

Intermountain Transportation Planning Region

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

Agenda

Meeting Goal: Identify the region's transit and human service transportation issues/needs and provide information on project approach.

- 1) Welcome & Introductions (10 minutes)
- 2) Project Background (15 minutes)
- 3) Public Involvement Approach (10 minutes)
- 4) Key Elements of a Coordinated Transportation Plan (5 minutes)
- 5) Regional Planning (20 minutes)
 - a. Demographics
 - b. Southeastern TPR 2008 Plan Summary
 - i. Vision
 - ii. Goals & Objectives
- 6) Regional Transit Needs, Projects, and Priorities (50 minutes)
 - a. Immediate Needs
 - b. Long-Term Vision
- 7) Next Steps (10 minutes)
 - a. Project Correspondence and Information by Emails/Web
 - b. Feedback on Demographic Data/Maps
 - c. Surveys (Distributed July 24th – Submit by August 7th)
 - d. Next Meeting – Fall 2013
 - e. Anyone Missing?
- 8) Adjourn

CDOT Project Manager: Tracey MacDonald tracey.macdonald@state.co.us
Work: 303-757-9753

Lead TPR Planner: Cady Dawson cady.dawson@fhueng.com
Work: 303-721-1440

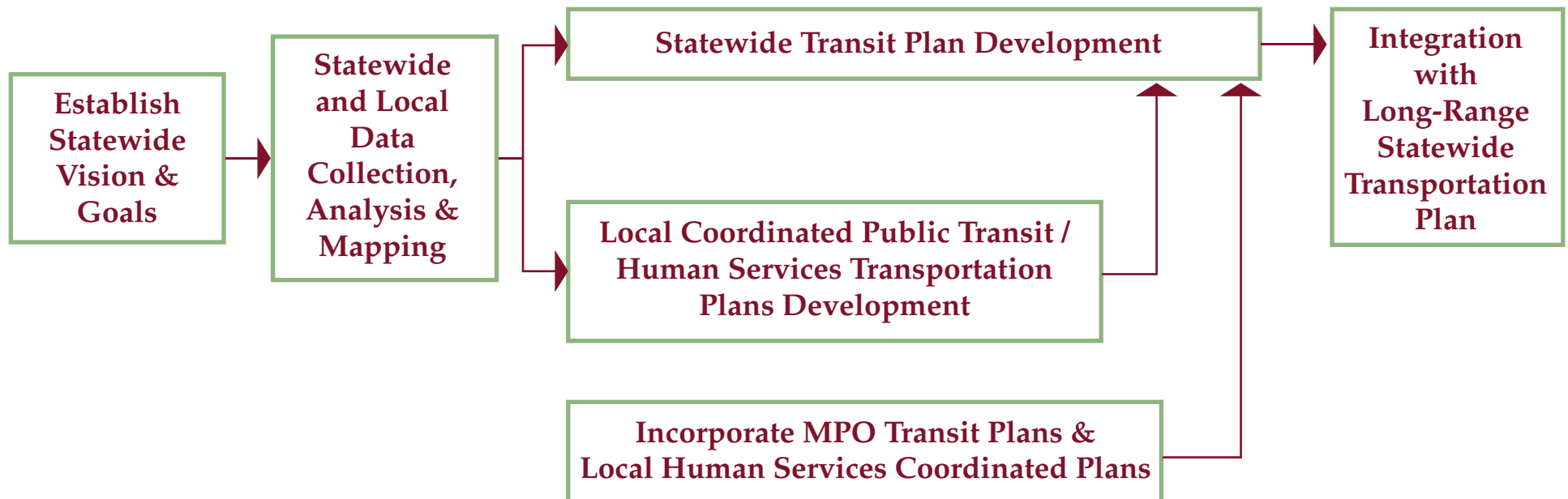
Project Web Site: <http://www.coloradodot.info/programs/transitandrail/statewidetransitplan>

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

Work Plan

Public Involvement & Agency Coordination

- Statewide Steering Committee
- Technical Working Groups
- Public Open Houses



Project Management & Coordination

- Project Management Team
- Statewide Steering Committee
- Coordination Meetings

Statewide Transit Plan Goals and Objectives

- Develop a vision for an integrated transit system
 - Develop policies that identify and support programs / projects to:
 - *Increase availability and attractiveness of transit*
 - *Make transit more time-competitive*
 - *Maximize role of transit in the broader transportation system*
 - *Reduce vehicle-miles traveled and emissions*
 - *Coordinate service*
 - *Communicate the value of transit*
-

Guiding Principles for Transit Planning at CDOT

- When planning and designing for future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system. CDOT will facilitate increased modal options and interface to facilities for all transportation system users.
 - CDOT will consider the role of transit in maintaining, maximizing and expanding system capacity and extending the useful life of existing transportation facilities, networks and right-of-way.
 - CDOT will promote system connectivity and transit mobility by linking networks of local, regional and interstate transportation services.
 - CDOT will work towards integrating transit to support economic growth and development, and the state's economic vitality. CDOT will pursue transit investments that support economic goals in an environmentally responsible manner.
 - CDOT will establish collaborative partnerships with local agencies, transit providers, the private sector and other stakeholders to meet the state's transit needs through open and transparent processes.
 - CDOT will advocate for state and federal support of transit in Colorado including dedicated, stable and reliable funding sources for transit. Through partnerships, CDOT will leverage the limited transit funds available and seek new dollars for transit in Colorado.
-

The Statewide Transit Plan will Include:

- Ten local transit and human services coordination plans
 - A vision for transit in Colorado
 - CDOT's role in fulfilling the State's vision
 - Policies, goals, objectives and strategies for meeting needs
 - Visions for multimodal transportation corridors
 - Demographic and travel profiles
 - Existing and future transit operations and capital needs
 - Funding and financial analysis
 - Performance measures
 - Public involvement
 - Statewide survey of the transportation needs of the elderly and disabled
-

Local Transit and Human Services Transportation Coordination Plans will Include:

- Local vision, goals, and objectives
 - Regional demographics
 - An inventory of existing services
 - Identification of needs and issues
 - Prioritized projects and strategies
 - Vision and framework for transit in 20 years
 - Public involvement and agency coordination
 - Funding and financial analysis
-

Team Structure

Statewide Steering Committee (SSC)

- A body of 25-30 members representing a wide range of federal, state and local planning entities, transit providers, advocacy groups and special needs groups.

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

TPR Technical Working Groups (TWG)

- CDOT DTR staff
- CDOT Region staff
- TPR staff
- Local / regional coordinating councils
- Key transit providers and human service organizations
- Other affected local stakeholders

- Meet approximately three times
- Help identify statewide and regional needs
- Advise team on development of local transit plans

What is a Coordinated Transit Plan?

Transportation coordination is a process between transportation organizations and providers to maximize the use of transportation resources through shared responsibility, management and funding of transportation services.

The purpose of this coordinated plan will be to:

- ▶ Provide a process where transit and human service providers can discuss issues
- ▶ Identify areas where enhanced coordination between transit and human services might be beneficial
- ▶ Establish a set of priorities and projects to improve mobility and access
- ▶ Move some priorities and projects into the larger regional and statewide planning processes to gain state assistance and/or funding; and
- ▶ Satisfy the requirements for a coordinated transit and human services transportation plan under MAP 21.

Why do we need to coordinate transit services?

In times of limited funding options, coordinated planning is one way to create added capacity and free up funding resources for baseline or enhanced transit services.

In addition, there may be changes in conditions, programs, and transit needs. Your region may benefit from a readjustment of services to help use resources most effectively.

As with any business or organization, it is helpful periodically to review processes and identify areas for greater efficiency. Your region may consider the following:

- ▶ A level of transportation service well below the level of need;
- ▶ Vehicles and other resources not utilized to capacity;
- ▶ Duplicative services in some areas of the community and little or no service in other areas;
- ▶ Variations in service quality among providers, including safety standards;
- ▶ A lack of overall information for consumers, planners and providers about available services and costs; and
- ▶ Multiple transportation providers, each with its own mission, equipment, eligibility criteria, funding sources, and institutional objectives, resulting in duplication of expenditures and services

If so, there is an opportunity to use this transit process to create dialog and work on strategies and actions that can make a difference to daily operations and, in turn, to the customers who are served.

What will this plan do?

Some of the objectives of this plan include:

- ▶ Review of the demographic profile and transit services within the region for any changes in recent years
- ▶ Establish a transit-human service coordination vision and subsequent goals and objectives
- ▶ Provide a prioritized list of goals that can be used to prioritize strategies and projects
- ▶ Move from a list of issues to action strategies that would enhance mobility and access

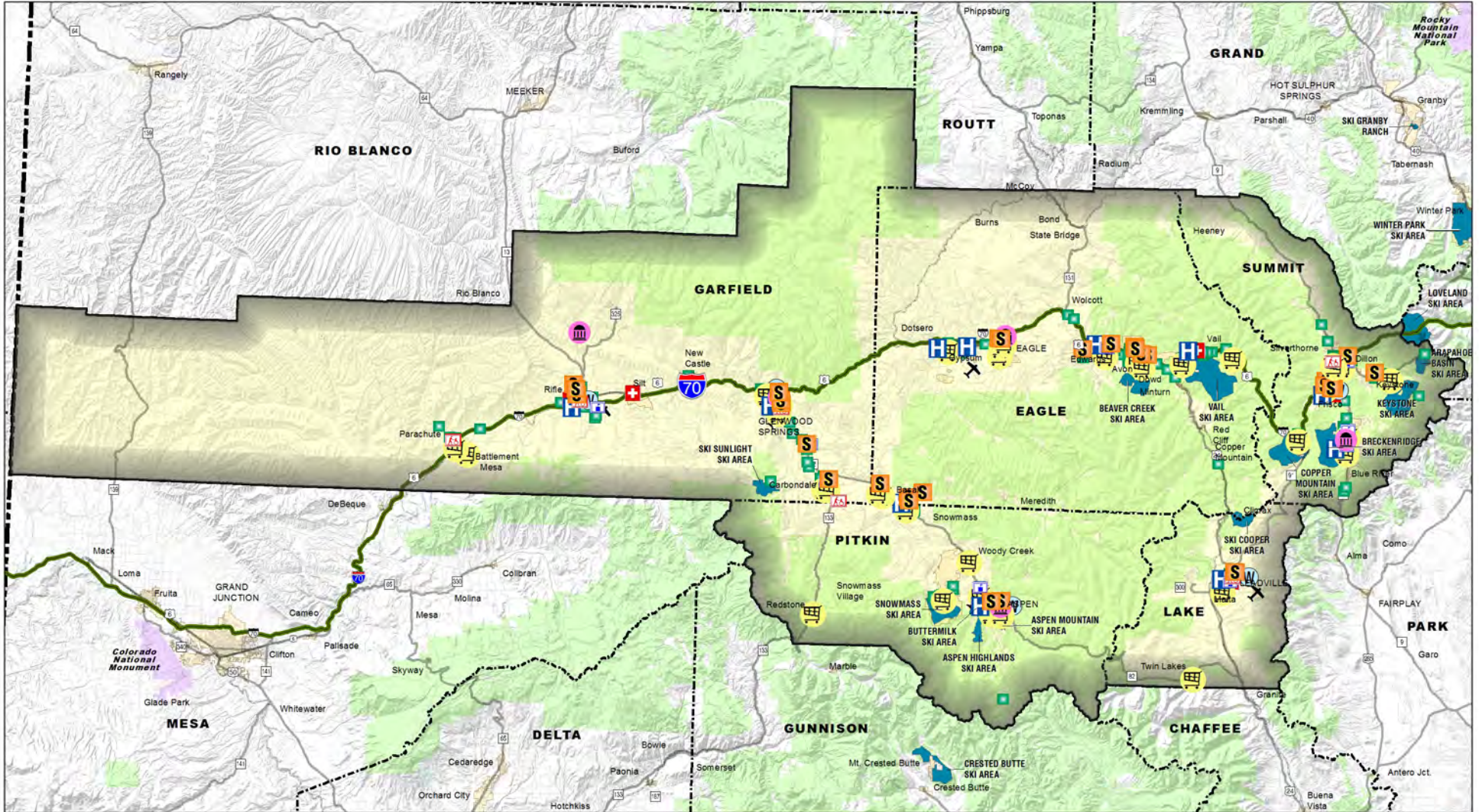
What value does transit coordination bring to the region?

There are several positive outcomes achieved through transit coordination that add value to a region, including:

- ▶ **Reduces Cost Inefficiencies** - Higher quality and more cost-effective services can result from more centralized control and management of resources; reduced cost of capital and better use of capital investments ; and matching customers with the least restrictive and least costly service that best meets their needs for a particular trip.
 - ▶ **Improves Cost Efficiency**, leading to reduced costs per trip - Coordinated transportation services often have access to more funds and thus are better able to achieve economies of scale. They also have more sources of funds and other resources, thus creating organizations that are more stable because they are not highly dependent on only one funding source.
 - ▶ **Improves quality of life and cost savings** – Coordinated services can offer more visible transportation services for consumers and less confusion about how to access services. It can also provide more trips at lower cost. This improved mobility can enable people to live independently at home for a longer period of time.
 - ▶ **Promotes diverse travel options** - For many people, receiving transportation services such as taxis, vans, buses or other options is not a choice, but rather a necessity. Coordinated transportation services can often provide the most number of choices from which a traveler can choose.
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Major Activity Centers and Destinations

Business locations derived from 2011 ESRI data.



Legend

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

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North

0 5 10 Miles

Intermountain Transportation Planning Region – Activity Centers

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

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

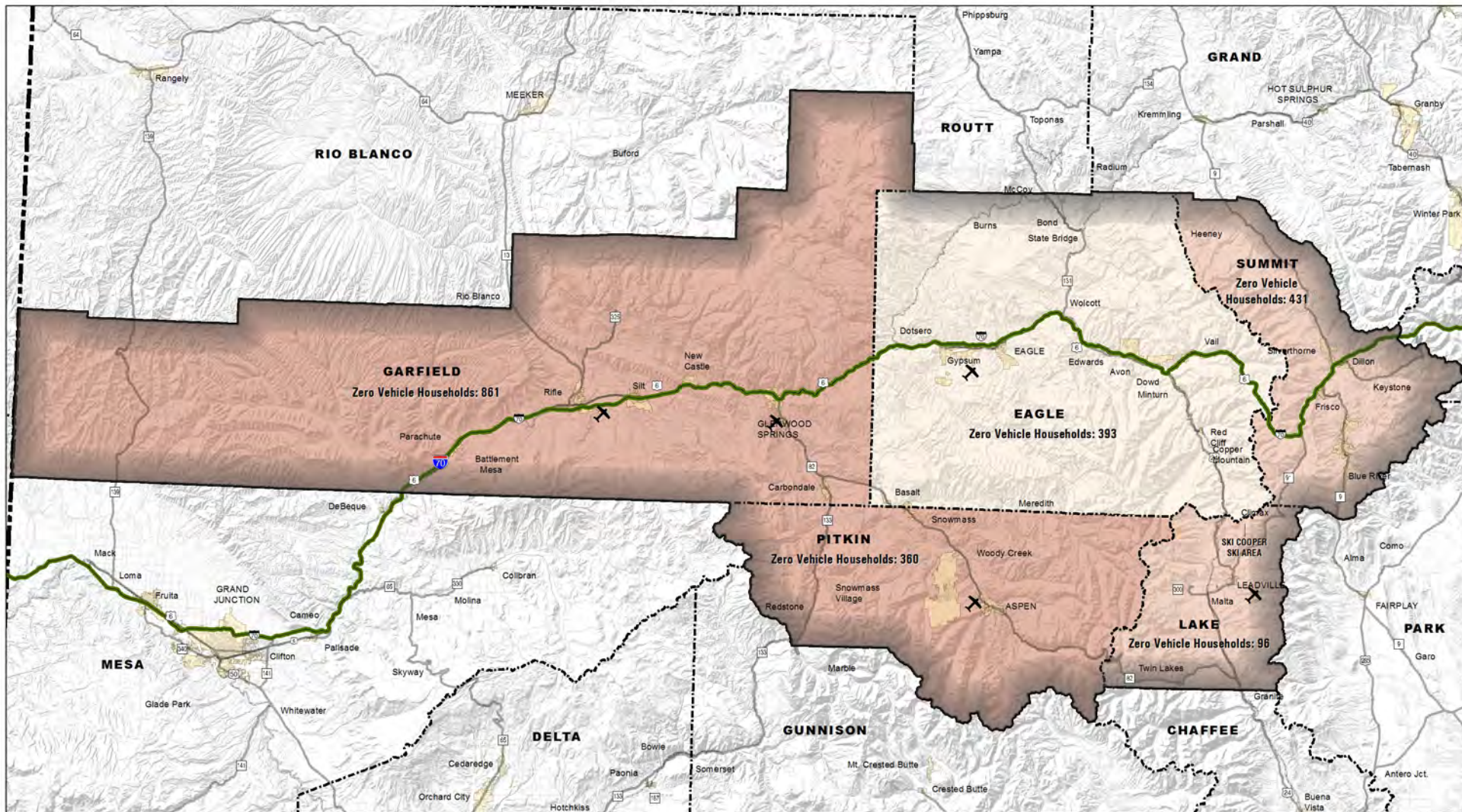
Name	Type	Location
Village Market	Grocery Stores	Edwards
City Market Floral & Gifts	Grocery Stores	El Jebel
McCoy's Mountain Market	Grocery Stores	Frisco
Safeway	Grocery Stores	Frisco
El Remate Grocery Store	Grocery Stores	Glenwood Springs
Good Health Store	Grocery Stores	Glenwood Springs
K-J Supermarket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

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



2011 Percentage of Households with No Vehicle

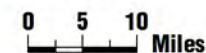
Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



Legend

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

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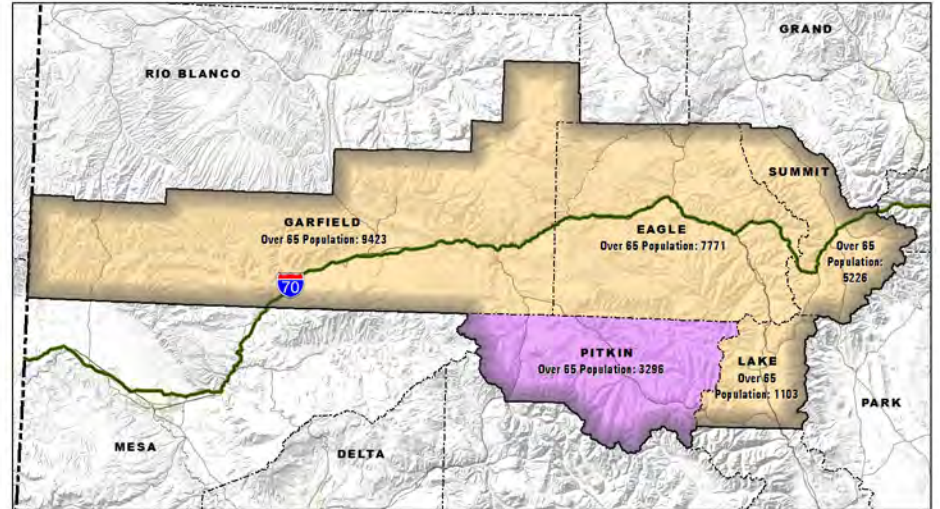
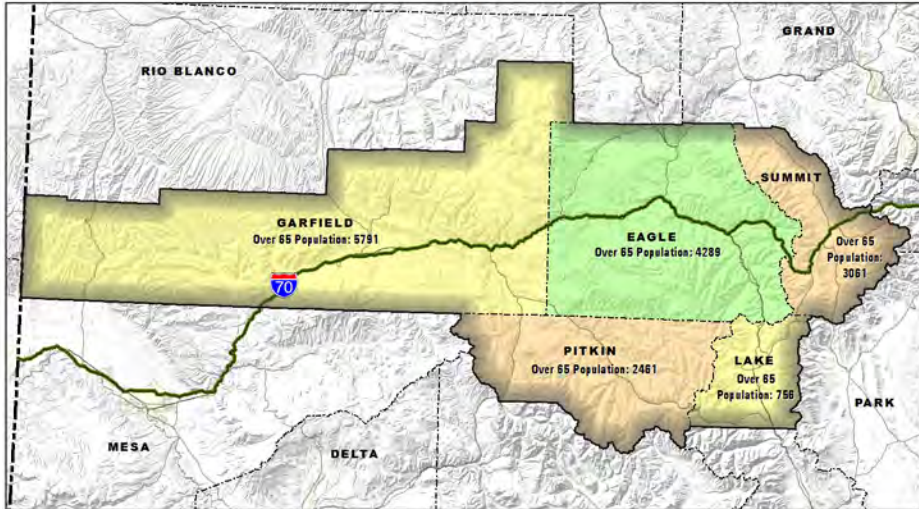


Projected Percentage of Residents Age 65+ for 2013, 2020, 2030 and 2040

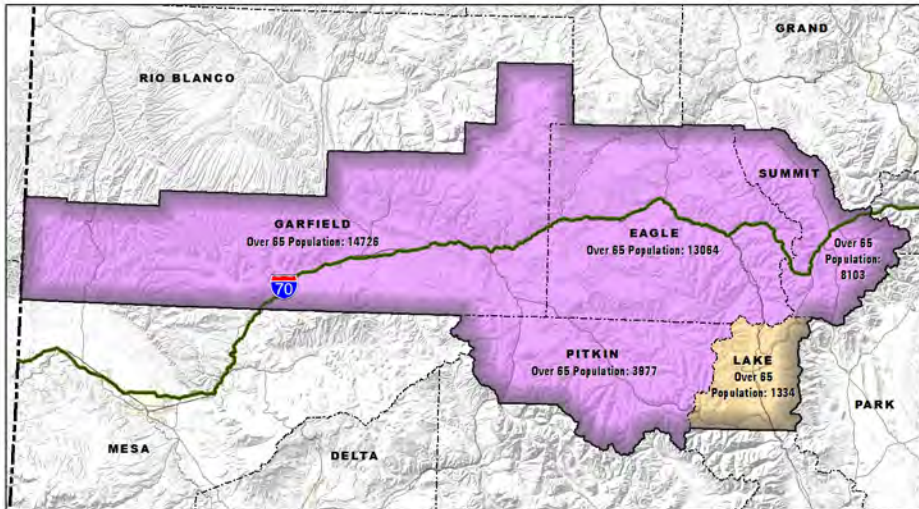
2013

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

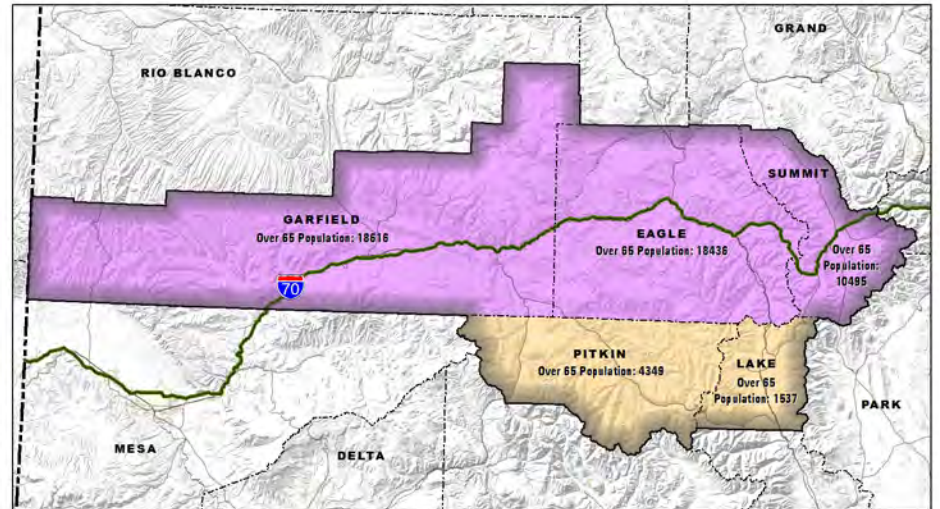
2020



2030



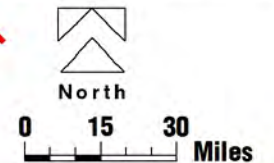
2040



Legend

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

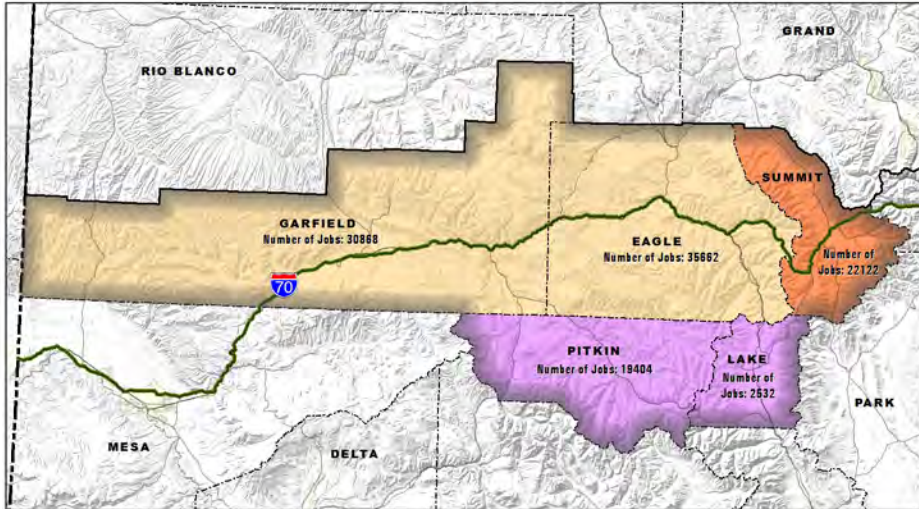
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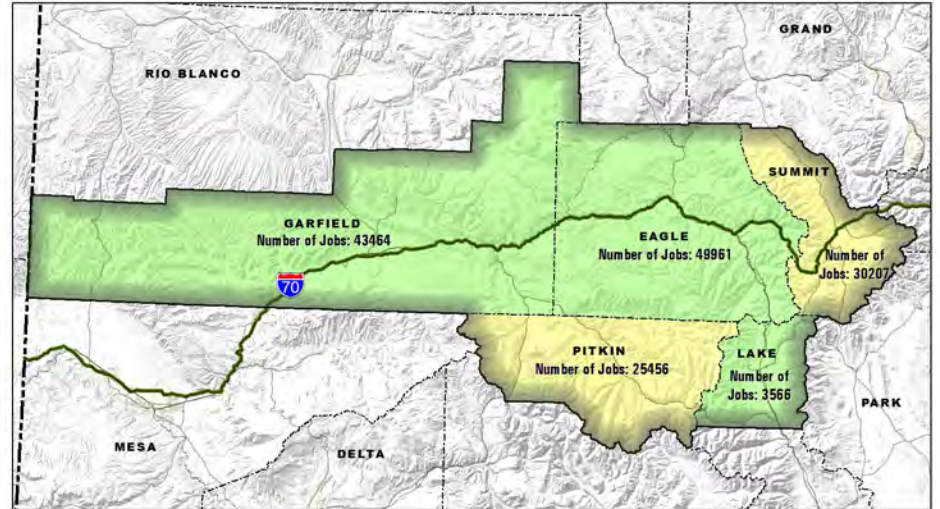
Job Growth from 2000 to 2010, 2020, 2030 and 2040

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

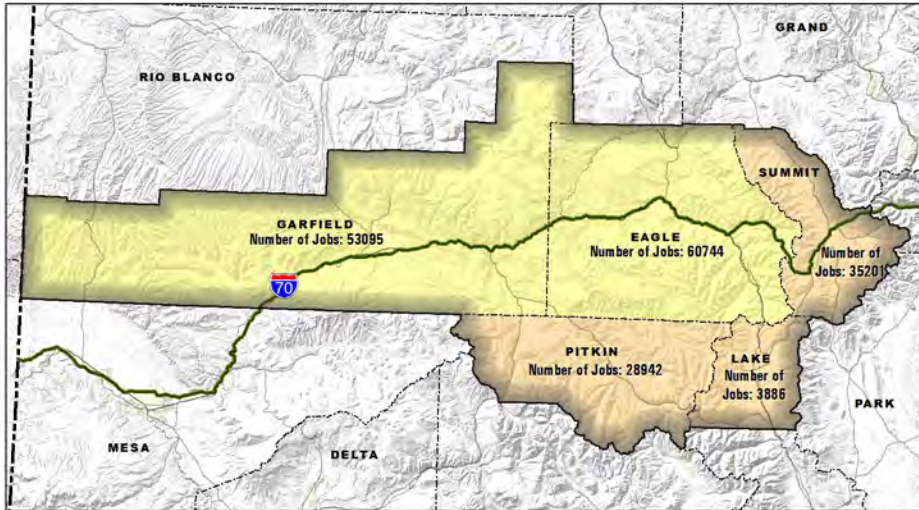
2010



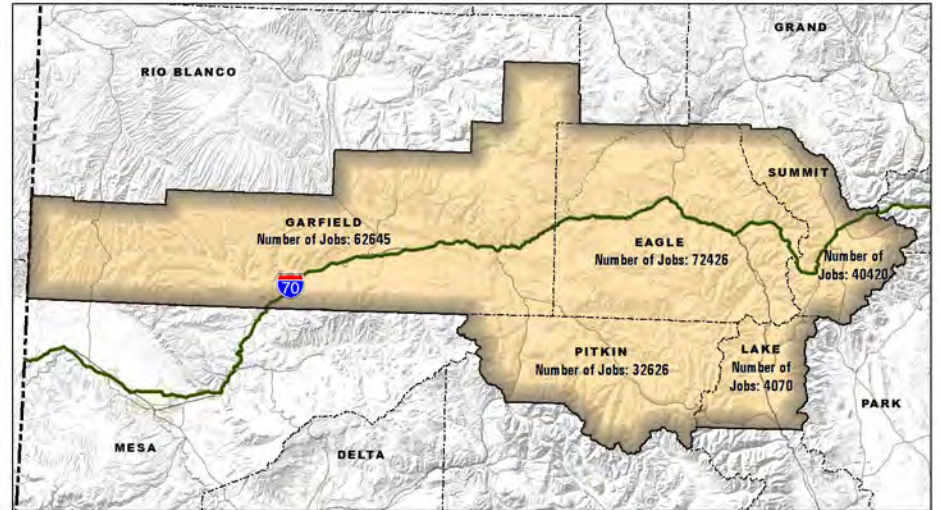
2020



2030



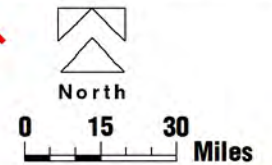
2040



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

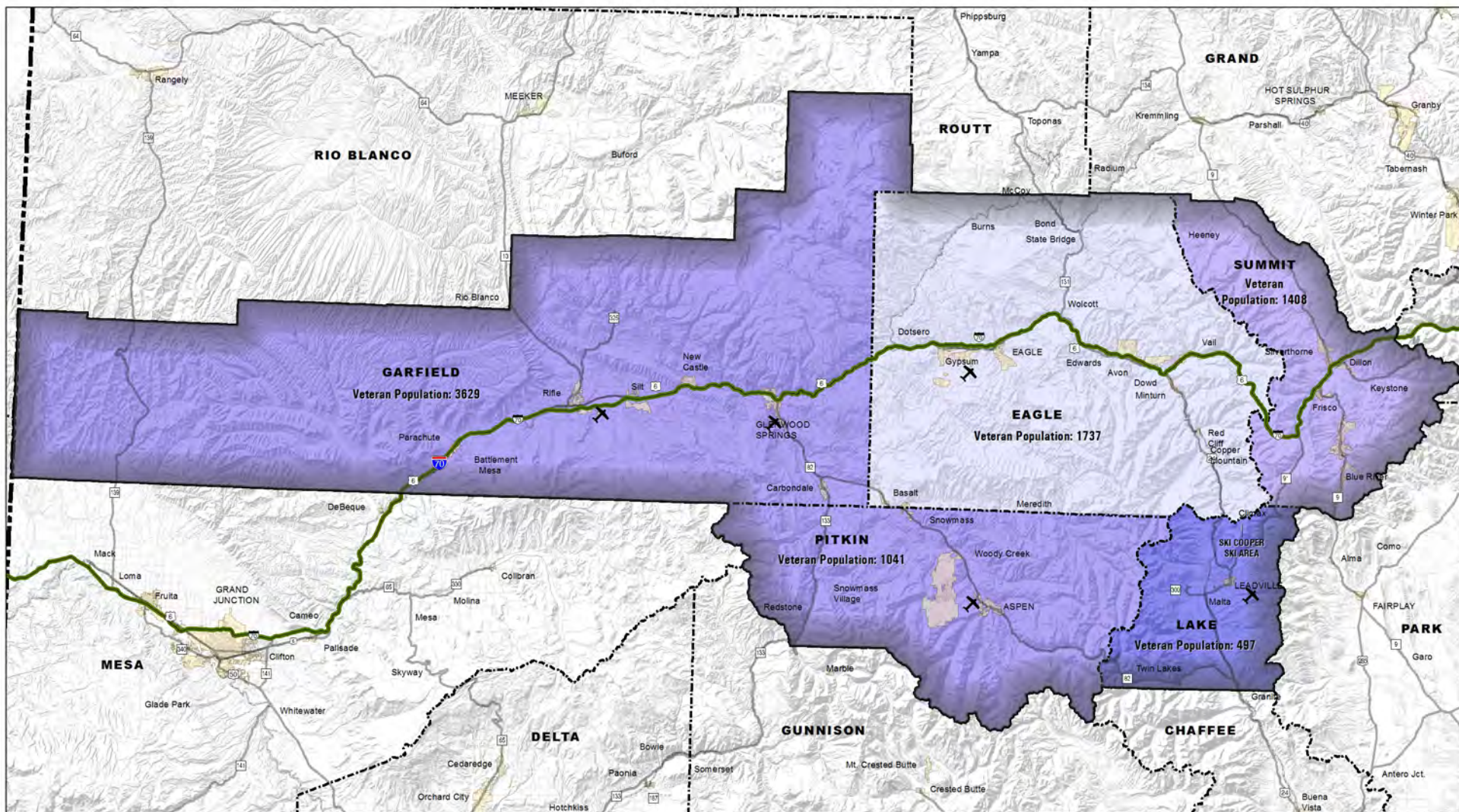
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2011 Veteran Population

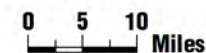
Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



Legend

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

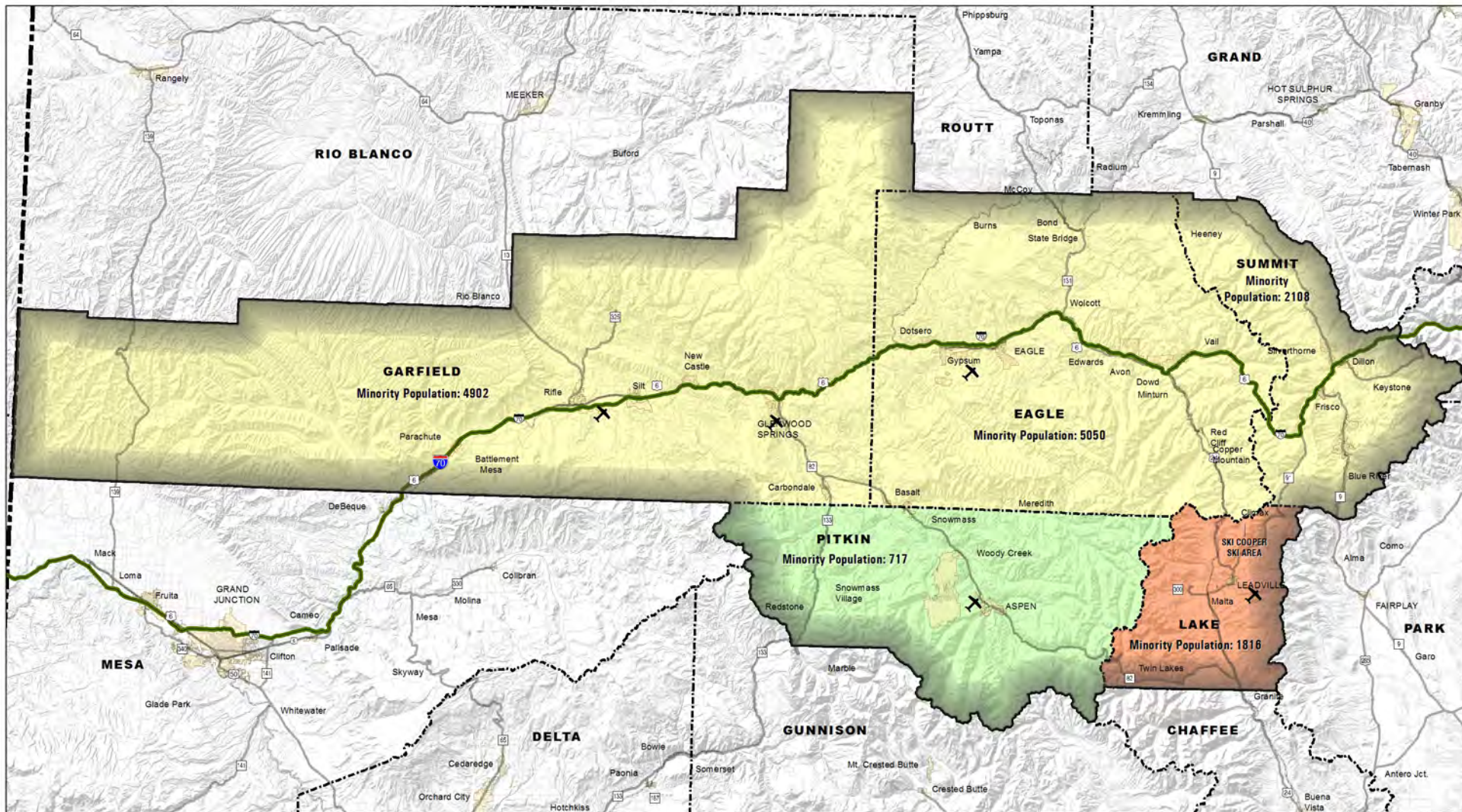
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2011 Minority Population

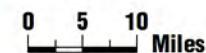
Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race; percentage based upon non-white population (does not separate hispanic population)



Legend

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

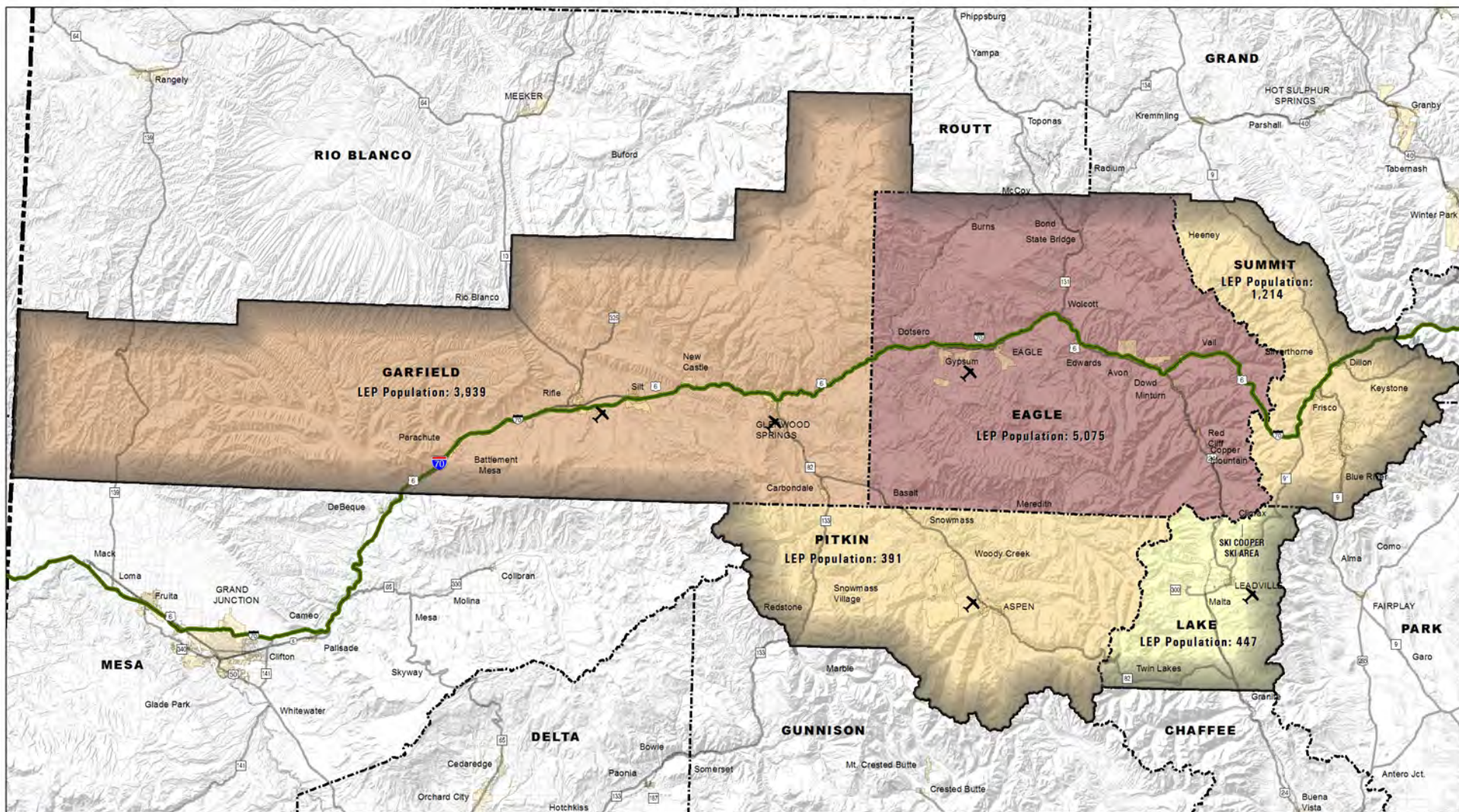
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2011 Percent of Population with No or Limited English Proficiency

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



Legend

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

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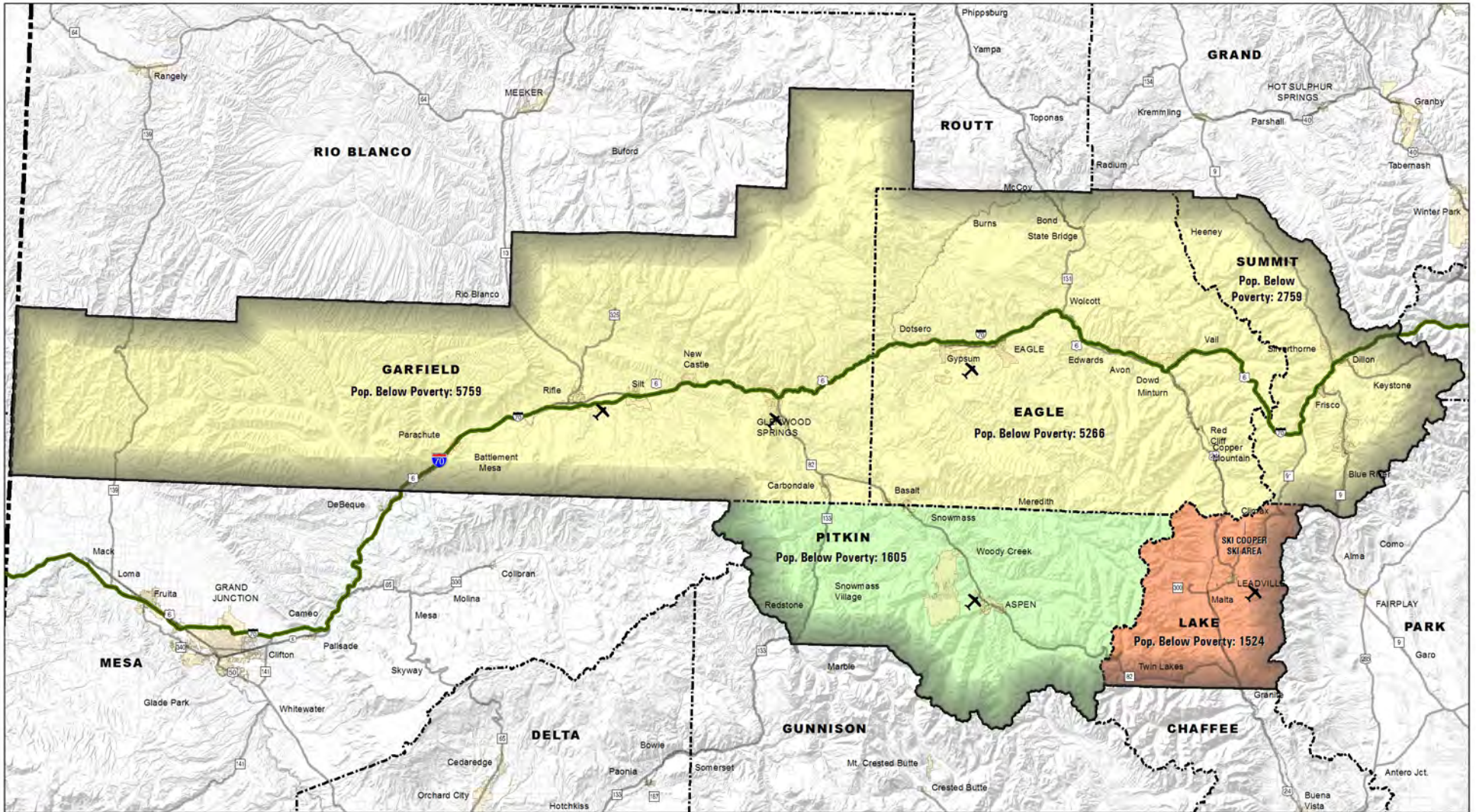


0 5 10 Miles



2011 Population Below Federal Poverty Level

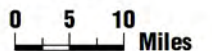
Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



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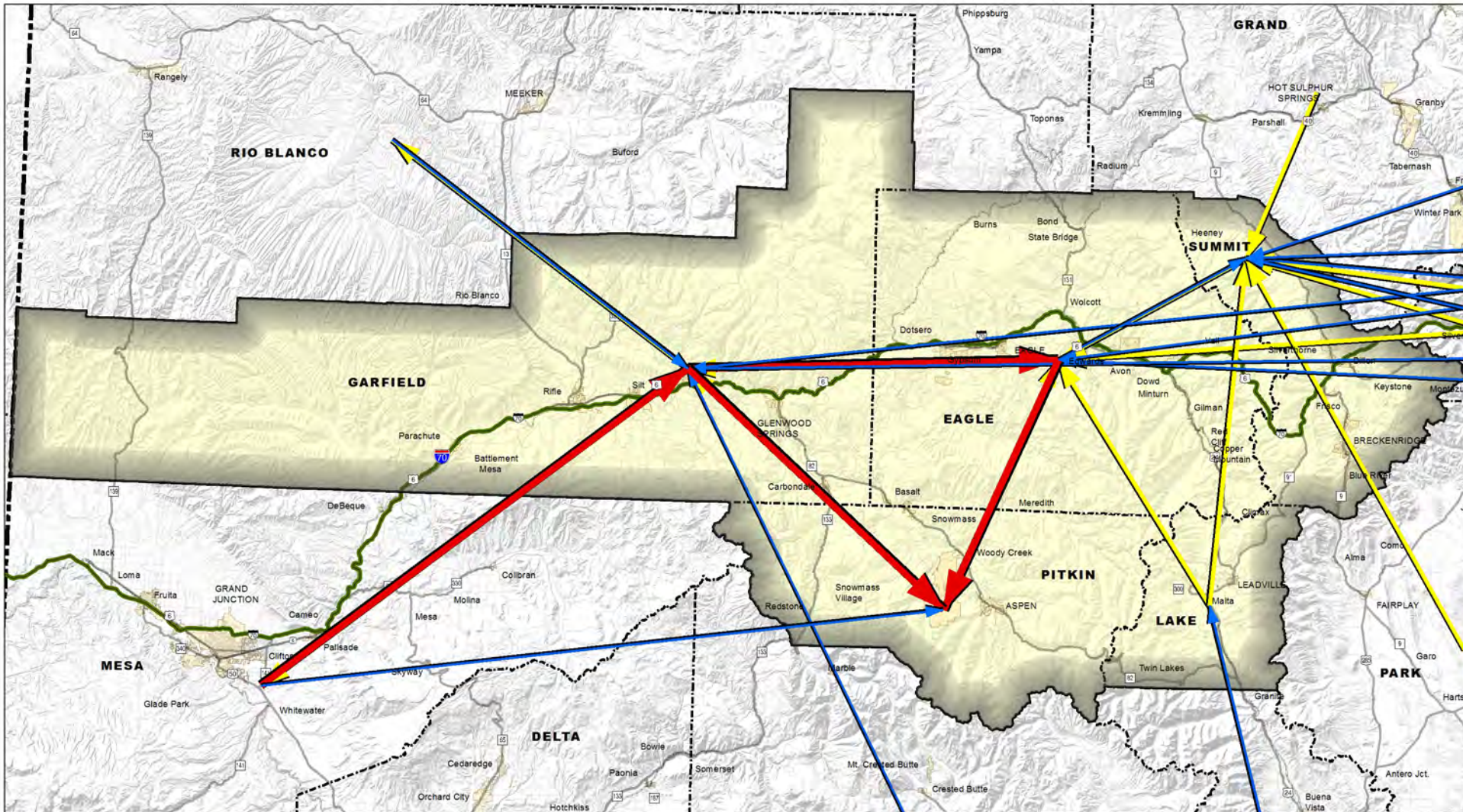
- Less Than 10% of Individuals Below Poverty Level
- 10% - 15% of Individuals Below Poverty Level
- 15% - 20% of Individuals Below Poverty Level
- Greater Than 20% of Individuals Below Poverty Level
- Intermountain TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways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

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

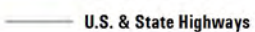


Employed Working Outside County of Residence

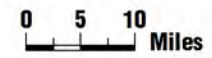
*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography and 2009 ACS Table S0804 - Means of Transportation to Work by Workplace Geography



Legend

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

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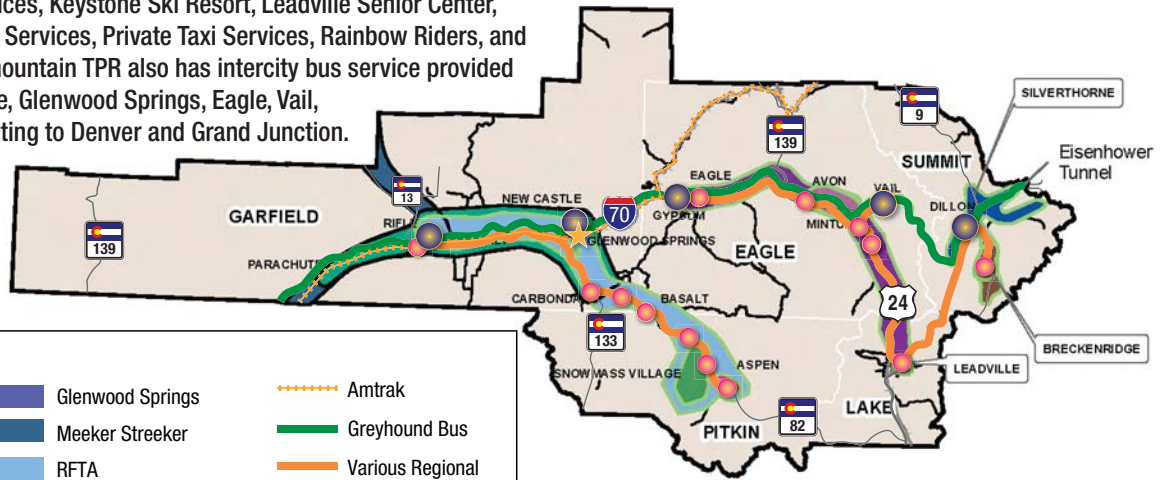


INTERMOUNTAIN TPR

The following information provides a brief summary of transit providers, transit services and key issues from the 2008 Local Transit and Human Service Transportation Coordination Plan and Regional Transportation Plan for the **Intermountain Transportation Planning Region**. The information included in this summary is not intended to be inclusive of all current providers and services as over the course of the next year the local plans will be updated and integrated into the Intermountain Regional Transportation Plan as well as the Colorado Department of Transportation's first ever comprehensive Statewide Transit Plan.

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

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



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

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

Key Issues Identified in the 2008 Plan

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

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

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

Plan Goals and Strategies

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

Project Website: www.coloradodot.info/programs/transitandrail/statewidetransitplan

Intermountain TPR Transit Projects

Projects from the 2008 Local Plans

CENTRAL INTERMOUNTAIN (EAGLE & LAKE COUNTIES)

Capital:

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

Operating:

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

Coordination:

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

WESTERN INTERMOUNTAIN (GARFIELD & PITKIN COUNTIES)

Capital:

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

Projects from the 2008 Local Plans

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

Implemented
In Progress
Deferred
Eliminated

Planning:

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

Operating:

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

Coordination:

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

CENTRAL INTERMOUNTAIN EAST (SUMMIT COUNTY)

Capital:

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

Operating:

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

Coordination:

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

Projects from Other Plans

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

2013 CASTA Survey – Transit Priorities

ECO Transit

1st Priority - Extend hours of service

2nd Priority - Expand transit fleet to meet existing demand

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

Roaring Fork Transportation Authority (RFTA)

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

2nd Priority - Increase frequency of service on existing routes

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

2013 CASTA Survey – Transit Priorities (cont.)

Town of Avon Transit

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

2nd Priority - Increase frequency of service on existing routes

3rd Priority - Extend hours of service

Town of Breckenridge Free Ride

1st Priority - Increase frequency of service on existing routes

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

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

Town of Snowmass Village/Village Shuttle

1st Priority - Increase frequency of service on existing routes

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

3rd Priority - Use money to back fill short falls

Accomplishments

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