
Central Front Range Coordinated Public Transit & Human Services Transportation Plan

August 2025



Counties:
Custer, Fremont,
Park, Teller
(portion), El Paso
(portion)

Above: The location of counties (and portions of counties) in the Central Front Range Transportation Planning Region.

Photo Credit: Kent Kanouse

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CFR Transit Vision

Improve mobility for all residents, employees, and visitors through the effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.

Photo Credit: Kent Kanouse

CFR Transit Goals

1. Improve coordination and develop partnerships
2. System preservation and expansion
3. Improve regional connections

Photo Credit: Kent Kanouse

Central Front Range Coordinated Public Transit and Human Services Transportation Plan

The Central Front Range (CFR) Transportation Planning Region (TPR) includes Custer, Fremont, and Park counties and portions of El Paso and Teller counties. The largest cities in the Region include Cañon City, Cripple Creek, Fairplay, Florence, Penrose, and Westcliffe. Public transit and human services transportation play an integral role in the Region’s multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region, while also providing connectivity to goods and services in nearby major activity centers, such as Colorado Springs, Pueblo, and the Greater Denver Area.

Every four to five years, the Colorado Department of Transportation (CDOT), in coordination with regional planning partners, refreshes the regional transit plans in all rural regions of the state. This 2025 plan refresh builds on the previous plan, completed in 2020, and focuses primarily on updating key components such as textual and data revisions to ensure continued alignment with evolving needs. While a larger overhaul of the Coordinated Public Transit and Human Services Transportation Plans will occur during the next full update in another four to five years, this refresh will ensure that the plan remains relevant and effective in addressing the mobility needs of Coloradans.

CDOT’s Division of Transit and Rail, in coordination with CFR TPR members and transit agencies, gathered input from the general public to develop this plan in compliance with CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this refreshed plan to prioritize transit investments and work toward the long-term implementation of the Region’s unique transit vision and goals, while maintaining a framework for developing an integrated statewide transit system.

Regional Snapshot

Transportation—whether walking, biking, taking transit, vanpooling, carpooling, or driving a car—is a critical element of everyone’s daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or from where they come, results in communities that meet the mobility needs of all, encourage healthier lifestyle choices, and improve economic prosperity.

When considering the CFR TPR’s mobility future, reviewing and analyzing available data helps uncover potential transportation network gaps and needs. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities must be considered as a part of any needs-focused assessment of transit access and connectivity.

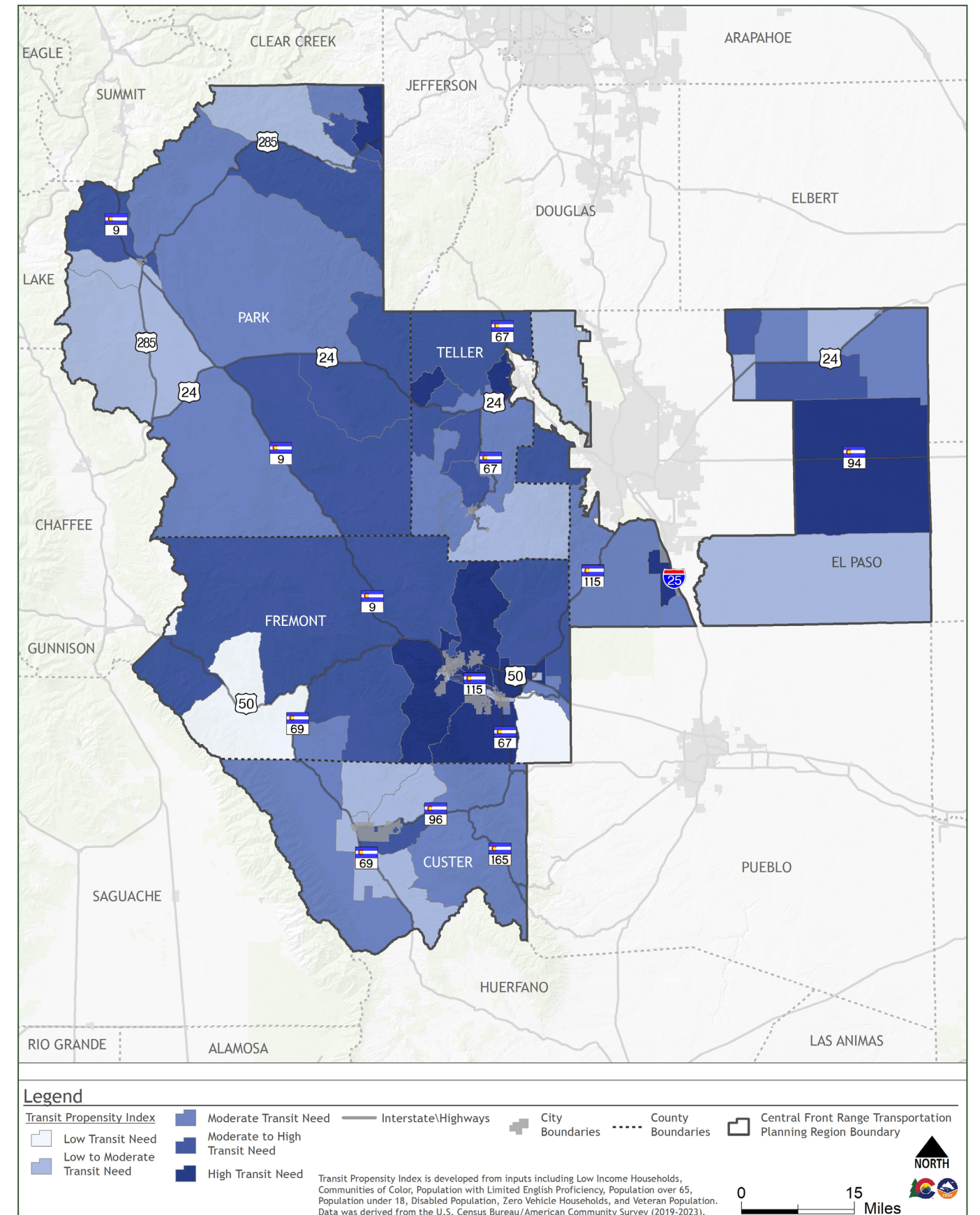
Transit that Serves All Coloradans

Colorado’s statewide transit planning efforts consider the needs of all people. A strong transportation network that is conveniently located, easy to navigate, and serves everyone helps ensure reliable and affordable access to jobs, medical care, education, grocery stores, and social or recreational activities. This access creates opportunities that can positively affect personal health, employment, and overall quality of life.



Photo Credit:Royal Gorge Bridge & Park

Identified Transit Needs





What We Heard

CDOT coordinated with each TPR to assess goals, priorities, and desired transit improvements for their communities, while also evaluating any changes since the last plan. What we heard from CFR TPR members and agencies is summarized below.



Collaboration Across Regions

Need for improved transit along the US 24 East corridor, particularly between Colorado Springs and the Central Front Range. There is also a need for increased collaboration on projects that impact multiple Regions, especially in terms of funding. It is also necessary for TPRs to work together on interregional projects to reduce costs and streamline efforts.



Focus on Connection and Intermodal Access

Need for enhanced intermodal access to improve both commerce and transit connections. Additionally, new connections are needed to increase mobility between towns and cities, both within the Central Front Range and in surrounding areas.



Holistic Approach to Transportation Systems

Need to assess the transportation system as a “whole system” and to evaluate any transit system improvements based on their ability to create a cohesive and integrated network.

Public Engagement Overview

Telephone Town Halls

As part of the public outreach conducted for the statewide planning process, CDOT hosted a series of regional telephone town halls between April and June 2025. These live, over-the-phone events served as a highly accessible platform for engaging Coloradans across all regions of the state. More than 50,000 participants joined the town halls, where they had the opportunity to ask questions about transportation issues and provide input through interactive live polling. Each session connected residents directly with CDOT leadership, who answered over 120 questions live, addressing concerns ranging from road conditions and transit service expansion to safety, accessibility, and long-term investment strategies. On average, participants stayed engaged for more than eight minutes per call, reflecting a high level of interest and involvement. The telephone town halls were designed to broaden access, especially for those who may not be able to attend in-person meetings or navigate digital tools.

Statewide Online Survey

To complement this outreach, CDOT also conducted a Statewide Online Survey to gather additional public feedback on transportation priorities. More than 3,400 Coloradans from all 64 counties participated, providing valuable input on needs and opportunities related to transit and mobility. Together, the telephone town halls and online survey played a crucial role in understanding statewide, regional, and local transportation needs, to ensure that the planning process was informed by a wide and representative range of voices from urban, suburban, and rural communities alike.





Public Engagement Key Themes

1. Regional Transit Expansion

- Expand regional transit options, including support for a potential Front Range Passenger Rail connection and more bus service along Highway 24, particularly to serve rural and mountain communities.

2. Transit Facilities and Accessibility

- Improve ADA transit facilities, with an emphasis on usability beyond compliance to ensure services meet the needs of older adults, people with disabilities, and low-mobility populations.

3. Integration and Connectivity

- Connect transit with bicycle and pedestrian networks to improve access and usability, especially in areas with limited existing infrastructure.

4. Affordability and Reliability

- Provide affordable, reliable, and frequent service, particularly to connect communities across county lines and support daily travel needs.

5. Engagement and Inclusion

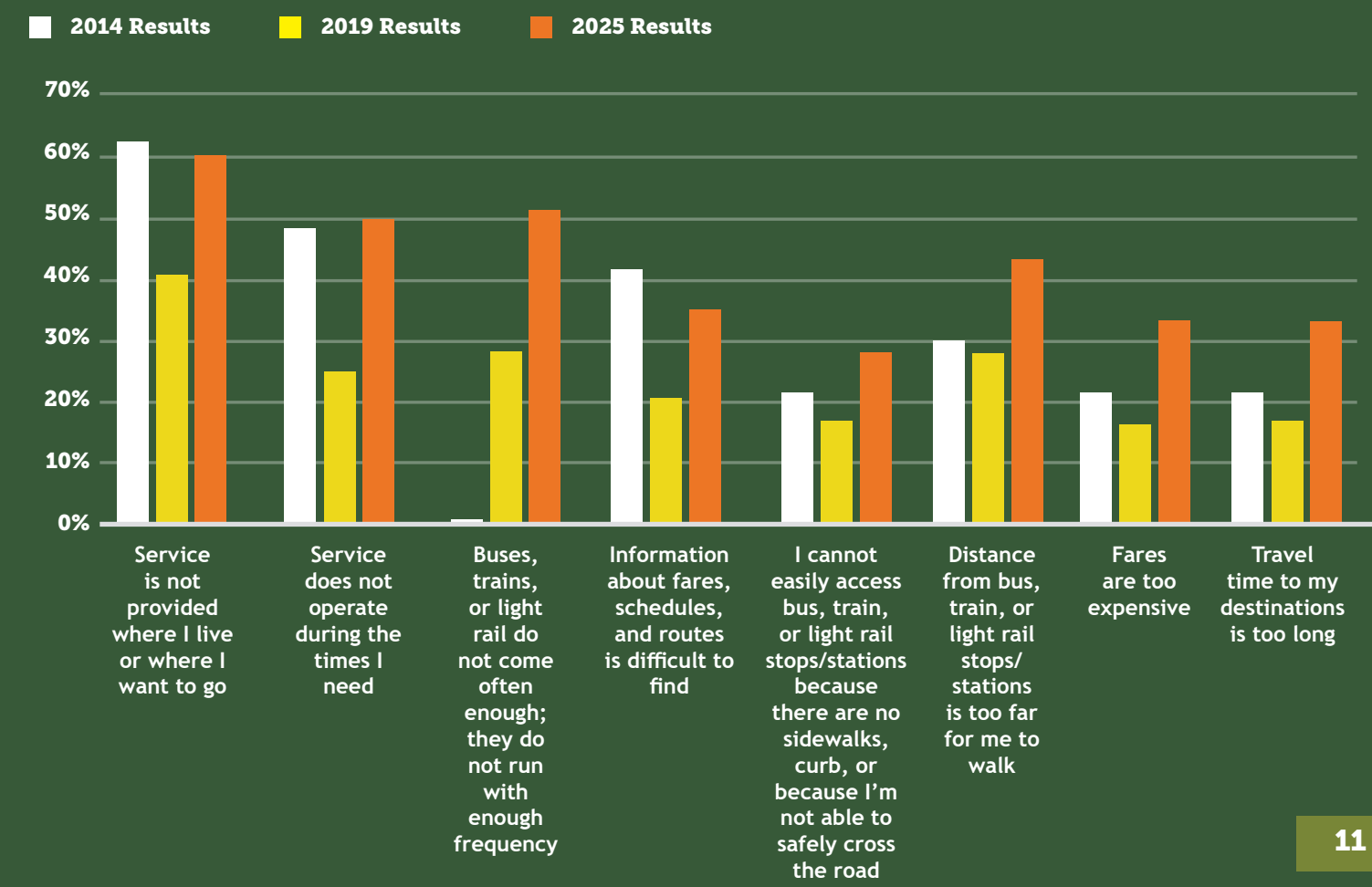
- Provide more accessible engagement opportunities to enable community members to be more involved in shaping transit decisions, particularly among those who rely on transit options most.

2025 Statewide Transit Survey of Older Adults and Adults with Disabilities

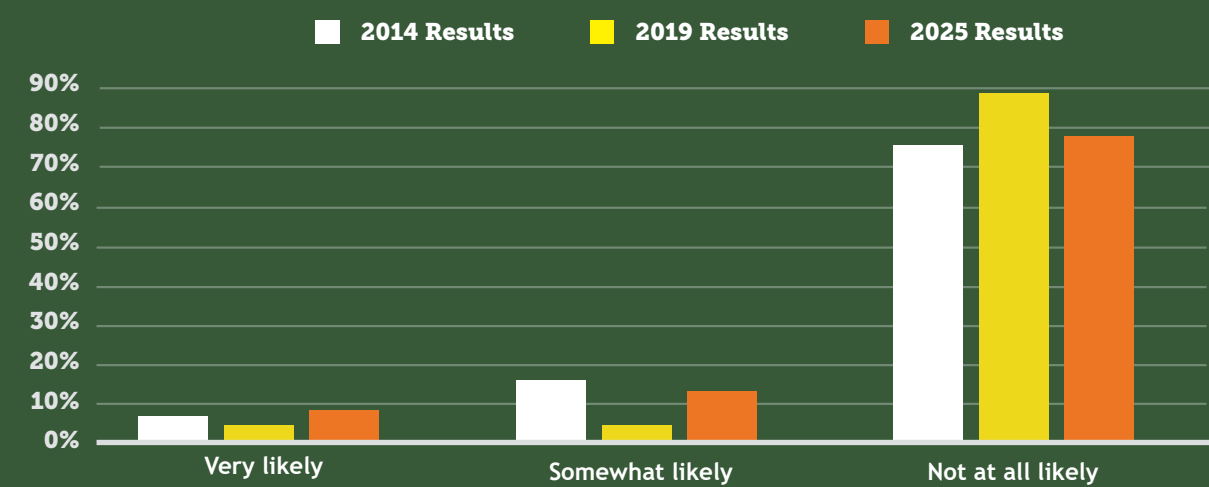
In 2014, CDOT conducted its first statistically valid statewide survey specifically targeting older adults and adults with disabilities. The goal of the survey was to better understand the unique travel behaviors and transportation needs of these populations, who often face distinct mobility challenges. CDOT conducted the survey in 2019 and again in 2025 to capture changes over time and provide insight into how shifting demographics, services, and infrastructure have impacted mobility.

The most consistently cited issue is the lack of service where people live or need to go. In 2025, 60 percent of respondents reported this as a barrier, similar to 2014 and notably higher than 41 percent in 2019. Service not running at needed times also grew as a concern, with about 50 percent in 2025 compared to 48 percent in 2014 and 26 percent in 2019. Concerns about frequency of service rose sharply. Over 50 percent of 2025 respondents said buses, trains, or light rail do not come often enough, compared to 28 percent in 2019. Difficulty accessing information on fares, schedules, and routes remained an issue for 36 percent in 2025, slightly better than 42 percent in 2014. Accessibility challenges also persist. In 2025, 28 percent reported difficulty reaching transit stops due to sidewalk or crossing barriers, up from 22 percent in 2014. The share of people finding stops too far to walk increased to 44 percent in 2025, up from 30 percent in 2014. Additionally, around one-third of 2025 respondents cited expensive fares and long travel times as barriers, up from 22 percent in 2014. Since COVID-19, service has not been restored or is no longer provided where I live or where I want to go was selected by 30 percent of respondents. This highlights a continued gap in transit service recovery and underscores the pressing need to restore service levels to pre-pandemic availability.

Barriers to Using Public Transportation Services

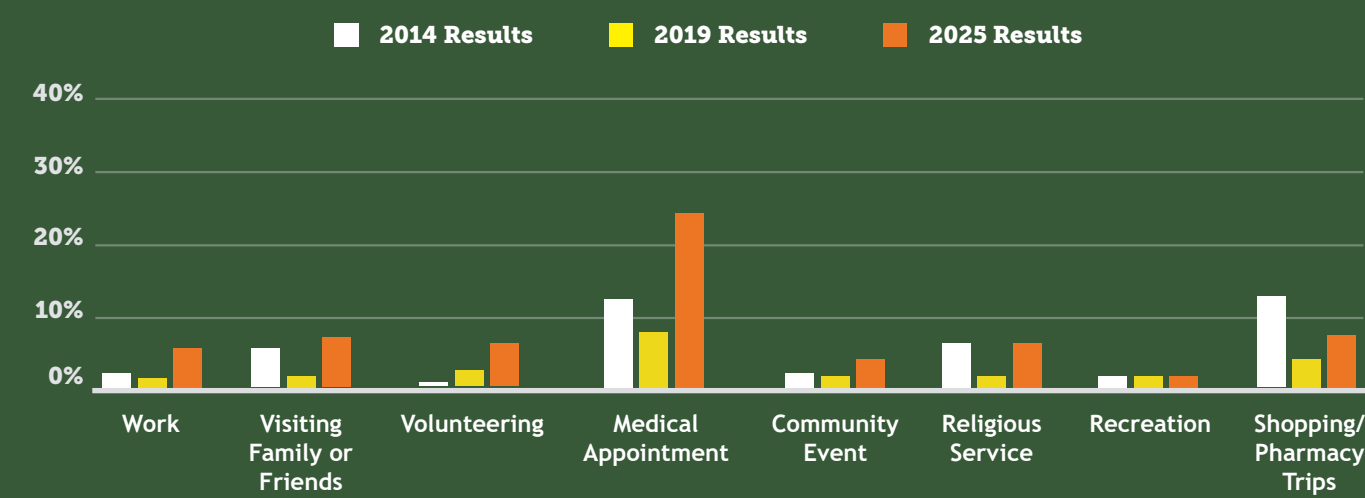


For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services instead of driving?



The share of respondents who said they would be "very likely" to use transit remained relatively low across all three years, with 8 percent in 2014, 6 percent in 2019, and a slight increase to 9 percent in 2025. Those who were "somewhat likely" to use transit showed similar fluctuations—sixteen percent in 2014, 6 percent in 2019, and 12 percent in 2025. The majority of respondents in each year indicated they were "not at all likely" to switch from driving to transit, with 75 percent in 2014, 88 percent in 2019, and 79 percent in 2025.

For what types of trips do you need transportation but have trouble finding transportation?



The most significant increase occurred in medical appointments, rising from 12 percent in 2014 and 8 percent in 2019 to 21 percent in 2025, indicating a growing gap in access to healthcare-related transportation. Similarly, difficulty finding transportation for volunteering increased to 6 percent in 2025 from just 1 percent in 2019. Trouble accessing transportation for visiting family or friends also rose to 7 percent in 2025, compared to 1 percent in 2019 and 5 percent in 2014. Other categories remained relatively low, with minor increases noted for trips to work (5 percent in 2025, up from 1 percent in 2019), community events (4 percent in 2025), and religious services (6 percent in 2025). Shopping or pharmacy-related trips were also identified by 8 percent of respondents in 2025 as difficult to access, up from 4 percent in 2019 and 12 percent in 2014. Recreation remained the least cited category throughout the years.

Existing Providers and Coordination Activities

All transit service provider information and associated data for the CFR were collected from the 2023 National Transit Database, previous plans, CDOT’s Division of Transit and Rail, tailored outreach to providers, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang Outrider

Bustang, Colorado’s statewide bus service, offers affordable and reliable transportation between major cities and regions. Bustang’s mainlines serve I-70 and I-25 to connect Denver with destinations such as Colorado Springs, Fort Collins, Vail, Glenwood Springs, and Grand Junction and to provide convenient options for travelers across the state. In addition, Outrider extends service to rural communities, to offer regional connections and enhance access to areas not covered by Bustang.

Crested Butte to Denver Outrider Route

Outrider connects the Central Front Range to the San Luis Valley, Gunnison Valley, and Greater Denver Area. Operated by Alpine Express, this route provides two round trips per day between Crested Butte and Denver.

Central Front Range stops: Fairplay

Alamosa to Pueblo Outrider Route

Operated by the Senior Resource Development Agency out of Pueblo, this Outrider route connects the CFR with the San Luis Valley and Pueblo area. The service provides one run daily from Alamosa to Pueblo in the morning and Pueblo to Alamosa in the afternoon.

Central Front Range stops: Cotopaxi and Penrose



Transit Service Types

- Fixed-route: Transit service that operates on a defined route and schedule.
- Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
- Commuter Bus: Local fixed-route bus transportation primarily connecting outlying areas with a central city. Characterized by a motorcoach, multiple trip tickets and stops in outlying areas, limited stops in the central city, and at least 5 miles of closed-door service.
- Demand Response: Typically door-to-door service where riders call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
- Vanpools: Service organized in advance by a group of people who travel to and from similar locations at the same time.
- Bus Rapid Transit (BRT): Fixed-route bus systems that operate at least 50 percent of the service on a fixed guideway. These systems also have defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days, low-floor vehicles or level-platform boarding, and separate branding of the service.
- Aerial Tramway: Unpowered passenger vehicles suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not onboard the vehicle, power the cable system.

Transit Service Categories

- Interstate Public: Open to the general public and connects one or more regions/TPRs to regions outside the state of Colorado.*
- Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.*
- Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.
- Local Transit: Open to the general public and operates primarily within a city, town, or community.
- Human Services Transportation: Provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, or veterans.
- Private For-Profit Transportation: Operated privately and includes taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

* Interstate and interregional include intercity bus service as defined by the FTA in reference to the FTA’s classification for Section 5311(f) Intercity Bus Funding eligibility

Interregional, Regional, and Local Transit Providers

The CFR TPR has a range of interregional, regional, and local public transit providers that operate fixed-route bus and on-demand services.

Provider	Service Area	Type of Service	Span of Service	Fare	2023 Annual Ridership	2023 Ops & Admin Budget	2023 Vehicle Revenue Miles	2023 Vehicle Revenue Hours
Fremont County Transit	Fremont County	Demand Response	Mon-Fri, 8am to 4pm	Free	6,785	\$280,697 and \$9,829 administrative funds for UAACOG	77,631	6,691
City of Cripple Creek	Cripple Creek	Demand Response, Fixed-route	Daily Fixed-route, 6am to 10:30pm Demand Response Wednesday and Friday only	Up to \$1	20,993	\$393,525	33,110	2,420
Summit County (Summit Stage)*	Multicounty: Summit and Park Multiregion: CFR and IM	Demand Response, Fixed-route, Commuter Bus	Mon-Fri, 8am to 4pm Regional Connector Fridays only (one trip daily)	Free	Included in Summit Stage data	Included in Summit Stage data	Included in Summit Stage data	Included in Summit Stage data
Teller Senior Coalition	Cripple Creek, Victor, Woodland Park, Divide Multicounty: Teller, Park, and El Paso counties Multiregion: CFR and PPACG	Demand Response, Fixed-route	Mon-Fri, 8am to 4pm Regional Connector Fridays only (one trip daily)	Free	9,842	\$606,885	206,313	10,979

Source: 2023 National Transit Database, Tailored Provider Surveys

*All other Summit Stage services are included in the IM TPR plan. Ridership, VRM, VRH and budget are comprehensive for Summit Stage

Upcoming Transit Providers – Fairplay Transit

The Town of Fairplay is working to implement a local transit system to serve the Fairplay area after the community expressed a strong need for public transportation across Park County. This new service will provide a critical link within the county, creating more mobility opportunities for all. The town currently has two shuttles in its fleet to provide the service, but a shortage of drivers has delayed the start of operations. The town has indicated that staff may operate shuttles during local events, but there is no timeline for full-scale operation at this time.

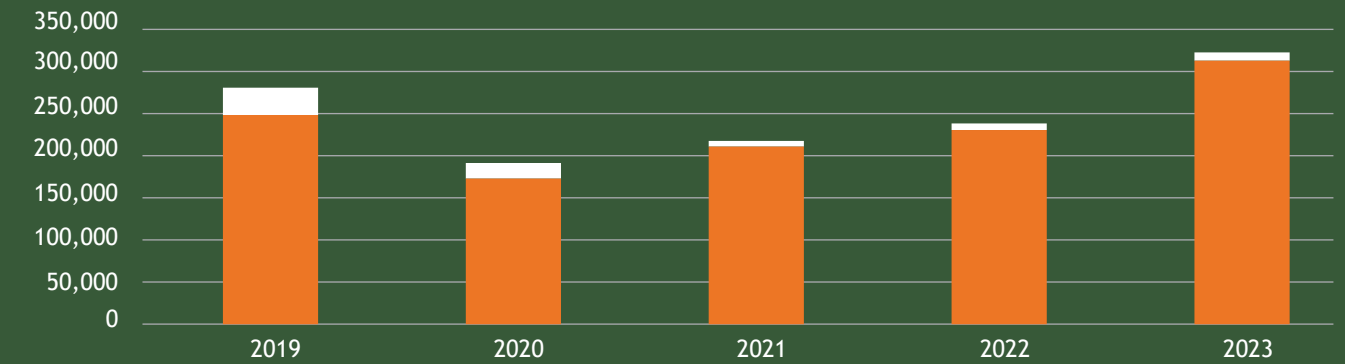


Photo Credit: Colorado.com

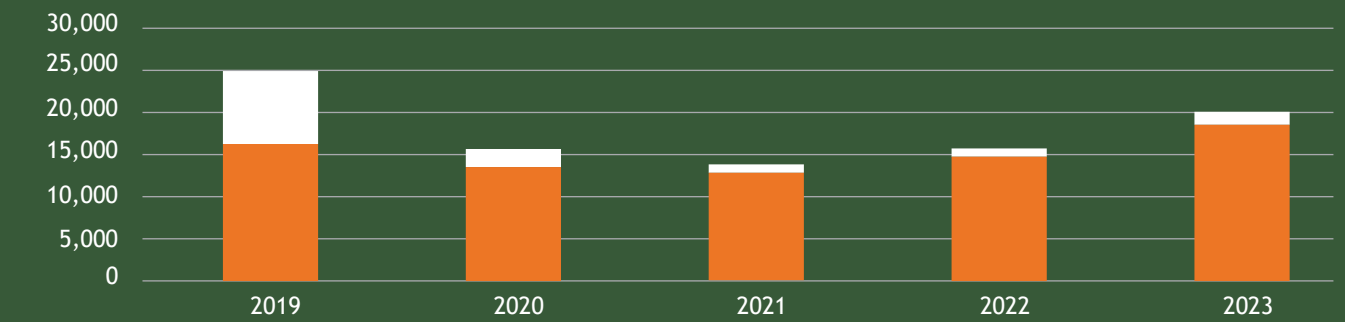
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the CFR show that ridership dipped significantly between 2019 and 2020 due to COVID-19. However, as residents, workers, and visitors began to resume normal life in late 2021 and 2022, key performance measures began to climb again in the CFR. It should be noted that growth in demand response between 2020 and 2023 was primarily due to growth in Teller Senior Coalition’s ridership. All other providers have not rebounded from the ridership impacts post-COVID-19.

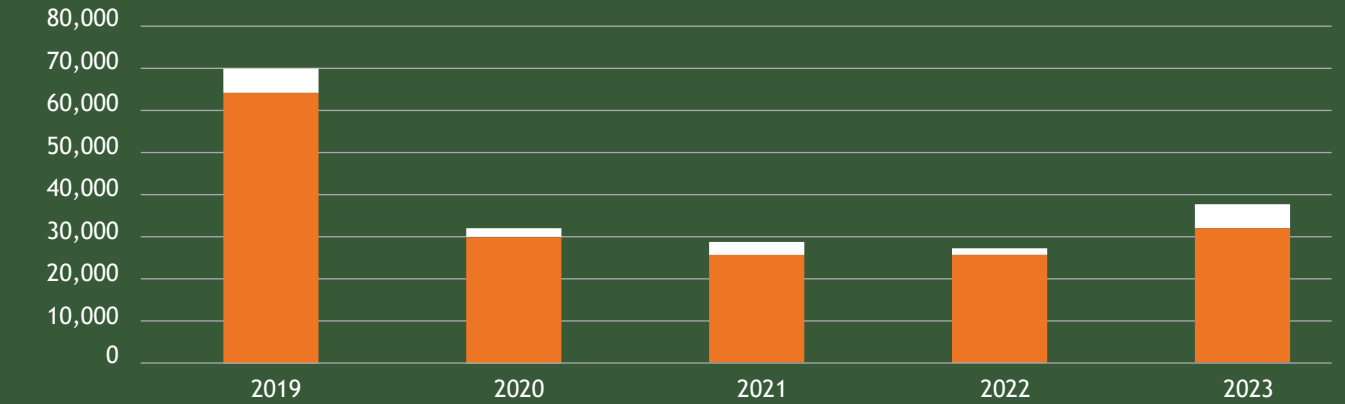
Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



Total TPR Unlinked Passenger Trips



Fixed-route Demand Response

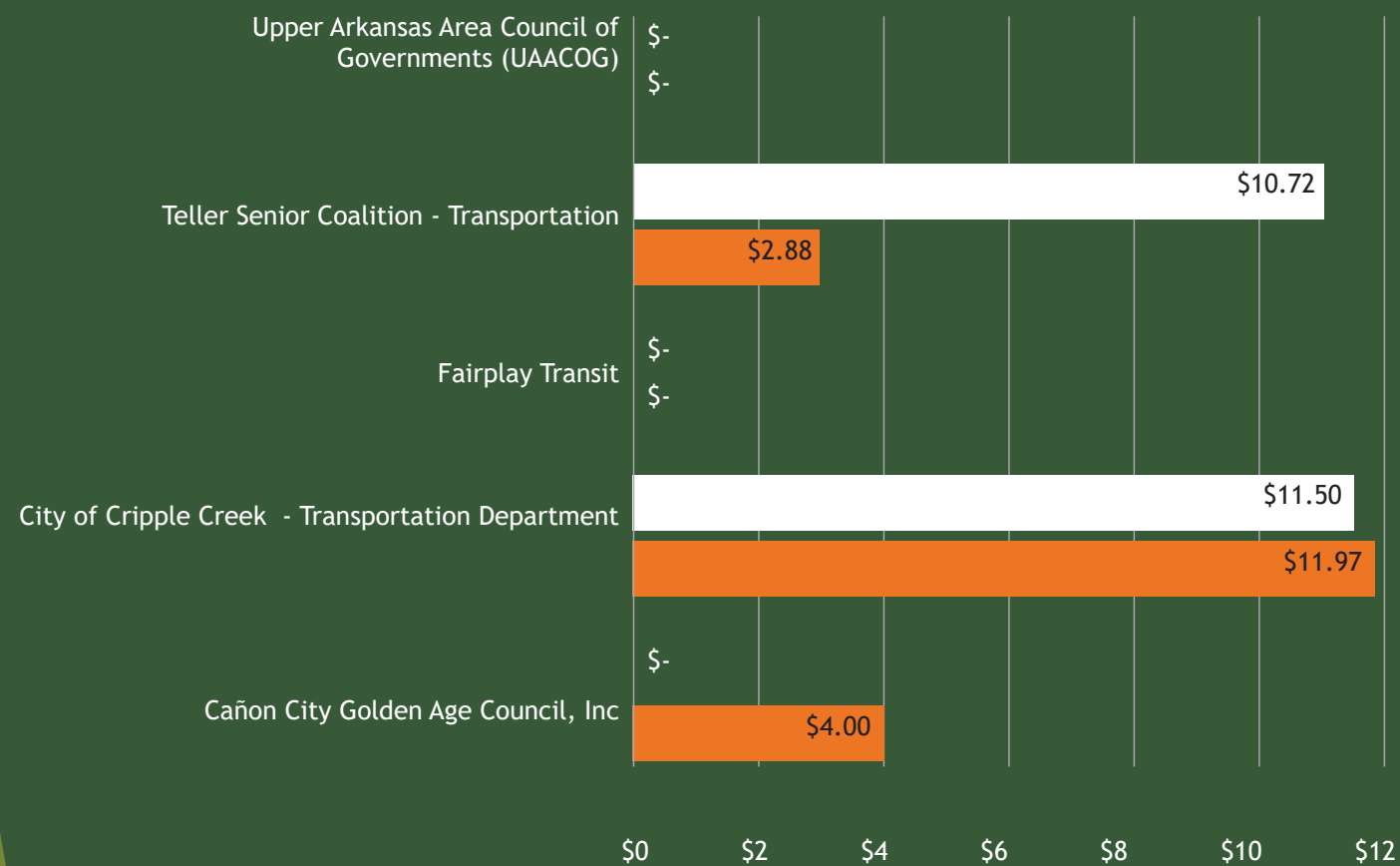
Source: 2019-2023 National Transit Database

Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency’s service operations. CFR cost per trip, cost per revenue hour, and cost per revenue mile are highlighted to identify performance across agencies.

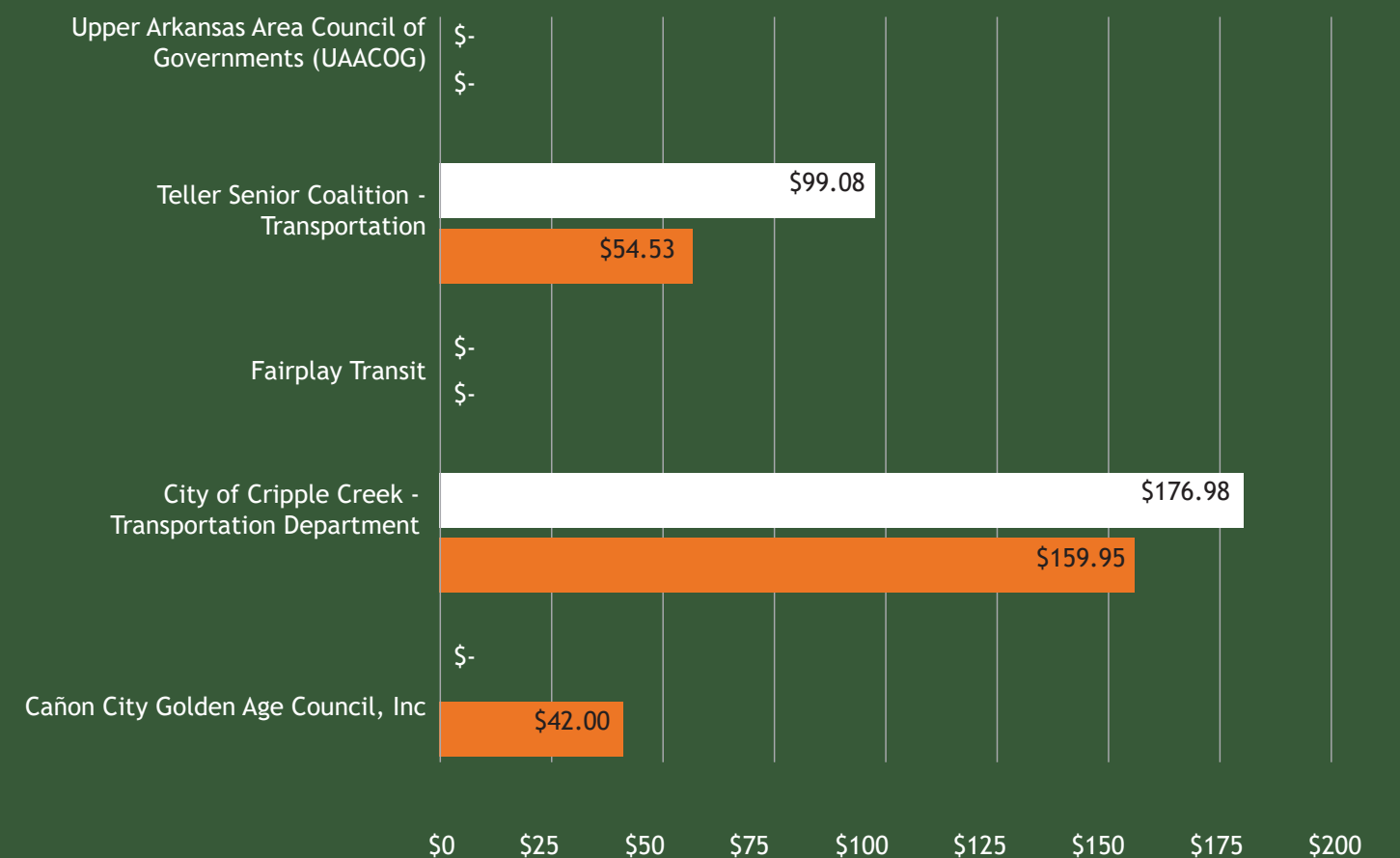
Cost per Mile

The City of Cripple Creek reports the highest cost per mile for both service types, with \$11.50 for fixed-route and \$11.97 for demand response. The Teller Senior Coalition offers the lowest reported demand response cost at \$2.88 per mile, while Cañon City Golden Age Council, Inc. reports a moderate cost of \$4.00 per mile for the same service. Teller Senior Coalition also reports a fixed-route cost of \$10.72 per mile. Upper Arkansas Area Council of Governments (UAACOG) and Fairplay Transit do not have data listed for either service type.



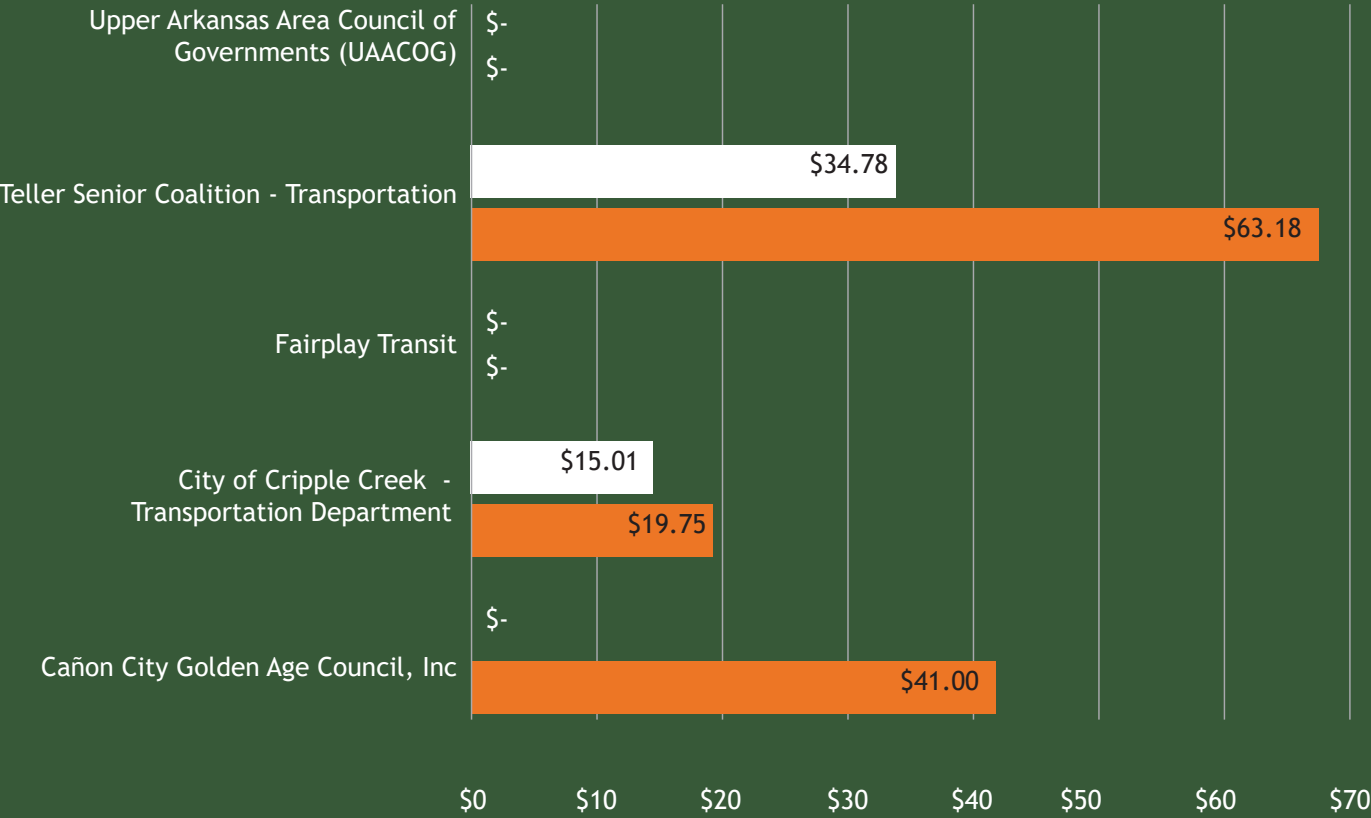
Cost per Hour

The City of Cripple Creek reports the highest hourly costs overall, with fixed-route service costing \$176.98 per hour and demand response service close behind at \$159.95 per hour. Teller Senior Coalition follows with a fixed-route cost of \$99.08 per hour and a demand response cost of \$54.53 per hour. Cañon City Golden Age Council, Inc. reports the lowest hourly cost among the listed providers, with demand response service at \$42.00 per hour. No cost data are available for either service type from Fairplay Transit or UAACOG.



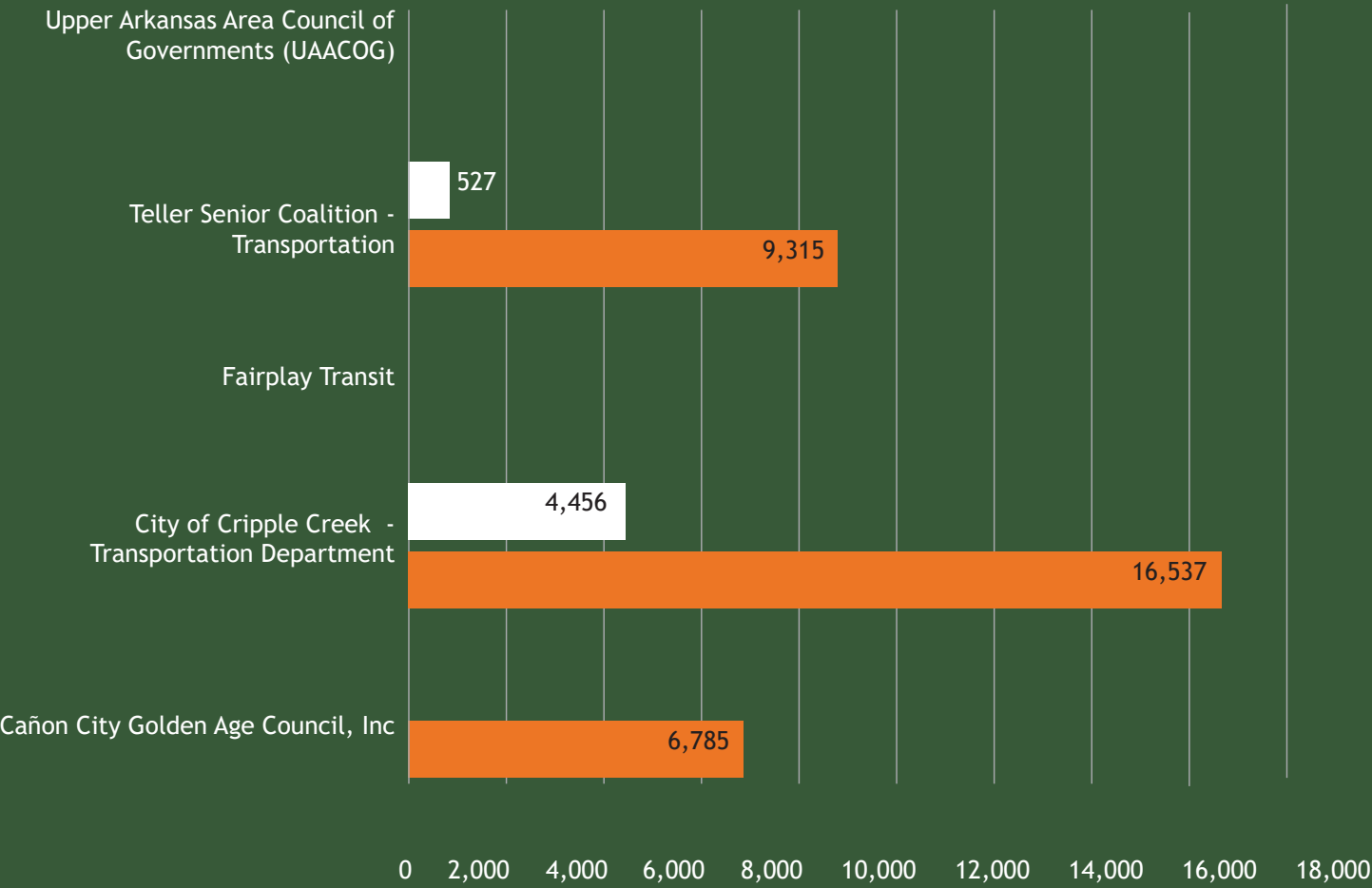
Cost per Ride

The Teller Senior Coalition reports the highest cost per ride overall, with demand response service at \$63.18 and fixed-route service at \$34.78. Cañon City Golden Age Council, Inc. follows with a demand response cost of \$41.00 per ride. The City of Cripple Creek reports the lowest costs among providers with available data \$15.01 per ride for fixed-route and \$19.75 per ride for demand response. No data have been reported for either service type from UAACOG or from Fairplay Transit. The data indicate notable variation across providers, with demand response generally costing more per ride than fixed-route service.



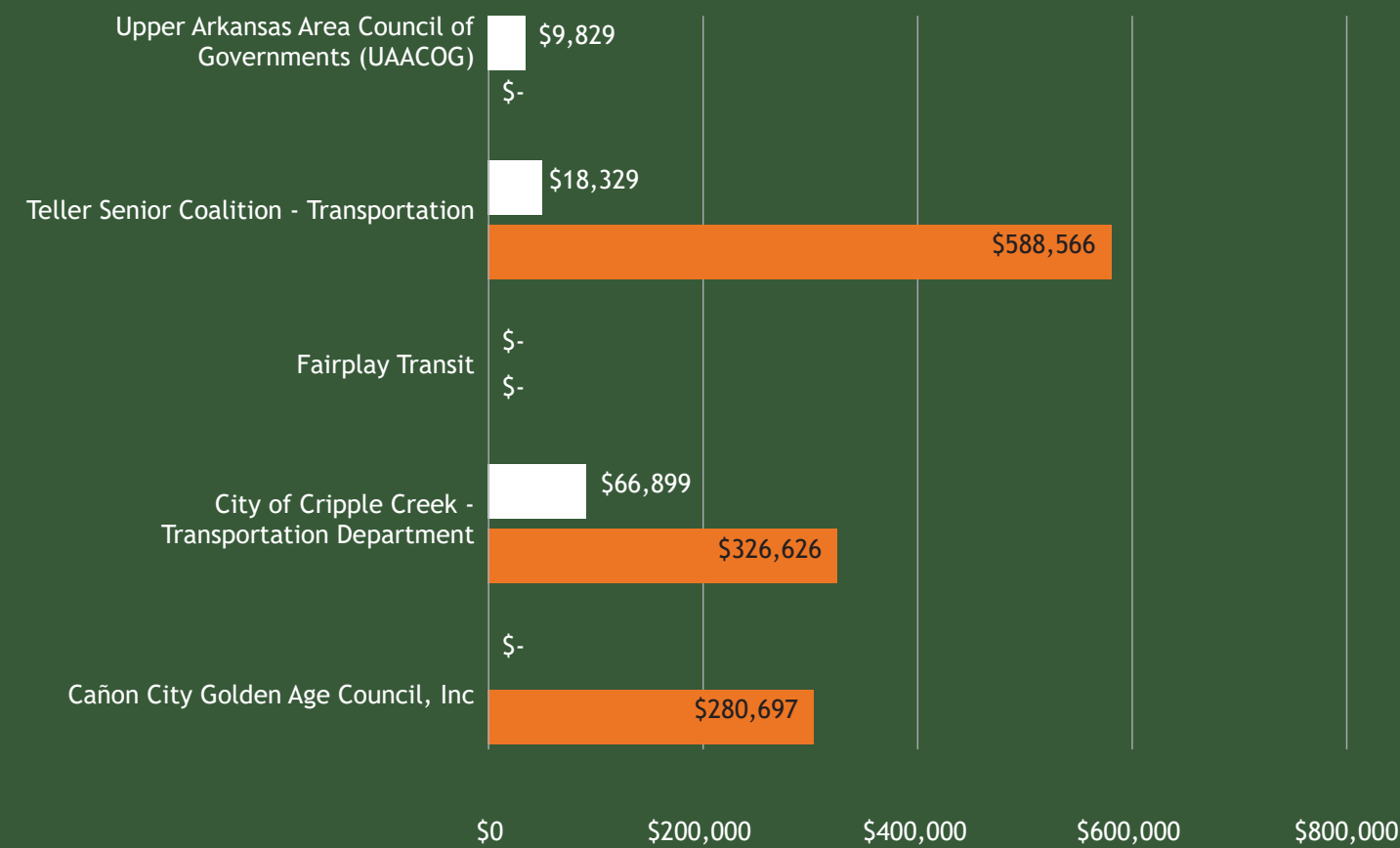
Annual Ridership

The City of Cripple Creek reports the highest total ridership overall, with 16,537 annual demand response rides and 4,456 fixed-route rides. Teller Senior Coalition follows with 9,315 demand response rides and 527 fixed-route rides. Cañon City Golden Age Council, Inc. provided 6,785 demand response rides. UAACOG and Fairplay Transit do not have ridership data reported for either service type. Demand response services account for the majority of total rides across all providers with available data, highlighting their importance in meeting transportation needs in this Region.



Annual Operating Costs

Teller Senior Coalition reports the highest overall costs, with \$588,566 for demand response service and \$18,329 for fixed-route. The City of Cripple Creek follows with \$326,626 for demand response and \$66,899 for fixed-route operations. Cañon City Golden Age Council, Inc. reports a total of \$280,697 for demand response service and does not show any costs for fixed-route. UAACOG reports the lowest costs overall, with \$9,829 for fixed-route and no demand response data reported. Fairplay Transit does not report any cost data. The data indicate that demand response services represent the majority of transit operating expenses for most providers in the Region.



Human Services Transportation Providers

Several human services agencies in the CFR TPR offer transportation services, although transportation is just one of the many services they provide. The following table outlines the human services transportation providers in the Region, along with the populations they serve. This list includes providers from the 2020 CFR Coordinated Public Transit and Human Services Transportation Plan that were still operational in 2023, as well as additional providers identified through online research. Since this list was compiled using available online information, it may not include all providers in the CFR TPR, especially those without websites.

Provider	Service Area (Within CFR)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
American Red Cross - Southeastern Colorado	Custer, El Paso, Fremont, Park, and Teller counties	IM, PPACG, PACOG, SC, SE, SLV	Demand Response	Upon request	Older adults and critically ill
Aponi Transport	Custer, El Paso, and Teller counties	Eastern, SLV, SC, SE, PPACG	Demand Response	Mon-Fri, 7:30am to 5pm	Open to all passengers requiring transportation services
Axel Medical Transportation	El Paso County	PACOG, PPACG	Demand Response (Medical)	Mon-Fri, 7:30am to 5pm	Medicaid beneficiaries in need of non-emergency medical transportation
Barb's Transport "A Little Bit Of Sunshine"	El Paso and Fremont counties	Eastern, SE, PPACG, PACOG	Demand Response (Medical)	Daily	Must have a scheduled appointment and meet qualification criteria
Boys and Girls Club of Fremont County	Fremont County	N/A	Fixed-route Bus	After school	Youth (Boys and Girls Club members)
Brave Sisters Transportation	El Paso and Teller counties	Eastern, PPACG, SC	Demand Response (Medical)	Mon-Fri	Individuals requiring non-emergency medical transportation
Carry Me to Town Transportation	Custer and Fremont counties	N/A	Demand Response	Upon request	Open to all passengers requiring transportation services
Cheyenne Village	El Paso County	SLV, PPACG	Fixed-route Bus, Demand Response, Coordination with Other Providers	Fixed-route: Mon-Thurs Demand Response: Tues	Individuals with intellectual and developmental disabilities
Custer County Public Health Agency	Custer County	N/A	Specialized Services	Upon request	Custer County residents
Easysafe Ride	El Paso and Teller counties	DRCOG, PACOG, PPACG	Demand Response (Medical), Specialized Services	Daily	Individuals requiring non-emergency transportation services, including those needing wheelchair assistance
Envida	El Paso and Teller counties	DRCOG, NFRMPO, PPACG, UFR	Demand Response, Vouchers or Reimbursement, Coordination with Other Providers	Daily	Open to all passengers requiring transportation services, with priority given to elderly, disabled, and low-income community members

Provider	Service Area (Within CFR)	Additional TPRs	Types of Service	Days of Service	Passenger Eligibility
Fountain Valley Seniors	Eastern El Paso County	PPACG	Demand Response	Mon-Fri	Older adults
Fremont County Head Start	Fremont County	N/A	Fixed-route Bus	Mon-Fri	Low-income community members and children of qualifying families
Graceland Transportation	El Paso and Teller counties	SE, PACOG, PPACG	Demand Response (Medical)	Mon-Fri, 6am to 6pm Sat, 6am to 12pm	Medicaid recipients
K A Dorman Enterprises	El Paso County	PACOG, PPACG, SC	Demand Response (Medical)	Daily	Individuals requiring non-emergency medical transportation
Maguy Medical Transport	El Paso and Fremont counties	GV, IM, PACOG, PPACG, SC, SE, SLV	Demand Response (Medical)	Upon request	Health First Colorado (Colorado's Medicaid Program) members and individuals needing non-emergency medical transportation
MedRide	Custer, Fremont, Park, El Paso, and Teller counties	All of Colorado	Demand Response (Medical), Specialized Services	Mon-Fri, 6am to 6pm Sat-Sun, 6am to 5pm	Medicaid recipients requiring non-emergency medical transportation
Mt Ride	Custer, El Paso, Fremont, and Teller counties	PACOG, PPACG, SE	Demand Response (Medical)	Mon-Fri, 6am to 6pm Sat-Sun, 6am to 5pm	Open to individuals requiring non-emergency medical transportation services
Park County Senior Coalition	Park County	N/A	Demand Response, Vouchers or Reimbursement	Fixed-route: Mon-Tues, Thurs-Fri Demand response: Daily	Older adults (60+) who have a disability, are veterans, are low income, or receive Medicaid
Peak Family Transport	El Paso, Fremont, and Park counties	PACOG, PPACG	Demand Response	Upon request	Medicaid/Medicare recipients with Title XIX coverage
Sarah Kare Ride	El Paso County	PACOG, PPACG	Demand Response (Medical)	Upon request	Individuals requiring non-emergency medical transportation
Second Home	El Paso County	PPACG	Demand Response	Mon-Fri, 8am to 12pm	Older adults, people with disabilities
Senior Services Solutions Plus	Cañon City and Florence	PPACG, PACOG	Demand Response (Medical)	Upon request	Adults needing transportation for medical, dental, vision appointments, cancer/dialysis treatments
Starpoint	Fremont and Custer counties	SLV	Fixed-route Bus, Demand Response, Bus Passes or Tickets	Fixed-route: Mon-Thurs, 8:30am to 9:30am and 3pm to 4pm Demand Response: Daily	People with disabilities

Source: 2020 CFR Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Provider	Service Area (Within CFR)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
Sunshine Rides	El Paso and Fremont counties	DRCOG, Eastern, GV, GVMPO, IM, NW, PPACG, SE, SLV, SW	Demand Response	Daily	Open to all passengers requiring transportation services
Van with a Plan	El Paso, Fremont, Park, and Teller counties	Eastern, GV, GVMPO, PACOG, PPACG, SE	Demand Response	Mon-Fri, 6:30am to 11pm; Sat-Sun, 7am to 11pm	Health First Colorado (Medicaid) clients who have no other means of transportation and require transport to non-emergency medical services covered by Medicaid

Other Human Services Agencies

Some human services agencies do not offer direct transportation services but may fund transportation programs, offer transportation-related services, or coordinate with transportation providers in the Region. The following table lists providers from the 2020 CFR Coordinated Public Transit & Human Services Transportation Plan that were still active in 2023, along with additional providers identified through online research. Since this list was compiled through available online resources, it may not include all providers in the CFR, especially those without websites.

Provider	Service Area (Within CFR)	Additional TPRs	Type of Service	Days of Service	Passenger Eligibility
The Independence Center	Fremont, Teller, Park, and El Paso counties	DRCOG, Eastern, PACOG, PPACG, SC	Vouchers or Reimbursement	Mon-Thurs, 8am to 4:30pm	People with disabilities, older adults (65+), low-income community members, veterans, Medicaid recipients
Upper Arkansas Area Agency On Aging	Custer and Fremont counties	IM, SLV	Vouchers or Reimbursement	Mon-Fri	Older adults (60+)

Source: 2020 CFR Coordinated Public Transit and Human Services Transportation Plan, Desktop Review

Private Transportation Providers

Ten private for-profit companies in the CFR TPR provide transportation services, including Cañon City Transit, City Cab LLC, Fremont County Cab, Hey Rides, High Mountain Taxi, I Care Ride, Rocky Mountain Elite Transport, Tava Cab, Teller Cab, and Uber.

State of Good Repair

CDOT’s Division of Transit and Rail comprehensive Transit Asset Management Plan meets federal requirements and was last updated fall 2023. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, about one-quarter of CDOT tracked transit vehicles in the CFR TPR are beyond their state of good repair.

Provider	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
City of Cripple Creek	7	1	14.30%	\$171,251
Fremont County Transit (UAACOG)	N/A	N/A	N/A	N/A
Fremont County Transit	9	4	44.40%	\$422,502
Summit County (Summit Stage)	33	17	51.52%	\$18,700,000
Teller Senior Coalition	9	1	11.10%	\$40,000
Total	62	25	40.32%	\$19,333,753

Source: 2023 Transit Asset Management Plan

Regional Coordination Activities

The Upper Arkansas Area Council of Governments (UAACOG) served as the Regional Coordinating Council (RCC) for Lake, Custer, Chaffee, and Fremont Counties until 2020. While UAACOG continues to act as the pass-through entity for Fremont County Transit, it is expected to step away from this administrative role in the near future. A key reason for the decline in coordination activities through UAACOG has been a lack of dedicated funding. Currently, coordination efforts in the CFR TPR are led by a partnership between Cripple Creek Transit, the Teller Senior Coalition, and Teller County, which together form the local coordinating council. This group maintains regular communication with regional partners, refers clients to appropriate local resources, and actively participates in broader coordination efforts. A mobility manager position was established in 2017 and is presently held by the Director of Transportation for the City of Cripple Creek. However, the group continues to face challenges related to insufficient funding and restrictive funding regulations, which limit their ability to expand and strengthen coordination activities.

Partnerships and Coordinating Services

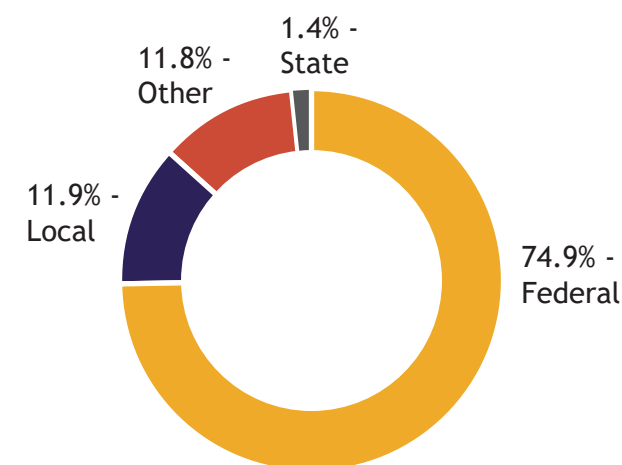
Cripple Creek provides a key transit link between southern Teller County and Woodland Park/Colorado Springs. The Aspen Mine Community of Caring Center is a collaborative group that partners with several local agencies to assist Central Front Range with a number of needs. While transportation is not the Center's primary focus, they work with several agencies that provide a range of transportation services, including referring seniors and those in need to Cripple Creek Transit and Teller Senior Coalition services.

Financial Snapshot

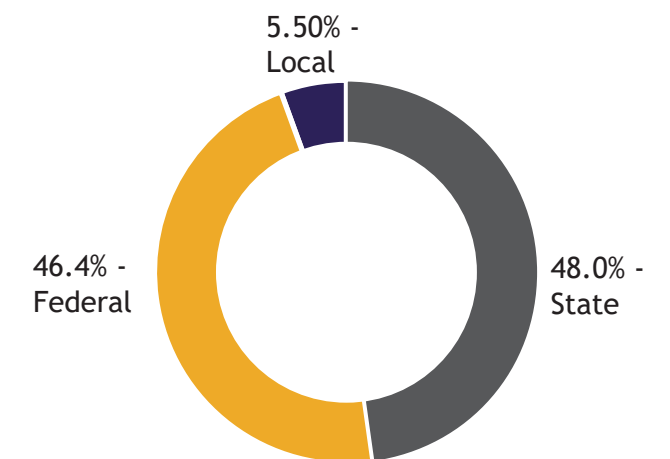
Because transit funding is complex, Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from FTA.

The charts illustrate the distribution of transit revenue sources, showing that operating revenue is heavily reliant on federal funding (74.9 percent), with smaller contributions from local (11.9 percent), other sources (11.8 percent), and state funds (1.4 percent). In contrast, capital revenue is more evenly split, with state funding contributing 48.0 percent, federal funding 46.4 percent, and local funding 5.5 percent. Overall, the data highlight the critical role of federal and state support in sustaining both transit operations and long-term capital investments, while local contributions remain relatively limited.

Operating Revenue Sources



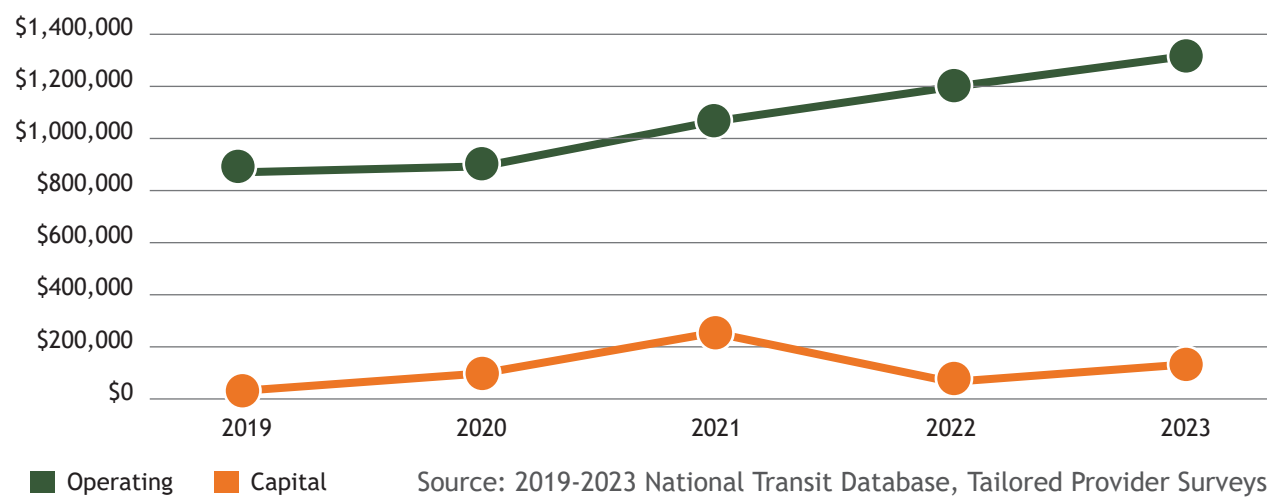
Capital Revenue Sources



Source: 2023 National Transit Database, Tailored Provider Surveys

Historic Revenue Data

The following chart shows five-year CFR operating and capital funding trends. Operating funds have grown by approximately 45 percent over the five-year period, with capital funding peaking in 2020 but steadily rising since a dip in funding in 2021.



Regional Transit Revenue Trends Annual Operating/Capital Projections

Regional transit funding projections provide a framework for transit planning in the future. However, while these projections are informative, many factors can significantly impact the accuracy of forecasts, including the availability and allocation of funding, economic volatility, and the rate of inflation. As part of this plan refresh, this financial snapshot section focuses exclusively information from the 2023 TAM Plan data and 2023 NTD data to outline projected capital and operating needs through 2050. This financial snapshot is intended to provide a high-level understanding of the magnitude of projected capital and operating expenses relative to anticipated revenue streams. It highlights the scale of need across a region and identifies the funding gaps that must be addressed. These gaps will require a combination of local investment, competitive state and federal grant awards, and potentially new or currently unidentified funding sources to sustain and expand transit services over the coming decades.

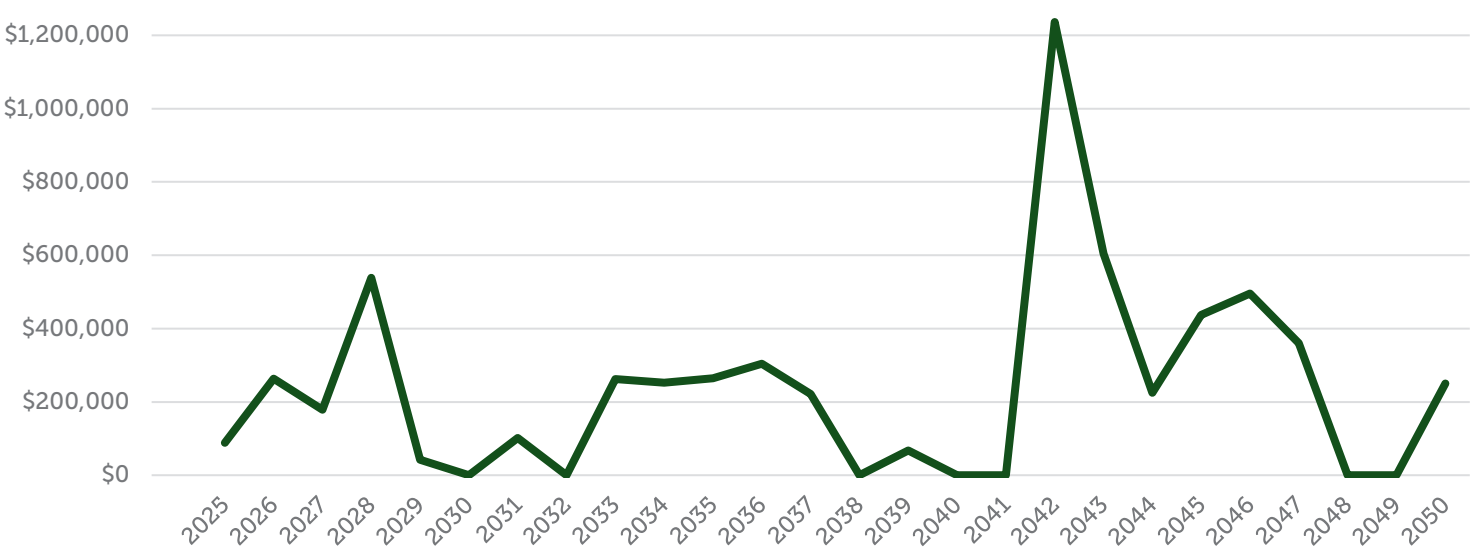
Capital and Operating Costs

The 2023 TAM Plan uses a four-year planning horizon (2023-2026), consistent with FTA requirements, and identifies asset conditions, anticipated replacement needs, and capital costs necessary to maintain a state of good repair over that period.

To develop a more complete picture of rolling stock replacement needs, data from the 2023 TAM Plan was compared against fleet replacement projections from the 2020 Statewide Transit Plan. This comparison helped reconcile discrepancies between the two sources by accounting for vehicles that were identified for replacement in the 2020 Plan but had not yet been procured as of 2023. It also allowed the inclusion of vehicles expected to reach the end of their useful life just beyond the TAM Plan’s four-year horizon (2023-2026), ensuring that the analysis captures both deferred procurements and emerging replacement needs through the full planning period. This combined approach supports a more realistic estimate of total capital costs over the long term.

The chart below shows projected capital expenditures for rolling stock replacement among CFR TPR rural transit providers from 2025 through 2050. Year-to-year cost fluctuations reflect the cyclical nature of vehicle replacement, influenced by fleet sizes, staggered procurement schedules, and vehicle life cycles. This forecast highlights the timing and scale of capital needs required to keep fleets in a state of good repair, assuming replacements only—without expanding fleet capacity—over the 25-year planning horizon.

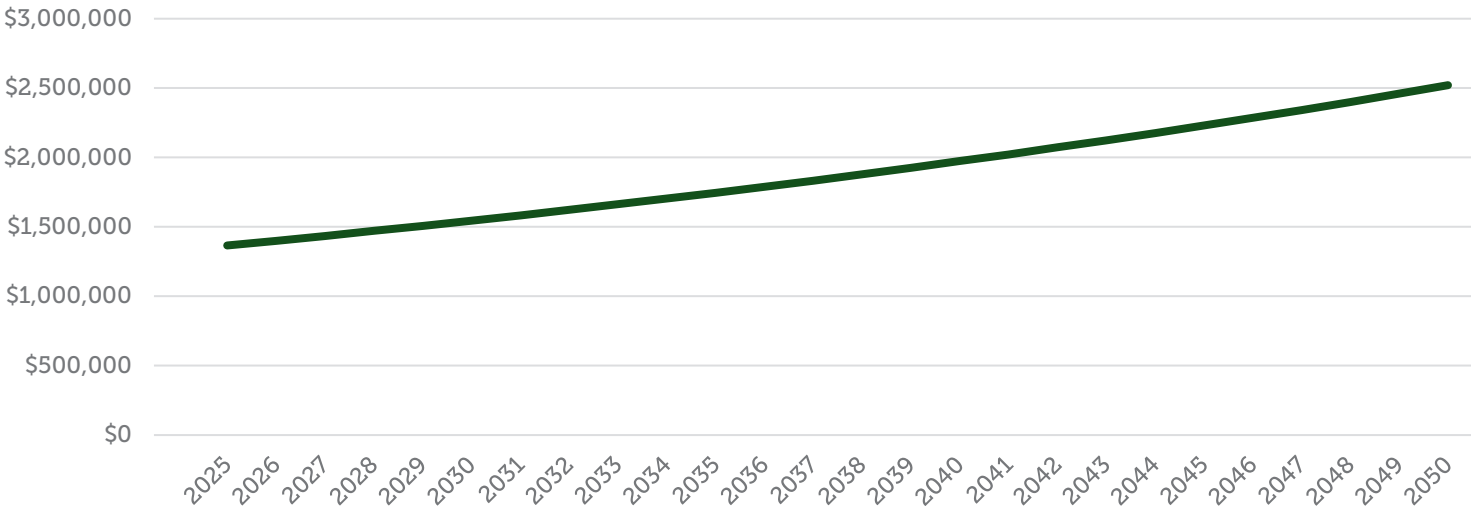
Capital Expenditures to Maintain State of Good Repair



Operating cost estimates were developed using 2023 NTD data reported by transit agencies. To project future costs, these baseline figures were escalated using county-level population growth forecasts. This approach reflects anticipated increases in service demand driven by demographic changes.

Similarly, the following chart illustrates projected operating expenditures for transit providers from 2025 through 2050. The forecast assumes continuation of existing service levels and does not account for major changes in service, such as new routes or significant expansions. As such, the analysis provides an estimate of future operating needs, useful for identifying long-term funding requirements under a steady-state service scenario.

Anticipated Operating Expenditure Forecasts
(To Maintain Current Operations)



Funding Programs and Opportunities

Federal funding is the primary source of revenue for transit and human services providers in Colorado, supporting both operating and capital projects. CDOT serves as the designated recipient for rural transit funds, allocating Grants for Rural Areas (5311) funding based on a Colorado-specific rural funding methodology. Additionally, CDOT distributes Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers across the state.

In the past, funding for both operating and capital transit needs has been limited. In the previous planning cycle, strategic funds from sources like Senate Bill (SB)-267 and others were allocated for transit capital projects over four years. Recently, the Clean Transit Enterprise, established through House Bill (HB) 21-260, created a Retail Delivery Fee to provide competitive funding for zero-emission transit planning, facilities, charging infrastructure, and bus replacement projects. Furthermore, SB 24-230 introduces an “Oil & Gas Production Fee” to fund future transit and rail projects, with implementation expected in January 2026. This bill allocates fees from oil and gas companies to fund a Formula Local Transit Operations Grant Program (70 percent), Competitive Local Transit Grant Program (10 percent), and Rail Funding Program (20 percent).



Due to limited state funding, many transit agencies in Colorado rely heavily on local funding, especially for operational costs. Alternative funding sources to support local and regional transit services include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees
- CDOT’s Office of Innovative Mobility Enterprise Funding

Federal Transit Administration
Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program - 5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program - 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning - 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)



Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR’s transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit capital, operating, and planning projects
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Maintain and improve roadways critical in supporting the needs of military installations in the Region
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Implement mobility hubs to provide accessible, multimodal transportation connectivity
- Expand interregional transit service to provide access to goods and services in major activity centers
- Work to enhance quality of life for historically disadvantaged populations
- Improve transit amenities in the Region, through increased signage and shelters, and street design that accomdates all needs and modes
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand coordination, marketing, and outreach between transit providers and human services agencies
- Ensure the coordinating council has adequate resources and funding needed to hire a permanent mobility manager, explore joint strategies, and maximize partnership opportunities

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, CFR TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as “unranked.” It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits

Priority projects are currently under review. An updated list of projects will be included in the final Regional Transit Plan

