

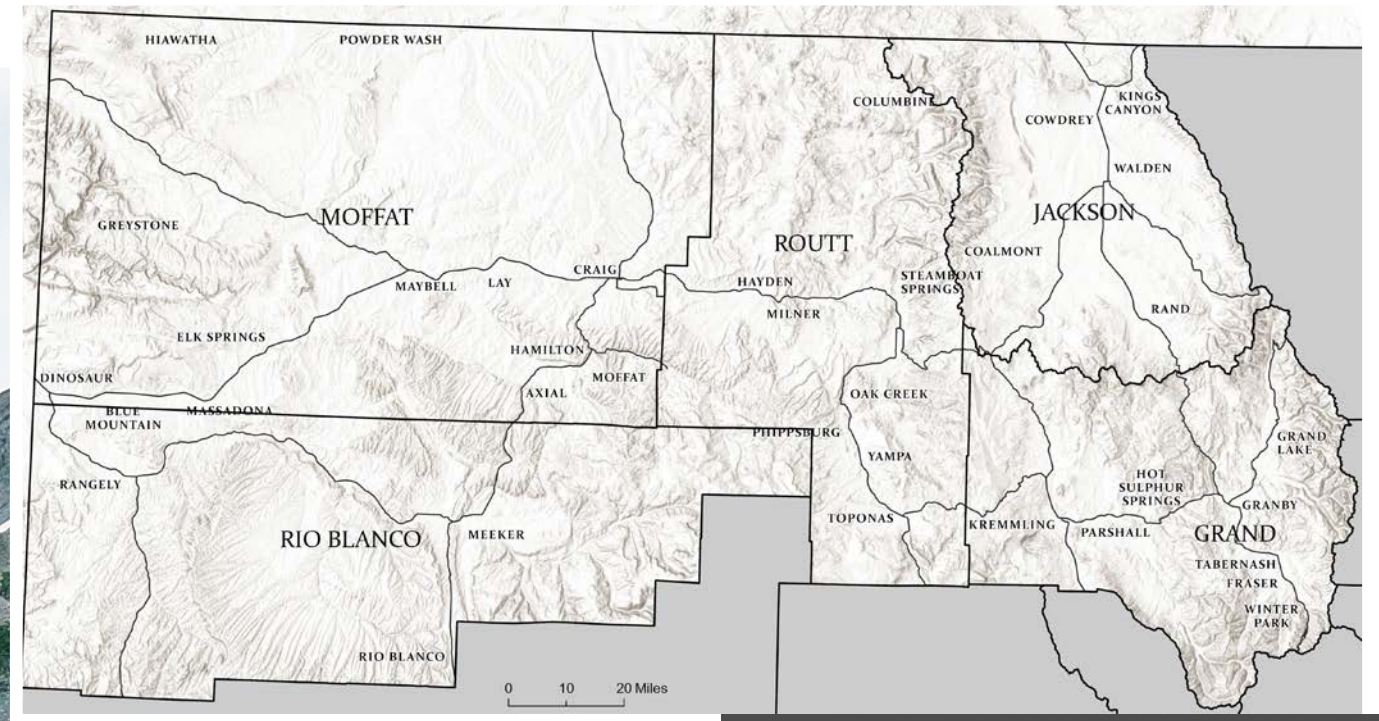


**COLORADO**  
Department of Transportation



# NORTHWEST Coordinated Public Transit & Human Services Transportation Plan

**Adopted November 2020**



# Northwest TPR

## Coordinated Public Transit & Human Services Transportation Plan

The Northwest (NW) Transportation Planning Region (TPR) includes Grand, Jackson, Moffat, Rio Blanco, and Routt Counties. The Region includes 15 incorporated towns and cities, with the largest municipalities being Steamboat Springs and Craig, followed by Meeker, Rangely, Granby, Kremmling, and Winter Park. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers.

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

### NW Transit Vision

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

### NW Transit Goals

1. Collaborate to maintain, enhance, and expand existing transit services.
2. Improve connectivity and coordination between the Region's transit systems and services along I-70.
3. Provide safe and reliable transit choices with multimodal connections for both transit dependent and choice users.
4. Enhance and expand transit access to medical services, employment, and other activity centers throughout the Region, especially in more rural areas where services does not exist.
5. Engage citizens with education and outreach on transit options within the Region.

Box Canyon  
Photo Credit: Grand County Flickr

# Regional Snapshot

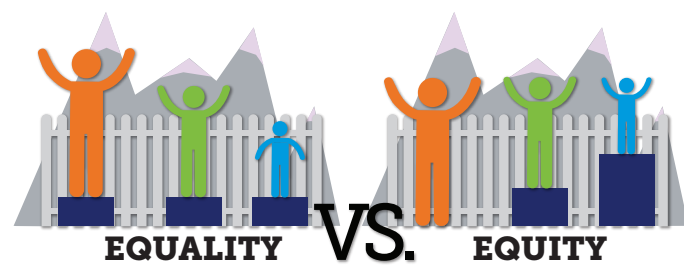
Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation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

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

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

## Equality vs. Equity of Colorado's Transportation Network

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

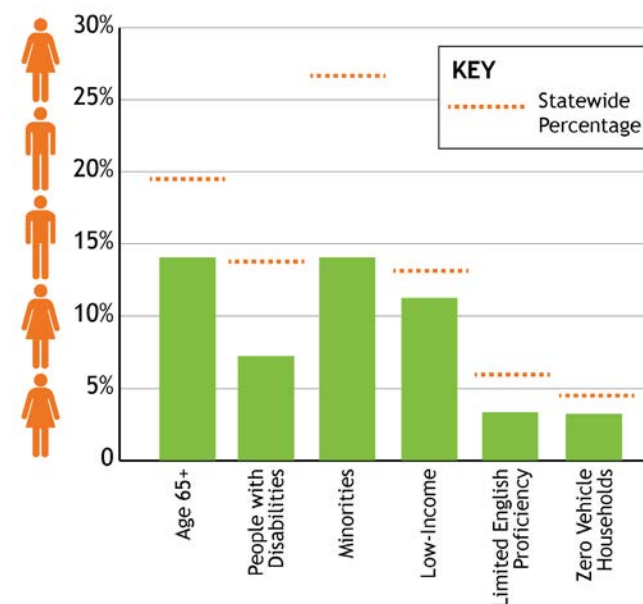


**EQUALITY** VS. **EQUITY**

When everyone is treated the same

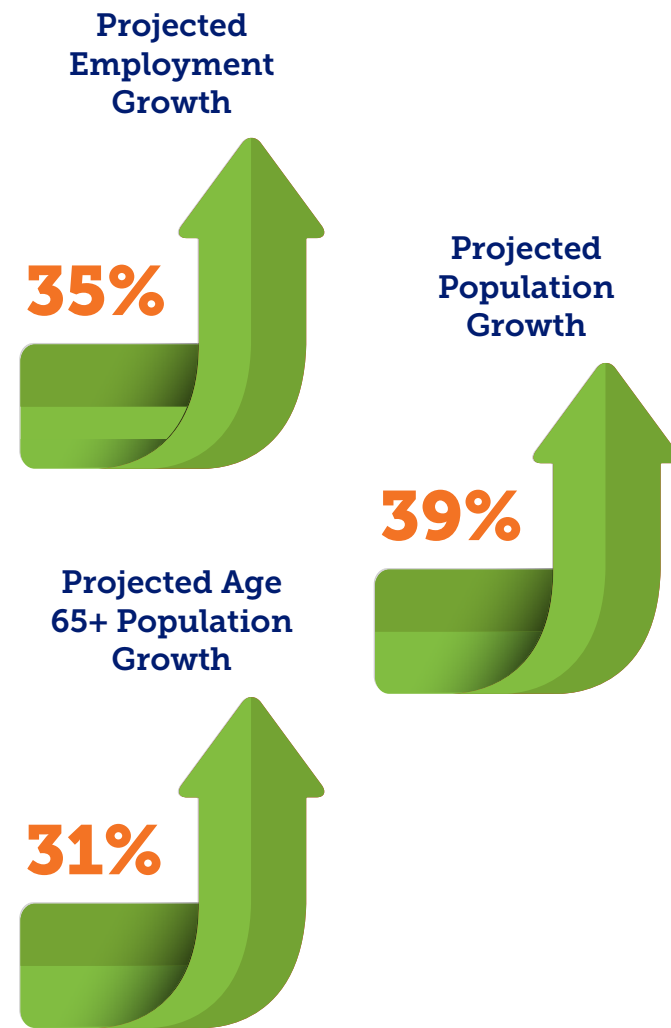
When everyone is given what they need to be successful

## NW TPR Historically Underrepresented Populations

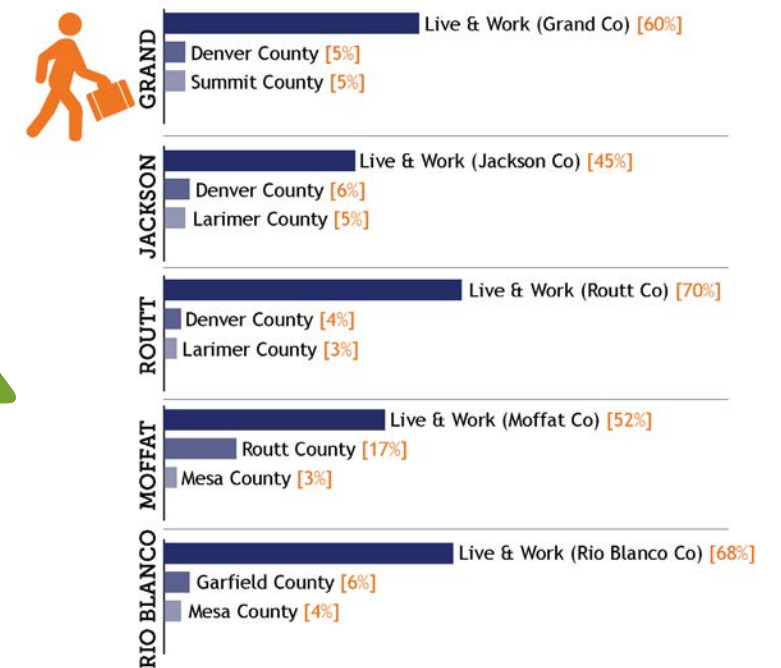


Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

## Population & Employment Projections through 2045

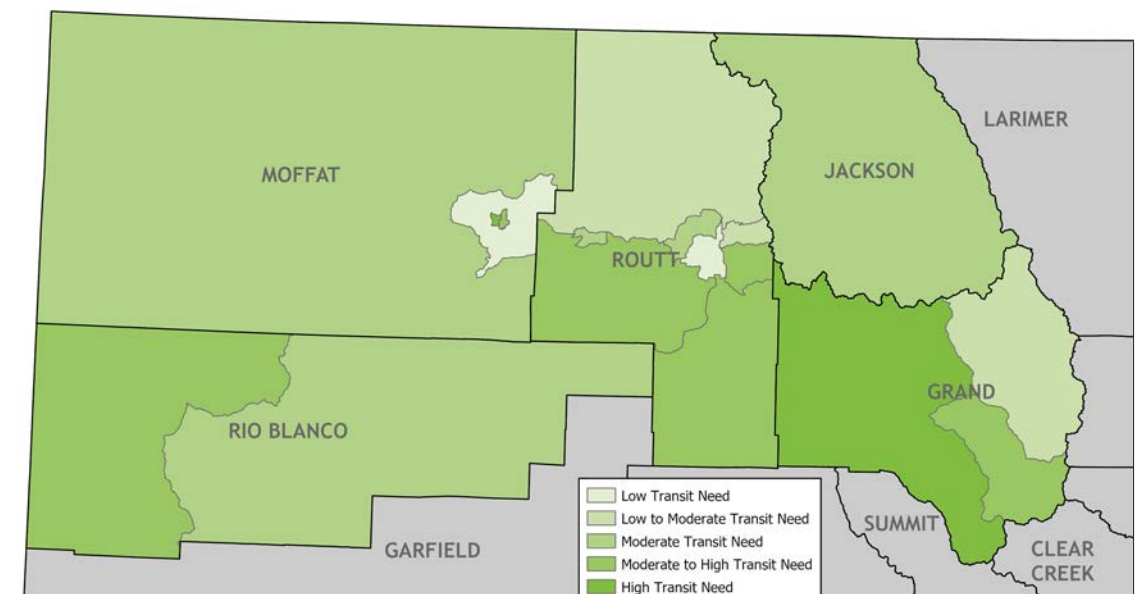


## Where People Travel to Work (by County)



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

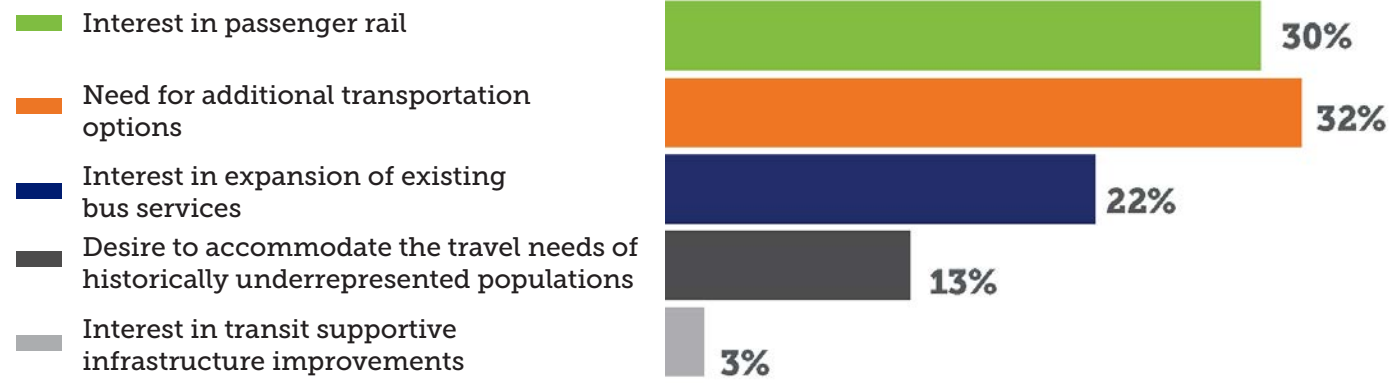
## Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, Minorities, 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 NW TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:



Source: 2019 Your Transportation Plan Public Input

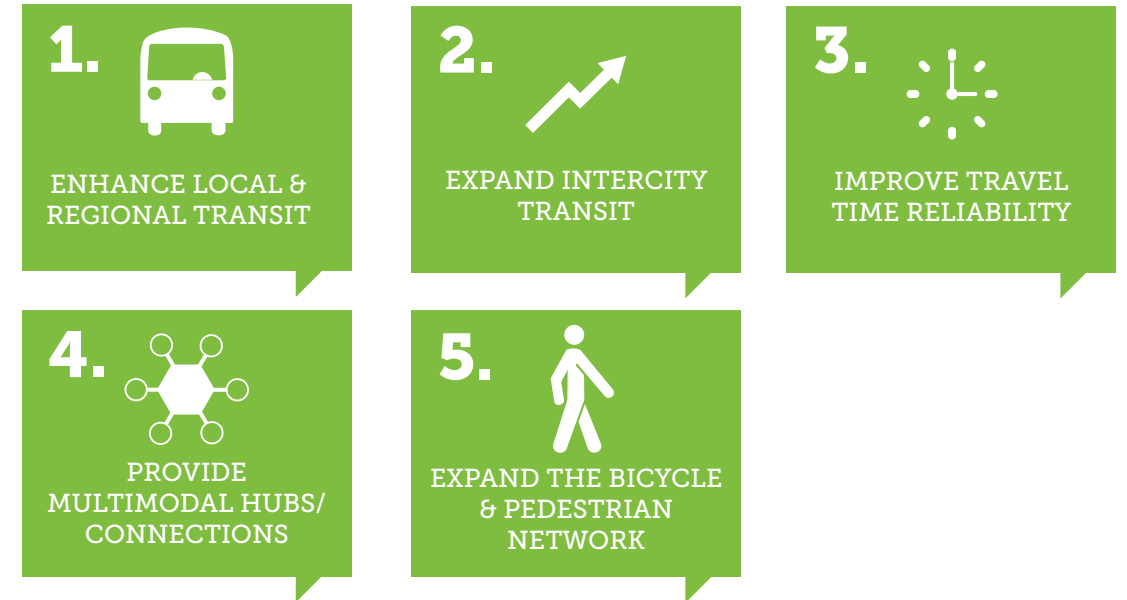


Kremmling Days  
Photo Credit: CDOT

# 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 NW TPR.

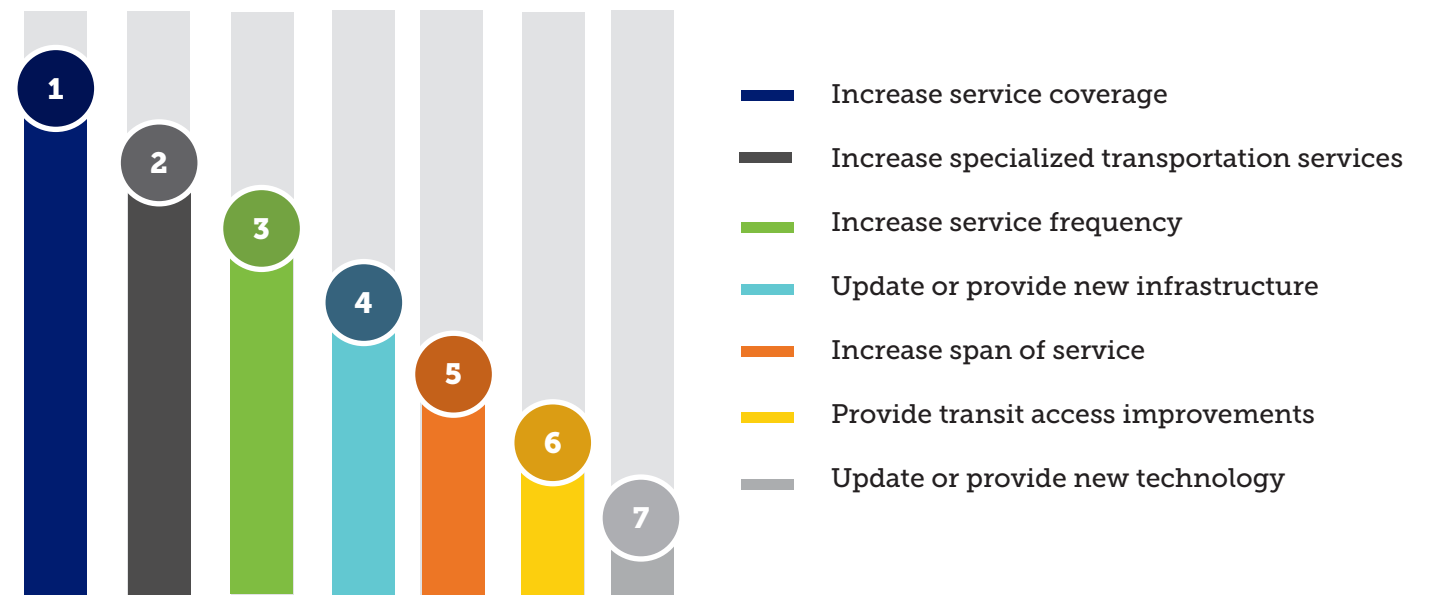
Preferred Travel Option Improvement Strategies:



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 NW TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, NW TPR providers indicated that increasing service coverage and specialized transportation services are the most desired improvements.

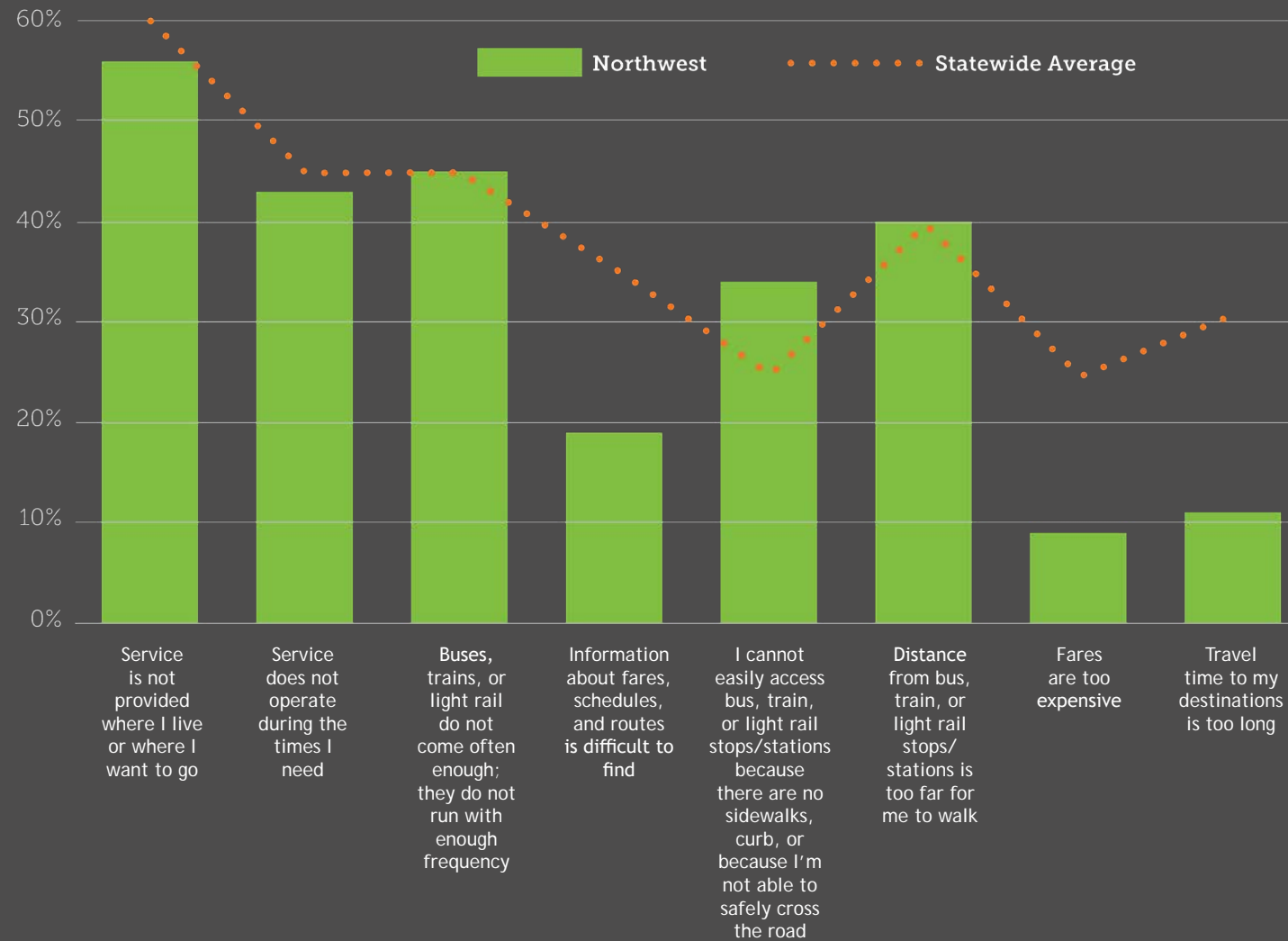


Source: 2019 Statewide Transit Plan Provider Survey

## 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

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

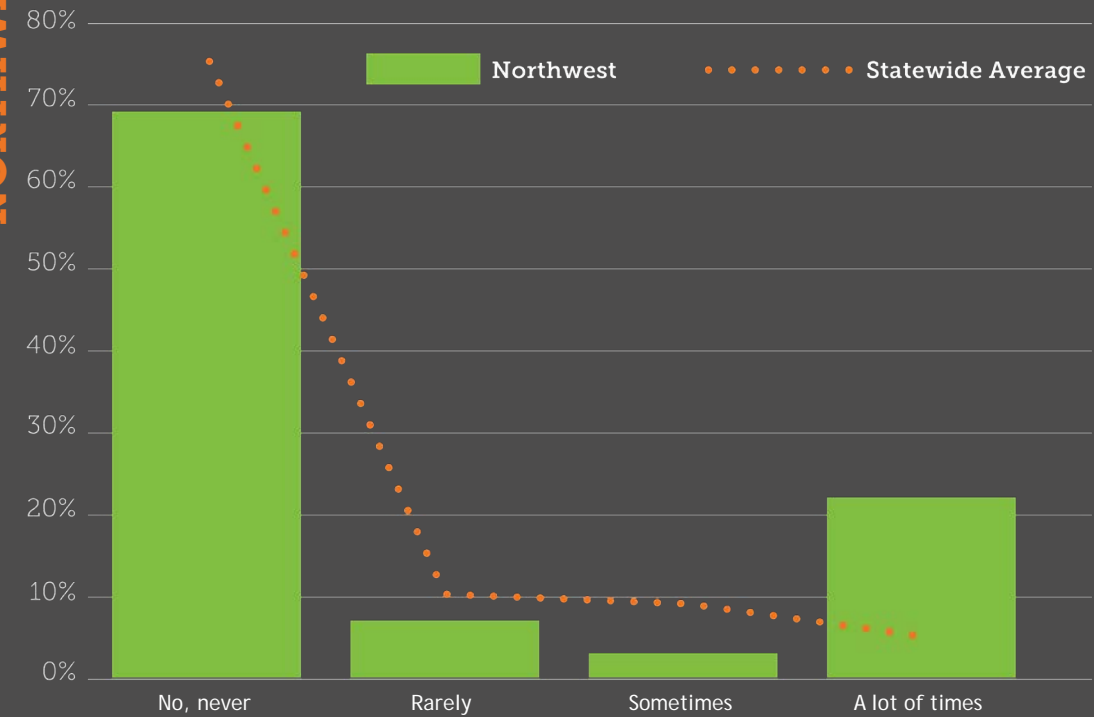
### Barriers to Using Public Transportation Services



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

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

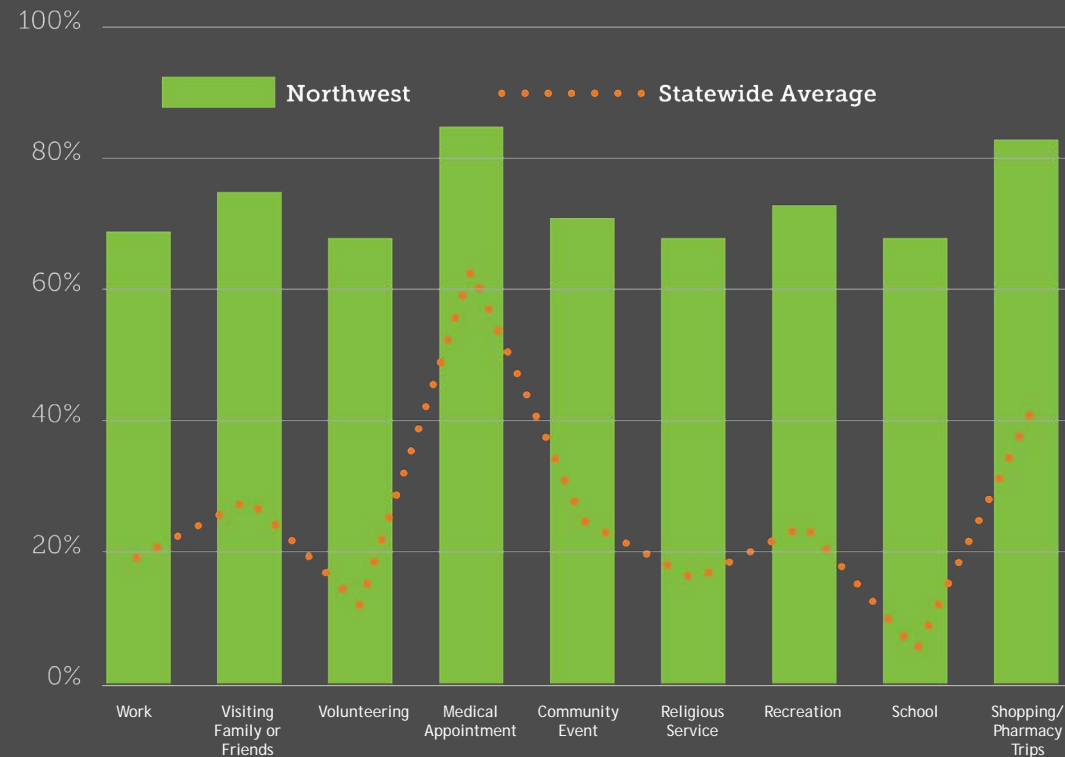
### Do you ever have trouble finding transportation for trips you want or need to make?



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

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

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



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

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

# Existing Providers & Coordination Activities

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

## Bustang and Bustang Outrider

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

*Northwest TPR stops: Steamboat Springs*

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

## Intercity Transit

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

### Amtrak

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

*Northwest TPR stops: Fraser and Granby*

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

### Greyhound

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

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

### Transit Service Types

**Fixed-route:** Transit service that operates on a defined route and schedule.

**Deviated Fixed-Route:** Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.

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

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

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 Winter Park (The Lift)	Granby, Fraser, and within Winter Park	Fixed Route Bus, Demand Response	Daily (7:00AM-2:00AM)	Free	523,438	\$2,211,146	409,474	30,740
Steamboat Springs Transit (SST)	Multi-county: Moffat and Routt	Fixed Route Bus, Demand Response	Daily (6:00AM-11:30PM)	Local service: free Regional service: up to \$6.00/trip	1,093,637	\$3,592,486	636,706	45,283

*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

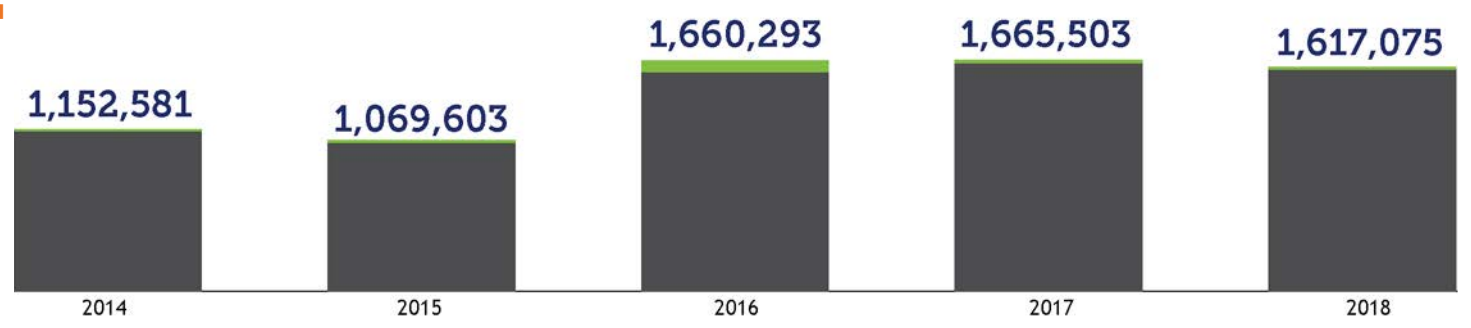


Photo Credit: Steamboat Springs Transit, Steamboat Pilot and Today

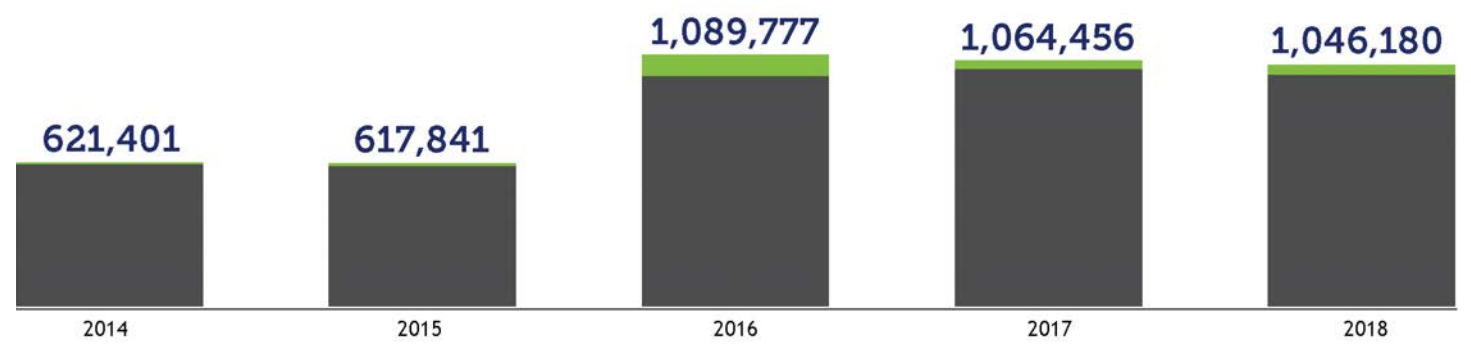
### 5-Year Historic Operating Data

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 NW TPR show substantial growth in performance between 2015 and 2016. The increase is due to the implementation of additional service by The Lift in 2016.

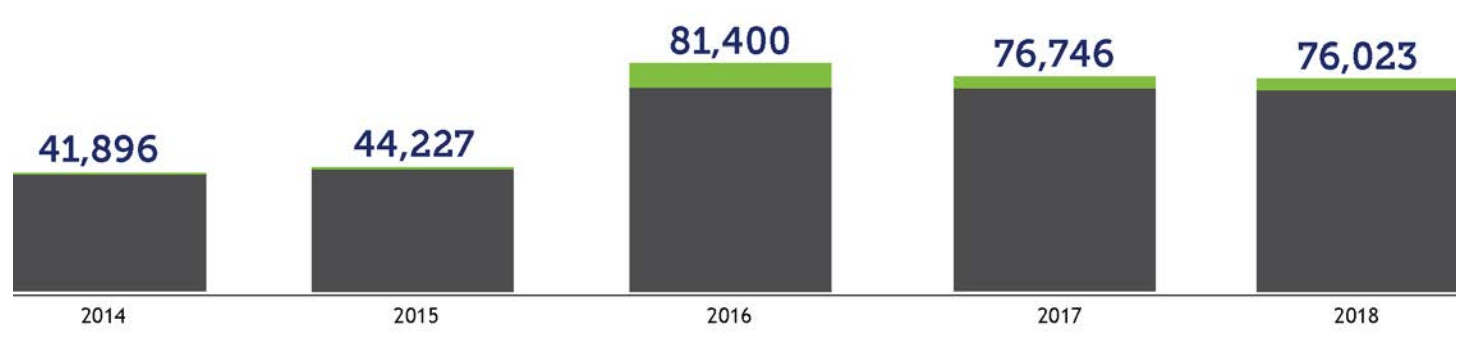
#### Total TPR Annual Ridership



#### Total TPR Vehicle Revenue Miles



#### Total TPR Vehicle Revenue Hours



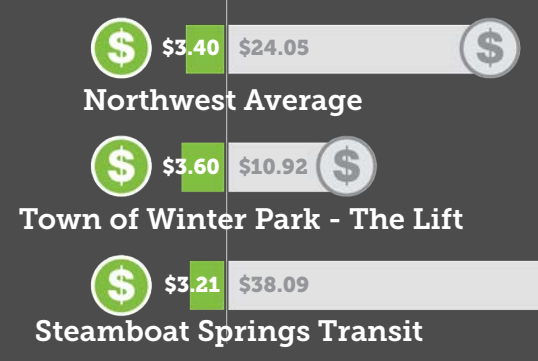
Legend: Demand Response (Green), Fixed-Route Bus (Dark Grey)

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

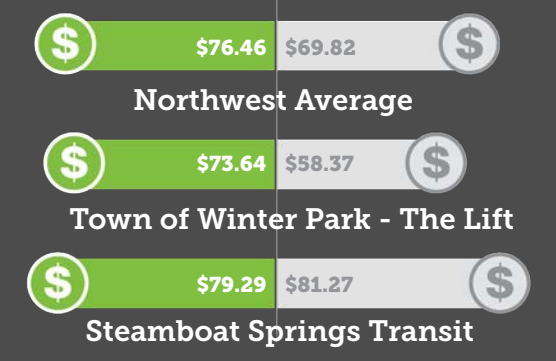
### Transit Provider Service Performance Metrics

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

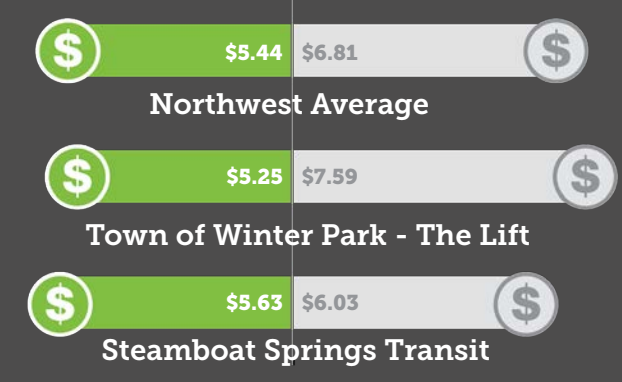
#### ANNUAL COST/TRIP



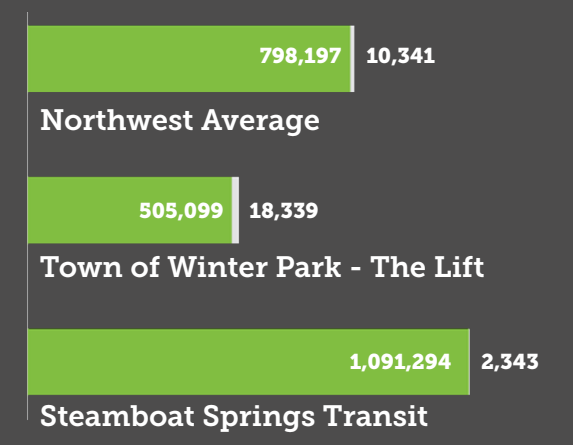
#### ANNUAL COST/REVENUE HOUR



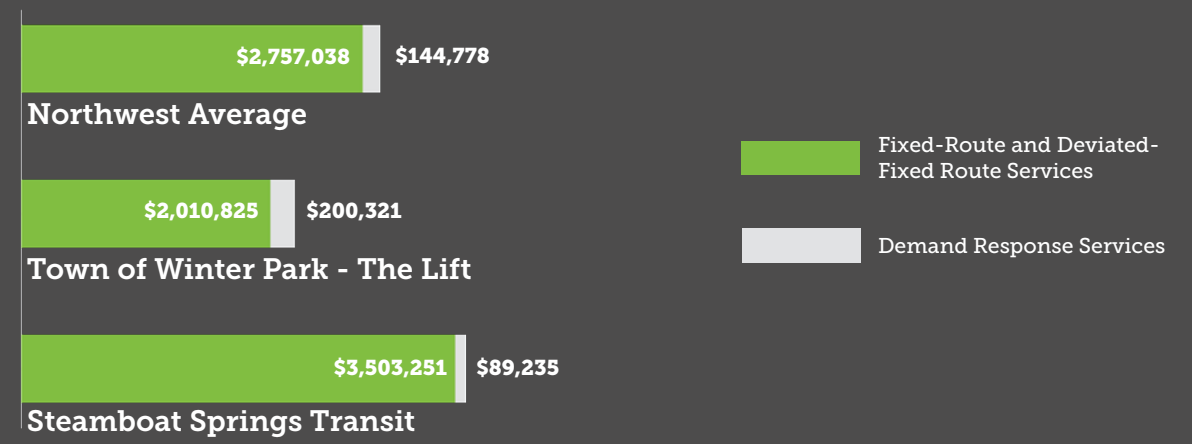
#### ANNUAL COST/REVENUE MILE



#### ANNUAL RIDERSHIP



#### ANNUAL OPERATING COSTS



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

## Human Services Transportation Providers

Several human services agencies operate transportation services in the NW TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list 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
Alpine Area Agency on Aging (NWCCOG)	Multi-county: Eagle, Grand, Jackson, Pitkin, Summit Interregional: Northwest TPR, Greater Denver Area, Grand Valley, and Intermountain TPR; Laramie, WY	M-F (varies based on requests)	Older adults (60+)		8,000
Moffat County Housing Authority	Moffat County	M-F (8:00AM-3:00PM)	People with disabilities, older adults, low-income populations, veterans, Medicaid recipients		24,000
Older Americans Transport Service (OATS) - Jackson County Council on Aging	Jackson County Intercity medical trips to Steamboat Springs and Laramie, WY	Based on available resources and client needs	Older adults (65+)		Not available
Routt County Council on Aging (RCCOA)	Municipalities: Steamboat, Hayden, South Routt	Based on available resources and client needs	Older adults (65+)		Not available
Horizons Specialized Services	Multi-county: Grand, Moffat, Rio Blanco, Routt	Based on available resources and client needs	Medicaid recipients, people with disabilities		Not available
Northwest Colorado Center for Independence	Multi-county, Interregional: Grand, Moffat, Rio Blanco, Routt, Summit; Northwest TPR and Intermountain TPR	Based on available resources and client needs	Older adults (65+), people with disabilities, veterans		Not available
Grand Seniors / Mountain Family Center (Grand County Council on Aging)	Interregional: within 100-mile radius of Grand County; Northwest TPR, Greater Denver Area, Intermountain TPR	M-F	Older adults (65+), people with disabilities, Medicaid recipients		Not available

Source: 2019 CDOT Statewide Transit Plan Provider Survey

### Legend

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

## Other Human Services Providers

Other human services providers may not offer transportation services but may offer transportation related services, fund transportation programs, or simply coordinate with transportation providers in the Region. The list below is limited to those who responded to the 2019 Statewide Transit Plan Provider Survey. Human service providers in the Region include Grand and Jackson County Human Services and Moffat County Department of Human Services.

## Private Transportation Providers

The NW TPR has limited private, for-profit transportation providers. The existing known providers include Homes James Transportation (airport shuttle), Storm Mountain Express (airport shuttle), GO Alpine (Airport shuttle), Granby Ranch (Resort shuttle), Valley Taxi (Taxi service), and Uber and Lyft (Ride hailing service).

## 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, 58 percent of CDOT tracked transit vehicles in the NW 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 Winter Park	20	17	85%	\$7,622,300
Steamboat Springs Transit	21	11	52%	\$5,246,200
Grand Seniors / Mountain Family Center (Grand County Council on Aging)	6	3	50%	\$116,700
Horizons Specialized Services	26	15	58%	\$542,400
Northwest Colorado Center for Independence (NWCCI)	3	2	67%	\$98,400
Routt County Council on Aging	3	1	33%	\$77,800
<b>TOTAL - Northwest TPR</b>	<b>79</b>	<b>49</b>	<b>58%</b>	<b>\$13,703,800</b>

Source: CDOT Statewide Transit Asset Inventory, July 2019

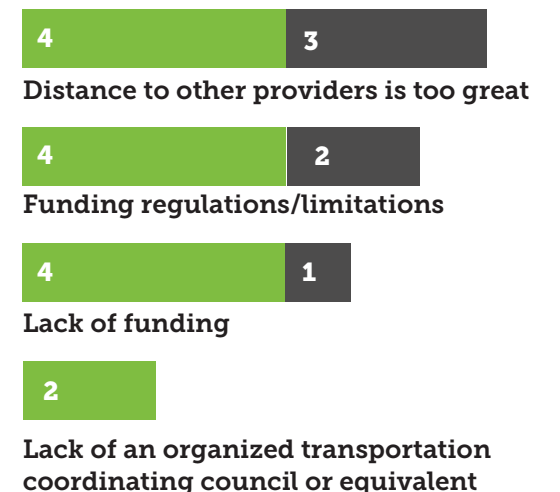
## Regional Coordination Activities

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

### Current Coordination Activities



### Barriers to Coordination Activities



- █ Human Services Providers
- █ Transit Providers

Source: 2019 Statewide Transit Plan Provider Survey



## Local/Regional Coordinating Council

A Regional Transportation Coordinating Council (RTCC) was developed for the NW TPR in 2010. The RTCC's mission is to "coordinate, manage, consolidate, educate, promote, enhance, and facilitate seamless access to transportation services for the veteran, disabled, older, and low-income adult populations in the geographic region composed of Garfield, Pitkin, Eagle, Summit, Grand, Jackson, and Routt Counties."

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

## Mobility Management

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

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

## Coordinating Services

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

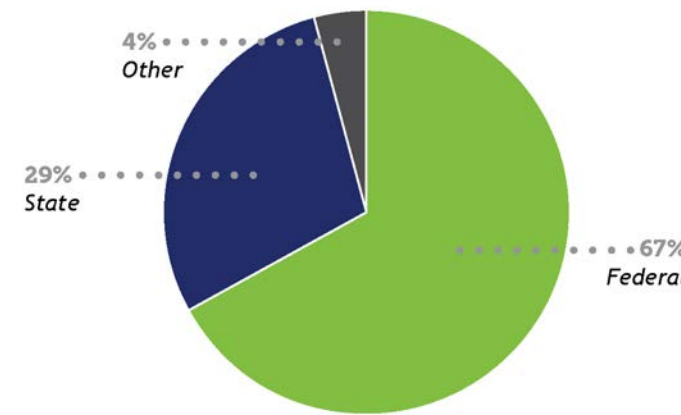
## Other Partnerships

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

## Financial Snapshot

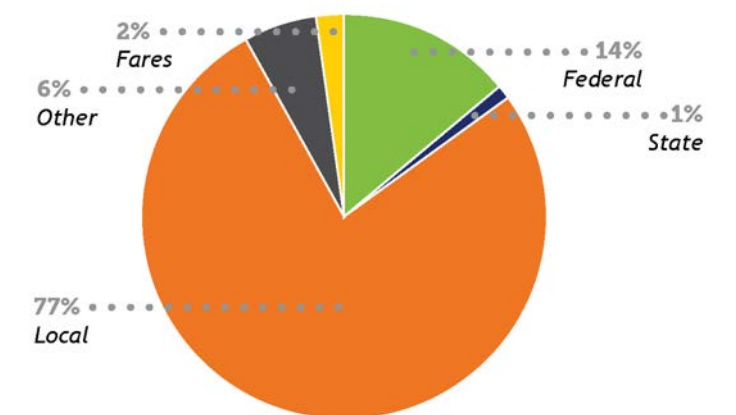
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying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

### Capital Revenue Sources



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

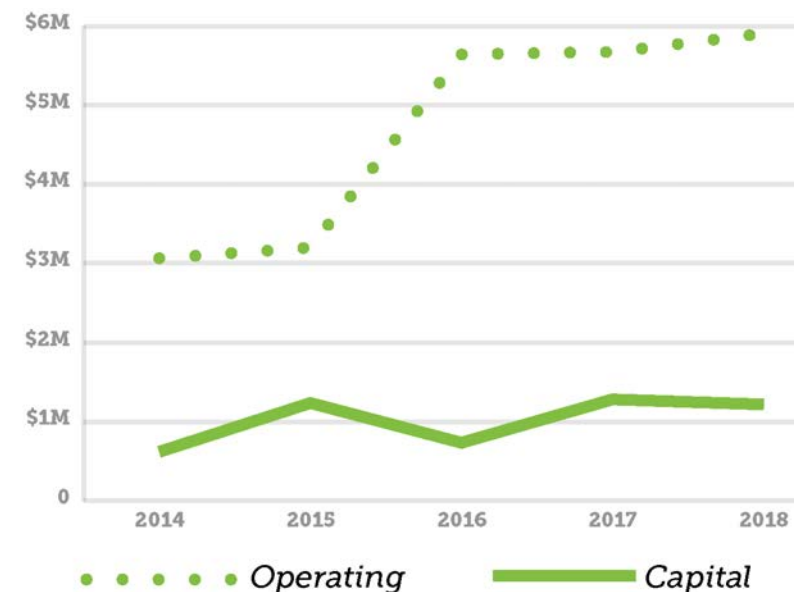
### Operating Revenue Sources



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

## Historic Revenue Data

The chart below shows five-year NW TPR operating and capital funding trends. Operating funds increased by just over 30 percent in 2016 due to Winter Park's The Lift service expansion. Over the five-year period capital funding fluctuated mildly each year.



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 NW 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 page 22 and 23 for the full list of additional project needs.

**Capital Project Needs: \$82.7M**  
**Operational Project Needs: \$26.3M**  
**Total Identified Need: \$109.0M**

## Regional Transit Revenue Trends

### Annual Operating/Capital Projections

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

#### Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045

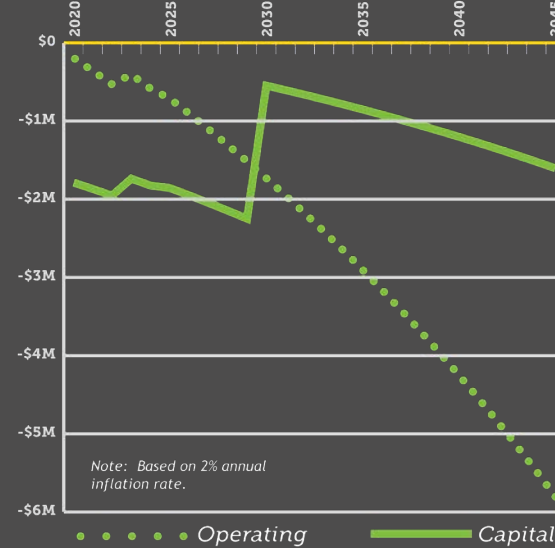


Source: CDOT

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 through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is less severe after 2030.

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

Projected Surpluses/Deficits 2020-2045



Source: CDOT

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

## Funding Programs & Opportunities

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

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates \$500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or \$50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, 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)

## NORTHWEST TPR SENATE BILL-267 PROJECTS

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

- Design of new maintenance and storage facility for The Lift (Town of Winter Park)
- Outrider stop and shelter improvements in Fraser, Granby, Kremmling, and Hot Sulphur Springs
- Partner/capital call for projects (TBD)



Nokhu Crags  
Photo Credit: Moffat County

## Implementation Strategies

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

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit capital and operating projects (see project list on pages 22 and 23)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Maximize funding to expand transit fleets throughout the Region and provide increased service frequency and coverage
- Integrate technological improvements into transit fleets to improve overall efficiency
- Implement transit options and transit amenities in high activity areas, such as Winter Park and Steamboat Springs, to encourage greater transit use and reduce strain on local resources
- Implement transit centers to provide accessible, multimodal transportation connectivity
- Expand regional transit service to provide access to major activity centers
- Improve transit amenities in the Region through increased signage and shelters
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand coordination, marketing, and outreach between transit providers and human services agencies

## Transit Project List

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



Photo Credit: Grand County Flickr



The Lift Bus  
Photo Credit: Winter Park Resort

NORTHWEST TRANSIT PROJECTS

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

Legend

- Public Health
- Quality of Life
- Asset Management
- Mobility
- Freight
- Tourism
- Economic Vitality
- Bike/Ped
- Safety
- Aviation

NORTHWEST TRANSIT PROJECTS

CDOT Identified Projects					
Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1032	Essential Bus Service between Craig and Frisco (Proposed Outrider Service)	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	\$1.81	
1256	Essential Bus Service between Craig and Idaho Springs (Proposed Outrider Service)	Outrider bus service from Craig to Idaho Springs; assumes one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$2.53	
1033	Essential Bus Service between Craig and Vail (Proposed Outrider Service)	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	\$0.50	
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	\$0.85	
1263	Winter Park Maintenance Facility	Design of new maintenance facility	\$0.20	TBD	
1264	Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	\$18.0	TBD	
2378	Expand Jackson County Council on Aging Service	Expand service from Senior Center in Jackson County to provide service to more populations	\$0.80	\$0.80	
2494	Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	Stop and shelter improvements at 4 locations: Fraser, Granby, Kremmling, and Hot Sulphur Springs to support new Outrider service to Craig.	\$0.30	\$0.30	
2379	New US 34 Fixed-Route Lift Service from Granby to Grand Lake	Expand Winter Park service (The Lift) from Granby to Grand Lake; Estimate of 1 new fixed route diesel bus at \$450,000 and operating cost of \$150,000/year	\$0.45	\$0.45	



TO LEARN MORE:

[YourTransportationPlan.com](http://YourTransportationPlan.com)