

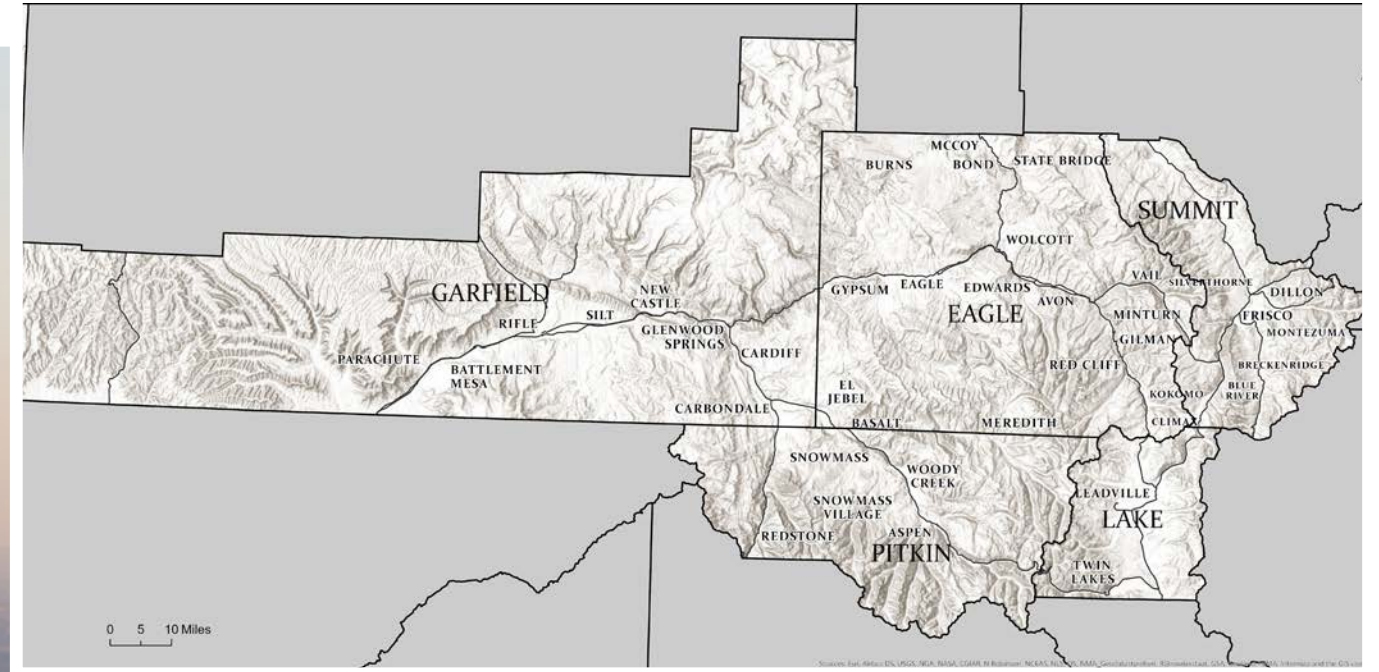


# INTERMOUNTAIN Coordinated Public Transit & Human Services Transportation Plan

**Adopted October 2020**



Battlement Reservoir  
Photo Credit: Visit Rifle



# Intermountain Coordinated Public Transit & Human Services Transportation Plan

The Intermountain (IM) Transportation Planning Region (TPR) includes Eagle, Garfield, Lake, Pitkin, and Summit Counties. The Region is made up of more than 30 incorporated towns and cities. Aspen, Breckenridge, Eagle, Frisco, Glenwood Springs, Silverthorne, and Vail are the biggest towns and cities in the Region. 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 IM 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 IM 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 toward the long-term implementation of the Region’s unique transit vision and goals.

## IM Transit Vision

Provide an integrated transit network that offers access and connectivity to, from, and within the Region to enhance quality of life for all residents, businesses, employees, and visitors.

## IM Transit Goals

1. Improve connectivity and coordination between regional transit and transportation systems to better provide access to jobs, recreation, education, health and human services, and medical facilities.
2. Ensure transit is a competitive transportation choice for all users, and support and plan for increasing shifts away from the single-occupant vehicle.
3. Enhance local and regional transit service to provide congestion relief.
4. Ensure transportation/mobility options are available for transit-dependent populations.
5. Coordinate land use and multimodal transportation planning to enhance connectivity and attractiveness of transit.
6. Support transit investments that attract tourists and contribute to the economic vitality of the Region and state.

# Regional Snapshot

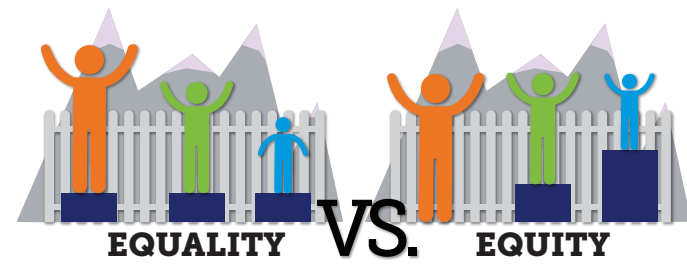
Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the IM 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
- Communities of color
- 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.

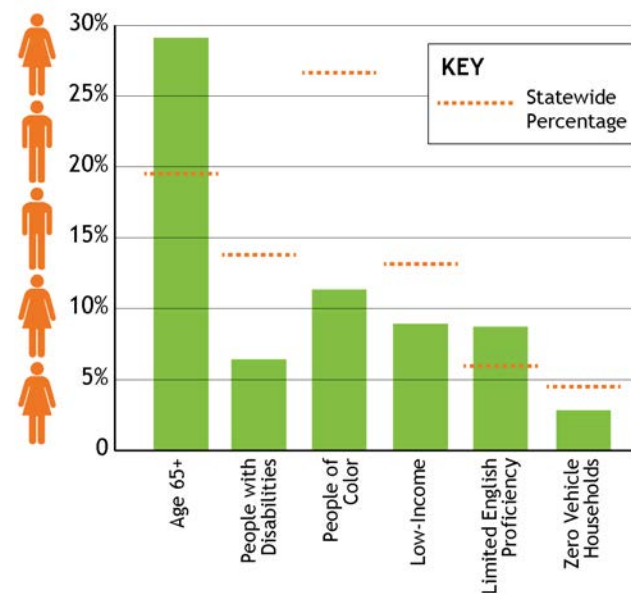


**EQUALITY** VS. **EQUITY**

When everyone is treated the same

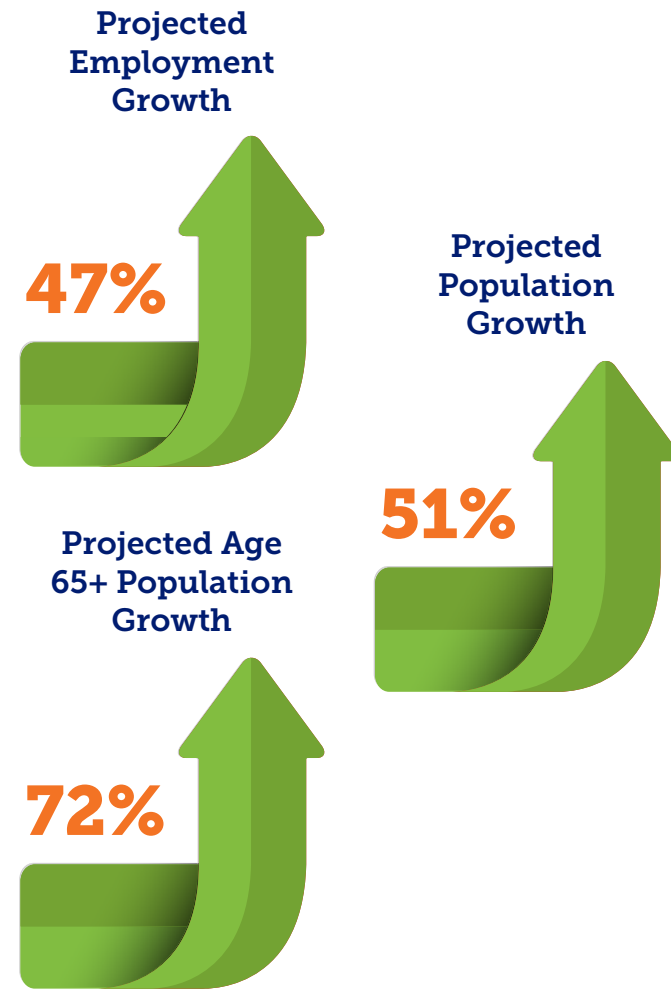
When everyone is given what they need to be successful

## IM TPR Historically Underrepresented Populations

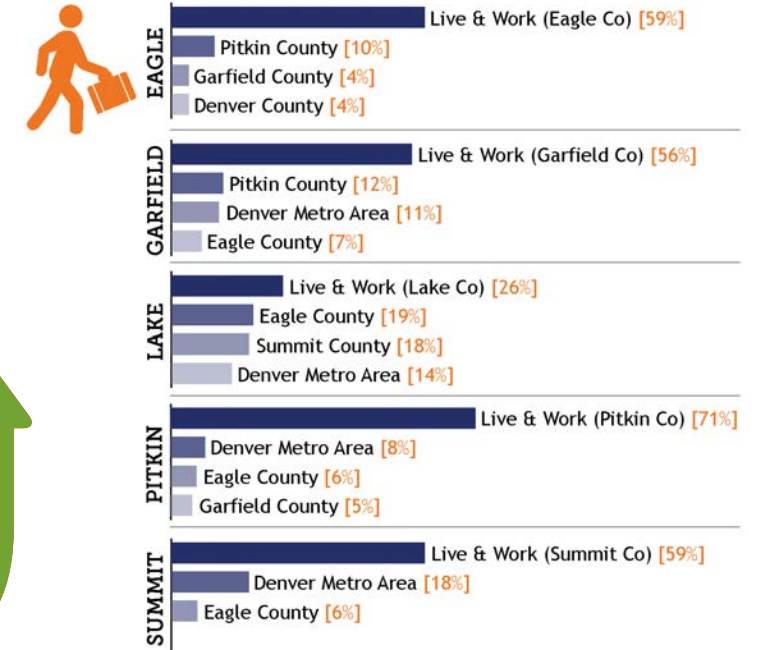


Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

## Population & Employment Projections through 2045

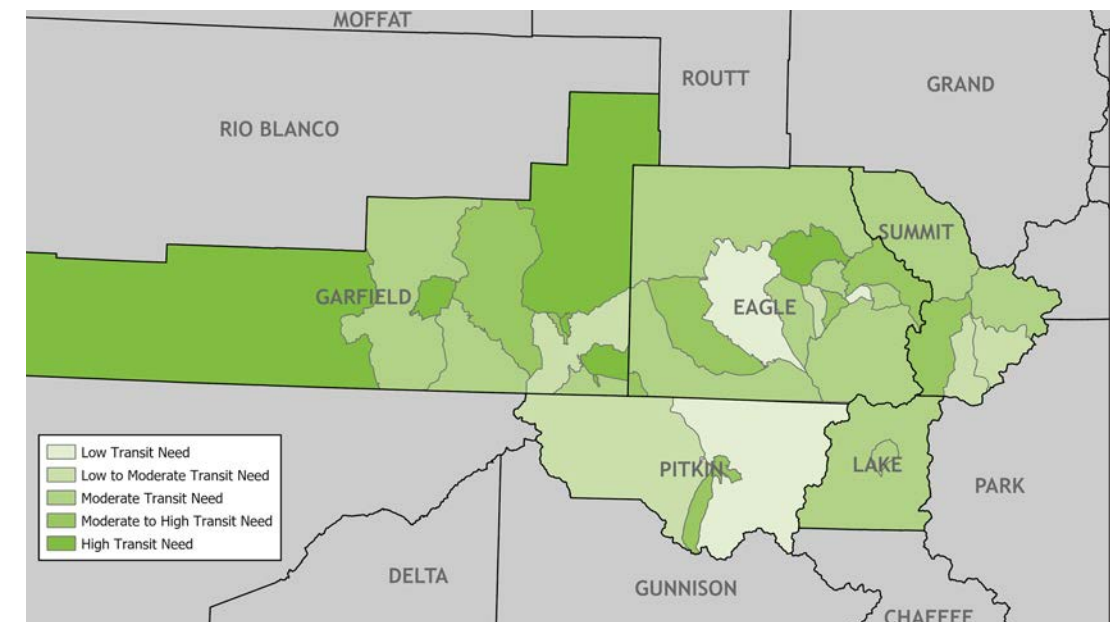


## Where People Travel to Work (by County)



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

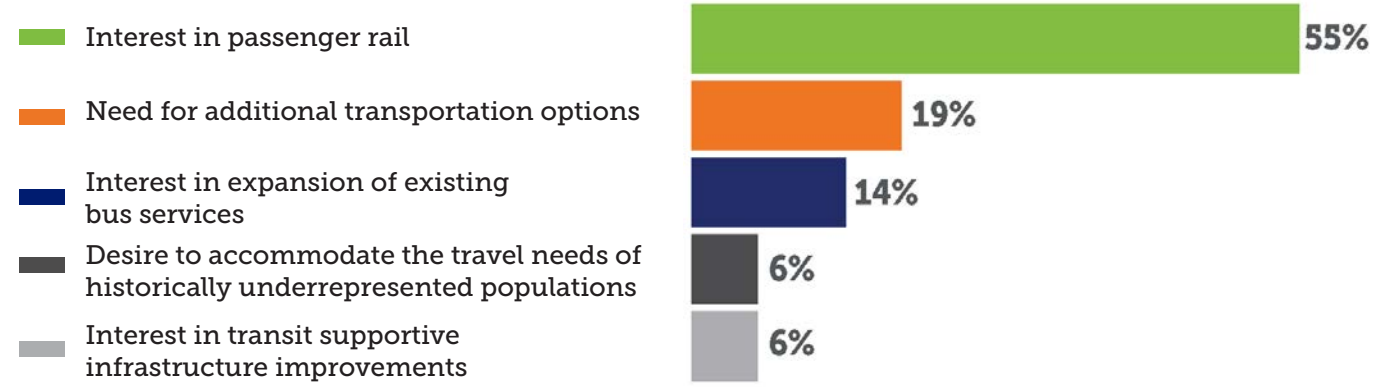
## Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

# 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 IM 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:



Source: 2019 Your Transportation Plan Public Input



Colorado Municipal League - Breckenridge Conference  
Photo Credit: CDOT

# 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 IM TPR.

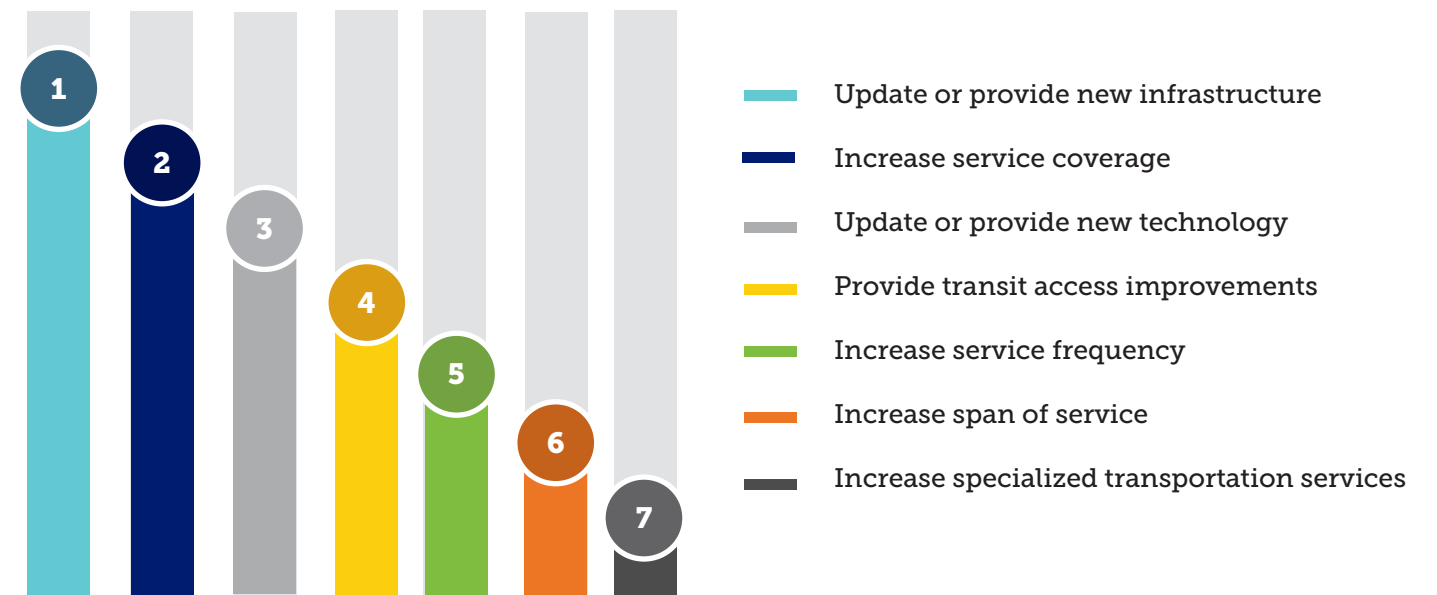
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

# Transit Provider Desired Transit Improvements

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



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 the need for trips to get to community events. Overall, people said they have less trouble finding transportation for a lot of the trips they want or need to make since the last survey in 2014. Findings from the 2019 survey relevant to the IM TPR are found below.

### Barriers to Using Public Transportation Services



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The most common barrier identified in the IM TPR related to public transportation was coverage of existing services. Other common barriers included span of service and distance from stops and stations. IM TPR respondents ranked every barrier higher than the statewide average.

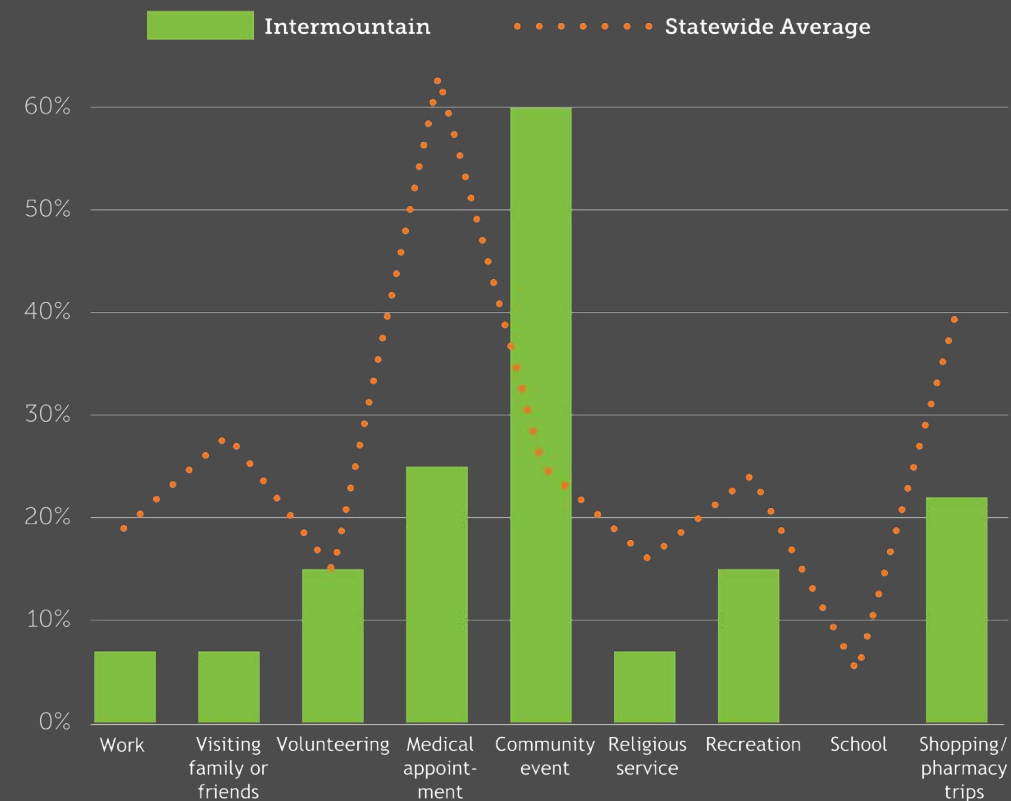
### Do you ever have trouble finding transportation for trips you want or need to make?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

IM TPR survey respondents had a similar proportion of people who said they never have trouble finding transportation for trips as the statewide average. However, more people said they sometimes have trouble finding transportation for trips they want or need to make compared to the statewide average.

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



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The IM TPR survey respondents said they have trouble finding transportation for community events, medical appointments and shopping trips. The need for community event trips is nearly 35 percent higher than the statewide average.

# Existing Providers & Coordination Activities

All transit service provider information and associated data for the IM 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.

## Interregional Public Transit

**Bustang** - Bustang is an interregional bus service operated by CDOT. The Bustang West Line connects Denver and Grand Junction and has six stops in the IM TPR. Bustang offers three round trips between Vail and Denver, two round trips between Glenwood Springs and Denver, and one round trip between Grand Junction and Denver daily.

*Intermountain TPR stops:* Frisco, Vail, Eagle, Glenwood Springs, Rifle, and Parachute

**Snowstang** - CDOT initiated Snowstang service in December 2019 to connect the Denver Metro Area with Arapahoe Basin and Loveland resorts. The service operates on weekends and major holidays during the winter season.

*Intermountain TPR stops:* Arapahoe Basin and Loveland

**Summit Stage** - Summit Stage is operated by Summit County and operates primarily in the IM TPR. In addition to its local and regional services within the IM TPR, Summit Stage operates an interregional route to Park County that runs three buses between Fairplay, Alma, Blue River, and Breckenridge.

*Intermountain TPR stops:* Blue River and Breckenridge

## Intercity Transit

Amtrak and Greyhound both service the IM 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.

*Intermountain TPR stop:* Glenwood Springs

### Greyhound

Greyhound operates a route from New York City, New York, to Los Angeles, California, through Colorado with two buses per day in each direction. The route serves six stops in Colorado.

*Intermountain TPR stops:* Frisco, Vail, Glenwood Springs

DEFINITIONS

### 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).

**Vanpools:** 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.

# Interregional, Regional, & Local Transit Providers

The IM TPR has a range of public transit providers and services, including fixed-route bus, deviated fixed-route bus, commuter bus, bus rapid transit (BRT), on-demand transit, and some specialized services.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
Town of Avon	Municipality		Daily (6:30AM - 10:00PM)	Free	424,696	\$1,334,966	204,661	14,365
Town of Breckenridge (Free Ride)	Municipality		Daily (6:15AM - 11:20PM)	Free	1,174,127	\$4,292,123	498,839	52,224
Town of Snowmass Village (Village Shuttle)	Municipality		Daily (6:45AM - 2:00AM)	Free	531,940	\$3,429,838	370,084	35,825
Roaring Fork Transportation Authority (RFTA)	Multi-county: Garfield, Pitkin (part of Eagle)		Daily (4:00 AM - 3:37 AM)	\$1-10/ride Aspen/ Snowmass Village routes & Carbondale Collector are free	4,969,920	\$32,342,251	4,703,371	264,173
City of Glenwood Springs (Ride Glenwood)	Municipality		Daily (6:53AM - 7:53PM)	\$1/day (unlimited rides)	169,868	\$1,271,292	119,766	9,814
Summit County (Summit Stage)	Multi-county: Summit, Lake, Park  Interregional Service to Central Front Range		Daily (5:15AM - 1:40AM)	Free, except Lake County Commuter (\$5/trip) and Park County Commuter (\$2/trip)	1,697,776	\$10,579,762	1,670,783	84,929
Lake County (Operated by Summit Stage)	Regional		Daily - 5:20AM-12:36AM (four buses each direction)	\$5/trip	32,475	\$303,639	120,978	3,460
Eagle County Regional Transit Authority (ECO Transit)	Multi-county: Eagle, Lake		Daily (5:00AM - 12:48AM)	\$4-7/trip	1,058,885	\$10,091,853	1,984,302	85,189
Town of Vail (Vail Transit)	Municipality		Daily (6:00AM - 1:20AM)	Free	3,239,046	\$5,363,851	983,405	87,855
City of Aspen	Municipality		M-Sa (6:30AM - 12:20AM)	Free	[Included in RFTA Numbers]	[Included in RFTA Numbers]	[Included in RFTA Numbers]	[Included in RFTA Numbers]

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

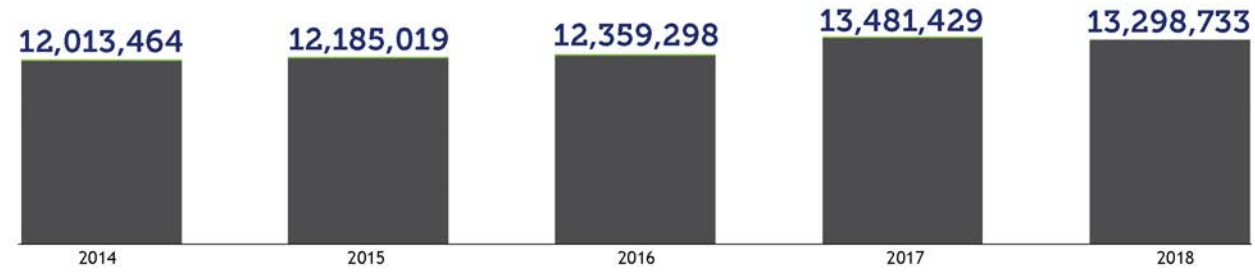
## Legend

- Fixed Route Bus
- Demand Response
- Commuter Bus
- Deviated Fixed-Route Bus
- Specialized Services
- Bus Rapid Transit

## 5-Year Historic Operating Data

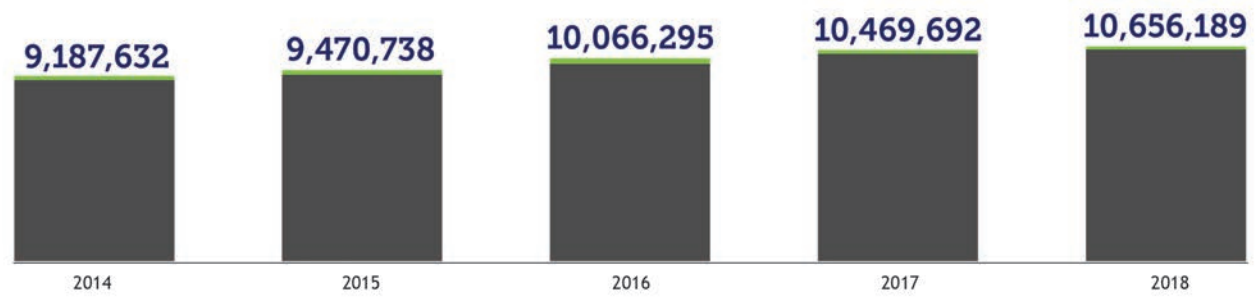
Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the IM TPR show gradual growth since 2014.

### Total TPR Annual Ridership



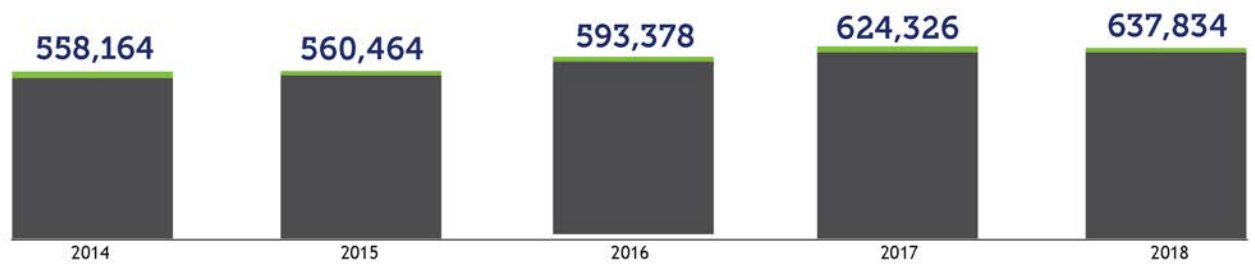
11%

### Total TPR Vehicle Revenue Miles



16%

### Total TPR Vehicle Revenue Hours



14%

Demand Response
  Fixed-Route Bus

Source: 2014-2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey



RFTA Bus  
Photo Credit: Mass Transit

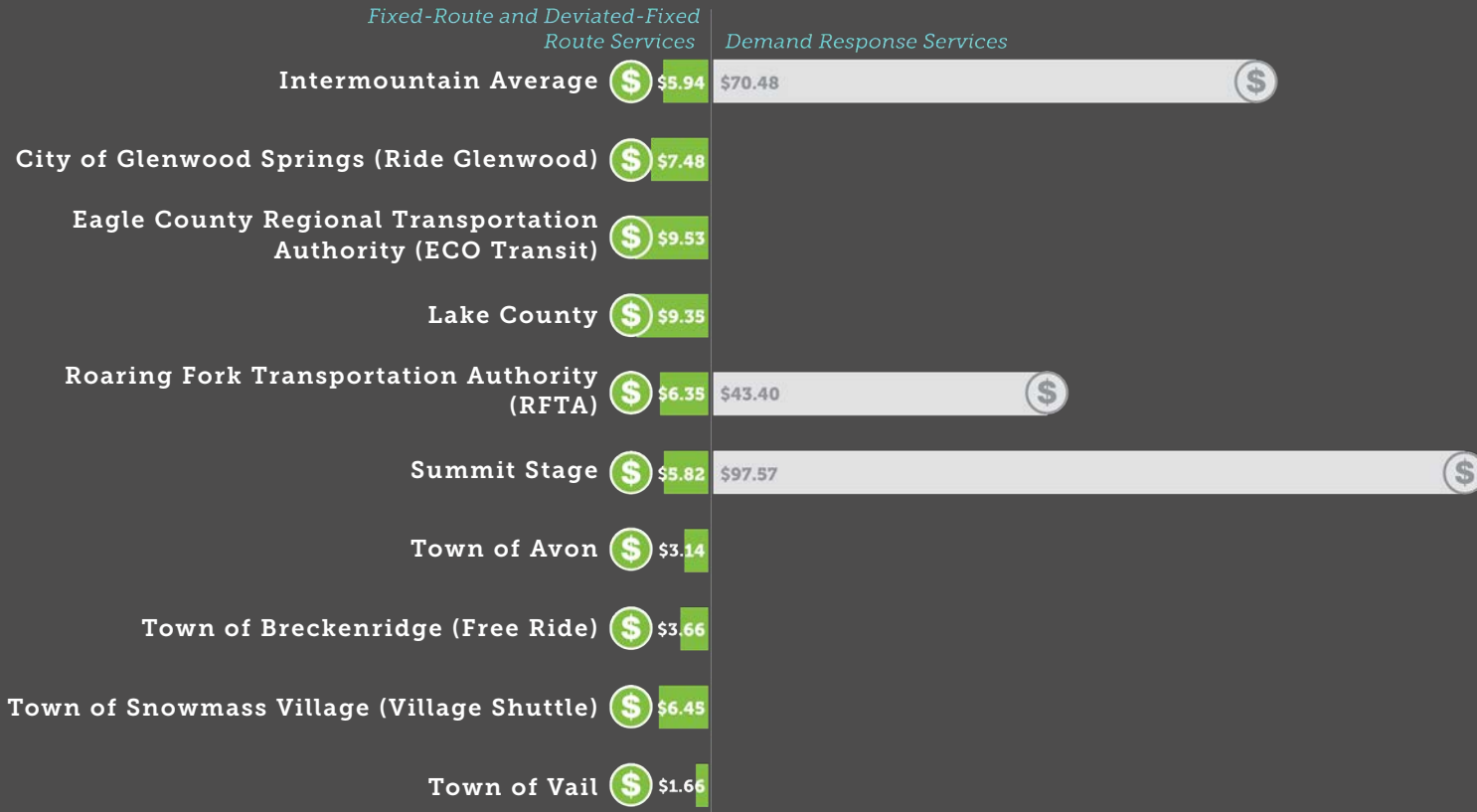


Frisco Main Street  
Photo Credit: The Town of Frisco

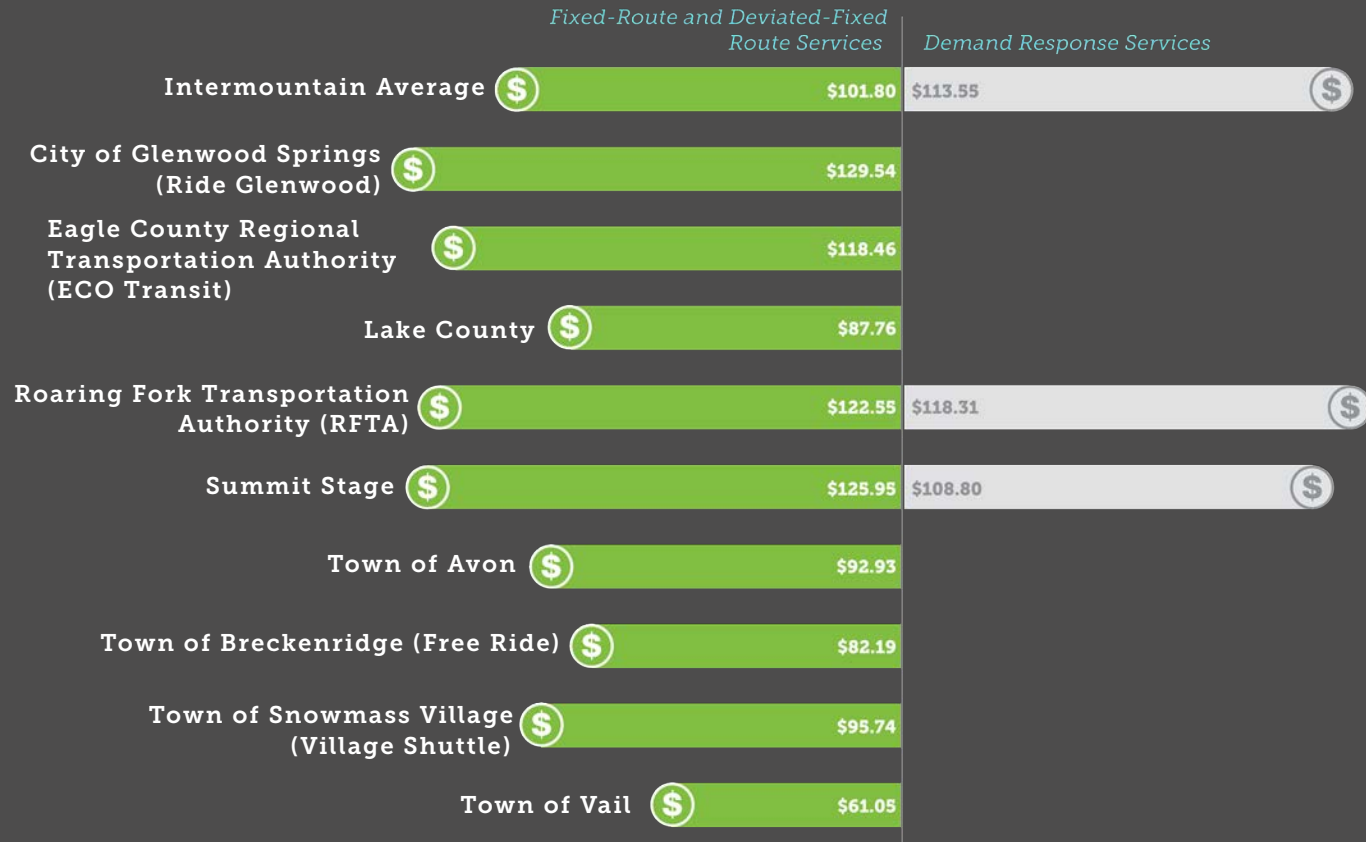
# Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. IM TPR cost/trip, cost/revenue hour, and cost/revenue mile are shown below.

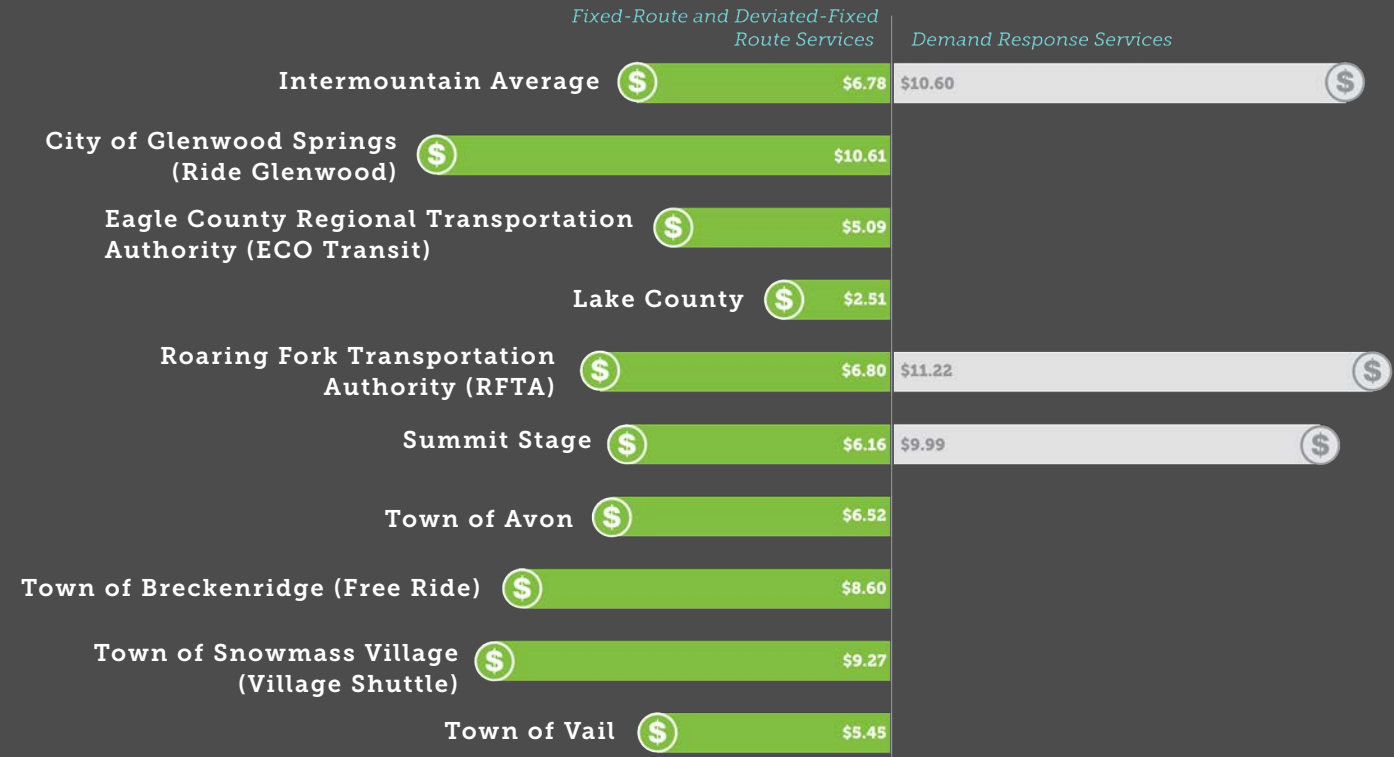
## ANNUAL COST/TRIP



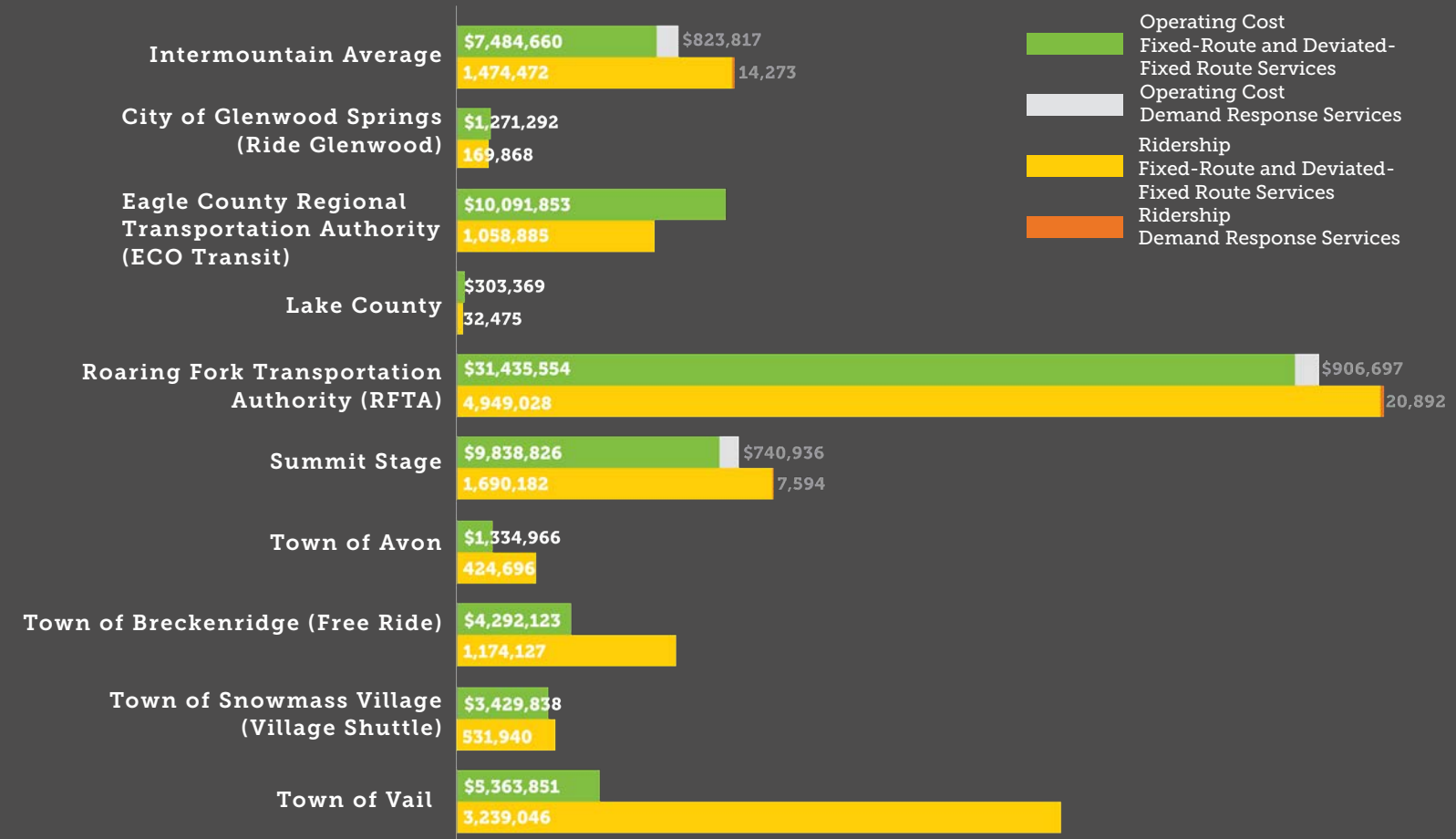
## ANNUAL COST/REVENUE HOUR



## ANNUAL COST/REVENUE MILE



## ANNUAL RIDERSHIP AND OPERATING COST METRICS





## Human Services Transportation Providers

Several human services agencies operate transportation services in the IM 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 below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service	Approximate Passenger Trips/Year
Mountain Valley Development Services	Multi-county: Pitkin, Garfield, Eagle, Lake (medical appointments outside these counties)	Daily	People with intellectual and developmental disabilities		Not available
A Little Help	Roaring Fork Valley	Based on available resources and client needs	Older adults (60+)		Not available
Alpine Area Agency on Aging	Multi-county: Eagle, Grand, Jackson, Pitkin, Summit	M-F	Older adults (60+)		8,000
Eagle County Public Health and Environment	Eagle County	M-F	People with disabilities, older adults (60+)		Not available
Garfield County Department of Human Services (Garfield County Traveler)	Garfield County	Based on available resources and client needs	People with disabilities, older adults (60+), low-income populations, veterans, Medicaid recipients, adult/child protection		Not available
Lake County Department of Human Services	Lake County	Daily	People with disabilities, older adults (60+), low-income populations, veterans, Medicaid recipients, vulnerable adults, children, and families		200
Lake County Senior Center	Multi-county: Chaffee, Eagle, Lake, Summit	M, Tu, Th, F	Older adults (60+)		50
Northwest Colorado Center for Independence (NWCCI)	Multi-county: Routt, Summit, Grand, Moffat, Rio Blanco	Based on available resources and client needs	Older adults (60+), people with disabilities, veterans		Not available
Pitkin County Senior Services	County	Based on available resources and client needs	Older adults		Not available
Summit County Community and Senior Center	County	Based on available resources and client needs	People with disabilities, older adults (60+), low-income populations, veterans		80

Source: 2019 Statewide Transit Plan Provider Survey

### Legend

- Fixed Route Bus
- Demand Response
- Vouchers or Reimbursement
- Bus Passes or Tickets
- Specialized Services
- Contract with other Providers

## Private Transportation Providers

The IM TPR has variety of private, for-profit transportation providers. The existing known providers that operate airport shuttles, taxis, or ride hailing services are Colorado Mountain Express, Eagle Vail Express, Fresh Tracks, High Mountain Taxi, Jake's Mountain Shuttle, Lyft, Mountain Shuttle/Peak One Express, Powderhound Transport, Ride Taxi, Summit Express, Uber, and Valley Taxi. Resort transportation services are provided by Beaver Creek Village Transportation, Copper Mountain Resort Shuttle, and Keystone Resort Shuttle.

## State of Good Repair Data

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 25 percent of CDOT tracked transit vehicles in the IM TPR are beyond their state of good repair.

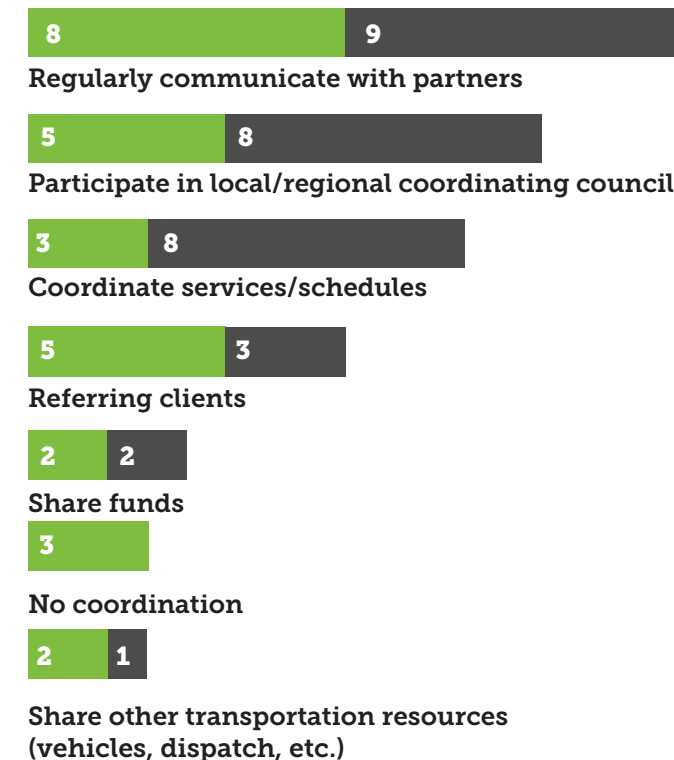
Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Town of Avon	10	2	20%	\$987
Town of Breckenridge (Free Ride)	16	3	19%	\$1,330
Town of Snowmass Village	29	3	10%	\$345
Roaring Fork Transportation Authority (RFTA)	149	43	29%	\$15,281
City of Glenwood Springs	3	2	67%	\$987
Summit County (Summit Stage)	42	11	26%	\$5,077
Eagle County Regional Transit Authority (ECO Transit)	36	2	1%	\$987
City of Aspen	25	14	56%	\$4,259
Town of Vail	32	2	1%	\$987
Mountain Valley Developmental Services	26	6	23%	\$237
<b>TOTAL - Intermountain TPR</b>	<b>368</b>	<b>88</b>	<b>25%</b>	<b>\$30,487</b>

Source: CDOT Statewide Transit Asset Inventory, July 2019

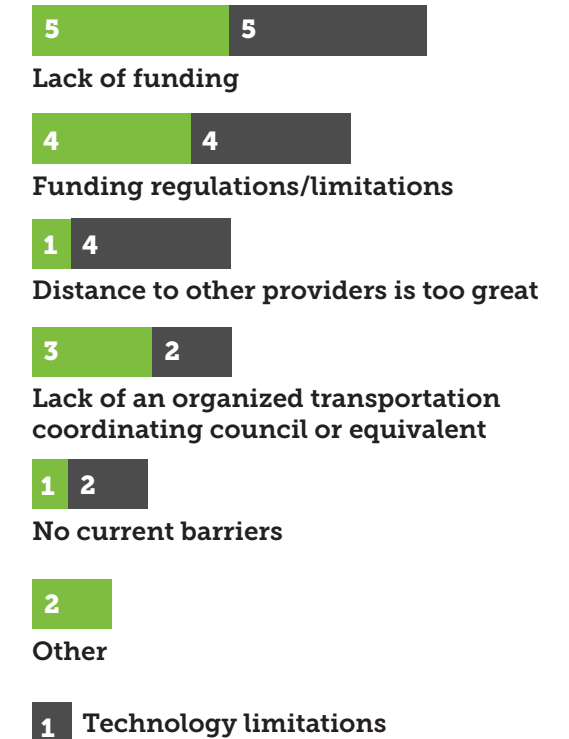
## Regional Coordination Activities

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 IM TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the IM TPR about coordination to better understand current activities and identify barriers.

### Current Coordination Activities



### Barriers to Coordination Activities



Source: 2019 Statewide Transit Plan Provider Survey

## Local/Regional Coordinating Council

A Regional Transportation Coordinating Council (RTCC) was developed for the Region in 2010 with a mission 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 Region meets quarterly to work on strategic coordination projects to assist the streamlining of transportation information and services to residents, employees, and visitors. These meetings are organized by the Northwest Colorado Council of Governments (NWCCOG).

## Mobility Management

In July 2012, the NWCCOG hired a mobility manager to streamline coordination efforts in the Region. The mobility manager continues to work across two TPRs - NW TPR and IM TPR. The counties served by the NWCCOG include Garfield, Pitkin, Eagle, Summit, Grand, Jackson, and Routt Counties. The NWCCOG mobility manager leads the activities of the RTCC, manages the Mountain Ride Transportation Resource Center’s One-Call/One Click program, maintains the regional transportation services inventory - including both human services agencies and transit providers - and continues to work with partner organizations to expand coordination of, and access to, existing and new resources.

## Coordinating Services

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 travel training (helping passengers understand how to connect across the Region through different transit services) and “training the trainer” programs. This effort is demonstrated by Mountain Ride Transportation Resource Center, where they provide Ride Resources on their website, detailing information about:

- Getting started
- Fixed-route transit
- Demand-response transit
- Volunteer drivers
- Other options
- Social services

## Other Partnerships

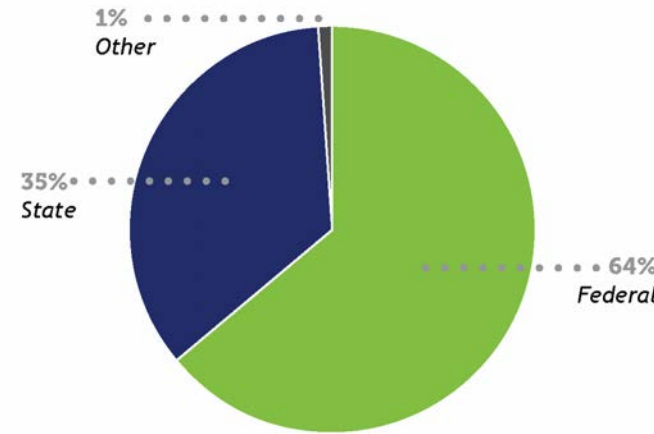
ECO Transit, City of Glenwood Springs, Town of Snowmass Village, Town of Avon, Summit Stage, Eagle County PHE, Garfield DHS, Lake County DHS, Town of Vail, and Breckenridge Free Ride all reported regularly communicating and coordinating services/schedules with providers in their Region. Alpine Area Agency on Aging, Summit County Community and Senior Center, NWCCOG, Lower Valley Trail Association, Frisco Workforce Center, and the Town of Carbondale all report regularly communicating with providers in the Region. The following is a list of some additional coordination activities that occurred in 2019 based on input gathered from the 2019 Statewide Transit Plan Provider Survey.

- Summit Stage and ECO Transit hire from the same bus driver pool.
- Town of Snowmass Village provides year-round employment by operating regional service in the off seasons.
- Town of Snowmass Village coordinates with the County Health and Human Services Senior Center to provide local rides.

## Financial Snapshot

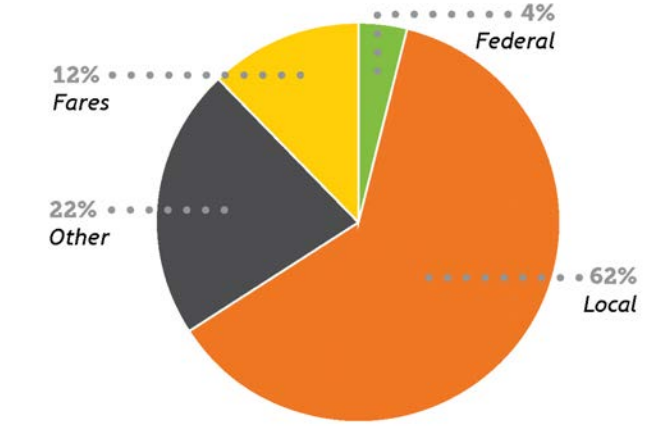
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, most of the IM TPR’s capital revenues come from federal sources and over half of its operating revenues were from local funds. Operating revenues were supplemented by state and local funds, fares, donations and partnerships.

### Capital Revenue Sources



Source: 2014-2018 National Transit Database 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

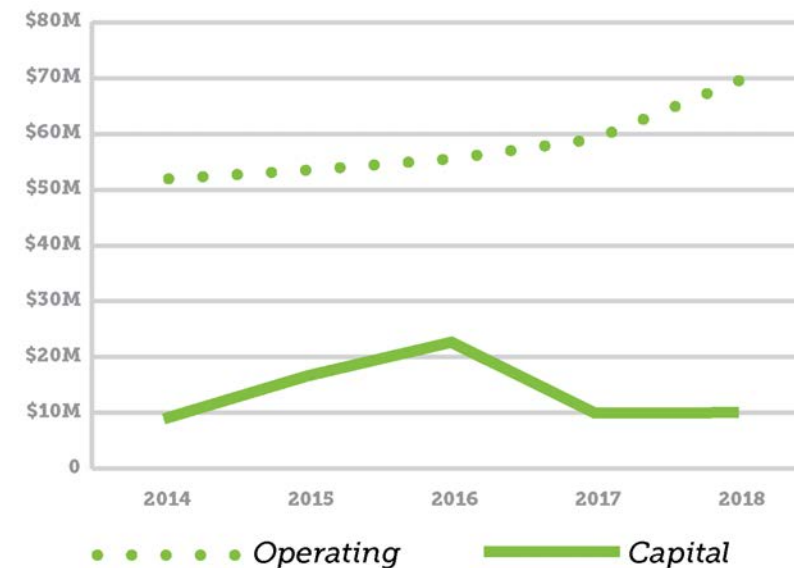
### Operating Revenue Sources



Source: 2014-2018 National Transit Database 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

### Historic Revenue Data

The chart below shows five-year IM TPR operating and capital funding trends. Operating funds increased by approximately 40 percent since 2014. Over the five-year period capital funding grew in 2016 and then remained at \$10 million over the next two years.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

### Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by IM TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See pages 23-27 for the full list of additional project needs.

**Capital Project Needs: \$724.3M**  
**Operational Project Needs: \$75.3M**  
**Total Identified Need: \$799.6M**

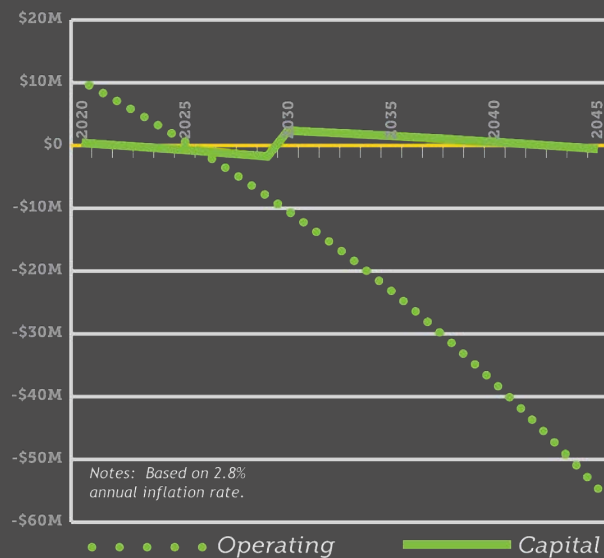
## Regional Transit Revenue Trends

### Annual Operating/Capital Projections

Annual operating and capital funding projections for the IM 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 IM 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

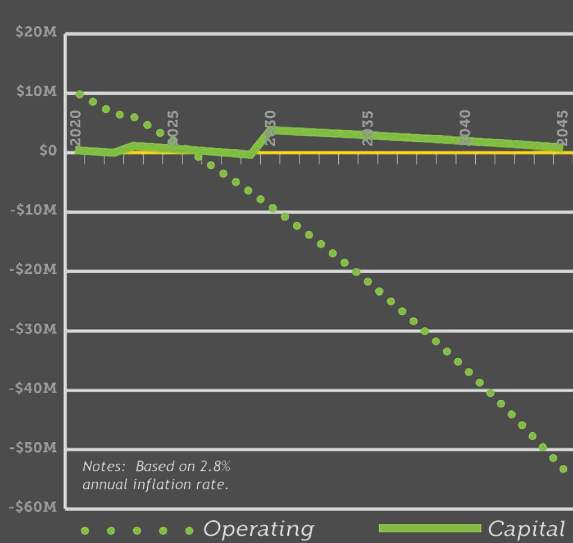
Projected Surpluses/Deficits 2020-2045



Source: CDOT

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

Projected Surpluses/Deficits 2020-2045



Source: CDOT

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 slightly 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. While capital revenues continue to see a slight decline through 2045, projections indicate that the Region largely maintains a surplus - or at minimum meets the status quo - through the planning horizon.

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. Operating revenues present the largest risk for the IM TPR through 2045. Given that over 60 percent of the Region's operating revenues come from local sources, it is important to continue to explore new funding opportunities and partnerships.

## 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. However, the IM TPR has a very high proportion of operating funds that come from local sources. 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, including 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
- Tourism 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)

## INTERMOUNTAIN TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with \$11.98 million allocated to the IM TPR over four years. Projects include:

- Replacement of underground fuel tanks at RFTA's Aspen Maintenance Facility
- Design of larger, upgraded Summit County Transit Operations Center
- Design and construction of the Frisco Transit Center (Phase 2)
- Partner/capital call for projects (TBD)



Glenwood Springs  
Photo Credit: Colorado.com

## 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 23-27)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local, regional, and interregional services to support the needs of residents, employees, and visitors
- Advance the transition of fleets to electric/alternative fuels and facilitate implementation of supporting infrastructure
- Invest in transit facility infrastructure improvements to increase the attractiveness of transit (e.g., park-n-rides, bus stops, signage)
- Capitalize on new and emerging technologies to maximize service efficiency
- Integrate bicycle and pedestrian improvements in all projects to improve access to transit
- Coordinate with CDOT and regional partners to enhance and expand transit centers/mobility hubs in the Region
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand overall 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, IM 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.

INTERMOUNTAIN TRANSIT PROJECT LIST

Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1001	New Interregional Transit Service between Summit County and Colorado Springs	Interregional transit service connecting Summit County, Fairplay, Hartsel, and Colorado Springs; 5 days per week, 4 trips per day	\$0.40	\$0.30	
1032	Essential Bus Service between Craig and Frisco (Proposed Outrider Service)	New Outrider bus service between Craig and Frisco; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$2.21	
1033	Essential Bus Service between Craig and Vail (Proposed Outrider Service)	New Outrider bus service between Craig and Vail; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$1.81	
1034	Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	New Outrider bus service between Salida and Leadville; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$0.90	
1040	Essential bus service between Glenwood Springs and Grand Junction (Proposed Outrider Service)	New Outrider bus service between Glenwood Springs and Grand Junction; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$1.35	
1136	Avon Transit Bus Shelters	Construct nine bus shelters	\$0.27	---	
1137	Beaver Creek Boulevard Bus Pullouts	Construct and extend three bus pullouts on West Beaver Creek Boulevard	\$0.15	---	
1138	Avon Transit Bus Pullouts	Construct five new bus pullouts to support two-way operations	\$0.25	---	
1139	Avon Transit Regional Transportation Center Electric Charging	Install electric charging station at Avon Regional Transportation Center (24 Stations)	\$0.50	---	
1140	Avon Transit Fleet Electrification	Convert nine diesel buses to electric buses	\$7.20	---	
1141	Eagle County US 6 Bus Rapid Transit	Improve US 6 to include raised platforms and protected travel lanes; install electric bus charging infrastructure and purchase additional electric buses	\$88.40	---	
1142	Eagle County Lake Creek Apartments Multi-use Transit Center	Improve existing Lake Creek Apartments stop with a new shelter, restrooms, improved bus turnaround, electric charging infrastructure and meeting/multi-functional space	\$7.00	---	
1143	Gypsum Park-n-Ride	Parking lot, bus lane, and transit shelter	\$0.70	---	
1144	Vail Transportation Center Overhead Electric Charging Infrastructure	Install overhead electric charging infrastructure on top deck of Vail Transportation Center for electric bus operations	\$0.50	---	
1145	Multimodal Facility Near Dowd Junction Interchange	Develop a multimodal facility at the USFS Meadow Mountain parcel adjacent to the Dowd Junction interchange	\$3.00	---	
1146	Glenwood Springs Electric Buses and Charging Infrastructure - Hanging Lake Service	Purchase of three electric buses and charging infrastructure for new shuttle service to Hanging Lake	\$4.30	---	
1147	Vail Transit Bus Electrification	Bus upgrades	\$6.00	---	
1148	Vail Transit Electric Bus Charging Infrastructure	Infrastructure improvements for electric charging	\$1.00	---	
1149	Eagle County Interchange Park-n-Rides/Transit Center Improvements	Park-n-Rides adjacent to I-70 at interchanges within Eagle County; transit centers with structured lots (Gypsum, Eagle, Wolcott, Edwards, Avon, Minturn)	\$5.00	---	

### Legend

- Public Health
- Economic Vitality
- Quality of Life
- Asset Management
- Mobility
- Tourism
- Aviation
- Environmental

INTERMOUNTAIN TRANSIT PROJECT LIST

Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1150	Eagle County Bus Fleet Electrification of Bus Fleets	Replace bus fleets in Eagle County with electric buses; provide charging stations and necessary infrastructure	\$30.00	---	
1165	Summit County Transit and Operations Center Design and Engineering	Design of larger, upgraded facility necessary to accommodate all Summit Stage buses, support vehicles, and office space. Upgraded facility will enable Summit County to transition fleet to Battery Electric Buses	\$0.50	---	
1167	New Local Fixed-Route Circulator Transit Service between Parachute and Rifle	Implement new circulator bus service from Parachute to Rifle	\$1.10	---	
1168	New Castle Autonomous Circulator Bus		\$0.50	---	
1169	New Castle Park-n-Ride Expansion	New surface parking or structured parking on existing Park-n-Ride	\$1.52	---	
1170	Silt, Rifle, and Parachute Park-n-Ride Improvements	New construction, improvements, and expansions to Park-n-Rides in Silt, Rifle and Parachute	\$2.70	---	
1175	Acquisition and Improvements of Fairplay Bus Barn	Acquisition and improvement of CDOT owned property (850 Hathaway). Partnership with Park County, CDOT Region 2, Bustang Outrider	\$2.00	---	
1176	SH 9 Park-n-Ride (at County Road 1)	Acquisition and paving of CDOT owned parcel at SH 9 and CR1; partnership with Park County, CDOT Region 2, Bustang Outrider	\$3.30	---	
1177	Essential Bus Service between Fairplay and Breckenridge (Proposed Outrider Service)	New Outrider bus service between Fairplay and Durango; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$0.33	
1179	Breckenridge Gondola Lots Parking/Transit Station	New transit station	\$10.00	---	
1180	Breckenridge Charging Infrastructure in Bus Storage Facilities	Expansion of bus storage facilities to include charging stations for overnight and possible on-route charging	\$1.50	---	
1181	Breckenridge Parking Feasibility Study for Ice Rink	Hire a consultant to review the feasibility of a multimodal parking structure at the Ice Rink	---	\$0.10	
1182	Breckenridge Technology and Capital Improvements	Phase 1 - purchase of capital technology costs (completed in 2017 (500K in local funds); phase 2 - purchase additional technology for new buses, arrival signs, transit wayfinding, branding and new displays for services; phase 3 - signs and technology needed for new buses and shelters	\$3.00	---	
1183	Breckenridge New Shuttles for Upper Warriors Mark Service	Purchase six 15 passenger vans to run the Upper Warriors Mark service	\$1.00	---	
1184	Breckenridge Replacement of 15 Diesel Buses with Electric	Replace 15 diesel buses with electric - using the difference in the cost at 350,000 for each bus	\$5.20	---	
1185	Breckenridge Fleet Maintenance and Public Works Administration Building Expansion	Expansion of fleet maintenance personnel and facilities to support additional fleet (buses and smaller transit vehicles); additional office space for public works personnel and expansion for the public works administration office	\$5.00	---	
1187	Breckenridge Bus Storage Facility	Merge with ski area will require a new bus storage facility	\$5.50	---	
1188	Breckenridge McCain Parking/Transit Station	Multimodal parking structure/transit station at McCain property with en route charging for electric buses	\$15.00	---	
1189	Breckenridge Ice Rink Lot Parking/Transit Station	Multimodal parking structure/transit station at Ice Arena with en route charging for electric buses	\$21.00	---	

Legend

- Public Health
- Economic Vitality
- Quality of Life
- Asset Management
- Mobility
- Tourism
- Aviation
- Environmental

INTERMOUNTAIN TRANSIT PROJECT LIST

Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1190	Breckenridge Bus Shelters	Construct bus shelters at all feasible stop locations	\$0.17	---	
1191	Frisco Transit Center Phase 2	Design and construction of Phase 2 of the Frisco Transit Center. Supports Summit County Stage's service to Leadville, Fairplay, Breckenridge, and Keystone as well as Bustang to Denver and Grand Junction	\$10.00	---	
1192	New Summit County Transit Operations Center	New operations facility construction including bus bays	\$17.30	---	
1193	Terminal charging at Summit County Transit Operations Facility	Electrical and charging infrastructure for 30 electric buses	\$12.00	---	
1194	New SH 9 South Bus Pullouts	Specific plans will be identified in the CDOT Hwy 9 South Access Control Plan, 2018; shoulder paving, signage and shelter construction in the Blue River area	\$1.50	---	
1195	Terminal Charging at Frisco Transportation Center		\$12.00	---	
1201	Leadville North Park-n-Ride	New Park-n-Ride in Leadville	\$0.25	---	
1202	Leadville Bus Shelters	New bus shelters in Leadville (assumes 4 total)	\$0.10	---	
1206	Basalt River Park Bus Station Improvements	Replacement bus shelter and associated Improvements on Two Rivers Road	\$0.25	---	
1207	Basalt & El Jebel Bus Circulator	Create local bus circulator system for Basalt & El Jebel	\$1.10	---	
1210	RFTA Glenwood Maintenance Facility - Phase 2	Site work including building and foundation demolition, roadway realignment, earthmoving, and retaining walls construction. Phase 2 will prepare the Glenwood Springs Maintenance Facility for renovation and expansion to become RFTA's Regional Transit Center. Will also serve Bustang to Grand Junction and Denver and the US Forest Service Shuttle (USFS)	\$40.00	---	
1211	RFTA Fleet Expansion (CNG) to Support New Service	Expansion buses for five priority service expansions	\$11.30	---	
1212	RFTA 27th Street BRT Station Parking Expansion	Proposed expansion of parking by 65 spaces, either surface or structured	\$4.45	---	
1213	Willits Town Center Parking Expansion	Proposed 50 underground spaces at Willits Town Center	\$2.00	---	
1214	Carbondale BRT Station Parking Expansion	Proposed 85 surface parking spaces	\$3.55	---	
1215	Grand Avenue BRT Station Improvements	Upgrade northbound and southbound bus stops on the 900 block of Grand Avenue to BRT standards	\$0.87	---	
1216	New Transit Station in Glenwood Springs	New, more extensive transit station in Glenwood Springs, to the west of downtown	\$3.67	---	
1217	RFTA Aspen Maintenance Facility Improvement - Phase 9	Replacement of existing underground fuel tanks with new, double-walled tanks and monitoring systems, in order to reduce the risk of leak or spill	\$3.12	---	
1218	Aspen Maintenance Facility Phase 6: Parts Room and Storage	Renovation and expansion of parts and storage areas	\$2.31	---	
1219	Improvements to Mid Valley Highway 82 Bus Stations	Renovation and improvement of five high-priority regional bus stops	\$1.60	---	
1220	Aspen Junction (Basalt) Park-n-Ride Expansion	Renovate, improve, and expand the bus stop and Park-n-Ride at Aspen Junction	\$1.86	---	
1221	RFTA Replacement of Employee Housing and Offices	Consolidation of four current housing and office facilities into a new, master-planned development on existing RFTA property (Phase 1)	\$19.95	---	

INTERMOUNTAIN TRANSIT PROJECT LIST

Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1222	RFTA Expansion of Employee Housing and Office Space	Continuation of master-planned office space and housing build out (Phase 2)	\$11.72	---	
1223	BRT Enhancements to Brush Creek Intercept Lot/Park-n-Ride	500 additional parking spaces for the BRT system, other improvements and amenities	\$8.49	---	
1224	Aspen Maintenance Facility Phase 7: Additional Indoor Bus Storage	Expansion of indoor/canopy storage space for an estimated 20 buses	\$5.37	---	
1225	Aspen Maintenance Facility Phase 8: CNG Fueling	Construction of a CNG compressor station and fueling facility, CNG-compliant building modifications	\$7.95	---	
1226	RFTA Optimized BRT: Short Term Alternative	Replace current buses with electric	\$26.78	---	
1227	New Vehicles to Provide Service Connection to ECO Transit	Purchase of vehicles to implement 18 hour/day operating plan for connection between ECO Transit and RFTA (capital elements only)	\$2.33	---	
1228	Aspen Airport/BRT Connection	Improved passenger connection between Airport BRT Station and the airport, consistent with Airport Master Plan	\$38.60	---	
1229	RFTA UVMS BRT: Medium Term Alternative	Build preferred alignment, dedicated lanes, station improvements	\$164.00	---	
1230	RFTA UVMS BRT Long Term Alternative: Retrofit Buses to Autonomous Control	Retrofit buses to autonomous control	\$9.60	---	
1231	Snowmass Transit Center	Consolidate regional and local transit services in one location accommodating 4-5 regional bus bays and 5 local bus bays with at-grade access to the commercial core and public lands. Project will include the relocation of an arterial roadway, pedestrian access improvements, and the replacement of any displaced public parking	\$11.00	---	
1232	Snowmass Owl Creek Road Roundabout Bus Stops	Regional RFTA bus stops to be incorporated in Owl Creek Road roundabout development	\$1.00	---	
1233	Snowmass Bus Stop Reconstruction at Meadow Ranch and Snowmass Chapel	Meadow Ranch stop is planned to be built in 2018; the Snowmass Chapel stop allows for transfers to regional RFTA system is in the planning process	\$0.25	---	
1234	Snowmass Firehouse Bus Stop	Firehouse bus stop allows for transfers to regional RFTA service	\$1.20	---	
1235	Snowmass Bus Storage Facility	Snowmass bus storage facility	\$2.00	---	
1237	RFTA-Aspen Maintenance Facility Renovation	Existing, RFTA maintenance facility renovation	\$1.00	---	
1894	Transit Stations and Park-n-Rides for Ride Glenwood		\$2.50	---	
1895	Transit Center at Eagle County Airport		\$2.00	---	
1897	Transit Service between Denver and Summit County		\$0.40	\$1.60	
1902	Town of Breckenridge Intermodal Center and Park-N-Ride, Phase II		\$10.00	---	
1903	Vail Intermodal Site		\$15.00	---	

Legend

- Public Health
- Economic Vitality
- Quality of Life
- Asset Management
- Safety
- Mobility
- Tourism
- Aviation
- Environmental

INTERMOUNTAIN TRANSIT PROJECT LIST

Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1945	I-70 Automated Fare Collection/ITS Technologies		---	---	
2004	Expand Marketing, Outreach and Coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG); marketing is \$20,000 per year for 10 years	---	\$0.20	
2030	SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss	SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss; additional operating cost of \$20,000/year.	\$0.85	\$0.20	
2125	Essential Bus Service between Craig and Grand Junction (Proposed Outrider Service)	Essential regional bus service from Craig to Grand Junction; one roundtrip/day 365 days/year; two vehicles at \$425,000 each	\$0.85	\$2.31	
2446	Increase Bustang frequency Summit, Eagle and Garfield Counties	Consistent frequency throughout day to connect transit agencies	---	TBD	
2447	Parachute to Glenwood Springs Regional		---	---	
2448	Local circulation expansion of Breckenridge/Summit County	Expansion of Breckenridge/Summit County	---	---	
2449	Expand service to Aspen airport area		---	---	
2450	Ride Glenwood On-Demand Service	Expansion of Ride Glenwood to include several electric on-demand vehicles and required routing/dispatching technology.	\$0.45	\$7.50	
2478	Free Ride Transit Wayfinding Update	Breckenridge would like to update all maps, bus stop signs, shelter signs and transit wayfinding to improve legibility of transit service information	\$0.50	---	
2479	Free Ride Service Expansion	Increase in services during peak hours of the day and peak days to help reduce the number of cars; this would include late night service as well to help with the employee population/ this would be a 20% increase in services	\$3.50	\$20.00	
2480	ECO Transit Highway 6 Frequency Increase	Improve the frequency of the Highway 6 route to a minimum of 30-minute frequency throughout the day, year round	\$2.00	\$5.50	
2486	RFTA Service Expansion	Increase RFTA service during peak hours to address increasing demand, and to provide more consistent BRT service. For planning purposes, assumes a doubling of service with an annual operational cost of \$3M per year with 6 expansion vehicles over the next 20 years at a cost of \$1 million per vehicle	\$6.00	\$30.00	
2488	Town of Snowmass Village Senior Services	Begin Senior transit service to cover people outside the fixed route service area.	\$0.24	\$1.00	
2545	Avon Park and Ride	Design and construction of West Beaver Creek Blvd Park and Ride	\$1.00	---	
2692	Avon Park and Ride	Design and construction of Lake Creek and Benchmark Road Park and Ride	\$0.75	---	
2693	Avon Park and Ride	Design and construction of East Beaver Creek Blvd Park and Ride	\$0.75	---	
2704	I-70 Advanced Guideway	Advanced Guideway System along a 144 mile corridor from Glenwood Springs to Jefferson County in the Denver Metro Area. Project identified as the preferred transit alternative in the I-70 Mountain Corridor PEIS finalized in March 2011	TBD	TBD	



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