

Northwest 2030 Regional Transportation Plan - Transit Element



URS

Ostrander Consulting, Inc.

Northwest 2030 Regional Transportation Plan Transit Element

Draft Report

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TABLE OF CONTENTS

Chapter	Title	Page
I	INTRODUCTION	I-1
	Project Purpose.....	I-1
	Organization of this Report	I-1
	Study Approach.....	I-2
	Community Involvement.....	I-2
	Transit Advisory Committee.....	I-2
	Public Involvement	I-2
	Goals and Strategies	I-3
II	SOCIOECONOMIC AND ENVIRONMENTAL PROFILE	II-1
	Study Area Demographics	II-1
	Transit-Dependent Populations	II-1
	Youth Population	II-4
	Elderly Population	II-4
	Mobility-Limited Population.....	II-4
	Low-Income Population	II-4
	Zero-Vehicle Households	II-4
III	EXISTING TRANSPORTATION SERVICES	III-1
	Introduction	III-1
	Transportation Provider Survey.....	III-1
	Transportation Inventory	III-1
	Pioneers Hospital/Meeker Streaker	III-1
	Moffat County Housing Authority.....	III-2
	Routt County Council on Aging	III-4
	Steamboat Springs Transit	III-5
	Alpine Taxi & Limo Inc.....	III-7
	Other Transportation Providers	III-7
	School District Transportation.....	III-7
	Home James Transportation.....	III-8
	Independent Living Center	III-8
	Horizon’s for the Handicapped	III-9
	Jackson County Council on Aging	III-9
	The LIFT.....	III-9
	Lodge Shuttle Service in the Steamboat Springs Area.....	III-10
	Grand County Council on Aging	III-10
	Council on Aging Ridership.....	III-11
	Council on Aging – Service Productivity Measures	III-12
	Council on Aging – Funding.....	III-12
	Provider Summary.....	III-12
	OTHER TRANSPORTATION MODES	III-13
	Passenger Rail	III-13
	Amtrak	III-13
	Ski Train.....	III-13
	Intercity Bus	III-14

IV	TRANSPORTATION NEEDS ASSESSMENT.....	IV-1
	Introduction	IV-1
	Community Input.....	IV-1
	Public Meetings	IV-1
	Steamboat Springs Comments – Public Meeting.....	IV-1
	Meeker Comments – Public Meeting.....	IV-2
	DOLA Meetings.....	IV-2
	Rural Transit Demand Methodology.....	IV-2
	TCRP Methodology Background	IV-3
	Non-Program Demand	IV-3
	Program Trip Demand.....	IV-8
	Summary of TCRP Methodology.....	IV-8
	Transit Needs and Benefits Study (TNBS).....	IV-8
	Unmet Needs.....	IV-9
	Ridership Trends	IV-9
	Transit Demand Summary	IV-10
V	TRANSIT ALTERNATIVES.....	V-1
	Status Quo – Maintain Existing Level of Transit Service.....	V-1
	Coordination Options.....	V-2
	Transit Options.....	V-2
	Meeker Streaker – Expand Service.....	V-2
	Moffat County Housing Authority – Provide General Public Service.....	V-2
	Moffat County Housing Authority – Bus Barn	V-2
	Routt County Council on Aging – Expand Service Days and Hours.....	V-2
	Steamboat Springs Transit – Future Services	V-3
	Independent Living Center	V-4
	The LIFT – Future Services.....	V-4
	Grand County Council on Aging.....	V-4
VI	EVALUATION CRITERIA AND PROJECT RANKING.....	VI-1
	Northwest Corridor Prioritization.....	VI-1
	Project Prioritization Criteria.....	VI-1
	Criteria Weighting	VI-1
	Project Evaluation	VI-1
	Corridor Evaluation	VI-1
	Corridor Prioritization.....	VI-1
VII	LONG-RANGE TRANSIT ELEMENT (2030)	VII-1
	Introduction	VII-1
	Unmet Need.....	VII-1
	Statewide Transit Needs and Benefits Study.....	VII-2
	Unmet Need Based on Public Input	VII-2
	Local Meetings	VII-3
	Gaps in Service Areas	VII-3
	Regional Needs – Preferred Plan.....	VII-3
	Funding Plan	VII-6
	Federal Funding Sources	VII-6
	5309 Discretionary Funds	VII-6
	5310 Elderly and Persons with Disabilities Capital Funds	VII-6
	5311 Capital and Operating Funds.....	VII-6
	5312 Research, Development, Demonstration, and Training Projects	VII-7

	5313 State Planning and Research Programs	VII-7
	5319 Bicycle Facilities	VII-7
	Transit Benefit Program.....	VII-7
	Congestion Mitigation/Air Quality (CMAQ) ISTEA Funding.....	VII-8
	Surface Transportation Program (STP).....	VII-8
	Advantages	VII-8
	Disadvantages	VII-8
	Other Federal Funds.....	VII-9
	State Funding Sources.....	VII-9
	Local Transit Funding Sources	VII-10
	Financially-Constrained Plan.....	VII-12
VIII	SHORT-RANGE TRANSIT ELEMENT	VIII-1
	Introduction	VIII-1
	Short-Range Transit Element (Six-Year Transit Plan).....	VIII-1
	Service Plan – Northwest Region.....	VIII-1

APPENDIX A: Transportation Provider Survey

LIST OF TABULATIONS

Table	Title	Page
II-1	Transit-Dependent Population Characteristics for the Northwest Region	II-2-3
III-1	Meeker Streaker Performance Measures.....	III-2
III-2	Moffat County Housing Authority Performance Measures	III-3
III-3	2002 Ridership	III-4
III-4	Routt County Council on Aging Vehicle Inventory	III-4
III-5	Routt County Council on Aging Performance Data	III-5
III-6	Steamboat Springs Transit Performance Data	III-6
III-7	Comparison of Support Program Expenditures, All Funds (FY 2001-2002)	III-8
III-8	Suggested Donations – Grand County Council on Aging.....	III-11
III-9	NW Region Transit Providers.....	III-13
IV-1	2002 Estimated Public Transit Demand using the TCRP Method	IV-4-5
IV-2	2030 Estimated Public Transit Demand using the TCRP Method	IV-6-7
IV-3	2002 Annual Program-Trip Need Estimates.....	IV-8
IV-4	TNBS Updated Transit Need Estimates – NW Region	IV-9
V-1	Capital and Operating Costs	V-1
V-2	Steamboat Springs Transit Projects.....	V-3
V-3	The LIFT Transit Projects	V-4
VII-1	2002 Transit Demand Summary	VII-2
VII-2	Long-Range Preferred Plan – Transit	VII-4
VII-3	Preferred Plan – Projects	VII-5
VII-4	Anticipated Funding for Northwest Region	VII-12
VII-5	Maintain Existing Services	VII-13
VIII-1	Short-Range Plan – NW Region, 2006-2011	VIII-2

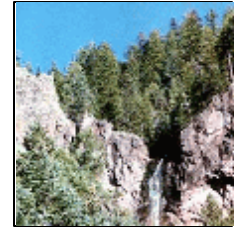
LIST OF ILLUSTRATIONS

Figure	Title	Page
II-1	Elderly Density by Census Block Group	II-5
II-2	Mobility-Limited Population by Census Block Group.....	II-6
II-3	Below Poverty Population by Census Block Group	II-7
II-4	Density of 0-Vehicle Households by Census Block Group.....	II-8
III-1	Ridership Trends, Grand County Council on Aging.....	III-11
IV-1	Ridership Trends – Northwest Region.....	IV-10

CHAPTER I

Introduction

The City of Steamboat Springs, on behalf of the Northwest Regional Planning Commission (RPC), contracted with URS, LSC Transportation Consultants, Inc. (LSC), and Ostrander Consulting to prepare the Northwest Region 2030 Transportation Plan. This Final Report represents the Transit Element for Grand, Jackson, Moffat, Rio Blanco, and Routt Counties. Information in this report includes a description of the communities, a review of the existing transportation providers in the study area, 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.



PROJECT PURPOSE

This 2030 Transit Element will be incorporated into the 2030 Regional Transportation Plan and will become the transit planning document for the Regional Planning Commission and the transit service providers within the Northwest. 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 Northwest RPC will use the 2030 Transit Element for allocating available funds and project prioritization.

ORGANIZATION OF THIS REPORT

Chapter II presents the existing socioeconomic and environmental profile of the Northwest Region. This includes available demographic data provided by the release of the 2000 Census and projections for the six-year and twenty-five 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 provides information on the public transit needs assessment for the Region. Chapter V presents transit alternatives for the Northwest Region. These include service and capital alternatives. Chapter VI reviews the evaluation criteria used in the *Northwest Regional Transportation Plan*.

Chapter VII 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, and a funding plan with strategies for transit service within the region.

Chapter VIII presents the Short-Range Transit Element for the Northwest Region over the next six years. This chapter includes the six-year program of prioritized projects for each transit provider within the study area. 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 included investigating the different areas and how transportation needs vary across the study area. The needs of rural areas in Moffat County are very different from the resort needs of Steamboat Springs Transit (SST) and The Lift in Winter Park. This study presents both short-range and long-range transit elements. The short-range transit element is the basis for operational plans for each transit provider within the region for 2006-2011. The long-range transit element provides a vision for the quality of life and transportation goals to support that vision. The long-range transit element presents the Preferred Transit Plan and also a 2030 Financially-Constrained Plan.

COMMUNITY INVOLVEMENT

Transit Advisory Committee

An initial “Kick-off Meeting” of the Technical Advisory Committee (TAC) and local concerned citizens was held in Steamboat Springs on May 22, 2003. The Technical Advisory Committee met to discuss the 2030 Transportation Plan and how the Transit Element will feed into that plan. The TAC also decided at this time to be the representative group for other alternate modes, such as bicycle/pedestrian and trails. The project goals, timeline, and expectations were discussed at the meeting. The LSC Team distributed the Northwest Transit Survey to local providers.

The next meeting of the TAC was held on July 9, 2003. The LSC Team discussed the first working paper and identified major transportation issues for the region related to alternate modes of transportation. All other correspondence for the TAC was completed via e-mail, fax, and regular mail and through the Regional Planning Commission.

Public Involvement

Throughout the planning process, public involvement is 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. The public involvement process was coordinated with the Regional Transportation Plan.

CDOT initiated a strong effort to involve the small communities around the State of Colorado in the 2030 planning process. CDOT contracted with the Department of Local Affairs (DOLA) to involve all communities under population 5,000 with a “Go to the People” approach. Representatives from CDOT coordinated with the communities to provide a meeting with local staff and elected officials. These meetings focused on future transportation needs for their community and ensured the local needs will be included in the 2030 plan. This additional effort by CDOT involved more local governments and citizens in statewide planning efforts.



The first round of public meetings were held on July 8, 2003 in Meeker and in Kremmling, and July 9 in Steamboat Springs. The second round of public meetings were held on March 16, 2004 in Meeker and in Hot Sulphur Springs and on March 17, 2004 in Steamboat Springs. All comments from the public meetings are shown in the 2030 Regional Transportation Plan.

GOALS AND STRATEGIES

The 2030 Northwest Regional Transportation Plan identifies regional goals and strategies related to transportation. The following are the goals and strategies from that Plan:

- Goal 1** ***Adopt a unified mission and goals for the region.***
- Strategy A Consider the effects of federal and state regulations and policies on the region when developing plans for the TPR.
- Goal 2** ***Support a transportation system that meets present and future mobility and freight needs.***
- Strategy A Recognize the importance of the US 40 and the Highway 9 transportation corridors as well as the importance of feeder routes during regional planning activities.
- Strategy B Consider emerging technology when developing alternatives for the regional plan.
- Strategy C Recognize the importance of north/south transportation and freight corridors as connections to adjacent states and other planning regions when developing plans.
- Strategy D Consider the enhancement of freight facilities when developing plan alternatives.
- Goal 3** ***Enhance passenger and freight rail service along with freight and commuter air service.***
- Strategy A Development commercial air passenger and air freight connections to Grand Junction, Colorado Springs, Denver, and Salt Lake airports from smaller regional airports, and improve service to and from resort area airports.
- Strategy B Enhance access to the region's airports.
- Goal 4** ***Broaden the economic base for communities in the region.***
- Strategy A Identify and enhance routes of economic importance for freight, employment centers, tourism, and travel.
- Strategy B Ensure that economic lifelines and transportation links are balanced and accessible to all.
- Strategy C Develop interregional corridor partnerships to cooperate on plans for key growth areas to enhance the quality of the transportation system.
- Strategy D Promote acquiring a growth management strategy for the region; promote employment opportunities, and support land use plans that are based on encouragement of transit-oriented and multimodal development.
- Strategy E Adopt a policy that discourages abandonment of rail rights-of-way and rail service.



- Goal 5** ***Support a transportation system that enhances convenience and quality of travel for residents.***
- Strategy A Develop regional and local transportation systems that are based on multimodal centers throughout the region that provides both NWTPR residents and visitors frequent, convenient, and cost-effective year-round service.
- Strategy B Provide for effective (upgraded and maintained) accesses along the primary routes to visitor destinations for employees and tourists.
- Strategy C Develop local partnerships that promote transportation enhancements.
- Goal 6** ***Develop a transportation system with a strong mass transit element.***
- Strategy A Develop public/private partnerships to address transit needs and multimodal centers.
- Strategy B Increase use of mass transit by identifying revenue sources for multimodal facilities.
- Goal 7** ***Provide a safe, efficient, and well-maintained roadway system.***
- Strategy A Increase safety considerations when designing roadway improvements.
- Strategy B Improve highway safety and maintenance:
- Promote the use of intelligent transportation system technology that monitors the roadways and informs the traveling public of roadway conditions;
 - Upgrade and maintain major/primary routes to accommodate tourism/scenic byways/trails; and,
 - Widen appropriate roadways, provide passing lanes (where appropriate), improve railroad crossings, and develop bike trails along appropriate roadways to allow for safe passage of both vehicles and bicycles.
- Goal 8** ***Plan for a transportation system that considers preserving environmental resources, creates and maintains pleasant human environs, and adapts to geographical conditions.***
- Strategy A Support a regional plan that upholds, supports and implements the provisions of CDOT's Environmental Justice initiative which seeks to eliminate disparities in transportation development among ethnic minority, low-income, and other disadvantaged populations.
- Strategy B Adopt a plan that supports improved and sustainable quality of life for the region's diverse population.
- Strategy C Promote a regional plan that either avoids or mitigates air quality impacts when feasible.
- Goal 9** ***Support a transportation system that facilitates and maximizes funding for the region.***
- Strategy A Create and fund cooperative transportation partnerships among the counties, cities, and towns of the region.



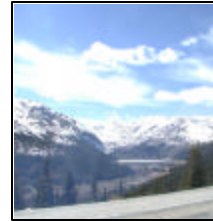
- Strategy B Develop realistic plans based on the ability to fund new projects and maintain the existing transportation system.
- Strategy C Develop a common method for prioritizing projects.
- Strategy D Develop a flexible prioritization system and timetable by transportation mode.

Goal 10 *Support a transportation plan that develops options that are understood and supported by the traveling public.*

- Strategy A Promote a regional transportation planning process that invites full public involvement and input at key points of project development, through the use of advisory committees, public meetings, websites, newsletters, including input opportunities for the general public and interest groups.

Socioeconomic and Environmental Profile

The study area for this 25-Year Transit Element includes Grand, Jackson, Moffat, Rio Blanco, and Routt Counties, covering an area of approximately 13,800 square miles. The five-county region is a rural, sparsely populated area with an economy based primarily on the natural attractions to the region and the services and retail trade associated with the area. There are numerous tourist attractions and recreational opportunities in the area.



The five-county region has a 2000 total population of 52,879, an increase of 29 percent from 1990. Routt and Moffat Counties have the largest populations with 62 percent of the five-county population. The population in Jackson and Rio Blanco Counties was unchanged over the last decade. Much of the population growth in the other counties can be attributed to what is being termed “amenity migration” or defined as new residents moving into the area to take advantage of the unique natural resources, quality of life, and other amenities that the region offers. Many of these new residents are retirees or second-home owners that bring along their pensions and other retirement benefits. This “new” money affects the local economy as it is spent on new homes and goods and service.

Detailed county socio-demographic information is presented in the 2030 Transportation Plan and will not be repeated in this chapter. That report includes information regarding population and employment projections and other data for the region. This chapter for the 2030 Transit Element focuses on the transit-dependent demographic information that specifically relates to public transportation.

STUDY AREA DEMOGRAPHICS

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 these 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-1 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, which were performed throughout the study process. These are also population groups identified under Title VI and Environmental Justice sections.

**Table II-1
Transit-Dependent Population Characteristics for the Northwest Region**

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 (16-64) Population		Below-Poverty Population		Total Population (Persons)
					#	%		#	%	#	%	#	%	#	%	
Grand	0001	1	West Grand County	1093.0	10	2.3%	430	255	22.3%	152	13.3%	13	1.1%	69	6.0%	1,144
	0001	2	Kremmling Area	4.8	42	6.3%	669	451	25.5%	160	9.1%	32	1.8%	153	8.7%	1,767
	0002	1	NE Grand County	282.2	28	3.5%	806	257	14.7%	331	18.9%	8	0.5%	127	7.3%	1,750
	0002	2	E Central Grand County	347.6	35	2.7%	1311	616	17.8%	404	11.7%	65	1.9%	231	6.7%	3,455
	0002	3	Granby Area	2.3	28	3.9%	721	445	24.1%	186	10.1%	48	2.6%	111	6.0%	1,850
	0002	4	SE Grand County	125.0	37	3.3%	1138	342	13.8%	183	7.4%	57	2.3%	210	8.5%	2,476
TOTALS: GRAND COUNTY				1,855	180	3.5%	5,075	2,366	19.0%	1,416	11.4%	223		901		12,442
Jackson	9556	1	Jackson County - rural	1,621	4	1.3%	309	171	21.9%	134	17.2%	9	1.2%	49	6.3%	780
	9556	2	Walden Area	1	24	6.8%	352	164	20.6%	148	18.6%	36	4.5%	171	21.5%	797
TOTALS: JACKSON COUNTY				1,622	28	4.2%	661	335	21.24%	282	17.9%	45		220		1,577
Moffat	0001	1	Central Moffat County	1,085	7	5.3%	131	53	16.9%	81	25.9%	6	1.9%	75	24.0%	313
	0001	2	W Moffat County	2,373	9	4.5%	199	158	27.1%	62	10.6%	14	2.4%	69	11.8%	583
	0002	1	NE Moffat County	756	5	3.3%	152	153	31.3%	46	9.4%	0	0.0%	19	3.9%	489
	0002	2	SE Moffat County	375	0	0.0%	137	68	17.3%	54	13.8%	0	0.0%	30	7.7%	392
	0003	1	NE of Craig	46	0	0.0%	86	27	13.0%	65	31.4%	0	0.0%	14	6.8%	207
	0003	2	NW of Craig	46	9	1.4%	633	538	31.2%	95	5.5%	26	1.5%	184	10.7%	1,726
	0003	3	S of Craig	63	0	0.0%	286	180	23.8%	129	17.1%	26	3.4%	6	0.8%	755
	0004	1	SW Craig Area	0	9	3.5%	259	166	24.0%	36	5.2%	14	2.0%	0	0.0%	692
	0004	2	NW Craig Area	1	7	3.5%	202	145	26.1%	49	8.8%	22	4.0%	22	4.0%	556
	0004	3	W Craig Area	1	23	6.1%	377	313	26.3%	114	9.6%	39	3.3%	33	2.8%	1,191
	0004	4	Central Craig	0	111	22.9%	484	263	24.4%	279	25.9%	26	2.4%	222	20.6%	1,079
	0004	5	W Craig Area	0	32	10.7%	299	201	24.9%	122	15.1%	22	2.7%	53	6.6%	807
	0005	1	SE Craig Area	1	0	0.0%	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-
	0005	2	NE Craig Area	0	28	10.4%	269	149	23.1%	85	13.2%	30	4.6%	89	13.8%	646
	0005	3	NE Craig Area	2	0	0.0%	268	186	25.1%	96	12.9%	7	0.9%	34	4.6%	742
0005	4	E Craig Area	0	6	1.6%	384	251	25.0%	121	12.1%	59	5.9%	81	8.1%	1,004	
0005	5	E Craig Area	0	5	2.0%	245	140	23.4%	76	12.7%	49	8.2%	45	7.5%	599	
0005	6	Central Craig	0	25	11.0%	227	140	22.1%	59	9.3%	42	6.6%	73	11.5%	634	
0005	7	Central Craig	0	30	8.7%	345	128	16.6%	124	16.1%	28	3.6%	37	4.8%	769	
TOTALS: MOFFAT COUNTY				4,751	306	6.1%	4,983	3,259	24.72%	1,693	12.8%	410	3.1%	1,086	8.2%	13,184
Rio Blanco	9511	1	E Rio Blanco County	942	7	2.9%	239	121	20.6%	105	17.9%	0	0.0%	36	6.1%	586
	9511	2	Central Rio Blanco County	1,017	18	6.2%	291	110	16.2%	210	31.0%	18	2.7%	86	12.7%	677
	9511	3	Meeker Area	0	25	6.8%	366	202	23.0%	176	20.1%	22	2.5%	181	20.6%	877
	9511	4	W Meeker Area	14	9	1.8%	507	299	22.9%	194	14.9%	33	2.5%	62	4.8%	1,303
	9512	1	W Rio Blanco County	1,210	12	11.4%	105	79	24.6%	19	5.9%	0	0.0%	3	0.9%	321
	9512	2	N Rangely Area	3	23	7.5%	305	178	24.1%	129	17.5%	14	1.9%	60	8.1%	739
	9512	3	S Rangely Area	6	8	1.6%	493	346	23.3%	133	9.0%	28	1.9%	128	8.6%	1,483
TOTALS: RIO BLANCO COUNTY				3,193	102	4.4%	2,306	1,335	22.3%	966	16.1%	115	1.9%	556	9.3%	5,986



Table II-1, continued
Transit-Dependent Population Characteristics for the Northwest Region

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 (16-64) Population		Below-Poverty Population		Total Population (Persons)
					#	%		#	%	#	%	#	%	#	%	
Routt	0001	1	NE of Steamboat Springs	321	7	2.7%	262	187	27.1%	69	10.0%	5	0.7%	0	0.0%	691
	0001	2	NW of Steamboat Springs	180	0	0.0%	280	114	16.7%	93	13.6%	29	4.2%	11	1.6%	684
	0001	3	NW Routt County	595	0	0.0%	175	89	19.5%	39	8.6%	13	2.9%	12	2.6%	456
	0002	1	Hayden Area	3	15	3.7%	401	285	27.7%	98	9.5%	53	5.1%	67	6.5%	1,030
	0002	2	S Hayden Area	9	3	1.1%	269	181	24.0%	72	9.6%	15	2.0%	61	8.1%	753
	0003	1	SW Routt County	348	5	6.0%	84	43	20.4%	14	6.6%	5	2.4%	10	4.7%	211
	0003	2	Area NE of Oak Creek	62	13	5.1%	256	158	24.5%	60	9.3%	17	2.6%	24	3.7%	646
	0003	3	Area NW of Oak Creek	94	18	5.0%	359	189	21.8%	97	11.2%	14	1.6%	51	5.9%	868
	0003	4	Oak Creek Area	2	12	7.1%	168	93	22.6%	50	12.2%	9	2.2%	51	12.4%	411
	0004	1	N of Steamboat Springs	8	0	0.0%	90	59	25.1%	34	14.5%	0	0.0%	8	3.4%	235
	0004	2	NW Steamboat Springs	5	0	0.0%	625	424	25.8%	36	2.2%	42	2.6%	92	5.6%	1,646
	0004	3	N Steamboat Springs	26	16	10.6%	151	85	19.7%	56	13.0%	15	3.5%	0	0.0%	431
	0005	1	Steamboat Springs	3	20	3.9%	507	199	14.2%	134	9.5%	14	1.0%	59	4.2%	1,405
	0005	2	Steamboat Springs	0	9	3.2%	284	99	14.5%	36	5.3%	6	0.9%	45	6.6%	682
	0005	3	Steamboat Springs	0	13	3.9%	336	141	20.9%	119	17.7%	0	0.0%	48	7.1%	674
	0005	4	W of Steamboat Springs	18	0	0.0%	99	42	15.6%	5	1.9%	0	0.0%	0	0.0%	269
	0005	5	SW of Steamboat Springs	22	50	11.8%	424	55	5.0%	45	4.1%	15	1.4%	101	9.1%	1,105
	0005	1	Steamboat Springs Area	10	0	0.0%	33	22	24.2%	9	9.9%	0	0.0%	0	0.0%	91
	0006	2	Steamboat Springs Area	22	48	5.5%	879	628	26.4%	78	3.3%	17	0.7%	193	8.1%	2,378
	0006	1	NE of Steamboat Springs	55	7	1.5%	455	159	15.8%	162	16.1%	6	0.6%	33	3.3%	1,005
0007	2	E of Steamboat Springs	3	21	1.8%	1140	328	13.5%	96	3.9%	28	1.1%	209	8.6%	2,437	
0007	1	SE of Steamboat Springs	363	18	5.4%	332	189	23.6%	103	12.9%	7	0.9%	86	10.7%	801	
0008	2	E of Oak Creek	214	0	0.0%	344	140	17.9%	61	7.8%	13	1.7%	22	2.8%	781	
TOTALS: ROUTT COUNTY				2,363	275	3.5%	7,953	3,909	19.9%	1,566	8.0%	323	1.6%	1,183	6.0%	19,690
TOTAL: NW REGION				13,784	891	4.2%	20,978	11,204	21.2%	5,923	11.2%	1,116	2.1%	3,946	7.5%	52,879

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



Youth Population

The total population of youth aged 0 to 15 years for the study area was 11,204 persons in 2000, representing 21 percent of the total population. Moffat County has the highest percentage of youth with 25 percent of the population between 0 and 15 years old.

Elderly Population

Elderly persons (age 60 or older) represent 11 percent of the total population of the study area. Figure II-1 illustrates the distribution of elderly persons across the region. Generally, the areas with the highest density are in Craig and Steamboat Springs. 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.

Mobility-Limited Population

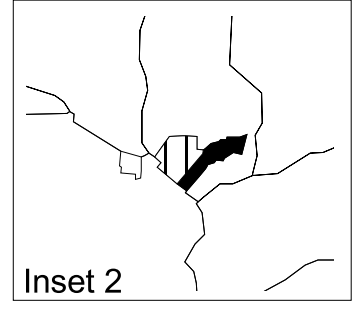
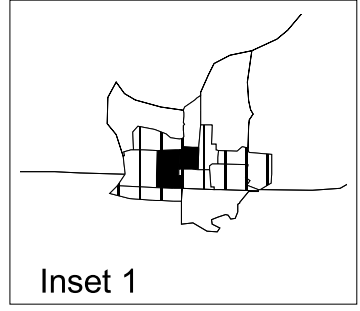
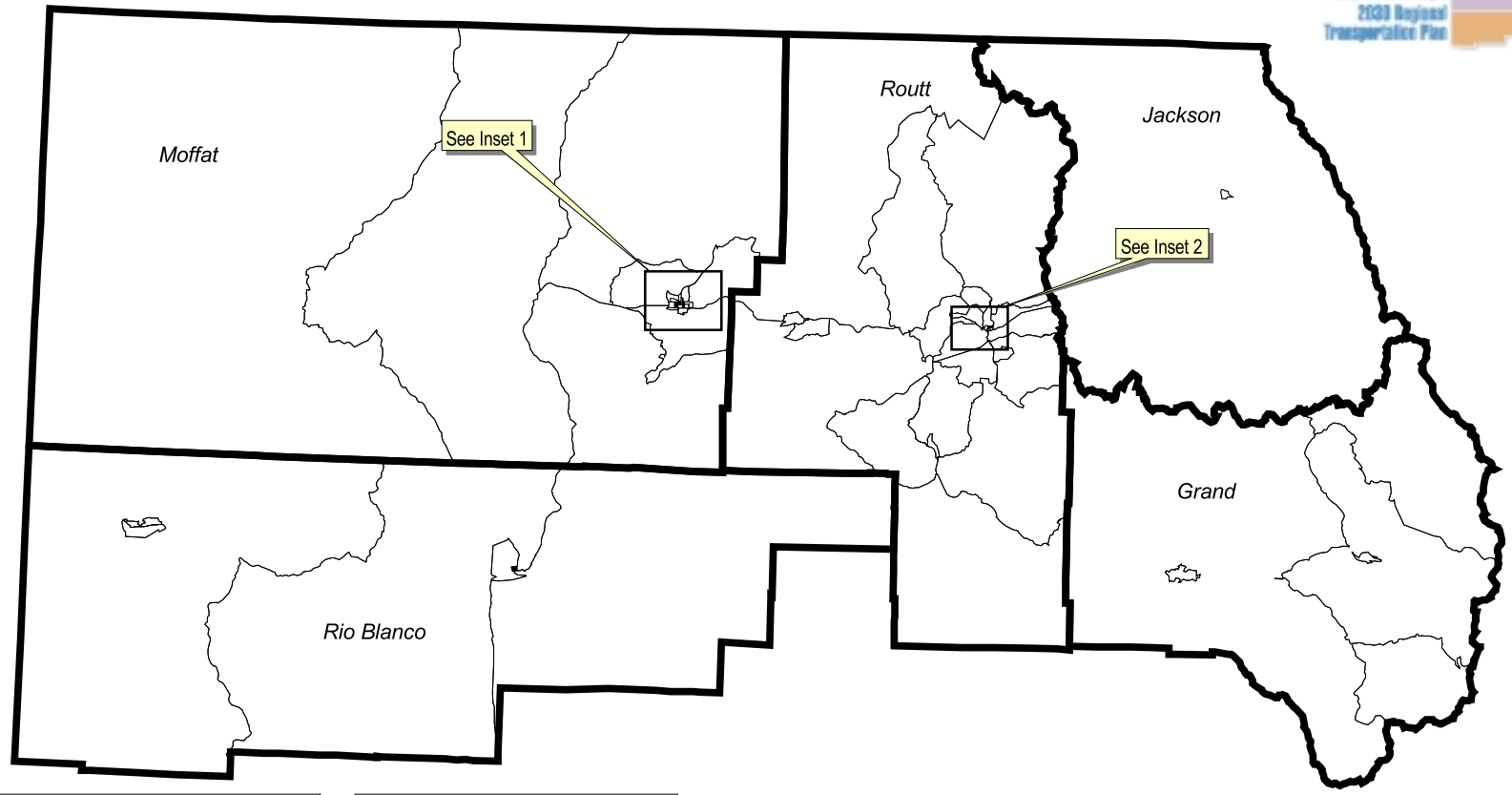
The mobility-limited population, as a whole, represents approximately two percent of the study area. Figure II-2 shows the distribution of the mobility-limited population in the study area. The census block groups with the highest density are located in Craig. Census Block Group 0005 5, in Craig, has the highest percentage with eight percent of the population being mobility-limited persons.

Low-Income Population

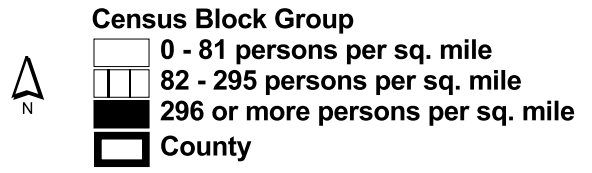
Low-income persons tend to depend on transit to a greater extent than persons with a high level of disposable income. Based on the 2000 US Census, the Northwest Region had eight percent (3,946) of the population ranked below poverty level. Figure II-3 presents the density of below-poverty persons within the study area. The areas with the highest density of persons below poverty level are located within Meeker, Craig, and Steamboat Springs. In 2000, Census Block Group 0001 1, located in Moffat County, had the highest percentage of persons below poverty level with 24 percent of the population below poverty level.

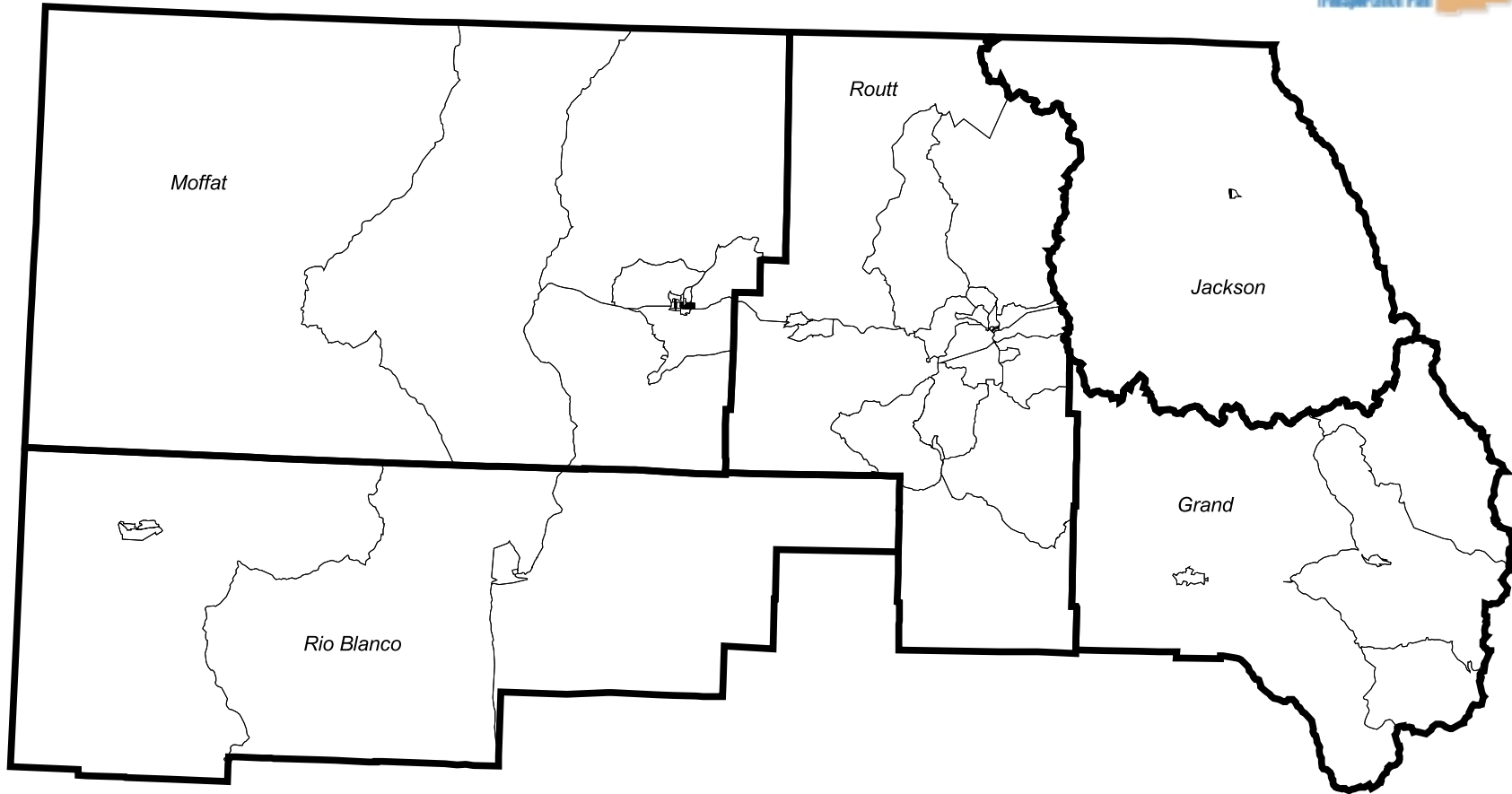
Zero-Vehicle Households

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 Figure II-4. The census indicates that 891 northwest households did not have a vehicle in 2000, representing about four percent of the total households. The highest density for zero-vehicle households is in Craig. The highest percentage of zero-vehicle households was located in Moffat County in Census Block Group 0004 4, with approximately 23 percent of the households without a car.







**Figure II-1
Elderly Density by Census Block Group**

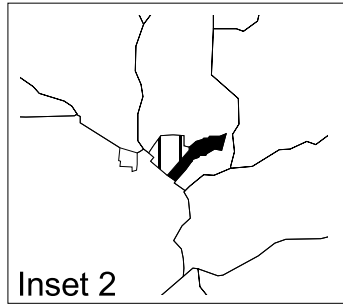
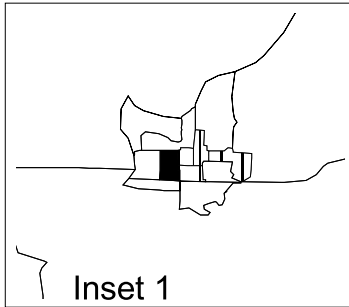
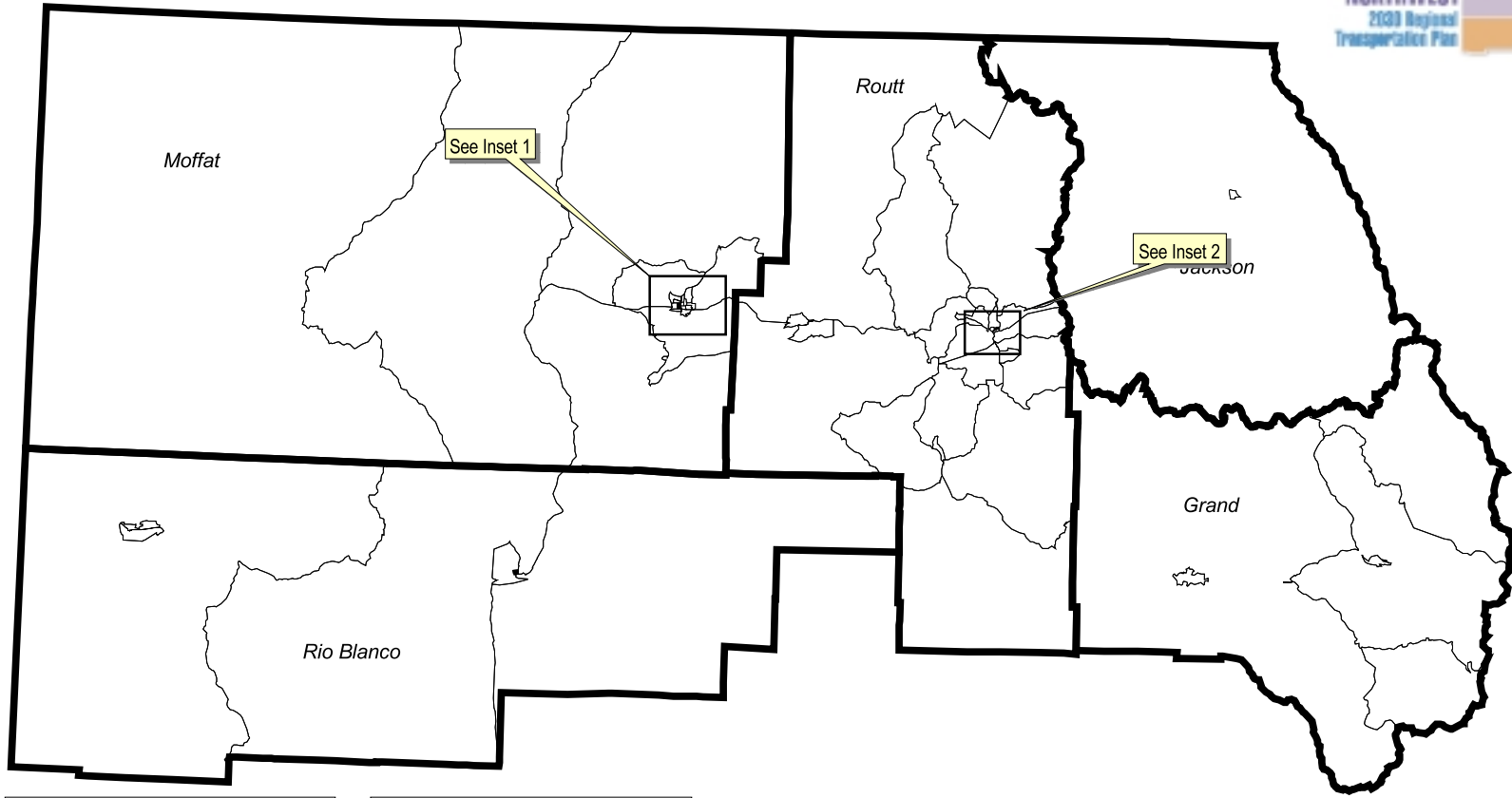




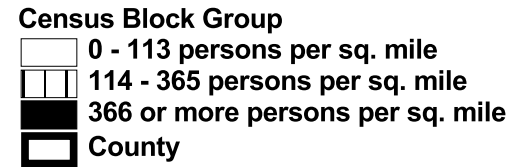
**Figure II-2
Mobility-Limited Population by
Census Block Group**

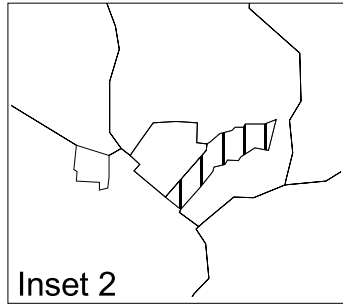
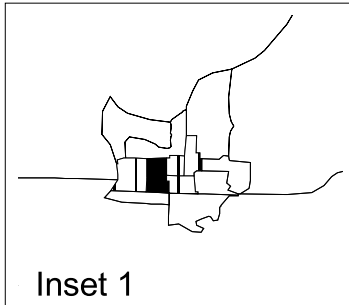
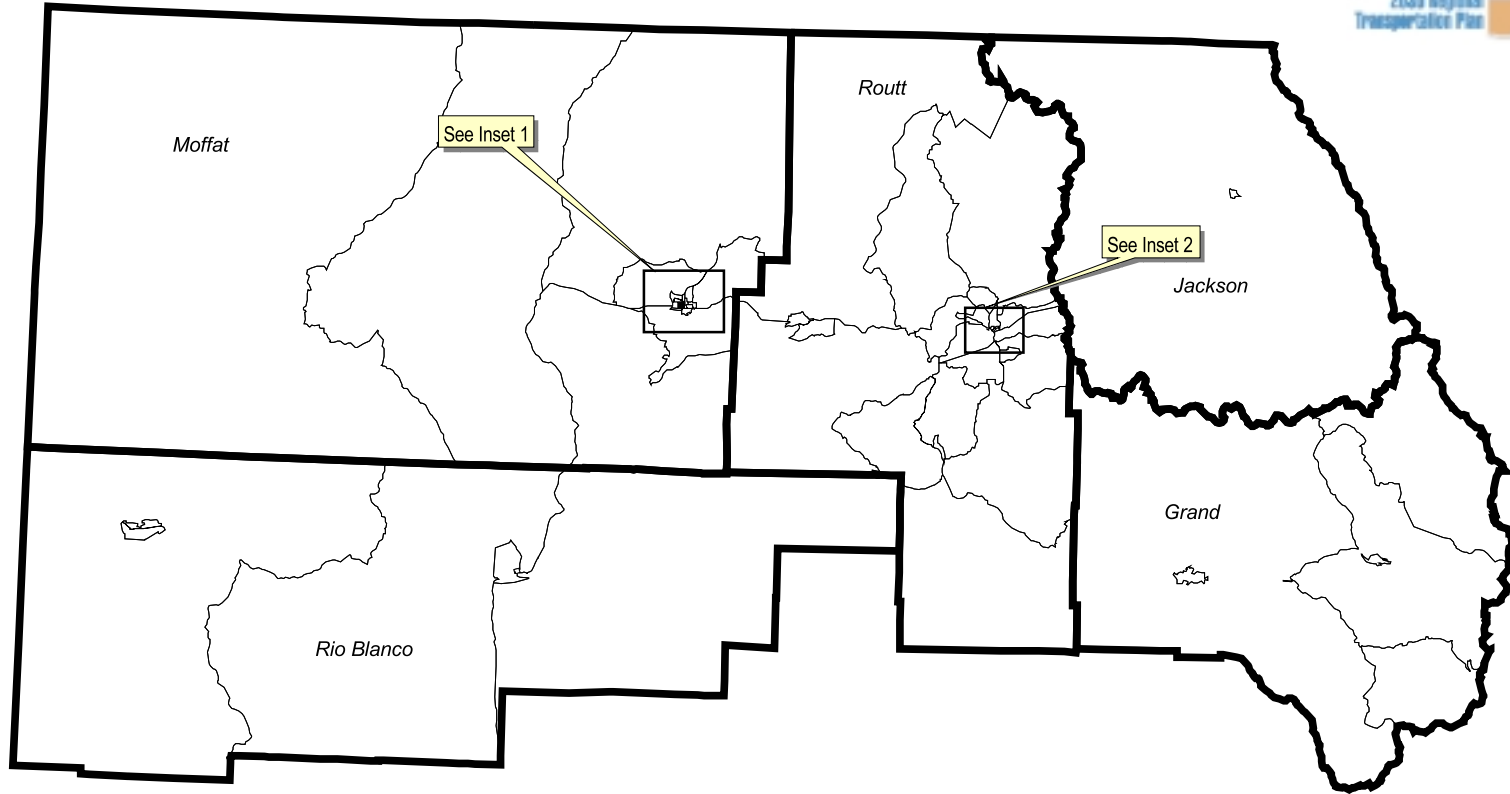


- Census Block Group**
-  0 - 30 persons per sq. mile
 -  31 - 100 persons per sq. mile
 -  100 or more persons per sq. mile
 -  County

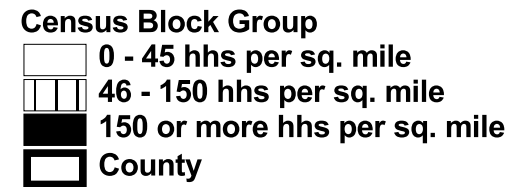


**Figure II-3
Below Poverty Population Density
by Census Block Group**





**Figure II-4
Density of 0-Vehicle Households by
Census Block Group**



hhs = households

CHAPTER III

Existing Transportation Services

INTRODUCTION

This chapter reviews the existing transportation providers within the Northwest Transportation Planning Region study area. The chapter discusses transportation services currently available to the communities in Grand, Jackson, Moffat, Rio Blanco, and Routt Counties.

TRANSPORTATION PROVIDER SURVEY

The Northwest Transportation Provider Survey, shown in Appendix A, was sent to all providers that were identified in the area. Transportation providers that returned this survey are listed below.

- Pioneers Hospital/Meeker Streaker
- Moffat County Housing Authority
- Routt County Council on Aging
- Steamboat Springs Transit
- Alpine Taxi & Limo Inc.

Other transportation services were identified in the region, but did not complete the survey. Based on phone interviews, local contacts, and previous transit reports, general comments and information have been provided for these providers listed below.

- Various School Districts in the Study Area
- Home James Transportation/Winter Park
- Independent Living Center/Craig
- Horizon's for the Handicapped/Craig
- Jackson County Council on Aging
- The LIFT/Winter Park
- Lodge Shuttle Services in the Steamboat Springs Area
- Grand County Council on Aging

TRANSPORTATION INVENTORY

Pioneers Hospital/Meeker Streaker

Demand-responsive service is provided six days a week (Monday through Saturday) on the Meeker Streaker. The service area is about a four-to-five mile radius around Meeker. Normal hours of operation are 8:30 a.m. to 2:00 p.m. Peak hours are 8:30 to 11:30 a.m. Due to funding restrictions, no fares are charged—however, donations are suggested.



The agency operates two vehicles, which are owned by the Pioneer's Hospital. Four part-time drivers operate the service.

The operating budget for fiscal year 2002 was \$34,250. Approximately 2,950 trips were provided. Table III-1 provides performance measures for the Meeker Streaker.

Table III-1 Meeker Streaker Performance Measures	
Annual	
Vehicle-Miles	9,000
Vehicle-Hours	1,400
One-way Trips	2,950
Operating Costs	\$34,250
Cost per Hour	\$24.50
Pass. per Hour	2.1
Cost per Trip	\$11.60

The transportation service has strong local support with funds being provided by Rio Blanco County. The county also provides funds for the local senior services program. There is a short-term, as well as a long-term need, to expand these services. Additional service is needed for medical appointments, church, shopping, and the four weekly meals provided by the Chuck Wagon nutrition site.

Moffat County Housing Authority

The Moffat County Housing Authority, founded in 1974, provides demand-response transportation service to meet the needs of seniors. Service is based out of the Sunset Meadows apartment complex. This transportation program is supported by Moffat County and Colorado Housing and Finance Authority funding. The Housing Authority program provides service for both residents of their facilities as well as the elderly in the general community. No fares are charged for the service, but donations are encouraged.



In 2002, 7,079 trips were provided—an average of 590 each month. This is in addition to the very active Meals on Wheels program delivering 6,336 meals during the same time period. Approximately 7 to 7.5 hours of service are provided daily, an average of 140 hours of service a month. An additional 16 hours of time is allocated for meal delivery each month.

Nearly 80 percent of the riders are elderly without disabilities. The remaining trips are for disabled residents, older than age 60. Approximately 204 wheelchair trips were provided in 2002.

The Housing Authority schedules trips together as much as possible, with grocery shopping on Monday and Thursday at 9 a.m. and 1:00 p.m. and trips to Kmart on Wednesdays at 1:00 p.m. Many trips come from the senior housing complex and many trips are for doctor, hospital, and therapy appointments. These clusters of trip locations help in scheduling trips.

Reservations are requested one day in advance, but the driver will accommodate other same-day requests, if possible. The driver checks scheduled trips each morning and afternoon and puts together a schedule for that day. That schedule will be adjusted as needed throughout the day.

Two other types of trips are provided by the system. The driver will pick up prescriptions to both save trips for elderly residents and save time for the system. Also, on Sundays, volunteer drivers use the vehicles to pick up passengers who wish to go to church. In the summer, occasional special recreational trips are made outside of Craig, such as to Vernal, Utah.

The operating budget for fiscal year 2002 was \$46,000. Table III-2 provides performance measures for the transportation services provided by the Housing Authority.

Table III-2 Moffat County Housing Authority Performance Measures	
Annual	
Vehicle-Miles	9,503
Vehicle-Hours	1,820
One-way Trips	7,097
Operating Costs	\$46,000
Cost per Hour	\$25.25
Pass. per Hour	3.9
Cost per Trip	\$6.50

Moffat County provides fuel and maintenance for the vehicles. The Housing Authority pays for vehicle parts. In addition, insurance is covered by the county as part of its umbrella policy. The Housing Authority pays the driver labor costs, with the county administering the payroll for the Housing Authority. The Operating Cost, Vehicle-Miles, and Vehicle-Hours data include the cost to support the Meals on Wheels program. This is estimated to be about 12 percent, or \$6,000 of the total budget.

The Housing Authority operates two vehicles, a 1997 minibus with 56,000 miles and a 1989 van used mostly for backup. The backup van, with 71,000 miles, has a combination of age and mileage that make it subject to frequent maintenance and costly to keep on the road. The 1997 mini-bus has been in operation six years and also needs to be replaced. The system puts about 11,000 miles on the mini-bus and another 2,000 on the backup van each year. Vehicles are parked outside, and a garage is needed.

The Housing Authority recently received funding from the FTA Section 5310 program. \$36,000 has been requested for FY 2004 to purchase a 21-foot body-on-chassis mini-bus. Local match was \$9,000 for total available funds of \$45,000. The bus will have a wheelchair lift and space for two wheelchair passengers in addition to seating for eight. This vehicle will replace the 1989 van. The 1997 mini-bus will become the backup vehicle.

Short-term and long-term needs include additional sources of funds to support operations of this service. In May 2003, the Craig City Council and Moffat County Commissioners decided *against* authorizing the application for FTA Section 5311 operating funds. However, they approved the application for FTA Section 5310 capital funds to purchase a new vehicle in 2004.



Routt County Council on Aging

The Routt County Council on Aging operates three vans in demand-responsive service. Vehicles serve three zones—Hayden, South Routt, and Steamboat Springs.

The Hayden senior van is used four days per week. On Monday, Tuesday, and Thursday, the van transports meals from the central kitchen in Steamboat Springs to the Hayden nutrition sites. Transportation service is then provided to the nutrition site and Meals-on-Wheels are delivered to home-bound seniors. Service to Steamboat Springs and Craig for medical appointments and shopping is provided on alternate Wednesdays.

The South Routt van provides transportation in Yampa, Phippsburg, and Oak Creek. On Monday, Wednesday, and Friday, the van provides transportation service to the meal site at the South Routt Community Center in Oak Creek. Meals-on-Wheels are also delivered. Service to Steamboat Springs for medical appointments and shopping is provided on Thursday.

The Steamboat Springs van operates Monday, Tuesday, Thursday, and Friday providing local seniors with access to the nutrition site, medical appointments, banking, and the post office. To supplement a limited volunteer driver team, the van also delivers Meals-on-Wheels.

The ridership for 2002 from the various centers is shown in Table III-3.

Center	One-Way Trips	Meals on Wheels
Hayden	3,069	2,736
South Routt	2,875	645
Steamboat Springs	5,149	250
Total	11,093	3,631

Hours of operation are determined independently at each site and are flexible to accommodate local needs. Generally, hours of operation are between 9:00 a.m. and 3:00 p.m. There is a suggested donation of \$0.50 for in-town one-way trips and \$1.50 for one-way out-of-town trips. Service is provided by three part-time drivers and one part-time coordinator.

Routt County Council on Aging has a total of three vehicles, shown in Table III-4.

Year	Make	Wheelchair Lift	Passenger	Condition
1991	Ford	No	12	Fair
1999	Terra	Yes	15	Excellent
2000	Eldorado	Yes	15	Excellent



An application to the FTA Section 5310 capital funding program has been submitted to purchase a replacement vehicle for the 1991 Ford in 2004.

The operating budget for 2002 was \$44,237. Sources of funds, in addition to fares and donations, include the Older American Act (Title III), United Way, and city and county grants. The \$44,237 budget does not include in-kind services provided by the county such as vehicle maintenance services, fuel, and vehicle insurance/licensing. Office space and the Senior Center are also supported by the local governments. Table III-5 provides performance data for Routt County Council on Aging.

Table III-5 Routt County Council on Aging Performance Data	
Annual	
Vehicle-Miles	26,925
Vehicle-Hours	2,700
One-way Trips	11,093
Operating Costs	\$44,237
Cost per Hour	\$16.40
Pass. per Hour	4.1
Cost per Trip	\$4.00

Short-term needs and cost estimates for Routt County Council on Aging include the following:

- Replace the 1991 non-ADA-compliant van with a 15-passenger, 4-wheel drive van with wheelchair lift \$62,000
- Increase senior transportation to meal sites to five days per week \$15,000

Long-term need identified include:

- Replace remaining two 15 passenger vans \$62,00 each
\$124,000 total
- Increase senior transportation hours of service at three nutrition sites \$6,000 each
(\$18,000 total)

Steamboat Springs Transit

Steamboat Springs Transit (SST) is owned and operated by the City of Steamboat Springs. SST provides fixed-route service and on-demand paratransit service within the city limits, an area of approximately nine square miles. SST also provides fixed-route service that links Steamboat Springs to Milner and Hayden in Routt County and Craig in Moffat County.



SST serves the general population of this mountain resort area. Ridership has consistently been around one million riders annually. Approximately 92 percent of the riders are non-elderly and non-

disabled. The remainder of the riders are elderly and persons with disabilities. In 2002, 450 ADA/demand-responsive trips were provided. Reflecting the resort community environment, 44 percent of riders were accessing recreational sites with 31 percent using the transit service to get to employment or educational sites.

In addition to the Transportation Director, supervision is provided by a Transit Operations Specialist, Safety/Training Supervisor, three mechanics, four seasonal transit dispatcher/supervisors, and one staff assistant. Twelve drivers are employed year-round, with 35 additional drivers employed on a seasonal basis. Administrative and human resource services are provided by the City of Steamboat Springs.

Located in a resort community, there are strong seasonal changes in population, employment, travel patterns, and transportation needs. SST provides high and low season route structures, service levels, and staffing levels. Peak winter hours require 16 vehicles in service, with nine vehicles in service during the off-peak hours. During the summer, five vehicles are utilized on a daily basis.



Of the 22 vehicles in the fleet, half are considered to be in fair condition, with the remaining vehicles in good condition. Passenger seating ranges from 19 to 38 seats. All vehicles are ADA-accessible. The average mileage on each vehicle is 112,900 miles, and each vehicle has been operated an average of 6,971 hours.

Participation in the Colorado Transit Coalition for the FTA Section 5309 capital funding program has secured significant capital funds for vehicle replacement over the past years. Recent funding included \$1,249,709 in 2002 and \$727,880 in 2003. Funding in the amount of around \$1 million has been requested for FY 2004 and FY 2005.

The operating budget for 2002 was \$1,832,815. The City of Steamboat Springs provided 85 percent of the funding to support SST operations. Section 5311 (operating and administration) grants provided five percent of total funding. The remainder came from farebox collections, bus advertising, and corporate and intergovernmental contributions. Table III-6 provides performance data for SST for 2002.

Table III-6 Steamboat Springs Transit Performance Data	
Annual	
Vehicle-Miles	622,903
Vehicle-Hours	40,123
One-way Trips	989,777
Operating Costs	\$1,832,815
Cost per Hour	\$45.70
Pass. per Hour	24.6
Cost per Trip	\$1.85

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

- | | | |
|-----------------------|------|-------------|
| • Vehicle Replacement | 2004 | \$1,000,000 |
| | 2005 | \$1,000,000 |

Alpine Taxi & Limo Inc.

Alpine Taxi/Limo Inc. is a well-established, for-hire transportation service operating under Common Carrier Authority issued by the Colorado Public Utilities Commission. While the primary service is the shuttle to and from Hayden Airport, Alpine also provides private executive and limousine service, private charters throughout Colorado, daily Denver shuttles, local taxi service, and group transfers.

Alpine Taxi employs 20 full-time drivers year-round. During the peak season, 80 full-time and 60 part-time drivers are employed. Seventy-five vehicles are in service during the winter with ten in service during the summer. Peak hours are from 6:00 to 10:00 a.m., 3:00 to 9:00 p.m., and from 12 midnight to 3:30 a.m. Reservationists are available 24 hours per day. All rates are published in a tariff on file with and approved by the Public Utilities Commission.

In 2002, 252,446 one-way trip rides were provided. 42 percent of these rides were to or from the Hayden Airport. Taxi service accounted for 36 percent of these rides. These trips generated 1,552,312 vehicle-miles. Annual revenues in 2002 were \$4,013,445.

Alpine Taxi states that due to the uncertainty of economic pressures and statutory influence on the private sector, it is very difficult to predict long-term needs. However, they were able to identify several projects that will need to be addressed in the immediate future.

- | | |
|---|--------------------|
| • Annual replacement/upgrade of vehicles | \$250,000 per year |
| • New reservation/dispatch system | \$50,000 |
| • Annual replacement/upgrade of computers | \$15,000 |
| • Acquisition of land for vehicle storage | \$250,000 |
| • Additional service/wash bay | \$100,000 |
| • Used motorcoach | \$150,000 |
| • Used wrecker | \$50,000 |
| • Covered storage facility for vehicles | \$200,000 |

OTHER TRANSPORTATION PROVIDERS

Information in the following section is taken from phone and on-site interviews and from previous studies including the *Routt and Moffat County Transit Development Plan Update, 2004-2005*. The LSC Team contacted each of the following agencies to complete the transit survey, with limited data received to date.

School District Transportation

Nine school districts have been identified in the Northwest Region. Table III-7 identifies the cost to provide transportation services for school children. The average cost to provide school bus transportation is \$392 per pupil per year. This is 66 percent more than the statewide average and reflects the additional operating expense to travel longer distances as well as the mountain terrain that the vehi-

cles must serve. On an average, 3.9 percent of the total school district budget is expended on transportation.

School District	Total \$ for Transportation	Number of Pupils	Cost per Pupil	\$ of Total Budget
East Grand	\$ 410,230	1,306	\$ 314	3.1
Moffat County	\$ 723,959	2,454	\$ 295	4.1
Hayden	\$ 208,991	493	\$ 424	5.1
North Park	\$ 128,922	296	\$ 436	4.2
Steamboat Springs	\$ 632,486	1,898	\$ 333	3.3
West Grand	\$ 273,165	528	\$ 517	5.3
South Routt	\$ 212,508	438	\$ 485	1.7
Meeker	\$ 180,722	661	\$ 273	3.4
Rangely	\$ 287,248	643	\$ 447	4.7
Regional Average	\$ 339,803	969	\$ 392	3.9
Statewide Total	\$ 167,005,697	707,203	\$ 236	2.5
Incremental Cost:			66%	55%
<i>Source: Colorado Department of Education, School Data, Table IVb</i>				

Home James Transportation

Home James is a well-established, for-hire transportation service operating under Common Carrier Authority issued by the Colorado Public Utilities Commission. While the primary service is between Winter Park and the nearby lodging facilities, Home James is also able to provide local taxi and charter bus service.



Home James employs 10 full-time drivers year-round. During the peak season, 20 full-time and 15 part-time drivers are employed. The maximum number of vehicles in service is 16. Peak periods are Christmas (12/20 to 4/1), Thanksgiving (11/13 to 12/19), Spring Break (4/2 and 4/20), and during the summer months (6/22 to 9/1).

Independent Living Center

The Independent Living Center is a private nonprofit organization located in Craig. The agency acquired a vehicle to transport people with disabilities through a grant from Caring for Colorado Foundation. The agency received the vehicle due to the critical need for transportation for individuals with disabilities, particularly those using wheelchairs. The Independent Living Center also sought funds from community organizations to fund the operation of the service. The local agency—Experience Works—has an employee who drives the vehicle.

The service began operation in July 2002, and ridership has grown steadily to about 300 round-trips per month. Service is provided three days per week with approximately 7.5 service hours daily or 22.5 hours per week. With 300 trips per month (an average of 23 per day), this equates to just over three trips per hour. The Independent Living Center indicates there is room for some additional trips and also anticipates ridership will continue to grow.

The Independent Living Center raised \$7,340 for operations for the 2002-2003 fiscal year. The program has strong community support, with donations from the Kiwanis Club, Wal-Mart, Moffat County Commissioners, and the Town of Craig. The Town of Craig provides fuel for the vehicle.

Van users must have an open consumer service record with the Independent Living Center and are limited to one round-trip a day unless there is extra capacity. Trip priorities are identified, with medical and therapy appointments given first priority. This is followed by work-related and educational trips, then grocery and pharmacy trips. People using wheelchairs are given preference, as they have no other transportation options. Fares are not charged, but donations are requested.

Horizon's for the Handicapped

Transportation service is limited to clients at each of the group living quarters in Craig. Vans are kept at the individual homes with other agency vehicles used for daily travel needs. It is likely that some Horizon's clients would access public transportation if it were available. A program goal is to teach independence; therefore, the use of transportation services is an important skill for clients to gain.

Jackson County Council on Aging

The Jackson County Council on Aging provides demand-responsive service using one 2003 van purchased with funds from the FTA Section 5310 capital fund program. Service is provided from Jackson County to medical and other services available in Laramie, Cheyenne, Fort Collins, Kremmling, Granby, and Steamboat Springs.

Seniors are encouraged to schedule service by contacting a volunteer dispatcher as soon as the need for transportation is known. Two part-time paid drivers are employed. Other than these two part-time positions, all administrative services are volunteers from the Council on Aging. The operating budget is approximately \$20,000.

The LIFT

The LIFT offers ground transportation in eastern Grand County, primarily providing service to the Winter Park Ski Resort area. Fixed-route service is provided fare-free within the service area, which includes the towns of Winter Park and Fraser, as well as other lodging facilities located in eastern Grand County. Schedules, including days and hours of operation, are adjusted seasonally. In addition to serving the ski and summer recreational areas, service is provided during the evening to Winter Park restaurants and entertainment venues.

The fleet includes 43 large vehicles. Six are lift-equipped, with ADA-accessible service provided as needed. Ridership reached one million in 2002.

The primary source of funding is a local dedicated tax surcharge collected by the Winter Park Resort. Interior vehicle advertising is also used to raise funds. Transit management services are provided under contract by First Group, formerly known as Ryder.

Lodge Shuttle Service in the Steamboat Springs Area

As is common in resort communities, substantial on-demand transportation services are provided by private operators. In the Steamboat Springs area, approximately 70 lodge shuttle vans are operated by condominium and property management firms for the benefit of their guests.

Following significant efforts of SST and the City of Steamboat Springs, a consolidated lodge shuttle program to prevent duplications in service and routes has been accomplished. Lodge vans coordinate routes with SST's fixed-route service. Benefits include route timing, communication, and coordination of loads and transfers.

A small number of lodging properties discontinued their private shuttle service, reducing total miles traveled, operating expenses, and the overall number of vehicle used. However, it is not likely that SST will replace all lodge shuttle vehicles. Many high-dollar resort accommodations require private transportation as a key amenity for guests.

Grand County Council on Aging

The Grand County Council on Aging (COA) is based in Granby and is primarily targeted to seniors in Granby and Kremmling. The agency is a private nonprofit organization providing demand-response service. It offers services on weekdays from 8:00 a.m. to 5:00 p.m. Advance reservation door-to-door transportation is available during these hours primarily for medical appointments. Approximately 250 clients use the COA services.

The Granby regularly scheduled service is from 10:30 a.m. to 2:30 p.m., Monday through Thursday. The Kremmling service is Monday, Tuesday, Thursday, and Friday from 10:30 a.m. to 2:30 p.m. Infrequent weekend service is provided for special recreational outings. The COA travels primarily within Grand County, but they do have scheduled trips outside the area.

Federal laws do not permit the agency to charge a fee. However, donations are suggested, but persons age 60 and over will not be turned away if they cannot make the donation. Disabled persons may use the service, but if they are under age 60, a fee is charged. Approximately 95 percent of the clientele are elderly, and the remaining clients are disabled. Table III-8 presents the suggested donation list.

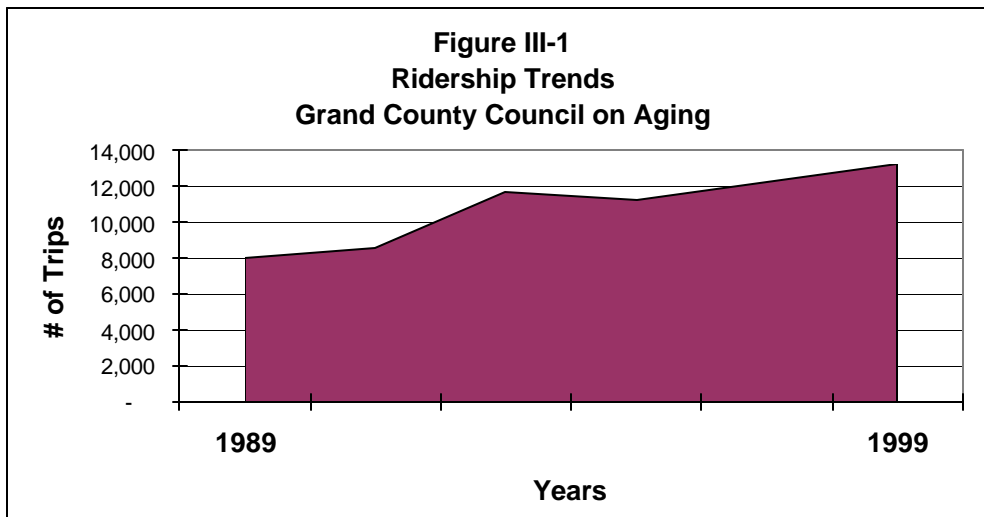
Trip		Donation
Daytime trip within town	(2 stops)	\$0.50
	(> 2 stops)	\$1.00
Nighttime trips within town		\$1.00
Fun trips within county	(outside town)	\$3.00
Denver trips	Round-trip	\$16.00
	One-way	\$12.00
DIA	One-way	\$27.00
Planned fun trips	(outside area)	\$16.00
Kremmling to Frisco		\$5.00
Granby to Evergreen		\$6.00
Granby to Grand Lake		\$2.00
Granby to Kremmling		\$2.00
Granby to Fraser		\$2.00

Source: Grand/Jackson Counties TDP Update, 2001.

The COA has three vans used for meal sites, recreation and social trips, and two trips to Denver monthly. The agency has two 15-passenger vans that are not wheelchair accessible and one 12-passenger van with one wheelchair position. The Ford vehicles are reported in good and fair condition. The Granby vehicle is stored on private property indoors, and the Kremmling vehicle is stored outside at Cliffview Assisted Living.

Council on Aging Ridership

The Grand County COA provided 13,205 trips in 1999. Figure III-1 illustrates the COA ridership trends for the past decade. As evident in Figure III-1, the transit demands for the COA continue to increase overall. The agency anticipates additional transit demand due to the population growth and the expected larger percentage of older residents in the county.



Council on Aging – Service Productivity Measures

The 1999 transportation budget for the agency was approximately \$56,300. Operating expenses were \$38,100 (68 percent of the budget) and administration accrued the remaining costs. The COA employs four part-time, year-round drivers and has three volunteer drivers. The Senior Coordinator is the administrative person available at the agency.

Approximately 23,200 vehicle-miles were reported for 1999 with 2,220 vehicle-hours. Using the operating cost information and these performance statistics, the LSC Team calculated several performance measures for the Council on Aging.

The number of one-way passenger-trips per vehicle service-mile for the agency is 0.57 for 1999. The COA has improved their performance over the last decade. The agency reported 0.22 trips per mile in 1989. This performance measure tends to favor regions where there is a greater proportion of short trips made.

The second performance measure is the number of passenger-trips per vehicle-hour. The agency reported 2,220 vehicle-hours of service. This results in approximately six trips per hour. This measure has also improved from a decade ago, when the agency reported 3.2 trips per hour.

The basic measure of financial efficiency is the total operating cost per one-way passenger-trip. A lower figure indicates a more efficient system. The COA has a cost per passenger-trip of \$2.89. As shown in the previous measures, the agency has improved their overall efficiency in the past decade. They reported \$3.13 as their cost per passenger in 1989.

The final and best measure of financial ability to provide transportation service is operating cost per vehicle-hour of service. The 1999 Council on Aging performed at \$17.16 in 1999. The cost per service-hour in 1989 was approximately \$10.20. The cost increases are attributed to increases in labor, maintenance, and other standard of living costs.

Council on Aging – Funding

The Grand County COA is funded by several sources. These include the Older Americans Act, Title IIIB funds, Grand County, and miscellaneous fares and donations. Revenues for 1999 totaled \$46,359. The replacement of vans is an ongoing expense, along with providing qualified drivers. Grand County also provides the agency with gasoline at cost and carries the insurance on its umbrella policy. Maintenance is performed by the Grand County Road and Bridge Maintenance Department.

Provider Summary

Table III-3 presents a summary of the transportation providers.

**Table III-3
NW Region Transit Providers**

Provider	Description	Operating Costs	Trips	Rev. Hrs	Rev. Miles
Alpine Taxi/Limo, Inc.	24 hrs / 7 days	\$ 4,013,445	252,446	n/a	1,552,312
Moffat County Housing Authority	DR - M - F; hrs vary	\$ 46,000	7,097	1,820	9,503
Routt County Council on Aging	Various Weekdays	\$ 44,237	11,093	2,700	26,925
Steamboat Springs Transit	Daily	\$ 1,832,815	989,777	40,123	622,903
Meeker Streaker	M - Sat	\$ 34,250	2,950	1,400	9,000
The Lift - Winter Park	Daily	\$ 1,390,000	925,713	25,000	579,240
Grand County COA	M-f; 8a-5p	\$ 56,300	13,205	2,220	23,200
Home James Transportation	24 hrs / 7 days	n/a	n/a	n/a	650,000
Jackson County COA	Various Weekdays	\$ 20,000	1,450	600	9,700

OTHER TRANSPORTATION MODES

Passenger Rail

The Northwest Region has rail access in Grand County. The Union Pacific (formerly the Denver and Rio Grande Western) rail line enters Grand County at the base of Winter Park Ski Resort, continues through the Town of Winter Park, and runs adjacent to US 40 until Kremmling, where it continues west along the Colorado River to Glenwood Springs. Approximately 22 freight trains per day travel through Grand County according to the *2000 Grand/Jackson County TDP Update*.

Amtrak

Train stations are located in Fraser and Granby. Passenger service is provided by Amtrak (the California Zephyr), which runs one westbound train and one eastbound train a day through Denver. The westbound train arrives in Fraser at approximately 11:30 a.m. and in Granby at 11:55 a.m. The eastbound train arrives in Granby at approximately 4:30 p.m. and in Fraser at 5:02 p.m. The Amtrak schedules may change slightly on a seasonal basis. Amtrak does not stop in Kremmling, even though the track runs just south of the town limits, nor does it stop in Hot Sulphur Springs.



Ski Train

The Ski Train leaves for Winter Park and returns to Union Station in Denver on the same day. The trip takes approximately two hours from Denver. The Ski Train seats 750 people and operates on Saturdays from mid-June through mid-August. Day trips are available Saturdays and Sundays from December through April. The train departs Denver at 7:15 a.m. and arrives in Winter Park at 9:30

a.m. The return trip leaves Winter Park at 4:15 p.m. and arrives in Denver at 6:30 p.m. The round-trip coach fare is \$40 per person.

The Ski Train administration reports that during the winter, the Ski Train runs 90 percent full occupancy. Forty trips are made in the winter and 10 trips during the summer months. Summer occupancy is 60 percent. Many of the passengers are booked by group arrangements. Most travelers are from the Denver and Front Range area. Staff reports approximately 60 to 70 percent of the riders are return passengers. The typical passenger rides the train once per year with a group.

Intercity Bus

Greyhound provides intercity transit service in the Northwest Region. Station locations include Winter Park, Fraser, Tabernash, Granby, Hot Sulphur Springs, and Kremmling. Jackson County is not served by Greyhound. The bus also serves Steamboat and Craig two times per day, seven days per week. Popular destinations include Denver and Salt Lake City, Utah.



CHAPTER IV Transportation Needs Assessment

INTRODUCTION

This chapter presents an analysis of the demand for transit services in the Northwest Region based upon standard estimation techniques and public commentary from residents. The transit demand identified in this chapter was used through the study process. Different methods are used to estimate the maximum transit trip demand in the Northwest 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 URS Team and were used in the development of transit alternatives. A goal of the Preferred Plan is to meet as many of the needs as possible, provided funding is available. Detailed public meeting comments are shown in the Regional Transportation Plan.

Public Meetings

Public meetings were scheduled during the initial stage of the project. Three meeting sites were selected within the region for maximum community input. Two meetings were held on July 8, 2003 (one in Meeker and one in Kremmling). The third meeting was held in Steamboat Springs on July 9, 2003. The second round of public meetings were held on March 16, 2004 and March 17, 2004 in Meeker, Hot Sulphur Springs and Steamboat Springs. Many comments were submitted by meeting attendees. The following is a list of the comments related to transit and to alternate modes of transportation.

Steamboat Springs Comments – Public Meeting

- *More transit services – Fish Creek area. Rail service – Interstate – outside CO; Front Range to mountains needed. Must have incentives to use other modes; creative marketing. Are there federal monies for subsidies? Smaller buses – may be more neighborhood friendly. Jitneys – are they a realistic option? Need bicycle access – share the road. Rabbit Ears – look at safety options. Additional shoulders on state highways.*
- *Only option is to provide multimodal public transport in urban/city areas; specifically Steamboat Springs.*
- *Can we assume “mass transit” means buses? I don’t think we have densities to support true mass transit; current challenges to support more effective bus service (which “locals” really*

like) is ability to pay and hire drivers. US 40 improvements needed from mile marker 140-149! Trucker kiosk on the pass or outside of Kremmling!

Meeker Comments – Public Meeting

- Rifle is growing very fast. This will impact Meeker because we are 40 miles away. There will be jobs in Rifle. In the 80s there was a bus from Craig, Rifle to Grand Junction. We have 2 regional mines. At the present, miners carpool. We need a public transport system! This will cut down on congestion. It will allow low-income people to access jobs, mental and medical care. The closest bus stop is 50 or 40 miles away.
- Out of town transit to Craig/Rifle. Many low-income residents without licenses.
- The town of Meeker owns 115 acres plus adjacent to its west boundaries. A master plan has been adopted by the town. The plan includes pedestrian trails and a visitor center. It also includes changing the main street intersection with Highway 13. Identified potential funding partners are: COCO, BLM, forest service, CDOT (enhancement, scenic byways, reconstruction) DOW, town, etc. Attached is a drawing of the proposed project. Timeline 5 to 10 years. I would be happy to provide more info anytime!



DOLA Meetings

CDOT initiated a strong effort to involve the small communities around the State of Colorado in the 2030 planning process. CDOT contracted with the Department of Local Affairs (DOLA) to involve all communities with a population under 5,000 with a “Go to the People” approach. Representatives from CDOT coordinated with the communities to provide meetings with local community staff and elected officials. These meetings focused on future transportation needs for their community and ensured that their needs will be included in the 2030 plan. This additional effort by CDOT involves more local governments and citizens in statewide planning efforts.

The 2030 Regional Transportation Plan shows the detailed comments from each of the communities around the Northwest Region.

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 Northwest Region. Knowing this information, the LSC Team presents the transit demand for 2002 and for year 2030, based on population projections from the Colorado Department of Local Affairs.

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 Northwest 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 Northwest Region during the non-peak seasons.

For the Northwest 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 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 Northwest Region for elderly transit service is 40,540 annual trips; disabled demand is 5,730 annual trips; and general public demand is 20,120 annual trips. The potential demand for each county is also shown in the table. The Northwest Region estimated total transit demand for 2002, using the TCRP method, at 66,390 annual trips for the non-peak season. 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.

Transit demand estimates, using the TCRP methodology, for 2030 are provided in Table IV-2. Total demand for 2030 is estimated to be 110,730 one-way, annual passenger-trips for the Northwest Region.

Table IV-1
2002 Estimated Public Transit Demand using the TCRP Method
Northwest Region - based on Permanent Population

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	#	%	
Grand	1	1	West Grand County	1,050	70	1,120	350	1,470	6	9.5%	0
	1	2	Kremmling Area	1,100	160	1,260	780	2,040	8	13.2%	2
	2	1	NE Grand County	2,280	40	2,320	650	2,970	12	19.2%	0
	2	2	E Central Grand County	2,780	330	3,110	1,180	4,290	17	27.7%	0
	2	3	Granby Area	1,280	250	1,530	570	2,100	8	13.6%	4
	2	4	SE Grand County	1,260	290	1,550	1,070	2,620	10	16.9%	0
<i>Subtotal</i>				<i>9,750</i>	<i>1,140</i>	<i>10,890</i>	<i>4,600</i>	<i>15,490</i>	<i>61</i>		<i>5</i>
Jackson	9556	1	Jackson County - rural	920	50	970	250	1,220	5	36.6%	0
	9556	2	Walden Area	1,030	190	1,220	890	2,110	8	63.4%	9
<i>Subtotal</i>				<i>1,950</i>	<i>240</i>	<i>2,190</i>	<i>1,140</i>	<i>3,330</i>	<i>13</i>		<i>9</i>
Moffat	1	1	Central Moffat County	560	30	590	380	970	4	5.1%	0
	1	2	W Moffat County	430	70	500	350	850	3	4.4%	0
	2	1	NE Moffat County	320	0	320	100	420	2	2.2%	0
	2	2	SE Moffat County	370	0	370	150	520	2	2.7%	0
	3	1	NE of Craig	450	0	450	70	520	2	2.7%	0
	3	2	NW of Craig	650	130	780	940	1,720	7	9.0%	0
	3	3	S of Craig	890	130	1,020	30	1,050	4	5.5%	0
	4	1	SW Craig Area	250	70	320	0	320	1	1.7%	4
	4	2	NW Craig Area	330	110	440	110	550	2	2.9%	2
	4	3	W Craig Area	800	200	1,000	170	1,170	5	6.1%	7
	4	4	Central Craig	1,970	140	2,110	1,160	3,270	13	17.1%	39
	4	5	W Craig Area	810	110	920	260	1,180	5	6.2%	10
	5	1	SE Craig Area	0	0	0	0	0	0	0.0%	0
	5	2	NE Craig Area	570	150	720	450	1,170	5	6.1%	18
	5	3	NE Craig Area	670	40	710	180	890	3	4.6%	2
	5	4	E Craig Area	800	290	1,090	400	1,490	6	7.8%	12
	5	5	E Craig Area	540	260	800	240	1,040	4	5.4%	11
	5	6	Central Craig	390	210	600	350	950	4	5.0%	17
	5	7	Central Craig	770	130	900	170	1,070	4	5.6%	23
<i>Subtotal</i>				<i>11,570</i>	<i>2,070</i>	<i>13,640</i>	<i>5,510</i>	<i>19,150</i>	<i>75</i>		<i>147</i>
Rio Blanco	9511	1	E Rio Blanco County	720	0	720	180	900	4	8.9%	0
	9511	2	Central Rio Blanco County	1,440	90	1,530	440	1,970	8	19.4%	0
	9511	3	Meeker Area	1,240	120	1,360	950	2,310	9	22.8%	28
	9511	4	W Meeker Area	1,330	170	1,500	320	1,820	7	17.9%	1
	9512	1	W Rio Blanco County	130	0	130	20	150	1	1.5%	0
	9512	2	N Rangely Area	890	70	960	310	1,270	5	12.5%	2
9512	3	S Rangely Area	920	140	1,060	660	1,720	7	17.0%	1	
<i>Subtotal</i>				<i>6,670</i>	<i>590</i>	<i>7,260</i>	<i>2,880</i>	<i>10,140</i>	<i>40</i>		<i>31</i>



Table IV-1, continued
2002 Estimated Public Transit Demand using the TCRP Method
Northwest Region - based on Permanent Population

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	#	%	
Routt	1	1	NE of Steamboat Springs	470	30	500	0	500	2	2.7%	0
	1	2	NW of Steamboat Springs	640	150	790	60	850	3	4.6%	0
	1	3	NW Routt County	270	70	340	60	400	2	2.2%	0
	2	1	Hayden Area	670	270	940	340	1,280	5	7.0%	2
	2	2	S Hayden Area	500	80	580	310	890	3	4.9%	0
	3	1	SW Routt County	100	30	130	50	180	1	1.0%	0
	3	2	Area NE of Oak Creek	410	90	500	120	620	2	3.4%	0
	3	3	Area NW of Oak Creek	670	70	740	260	1,000	4	5.5%	0
	3	4	Oak Creek Area	340	50	390	260	650	3	3.6%	2
	4	1	N of Steamboat Springs	230	0	230	40	270	1	1.5%	0
	4	2	NW Steamboat Springs	250	220	470	470	940	4	5.1%	1
	4	3	N Steamboat Springs	390	80	470	0	470	2	2.6%	0
	5	1	Steamboat Springs	910	70	980	300	1,280	5	7.0%	2
	5	2	Steamboat Springs	220	30	250	210	460	2	2.5%	10
	5	3	Steamboat Springs	690	0	690	210	900	4	4.9%	24
	5	4	W of Steamboat Springs	30	0	30	0	30	0	0.2%	0
	5	5	SW of Steamboat Springs	310	80	390	520	910	4	5.0%	0
	5	1	Steamboat Springs Area	60	0	60	0	60	0	0.3%	0
	6	2	Steamboat Springs Area	540	90	630	990	1,620	6	8.9%	0
	6	1	NE of Steamboat Springs	1,110	30	1,140	170	1,310	5	7.2%	0
7	2	E of Steamboat Springs	660	140	800	1,070	1,870	7	10.2%	2	
7	1	SE of Steamboat Springs	710	40	750	440	1,190	5	6.5%	0	
8	2	E of Oak Creek	420	70	490	110	600	2	3.3%	0	
Subtotal				10,600	1,690	12,290	5,990	18,280	72		44
Northwest Region Transit Demand Total				40,540	5,730	46,270	20,120	66,390	260		236

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

**Table IV-2
2030 Estimated Public Transit Demand using the TCRP Method
Northwest Region - based on Permanent Population**

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	#	%	
Grand	1	1	West Grand County	2,310	150	2,460	800	3,260	13	9.1%	0
	1	2	Kremmling Area	2,580	390	2,970	1,870	4,840	19	13.6%	4
	2	1	NE Grand County	5,030	90	5,120	1,470	6,590	26	18.5%	0
	2	2	E Central Grand County	6,510	800	7,310	2,820	10,130	40	28.4%	0
	2	3	Granby Area	3,000	590	3,590	1,360	4,950	19	13.9%	8
	2	4	SE Grand County	2,780	660	3,440	2,420	5,860	23	16.4%	0
Subtotal				22,210	2,680	24,890	10,740	35,630	140		13
Jackson	9556	1	Jackson County - rural	1,090	60	1,150	300	1,450	6	34.5%	0
	9556	2	Walden Area	1,330	250	1,580	1,170	2,750	11	65.5%	12
Subtotal				2,420	310	2,730	1,470	4,200	16		12
Moffat	1	1	Central Moffat County	720	40	760	510	1,270	5	4.8%	0
	1	2	W Moffat County	550	90	640	470	1,110	4	4.2%	0
	2	1	NE Moffat County	410	0	410	130	540	2	2.1%	0
	2	2	SE Moffat County	480	0	480	200	680	3	2.6%	0
	3	1	NE of Craig	580	0	580	90	670	3	2.5%	0
	3	2	NW of Craig	920	190	1,110	1,350	2,460	10	9.3%	0
	3	3	S of Craig	1,150	180	1,330	40	1,370	5	5.2%	0
	4	1	SW Craig Area	330	100	430	0	430	2	1.6%	5
	4	2	NW Craig Area	430	150	580	150	730	3	2.8%	3
	4	3	W Craig Area	1,120	290	1,410	250	1,660	7	6.3%	11
	4	4	Central Craig	2,760	190	2,950	1,660	4,610	18	17.5%	55
	4	5	W Craig Area	1,140	160	1,300	370	1,670	7	6.3%	14
	5	1	SE Craig Area	0	0	0	0	0	0	0.0%	0
	5	2	NE Craig Area	740	200	940	590	1,530	6	5.8%	24
	5	3	NE Craig Area	870	50	920	230	1,150	5	4.4%	3
	5	4	E Craig Area	1,230	460	1,690	630	2,320	9	8.8%	19
	5	5	E Craig Area	700	340	1,040	320	1,360	5	5.2%	15
	5	6	Central Craig	500	270	770	470	1,240	5	4.7%	22
5	7	Central Craig	1,080	190	1,270	250	1,520	6	5.8%	33	
Subtotal				15,710	2,900	18,610	7,710	26,320	103		204
Rio Blanco	9511	1	E Rio Blanco County	930	0	930	240	1,170	5	8.5%	0
	9511	2	Central Rio Blanco County	1,870	120	1,990	580	2,570	10	18.6%	0
	9511	3	Meeker Area	1,740	160	1,900	1,360	3,260	13	23.6%	39
	9511	4	W Meeker Area	1,870	240	2,110	450	2,560	10	18.5%	1
	9512	1	W Rio Blanco County	170	0	170	20	190	1	1.4%	0
	9512	2	N Rangely Area	1,150	100	1,250	410	1,660	7	12.0%	2
	9512	3	S Rangely Area	1,280	210	1,490	940	2,430	10	17.6%	2
Subtotal				9,010	830	9,840	4,000	13,840	54		44



Table IV-2, continued
2030 Estimated Public Transit Demand using the TCRP Method
Northwest Region - based on Permanent Population

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	#	%	
Routt	1	1	NE of Steamboat Springs	780	40	820	0	820	3	2.7%	0
	1	2	NW of Steamboat Springs	1,050	250	1,300	90	1,390	5	4.5%	0
	1	3	NW Routt County	440	110	550	100	650	3	2.1%	0
	2	1	Hayden Area	1,200	490	1,690	620	2,310	9	7.5%	3
	2	2	S Hayden Area	810	130	940	520	1,460	6	4.7%	1
	3	1	SW Routt County	160	40	200	90	290	1	0.9%	0
	3	2	Area NE of Oak Creek	680	150	830	210	1,040	4	3.4%	0
	3	3	Area NW of Oak Creek	1,100	120	1,220	440	1,660	7	5.4%	0
	3	4	Oak Creek Area	560	80	640	440	1,080	4	3.5%	3
	4	1	N of Steamboat Springs	390	0	390	70	460	2	1.5%	0
	4	2	NW Steamboat Springs	470	420	890	920	1,810	7	5.9%	2
	4	3	N Steamboat Springs	630	130	760	0	760	3	2.5%	0
	5	1	Steamboat Springs	1,630	130	1,760	540	2,300	9	7.5%	3
	5	2	Steamboat Springs	370	50	420	350	770	3	2.5%	17
	5	3	Steamboat Springs	1,140	0	1,140	350	1,490	6	4.8%	40
	5	4	W of Steamboat Springs	60	0	60	0	60	0	0.2%	0
	5	5	SW of Steamboat Springs	550	140	690	940	1,630	6	5.3%	0
	5	1	Steamboat Springs Area	100	0	100	0	100	0	0.3%	0
	6	2	Steamboat Springs Area	950	160	1,110	1,770	2,880	11	9.4%	1
	6	1	NE of Steamboat Springs	1,830	50	1,880	280	2,160	8	7.0%	0
7	2	E of Steamboat Springs	1,270	280	1,550	2,100	3,650	14	11.9%	4	
7	1	SE of Steamboat Springs	1,170	60	1,230	740	1,970	8	6.4%	0	
<i>Subtotal</i>				<i>17,340</i>	<i>2,830</i>	<i>20,170</i>	<i>10,570</i>	<i>30,740</i>	<i>121</i>		<i>74</i>
Northwest Region Transit Demand Total				66,690	9,550	76,240	34,490	110,730	434		346



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 data for the Northwest Region was taken from reports released by Head Start and Mental Health Services for fiscal year 2002. The participant numbers were reported by individual agencies and are also available through the Region 8 Head Start office and the Colorado Department of Human Services. The existing program demand estimates are approximately 581,072 annual trips for the Northwest Region, which has increased approximately 20,000 trips from 1999. These data are shown in Table IV-3.

Table IV-3 2002 Annual Program-Trip Need Estimates					
County	Participants		Need Estimate		Total Program - Trip Need
	Head Start	Mental Health Services	Head Start	Mental Health Services	
Grand	0	268	0	92,996	92,996
Jackson	0	56	0	19,432	19,432
Moffat	39	548	10,257	190,156	200,413
Rio Blanco	0	280	0	97,160	97,160
Routt	0	493	0	171,071	171,071
TOTAL					581,072

Source: Region 8 Head Start, 2003; CO Department of Human Services, 2002 data.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total existing *non-peak* transit demand for the Northwest Region, using the TCRP Methodology, is approximately 647,462 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 Northwest 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 – NW Region			
Transit Category	1996	1999	2002
Rural General Public	381,420	433,966	547,482
Disabled	1,770	2,100	5,730
Program Trips	561,713	561,713	581,072
Urban Area	n/a	n/a	n/a
Resort Area	5,791,978	5,985,033	5,985,033
Annual Need	6,736,881	6,982,812	7,119,317
<i>Annual Trips Provided</i>	<i>630,000</i>	<i>1,881,391</i>	<i>2,400,168</i>
Need Met (%)	9%	27%	34%
Unmet Need (%)	91%	73%	66%
<i>Source: LSC, 2003.</i>			

Unmet Needs

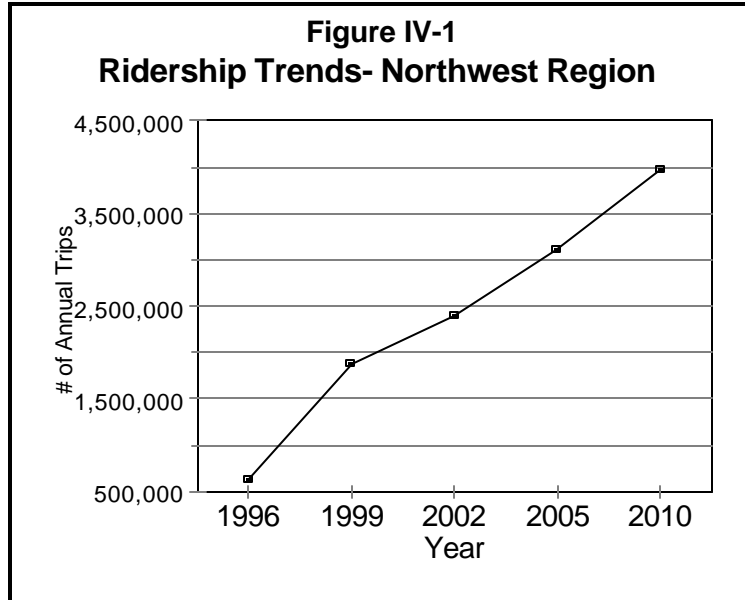
The updated annual transit need estimates for the Northwest Region were 547,482 trips for the general public including youth and seniors, 5,730 trips for persons with disabilities, and 581,072 program trips. The total transit need in 2002 for the Northwest Region is estimated at 7,119,317 annual trips. The table indicates that approximately 34 percent of the existing transit need is being met with 66 percent of the transit need for the region unmet.

The TNBS approach used a combination of methodologies and aggregated the need for the Northwest 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 Northwest Region. Annual ridership data were presented in Chapter III for the transit providers. Figure IV-1 shows the past ridership trends and ridership projections based on recent trends for the Northwest Region. This

section is based on 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 3,100,000 and for 2010 is estimated at 4,000,000 annual trips for the Northwest Region.

TRANSIT DEMAND SUMMARY

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current demand are summarized in the previous pages. This chapter presents a brief summary of the unmet need based on data from previous studies and the previous chapters of this report.

CHAPTER V Transit Alternatives

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



The projects presented in this chapter are future transit alternatives that depend on available funding for implementation. The Final Report for this study 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.

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 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, more commonly known as Status Quo.

STATUS QUO - MAINTAIN EXISTING LEVEL OF TRANSIT SERVICE

A good starting point and a very realistic place to start with the transit service alternatives is the Status Quo analysis. This analysis assumes that the Northwest Region continues general public transportation as it is today. Thus, the public transit providers identified in Chapter III would remain the primary providers and continue to provide the same service that exists today. Table V-1 provides the 25-year capital and operating costs to maintain this level of service. The 25-year operating cost for the Northwest Region is \$4,980,513, with capital costs for the next 25 years totaling \$1,500,000. To retain the same level of service as today, the region will spend \$6,480,513 on public transportation in the next 25 years.

Table V-1 Capital and Operating Costs			
Region	Project Description	Investment Category	2030 Plan Cost
NW TPR	Bus purchase - capital (existing service)	System Quality	\$19,940,000
NW TPR	Transit operating funds (existing service)	System Quality	\$95,590,261

The largest single factor expected to impact transit services in the Northwest Region is the fluctuation of tourists to the area. The tourism market plays a great factor in the larger systems and significantly affects the demand for transit services. For the smaller rural agencies, Medicaid funding and the



increasing number of seniors to the region will play a large role. As presented in Chapter II, 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.

Public transit services in the Northwest Region do not begin to scratch the surface of transit need in the region. Each of the transit agencies must provide good, efficient, and economically feasible service for local residents. Agencies are stretching budgets and maximizing the use of all services.

COORDINATION OPTIONS

Coordination of the various transit services provided in the Northwest Region provide opportunities to maximize the efficiency of management and administration, and result in having the appropriate number of vehicles, increase vehicle utility, and provide more production services overall. Currently, Steamboat Springs coordinates with the Lodging Shuttles and the ski area to promote a user-friendly transit service. Moffat County Housing Authority has a good working relationship with the City of Craig and the county. Routt County COA provides service to several communities and coordinates trips as often as possible. The Lift coordinates ski area shuttle service with several communities in Grand County. It is highly recommended these coordination efforts continue.

TRANSIT OPTIONS

The following text provides specific projects within the Northwest Region that may be introduced in the short term or may be funded in the next decade. This section of the chapter presents options for local transit agencies.

Meeker Streaker – Expand Service

Meeker Streaker is currently based out of Pioneer Hospital and uses staff from the hospital to provider service. One option for the agency is to expand service to operate 7:00 a.m. to 6:00 p.m. The estimated cost for these additional hours would be approximately \$31,850 annually.

Moffat County Housing Authority – Provide General Public Service

Moffat County is currently looking into general public service for their study area. To operate general public service, it is estimated at \$74,360 annually, which would also extend the hours of service.

Moffat County Housing Authority – Bus Barn

Moffat County Housing Authority currently parks transit vehicles outside. The agency should apply for a Federal Transit Administration (FTA) grant for a bus barn with at least three bays. The bus barn could also house transit offices. The minimum cost for a bus barn would be approximately \$200,000. This cost would include a facility with transit offices. The FTA would provide 80 percent of the funding for the facility. Local funds would pay for the other 20 percent.

Routt County Council on Aging – Expand Service Days and Hours

Transportation options for Routt County include expanding service to five days per week to meal sites and to increase service hours at three of the sites. The annual cost for these increases would be approximately \$33,000.

Steamboat Springs Transit – Future Services

Steamboat Springs Transit plays a large role in the resort area transportation. The agency has several proactive transit projects planned for the community. Each of these projects is listed below with supplemental information.

Project	Number	Total Capital Cost	Cost Each	Year	Annual Operating Cost
Rideshare to outlying communities (vans)	3	\$90,000	\$30,000	2004	\$150,000
Ski Time Square bus turn-around (construction)	1	\$500,000	\$500,000	2004	
Pedestrian crossings at high-volume bus stops (construction)	5	\$50,000	\$10,000	2005	
Update existing bus shelters (construction)	15	\$150,000	\$10,000	2005	
Provide loop service north of Mt. Werner Road (buses)	1	\$260,000	\$260,000	2005	\$144,000
Provide loop service south of Mt. Werner Road (Eagle Ridge) (buses)	1	\$260,000	\$260,000	2005	\$144,000
Bus fleet replacement (buses)	2	\$500,000	\$250,000	2005	
Remote bus storage facility in Craig (construction)	1	\$500,000	\$500,000	2005	
Fish Creek Falls route expansion (van)	1	\$110,000	\$110,000	2006	\$116,000
Park-and-ride in Hayden (construction)	1	\$200,000	\$200,000	2006	
Stockbridge park-and-ride – (final phase) (construction)	1	\$400,000	\$400,000	2006	
Downtown curb extensions and downstream bus stops (construction)	3	\$600,000	\$200,000	2006	
Eastside park-and-ride and transit center (construction)	1	\$750,000	\$750,000	2006	\$60,000
Fixed-route transit to outlying communities (buses)	3	\$780,000	\$260,000	2006	\$490,000
Public service to Yampa Valley Regional Airport (buses)	3	\$780,000	\$260,000	2006	\$490,000
Increase summer service to the Mountain (operating)				2006	\$116,000
Add reserve capacity for all above system expansions (buses)	2	\$520,000	\$260,000	2007	
Steamboat Boulevard route expansion (van)	1	\$110,000	\$110,000	2008	\$116,000
High frequency shuttle from remote lots (buses)	1	\$260,000	\$260,000	2008	\$116,000
West Steamboat park-and-rides (construction)	2	\$500,000	\$250,000	Long Term	
Fleet expansion for 20-minute service in West Steamboat (buses)	2	\$520,000	\$260,000	Long Term	
Commuter rail – placeholder				Long Term	



Independent Living Center

The Independent Living Center could expand service to five days per week. This expansion would cost approximately \$50,700 annually.

The LIFT – Future Services

The LIFT bus service in Winter Park is a key service to the ski areas and the communities. Several future projects are shown below for the transit agency.

Table V-3 The LIFT Transit Projects		
Project	Annual Cost	2030 Cost
Operating		
Regional Bus Service (two vehicles)	\$200,000	\$5,000,000
Walden Commuter Service	\$60,000	\$1,500,000
RTA Study	\$50,000	\$50,000
RTA Ballot Team & Implementation	\$100,000	\$100,000
RTA Staff	\$200,000	\$5,000,000
Capital		
Three new vehicles at \$200,000 each		\$600,000
Replacement vehicles for new service (9 at \$200,000)		\$1,800,000
Transit Facility		\$1,500,000
Bus Shelters		\$450,000

Grand County Council on Aging

The Independent Living Center could expand service hours each day. These additional hours would cost approximately \$20,000 annually.

CHAPTER VI

Evaluation Criteria and Project Ranking

The transit projects within this report will far exceed expected transit revenues over the next 25 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.

NORTHWEST CORRIDOR PRIORITIZATION

The *Northwest Regional Transportation Plan* developed a vision, strategies, and goals that were supported by evaluation criteria. The Regional Planning Commission approved these guidelines based on the CDOT *Colorado Regional Transportation Planning Guidebook*. Development of the adopted project prioritization process followed a three-step process.

Project Prioritization Criteria

The first step in the process was to develop the evaluation criteria. The following criteria were selected for the region. Although not all of the criteria apply directly to transit, these criteria have been used as transit projects may compete for funding with projects in other modes.



- \$ Congestion
- \$ Safety
- \$ Ability to Implement
- \$ Community Acceptance
- \$ Integration of Modes
- \$ Economic Impact
- \$ Environment
- \$ System Continuity
- \$ System Preservation

Criteria Weighting

In the second step, each criterion is assigned a scoring range and weight for the score.

Project Evaluation

The third step in the process is to evaluate each project and assign a score for each of the criteria.

CORRIDOR EVALUATION

Each Northwest corridor was ranked using the criteria from the Regional Transportation Plan. Transit emerged as the high priority. The Regional Transportation Plan has the detailed information for this process. It must again be noted that the assumption “*Maintain Existing Service*” for all transit systems in the region is the highest priority.

CORRIDOR PRIORITIZATION

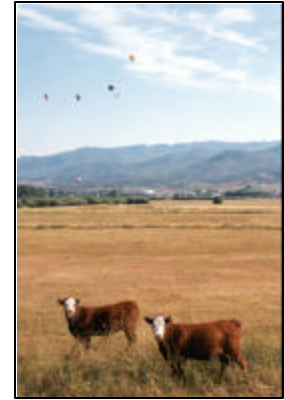
The application of evaluation criteria to corridors is a subjective process. No quantitative information is required to score each project. General CDOT guidelines may be used for the criteria. The corridor prioritization is described in detail in the 2030 Regional Transportation Plan.

CHAPTER VII

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, and a funding plan.

The Northwest Region is a challenging environment for public transportation due to the distinct resort transportation needs and the high and low seasons that accompany them. The area is also very rural and has isolated communities and scattered development. Funding and land-use development patterns are constraints to transit growth in the region. One constraint is due to transit operations being dependent on federal transit funds and a shortage of dedicated local funds in the study area. A second constraint is the low residential density within the counties, combined with scattered work destinations, which limit the ability of traditional transit service. Also, the demands stimulated from tourism industry—from visitors to employees to residents—present a different challenge. 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 in Chapter IV. 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 feedback from the open houses, which were held in the Northwest Region on July 8, 2003 and July 9, 2003. The second round of public meetings were held on March 16, 2004 and March 17, 2004. All public comments are shown in detail in the 2030 Regional Transportation Plan.

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 Northwest Region were 547,482 trips for the rural general public including youth and seniors; 5,730 trips for persons with disabilities, and 581,072 program trips. The total transit need in 2002 for the Northwest Region is estimated at 7,119,317 annual trips.

Table VII-1 presents a summary of the TNBS methodology for the Northwest Region. The table indicates that approximately 34 percent of the existing transit need *is being* met with 66 percent of the transit need for the region unmet.

Methodology	Srs./Youth/ Gen. Public	Disabled	Program	Resort	TOTAL DEMAND	Trips Provided*	Unmet Need
TNBS Northwest Region	547,482	5,730	581,072	5,985,033	7,119,317	2,400,168	66%
* Information from local providers.							
Source: LSC, 2004.							

The TNBS approach used a combination of methodologies and aggregated the need for the Northwest Region. However, the approach used factors based on statewide characteristics and is not specific to the Northwest Region 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:

- *Individuals who do not own and/or operate an automobile for reasons of low income.*
- *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 convenience, etc.

Local Meetings

This report addresses unmet needs based on input received from local citizens at open houses for the Regional Transportation Plan held July 7 and 8, 2003 and March 16 and 17, 2004. Comments and suggestions from those meetings are included in this Final Report, where appropriate.

To conclude, the second method of looking at unmet needs has several different aspects with unique transit needs around the region. Most suggestions from residents are realistic and were included in the 2030 Preferred Plan.

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 and are used to identify gaps in the service area. The future transit 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 obvious 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.

REGIONAL NEEDS - PREFERRED PLAN

Each provider in the Northwest Region study area was asked to submit operational and capital projects for the next 25 years to address long-range transit needs. The projects discussed in the following pages are the 2030 Long-Range Preferred Plan for the Northwest 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 Northwest 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 that 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 VII-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 \$196.5 million dollars. This total includes operational and capital costs. Table VII-3 presents the detailed Preferred Plan.

Table VII-2 Long-Range Preferred Plan -- Transit			
Corridor	Project Description	Investment Category	2030 Plan Cost
NW TPR	Bus purchase - capital (existing service)	System Quality	\$19,940,000
NW TPR	Transit operating funds (existing service)	System Quality	\$95,590,261
NW TPR	Bus purchase - capital (new service)	System Quality	\$15,650,000
NW TPR	Transit operating funds (new service)	System Quality	\$65,315,750
NW Total			\$196,496,011

**Table VII-3
Preferred Plan - Projects**

OPERATING				
Preferred Project List	Preferred Project List			
	Operating Annual	2030 cost		
1 Pioneers Hospital/Meeker Streaker	\$ 31,850	\$ 796,250	Expand service to 7a - 6p (5 hrs/day added) @ \$24.50 hr	
2 Moffat County Housing Authority	\$ 74,360	\$ 1,859,000	Expand service to general public (+1 staff + 3 hrs/day added) @ \$26 hr	
3 Routt County Council on Aging	\$ 33,000	\$ 693,000	Expand to meal sites 5 days/wk @ \$15K yr; Increase hrs @ 3 sites @ \$18K yr - impl. 2010	
4 Steamboat Springs Transit	\$ 116,000	\$ 2,900,000	Fish Creek expansion	
	\$ 60,000	\$ 1,500,000	E side Park-and-Ride and Transit Center	
	\$ 150,000	\$ 3,750,000	Rideshare van service - 3 van routes @ \$50K	
	\$ 144,000	\$ 3,600,000	Loop service - N Mt. Werner Rd	
	\$ 144,000	\$ 3,600,000	Loop service - S Mt. Werner Rd	
	\$ 490,000	\$ 12,250,000	FR to outlying towns	
	\$ 490,000	\$ 12,250,000	Airport service	
	\$ 116,000	\$ 2,900,000	Increase summer service to mtn	
	\$ 116,000	\$ 2,900,000	Steamboat Blvd expansion	
	\$ 116,000	\$ 2,900,000	High freq. shuttle from remote lots	
5 Independent Living Center	\$ 50,700	\$ 1,267,500	Service expansion to 5 days wk - 10 hrs day \$30 hr	
6 Horizons	~			
7 Jackson County Council on Aging	~			
8 The LIFT	\$ 200,000	\$ 5,000,000	Regional Bus Service - 2 vehicles	
	\$ 60,000	\$ 1,500,000	Walden Commuter Service	
	\$ 50,000	\$ 50,000	RTA Study	
	\$ 100,000	\$ 100,000	RTA Ballot Team & Implementation	
	\$ 200,000	\$ 5,000,000	RTA Staff	
9 Grand County Council on Aging	\$ 20,000	\$ 500,000	Service hr expansions.	
NW Preferred Projects Subtotal	\$ 2,761,910	\$ 65,315,750		
+ Maintain Existing	\$ 3,823,610	\$ 95,590,261		
Preferred Total- Operating	\$ 6,585,520	\$ 160,906,011		
CAPITAL				
	Preferred 2030 costs			
1 Pioneers Hospital/Meeker Streaker	~			
2 Moffat County Housing Authority	\$ 150,000		1 new vehicle @\$50K + 2 replacements till 2030	
	\$ 200,000		Bus barn w/ offices	
3 Routt County Council on Aging	\$ 150,000		1 new vehicle @\$50K + 2 replacements till 2030	
4 Steamboat Springs Transit	\$ 500,000		Gondola Transit Ctr & Ski Time Square Turn-around	
	\$ 3,690,000		New vehicles for service expansion (13 @\$260K); (3 @\$30K); (2@\$110K)	
	\$ 50,000		Upgrade bus stops for pedestrian access (5 @ \$10K)	
	\$ 150,000		Upgrade bus shelters (15 @ \$10K)	
	\$ 200,000		Hayden Park-and-Ride	
	\$ 3,960,000		Replacement vehicles for new service (13 @\$260K); (9@\$30K); (4@\$110K)	
	\$ 400,000		Stockbridge Park-and-Ride	
	\$ 600,000		DT curb extensions/bus stops (3@\$200K)	
	\$ 750,000		E Side Park-and-Ride & Transit Ctr	
	\$ 500,000		W Steamboat Park-and-Rides (2 @\$250K)	
5 Independent Living Center	~			
6 Horizons	~			
7 Jackson County Council on Aging	~			
8 The LIFT	\$ 600,000		3 new vehicles @\$200K each	
	\$ 1,800,000		Replacement vehicles for new service (9 @\$200K)	
	\$ 1,500,000		Transit facility	
	\$ 450,000		Bus shelters	
9 Grand County Council on Aging	~			
NW Existing Transit Providers	\$ 15,650,000			
+ Maintain Existing	\$ 19,940,000			
Preferred Total- Capital	\$ 35,590,000			

FUNDING PLAN

This section of Chapter VII presents the funding plan for the Northwest Region 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 services 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 Northwest Region. Currently, no state funding is available for transit services in 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.

Federal 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. Approximately 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—CASTA. The LSC Team encourages the transit agencies in the Northwest Region to join the CASTA coalition.

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 that 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 Regional staff indicate that CDOT’s apportionment for Fiscal Year 2002-03 was approximately \$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 provides funding assistance to communities with a population of less than 50,000. 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 Department of Transportation 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. According to FTA Regional staff, CDOT’s apportionment for Fiscal Year 2002-03 was 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 on 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. Installation of equipment for transporting bicycles on mass transportation vehicles is a capital project 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 Northwest Region 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

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

Disadvantages

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

Other Federal Funds

The US Department of Transportation 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 transportation programs for the elderly and handicapped. 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 Northwest 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 (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 Northwest Region. This financial support should continue even if an Authority is established to ensure that adequate service is provided. The major employers in the Northwest Region are potential sources of revenue.

\$ **Transportation Impact Fees:** Traditional methods of funding 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, 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 homeowners, 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 that 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 juris-



dictions. 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.

Financially-Constrained Plan

The following section presents the financially-constrained transit plan for the Northwest Region. The long-range transit projects include the continuation of existing services and funded projects. Table VII-4 shows the anticipated funding. The estimated total for the existing services over the next 25 years is approximately \$116 million. Table VII-5 presents the transit cost information for the Northwest Region. This financially-constrained plan is the basis for developing the Short-Range Transit Element, presented in Chapter VIII.

Table VII-4 Anticipated Funding for Northwest Region	
Funding Source	\$
Local Funding	\$81,701,036
FTA 5309	\$23,352,500
FTA 5310	\$3,267,500
FTA 5311	\$7,209,225
2030 Total	\$115,530,261



**Table VII-5
MAINTAIN EXISTING SERVICES**

Operating	Existing Transit Services Operating		Assumed 3% inflation to 2005			2030	
			2003	2004	Constant \$ 2005		
Pioneers Hospital/Meeker Streaker	\$	34,250	2002	\$ 35,278	36,336	37,426	
Moffat County Housing Authority	\$	55,000	2004		\$ 55,000	56,650	
Routt County Council on Aging	\$	44,237	2002	\$ 45,564	46,931	48,339	
Steamboat Springs Transit	\$	1,832,815	2002	\$1,887,799	1,944,433	2,002,766	
Independent Living Center	\$	8,000	2002	\$ 8,240	8,487	8,742	
Horizons	\$	20,000	2002 estimated	\$ 20,600	21,218	21,855	
Jackson County Council on Aging	\$	20,000	2002	\$ 20,600	21,218	21,855	
The LIFT	\$	1,518,891	2004 estimate from TDP update		\$1,518,891	1,564,458	
Grand County Council on Aging	\$	56,300	1999	\$ 57,989	59,729	61,521	
NW Existing Transit Providers	\$	3,589,493		\$2,076,070	\$3,712,243	\$3,823,610	\$ 95,590,261 operating
Private							
Alpine Taxi	\$	4,013,445	2002	\$4,133,848	4,257,864	4,385,600	
Maintain Existing Services							
Capital	2030 costs						
Pioneers Hospital/Meeker Straker	\$	200,000	(4 vehicles @ \$50K)				
Moffat County Housing Authority	\$	400,000	(4 vehicles @ \$50K) + Bus Barn \$200,000				
Routt County Council on Aging	\$	390,000	(6 vehicles @ \$65K)				
Steamboat Springs Transit	\$	13,350,000	(\$500k yr +\$700K Bay expansion + \$150K shelters)				
Independent Living Center	\$	100,000	(2 vehicles @ \$50K)				
Horizons	\$	100,000	(2 vehicles @ \$50K)				
Jackson County Council on Aging	\$	100,000	(2 vehicles @ \$50K)				
The LIFT	\$	5,000,000	(\$200K yr)				
Grand County Council on Aging	\$	300,000	(6 vehicles @ \$50K)				
NW Existing Transit Providers	\$	19,940,000	capital				
Private							
Alpine Taxi	\$	6,250,000	vehicle replacement				
	\$	50,000	dispatch				
	\$	225,000	computer upgrades				
	\$	250,000	land acquisition for veh storage				
	\$	100,000	wash bay				
	\$	200,000	coach & wrecker				
	\$	200,000	bus barn				
	\$	7,275,000					

CHAPTER VIII

Short-Range Transit Element

INTRODUCTION

The LSC Team prepared this Final Report, which includes the Short-Range Transit Element for the Northwest Region. The Short-Range Plan establishes transit services which will be provided over the next six years.

2006 - 2011

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

This section presents the Short-Range Transit Element. The Northwest Region shows maintaining the existing services and funded projects as the plan for the next six years. CDOT requires dedicated funds to be used for the Short-Range Transit Element and the Northwest Region does not currently anticipate increased funding.

The major assumptions used in developing revenue and cost projections are sources *currently dedicated* to 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 Northwest 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.

Service Plan – Northwest Region

The fiscally-constrained Short-Range Transit Element for the Northwest Region is presented in Table VIII-1. Many of the transit providers in the region would like to expand transit service, but will phase in any expansions over the long term due to funding constraints. The current economic status with statewide budget cuts and unsteady markets does not favor transit agencies. However, transportation is necessary to get employees to jobs and people to services. The primary funding sources for transit services in the Northwest Region are from local and county governments, fares/donations, and the federal government.

**Table VIII-1
Short-Range Plan - NW Region
2006-2011**

	2006	2007	2008	2009	2010	2011
OPERATING COSTS						
Pioneers Hospital/Meeker Streaker	\$ 37,426	\$ 37,426	\$ 37,426	\$ 37,426	\$ 37,426	\$ 37,426
Moffat County Housing Authority	\$ 56,650	\$ 56,650	\$ 56,650	\$ 56,650	\$ 56,650	\$ 56,650
Routt County Council on Aging	\$ 48,339	\$ 48,339	\$ 48,339	\$ 48,339	\$ 48,339	\$ 48,339
Steamboat Springs Transit	\$ 2,002,766	\$ 2,002,766	\$ 2,002,766	\$ 2,002,766	\$ 2,002,766	\$ 2,002,766
Independent Living Center	\$ 8,742	\$ 8,742	\$ 8,742	\$ 8,742	\$ 8,742	\$ 8,742
Horizons	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855
Jackson County Council on Aging	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855	\$ 21,855
The LIFT	\$ 1,564,458	\$ 1,564,458	\$ 1,564,458	\$ 1,564,458	\$ 1,564,458	\$ 1,564,458
Grand County Council on Aging	\$ 61,521	\$ 61,521	\$ 61,521	\$ 61,521	\$ 61,521	\$ 61,521
<i>Subtotal</i>	\$ 3,823,610	\$ 3,823,610	\$ 3,823,610	\$ 3,823,610	\$ 3,823,610	\$ 3,823,610
CAPITAL COSTS						
Pioneers Hospital/Meeker Straker			\$ 50,000			\$ 50,000
Moffat County Housing Authority		\$ 50,000			\$ 50,000	
Routt County Council on Aging			\$ 65,000			\$ 65,000
Steamboat Springs Transit	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Independent Living Center				\$ 50,000		
Horizons					\$ 50,000	
Jackson County Council on Aging				\$ 50,000		
The LIFT	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Grand County Council on Aging			\$ 50,000		\$ 50,000	
<i>Subtotal</i>	\$ 700,000	\$ 750,000	\$ 865,000	\$ 800,000	\$ 850,000	\$ 815,000
Expense Total	\$ 4,523,610	\$ 4,573,610	\$ 4,688,610	\$ 4,623,610	\$ 4,673,610	\$ 4,638,610
REVENUES						
Local funding	\$ 3,675,241	\$ 3,685,241	\$ 3,708,241	\$ 3,695,241	\$ 3,705,241	\$ 3,698,241
FTA 5309	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000
FTA 5310		\$ 40,000	\$ 132,000	\$ 80,000	\$ 120,000	\$ 92,000
FTA 5311	\$ 288,369	\$ 288,369	\$ 288,369	\$ 288,369	\$ 288,369	\$ 288,369
<i>Revenue Total</i>	\$ 4,523,610	\$ 4,573,610	\$ 4,688,610	\$ 4,623,610	\$ 4,673,610	\$ 4,638,610

Source: LSC, 2004.

Note: 2005 Constant Dollars



Appendix A1: Transportation Provider Survey





Section 1: Transportation Provider Information

Organization: _____

Address: _____

Phone: _____

Fax: _____

Contact Person: _____

Title/Dept.: _____

E-mail Address: _____

Who is eligible for transportation service with your agency? (check all that apply)

- Elderly (60+) Non-disabled
- Elderly Disabled
- Non-elderly Disabled (mental/physical)
- Low Income
- Youth
- General Public
- Other _____

What type of service does your agency provide?

- Fixed-Route (FR)
- Demand-Response (DR)
- Both FR and DR
- Route Deviation
- Other _____

Does your agency provide contract service?

- Yes. If YES, FR or DR (circle the correct response)
- No

How many days per week do you regularly provide transit service?

Days _____

How many weeks per year do you regularly provide transit service?

Weeks _____

How many people at your agency are involved in transit?

of Full-time employees _____

of Part-time employees _____

How many drivers do you employ?

TYPE OF DRIVER	# Year-round	# Seasonal
Full-time Drivers		
Part-time Drivers		
Volunteer Drivers		

Are your drivers required to be CDL-certified?

- Yes**
- No**

How many vehicles do you have in service on an average day?

of Vehicles _____

How many vehicles do you have in service for peak periods?

of Vehicles _____

What are your peak period hours?

From _____ to _____

From _____ to _____

From _____ to _____

Section 2: Transportation Cost Information

FIXED-ROUTE SERVICE ONLY (Demand-response information goes on the following page.)

Please provide your agency's annual passenger transportation costs for FIXED-ROUTE services. Use Calendar Year 2002 information. If the information for 2002 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year. _____

OPERATING COSTS – FIXED-ROUTE (variable/direct)	ANNUAL COST (\$)
Labor	
Driver(s) Salary	\$
Other salaries	\$
Fringe Benefits	\$
Services	
Professional and technical services	\$
Advertising fees	\$
Temporary help	\$
Vehicle maintenance services (including parts)	\$
Custodial services	\$
Other services	\$
Materials & Supplies	
Fuel and lubricants	\$
Tires and tubes	\$
Utilities	\$
Casualty and Liability Costs	\$
Taxes	
Property tax	\$
Vehicle licensing and registration fees	\$
Other taxes	\$
Purchased Transportation Service	\$
Leases and Rentals	
Passenger shelters	\$
Vehicles	\$
Facilities	\$
Miscellaneous Expense	
Dues and subscriptions	\$
Travel and meetings	\$
Other miscellaneous expense	\$
TOTAL OPERATING COSTS	\$

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3 years, divide by 3 and enter the averages below.

CAPITAL COSTS – FIXED-ROUTE (3-year average)	ANNUAL COST (\$)
Vehicles	\$
Facilities	\$
Equipment	\$
TOTAL CAPITAL COSTS	\$

Section 2: Transportation Cost Information (cont.)

DEMAND-RESPONSIVE SERVICE ONLY

Please provide your agency's annual passenger transportation costs for DEMAND-RESPONSE services. Use Calendar Year 2002 information. If the information for 2002 is not available, use your agency's most current Fiscal Year information, and identify the fiscal year. _____

OPERATING COSTS – DEMAND-RESPONSE (variable/direct)	ANNUAL COST (\$)
Labor	
Driver(s) Salary	\$
Other salaries	\$
Fringe Benefits	\$
Services	
Professional and technical services	\$
Advertising fees	\$
Temporary help	\$
Vehicle maintenance services (including parts)	\$
Custodial services	\$
Other services	\$
Materials & Supplies	
Fuel and lubricants	\$
Tires and tubes	\$
Utilities	\$
Casualty and Liability Costs	\$
Taxes	
Property tax	\$
Vehicle licensing and registration fees	\$
Other taxes	\$
Purchased Transportation Service	\$
Leases and Rentals	
Passenger shelters	\$
Vehicles	\$
Facilities	\$
Miscellaneous Expense	
Dues and subscriptions	\$
Travel and meetings	\$
Other miscellaneous expense	\$
TOTAL OPERATING COSTS	\$

Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3 years, divide by 3 and enter the averages below.

CAPITAL COSTS – DEMAND-RESPONSE (3-year average)	ANNUAL COST (\$)
Vehicles	\$
Facilities	\$
Equipment	\$
TOTAL CAPITAL COSTS	\$

Section 3: Revenue Information

Please provide your agency's annual passenger transportation revenues. Use Fiscal Year 2002 information.

REVENUE SOURCE	AMOUNT (\$)
Fares/Donations	\$
Advertising	\$
Dedicated transit tax	\$
Grants	
FTA 5307 (urbanized)	\$
FTA 5309 (discretionary capital)	\$
FTA 5310 (elderly & disabled)	\$
FTA 5311 (rural)	\$
Other federal grants (CMAQ, FHWA, etc.)	
Other #1 (name)	\$
Other #2 (name)	\$
Other #3 (name)	\$
Other #4 (name)	\$
Other miscellaneous grants	
Other #1 (name)	\$
Other #2 (name)	\$
TOTAL OF ALL GRANTS	\$
Contracts	
Developmental Services	\$
Head Start	\$
Medicaid	\$
Older Americans	\$
Other #1 (name)	\$
Other #2 (name)	\$
Other #3 (name)	\$
TOTAL OF ALL CONTRACT REVENUE	\$
Other revenue sources	\$
	\$
TOTAL REVENUES	\$

Section 4: Transportation Conditions

The following questions will help measure existing conditions. The information is also needed to determine current deficiencies, future needs, and project costs for the planning horizon. Please be as specific as possible when answering the questions. Since the questions are more descriptive, you may fill in the answers on this sheet or supply us with the answers on sheets generated by your own agency.

What are the major transportation needs of your agency in the short term (1 – 6 years)? Please list specific projects. Some examples include the following: Replacement of 4 large buses at a cost of \$250,000 each; 2 minibuses at \$50,000 each; New service to the shopping mall with 30 minute headways at a cost of \$500,000 annually; 1-day per week demand-response service to the elderly apartments at a cost of \$20,000 annually; 4 new bus shelters at \$1,000 each; New schedules printed, estimated cost with labor and materials \$5,000; Hire 1 dispatcher at \$18,000 annually.

What are the major transportation needs of your agency in the long term (7 – 20 years)? Please list specific projects, such as the above examples.

Section 5: Service Information

Please provide information about general public transit services that your organization provides. Annual trips should be recorded as one-way or unlinked trips.

Service Performance

Service Type	Annual Veh. Miles	Annual Veh. Hours	Annual Pass. Trips
Fixed-Route			
ADA Services			
Demand-Response			
Other			
TOTAL SERVICE			

Passenger Information

Please list the number of rides provided. Record each ride in one category only.

Category	Contracted	Non-contracted
Elderly (60 yrs +)		
Under 60 yrs.		
Disabled		
TOTAL RIDES		

We hope to obtain as much of this information as possible at the beginning of the study. Each agency plays a key role in transportation and we will make every attempt to include each entity. The items which we will need include:

- Any reports or brochure regarding transit services B copies of the most recent TDPs.
- Organizational chart of each transportation provider.
- Hours of operation for each transit provider.
- Ridership for each transit provider; average daily and total for the past 3 years.
- Variations in ridership by time of day, day of the week month of the year, and year-to-year, and if possible, broken down by type of passenger (general public, elderly, disabled, etc.), and or route.
- Fares charged by each transit agency.
- Total vehicle-miles and vehicle-hours of service for the most recent year.
- List of intercity providers (Amtrak, Greyhound, etc.).

Section 6: Vehicle Fleet Inventory

Vehicle Inventory

Please include a vehicle inventory sheet. Information should include vehicle make, model, year, replacement year, seating capacity, wheelchair tiedowns, condition.

Section 7: Service Areas

The final section of the Survey includes service area information. Please provide a written description of your transportation services offered and the service area. Please specify the approximate boundaries of the service area and location of regular routes.

Please return this information to:

Corinne Donahue
LSC Transportation Consultants, Inc.
101 North Tejon Street, Suite 200
Colorado Springs, CO 80903

Telephone: 800-677-1671
FAX: (719) 633-5430
Email: CLDONAHUE@LSCCS.COM

Please do not hesitate to call if you have any questions.

DUE MONDAY, JUNE 16, 2003

THANK YOU FOR YOUR HELP!