

Statewide Transit Existing Conditions

April 2020



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Section 1

Introduction

This report serves as an inventory of the existing transit services in Colorado. This includes an overview of service metrics for all transit providers, as well as summaries of the human services providers and private companies that provide transportation services across the state. The data was collected from various sources, including the National Transit Database, online surveys completed by transit and human services providers in October 2019, the Colorado Department of Transportation (CDOT) Division of Transit and Rail (DTR), provider websites, and conversations with transit agencies and local mobility managers.

1.1 Overview of Transit in Colorado

Colorado is currently home to 47 public transit operators that provided over 132 million one-way passenger trips in 2018. These trips were provided across more than 93 million revenue vehicle miles and more than 6 million revenue vehicle hours. In addition to public transit providers, there are at least 132 human services providers across the state that provide transportation, fund transportation, or provide transportation support services to their clients, including items such as gas vouchers or bus passes.

1.2 Rural and Urban Transportation Planning Regions

Colorado is divided into 15 Transportation Planning Regions (TPRs), as shown on **Figure 1-1**. Of these 15 TPRs, 5 are metropolitan planning organizations (MPO) within urbanized areas with populations greater than 50,000 (TPRs 1 - 5). The remaining 10 TPRs (TPRs 6 - 15) are considered rural TPRs. Within this report, the 5 urban TPRs are referenced by their MPO names as shown in **Table 1-1**.

Table 1-1: Metropolitan Planning Regions in Colorado

MPO Name	TPR (Name & Number)
The Pikes Peak Area Council of Governments (PPACG)	1 - Pikes Peak Area
The Denver Regional Council of Governments (DRCOG)	2 - Greater Denver Area
The North Front Range MPO (NFRMPO)	3 - North Front Range
The Pueblo Area Council of Governments (PACOG)	4 - Pueblo Area
The Grand Valley MPO (GVMPO)	5 - Grand Valley

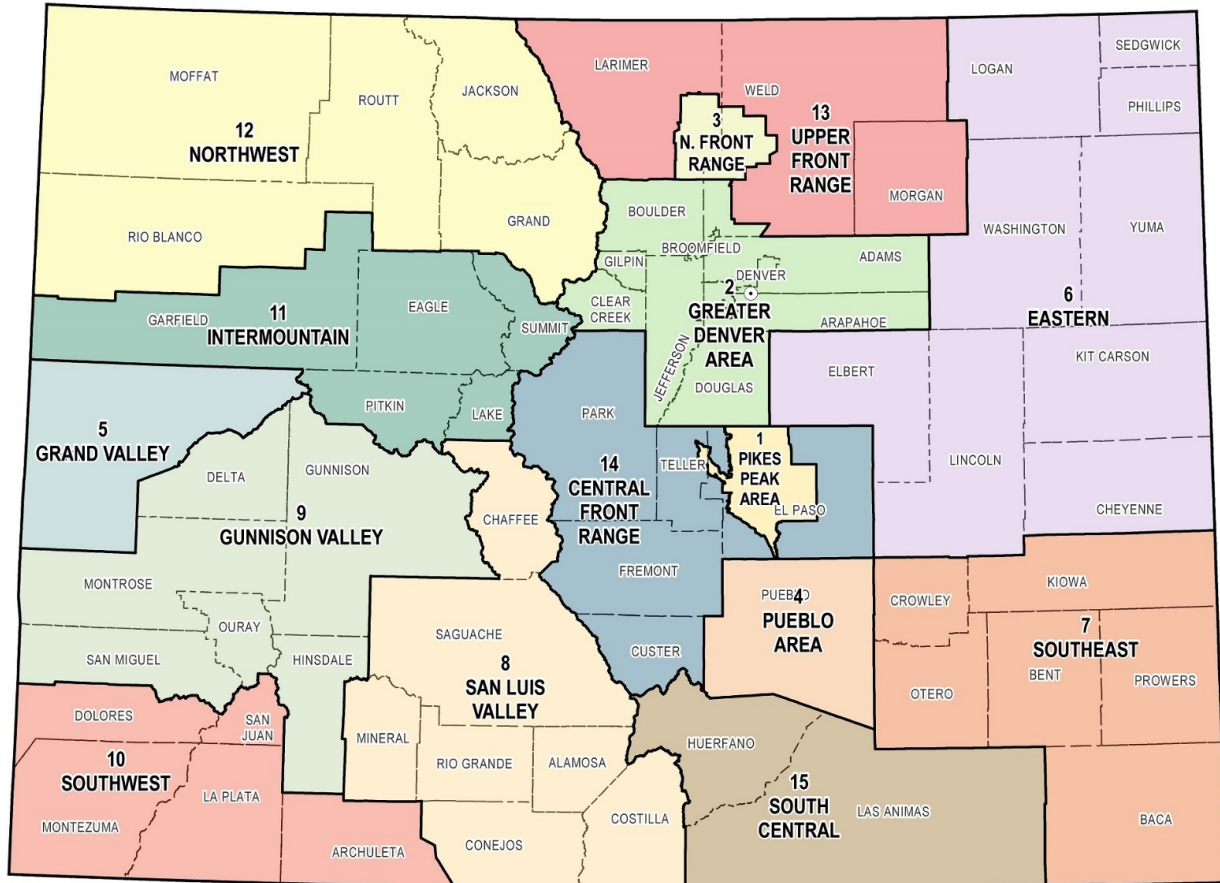


Figure 1-1
Map of Transportation Planning Regions (TPRs) in Colorado

1.3 Transportation Provider Type Definitions

Transportation providers in the state were organized into three categories (one with four subcategories) as described below based on funding mechanisms and clientele served.

Public Transit Providers

Public transit is defined as services funded (at least in part) by public agencies that are open to all members of the general public. This report further divides public transit providers into the following categories: intercity, interregional, and regional bus service, passenger rail, and local transit. Below are the definitions for intercity bus, interregional bus, regional bus, and passenger rail.

Intercity Bus

Intercity bus service refers to service that is available to the general public and connects to the national transit network (Greyhound, Los Paisanos, etc.).

Interregional Bus

Interregional service provides bus trips between different TPRs connecting cities, towns, and counties across Colorado.

Regional Bus

Regional bus service is defined as a bus that travels between cities or counties but stays within one TPR.

Passenger Rail

Passenger rail includes light rail, commuter rail, Amtrak routes, and tourist attraction rail lines.

Human Services Transportation Providers

Human services transportation providers offer transportation services for qualifying populations (e.g., people over 65, people with disabilities, veterans, etc.). These providers may offer transportation to/from services their agency provides, or as a supplement to existing public transportation options for their clients.

Private, for-Profit Transportation Providers

Transportation services that are available to the general public but are operated by private, for-profit companies fall into this category. This includes private resort or hotel buses and shuttles, taxi services, airport shuttles, etc.

Section 2

Existing Intercity, Interregional, and Regional Transit

2.1 Intercity Bus Service

Table 2-1 outlines providers that operate transit services through Colorado and connect Colorado to the national transit network. There are five bus operators with a total of twelve intercity routes that have stops in Colorado.

Table 2-1: Intercity Bus Providers

Provider	Route	Colorado Stops	Frequency
Burlington Trailways	Denver - Indianapolis, IN	Denver, Sterling	One round trip daily
El Paso - Los Angeles Limousine Express, Inc.	Greeley - El Paso, TX	Greeley, Denver, Colorado Springs, Pueblo	Two round trips daily
Express Arrow	Denver - Omaha, NE	Denver, Sterling	One round trip daily
	Denver - Buffalo, WY	Denver, Greeley	One round trip daily
Greyhound Lines	Los Angeles, CA - New York, NY	Denver, Idaho Springs, Frisco, Vail, Glenwood Springs, Grand Junction	Two round trips daily
	Denver - Portland, OR	Denver, Fort Collins	One round trip daily
	Denver - Salt Lake City, UT	Denver, Idaho Springs, Winter Park, Granby, Hot Sulphur Springs, Kremmling, Steamboat Springs, Milner, Hayden, Craig, Dinosaur	One round trip daily
	Denver - Dallas, TX via Lamar	Denver, Colorado Springs, Pueblo, Rocky Ford, Lamar, Springfield	One round trip daily
	Denver - Dallas, TX via Trinidad	Denver, Colorado Springs, Pueblo, Walsenburg, Trinidad	One round trip daily
	Denver - Raton, NM (with connections to Amtrak's Southwest Chief to/from Chicago, IL & Los Angeles, CA)	Denver, Colorado Springs, Pueblo	One round trip daily
	Denver - El Paso, TX	Denver, Colorado Springs, Pueblo, Trinidad	One round trip daily
	Los Paisanos Autobuses, Inc.	Denver - El Paso, TX	Greeley, Longmont, Denver, Colorado Springs, Fountain, Pueblo, Walsenburg, Trinidad

CDOT currently funds the Colorado portion of Greyhound's Denver - Salt Lake City route through the Federal Transit Administration's 5311(f) grant funding. Annual operating metrics for 2019 for this route are summarized in **Table 2-2**.

Table 2-2: 2018 Greyhound Operating Metrics (Route Funded by FTA 5311(f) Grant)

Route	Provider	2018 Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles
Denver-Salt Lake City, UT (Colorado portion)	Greyhound	19,512	\$467,536	298,875

2.2 Interregional Bus

Interregional buses provide service between TPRs, connecting cities, towns, and counties across Colorado. A map of current Bustang and Outrider interregional bus service across Colorado is shown on **Figure 2-1**.

Bustang

Bustang, which began operating in 2015, is CDOT's interregional express bus service that connects urbanized areas across the state. Bustang is funded and managed by CDOT and operated through a contract with a private transportation provider - Ace Express. Bustang currently provides express service along four lines: the North Line, West Line, South Line, and Colorado Springs-Denver Tech Center line. Bustang also operates two specialty bus services: RamsRoute and Snowstang. **Table 2-3** outlines the current Bustang routes, and **Figure 2-1** and **Figure 2-2** summarize historical ridership and farebox recovery of Bustang service from 2015 to 2019.

Table 2-3: Bustang Routes

Name	Route	Stops	Frequency
North Line	Fort Collins - Denver	<ul style="list-style-type: none"> ▪ Fort Collins (Downtown Transit Center, Harmony Transfer Center) ▪ Loveland (US 34 & I-25) ▪ Denver (Union Station, Bus Center) 	M-F: eight round trips/day Weekends & holidays: two round trips/day (one additional trip Sundays when CSU is in session)
West Line	Grand Junction - Denver	<ul style="list-style-type: none"> ▪ Grand Junction ▪ Parachute ▪ Rifle ▪ Glenwood Springs ▪ Eagle ▪ Vail ▪ Frisco ▪ Idaho Springs ▪ Lakewood (Federal Center) ▪ Denver (Union Station, Bus Center) 	Daily: four round trips from Denver (one terminates in Vail, two terminate in Glenwood Springs, one terminates in Grand Junction)
South Line	Colorado Springs - Monument - Denver	<ul style="list-style-type: none"> ▪ Colorado Springs (Tejon/Nevada P&R, Downtown, Woodmen P&R) ▪ Monument ▪ Denver (Colorado Station, Downtown stops, Union Station, Bus Center) 	M-F: seven round trips/day Weekends & holidays: two round trips

Name	Route	Stops	Frequency
Colorado Springs-Denver Tech Center (DTC)	Colorado Springs - Denver Tech Center	<ul style="list-style-type: none"> Colorado Springs (Tejon/Nevada P&R, Woodmen P&R) Denver Tech Center (18 stops) 	M-F: two round trips/day
RamsRoute	Fort Collins - Denver	<ul style="list-style-type: none"> Fort Collins (Downtown Transit Center, CSU) Thornton (Wagon Road P&R) Denver (Union Station, Bus Center, Tech Center) 	One round trip on Fridays when CSU is in session
Snowstang	Denver - Arapahoe Basin	<ul style="list-style-type: none"> Denver Union Station Lakewood (Federal Center) Arapahoe Basin 	One round trip Saturday, Sunday, and Monday holidays December to April
	Denver - Loveland Ski Area	<ul style="list-style-type: none"> Denver Union Station Lakewood (Federal Center) Loveland Ski Area 	One round trip Saturday, Sunday, and Monday holidays December to April
	Denver - Steamboat Springs	<ul style="list-style-type: none"> Denver Union Station Lakewood (Federal Center) Steamboat Springs (Downtown & Gondola Transit Center) 	To Steamboat Springs: Saturdays (and Sunday of holiday weekends) To Denver: Sundays (and Mondays of holiday weekends) December to April

Note: P&R = Park & Ride; CSU = Colorado State University

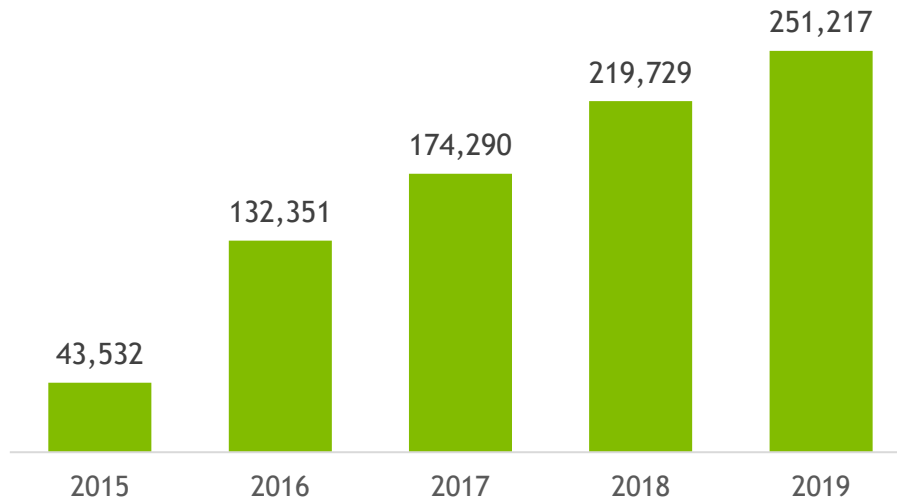


Figure 2-1
2015-2019 Bustang System Annual Ridership

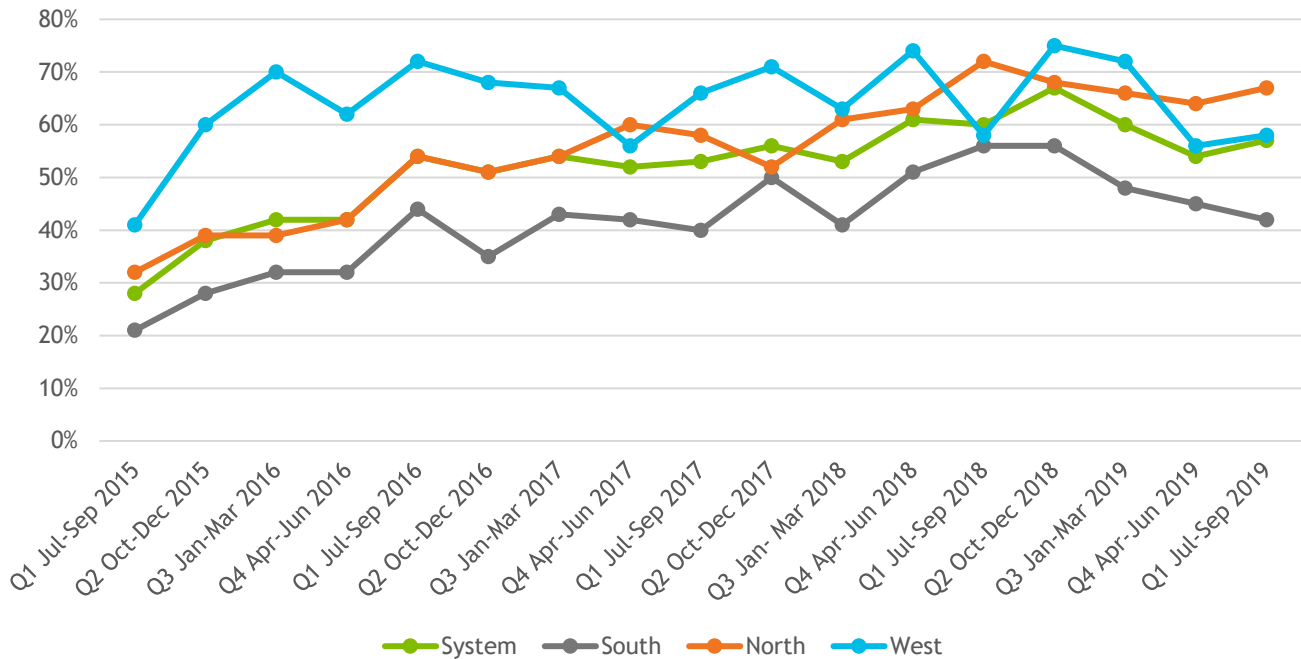


Figure 2-2
2015-2019 Bustang Farebox Recovery Ratios by Quarter

Bustang Outrider

Bustang Outrider is a rural interregional bus service for which CDOT provides branded buses and operational funding; service is operated by a local provider. Bustang Outrider connects cities and towns to both rural and urban areas across the state, largely providing lifeline services to major activity centers. Although the Outrider service is branded under the Bustang name and is overseen by CDOT's DTR, the two have separate funding and operational mechanisms. Bustang Outrider currently operates four routes under three providers, described in **Table 2-4**, across the largely rural parts of Colorado and connects to the MPOs. Annual operating metrics for 2019 are summarized in **Table 2-5**. CDOT plans to launch four additional Bustang Outrider routes in 2021, including Trinidad-Pueblo, Sterling-Greeley/Denver, Telluride-Grand Junction, and Craig-Denver.

Table 2-4: Bustang Outrider Routes

Operator	Route	Stops	Frequency	Began Operations
Pueblo Senior Resource Development Agency (SRDA)	Lamar-Colorado Springs	Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, Fowler, Pueblo (two stops), Fountain, Colorado Springs	M-F: one round trip/day	January 2018 (extended to Colorado Springs in December 2018)
	Alamosa-Pueblo	Alamosa (two stops), Moffat, Poncha Springs, Salida, Cotopaxi, Cañon City, Penrose, Pueblo (two stops)	Daily: one round trip	April 2018
Southern Colorado Community Action Agency, Inc. (SoCoCAA)	Durango-Grand Junction	Durango, Mancos, Cortez, Dolores, Rico, Telluride, Placerville, Ridgway, Montrose, Delta, Grand Junction	Daily: one round trip	June 2018
Alpine Express	Gunnison-Denver	Gunnison, Monarch Mountain (seasonal), Salida, Buena Vista, Fairplay, Pine Junction, Denver (two stops)	Daily: one round trip	June 2018

Table 2-5: Bustang Outrider 2019 Service Metrics

Route	Ridership	Revenue Hours	Revenue Miles	Operating Cost
Lamar-Colorado Springs	2,438	2,231	76,784	\$142,393
Alamosa-Pueblo	3,535	3,057	137,156	\$177,449
Durango-Grand Junction	6,069	3,600	169,311	\$569,731
Gunnison-Denver	15,390	TBD	TBD	\$417,438
Total - All Routes	27,423	8,888	383,251	\$1,307,011

Bustang Outrider Local Operators

The following includes a brief description of the three existing Bustang Outrider operators:

- Road Runner Transit (SoCoCAA)** - Southern Colorado Community Action Agency (SoCoCAA) operates the Durango-Grand Junction Bustang Outrider route. SoCoCAA is a community action agency designed to respond to community needs. SoCoCAA operates the Bustang Outrider route under the name Road Runner Stage Lines.
- Alpine Express** - The Bustang Outrider Gunnison-Denver line is operated by Alpine Express. This route was formerly operated by Black Hills Stage Lines. In 2018, CDOT contracted Alpine Express to provide the service. Alpine Express is a private, for-profit business that also offers a range of transportation services, primarily in the Crested Butte area, including private charter service, tours, and airport transfers.
- Pueblo Senior Resource Development Agency (SRDA)** - The Bustang Outrider services from Alamosa-Pueblo and Lamar-Colorado Springs are operated by the Pueblo SRDA. The former route was previously operated by Salida's Neighbor to Neighbor as part of the Chaffee Shuttle service. CDOT contracted with the Pueblo SRDA in 2018 to provide the service. Outside operating two Bustang Outrider routes, the Pueblo SRDA has many services and programs that align with their mission to enhance the quality of life for the senior community of Pueblo and increase opportunities for independent living.

ALL ROUTES | NORTH LINE
FORT COLLINS ↔ DENVER

ALL ROUTES | WEST LINE
GRAND JUNCTION ↔ DENVER BUS CENTER

ALL ROUTES | SOUTH LINE
COLORADO SPRINGS ↔ DENVER

COLORADO SPRINGS - DTC
COLORADO SPRINGS ↔ DENVER TECH CENTER

DTC - COLORADO SPRINGS
DENVER TECH CENTER ↔ COLORADO SPRINGS

LAMAR - COLORADO SPRINGS
LAMAR ↔ COLORADO SPRINGS

ALAMOSA - PUEBLO
ALAMOSA ↔ PUEBLO

DURANGO - GRAND JUNCTION
DURANGO ↔ GRAND JUNCTION

GUNNISON - DENVER
GUNNISON ↔ DENVER



Figure 2-3
Existing Bustang/Outrider Interregional Bus Service

Other Interregional Bus

Although Bustang Outrider is the largest provider of interregional bus service, other providers connect different TPRs across the state. Table 2-6 lists the other providers operating interregional service by MPO or TPR.

Table 2-6: Additional Interregional Service Providers

TPR or MPO	Provider	Routes	Frequency
North Front Range (3)	FLEX (Transfort)	Fort Collins - Boulder	M-F: five round trips day Saturday: four round trips/day
	Berthoud Area Transportation Services (BATS)	Berthoud - Longmont	Monday: Service operates from 8:00AM-11:30AM
Eastern (6)	The Outback Express (East Central Council of Local Governments)	Cheyenne County - Lamar / Colorado Springs	Once/month
		Kit Carson County - Lamar / Colorado Springs	Three to four times month
		Elbert County - Parker / Denver / Colorado Springs	Three to four times/month
	County Express - Northeast Colorado Association of Local Governments (NECALG)*	Logan County / Phillips County / Sedgwick County / Washington County / Yuma County - Denver / Fort Collins / Greeley	Demand response**

TPR or MPO	Provider	Routes	Frequency
Gunnison Valley (9)	San Miguel Authority for Regional Transportation (SMART)	Telluride - Rico	Daily: one round trip
	Town of Mountain Village	Mountain Village - Cortez	Daily: one round trip
Southwest (10)	Dolores County Senior Services	Dove Creek - Monticello, UT / Moab, UT / Farmington, NM	Demand response
Intermountain (11)	Summit Stage (Park County Commuter)	Breckenridge - Fairplay	Daily: three round trips
Upper Front Range (13)	County Express - Northeast Colorado Association of Local Governments (NECALG)*	Morgan County - Denver/ Fort Collins/ Greeley	Demand response**
Central Front Range (14)	Envida	Calhan-Colorado Springs	M-Th: three trips/day
		Rush-Colorado Springs	W & F: three trips/day
South Central (15)	SCCOG Transit - South Central Council of Governments (SCCOG)	Trinidad - Pueblo	Three times/week
		Trinidad - Raton, NM	As needed

*NECALG is part of both the Eastern and Upper Front Range TPRs.

** Demand Response includes automobiles, vans, or small buses dispatched by request to pick up passengers and transport them to their destinations.

FLEX (Transfort)

FLEX offers service from Fort Collins to Boulder with limited stops in Loveland, Berthoud, and Longmont. This service operates Monday through Friday and makes five round trips per day. This service provides a connection between the NFRMPO and DRCOG.

Berthoud Area Transportation System (BATS)

BATS operates primarily within the boundaries of the Town of Berthoud. Additional out-of-town trips to Loveland and Longmont operate several times per week. Round trip service from Berthoud to Loveland is offered once per day on Tuesday, Wednesday, and Friday and twice per day on Thursday. Round trip service from Berthoud to Longmont operates once per day on Monday. BATS provides a connection between the NFRMPO and DRCOG.

East Central Council of Local Governments (ECCOG)

ECCOG operates the Outback Express, a demand response service for the population of the rural northeast Colorado communities within Cheyenne, Elbert, Kit Carson, and Lincoln Counties. In Cheyenne County, fixed-route interregional service is typically available twice per month with one day of service to Lamar and Colorado Springs. Additional demand response trips are available to Denver and La Junta. In Elbert County, fixed-route interregional service is available about 10 times per month with service to Parker, Denver and Colorado Springs. Fixed-route interregional service is available from Kit Carson County and Lincoln County three to six times per month with service to Denver and Colorado Springs. The Outback Express connects the Eastern TPR with the PPACG and DRCOG regions and the Southeast TPR.

County Express

County Express is operated by the Northeast Colorado Association of Local Governments and operates both in the Upper Front Range TPR and in the Eastern TPR. County Express is a demand response service that requires 24 hours advance notice for general rides and 48 hours advance notice for Medicaid rides. County Express serves Morgan County in the Upper Front Range TPR and Logan, Phillips, Sedgwick, Washington, and Yuma Counties in the Eastern TPR. County Express also provides rides to regional destinations like Denver, Fort Collins, and Greeley.

San Miguel Authority for Regional Transportation

In addition to service around San Miguel County, the San Miguel Authority for Regional Transportation (SMART) operates an interregional route connecting Telluride and Rico. This route connects the Gunnison Valley TPR with the Southwest TPR. This service runs once daily in each direction, going from Rico to Telluride in the morning and Telluride to Rico in the evening.

Town of Mountain Village

The Town of Mountain Village offers a commuter shuttle for residents who live outside the Town. This service includes three routes all ending in Mountain Village with different origin points: Nucla, Montrose, and Cortez. The route connecting Mountain Village and Cortez is an interregional route with one bus from Cortez in the morning, and one bus from Mountain Village back to Cortez in the afternoon. This route connects the Gunnison Valley TPR with the Southwest TPR.

Dolores County Senior Services

Dolores County Senior Services offers demand response transit service for area residents. Transportation operates from Dove Creek to the surrounding communities of Cahone, Egnar, Pleasant View, Cortez, and Durango in Colorado, as well as Monticello and Moab in Utah and Farmington, New Mexico.

Park County Commuter (Operated by Summit Stage)

Summit Stage is a transit service operated by Summit County, which operates mostly regional and local service in the Intermountain TPR. Summit Stage operates one interregional route that connects the Central Front Range TPR to the Intermountain TPR. This route, the Park County Commuter, runs from Fairplay to Breckenridge with three buses in each direction daily. The Park County Commuter makes three stops in the Central Front Range TPR: two in Fairplay and one in Alma. Park County is a funding partner for the Park County Commuter.

Envida

Envida provides a variety of specialized and on-demand transportation services within the Pikes Peak Area Council of Governments (PPACG) (TPR 1). Additionally, Envida operates two deviated fixed-route interregional bus routes connecting PPACG with communities in the eastern part of the Central Front Range TPR. This includes the Calhan-Colorado Springs and Rush-Colorado Springs routes. The Calhan route operates three trips a day in both directions Monday through Thursday. The Rush route operates three trips per day in each direction Wednesday and Friday. The fare is \$5 one-way. The Calhan route began operating in October 2018, and the Rush route began operating in January 2020.

South Central Council of Governments (SCCOG)

SCCOG provides demand response transportation service and fixed-route transportation in Huerfano and Las Animas Counties. There are daily scheduled trips Monday through Friday from

Trinidad to Aguilar and Walsenburg, as well as bi-weekly trips to La Veta and Gardener and tri-weekly trips to Pueblo.

2.3 Regional Bus

Regional bus service is defined as express-type service that travels between cities or counties but stays within one TPR. This service type does not include local buses that operate within a municipality (or adjacent municipalities), or interregional express buses that provide transportation between TPRs. **Table 2-7** summarizes the regional bus services that operate across the state.

Table 2-7: Summary of Regional Routes

TPR	Provider	Route	Days of Service/Frequency
Pikes Peak Area (1)	Mountain Metropolitan Transit (Mountain Metro)	Colorado Springs - Security/Widefield	M-Sa (60 min frequency)
		Colorado Springs - Manitou Springs	Daily (30 min frequency daytime, 60min evening)
Greater Denver Area (2)	Denver Regional Transportation District (RTD)	Denver - Westminster - Broomfield - Louisville - Boulder	Daily (10-30 min frequency)
		Denver - Broomfield - Lafayette - Longmont	M-Sa (60 min frequency, with 30 min frequency at peak hours)
		Denver - Thornton	M-Sa (15-60 min frequency)
		Denver - Commerce City - Brighton	M-F (peak hours)
		Denver - Conifer/Pine Junction	M-F (peak hours)
		Denver - Evergreen	M-F (peak hours)
		Denver - Littleton	M-F (peak hours)
		Denver - Parker	M-F (peak hours)
		Denver Airport - Brighton	Daily (two round trips/day)
		Boulder - Longmont	Daily (25-60 min frequency)
		Boulder - Nederland	Daily (13 round trips)
		Boulder - Aurora (Anschutz Medical Campus)	M-F (peak hours)
		Boulder - Golden - Lakewood	M-F (peak hours)
		Boulder - Lyons	M-F (peak hours)
		RTD-Special Services (see following section for service descriptions)	BroncosRide
	BuffRide		University of Colorado Boulder football home game days
	RunRide		Once per year during the BOLDERBoulder race
	Ski-n-Ride to Eldora Mountain Resort		Daily mid-November to mid-April (seven round trips/day)

TPR	Provider	Route	Days of Service/Frequency
North Front Range (3)	Poudre Express - Greeley Evans Transit (GET)	Fort Collins - Windsor - Greeley	M-F (seven round trips/day)
	FLEX (Transfort)	Fort Collins - Loveland - Berthoud - Longmont - Boulder	M-Sa (no Boulder service Saturday)
	Berthoud Area Transportation Service (BATS)	Berthoud - Loveland	Tu-F (8:00AM - 11:30AM); Thursday (11:30AM - 3:00PM)
Grand Valley (5)	Grand Valley Transit (GVT)	Clifton - Palisade	M-F (60 min frequency)
		Grand Junction - Fruita	M-F (60 min frequency)
Southeast (7)	Kiowa County Transit	Serves La Junta, Las Animas, Colorado Springs, Pueblo, Lamar, and Garden City (KS)	Demand response
	Bent County Transit	Fort Lyon - Las Animas - La Junta	M-F (nine round trips/day)
		Fort Lyon - Hasty - McClave - Wiley - Lamar	M-F (four round trips/day)
San Luis Valley (8)	Neighbor to Neighbor Volunteers	Eagle Line Shuttle	M-Sa (8:00 AM - 3:00 PM)
Gunnison Valley (9)	All Points Transit	Olathe - Montrose	M-F (three round trips/day)
	Mountain Express	Crested Butte - Mt. Crested Butte	Daily (15-40 min frequency)
		Crested Butte - Gothic	Daily, summer only (four round trips/day)
Gunnison Valley RTA	Gunnison - Mt. Crested Butte	Daily (30-60 min frequency)	
Southwest (10)	Road Runner Transit (SoCoCAA)	Ignacio - Durango	M-F (four round trips/day)
		Bayfield - Durango	M-F (three round trips/day)
	MoCo Public Transportation	Within Montezuma County; to Dove Creek; to Durango	Demand response
Intermountain (11)	Roaring Fork Transportation Authority (RFTA)	Glenwood Springs - Carbondale - Basalt - Aspen	Daily (10-60 min frequency)
		Aspen - Snowmass Village	Daily (15-30 min frequency)
		Rifle - Silt - New Castle - Glenwood Springs	Daily (30-60 min frequency to New Castle, nine round trips/day to rifle)
	Summit Stage	Leadville - Copper Mountain - Frisco	Daily (four round trips/day)
	Eagle County RTA (ECO Transit)	Dotsero - Gypsum - Eagle - Edwards - Avon - Vail	Daily (4:48 AM - 11:09 PM at various frequencies)
		Leadville - Vail	Daily (two round trips/day)
Minturn - Vail		Daily (peak hours)	

TPR	Provider	Route	Days of Service/Frequency
Northwest (12)	Town of Winter Park (The Lift)	Winter Park - Fraser	Daily (10-60 min frequency)
		Winter Park - Fraser - Tabernash - Granby	Daily (five round trips/day)
	Steamboat Springs Transit (SST)	Craig - Hayden - Milner - Steamboat Springs	Daily (five round trips/day)
Central Front Range (14)	Upper Arkansas Area Council of Governments (UAACOG)	Fremont and Custer Counties	Demand response
	Fremont County Transit/Golden Shuttle	Cañon City, Penrose, and Florence	Demand response

Special Services (Regional)

RTD (Denver Region)

RTD operates additional, special services within the Denver region. These services include BroncosRide, BuffRide, RunRide, and Ski-n-Ride.

- **BroncosRide** provides transportation for patrons of the Denver Broncos games with frequent service before and after the game between the stadium and many Denver region Park-n-Rides.
- **BuffRide** is a special service provided for patrons of University of Colorado Boulder football games. Frequent service is provided to and from four Park-n-Ride locations and Folsom Field. Service stops are located in Longmont, Boulder, and Westminster.
- **RunRide** is provided annually during the BOLDERBoulder race in Boulder. This route provides direct service from many Denver region Park-n-Rides, transit stations, and other stops to the race location. This route connects Denver and Longmont to Boulder.
- **Ski-n-Ride** is offered as an extension of the Boulder-Nederland bus service during ski season from mid-November to mid-April. Service is provided daily.

2.4 Existing Passenger Rail Service

Two providers operate passenger rail service in the state, Amtrak and RTD, plus a number of tourism operators. Rail service in Colorado includes light-rail, commuter rail, intercity passenger rail, and tourism operations.

Amtrak (Intercity Passenger Rail)

Amtrak, the National Railroad Passenger Corporation, is the sole provider of intercity passenger rail service in Colorado. Amtrak operates three passenger train lines in Colorado:

- **The California Zephyr** is a daily train operating between Chicago, Illinois and the San Francisco Bay Area in California. Stops in Colorado include Fort Morgan, Denver, Fraser, Granby, Glenwood Springs, and Grand Junction.
- **The Southwest Chief** is a daily train operating between Chicago, Illinois and Los Angeles, California. Stops in Colorado include Lamar, La Junta, and Trinidad.
- **The Winter Park Express** is a seasonal train between Denver and the Winter Park Ski Resort. There is one round trip per day on Fridays, Saturdays and Sundays from January to April.

Denver RTD Rail System

RTD operates eight light rail train routes covering 58 miles and three commuter rail train routes covering 40 miles within the Denver region as shown in **Table 2-8** and mapped on **Figure 2-4**. RTD's rail system served approximately 33 million trips in 2018, which was about 31 percent of total system-wide ridership. The rail system in 2018 accounted for about 14.3 million vehicle revenue miles and 791 million vehicle revenue hours with an annual operating cost of about \$176.1 million.

Table 2-8: RTD Existing Rail Services

Light Rail Lines	Commuter Rail Lines
C (Union Station to Littleton)	A (Union Station to Denver International Airport)
D (Downtown Denver CBD to Littleton)	B (Union Station to Westminster)
E (Union Station to Lone Tree)	G (Union Station to Arvada/Wheat Ridge)
F (Downtown Denver CBD to Lone Tree)	
H (Downtown Denver CBD to Aurora)	
L (Downtown Denver CBD to Denver Five Points Neighborhood)	
R (Aurora to Lone Tree)	
W (Union Station to Golden/Lakewood)	

Note: CBD = Central Business District

RTD is planning to open a fourth commuter rail line in 2020, the N-line from Union Station to Thornton, which will add an additional 13 miles of commuter rail. Additional extensions of the B, C/D, L, and N lines are also planned as part of the 2004 voter-approved FasTracks transit expansion program, which in total will add another 3 miles of light rail and 40 miles of commuter rail in addition to the existing rail and N line currently under construction and slated to open for revenue service in 2020.

Tourism Operations

There are eight scenic railroads operating in Colorado. These are based out of Cripple Creek, Durango, Silverton, Georgetown, Leadville, Manitou Springs, Cañon City, Antonito, and Alamosa. The Colorado Tourism Office estimates that 10 percent of Colorado tourists visit a scenic railroad. Scenic railways function as an economic driver for local communities rather than as a transportation option.

The eight scenic railroads in Colorado include:

- Cripple Creek & Victor Narrow Gauge Railroad
- Durango & Silverton Narrow Gauge Railroad
- Georgetown Loop Railroad
- Leadville, Colorado & Southern Railroad
- Pikes Peak Cog Railway (reopening 2021)
- Royal Gorge Route Railroad
- Cumbres & Toltec Scenic Railroad (C&TSRR)
- Rio Grande Scenic Railroad

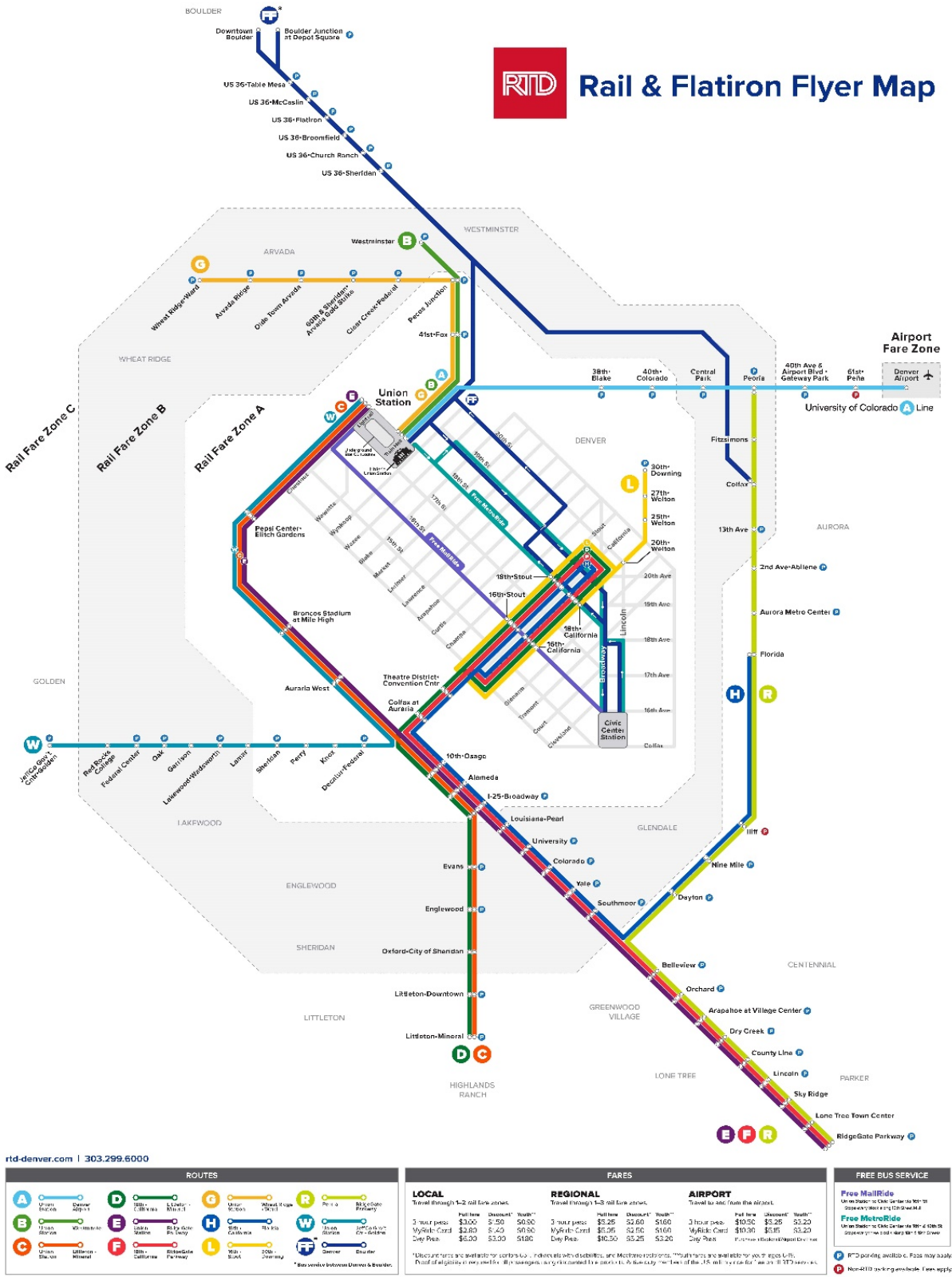


Figure 2-4
RTD Rail Map

Section 3

Rural Transportation Planning Regions

The rural Transportation Planning Regions (TPRs) have a total of 38 public transit providers¹, at least 65 human services providers that operate transportation services, and at least 42 private-for-profit transportation providers. Transit ridership in the rural TPRs account for about 15 percent of statewide transit ridership. This section provides a high-level overview of the providers in the rural TPRs. For more detail on transit and human services providers and their coordination activities in a particular region, please refer to the Coordinated Public Transit-Human Services Transportation Plan for a particular TPR.

3.1 FTA 5311 Rural Area Grant Funding Methodology

Public transit operators in the rural TPRs receive funding from the Federal Transit Administration (FTA) 5311 Rural Area Grant Fund. CDOT is responsible for developing a methodology for distributing these funds to rural transit operators across the state. In the spring of 2018, CDOT’s Transportation Commission approved an updated funding methodology for the 5311 program that was implemented in 2019. In this methodology, the funds are first divided into two pools: an “equity pool” (about \$2 million in FASTER funds), and a “base pool” of FTA 5311 funds. The “base pool” is distributed to agencies as a percentage of an agency’s budget. The percent of the budget awarded is based on the agency’s size. There are five size categories an agency can fit into: very small, small, medium, large, and very large. **Table 3-1** displays the qualifications for each size category and their corresponding percentage of the agency budget that is awarded.

Table 3-1: FTA 5311 Rural Area Grand Funding Methodology

	Revenue Miles	Ridership	Annual Operational Cost	Revenue Hours	% of Budget Awarded
Very Small	<75K	<10K	<\$200K	<3.5K	50%
Small	75K - 150K	10K - 50K	\$200K - \$750K	3.5K - 7.5K	45%
Medium	150K - 300K	50K- 250K	\$750K - \$2M	7.5K - 20K	21%
Large	300K - 1M	250K- 1M	\$2M - \$5M	20K - 50K	14%
Very Large	>1M	>1M	>\$5M	>50K	3-4%

In 2019, CDOT’s DTR supported local agencies with the development of transition plans if an agency was anticipated to receive an increase or decrease of funds to help agencies adjust. During the transition period, grants will grow at a maximum of 10 percent per year over a five-year period. For agencies whose grant funding will decrease, funding will decrease by no more than three percent per year. If any money remains “on the table” in any given year, after review of the applications, the residual money will be placed in a reserve account for new

¹ Note: some providers operate in more than one region or are funded through multiple jurisdictions.

agencies or unexpected growth of existing agencies. Once that pool is adequately funded, CDOT will provide flexibility for how leftover funds can be spent (e.g., capital needs).

3.2 Rural Transportation Providers Summary

Table 3-2 highlights the public transit, human services providers, and private for-profit transportation providers currently operating in each TPR and what types of service they provide. A glossary defining each service type is provided at the end of this document.

Types of Service Legend













































 Fixed-route bus	 Bus Rapid Transit (BRT)	 Commuter bus
 Aerial tramway	 Demand response	 Deviated fixed-route bus
 Vanpool	 Specialized services	 Contract with other providers
 Bus passes or tickets	 Vouchers or reimbursement	

Table 3-2: Summary of Transportation Providers by TPR

TPR	Service	Number of Providers	Service Type(s)
Eastern (6)	Public Transit	4	   
	Human Services Transportation	1	
	Private	1	Airport shuttle
Southeast (7)	Public Transit	4	   
	Human Services Transportation	8	     
	Private	Not available	Not available
San Luis Valley (8)	Public Transit	1	  
	Human Services Transportation	8	    
	Private	3	Taxis and resort transportation
Gunnison Valley (9)	Public Transit	6	      
	Human Services Transportation	7	  
	Private	10	Taxis, ride hailing, airport shuttle, Medicaid transport

TPR	Service	Number of Providers	Service Type(s)
Southwest (10)	Public Transit	7	
	Human Services Transportation	7	
	Private	5	Taxis, resort, and recreational transportation
Intermountain (11)	Public Transit	10	
	Human Services Transportation	9	
	Private	15	Airport shuttles, taxis, and resort transportation
Northwest (12)	Public Transit	2	
	Human Services Transportation	7	
	Private	7	Airport shuttles, taxis, ride hailing, and resort transportation
Upper Front Range (13)	Public Transit	4	
	Human Services Transportation	13	
	Private	3	Taxi and airport shuttles
Central Front Range (14)	Public Transit	8	
	Human Services Transportation	4	
	Private	2	Taxis
South Central (15)	Public Transit	1	
	Human Services Transportation	1	
	Private	1	Taxi

3.3 Rural Public Transit Provider Operating Metrics

Table 3-3, as well as **Figure 3-1** and **Figure 3-2**, summarizes key 2018 operating metrics by TPR for all the transit providers in the 10 rural TPRs across the State. Operating data for rural providers includes all transit providers that report data to the National Transit Database as well as the following three agencies that do not receive FTA funding (and thus do not report to NTD): Vail Transit, Estes Park Transit, and Kiowa County Transit. Data was provided by NTD as well as directly from the three agencies that do not report to NTD. The definition for each metric is provided in the glossary at the end of this document. It should be noted that the Southwest TPR (10) includes operating metrics for the Durango-Grand Junction Bustang Outrider route as that route is operated by a local agency based out of the Southwest TPR and Bustang Outrider took

over that route midway through 2018. Other Bustang Outrider routes are not included in these metrics.

Table 3-3: 2018 Operating Metrics of Rural Public Transit Providers by TPR

Transportation Planning Region	Ridership	Revenue Hours	Revenue Miles	Operating Cost
Eastern (6)	45,312	5,351	77,248	\$225,249
Southeast (7)	88,390	19,192	389,770	\$852,312
San Luis Valley (8)	13,925	4,051	125,637	\$283,084
Gunnison Valley (9)	4,361,256	452,264	5,425,421	\$9,000,649
Southwest (10)*	422,624	57,156	995,031	\$3,731,793
Intermountain (11)	13,298,733	637,834	10,656,189	\$69,009,575
Northwest (12)	1,617,075	76,023	1,046,180	\$5,803,632
Upper Front Range (13)	215,420	52,840	815,022	\$2,127,241
Central Front Range (14)	68,432	25,589	281,084	\$922,485
South Central (15)	29,674	9,689	179,117	\$670,740
Total	20,160,841	1,339,989	19,990,699	\$92,626,760

*Includes operating metrics for Durango-Grand Junction Bustang Outrider.

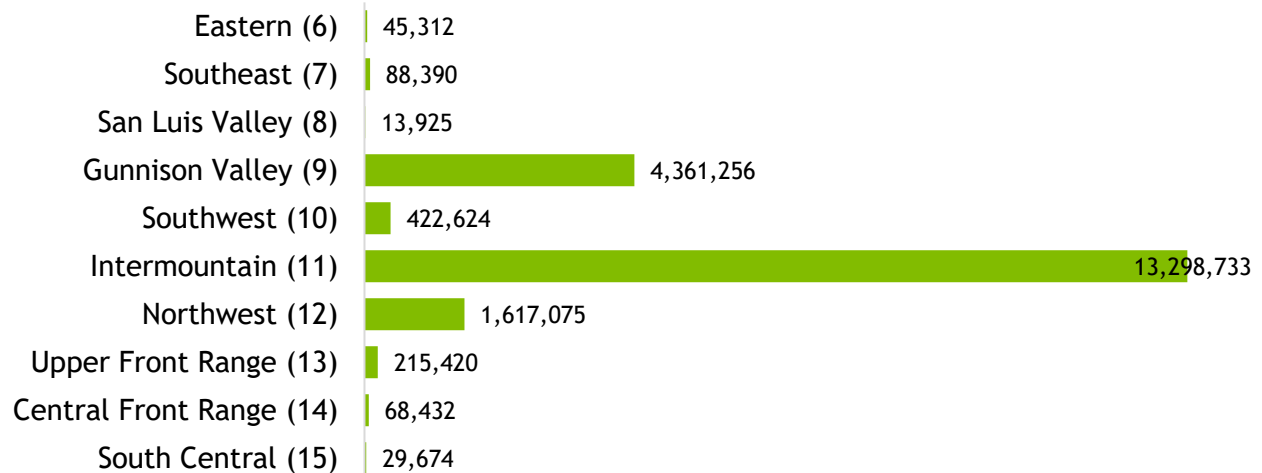


Figure 3-1
2018 Ridership by Region

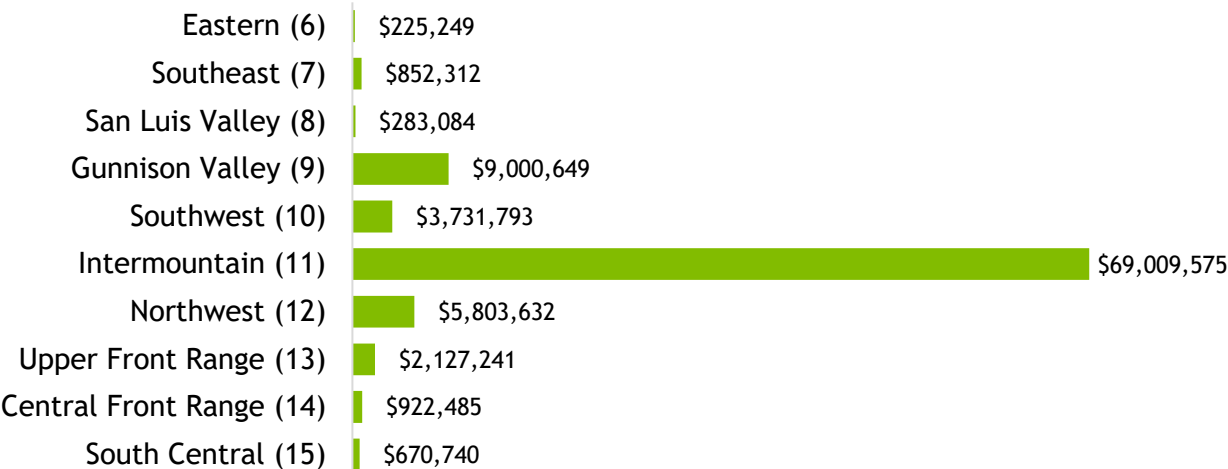


Figure 3-2
2018 Operating Cost by Region

3.4 Rural TPRs Public Transit Five-Year Trends

Figure 3-3 through Figure 3-5 illustrate the five-year historic trend for key transit operating metrics (ridership, revenue miles, and revenue hours) for all public transit service based out of the 10 rural TPRs in Colorado including all Bustang Outrider routes (which began operation in 2018).

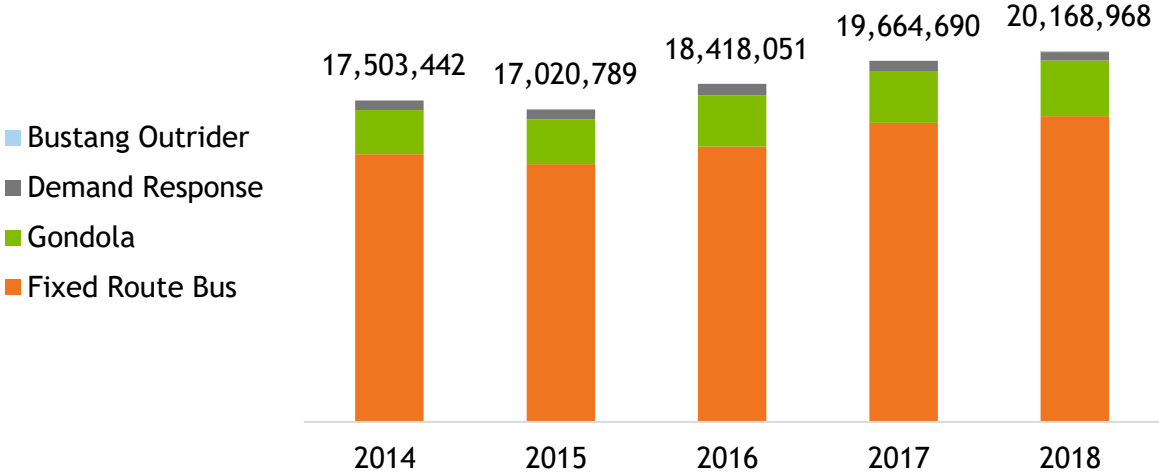


Figure 3-3
Rural TPRs Combined Annual Transit Ridership (2014-2018)

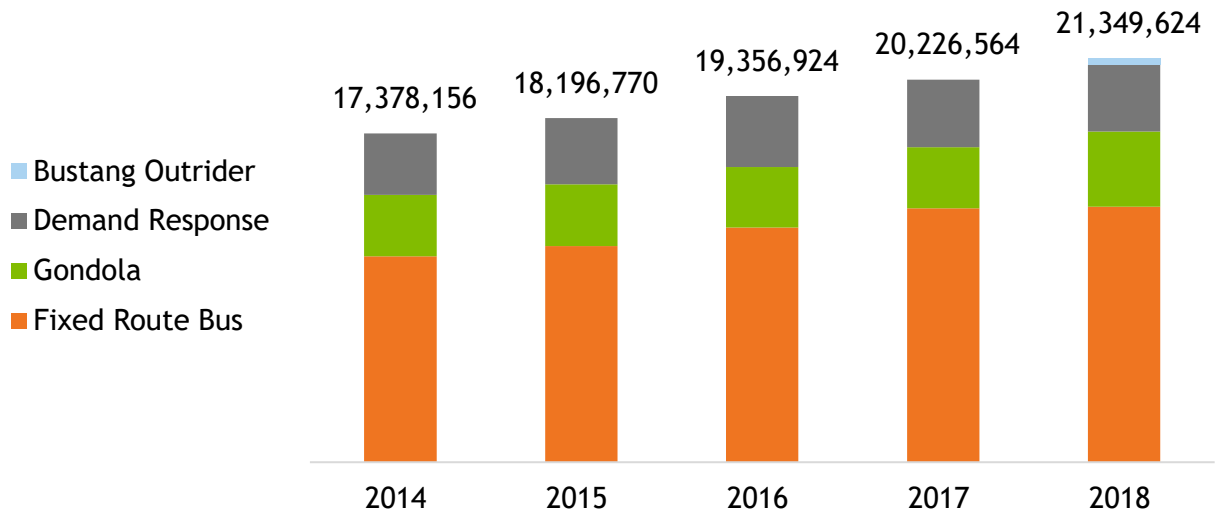
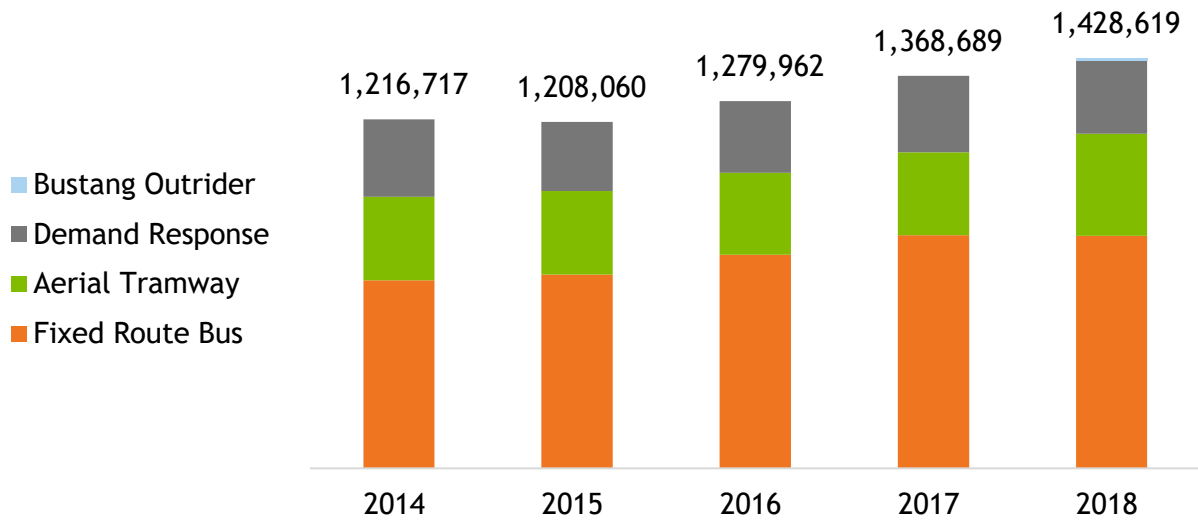


Figure 3-4
Rural TPRs Combined Annual Transit Vehicle Revenue Miles (2014-2018)



*Note: Vehicle revenue mile data does not include Fountain Municipal Transit or the Gunnison-Denver Bustang Outrider route, as that data was not available at publication.

Figure 3-5
Rural TPRs Combined Annual Transit Vehicle Revenue Hours (2014-2018)

Section 4

Urban Transit Services

The five MPOs that make up the urban transportation planning regions include:

- Pikes Peak Area Council of Governments (PPAGOC) - Colorado Springs region
- Denver Regional Council of Governments (DRCOG), - Denver region
- North Front Range MPO (NFRMPO) - Fort Collins/Loveland/Greeley region
- Pueblo Area Council of Governments (PACOG) - Pueblo region
- Grand Valley MPO (GVMPO) - Grand Junction region

Seven urban public transit providers in Colorado operate in the five MPOs that receive FTA 5307 Grant funding, plus another ten small or rural transit providers. Collectively, these seven urban transit agencies accounted for about 85 percent of the public transit trips taken in Colorado in 2018. These providers operate commuter rail, light rail, local bus, commuter bus, bus rapid transit (BRT), vanpool, and a few specialized bus services. Of the collective 218 routes, most are local bus routes. Chapter 6 contains definitions for each of these service types. **Table 4-1** includes a brief overview of the public transit providers operating in each MPO. The seven agencies bolded in **Table 4-1** are the seven urban public transit providers in Colorado.

Table 4-1: Public Transit Providers within Colorado MPOs

MPO	Provider	Service Area	Number of Routes	Span of Service (Days/Hours)
Pikes Peak Area COG	Mountain Metropolitan Transit (MMT)	Colorado Springs, Manitou Springs, Widefield	31 fixed-routes, including one seasonal route (May-September), vanpool (Metro Rides)	15 routes operate daily; eight routes operate M-Sa; eight routes operate M-F
	Fountain Municipal Transit	City of Fountain	One deviated fixed-route	M-F from 5:00AM - 8:00PM Saturday from 9:00AM - 5:00PM
	Envida	El Paso County	Three on-demand areas; two rural interregional deviated fixed-routes	M-F 7:00AM - 4:30PM
Denver Regional COG	Regional Transportation District (RTD)	Counties of Boulder, Broomfield, Denver, and Jefferson, and portions of Adams, Arapahoe, Douglas, Weld	141 regular fixed-routes: three commuter rail, eight light rail, 100 local bus, 26 regional bus, and four special services	Daily (some routes do not operate Saturdays and Sundays/holidays and some do not operate Sundays/holidays)
	DRCOG (Vanpool - contracts with Enterprise to operate)	DRCOG Region	Vanpool program	Demand response
	Black Hawk & Central City Tramway	Black Hawk, Central City	One fixed-route	Daily 10:00AM - 3:00AM

MPO	Provider	Service Area	Number of Routes	Span of Service (Days/Hours)
	Clear Creek County (Prospector)	Clear Creek County	Two deviated fixed-routes	M-F; three morning loops, three afternoon loops
	City of Lone Tree (Lone Tree Link)	Lone Tree	Demand response	M-Sa
North Front Range MPO	Transfort	Fort Collins; regional service between Fort Collins, Loveland, Berthoud, Longmont, and Boulder	23 fixed-routes: 21 local, one BRT, one regional	Six routes operate daily; 16 routes operate M-Sa excluding holidays; one route operates from 10:30PM to 2:30AM on Fridays and Saturdays
	Greeley-Evans Transit (GET)	Greeley, Evans; regional route between Greeley, Windsor and Fort Collins	Eight fixed-routes: seven local and one regional	Six routes operate M-Sa; two routes operate M-F
	City of Loveland Transit (COLT)	Loveland	Five fixed-routes	M-Sa with limited hours on Saturday
	Berthoud Area Transportation System (BATS)	Local: Town of Berthoud Regional: City of Loveland Interregional: City of Longmont	Six fixed-route trips per week and daily demand response service	Daily from 8:00AM - 4:00PM
	NFRMPO (VanGo)	NFRMPO Boundary	Vanpool program	Demand response
Pueblo Area COG	Pueblo Transit	City of Pueblo	11 fixed-routes	M-Sa
Grand Valley MPO	Grand Valley Transit	Mesa County	11 fixed-routes	M-F with one route operating on Saturday
	Town of De Beque	Mesa County	Demand response	One trip per week
	Town of Colbran	Mesa County	Demand response	One trip per week

Note: **Bolded** providers are urban transit providers that received FTA 5307 Grand funding.

4.1 Summary of Transportation Providers by MPO

Table 4-2 summarizes the transit, human services, and private for-profit transportation providers in the five MPOs based on current MPO published Coordinated Transit-Human Services Transportation Plan. This includes the number of providers and services provided by MPO. Due to the lack of a central database and complexity of documenting all human service agencies and private for-profit transportation provider, the information in **Table 4-2** may not be comprehensive for these providers.

Types of Service Legend















































 Commuter Rail	 Light Rail	
 Fixed-route bus	 Bus rapid transit (BRT)	 Commuter bus
 Demand response	 Deviated fixed-route bus	 Vanpool
 Contract with other providers	 Bus passes or tickets	 Vouchers or reimbursement

Table 4-2: Summary of Transportation Providers by MPO

TPR	Service	Number of Providers	Service Type(s)
Pikes Peak Area COG	Public Transit	3	    
	Human Services Transportation	12	    
	Private	13	Airport shuttle, charter bus, taxi, TNC
Denver Regional COG	Public Transit	5	       
	Human Services Transportation	16	   
	Private	Many	Airport shuttle, taxi, TNC
North Front Range MPO	Public Transit	5	   
	Human Services Transportation	4	
	Private	6	Airport shuttle, taxi, TNC
Pueblo Area COG	Public Transit	1	
	Human Services Transportation	2	  
	Private	5	Airport shuttle, charter bus, taxi, TNC
Grand Valley MPO	Public Transit	3	 
	Human Services Transportation	14	 
	Private	4	Shuttle, taxi, TNC

Note: Data for human services transportation and private for-profit agencies is based largely on information provided in the current MPO published Coordinated Transit-Human Services Transportation Plan and may not be comprehensive; TNC = Transportation Network Company (i.e., Uber, Lyft)

Table 4-3, as well as Figure 4-1 and Figure 4-2, summarizes key operating metrics for the transit providers that operate in the five MPOs in Colorado. Chapter 6 contains definitions for each metric. Note: the providers listed differ a little compared to what is presented in Table 4-1 as some agencies are small and data was not available, while other agencies that

largely provide human services transportation are included in **Table 4-3** as they report to NTD (per FTA funding requirements).

Table 4-3: 2018 Transit Service Metrics by MPO

MPO	Provider	Annual Ridership	Annual Vehicle Revenue Hours	Annual Vehicle Revenue Miles	Annual Operating Cost
Pikes Peak Area COG	Mountain Metropolitan Transit (MMT)	3,346,182	290,489	4,309,677	\$21,812,340
	Fountain Municipal Transit	22,291	Not available	130,112	\$108,541
Denver Regional COG	Regional Transportation District (RTD)	104,708,480	4,381,520	62,210,005	\$663,784,764
	DRCOG (Vanpool - Enterprise is operator)	182,256	47,499	1,874,597	\$845,368
	Black Hawk & Central City Tramway	237,777	8,396	76,533	\$633,643
	Seniors' Resource Center*	125,551	62,995	882,691	\$2,124,621
	Via Mobility Services*	156,485	69,209	695,927	\$4,755,952
North Front Range MPO	Transfort (Fort Collins)	4,444,532	150,075	1,870,828	\$17,081,456
	Greeley-Evans Transit (GET)	842,132	54,197	683,786	\$4,326,729
	City of Loveland Transit (COLT)	104,115	17,909	280,062	2,141,890
	Berthoud Area Transportation System (BATS)	5,545	2,241	16,376	\$120,419
	NFRMPO (VanGo)	75,854	27,410	1,271,554	\$797,799
Pueblo Area COG	Pueblo Transit System	864,290	60,103	867,724	\$4,594,992
	Pueblo Senior Resource Development Agency (SDRA)*	22,625	17,323	373,942	\$943,303
Grand Valley MPO	Grand Valley Transit (GVT)	777,384	65,380	986,612	\$3,502,064
Total - All MPOs		115,915,499	5,254,746	76,530,426	\$727,573,881

*Seniors Resource Center, Via Mobility Services, and Pueblo SDRA are included in these metrics as these agencies received FTA operating funds and report to NTD. Pueblo SDRA data includes metrics for the Bustang Outrider Lamar-Colorado Springs and Alamosa-Pueblo routes.

Source: All data is from NTD with the exception of Fountain Municipal Transit and BATS, which were sourced directly from the respective agency.

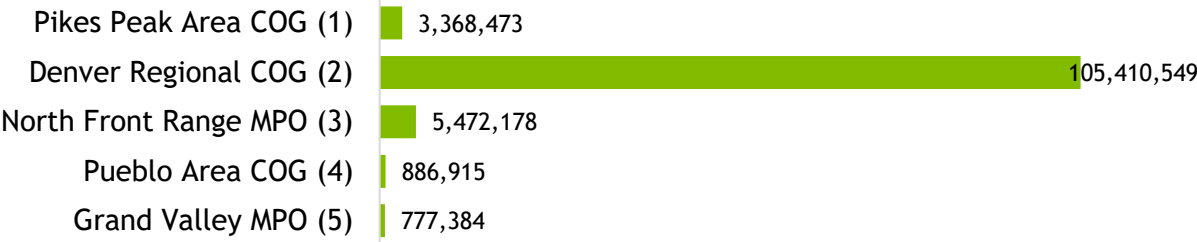


Figure 4-1
2018 Ridership by MPO

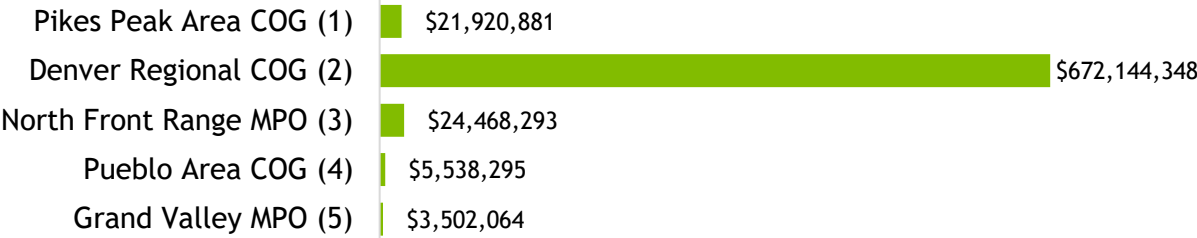


Figure 4-2
2018 Operating Cost by MPO

4.2 Urban Public Transit Five-Year Trends

Figure 4-3 through Figure 4-8 illustrate the five-year historic trend for key transit operating metrics (ridership, revenue miles, and revenue hours) for public transit service based out of the five MPOs in Colorado. Ridership and vehicle revenue mile data includes all Bustang routes (which began operation in 2015) and charts exclude all Bustang Outrider data. Given that 90 percent of transit ridership in urban areas occurs on RTD services (in DRCOG), charts are separated by RTD and non-RTD providers in order to show statewide trends in urban areas exclusive of RTD.

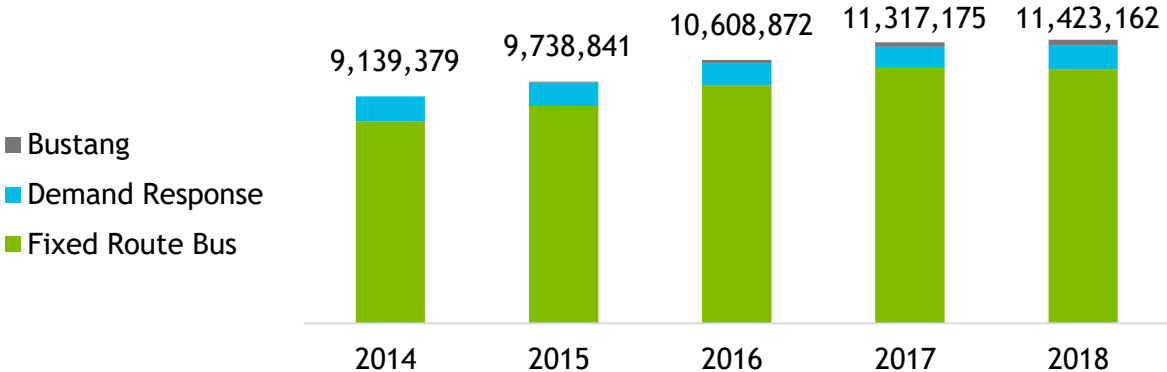


Figure 4-3
Urban MPOs Combined Annual Transit Ridership (2014-2018) Excluding RTD

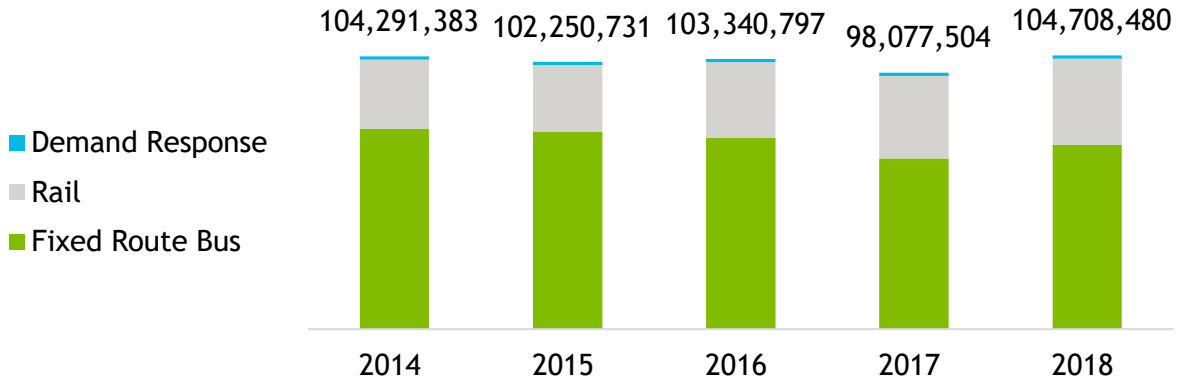
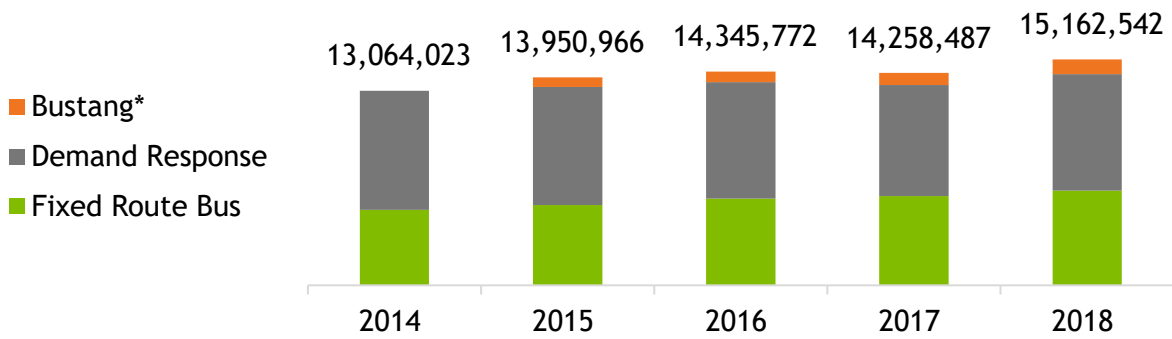


Figure 4-4
RTD Annual Transit Ridership (2014-2018)



*Bustang vehicle revenue mile data is from July of year shown through June of the following year.

Figure 4-5
Urban MPOs Combined Annual Vehicle Revenue Miles (2014-2015) Excluding RTD

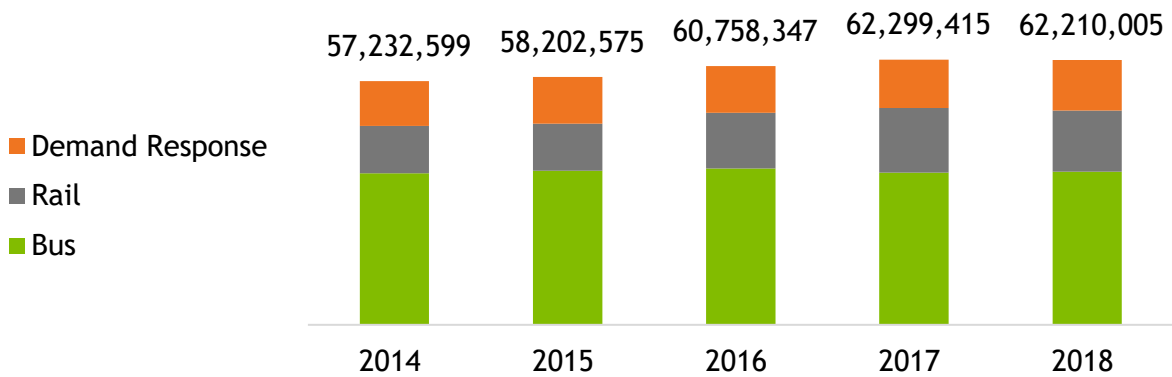


Figure 4-6
RTD Annual Vehicle Revenue Miles (2014-2018)

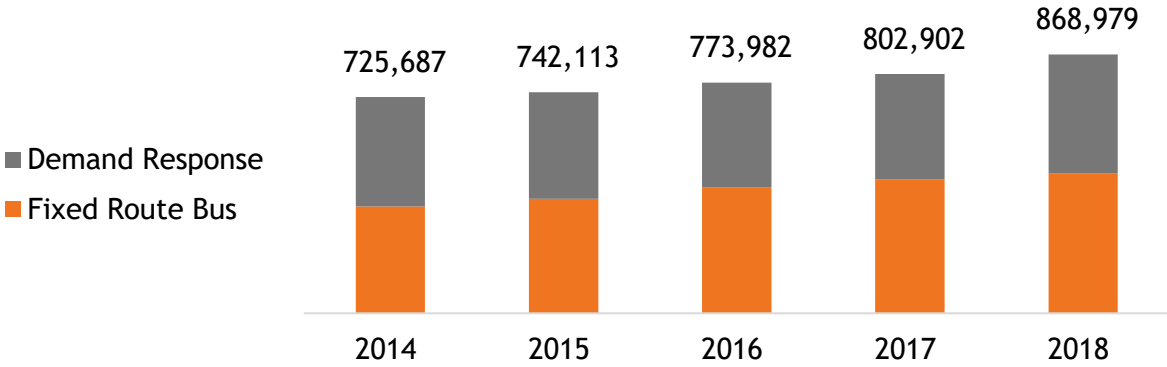


Figure 4-7
Urban MPOs Combined Annual Vehicle Revenue Hours (2014-2018) Excluding RTD

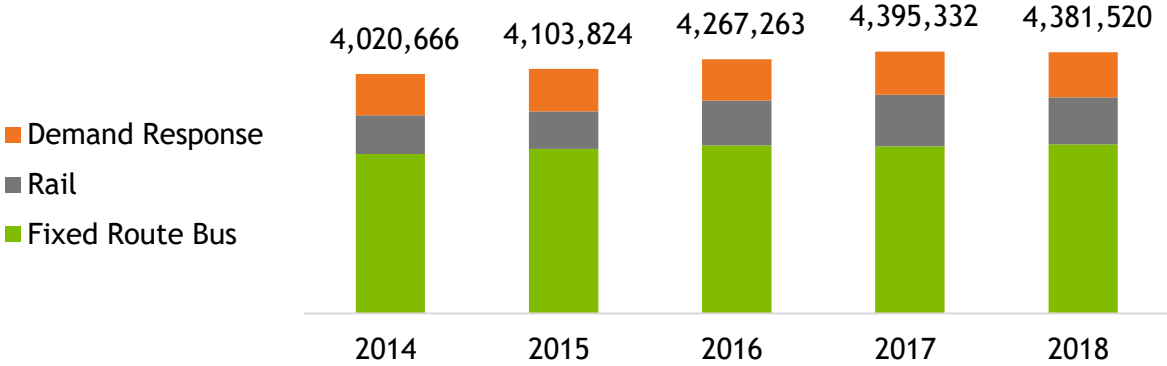


Figure 4-8
RTD Annual Vehicle Revenue Hours (2014-2018)

Section 5

Statewide Public Transit Overview

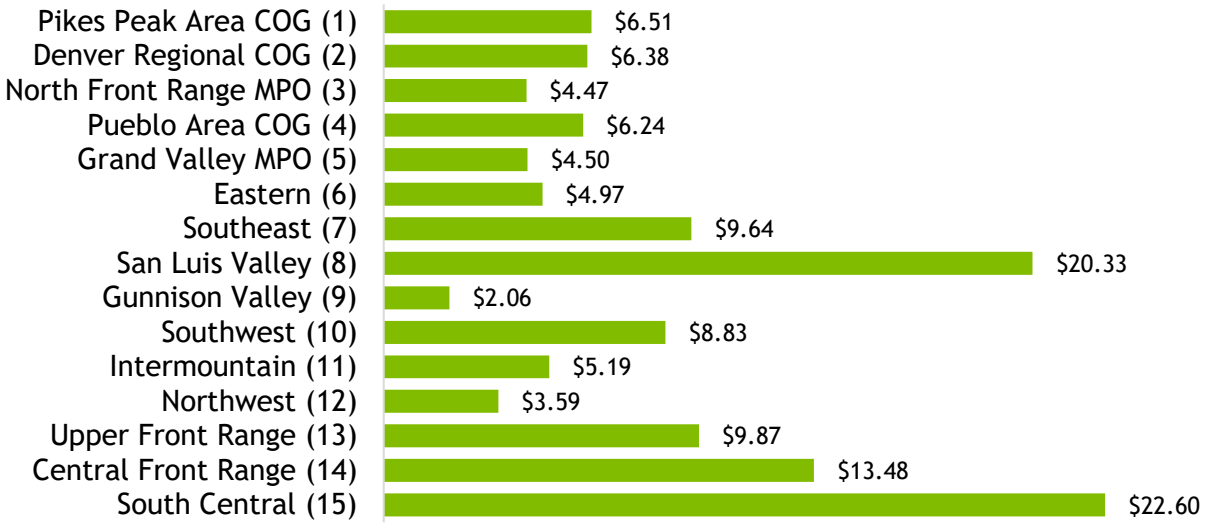
Table 5-1, along with **Figure 5-1** through **Figure 5-5**, summarizes key 2018 operating metrics by TPR for all the transit providers in all 15 TPRs across the state. Data includes all 45 urban, rural, and tribe providers that report to the FTA National Transit Database as well as the following five transit providers that do not: Vail Transit, Estes Transit, Kiowa County Transit, Berthoud Area Transportation System, and Fountain Municipal Transit. Interregional bus service are also shown in **Table 5-1**, including Bustang, the Gunnison-Denver Bustang Outrider route (beginning in June 2018), and the Colorado portion of the Denver-Salt Lake City Greyhound route that received FTA 5311(f) funding. Other Bustang Outrider service is included in this table under the respective local agency under which it operates.

Table 5-1: Summary 2018 Metrics for Public Transit by TPR

TPR or MPO (#)	# of Providers	Annual Ridership	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Annual Operating Cost
Pikes Peak Area COG (1)	2	3,368,473	4,439,789	290,489	\$21,920,881
Denver Regional COG (2)	5	105,410,549	65,739,753	4,569,619	\$672,144,348
North Front Range MPO (3)	5	5,472,178	4,122,606	251,832	\$24,468,293
Pueblo Area COG (4)	2	886,915	1,241,666	77,426	\$5,538,295
Grand Valley MPO (5)	1	777,384	986,612	65,380	\$3,502,064
Eastern (6)	1	45,312	77,248	5,351	\$225,249
Southeast (7)	4	88,390	389,770	19,192	\$852,312
San Luis Valley (8)	1	13,925	125,637	4,051	\$283,084
Gunnison Valley (9)	5	4,361,256	5,425,421	452,264	\$9,000,649
Southwest (10)	6	422,624	995,031	57,156	\$3,731,793
Intermountain (11)	9	13,298,733	10,656,189	637,834	\$69,009,575
Northwest (12)	2	1,617,075	1,046,180	76,023	\$5,803,632
Upper Front Range (13)	2	215,420	815,022	52,840	\$2,127,241
Central Front Range (14)	4	68,432	281,084	25,589	\$922,485
South Central (15)	1	29,674	179,117	9,689	\$670,740
Bustang	1	219,729	990,483 ¹	Not available ²	\$4,218,662 ¹
Bustang Outrider (1 route) ³	1	8,127 ³	66,035 ³	Not available ²	\$124,493 ³
Greyhound FTA 5311(f)	1	19,512	298,875	Not available ²	\$467,536
Total - Statewide	53	136,323,708	97,876,518	6,594,735	\$825,011,332

Note: Includes urban, rural, and tribe transit providers that report to the NTD in addition to Berthoud Area Transportation Service (BATS), Estes Transit, Fountain Municipal Transit, Kiowa County Transit, and Vail Transit. Data also includes Bustang, Bustang Outrider, and Greyhound funded through FTA (Colorado portion of Denver-Salt Lake City route).

1. Bustang vehicle revenue mile and operating cost data is for the period from July 2018 to June 2019.
2. Exclusively interregional bus providers do not track vehicle revenue hours.
3. Bustang Outrider is just the Gunnison-Denver route (other routes are included in the Pueblo Area and Southwest TPRs).



*Note: Demand response typically has a much higher cost per trip than fixed-route service. Some TPRs, such as San Luis Valley, Upper Front Range, and South Central, are entirely or almost entirely served by demand response transit resulting in a higher average cost per trip than other TPRs where fixed-route service is more prevalent.

Figure 5-1
2018 Cost/Trip by TPR

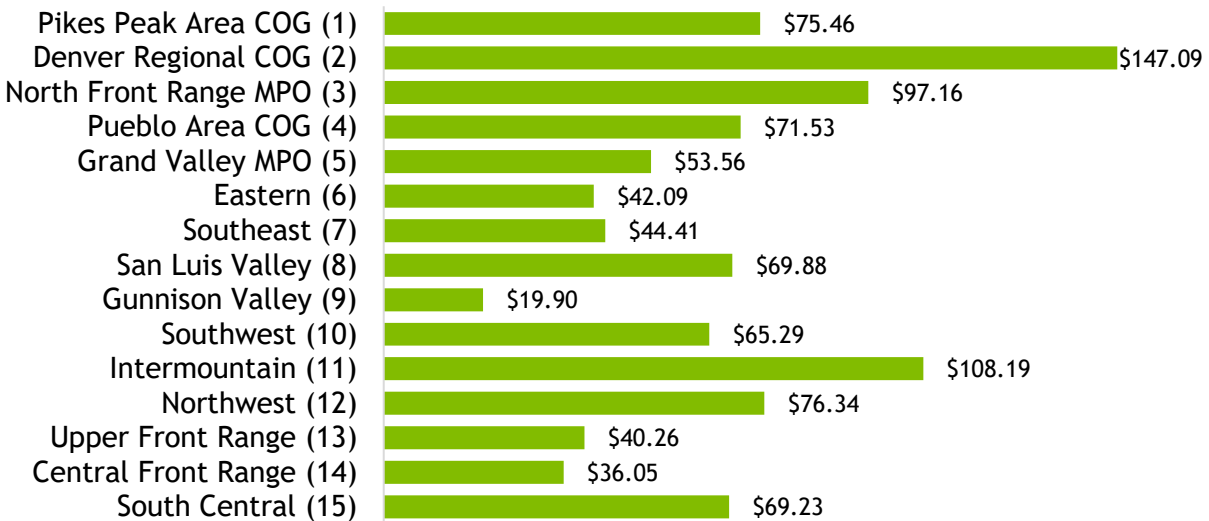


Figure 5-2
2018 Cost/Revenue Hour by TPR

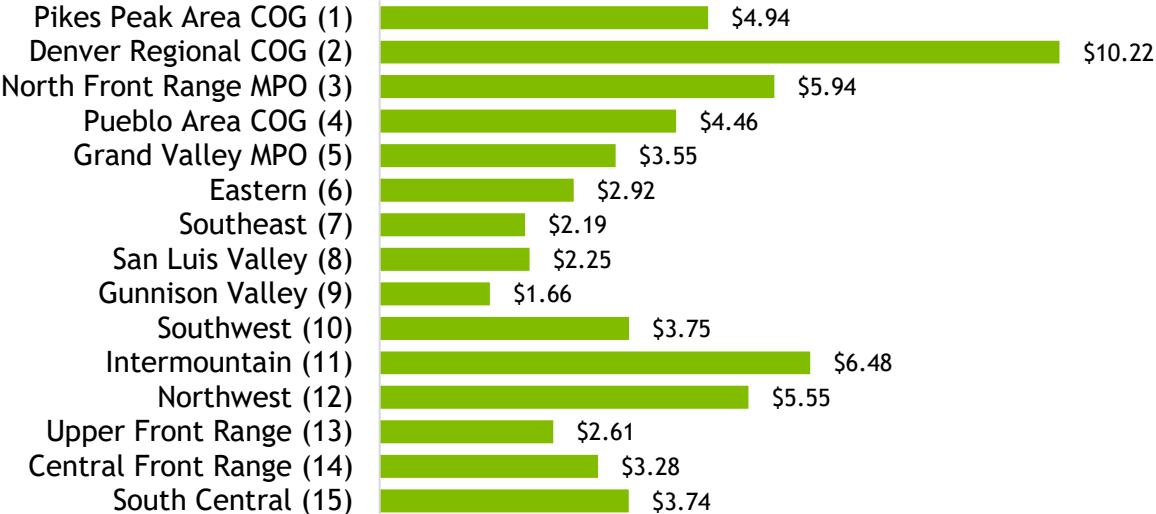


Figure 5-3
2018 Cost/Revenue Mile by TPR

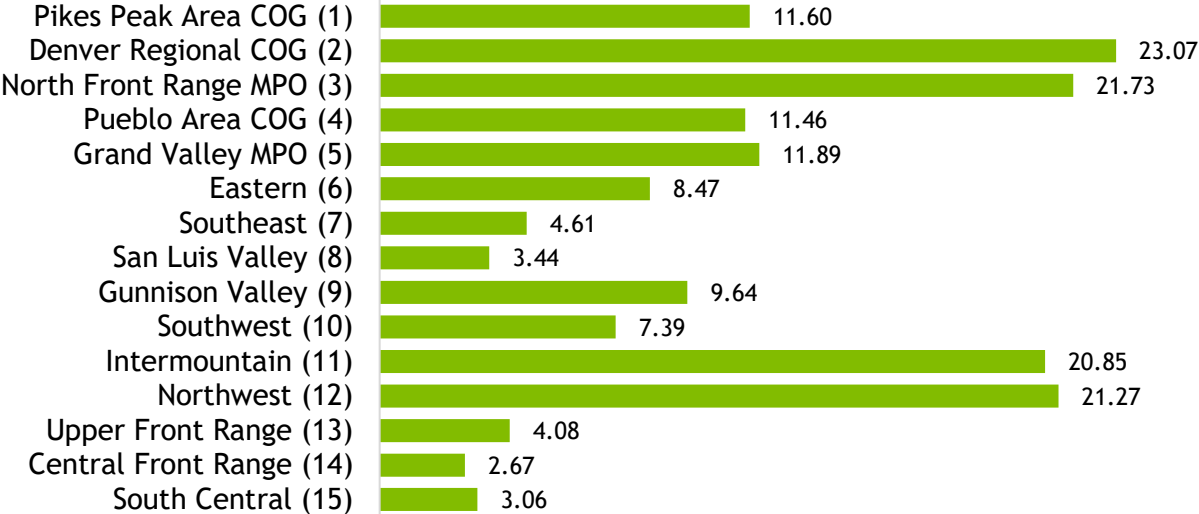


Figure 5-4
2018 Trips/Revenue Hour by TPR

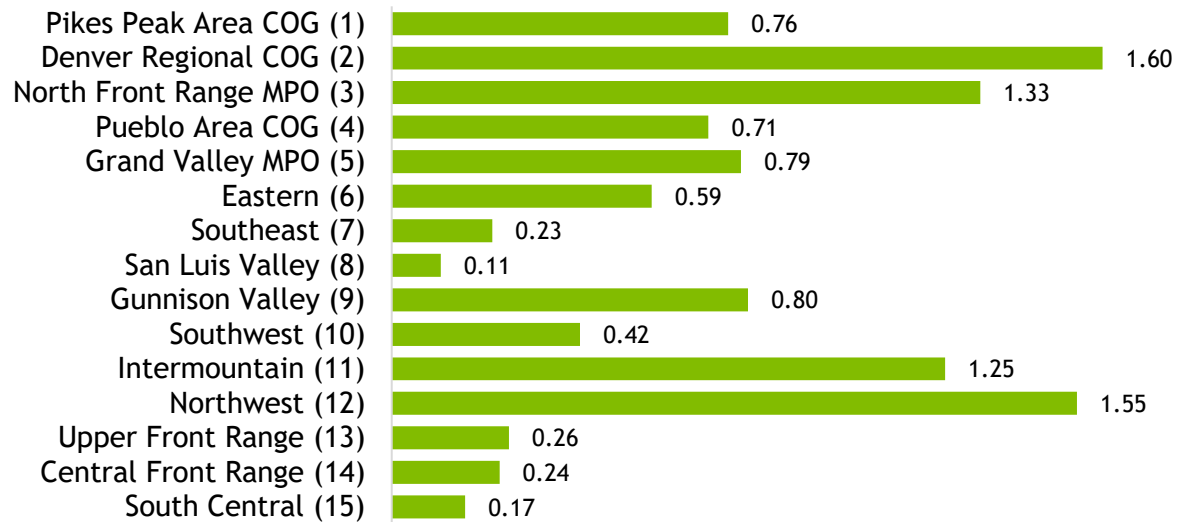


Figure 5-5
2018 Trips/Revenue Mile by TPR

5.1 Existing Transit Facilities and Revenue Vehicles

This section includes information on existing transit facilities used by Bustang, CDOT's interregional bus service. This includes existing Park & Ride and transit centers at Bustang Stops in **Table 5-2**, as well as maintenance and storage facilities used for Bustang vehicles in **Table 5-3**. In addition to these Bustang facilities, **Table 5-4** and **Table 5-5** summarize the state of transit revenue vehicles across the state.

Several other resources include additional information about existing transit assets across the state:

- The CDOT 2018 Transit Asset Management Group Plan (TAM Plan) includes an inventory and assessment of state of good repair for the transit assets of all but two of the tier II² public transportation providers across the state (excludes Greeley-Evans Transit and Grand Valley Transit, which have their own TAM Plans).
- Tier I public transportation providers developed their own individual TAM plans.
- The Coordinated Public Transit Human Services Transportation Plans for each TPR include information on transit assets in that region.

² Tier I agencies own, operate, or manage either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed-route modes or in any one non-fixed-route mode, or (2) rail transit. Tier II means a recipient that owns, operates, or manages one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed-route modes or in any one non-fixed-route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Bustang and Bustang Outrider Facilities

Table 5-2: Transit Centers and Park & Rides on Bustang or Bustang Outrider Routes

Service	Route	Stop	Location	Type of Stop	# of Parking Spaces	
Bustang	North	Loveland/Greeley Park & Ride	Loveland	Park & Ride	130	
		Harmony Transfer Center	Fort Collins	Park & Ride	235	
		Downtown Transit Center	Fort Collins	Transit center	60	
	West		Denver Bus Center	Denver	Transit center	Privately owned public parking
			Denver Union Station	Denver	Transit center	0
			Frisco Transfer Center	Frisco	Transit center	120
			Vail Transportation Center	Vail	Transit center	330
			Glenwood Springs	Glenwood Springs	Park & Ride	50
			West Glenwood Springs Park & Ride	Glenwood Springs	Park & Ride	100
			Rifle	Rifle	Park & Ride	60
			Grand Junction	Grand Junction	Transit center	0
			Lakewood (Federal Center)	Lakewood	Park & Ride	1,000
			South		Colorado Station	Denver
	Tejon & Nevada Park & Ride	Colorado Springs			Park & Ride	108
	Downtown Terminal	Colorado Springs			Transit center	0
	Woodman Park & Ride	Colorado Springs			Park & Ride	255
	Monument Park & Ride	Monument			Park & Ride	345
Colorado Springs - Denver Tech Center Line	RTD Village Center	Greenwood Village		Park & Ride	817	
RTD Belleview	Denver	Park & Ride		59		
Bustang Outrider	Lamar - Colorado Springs	Pueblo Transit Center	Pueblo, CO	Transit center	50	
		Fountain Park & Ride	Fountain, CO	Park & Ride	90	
	Gunnison - Denver	Pine Junction	Pine, CO	Park & Ride	58	
	Durango - Grand Junction	Durango	Durango, CO	Transit center	184	

Source: CDOT

Table 5-3: Maintenance and/or Bus Storage Facilities by Route

Service	Route	Operated By	Maintenance Performed/Service By	Shared Facility
Bustang	Fort Collins to Denver	Ace Express	City of Golden, Ace Express	No
	Grand Junction to Denver	Ace Express	City of Golden, Ace Express	No
			City of Glenwood Springs, RFTA	Yes
			Greyhound Lines, Inc.	Yes
	Colorado Springs to Denver	Ace Express	City of Golden, Ace Express	No
			Bijou Street Storage & Maintenance Facility (Colorado Springs)	No
Colorado Springs to DTC	Ace Express	City of Golden, Ace Express	No	
		Bijou Street Storage & Maintenance Facility (Colorado Springs)	No	
Bustang Outrider	Lamar to Colorado Springs	SRDA	City of Pueblo Shops, Pueblo Kenworth	Yes
	Alamosa to Pueblo	SRDA	City of Pueblo Shops, Pueblo Kenworth	Yes
	Gunnison to Denver	Alpine Express	Alpine Express	Yes
	Durango to Grand Junction	SoCoCAA	Stewart and Stevenson (Gunnison)	Yes

Source: CDOT

State of Good Repair

Table 5-4 and Table 5-5 show the number of revenue vehicles and the current condition of revenue vehicles in Colorado as of October 2019. Revenue vehicles include vehicles used in revenue service to pick up and drop off passengers.

Table 5-4: Revenue Vehicle Inventory and Replacement

Region	Total Revenue Vehicles*	Avg. Age: % Expected Life	Vehicles Beyond State of Good Repair	Cost of Backlog
Pikes Peak Area COG (1)	250	84%	116	\$17,197,600
Denver Regional COG (2)	1,705	54%	117	\$38,726,200
North Front Range MPO (3)	192	70%	39	\$7,468,700
Pueblo Area COG (4)	50	75%	11	\$2,018,700
Grand Valley MPO (5)	32	71%	6	\$615,300
Eastern (6)	81	111%	43	\$3,348,100
Southeast (7)	53	94%	23	\$2,372,000
San Luis Valley (8)	51	149%	36	\$1,632,300
Gunnison Valley (9)	221	110%	98	\$7,008,500
Southwest (10)	50	83%	16	\$1,401,800
Intermountain (11)	368	70%	88	\$30,486,200
Northwest (12)	79	110%	49	\$13,703,800
Upper Front Range (13)**	6	84%	2	\$455,200
Central Front Range (14)	34	92%	14	\$795,700
South Central (15)	34	117%	22	\$1,029,500

*Excludes trains and aerial trams

** Northeast Colorado Association of Local Governments (NECALG) vehicles are included in the Eastern TPR data set.

Source: CDOT Statewide Transit Asset Inventory, July 2019

Table 5-5: Summary of the State of Revenue Vehicles Statewide

	Revenue Vehicles*	Avg. Vehicle Expected Lifecycle	# of Vehicles Needing Replacement W/In 10 Years	Avg. Vehicle Replacement Cost	Estimated Cost of All Replacements Within 10 Years
State Total	3,135	11.3 years	2,775 (88%)	\$296,000	\$822,000,000

*Excludes trains and aerial trams

Data: CDOT Statewide Transit Asset Inventory, July 2019

5.2 Coordination in Rural Transportation Planning Regions

Information about existing coordination activities within the MPOs can be found in each MPO's Coordinated Public Transit and Human Services Plan. As a part of the development of the Statewide and regional Transit Plans, a survey was sent to all public transit agencies and many human services providers in Colorado. The survey asked about existing coordination activities that providers are participating in across the rural TPRs. The responses are outlined on **Figure 5-6** and **Figure 5-7**.

Existing Coordination Activities

As shown on **Figure 5-6**, the most commonly reported coordination activities among transit and human services providers in the 10 rural TPRs across the state include regularly communicating with partners, referring clients, participating in a local/regional coordinating council, and coordinating services/schedules. Some providers report sharing other transportation resources and funds and some providers report that they do not participate in any current coordination activities (primarily human services providers). Other coordination activities identified include speaking with counterparts in other regions regularly, organizing and taking leadership in a regional transportation committee, participating in the local transportation board, and educating clients on available transportation services.

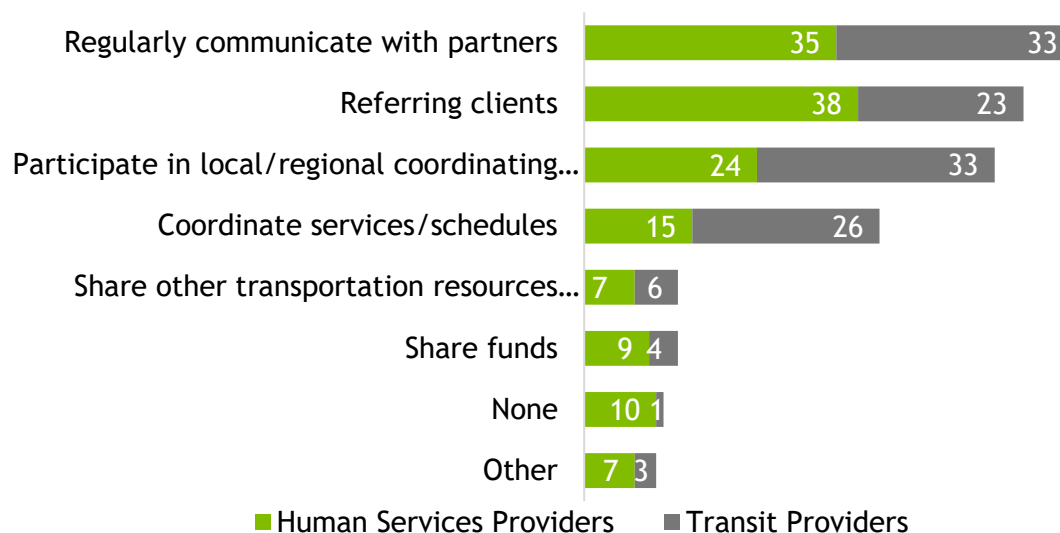


Figure 5-6
Existing Coordination Activities Survey Responses

Barriers to Coordination Activities

Many providers that responded to the 2019 Statewide Transit Plan Provider Survey reported barriers to participating in coordination activities as illustrated on **Figure 5-7**. Lack of funding was the most reported barrier to coordination for both transit providers and human services agencies. Distance to other providers, funding regulations/limitations, and lack of an organized transportation coordinating council or equivalent also act as barriers for many human services and transit providers. Some providers reported having no barriers to coordination. Respondents who reported that there are other barriers to coordination had a range of comments, but generally cited a lack of resources. Two respondents reported a lack of other providers as a barrier.

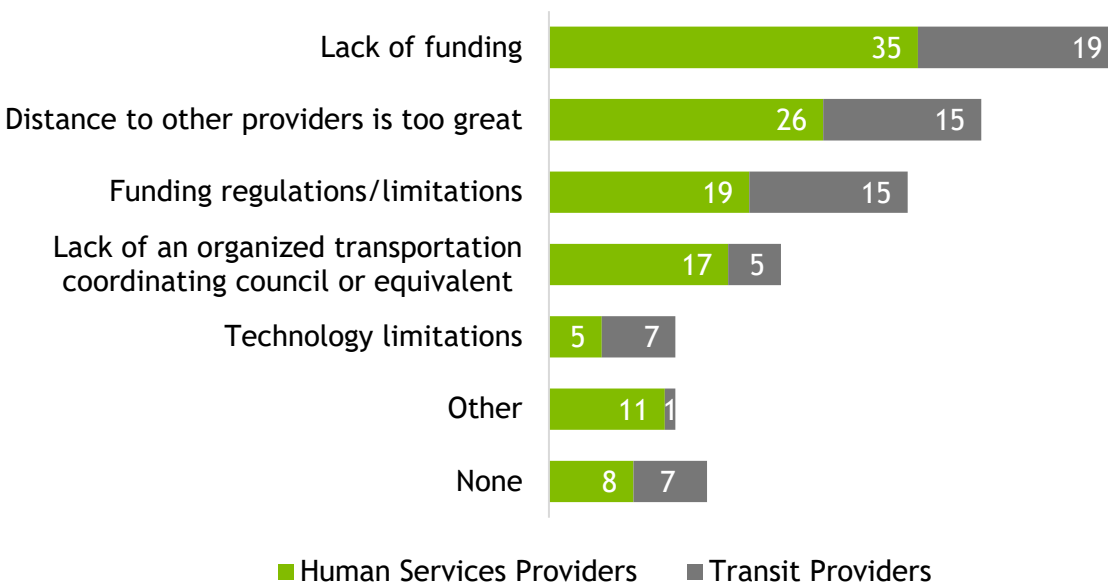


Figure 5-7
Barriers to Coordination Activities Survey Responses

5.3 The Landscape of Transit Management

Transit management across the state is a complicated landscape. There are many entities that provide transit management services and help coordinate providers and services to meet transportation needs in their areas. Each region and local community has a slightly different system for managing their transit providers, and more detailed information on these nuances can be found in the various Coordinated Public Transit and Human Services Transportation Plans for each TPR. This section includes a summary of the types of agencies and organizations that are providing transit management in their jurisdictions.

Regional and Local Coordinating Councils

Throughout Colorado, various regional and local coordinating councils organize, promote, oversee and/or implement the provision of coordinated transportation services in a defined area by facilitating collaboration among stakeholders. Regional and local coordinating councils in the state are working to create permanent organizational and staffing structures. This involves hiring a full-time mobility manager for each region who is tasked with coordinating duties and a

support staff for the local and/or regional coordinating councils. Having a fully staffed team working for the coordinating council is necessary to ensure more robust programs, outreach, and overall coordination. Notably, there are several coordinating councils in the state that do not have a mobility manager role; however, several of them do have a full-time position that performs similar duties.

Mobility managers are tasked with information sharing, training, and coordination efforts. Information sharing within a regional or local coordinating council takes the form of brochures/guides, online call centers, like 1-Click/1-Call, and mobility hubs. Training includes programs such as “Travel Training”, which helps passengers understand how to use the transit programs in their area. Training also includes programs like “Train the Trainer” where training is provided to coordinating council staff and volunteers. Coordination activities take place across local and regional coordinating councils and with the Colorado Mobility and Action Coalition (CMAC).

Efforts are being made to pursue joint grant applications and procurement, and to facilitate the sharing of vehicles, facilities, and information within regions. For example, the Mesa County Local Coordinating Council, as a part of the Grand Valley 2040 Regional Transportation Plan, detailed a series of implementation steps needed to pursue joint grant applications. The amount of resources and funding the coordinating council has plays a crucial role in how much coordination, education, and training they are able to provide.

All coordinating councils in the state reported information sharing and communication across different organizations and counties. This ranges from coordinating services and schedules, as seen in the Central Front Range, Eastern, Southeast, Southwest, San Luis Valley, and Gunnison Valley TPRs to more developed information sharing, like the 1-Click/1-Call Center in the NWCCOG Regional Transportation Coordinating Council. Other coordinating councils like the Regional Transit Coordinating Council of the SWCCOG have hosted Regional Transportation Forums where transit agencies participated in discussions regarding transit in the region.

Joint grant applications require a significant amount of coordination and are in the development phase for many coordinating councils in the state. Joint procurement has occurred in the councils of the Intermountain and Southwest TPRs, as well as the Grand Valley MPO and NFRMPO. The council of NWCCOG coordinated to purchase software for their region, while the San Luis Valley Coordinating Council has partnered with local entities to purchase fuel, demonstrating greater collaboration in order to use resources more efficiently in each respective region. Resource sharing of vehicles, staff, technology and other transit amenities is seen in the coordinating councils of the Southwest, Northwest, San Luis Valley, and Gunnison Valley TPRs. All TPRs in the state have established partnerships with nonprofits, human services, workforce centers, health organizations, and schools in their respective regions.

Next steps for the coordinating councils in the state include securing funding and hiring additional mobility managers and support staff. In addition, acquiring more funding to help develop websites, information sharing and communication with stakeholders and transit users is important for the growth of coordinating councils. Lastly, coordinating councils expressed interest in further facilitating partnerships across transit agencies to use resources more effectively and to better serve people in their region.

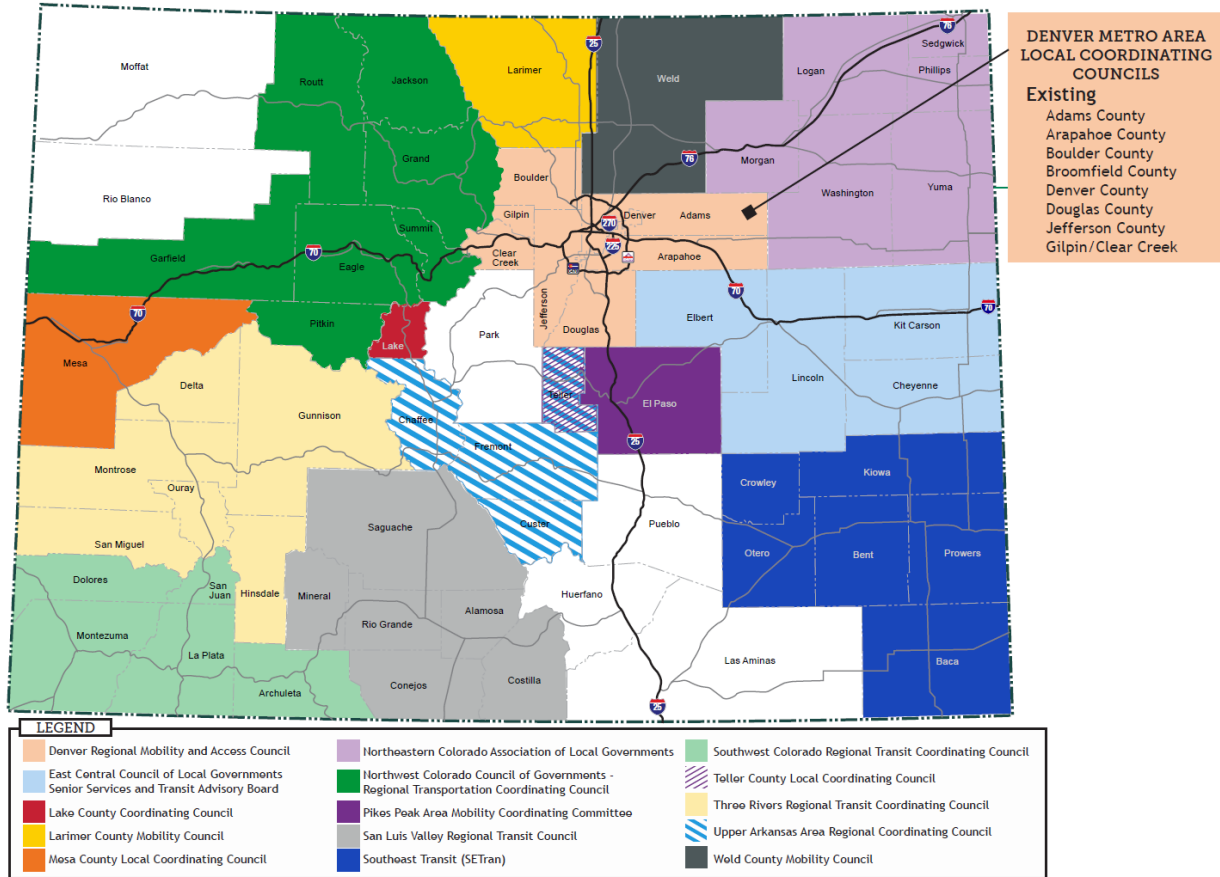


Figure 5-8
Summary of Coordinating Councils by TPR

Area Agency on Aging

An Area Agency on Aging (AAA) plans and provides comprehensive services to address the needs of a region’s population of older adults and people living with disabilities. Each AAA aims to assist the target population in maintaining maximum independence, health and personal well-being. One of the services that is top ranked by the target population is safe, reliable and affordable transportation. By exploring public and private funding opportunities, the AAAs continue to expand their role as a bridge between health and human services providers and transit agencies.

Community Centered Boards

There are 20 Community Centered Boards (CCBs) in Colorado. The Colorado Department of Health Care Policy and Financing oversees this program. CCBs support access to long term services and supports through Medicaid waivers for Home and Community Based Services for individuals with intellectual and developmental disabilities. Thousands of families in Colorado use CCB services. CCBs offer programs that help teach individuals to navigate public transportation to increase their independence. Many CCBs also offer transportation services for individuals 18 and older between their homes and program or work settings.

Workforce Centers

Workforce Centers help people look for work, keep jobs and build careers while developing new skills. Many Workforce Centers offer basic support services such as transportation over the course of their preparation for employment.

Planning and Management Regions

Colorado has 14 planning and management regions. Each region coordinates their own plans for addressing issues faced in their region as well as creating goals. Issues covered in their plans typically include transportation, economic development, housing, agriculture, and health.

Section 6

Glossary of Terms

6.1 Transit Provider Metrics

Operating cost/budget - An agency's cost to operate service, including administrative costs, but not capital expenses.

Ridership - This is the same as annual unlinked passenger trips, which is the number of passengers who board public transportation vehicles. Passengers are counted each time they board a vehicle no matter how many vehicles they use to travel from their origin to their destination.

Vehicle revenue hours - The combined hours that each vehicle travels when in revenue service, i.e., available to the general public and there is an expectation of carrying passengers.

Vehicle revenue miles - The combined miles that vehicles travel when in revenue service, i.e., available to the general public and there is an expectation of carrying passengers.

6.2 Types of Transit Service

Bus rapid transit (BRT) - A fixed-route bus mode that operates frequent service (short headways) and includes features that emulate rail transit modes, like exclusive travel lanes, level boarding, and off-board fare payment.

Commuter bus - A fixed-route bus mode that primarily connects outlying areas with a central city through bus service that has longer stretches of closed-door service than a local bus would.

Demand response - Includes automobiles, vans, or small buses dispatched by request to pick up passengers and transport them to their destinations.

Deviated fixed-route bus - A bus route that operates on a designated route with preset stop locations and may deviate from the route when requested to pick up or drop off passengers at a location not on the designated route, but within a designated area.

Fixed-route bus - A bus route that operates on a designated route with preset stop locations.

Specialized services - Transportation services provided exclusively to an eligible segment of the population, such as people 60 years and older or people with a disability.

6.3 Types of Indirect Transportation Service

Bus passes or tickets - An agency provides free or reduced transit fares for individuals they serve to access public transit service to meet specific transportation needs.

Contract with other providers - An agency that does not directly provide transportation, but contracts with another agency to provide transportation for the people they serve.

Vouchers or reimbursement - An agency provides vouchers or reimbursement to individuals they serve to offset the cost of gas, car repair, or other transportation costs to meet specific transportation needs.



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