - Capital	\$80,000,000	2	6	2	2	2	4	2	6	2	6	2	4	3	6	2	4	1	2	2	6	2	4	3	9	1	3	3	3	1	3	1	3	1	1	72	L
77	STAGE	BRT - Silverthorne/Keystone - Operating	\$200,000,000	2	6	2	2	2	4	2	6	2	6	2	4	3	6	2	4	1	2	2	6	2	4	3	9	1	3	3	3	1	3	1	3	1	1	72	L
78	STAGE	BRT - Frisco/Copper Mountain - Capital	\$80,000,000	2	6	1	1	1	2	2	6	2	6	2	4	3	6	2	4	1	2	1	3	2	4	3	9	1	3	3	3	1	3	1					

**Table VII-3
High Priority Projects**

Proj. #	Area	Description
2	ASPEN	Cross-town Shuttle
3	ASPEN	EEDAR Shuttles (4WD)
4	ASPEN	Highlands Direct Bus
6	ASPEN	Burlingame Buses
7	ASPEN	Bus Spares
8	ASPEN	Hybrid Bus Upgrades
10	ASPEN	Passenger Amenities
11	ASPEN	Bicycle/Pedestrian Facilities
12	ASPEN	Advanced Public Transit System Technologies
14	ASPEN	Highlands Direct Service - Off Season
114	ASPEN	Aspen to Snowmass Transit Service
136	ASPEN	Maroon Creek Bridge
21	AVON	Transit Center, Phases I & II
130	AVON	Bus Wash Improvements
131	AVON	Parking Facility
81	BRECK	Service Expansion
82	BRECK	Service Expansion - vehicles
83	BRECK	Breckenridge Intermodal Center/Parking Structure
86	BRECK	Transit Coordination w/ Ski Area
87	BRECK	Bus Storage/Maintenance Facility
91	BRECK	Bus Stop/Shelters
28	ECO	Automated Fare Collection/ITS Technologies
29	ECO	Bus Shelters/Bus Stop Amenities
30	ECO	Vehicle Replacement
35	ECO	Transit Center, Eagle County Airport
36	ECO	Replace ADA Vehicles (12 vehicles)
41	GLENW	Service Expansion - 30-min. headways
42	GLENW	Service Expansion - 15-min. headways
43	GLENW	Bus Stops/Shelters
44	GLENW	Transit/Information Center
45	RFTA	BRT - Capital
46	RFTA	BRT - Operating & Maintenance
47	RFTA	Rail Capital
48	RFTA	Rail - Operating & Maintenance
49	RFTA	RTA Additional Services (Also included in BRT & Rail)
111	RFTA	New Castle Local Circulator
112	RFTA	Sunlight Mountain Resort Route
113	RFTA	CMC Spring Valley Route
121	RFTA	Rifle Local Circulator Service
98	SNOWM	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)
99	SNOWM	Bus Stop Improvements
100	SNOWM	Transit Plaza/PnR (\$6,150,000/\$9,406,000) Mall Transit Center
101	SNOWM	Expand Service - 4 Routes
56	STAGE	Transit Planning/Marketing Position
58	STAGE	Transit Improv. - Hwy 9 (Frisco/Breckenridge)
62	STAGE	Maintenance Facility Improvements
64	STAGE	Vanpool Service
65	STAGE	Marketing Program
106	STAGE	Seasonal Service among Grand, Park, and Summit Counties
107	STAGE	RTA Study
108	STAGE	RTA Implementation Assistance
109	STAGE	Service between Lake and Summit Counties
110	STAGE	Service between Denver Metro and Summit County
92	VAIL	Multimodal Transit Center
93	VAIL	Vail, Capital Expansion
94	VAIL	Vail, Enhanced Services Operating

Evaluation Criteria and Project Ranking

**Table VII-4
Medium Priority Projects**

Proj. #	Area	Description
1	ASPEN	Galena Street Shuttles
5	ASPEN	Replacement of 35' Low Floor Buses
9	ASPEN	Rubey Park Transit Center Improvements
13	ASPEN	Miscellaneous Projects
15	ASPEN	AABC/Burlingame Service
16	ASPEN	Split Castle/Maroon Service
17	ASPEN	Extend Galena St Shuttle & Reverse Hunter Creek
18	ASPEN	Maroon Creek Roundabout Transit Center Plan
23	AVON	GPS Information System
24	AVON	Service Expansion (Village at Avon)
25	AVON	Service Expansion (Village at Avon) - vehicles
132	AVON	Transit Administration Facility
84	BRECK	Gondola - capital
85	BRECK	Gondola - operating
89	BRECK	GPS Information System
90	BRECK	ITS/AVL Equipment
26	CMC	Full-time Drivers (3)
27	CMC	Staff Expansion for W. Garfield County
31	ECO	Fare Collection/ITS Update
32	ECO	Expand Fleet w/ 5 Vehicles
37	ECO	ECO - Central Phone System
38	ECO	Expand Staff - 3 Drivers
117	REGION	Right-of-Way Preservation
118	REGION	Regional Park-and-Rides
119	REGION	Subsidized Transit Pass Program
120	REGION	Carpool Matching Program
122	REGION	Intercity Transit Service
123	REGION	Skier Express Service - Denver to Eagle County
124	REGION	Leadville Local Circulator Service
128	REGION	Fixed Guideway - DIA to Eagle County Airport
50	RFTA	Rifle North Park-and-Ride
51	RFTA	Catherine's Store Park-and-Ride Expansion
52	RFTA	New Castle Park-and-Ride
55	RFTA	Bus Stop Improvements
104	SNOWM	Expand Service - Hwy 82 Park-and-Ride (capital)
105	SNOWM	Expand Service - Hwy 82 Park-and-Ride (operating)
57	STAGE	ITS/AVL Equipment for Buses
60	STAGE	Increased Community Service
61	STAGE	Summit Stage, Capital for Enhanced Services
63	STAGE	Bus Shelters/Bus Stop Amenities
66	STAGE	Silverthorne Transit Station Enhancement
67	STAGE	Frisco Transit Station
68	STAGE	Summit Cove Transit Station
69	STAGE	Keystone Transit Station
70	STAGE	Copper Mountain Transit Station
72	STAGE	Service Expansion - 15-min. headways (Frisco/Breck/Cpr Mtn; Sil./Key/AB)
74	STAGE	BRT - Frisco/Breckenridge - Capital
75	STAGE	BRT - Frisco/Breckenridge - Operating
80	STAGE	Service Expansion - Breckenridge to Keystone
96	VAIL	Vail, Bus Shelters
97	VAIL	Vail, Global Positioning System

Table VII-5 Low Priority Projects		
Proj. #	Area	Description
20	ASPEN	Improved Castle/Maroon
22	AVON	Purchase Bus Shelters
133	AVON	Bus Storage Facility
88	BRECK	People Mover
33	ECO	Upgrade Facility
34	ECO	ECO Transit Facility - mid-valley
39	ECO	Increase Salaries - 2 Admin
40	ECO	Increase Salaries - 2 Mechanics
115	REGION	Rifle to Grand Junction Transit Service
116	REGION	SH 133 Transit Service
125	REGION	Commuter Rail, Avon to Glenwood
126	REGION	Dowd Junction Facility
127	REGION	Buttermilk Facility
129	REGION	Passenger Rail - Eagle County to Steamboat
134	REGION	Upper Roaring Fork Transit System Capital
135	REGION	Upper Roaring Fork Transit System Operating
137	REGION	Intermountain Rail Connection, West Vail to Eagle County Airport
53	RFTA	Interoffice Computer Connections
54	RFTA	New Admin. Office Building
102	SNOWM	Transit Offices
103	SNOWM	Bus Storage Facility
59	STAGE	Summit Stage, Facility Expansion
71	STAGE	Frisco Station Signage
73	STAGE	Fueling Facility
76	STAGE	BRT - Silverthorne/Keystone - Capital
77	STAGE	BRT - Silverthorne/Keystone - Operating
78	STAGE	BRT - Frisco/Copper Mountain - Capital
79	STAGE	BRT - Frisco/Copper Mountain - Operating
95	VAIL	Vail, Intown Fixed Guideway System

Long-Range Transit Element (2030)

INTRODUCTION

Transportation planning was once simple. It meant more money for more roads, especially freeways. Building roads was also simpler. There was more available land, better funding, fewer environmental constraints, and people clearly wanted more and better roads for their cars. Today



the situation and the regulatory climate are much more complex. Clearly there is a crisis in transportation, but the only consensus on solutions may be that there is no easy solution. There are not enough transportation funds, preservation for right-of-way is not readily practiced in communities, and public opposition often arises. Yet the mobility needs of a growing population need to be met.

Making better use of our existing transportation system will require overcoming significant obstacles. Local governments and rural counties are hard pressed to maintain the roads they have. The transportation issue itself is now interlinked with many complex issues. Air quality and transportation go hand in hand. Accommodating growth, land use, environmental concerns, and public safety directly relate to transportation. The state spending limit, budgeting process, and the economics of transportation tie the issue to a myriad of often conflicting or competing interests. This report focuses on the long-range and short-range transit alternatives to meet these transportation challenges.

This chapter presents the Long-Range 2030 Transit Element for the Regional Transportation Plan. The Long-Range Transit Element includes an analysis of unmet needs, gaps in the service areas, regional transit needs, a policy plan for the region, and a funding plan. This chapter identifies a policy plan for the Intermountain Region, which identifies policies and strategies for transit service within the region.

The Intermountain Region is a challenging environment for public transportation due to the demands stimulated from tourism industry, from visitors to employees to residents. Transit services present opportunities for travelers and commuters to use alternate forms of ground transportation rather than personal vehicles.

The communities of each county are continuously working to update the general comprehensive plans, land use plans, and transportation plans within the study area. Changes in these plans are needed to meet the long-range transit needs and to develop a sustainable transit system for the future.

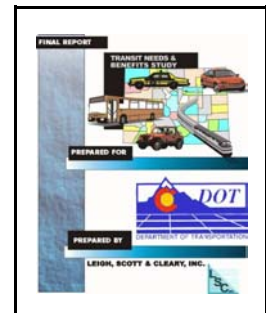
UNMET NEED

As mentioned previously, the existing transportation providers were presented in Chapter III, along with the transit demand for the region. The following section summarizes unmet transit need for the area.

Unmet need has several definitions. This study introduces two different definitions of unmet need. The first unmet needs analysis is from the Statewide Transit Needs and Benefits Study, as presented in Chapter IV. The second unmet needs analysis is from public meeting input, which are held around the Intermountain Region during the study period. This includes reports, comments, and suggestions regarding the adequacy of transit services in the local area.

Statewide Transit Needs and Benefits Study

The Colorado Department of Transportation completed a Transit Needs and Benefits Study (TNBS) for the entire state in 1999. An update of the existing transit need was performed in 2000 using 1999 data, which replaced the 1996 data from the original study. Transit need estimates were developed for the entire state, for each region, and on a county-by-county basis. Chapter IV presents the detailed methodology for the TNBS.



The LSC Team updated the TNBS transit needs estimates using the recently released 2000 census numbers. The 2002 annual transit need estimates for the

Intermountain Region were 1,435,720 trips for the general public including youth and seniors, 51,940 trips for persons with disabilities; 1,070,796 program trips; and 17,499,926 resort trips. The total transit need in 2002 for the Intermountain Region is estimated at 20,058,382 annual trips.

Table VIII-1 presents a summary of the TNBS methodology for the Intermountain Region. The table indicates that approximately 67 percent of the existing transit need is *being* met with 33 percent of the transit need for the region unmet.

Table VIII-1 2002 Transit Demand Summary (TNBS Methodology)							
Methodology	Srs./Youth/ Gen. Public	Disabled	Program	Resort	TOTAL DEMAND	Trips Provided*	Unmet Need
TNBS Intermountain Region	1,435,720	51,940	1,070,796	17,499,926	20,058,382	13,515,560	33%
* Information from local providers.							
Source: LSC, 2003.							

The TNBS approach used a combination of methodologies and aggregated the need for the Intermountain Region. However, the approach used factors based on state-wide characteristics and is not specific to the Intermountain counties. The TNBS level of need should be used as a guideline to the level of need and as a comparison for the other methodologies.

Unmet Need Based on Public Input

The purpose of the unmet transit needs analysis is to ensure that all reasonable unmet transit needs are met. Unmet transit needs are currently defined in terms of a couple of target groups—specifically, people who are recognized as “transportation disadvantaged” and people who are “choice riders.” An individual is considered “transportation disadvantaged” when his or her transportation needs are not adequately met by the automobile. The following are examples of people who meet this definition:

1. *Individuals who do not own and/or operate an automobile for reasons of low income.*
2. *Individuals who do not own and/or operate an automobile because of advanced age, physical disability, and/or mental impairment.*

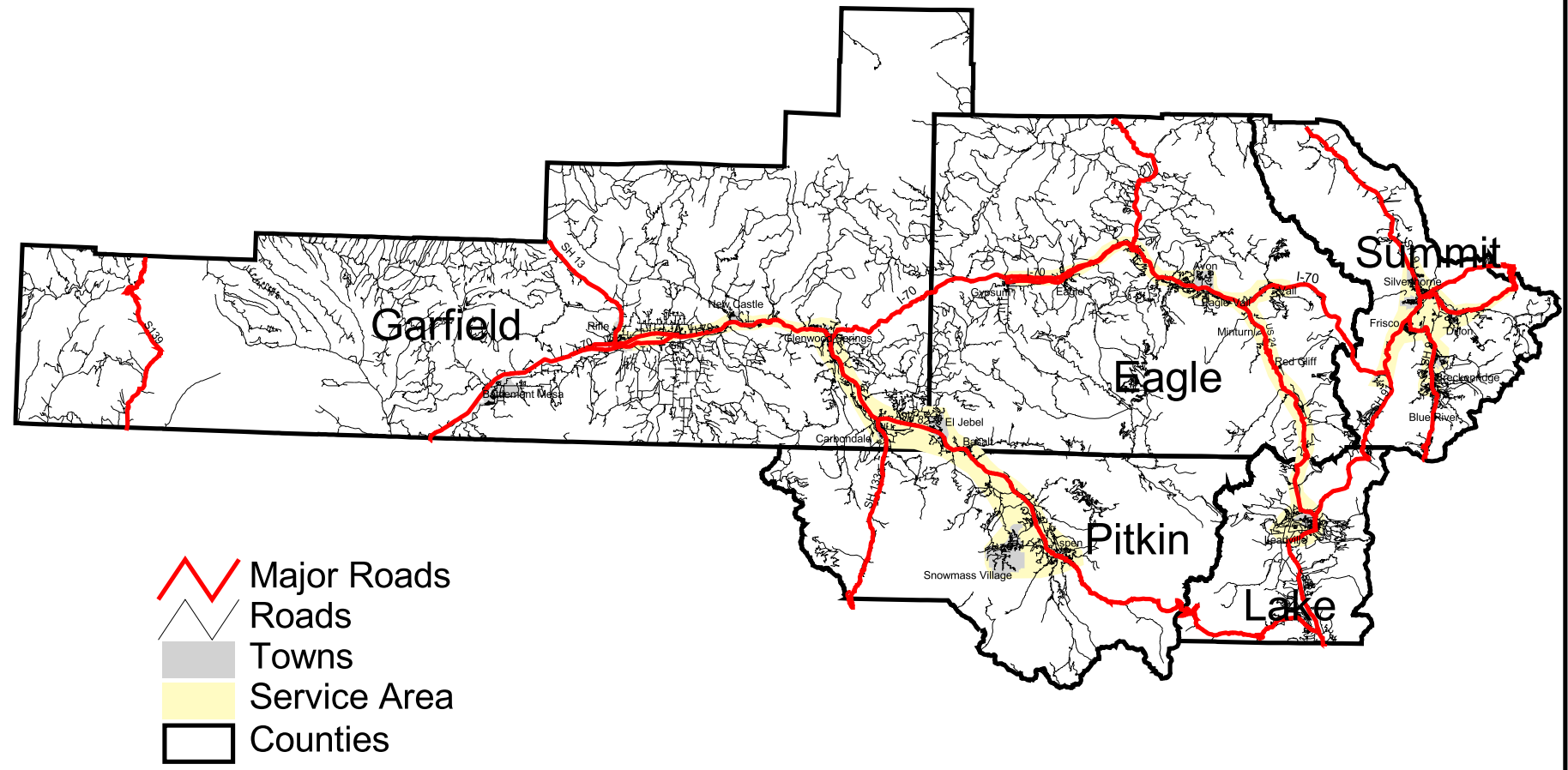
The definition includes all individuals who, by virtue of their age, income, or disability, are not adequately served by the automobile. Transportation disadvantaged persons are the primary targets for proposals to provide or expand public transportation services. Choice riders are those persons who have a vehicle available for transportation, but opt to utilize the public transportation system for any number of reasons—environmental consciousness, saving gas, parking too expensive, transit convenient, etc.

This Intermountain Final Report addresses unmet needs based on input received from local citizens at open houses for the Transit Element. Several public meetings in different locations have been held across the region.

GAPS IN SERVICE AREAS

Going hand-in-hand with unmet needs are gaps in service areas. The existing regional transit services were presented in Chapter III. These services are summarized in Figure VIII-1 and used to identify gaps in the service area.

Figure VIII-1
Intermountain Transit Element
Service Areas



Long-range future transit projects, presented in Chapter VI, were discussed at Intermountain Region public meetings. The projects presented in this report consciously plug some of the most glaring gaps in service. However, the funding sources for future projects are not dedicated and provoke the



luminous question of “how will we pay for it?” Many sources could potentially be used, such as: higher fares charged, private/public partnerships, more county funding, more federal and state funds, rural transportation authority, and others.

The LSC Team looked at how people currently use the existing transit services, who uses the services, and what keeps others from doing so. There are many reasons why people choose their automobile over the transit service. Many of the future transit services would operate longer hours, run more frequently, and extend service areas. That is expensive, particularly in the early years as ridership builds, but a fast, frequent, and reliable transit system would attract all market segments to the service.

There is no sugar-coating the fact that the transit services cannot come close to paying for themselves. There is justification for public support given the benefits the proposed transit projects would provide in reducing traffic and protecting community character and improving the environment—but the options for who would pay, and how much, are pertinent issues.

Increased funding is key to implementing the 2030 proposed transit projects. Under TEA-21, transportation plans are required to show the ability to fund all proposed projects for each mode—transit, highway, bike/pedestrian, transportation demand management, and rail. This requirement has compelled the Intermountain Region to focus on projects that are high-performing and cost-effective.

Increased congestion in the region is another reason for this long-range transit plan to include a list of future projects. These projects could be advanced through the amendment process to the constrained plan if new funds are identified. Decision-makers have flexibility to consider any of the proposed projects and could

change priorities if additional funding opportunities present themselves in the future.

REGIONAL NEEDS - PREFERRED PLAN

Each provider in the Intermountain Region study area was asked to submit operational and capital projects for the next 20 years to address long-range transit needs. The projects discussed in the following pages are the 2030 Long-Range Preferred Plan for the Intermountain Region, not the Constrained Plan. The Long-Range Constrained Plan is presented later in the chapter. The Preferred Plan is based on *unrestricted funding* for the transit providers. The submitted projects include costs to maintain the existing system and also projects that would enhance the current transit services. All of the projects are eligible for transit funding.

Under TEA-21, transportation plans must show the ability to fund all proposed projects. This requirement has compelled the Intermountain Region to focus on projects that are high-performing and cost-effective. The available funding is expected to be far short of meeting all the identified needs. Therefore, it is important to provide a Preferred Plan which is not constrained by financial resources. Projects in the unconstrained list could be advanced through the amendment process to the Constrained Plan, if new funds were identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future.

Table VIII-2 presents a regional total for the long-range transit projects. The transit projects for the region for the next 20 plus years have an estimated cost of approximately \$13.6 billion dollars. This total includes operational and capital costs.

Table VIII-2

Long-Range Preferred Plan by Submitting Agency

Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)	27-Yr Cumulative Cost
ASPEN				
M	Capital Replacement (Maintain Existing Service)	\$375,000	\$10,125,000	\$10,125,000
M	Operating (Maintain Existing Service)	\$2,900,000	\$78,300,000	\$88,425,000
1	Galena Street Shuttles	\$53,365	\$1,440,855	\$89,865,855
2	Cross-town Shuttle	\$53,365	\$1,440,855	\$91,306,710
3	EEDAR Shuttles (4WD)	\$53,515	\$1,444,905	\$92,751,615
4	Highlands Direct Bus	\$59,750	\$1,613,250	\$94,364,865
5	Replacement of 35' Low Floor Buses	\$265,500	\$7,168,500	\$101,533,365
6	Burlingame Buses	\$205,218	\$5,540,886	\$107,074,251
7	Bus Spares	\$24,375	\$658,125	\$107,732,376
8	Hybrid Bus Upgrades	\$220,000	\$5,940,000	\$113,672,376
9	Rubey Park Transit Center Improvements		\$162,000	\$113,834,376
10	Passenger Amenities		\$202,500	\$114,036,876
11	Bicycle/Pedestrian Facilities		\$202,500	\$114,239,376
12	Advanced Public Transit System Technologies		\$405,000	\$114,644,376
13	Miscellaneous Projects		\$81,000	\$114,725,376
14	Highlands Direct Service - Off Season	\$60,000	\$1,620,000	\$116,345,376
15	AABC/Burlingame Service	\$1,000,000	\$27,000,000	\$143,345,376
16	Split Castle/Maroon Service	\$2,000	\$54,000	\$143,399,376
17	Extend Galena St Shuttle & Reverse Hunter Creek	\$115,000	\$3,105,000	\$146,504,376
18	Maroon Creek Roundabout Transit Center Plan	\$325,000	\$8,775,000	\$155,279,376
19	Modify Cemetery Lane Route	\$27,000	\$729,000	\$156,008,376
20	Improved Castle/Maroon	\$675,000	\$18,225,000	\$174,233,376
114	Aspen to Snowmass Transit Service	\$1,481,481	\$40,000,000	\$214,233,376
136	Maroon Creek Bridge		\$12,000,000	\$226,233,376
	<i>Subtotal</i>	<i>\$7,895,569</i>	<i>\$226,233,376</i>	
TOWN OF AVON				
M	Capital Replacement (Maintain Existing Service)	\$1,045,500	\$28,228,500	\$254,461,876
M	Operating (Maintain Existing Service)	\$1,900,000	\$51,300,000	\$305,761,876
21	Transit Center, Phases I & II		\$1,600,000	\$307,361,876
22	Purchase Bus Shelters		\$300,000	\$307,661,876
23	GPS Information System		\$100,000	\$307,761,876
24	Service Expansion (Village at Avon)	\$240,000	\$6,480,000	\$314,241,876
25	Service Expansion (Village at Avon) - vehicles		\$1,500,000	\$315,741,876
130	Bus Wash Improvements		\$500,000	\$316,241,876
131	Parking Facility		\$7,000,000	\$323,241,876
132	Transit Administration Facility		\$2,000,000	\$325,241,876
133	Bus Storage Facility		\$4,000,000	\$329,241,876
	<i>Subtotal</i>	<i>\$3,185,500</i>	<i>\$103,008,500</i>	
COLORADO MOUNTAIN COLLEGE				
M	Capital Replacement (Maintain Existing Service)	\$70,000	\$1,890,000	\$331,131,876
M	Operating (Maintain Existing Service)	\$197,000	\$5,319,000	\$336,450,876
26	Full-time Drivers (3)	\$81,200	\$842,400	\$337,293,276
27	Staff Expansion for W. Garfield County	\$41,600	\$1,123,200	\$338,416,476
	<i>Subtotal</i>	<i>\$339,800</i>	<i>\$9,174,600</i>	
ECO				
M	Capital Replacement (Maintain Existing Service)	\$599,259	\$16,180,000	\$354,596,476
M	Operating (Maintain Existing Service)	\$4,400,000	\$118,800,000	\$473,396,476
28	Automated Fare Collection/ITS Technologies		\$500,000	\$473,896,476
29	Bus Shelters/Bus Stop Amenities		\$1,300,000	\$475,196,476
30	Vehicle Replacement	\$547,407	\$14,780,000	\$489,976,476
31	Fare Collection/ITS Update		\$1,000,000	\$490,976,476
32	Expand Fleet w/ 5 Vehicles		\$2,000,000	\$492,976,476
33	Upgrade Facility		\$5,000,000	\$497,976,476
34	ECO Transit Facility - mid-valley		\$2,000,000	\$499,976,476
35	Transit Center, Eagle County Airport		\$2,000,000	\$501,976,476
36	Replace ADA Vehicles (12 vehicles)		\$1,000,000	\$502,976,476
37	ECO - Central Phone System		\$25,000	\$503,001,476
38	Expand Staff - 3 Drivers	\$150,000	\$4,050,000	\$507,051,476
39	Increase Salaries - 2 Admin	\$100,000	\$2,700,000	\$509,751,476
40	Increase Salaries - 2 Mechanics	\$100,000	\$2,700,000	\$512,451,476
	<i>Subtotal</i>	<i>\$5,896,667</i>	<i>\$174,035,000</i>	
GLENWOOD SPRINGS				
M	Capital Replacement (Maintain Existing Service)	\$300,000	\$8,100,000	\$520,551,476
M	Operating (Maintain Existing Service)	\$715,209	\$19,310,643	\$539,862,119
41	Service Expansion - 30-min. headways	\$997,458	\$26,931,366	\$566,793,485
42	Service Expansion - 15-min. headways	\$1,502,026	\$40,554,702	\$607,348,187
43	Bus Stops/Shelters	\$27,489	\$742,197	\$608,090,384
44	Transit/Information Center		\$100,000	\$608,190,384
	<i>Subtotal</i>	<i>\$3,542,182</i>	<i>\$95,738,908</i>	

Table VIII-2, continued

Long-Range Preferred Plan by Submitting Agency

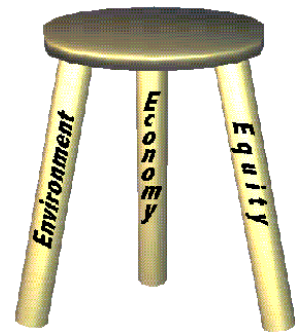
Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)	27-Yr Cumulative Cost
RFTA				
M	Capital Replacement (Maintain Existing Service)	\$3,398,001	\$91,746,027	\$699,936,411
M	Operating (Maintain Existing Service)	\$8,676,891	\$234,276,057	\$934,212,468
45	BRT - Capital		\$102,200,000	\$1,036,412,468
46	BRT - Operating & Maintenance	\$20,900,000	\$564,300,000	\$1,600,712,468
47	Rail Capital		\$306,600,000	\$1,907,312,468
48	Rail - Operating & Maintenance	\$29,000,000	\$783,000,000	\$2,690,312,468
49	RTA Additional Services (Also included in BRT & Rail)	\$3,537,037	\$95,500,000	\$2,785,812,468
50	Rifle North Park-and-Ride		\$200,000	\$2,786,012,468
51	Catherine's Store Park-and-Ride Expansion		\$150,000	\$2,786,162,468
52	New Castle Park-and-Ride		\$500,000	\$2,786,662,468
53	Interoffice Computer Connections		\$1,000,000	\$2,787,662,468
54	New Admin. Office Building		\$4,000,000	\$2,791,662,468
55	Bus Stop Improvements		\$500,000	\$2,792,162,468
111	New Castle Local Circulator	\$405,556	\$10,950,000	\$2,803,112,468
112	Sunlight Mountain Resort Route	\$405,556	\$10,950,000	\$2,814,062,468
113	CMC Spring Valley Route	\$405,556	\$10,950,000	\$2,825,012,468
121	Rifle Local Circulator Service	\$407,407	\$11,000,000	\$2,836,012,468
	<i>Subtotal</i>	\$67,136,003	\$2,227,822,084	
SUMMIT STAGE				
M	Capital Replacement (Maintain Existing Service)	\$609,630	\$16,460,000	\$2,852,472,468
M	Operating (Maintain Existing Service)	\$5,003,000	\$135,081,000	\$2,987,553,468
56	Transit Planning/Marketing Position	\$22,222	\$600,000	\$2,988,153,468
57	ITS/AVL Equipment for Buses		\$1,500,000	\$2,989,653,468
58	Transit Improv. - Hwy 9 (Frisco/Breckenridge)		\$60,000,000	\$3,049,653,468
59	Summit Stage, Facility Expansion		\$3,900,000	\$3,053,553,468
60	Increased Community Service	\$178,726	\$4,825,600	\$3,058,379,068
61	Summit Stage, Capital for Enhanced Services		\$3,000,000	\$3,061,379,068
62	Maintenance Facility Improvements		\$1,500,000	\$3,062,879,068
63	Bus Shelters/Bus Stop Amenities	\$25,000	\$675,000	\$3,063,554,068
64	Vanpool Service	\$75,000	\$2,025,000	\$3,065,579,068
65	Marketing Program	\$5,556	\$150,000	\$3,065,729,068
66	Silverthorne Transit Station Enhancement		\$500,000	\$3,066,229,068
67	Frisco Transit Station		\$500,000	\$3,066,729,068
68	Summit Cove Transit Station		\$500,000	\$3,067,229,068
69	Keystone Transit Station		\$1,500,000	\$3,068,729,068
70	Copper Mountain Transit Station		\$1,500,000	\$3,070,229,068
71	Frisco Station Signage		\$75,000	\$3,070,304,068
72	Service Expansion - 15-min. headways (Frisco/Breck/Cpr Mtn; Sil./Key/AB)	\$3,000,000	\$81,000,000	\$3,151,304,068
73	Fueling Facility		\$500,000	\$3,151,804,068
74	BRT - Frisco/Breckenridge - Capital		\$100,000,000	\$3,251,804,068
75	BRT - Frisco/Breckenridge - Operating	\$9,259,259	\$250,000,000	\$3,501,804,068
76	BRT - Silverthorne/Keystone - Capital		\$80,000,000	\$3,581,804,068
77	BRT - Silverthorne/Keystone - Operating	\$7,407,407	\$200,000,000	\$3,781,804,068
78	BRT - Frisco/Copper Mountain - Capital		\$80,000,000	\$3,861,804,068
79	BRT - Frisco/Copper Mountain - Operating	\$7,407,407	\$200,000,000	\$4,061,804,068
80	Service Expansion - Breckenridge to Keystone	\$200,000	\$5,400,000	\$4,067,204,068
106	Seasonal Service among Grand, Park, and Summit Counties	\$92,593	\$2,500,000	\$4,069,704,068
107	RTA Study		\$30,000	\$4,069,734,068
108	RTA Implementation Assistance		\$60,000	\$4,069,794,068
109	Service between Lake and Summit Counties	\$89,363	\$2,412,800	\$4,072,206,868
110	Service between Denver Metro and Summit County	\$89,363	\$2,412,800	\$4,074,619,668
	<i>Subtotal</i>	\$33,464,526	\$1,238,607,200	
TOWN OF BRECKENRIDGE				
M	Capital Replacement (Maintain Existing Service)	\$400,000	\$10,800,000	\$4,085,419,668
M	Operating (Maintain Existing Service)	\$1,000,000	\$27,000,000	\$4,112,419,668
81	Service Expansion	\$1,488,889	\$40,200,000	\$4,152,619,668
82	Service Expansion - vehicles		\$1,600,000	\$4,154,219,668
83	Breckenridge Intermodal Center/Parking Structure		\$31,500,000	\$4,185,719,668
84	Gondola - capital		\$18,000,000	\$4,203,719,668
85	Gondola - operating	\$700,000	\$18,900,000	\$4,222,619,668
86	Transit Coordination w/ Ski Area	\$2,322,222	\$62,700,000	\$4,285,319,668
87	Bus Storage/Maintenance Facility		\$5,000,000	\$4,290,319,668
88	People Mover		\$8,000,000	\$4,298,319,668
89	GPS Information System		\$300,000	\$4,298,619,668
90	ITS/AVL Equipment		\$250,000	\$4,298,869,668
91	Bus Stop/Shelters		\$100,000	\$4,298,969,668
	<i>Subtotal</i>	\$5,911,111	\$224,350,000	

Table VIII-2, continued
Long-Range Preferred Plan by Submitting Agency

Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)	27-Yr Cumulative Cost
TOWN OF VAIL				
M	Capital Replacement (Maintain Existing Service)	\$444,444	\$12,000,000	\$4,310,969,668
M	Operating (Maintain Existing Service)	\$3,100,000	\$83,700,000	\$4,394,669,668
92	Multimodal Transit Center		\$15,000,000	\$4,409,669,668
93	Vail, Capital Expansion		\$5,000,000	\$4,414,669,668
94	Vail, Enhanced Services Operating	\$370,370	\$10,000,000	\$4,424,669,668
95	Vail, Intown Fixed Guideway System		\$50,000,000	\$4,474,669,668
96	Vail, Bus Shelters		\$150,000	\$4,474,819,668
97	Vail, Global Positioning System		\$250,000	\$4,475,069,668
	<i>Subtotal</i>	\$3,914,815	\$176,100,000	
TOWN OF SNOWMASS VILLAGE				
M	Capital Replacement (Maintain Existing Service)	\$619,071	\$16,714,904	\$4,491,784,572
M	Operating (Maintain Existing Service)	\$1,900,000	\$51,300,000	\$4,543,084,572
98	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)		\$402,500	\$4,543,487,072
99	Bus Stop Improvements		\$636,142	\$4,544,123,214
100	Transit Plaza/PnR (\$6,150,000/\$9,406,000) Mall Transit Center		\$15,556,000	\$4,559,679,214
101	Expand Service - 4 Routes	\$160,000	\$4,320,000	\$4,563,999,214
102	Transit Offices		\$480,000	\$4,564,479,214
103	Bus Storage Facility		\$2,500,000	\$4,566,979,214
104	Expand Service - Hwy 82 Park-and-Ride (capital)		\$2,700,000	\$4,569,679,214
105	Expand Service - Hwy 82 Park-and-Ride (operating)	\$480,000	\$12,960,000	\$4,582,639,214
	<i>Subtotal</i>	\$3,159,071	\$107,569,546	
REGIONAL TRANSIT PROJECTS				
115	Rifle to Grand Junction Transit Service	\$166,400	\$4,492,800	\$4,587,132,014
116	SH 133 Transit Service	\$83,200	\$2,246,400	\$4,589,378,414
117	Right-of-Way Preservation	\$370,370	\$10,000,000	\$4,599,378,414
118	Regional Park-and-Rides	\$157,407	\$4,250,000	\$4,603,628,414
119	Subsidized Transit Pass Program	\$18,519	\$500,000	\$4,604,128,414
120	Carpool Matching Program	\$13,333	\$360,000	\$4,604,488,414
122	Intercity Transit Service	\$522,222	\$14,100,000	\$4,618,588,414
123	Skier Express Service - Denver to Eagle County	\$12,500	\$337,500	\$4,618,925,914
124	Leadville Local Circulator Service	\$24,074	\$650,000	\$4,619,575,914
125	Commuter Rail, Avon to Glenwood	\$6,037,037	\$163,000,000	\$4,782,575,914
126	Dowd Junction Facility		\$50,000,000	\$4,832,575,914
127	Buttermilk Facility		\$54,400,000	\$4,886,975,914
128	Fixed Guideway - DIA to Eagle County Airport	\$311,111,111	\$8,400,000,000	\$13,286,975,914
129	Passenger Rail - Eagle County to Steamboat	\$2,481,481	\$67,000,000	\$13,353,975,914
134	Upper Roaring Fork Transit System Capital		\$87,516,450	\$13,441,492,364
135	Upper Roaring Fork Transit System Operating	\$2,431,013	\$65,637,338	\$13,507,129,702
137	Intermountain Rail Connection, West Vail to Eagle County Airport	\$2,703,704	\$73,000,000	\$13,580,129,702
	<i>Subtotal</i>	\$326,132,372	\$8,997,490,488	
Intermountain Region Total			\$13,580,129,702	

POLICY PLAN

This Transit Element for the 2030 Transportation Plan has been developed with the understanding of community consensus for transportation initiatives that will enhance all elements of the Intermountain Region’s quality of life—while mitigating negative effects of population growth, sprawl, and traffic congestion.



The purpose of developing a regional vision statement and identifying issues and goals is to clearly articulate what is important to the residents of Intermountain Colorado. By clarifying a regional vision, issues, and goals, the Intermountain Region can better focus the use of scarce resources to address current and long-range needs. In terms of transportation, a common vision and goals provide a focus for implementing the type of infrastructure required to support the desired quality of life in the region. Chapter V presented the vision, goals, and objectives for the Intermountain Region.

Transportation is vital to our economy and our society. It supports economic development through the movement of goods and through access to jobs, services, and other activities. However, as we entered the 21st century, concerns are growing about how to meet increasing demands for access and mobility, safe and efficient operations, capacity of the current transportation infrastructure, environmental quality, and social equity.

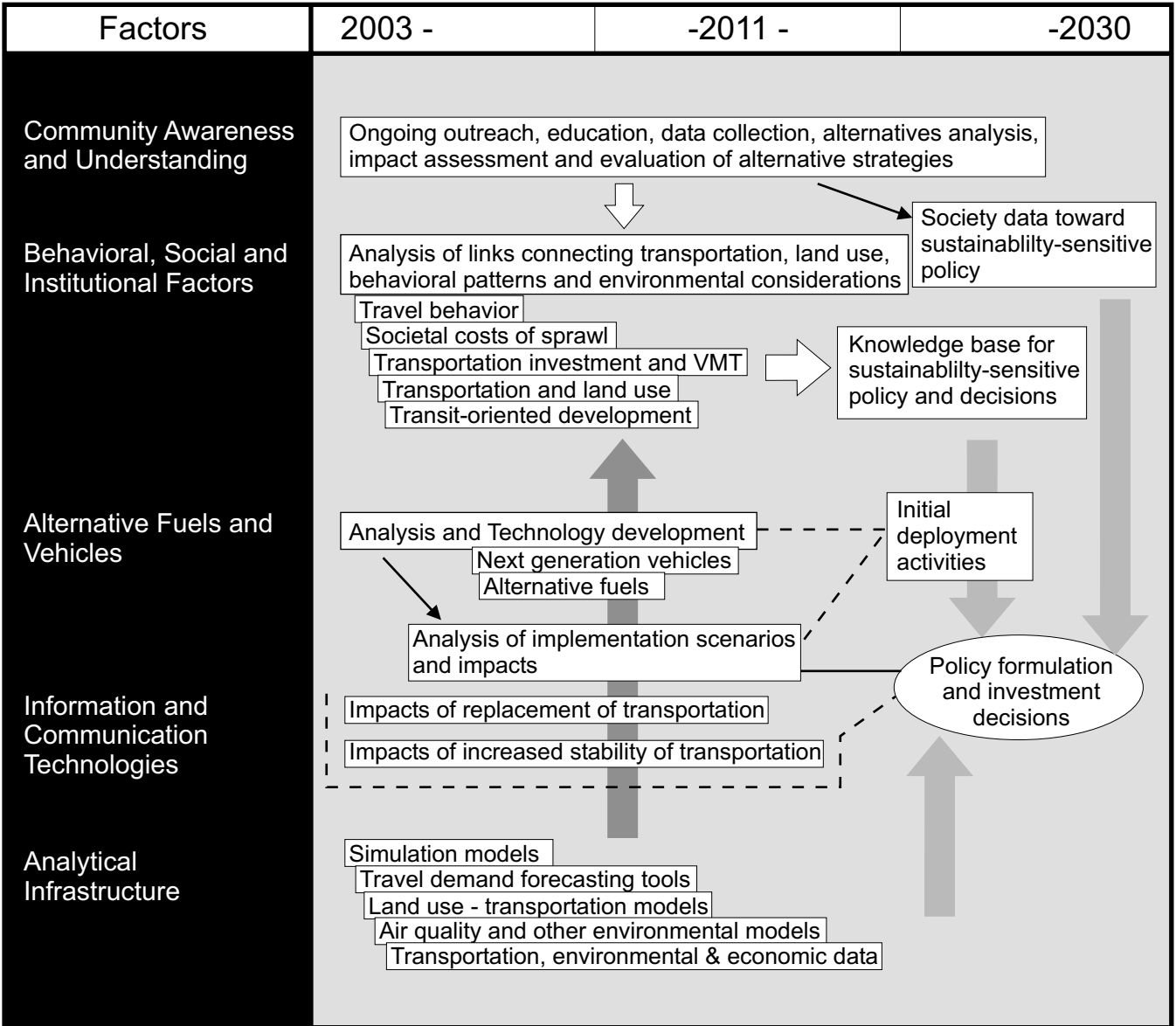
The negative effects of transportation activities, and the development patterns they support, include contribution to greenhouse gases and global warming, congestion, air and water pollution, inefficient land use, unequal access to transportation, and ecosystem fragmentation.

There is a lack of understanding of how best to balance the often conflicting goals of economic growth, environmental quality, and sustainability. A key focus to this dilemma is how sustainable transportation and land use contribute to this balance—including policies, investments, and strategies. These relationships produce environmental, social equity, and economic outcomes, sometimes charac-

terized as the “Three Es.” As discussed above, progress is measured by outcomes ranging from reduced greenhouse gases to better access to jobs. Thus, the greatest challenge for decision makers at all levels is to achieve a balance among the components, some of which may be in competition. Figure VIII-2 provides a policy roadmap for each entity of the Intermountain Region—towns, counties, state, and federal agencies.

This Long-Range Transit Element will be a tool for the local planning staff. Specific goals of the plan will include transit projects to meet regional mobility needs, enhance economic development within the region, and increase transit service to reduce single-occupancy vehicle usage.

Figure VIII-2
Policy Roadmap for Committee



Concept adapted from US Department of Transportation, Volpe Center

FUNDING PLAN - FINANCIALLY-CONSTRAINED

This section of Chapter VIII presents the funding plan for the Intermountain Long-Range Financially-Constrained Plan. The revenue projections are presented along with alternative funding sources to be pursued by the agencies within the region. This Financially-Constrained Plan relies on the funding sources that are currently being used by the transit agencies or are likely to be realized over the planning horizon.



Funding for transit service within the region will come from federal and local (public and private) sources. The Transportation Equity Act for the 21st Century (TEA-21) is the current legislation guiding the federal transit program. Under TEA-21, the Federal Transit Administration administers formula and discretionary funding programs that are applicable to the Intermountain Region. Currently, no state funding is available for transit services across the State of Colorado. Senate Bill 1 will result in state funding for transit, but no funds are anticipated for several years. The following text provides a short description of other existing funding sources.

5309 Discretionary Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provides capital funding assistance to any size community. The program is administered by the FTA. The funds are available to public transportation providers in the state on a competitive discretionary basis, providing up to 80 percent of capital costs. These funds are generally used for “big ticket” major capital investment projects, such as modernization of a fleet and expansion plans. Competition for these funds is fierce, and generally requires lobbying in Washington, DC and receiving a congressional earmark.

Total Section 5309 funding nationwide increased from a Fiscal Year 1997-98 level of \$1.9 billion to a Fiscal Year 2001-02 apportionment of \$2.8 billion. Approx-

imately 10 percent of the funds are set aside for rehabilitation or replacement of buses and equipment, and the construction of bus transit facilities. In Fiscal Year 2001-02, \$7,672,725 was earmarked for projects in Colorado. It should be noted that in recent years the transit agencies in Colorado have submitted requests for projects through a statewide coalition; each transit agency in the Intermountain Region is a member of the coalition—CASTA.

5310 Elderly and Persons with Disabilities Capital Funds

This program is administered by the Colorado Department of Transportation and provides funds to private, nonprofit agencies which transport elderly and disabled persons. The funds are available on a discretionary basis to support 80 percent of capital costs such as vehicles, wheelchair lifts, two-way radios, and other equipment. In Fiscal Year 2001-02, Colorado received \$994,098 for this program. Preliminary estimates by FTA Region 8 staff indicate that CDOT's apportionment for Fiscal Year 2002-03 will be on the order of \$1,115,251.

5311 Capital and Operating Funds

Established by the Federal Transportation Act of 1964 and amended by the Surface Transportation Assistance Act of 1978 and the Intermodal Surface Transportation Efficiency Act of 1991, this program provided funding assistance to communities with less than 50,000 population. The Federal Transportation Administration (FTA) is charged with distributing federal funding for "purposes of mass transportation."

The program is administered by the Colorado Department of Transportation. The funds are available to public and private transportation providers in the state on a competitive, discretionary basis to support up to 80 percent of the net administrative costs and up to 50 percent of the net operating deficit. Use of this funding requires the agency to maintain certain records in compliance with federal and state requirements. Most of the funds are apportioned directly to rural counties based upon population levels. The remaining funds are distributed by the DOT on a discretionary basis, and are typically used for capital purposes.

Cuts in this program have been substantially smaller than in the urbanized area program, equaling roughly 16.4 percent. Preliminary estimates by FTA Region 8 staff indicate that CDOT's apportionment for Fiscal Year 2002-03 will be approximately \$2,791,089—\$538,500 more than last fiscal year.

5312 Research, Development, Demonstration, and Training Projects

The Secretary of Transportation may make grants or contracts that will help reduce urban transportation needs, improve mass transportation service, or help mass transportation service meet the total urban transportation needs at a minimum cost. The Secretary of Transportation may make grants to nonprofit institutions of higher learning:

- To conduct research and investigation into the theoretical or practical problems of urban transportation.
- To train individuals to conduct further research or obtain employment in an organization that plans, builds, operates, or manages an urban transportation system.

The grants could be for state and local governmental authorities for projects that will use innovative techniques and methods in managing and providing mass transportation.

5313 State Planning and Research Programs

Planning and research appropriations provided under 5338 are split in Section 5313. Fifty percent of the research grants are available to the Transit Cooperative Research Program (TCRP), and fifty percent are available to states to conduct their own research. The dollars for state research are allocated based upon each state's respective funding allotment in other parts of the Mass Transportation Chapter of the US Code.

5319 Bicycle Facilities

These funds are to provide access for bicycles to mass transportation facilities or to provide shelters and parking facilities for bicycles in or around mass transportation facilities. To install equipment for transporting bicycles on mass transportation vehicles is a capital project for assistance under Sections 5307, 5309,

and 5311. A grant under 5319 is for 90 percent of the cost of the project, with some exceptions.

Transit Benefit Program

The “Transit Benefit Program” is a provision in the Internal Revenue Code (IRC) that permits an employer to pay for an employee’s cost to travel to work in other than a single-occupancy vehicle. The program is designed to improve air quality, reduce traffic congestion, and conserve energy by encouraging employees to commute by means other than single-occupancy motor vehicles.

Under Section 132 of the IRC, employers can provide up to \$100 per month to those employees who commute to work by transit or vanpool. A vanpool vehicle must have seating capacity of at least six adults, not including the driver, to qualify under this rule. The employer can deduct these costs as business expenses, and employees do not report the subsidy as income for tax purposes. The subsidy is a qualified transportation fringe benefit.

Under TEA-21, this program has been made more flexible. Prior to TEA-21, the transit benefit could only be provided in addition to the employee’s base salary. With the passing of TEA-21, the transit pass may be provided as before, or can be provided in lieu of salary. In addition, the transit pass may be provided as a cash-out option for employer-paid parking for employees. To summarize, this program may not necessarily reduce an employer’s payroll costs. Rather, it enables employers to provide additional benefits for employees without increasing the payroll.

Congestion Mitigation/Air Quality (CMAQ) ISTEA Funding

A strong new source of funding for many transit services across the country has been provided by the Congestion Mitigation/Air Quality (CMAQ) program, authorized through ISTEA. This funding is available to metropolitan areas that do not meet federal air quality standards regarding ozone or carbon monoxide. If any of the Intermountain communities are designated as a non-attainment area in the future, these funds could be accessed.

Surface Transportation Program (STP)

The funds from this program may be spent on any road that is functionally classified as a collector or arterial for urban streets or as a major collector or arterial for rural areas. The type of projects may range from rehabilitation to new construction. These funds may also be used for transit projects.

Fifty percent of a state's STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the state at the discretion of the State Transportation Commission. For the remaining 20 percent of the funds, 10 percent must be spent on highway safety projects, and 10 percent must be spent on Transportation Enhancements. Enhancement projects can range from historic preservation and bicycle and pedestrian facilities to landscaping and water runoff mitigation.

Advantages

1. Using federal funding reduces the need to raise funds locally, freeing up funds for other needed services.

Disadvantages

1. Many organizations are frustrated by the "bureaucratic" requirements attached to using federal funding.
2. Competition for federal funding is strong.
3. Federal funding is never a certainty, especially given current federal efforts to reduce expenses and balance the budget.
4. Only certain entities can secure funds.

Other Federal Funds

The US DOT funds other programs including the Research and Special Programs Administration (RSPA), and the National Highway Traffic Safety Administration's State and Community Highway Grants Program funds transit projects that promote safety.

A wide variety of other federal funding programs provide support for elderly and handicapped transportation programs. Some of these are currently being utilized in the region and others can be explored further, including the following:

- Retired Senior Volunteer Program (RSVP)
- Title IIIB of The Older Americans Act
- Medicaid Title XIX
- Veterans' Affairs
- Job Training Partnership Act (JTPA)
- Temporary Assistance for Needy Families (TANF)
- Developmental Disabilities
- Housing and Urban Development (Bridges to Work and Community Development Block Grants)
- Head Start
- Vocational Rehabilitation
- Health Resources and Services Administration
- Senior Opportunity Services
- Special Education Transportation
- Weed and Seed Program, Justice Department
- National Endowment for the Arts
- Rural Enterprise Community Grants, Agriculture Department
- Department of Commerce, Economic Development and Assistance Programs
- Pollution Prevention Projects, Environmental Protection Agency
- Access to Jobs/Reverse Commute Program

STATE FUNDING SOURCES

The Colorado Legislature passed legislation that will provide state funding for public transportation under House Bill 1310. House Bill 1310 requires that 10 percent of funds raised under Senate Bill 1 be set aside for transit-related purposes. Funds under this legislation are not anticipated until 2007 to 2009. Potential funding from this source could be as much as \$24 million statewide.

LOCAL TRANSIT FUNDING SOURCES

A variety of local funds are available in the Intermountain Region. Examples of local support that could be used for transit include the following: voluntary assessments of municipalities; contributions by major business associations; and taxes (sales tax, lodging tax, property tax, fuel tax, real estate tax). Many local agencies

benefit from business support in the form of advertising. These and other local funding sources are discussed below.

- **General Fund Appropriations:** Counties and municipalities appropriate funds for transit operations and maintenance and for transit capital needs. Monies to be appropriated come generally from local property taxes and sales taxes. Competition for such funding is tough and local governments generally do not have the capacity to undertake major new annual funding responsibilities for transit.
- **Advertising:** One modest but important source of funding for many transit services is on-vehicle advertising. The largest portion of this potential is for exterior advertising, rather than interior “bus card” advertising. The potential funds generated by advertising placed within the vehicles are comparatively low.
- **Voluntary Assessments:** This alternative requires each participating governmental entity (the cities and counties) and private businesses to contribute to funding of the system on a year-to-year basis. This alternative is common for areas that provide regional service rather than service limited to a single jurisdiction. An advantage of this type of funding is that it does not require voter approval. However, the funding is not steady and may be cut off at any time.
- **Private Support:** Financial support from private industry is essential to provide adequate transportation services in the Intermountain Region. This financial support should continue even if an Authority is established to ensure that adequate service is provided. The major employers in the Intermountain Region are potential sources of revenue.
- **Transportation Impact Fees:** Traditional methods of funding the transportation improvements required by new development raise questions of equity. Sales and property taxes are applied to both existing residents and to new residents attracted by development. However, existing residents then inadvertently pay for public services required by the new residents. As a means of correcting this inequity, many communities nationwide, faced with strong growth pressures, have implemented development impact fee programs that place a fee on new development equal to the costs imposed on the community.

Previous work by the LSC Team indicates that the levy of impact fees on real estate development has become a commonplace tool in many areas to ensure that the costs associated with a development do not fall entirely on existing residents. Impact fees have been used primarily for highways and roads, followed by water and sewer projects. A program specifically for mass transit has been established in San Francisco.

A number of administrative and long-term considerations must be addressed:

- It is necessary to legally ensure that the use on which the fees are computed would not change in the future to a new use with a high impact by placing a note restricting the use on the face of the plat recorded in public records.
 - The fee program should be reviewed annually.
 - The validity of the program, and its acceptability to the community, is increased if a time limit is placed on the spending of collected funds.
 - TIF funds need to be strictly segregated from other funds. The imposition of a TIF program could constrain capital funding sources developed in the future, as a new source may result in a double payment.
 - TIF fees should be collected at the time that a building permit is issued.
- **Lodging Tax:** The appropriate use of lodging taxes (a.k.a. occupancy taxes) has long been the subject of debate. Historically, the bulk of these taxes are used for marketing and promotion efforts for conferences and general tourism. In other areas, such as resorts, the lodging tax is an important element of the local transit funding formula. A lodging tax can be considered as a specialized sales tax, placed only on lodging bills. As such, it shares many of the advantages and disadvantages of a sales tax. Taxation of this type has been used successfully in Park City, Utah; Sun Valley, Idaho; and Telluride and Durango, Colorado. A lodging tax creates inequities between different classes of visitors, as it is only paid by overnight visitors. Day visitors (particularly prevalent in the summer) and condominium/second home owners, who may use transit as much as lodging guests, do not contribute to transit.
 - **Sales Tax:** A sales tax could be implemented with funds to go to transit services. Sales tax is the financial base for many transit services in the western United States. The required level of sales tax would depend upon the service alternatives chosen. One advantage is that sales tax revenues are relatively stable and can be forecast with a high degree of confidence. In addition, sales tax can be collected efficiently, and it allows the community to generate revenues from visitors in the area. This source, of course, would require a vote of the people to implement. In addition, a sales tax increase could be seen as inequitable to residents not served by transit. This disadvantage could be offset by the fact that sales taxes could be rebated to incorporated areas not served by transit. Transit services, moreover, would face competition from other services which may seek to gain financial support through sales taxes.

- ***Ad Valorem Property Taxes for Capital Projects:*** Counties are authorized (Sec. 39-13-103) to impose property taxes for specific capital projects with voter approval.
- ***Rural Transportation Authority:*** Legislation adopted in 1997 and amended in the 2000 session (CRS Sec. 43-4-603) provides authority for Colorado municipalities and counties (outside the RTD area) to establish RTAs. RTAs are able to impose a \$10 annual vehicle registration fee and, with voter approval, may levy a sales tax of up to one percent and/or a visitor benefit fee (fee added to the lodging rate within the area) of up to two percent of the price of overnight lodging. Local governments have considerable flexibility in designing the boundaries of RTAs, which may include all or a portion of the areas of participating jurisdictions. An RTA is a regional, multi-jurisdictional entity that becomes a separate subdivision of the state, but which operates pursuant to an intergovernmental agreement adopted by its member governments.

A visitor benefit fee was added to the statute in the 2000 legislative session. Extensive research would be required to estimate the funding potential from this source.

- ***Special Districts:*** Colorado local governments also may create a variety of local districts including special districts (CRS Sec. 32-1-101), service authorities (CRS Sec. 32-7-101), municipal general improvement districts (CRS Sec. 31-25-601), county public improvement districts (CRS Sec. 30-20-501), municipal special improvement districts (CRS Sec. 31-25-501), and county local improvement districts (CRS Sec. 30-20-601). In general, these districts are funded from fees or property taxes, with the exception of the county improvement district, which, with voter approval, may levy a sales tax of up to 0.5 percent. In general, these districts are limited in their usefulness as mechanisms for funding transit systems, particularly in a multi-jurisdictional setting.
- ***Local College Funding:*** A strategy to generate transit revenues from campus communities is to levy a student activity fee for transit services or an established amount from the college general fund. An activity fee would have to be approved by a majority of students and would be applied each semester or quarter of school.

The best and most versatile of the above funding sources for local and regional transit services will be the RTA, which offers more options for funding sources and much greater flexibility in designing the boundaries and makeup of a multi-jurisdictional transit system. If each of the five counties wish to work together within the framework of a single regional transit system, the RTA or a district is the only viable alternative under current statutes.

Financially-Constrained Plan

The following section presents the financially-constrained transit projects and the funding plan to implement those projects. The long-range projects include the continuation of existing services and a limited number of future transit projects. Table VIII-3 presents the projects and funding. The estimated total for the existing services over the next 27 years is approximately \$3,559,363,714. This financially-constrained plan is the basis for developing the Short-Range Transit Element, presented in Chapter IX.

Table VIII-3			
Long-Range Constrained Plan by Submitting Agency			
Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)
ASPEN			
M	Capital Replacement (Maintain Existing Service)	\$375,000	\$10,125,000
M	Operating (Maintain Existing Service)	\$2,900,000	\$78,300,000
1	Galena Street Shuttles	\$53,365	\$1,440,855
2	Cross-town Shuttle	\$53,365	\$1,440,855
3	EEDAR Shuttles (4WD)	\$53,515	\$1,444,905
4	Highlands Direct Bus	\$59,750	\$1,613,250
5	Replacement of 35' Low Floor Buses	\$265,500	\$7,168,500
6	Burlingame Buses	\$205,218	\$5,540,886
7	Bus Spares	\$24,375	\$658,125
8	Hybrid Bus Upgrades	\$220,000	\$5,940,000
9	Rubey Park Transit Center Improvements		\$162,000
10	Passenger Amenities		\$202,500
11	Bicycle/Pedestrian Facilities		\$202,500
12	Advanced Public Transit System Technologies		\$405,000
13	Miscellaneous Projects		\$81,000
14	Highlands Direct Service - Off Season	\$60,000	\$1,620,000
15	AABC/Burlingame Service	\$1,000,000	\$27,000,000
16	Split Castle/Maroon Service	\$2,000	\$54,000
17	Extend Galena Street Shuttle & Reverse Hunter Creek	\$115,000	\$3,105,000
18	Maroon Creek Roundabout Transit Center Plan	\$325,000	\$8,775,000
19	Modify Cemetery Lane Route	\$27,000	\$729,000
20	Improved Castle/Maroon	\$675,000	\$18,225,000
	<i>Subtotal</i>	\$6,414,088	\$174,233,376
Funding Sources			
	City of Aspen		\$150,363,367
	FTA 5309		\$23,870,009
	Subtotal		\$174,233,376
TOWN OF AVON			
M	Capital Replacement (Maintain Existing Service)	\$1,045,500	\$28,228,500
M	Operating (Maintain Existing Service)	\$1,900,000	\$51,300,000
21	Transit Center, Phases I & II	\$59,259	\$1,600,000
22	Purchase Bus Shelters	\$11,111	\$300,000
23	GPS Information System	\$3,704	\$100,000
24	Service Expansion (Village at Avon)	\$240,000	\$6,480,000
25	Service Expansion (Village at Avon) - vehicles	\$55,556	\$1,500,000
	Bus Wash Improvements		\$500,000
	Parking Facility		\$7,000,000
	<i>Subtotal</i>	\$3,315,130	\$97,008,500
Funding Sources			
	FTA 5309		\$14,000,000
	Fixed-Route Contracts		\$51,091,512
	Other		\$31,916,988
	Subtotal		\$97,008,500
COLORADO MOUNTAIN COLLEGE			
M	Capital Replacement (Maintain Existing Service)	\$70,000	\$1,890,000
M	Operating (Maintain Existing Service)	\$197,000	\$5,319,000
27	Staff Expansion for W. Garfield County	\$41,600	\$1,123,200
	<i>Subtotal</i>	\$308,600	\$8,332,200
Funding Sources			
	Fares/Donations		\$863,283
	Dedicated Transit Tax		\$956,440
	FTA 5310		\$515,292
	Anshutz Family Foundation		\$286,932
	United Way of Garfield County		\$459,091
	Iselin Foundation		\$26,780
	Rotary Clubs		\$114,773
	Aspen Valley Med. Foundation		\$191,288
	Deardorf Foundation		\$114,773
	Older Americans Contract		\$1,755,794
	Garfield County Contract		\$860,796
	Cities/Towns Contracts		\$461,004
	Other		\$1,725,954
	Subtotal		\$8,332,200

Table VIII-3, continued

Long-Range Constrained Plan by Submitting Agency

Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)
ECO			
M	Capital Replacement (Maintain Existing Service)	\$599,259	\$16,180,000
M	Operating (Maintain Existing Service)	\$4,400,000	\$118,800,000
32	Expand Fleet w/ 5 Vehicles	\$74,074	\$2,000,000
35	Transit Center, Eagle County Airport	\$74,074	\$2,000,000
38	Expand Staff - 3 Drivers	\$150,000	\$4,050,000
29	Bus Shelters/Bus Stop Amenities	\$48,148	\$1,300,000
33	Upgrade Facility	\$185,185	\$5,000,000
	<i>Subtotal</i>	\$5,530,741	\$149,330,000
Funding Sources			
	Fares/Donations		\$26,664,309
	Dedicated Transit Tax		\$108,161,091
	FTA 5311		\$1,560,600
	FTA 5309		\$12,944,000
	<i>Subtotal</i>		\$149,330,000
GLENWOOD SPRINGS			
M	Capital Replacement (Maintain Existing Service)	\$300,000	\$8,100,000
M	Operating (Maintain Existing Service)	\$715,209	\$19,310,643
41	Service Expansion - 30-min. headways	\$997,458	\$26,931,366
42	Service Expansion - 15-min. headways	\$1,502,026	\$40,554,702
43	Bus Stops/Shelters		\$742,197
44	Transit/Information Center		\$100,000
	<i>Subtotal</i>	\$3,514,693	\$95,738,908
Funding Sources			
	Glenwood Springs		\$61,043,908
	Fares	\$145,000	\$3,915,000
	Dedicated Sales Tax	\$600,000	\$16,200,000
	FTA 5311	\$300,000	\$8,100,000
	FTA 5309		\$6,480,000
	<i>Subtotal</i>		\$95,738,908
RFTA			
M	Capital Replacement (Maintain Existing Service)	\$3,398,001	\$91,746,027
M	Operating (Maintain Existing Service)	\$8,676,891	\$234,276,057
45	BRT - Capital		\$102,200,000
46	BRT - Operating & Maintenance	\$20,900,000	\$564,300,000
47	Rail - Capital		\$306,600,000
48	Rail - Operating & Maintenance	\$29,000,000	\$783,000,000
49	RTA Additional Services (Also included in BRT & Rail)	\$3,537,037	\$95,500,000
50	Rifle North Park-and-Ride		\$200,000
51	Catherine's Store Park-and-Ride Expansion		\$150,000
52	New Castle Park-and-Ride		\$500,000
53	Interoffice Computer Connections		\$1,000,000
54	New Admin. Office Building		\$4,000,000
55	Bus Stop Improvements		\$500,000
111	New Castle Local Circulator	\$405,556	\$10,950,000
112	Sunlight Mountain Resort Route	\$405,556	\$10,950,000
113	CMC Spring Valley Route	\$405,556	\$10,950,000
114	Aspen to Snowmass Transit Service	\$1,481,481	\$40,000,000
121	Rifle Local Circulator Service	\$407,407	\$11,000,000
	<i>Subtotal</i>	\$68,617,485	\$2,267,822,084
Funding Sources			
	Fares		\$70,529,454
	Maroon Bells		\$4,112,154
	Specials		\$1,080,351
	Advertising		\$309,447
	FTA 5311		\$4,352,400
	Dedicated Transit Tax		\$196,725,186
	Other Revenues		\$695,421,240
	Sewer Line/N 40		\$340,605
	FTA 5309		\$56,958,228
	Contribution		\$22,132,737
	Sale of Fixed Assets		\$6,360,282
	FHWA Funds		\$1,209,500,000
	<i>Subtotal</i>		\$2,267,822,084

Table VIII-3, continued

Long-Range Constrained Plan by Submitting Agency

Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)
SUMMIT STAGE			
M	Capital Replacement (Maintain Existing Service)	\$609,630	\$16,460,000
M	Operating (Maintain Existing Service)	\$5,003,000	\$135,081,000
56	Transit Planning/Marketing Position	\$22,222	\$600,000
57	ITS/AVL Equipment for Buses		\$1,500,000
58	Transit Improvements on Hwy 9 (Frisco/Breckenridge)		\$60,000,000
59	Summit Stage, Facility Expansion		\$3,900,000
60	Increased Community Service	\$178,726	\$4,825,600
61	Summit Stage, Capital for Enhanced Services		\$3,000,000
62	Maintenance Facility Improvements		\$1,500,000
63	Bus Shelters/Bus Stop Amenities		\$675,000
64	Vanpool Service	\$75,000	\$2,025,000
65	Marketing Program	\$5,556	\$150,000
66	Silverthorne Transit Station Enhancement		\$500,000
67	Frisco Transit Station		\$500,000
68	Summit Cove Transit Station		\$500,000
69	Keystone Transit Station		\$1,500,000
70	Copper Mountain Transit Station		\$1,500,000
71	Frisco Station Signage		\$75,000
73	Fueling Facility		\$500,000
80	Service Expansion - Breckenridge to Keystone	\$200,000	\$5,400,000
107	RTA Study		\$30,000
108	RTA Implementation Assistance		\$60,000
	<i>Subtotal</i>	\$6,094,133	\$240,281,600
Funding Sources			
	Dedicated Transit Tax		\$167,400,000
	FTA 5310		\$1,922,400
	FTA 5311		\$2,700,000
	FTA 5309		\$6,800,000
	Other		\$1,459,200
	FHWA Funds		\$60,000,000
	<i>Subtotal</i>		\$240,281,600
TOWN OF BRECKENRIDGE			
M	Capital Replacement (Maintain Existing Service)	\$400,000	\$10,800,000
M	Operating (Maintain Existing Service)	\$1,000,000	\$27,000,000
81	Service Expansion	\$1,488,889	\$40,200,000
82	Service Expansion - Vehicles		\$1,600,000
83	Breckenridge Intermodal Center/Parking Structure		\$31,500,000
84	Gondola - Capital		\$18,000,000
85	Gondola - Operating	\$700,000	\$18,900,000
86	Transit Coordination w/ Ski Area	\$2,322,222	\$62,700,000
87	Bus Storage/Maintenance Facility		\$5,000,000
88	People Mover		\$8,000,000
89	GPS Information System		\$300,000
90	ITS/AVL Equipment		\$250,000
91	Bus Stop/Shelters		\$100,000
	<i>Subtotal</i>	\$5,911,111	\$224,350,000
Funding Sources			
	Local Resources		\$190,510,000
	FTA 5309		\$33,840,000
	<i>Subtotal</i>		\$224,350,000
TOWN OF VAIL			
M	Capital Replacement (Maintain Existing Service)	\$444,444	\$12,000,000
M	Operating (Maintain Existing Service)	\$3,100,000	\$83,700,000
92	Multimodal Transit Center		\$15,000,000
93	Vail, Capital Expansion		\$5,000,000
94	Vail, Enhanced Services Operating	\$370,370	\$10,000,000
95	Vail, Intown Fixed Guideway System		\$50,000,000
96	Vail, Bus Shelters		\$150,000
97	Vail, Global Positioning System		\$250,000
	<i>Subtotal</i>	\$3,914,815	\$176,100,000
Funding Sources			
	Local Resources		\$154,500,000
	FTA 5309		\$21,600,000
	<i>Subtotal</i>		\$176,100,000

Table VIII-3, continued

Long-Range Constrained Plan by Submitting Agency

Proj. #	Description	Annual Cost	27-Yr Cost (2004-2030)
TOWN OF SNOWMASS VILLAGE			
M	Capital Replacement (Maintain Existing Service)	\$619,071	\$16,714,904
M	Operating (Maintain Existing Service)	\$1,900,000	\$51,300,000
98	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)		\$402,500
99	Bus Stop Improvements		\$636,142
100	Transit Plaza/P-n-R (\$6,150,000/\$9,406,000) Mall Transit Center		\$15,556,000
101	Expand Service - 4 Routes	\$160,000	\$4,320,000
102	Transit Offices		\$480,000
103	Bus Storage Facility		\$2,500,000
104	Expand Service - Hwy 82 Park-and-Ride (capital)		\$2,700,000
105	Expand Service - Hwy 82 Park-and-Ride (operating)	\$480,000	\$12,960,000
	<i>Subtotal</i>	\$3,159,071	\$107,569,546
Funding Sources			
	Real Estate Transfer Tax		\$27,808,866
	Billed Specials		\$494,262
	Ski Company Mitigation		\$20,369,853
	RFTA Contract		\$7,973,100
	General Funds		\$18,693,342
	FHWA Funds		\$6,552,500
	FTA 5311	\$100,000	\$2,700,000
	FTA 5309		\$16,800,000
	Other Revenues		\$6,177,623
	<i>Subtotal</i>		\$107,569,546
REGIONAL TRANSIT PROJECTS			
106	Seasonal Service among Grand, Park, and Summit Counties	\$92,593	\$2,500,000
117	Right-of-Way Preservation		\$10,000,000
118	Regional Park-and-Rides		\$4,250,000
119	Subsidized Transit Pass Program	\$18,519	\$500,000
120	Carpool Matching Program	\$13,333	\$360,000
123	Skier Express Service - Denver to Eagle County	\$12,500	\$337,500
124	Leadville Local Circulator Service	\$24,074	\$650,000
	<i>Subtotal</i>	\$161,019	\$18,597,500
Funding Sources			
	Lake County and DRCOG		\$450,000
	FTA 5311		\$1,500,000
	FHWA Funds		\$4,250,000
	Other Regional and Local Funds		\$12,397,500
			\$18,597,500
27-Year Intermountain Regional Total			\$3,559,363,714
<i>Note: 27-Year Cost - Assumed 2002 Constant Dollars.</i>			

Short-Range Transit Element

INTRODUCTION

The Short-Range Transit Element provides specific direction for services to be provided over the next eight years. The plan is financially-constrained and identifies projected funding by source. The Short-Range Plan is the basis for grant applications to obtain the required funding.

2004 - 2011

SHORT-RANGE TRANSIT ELEMENT (Eight-Year Transit Plan)

This section presents the Short-Range Transit Element. These are the projects to be implemented over the next eight years. The LSC Team chose to make the Short-Range Plan for eight years instead of the typical six years. This coincides with the planning cycle for the Statewide Transportation Plans.



The major assumptions used in developing revenue and cost projections are sources *currently used* by the transit agencies or to be realized over the short planning horizon.

The Short-Range Transit Element is the basis for operational plans for each transit provider within the Intermountain Region. Each operator is responsible for developing their own detailed operational plans to implement the Short-Range Transit Element. The Short-Range Transit Element is used by the Colorado Department of Transportation in the evaluation of transit grant applications.

The short-range elements must be financially-constrained. Although there is a possibility that funding may be available under House Bill 1310 within the life of

Short-Range Transit Element

this plan, the timing and amounts which may be available for local transit systems are unknown. For this reason, funding from House Bill 1310 has not been included in the financially-constrained short-range elements. Once the availability of funds is known, it will be appropriate to amend the transit element to incorporate that funding source.

Service Plan - Aspen

The fiscally-constrained Short-Range Transit Element for the City of Aspen is presented in Table IX-1. The City of Aspen currently contracts with RFTA to operate the service. The city plans to maintain the existing transit services and expand with several projects over the next eight years. The primary funding source for Aspen is from the city.

**Table IX-1
Short-Range Transit Element
City of Aspen**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 2,987,000	\$ 3,076,610	\$ 3,168,908	\$ 3,263,976	\$ 3,361,895	\$ 3,462,752	\$ 3,566,634	\$ 3,673,633
Replace Vehicles	\$ 386,250	\$ 397,838	\$ 409,773	\$ 422,066	\$ 434,728	\$ 447,770	\$ 461,203	\$ 475,039
Cross-town Shuttle					\$ 168,000			
EEDAR Shuttles (4WD)					\$ 168,000			
Highlands Direct Bus						\$ 168,000		
Burlingame Buses		\$ 975,000						
Bus Spares		\$ 487,500						
Hybrid Bus Upgrades		\$ 600,000						
Passenger Amenities		\$ 50,000						
Bicycle/Pedestrian Facilities		\$ 50,000					\$ 20,000	
Advanced Public Transit System Technologies					\$ 100,000			
Miscellaneous Projects			\$ 10,000				\$ 10,000	
<i>Subtotal</i>	\$ 3,373,250	\$ 5,636,948	\$ 3,588,681	\$ 3,686,041	\$ 4,232,623	\$ 4,078,521	\$ 4,057,837	\$ 4,148,672
FUNDING SOURCES								
City of Aspen	\$ 3,045,432	\$ 3,588,678	\$ 3,260,863	\$ 3,348,389	\$ 3,536,040	\$ 3,585,906	\$ 3,664,875	\$ 3,768,641
FTA 5309	\$ 327,818	\$ 2,048,270	\$ 327,818	\$ 337,653	\$ 696,582	\$ 492,616	\$ 392,962	\$ 380,031
<i>Subtotal</i>	\$ 3,373,250	\$ 5,636,948	\$ 3,588,681	\$ 3,686,041	\$ 4,232,623	\$ 4,078,521	\$ 4,057,837	\$ 4,148,672
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - Avon

Table IX-2 provides the Short-Range Transit Element for Avon. The Town of Avon will plan for the new Transit Center in 2006. The budget for Avon is approximately \$3 million. Fiscal Year 2006 has a higher budget due to the construction of the Transit Center.

**Table IX-2
Short-Range Transit Element
Avon**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 1,957,000	\$ 2,015,710	\$ 2,076,181	\$ 2,138,467	\$ 2,202,621	\$ 2,268,699	\$ 2,336,760	\$ 2,406,863
Replace Vehicles	\$ 1,076,865	\$ 1,109,171	\$ 1,142,446	\$ 1,176,719	\$ 1,212,021	\$ 1,248,382	\$ 1,285,833	\$ 1,324,408
Transit Center (Multimodal)			\$ 1,600,000					
Bus Wash Facility Improvements				\$ 500,000				
Parking Facility						\$ 7,000,000		
<i>Subtotal</i>	\$ 3,033,865	\$ 3,124,881	\$ 4,818,627	\$ 3,815,186	\$ 3,414,642	\$ 10,517,081	\$ 3,622,593	\$ 3,731,271
FUNDING SOURCES								
FTA 5309	\$ 512,723	\$ 528,105	\$ 2,193,957	\$ 400,000	\$ 969,617	\$ 998,705	\$ 1,028,667	\$ 1,059,526
Fixed-Route Contracts	\$ 1,867,344	\$ 1,923,364	\$ 703,176	\$ 2,348,247	\$ 2,101,712	\$ 5,773,263	\$ 2,229,706	\$ 2,296,597
Other	\$ 653,798	\$ 673,412	\$ 1,921,495	\$ 1,066,939	\$ 343,313	\$ 3,745,112	\$ 364,221	\$ 375,147
<i>Subtotal</i>	\$ 3,033,865	\$ 3,124,881	\$ 4,818,627	\$ 3,815,186	\$ 3,414,642	\$ 10,517,081	\$ 3,622,593	\$ 3,731,271
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - Colorado Mountain College

The Short-Range Transit Element for Colorado Mountain College is shown in Table IX-3. The budget for CMC is approximately \$258,000. CMC, in the short term, does not anticipate any major transit service changes or purchases. This is primarily due to budget constraints.

**Table IX-3
Short-Range Transit Element
Colorado Mountain College**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 202,910	\$ 208,997	\$ 215,267	\$ 221,725	\$ 228,377	\$ 235,228	\$ 242,285	\$ 249,554
Replace Vehicles	\$ 55,000	\$ 55,000	\$ 18,750	\$ 19,313	\$ 61,903	\$ 63,760	\$ 20,000	\$ 20,600
<i>Subtotal</i>	\$ 257,910	\$ 263,997	\$ 234,017	\$ 241,038	\$ 290,280	\$ 298,988	\$ 262,285	\$ 270,154
FUNDING SOURCES								
Fares/Donations	\$ 26,722	\$ 27,523	\$ 28,349	\$ 29,199	\$ 30,075	\$ 30,978	\$ 31,907	\$ 32,864
Dedicated Transit Tax	\$ 29,605	\$ 30,493	\$ 31,408	\$ 32,350	\$ 33,321	\$ 34,320	\$ 35,350	\$ 36,411
FTA 5310	\$ 44,000	\$ 45,320	\$ 15,000	\$ 15,450	\$ 49,522	\$ 51,008	\$ 16,000	\$ 16,480
Anshutz Family Foundation	\$ 8,882	\$ 9,148	\$ 9,422	\$ 9,705	\$ 9,996	\$ 10,296	\$ 10,605	\$ 10,923
United Way of Garfield County	\$ 14,210	\$ 14,637	\$ 15,076	\$ 15,528	\$ 15,994	\$ 16,474	\$ 16,968	\$ 17,477
Iselin Foundation	\$ 829	\$ 854	\$ 879	\$ 906	\$ 933	\$ 961	\$ 990	\$ 1,019
Rotary Clubs	\$ 3,553	\$ 3,659	\$ 3,769	\$ 3,882	\$ 3,998	\$ 4,118	\$ 4,242	\$ 4,369
Aspen Valley Med. Foundation	\$ 5,921	\$ 6,099	\$ 6,282	\$ 6,470	\$ 6,664	\$ 6,864	\$ 7,070	\$ 7,282
Deardorf Foundation	\$ 3,553	\$ 3,659	\$ 3,769	\$ 3,882	\$ 3,998	\$ 4,118	\$ 4,242	\$ 4,369
Older Americans Contract	\$ 54,348	\$ 55,978	\$ 57,658	\$ 59,387	\$ 61,169	\$ 63,004	\$ 64,894	\$ 66,841
Garfield County Contract	\$ 26,645	\$ 27,444	\$ 28,267	\$ 29,115	\$ 29,989	\$ 30,888	\$ 31,815	\$ 32,769
Cities/Towns Contracts	\$ 14,270	\$ 14,698	\$ 15,139	\$ 15,593	\$ 16,061	\$ 16,542	\$ 17,039	\$ 17,550
Other	\$ 25,374	\$ 24,485	\$ 19,000	\$ 19,570	\$ 28,559	\$ 29,416	\$ 21,164	\$ 21,798
<i>Subtotal</i>	\$ 257,910	\$ 263,997	\$ 234,017	\$ 241,038	\$ 290,280	\$ 298,988	\$ 262,285	\$ 270,154
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - ECO

The ECO Transit short-range budget is shown in Table IX-4. The budget for ECO is approximately \$6 million, depending on the amount of capital expenditures for the fiscal year. The short-range budget plans for bus shelters and bus stop amenities, an automated fare collector for the system, and a new transit center at the Eagle County Airport.

**Table IX-4
Short-Range Transit Element
ECO**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 4,454,544	\$ 4,588,180	\$ 4,725,826	\$ 4,867,601	\$ 5,013,629	\$ 5,164,037	\$ 5,318,958	\$ 5,478,527
Replace Vehicles	\$ 1,254,540	\$ 400,000	\$ 1,500,000	\$ 175,000	\$ 1,650,000	\$ 150,000	\$ 2,100,000	\$ 600,000
Bus Shelters/Bus Stop Amenities	\$ 277,000	\$ 50,000		\$ 25,000	\$ 25,000			
Automated Fare Collection/ITS	\$ 500,000							
Transit Center, Eagle County Airport						\$ 500,000	\$ 1,500,000	
<i>Subtotal</i>	\$ 6,486,084	\$ 5,038,180	\$ 6,225,826	\$ 5,067,601	\$ 6,688,629	\$ 5,814,037	\$ 8,918,958	\$ 6,078,527
FUNDING SOURCES								
Fares/Donations	\$ 1,019,700	\$ 1,050,291	\$ 1,081,800	\$ 1,114,254	\$ 1,147,681	\$ 1,182,112	\$ 1,217,575	\$ 1,254,102
Dedicated Transit Tax	\$ 4,362,752	\$ 3,527,889	\$ 3,841,026	\$ 3,687,257	\$ 4,091,674	\$ 3,999,375	\$ 4,705,456	\$ 4,225,020
FTA 5311	\$ 100,000	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 119,405
FTA 5309	\$ 1,003,632	\$ 360,000	\$ 1,200,000	\$ 160,000	\$ 1,340,000	\$ 520,000	\$ 2,880,000	\$ 480,000
<i>Subtotal</i>	\$ 6,486,084	\$ 5,038,180	\$ 6,225,826	\$ 5,067,601	\$ 6,688,629	\$ 5,814,037	\$ 8,918,958	\$ 6,078,527

Notes: Assumed 3% Inflation Rate

Service Plan - Glenwood Springs

Table IX-5 provides the Short-Range Transit Element for Glenwood Springs. Glenwood Springs currently contracts with RFTA to operate the service. The operating budget is approximately \$750,000 and increases to approximately \$4 million when the service level increases to 15-minute headways. The initial service increase is anticipated in Year 2004 and the implementation of 15-minute service in 2010.

**Table IX-5
Short-Range Transit Element
Glenwood Springs**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 736,665	\$ 758,765	\$ 781,528	\$ 804,974	\$ 829,123	\$ 853,997	\$ 879,617	\$ 906,005
Replace Vehicles					\$ 337,653			
Service Expansion - 30-min. headways	\$ 997,458	\$ 1,027,382	\$ 1,058,203	\$ 1,089,949	\$ 1,122,648	\$ 1,156,327	\$ 1,191,017	\$ 1,226,748
Service Expansion - New buses	\$ 450,000					\$ 869,456		
Service Expansion - 15-min headways							\$ 1,847,303	\$ 1,902,722
Transit Center	\$ 100,000							
<i>Subtotal</i>	\$ 2,284,123	\$ 1,786,147	\$ 1,839,731	\$ 1,894,923	\$ 2,289,424	\$ 2,879,780	\$ 3,917,936	\$ 4,035,474
FUNDING SOURCES								
Glenwood Springs	\$ 770,123	\$ 668,147	\$ 693,141	\$ 718,886	\$ 812,933	\$ 946,605	\$ 2,613,148	\$ 2,697,543
Fares	\$ 145,000	\$ 165,000	\$ 165,000	\$ 165,000	\$ 165,000	\$ 165,000	\$ 200,000	\$ 200,000
Dedicated Sales Tax	\$ 600,000	\$ 618,000	\$ 636,540	\$ 655,636	\$ 675,305	\$ 695,564	\$ 716,431	\$ 737,924
FTA 5311	\$ 329,000	\$ 335,000	\$ 345,050	\$ 355,402	\$ 366,064	\$ 377,045	\$ 388,357	\$ 400,008
FTA 5309	\$ 440,000	\$ 0	\$ 0	\$ 0	\$ 270,122	\$ 695,564	\$ 0	\$ 0
<i>Subtotal</i>	\$ 2,284,123	\$ 1,786,147	\$ 1,839,731	\$ 1,894,923	\$ 2,289,424	\$ 2,879,780	\$ 3,917,936	\$ 4,035,474
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - RFTA

The short-range budget for RFTA is shown in Table IX-6. The current operating budget for RFTA is approximately \$9 million per year. The Bus Rapid Transit (BRT) project and rail projects are in the budget after Fiscal Year 2008. The budget increases significantly after these projects are implemented.

**Table IX-6
Short-Range Transit Element
RTA**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 8,937,310	\$ 9,205,429	\$ 9,481,592	\$ 9,766,040	\$ 10,059,021	\$ 10,360,792	\$ 10,671,616	\$ 10,991,764
Replace Vehicles	\$ 3,609,570	\$ 3,717,857	\$ 2,881,300	\$ 87,891	\$ 3,162,454	\$ 3,257,328	\$ 3,355,047	\$ 3,455,699
Rifle Local Circulator Service			\$ 400,000	\$ 412,000	\$ 424,360	\$ 437,091	\$ 450,204	\$ 463,710
BRT - Capital					\$ 102,200,000			
BRT - Operating & Maintenance						\$ 20,900,000	\$ 21,527,000	\$ 22,172,810
Rail - Capital							\$ 306,600,000	
Rail - Operating & Maintenance								\$ 29,000,000
RTA Additional Services (Also included in BRT & Rail)						\$ 3,500,000	\$ 3,605,000	\$ 3,713,150
<i>Subtotal</i>	\$ 12,546,880	\$ 12,923,286	\$ 12,762,892	\$ 10,265,931	\$ 115,845,835	\$ 38,455,210	\$ 346,208,867	\$ 69,797,132
FUNDING SOURCES								
Fares	\$ 2,690,568	\$ 2,771,285	\$ 2,854,424	\$ 2,860,000	\$ 2,945,800	\$ 3,034,174	\$ 3,125,199	\$ 3,218,955
Maroon Bells	\$ 156,871	\$ 161,577	\$ 166,425	\$ 171,417	\$ 176,560	\$ 181,857	\$ 187,312	\$ 192,932
Specials	\$ 41,213	\$ 42,450	\$ 43,723	\$ 45,035	\$ 46,386	\$ 47,778	\$ 49,211	\$ 50,687
Advertising	\$ 11,805	\$ 12,159	\$ 12,524	\$ 12,899	\$ 13,286	\$ 13,685	\$ 14,096	\$ 14,518
FTA 5311	\$ 166,036	\$ 171,017	\$ 176,148	\$ 181,432	\$ 183,000	\$ 188,490	\$ 194,145	\$ 199,969
Dedicated Transit Tax	\$ 7,504,702	\$ 7,729,843	\$ 7,200,000	\$ 7,210,000	\$ 7,225,000	\$ 7,441,750	\$ 7,665,003	\$ 7,894,953
Other Revenues						\$ 19,517,750	\$ 24,408,683	\$ 49,706,381
Sewer Line/N 40	\$ 12,993	\$ 13,383	\$ 13,785	\$ 14,198	\$ 14,624	\$ 15,063	\$ 15,515	\$ 15,980
FTA 5309	\$ 875,736	\$ 902,007	\$ 1,142,713	\$ 70,313	\$ 2,529,963	\$ 2,605,862	\$ 2,684,038	\$ 2,764,559
Contribution	\$ 844,323	\$ 869,653	\$ 895,742	\$ 922,614	\$ 950,293	\$ 978,802	\$ 1,008,166	\$ 1,038,411
Sale of Fixed Assets	\$ 242,633	\$ 249,912	\$ 257,409	\$ 80,000	\$ 82,400	\$ 250,000	\$ 257,500	\$ 265,225
FHWA Funds					\$ 102,200,000	\$ 4,180,000	\$ 306,600,000	\$ 4,434,562
<i>Subtotal</i>	\$ 12,546,880	\$ 12,923,286	\$ 12,762,892	\$ 11,567,909	\$ 116,367,313	\$ 38,455,210	\$ 346,208,866	\$ 69,797,133

Notes: Assumed 3% Inflation Rate

Service Plan - Summit Stage

Table IX-7 provides the Short-Range Transit Element for Summit Stage. The operating budget is approximately \$6 million and increases to over \$7 million in the next eight years. Fiscal Year 2004 shows funding for maintenance facility improvements.

**Table IX-7
Short-Range Transit Element
Summit Stage**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Fixed-Route Service	\$ 5,625,000	\$ 5,793,750	\$ 5,967,563	\$ 6,146,589	\$ 6,330,987	\$ 6,520,917	\$ 6,716,544	\$ 6,918,040
Demand-Response Paratransit Service	\$ 375,000	\$ 386,250	\$ 397,838	\$ 409,773	\$ 422,066	\$ 434,728	\$ 447,770	\$ 461,203
Replace Vehicles	\$ 1,000,000	\$ 257,500	\$ 265,225	\$ 610,124	\$ 628,426	\$ 642,278	\$ 1,106,886	\$ 1,140,093
Maintenance Facility Improvements	\$ 1,500,000							
RTA Study and Implementation						\$ 30,000	\$ 60,000	
Vanpools						\$ 75,000	\$ 77,250	79568
Other Capital	\$ 80,000	\$ 85,000	\$ 87,550	\$ 90,177	\$ 92,882	\$ 95,668	\$ 98,538	\$ 101,494
<i>Subtotal</i>	\$ 8,580,000	\$ 6,522,500	\$ 6,718,175	\$ 7,256,663	\$ 7,474,361	\$ 7,798,590	\$ 8,506,988	\$ 8,700,398
FUNDING SOURCES								
Dedicated Transit Tax	\$ 6,200,000	\$ 6,386,000	\$ 6,577,580	\$ 6,774,907	\$ 6,978,155	\$ 7,187,499	\$ 7,403,124	\$ 7,625,218
FTA 5310				\$ 51,008	\$ 52,538	\$ 54,114		
FTA 5311	\$ 150,000	\$ 154,500	\$ 159,135	\$ 163,909	\$ 168,826	\$ 173,891	\$ 179,108	\$ 184,481
Other	\$ 1,504,112							
FTA 5313						\$ 21,000	\$ 42,000	
FTA 5309	\$ 725,888	\$ 206,000	\$ 212,180	\$ 437,091	\$ 450,203	\$ 459,709	\$ 885,509	\$ 912,074
<i>Subtotal</i>	\$ 8,580,000	\$ 6,746,500	\$ 6,948,895	\$ 7,426,915	\$ 7,649,722	\$ 7,896,214	\$ 8,509,741	\$ 8,721,773
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - Town of Breckenridge

The short-range budget for the Town of Breckenridge is shown in Table IX-8. The budget for the transit system varies because of the capital purchases in the next eight years. The coordination plan with the Ski Area is top priority for the community and will have a large impact on the transit system.

**Table IX-8
Short-Range Transit Element
Town of Breckenridge**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 1,313,250	\$ 1,352,648	\$ 1,393,227	\$ 1,435,024	\$ 1,478,074	\$ 1,522,417	\$ 1,568,089	\$ 1,615,132
Replace Vehicles	\$ 1,035,000	\$ 385,000	\$ 1,060,000	\$ 765,000		\$ 0	\$ 0	\$ 0
Service Expansion	\$ 125,000	\$ 128,750	\$ 250,000	\$ 7,500	\$ 7,725	\$ 7,957	\$ 8,195	\$ 8,441
Service Expansion - Vehicles	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000					
Breckenridge Intermodal Center/Parking Structure	\$ 1,500,000						\$ 30,000,000	
Gondola - Capital					\$ 18,000,000			
Gondola - Operating						\$ 700,000	\$ 700,000	\$ 700,000
Transit Coordination w/ Ski Area	\$ 650,000	\$ 669,500	\$ 689,585	\$ 710,273	\$ 731,581	\$ 753,528	\$ 776,134	\$ 799,418
Bus Storage/Maintenance Facility	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000					
GPS Information System				\$ 300,000				
ITS/AVL Equipment					\$ 250,000			
Bus Stop/Shelters		\$ 25,000	\$ 25,000	\$ 50,000				
<i>Subtotal</i>	\$ 7,423,250	\$ 5,360,898	\$ 6,217,812	\$ 3,267,797	\$ 20,467,380	\$ 2,983,902	\$ 33,052,418	\$ 3,122,991
FUNDING SOURCES								
Local Resources	\$ 5,058,950	\$ 2,754,783	\$ 5,310,553	\$ 2,335,361	\$ 5,825,731	\$ 2,941,003	\$ 9,008,232	\$ 3,077,480
FTA 5309	\$ 828,000	\$ 2,568,000	\$ 868,000	\$ 892,000	\$ 14,600,000		\$ 24,000,000	
FTA 5311	\$ 36,300	\$ 38,115	\$ 39,258	\$ 40,436	\$ 41,649	\$ 42,899	\$ 44,186	\$ 45,511
CDOT	\$ 1,500,000							
<i>Subtotal</i>	\$ 7,423,250	\$ 5,360,898	\$ 6,217,812	\$ 3,267,797	\$ 20,467,380	\$ 2,983,902	\$ 33,052,418	\$ 3,122,991

Notes: Assumed 3% Inflation Rate

Short-Range Transit Element

Service Plan - Town of Vail

Table IX-9 provides the Short-Range Transit Element for the Town of Vail. The operating budget is approximately \$3 million with major capital purchases in some years. Fiscal Year 2007 is the major year for service expansion and vehicle purchases. The multimodal center is in the Fiscal Year 2010 budget.

**Table IX-9
Short-Range Transit Element
Vail**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 3,193,000	\$ 3,288,790	\$ 3,387,454	\$ 3,489,077	\$ 3,593,750	\$ 3,701,562	\$ 3,812,609	\$ 3,926,987
Replace Vehicles	\$ 458,350	\$ 472,101	\$ 486,264	\$ 500,851	\$ 515,877	\$ 531,353	\$ 547,294	\$ 563,713
Service Expansion				\$ 371,000	\$ 371,000	\$ 371,000	\$ 371,000	\$ 371,000
Service Expansion - vehicles				\$ 5,000,000				
Multimodal Transit Center							\$ 7,000,000	\$ 8,000,000
<i>Subtotal</i>	\$ 3,651,350	\$ 3,760,891	\$ 3,873,717	\$ 9,360,929	\$ 4,480,627	\$ 4,603,915	\$ 11,730,903	\$ 12,861,700
FUNDING SOURCES								
Local Resources	\$ 3,284,670	\$ 3,383,210	\$ 3,484,706	\$ 4,960,248	\$ 4,067,925	\$ 4,178,833	\$ 5,693,068	\$ 6,010,730
FTA 5309	\$ 366,680	\$ 377,680	\$ 389,011	\$ 4,400,681	\$ 412,702	\$ 425,083	\$ 6,037,835	\$ 6,850,970
<i>Subtotal</i>	\$ 3,651,350	\$ 3,760,891	\$ 3,873,717	\$ 9,360,929	\$ 4,480,627	\$ 4,603,915	\$ 11,730,903	\$ 12,861,700
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - Town of Snowmass Village

The short-range budget for the Town of Snowmass Village is shown in Table IX-10. The operating budget for the transit system is approximately \$2 million with several additional major capital expenses. The major project for Snowmass Village is planned during Fiscal Years 2006 and 2007 for the Transit Plaza development.

**Table IX-10
Short-Range Transit Element
Snowmass Village**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Continue Existing Services	\$ 1,957,000	\$ 2,015,710	\$ 2,076,181	\$ 2,138,467	\$ 2,202,621	\$ 2,268,699	\$ 2,336,760	\$ 2,406,863
Replace Vehicles	\$ 821,866	\$ 656,697	\$ 676,398	\$ 696,690	\$ 717,591	\$ 739,118	\$ 761,292	\$ 784,131
Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)		\$ 402,500						
Bus Stop Improvements		\$ 300,000	\$ 336,142					
Transit Plaza/P-n-R (\$6,150,000/\$9,406,000) Mall Transit Center			\$ 6,150,000	\$ 9,406,000				
Expand Service - 4 Routes				\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000
<i>Subtotal</i>	\$ 2,778,866	\$ 3,374,907	\$ 9,238,721	\$ 12,401,157	\$ 3,080,211	\$ 3,167,818	\$ 3,258,052	\$ 3,350,994
FUNDING SOURCES								
Real Estate Transfer Tax	\$ 164,373	\$ 339,799	\$ 1,432,508	\$ 1,020,538	\$ 143,518	\$ 147,824	\$ 152,266	\$ 156,826
Billed Specials	\$ 18,855	\$ 19,421	\$ 20,003	\$ 20,604	\$ 21,222	\$ 21,858	\$ 22,514	\$ 23,189
Ski Company Mitigation	\$ 777,072	\$ 800,384	\$ 824,396	\$ 849,128	\$ 874,602	\$ 900,840	\$ 927,865	\$ 955,701
RFTA Contract	\$ 304,159	\$ 313,284	\$ 322,682	\$ 332,363	\$ 342,334	\$ 352,604	\$ 363,182	\$ 374,077
General Funds	\$ 746,437	\$ 775,398	\$ 793,600	\$ 860,872	\$ 874,462	\$ 903,398	\$ 918,199	\$ 938,896
FTA 5309	\$ 657,493	\$ 1,019,398	\$ 4,730,032	\$ 3,082,152	\$ 574,072	\$ 591,295	\$ 609,026	\$ 627,305
FTA 5311	\$ 110,477	\$ 107,223	\$ 115,500	\$ 235,500	\$ 250,000	\$ 250,000	\$ 265,000	\$ 275,000
Other Revenues			\$ 1,000,000	\$ 6,000,000				
<i>Subtotal</i>	\$ 2,778,866	\$ 3,374,907	\$ 9,238,721	\$ 12,401,156	\$ 3,080,211	\$ 3,167,818	\$ 3,258,052	\$ 3,350,994
<i>Notes: Assumed 3% Inflation Rate</i>								

Service Plan - Regional Projects

The previous chapter presented approximately 25 regional projects. CDOT mandates that the Short-Range Transit Plans must show an anticipated funding source for transit projects. One project is identified for likely funding—skier service from Denver. Table IX-11 shows this one project for implementation within the next eight years. The other projects can be moved ahead in the planning process with approval from the Regional Planning Commission, provided funding is available.

**Table IX-11
Short-Range Transit Element
Regional Projects**

EXPENSES								
	2004	2005	2006	2007	2008	2009	2010	2011
Skier Express Service - Denver to Eagle County		\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703
<i>Subtotal</i>	\$ 0	\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703
FUNDING SOURCES								
Fares		\$ 17,500	\$ 17,500	\$ 17,500	\$ 17,500	\$ 17,500	\$ 17,500	\$ 17,500
Local Resources	\$ 0	\$ 32,500	\$ 34,000	\$ 35,545	\$ 37,136	\$ 38,775	\$ 40,464	\$ 42,203
<i>Subtotal</i>	\$ 0	\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 59,703
<i>Notes: Assumed 3% Inflation Rate</i>								

**Appendix A
Project Descriptions**

Proj #	Project Name	Agency	Description
1	Galena Street Shuttles	Aspen	Shuttle service for Galena Street in Aspen. Cost is for 2 replacement vehicles in FY 2008
2	Cross-town Shuttle	Aspen	Aspen Cross-town Shuttle. Cost is for 2 replacement vehicles in FY 2008.
3	EEDAR Shuttles (4WD)	Aspen	EEDAR Shuttles (4WD). Cost for 2 replacement vehicles in FY 2009.
4	Highlands Direct Bus	Aspen	Highlands Direct Bus. Budgeted for 2015.
5	Replacement of 35' Low Floor Buses	Aspen	Replacement of 35' Low Floor Buses. 6 vehicles budgeted for FY 2013.
6	Burlingame Buses	Aspen	Burlingame Buses - 3 buses in FY 2005.
7	Bus Spares	Aspen	Bus Spares - 2 buses budgeted in FY 2005.
8	Hybrid Bus Upgrades	Aspen	Hybrid Bus Upgrades - budgeted for FYs 2005 & 2013.
9	Rubey Park Transit Center Improvements	Aspen	Rubey Park Transit Center Improvements. Long-term improvements (unknown) for Transit Center.
10	Passenger Amenities	Aspen	Passenger Amenities - budgeted for FYs 2005, 2015 & 2025.
11	Bicycle/Pedestrian Facilities	Aspen	Bicycle/Pedestrian Facilities - budgeted for FYs 2005, 2010, 2015, 2020 & 2025.
12	Advanced Public Transit System Technologies	Aspen	Advanced Public Transit System Technologies - budgeted for FYs 2008, 2018 & 2028.
13	Miscellaneous Projects	Aspen	Miscellaneous Projects - unknown - budgeted in 2006, 2010, 2015, 2020 & 2025.
14	Highlands Direct Service - Off Season	Aspen	Direct bus from the Highlands to Aspen - Off Season
15	AABC/Burlingame Service	Aspen	AABC/Burlingame Service
16	Split Castle/Maroon Service	Aspen	Split Castle/Maroon Service
17	Extend Galena Street Shuttle & Reverse Hunter Creek	Aspen	Extend Galena Street Shuttle & Reverse Hunter Creek
18	Maroon Creek Roundabout Transit Center Plan	Aspen	Maroon Creek Roundabout Transit Center Plan
19	Modify Cemetery Lane Route	Aspen	Modify Cemetery Lane Route
20	Improved Castle/Maroon	Aspen	Improved Castle/Maroon Service
21	Transit Center, Phases I & II	Avon	Transit Center, Phases I & II
22	Purchase Bus Shelters	Avon	Purchase Bus Shelters
23	GPS Information System	Avon	GPS Information System
24	Service Expansion (Village at Avon)	Avon	Service Expansion (Village at Avon) - annexed land not currently served.
25	Service Expansion (Village at Avon) - vehicles	Avon	Service Expansion (Village at Avon) - annexed land not currently served - vehicles
26	Full-time Drivers (3)	CMC	Full-time Drivers (3) - currently part-time; no benefits.
27	Staff Expansion for W. Garfield County	CMC	Staff Expansion for W. Garfield County - drivers, dispatch, etc.
28	Automated Fare Collection/ITS Technologies	ECO	Automated Fare Collection and data recording equipment
29	Bus Shelters/Bus Stop Amenities	ECO	Bus Shelters/Bus Stop Amenities
30	Vehicle Replacement	ECO	Vehicle Replacement
31	Fare Collection/ITS Update	ECO	Future update of equipment
32	Expand Fleet w/ 5 Vehicles	ECO	Expand Fleet w/ 5 Vehicles
33	Upgrade Facility	ECO	Upgrade Facility
34	ECO Transit Facility - mid-valley	ECO	ECO Transit Facility - mid-valley
35	Transit Center, Eagle County Airport	ECO	Transit Center, Eagle County Airport
36	Replace ADA Vehicles (12 vehicles)	ECO	Replace ADA Vehicles (12 vehicles)
37	ECO - Central Phone System	ECO	ECO - Central Phone System
38	Expand Staff - 3 Drivers	ECO	Expand Staff - 3 Drivers
39	Increase Salaries - 2 Admin	ECO	Increase Salaries - 2 Admin
40	Increase Salaries - 2 Mechanics	ECO	Increase Salaries - 2 Mechanics
41	Service Expansion - 30-min. headways	Glenwood Spgs	Provides increased service with 30 minute headways. Requires two additional vehicles
42	Service Expansion - 15-min. headways	Glenwood Spgs	Provides service with 15 minute headways. Requires seven additional vehicles.
43	Bus Stops/Shelters	Glenwood Spgs	12 bus pull-outs and 31 shelters
44	Transit/Information Center	Glenwood Spgs	Transit Center under the Grand Avenue Bridge.
45	BRT - Capital	RFTA	BRT - Hwy 82 - Capital
46	BRT - Operating & Maintenance	RFTA	BRT - Operating & Maintenance - Hwy 82
47	Rail - Capital	RFTA	Highway 82 Rail Corridor

Appendix A
Project Descriptions

Proj #	Project Name	Agency	Description
48	Rail - Operating & Maintenance	RFTA	Highway 82 Rail Corridor
49	RTA Additional Services (Also included in BRT & Rail)	RFTA	RTA Additional Services (Also included in BRT & Rail)
50	Rifle North Park-and-Ride	RFTA	Rifle North Park-and-Ride
51	Catherine's Store Park-and-Ride Expansion	RFTA	Catherine's Store Park-and-Ride Expansion
52	New Castle Park-and-Ride	RFTA	New Castle Park-and-Ride
53	Interoffice Computer Connections	RFTA	Interoffice Computer Connections
54	New Admin. Office Building	RFTA	New Admin. Office Building
55	Bus Stop Improvements	RFTA	Bus Stop Improvements
56	Transit Planning/Marketing Position	Stage	Transit Planning/Marketing Position
57	ITS/AVL Equipment for Buses	Stage	ITS/AVL Equipment for Buses
58	Transit Improvements on Hwy 9 (Frisco/Breckenridge)	Stage	Transit Improvements on Hwy 9 (Frisco/Breckenridge)
59	Summit Stage, Facility Expansion	Stage	Summit Stage, Facility Expansion
60	Increased Community Service	Stage	Improved Residential Service
61	Summit Stage, Capital for Enhanced Services	Stage	Summit Stage, Capital for Enhanced Services
62	Maintenance Facility Improvements	Stage	Maintenance Facility Improvements for transit vehicle maintenance
63	Bus Shelters/Bus Stop Amenities	Stage	Bus Shelters/Bus Stop Amenities
64	Vanpool Service	Stage	Vanpool Service from neighboring counties
65	Marketing Program	Stage	Marketing Program
66	Silverthorne Transit Station Enhancement	Stage	Silverthorne Transit Station Enhancement
67	Frisco Transit Station	Stage	Frisco Transit Station
68	Summit Cove Transit Station	Stage	Summit Cove Transit Station
69	Keystone Transit Station	Stage	Keystone Transit Station
70	Copper Mountain Transit Station	Stage	Copper Mountain Transit Station
71	Frisco Station Signage	Stage	Frisco Station Signage
72	Service Expansion - 15-min. headways (Frisco/Breck/Cpr Mtn; Sil./Key/AB)	Stage	Service Expansion - 15-min. headways (Frisco/Breck/Cpr Mtn; Sil./Key/AB)
73	Fueling Facility	Stage	Fueling Facility
74	BRT - Frisco/Breckenridge - Capital	Stage	BRT - Frisco/Breckenridge - Capital
75	BRT - Frisco/Breckenridge - Operating	Stage	BRT - Frisco/Breckenridge - Operating
76	BRT - Silverthorne/Keystone - Capital	Stage	BRT - Silverthorne/Keystone - Capital
77	BRT - Silverthorne/Keystone - Operating	Stage	BRT - Silverthorne/Keystone - Operating
78	BRT - Frisco/Copper Mountain - Capital	Stage	BRT - Frisco/Copper Mountain - Capital
79	BRT - Frisco/Copper Mountain - Operating	Stage	BRT - Frisco/Copper Mountain - Operating
80	Service Expansion - Breckenridge to Keystone	Stage	Express Breckenridge to Keystone
81	Service Expansion	Breckenridge	Additional residential service and more frequent service
82	Service Expansion - Vehicles	Breckenridge	Additional residential service and more frequent service - vehicles
83	Breckenridge Intermodal Center/Parking Structure	Breckenridge	Breckenridge Intermodal Center/Parking Structure
84	Gondola - Capital	Breckenridge	Gondola - Capital
85	Gondola - Operating	Breckenridge	Gondola - Operating
86	Transit Coordination w/ Ski Area	Breckenridge	Transit Coordination w/ Ski Area
87	Bus Storage/Maintenance Facility	Breckenridge	Bus Storage/Maintenance Facility
88	People Mover	Breckenridge	People Mover
89	GPS Information System	Breckenridge	GPS Information System
90	ITS/AVL Equipment	Breckenridge	ITS/AVL Equipment
91	Bus Stop/Shelters	Breckenridge	Bus Stop/Shelters
92	Multimodal Transit Center	Vail	Multimodal Transit Center
93	Vail, Capital Expansion	Vail	Vail, Capital Expansion
94	Vail, Enhanced Services Operating	Vail	Operating expenses of enhanced services
95	Vail, Intown Fixed Guideway System	Vail	Vail, Intown Fixed Guideway System
96	Vail, Bus Shelters	Vail	Vail, Bus Shelters
97	Vail, Global Positioning System	Vail	Vail, Global Positioning System
98	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)	Snowmass	Redevelop Park-and-Ride w/ Bus Depot (Rodeo Parking Lot)
99	Bus Stop Improvements	Snowmass	Bus Stop Improvements
100	Transit Plaza/Park-and-Ride (\$6,150,000/\$9,406,000) Mall Transit Center	Snowmass	Transit Plaza/Park-and-Ride (\$6,150,000/\$9,406,000) Mall Transit Center
101	Expand Service - 4 Routes	Snowmass	Expand Service - 4 Routes
102	Transit Offices	Snowmass	Transit Offices
103	Bus Storage Facility	Snowmass	Bus Storage Facility

Appendix A
Project Descriptions

Proj #	Project Name	Agency	Description
104	Expand Service - Hwy 82 Park-and-Ride (capital)	Snowmass	Expand Service - Hwy 82 Park-and-Ride (capital)
105	Expand Service - Hwy 82 Park-and-Ride (operating)	Snowmass	Expand Service - Hwy 82 Park-and-Ride (operating)
106	Seasonal Service among Grand, Park, and Summit Counties	Stage	Seasonal Service among Grand, Park, and Summit Counties
107	RTA Study	Stage	RTA Study for Summit County
108	RTA Implementation Assistance	Stage	RTA Implementation Assistance
109	Service between Lake and Summit Counties	Stage	Service between Lake and Summit Counties
110	Service between Denver Metro and Summit County	Stage	Service between Denver Metro and Summit County
111	New Castle Local Circulator	RFTA	New Castle Local Circulator
112	Sunlight Mountain Resort Route	RFTA	Sunlight Mountain Resort Route
113	CMC Spring Valley Route	RFTA	CMC Spring Valley Route
114	Aspen to Snowmass Transit Service	RFTA	Aspen to Snowmass Transit Service
115	Rifle to Grand Junction Transit Service	Region	Rifle to Grand Junction Transit Service
116	SH 133 Transit Service	Region	No additional data
117	Right-of-Way Preservation	Region	No additional data
118	Regional Park-and-Rides	Region	Regional Park-and-Rides
119	Subsidized Transit Pass Program	Region	Subsidized Transit Pass Program
120	Carpool Matching Program	Region	Carpool Matching Program
121	Rifle Local Circulator Service	RFTA	Rifle Local Circulator Service
122	Intercity Transit Service	Region	Intercity Transit Service
123	Skier Express Service - Denver to Eagle County	Region	Skier Express Service - Denver to Eagle County
124	Leadville Local Circulator Service	Region	Leadville Local Circulator Service
125	Commuter Rail, Avon to Glenwood	Region	Commuter Rail, Avon to Glenwood
126	Dowd Junction Facility	Region	Dowd Junction Facility
127	Buttermilk Facility	Region	Buttermilk Facility
128	Fixed Guideway - DIA to Eagle County Airport	Region	Fixed Guideway - DIA to Eagle County Airport
129	Passenger Rail - Eagle County to Steamboat	Region	Passenger Rail - Eagle County to Steamboat
130	Bus Wash Improvements	Avon	Upgrade bus wash facility
131	Parking Facility	Avon	Parking for intermodal facility
132	Transit Administration Facility	Avon	Offices for Transit operation
133	Bus Storage Facility	Avon	Bus Storage Facility
134	Upper Roaring Fork Transit System Capital	Region	Capital for transit service from Buttermilk to Aspen
135	Upper Roaring Fork Transit System Operating	Region	Operating expenses for transit service from Buttermilk to Aspen
136	Maroon Creek Bridge	Aspen	Widening of Maroon Creek Bridge to accommodate transit system
137	Intermountain Rail Connection, Vail to Eagle County Airport	Region	Rail service using the existing rail lines with a new extension from Dowd Junction to West Vail

Project Evaluation Guidelines

1. Does the project support local land use plans?
 - Intermediate and minor highway projects would get zero points
 - Intermediate and minor transit projects and minor rail projects could get up to one point
 - Pedestrian/bicycle projects could get up to one point
 - Major highway, transit, and rail projects could get up to three points

2. Does the project relieve congestion?
 - Major highway and transit projects could get up to three points depending on level of congestion
 - Intermediate and minor highway and transit projects could get up to two points
 - Major intermodal projects could get up to two points depending on level of congestion
 - All other projects would get zero points

3. Does the project improve transportation system continuity?
 - Major highway and transit projects that fill in gaps could get up to three points
 - Intermediate highway and transit projects could get up to one point
 - All other projects would get zero points

4. Does the project preserve the existing transportation system?
 - Intermediate and minor (except erosion control) highway, major (bus replacement only) and intermediate transit projects and major rail projects could get up to three points
 - All intermodal projects could get up to three points
 - Major highway projects could get up to one point
 - All pedestrian/bicycle projects could get up to one point

5. Is the project intermodal or multimodal?
 - A project can get up to three points if it involves more than one mode, depending on the number of modes served by the project
 - A project will get no points if it only involves one mode

6. Is the project eligible for multiple funding sources?
 - A project will be assigned no points if it only can be funded from one source
 - A project will get up to two points if it can be funded by up to two funding sources
 - A project will get up to three points if it can be funded by up to three or more funding sources

7. Does the project enhance the environment or minimize the external environment impacts?
 - If a project has the potential for reducing the number of vehicles on the roadway system, it can get up to three points, depending on the potential for success
 - If a project makes it easier to use the private automobile, it will get no points

8. Does the project preserve land?
 - If the project will require the taking of land to implement, it will be given no points
 - If the project makes improvements to the existing facilities without requiring more land, it could get up to three points

9. Does the project maximize the efficiency of the transportation system?
 - Any expansion of the highway system will get no points
 - Any improvements to the existing transportation system could get up to three points depending on the mode and the potential for achieving the goal

10. Does the project minimize the number of trips?
 - Any project which makes it easier to use the private automobile will get zero points
 - Any project which provides an alternative to the private automobile could get up to three points depending on the potential for success

- Any project which will have no effect on getting people out of their car will get zero points
11. Does the project minimize travel distance/times between housing and community services?
- Any project which makes it easier to use the private automobile will get zero points
 - Any project which provides an alternative to the private automobile could get up to three points depending on the potential for success
 - Any project which will have no effect on getting people out of their car will get zero points
12. Does the project minimize disruption to communities?
- Points will be awarded based on the amount of additional land required to implement the project
 - Any project which makes improvements to the existing transportation system will get three points
 - No points will be assigned for this criteria if the project would divide a community
13. Does the project minimize additional local capital or impose long-term maintenance costs on local governments?
- A project will get three points if it represents a one-time expense like the replacement of a bridge or the installation of a traffic light
 - Points will be awarded based on the magnitude of the annual local expense required to support the investment
14. Does the project support economic development?
- Points will be assigned to the project if it has the potential to cause the redevelopment of land in and around the project
 - A project will get no points if it is considered to be of a minor nature
 - A project could get up to three points if it will introduce a major new mode into the mix of transportation solutions
15. Does the project have public support?
- Points will be assigned based on the level of controversy surrounding the project

16. Does the project improve safety?
- Points will only be given to projects that will make the transportation system safer such as climbing lanes, geometric improvements, and the installation of traffic lights
17. How easily can the project be implemented?
- A project will get three points if it does not require the taking of any lands or environmental studies
 - A project could get up to three points if the environmental process is completed and any additional land has been acquired
 - A project will get no points if it will have a significant environmental impact