The Northwest (NW) Transportation Planning Region (TPR) includes Grand, Jackson, Moffat, Rio Blanco, and Routt Counties. The Region includes 15 incorporated towns and cities, with the largest municipalities being Steamboat Springs and Craig, followed by Meeker, Rangely, Granby, Kremmling, and Winter Park. 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.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the NW TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans. CDOT’s Division of Transit and Rail (DTR), in coordination with the NW TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work towards the long-term implementation of the Region’s unique transit vision and goals.

Northwest TPR
Coordinated Public Transit & Human Services Transportation Plan

NW Transit Vision
To form an enhanced, expanded, and cohesive network of transit options providing access and improved quality of life for the Northwest region’s diverse population and visitors.

NW Transit Goals
1. Collaborate to maintain, enhance, and expand existing transit services.
2. Improve connectivity and coordination between the Region’s transit systems and services along I-70.
3. Provide safe and reliable transit choices with multimodal connections for both transit dependent and choice users.
4. Enhance and expand transit access to medical services, employment, and other activity centers throughout the Region, especially in more rural areas where services do not exist.
5. Engage citizens with education and outreach on transit options within the Region.
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 where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the NW TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

- Older adults (65+)
- People with disabilities
- Minorities
- Low-income residents
- People with limited English proficiency
- Households without a car

Equality vs. Equity of Colorado’s Transportation Network

Colorado’s statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.

Equality vs. Equity

- Equality: When everyone is treated the same
- Equity: When everyone is given what they need to be successful

NW TPR Historically Underrepresented Populations

Identified Transit Needs

Population & Employment Projections through 2045

Projected Employment Growth

- 35%

Projected Population Growth

- 39%

Projected Age 65+ Population Growth

- 31%

Where People Travel to Work (by County)


Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015


Identified Transit Needs

What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs - including transit and human services transportation - in the NW TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:

- Interest in passenger rail: 30%
- Need for additional transportation options: 32%
- Interest in expansion of existing bus services: 22%
- Desire to accommodate the travel needs of historically underrepresented populations: 13%
- Interest in transit supportive infrastructure improvements: 3%

Source: 2019 Your Transportation Plan Public Input

Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the NW TPR.

Preferred Travel Option Improvement Strategies:

1. **Enhance Local & Regional Transit**
2. **Expand Intercity Transit**
3. **Improve Travel Time Reliability**
4. **Provide Multimodal Hubs/Connections**
5. **Expand the Bicycle & Pedestrian Network**

Transit Provider Desired Transit Improvements

In fall 2019, a survey was distributed to transit and human services agencies in the NW TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, NW TPR providers indicated that increasing service coverage and specialized transportation services are the most desired improvements.

- Increase service coverage
- Increase specialized transportation services
- Increase service frequency
- Update or provide new infrastructure
- Increase span of service
- Provide transit access improvements
- Update or provide new technology

Source: 2019 Statewide Transit Plan Provider Survey
**2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities**

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Since 2014, the data indicate a significant increase in need for trips to get to work, volunteering and community events, religious services, school, and to visit family and friends. Overall, more people said they have trouble finding transportation for a lot of the trips they want or need to make since the last survey in 2014. The findings from the 2019 survey relevant to the NW TPR are found below.

### Barriers to Using Public Transportation Services

The most common barrier identified in the NW TPR related to public transportation was coverage of existing services. Other common barriers included insufficient frequency of service and span of service. In the NW TPR the proportion of people unable to access stops/stations was higher than the statewide average.

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**Do you ever have trouble finding transportation for trips you want or need to make?**

Compared to the statewide average, the NW survey respondents had a lower proportion of people who said they never have trouble finding transportation for trips. However, more people said they have trouble finding transportation for a lot of the trips they want or need to make, which is higher than the statewide average and the NW TPR 2014 results.

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

The NW TPR survey respondents said they have trouble finding transportation for all trips they want or need to make. Notably, they also ranked all trips higher than the statewide averages.
Deviated Fixed-Route

NORTHWEST

PAGE 10

Existing Providers & Coordination Activities

All transit service provider information and associated data for the NW TPR was collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT’s Division of Transit and Rail, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

**Bustang and Bustang Outrider**

Bustang - Bustang is an interregional bus service operated by CDOT. Bustang operates one of its “Snowstang” routes through the NW TPR. This service is the only interregional transit currently serving the NW TPR. During the 2019-2020 ski season, CDOT operated three Snowstang routes from Denver (and Lakewood) to various ski resorts. The Snowstang Steamboat Springs route serves the Northwest TPR.

Northwest TPR stops: Steamboat Springs

Bustang Outrider - Bustang Outrider is an interregional bus service operated by CDOT. CDOT is planning to add a daily Bustang Outrider line in 2021 between Denver and Craig, with stops in Lakewood, Idaho Springs, Winter Park, Kremmling, and Steamboat Springs.

**Intercity Transit**

Amtrak and Greyhound both service the NW TPR and connect Colorado to the national transit network.

**Amtrak**
The California Zephyr operates once daily passenger transit service from Chicago, Illinois to San Francisco, California with six stops in Colorado.

Northwest TPR stops: Fraser and Granby

Amtrak also operates the Winter Park Express Train between Denver Union Station and Winter Park Resort once per day in each direction on Fridays, Saturdays, and Sundays January through March.

**Greyhound**
Greyhound operates a route from Denver to Salt Lake City, Utah through the Northwest TPR with one bus per day in each direction. This route makes nine stops in the Northwest TPR.

Northwest TPR stops: Winter Park, Granby, Hot Sulphur Springs, Kremmling, Steamboat Springs, Milner, Hayden, Craig, and Dinosaur

**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.

**Demand Response:** Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

**Vanpool:** Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

**Transit Service Categories**

**Intercity Transit:** Open to the general public and connects to the national transit network.

**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:** Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

**Private For-Profit Transportation:** Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

**DEFINITIONS**

**Activities & Coordination**

**Existing Providers & Local Transit**

**Interregional, Regional, & Local Transit Providers**

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

**Table:**

<table>
<thead>
<tr>
<th>Provider</th>
<th>Service Area</th>
<th>Types of Service</th>
<th>Span of Service</th>
<th>Fares</th>
<th>2018 Annual Ridership</th>
<th>2018 Ops &amp; Admin Budget</th>
<th>2018 Vehicle Revenue Miles</th>
<th>2018 Vehicle Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Winter Park (The Lift)</td>
<td>Granby, Fraser, and within Winter Park</td>
<td>Daily (6:00AM-2:00AM)</td>
<td>Free</td>
<td>523,438</td>
<td>$2,211,146</td>
<td>409,474</td>
<td>30,740</td>
<td></td>
</tr>
<tr>
<td>Steamboat Springs Transit (STT)</td>
<td>Multi-county: Moffat and Routt</td>
<td>Daily (6:00AM-11:30PM)</td>
<td>Local service: free</td>
<td>$6.00/trip</td>
<td>1,093,637</td>
<td>$3,592,486</td>
<td>636,706</td>
<td>45,283</td>
</tr>
</tbody>
</table>

**Note:** Ridership, budget, mileage, and revenue hours are 2018 numbers from the National Transit Database and include all service types.

*Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey*

**Legend**

- Fixed Route Bus
- Demand Response
- Commuter Bus
- Deviated Fixed-Route Bus

**Image:** Steamboat Springs Transit Service (STT) (Moffat and Routt) 2018 Operations & Administration Budget and Revenue Hours

*Photo Credit: Steamboat Pilot and Today*

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<td>45,283</td>
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</table>

**Note:** Ridership, budget, mileage, and revenue hours are 2018 numbers from the National Transit Database and include all service types.

*Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey*
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 NW TPR show substantial growth in performance between 2015 and 2016. The increase is due to the implementation of additional service by The Lift in 2016.

### Transit Provider Service Performance Metrics

**ANNUAL COST/TRIP**

<table>
<thead>
<tr>
<th></th>
<th>Northwest Average</th>
<th>Town of Winter Park - The Lift</th>
<th>Steamboat Springs Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost/Trip</td>
<td>$3.40</td>
<td>$2.40</td>
<td>$3.21</td>
</tr>
<tr>
<td>Cost/Revenue Hour</td>
<td>$69.82</td>
<td>$69.82</td>
<td>$69.82</td>
</tr>
</tbody>
</table>

**ANNUAL COST/REVENUE MILE**

<table>
<thead>
<tr>
<th></th>
<th>Northwest Average</th>
<th>Town of Winter Park - The Lift</th>
<th>Steamboat Springs Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost/Revenue Mile</td>
<td>$6.81</td>
<td>$6.92</td>
<td>$6.92</td>
</tr>
</tbody>
</table>

**ANNUAL RIDERSHIP**

<table>
<thead>
<tr>
<th></th>
<th>Northwest Average</th>
<th>Town of Winter Park - The Lift</th>
<th>Steamboat Springs Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>798,197</td>
<td>10,341</td>
<td>1,091,294</td>
</tr>
</tbody>
</table>

**ANNUAL OPERATING COSTS**

<table>
<thead>
<tr>
<th></th>
<th>Northwest Average</th>
<th>Town of Winter Park - The Lift</th>
<th>Steamboat Springs Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed-Route Bus</td>
<td>$2,757,038</td>
<td>$200,321</td>
<td>$3,503,251</td>
</tr>
<tr>
<td>Deviated-Fixed Route</td>
<td>$144,778</td>
<td>$89,235</td>
<td></td>
</tr>
</tbody>
</table>

Several human services agencies operate transportation services in the NW TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

### Human Services Transportation Providers

<table>
<thead>
<tr>
<th>Provider</th>
<th>Service Area</th>
<th>Days of Service</th>
<th>Passenger Eligibility</th>
<th>Types of Service</th>
<th>Approximate Passenger Trips/Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpine Area Agency on Aging (NWCCOG)</td>
<td>Multi-county: Eagle, Grand, Jackson, Pitkin, Summit</td>
<td>M-F (varies based on requests)</td>
<td>Older adults (60+)</td>
<td>Not available</td>
<td>8,000</td>
</tr>
<tr>
<td>Moffat County Housing Authority</td>
<td>Moffat County</td>
<td>M-F (8:00AM-3:00PM)</td>
<td>Older adults (65+)</td>
<td>Not available</td>
<td>24,000</td>
</tr>
<tr>
<td>Older Americans Transport Service (OATS) – Jackson County Council on Aging</td>
<td>Jackson County</td>
<td>Based on available resources and client needs</td>
<td>Older adults (65+)</td>
<td>Not available</td>
<td></td>
</tr>
<tr>
<td>Routt County Council on Aging (RCCOA)</td>
<td>Multi-county: Steamboat Springs and Laramie, WY</td>
<td>Based on available resources and client needs</td>
<td>Older adults (65+)</td>
<td>Not available</td>
<td></td>
</tr>
<tr>
<td>Horizons Specialized Services</td>
<td>Multi-county: Grand, Moffat, Routt, Summit</td>
<td>Based on resources and client needs</td>
<td>Medicaid recipients, people with disabilities</td>
<td>Not available</td>
<td></td>
</tr>
<tr>
<td>Northwest Colorado Center for Independence</td>
<td>Multi-county, Intermunicipal: Steamboat Springs, Grand, Moffat, Routt, Summit</td>
<td>Based on available resources and client needs</td>
<td>Older adults (65+), people with disabilities, veterans</td>
<td>Not available</td>
<td></td>
</tr>
</tbody>
</table>

### State of Good Repair Data

- **Town of Winter Park**
  - Total Revenue: 20
  - Vehicles Beyond State of Good Repair: 17
  - Percentage of Vehicles Beyond State of Good Repair: 85%
  - Cost of Backlog: $7,622,300

- **Steamboat Springs Transit**
  - Total Revenue: 21
  - Vehicles Beyond State of Good Repair: 11
  - Percentage of Vehicles Beyond State of Good Repair: 52%
  - Cost of Backlog: $5,246,200

- **Grand Seniors / Mountain Family Center (Grand County Council on Aging)**
  - Total Revenue: 6
  - Vehicles Beyond State of Good Repair: 3
  - Percentage of Vehicles Beyond State of Good Repair: 50%
  - Cost of Backlog: $116,700

- **Horizons Specialized Services**
  - Total Revenue: 26
  - Vehicles Beyond State of Good Repair: 15
  - Percentage of Vehicles Beyond State of Good Repair: 58%
  - Cost of Backlog: $542,400

- **Northwest Colorado Center for Independence**
  - Total Revenue: 3
  - Vehicles Beyond State of Good Repair: 2
  - Percentage of Vehicles Beyond State of Good Repair: 67%
  - Cost of Backlog: $98,400

- **Routt County Council on Aging**
  - Total Revenue: 3
  - Vehicles Beyond State of Good Repair: 1
  - Percentage of Vehicles Beyond State of Good Repair: 33%
  - Cost of Backlog: $77,800

### Regional Coordination Activities

**Current Coordination Activities**

- Regularly communicate with partners
- Referring clients
- Participate in local/regional coordinating council
- Share other transportation resources (vehicles, dispatch, etc.)

**Barriers to Coordination Activities**

- Distance to other providers is too great
- Funding regulations/limitations
- Lack of funding
- Lack of an organized transportation coordinating council or equivalent

Coordination of transportation services, funding sources, information, vehicles, and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the NW TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the NW TPR about coordination to better understand current activities and identify barriers.
A Regional Transportation Coordinating Council (RTCC) was developed for the NW TPR in 2010. The RTCC’s mission is to “coordinate, manage, consolidate, educate, promote, enhance, and facilitate seamless access to transportation services for the veteran, disabled, older, and low-income adult populations in the geographic region composed of Garfield, Pitkin, Eagle, Summit, Grand, Jackson, and Routt Counties.”

The RTCC for the NW TPR meets quarterly and works to leverage regional coordination to streamline transportation information and services to residents, employees, and visitors. These meetings are organized by the Northwest Colorado Council of Governments (NWCCOG). The following providers report participating in their local or regional coordinating council: City of Steamboat Springs, Grand and Jackson County Human Services, Mountain Family Center, Town of Fraser, and Town of Winter Park.

In July 2012, the NWCCOG hired a mobility manager with the goal of streamlining coordination efforts in the NW TPR. The mobility manager serves two Transportation Planning Regions, Northwest and Intermountain, because NWCCOG’s members span these two TPRs. The NWCCOG mobility manager leads the RTCC, manages the Mountain Ride Transportation Resource Center’s One-Call/One Click program, maintains the regional transportation services inventory, and continues to work with partner organizations to expand coordination of, and access to, existing and new transportation resources.

The NWCCOG, along with other newly developed coordinating councils across the state, plans to integrate education into their mobility management goals. Education would take the form of both travel training (training passengers to use existing transit services) and “training the trainer” programs. Some education efforts are already underway in the NW TPR. Mountain Ride Transportation Resource Center provides educational resources on their website.

In the NW TPR, examples of coordination include different county partnerships to provide non-emergency medical transportation with Mountain Ride. The RTCC in the NW TPR has also worked with Integrated Community, an organization serving immigrant and low-income populations in the Region, who refers clients to appropriate transportation providers in the TPR.

Many of the transportation providers in the Northwest TPR reported regularly communicating with partners. These providers include Alpine Area Agency on Aging, NWCCOG, Steamboat Springs Transit, Horizons Specialized Services, Integrated Community, Moffat County Housing Authority, Mountain Family Center, Town of Winter Park, and Town of Fraser.

Transit funding is complex and 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 the FTA. Based on 2014-2018 budget data, most of the NW TPR’s capital revenues and over half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, fares, and from donations and partnerships.

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**Regional Transit Revenue Trends**

**Annual Operating/Capital Projections**

Annual operating and capital funding projections for the NW TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the NW TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

**Scenario 1: Maintain the Status Quo**

Projected Surpluses/Deficits 2020-2045

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is less severe after 2030.

**Scenario 2: Maintain the Status Quo + New State Funding**

Projected Surpluses/Deficits 2020-2045

Scenario 2 builds on Scenario 1 by assuming an additional $50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region’s allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating.

**Funding Programs & Opportunities**

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for Enhanced Mobility of Seniors and Individuals with Disabilities (5310) and Grants for Rural Areas (5311). 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology. CDOT allocates Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates $500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or $50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, excluding Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorship/donations
- Tourist taxes
- Utility taxes/fees
- Vehicle fees

**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)

**NORTHWEST TPR SENATE BILL-267 PROJECTS**

CDOT’s Transportation Commission approved SB-267 transit projects in December 2019, with $3.1 million allocated to the NW TPR over four years. Projects include:

- Design of new maintenance and storage facility for The Lift (Town of Winter Park)
- Outrider stop and shelter improvements in Fraser, Granby, Kremmling, and Hot Sulphur Springs
- Partner/capital call for projects (TBD)
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 and operating projects (see project list on pages 22 and 23)
- 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
- Maximize funding to expand transit fleets throughout the Region and provide increased service frequency and coverage
- Integrate technological improvements into transit fleets to improve overall efficiency
- Implement transit options and transit amenities in high activity areas, such as Winter Park and Steamboat Springs, to encourage greater transit use and reduce strain on local resources
- Implement transit centers to provide accessible, multimodal transportation connectivity
- Expand regional transit service to provide access to major activity centers
- Improve transit amenities in the Region through increased signage and shelters
- 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

Transit Project List

Based on findings from public input, data about gaps and needs, and input from stakeholders, NW TPR members identified a list of projects for the Region. Please note that the list of projects is sorted by Project ID and projects are not prioritized. The TPR will determine priorities based on available funding, grant opportunities, agency needs, etc.
## NORTHWEST TRANSIT PROJECTS

<table>
<thead>
<tr>
<th>Planning Project ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Capital Cost ($M)</th>
<th>10-Year Operating Cost ($M)</th>
<th>Project Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1244</td>
<td>Winter Park Transit Maintenance Facility - Phase 1 and 2</td>
<td>Phase 1 - Design of a new transit storage, maintenance, and administration facility located in Grand County; top priority is to create a space to protect vehicles from harsh outdoor environment and provide maintenance team with adequate area to work on vehicles quickly and efficiently. Phase 2 - Construction of a new transit storage, maintenance, and administration facility located in a rural area.</td>
<td>$20.50</td>
<td>---</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1245</td>
<td>Steamboat Springs Transit Fleet Expansion</td>
<td>Expand Steamboat Springs Transit Fleet with 4 Diesel/Electric Hybrid Buses</td>
<td>$2.40</td>
<td>---</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1246</td>
<td>Steamboat Springs Transportation Center Redesign and Build (Phase I)</td>
<td>Design entire SSTC and build south side saw-tooth transit bays between SSTC and Ski Time Square.</td>
<td>$2.30</td>
<td>---</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1247</td>
<td>Grand County Public Transit Van for Seniors Program</td>
<td>Purchase additional vehicle to add to existing fleets</td>
<td>$0.50</td>
<td>$0.06</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1248</td>
<td>Winter Park Cooper Creek Square Transit Center</td>
<td>Purchase new building for use at a Transit Center where our current transit hub is located in Downtown Winter Park.</td>
<td>$0.50</td>
<td>$0.25</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1249</td>
<td>Middle Park Park-n-Ride</td>
<td>Create regional transportation hub and Park-n-Ride facility that is centrally located in East Grand County; 50 spaces.</td>
<td>$0.50</td>
<td>---</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1250</td>
<td>Steamboat Springs Transportation Center Build (Phase II)</td>
<td>Improve pedestrian connections, transit/shuttle access and improve safety in the GTC</td>
<td>$15.7</td>
<td>$0.45</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1251</td>
<td>Steamboat Springs Transit Facility Improvements</td>
<td>Remodel existing transit facilities to increase storage, improve efficiency and add housing</td>
<td>$4.00</td>
<td>$0.15</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1252</td>
<td>Hayden Park-n-Ride</td>
<td>Create regional transportation hub and Park-n-Ride facility that is located in Hayden</td>
<td>$1.50</td>
<td>$6.13</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1253</td>
<td>New Local Transit Service in Craig</td>
<td>Create and implement transit system that serves the City of Craig</td>
<td>TBD</td>
<td>$0.10</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1254</td>
<td>Steamboat Springs Transit Planning Study: Develop BRT Routes to Remove Traffic and Service Remote Parking Lots</td>
<td>Develop bus rapid transit routes to incorporate remote parking lots with high traffic areas</td>
<td>TBD</td>
<td>TBD</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1255</td>
<td>Western Steamboat Springs Transit Service</td>
<td>Expand Steamboat Springs into western Steamboat Springs</td>
<td>$4.70</td>
<td>$6.895</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1748</td>
<td>Workforce Transit</td>
<td>Workforce transit to Pecanence Creek</td>
<td>$0.50</td>
<td>$1.00</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1693</td>
<td>Bus Garage</td>
<td></td>
<td>$2.50</td>
<td>TBD</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1694</td>
<td>Multi Gov Fleet Station</td>
<td></td>
<td>TBD</td>
<td>TBD</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1720</td>
<td>US 40 and CR 54 (Red Dirt Hill or YMCA)</td>
<td>Widening of roadway and addition of intersection turn lanes and dedicated bus lane</td>
<td>TBD</td>
<td>TBD</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>1757</td>
<td>South Routt Park and Ride Facility</td>
<td></td>
<td>$1.40</td>
<td>$1.40</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>2377</td>
<td>Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)</td>
<td>Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is $20,000 per year for 10 years. Total cost is $200,000.</td>
<td>TBD</td>
<td>TBD</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>2546</td>
<td>US 40 / SH 14 Park and Ride</td>
<td></td>
<td>$2.00</td>
<td>$2.00</td>
<td><img src="" alt=" " /></td>
</tr>
<tr>
<td>2710</td>
<td>Winter Park Bus lane/parking improvements</td>
<td>Bus lane and parking improvements - Cooper Creek Way in Winter Park</td>
<td>$0.52</td>
<td>---</td>
<td><img src="" alt=" " /></td>
</tr>
</tbody>
</table>

**Legend**

1. Public Health
2. Quality of Life
3. Asset Management
4. Mobility
5. Freight
6. Tourism
7. Economic Vitality
8. Bike/Ped
9. Safety
10. Aviation
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