

## 4.0 EXISTING TRANSIT PROFILE

This chapter summarizes the key features of the state’s existing (includes those under construction) public and private transit and rail services, and presents an overview of the human service agencies providing specialized transportation services in the state. Information includes service types, service areas, passenger eligibility, and ridership, where available.

### 4.1 Existing Transit Systems in Colorado

The state of Colorado has over 55 urban and rural public transit and rail providers, over 100 human service agencies that provide transportation services, and many private transit providers. These providers offer a wide range of services

to effectively meet the needs of the traveling public in their area. They are both public and private entities, with the private entities operating as both nonprofit or for profit organizations.

Local or regional agencies fund publicly operated bus and rail services, which are open to all members of the public. Cities, counties, or regional authorities typically operate these services. Sometimes they operate in partnership with nonprofit agencies.

Human service organizations provide transportation to qualifying clients to augment local public transportation services. To qualify, clientele typically meet some of the following criteria: over 65 years of age, veteran, low-income, or disabled. Nonprofit entities operate most of these services.

Privately operated public transportation includes resort bus and shuttle operators, taxi services, intercity bus operations (e.g., Greyhound), and shuttle services. Each is available to the general

Colorado has over 55 urban and rural public transit and rail providers, over 100 human services transportation providers and a number private transit providers.

public. Private for profit or private nonprofit entities may operate these services.

Intercity passenger rail service through Amtrak is publicly funded operating as a for profit corporation.

**Figure 4-1** shows the overall Colorado Transit Network of existing bus and passenger rail services. Each service type is also discussed and illustrated in the following sections.

#### 4.1.1 Existing Bus Services

Various bus services operate across Colorado to provide intercity, regional, interregional and local services. This section provides an overview of the various service types, providers, and existing services.

##### Intercity Bus Service

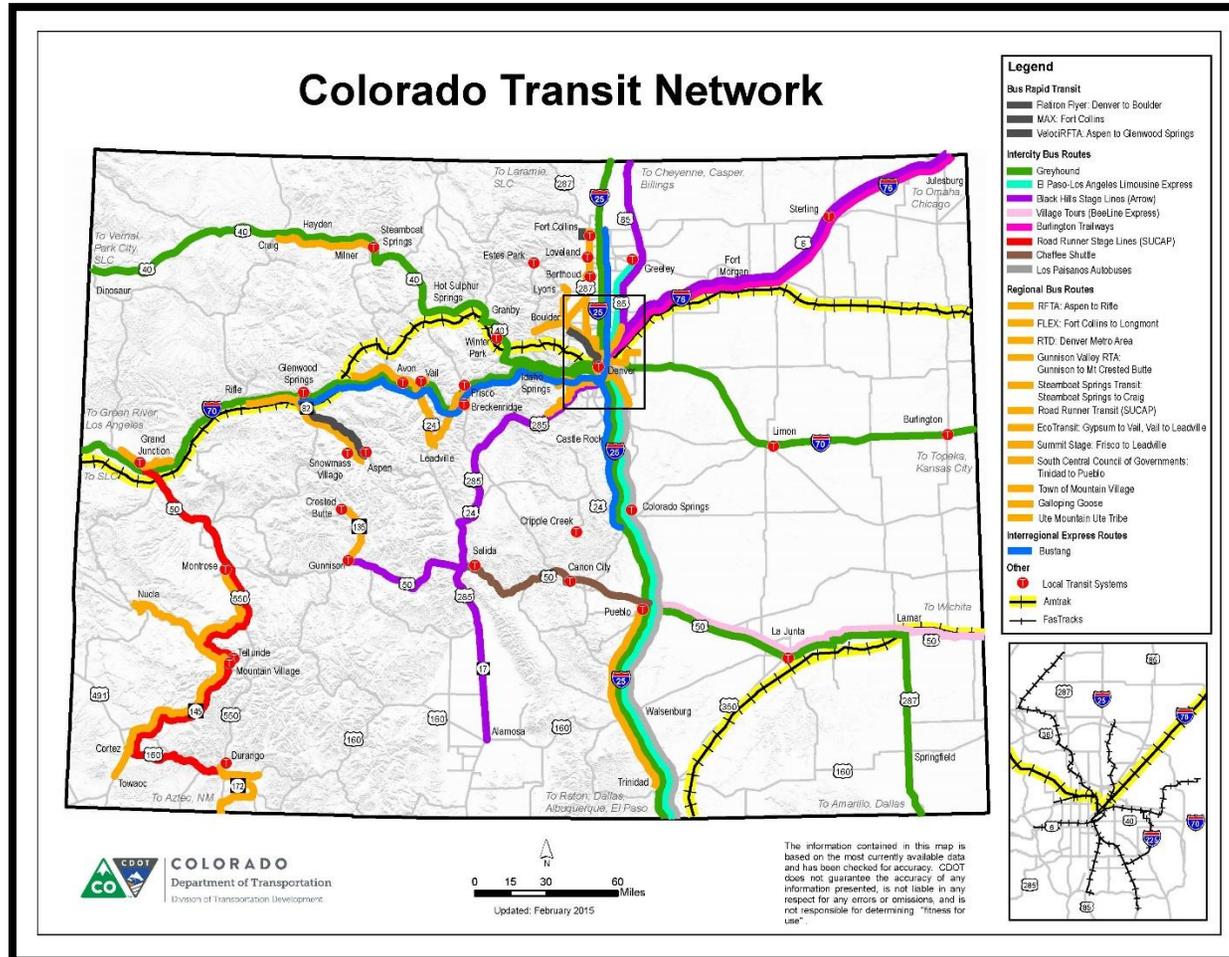
Intercity bus service provides regularly scheduled long-distance travel connecting urban areas throughout the nation, is typically funded with fares, carries luggage and sometimes packages, and connects with national intercity services. Intercity bus generally operates with limited frequency (often one trip per day in each direction), but usually operates every day. Intercity service is provided by private, for-profit carriers with CDOT providing financial assistance to support these services.

In Colorado there are eight providers of intercity bus services. There are six private operators of fixed-route intercity bus services, along with two nonprofit providers. Three of the six private providers support the national intercity bus network (Greyhound, Black Hills Stage Lines and Burlington Trailways), one is a rural feeder system (Village Tours-BeeLine Express), and two are specialized intercity bus carriers that do not connect to the intercity bus network, but instead focus on direct point-to-point service from the US to Mexico (El Paso-Los Angeles Limousine Express and Los Paisanos Autobuses). The Chaffee Shuttle operates as a nonprofit and provides service from Salida to Pueblo and operates the

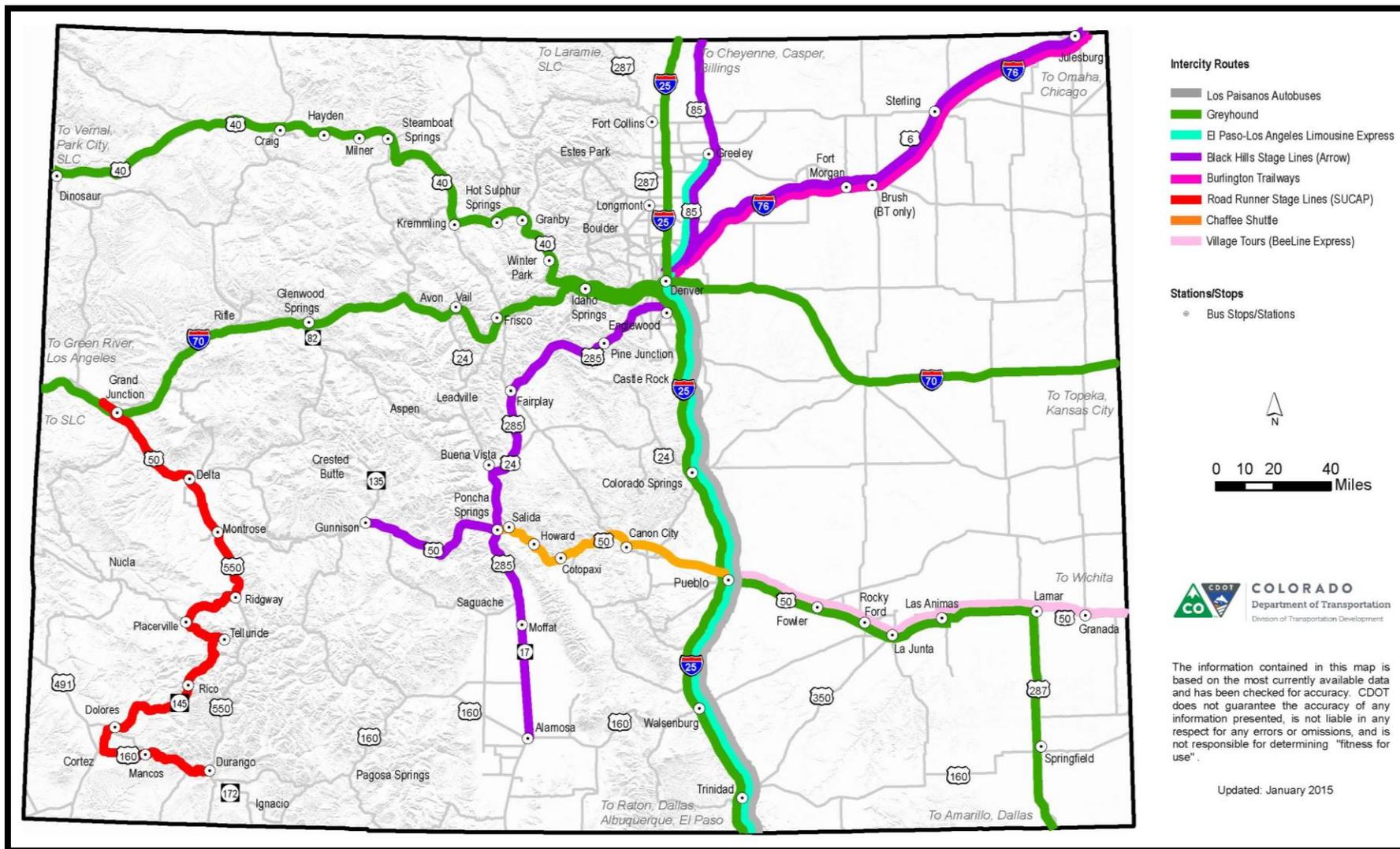
- 1 Gunnison to Salida route for Black Hills Stage Lines. Southern Ute
- 2 Community Action Programs is the other intercity nonprofit
- 3 operator providing service between Durango and Grand Junction.

- 4 **Figure 4-2** shows the existing intercity bus routes in Colorado and
- 5 **Table 4-1** provides an overview of the existing intercity bus service
- 6 providers and current services.

7 **Figure 4-1 Colorado Existing Transit (Bus and Rail) Services**



1 **Figure 4-2 Existing Intercity Bus Routes**



2

1 **Table 4-1 Existing Intercity Bus Services**

Provider	Route	Frequency
<b>Black Hills Stage Lines</b> (wholly owned subsidiary of Arrow Stage Lines)	<i>Denver – Omaha, NE</i> <ul style="list-style-type: none"> <li>Colorado stops include Sterling and Fort Morgan</li> </ul>	One round-trip daily
	<i>Alamosa – Salida – Denver (plus one trip from Gunnison to Salida)</i> <ul style="list-style-type: none"> <li>Stops include Moffat, Poncha Springs, Buena Vista, Fairplay, and Pine Junction</li> </ul>	One round-trip daily
	<i>Denver – Greeley – Cheyenne, WY</i>	Two round-trips daily
<b>Burlington Trailways</b>	<i>Denver – Indianapolis, IN</i> <ul style="list-style-type: none"> <li>Colorado stops include Sterling, Brush, and Fort Morgan</li> </ul>	One round-trip daily
<b>Chaffee Shuttle (nonprofit)</b>	<i>Salida – Cañon City - Pueblo</i> <ul style="list-style-type: none"> <li>Colorado stops include Howard/ Cotopaxi, Cañon City, Penrose, and Pueblo West</li> </ul>	One round-trip daily
	<i>Gunnison – Salida (operated for Black Hills Stage Lines)</i>	On round-trip daily
<b>Greyhound Lines</b>	<i>Denver – Grand Junction – Las Vegas, NV</i>	Three round-trips daily
	<i>Denver – Salt Lake City (via US 40)</i> <ul style="list-style-type: none"> <li>Colorado stops include Idaho Springs, Winter Park, Granby, Hot Sulphur Springs, Kremmling, Steamboat Springs, Milner, Hayden, Craig, and Dinosaur</li> </ul>	One round-trip daily
	<i>Denver – Colorado Springs – Pueblo</i> <ul style="list-style-type: none"> <li>Service on to Rocky Ford, Lamar, and Springfield</li> <li>Service on to Walsenburg and Trinidad</li> <li>Amtrak Thruway bus service from Denver to Colorado Springs, Pueblo, Raton, NM, and Albuquerque, NM</li> </ul>	Five round-trips daily Two round-trips daily One round-trip daily
	<i>Denver – Fort Collins – Salt Lake City – Portland (via I-25 and I-80)</i>	Two round-trips daily
	<i>Denver – St. Louis – New York City</i> Colorado stop in Burlington	Two round-trips daily
	<i>Denver – Salt Lake City – Portland (via I-25 and I-80)</i>	Two round-trips daily
<b>El Paso-Los Angeles Limousine Express, Inc.</b>	<i>Greeley – New Mexico – Texas</i> <ul style="list-style-type: none"> <li>Colorado stops include Denver, Colorado Springs, and Pueblo</li> </ul>	Three round-trips daily
	<i>Greeley – Denver – Pueblo</i>	Two round-trips daily

Provider	Route	Frequency
Los Paisanos Autobuses, Inc.	Greeley – El Paso, TX <ul style="list-style-type: none"> <li>Colorado stops include Longmont and Denver</li> </ul>	Two round-trips daily
Southern Ute Community Action Programs (SUCAP) (nonprofit)	Durango – Grand Junction <ul style="list-style-type: none"> <li>Stops include Mancos, Cortez, Dolores, Rico, Telluride, Placerville, Ridgway, Montrose and Delta</li> </ul>	One round-trip daily
Village Tours - Beeline Express	Pueblo – Wichita, KS <ul style="list-style-type: none"> <li>Colorado stops include Fowler, Rocky Ford, La Junta, Las Animas, Lamar, and Granada</li> </ul>	One round-trip daily

## Regional Bus Service

Regional bus service provides travel into urban areas and resort communities, typically provides more frequent bus service each day than intercity bus service, and operates with federal, state and/or local funding assistance. Regional services can provide long-distance travel to access government services, medical trips or other destinations. They are typically scheduled to allow users to make a day trip and provide connections to the intercity bus network.

Thirteen providers offer regional bus service in Colorado (see **Figure 4-3**):

- ▶ **Denver RTD:** RTD provides a variety of “Regional” and “SkyRide” routes that operate across the Denver metropolitan region. Approximately 76 regional trips operate between Denver and Boulder, 42 trips between Denver and Longmont, 90 trips between Boulder and Longmont, 25 trips between Pine Junction and Denver, 20



trips between Evergreen and Denver, 25 trips between Nederland and Boulder, 14 trips between Parker and Denver, 18 trips between Brighton and Denver, and 12 trips between Lyons and Boulder on typical weekdays. RTD operates several SkyRide routes that connect DIA with areas throughout the Denver region. RTD’s regional routes and SkyRide routes connect with intercity bus network providers, including Greyhound, Black Hills Stage Lines, and Burlington Trailways. Detailed route and schedule information can be found at RTD’s website.

- ▶ **Eagle County Transit:** ECO Transit operates regional routes that travel along Highway 6, which parallels I-70 and serves Vail, Eagle-Vail, Avon/Beaver Creek, Edwards, Eagle, Eagle Regional Airport and Gypsum. During the winter, 16 daily round-trips are operated between Gypsum and Vail and 28 daily round-trips between Edwards and Vail with additional peak hour service. Regional service also travels north-south along Highway 24 providing two daily round-trips



1 connecting Leadville, Red Cliff, and Minturn to Vail and  
2 Avon. Detailed route and schedule information can be  
3 found at Eagle County’s website.

- 4 ▶ **Transfort’s FLEX:** FLEX is a regional route in northern  
5 Colorado serving Fort Collins, Loveland, Berthoud, and  
6 Longmont, where  
7 riders can connect  
8 to RTD bus services  
9 to Denver and  
10 Boulder. On  
11 weekdays, 18  
12 round-trips are  
13 provided, including  
14 9 that serve  
15 Longmont and  
16 Berthoud (others  
17 only connect Loveland and Fort Collins). On Saturdays, 14  
18 round-trips are provided, including 4 that serve Longmont  
19 and Berthoud. Detailed route and schedule information can  
20 be found at Transfort’s website.



- 21 ▶ **Galloping Goose Transit:** The Town of Telluride and San  
22 Miguel County offer regional commuter transit service  
23 between Norwood and  
24 Telluride, via Placerville  
25 and Lawson. Two  
26 round-trips are  
27 provided on weekdays  
28 with service to  
29 Telluride in the  
30 mornings and service  
31 to Norwood in the  
32 evenings. One daily  
33 round-trip is provided  
34 over the weekend, with service in the peak direction only.  
35 Five additional round-trips run in both directions between



36 Placerville and Telluride during the week. Detailed route  
37 and schedule information can be found at the Town of  
38 Telluride’s website.

- 39 ▶ **Grand Valley Transit:** Grand Valley Transit provides local  
40 and regional bus,  
41 dial-a-ride and  
42 paratransit services  
43 in the Grand Valley  
44 (Mesa County) area.  
45 Two regional routes  
46 provide service  
47 between Grand  
48 Junction and Fruita  
49 and Grand Junction  
50 and Palisades. Route  
51 8 travels to and from the Mesa Mall Transfer Station to  
52 Fruita with service from 4:45 am to 8:35 pm. Route 4  
53 travels to and from the Clifton Transfer Station and  
54 Palisades with service from 4:45 am to 8:35 pm. Detailed  
55 route and schedule information can be found at Grand  
56 Valley Transit’s website.



- 57 ▶ **Gunnison Valley Rural Transportation Authority (RTA):**  
58 The RTA provides bus service  
59 between Gunnison, Crested  
60 Butte and Mount Crested Butte.  
61 The summer schedule consists  
62 of three round-trips daily. The  
63 winter schedule consists of 12  
64 round-trips daily. Detailed  
65 route and schedule  
66 information can be found at  
67 the Gunnison Valley RTA’s  
68 website.



1 ▶ **Roaring Fork Transportation Authority (RFTA):** RFTA  
 2 provides regional commuter  
 3 bus service along SH 82  
 4 between Aspen and  
 5 Glenwood Springs (Roaring  
 6 Fork Valley), and along I-70  
 7 between Glenwood Springs  
 8 and Rifle (Grand Hogback  
 9 route). The Valley service  
 10 has 41 round-trips on  
 11 weekdays. The Grand Hogback  
 12 Route includes stops in New Castle and Silt and has 17 trips  
 13 per day. RFTA also began a new Bus Rapid Transit system,  
 14 VelociRFTA (see following section). Detailed route and  
 15 schedule information can be found at RFTA’s website.



16 ▶ **South Central Council of Governments (SCCOG):** This  
 17 regional service operates three days  
 18 per week between Trinidad,  
 19 Walsenburg, and Pueblo. It connects  
 20 with intercity bus providers at the  
 21 Pueblo Transit Center. Detailed route  
 22 and schedule information can be  
 23 found at SCCOG’s website.



24 ▶ **Southern Ute Community Action Programs (SUCAP):**  
 25 Road Runner Transit  
 26 connects the east side of La  
 27 Plata County with services in  
 28 Durango. Primary regional  
 29 routes include Ignacio to  
 30 Durango, Bayfield to  
 31 Durango, and Ignacio to  
 32 Aztec, New Mexico. Detailed  
 33 route and schedule  
 34 information can be found at SUCAP’s website.



35 ▶ **Steamboat Springs Transit (SST):** SST provides regional  
 36 bus service between Steamboat  
 37 Springs and Craig with stops in  
 38 Hayden and Milner. Summer and  
 39 fall service consists of two round-  
 40 trips daily. Detailed route and  
 41 schedule information can be  
 42 found at the City of Steamboat  
 43 Spring’s website.



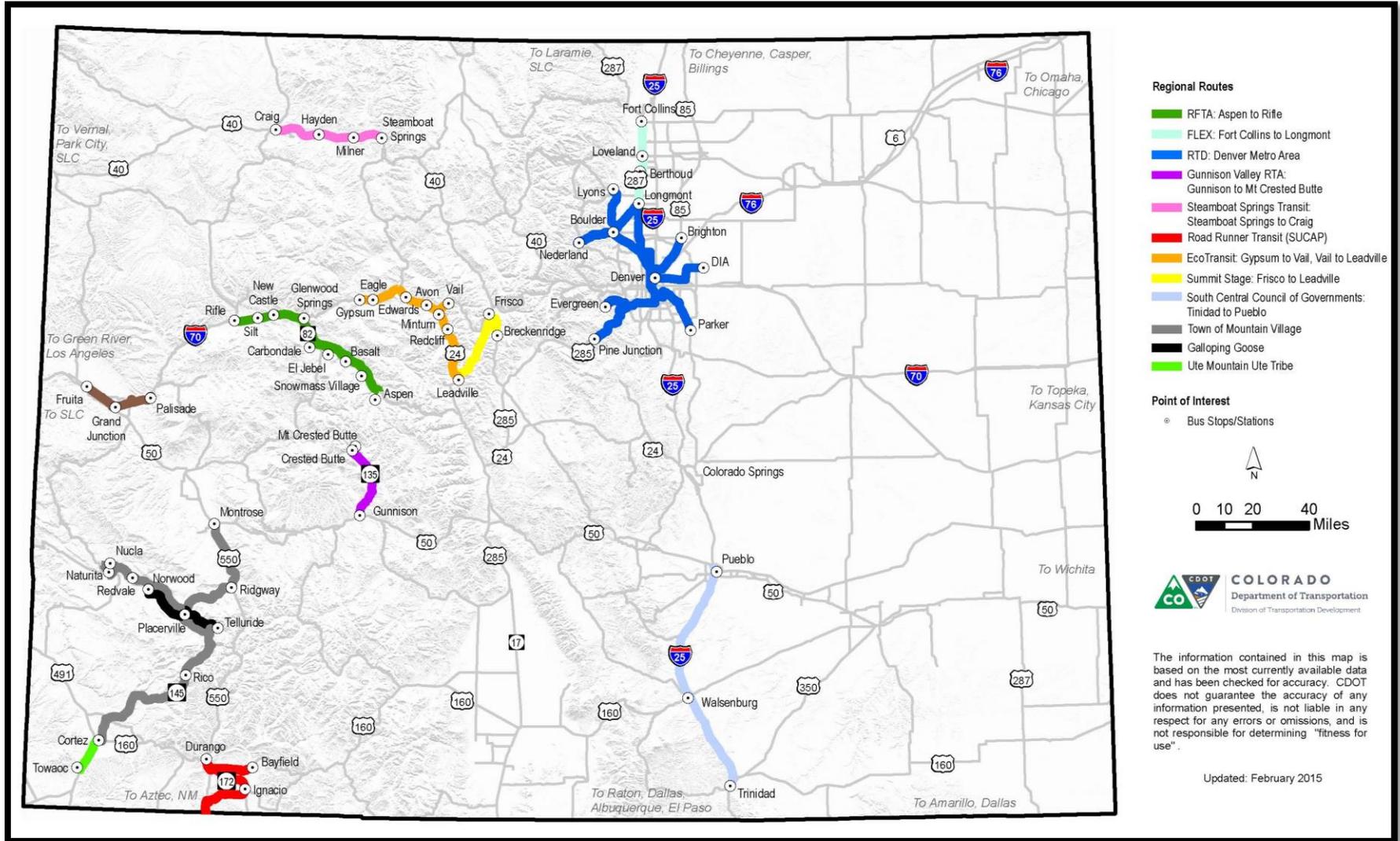
44 ▶ **Summit Stage:** Regional service is provided between  
 45 Leadville and Frisco and operates as a commuter transit  
 46 service called the Lake  
 47 County Link. Two round-  
 48 trips are provided daily  
 49 with service northbound  
 50 to Frisco in the mornings  
 51 and southbound to  
 52 Leadville in the  
 53 evenings. Detailed route  
 54 and schedule information can be found at Summit County’s  
 55 website.



56 ▶ **Town of Mountain Village:** A regional commuter shuttle  
 57 program is offered to town and non-town employees along  
 58 three different routes: Montrose/Ridgway route, Norwood/  
 59 Nucla/Naturita route, and Cortez/Rico route. Daily service  
 60 varies by route and is generally provided in the morning  
 61 and evening. Schedule information for the shuttle is  
 62 available on the Town of Mountain Village website.

63 ▶ **Ute Mountain Ute Tribe:** provides free service between  
 64 Towaoc and Cortez. This service is available to the general  
 65 public as well as students, seniors and disabled passengers.  
 66 Three trips are provided daily.

1 **Figure 4-3 Existing Regional Bus Routes**



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**Bus Rapid Transit**

Three bus rapid transit (BRT) systems exist or are under construction in the state (See **Figure 4-4**):

- ▶ **Flatiron Flyer:** RTD's new BRT along US 36 is currently under construction and expected to open in 2016. It is approximately 18 miles long, connects downtown Denver Union Station and Boulder, and travels along semi-exclusive lanes on US 36. This project is a collaborative effort between RTD and CDOT.



- ▶ **MAX:** This BRT serves major activity and employment centers in Fort Collins. It generally parallels US 287 and the BNSF Railway tracks from the South Transit Center (south of Harmony Road) on the south end to the downtown Fort Collins Transit Center on the north end, a length of approximately 6 miles. It serves 12 stations/stops along the corridor. It operates on 10-minute peak frequencies Monday through Saturday. The service opened in May 2014 and early ridership numbers (while the service was still operating fare free) were around 3,000 passengers per day.



- ▶ **VelociRFTA:** In September 2013 RFTA began BRT service (VelociRFTA) and is the first rural BRT system in the nation. It serves the Roaring Fork Valley connecting communities along SH 82 between Glenwood Springs and Aspen, a length of



approximately 40 miles. It operates every 12 minutes during the peak periods, 7 days per week and serves 9 stations. Since opening daily ridership is approximately 3,200 passengers per day.

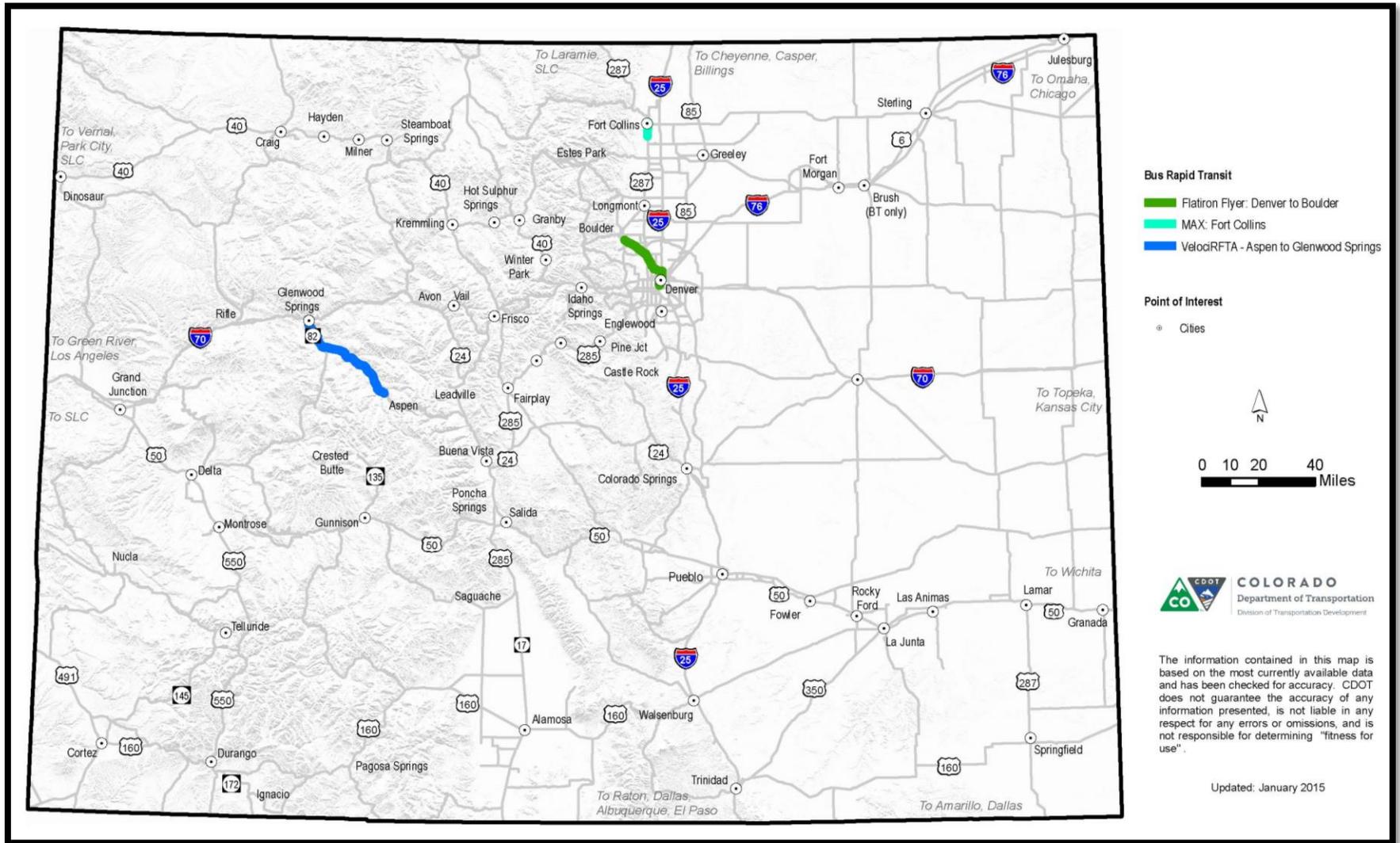
**Interregional Express Bus Service - Bustang**

Interregional express bus service travels between regions connecting urbanized



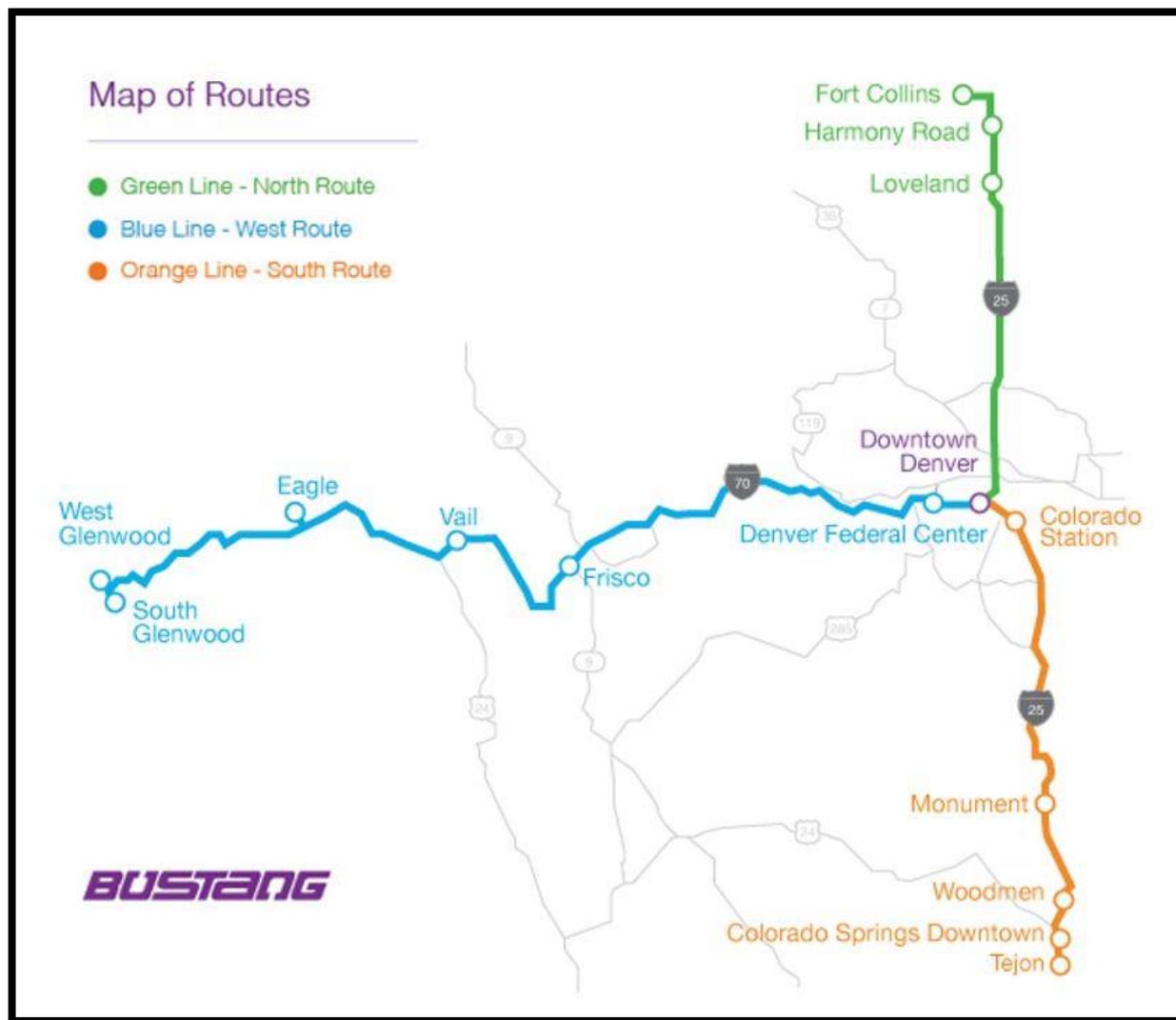
areas that have existing local transit services. Service focuses on commuters providing high frequency express service. It typically operates weekdays and attempts to provide auto-competitive travel times. CDOT's Bustang service on three interregional express bus routes will begin in spring 2015. Bustang will connect commuters along the I-25 Front Range and I-70 Mountain Corridors. By linking major local transit systems together, Bustang responds to demand from the traveling public to have a reliable transit alternative along the highest traveled corridors in the state. To begin, there are 6 round trips/week day between Fort Collins and Denver; 7 round trips/weekday between Colorado Springs and Denver; and 1 roundtrip/weekday between Glenwood Springs and Denver. There are 13 over the road 50-passenger coaches to be used on the three routes. All buses are equipped with a restroom, bike racks, free WIFI and are ADA compliant. **Figure 4-5** illustrates the CDOT interregional express routes and stops.

1 **Figure 4-4 Existing Bus Rapid Transit Systems**



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1 **Figure 4-5 Interregional Express Bus Routes – Spring 2015**



Source: Colorado Department of Transportation, 2014.

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**4.1.2 Existing Passenger Rail Services**

Passenger rail services in Colorado consist of the Regional Transportation District’s (RTD) FasTracks program of light rail and commuter rail services (see **Figure 4-6**), Amtrak’s national intercity rail service, and Colorado’s scenic tourist railways. Services described below include existing and those currently under construction.

**Light Rail**

As part of the voter- approved FasTracks transit program, RTD has implemented light rail service in the Denver metropolitan area with five light rail lines in existence or under construction. In May 2014, the average weekday light rail ridership for operational lines was approximately 148,000 passengers per day. These light rail lines provide frequent high-capacity service:



- ▶ **Central Rail Line:** This line opened in 1994 as Denver’s first light rail line. The 5.3-mile line currently runs from I-25/Broadway, through downtown Denver and along Welton Street to 30<sup>th</sup>/Downing. A 0.8-mile extension is planned to 38<sup>th</sup>/Blake where passengers can connect with the East Rail Line (Denver Union Station to DIA). In May 2014, average weekday ridership on the Central line was approximately 79,000 passengers per day.
- ▶ **Southwest Rail Line:** This 8.7-mile light rail line opened in 2000 and connects Littleton (Mineral Avenue) to downtown Denver. The Southwest Rail Line has 5 stations and nearly 2,600 parking spaces. A 2.5-mile extension of this line to C-470/Lucent Boulevard and a 1,000 space Park-n-Ride facility are planned as part of the FasTracks initiative. In

May 2014, average weekday ridership on the Southwest line was approximately 15,500 passengers per day.

- ▶ **Southeast Rail Line:** This 19.1-mile light rail line opened in 2006 and connects Lincoln Avenue and the Denver Technological Center to downtown Denver, primarily along I-25. A 2.3-mile extension of this line is planned from Lincoln Avenue to RidgeGate Parkway, with stops at the Sky Ridge Medical Center and Lone Tree City Center as part of the FasTracks initiative. The RidgeGate station will also include a new 1,300 space Park-n-Ride facility. In May 2014, average weekday ridership on the Southeast line was approximately 39,500 passengers per day.
- ▶ **West Rail Line:** This 12.1-mile light rail line opened in 2013 and connects the Jefferson County Government Center in Golden to the Auraria Campus in downtown Denver. With 12 stations and nearly 5,000 parking spaces, the line serves Denver, Lakewood, the Federal Center, Golden, and Jefferson County. In May 2014, average weekday ridership on the West line was approximately 14,000 passengers per day.
- ▶ **I-225 Rail Line:** This 10.5-mile light rail line is within the city of Aurora and travels along I-225 connecting to the Southeast Rail Line to the south and eventually the East Rail Line to the north. The line currently operates from I-25 to Parker Road/Nine Mile. The extension to Peoria Street to connect to the East Rail Line is under construction and scheduled to open in 2016. The line includes stops at major activity centers like the Aurora City Center, Anschutz/ Fitzsimons Medical Center, and DIA through a transfer at Peoria to the East Rail Line.

**Commuter Rail**

RTD’s FasTracks program also includes construction of the following commuter rail lines:



- ▶ **East Rail Line:** This 22.8-mile electric commuter rail line, scheduled to open in 2016, will connect downtown Denver Union Station to Denver International Airport (DIA). The East Rail Line will have 6 stations and roughly 3,500 parking spaces.
- ▶ **Gold Line:** This 11.2-mile electric commuter rail line, scheduled to open in 2016, will connect downtown Denver Union Station to Wheat Ridge (Ward Road) through Adams County and Arvada. The Gold Line will have 7 stations and 2,300 parking spaces.
- ▶ **Northwest Rail Line:** This 41-mile commuter rail line will connect downtown Denver Union Station to downtown Longmont, passing through North Denver, Adams County, Westminster, Broomfield, Louisville, and Boulder. The first 6.2-mile segment from Denver Union Station to south Westminster (71<sup>st</sup> Avenue/Lowell Boulevard) is scheduled to open in 2016. The remainder of the line to Longmont will be built as funding becomes available, however, this is not anticipated to occur before 2040. Funds have been allocated to the construction of the Longmont station.
- ▶ **North Metro Rail Line:** This 18.5-mile electric commuter rail line will run from downtown Denver Union Station through Commerce City, Thornton, and Northglenn to 162<sup>nd</sup>/SH 7 in northern Adams County. The first 12.5-mile phase from Denver Union Station to 124<sup>th</sup> Avenue with six stations is scheduled to open in 2018. The final 6 miles to 162<sup>nd</sup> Avenue/SH 7 and two stations will be built as funds become available.

35 **Figure 4-6 RTD FasTracks Program**



36

1 **Colorado Scenic Railways**

2 Colorado is home to eight scenic  
3 railroads that operate on standard  
4 or narrow gauge tracks, or in one  
5 case, on a cog rail system. These  
6 tourist oriented carriers typically  
7 operate under different authority  
8 and are privately funded and  
9 maintained. **Figure 4-7** displays  
10 Colorado’s scenic railroad corridors that generate significant  
11 economic activity in the communities and regions in which they  
12 operate.



13 **Electric Trolley Systems**

14 In Colorado, there are two electric trolley systems in operation.

- 15 ▶ **Fort Collins Municipal Railway:** The Fort Collins  
16 Municipal Railway Society and the Fort  
17 Collins Museum have partnered to  
18 restore and operate this electric trolley  
19 system. The system operates on a 1.5-  
20 mile line from City Park to Howes Street  
21 (downtown) on summer weekends and  
22 holidays.



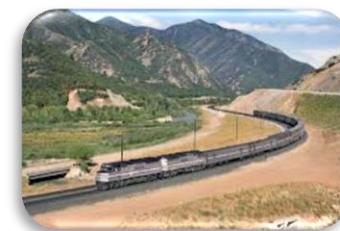
- 23 ▶ **Platte Valley Trolley:** This  
24 trolley system operates in  
25 Denver along the South  
26 Platte Greenway from  
27 Confluence Park past the  
28 Downtown Aquarium,  
29 Children’s Museum and  
30 Sports Authority Field at Mile  
31 High. The trolley normally runs on summer weekends and  
32 during football season, shuttling fans to the games.



33 **Intercity Passenger Rail Service**

34 Amtrak, the National Railroad Passenger Corporation, is the only  
35 provider of long-distance passenger rail service in Colorado.  
36 Nationwide, Amtrak operates more than 300 trains each day  
37 covering 21,000 route miles and serving more than 500  
38 destinations providing critical intercity service to many rural  
39 communities. Currently there are two routes operating through  
40 Colorado (see **Figure 4-8**):

- 41 ▶ **California Zephyr:** This  
42 passenger rail service  
43 connects Colorado to Salt  
44 Lake City, Oakland/  
45 Emeryville, Omaha, and  
46 Chicago and is Amtrak’s  
47 longest route. It traverses  
48 the entire state, generally  
49 paralleling I-70 and I-76.  
50 Colorado stops include Fort Morgan, Denver, Fraser/Winter  
51 Park, Granby, Glenwood Springs, and Grand Junction. East of  
52 Denver, the BNSF Railway owns, operates and maintains the  
53 majority of the route to Chicago. West of Denver, the UP  
54 owns the track for this portion of the route. In 2014, the  
55 Zephyr served more than 366,000 passengers, down  
56 slightly from 2013.



- 57 ▶ **Southwest Chief:** This  
58 passenger rail service  
59 connects the southeast  
60 region of Colorado to  
61 Albuquerque, Los  
62 Angeles, Kansas City, and  
63 Chicago. Colorado stops  
64 include Lamar, La Junta,  
65 and Trinidad. The Southwest Chief operates on track  
66 owned by the BNSF Railway. In 2014, the Southwest Chief  
67 carried over 352,000 passengers.



1 In 2014, the Colorado General Assembly created the  
2 Southwest Chief Commission to coordinate and oversee  
3 efforts to retain service through Colorado and the potential  
4 of routing service to Pueblo and adding a stop in  
5 Walsenburg. More information on the Southwest Chief  
6 Commission can be found in **Section 7.1.2**.

7 Colorado had two additional Amtrak routes that were discontinued  
8 in 1997 due to reductions in federal funding support. These two  
9 trains were the Pioneer, operating between Denver and Seattle, and  
10 the Desert Wind, which operated from Denver to Los Angeles by  
11 way of Salt Lake City and Las Vegas.

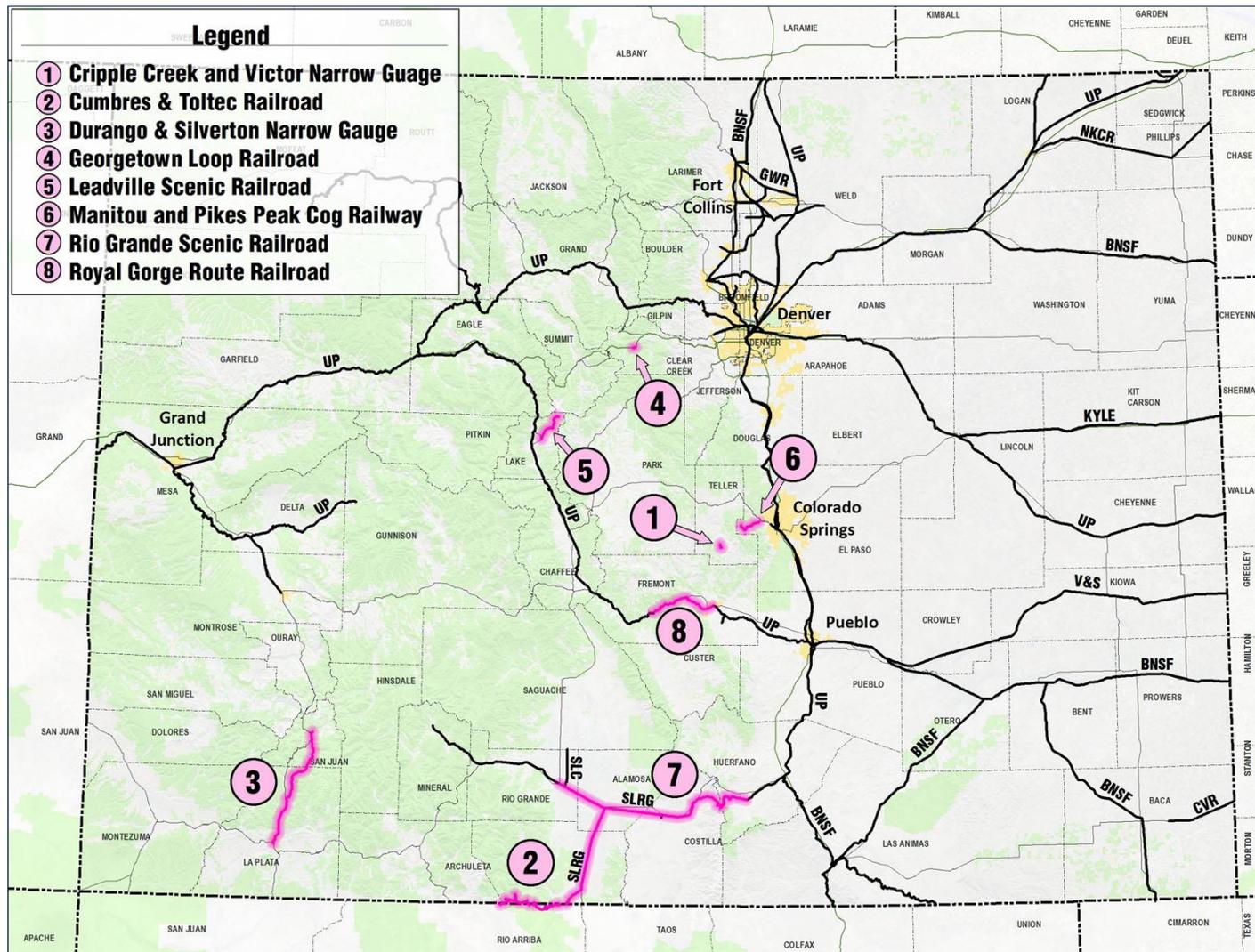
### 12 **Amtrak Thruway Service**

13 Amtrak also provides Thruway bus service to allow passengers to  
14 reach destinations not served directly by rail passenger service. The  
15 Amtrak Thruway services provide connecting services to and from  
16 scheduled Amtrak trains from train stations. Train and Thruway  
17 tickets can be purchased together from Amtrak for the length of a  
18 passenger's journey. In Colorado, these services are operated by  
19 Greyhound and Black Hills Stage Lines and provide connections to  
20 the intercity bus network at Denver Union Station and Glenwood  
21 Springs. In other locations, passengers must transfer to the  
22 intercity bus stations/stops from the Amtrak station.

23 The Thruway bus service routes include:

- 24 ▶ Denver – Colorado Springs – Pueblo (Greyhound)  
25 connecting with the California Zephyr at Denver Union  
26 Station and
- 27 ▶ Denver – Frisco – Vail - Glenwood Springs (Greyhound)  
28 connecting with the California Zephyr at Denver Union  
29 Station and Glenwood Springs
- 30 ▶ Raton, NM – Pueblo – Colorado Springs - Denver  
31 (Greyhound) connecting with the Southwest Chief in Raton
- 32 ▶ Alamosa/Gunnison – Denver (Black Hills Stage Lines)  
33 connecting to the California Zephyr at Denver Union Station  
34

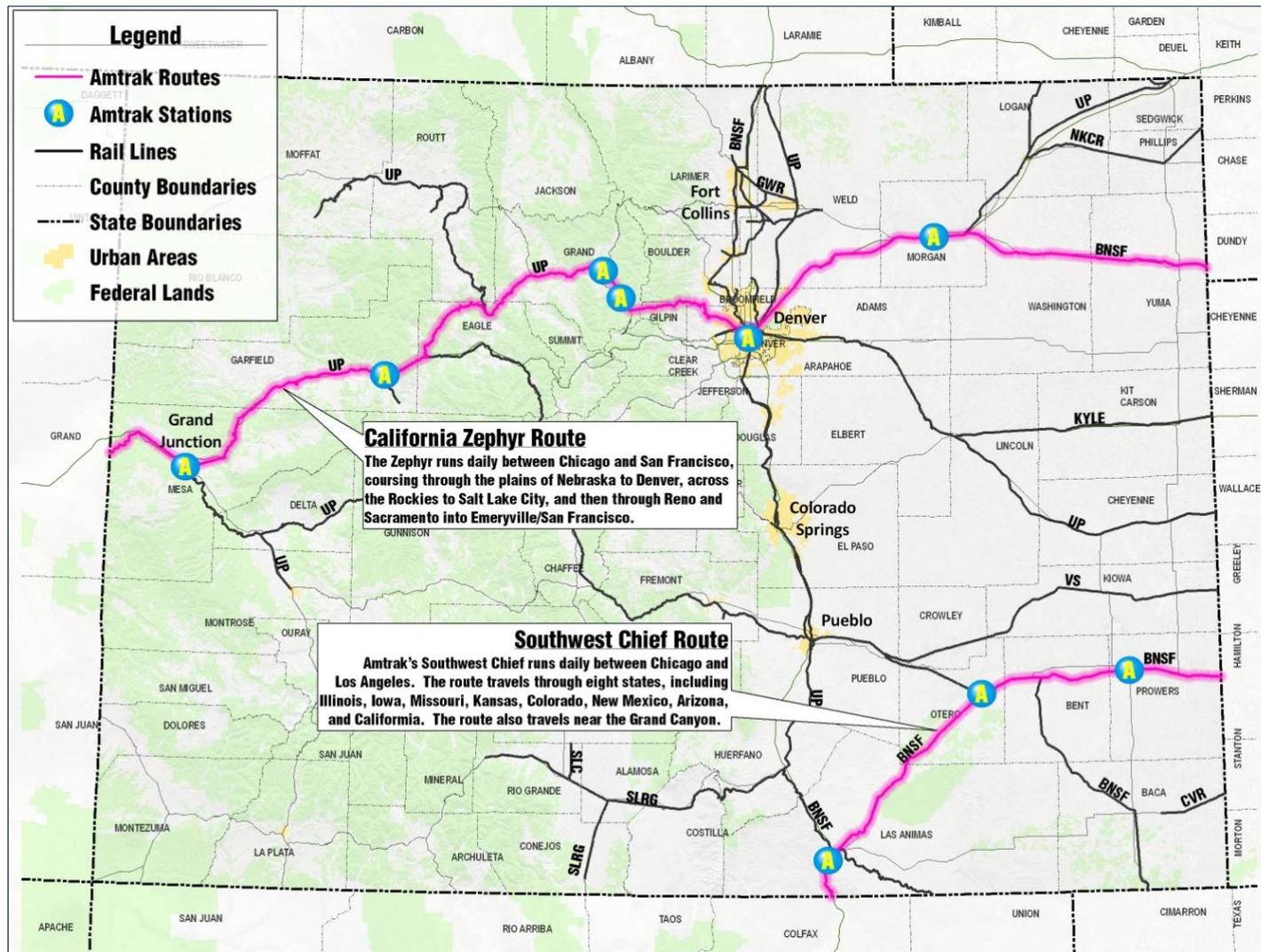
1 **Figure 4-7 Colorado Scenic Railways**



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Source: Colorado State Freight and Passenger Rail Study, 2012

1 **Figure 4-8 Existing Colorado Amtrak Routes and Stations**



Source: Colorado State Freight and Passenger Rail Study, 2012

1 **4.1.3 Specialized Privately Operated Transportation**  
 2 **Services**

3 Colorado also has many specialized privately operated public  
 4 transportation services. These include resort buses and shuttle  
 5 operators, casino buses and shuttles, and taxi services. These  
 6 include but are not limited to:

- 7 ▶ **Colorado Mountain Express (CME)** provides airport  
 8 transportation to Mountain Resorts including Breckenridge,  
 9 Keystone, Copper Mountain, Vail, Beaver Creek, Bachelor  
 10 Gulch, Aspen, Snowmass Village, and surrounding areas. CME's  
 11 fleet includes vans and sport utility vehicles. CME  
 12 shuttles depart from Vail and Summit between 5:30 am and  
 13 6:30 pm and from DIA between 9:30 am and 9:30 pm.
- 14 ▶ **GO Alpine Shuttle** provides ground transportation  
 15 between DIA and Steamboat Springs, and Yampa Valley  
 16 Regional Airport (Hayden, Colorado) and Steamboat  
 17 Springs. GO Alpine also provides local taxi service, charters,  
 18 limousines, and special occasion shuttles.
- 19 ▶ **Estes Park Shuttle** focuses on transporting visitors  
 20 between DIA and the Estes Park area.
- 21 ▶ **Fresh Tracks Transportation** provides shared ride shuttle  
 22 and charter shuttle services between DIA and Summit  
 23 County, ski shuttles to and from Vail and Summit County  
 24 resorts, and wedding shuttle service in Summit County. The  
 25 Fresh Tracks service area includes Breckenridge, Keystone,  
 26 Copper Mountain, Frisco, Dillon, and Silverthorne.
- 27 ▶ **High Country Shuttle** is Clear Creek County's only shuttle  
 28 service to and from DIA. The service area includes the  
 29 Colorado mountain communities of Georgetown, Empire,  
 30 Downeyville, Idaho Springs, and the Floyd Hill area.
- 31 ▶ **Home James** offers airport shuttle services from DIA to  
 32 Winter Park and Grand County. There is also an elite service  
 33 from DIA to Winter Park, Grand County, Aspen, Summit

34 County, Steamboat Springs, and Vail/Beaver Creek. It also  
 35 provides private service anywhere in the state of Colorado.

- ▶ **MTN Shuttle** provides airport shuttle services from DIA to  
 36 Breckenridge, Estes Park, Keystone, Winter Park, and  
 37 Colorado Springs. They provide services from Denver hotels  
 38 or DIA to all ski resorts: Vail, Beaver Creek, Copper  
 39 Mountain, Winter Park, Breckenridge, Keystone, and  
 40 Georgetown. MTN Shuttle's fleet includes vans, SUVs,  
 41 Hummers, and deluxe XLT vehicles.
- ▶ **Peak 1 Express** provides Colorado mountain airport  
 42 shuttle service between DIA and Summit County and shuttle  
 43 service to Vail/Beaver Creek from Breckenridge. Services  
 44 are provided all year long and include charter shuttles,  
 45 private event shuttles, wedding shuttles, and group  
 46 transportation.
- ▶ **Powderhound** provides transportation services for DIA  
 47 shuttles, weddings, concerts, and private events.  
 48 Powderhound serves Vail resorts, Aspen, Copper Mountain,  
 49 Steamboat Springs, Winter Park, Telluride, Summit County,  
 50 Red Rocks, and Montrose Regional Airport.
- ▶ **Summit Express** offers scheduled shuttle service to and  
 51 from DIA and Summit County. Shared shuttles are offered to  
 52 and from DIA and private shuttles are offered from the  
 53 Eagle Airport. Summit's fleet includes private SUVs, private  
 54 vans, and luxury vans.
- ▶ **Green Ride** offers private charter service with services  
 55 between Wyoming (Laramie and Cheyenne) and Colorado  
 56 and between DIA and Fort Collins. Green Ride's fleet  
 57 includes vans and buses.
- ▶ **SuperShuttle** offers hourly airport shuttles between DIA  
 58 and Fort Collins, Loveland, Greeley, Windsor, Longmont,  
 59 and Estes Park. Northern Colorado SuperShuttle uses new,  
 60 propane-fueled vans to pick people up and then transfer  
 61 passengers on to larger, propane mini-buses.

- 1 ▶ **Ramblin Express** provides daily casino shuttle bus  
2 transportation service to Black Hawk, Central City, and  
3 Cripple Creek. Shuttle service is available to casino players  
4 and employees from Pueblo, Colorado Springs (3 locations)  
5 and Woodland Park to Cripple Creek and from Aurora to  
6 Black Hawk and Central City.
- 7 ▶ **Horizon Coach Lines** provides daily service to the casinos  
8 in Black Hawk and Central City from locations in the Denver  
9 metro area including Arvada, Lakewood, Thornton, Golden  
10 and Denver (3 locations).

## 12 4.2 Rural Transit Services

13 Rural transit services in Colorado are typically demand response  
14 service with a limited number of fixed-route services. Rural  
15 providers face many challenges in providing services including the  
16 large geographic areas they cover to pick up passengers and the  
17 long distances they travel to get their passengers to their  
18 destinations, which are often essential services in the urban areas.  
19 Based on survey information collected in 2013 as a part of the  
20 development of the rural Regional Transit Plans, **Table 4-2**  
21 provides an overview of the existing public, human service, and  
22 private transit services in rural Colorado. The table does not  
23 identify specific local services in each region; however, listings of  
24 the public, human services, and private providers for each rural TPR  
25 are included in **Appendix D**. For more information on rural transit  
26 services, the rural Regional Transit Plans are available on CDOT's  
27 website.

28 **Table 4-2 Rural Transit Services**

Central Front Range TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		4	6	4
<b>Service Types</b>		<ul style="list-style-type: none"> <li>▪ Local Service (fixed-route, complementary ADA, demand response)</li> <li>▪ Intercity Bus Service</li> </ul>	<ul style="list-style-type: none"> <li>▪ County-wide service available in Custer, Fremont, and Park counties and the rural portions of El Paso and Teller counties</li> </ul>	<ul style="list-style-type: none"> <li>▪ Casino Shuttle</li> <li>▪ Intercity Bus</li> <li>▪ Taxi</li> </ul>
Eastern TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		5	1	5
<b>Service Types</b>		<ul style="list-style-type: none"> <li>▪ County-wide demand response in Logan, Morgan, Phillips, Sedgwick, Washington and Yuma Counties through NECALG</li> <li>▪ County-wide demand response in Cheyenne, Elbert, Lincoln, and Kit Carson Counties through ECCOG</li> </ul>	<ul style="list-style-type: none"> <li>▪ Public transit also meets human service needs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Intercity Bus</li> <li>▪ Passenger Rail</li> <li>▪ Shuttle Service</li> </ul>

Gunnison Valley TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		7	7	5
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local Service (fixed-route, complementary ADA, demand response, vanpool)</li> <li>Intercity Bus Service</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties</li> </ul>	<ul style="list-style-type: none"> <li>Intercity Bus</li> <li>Limo</li> <li>Resort Shuttles</li> <li>Taxi</li> </ul>
Intermountain TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		9	9	13
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Bus Rapid Transit</li> <li>Local Service (fixed-route, complementary ADA, demand response)</li> <li>Regional Service</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Eagle, Garfield, Lake, Pitkin, and Summit counties</li> </ul>	<ul style="list-style-type: none"> <li>Intercity Bus</li> <li>Passenger Rail</li> <li>Resort Shuttles</li> <li>Resort Transit</li> <li>Taxi</li> </ul>
Northwest TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		2	13	9
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local Service (fixed-route, complementary ADA, demand response)</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Grand, Jackson, Moffat, Rio Blanco, and Routt counties</li> </ul>	<ul style="list-style-type: none"> <li>Passenger Rail</li> <li>Resort Shuttle</li> <li>Resort Transit</li> <li>Intercity Bus</li> <li>Taxi</li> </ul>
San Luis Valley TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		1	9	3
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local service (fixed-route, complementary ADA, demand response)</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties</li> </ul>	<ul style="list-style-type: none"> <li>Intercity Bus</li> <li>Resort Shuttle</li> <li>Taxi</li> </ul>
South Central TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		2	4	3
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local service (complementary ADA, demand response)</li> <li>Regional Service</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Huerfano and Las Animas counties</li> </ul>	<ul style="list-style-type: none"> <li>Taxi</li> <li>Passenger Rail</li> <li>Intercity Bus</li> </ul>

Southeast TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		5	6	3
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local Service (fixed-route, complementary ADA, demand response)</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Baca, Bent, Crowley, Kiowa, Otero, and Prowers counties</li> </ul>	<ul style="list-style-type: none"> <li>Intercity Bus</li> <li>Passenger Rail</li> </ul>
Southwest TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		8	11	5
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local Service (fixed-route, complementary ADA, demand response, vanpool)</li> <li>Fixed Guideway (aerial gondola)</li> <li>Intercity Bus Service</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Archuleta, Dolores, Montezuma, La Plata counties</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response</li> <li>Fixed-Route</li> <li>Resort Transit</li> <li>Tourist/Guided Transportation</li> </ul>
Upper Front Range TPR		Public Transit	Human Service	Private
<b>Number of Providers</b>		3	6	5
<b>Service Types</b>		<ul style="list-style-type: none"> <li>Local Service (fixed-route, complementary ADA, demand response)</li> </ul>	<ul style="list-style-type: none"> <li>County-wide service available in Weld and Larimer counties</li> </ul>	<ul style="list-style-type: none"> <li>Intercity Bus</li> <li>Passenger Rail</li> <li>Taxi</li> </ul>

1 *Source: Self-reported data from CDOT Transit Agency Provider and Human Services Surveys, 2013*

2 **Table 4-3** provides an overview of the overall investment in transit  
 3 in the rural regions of Colorado and the relative transit system  
 4 characteristics. It is important to keep in mind the unique  
 5 circumstances of each region and what impacts ridership. For  
 6 example, the Intermountain region’s cost per capita is high  
 7 compared to other regions because their ridership numbers are

8 very high from visitor utilization as compared to the relatively low  
 9 permanent resident population. As shown in **Table 4-3**, the 10 rural  
 10 transportation planning regions had nearly 16 million boardings in  
 11 2012 with total operating expenses of approximately \$81 million.  
 12 This equates to approximately five dollars per boarding.

1 **Table 4-3 Rural Transit System Characteristics**

Transportation Planning Region	Annual Operating Expenses	Annual Boardings	2012 TPR Population	Annual Boardings/Capita	Cost/Boarding	Cost/Capita
Central Front Range	\$670,921	85,685	96,000	0.9	\$8	\$7
Eastern	\$1,434,740	206,764	82,307	2.5	\$7	\$17
Gunnison Valley	\$7,270,056	2,760,372	99,586	27.7	\$3	\$73
Intermountain	\$63,532,894	10,463,435	161,764	64.7	\$6	\$374*
Northwest	\$3,123,617	1,031,603	58,621	17.6	\$3	\$53
San Luis Valley	\$418,166	132,806	64,515	2.1	\$3	\$6
South Central	\$606,558	44,812	21,462	2.1	13	\$28
Southeast	\$453,212	71,884	47,350	1.5	\$6	\$10
Southwest	\$2,231,605	694,363	92,741	7.5	\$3	\$24
Upper Front Range	\$1,715,495	244,306	95,000	2.6	\$7	\$18
<b>Total / Average</b>	<b>\$81,459,264</b>	<b>15,736,030</b>	<b>819,346</b>	<b>19.2</b>	<b>\$5</b>	<b>\$99</b>

2 *Source: 2012 Self-reported data from CDOT Transit Agency Provider and Human Services Surveys, 2013, National Transit Database, and Enhancing Transit Services in South*  
 3 *Central Colorado, 2014. \*NOTE: The approach to calculate the cost per capita does not take into account the dynamics and unique nature of the resort*  
 4 *communities and their labor force and may not be a comparable measure for comparison.*

6 **4.3 Urban Transit Services**

7 **4.3.1 Urban Public Transit Services**

8 There are eight major urban area public transit providers in the  
 9 state and several smaller providers. These urban providers serve  
 10 the major metropolitan areas and provide scheduled fixed-route  
 11 service as well as dial-a-ride or paratransit service.

12 **DRCOG**

13 The DRCOG area includes Adams, Arapahoe, Boulder, Broomfield  
 14 Clear Creek, Denver, Douglas, Gilpin, Jefferson and southwest Weld  
 15 counties. Within the DRCOG area, there are numerous public transit  
 16 providers, including:

- 17 ▶ **Regional Transportation District**
- 18 **(RTD):** RTD is Colorado’s largest public
- 19 transit provider with more than 140
- 20 Local, Express and Regional bus routes
- 21 serving 10,000 bus stops, six light rail



lines serving 46 stations, four commuter rail lines and more than 70 Park-n-Rides. The bus system operates 365 days a year and nearly 24 hours a day, across eight counties in the Denver metro area. Light Rail lines operate up to 7 days a week and up to 22 hour service, though some lines do not provide weekend and late night service. RTD also provides Access-a-Ride paratransit service, Sky Ride service to Denver International Airport (DIA), SeniorRide services for group outings, Call-n-Ride local curb-to-curb service, SportsRide services during sporting events, Ski-n-Ride service to Eldora Mountain Resort, and the Free Mall Ride and Free Metro Ride in Downtown Denver.

Six major facilities serve as hubs for travelers: Denver Union Station, the Civic Center, Colfax-Federal Bus Transfer Center, DTC Transfer Center, Centrepont & Sable Transfer Center, and Boulder Transit Center. See <http://rtd-denver.com/> for detailed route, fare and schedule information.

- ▶ **Boulder Community Transit Network (CTN):** The Boulder CTN is a network of local transit services designed to reduce automobile use in and around the City of Boulder and Boulder County. The network has 10 bus routes – HOP, SKIP, JUMP, LONG JUMP, BOUND, STAMPEDE, DASH, BOLT, CLIMB, and H2C (Hop to Chautauqua, summer only). Services for CU Boulder students include STAMPEDE, the Buff Bus, and Late Night Transit services (Thurs-Sat night, fall/spring semesters). The buses run as early as 5:21 am and as late as 3:00 am. All routes are part of the RTD system, with RTD operating or contracting all of the services, with the exception of Via Mobility’s HOP and



CLIMB services. GO Boulder collaborates with RTD to fund and plan local buses (approximately 6 routes). Several regional routes serving Boulder are also provided by RTD.

Two major facilities serve as hubs for travelers: Boulder Transit Center and Table Mesa Park-and-Ride. See <https://bouldercolorado.gov/goboulder/bus> for detailed route, fare and schedule information.

- ▶ **Additional Public Transit Providers:** There are a few transit providers in the DRCOG area that provide small-scale local service such as the Black Hawk/Central City Tramway, Lone Tree Link, Douglas County First Call, and the City of Englewood’s *art* Shuttle (funded by RTD).

**NFRMPO**

The NFRMPO is comprised of the urban areas within Larimer and Weld counties. There are several public transit providers with service in the cities of Fort Collins, Greeley and Loveland, and the town of Berthoud.

- ▶ **Transfort:** The Transfort system is owned and operated by the City of Fort Collins providing fixed-route and paratransit services to the city. Transfort operates 19 local routes, one regional route - FLEX, and a new BRT system – MAX (see Section 4.1.1). Routes generally run from 6:30 am to 6:30 pm, Monday through Saturday, but vary by route. MAX BRT service runs Monday through Saturday from 5:00 am to midnight.



Three major facilities serve as hubs for travelers: Downtown Transit Center, Colorado State University Transit Center, and South Transit Center. See <http://www.ridetansfort.com/> for detailed route, fare and schedule information.

- ▶ **Greeley-Evans Transit (GET):** GET is operated by the city of Greeley providing fixed-route, demand response and paratransit services. Six local routes plus evening demand response services are provided throughout the Greeley area. Routes generally run from 6:45 am to 6:45 pm, Monday through Friday and 9:00 am to 6:00 pm on Saturdays, but vary by route. Evening demand response service is available Monday through Saturday until 9:00 pm and Sunday demand response service is available from 7:45 am to 1:45 pm. Paratransit service operates Monday through Friday, 6:15 am to 7:00 pm and Saturday, 6:15 am to 3:00 pm.



Two major facilities serve as hubs for travelers: Downtown Transit Center and Greeley Mall Transit Center. See <http://www.greeleygov.com/services/greeley-evans-transit> for detailed route, fare and schedule information.

- ▶ **City of Loveland Transit (COLT):** The COLT system is operated by the city of Loveland providing fixed-route and paratransit services. Three local routes are provided throughout Loveland. Routes generally run from 6:40 am to 6:40 pm, Monday through Friday and 8:40 am to 5:40 pm on Saturday for both the fixed-route and paratransit service. See <http://www.ci.loveland.co.us/index.aspx?page=175> for detailed route, fare and schedule information.



- ▶ **Berthoud Area Transportation Services (BATS):** BATS is operated by the town of Berthoud providing demand response service for the general public within Berthoud town limits. Passengers can also



be transported to Loveland or Longmont. BATS operates Monday through Friday between 8:00 am and 4:00 pm. At least 24 hours notice is required. See <http://www.berthoud.org/Town/bats.php> for more information.

- ▶ **VanGo Vanpool Program:** The VanGo program, managed by the NFRMPO, provides vanpool services to meet the origin and destination needs of commuters in the region and between the North Front Range and the Denver metro area. At peak ridership, VanGo provides service for more than 500 riders.



**PPACG**

The PPACG area is comprised of the urban areas within Teller and El Paso counties. There is one major public transit provider:

- ▶ **Mountain Metropolitan Transit (MMT):** MMT is the City of Colorado Spring's public transit provider, with 22 bus routes providing over 11,000 one-way trips per day to the Pikes Peak region. MMT also provides complementary demand-response ADA paratransit service for persons with mobility needs. The buses run as early as 5:15 am and as late as 9:42 pm, with some routes operating on weekends. In addition to serving the City of Colorado Springs, Mountain Metro Transit provides service into Manitou Springs, north to the Chapel Hills Mall, east to Peterson Air Force Base and south into the Widefield area. The Downtown Terminal is MMT's major facility that serves as a hub for travelers. See <http://transit.coloradosprings.gov/> for detailed route, fare and schedule information.



**PACOG**

The PACOG area covers all of Pueblo County. There is one major public transit provider:

- ▶ **Pueblo Transit System:** Pueblo transit has 11 bus routes serving the city of Pueblo. Pueblo Transit also operates Citi-Lift, a complementary ADA paratransit service. The



normal operating hours are Monday – Friday 6 am - 6:30 pm and Saturday 8 am - 6:30 pm

The Transit Center is Pueblo Transit’s major facility that serves as a hub for travelers. See <http://www.pueblo.us/104/Pueblo-Transit> for detailed route, fare and schedule information.

**Grand Valley MPO**

The Grand Valley MPO covers all of Mesa County. There is one major public transit provider:

- ▶ **Grand Valley Transit (Mesa County):** There are currently 11 fixed-routes providing bus service to Grand Junction, Fruita, Orchard Mesa and Palisade. Paratransit service is also provided. The Redlands area is served by a public dial-a-ride service. Grand Valley Transit operates Monday - Saturday, 5:15 am - 8:35 pm excluding major holidays.



There are three transfer centers that serve as hubs for travelers. See <http://gvt.mesacounty.us/> for detailed route, fare and schedule information.

**Table 4-4** summarizes key statistics about each system. As shown, these systems have over 100 million boardings per year with total annual operating expenses of approximately \$450 million. This equates to approximately \$4 per boarding, of which about 26 percent is covered by fares. The national average farebox recovery ratio is 33 percent, according to the 2012 National Transit Database for all reporting agencies.

**Table 4-4 Urban Area Transit System Characteristics**

Agency	Annual Operating Expenses	Annual Boardings	Population Served	Boardings/ Capita	Cost/ Boarding	Cost/ Capita
Berthoud Area Transportation Service	\$226,342	9,739	15,000	0.65	\$23	\$15
City of Loveland Transit	\$1,062,035	142,172	60,000	2.4	\$7	\$18
Grand Valley Transit (Mesa County)	\$3,500,154	1,028,430	120,000	8.6	\$3	\$29
Greeley-Evans Transit	\$2,662,155	538,143	93,000	5.8	\$5	\$29
Mountain Metropolitan Transit (Colorado Springs)	\$17,153,553	2,930,118	559,409	5.2	\$6	\$31
Pueblo Transit System	\$4,700,246	1,134,984	105,000	10.8	\$4	\$45

Agency	Annual Operating Expenses	Annual Boardings	Population Served	Boardings/ Capita	Cost/ Boarding	Cost/ Capita
Regional Transportation District	\$416,562,134	98,518,888	2,619,000	37.6	\$4	\$159
Transfort (Fort Collins)	8,306,343	2,306,969	143,986	16.0	\$4	\$58
<b>Total / Average</b>	<b>\$454,172,962</b>	<b>106,609,443</b>	<b>2,715,359</b>	<b>28.2</b>	<b>\$4</b>	<b>\$122</b>

Source: 2012 National Transit Database Urban Area Profiles

### 4.3.2 Urban Private Transit Services

Private transit services include destination shuttles that carry people from the urban areas to resorts, casinos, and other visitor attractions throughout the state. Additionally, private providers transport passengers throughout the urban area. Examples of private urban transit services are:

- ▶ Casino shuttles
- ▶ Intercity bus carriers (Greyhound)
- ▶ Passenger rail services (Amtrak)
- ▶ Resort shuttles
- ▶ Airport shuttles
- ▶ Taxis

### 4.3.3 Urban Human Service Transportation

Similar to the rural areas, human service organizations often provide transportation for program clients to access their services and augment local public transportation services. Both public and private organizations provide human service transportation. The largest public human service transportation providers are typically the ADA services that complement the fixed-route public transit service. Large private providers include Via Mobility (Boulder, southwest Weld and Larimer, Adams, Arapahoe, Broomfield, and Gilpin counties), Seniors' Resource Center (Denver metro area), Senior Resource Development Agency (Pueblo), Silver Key Senior

Services (El Paso County), and Colorado West Mental Health (Mesa County). In the five urbanized areas of Denver, Grand Valley, North Front Range, Pikes Peak and Pueblo, there are over 80 human service transportation providers. **Table 4-5** summarizes the urban human service transportation providers based on available information contained in the MPO Transit Plans.

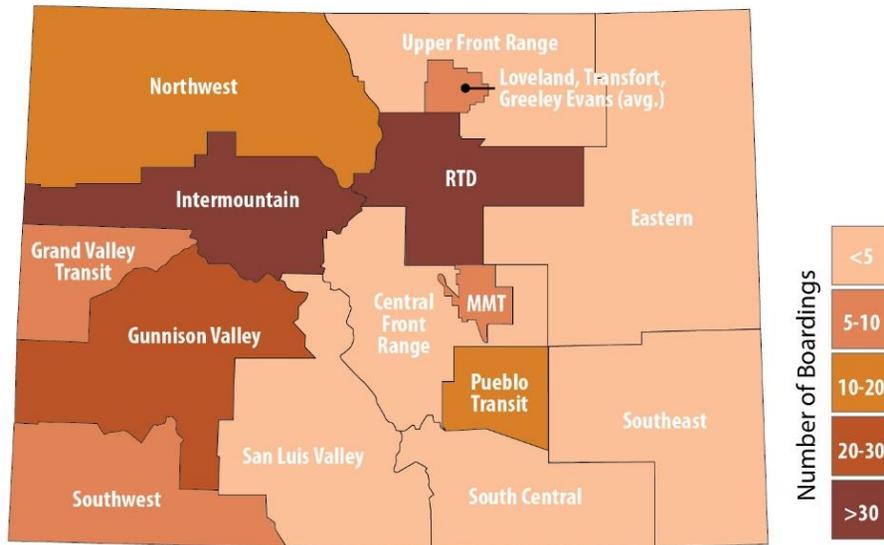
**Table 4-5 Urban Human Service Transportation Providers**

Transportation Planning Region	Number of Providers	Counties Served
<b>Denver Region</b>	45	Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson
<b>Grand Valley</b>	14	Mesa
<b>North Front Range</b>	8	Larimer, Weld
<b>Pikes Peak</b>	12	El Paso, Park, Teller
<b>Pueblo</b>	3	Pueblo

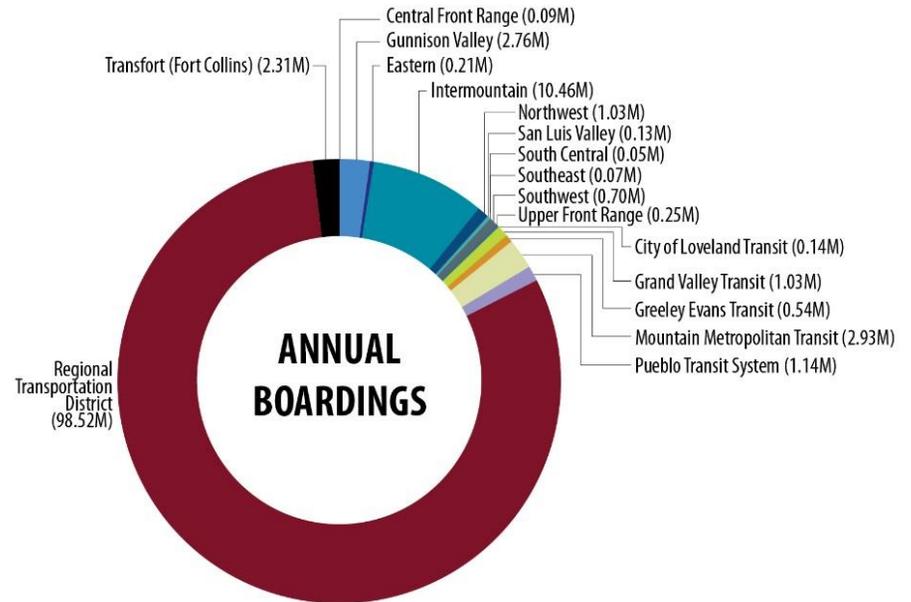
Note: Numbers are approximate and based on MPO planning documents

1 To summarize Colorado’s transit systems, **Figure 4-9** shows  
 2 boardings per capita, **Figure 4-10** compares annual boardings and  
 3 **Figure 4-11** compares annual operating expenses for the rural and  
 4 urban transit systems. As shown, Denver’s RTD accounts for about  
 5 80 percent of the state’s boardings and the Intermountain TPR has  
 6 the highest number of boardings of the rural areas at approximately  
 7 10 million.

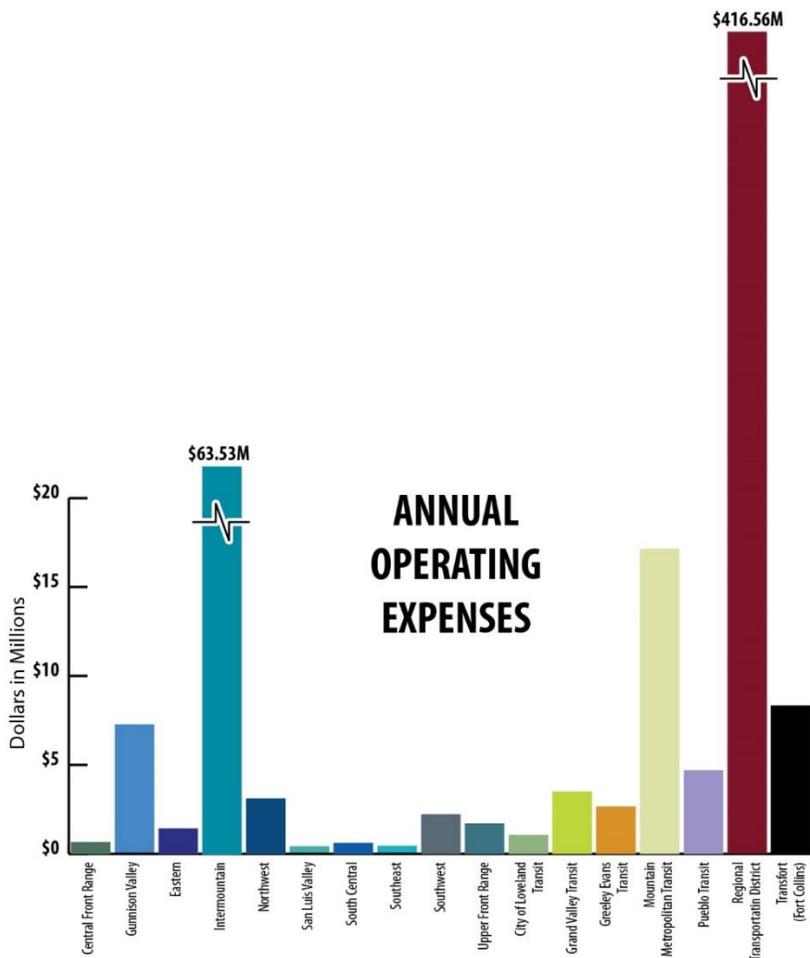
8 **Figure 4-9 Statewide Boardings per Capita**



10 **Figure 4-10 Statewide Annual Boardings**



1 **Figure 4-11 Statewide Annual Operating Expenses**



2  
3

4 **4.4 Existing Facilities**

5 Developing infrastructure that supports and enhances transit  
6 efficiency is a primary objective of transit operators. A wide variety  
7 of facilities are used for bus, passenger rail and human services  
8 transportation operations. Some facilities, such as multimodal  
9 facilities, intercity bus stops, and park-and-rides, are used by more  
10 than one type of service.

11 Statewide there are hundreds of facilities used to support and  
12 connect transit services. Some stops are located at private  
13 businesses while others are public facilities. Private businesses  
14 serving passengers include convenience stores, gas stations, hotels,  
15 and ticket and insurance agencies. Public facilities include transit  
16 centers and park-and-rides.

17 These facilities support both the transfer of passengers between  
18 modes and private operators who do not also have to provide  
19 separate facilities. The shared use of public facilities happens on all  
20 scales, from Denver Union Station where many passengers and  
21 private providers are served, to resort communities like Steamboat  
22 Springs where perhaps only one intercity bus a day may serve a  
23 location. Vail, Pueblo and Frisco are examples of facilities with  
24 significant intermodal activity for rural and small urban areas.

25 CDOT is currently developing a Statewide Transit Capital Inventory  
26 (STCI) project in order to provide a comprehensive inventory of  
27 transit assets throughout the state, including rolling stock, facilities,  
28 and park-and-rides. The STCI will help CDOT and its grant partners  
29 in maintaining the statewide inventory in a state of good repair and  
30 help guide the process for upgrades and replacements.

1 **4.4.1 Intercity and Regional Bus Stops/Stations**

2 There are just over 100 stops for private intercity and regional  
 3 buses in 43 communities in Colorado. Many of these facilities are in  
 4 good condition. There are a few locations where facilities are  
 5 lacking or need upgrades. In addition, some stops are inconsistently  
 6 or poorly signed, but this can be remedied fairly easily with  
 7 significant benefit.

8 **4.4.2 Passenger Rail Facilities**

9 Both RTD and Amtrak operate passenger rail within Colorado. Each  
 10 system has a number of stations, some of which include connections  
 11 to the local, regional and/or intercity bus network. However, in  
 12 many locations, buses do not directly serve the existing Amtrak  
 13 stations. Denver Union Station does provide connections between  
 14 Amtrak, RTD and private intercity bus carriers. In addition, RTD has  
 15 constructed a commuter rail maintenance facility to for its new  
 16 commuter rail service.

17 **4.4.3 Park-and-Ride Facilities**

18 Existing park-and-ride facilities are provided by a combination of  
 19 transit agencies, CDOT and private providers. While those facilities  
 20 designed for transit services are suitable for large transit coaches,  
 21 many of the park-and-ride facilities provided by CDOT are geared to  
 22 automobiles only. Some of these can be upgraded to provide both  
 23 circulation width and necessary pavement depths for large buses;  
 24 others will remain carpool lots.

25 **4.4.4 Intermodal/Multimodal Facilities**

26 Bringing bus, shuttles, taxis and passenger rail service into the same  
 27 facility greatly enhances the ability of passengers to make  
 28 connections between various routes or services. Often, these  
 29 services operate from different locations in the same city, making it  
 30 difficult to use these services as a network.

31 The larger intermodal facilities in the state are located in Denver,  
 32 Grand Junction, Pueblo, Salida, Breckenridge/Frisco, Vail, Durango  
 33 and Steamboat Springs. These facilities have received significant  
 34 public investments. Investments are planned for intermodal  
 35 stations in Glenwood Springs, Trinidad and La Junta.

36 **4.5 Existing Coordination Activities**

37 Coordinated transportation is intended to make the most efficient  
 38 use of limited transportation resources by avoiding duplication and  
 39 encouraging the use and sharing of existing community resources.  
 40 Coordination can improve overall mobility within a community  
 41 through enhanced transportation and higher quality services.

42 Coordination encompasses many types of activities that can be  
 43 implemented to improve communication and provide better service.  
 44 The following is a list of the types of coordination activities, many of  
 45 which have been implemented in Colorado in both urban and rural  
 46 areas:

- 47 ▶ Travel training, technical assistance and planning
- 48 ▶ Centralized call centers and Medicaid billing systems
- 49 ▶ Joint procurement of vehicles, equipment and insurance
- 50 ▶ Joint grant applications
- 51 ▶ Voucher programs
- 52 ▶ Combined human service agency trips
- 53 ▶ Joint public relations and marketing
- 54 ▶ Centralized resource directories
- 55 ▶ Coordinating councils and mobility management
- 56 ▶ Vehicle sharing
- 57 ▶ Service coordination – contracts, reservations, scheduling  
 58 and dispatching
- 59 ▶ Volunteer driver programs
- 60 ▶ Taxi subsidy programs

1 Coordination between public transit and human service agencies is  
 2 recommended and sometimes required for FTA grantees under  
 3 MAP-21 for 5307, 5310, and 5311 non-rail grant programs. Also,  
 4 under the federally mandated *United We Ride* program, federal  
 5 agencies have been charged with working together to promote  
 6 coordination of their particular transportation programs to reduce  
 7 duplication and overlap of services. This means that, at the state  
 8 level, funds are being dispersed through programs with the intent of  
 9 coordination and collaboration. However, this is not always easy.  
 10 Many federal programs distribute funds to statewide programs with  
 11 different boundaries and regulations, making coordination difficult.

12 **Figure 4-12 to Figure 4-15** provide boundary maps for four  
 13 different statewide programs:

- 14 ▶ **Area Agencies on Aging:** Aging services are funded  
 15 through the Older Americans Act (OAA). Funds are  
 16 dispersed to the Area Agencies on Aging throughout the  
 17 state.
- 18 ▶ **Community Centered Boards:** Community Centered  
 19 Boards are funded through Medicaid to provide services for  
 20 those with developmental disabilities.
- 21 ▶ **Workforce Centers:** Workforce Centers receive funding  
 22 through the Department of Labor and Employment and  
 23 assist employers and job seekers.
- 24 ▶ **Planning and Management Regions:** Comprised of local  
 25 governments, these organizations serve as a forum to  
 26 identify and address regional issues and opportunities.

27 Despite the challenges, coordination of transportation is an  
 28 important component of ensuring that the transportation network  
 29 across the state of Colorado is as effective and efficient as possible  
 30 in meeting the human service and travel needs for a variety of  
 31 populations. While many human service agencies provide  
 32 transportation services directly, as part of their programs, many  
 33 other agencies provide only their programs and rely on

34 transportation services from others. In addition to those listed  
 35 above, the following are other types of human service  
 36 agencies/programs that need to be considered when coordinating  
 37 and identifying transportation needs and available funding:

- 38 ▶ Departments of Human/Social Services (state and local)
- 39 ▶ Departments of Public Health (state and local)
- 40 ▶ Divisions of Vocational Rehabilitation (state and local)
- 41 ▶ Healthcare Facilities
- 42 ▶ Low-Income Housing Facilities
- 43 ▶ Mental Health Facilities and Services
- 44 ▶ Senior Services, Nursing Homes, Senior Centers
- 45 ▶ Veteran’s Services (state and local)
- 46 ▶ Independent Living Centers
- 47 ▶ Tribal Services
- 48 ▶ Educational Institutions

#### 49 **4.5.1 Regional and Local Coordinating Councils**

50 Throughout the state, various regional and local coordinating  
 51 councils organize, promote, oversee and/or implement the  
 52 provision of coordinated human service transportation in a defined  
 53 area by facilitating collaboration among stakeholders. These  
 54 stakeholders are interested in improving mobility for the  
 55 transportation disadvantaged. Across the state, coordinating  
 56 councils are developing and some have hired mobility managers  
 57 who support the local/regional coordinating council in  
 58 implementing the mission and goals of the council and include  
 59 transit and human service agencies. Examples of Regional  
 60 Coordinating Councils with a mobility manager in Colorado include  
 61 the Denver Regional Mobility and Access Council (DRMAC) in an  
 62 urban area and the Northwest Colorado Council of Governments  
 63 Regional Transportation Coordinating Council in a rural area.

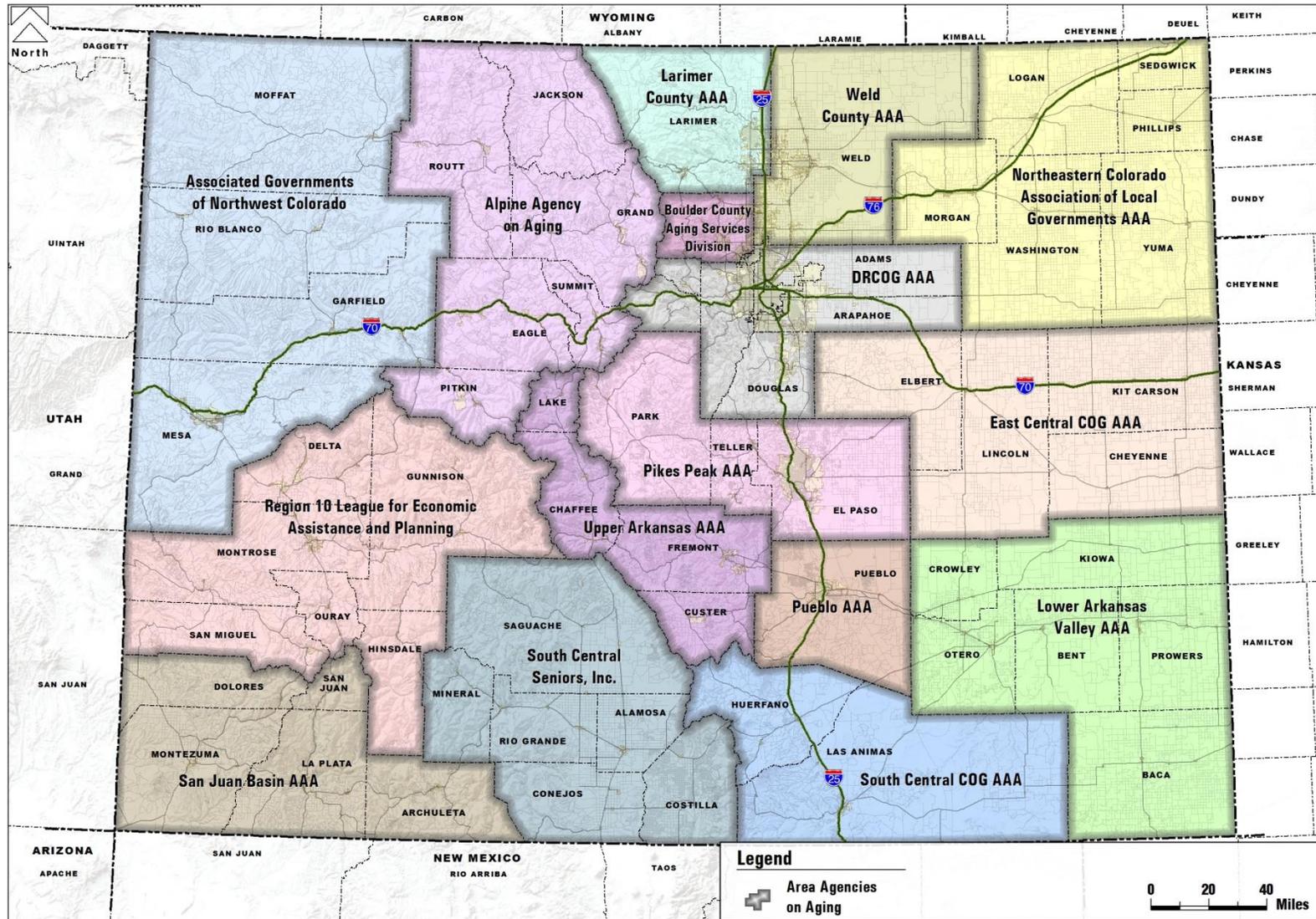
1 In the Denver Metro Area, DRMAC works to bring together  
2 transportation providers and human service agencies to maximize  
3 efficiencies of scale, to provide access to specialized transportation  
4 services, and to improve the overall specialized transportation  
5 system. DRMAC provides coordination, training and information  
6 through the Getting there Guide.

7 In the northwest area of the state, a Regional Transportation  
8 Coordinating Council (RTCC) was formed covering eight rural  
9 counties and is working to improve transportation coordination and  
10 options for veterans, disabled, older and low-income adult  
11 populations. Efforts are focused on coordinating the existing public

12 and private transit providers with other human services providers  
13 by promoting, enhancing and facilitating seamless access to  
14 transportation services through a coordinated system that is easily  
15 available. The RTCC has recently implemented a one-call/one-click  
16 center for region residents to access information on available  
17 services.

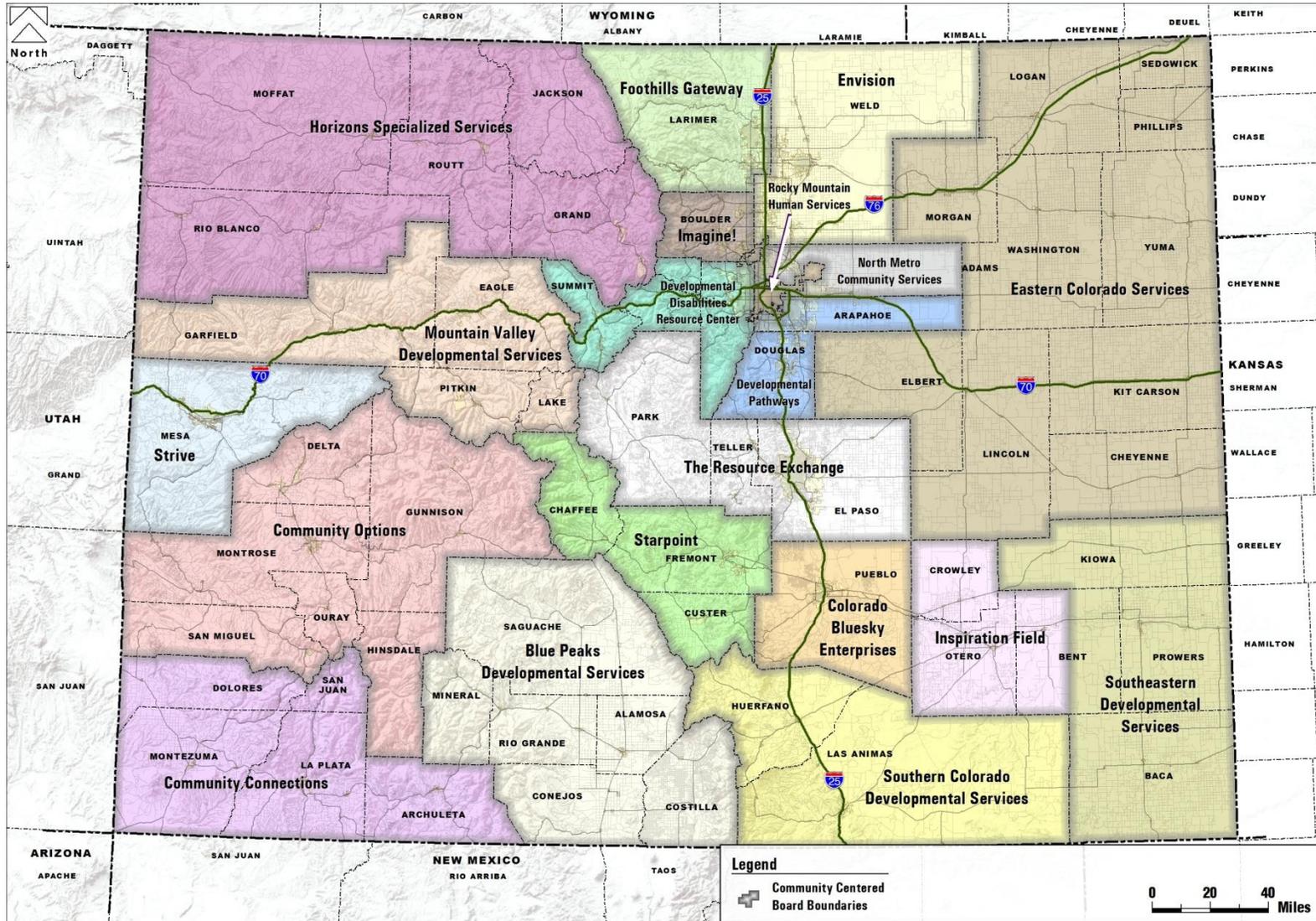
18 CDOT supports the development of regional and local coordinating  
19 councils and the hiring of mobility managers using FTA  
20 Section 5310 funding. **Figure 4-16** provides a snapshot of the  
21 regions and counties of Colorado that currently have a regional  
22 and/or local coordinating council in place.

1 **Figure 4-12 Colorado Area Agencies on Aging**



Area Agencies on Aging locations derived from mapping provided by the Colorado Department of Labor and Employment

1 **Figure 4-13 Colorado Community Centered Boards**

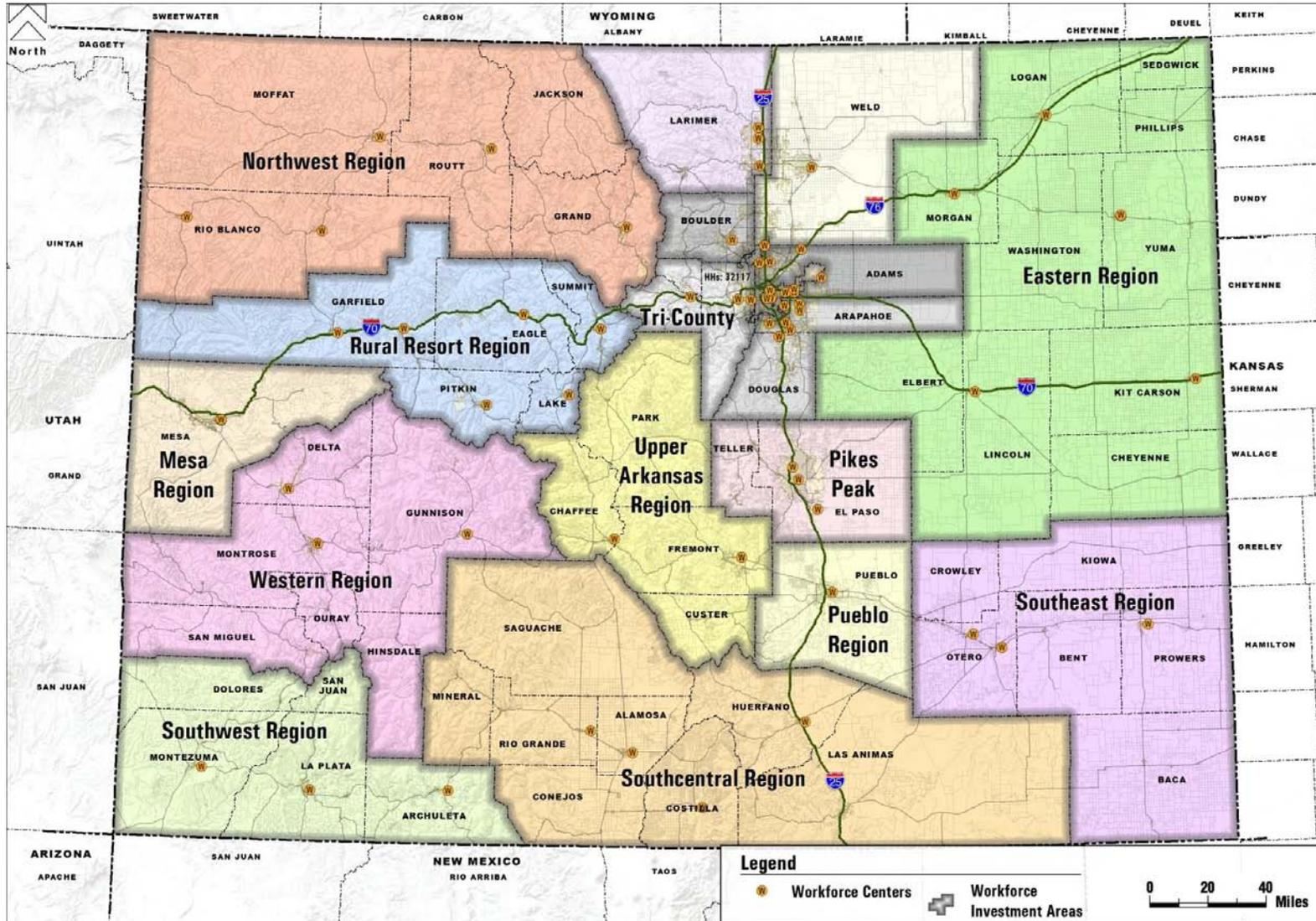


Community Centered Boards derived from mapping provided by the Colorado Department of Labor and Employment.

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1 **Figure 4-14 Colorado Workforce Investment Areas and Workforce Centers**



Workforce Investment Areas and Workforce Center locations derived from mapping provided by [www.coworkforce.com](http://www.coworkforce.com) and the Colorado Department of Labor and Employment

2

3

1 **Figure 4-15 Colorado Planning and Management Regions**



1 **Figure 4-16 Colorado Regional and Local Coordinating Councils**

