COLORADO STATEWIDE INTERCITY AND REGIONAL BUS NETWORK STUDY

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Colorado Statewide Intercity and Regional Bus Network Study

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CHAPTER 1

POLICY CONTEXT

This chapter presents the federal and state policy context affecting the ability of the Colorado Department of Transportation (CDOT) to maintain and improve the state's intercity bus services, including those services connecting rural areas with urban services and the national intercity bus network. It includes an overview of federal policy, including economic regulation, funding programs, and remaining regulatory controls. An overview of the current major carrier/industry policies is also provided. State regulatory policy, and the CDOT implementation of the primary federal funding program for rural intercity bus service, are also discussed. Finally, a proposed program policy is presented as a recommendation for developing a program which uses available resources, including the private sector, to address the network needs identified in later parts of this report, including the areas of service need that are not provided by the private market.

POLICY CONTEXT: FEDERAL AND STATE POLICY

Whatever policy Colorado develops regarding intercity bus transportation, it must exist within the context of the federal policy structures that have evolved over the past several decades. These federal statutes have been specifically designed to pre-empt state policy and regulation. In general, the federal policy is that interstate bus transportation is not regulated at the federal level in terms of entry (which carriers can serve which routes), exit (whether a carrier is allowed to abandon a route), or rates (the federal government no longer oversees rates at all). Federal regulation is limited to ensuring that carriers are financially responsible (have adequate insurance) and meet federal safety standards. Because it is recognized that the federal policy of deregulation has reduced service coverage and level in rural areas, federal policy also provides for financial assistance for intercity bus service to, from, or in rural areas. Federal policy also recognizes that there are benefits to ensuring that travelers have the ability to make connections between modes, including intercity bus, local transit, and intercity rail passenger services. Federal funding is available for constructing intermodal passenger facilities, including the intercity bus related portions. The following section presents more detail on these policies in terms of the statutory history, implementing agencies, and their programs.

Pre-Deregulation: Federal and State Economic Regulation

Intercity bus transportation developed initially during World War I and in the post war era as vehicles capable of carrying larger groups were developed, interurban railways went bankrupt, and roads improved. Demand increased during the 1920s and 1930s, and some states

began regulating bus services as a means of promoting stability, ensuring safety, and protecting the railways. Federal regulation of interstate bus service began with the Motor Carrier Act of 1935. This act placed interstate bus service under the authority of the Interstate Commerce Commission (ICC) providing for regulation of fares, route authority, service types, and financial responsibility on interstate services. The regulatory system was modeled on a framework that had previously been applied to the rail industry. Individual states continued to have regulatory authority over intrastate services, including both economic and safety regulation.

The ICC and state regulatory agencies limited competition on individual routes by allowing a limited number of firms (often a single firm) to operate on a particular route. This was called control over entry (to that particular market), and was accomplished by issuing "authority" to operate that service. Carriers without authority could not operate that service. Along with route authority, regulatory agencies also restricted the ability of firms to offer charters and tours, allowing them to originate such services only in areas where they held route authority. In effect, this control allowed firms to generate revenues well above costs on busy routes and in populated areas where they held the authorities. However, the same regulators also restricted the ability of the firms to eliminate service on routes that were unprofitable, typically in rural areas. This was called control over exit (from a route). The combination of control over entry and exits forced the firms to subsidize their own rural routes from the higher profit levels earned on busy routes (where the regulatory system protected their monopoly) and from charters and tours (again, where they had regulatory protection).

The regulatory agencies also controlled fare levels, which were set by the ICC for interstate trips and by the states for intrastate trips. State regulators often set intrastate fares at lower levels than the ICC-regulated interstate rates, again forcing carriers to subsidize shorter trips within states (including most rural services) from revenues earned on higher-fare interstate services. Such government involvement–dating from the 1930's–demonstrates that both federal and state policies have long recognized a need to support rural bus services.

In the post-World War II period, intercity bus ridership declined somewhat, but in general, ridership levels were stable and rural services continued to operate until the Interstate Highway System began to open in the early 1960s. The intercity bus industry requested authority to shift services from the old U.S. and state highways to the interstate routes to provide better travel times and remain more competitive with the private auto. With intercity routes moving to the interstates, rural service frequencies declined. Remaining rural services often proved to be unprofitable and carriers began to request permission from federal and state regulators to abandon these routes. By the late 1960s, the decline in the number of places served by intercity carriers had begun. Initially the large firms sold the rural and branch line operating rights to small independent carriers (sometimes setting up a driver in his own business) with lower operating costs. Later, when the revenue did not support even the small low-cost carrier, the regulatory authorities would be forced to allow abandonment.

Deregulation—The Bus Regulatory Reform Act of 1982, and the ICC Sunset Act

By 1982, financial problems led much of the intercity bus industry to join federal policy-makers in supporting an end to much of the regulatory control held by the ICC and the states.

Passage of the Federal Bus Regulatory Reform Act (BRRA) of 1982 essentially ended the federal government's economic control over interstate bus services, though control over insurance and safety requirements was retained. The BRRA also pre-empted state regulation of entry, exit, and fares. A second piece of legislation also affected federal and state regulation. The ICC Termination Act of 1995 eliminated the ICC legislation, and transferred the remaining oversight functions regarding financial responsibility (insurance) and safety to the U.S. Department of Transportation (USDOT), where they have become a function of what is now called the Federal Motor Carrier Safety Administration (FMCSA). Section 14501(a) of this statute also made clear that state regulation of intrastate services could not be applied to any services that operated on interstate routes or were subject to federal regulation, so carriers that participated in the national interline ticketing system (and were therefore offering interstate service) were definitely no longer subject to economic regulation by state public utilities commissions.

Many states reacted to state pre-emption by eliminating state economic regulation, often shifting safety and insurance regulation to other agencies such as the state police. However, Colorado has continued much of the previous system of regulation of passenger carriers under the Colorado Public Utilities Commission (CPUC), but of necessity its controls were limited to intrastate carriers providing only intrastate trips—which to a large extent turned out to be carriers providing ground transportation services to airports and taxi service.

Federal Assistance for Intercity Bus Service—Federal Transit Administration (FTA) Programs

By the late 1980s and early 1990s, federal policy-makers began discussing the need to provide ongoing funding assistance for rural intercity routes, which led to the creation of the Section 18(i) program of assistance for rural intercity routes as part of the 1992 ISTEA transportation authorizing legislation. This program was subsequently codified as 49 USC S.5311(f), and is fully described in the (draft) Chapter VIII of Circular 9040.1F. The basic outline of the program has remained the same since 1992, though there have been some changes and interpretations over the years as the program has been implemented. More recently, the passage of the latest federal transportation authorization bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) included language that has resulted in the most substantial change in the program to date. SAFETEA-LU also included some additional changes that affect the use of federal funds on intercity bus projects.

Federal Definition of Public Transportation Does Not Include Intercity Service

SAFETEA-LU included a change in the FTA definition of public transportation that affects the ability to use federal transit funds for intercity bus services. The new language excludes intercity bus transportation from the definition of public transportation that is supported with federal funding, with three exceptions—the S.5311(f) rural intercity bus assistance program, intermodal facilities, and the S.3038 Over-the-Road Bus Accessibility Program to assist in purchasing accessibility equipment and training for private operators of over-the-road coaches. This means that public transit agencies that receive FTA funding cannot operate intercity bus

service between urbanized areas—this is a market reserved to the private for-profit industry. The three types of intercity assistance that are allowed include the following programs.

Federal S.5311(f)

Federal S.5311(f) funds are a key funding source for intercity bus operations and are used in a majority of states to subsidize targeted intercity bus services. S.5311(f) is a subsection of the S.5311 formula allocation program for small urban and rural areas under 50,000 population, which allocates funding to each state's governor for distribution to local applicants. The amount of funds provided to each state is based on the non-urbanized population of the state.

Program funds can be used for capital, operating, planning, and administrative assistance to state agencies, local public bodies, non-profit organizations, and operators of public transportation services. Fifteen percent of the annual apportionment must be used to support intercity bus service through the S.5311(f) component of the program unless the governor of the state certifies that all rural intercity bus needs are met. A partial certification is also possible, if the needs utilize less than the full 15 percent. If the governor certifies that intercity needs are met, the funding reverts to the overall S.5311 program for use on other rural transit projects. Under SAFETEA-LU, states planning to certify (partially or completely) are required to undergo a consultation process prior to certifying. The draft circular calls for the certification process to include identification of the intercity carriers, definition of the activities the state will undertake as part of the consultation process, an opportunity for intercity carriers to submit information regarding service needs, a planning process that examines unmet needs, and documentation that the results of the consultation process support the decision to certify—if, in fact, that is the final decision.

Under the S.5311(f) program, intercity bus service is defined as regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity to carry passenger baggage, and makes meaningful connections with scheduled intercity bus service to points outside the service area. Feeder services to intercity bus services are also eligible. Commuter service is excluded. The S.5311(f) program is implemented by each state as part of its overall S.5311 program management activities. In the most recent draft circular, FTA has added guidance that makes clear that S.5311(f) funded intercity services must take schedule considerations into account to have a meaningful connection with scheduled intercity bus services to points outside the service area, adding a dimension (schedule) to the definition of a meaningful connection. Furthermore, FTA suggests that services that include a stop at the intercity bus station as one among many stops should not properly be considered for S.5311(F) funding, but instead should utilize other federal funding programs. Both of these new interpretations have the effect of narrowing the definition of eligible intercity service under S.5311(f).

For both S.5311 and S.5311(f) capital funds, the maximum federal share is 80 percent of the net cost, and for operating assistance, 50 percent of the net cost. Net cost or operating expenses are those expenses that remain after operating revenues, which at a minimum include farebox revenues, and are subtracted from eligible operating expenses. FTA has also issued guidance for a two-year pilot program permitting use of the value of capital used in connecting

private unsubsidized service as an in-kind match for S.5311(f) operating funds. In such projects the carrier providing the in-kind match is also part of the project. FTA will require that the project demonstrate that the carrier providing the in-kind match is agreeable to the use of its in-kind value for the project. If the value of the in-kind match is sufficient, the impact of this pilot program is that it may be possible to operate S.5311(f) connecting service without local cash match. Obtaining local cash operating match has been a major program issue, particularly in states that provide no state operating assistance. This approach has been proposed for use in Colorado to fund proposed intercity replacement services between Gunnison and Denver (or Colorado Springs). The major downside to this method is that the available S.5311(f) allocation will fund fewer projects, because the effect of the funding approach is that a much higher percentage (or the entire amount) of the operating deficit is funded with federal dollars. This new funding approach is discussed in more detail below.

State administration, planning, and technical assistance in support of intercity bus service are eligible at 100 percent federal share if applied against the 15 percent cap on state administration expenses. The amount of S.5311 funds used for planning of intercity bus service is not limited by the 15 percent cap. However, the federal share of any planning assistance for intercity bus not included in the 15 percent allowed for state administration is limited to 80 percent of the planning cost. In the past, CDOT has not used its S.5311(f) for state administrative costs.

For projects that may have both a rural and urban component (for example, a bus terminal located in an urbanized area, but served by rural routes), recipients can use S.5311(f) funds as a portion of the overall project funding. Their use for capital projects in urbanized areas is limited to those aspects of the project that can be clearly identified as a direct benefit to services to and from non-urbanized areas. Such projects have to be included in both the metropolitan Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

With regard to eligible recipients, for the S.5311(f) program only, FTA allows states to pass-through funds to private intercity bus carriers directly as subrecipients, if they are willing to accept the federal terms and conditions. Carriers may decide not to be recipients directly, and prefer to be third-party contractors to a subrecipient (which may be the state itself or a local public entity or nonprofit organization). As a third-party contractor, a carrier is able to isolate its other (non-assisted) operations from the requirements associated with a federal and/or state grant. Recently CDOT has provided administrative, marketing, and operating assistance to private intercity carriers under these provisions of the program.

Recent Guidance on the Use of the Value of Capital on Connecting Unsubsidized Service as In-kind Match for Operating Assistance

On October 20, 2006, FTA executive management approved a two-year pilot project allowing states to use the capital costs of unsubsidized private sector intercity bus service as in-kind match for the operating costs of connecting rural intercity bus feeder service. This decision, and the guidance that followed, closely follow a proposal developed on behalf of CDOT as part of this project. In that proposal, it was suggested that FTA include language in the Revised

Circular that would allow S.5311(f) projects to use the capital cost portion of connecting services on the unsubsidized intercity bus network as in-kind local match for operating projects. This approach is intended to be similar in concept to the permitted use of human service transportation funds for match by S.5311 and S.5307 providers.

As part of this approach, the value of the capital cost portion of the total cost of the connecting unsubsidized services is used as in-kind match because the operating cost portion of these miles is offset by the revenues, and so it would not be eligible for operating assistance in the absence of a net operating deficit (and therefore would not be eligible to be considered as an in-kind contribution). Based on the precedent of the FTA regulations permitting 50 percent of the total cost of a turnkey operating contract to be considered as eligible for the 80 percent capital match ratio, FTA has allowed 50 percent of the total per-mile cost of the unsubsidized connecting intercity bus service be considered as the in-kind capital contribution of the intercity bus company to the rural intercity bus project.

The project definition includes the connecting unsubsidized service on a specified segment, in terms of both costs and revenues. As in the case of most intercity bus services, costs are based on the cost per-mile. The length of the segment and the frequency of the connecting service determine the number of bus-miles operated in turn setting a limit on the value of the in-kind contribution. The capital cost portion of the unsubsidized segment is included. Depending on the project definition, the amount of unsubsidized service may provide enough in-kind match to cover the net operating deficit of the rural feeder service. FTA recognizes that the amount of in-kind match may not be enough to fully fund the feeder service, and that additional cash match may be required. However, if the in-kind match exceeds the amount needed, the excess cannot be used to increase the federal share above the actual operating deficit of the project.

In cases where the unsubsidized (from an operating perspective) connecting intercity service is already operated with FTA-funded capital for vehicles, the percentage used for in-kind will need to be adjusted, following the guidelines provided by FTA for determining percentage of contract cost eligible for capital under capital cost of contracting in cases where the buses are FTA-funded. This circumstance would necessarily reduce the amount of in-kind generated.

A major part of the rationale for this approach is based on the call for "meaningful connections with scheduled intercity bus service to more distant points" contained in the FTA Circular. Because the proposal for valuing unsubsidized service as local match involves defining the project in terms of a meaningful connection, FTA's guidance requires that the private operator has consented to the arrangement in the project, and it must acknowledge that the service it provides is covered by the labor warranty and other requirements.

This new FTA approach was developed in part as a response to CDOT support and potential Colorado examples, and in the development of the CDOT program it should be considered as a major means of providing operating assistance for rural intercity feeder services. Because this essentially supplants the need for local operating match, it will have the effect of utilizing the available S.5311(f) operating funds at approximately twice the rate that would have been the case, where local sources (including carriers or transit agencies) provided local match for 50 percent of the net operating deficit. In addition, it means that the policy guidelines and

project designs will need to conform to the FTA guidance for such projects, and that the private carriers providing the unsubsidized segments will need to be full participants in program and project design.

Other Federal Programs—Bus and Bus Facility Program—Intermodal Terminals

In addition to assistance for maintaining or developing rural intercity services, a second aspect of intercity bus service that is addressed by federal transit policy and funding is support for intermodal terminals—i.e. passenger terminals that are served by more than one transit mode or carrier. There are many such terminals around the country that are served by private for-profit intercity bus companies, in which passengers can change carriers. Many of them also have intercity or commuter rail passenger service, and most have local bus transit or other transit service.

Often intermodal facilities are joint development projects that also include commercial office space, retail space, or even residential units. These projects are typically developed by local transit or development authorities, who act as the applicant for federal and available state funding. Private for-profit intercity bus firms have been involved, either as partners (contributing some of the local capital match), or tenants (leasing docking space for buses, counters, offices, and paying a pro rata share of common space), or sometimes both (paying a pro rata share of operating expenses, but not having to lease because of participation in the local match). Funding for these projects has generally come from the FTA capital programs—particularly the Bus and Bus Facilities funding (formerly Section 9), much of which is earmarked by Congress for specific projects, but also as an eligible capital project under S.5307, S.5311, or S.5311(f). Congestion Mitigation Air Quality (CMAQ) program capital funding has also been used for intermodal facilities, including both terminal buildings and park and ride lots.

In the past, FTA guidance about private intercity bus operator participation has been interpreted by some to require that these firms be treated as if they are the same as any other non-transit private use—i.e., FTA funds could not be used to build or operate portions of a project used by the private carriers. In these cases, the projects often required the high rents expected of commercial tenants, or bus companies to fund the full cost of facility improvements attributable to the intercity carriers. However, in SAFETEA-LU, a revision to the transportation authorization makes it clear that private intercity carriers should be considered as eligible to benefit from federal transit funding in these projects—the intercity bus portion of an intermodal facility is now eligible under the Bus and Bus Facilities program. Preliminary guidance about this change has been issued by FTA.

In addition, SAFETEA-LU creates a funding source for the intercity bus facilities by authorizing $35 million per year under the Bus and Bus Facilities discretionary program (Section 3011) for intercity bus facilities—a total of $175 million over the life of the bill, beginning in FY 2005. The program is administered by FTA, and is likely to fit within the general Bus and Bus Facilities program. This funding could potentially be a source of capital for intermodal facilities in Colorado—it is likely that this funding will be considered as having been applied to the earmark projects that have intercity components, so it may not represent a new additional source. SAFETEA-LU contains an extensive list of such projects.

Section 9 funding has also been used in the past in other states for buses, including not only rural and urban transit buses, but also intercity buses that were made available for use by private firms. While this has not been common, it is another way to provide vehicle capital for rural intercity services.

S.3038 Over-the-Road Bus Accessibility Program Grants

This program was authorized as part of TEA-21, and it continues under SAFETEA-LU. It makes funds available to private operators of over-the-road buses to pay for the incremental capital and training costs associated with compliance of the final DOT rules on over-the-road accessibility.[1] The S.3038 program is unusual in that it is conducted directly by FTA (including its regional offices) rather than being managed by state recipients. The solicitation for applications is conducted on a national basis, with federal funding to provide up to 90 percent of the costs of accessibility equipment (such as wheelchair lifts, access doors, folding seats, interlocks, tie-downs, etc. and the labor cost for installation) and training. The funds can be spent on the incremental costs of this equipment on a new coach, or used to retrofit existing coaches. In FY 2006 $5,568,750 was provided to regular-route carriers, and an additional $1,856,250 to charter and other operators of over-the-road buses. Over-the-road buses are defined as buses with a high seating deck with luggage compartments below. The definition of intercity, fixed-route over-the-road bus service is essentially the same as that for the S.5311 program: "regularly scheduled bus service for the general public, using an over-the-road bus that: operates with limited stops over fixed routes connecting two or more urban areas not in close proximity; has the capacity for transporting baggage carried by passengers; and makes meaningful connections with scheduled intercity bus service to more distant points". The only difference is the focus on the over-the-road bus. In terms of a potential state role, CDOT could encourage carriers serving the state to apply for funding, could assist them in preparing grant applications, and could potentially provide the ten percent local match. However, it should be noted that the bus industry associations have provided models for grant applications, and the ten percent carrier match is not a major barrier to participation (it is likely that the cost of having a vehicle out of service for a retrofit is a larger barrier). The major statewide scheduled carrier, Greyhound Lines, received $2,803,950 in FY 2006 for its national fleet. Greyhound Lines has received grants from a number of states for S.5311 capital funding for the incremental costs of lifts and training, but that is outside this program.

Another Possible Source of Federal Funds for Intercity Bus--Congestion Mitigation and Air Quality Funding

CMAQ funding is FTA funding available in air quality non-attainment areas for projects that reduce emissions, such as transit projects that attract patrons from single-occupant autos. The funding can be used for capital projects or operating assistance, although operating assistance is limited to three years. CMAQ has been used for park and ride lots, intermodal terminals, and coaches that are used by private for-profit intercity firms. New Hampshire DOT has been a leader in the use of this funding source to build a network of services that provide intercity trips to downtown Boston (commuters and intermodal connections to Amtrak and

[1] 49 CFR Part 37, published in the Federal Register on September 28, 1998 (63 FR 51670).

intercity bus services) and to Logan Airport. The New Hampshire approach used CMAQ capital to build the facilities, which were then used by the private firms, who also operate and maintain them. Buses have also been provided to private carriers. More recently a major expansion of park and ride commuter lots designed to increase bus and ride-sharing while I-93 is being rebuilt has led New Hampshire to also use CMAQ to provide operating assistance for this commuter-oriented service. In Colorado, a similar effort using CMAQ for the FREX service between Denver and Colorado Springs has supported the development of an extensive commuter bus service—as it transitions to other funding sources CMAQ could be considered for use in other corridors where the air quality and congestion mitigation aspects of bus service are present, such as north of Denver.

Job Access Reverse Commute Funding (JARC)

The needs analysis/outreach effort for this study identified a number of cases in which a need for longer-distance commuter services was seen as the primary issue, often to resort areas. As noted above, commuter services cannot be funded with S.5311(f), and FTA notes that such services may be a valid need, but should be funded with other programs. In addition to the basic S.5307 and S.5311 programs, the JARC program is a potential funding source for commuter services. Under SAFETEA-LU, JARC funding has become a formula program, and local human service coordination plans must be developed to establish local needs and project evaluation criteria. This planning effort is currently underway in Colorado, and it may well identify some longer-distance work trip needs that should be addressed outside the intercity bus program.

Federal Motor Carrier Safety Administration (FMCSA)

The other major federal policy framework affecting intercity bus service is the regulatory framework of the FMCSA. As noted above, the FMCSA is an agency of the U.S. DOT, and is one remnant of the regulatory authority formerly exercised by the Interstate Commerce Commission. FMCSA does not have any role in the economic regulation of the intercity bus industry, rather its focus is on ensuring that the firms providing service in interstate commerce are financially responsible (have the required levels of insurance), and operate within the federal safety requirements. Thus the FMCSA requirements are important to CDOT in that intercity bus carriers in the state that offer interline service to interstate passengers must meet FMCSA requirements, with some limited exceptions. In addition, FMCSA policing of insurance and safety allows CDOT to address these issues by requiring FMCSA registration and compliance, rather than having to do these things itself as part of its intercity bus program.

In general, all commercial motor vehicle operators that transport passengers "for-hire" across state lines must register with the FMCSA. For-hire means that the operator receives compensation, even if it is not directly from passengers (for example if Medicaid pays for the trip). This is true for non-profit agencies as well as for-profit firms.

> A commercial motor vehicle is a motor vehicle used in interstate commerce to transport passengers if it has a gross vehicle weight rating (or weight, or gross combination weight) in excess of 10,001 pounds, or is designed or used to carry more than eight passengers, including the driver, for compensation, or is designed or used to carry more than 15

passengers, including the driver, and is **not** used to transport passengers for compensation.

There are exceptions for school bus service, operations entirely within a commercial zone, and taxicab service. There are specific definitions for commercial zones in the law, including listing of specific zones and a generic definition for other locations not specifically listed.

The commercial vehicle operator transporting passengers for-hire in interstate service must apply for a license, filing a Form OP-1(P) (paper) or on-line, and an application fee. The applicant must present evidence of the proper insurance and designate a process agent (a representative who can receive court papers that might be served in any court proceeding against the carrier). Generally the operator must pay a fee to a process agent for these services. The required insurance levels are based on the seating capacity of the vehicle (the largest vehicle in the operator's fleet or the number of passengers, whichever is greater). The liability insurance coverage per occurrence is $5 million for vehicles having capacity of 16 or more passengers, and $1.5 million for 9 to 15 passenger vehicles. Once the operator has a license, they receive an MC (for motor carrier) number, and a USDOT number. The USDOT number and the name of the operator must be marked on the buses. There is no separate fee to obtain the USDOT number. Public entities performing for-hire services are exempt from the need to obtain a USDOT number, and from a number of other FMCSA safety requirements, but they must obtain operating authority (an MC number) if they are providing transportation that would otherwise be covered by these requirements.

Commercial vehicle operators that provide interstate service and receive funding under S.5311(f) (or S.5311, S.5307, or S.5310), or contract to provide service funded by these programs, do not have to meet the insurance requirements listed above, but must carry insurance at the highest levels required by any of the states in which they operate. Also, the application fee for the FMCSA license is waived—but the operator must still file and obtain an MC number and a USDOT number (unless a public entity). These exemptions and exceptions for FTA grantees and contractors receiving FTA funding are not widely known in the FMCSA system, and applicants may need to contact FMCSA offices directly and explain their status as recipients of FTA funding in order to receive the fee waiver and the alternative insurance requirements. It should be noted that operators receiving S.5311(f) funding who wish to interline with Greyhound Lines or be part of the National Bus Traffic Association (NBTA) interline ticketing system, will need to meet FMCSA levels of insurance which may be higher than the amount required of FTA subrecipients not providing interstate transportation.

FMCSA is also responsible for safety regulations affecting commercial motor vehicles operated in interstate commerce. In addition to the requirements for the appropriate USDOT numbers and vehicle markings, FMCSA sets requirements for driver qualifications, driver medical examinations, hours of service limits, records of duty status, vehicle safety inspections, and documentation of vehicle repair and maintenance. FMCSA regulations include the Commercial Driver's License (CDL) requirements for both interstate and intrastate commercial transportation (for operators of vehicles designed to transport 16 or more passengers). FMCSA regulations also include drug and alcohol testing, however, if the operator is receiving FTA

funds, the FTA drug and alcohol and drug-free workplace requirements apply. In Colorado, the CDL program, medical exams, and vehicle licenses are administered by Motor Carrier Services in the Division of Motor Vehicles of the Department of Revenue. This same agency also administers the International Registration Plan and the International Fuel Tax Agreement programs. Commercial vehicle safety requirements and inspections, and hours of service regulations are under the Safety and Compliance Unit of the Colorado Public Utilities Commission. Size and weight restrictions on vehicles are enforced and administered by CDOT.

CARRIER POLICIES

In addition to the federal funding and regulatory policies, the intercity bus program in Colorado must recognize and work with the private sector industry that provides most of the intercity service—in part because federal policy does not allow the state to participate in providing intercity bus service between urbanized areas, and in part because it would cost a great deal of public funding to replace the extensive network of service provided by the private carriers. In the development of a program at this time, the private intercity bus industry is also a key participant in the state's intercity bus program because of the recent FTA regulatory guidance allowing the use of the value of capital on unsubsidized connecting intercity bus service as in-kind operating match for S.5311(f) operating grants. Project designs utilizing this approach to funding need to include the unsubsidized private carrier providing the connecting service as part of the overall project design and application. This means that the private carriers are part of the program, along with the state and the local S.5311(f) grantee (or contractor).

Greyhound Lines (including its wholly-owned subsidiary Texas, New Mexico and Oklahoma Stages (TNM&O)) is the only national network of scheduled intercity bus service, and it performs a critical function in linking the other smaller regional services around the country. It is a private for-profit firm, now owned by FirstGroup PLC of the United Kingdom. Greyhound/TNM&O is the largest carrier in Colorado, and its policies regarding coordination with other services must be recognized in the development of intercity bus programs. Like the airlines, intercity bus ridership fell after 9/11/01, and during the same period Greyhound faced increased competition from independent and ethnic bus companies in many parts of the country. It also faced the costs of implementing the Americans with Disabilities Act (ADA), and the increases in fuel and insurance costs. With a change in management, Greyhound has undergone a system restructuring during the last two years, eliminating low ridership stops and routes. Basically, in order to fully utilize its fleet and return to profitability, it has focused service on routes between larger urbanized areas, responding to customer requests for more frequent express services. Local service with many intermediate stops, routes serving non-urbanized locations, and many routes not operating on the Interstate highways or other expressways have been dropped. Nationwide almost a thousand rural and small urban places lost service under this restructuring. In Colorado Greyhound dropped Sterling (July 2004); Berthoud Pass, Brush, Burlington, Craig, Dinosaur, Fraser, Fort Morgan, Granby, Hayden, Steamboat Springs, and Winter Park (August 2004); Eagle, Fowler, Idaho Springs, Las Animas, La Junta, and Parachute (April 2005); and Antonito, Blanca, Campo, Canon City, Cimarron, Cotopaxi, Fort Garland, Garfield (Monarch Pass), Gunnison, Olathe, Ouray, and Salida (August 2005). A number of

these stops were only flag stops with minimal ridership, but service has been lost in some large areas of the state. In some cases Greyhound was receiving S.5311(f) funding to provide this service, but the funding levels were not sufficient to persuade the firm to continue this service.

However, Greyhound is interested in continuing to receive traffic from the rural areas it was forced to withdraw from, primarily by increasing its coordination with smaller regional intercity carriers and increasingly with public transit providers operating services connecting the rural areas with the Greyhound stops in urbanized areas. S.5311(f) funding is intended to provide exactly this type of service, and the firm wants to expand its cooperation with states and rural transit operators. However, Greyhound Lines itself does not currently seek to obtain S.5311(f) funding for its own operations (though it is interested in capital for intermodal facilities).

Greyhound has taken a number of steps to facilitate increased coordination with rural feeder operators. It has worked with the USDOT, states, and transit operators to develop an approach to insurance that will allow Greyhound to quote connecting rural transit services in its schedule information system without requiring that they carry the full private sector insurance levels called for by the FMCSA. Greyhound has supported the development of the concept of using the capital value of its services as in-kind match for operating assistance on connecting subsidized services under S.5311(f). And it has worked with the NBTA to develop a way for rural feeders to participate in the interline ticketing system.

Greyhound's view of coordinated rural-intercity service includes the following elements:

- Connecting service (to Greyhound) should be scheduled, not demand-responsive (so the schedule information system can quote times to customers).
- Connecting carriers should have proper operating authority and insurance levels.
- Connecting service should be operated at least five days per week.
- Connecting service should not duplicate existing service, either by Greyhound or another carrier or subsidized transit service.
- Connecting carriers should offer proper ticketing and package express service.
- Connecting carrier information should be available nationwide as part of the national intercity bus network.

Greyhound has developed a manual outlining this overall coordination approach, which is available on the internet. The firm offers several ways to coordinate on ticketing and information. These include a role for the rural connecting carrier as a formal interline partner (accepting Greyhound tickets and package express service over the national bus network and providing tickets that are accepted by other carriers in the interline system), or as a Commission Agent (selling Greyhound tickets and package express service for a percentage commission), or simply allowing Greyhound terminal access with no joint ticketing. If a connecting carrier

wishes to be included in Greyhound's national schedules and telephone/internet schedule information system, it must be an interline partner.

For liability reasons, Greyhound requires that its interline partners have FMCSA authority to operate (an MC number and a USDOT number)—even if they do not themselves operate in interstate service. However, Greyhound accepts different insurance levels so that an FTA funding recipient might not need the full $5 million in coverage. Greyhound requires $1.5 million combined single limit liability for vehicles with a seating capacity of 15 or less, $2 million for vehicles with a capacity of 16-30, and $5 million for vehicles with a capacity over 30. Under FMCSA rules, interstate commercial vehicle operators that receive FTA funding are only required to have the highest insurance levels required by the states served. For access to Greyhound terminals other carriers are required to have general liability insurance with a combined single limit of at least $1 million.

Interlining and the National Bus Traffic Association

The NBTA is a non-profit association created by the bus industry in 1933 as a clearinghouse for interline ticket revenue, as a tariff publisher, and to deal with interline baggage and package express in terms of liability and revenue. It currently has 59 member firms that provide scheduled intercity bus service. Greyhound/TNM&O is a member, as are Powder River Transportation/Coach America, Burlington Trailways, and Black Hills Stage Lines.

Interline tickets allow a passenger to buy a single ticket that provides travel over two or more different bus companies. The NBTA clearinghouse allows the different firms that provide transportation on a particular ticket to collect their proportionate share of the revenue based on the part of the trip that carrier provided. The proportionate share is calculated based on the ratio of the miles a particular passenger was transported on that carrier to the total miles of the passenger's trip. This is called the mileage prorate. The participating carriers submit their bill for their share of these revenues on a monthly basis, and the NBTA clearinghouse processes all of these claims.

Normally membership involves placing some equity into the "bank" that provides liquidity to this function, along with other qualifications (including a number of requirements on the ticket itself). However, to facilitate participation in interline arrangements by S.5311(f) funded operators or other transit agencies, NBTA has created a category of membership called a Sponsored Membership, in which a rural connector can participate in the interline system through a member carrier that is their Sponsoring Member (most likely an interline partner). The rural connector pays only a $100 annual membership fee to NBTA, and it can then sell interline tickets on the sponsoring carrier's ticket stock from originating points on the sponsoring carrier's routes. The sponsored rural transit connector would be required to honor tickets issued by other NBTA members for services originating on their lines. The sponsoring NBTA member secures the "reclaims" for the sponsored member. It should be noted that Greyhound is an NBTA member, and participation as a sponsored interline partner would make the rural connector a Greyhound interline partner, with schedules and fares quoted on the nationwide Greyhound telephone/internet information system.

The new policies of the intercity bus industry, particularly the Greyhound and NBTA interlining policies, provide a significant opportunity for transit operators, particularly those receiving S.5311(f), to become an integral part of the national intercity bus network. Requiring S.5311(f) contractors or subrecipients to participate to the extent possible would make a great deal of sense, and would likely result in higher ridership and revenue than would otherwise be the case.

EXISTING COLORADO POLICY REGARDING THE INTERCITY NETWORK

Colorado has two complementary approaches to maintaining intercity connections in the state, with some overlap (current and potential) in terms of jurisdiction and role. One approach is the remaining elements of the economic regulation of private for-profit carriers under the CPUC. The other approach is the joint federal-state provision of capital and operating assistance to maintain and improve intercity service under FTA's S.5311(f) program, which is administered by the state DOT.

Colorado Public Utilities Commission

While federal deregulation of passenger carriers under the BRRA pre-empted state regulation of fares, entry and exit for interstate services, and the ICC sunset legislation in 1989, expanded this pre-emption, Colorado continues to control entry, exist, and fares for passenger carriers that are completely intrastate, including taxi cabs. Several types of for-hire transportation are exempt, including Children's Activity Buses, Charter Scenic Buses, Luxury Limousines, and Off-Road Charters. Firms that are interstate are also exempt from state regulation, as required under the ICC Termination Act. Other firms must demonstrate that the public convenience and necessity requires that they operate a particular service in order to obtain the CPUC authority to operate it. If another carrier already has that authority, it would require a demonstration that the existing carrier is not meeting the public need, and a decision by the Commission to grant new authority. Regulated firms must apply for authority, must file tariffs and schedules, and are subject to the vehicle and hours of service safety regulations of the CPUC (which enforces the FMCSA rules in Colorado). The CPUC does not regulate Colorado's public transit services, and "Peoples Bus Services" –primarily human service transportation—is also exempt. The CPUC does not provide any operating assistance in the form of federal or state funds.

Colorado Department of Transportation Transit Program

The DOT's Transit Program uses federal and state funding for capital and operating assistance to support local, regional, and intercity public transportation services. It oversees the FTA Sections 5311, 5311(f), 5310, 5316, and 5317 programs, providing funding under a competitive and program of public transportation grants, in which all applicants submit grant applications every two years, and a competitive review process conducted by a designated committee selects the projects.

Colorado's S. 5311(f) Program

One of the FTA programs administered by the Transit Unit as part of its public transportation grant program is the S.5311(f) program of assistance for rural intercity services. The overall S. 5311 program provides for capital, operating, administrative, and planning assistance for transportation services open to the general public that are provided in areas under 50,000 persons. The S.5311(f) program is a subsection of the overall program. Fifteen percent of a state's overall S.5311 allocation is designated for rural intercity services, and a specific definition is provided regarding the intercity nature of the services—including a requirement for a meaningful connection with the national intercity bus network, as previously discussed. In recent years CDOT has provided capital for purchasing buses for use by private intercity carriers on routes serving the state (Denver-Omaha), and has provided some operating and administrative assistance for carriers on this route. It has also funded planning work to support a revival of service on the US 50 corridor, and in previous years it funded operations on that same corridor by TNM&O. Other earlier projects included a Greyhound counter at the Denver International Airport (which is no longer in use). The Transit Program also has a role in planning for and administering Senate Bill 1 funds, which have been used to support FREX service between Colorado Springs and Denver, and services connecting Loveland and Greeley.

Issues with Using the Existing Public Transportation Grant Program to Fund Intercity Projects

As noted above, there are already a number of S.5311(f) projects in place, which would seem to indicate that all is well. However, there are several issues that need to be considered going forward with the effort to develop and maintain an intercity network under the existing program.

One is the need for developing a separate application form and evaluation for intercity projects. Intercity projects are likely to suffer if included under the same application format and evaluation as other public transportation applications under this approach for several reasons:

- **Lack of grant-writing skills:** One reason is that they are likely to be proposed by private for-profit firms or small rural agencies, neither of which may be very good at developing and articulating a project proposal.

- **Lack of comparability in projects:** A second factor is that intercity projects typically are very different from transit projects, in that they have few passengers (who make long trips)—scoring on the basis of the number of persons served will typically not favor the intercity project. Intercity projects may have higher potential farebox revenues than transit projects, as passenger fares are based on distance, but often this does not offset the perception that there are few riders compared to local transit. Also, intercity projects typically do not carry enough passengers to affect congestion levels.

- **Lack of local public support:** A third factor is that local public support is often problematic for intercity projects, as they may cross a number of jurisdictional

boundaries, with each jurisdiction seeing someone else as responsible for maintaining this service. This is particularly the case when each jurisdiction has few users of the service, even if there is a larger number overall. Also, if inbound and outbound ridership is balanced, perhaps half of all intercity riders on a given project are not residents of the origin or destination end. Finally, although intercity bus passengers often have the same mobility issues as local transit riders (due to lack of auto ownership, poverty, inability to drive, etc.) they are often perceived as less worthy or desirable as compared to transit riders.

- **Local match may not be available:** Also, the public transit programs are typically operated by local governments, with either the transit operator or the local government in the position of using tax revenues to provide the local match. Intercity projects proposed by a private for-profit operator currently lack a source of local match and political support, as the carrier is not likely to want to operate a loss-making service if only part of the loss is covered. Intercity projects proposed by a single transit operator may also lack support from the neighboring systems who may have different priorities, leaving insufficient local match. Colorado has historically not provided state operating match, which prevents the state from stepping in as the source of local funding for projects that serve many jurisdictions. The new FTA in-kind match approach may be a way to address this issue, but without some type of local match, intercity projects may never reach the application stage, or may not be competitive when compared to local transit projects with local funding support.

- **Intercity projects may lack a sponsor:** The current grant program offers funding, and depends on local interests to develop competitive projects and present them in the best possible light. There may well be intercity needs, but in the absence of a local government sponsor, no project will be developed, and no one will apply for funding to provide it.

Fundamentally, the reason that intercity projects do not fit well into a state public transportation grant program is that the jurisdictional level is not correct. The experience of the CPUC, and in most states before federal deregulation, was that non-local transportation was a state responsibility, to be regulated at the state level. Only a state-level program could maintain unprofitable rural services by enforcing cross-subsidies, and ensure that the public interest was met. The public transit programs, with the exception of S.5311(f), are aimed at local or regional services. But the "locality" of concern for intercity services is effectively the state. Recognizing this would require that the state become the grantee or applicant for intercity programs, and becoming the analogue of the transit authority in terms of managing the system and seeking funding. This does not mean that the state would need to take over all intercity services, but only that it would need to identify which services are not being provided by the marketplace, and then using available funding to contract for these services.

Issues of Overlapping Roles

The area in which these two approaches—regulation and subsidy—overlaps is the case in which a service regulated by the CPUC is also subsidized by the CDOT programs—and this is

most likely in the case of the S.5311(f) program. A private carrier receiving CDOT FTA funding, might well also have to have the CPU Certificate of Authority for the services that are or have been subsidized by the CDOT, while public transit operators do not.

Potential issues arise if, for example, CDOT wishes to provide its funding to a different carrier for one of these services, one that does not have the certificate. Does it have to find a public agency that is exempt from CPUC requirements? If it is seeking a new carrier because their existing grantee is not complying with federal and state program requirements, is that grounds for seeking to have their CPUC certificate revoked? In its grant program, does it have to require that all applicants have the appropriate certificate (or obtain it)?

Furthermore, if a certificate holder who is also receiving operating or capital assistance from the CDOT applies to the CPUC to change its rates, how is the effect of the subsidy considered in the rate-making process (or is the tariff filing a pro-forma process)? If a CPUC certificate holder on a route objects to new service from a subsidized operator, the possibility exists that the certificate holder could object, or attempt to obtain the funding itself. With the expansion of a state intercity bus program there may be a need to clarify the relationship between funded private carriers and the CPUC regulations. It may be a moot issue if CDOT requires S.5311(f) subrecipients to interline with an interstate carrier, as the services would then be exempt from many CPUC regulations.

GOALS OF RURAL INTERCITY BUS

The federal Section 5311(f) program does contain explicit statements of "National Objectives", including:

1. Support the connection between nonurbanized areas and the larger regional or national system of intercity bus service.

2. Support services to meet the intercity travel needs of residents in nonurbanized areas.

3. Support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

The discussion that accompanies these three statements of program objectives links them to the reduction in route coverage by the private for-profit intercity bus carriers over the past several decades, suggesting that the primary concern is to retain or create coverage in terms of routes that would connect nonurbanized areas and the national intercity bus network. The federal program guidance does allow for additional state priorities or objectives.

The definition of eligible services under this program further supports the primary objectives listed above. The program does not allow for funding of commuter services ("service designed primarily to provide daily work trips within the local commuting area"). Services that provide "extensive circulation within a region (in contrast to regular, but infrequent service from

limited points in the community of origin to limited points in the destination community)" are not considered intercity service by FTA. Both of these types of service are eligible for other types of FTA funding, but not S.5311(f). The definitions further note that even if a route stops at the intercity bus facility among other local stops in a destination city, unless the schedule reflects the need to make intercity connections at the intercity bus stop, the service is not intercity in nature.

So, from the federal program perspective, the goal of the program is to provide connectivity from rural areas to the national intercity bus network, to support the intercity travel needs of rural residents, and to support the continuation of a network that would provide such service.

In a sense these goals and definitions are important in terms of what they do not see as primary goals. There is no mention of attempting to attract auto users to the bus mode, reduce traffic congestion, reduce energy consumption, or improve air quality. The focus is on maintaining or improving the ability of rural residents to make intercity trips.

However, a state may also include its priorities in addition to these federal objectives, and in that sense further discussion of these other goals may be worthwhile. If the services provided by S.5311(f) are not offered, rural residents seeking to make an intercity trip face only two choices—not making the trip (a reduction in mobility and quality of life), or using a private vehicle (as rail and air modes are typically not available in the rural areas and small communities under discussion). So it could be argued that a state should support the development of rural intercity services both to improve and maintain the quality of rural life, and to reduce energy consumption. Colorado may wish to consider policy options for the federal transit programs managed by CDOT, Senate Bill 1 funding, and the goals identified in the Regional Transportation Plans together. This would assist in developing transit policies that are directed towards achieving the overall goals of the State and its local jurisdictions within the context of the various funding sources that are available.

Energy Efficiency and the Intercity Bus

While one may see few heads in the window of a passing intercity bus and assume that the energy efficiency of such service is relatively low, in fact the intercity coach is the most energy efficient mode of transportation, and even scheduled intercity bus service is more energy efficient than any other mode, at least at the aggregate national level. A recent study[2] includes the following information on average energy efficiency, expressed in passenger/miles per diesel equivalent gallon:

- Intercity bus—scheduled service: 160
- Commuter bus: 195.7
- Intercity rail passenger service (Amtrak): 66
- Commuter rail: 85.8

[2] M.J. Bradley & Associates, Comparison of Energy Use & CO2 Emissions from Different Transportation Modes, for the American Bus Association, May 2007.

- Car-Average trip: 43.8 (reflects intercity trip occupancy)
- Domestic Air Travel: 42.8
- Transit Bus: 32.5
- Car-One person: 27.7

The study provides extensive information on the data sources used, but basically it should be noted that National Transit Database data was used for the transit modes, Bureau of Transportation Statistics (US Department of Transportation) for Amtrak, air and auto modes, and the American Bus Association member Census data was used for motorcoach data. The basic plausibility of the results for intercity bus is apparent in the fact that a 55 seat motorcoach generally gets about 6 miles per gallon of diesel, resulting in 330 seat miles per gallon, and the overall average Greyhound load factor is 26, so the average passenger-miles per gallon would be about 160. It should be noted that the study identified a range of potential energy consumption levels for most modes, and that these figures represent the average based on current ridership and equipment on a national basis.

These results also are similar to those reported in the annual *Transportation Energy Data Book.*[3] In the 2005-2006 Edition, Table 2.11 reports the most recent data for the energy usage of intercity bus in the Year 2000 as 932 Btu per passenger-mile, compared to the 3,611 Btu per passenger-mile for passenger cars, and 4,515 for transit buses. Table 2.10 reports Amtrak's energy intensity as 2,935 Btu per passenger-mile. The extremely low energy intensity of intercity bus may be a result of including charter and tour with regular-route, but the overall implication is still that intercity bus, based on data that includes actual usage, is the most energy efficient mode.

It should be recognized that the figures in both studies report generalized national averages of existing service, and that any specific projects or services really need to be evaluated based on the anticipated equipment, seating density, ridership, and service patterns. For example, the Amtrak energy utilization figures include the effects of including lower-density seating, café, lounge, and sleeping cars on their long-distance services—corridor trains with high-density seating and no non-revenue space would undoubtedly be much more energy efficient. Energy efficiency can also be greatly affected by operating constraints that involve significant dead-head operation (operation in the off-peak direction, for example). Overall, all of the transit modes are more energy efficient than individual use of private vehicles, and transit supports higher-density land use patterns that further reduce trip lengths, travel demand and energy consumption.

The point in this case is that intercity bus service, on average, is much more energy efficient than the private vehicle, and that if intercity bus improvements can make the mode more attractive to non-users, it offers the potential to reduce energy consumption. Colorado may wish to include this as one of its policy goals for intercity bus, even though the FTA goals for the S.5311(f) program do not focus on this potential.

[3] U.S. Department of Energy, Center for Transportation Analysis, Oak Ridge National Laboratory. Transportation Energy Data Book, Twenty-Fifth Edition, 2005-2006.

SUMMARY OF THE POLICY CONTEXT

As an administrator of federal transit funds, CDOT should be aware that there are only three sources of FTA funds specifically for intercity bus transportation, and only one that may be administered through the state: S.5311(f). There are two other intercity bus related FTA programs, the S.3038 the Over-the Road Bus Program/Over-the-Road Bus Accessibility Program, and changes that permit FTA funds to be used for all aspects of intercity bus facilities which meet the FTA criteria for joint development projects. The definitions of public transportation in SAFETEA-LU (S.5302(a)(10)) state that intercity bus transportation is not to be considered public transportation under the FTA programs, except for rural services covered by S. 5311(f), and in terms of facilities under and the Bus and Bus Facilities Programs. This means that FTA funds cannot be used to support intercity bus services that provide service solely between urbanized areas—that is left to the private sector.

The other FTA program addressing intercity bus, S.3038, provides for the incremental costs of wheelchair lifts and associated accessibility equipment, and training, for private for-profit regular-route and charter bus companies. It is administered directly by FTA, though some states have offered to assist private carriers in their states in developing applications to FTA, and by providing the local match.

The intercity bus portions of eligible joint development projects can now be funded with FTA funds, and the limitation that made commercial facilities ineligible for FTA funding has been lifted for intercity bus terminals or the intercity bus portions of joint development projects. Intercity bus facilities are no longer required to provide a fair share of revenue for public intermodal facilities, but can be treated as a public transportation use. In addition, SAFETEA-LU includes authorization for $35 million per year for intercity bus facilities under the Bus and Bus Facilities Program. In general, these facilities are typically developed in Urbanized Areas, with direct recipients taking the lead, so state program participation may be limited—though the state can advocate for including intercity bus facilities in such projects, particularly if they are also involving the state rail passenger program.

This leaves S.5311(f) as the primary funding tool available to states to maintain or develop intercity bus services. Based on the S. 5311 draft circular C 9040.xx, Chapter VIII, the definition of eligible intercity services includes the following characteristics:

- Regularly scheduled bus service
- Serves the general public (no eligibility or trip purpose restrictions)
- Limited stops
- Fixed-route
- Connecting two or more urban areas not in close proximity (urban area is defined very broadly)

- Capacity for transporting baggage

- Makes meaningful connections with intercity bus service to more distant points "if such service is available", but "...must make meaningful connections wherever feasible" with the "national network of intercity bus service"

- Package express service may be included, if incidental to passenger transportation

- Does not include commuter service (or air, rail, charter, or tour services)

Within these guidelines FTA is clearly also wrestling with the definitions of intercity service. The draft guidance states that "...service which provides extensive circulation within a region (in contrast to regular but infrequent service from limited points in the community of origin to limited points in the destination community) is not considered intercity service, although it may be an eligible public transportation service." Also, FTA notes "service which only incidentally stops at an intercity bus facility among other destinations within the city at either end of a route which covers a long distance, without regard to scheduled connections, is eligible for S.5311 assistance as public transportation, but is not an intercity feeder service."

FTA also permits funding for services that are described as "Feeder Service", which may be demand-responsive, or differ in other characteristics from that described above. Feeder services can also provide access to intercity rail or air service. The flexibility to fund "Feeder Service" that does not meet the definition of eligible service found in Section 7 of the Circular would appear to open the door to any service that a state or applicant might want to fund, as long as it "acts as a feeder to intercity bus service". Beyond this, Colorado may well see or define other parts of the transportation network as key elements of an intercity network, but it will require other funding sources or regulatory tools to support or influence. Thus long-distance commuter services, or many services providing key services such as long-distance medical trips could be considered in a policy sense, but the tools to address them will need to include other programs such as CMAQ, S.5311, JARC—or even state funding.

CHAPTER 2

EXISTING INTERCITY SERVICES

INTRODUCTION

The purpose of this chapter is to address the "intercity" bus services in Colorado in order to assist the state in defining appropriate policies that may support or affect these services. This report includes an inventory of the existing intercity bus services accompanied by a set of figures that represent these services geographically.

OVERVIEW OF COLORADO INTERCITY AND REGIONAL SERVICES

Within the national context, Colorado has a relatively high level of service provided by a combination of private, for-profit intercity carriers and public transit providers. There are 20 providers, including five Hispanic bus lines, of regularly scheduled intercity and regional bus services that provide service in Colorado: Greyhound; Texas, New Mexico and Oklahoma (TNM&O) Coaches; Black Hills Stage Lines; Burlington Trailways; Front Range Express (FREX); Eagle County (ECO) Transit; Roaring Fork Transit Authority (RFTA); Steamboat Springs Transit (SST); Denver Regional Transportation District (RTD); Gunnison Valley Rural Transportation Authority (RTA); Galloping Goose Transit; Road Runner Transit; IntraWest Resort Shuttles; Colorado Mountain Express (CME); Americanos USA; Autobuses de Mexico; Camionetas Chihuahua; El Paso-Los Angeles Limousine; and Los Paisanos. TNM&O is a wholly-owned subsidiary of Greyhound (which is now owned by FirstGroup PLC of the United Kingdom).

Greyhound, TNM&O, Black Hills Stage Lines, and Burlington Trailways are all members of the National Bus Traffic Association (NBTA), the national intercity bus interline ticketing system. They connect in the same station in cities that are served by more than one firm (actually they all connect at the Denver Greyhound station), and passengers can buy interline tickets that provide a single ticket for transportation on more than one carrier. They correspond to the traditional notion of "intercity bus" service.

The Hispanic carriers are not members of the NBTA, and they serve different stops in the cities that also have service provided by the NBTA members. In general their focus is not intra-Colorado service, but connections from Colorado to points in Mexico, Texas, and California.

FREX provides commuter service at park and ride lots in the Colorado Springs-Denver corridor, with a primary focus on peak hour, peak direction service. Connections with local transit are made at common stops, but FREX does not serve Greyhound stations at either end of its service area, nor does it offer interline ticketing. It is included in this analysis because the service is between cities some distance apart, was formerly served only by private intercity carriers, and the key origins and destination cities are still served by TNM&O. A resident of Colorado Springs making a trip to Denver might well treat FREX as an intercity service, depending on their schedule, the location of their trip origins and destinations, and the frequency with which they make the trip. ECO Transit, RFTA, SST, Denver RTD, Gunnison Valley RTA Galloping Goose Transit, and Road Runner Transit are other public transit operators that have been included as they provide some regional services that could be considered intercity. IntraWest Resorts is a private operator that has also been included because it currently provides a regional shuttle service that may become a public service in the near future. CME is another private operator that has been included because it provides service between airports and resort areas in major cities.

Table 2-1 lists the major intercity and regional service stops for each of the operators, except for the Hispanic bus lines that do not have printed schedules and frequencies available. In some cases, multiple carriers provide service to the same city. These services have been selected for inclusion at this time because they offer a meaningful connection to the national intercity bus network, either through a defined interline connection, or by serving a common terminal or facility allowing a physical connection between the services, and because they operate regional services that are long-distance and might otherwise meet the need for connections between separate towns and cities. Table 2-1 also lists the number of trips made daily along each route. Note that each trip may not stop at every place along the route; some trips are express, while others require certain stops to be requested.

Figure 2-1 is a map of the state with the existing intercity and regional service routes provided by the firms and agencies noted above. A complete inventory of schedules is included at the end of this report in Appendix A. The services provided by each carrier are briefly summarized as follows:

- **Greyhound**: Operates daily service throughout the state, including four round-trips between Denver and Grand Junction, one round-trip between Denver and Limon, and three round-trips between Denver and Fort Collins. Some Greyhound schedules also stop at the Market Street RTD bus station in Denver as a "discharge only" stop, and two of the routes also function as Amtrak Thruway bus connections, serving the Denver Amtrak station.

Table 2-1: MAJOR INTERCITY AND REGIONAL SERVICE STOPS

Schedule # (i.e. GH 555), Route (i.e. Denver-Grand Junction Local)	**GH 555 Denver-Grand Junction Local**	**GH 555 Denver-Grand Junction Express**	**GH 360 Limon-Denver**	**GH 360 Denver-Ft Collins**	**TNMO 817 Denver-Grand Junction**	**TNMO 820 Denver-Spring-field**	**TNMO 820 Denver-Walsenburg/Trinidad**	**TNMO 822 Grand Junction Durango**	**TNMO 832 Denver-Pueblo**	**TNMO 832 Denver-Trinidad**	**TNMO 832 Denver-Alamosa**	**TNMO 835 Denver/Amtrak-Pueblo**	**TNMO 835 Denver/Amtrak-Engle-wood-Pueblo**	**TNMO 835 Denver-Englewood-Pueblo**	**TNMO 835 Denver-Col Springs-Pueblo**	**Black Hills 881 Denver-Sterling**	**Powder River 4689 Denver-Ft Collins**	**Powder River 4690 Denver-Ft Collins**	**Burlington Trailways 7096 Denver-Sterling**	**FREX Denver-Fountain**
Ft Collins				▲													▲	•		
Greeley																		▲		
Longmont																		•		
Boulder																		▲		
Denver	▲	▲	▲	▲	▲	▲	▲		▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
Denver Amtrak	•				▲	•	▲		•	•	•	▲	▲					•		
Den Market Sta-RTD																				
DIA																				
Eagle Co. Airport																				
Frisco	▲				▲															
Leadville																				
Minturn																				
Vail	▲				▲															
Avon																				
Edwards																				
Eagle																				
Gypsum																				
Dotsero																				
Glenwood Springs	▲				▲															
Carbondale																				
Basalt																				
Snowmass																				
Aspen																				
New Castle																				
Silt																				
Rifle																				
Grand Junction	▲	▲			▲			▲												
Limon			▲																	
Englewood						•			•	•	•		▲	▲						
Castle Rock																				▲
Monument																				▲
Colorado Springs						▲	▲		▲	▲	▲	▲	▲	▲	▲					▲
Fountain																				▲
Pueblo						▲	▲		▲	▲	▲	▲	▲	▲	▲					
Rocky Ford						▲														
Lamar						▲														
Springfield						▲														
Walsenburg							▲			•	▲									
Trinidad							▲			▲										
Alamosa											▲									
Delta								▲												
Montrose								▲												
Durango								▲												
Ft Morgan																▲			▲	
Brush																▲			▲	
Sterling																▲			▲	
Steamboat Springs																				
Craig																				
Gunnison																				
Crested Butte																				
Norwood																				
Placerville																				
Telluride																				
Ignacio																				
Bayfield																				
Granby																				
Tabernash																				
Fraser																				
Winter Park																				
Beaver Creek																				
Breckenridge																				
Copper Mountain																				
Keystone																				
Trips Per Day Per Route	5	3	2	4	2	6	2	2	2	4	2	5	2	6	3	2	1	4	2	43
Total Trips Per Day Per Schedule #		8		6	2		8	2			8				16	2	1	4	2	43

GH=Greyhound

• Represents stop on few trips only.

Total daily trips (weekday counted here if weekend schedule different) include both north- and south-bound or east- and west-bound trips.

Table 2-1: MAJOR INTERCITY AND REGIONAL SERVICE STOPS (Continued)

Schedule # (i.e. GH 555), Route (i.e. Denver-Grand Junction Local)	ECO Transit-Dotsero East, Dotsero-Vail	ECO Transit-Dotsero West, Vail-Dotsero	ECO Transit-Hwy 6 East, Edwards-Vail	ECO Transit-Hwy 6 West, Vail-Edwards	ECO Transit-Leadville-Vail	ECO Transit-Minturn-Vail/Avon	RFTA Aspen-Glenwood Springs	RFTA-Glenwood Springs-Rifle	Steamboat Springs Transit (SST)	Denver RTD-Denver-Boulder	Denver RTD-Denver-Longmont	Denver RTD-Boulder-Longmont	Gunnison Valley RTA	Galloping Goose Transit Norwood-Telluride	Galloping Goose Transit Placer ville-Telluride	Road Runner Transit Ignacio-Durango	Road Runner Transit Bayfield-Durango	Intra West Resort Shuttles Granby-Winter Park	Colorado Mountain Express
Ft Collins																			
Greeley																			
Longmont											▲	▲							
Boulder										▲		▲							
Denver										▲									
Denver Amtrak										▲	▲								
Den Market Sta-RTD										•	•								
DIA																			▲
Eagle Co. Airport																			▲
Frisco										▲	▲								
Leadville					▲														
Minturn					▲	▲			▲	▲	▲	▲	▲						
Vail	▲	▲	▲	▲	▲	▲			▲	▲	▲	▲	▲						▲
Avon	▲	▲	▲	▲	▲	▲			▲	▲	▲	▲	▲						
Edwards	▲	▲	▲	▲															
Eagle	▲	▲																	
Gypsum	▲	▲																	
Dotsero	▲	▲																	
Glenwood Springs							▲	▲											
Carbondale							▲												
Basalt							▲												
Snowmass							▲												▲
Aspen							▲												▲
New Castle								▲											
Silt								▲											
Rifle								▲											
Grand Junction																			
Limon																			
Englewood																			
Castle Rock																			
Monument																			
Colorado Springs																			
Fountain																			
Pueblo																			
Rocky Ford																			
Lamar																			
Springfield																			
Walsenburg																			
Trinidad																			
Alamosa																			
Delta																			
Montrose																			
Durango																▲	▲		
Ft Morgan																			
Brush																			
Sterling																			
Steamboat Springs									▲										
Craig									▲										
Gunnison													▲						
Crested Butte													▲						
Norwood														▲					
Placerville														▲	▲				
Telluride														▲	▲				
Ignacio																▲			
Bayfield																	▲		
Granby																		▲	
Tabernash																		▲	
Fraser																		▲	
Winter Park																		▲	
Beaver Creek																			▲
Breckenridge																			▲
Copper Mountain																			▲
Keystone																			▲
Trips Per Day Per Route	15	13	30	33	6	18	74	18	4	76	42	90	n/a	4	10	4	4	6	9
Total Trips Per Day Per Schedule #		**28**		**63**	**6**	**18**	**74**	**18**	**4**	**76**	**42**	**90**	**n/a**	**4**	**10**	**4**	**4**	**6**	**9**

GH=Greyhound

• Represents stop on few trips only.

Total daily trips (weekday counted here if weekend schedule different) include both north- and south-bound or east- and west-bound trips.

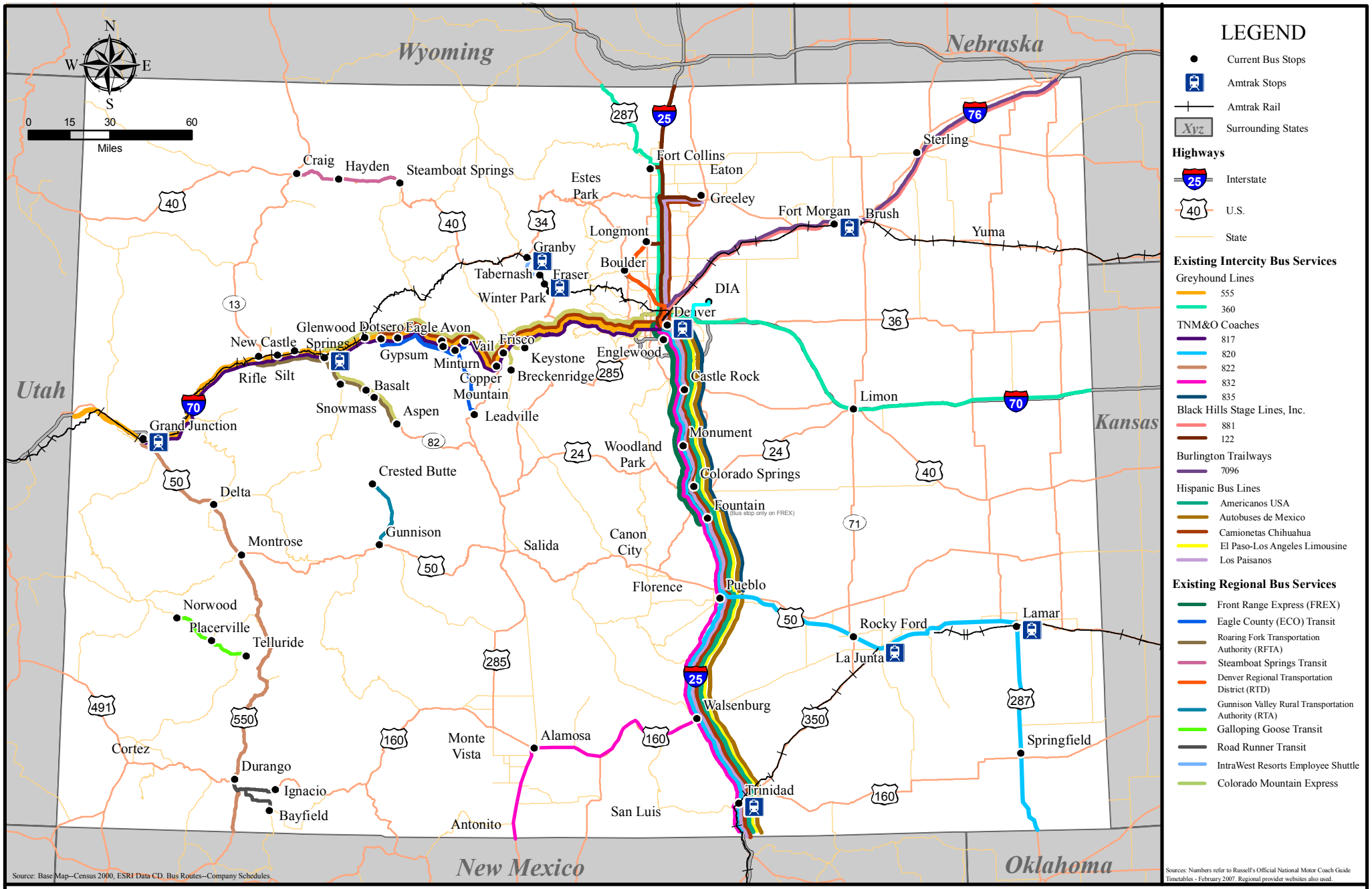


Figure 2-1

EXISTING INTERCITY AND REGIONAL BUS SERVICES IN COLORADO

KFH GROUP

- **Texas, New Mexico, and Oklahoma Coaches, Inc.**: Operates one daily round-trip between Denver and Grand Junction, via Frisco, Vail, and Glenwood Springs. On the west side of the state, there is one daily round-trip between Grand Junction and Durango. Scheduled routes to/from Grand Junction provide connecting service to Greyhound. Significant service is also provided along I-25 from Denver to Pueblo, then onto Springfield, Walsenburg, and Alamosa. Service between Denver and Springfield, stopping at Colorado Springs, Pueblo, Rocky Ford, and Lamar, runs three times per day in each direction (north and south). Four daily round-trips are provided between Denver and Walsenburg and/or Trinidad, one of which serves Alamosa rather than Trinidad. Between all this service, Pueblo has 16 daily trips that travel through the town. The service also stops at the Amtrak station in Denver.

- **Black Hills Stage Lines, Inc.**: Operates one daily round-trip per day between Denver and Sterling via Fort Morgan and Brush. Black Hills also operates one daily round-trip from Denver heading north to Wyoming, with stops in Boulder, Longmont, and Greeley as well as Fort Collins. The Black Hills Pacifico division also operates from Denver to El Paso with a stop in Colorado Springs. Connections can be made in Denver to other providers headed toward various destinations within the state. The service also stops at the Amtrak station in Denver.

- **Burlington Trailways:** Operates one daily scheduled roundtrip between Sterling and Denver via Brush and Fort Morgan. The to and from trips are separated by a 12-hour period. Passengers can connect to nearly all the other intercity bus services in Denver to travel to various parts of the state.

- **FREX (Front Range Express)**: Forty-three trips provided every weekday between Denver and Fountain. This commuter service stops mainly at Park and Ride lots in Castle Rock, Monument, Colorado Springs, and Fountain, and has limited stops in Denver. FREX partners are the City of Colorado Springs, Pikes Peak Rural Transportation Authority, Douglas County, and the Towns of Castle Rock, Fountain, and Monument. RTD and CDOT also support the service, which is operated by Mountain Metropolitan Transit. This service was sponsored by a Congestion Mitigation Air Quality grant designed to alleviate congestion along the I-25 Corridor and reduce air pollution by offering commuters alternative transit options to driving alone. This service connects with the other intercity bus providers in Denver, as well as with TNM&O and some Hispanic providers in Colorado Springs.

- **Eagle County Transit**: This service in the Vail-Gypsum region runs seven days a week throughout the year. Most routes travel along Highway 6, which parallels I-70, serving Vail, Lionshead, West Vail, Eagle-Vail, Avon, Edwards, Eagle, Gypsum, and Dotsero. Other service also travels north-south to Beaver Creek, Minturn, Red Cliff, and Leadville. In the winter, ECO Transit runs approximately 161 trips per day, while summer service consists of around 115 trips daily. This service can be considered intercity in terms of route length and connection to the national intercity bus network, linking with Greyhound, TNM&O, and Camionteas Chihuahua in Frisco and Vail.

- **Roaring Fork Transportation Authority**: This Authority includes the communities of Aspen, Snowmass Village, Pitkin County, Basalt, part of Eagle County, Carbondale, Glenwood Springs, and New Castle. Commuter bus service operates between Aspen and Glenwood Springs and Glenwood Springs and Rifle. Intra-city service is also provided in Aspen and Glenwood Springs. The spring schedule includes 92 trips daily Monday through Friday and 57 trips daily on the weekend. The winter schedule likely has even higher frequencies. Connections to the existing intercity bus service can be made in Glenwood Springs with both Greyhound and TNM&O.

- **Steamboat Springs Transit (SST):** Provides regional bus service between Steamboat Springs and Craig. Summer service consists of one daily bus that makes a morning trip from Craig to Steamboat and an evening trip back to Craig. The fall schedule includes two daily trips in each direction. This service can be considered intercity in terms of route length, though it currently does not connect to the existing intercity bus network.

- **Denver Regional Transportation District (RTD):** Provides regional bus service between Denver, Boulder, and Longmont. During the week, 76 trips run between Denver and Boulder, 42 between Denver and Longmont, and 90 between Boulder and Longmont. Slightly fewer trips run over the weekend. This service can be considered intercity in terms of route length and connection to the national intercity bus network, linking with Greyhound, TNM&O, Black Hills Stage Lines, Powder River Transportation, Burlington Trailways, and the Hispanic bus lines in Denver. Connections can also be made to FREX in Denver.

- **Gunnison Valley Rural Transportation Authority (RTA):** Provides regional bus service between Gunnison and Mount Crested Butte. The summer schedule consists of one round-trip daily. The winter schedule consists of ten daily one-way trips, five in each direction. This service can be considered intercity in terms of route length and will connect to the existing intercity bus network in Denver when the proposed Gunnison-Denver-DIA 5311(f) service via US Hwy 285 is implemented.

- **The Galloping Goose Transit:** The regional service between Norwood and Telluride is technically a commuter transit service. According to the summer 2007 schedule, four trips run daily between Norwood, Placerville, and Telluride during the week with two trips daily over the weekend. Ten additional trips run between Placerville and Telluride during the week, with two trips daily over the weekend. Additional trips are provided in the peak winter season.

- **Road Runner Transit:** This public transit service is operated by Southern Ute Community Action Programs, Inc. (SUCAP). This organization serves the citizens of the Southern Ute Reservation, the Town of Ignacio, Oxford, and the Highway 172, 160 Corridor. There are four runs daily between both Ignacio and Durango and Bayfield and Durango. Connections to the existing intercity bus service can be made in Durango with Greyhound.

- **IntraWest Resorts Employee Shuttle:** This service is currently a private operation run by the resorts for their employees who live in Granby and need to get to Tabernash, Fraser, or Winter Park for work. However, the service is anticipated to become a public route within the next few years. At present, this service only operates in the winter with two scheduled inbound trips in the morning, one early afternoon round-trip, and two evening outbound trips. The number of buses and trips varies depending on the number of workers living in Granby. This service can be considered intercity in terms of route length. It can also potentially connect to the intercity bus network if intercity services are expanded to Granby.

- **Colorado Mountain Express (CME):** This privately operated service runs shared ride shuttles and private car services to Vail, Beaver Creek, Breckenridge, Copper Mountain, Keystone, Aspen, and Snowmass. The service includes door-to-door airport transportation service from Denver International Airport (nine daily scheduled trips) and Vail/Eagle County Airport (by reservations). Their fleet consists of 120 ten-passenger shuttle vans and additional SUVs, sedans, and executive vans for private services. CME has minimal connections to Greyhound and TNM&O at the Frisco Transfer Center, Vail Transportation Center, and in Glenwood Springs. Connections can also be made to some regional services, ECO Transit in Vail and RFTA in Glenwood Springs.

- **Hispanic Bus Lines**: All the Hispanic bus lines travel the I-25 corridor, with Camionteas Chihuahua also serving Gypsum on I-70. Several providers have set up informal bus stops along I-25 and I-70 in Pueblo, Colorado Springs, Denver, Greeley, and Gypsum. Other than Autobuses de Mexico's and El Paso-Los Angeles Limousine's offices in Greeley, tickets are purchased at the bus stops and the services are mainly promoted by word of mouth. These services offer connections to other intercity bus providers at nearly all their stopping points.

Chapter 3 of this report examines the relationship between the existing intercity bus network and the potential needs for intercity bus service. It is important to acknowledge several key aspects of Colorado's services that may be different from intercity bus services in other states. One is that several public transit systems have developed a number of services that have regional or intercity characteristics in terms of route length, off-peak service, connections to adjacent systems, and connections to the national intercity bus network. Finally, the population distribution and geography of Colorado appear to play a significant role in concentrating the potential market into a relatively limited set of corridors that, for the most part, continue to have intercity bus service available.

Distinct Markets

Based on the information provided by the various state agencies, and the assessment of the routes and schedules, it is apparent that there are three distinct markets served by regional or intercity transit providers in Colorado.

Commuters

One market is the commuter market, which is characterized by weekday, daily services with a peak-hour schedule orientation in several regions in Colorado. The Colorado services primarily addressing this market are located in the regions that contain relatively large population centers or produce enough demand for a population center to serve as a destination. The FREX service between Colorado Springs and Denver is the best example of this type of service, and the Denver RTD operates a number of commuter bus services (the Boulder and Longmont routes in particular) that augment or replace intercity services. The lack of affordable housing in a number of the resort communities has also led to the creation of long-distance commuter services that permit resort-area workers to live in other towns that have more affordable housing opportunities, as can be seen in the Roaring Fork and ECO services described above. Commuter demand from points north of Denver may well support more of this type of service.

Airport Service

A market that is a factor in Colorado, and could potentially be larger, is the airport ground transportation/shuttle market, much of which is currently provided by van or shuttle services that operate in a more demand-responsive mode. These providers typically do not connect with either the commuter operators or the traditional intercity bus network, but operate directly between the airport and either downtown Denver, Boulder, or major resort destinations.

Regular-Route Intercity Bus Service

The third Colorado market is more like the conventional regular-route scheduled intercity bus service, and is likely to serve the more typical intercity passenger trip (non-peak, longer distance, for social or recreational trip purposes). Interline connections with the national intercity bus network are a more significant factor, as passengers may need to travel over more than one carrier to reach their destination. This market is served primarily by the NBTA carriers described above, and by the Hispanic bus lines.

It is important to recognize the distinctive types of service because of the need to provide the appropriate service in different markets (in terms of frequency, stops, and fares), and the differences in the facility and assistance needs of each service (park and ride lots versus stations, etc.). In addition, services that are primarily oriented to different markets may be able to utilize different fare structures. In general, airport passengers have a higher value of travel time, and services intended to serve this market should have limited stops and no transfers. Fares per mile can be higher for airport connecting passengers than for regular intercity bus passengers. Terminal facilities for airport-bound passengers need to include secure parking, as well as offer typical amenities.

Intermodal Facilities

The map of intercity routes presented above tends to give the impression that there is a fairly comprehensive network of services in part because of the number of lines or routes that

intersect at the major connecting points. However, on the ground the degree to which this forms a network is largely a function of the ability of the passenger to connect between various routes or services. Unfortunately, in many cases these different types of services arrive and depart from different terminal locations in the same city, making it difficult to use these services as a network. The intercity bus industry and many transit providers have been trying to address this issue for a number of years by developing intermodal terminals served by a number of carriers, making the physical transfer between systems much more convenient, and generally lowering the costs to all the providers because of the ability to share common space, utilities, docking areas, access roads, etc. rather than each having to provide all aspects at their own facility. In addition, these facilities are often higher quality than individual carriers could afford to provide.

In the course of the stakeholder outreach effort for this project, the service providers were asked to describe any intermodal facilities or connections currently served. Based on their responses, the current inventory of shared facilities and the carriers using them includes:

- Denver Bus Center (Greyhound Station)—Greyhound, TNM&O, Black Hills Stage Lines, Burlington Trailways and RTD skyRide
- Denver Union Station—Amtrak rail passenger services, Amtrak Thruway Buses (Greyhound), TNM&O, and RTD
- Denver International Airport—RTD skyRide, Colorado Mountain Express (no longer Greyhound)
- Denver RTD terminal at Market Street Station—RTD, some Greyhound and TNM&O services
- Fort Collins—Greyhound, Black Hills Stage Lines, Transfort
- Frisco—Greyhound, TNM&O, Summit Stage, Colorado Mountain Express
- Vail—Greyhound, TNM&O, Vail Transportation, ECO Transit, Colorado Mountain Express
- Stockbridge—Steamboat Springs Transit (and formerly Greyhound)
- Black Hawk (Miners Memorial Park)—BH & CC Tramway, Coach USA/Ace Express, People's Choice/CTI
- Grand Junction Airport—American Spirit Shuttle, Telluride Express, Colorado Mountain Express

In addition to these identified intermodal connection points, there are two additional facilities in the planning process, but not yet operational:

- Durango—Durango Transit Center will include local transit and TNM&O

- Alamosa—Intermodal facility at the existing train station intended to serve existing human service transportation, transit services, TNM&O intercity bus service, tourist rail, and projected commuter rail

As can be seen, there are relatively few intermodal terminals that provide a direct connection between local transit and intercity bus carriers. This lack of facilities was identified by a number of stakeholders as a key issue in the development of a statewide intercity network, and one of the most critical of these needs is for the development of a true intermodal facility in Denver.

The list above notes that there are connections between various modes and services at Denver Union Station (DUS), which currently houses RTD Regional bus service, RTD light rail service, Amtrak, Amtrak Thruway connecting buses (operated by Greyhound), and some Greyhound and TNM&O services. Most intercity bus service is located in the Denver Bus Center, which is seven blocks away from DUS, and most RTD bus service is served at the separate RTD Market Street Station. In the future, DUS will have much more regional commuter rail service, and the entire property is being redeveloped to include shopping, commercial office space, and residential uses as well as serving transportation functions.

The redevelopment of DUS represents a major opportunity to create a true intermodal facility linking all of the various bus and rail services. Greyhound has indicated its desire to relocate into this new facility, but it needs 14 bays plus ten ready bays to meet its service needs. Greyhound is flexible with regard to its arrangements, and is willing to have a limited terminal space with the buses if ticketing and passenger waiting can be included in the head house. The firm is willing to be flexible with the location of operational functions such as fueling and restroom dump facilities. FREX regional bus services linking Denver and Colorado Springs need to be included in DUS, and they have indicated a need for two bays in the peak hour. DUS project plans have called for two bays to service intercity buses within the planned RTD regional bus station, but these would not begin to meet current intercity needs, and to the extent that additional carriers seek to be included or additional services are identified in this plan additional capacity would be needed. This project is the most significant opportunity to link all of the transit modes and operators, and intercity bus services need to be included in this intermodal project.

Evaluation of Intrastate Service

An examination of the route map and schedules also reveals that although Colorado has a relatively high level of frequent service along the I-25 and I-70 corridors that serve the Denver-Pueblo and Denver-Grand Junction regions, respectively, there is a much lower level of service for persons attempting to make intrastate trips in other regions. The low frequency of service is related to both the fact that the population is concentrated around Denver, Colorado Springs, Pueblo, and Grand Junction; and Colorado is a comparatively large state when measuring east to west with an expansive mountain range that bisects the state. Given the population distribution

and the resulting travel distances, it is not surprising that there is relatively less east-west intercity bus service in the eastern, northwestern, and southwestern parts of the state.

As shown in Figure 2-1, the eastern part of the state has limited intercity bus service. Rocky Ford, Lamar, Springfield, and Limon are each accessible via one service provider. TNM&O serves the first three cities with six daily trips, while Greyhound serves Limon twice daily. The stretch of I-76 that passes through Fort Morgan, Brush, and Sterling is served four times per day by Black Hills Stage Lines and Burlington Trailways, each providing two trips. The US-50 corridor on the west side of the state is also served by one provider, TNM&O, with two daily trips to Delta, Montrose, and Durango. In south central Colorado, TNM&O runs eight trips to the Walsenburg-Trinidad-Alamosa region; seven of the trips run through Walsenburg, five through Trinidad, and two through Alamosa. The US-50 corridor with Gunnison, Salida, Canon City, and Florence and the US-40 corridor with Craig and Steamboat Springs are two areas that noticeably are not served by existing intercity bus routes.

Compared to the 80 daily trips along I-25 (including FREX service during the work week) and ten daily trips from Denver to Grand Junction on I-70 (excluding ECO Transit's service), the lower frequency of service in other parts of the state is quite noticeable. In a deregulated bus industry, less frequent service likely reflects the relatively low population densities along these route segments and the fact that trips between some city-pairs may have competition from both train and air services. Furthermore, examination of the schedules in Appendix A shows that some intercity bus trips may take significantly more time than other transportation alternatives due to indirect routing and the need to transfer. This factor is important to consider in developing intercity bus service appropriate for the potential need and demand.

CHAPTER 3

POPULATION CHARACTERISTICS AND NEED FOR INTERCITY BUS SERVICE

There are several ways to examine the question of whether or not the current intercity bus network potentially meets public need for intercity connections. One way is to determine if there are areas within the state that have a higher relative potential need for transportation service, and treat these as potential trip origin or destination areas that should be served as a matter of policy, or as places that are most likely to generate ridership.

Using the population characteristics of the state, the relative need for intercity bus service in different areas can be estimated by comparing Census Block Groups based on the number, percentage, and density of persons with characteristics similar to those of intercity bus passengers. A second step in this process identifies places or facilities that are likely to be destinations. Institutions that are likely traffic generators for intercity bus destinations include residential institutions of higher learning, major hospitals/medical facilities, correctional facilities, and military bases. The existing intercity bus network identified in Chapter 2 is then mapped to see if it connects the areas of higher relative need (origin areas) with potential destination points.

AREAS OF HIGHER POTENTIAL NEED FOR INTERCITY TRANSPORTATION SERVICES

To identify areas that are relatively high in transit need, our analysis focused on the transit-dependent population with characteristics similar to existing intercity bus riders. Therefore, to provide a more comprehensive account of the impacts of existing services, the population data assessment must be evaluated together with the existing intercity bus service. To determine whether high need areas or key destinations are served by the current network and schedule, route information from the above inventory and 2000 Census data were mapped using ArcView GIS tools.

POPULATION PROFILE

Demographic and economic characteristics of the population are related to the need for public transportation services, including intercity bus service. More specifically, the need for any type of transit service, including intercity bus service, depends upon the size and distribution of an area's population and on the composition of that population.

The following analysis provides a review of relative transit needs in Colorado in terms of those population segments that indicate a potential need for intercity bus transportation. Potentially transit-dependent population segments are those segments of the population that, because of demographic characteristics such as age, income, or automobile availability, may require transit service to meet mobility needs (as an alternative to the private automobile). These segments of the population are defined – using 2000 Census data from the Bureau of the Census as:

1. Youth (persons age 18 to 24): Enlisted military personnel and college students typically fall into this age range; these persons often do not have access to an automobile and are stationed far from home.

2. Elderly (persons age 60 and above): Advancing age can mean diminished ability or desire to drive (particularly on a long trip) and a need for access to medical facilities on a regular basis.

3. Persons living below the poverty level: Persons that typically do not have the economic means to own or operate a vehicle, or a vehicle perceived as capable of a long trip.

4. Persons with a disability (age 16 and above): Persons may be reliant on local accessible public transit services and would therefore also consider public transit options to make non-local trips.

5. Autoless households: Persons without access to a car must rely on alternative transportation services.

These factors were chosen in part because of national data regarding intercity bus passenger characteristics. Some data is available from the 2001 National Household Travel Survey (NHTS) conducted by the U.S. Department of Transportation's (DOT) Bureau of Transportation Statistics (BTS). Its purpose was to collect information about the travel behavior of households generally, but it included questions about the characteristics of long-distance trips, defined as trips over 50 miles in length to the furthest one-way destination. It included information on the trip itself, the modes used, and the characteristics of the traveler. Table 3-1 presents a summary of some information from the NHTS, which indicates that persons using scheduled intercity bus trips (over 50 miles in length), when compared to users of other modes, are more likely to be traveling for leisure or personal business, are more likely to be female, and are making longer trips than users of either the train or the personal vehicle, but shorter than

commercial air trips. Earlier data from the 1995 American Travel Survey, which defined long-distance trips as 100 miles or more, found that bus users are more likely to be young adults or seniors, have lower incomes, and are more likely to lack alternative personal transportation.

Table 3-1: COMPARISON OF INTERCITY MODAL TRIP CHARACTERISTICS

	Intercity Bus	Train	Commercial Airplane	Personal Vehicle
Long-Distance Trip Length:				
Median (miles)	287	192	2,068	194
Long-Distance Trips by Mode and Sex:				
Female	55	42	43	42
Male	45	58	57	58
Trip Purpose:				
Commute	0.5	1.7	1.5	96.4
Business	0.8%	1.6%	17.8%	79.3%
Pleasure	2.2%	0.5%	6.7%	90.4%
Personal Business	5.6%	0.3%	4.7%	89.3%
Other	0.5%	0.0%	1.9%	96.6%

Source: Compiled by KFH Group from data in the U.S.Department of Transportation, Bureau of Transportation Statistics, 2001 National Household Travel Survey, preliminary long-distance trip file. All data for trips over 50 miles in length.

NOTE: Percentages may not sum to 100 percent due to rounding.

This description of intercity bus rider characteristics is supported by the limited information Greyhound has presented from its annual market research survey. Greyhound's annual 10K report to the Securities and Exchange Commission for 2004 (the last such report provided) states that their average customer travels to visit friends or relatives, has an annual income below $35,000, and may own an automobile that they think is reliable enough for the trip, but travel by bus because they are traveling on their own and the cost of the bus trip is lower than driving alone.

It should be noted that this methodology focuses mainly on the likely ridership for the "traditional" intercity bus services, persons with higher transportation need characteristics. These are also persons likely to need local public transit. The analysis also looks at overall populations and population density, which includes all persons, not just those with need characteristics. However, this analysis does not satisfactorily address potential markets of persons that might be considered "choice" riders in transit planning terms—those who have a vehicle available, could drive or fly, and could choose to take transit or not. Quantifying

potential demand from such markets is difficult, and the stakeholder outreach process was used as a primary means of collecting and analyzing the knowledge about choice markets.

METHODOLOGY

The purpose of this task is to compare the locations served by the current network with the locations in Colorado that have concentrations of persons more likely to need public transportation. In order to conduct this analysis of transit needs, it was first necessary to extract the data for the total population for each of the above five variables from the 2000 Census. The analysis was conducted at the Census Block Group level, for which the raw data was summarized for the targeted variables. The numbers of people in each category are not added together in each Block group because the categories are not mutually exclusive. A person 65 years of age may also have an income below the poverty level and/or have no automobile available to them for personal use. Instead, each category is considered individually. Also, "autoless households" refers to occupied housing units and not persons.

Since the most densely populated cities along I-25 and I-70 already have significant intercity bus service, it was important to determine places of potential need outside of these metro areas. The first step in doing this was mapping the raw numbers of persons in each category throughout the state. It is important to remember that the number of needy persons may be spread out over a large area, depending on the physical size of the Block group, and the density of such persons then may not be substantial enough to warrant intercity bus service. However, as this study looks to expand service to rural areas within the state, it is helpful to get an idea of the amount of potentially transit-dependent persons that reside in rural areas. This number combined with an analysis of population densities helps prioritize the more densely populated places for improved intercity bus services.

The data for numbers of young adults, older adults, persons with disabilities, persons living below poverty, and autoless households per Block group were divided into three ranges: low, medium, and high. For the first four population segments, a high number exceeded 200 persons per block group, a medium number fell between 100 and 200, and a low number was less than 100. Data for the autoless households were split by a different standard, high being over 100 units per acre, medium in the 50-100 range, and low being less than 50. These standards have been used for similar studies of transit need in other states.

The second step of demographic needs analysis involved mapping population density and percentage per Block group. In each needs category, every Block group was ranked relative to the other Block groups. Such rankings were performed twice, once based on the density of the population within each category, and a second time based on the percentage of the population in that category. Individual variable rankings were then summed by Block group, resulting in two combined rankings that represent relative transportation "need" based on:

1. The density of potentially transit-dependent persons, and
2. The percentage of potentially transit-dependent persons.

The overall rankings for density and percentage of transit-dependent persons were divided into natural breaks representing ranges of low, moderate, and high relative needs among the Block groups. While the development of fixed-route transit service is often prioritized for areas that contain Block groups with higher densities of potentially transit-dependent persons, it is also important to look at the percentage of the population with transit-dependent characteristics. Substantial percentages of transit-dependent populations indicate that the block groups have a high proportion of people who may need transit, but this number of people may be spread out over large areas and consequently does not have the density to support fixed-route service. However, the transit need still exists and high percentages of transit dependent populations may be good indicators for areas that need improved intercity bus services, especially because Colorado aims to improve these services in rural areas that have lower population densities to begin with.

The general population densities outside the metro areas were also mapped to compare with the map of ranked density of transit-dependent persons. For the most part, the general population density map confirms that the towns with high ranked densities of transit-dependent persons also have high general densities by rural standards.

Results

It is important to recognize that this methodology produces relative rankings that include each Block group's ranking on each characteristic, and that this may not translate directly into demand (ridership). The map of transit need by ranked density of transit-dependent persons is typically more useful in identifying locations that may have a higher concentration of potential riders, and so is more indicative of potential demand. The map of transit need by ranked percentage is more useful in identifying areas with a higher need. Typically rural areas and center cities have higher percentages of the population that are elderly, without autos, or are low income. However, rural areas with these characteristics may not have the density of demand to support intercity bus service without subsidy, or even with subsidy. Such areas may be candidates for rural feeder services, particularly as part of local rural transit options.

By examining each of these rankings independently and then comparing them to one another, we can derive a better understanding of the relative potential need for transit services in each Block group.

Density Ranking of Transit-Dependent Populations

The density summary ranking involved examining the population density of each of the five variables by Block group. This ranking identifies and uncovers concentrations of potentially transit-dependent persons. Figure 3-1 displays the map of Block groups in Colorado showing relative levels of need for public transportation based on the density of transit-dependent populations, with the intercity bus network superimposed, and a 10-mile and 25-mile market area radius around each existing intercity bus stop. The Block groups with High Relative Need based on ranked density that are outside the major metro areas tend to exist along major highways. Some of these areas are currently served by existing intercity bus service, while others are not.

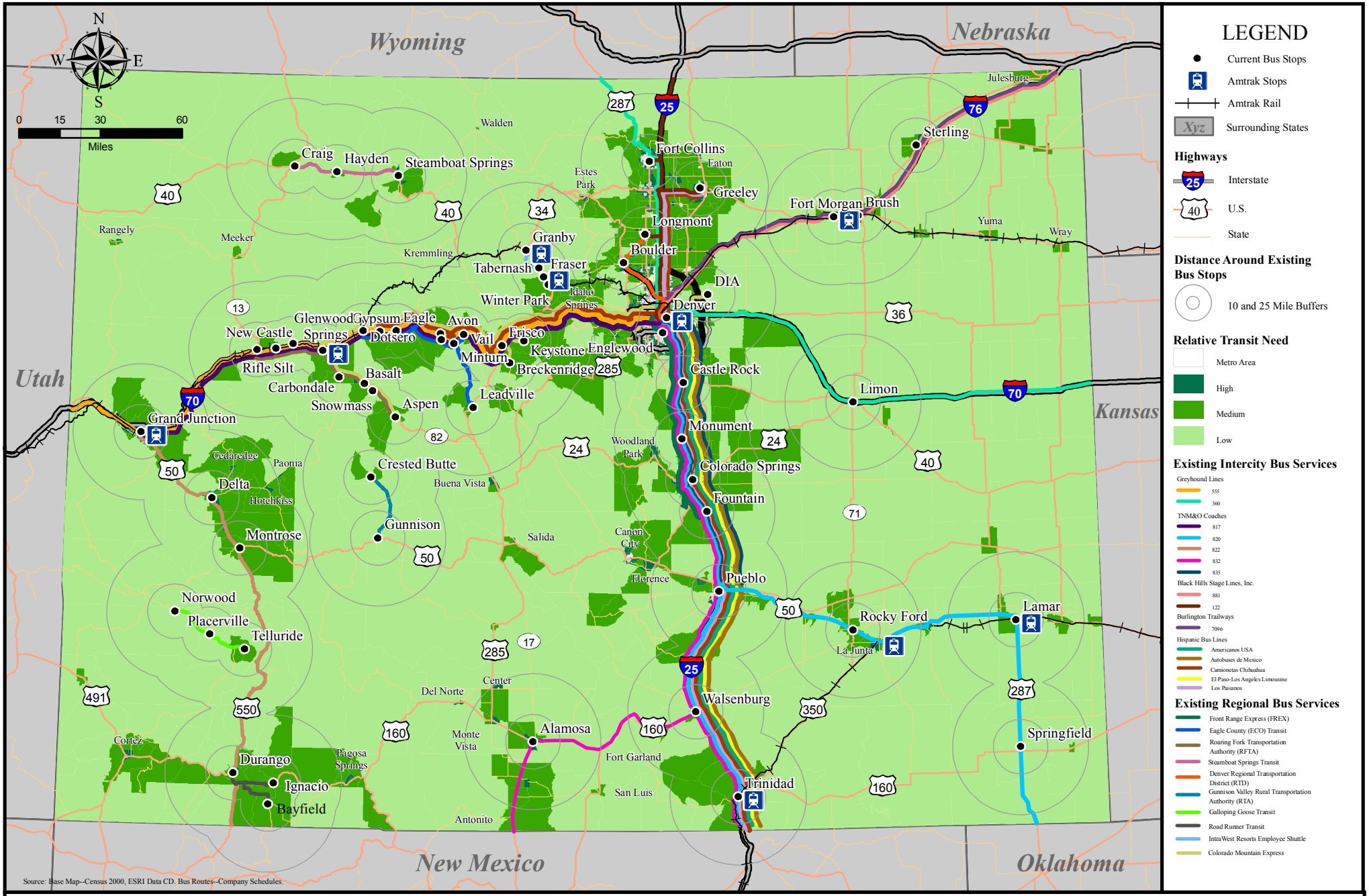


Figure 3-1

TRANSIT NEED BY RANKED DENSITY OF TRANSIT DEPENDENT PERSONS

KFH GROUP

Determining the location of Block groups with a high density of potential need provides a very fine grain assessment of the potential need in relation to the existing network. However, in reality, the market area of a bus stop would include the town where the high or moderate need Block group is located and the surrounding area. As ridership is generally proportionate to the overall population served, an additional analysis step is presented in Tables 3-2 and 3-3. See Table 3-2 for a list of the rural towns that have at least one block group with a high ranked density. The towns' 2000 Census populations and their distances from the existing intercity bus network are listed. Towns that are served by existing regional services but do not connect to the intercity bus network are also included. This information was used to determine which towns would be good bus stop candidates for improved intercity bus service, which are listed in Table 3-3. The criteria were as follows:

1. The town's population density is at least 2,500—one possible standard for warranting fixed-route service in rural areas.

2. The town is more than 10 miles away from existing intercity bus service. (The reasoning behind these criteria is that people who live within 10 miles of existing service have reasonably good and feasible access to the service. The populations that live more than 10 miles, and especially more than twenty-five miles, away are considered to have limited access to existing service. Therefore, the towns that are more than 10 miles away and are not currently served by local transit, which could connect to intercity bus services, would be good candidates for stops on new and improved intercity bus routes.)

The candidate towns were mapped in each of the needs analysis maps to portray the needs of individual transit-dependent population segments or a lack thereof in that town. The same was done with the ranked density and percentage maps. Table 3-3 summarizes whether each of the candidate towns has some high or medium need Block Groups in each of these population categories. One column in Table 3-3 also indicates whether that town or city is between 10 and 25 miles from an intercity bus stop, or more than 25 miles away. The following cities have block groups with high relative need based on ranked density and are more than 25 miles from the nearest intercity service:

- Canon City
- Cortez
- Craig
- Estes Park
- Florence
- Gunnison
- Las Animas
- Salida
- Steamboat Springs
- Yuma

A few cities with high need Block groups are more than 10 miles, but less than 25 from existing intercity service:

Table 3-2: TOWNS WITH "HIGH" OR "MODERATE" NEEDS, BLOCK GROUPS, POPULATION, AND DISTANCE FROM EXISTING INTERCITY BUS STOPS

City/Town	Census 2000 Population	Distance from Existing Routes (miles)
Ault	1,432	within 10-25 mi buffer
Buena Vista	2,195	> 25
Canon City	**15,431**	**> 25**
Cedaredge	1,854	within 10-25 mi buffer
Center	2,392	> 25
Cortez	**7,977**	**> 25**
Craig	**9,189**	**> 25**
Crested Butte	1,529	> 25
Del Norte	1,705	> 25
Eaton	**2,690**	**10**
El Jebel	**4,488**	**within 10-25 mi buffer**
Estes Park	**5,413**	**> 25**
Florence	**3,653**	**> 25**
Granby	1,525	> 25
Green Mountain Falls	773	within 10-25 mi buffer
Gunnison	**5,409**	**> 25**
Hayden	1,634	> 25
Hotchkiss	968	> 25
Julesburg	1,467	> 25
Kremmling	1,578	> 25
La Junta	**7,568**	**within 10-25 mi buffer**
Las Animas	**2,758**	**> 25**
Monte Vista	**4,529**	**within 10-25 mi buffer**
Nederland*	1,394	within 10-25 mi buffer
Oak Creek	849	> 25
Pagosa Springs	1,591	> 25
Paonia	1,497	> 25
Pierce	884	within 10-25 mi buffer
Rangely	2,096	> 25
Roxborough Park	**4,446**	**within 10-25 mi buffer**
Salida	**5,504**	**> 25**
Sanford	817	within 10-25 mi buffer
Steamboat Springs	**9,815**	**> 25**
Walden	734	> 25
Woodland Park	**6,515**	**within 10-25 mi buffer**
Wray	2,187	> 25
Yuma	**3,285**	**> 25**

Note: Towns in **bold** have populations over 2,500 and have been identified as new, feasible intercity bus stop candidates.

*Served by RTD Regional Service.

Table 3-3: TOWNS WITH UNMET INTERCITY BUS SERVICE NEEDS

City/Town	Census 2000 Population	Distance From Existing Routes (miles)	Population Density	Young Adults	Older Adults	Disabled Persons 16+	Persons Below Poverty	Autoless Households	Ranked Density	Ranked Percentage	Available Feeder Service?
Canon City	15,431	> 25	Y	Y	Y	Little	Y	Y	Y	Y	No local service nor feeder service is available.
Cortez	7,977	> 25	Y	Y	Y	Y	Y	Little	Y	Y	No local service nor feeder service is available.
Craig	9,189	> 25	Y	Y	Y	N	Y	Little	Y	Y	Nothing on city website about transportation services
Eaton	2,690	within 10-25 mi buffer	N	Y	Y	Little	Little	N	Y	Y	No local service nor feeder service is available.
Estes Park	5,413	> 25	Y	Y	Y	Y	Y	N	Y	Y	No local service nor feeder service is available.
Florence	3,653	> 25	Y	Y	Y	Y	Y	Y	Y	Y	No local service nor feeder service is available.
Gunnison	5,409	> 25	Y	Y	Y	N	Little	N	Y	Y	No local service nor feeder service is available.
Las Animas	2,758	> 25	Y	Y	Y	Y	Y	N	Y	Y	No local service nor feeder service is available.
Lincoln Park	3,904	> 25	Y	Little	Y	Little	Y	Y	Y	Y	No local service nor feeder service is available.
Monte Vista	4,529	within 10-25 mi buffer	Y	Y	Y	Y	Y	Y	Y	Y	No local service nor feeder service is available.
Salida	5,504	> 25	Y	N	Y	N	Y	Little	Little	Y	No local service nor feeder service is available.
Steamboat Springs	9,815	> 25	Y	Y	Y	N	Y	N	Y	Y	City has local system, Steamboat Springs Transit, but doesn't look like feeder service is available to connect with Greyhound at Gypsu inthe south or Loveland to the east.
Woodland Park	6,515	within 10-25 mi buffer	Y	Y	Y	N	Y	N	Y	Y	No local service nor feeder service is available.
Yuma	3,285	> 25	N	Y	Y	Y	Y	N	Y	Y	No local service nor feeder service is available.

Y= Some high or medium need

Aspen	5,914	> 25	Roaring Fork Transportation Authority offers service to Glenwood Springs; could connect with Greyhound.
Basalt	2,681	within 10-25 mi buffer	Roaring Fork Transportation Authority offers service to Glenwood Springs; could connect with Greyhound.
Carbondale	5,196	about 10	Roaring Fork Transportation Authority offers service to Glenwood Springs; could connect with Greyhound.
El Jebel	4,488	within 10-25 mi buffer	Roaring Fork Transportation Authority offers service to Glenwood Springs; could connect with Greyhound.
La Junta	7,568	within 10-25 mi buffer	La Junta Transit within city limits.
Roxborough Park	4,446	within 10-25 mi buffer	Served by Regional Transportation District (RTD) express route; can connect to intercity network in Denver.
Leadville	2,821	within 10-25 mi buffer	ECO Transit provides service between Leadville and Vail, where connections can be made to Greyhound and TNM&O.

*These towns are already served by local transit that connects with existing intercity bus service and therefore won't be considered as stop candidates for new intercity bus routes.

- Eaton
- Monte Vista
- Woodland Park

The location of these cities is mapped in Figure 3-2 in relationship to the current intercity and regional bus network. As can be seen, a few of them are in the northwestern corner of the state along US-40, as well as some in the central part of the state along US-50. Most of these intercity bus stop candidates are more than 25 miles from existing intercity service. Other towns showing some level of need that are more than 10 miles from a stop, but less than 25, include Eaton, Monte Vista, and Woodland Park. These towns could be served by local feeder routes that connect them to the intercity bus network; further investigation will be needed to determine if such projects are being proposed, or if existing local transit could offer such trips

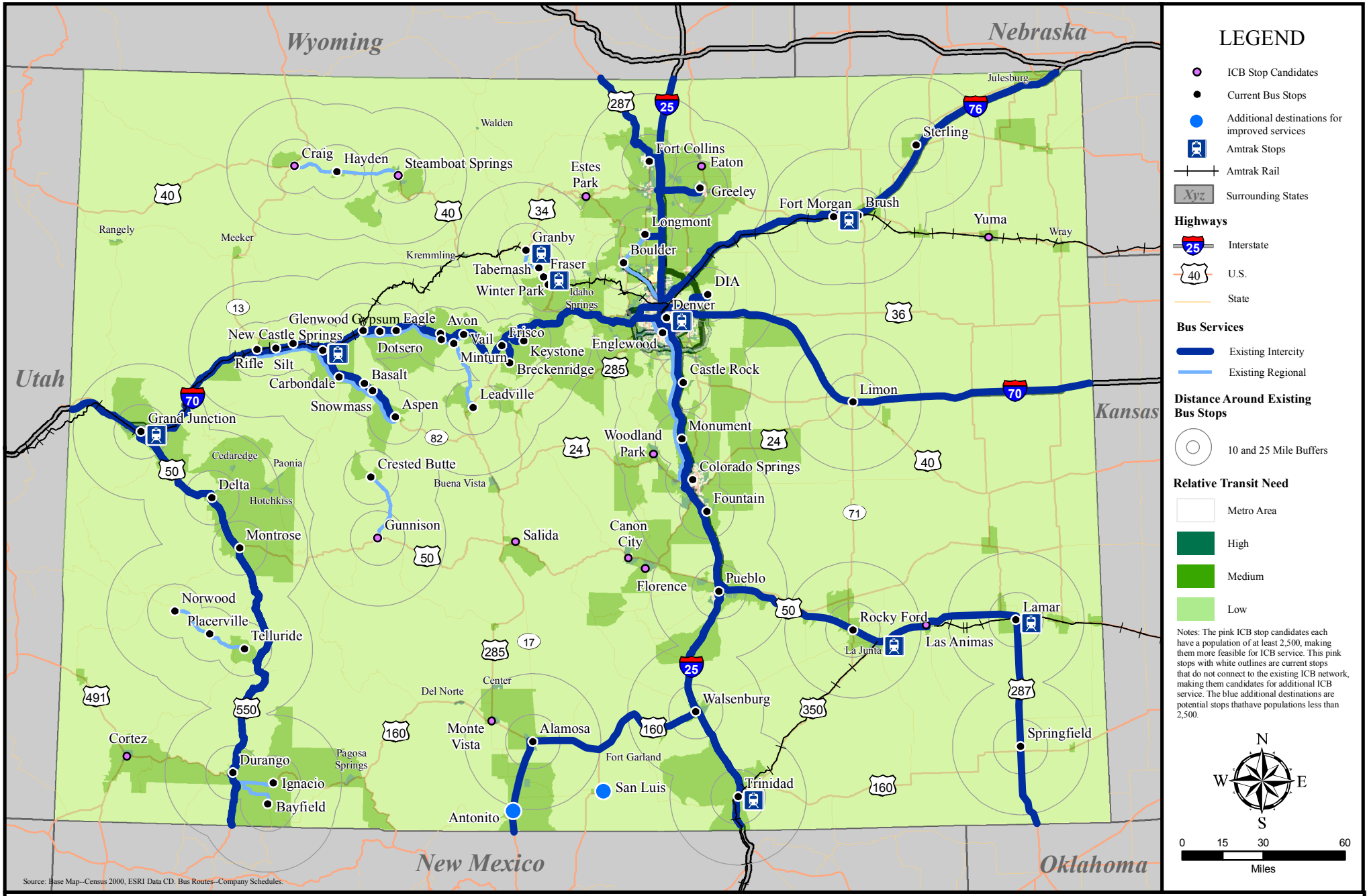
It should be noted that only cities with block groups of high ranked density that have a population of at least 2,500 have been listed so far. Cities with high ranked density and smaller populations may be considered as additional stops for improved intercity bus service, especially if these cities lie along the potential routes. The following lists towns with high ranked density and populations less than 2,500:

More than 25 miles from existing intercity bus service:

- Buena Vista
- Center
- Crested Butte
- Del Norte
- Granby
- Hayden
- Hotchkiss
- Julesburg
- Kremmling
- Oak Creek
- Pagosa Springs
- Paonia
- Rangely
- Walden
- Wray

Between 10 and 25 miles away from existing service:

- Ault
- Cedaredge
- Green Mountain Falls
- Nederland
- Pierce
- Sanford



LEGEND

- ICB Stop Candidates
- Current Bus Stops
- Additional destinations for improved services
- Amtrak Stops
- Amtrak Rail
- Xyz — Surrounding States

Highways

- 25 — Interstate
- 40 — U.S.
- State

Bus Services

- Existing Intercity
- Existing Regional

Distance Around Existing Bus Stops

- 10 and 25 Mile Buffers

Relative Transit Need

- Metro Area
- High
- Medium
- Low

Notes: The pink ICB stop candidates each have a population of at least 2,500, making them more feasible for ICB service. This pink stops with white outlines are current stops that do not connect to the existing ICB network, making them candidates for additional ICB service. The blue additional destinations are potential stops thathave populations less than 2,500.

N W E S

0 15 30 60

Miles

Source: Base Map--Census 2000, ESRI Data CD. Bus Routes--Company Schedules.

Figure 3-2

INTERCITY BUS STOP CANDIDATES OVERLAID
ON EXISTING BUS NETWORK AND RANKED DENSITY

KFH GROUP

Nederland is served by existing RTD Regional Service, which could be used to access intercity services.

While this section has focused on the high ranked density areas as the prime intercity bus stop candidates, several areas are also in the medium range and worth considering for inclusion along potential improved routes, including Eads, Granada, Holly, Saguache, San Luis, Hugo, Holyoke, Akron, Cripple Creek, and Dove Creek.

Percentage Ranking of Transit-Dependent Populations

The next summary ranking undertaken was based on the percentage of potentially transit-dependent persons for each of the five variables by Block group. As with the density ranking, the five variables were ranked separately based on the percentage of potentially transit-dependent persons and then summed to create an overall percentage ranking. Figure 3-3 shows the relative level of need among the Block groups based on the percentage of the population that fell into the categories of need, with the intercity bus network superimposed. Block groups with a high or moderate percentage-based need are found in the central areas of the larger population cities, but also in the most rural areas of the state. This includes unserved areas in the western end of the state, the south central area, and east of I-25 to the Kansas line. This reflects the general need for some level of public transportation service, because a significant percentage of the population has high relative transit need. These populations could be seen to need intercity or regional connections as well as local transit service. The question is whether or not there is sufficient population to sustain such service. The numbers are lower in these areas; however, it is likely that maintaining a low frequency connection or providing a local transit connection to existing intercity bus service would be the only feasible means of addressing these needs.

This finding reflects the fact that many of the identified Colorado municipalities have an age distribution that is heavily skewed towards the elderly and/or persons who are more likely to need public transit for some or all of their trips. When considering the elderly, in many cases this population group feels comfortable driving locally during daylight hours, but not at night or out of town. In that sense, the potential demand for intercity or regional connections may involve a broader population than purely local services, though the demand (in terms of numbers of trips) will be lower because the frequency with which one needs to travel out of town is much lower than purely local trips (i.e., shopping or medical).

The areas with the highest percentage of transit-dependent population are in some cases similar to those identified previously when considering the density of population with transit needs.

Overall Population Density

The final component of the population profile analysis is the overall distribution of population in the state, particularly in terms of population density. Figure 3-4 illustrates the **overall population density** of each Block group in relationship to the existing intercity network and current stops. On this map the individual carrier identities have been combined to make it easier to see the location of the higher density blocks, and the areas over 500 persons per square

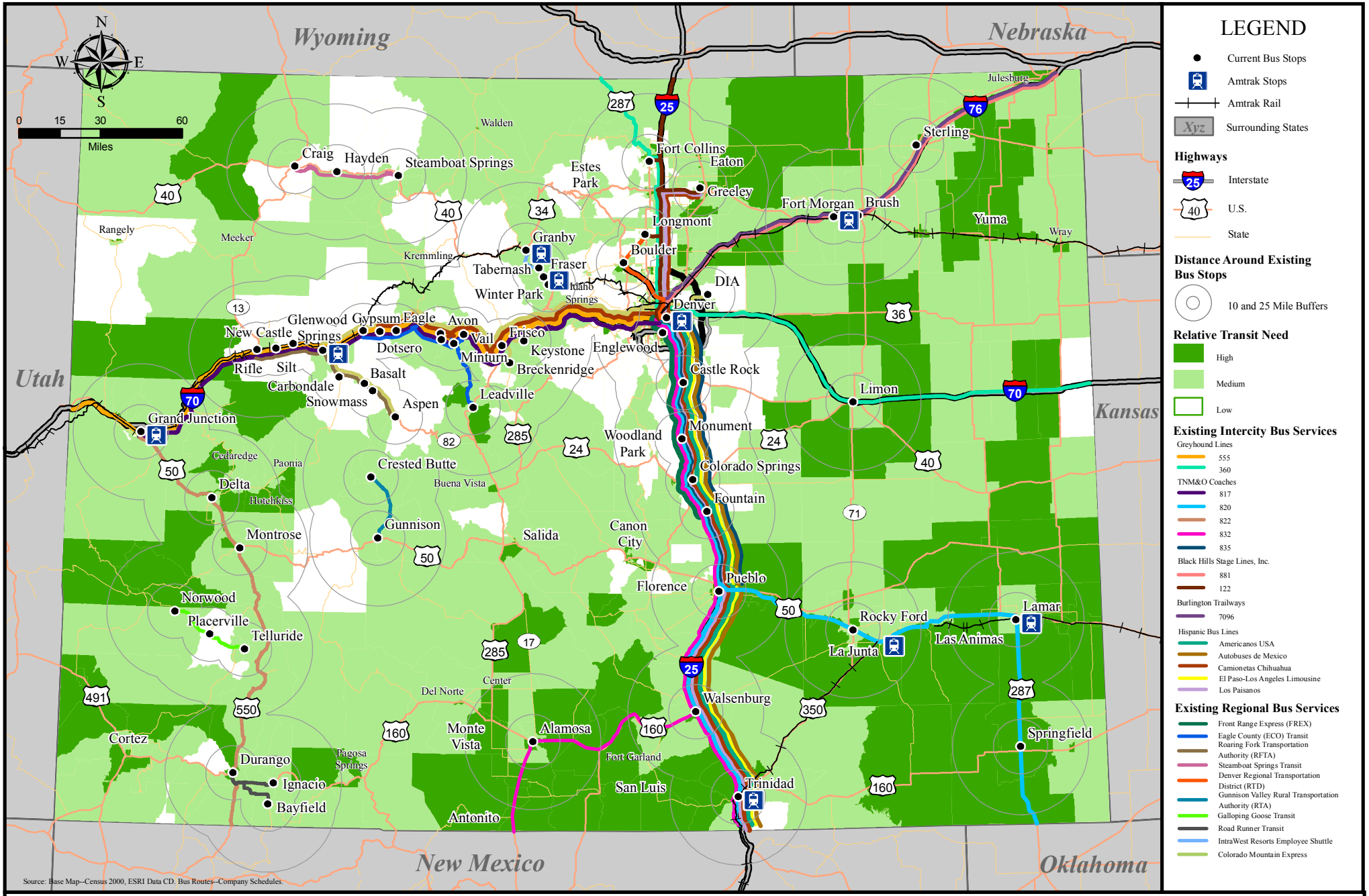


Figure 3-3

TRANSIT NEED BY RANKED PERCENTAGE OF TRANSIT DEPENDENT PERSONS

KFH GROUP

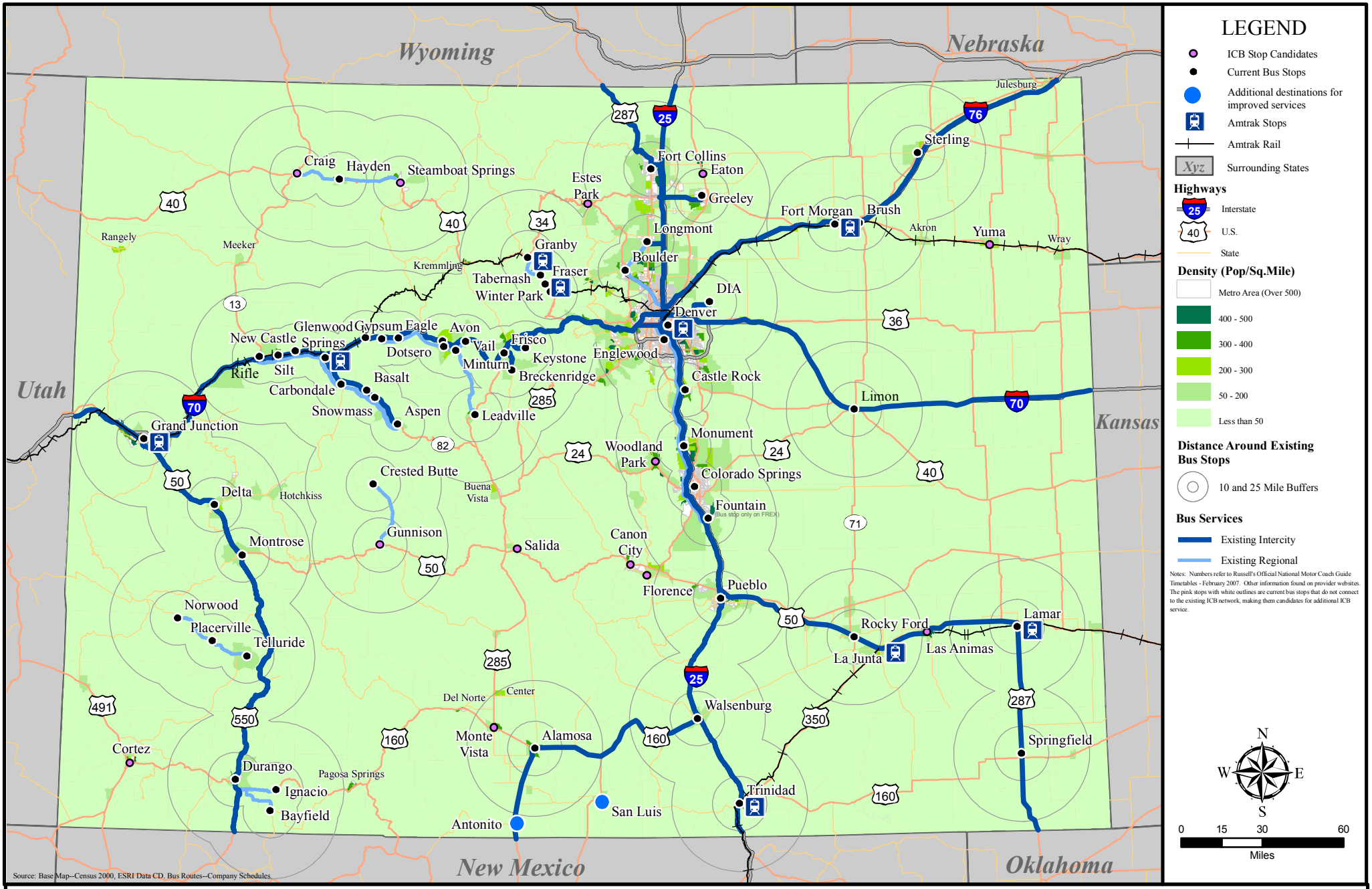


Figure 3-4

POPULATION DENSITY AND EXISTING INTERCITY AND REGIONAL BUS SERVICES

KFH GROUP

mile, which we know to be high density, have been shaded in white to try and avoid the obvious and allow some look at the places with in between densities.

As previously noted, the density and percentage rankings of potentially transit-dependent persons should be looked at in conjunction with the overall population and population density to identify potential demand. Although we may not be able to identify specific concentrations of population by looking at the statewide population characteristics within each Block group, as seen in Figure 3-4, we can tell that the majority of the population in the state is located in the Front Range area, along the primary interstate road networks (I-70, I –25, I-76, US 550, US 287, US 50). Aside from current bus stops, some towns have been labeled on the map because they have one or more block groups that are high or moderate in population density, but have no current intercity services within ten miles.

Population density increases the likelihood that intercity bus alternatives may be feasible, but density alone may not provide enough people to provide a sufficient market. The overall size of the potential market area population is also important in identifying areas that potentially should have intercity bus service. Unsubsidized intercity bus service continues to be feasible in municipalities that have substantial population, though it should be noted that in its recent route restructuring Greyhound has generally reduced or eliminated service to points with populations under 50,000, focusing on city-to-city services with fewer intermediate stops and greater frequency—suggesting that it is now more difficult for the private sector to serve rural points without significant operating assistance.

The points identified through this analysis need to be assessed in terms of the overall population at each location, the possibility of serving it on a route between larger points, and whether or not a local or regional transit connection to the nearest intercity service point might be available or appropriate for development.

DESTINATIONS/FACILITIES

The analysis of population density, location, and needs factors addresses the potential origin areas for intercity trips, but another consideration in terms both of potential market and of policy is whether or not the current routes serve the places that are likely to be attractors of intercity bus ridership, or that could potentially have a need for such service. These include colleges and universities, major military bases, hospitals, and major medical facilities, correctional facilities, and major intermodal connections at airports and rail stations. Each of these was addressed by identifying facilities of each type in Colorado, and then determining whether they are potentially served by the existing network.

Colleges and Universities

A major segment of the intercity bus market is the youth population, persons 18-24 years old. To some extent the ability of college students to use intercity bus services to make trips to and from home is a function of the location of their homes and the degree to which bus service

comes close to home. As a result, we have identified and mapped the locations of all two-year colleges and technical schools; four-year colleges and universities; and independent schools in Colorado and compared this to the locations of the points served by the intercity bus network. Table 3-4 lists all the colleges and universities, and their locations. Figure 3-5 presents the location of these facilities in relation to the existing intercity bus network and the 10 mile- and 25 mile- service areas.

Military Bases

Table 3-5 lists all the major military bases are located in Colorado with most situated in the areas around Denver and Colorado Springs, as can also be seen by referring to Figure 3-5. Intercity bus service is accessible within 25 miles of all of these bases, as the I-25 corridor has extensive intercity service coverage.

Table 3-5: MAJOR MILITARY BASES

Name	Address	City	Zip Code
Buckley Army National Guard Base		Aurora	80011
Fort Carson	S Academy Blvd and B St	Colorado Springs	80913
Peterson AFB	Peterson Rd and Space Village Ave	Colorado Springs	80915
Schriever AFB	300 Omalley Ave	Colorado Springs	80912
Air Force Academy	4102 Pinion Dr	Colorado Springs	80840

Hospitals

Although medical trips make up a small percentage of intercity bus trips, the ability to make trips from rural areas and small towns to major medical facilities is often a policy consideration for maintaining bus services. It may be less of a consideration for patient transportation than for family and friends to visit, simply because most intercity services are not frequent enough to permit same-day outpatient visits. In addition, use of intercity bus services to provide regional medical trips requires a ride to and from the bus station at either end of the bus trip, adding to the cost, time, and physical effort required. However, in many states, long-distance medical trips under Medicaid do utilize intercity bus services.

Table 3-6 presents a list of all the hospitals and medical centers located in the state. These facilities are also displayed, along with the intercity bus network, in Figure 3-5. Based on the data, it appears that most major medical facilities currently have intercity bus service available, though in the case of La Junta the facility is more than ten miles from the stop in Rocky Ford.

Correctional Facilities

As in the case of hospitals, while demand for correctional facility trips results in a small percentage of intercity bus trips, the ability to make trips from rural areas and small towns to correctional facilities may be crucial to families, released inmates, and employees. Table 3-7 is a list of all the state correctional facilities in Colorado. Figure 3-5 also shows the correctional facilities served by intercity bus service when considering the 10-mile and 25-mile service

Table 3-4: COLLEGES AND UNIVERSITIES

Name	Address	City	Notes
Adams State College	208 Edgemont Blvd	Alamosa	College
Aims Community College	5401 W 20th St	Greeley	College
Aims Community College	260 College Ave	Fort Lupton	College
Aims Community College	104 E 4th St	Loveland	College
Arapahoe Community College	5900 S Sante Fe Dr	Littleton	College
College America	3645 Citadel Dr S	Colorado Springs	College
College America	1385 S Colorado Blvd	Denver	College
College America	4601 S Mason St	Fort Collins	College
Colorado Christian University	8787 W Alameda Ave	Lakewood	College
Colorado College	14 E Cache La Poudre	Colorado Springs	College
Colorado Mountain College	255 Sage Way	Aspen	College
Colorado Mountain College	103 S Harris St	Breckenridge	College
Colorado Mountain College	27900 County Rd 319	Buena Vista	College
Colorado Mountain College	690 Colorado Ave	Carbondale	College
Colorado Mountain College	333 Fiedler Ave	Dillon	College
Colorado Mountain College	1402 Blake Ave	Glenwood Springs	College
Colorado Mountain College	3000 County Road 114	Glenwood Springs	College
Colorado Mountain College	901 US Hwy 24	Leadville	College
Colorado Mountain College	703 Railroad Ave	Rifle	College
Colorado Mountain College	1330 Bob Adams Dr	Steamboat Springs	College
Colorado Mountain College	150 Miller Ranch Rd	Edwards	College
Colorado Northwestern Community College	500 Kennedy Dr	Rangely	College
Colorado School of Mines	1500 Illinois St	Golden	College
Colorado School of Professional Psychology	555 E Pikes Peak Ave	Colorado Springs	College
Colorado State University	102 Administration Building	Fort Collins	College
Colorado State University	2200 Bonforte Blvd	Pueblo	College
Colorado Technical University	4435 N Chestnut St	Colorado Springs	College
Colorado Technical University	1865 W 121st Ave	Denver	College
Colorado Technical University	1025 W 6th St	Pueblo	College
Community College of Aurora	16000 E Centretech Pkwy	Aurora	College
Community College of Denver	1111 W Colfax Ave	Denver	College
Denver Seminary	6399 S Santa Fe Dr	Littleton	College
DeVry University	225 S Union Blvd	Colorado Springs	College
DeVry University	925 S Niagara St	Denver	College
DeVry University	1870 W 122nd Ave	Westminster	College
Everest College	1815 Jet Wing Dr	Colorado Springs	College
Everest College	9065 Grant St	Denver	College
Everest College	14280 E Jewell Ave	Aurora	College
Fort Lewis College	1000 Rim Dr	Durango	College
Front Range Community College	1931 E Bridge St	Brighton	College
Front Range Community College	3645 W 112th Ave	Westminster	College
Front Range Community College	4616 S Shields St	Fort Collins	College
Front Range Community College	2190 Miller Dr	Longmont	College
ITT Technical Institute	500 E 84th Ave	Thornton	College
Johnson & Wales University	7150 Montview Blvd	Denver	College
Lamar Community College	2401 S Main St	Lamar	College
Mesa State College	1100 North Ave	Grand Junction	College
Metropolitan State College of Denver	900 auraria pkwy	Denver	College
Morgan Community College	920 Barlow Rd	Fort Morgan	College

Table 3-4: COLLEGES AND UNIVERSITIES

Name	Address	City	Notes
Naropa Institute	2130 Arapahoe Ave	Boulder	College
National American University	5125 N Academy Blvd	Colorado Springs	College
National American University	1325 S Colorado Blvd	Denver	College
National Technological University	700 Center Ave	Fort Collins	College
Nazarene Bible College	1111 Academy Park Loop	Colorado Springs	College
Northeastern Junior College	100 College Ave	Sterling	College
Otero Junior College	1802 Colorado Ave	La Junta	College
Pikes Peak Community College	5675 S Academy Blvd	Colorado Springs	College
Platt College	3100 S Parker Rd	Aurora	College
Pueblo Community College	900 W Orman Ave	Pueblo	College
Red Rocks Community College	13300 W 6th Ave	Lakewood	College
Red Rocks Community College	5420 Miller St	Arvada	College
Regis University	3333 Regis Blvd	Denver	College
Remington College	11011 W 6th Ave	Lakewood	College
Remington College	6050 Erin Park Dr	Colorado Springs	College
Rocky Mountain College of Art and Design	1600 Pierce St	Denver	College
Teikyo Loretto Heights University	3001 S Federal Blvd	Denver	College
The Art Institute of Colorado	1200 Lincoln St	Denver	College
Trinidad State Junior College	600 Prospect St	Trinidad	College
United States Air Force Academy	4102 Pinion Dr	Colorado Springs	College
University of Colorado	Regent Dr and Broadway	Boulder	College
University of Colorado	1420 Austin Bluffs Pkwy	Colorado Springs	College
University of Colorado at Denver Health Sciences Center	1250 14th St	Denver	College
University of Colorado Health Sciences Center	4200 E 9th Ave	Denver	College
University of Denver	2199 S University Blvd	Denver	College
University of Northern Colorado	501 20th St	Greeley	College
University of Phoenix	5725 Mark Dabling Blvd	Colorado Springs	College
University of Phoenix-Denver	10004 Park Meadows Dr	Lone Tree	College
Western State College	600 N Adams	Gunnison	College
Westwood College of Technology-Denver North	7350 N Broadway	Denver	College
Westwood College of Technology-Denver South	3150 S Sheridan Blvd	Denver	College
Artistic Beauty College	16800 E Mississippi Ave	Aurora	Vocational
Artistic Beauty College	441 Wadsworth Blvd	Lakewood	Vocational
Artistic Beauty College	8996 W Bowles Ave	Littleton	Vocational
Artistic Beauty College	3811 E 120th Ave	Denver	Vocational
Artistic Beauty College	3049 W 74th Ave	Westminster	Vocational
Colorado School of Trades	1575 Hoyt St	Lakewood	Vocational
Colorado School of Traditional Chinese Medicine	1441 York St	Denver	Vocational
Denver School of Massage Therapy	14107 E Exposition Ave	Aurora	Vocational
Denver School of Massage Therapy	8991 Harlan St	Westminster	Vocational
HealthONE-School of Medical Technology	1719 E 19th Ave	Denver	Vocational
Iliff School of Theology	2201 S University Blvd	Denver	Vocational
Institute of Business and Medical Careers	1609 Oakridge Dr	Fort Collins	Vocational
Montessori Education Center of the Rockies	4745 Walnut St	Boulder	Vocational
Redstone Aviation	10851 W 120th Ave	Broomfield	Vocational
Southwest Acupuncture College	6620 Gunpark Dr	Boulder	Vocational
TechSkills	7000 E Belleview Ave	Greenwood Village	Vocational
Yeshiva Toras Chaim Talmudical Seminary	1555 Stuart St	Denver	Vocational

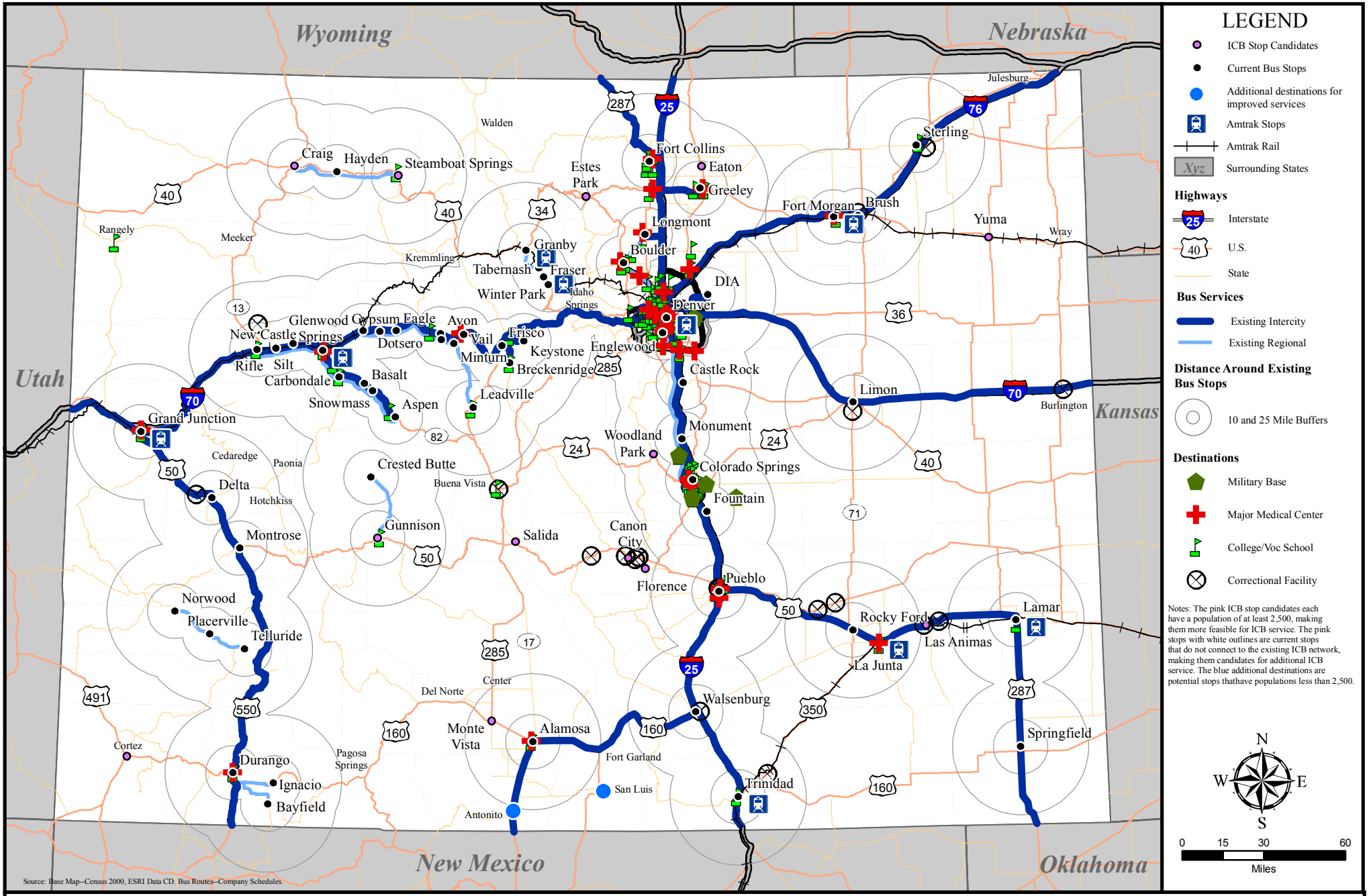


Figure 3-5

DESTINATIONS AND EXISTING INTERCITY AND REGIONAL BUS NETWORK

KFH GROUP

Table 3-6: HOSPITALS

LEGAL NAME	ADDRESS	CITY	AvailableBeds
CENTURA HEALTH-PENROSE ST FRANCIS HEALTH SERVICES	2222 N NEVADA AVE	COLORADO SPRINGS	522
MEMORIAL HOSPITAL	1400 E BOULDER ST	COLORADO SPRINGS	477
EXEMPLA SAINT JOSEPH HOSPITAL	1835 FRANKLIN ST	DENVER	438
CENTURA HEALTH-ST ANTHONY CENTRAL HOSPITAL	4231 W 16TH AVE	DENVER	430
PRESBYTERIAN/ST LUKE'S MEDICAL CENTER	1719 E 19TH AVE	DENVER	387
EXEMPLA LUTHERAN MEDICAL CENTER	8300 W 38TH AVE	WHEAT RIDGE	376
SWEDISH MEDICAL CENTER	501 E HAMPDEN AVE	ENGLEWOOD	355
DENVER HEALTH MEDICAL CENTER	777 BANNOCK ST	DENVER	330
NORTH COLORADO MEDICAL CENTER	1801 16TH ST	GREELEY	322
CENTURA HEALTH-PORTER ADVENTIST HOSPITAL	2525 S DOWNING ST	DENVER	318
MEDICAL CENTER OF AURORA, THE	1501 S POTOMAC ST	AURORA	314
UNIVERSITY OF COLORADO HOSPITAL AUTHORITY	4200 E 9TH AVE	DENVER	309
ROSE MEDICAL CENTER	4567 E 9TH AVE	DENVER	290
PARKVIEW MEDICAL CENTER, INC.	400 W 16TH ST	PUEBLO	289
POUDRE VALLEY HOSPITAL	1024 S LEMAY AVE	FORT COLLINS	266
ST MARY'S HOSPITAL & MEDICAL CENTER	2635 N 7TH ST	GRAND JUNCTION	245
CENTURA HEALTH-ST MARY CORWIN MEDICAL CENTER	1008 MINNEQUA AVE	PUEBLO	231
BOULDER COMMUNITY HOSPITAL	1100 BALSAM AVE	BOULDER	220
LONGMONT UNITED HOSPITAL	1950 MOUNTAIN VIEW AVE	LONGMONT	164
SKY RIDGE MEDICAL CENTER	10101 RIDGEGATE PKWY	LONE TREE	138
CENTURA HEALTH-LITTLETON ADVENTIST HOSPITAL	7700 S BROADWAY	LITTLETON	134
NORTH SUBURBAN MEDICAL CENTER	9191 GRANT ST	THORNTON	124
PARKER ADVENTIST HOSPITAL	9395 CROWN CREST BLVD	PARKER	120
MCKEE MEDICAL CENTER	2000 BOISE AVE	LOVELAND	105
CENTURA HEALTH-AVISTA ADVENTIST HOSPITAL	100 HEALTH PARK DR	LOUISVILLE	99
SAN LUIS VALLEY REGIONAL MEDICAL CENTER	106 BLANCA AVE	ALAMOSA	79
MERCY MEDICAL CENTER	375 E PARK AVE	DURANGO	75
VAIL VALLEY MEDICAL CENTER	181 W MEADOW DR	VAIL	58
ARKANSAS VALLEY REGIONAL MEDICAL CENTER	1100 CARSON AVE	LA JUNTA	56
PLATTE VALLEY MEDICAL CENTER	1850 E EGBERT ST	BRIGHTON	54
VALLEY VIEW HOSPITAL ASSOCIATION	1906 BLAKE AVE	GLENWOOD SPRINGS	52
COLORADO PLAINS MEDICAL CENTER	1000 LINCOLN ST	FORT MORGAN	50

Table 3-7: CORRECTIONAL FACILITIES

Name	Address	City
Arrowhead Correctional Center	57500 E Hwy 50	Canon City
Arkansas Valley Correctional Facility	12750 Sthy 96	Crowley
Buena Vista Correctional Complex	15125 Ushy 24 and Ushy 285	Buena Vista
Colorado Correctional Center (Camp George West)	15445 South Golden Rd	Golden
Centennial Correctional Facility	Ushy 50 E and Evans Blvd	Canon City
Colorado State Penitentiary	57500 Ushy 50 E	Canon City
Colorado Territorial Correctional Facility	275 Ushy 50 W	Canon City
Colorado Women's Correctional Facility	3800 Grandview	Canon City
Delta Correctional Center	4102 Sawmill Mesa Rd	Delta
Denver Reception & Diagnostic Center	10900 Smith Rd	Denver
Denver Women's Correctional Facility	3600 Havana	Denver
Freemont Correctional Facility	Ushy 50 E and Evans Blvd	Canon City
Fort Lyon Correctional Facility	30999 County Rd 15	Fort Lyon
Four Mile Correctional Center	57500 Ushy 50 E	Canon City
Limon Correctional Facility	49030 Sthy 71	Limon
La Vista Correctional Facility	1401 W 17th St	Pueblo
Rifle Correctional Center	200 County Rd 219	Rifle
Skyline Correctional Center	Ushy 50 E and Evans Blvd	Canon City
San Carlos Correctional Facility	1410 W 13th St	Pueblo
Sterling Correctional Facility	12101 Sthy 61	Sterling
Trinidad Correctional Facility	21000 Ushy 350	Model
Youthful Offender System	1300 W 13th St	Pueblo
Bent County Correctional Facility	11560 County Rd	Las Animas
Brush Correctional Facility	901 Industrial Park Rd	Brush
Crowley County Correctional Facility	6564 Sthy 96	Olney Springs
Cheyenne Mountain Re-entry Center	2925 E Las Vegas St	Colorado Springs
Huerfano County Correctional Center	304 Ray Sandoval St	Walsenburg
Kit Carson Correctional Center	49777 County Rd	Burlington

distances to the nearest stop. As can be seen, facilities in Buena Vista, Burlington, Canon City, and Las Animas are at least 25 miles from the nearest existing intercity bus service point, and several others are at least 10 miles but less than 25 miles from the nearest service point.

HISTORICAL SERVICE COVERAGE

In addition to looking at demographics and the location of potential key destinations, another way of looking at the potential need for funding or policy changes to improve intercity service is to look back in time to see what cities and routes had service when ridership on the bus was higher, and operating costs were lower. Places that formerly received service might be candidates for some type of subsidized service, whether it is re-instatement of regular-route intercity bus service, or some type of feeder or regional service.

Just to provide some perspective, Figure 3-6 presents a map of Colorado's intercity bus network as presented in the timetables of *Russell's Official National Motorcoach Guide* from the summer of 1980, two years prior to the passage of the Bus Regulatory Reform Act of 1982. At that point in time it can be seen that the network serving Colorado served many more places, and the routings across the state provided many more opportunities for travel between towns and cities in the state. Compared to the current network presented earlier, the US 50 corridor across the state has lost service, the 285 corridor from Denver to Monte Vista lost service, and the US 40 corridor west has lost service. Trailways was the major intercity provider in 1980, but subsequently after deregulation Trailways abandoned all service in the state. Some of this was picked up by TNM&O, but the process of service reduction had begun in earnest.

In recent years the points abandoned have included Sterling (July 2004); Berthoud Pass, Brush, Burlington, Craig, Dinosaur, Fraser, Fort Morgan, Granby, Hayden, Steamboat Springs, and Winter Park (August 2004); Eagle, Fowler, Idaho Springs, Las Animas, La Junta, and Parachute (April 2005); and Antonito, Blanca, Campo, Canon City, Cimarron, Cotopaxi, Fort Garland, Garfield (Monarch Pass), Gunnison, Olathe, Ouray, and Salida (August 2005).

This look back suggests some possibilities for considering state-level policies, and for considering the development of rural to urban and rural transit options in parts of the state that appear to have lost all coverage. It also supports the notion of developing projects that would serve small towns along existing routes that are now bypassed by express services. However, it is true that the private firms, responding to market forces, did not find enough demand to warrant continuation of these services, and a careful look at the potential demand and appropriate service type/provider would be needed before simply reinstating any of this service with public assistance.

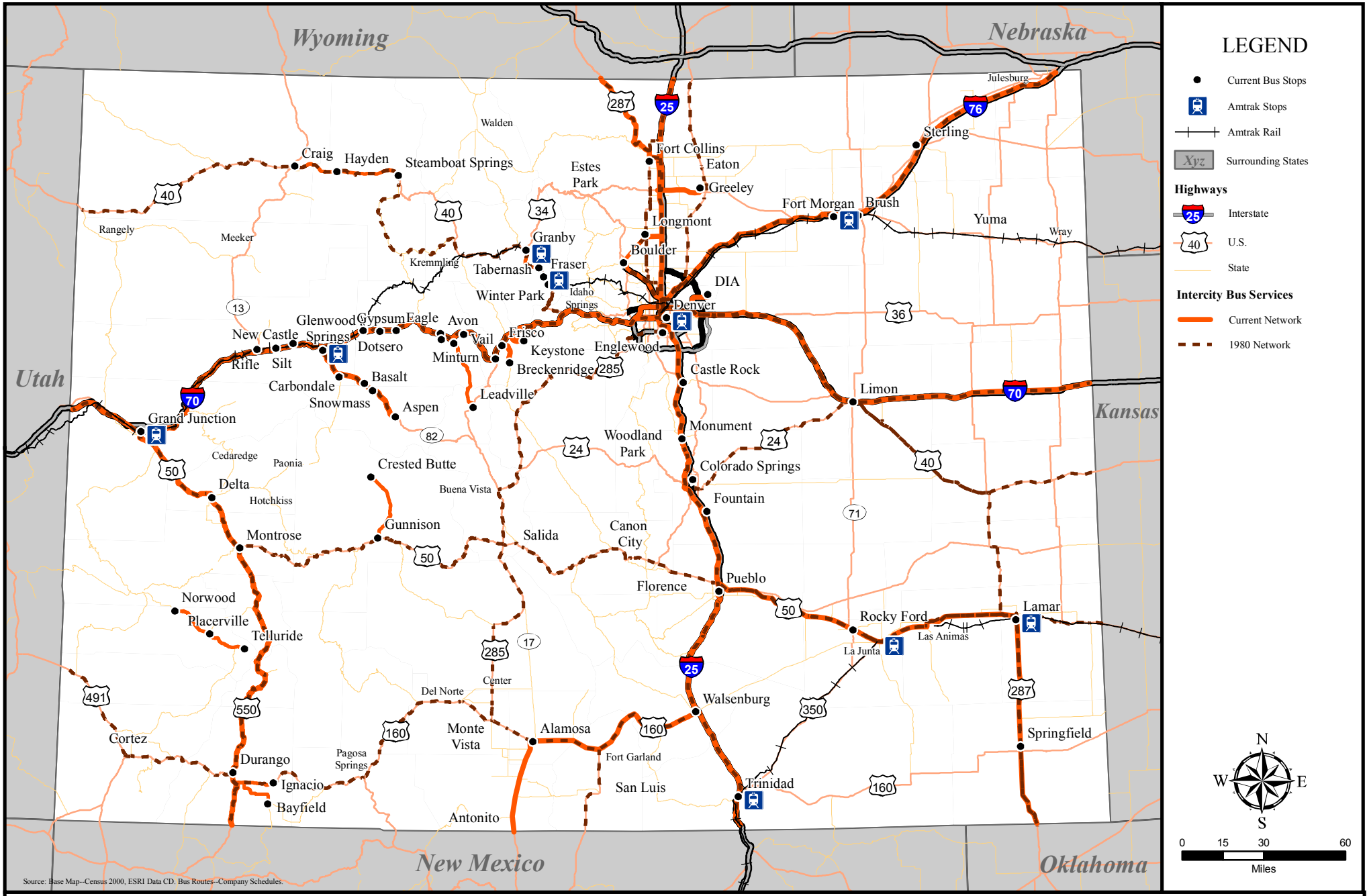


Figure 3-6

CURRENT INTERCITY AND REGIONAL BUS NETWORK vs. 1980 NETWORK

KFH GROUP

SUMMARY

This analysis has compared the current intercity bus network described at the beginning with the locations of areas that are potentially in need of service, based on population characteristics and the location of potential destinations. It suggests that there are a number of cities and towns in the state that once had intercity bus service but have been bypassed, and have no current service within 25 miles. Some of the area that has lost intercity bus service may now be served by local transit systems, and further investigation is needed for each of these points to evaluate the actual need for any type of intercity project.

Much of the current service is in the correct place, and current state/federal supported initiatives that fund service in a number of corridors would appear to be responsive to identified need. The current projects need to be fully-developed and then evaluated to determine if there is actual demand for such service. Greyhound has shown willingness to provide the use of the value of its capital as in-kind match to support feeder services, and in some cases even services that provide parallel service but make the local stops that Greyhound cannot. The approach used in the US 50/285 plan to connect these towns with regional centers, and with remaining intercity bus network stops, may well be worthy of emulation in additional projects to serve these points—if there is demand.

Demand is also the key question for many of the places that have potential need and have few alternatives. Populations are low, distances are long, and potential service design options will take some development and assessment, as there are few providers in these areas. However, these issues will need to be addressed in more detail in project design. Based on stakeholder input regarding needs and the demographic analysis, these areas have been identified for further analysis in the subsequent chapter.

CHAPTER 4

STAKEHOLDER OUTREACH

In addition to the analysis of routes, schedules, Census data, and potential key destinations, the study team performed an extensive outreach effort to identify regional and local concerns. One ongoing effort was the Technical Advisory Committee (TAC), which met several times over the course of the study. The other major effort involved interviews with a number of different groups to identify intercity-type services and connections, unmet needs, issues, and concerns. The groups contacted included:

- "Intermodal" providers—including private carriers,
- Regional transit providers,
- Local public transit operators,
- Regional planning organizations,
- City governments,
- Social service agencies,
- County Sheriff departments,
- Others as identified by the study team or other sources.

The results of this effort are documented in this chapter of the report.

Information from this outreach process was also brought forward during the inventory of existing intercity and regional bus services and intermodal facilities. The information presented in Chapter 2 was revised during development based on individual telephone contacts by the consulting team during the outreach process.

TECHNICAL ADVISORY COMMITTEE

Early in the study process CDOT, with input from the consultant team, established a TAC to provide input to the study process. The Committee was made up of representatives of the intercity bus industry, regional transit providers, regional government associations, other public agencies and key interest groups, such as the I-70 Coalition and Colorado Resorts. A list of TAC members is provided in Appendix B. Appendix C presents the notes of the meetings of this group.

INVENTORY, OUTREACH, AND NEEDS ASSESSMENT

The consultant team conducted an outreach effort to identify perceived needs for intercity and regional bus services in Colorado. Surveys were sent to over 100 individuals and groups. Information was obtained from regional government associations, intermodal service providers, regional transit agencies, other transit providers, county social service departments, county sheriffs, municipalities, and other stakeholders.

There is a great deal of information that has been collected through this effort, which has in many ways identified issues and needs that are much broader than can be addressed with an intercity bus program. In addition, there is a lot information, and it was determined that the most efficient way to present this information was in the form of tables. These tables are presented in Appendix D, by stakeholder group, and the reader is strongly encouraged to consider them as an essential element of this project.

However, in an effort to focus the discussion, the key issues have been summarized in two tables. Table 4-1 presents a summary of issues by stakeholder group. Table 4-2 presents a summary of facility and service issues by geographic area. It is apparent that there are significant concerns about the need for connections from rural areas to the existing intercity services (including the need for service and the need for intermodal facilities), for commuter services from outlying areas into Denver, for connections to the Denver Airport, and for intermodal services at the redeveloping Denver Union Station.

Table 4-1: SUMMARY OF ISSUES BY STAKEHOLDER GROUP

Stakeholder Group	Key Issues
Regional Government Associations	*Each region has specific issues (see table on Summary of Issues by Area) *Common issues are: adequate stops/facilities, intercity bus/rail in high density corridors, feeder services to trunk lines from small outlying towns, access from rural areas to regional and statewide medical facilities
Intermodal Services	*Intercity bus operators are concerned with: 1) access to, and joint use of, intermodal facilities around the state, with specific concerns regarding a) plans for Denver Union Station development and b) getting better access to DIA 2) developing feeder services from outlying rural areas to intercity trunk routes 3) making intercity trips more seamless through single ticket purchase 4) the potential to re-establish intercity service in the US 50 corridor (to serve Pueblo, Salida, Gunnison, Montrose and Grand Junction), and in the US 40 corridor (to connect Steamboat Springs and Denver) *Airports managers, in general, don't seem to consider their facilities to be important intercity bus or rail intermodal facilities *Rail - Amtrak has concerns regarding future capacity at DUS given redevelopment plans
Regional Transit Providers	*Transit providers generally report two needs: 1) connecting rural communities together and to the nearest urban center; and 2) connecting their communities to statewide destinations such as DUS and DIA
Other Transit Providers	*In general, other regional transit providers appear to be more interested in developing regional services that connect residents of their communities to larger urban areas for medical, work and other trip purposes, than in developing connections to statewide and national intercity bus services, although that is also a consideration. Connections to airport schedules is given more importance than connection to intercity bus schedules.
County Departments of Social Services	*Interested in providing access for clients to medical, work and social service functions, locally, but also to larger urban areas. Intercity connections are the most lacking.
County Sheriffs	*Very limited response was provided, although there is a perceived need for individuals in rural areas to meet law enforcement obligations, such as required court appearances, meeting with probation officers and visiting with friends or relatives who are incarcerated. If someone's drivers license in suspended they have trouble making required court appearances.
Cities/Counties	*Issues vary by area, from the need for congestion relief in the I-70 corridor to better service in the I-25 corridor, to the need for transportation from rural areas to larger cities for medical, work and social service purposes.
Other	*Similar to the above. Issues vary by geographic area, from the need for congestion relief in the I-70 corridor to better service in the I-25 corridor, to the need for transportation from rural areas to larger cities for medical, work and social service functions.

Table 4-2: FACILITY AND SERVICE ISSUES BY GEOGRAPHIC AREA

Area	Facilities/Issues	Service Needs/Issues
Front Range	*Denver Union Station (DUS)* *To what extent will existing intermodal services be included in the facility design? *To what extent will future intermodal services be included in the facility design? *To what extent should ALL intercity and regional bus services use DUS as THE inter-modal facility in the region (e.g., FREX, Hispanic lines, others)? *What will be the potential impact of moving rail freight lines to the eastern plains? *Denver International Airport (DIA)* *What barriers exist to expanding DIA's role as an intermodal facility in the present? *What barriers exist to expanding DIA's role as an intermodal facility in the future? *Other terminal needs* *What terminal needs exist in Fort Collins, Greeley, Loveland, Castle Rock, Colorado Springs, Pueblo and other Front Range communities? *To what extent should other (non-DIA) airports in the Front Range serve as intermodal facilities?	*Direct transit trips to Denver Union Station to connect to RTD and DIA *Direct connection from DIA to the mountains *Transit corridors along Front Range and into the mountains *Travel from Clear Creek and Gilpin Counties to Denver Metro employment *Travel from rural areas to Denver Metro medical facilities *Travel from rural areas to other urbanized areas along the Front Range (North Front Range, Colorado Springs, Pueblo) for medical, shopping, work *Travel from rural areas to other urbanized areas along the Front Range (North Front Range, Colorado Springs, Pueblo) to connect with national intercity bus, rail and air services *Connectivity is key ideally through a single ticket purchase
West I-70 Corridor	*Denver Union Station and DIA* *These are key destinations for a significant amount of I-70 corridor travel *Frisco Transit Center* *This is a connecting point for Greyhound, TNM&O, Summit Stage (and potentially, CO Mountain Express) *Vail Transit Center* *This is a connecting point for Greyhound, TNM&O, Vail Transportation and ECO Trans *Glenwood Springs* *There is an Amtrak station and RFTA services but no intercity bus stop *Grand Junction* *Amtrak and Greyhound have facilities which are close but not shared	*Congestion relief is a key issue between Denver and Glenwood Springs, particularly during the ski season and on weekends year round. High speed rail is being proposed by some. Bus service is less costly and could be a way to build demand if done well. Access from the I-70 corridor to the resort towns is a key related issue. *In Grand Junction the biggest year round need is access to medical services from other West Slope communities. A second need is for rural areas to reach air, bus and rail stations in Grand Junction. *Connectivity is key ideally through a single ticket purchase *Providing feeder services to long distance intercity routes would strengthen ridership
Northeast	*Burlington Trailways* *Service is provided to/from Denver and Brush Fort Morgan, Sterling and Julesburg. Stops are made but there are no specific facilities.	*Providing feeder services to long distance intercity routes would strengthen ridership *Connectivity is key ideally through a single ticket purchase *Access to medical facilities is critical

Table 4-2: FACILITY AND SERVICE ISSUES BY GEOGRAPHIC AREA

Area	Facilities/Issues	Service Needs/Issues
Southeast	*TNM&O* *Service is provided to/from Pueblo, Rocky Ford, La Junta, Lamar and Springfield. Stops are made but there are no specific facilities. *Service is provided to/from Pueblo, Walsenburg, Trinidad and Alamosa and Antonito. Stops are made but there are no specific facilities. In Alamosa, there are plans to build a multi-modal facility but TNM&O has concerns because it is not directly on highway.	*TNM&O serves Pueblo, Rocky Ford, La Junta, Lamar and Springfield *Providing feeder services to long distance intercity routes would strengthen ridership *Connectivity is key ideally through a single ticket purchase *Access to medical facilities is critical
Northwest	*City of Steamboat Springs* *Stockbridge Multimodal Center provides an opportunity for connections for rail and intercity bus and Steamboat Springs Transit, although neither intercity bus or rail is currently provided	*Providing feeder services to long distance intercity routes would strengthen ridership *Connectivity is key ideally through a single ticket purchase *Access to medical facilities is critical
Southwest	*TNM&O* *Stop provided in Alamosa *City of Durango* *City will be constructing a facility to be used by the Durango Lift, the Ignacio RoadRunner and TNM&O	*Commuter transportation needed from Durango to Farmington and Aztec New Mexico, to Pagosa Springs, Bayfield, Ignacio and Hermosa. Park-n-ride lots would be needed in those communities. *Providing feeder services to long distance intercity routes would strengthen ridership *Connectivity is key ideally through a single ticket purchase *Access to medical facilities is critical

CHAPTER 5

INTERCITY BUS AND REGIONAL TRANSIT NETWORKS

This study is examining both intercity bus services and regional transit services as each network overlaps the other in important ways. Much of the planning background on regional transit needs has been carried out at the regional level, often by local transit providers. Recommendations on regional services will build upon those regional plans. Recommendations for intercity bus services are based on the detailed planning in this study, as documented in earlier chapters.

This chapter first explores the potential intercity routes and then identifies regional bus service needs. Finally, these two potential networks are compared and examined to:

- identify overlapping areas;
- classify services as Regional, ICB Feeder, or ICB services;
- develop a list of potential services that can be considered in developing the preferred intercity bus and regional transit networks; and
- present the potential operating costs of these services.

Going forward, the study will evaluate these potential services in light of policy goals and develop a preferred network that reflects the policy recommendations, operational feasibility, and financial resources that can be applied to strengthening the intercity bus and regional transit networks in Colorado.

POTENTIAL INTERCITY/REGIONAL ROUTES

Based on all the inventory, demographic analysis, and outreach it is possible to begin to hypothesize additions to the existing network that would address gaps and serve places with

unmet need that are not served by the current network. Figure 5-1 presents a map with a number of additional routes added to the current network, with the rankings of density of transit needy population. Table 5-1 presents a summary description of these routes. As can be seen in Figure 5-1, the potential service concepts are shown as red dashed lines. A third color, purple, is used to indicate one concept that has developed to the point of a grant application (Gunnison-Denver via US-285), and therefore much closer to being an actual service than merely a concept. Small pink circles with a black outline indicate future stops on the proposed route concepts, while larger blue dots signify additional destinations on existing routes.

Figure 5-2 presents this network of existing and proposed services with the key destinations shown, to indicate the degree to which these added services would serve these points as well. As can be seen, there are a few potential destinations that remain outside the intercity bus network service area, but the overall coverage improves.

In order to assess the impact of the potential network expansion, the GIS system was used to determine the population within the 10-mile and 25-mile service areas around each stop for both the existing network, as mapped in Chapter 2, and this proposed network. This process was done first for the total population, then second for both urban and rural populations to determine how much more the proposed network will serve each population. Table 5-2 presents the results. The results are interesting in several ways. In terms of the total population, for both networks there is a significant difference in the percentage of the population that is within the 10-mile radius and the 25-mile radius. This is possibly due to the high populations in suburban Denver and the surrounding areas that are more than ten miles from the downtown intercity stations, but less than 25, and which are a substantial part of the overall state population. In looking at the extended rural population, which includes those in urban clusters and rural areas, less than one-fifth of this population lies within the 25 mile radius and less than ten percent lies within the 10-mile radius. Another observation is that the new routes proposed to expand coverage by three or four percent of the total statewide population provide for a significant increase in the **rural** population with intercity bus access compared to the urbanized population. This result is no surprise as the majority of urbanized populations currently have access to intercity bus services.

These routing service concepts will be carried forward in the study for consideration as to the likely providers, the likely frequency, potential operating cost of providing this service, potential ridership, capital requirements, and potential funding sources.

Regional Routes or Intercity Routes?

These concepts were presented to the study Technical Advisory Committee (TAC) for discussion, and the Committee members were requested to provide input regarding program priorities. At the meeting the discussion focused, among other issues, on the distinction between the types of services that are addressed by the S.5311(f) program—providing a meaningful connection to the national intercity bus network—and the types of long-distance services that are not funded by that program, such as long-distance commuter services or long-distance human service client trips (such as medical trips). In general the latter type of trip was defined as regional—longer than a local trip, but not designed to connect passengers for further onward connections outside the region.

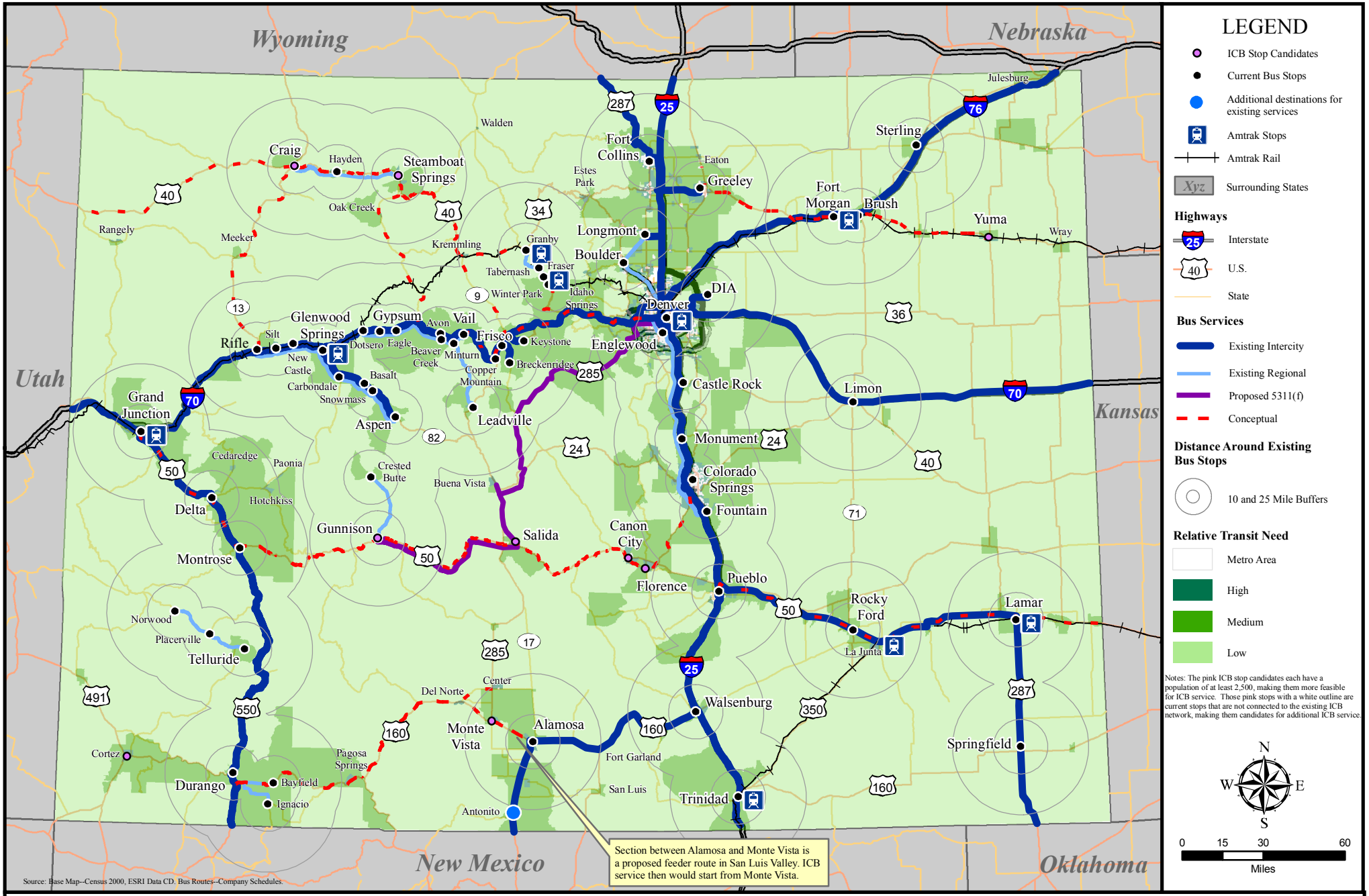


Figure 5-1

CONCEPTUAL ICB SERVICE OPTIONS OVERLAID ON RANKED DENSITY AND EXISTING NETWORK

KFH GROUP

Table 5-1: SUMMARY DESCRIPTION OF ADDITIONAL INTERCITY ROUTES

Route Options	Corridors	Total Population Served (excluding initial large city)	Total Population Served (including initial large city)	Route Mileage (miles)	Driving Time (hours:mins)
	1) Craig, Steamboat Springs				
A	Denver-Silverthorne-Kremmling-Steamboat Springs-Hayden-Craig-toward Salt Lake City (end at state line)	33,765	588,401	287	5:19
B	Steamboat Springs-Wolcott	11,107	n/a	73	1:42
C	Craig-Rifle	19,955	n/a	90	1:41
	2) Gunnison, Montrose				
A	Colorado Springs-Florence-Canon City-Salida-Gunnison-Montrose	52,088	412,978	233	4:55
B	Montrose-Delta-Grand Junction	23,197	82,528	61	1:15
	3) Monte Vista, Durango				
A	Alamosa-Monte Vista-Center-Del Norte-Pagosa Springs-Bayfield-Durango Section between Alamosa and Monte Vista is a proposed feeder route in San Luis Valley. ICB service would then start in Monte Vista.	33,665	41,625	165	3:29
	4) Greeley, Yuma				
A	Greeley-Fort Morgan-Brush-Yuma	19,436	96,366	114	2:01

*The total population served by new services was presented both including and excluding the initial city because including the initial, typically large city, gives an idea of the whole potential transit market; excluding the initial city gives a good representation of the rural populations that will be served by the new services.

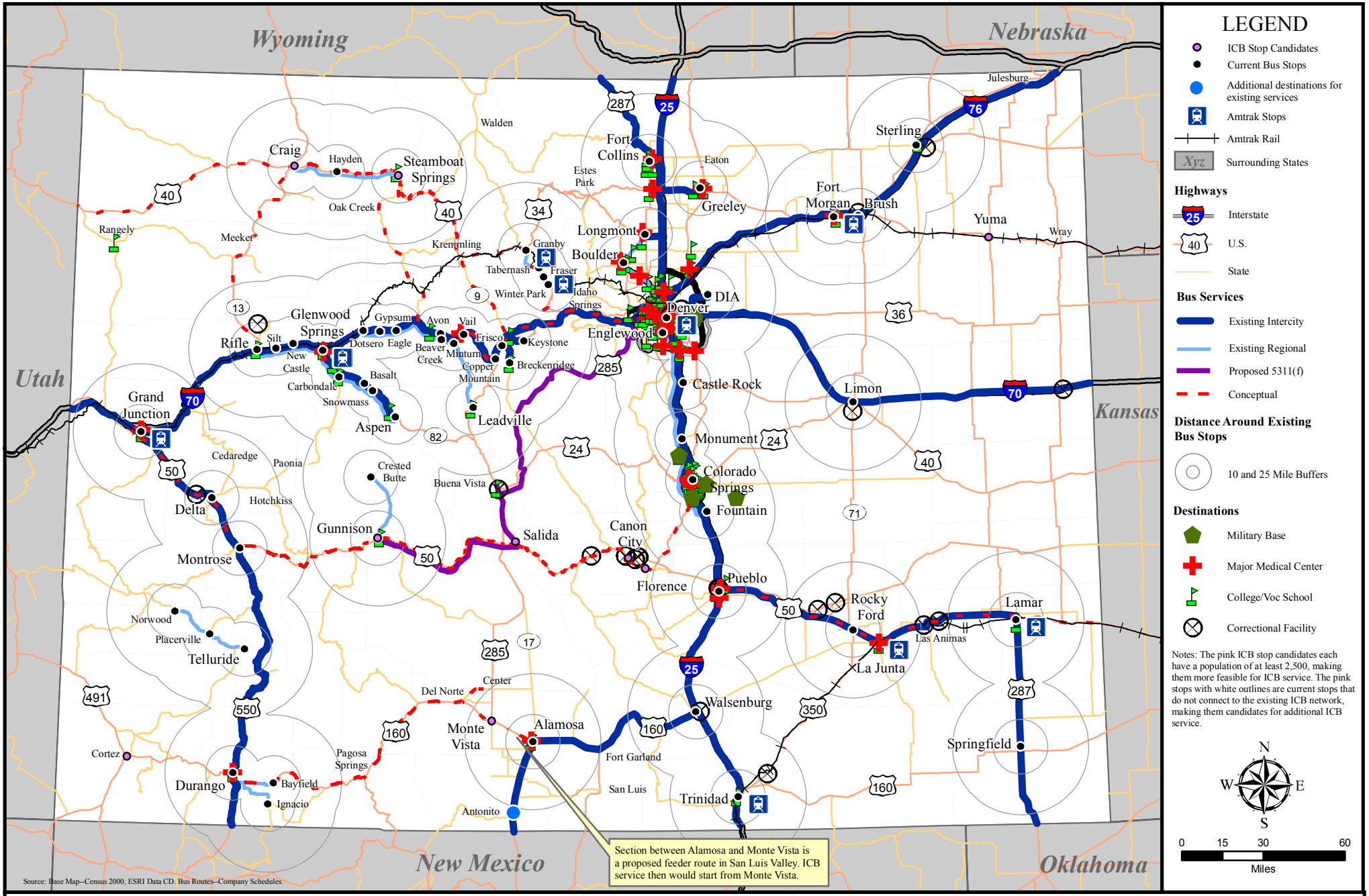


Figure 5-2

DESTINATIONS OVERLAID ON EXISTING BUS NETWORK AND POTENTIAL ICB SERVICE

Table 5-2: TOTAL COLORADO POPULATION SERVED BY INTERCITY BUS AND EXISTING AND PROPOSED NETWORKS

	Existing Network Total Population	Percentage	Proposed Network Total Population	Percentage	Change
Ten-Mile Radius Around Stops	3,008,798	70%	3,154,973	73%	3%
Twenty-Five Mile Radius Around Stops	3,974,755	92%	4,131,676	96%	4%
2000 Census Population of Colorado	4,301,261				

Calculated where Urban Population includes only Urbanized Areas, and Urban Clusters have been included as part of the extended Rural Population:

	Existing Network Urbanized Area Pop	Percentage	Proposed Network Urbanized Area Pop	Percentage	Change
Ten-Mile Radius Around Stops	2,683,561	62%	2,683,573	62%	0%
Twenty-Five Mile Radius Around Stops	3,180,376	74%	3,180,376	74%	0%
2000 Census Population of Colorado	4,301,261				

	Existing Network Urban Cluster-Rural Pop	Percentage	Proposed Network Urban Cluster-Rural Pop	Percentage	Change
Ten-Mile Radius Around Stops	325,237	8%	471,400	11%	3%
Twenty-Five Mile Radius Around Stops	794,379	18%	951,300	22%	4%
2000 Census Population of Colorado	4,301,261				

*Please note these numbers should be taken as approximations. The method of calculation involved Census block groups, which are not perfectly aligned with the ten- and twenty five-mile radii around the stops.

A number of the Committee members felt that the commuter/human service/transit dependent trips were both a higher priority and a larger market than feeder service to the existing intercity bus services. It was recognized that to the extent possible, S.5311(f) funding could be used for services that covered routes also identified as priorities for other reasons, if the funded services made the needed meaningful connections. It was also recognized that the existing S.5311 federal funding is already fully utilized for local transit in rural areas, and there is no source of state funding at this time to address the types of regional trip priorities. In addition, the discussion suggested that the potential operating costs of the regional/commuter services might be much greater than the available S.5311(f) funding.

For that reason the study team decided to classify all of the routes considered as potential routes in the analysis to this point as either regional or intercity, based on the types of trips likely to be served. Both types of routes can be considered as part of the preferred network, but S.5311(f) funding can only be used for the routes defined as intercity (making a meaningful connection to the national intercity bus network). Because the one identified funding source can only be used as a particular type of service, it did not seem to make sense to prioritize services in one list, but rather to develop the two separate classifications, and work on prioritizing within each to develop a preferred network. Each of these groups is presented in the following sections.

POTENTIAL REGIONAL TRANSIT ROUTES

This section describes potential transit services for trips with a primary destination within Colorado, primarily for travel to and from an area in a single day. The services may be oriented around a major urban area where medical, educational, or governmental services may be available. They may be oriented around an employment center, such as the resort communities on the Western Slope. Finally, the services may also provide connections to other modes – the national intercity bus network, AMTRAK, or airports.

The routing and scheduling of regional services need to be designed around the primary trip purposes and destinations served. Routes serving employment trips need to be scheduled around the primary work hours; routes serving medical trips need to be scheduled to allow several hours for passengers to obtain medical services; trips oriented to connecting to other modes need to be scheduled to meet the primary schedules of intercity bus, AMTRAK, or air carriers.

Regional services in Colorado often develop around employment trips, and try as best as possible to serve additional trip purposes (education, medical, other). As the services expand from peak hour only at first, to limited mid-day service, to service throughout the day, more trip purposes can be accommodated. Services oriented to meeting medical trip needs are also common, particularly in isolated communities where residents need to travel some distance to access medical services, but may only operate one to three days per week.

Regional services are an important part of Colorado's transit network and local transit agencies have invested heavily in providing regional services. Regional bus service between Boulder and Denver was a foundation of the RTD system and continues as an important part of this network. RTD's regional services, including skyRide buses, carry 5.5 million passengers

annually using a peak fleet of 134 vehicles, at an operating cost of $16.4 million per year. In the rest of Colorado, regional services carry 5.0 million passengers annually using a fleet of 106 vehicles, at an operating cost of $20.8 million per year.

In addition to regional transit services, Colorado is considering the development of bus rapid transit or passenger rail in several corridors as part of the highway corridor studies. While these rail or bus rapid transit corridors are important to provide a vision for the future, they are only lightly touched upon in this study.

Table 5-3 lists the existing regional transit services provided in the RTD service area. Note that in addition to the peak vehicle requirements, a spare ratio of a minimum of ten percent is necessary for a total fleet requirement of 147-150 vehicles. RTD's planned expansion is based on building out the FasTracks corridors, many of which strengthen regional services.

Table 5-3: REGIONAL SERVICES PROVIDED BY RTD

SkyRide	Peak Vehicles	Annual Ridership	Trips Weekday	Annual Veh Mi.	Annual Veh Hr.	Annual Op. Expense
AA	5	170,713	39	351,800	10,497	$741,000
AB	4	345,290	38	672,805	19,509	$1,377,000
AF	6	372,338	54	666,296	21,766	$1,536,000
AS	7	583,508	124	905,086	13,853	$978,000
AT	8	535,774	65	822,469	24,312	$1,716,000
SUBTOTAL	30	2,007,623	320	3,418,456	89,936	$6,348,000
Regional	**Peak Vehicles**	**Annual Ridership**	**Trips Weekday**	**Annual Veh Mi.**	**Annual Veh Hr.**	**Annual Op. Expense**
B/BF/BX: Boulder-Denver	23	1,629,220	192	1,524,420	49,466	$3,503,000
BOLT: Boulder-Longmont	8	386,564	66	408,419	18,134	$1,284,000
CC: Coal Creek-Denver	2	12,495	4	23,715	740	$52,000
CS/CV/CX: Pine Jct/Conifer	8	186,915	22	219,810	6,248	$468,000
DD: Boulder-CO Blvd	6	91,800	17	175,185	7,370	$522,000
DM: Boulder-Fitzsimons	3	19,890	6	70,125	2,703	$191,000
ES/EV/EX: Evergreen	7	122,655	21	177,480	5,814	$435,000
GS: Golden-Boulder	5	101,235	22	159,885	5,508	$390,000
HX: 28th St Boulder-Civic Ctr	6	151,470	16	118,575	3,902	$276,000
J: Longmont-East Boulder	3	58,905	10	73,695	3,137	$222,000
L/LX: Longmont-Denver	11	239,411	42	436,577	14,522	$1,028,000
N: Nederland-Boulder	2	94,257	28	184,172	6,318	$447,000
P: Parker-Denver	6	151,215	14	105,315	3,774	$283,000
R: Brighton-Denver	4	75,990	17	121,380	4,794	$359,000
S: Denver-East Boulder	3	39,780	9	74,205	2,627	$186,000
T: Boulder-Greenwood Plaza	3	50,490	6	91,800	3,162	$224,000
U: Pine Jct/Conifer-DTC	3	30,345	6	62,730	2,168	$162,000
Y: Lyons-Boulder	1	17,340	8	33,150	893	$63,000
SUBTOTAL	104	3,459,977	506	4,060,638	141,275	$10,095,000
TOTAL	**134**	**5,467,600**	**826**	**7,479,094**	**231,212**	**$16,443,000**

Figure 5-3 illustrates the potential regional network of services for the rest of the State that either operate at present or have been identified as needed services in local and regional planning efforts. Table 5-4 lists detailed information about each route and route segment shown on the map. The map illustrates where services are needed and their orientation around cities and resort communities. It also shows existing and proposed services. The Transportation Planning Regions across the State have also been added for reference.

The potential regional routes identified in Table 5-4 provide a summary level look at needed services to provide an order-of-magnitude picture of the needs for regional transit services. A level of service (LOS) approach is used, with the basic summary levels of service defined as:

A: 32 one-way or 16 round-trips per day for proposed service. Existing services with more trips are identified as A+ LOS.

B: 16 one-way or 8 round-trips per day. Existing services between 16 and 31 one-way trips are identified as B LOS.

C: 8 one-way or 4 round-trips per day. Existing services between 6 and 15 one-way trips are identified as C LOS.

D: Annual miles and costs reflect 4 one-way trips per day. Existing services between 1 and 5 one-way trips are identified as C LOS.

E: No service is provided.

The lowest LOS for planning purposes, D, would equate to two morning and two afternoon trips from the rural area into the activity center. At the C and D levels of service, the vehicles would be stationed in the outlying community and the driver would begin work from that location. This method may be more capital intensive, but will have lower operating costs than using vehicles from the central community that have to travel to the outlying community while out-of-service to begin the morning run. The C LOS would equate to three morning trips from the rural community to the activity center, one mid-day round-trip, and three evening one-way trips back to the rural community. In some areas four AM and four PM trips may be preferred to a mid-day trip. While it is recognized that communities may start with only one or two AM and PM runs, it would be desirable to build up to three or four runs in each period, the C LOS.

Figure 5-3

POTENTIAL REGIONAL SERVICES OVERLAID ON
RANKED DENSITY AND EXISTING ICB NETWORK

KFH GROUP

Table 5-4: POTENTIAL REGIONAL SERVICES

Corridor		Existing		Proposed		Existing Annual			Additional Annual			Total Annual		
		LOS	Daily Trips[1]	LOS	Added Trips[1]	Miles	Riders	Op Costs[3]	Miles	Riders	Op Costs[3]	Miles	Riders	Op Costs[3]
								(thousands)			*(thousands)*			*(thousands)*
South Front Range														
I-25 South	Pueblo-Colorado Spgs	F	-	B	16	-	-	-	50,000	25,000	$168	50,000	25,000	$168
I-25 South	Colorado Spgs-Denver	A+	42	A+	None	795,000	140,000	$1,600	-	-	-	795,000	140,000	$1,600
North Front Range														
I-25 North	Fort Collins-Denver	F	-	A	32	-	-	-	593,000	297,000	$1,483	593,000	297,000	$1,483
US 85	Greeley-Denver	F	-	C	8	-	-	-	134,000	67,000	$335	134,000	67,000	$335
US 287	Berthoud-Longmont	F	-	B	16	-	-	-	60,000	30,000	$150	60,000	30,000	$150
US 34	Loveland-Greeley[4]	B	24 in 2008	A	8	180,000	90,000	$450	60,000	30,000	$150	240,000	120,000	$600
I-70 Corridor														
I-70	Grand Jct-Parachute	F	-	B	16	-	-	-	298,000	149,000	$1,416	298,000	149,000	$1,416
I-70	Parachute-Rifle	F	-	C	8	-	-	-	55,000	28,000	$261	55,000	28,000	$261
I-70	Rifle-Glenwood Spgs	B	18	B	None	188,000	76,000	$724	-	-	-	188,000	76,000	$724
I-70	Glenwood Spgs-Dotsero	F	-	C	8	-	-	-	61,000	31,000	$290	61,000	31,000	$290
I-70	Dotsero-Gypsum	C	12/9	C	None	1,400,000	849,000	$5,675	-	-	-	1,400,000	849,000	$5,675
I-70	Gypsum-Vail	A+	183/102	A+	None									
I-70	Vail-Copper Mountain	F	-	C	8	-	-	-	64,000	32,000	$304	64,000	32,000	$304
I-70 / 119	Frisco-ID Spgs-Blk Hawk	F	-	C	8	-	-	-	138,000	69,000	$518	138,000	69,000	$518
Routes Feeding I-70 Corridor														
Hwy 82	Aspen-Glenwood Spgs	A+	83/73	A+	None	1,888,000	1,985,000	$10,597	-	-	-	1,888,000	1,985,000	$10,597
CO 24	Leadville-Vail	D	6	B	10	103,000	50,000	$402	172,000	86,000	$1,000	275,000	136,000	$1,402
CO 91	Leadville-Frisco	F	-	C	8	-	-	-	96,000	48,000	$456	96,000	48,000	$456
CO 9	Fairplay-Frisco	F	-	C	8	-	-	-	99,000	50,000	$470	99,000	50,000	$470
Winter Park and Grand Lake														
US 34	Grand Lake - Granby	F	-	C	8-S only	-	-	-	22,000	11,000	$83	22,000	11,000	$83
US 40	Granby - Winter Park	D	4	C	4-W; 8-S	12,000	30,000	$45	36,000	23,000	$173	48,000	53,000	$218
Steamboat Springs														
US 40	Craig - Steamboat Spgs	D	6-W; 4-S	B/C	10-W; 4-S	103,000	35,000	$276	137,000	17,000	$377	240,000	52,000	$653
Hwy 131	Yampa - Steamboat Spgs	F	0	C/D	8-W; 4-S	-	-	-	41,000	14,000	$113	41,000	14,000	$113

Table 5-4: POTENTIAL REGIONAL SERVICES

Corridor		Existing		Proposed		Existing Annual			Additional Annual			Total Annual		
		LOS	Daily Trips	LOS	Added Trips	Miles	Riders	Costs	Miles	Riders	Costs	Miles	Riders	Costs
Montrose, Telluride, and Gunnison Areas														
62 / 550	Montrose - Placerville	F	-	C	8	-	-	-	161,000	81,000	$765	161,000	81,000	$765
CO 145	Placerville - Norwood	C	6	C	2	33,000	17,000	$157	11,000	6,000	$52	44,000	23,000	$209
CO 145	Norwood - Nucla	F	-	C	8	-	-	-	76,000	38,000	$361	76,000	38,000	$361
CO 145	Placerville - Telluride	C	9	B	7	56,000	28,000	$266	43,000	22,000	$204	99,000	50,000	$470
CO 145	Telluride - Cortez	F	-	C	8	-	-	-	239,000	120,000	$1,135	239,000	120,000	$1,135
CO 135	Gunnison - Crested Butte	C/F	10-W; 0-S	B/C	6-W; 8-S	110,000	55,000	$413	66,000	33,000	$248	176,000	88,000	$661
Durango														
US 160	Cortez - Durango	F	-	C	8	-	-	-	100,000	50,000	$375	100,000	50,000	$375
US 550	Farmington/Aztec-Durango	F	-	C	8	-	-	-	81,000	41,000	$304	81,000	41,000	$304
CO 172	Ignacio - Durango	C	8	B	8	54,000	10,000	$108	54,000	10,000	$108	108,000	20,000	$216
US 160	Bayfield - Durango	C	8	B	8	67,000	10,000	$112	67,000	10,000	$112	134,000	20,000	$224
US 160	Pagosa Spgs - Bayfield	F	-	C	8	-	-	-	188,000	20,000	$240	188,000	20,000	$240
San Luis Valley														
US 160	South Fork - Alamosa	F	-	C	8	-	-	-	128,000	64,000	$320	128,000	64,000	$320
285 / 160	Saguache - Alamosa	F	-	C	8	-	-	-	143,000	72,000	$358	143,000	72,000	$358
US 285	Antonito - Alamosa[5]	F	-	C	8	-	-	-	78,000	39,000	$195	78,000	39,000	$195
159 / 160	San Luis - Alamosa[5]	F	-	C	8	-	-	-	113,000	57,000	$283	113,000	57,000	$283
Huerfano-Las Animas Counties														
US 160	Walsenburg - Trinidad	F	-	C	8	-	-	-	88,000	44,000	$220	88,000	44,000	$220
CO 12	Stonewall - Trinidad	F	-	C	8	-	-	-	75,000	38,000	$188	75,000	38,000	$188
I-25	Trinidad - Pueblo	F	-	C	6	-	-	-	149,000	75,000	$373	149,000	75,000	$373
CO 71	Trinidad - La Junta	F	-	C	6	-	-	-	141,000	71,000	$353	141,000	71,000	$353
TOTAL						**4,989,000**	**3,375,000**	**$20,825**	**4,117,000**	**1,898,000**	**$13,941**	**9,106,000**	**5,273,000**	**$34,766**

(1) Trips are one-way. Most corridors have year-round service so only one letter is listed. With seasonal service levelsl, multiple letters are listed. The higher LOS is in the peak season.
(2) Most corridors have year-round service so only one number is listed. Where service levels are seasonal, multiple numbers are listed. S = Summer; W = Winter; SF = Spring & Fall.
(3) Costs are listed in thousands. Costs are a combination of actual (for existing services where information was provided) and estimated for other existing and proposed services.
(4) Service between Greeley and Loveland has been funded and is anticipated to begin in 2008. Existing numbers reflect the proposed services.
(5) A private company, with some public funding, is operating limited services in the Antonito and San Luis corridors.

Level B doubles the number of trips. This could be eight round-trips per day or a combination of one-way and round trips where some vehicles remain in the outlying community. The demand for two-way travel will determine the service design most appropriate for the region.

Level A doubles the service level again, with 16 round trips operated in the corridor. This level of service would only be appropriate in the most heavily traveled corridors. Existing services with an A or higher level of service today include the RTD Regional and skyRide routes linking Denver, Boulder, Longmont, and DIA; Highway 82 corridor between Aspen and Glenwood Springs; the US 6/I-70 corridors between Gypsum and Vail in Eagle County, and the FREX regional service on south I-25. It is anticipated that service in the North I-25 corridor would also be needed at an A LOS.

Operators were surveyed to determine the operating costs and fleets dedicated to existing regional services. There is a wide range of costs per mile, reflecting the different operating conditions and wage rates among varying systems. Where costs per mile were known, this was used to estimate costs of proposed services. Where costs were not known, the costs of similar services were used as a basis for proposed costs. Costs vary significantly by provider, and are higher in resort communities than in other rural areas.

An estimate was made of the number of days service would operate A good deal of regional service operates around resort communities and the level operated varies between seasons. Table 5-3 captures the seasonal variation in existing and proposed levels of service and this is reflected in the cost calculations. For planning purposes, services were estimated to operate year-round, seven days per week in resort communities, and either five or six days per week in other corridors, depending on the markets anticipated to be served.

A total of 106 vehicles, including spares, have been identified as required for the existing regional service network. Based on average system speeds of 26 miles per hour and an average of 2,000 vehicle service hours per year, an additional 87 vehicles would be necessary for the proposed regional services. At an average cost of $350,000 per vehicle and an average life of 12 years, the annual capital cost of the network is $3.1 million for existing and $2.5 million for proposed services for a total of $5.6 million.

The proposed regional service network has a total operating cost of $34.8 million annually. Of this total, $20.8 million is presently funded and $14.0 million in additional annual operating funds are needed.

Interstate 70 Corridor

The I-70 corridor has a variety of special conditions which are important to call out. At present substantial regional services are provided on the Western Slope, and many areas have service higher than the A-level identified here. There are active discussions of the potential for rail as a means of increasing capacity in this congested corridor. Eagle County has adopted a vision plan calling for passenger rail to be operated between Gypsum and Vail. A "Transportation Collaborative" planning group is actively working towards identifying

infrastructure, facilities, and first steps needed to make this vision a reality. There is a strong desire among elected officials in the I-70 corridor that rail be developed between Vail and Denver to improve mobility and relieve congestion in this stretch of roadway; final decisions have not been made in this corridor.

There are substantial infrastructure needs for rail, bus rapid transit, or even standard bus service operations, in addition to the construction of the needed guideway or rail facilities. They include obtaining the right-of-way for facilities, construction of park-and-ride lots, and construction of stations that will connect to local feeder services or intercity bus services. No costs for these improvements are identified in this assessment of regional service needs as they will more appropriately be defined in corridor level studies. It is important to identify the need for these facilities, to define them more closely, and to understand the overall costs of providing effective regional services in the I-70 corridor.

Note that in the I-70 corridor some connecting services have been identified to fill the gaps between existing services. The Western Slope operators presently cover most of the corridor between Frisco and Rifle with two exceptions: a 19-mile gap between Glenwood Springs and Dotsero and a 20-mile gap between Copper Mountain and Vail. Garfield County is looking at the need for service between Grand Junction and Parachute/Battlement Mesa, primarily to bring employees to the Parachute area. If established, this would leave a 17-mile gap between Parachute and Rifle – service that is being considered by RFTA. These gaps have been identified as needing service at level C in order to provide continuity along the corridor. In addition, service has been identified at level C from Denver to Frisco. Greyhound currently operates three intercity bus trips in each direction in the Denver-Grand Junction corridor (serving Frisco, Vail, and Glenwood Springs). Two additional one-way trips would be needed to provide service equivalent to level C at the Greyhound stops. In addition, the existing intercity bus service in the I-70 corridor does not stop at smaller stops, and the regional service is designed to do this. Potential stops for regional service between Denver and Frisco in the I-70 corridor include Morrison park-and-ride, Idaho Springs, the US 40 interchange, and possibly Silverthorne. The local transit systems operating on the western slope do a good job of covering the intermediate towns in the corridor.

Finally, connections from the I-70 corridor stops to Denver International Airport (DIA) (as opposed to downtown Denver) are also important to this region, and could be viewed as either "regional" services or intercity, in the sense that they would provide a connection to travelers arriving or departing by air. At the same time the airport and its associated businesses are a major employment site, and services capable of meeting employment needs might also make sense. Currently there are private providers making the linkage from the I-70 corridor to DIA with service that is scheduled (by reservation), and it may be that this addresses much of the airport traveler demand, though at higher fare levels than typical publicly-subsidized transit or scheduled intercity bus service.

Interim Regional Services

Table 5-5 identifies a lower level of service that may reflect initial or interim services as they might be developed. Typically, regional services are developed gradually with a basic level of service provided the first year. As demand warrants and funding is available, services are expanded. To identify the levels of service that might be provided initially, services were selected which have:

- the highest potential for ridership;
- provided connectivity (particularly on I-70); and/or
- identified local interest in initiating services.

Table 5-4, the Interim Regional Services, includes additional services costing $7.5 million. The fleet requirement is 43 additional vehicles for an annual capital cost of $1.3 million. While this could reflect an initial level of service as demand warranted, it is anticipated that services at the level identified in Table 5-4 would be needed.

POTENTIAL RURAL INTERCITY BUS ROUTES

Similarly, potential routes and services designed to provide meaningful connections from rural areas to the national intercity bus network were developed and costed. These corridors were selected based on criteria including:

- recent loss of intercity bus service—there was some market/usage in the not too distant past,
- identification as having potential needs based on demographic data, potential destinations, or tourism,
- opportunity for connections to the national intercity bus network at locations with multiple frequencies,
- outreach input regarding local/regional service priorities—i.e., if a corridor was identified locally as a commuter priority, it is not in this group, and
- intercity carrier input regarding preferred routes that might be supported with "in-kind" match under the FTA Pilot Program funding method.

Table 5-6 presents information on the populations served by each of the proposed corridors, and Table 5-7 presents the intercity corridors, trip lengths, and estimated costs at a minimum frequency of one round trip per day and $3.00 per mile. A lower cost per mile of $2.25 per mile was used in earlier studies addressing the U.S.50 corridor, reflecting publicly-funded vehicle capital and a lower cost per mile than commuter or regional services due to the higher average speeds and limited stops of intercity bus services.

Table 5-5: INTERIM REGIONAL SERVICES

Corridor		Existing		Proposed		Existing Annual			Additional Annual			Total Annual		
		LOS	Daily Trips[1]	LOS	Added Trips[1]	Miles	Riders	Op Costs[3]	Miles	Riders	Op Costs[3]	Miles	Riders	Op Costs[3]
South Front Range								*(thousands)*			*(thousands)*			*(thousands)*
I-25 South	Pueblo-Colorado Spgs	F	-	B	*Long-term*	-	-	-	50,000	25,000	$168	50,000	25,000	$168
I-25 South	Colorado Spgs-Denver	A+	42	A+	None	795,000	140,000	$1,600	-	-	-	795,000	140,000	$1,600
North Front Range														
I-25 North	Fort Collins-Denver	F	-	B	16	-	-	-	297,000	149,000	$370	297,000	149,000	$370
US 85	Greeley-Denver	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
US 287	Berthoud-Longmont	F	-	B	16	-	-	-	60,000	30,000	$150	60,000	30,000	$150
US 34	Loveland-Greeley[4]	B	24 in 2008	A	*Long-term*	180,000	90,000	$450	-	-	-	180,000	90,000	$450
I-70 Corridor														
I-70	Grand Jct-Parachute	F	-	B	16	-	-	-	298,000	149,000	$1,416	298,000	149,000	$1,416
I-70	Parachute-Rifle	F	-	C	8	-	-	-	55,000	28,000	$261	55,000	28,000	$261
I-70	Rifle-Glenwood Spgs	B	18	B	None	188,000	76,000	$724	-	-	-	188,000	76,000	$724
I-70	Glenwood Spgs-Dotsero	F	-	C	8	-		-	61,000	31,000	$290	61,000	31,000	$290
I-70	Dotsero-Gypsum	C	12/9	C	None	1,400,000	849,000	$5,675	-	-	-	1,400,000	849,000	$5,675
I-70	Gypsum-Vail	A+	183/102	A+	None									
I-70	Vail-Copper Mountain	F	-	C	8	-	-	-	64,000	32,000	$304	64,000	32,000	$304
I-70 / 119	Frisco-ID Spgs-Blk Haw	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
Routes Feeding I-70 Corridor														
Hwy 82	Aspen-Glenwood Spgs	A+	83/73	A+	None	1,888,000	1,985,000	$10,597	-	-	-	1,888,000	1,985,000	$10,597
CO 24	Leadville-Vail	D	6	B	10	103,000	50,000	$402	172,000	86,000	$1,000	275,000	136,000	$1,402
CO 91	Leadville-Frisco	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
CO 9	Fairplay-Frisco	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
Winter Park and Grand Lake														
US 34	Grand Lake - Granby	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
US 40	Granby - Winter Park	D	4	C	4-W	12,000	30,000	$45	36,000	23,000	$173	48,000	53,000	$218
Steamboat Springs														
US 40	Craig - Steamboat Spgs	D	6-W; 4-S	B/C	*Long-term*	103,000	35,000	$276	137,000	17,000	$377	240,000	52,000	$653
Hwy 131	Yampa - Steamboat Spgs	F	0	C/F	6-W; S-LT	-	-	-	31,000	11,000	$85	31,000	11,000	$85

Table 5-5: INTERIM REGIONAL SERVICES

Corridor		Existing		Proposed		Existing Annual			Additional Annual			Total Annual		
		LOS	Daily Trips	LOS	Added Trips	Miles	Riders	Costs	Miles	Riders	Costs	Miles	Riders	Costs
Montrose, Telluride, and Gunnison Areas														
62 / 550	Montrose - Placerville	F	-	C	6	-	-	-	121,000	81,000	$765	121,000	81,000	$765
CO 145	Placerville - Norwood	C	6	C	2	33,000	17,000	$157	11,000	6,000	$52	44,000	23,000	$209
CO 145	Norwood - Nucla	F	-	C	6	-	-	-	25,000	38,000	$361	25,000	38,000	$361
CO 145	Placerville - Telluride	C	9	B	*Long-term*	56,000	28,000	$266	43,000	22,000	$204	99,000	50,000	$470
CO 145	Telluride - Cortez	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
CO 135	Gunnison - Crested Butte	C/F	10-W; 0-S	B/C	*Long-term*	110,000	55,000	$413	-	-	-	110,000	55,000	$413
Durango														
US 160	Cortez - Durango	F	-	D	4	-	-	-	50,000	25,000	$187	50,000	25,000	$187
US 550	Farmington/Aztec-Durang	F	-	D	4	-	-	-	41,000	21,000	$152	41,000	21,000	$152
CO 172	Ignacio - Durango	C	8	B	*Long-term*	54,000	10,000	$108	-	-	-	54,000	10,000	$108
US 160	Bayfield - Durango	C	8	B	*Long-term*	67,000	10,000	$112	-	-	-	67,000	10,000	$112
US 160	Pagosa Spgs - Bayfield	F	-	C	*Long-term*	-	-	-	-	-	-	0	0	$0
San Luis Valley														
US 160	South Fork - Alamosa	F	-	D	4	-	-	-	64,000	32,000	$160	64,000	32,000	$160
285 / 160	Saguache - Alamosa	F	-	D	4	-	-	-	71,500	36,000	$179	71,500	36,000	$179
US 285	Antonito - Alamosa[5]	F	-	D	4	-	-	-	39,000	20,000	$98	39,000	20,000	$98
159 / 160	San Luis - Alamosa[5]	F	-	D	4	-	-	-	56,500	29,000	$142	56,500	29,000	$142
Huerfano-Las Animas Counties														
US 160	Walsenburg - Trinidad	F	-	C	6	-	-	-	88,000	44,000	$220	88,000	44,000	$220
CO 12	Stonewall - Trinidad	F	-	C	6	-	-	-	75,000	38,000	$188	75,000	38,000	$188
I-25	Trinidad - Pueblo	F	-	C	4	-	-	-	100,000	50,000	$250	100,000	50,000	$250
CO 71	Trinidad - La Junta	F	-	C	*Long-term*	-	-	-	-	-	-	-	-	-
TOTAL						**4,989,000**	**3,375,000**	**$20,825**	**2,046,000**	**1,023,000**	**$7,551**	**7,035,000**	**4,398,000**	**$28,376**

(1) Trips are one-way. Most corridors have year-round service so only one letter is listed. With seasonal service levels, multiple letters are listed with the higher LOS in the peak season.
(2) Most corridors have year-round service so only one number is listed. Where service levels are seasonal, multiple numbers are listed. S = Summer; W = Winter; SF = Spring & Fall.
(3) Costs are listed in thousands. Costs are a combination of actual (for existing services where information was provided) and estimated for other existing and proposed services.
(4) Service between Greeley and Loveland has been funded and is anticipated to begin in 2008. Existing numbers reflect the proposed services.
(5) A private company, with some public funding, is operating limited services in the Antonito and San Luis corridors.

Table 5-6: POPULATIONS SERVED BY POTENTIAL RURAL INTERCITY BUS ROUTES

Potential ICB Services	1) Denver-Craig-toward Salt Lake City (ending at CO state line)		2) Colorado Springs-Salida		3) Gunnison-Montrose		4) Montrose-Delta-Grand Junction	
	Potential ICB Bus Stops	**Census 2000 Populations**	**Potential ICB Bus Stops**	**Census 2000 Populations**	**Potential ICB Bus Stops**	**Census 2000 Populations**	**Potential ICB Bus Stops**	**Census 2000 Populations**
	Denver	554,636	Colorado Springs	360,890	Gunnison	5,409	Grand Junction	41,986
	Idaho Springs	1,889	Florence	3,653	Montrose	12,344	*Clifton*	17,345
	Silverthorne	3,196	Canon City	15,431	*Crested Butte*	1,529	Delta	6,400
	Kremmling	1,578	Salida	5,504			Montrose	12,344
	Steamboat Springs	9,815	*Penrose*	4,070			*Olathe*	1,573
	Hayden	1,634	*Williamsburg*	714			*Orchard City*	2,880
	Craig	9,189	*Rockvale*	426				
Italicized cities are additional	*Central City*	515	*Coal Creek*	2,323				
cities that could be served by	*Black Hawk*	118	*Brookside*	219				
existing regional service or is a	*Frisco*	2,443	*Poncha Springs*	466				
city within 10 miles of ICB	*Oak Creek*	849	*Fountain*	15,197				
(driving distance).	*Yampa*	443	*Monument*	1,971				
	Rangely	2,096	*Castle Rock*	20,224				
Total population served (excluding initial large city)		**33,765**		**32,806**		**19,282**		**23,197**
Total population served (including initial large city)		588,401		393,696				82,528
			Total pop including Fountain, Monument, Castle Rock but not Col Spr	70,198				
Notes	*Phippsburg is unicorporated.				*No initial large city.		*Grand Junction and Clifton considered initial large cities.	

Table 5-6: POPULATIONS SERVED BY POTENTIAL RURAL INTERCITY BUS ROUTES, continued

Potential ICB Services	5) Craig-Rifle		6) Gunnison-Salida-Denver-DIA		7) Lamar-toward Wichita	
	Potential ICB Bus Stops	**Census 2000 Populations**	**Potential ICB Bus Stops**	**Census 2000 Populations**	**Potential ICB Bus Stops**	**Census 2000 Populations**
Italicized cities are additional cities that could be served by existing regional service or is a city within 10 miles of ICB (driving distance).	Craig	9,189	Denver	554,636	Lamar	8,869
	Rifle	6,784	*Lakewood*	144126		
	Meeker	2,242	Salida	5,504		
	Silt	1,740	Gunnison	5,409		
			Poncha Springs	466		
			Buena Vista	2,195		
			Fairplay	610		
			Alma	179		
			Breckenridge	2,408		
			Frisco	2,443		
Total population served (excluding initial large city)		**19,955**		**19,214**		8,869
Total population served (including initial large city)				717,976		
Notes	*No initial large city.		*Denver and Lakewood considered initial large cities.		*No initial large city.	

Table 5-7: ESTIMATED COSTS OF POTENTIAL RURAL INTERCITY BUS ROUTES

						Level of Service - Near Term									
Corridor	**Cities**	**Existing Service**	**One-Way Miles**	**Type**	**# ICB Connections**	**Proposed # Roundtrips/ Day**	**Daily Miles**	**Days of Service**	**Annual Miles**	**Cost per Mile**	**Annual Operating Cost**	**10% FB Recovery**	**Net Oper. Deficit**	**Projected 5311(f) Operating Share**	**Federal Share with In-kind Match**
I-70 to CO-9	Denver-Craig-toward SLC	no	287	ICB	39	1	574	365	210,000	$3.00	$630,000	$63,000	$567,000	$284,000	$567,000
to US-40	(ends at state line)														
CO-115 to US-50	Colorado Springs-Salida	no	102	ICB	16	1	204	365	74,000	$3.00	$222,000	$22,200	$199,800	$100,000	$199,800
US-50	Gunnison-Montrose	no	64	ICB	2	1	128	365	47,000	$3.00	$141,000	$14,100	$126,900	$63,000	$126,900
US-50	Montrose-Delta-Grand Junction*	yes	61	ICB	10	1	122	365	45,000	$3.00	$135,000	$13,500	$121,500	$61,000	$121,500
CO-13	Craig-Rifle	no	90	ICB	0**	1	180	365	66,000	$3.00	$198,000	$19,800	$178,200	$89,000	$178,200
US-50 to 285	Gunnison-Salida-Denver-DIA	no	224	ICB	39	1	448	254	114,000	$3.00	$342,000	$34,200	$307,800	$154,000	$307,800
US-50	Lamar-toward Wichita	no	32	ICB	6	1	64	365	23,000	$3.00	$69,000	$6,900	$62,100	$31,000	$62,100
	(ends at state line)														
	Total ICB Service										**$1,737,000**			**$782,000**	**$1,563,300**

*Montrose-Delta-Grand Junction segment is currently served by TNM&O 822 at one round-trip per day. This would provide an additional trip on the Montrose-Grand Junction segment.

**Though Rifle is not a current ICB stop, it is a regional stop and regional service can connect to the existing ICB network at Glenwood Springs with seven daily trips by Greyhound and TNM&C

As can be seen in the totals at this cost level, and with a conservative projection of fare revenue (10% of total estimated operating costs), these routes would fully utilize Colorado's S.5311(f) allocation if used under the "in-kind" match with no local funding. TAC input suggested that in the absence of any kind of state operating match for regional or intercity services, priorities for local match are not likely to be these intercity services—particularly at the projected cost levels. So, the in-kind value match approach may well be the most likely way to fund such service. If all the S.5311(f) is used for operating assistance, there would be no funding available for capital or administration, as has been provided in the recent years of the Colorado S.5311(f) program. It may be possible to operate a higher proportion of these services with the available federal funding if the farebox revenue is higher than projected, or if operating costs are lower (either from a lower cost operator, or by providing lower frequency service), or if local funding supplemented "in-kind" match to cover some portion of the net operating deficit.

The projected fare revenue of ten percent is intended to present a conservative scenario comparable to rural public transit. Many S.5311(f) projects have higher farebox recovery levels, and RTD is mandated by state law to achieve an overall 20 percent farebox recovery—potentially 20% farebox could also be used as a performance standard for rural intercity routes after their initial year of operation. With the higher farebox recovery, the available federal funding could possibly cover more of these services.

The proposed intercity routes are shown in Figure 5-4, which shows the proposed intercity network, with the regional services also shown in different colors. It can be seen that there are some segments that would have both types of service. A more detailed service design is needed to look at schedules and stops, and determine if these should be run as two separate services or if they could be combined in some way. Proposed timetables, including intercity bus connections, for each potential intercity corridor can be found in Appendix E. Additional project development would be needed to determine connections, stop locations, etc.

PRIORITIZING SERVICES FOR THE PREFERRED NETWORK-POLICY ISSUE RESPONSES

In order to assist CDOT and the study team in the development of intercity and regional bus network policies and to assist in the development of the "preferred" network alternative, a survey was conducted of TAC members and members of the Statewide Transportation Committee (STAC). Only a few responses were received from the STAC. A summary of these responses is provided below.

Most TAC members ranked as "high" the importance of addressing intercity and regional bus services in the development of a stateside transportation network. A few felt the level of importance was "medium." All TAC members felt that all regional and statewide plans should include intercity and regional bus service elements. Respondents were mixed in terms of how much of the state's allocation of FTA S.5311(f) should be used. With respect to the need for state funding, there was a wide range of responses. Several respondents support the development of an immediate on-going state level funding stream. Others rated the need for state funding for

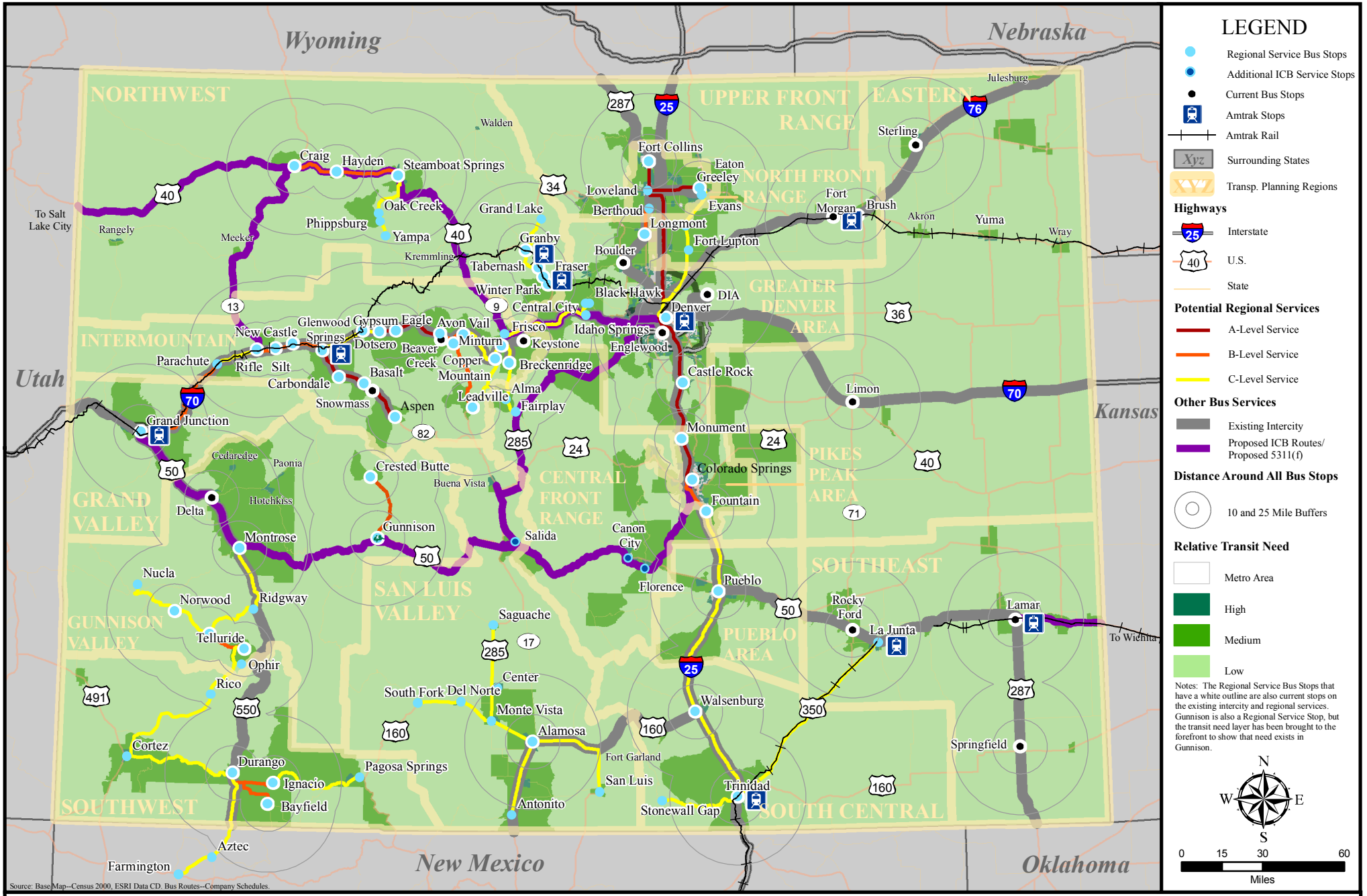


Figure 5-4

PROPOSED INTERCITY BUS ROUTES AND REGIONAL SERVICE OPTIONS OVERLAID ON EXISTING NETWORK

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intercity and regional bus service as lower than for other priorities, such as local bus service. Several stated that clear funding priorities related to service levels were needed.

The Committee was evenly split between those who felt service to individuals with low incomes was the top priority in terms of improving mobility and those who felt long distance commuting should be the highest priority. None of the respondents felt that service to Colorado's resort areas should be the highest priority and nearly all respondents put it as the third priority among the three.

In terms of use of intercity and regional bus funding, most respondents felt that intercity and regional bus service funding should support rolling stock and facilities. Some also felt operating funding should be provided. A suggestion was made that all highway projects include considerations for multi-modal elements, such as bus 'slip' ramps and park-n-rides to support intercity and regional bus service development.

Nearly all respondents mentioned a "high" need to have effective bus and rail access to both Denver Union Station and DIA, now and in the future. A few rated that as only a "medium" level need. There was a variety of ideas as to how the inter-jurisdictional issues which arise in planning and developing intercity and regional bus service should be addressed, although all felt this was an important issue. Several stated the need for state leadership in addressing these issues. This was true with respect to inter-jurisdictional issues among Metropolitan Planning Organizations as well as in other areas of the state.

Table 5-8 presents a more detailed summary of the responses received, and Appendix F presents the survey instrument used. The input of the TAC suggests that a priority is serving the low income/transit dependent persons, and it is possible to look at the proposed network in relationship to areas of the state that have higher densities of persons in these needs categories, as can be seen in Figure 5-5. However, beyond this it would take significant additional analysis to determine which of the proposed regional services is more usable by transit dependent riders as opposed to commuters. It should also be noted that many intercity bus riders also fall into the category of low income without private transportation available, and that the intercity routes would provide a level of service to this population as well.

Table 5-8: DETAILED SUMMARY OF POLICY ISSUE RESPONSES

TAC or STAC Member	Importance of ICB in State Transportation Network	Priorities	Relationship Between State and Other Public Private Entities	Access to DIA and DUS	Other Policy Issues	Study Issues vs. Other
Bill Moore PACG	*Importance-High *Planning - inventory of services and gap analysis in Transit Element. Preferred and Constrained Plans Cross jurisdictional issues *5311(f) - Use for priority corridors first *State Funding - Capital projects and state significant operating projects, if any.	1-People without other options 2-Long distance commuters 3-Resort travel	Facility development Rolling stock and other capital Limited operating	DIA: Importance high DUS: No comment Coordinate with existing RTD and Amtrak services	*5311(f) - Use all of it *State funding - Yes *Priority to statewide and regional service *Long distance medical should be addressed in Coordination Plans *Interjurisdictional - CDOT facilitate IGAs	State financing recommendations should fit with Blue Ribbon Panel and SB 1 funding plans
Todd Hollenbeck Mesa County RTPO	*Importance - Medium *Planning - Focus on regional services to connect to national network *5311(f) - Not a priority for this region *State Funding - Higher priority to local bus services	1-People without other options 2-Long distance commuters 3-Resort travel	Rolling stock and operations are most important	DIA: Importance medium DUS: Medium	*5311(f)-Current percentage appropriate *State funding-Depends on impact to other progs. *Balance funding among local, regional, statewide *Long distance medical services would be helpful *Interjurisdictional - Apply for grants jointly *Other-In this region connecting locals to Grand Jct. and Montrose is biggest need.	Focus on local services to outlying areas, then to regional and intercity
Thad Noll Summit County	*Importance-Medium *Planning-Make sure regional and intercity representatives are at the table with proposals *5311(f)-Depends on level of service provided *State Funding-Depends on level of of service provided	1-Long distance commuters 2-People without other options 3-Resort travel	Facility development and rolling stock ... 50/50 mix	DIA: Importance high DUS: Importance medium	*5311(f)-Depends on level of service *Depends on an analysis of need *Long distance medical needs low fares and frequent service *Interjurisdictional - Develop MOUs and jurisdictional buy-in	Develop funding formulas Identify providers Identify needs Set timetable for step-wise implementation
Craig Casper PPACG	*Importance-High *Planning-CDOT should push for intercity range along the Front Range corridor, passenger and especially freight *5311(f)-Be flexible, maybe prioritize to high cost-benefit projs. *State Funding-Some percentage needed for facilities and operations. Include planning for relatively minor facility projects in all highway corridor projects.	1-Long distance commuters 2-People without other options 3-Resort travel	Facility development Rolling stock and other capital Operations All are important	DIA: Importance high DUS: Importance high	*5311(f)-Allocate base on cost-benefit *State funding - Yes *Priorities set like highway funds. Priority to I-25 and I-70 corridors *Long distance medical needed to Denver *Interjurisdictional -Use state funding which will have less restrictions *Other-State should take advantage of potential DUS connections and plan strategic bus and rail along I-25/I-70 corridors like strategic road corridors	Interregional transit is not easy to develop given turfism, funding varieties, political agendas and protocols. State leadership is needed to smooth the way.

Table 5-8: DETAILED SUMMARY OF POLICY ISSUE RESPONSES

TAC or STAC Member	Importance of ICB in State Transportation Network	Priorities	Relationship Between State and Other Public Private Entities	Access to DIA and DUS	Other Policy Issues	Study Issues vs. Other
Craig Casper Mountain Metro Transit	*Importance-High *Planning-State should ensure that DUS will service statewide needs, not just Denver. A unique opportunity exists at this time. *5311(f)-Be flexible *State Funding-Some percentage needed for facilities and operations. Include planning for relatively minor facility projects in all highway corridor projects.	1-Long distance commuters 2-People without other options, especially for inter-regional alternative mode travel needs. 3-Resort travel	Facility development Rolling stock and other capital Operations All are important Adequate capacity with optional travel times is needed, especially along the I-25 and I-70 corridors. Sufficient capacity is needed at DUS for future statewide bus and rail needs.	DIA: Importance high DUS: Importance high	*5311(f)-No comment *State funding - Yes *Priorities bus and rail along I-70 and I-25 corridors and DUS capacity *Long distance medical-choices needed *Interjurisdictional -Use state funding which will have less restrictions *Other-State should take advantage of potential DUS connections and plan strategic bus and rail along I-25/I-70 corridors	State leadership is needed in bringing MPOs together to address regional transit needs, intercity bus and rail
Vicki McClane NFR MPO	*Importance-High *Planning-Put a section on intercity and regional bus in every plan *5311(f)-Until there is a clearer picture re needs and priorities the percentage should stay the same. *State Funding-10% of SB 1 funds should be set aside for intercity and regional bus, including operations	1-People without other options 2-Resort travel 3-Long distance commuters	Rolling stock and other capital Operations	DIA: Importance medium DUS: Importance medium	*5311(f)-Base on clearer definition of needs *State funding-Not now *Priorities-tough to tell *Long distance medical-access to Denver is a high priority *Interjurisdictional-mandate cooperative planning … and funding would be helpful.	Consensus needed re priorities and needs to include number of people served not just area coverage. Any statewide transp. financing needs to include ongoing dollars for this type of service.
Robert Rynerson RTD	* Importance-High *Planning-CDOT has statewide transportation responsibility *5311(f)-Should be used for intercity bus service, regional bus service should be funding locally, potentially with a state match. State funding-The state should provide partial funding.	No response	Facility development as a first priority, then rolling stock and finally operations.	DIA: Importance medium Resolve security issues in a constructive manner. DUS: Importance medium Depends on the specific market being served.	*5311(f)-100% of the money should be used. *State funding-Should be used to match federal funding. *Both intercity and regional bus services are needed to support long distance medical trips.	The necessary roles of intercity and regional bus services need to be defined separately. A long term project would be to determine the effects on transit dependent customers in urban and rural districts who cannot travel easily to areas outside the RTD without a car.
Celestino Santistevan Baca County Economic Dev'mt	*Importance-High and should be reflected in planning, 5311(f) funding, and potential State funding.	1-People without other options 2-Long distance commuters 3-Resort travel	Acquisition of rolling stock Service operations	N/A	Improve communication and cooperation between entities.	Most important is access to medical facilities.

Table 5-8: DETAILED SUMMARY OF POLICY ISSUE RESPONSES

TAC or STAC Member	Importance of ICB in State Transportation Network	Priorities	Relationship Between State and Other Public Private Entities	Access to DIA and DUS	Other Policy Issues	Study Issues vs. Other
Dan Blankenship RFTA	*Intercity importance-medium *Regional service-high *Planning-We need a new transit-based model for transportation service development. The current highway/transit funding system is broken and needs to be fixed. 5311(f)-If regional services are developed, inter-regional services will evolve. The development of regional services will lead to more effective intercity services. State funding-To achieve energy-independence and to service as a safety net re spiking fuel prices or shortages, Colorado should create a dedicated and adequate funding source for transit that will enable regional transit service development.	1-Long distance commuters 2-Resort travel 3-People without other options	Funding should be used for a several purposes; operations, acquisition of rolling stock, and facility development (in that order)	DIA: Importance medium Developing regional services is more important. DUS: Importance medium Developing regional services is more important.	*5311(f)-the minimum, not more than 10-15%. *State funding-If the goal is energy independence then state funding should be used. *Regional bus services have a demonstrated demand and therefore should be funded. The same can't be said for intercity services. *Re long distance medical: Regional bus services can address these needs in the I-70 corridor, and should be enhanced.	The market should be allowed to dictate the need. This study cannot effectively identify the need for intercity services.
George Krawzoff Steamboat Springs Transit	*Importance-medium *Planning-A statewide perspective is needed. 5311(f)-The 15% level seems appropriate. State funding-Not appropriate unless the ICB role in solving major issues, such as I-70 congestion, increases.	1-People without other options 2-Resort travel 3-Long distance commuters	Facility development	DIA: Importance high DIA: Importance high	*5311(f)-Up to the cap of 15%. *State funding-No *Balance-Expanded services are needed for choice riders. Long distance commuting should be the lowest priority because that type of life-style should be discouraged. *Same day return trips are needed for long distance medical services. *CDOT oversight is needed for effective intercity and regional service development.	N/A

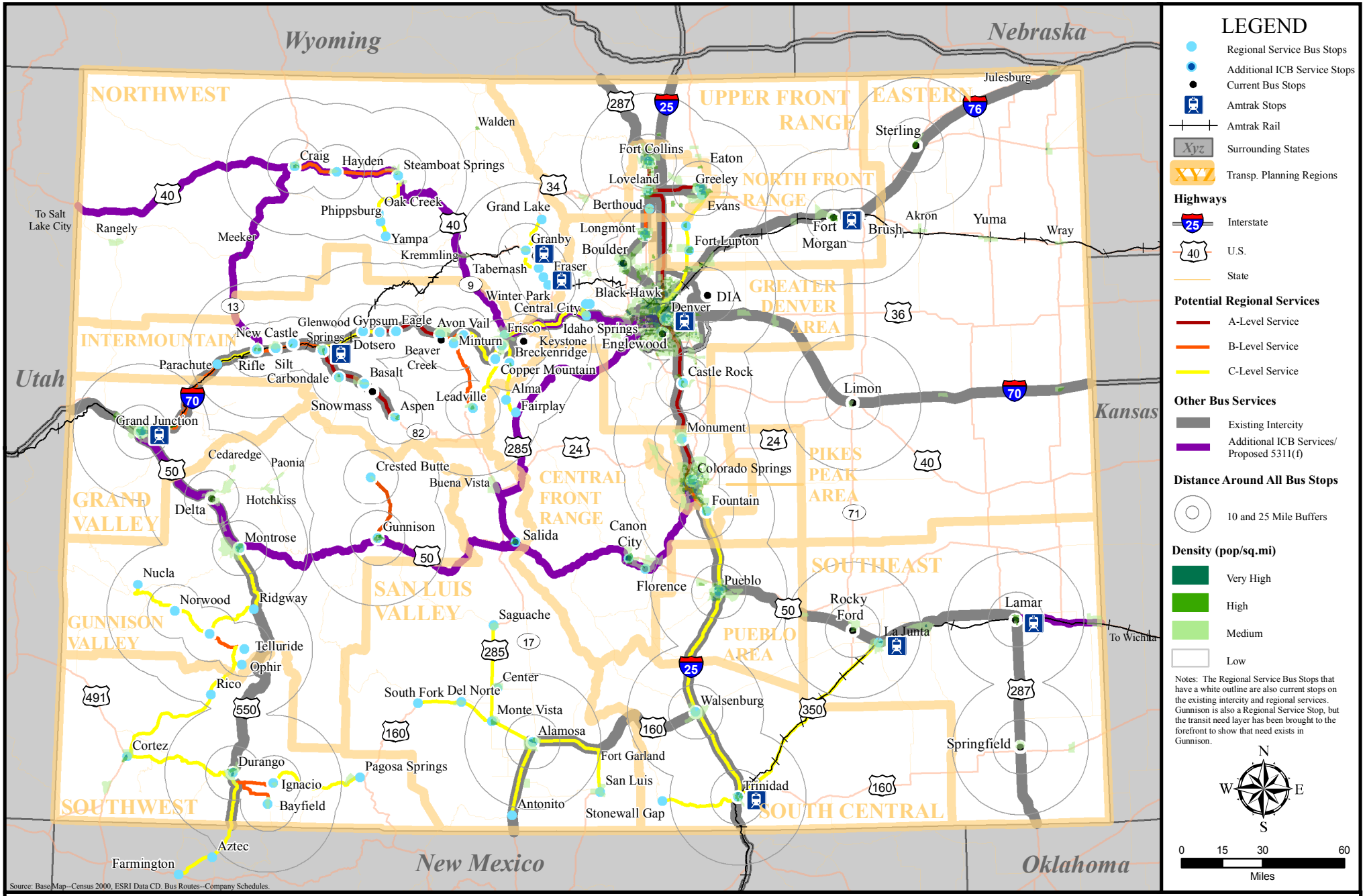

Figure 5-5

DENSITY OF PERSONS BELOW POVERTY PER CENSUS BLOCK GROUP
OVERLAID WITH PROPOSED ICB ROUTES AND REGIONAL SERVICE OPTIONS

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CHAPTER 6

POLICY: RECOMMENDATIONS AND REMAINING ISSUES

CONCLUSIONS

This study is a solid first step in identifying intercity bus (ICB) and regional transit needs, and linking them to the ongoing statewide transportation planning process. It included both compilation and analysis of information on the current services, as well as an evaluation of whether the existing services link areas identified as having a high potential need for transit connections, and key potential destinations. The study also included a substantial outreach effort, including interviews, regional meetings, and an ongoing Technical Advisory Committee. These all provided qualitative input regarding unmet needs, but also regarding the complexity of the policy questions involved.

The issues that presented themselves during this process are complex and there is not currently an effective institutional framework to address many of the issues, as both regional and intercity services are multi-jurisdictional in nature, and the funding and policy tools also involve several levels of government. Statewide policies regarding regional and intercity bus services are not well developed, including organizational responsibilities and potential funding sources.

The study team has put forth two aspects of a preferred network, regional and intercity services. In this study no trade-offs have been made between providing intercity versus regional service—there is funding for intercity, and there is not for the other services, so the study team has assumed that the intercity services could be provided at some level in the near term, while regional services would need local support and potentially changes in state level funding policy.

The FTA Section 5311(f) program provides federal goals for the rural intercity program, and sets forth program requirements that provide guidance that CDOT can use to direct this part of the program. Consequently, intercity bus service and policy recommendations are presented in greater detail later in this chapter, but there are many more questions about the regional networks and the supporting policy. Recommendations for regional bus services should be viewed as a framework for further consideration and analysis at the regional and state levels.

For both the intercity and regional services, it is recommended that CDOT should take a proactive lead role in planning and promoting regional bus services and intercity bus services. CDOT will play an important role in identifying initial policy directions and beginning to integrate these policies with those for other modes and services. Additional policy and planning work is needed in this area, and can best be included in the ongoing efforts at statewide transportation planning.

INTERCITY BUS POLICY RECOMMENDATIONS

FTA Section 5311(f) funds are currently available to Colorado, but are targeted to services that would offer a "meaningful connection" to the national network of intercity bus service that have at least one end in a rural (under 50,000 population) area, and are explicitly not commuter service in nature. The amount of funding is limited, and it cannot be used for the types of services identified in this study as regional, as these are largely designed to serve work trips. So the question of whether or not to use S.5311(f) funding for intercity versus regional services is in a practical sense a moot question—S.5311(f) can really only be used for rural intercity services.

In addition, the S.5311(f) funding really cannot be used to increase frequencies on most of the existing intercity bus routes. Under the FTA guidance S.5311(f) funds cannot be used on routes that link urbanized areas, and to a large extent the remaining intercity bus routes operated by the private carriers are between urbanized areas, though they often have intermediate stops at places that are defined as rural (under 50,000).

Given these restrictions, it is recommended that the rural intercity bus services identified in Chapter 5 are the first priority for funding with Colorado's S.5311(f) funds. That network, combined with the services provided by the private carriers without subsidies would provide a minimal level of coverage statewide, allowing citizens to travel outside their immediate locality to connect with networks providing access to the nation, as well as to regional centers offering needed health services, business, and shopping. The list of potential projects included in the identified Intercity Bus Network (see Table 6-1) added up to an annual estimated operating cost of approximately $800,000, if the localities provide the local operating match (50% of the net operating deficit). If the projects are undertaken using the new FTA "Pilot Project" funding method, the required S.5311(f) funding would be approximately $1,600,000, with no local cash match. Given that Colorado's FY 2008 S.5311 allocation is $1,182,286, potentially rising to $1,249,494 in FY 2009, this preferred network could be implemented if there is some degree of local support.

This study has used a combination of demographic analysis, service inventory, and qualitative input to conclude that there are unmet rural intercity transit needs, so Colorado will not be able to certify to FTA that there are no unmet needs to allow the transfer of S.5311(f) funds back to S.5311. However, the timing of project implementation may result in fiscal years in which Colorado does not use all of its S.5311(f). Because of the identified need, it would make sense to carryover funding within the intercity bus program to the extent possible, but there

may be years in which a partial certification could be considered following a consultation process with the intercity providers—if projects are not ready for implementation or there is no applicant. If a partial certification is made, then these funds could be used for other S.5311 needs.

Table 6-1: INTERCITY PROGRAM OPERATING COSTS

Cities	Net Operating Deficit	Project S.5311(f) Operating Share	Federal Share with In-kind Match
Denver-Craig-toward SLC (ends at state line)	$567,000	$284,000	$567,000
Greeley-Yuma	$224,100	$112,000	$224,100
Colorado Springs-Salida	$199,800	$100,000	$199,800
Gunnison-Montrose	$126,900	$63,000	$126,900
Montrose-Delta-Grand Junction	$121,500	$61,000	$121,500
Gunnison-Salida-Denver-DIA	$307,800	$154,000	$307,800
Lamar-toward Wichita (ends at state line)	$62,100	$31,000	$62,100
TOTAL ICB Service		**$805,000**	**$1,609,200**

CDOT Role

CDOT is the grantee receiving the S.5311(f) funding, and it currently utilizes this funding in a grant program that specifically addresses rural intercity needs. The state has been pro-active in working with local groups to consider the impacts of service loss and to develop and support replacement or alternative services. It has also undertaken a defined consultation process with the potential applicant/providers, and has provided funding directly to private entities for capital, administrative and operating projects in the past. In general, this role could be characterized as pro-active and flexible, allowing for both local public transit entities and private providers as applicants. CDOT's role has been one of policy determination, planning, evaluation, grants management, technical assistance and monitoring, and in general it is recommended that it continue these roles.

This study recommends a continuation of these general policies, with the addition of a more direct role for certain projects.

Potential State Intercity Project Roles

There are several types of projects identified as potentially supporting the overall intercity bus network through improved information, and enhanced connectivity and it may be appropriate for the state to take a direct role in project implementation in these cases:

- **Funding the provision of transit and intercity route, schedule, and fare information to internet service providers** that are able to offer trip-planning services. Currently Google Transit has the potential to offer internet users the possibility of obtaining multi-modal transit information. Google does not charge for providing this information, but transit providers must format their data, upload it, and maintain it. This recommendation calls for the use of S.5311(f) funding to pay an entity to perform these functions for the intercity network in the state, including the private intercity carriers, intercity rail and air services, and connecting local transit.

- **Funding and Liaison to Include Intercity Bus Passenger Facilities in the Denver Union Station Redevelopment.** Denver's historic Union Station, including adjacent property, is being redeveloped as the key transit hub in the region as part of an overall project that includes retail, commercial and residential projects. As the centerpiece of the regional and intercity rail networks, this represents a unique opportunity to include intercity bus in the same facility. Adequate capacity must be provided to serve existing service as well as the services included in this plan. Greyhound has indicated its desire to be in this facility and willingness to work with the parties in addressing its facility needs. CDOT has an important role in working with the intercity bus industry, RTD, the developers and other stakeholders to make sure that this facility fully addresses the transportation needs of the state, including efforts to identify funding and bring the participants together. Potential additional funding sources could include CMAQ, and under SAFETEA-LU intercity bus facilities are specifically authorized for up to $35 million per year under the Bus and Bus Facilities discretionary program.

- **Trailblazer signs on state roads** would assist users in finding the existing intercity network stops, and would help make the availability of these services known to the motoring public. Signage is generally a state responsibility, so this would logically be a state project. Signs should be clear and consistent, and it would be useful if brand names could be included (many more people know "Greyhound" than know the term "intercity").

- **Funding and liaison in efforts to obtain access for intercity carriers to Denver International Airport.** DIA staff have explained their requirement that drivers of vehicles serving the airport have security clearances—carriers have explained that this is too costly, and so they do not serve the airport. In this case, S.5311(f) would be used to address the cost issue, and CDOT would need to work with carriers and DIA to achieve the goal of intercity connections at the airport.

- **Capital costs for intermodal facilities.** This study identified few true intermodal facilities in the state. However, meaningful connections between transit and intercity services could be greatly facilitated if both types of services used the same stations. It is recommended that if state capital funding is increased or used for such facilities, that CDOT require that they be open to and include intercity services to the greatest extent feasible.

- **Statewide marketing and information costs** for S.5311(f) funded services and for other connecting services. Each S.5311(f) project should include a marketing budget, and CDOT could use limited funding to also provide for marketing or other information through CDOT itself, through maps and brochures, through timetables in *Russell's Guide* (the national intercity bus timetable) to make sure that potential users are aware of the available services.

CDOT Role—Grant Program Manager or Operator?

The key remaining question about the CDOT role has to do with the extent to which the state in effect becomes the S.5311(f) subrecipient, using the available funding to seek operators to contract for service provision on the identified corridors, as compared to offering grant funding to public transit agencies or private carriers. The concern is that if CDOT continues to operate the program solely as a grant, it is quite possible that there would be no applicant for some or all of the corridors identified in the preferred Intercity Bus Network. A regional transit authority might well see these as a low priority for limited local match dollars, and decide not to apply for funding, potentially leaving many of these corridors without service. The possibility of receiving "Pilot Project" funding that would reduce or eliminate the need for local match could overcome this reluctance, but the possibility still exists that this network might have gaps for some time to come.

The alternative is for CDOT to keep the S.5311(f) funding, and contract with providers to operate service in these corridors. The State of Washington DOT recently shifted to this position, removing the S.5311(f) funding from their combined public transit application. Given that CDOT has no state operating funds to use as match, it could only really take on the role of contracting for service in cases in which the "Pilot Project" funding method provided enough operating funding that no additional local match would be required. However, it would permit the state to take the initiative in cases in which there is no local applicant.

Because CDOT would like to encourage localities to provide at least some of the local match, it would seem logical to continue managing the program as a grant program. It is likely that shifting to a role as an operating agency would involve other program changes, and could well require additional staffing to contract for, implement, and monitor services directly contracted by the state. It is not clear that CDOT has the authority to become an "operator" in this sense. To the extent that CDOT can work with potential applicants to encourage projects addressing this network, it should do so.

A third management possibility, one that will require further exploration, would involve legislation to create a type of statewide transit entity to apply for funding from CDOT and then implement regional or interjurisdictional services. Various regional rail projects may also require such entities, and as they are considered and developed, the possible role as an intercity program implementation tool should be considered.

CDOT Program Policies

CDOT has already worked to change the application process for S.5311(f) to one that is more appropriate for intercity services, and it has a consultation process that addresses the new requirements of SAFETEA-LU. However, the development of a proposed ICB network for this study, one that potentially could utilize all the available funding, raises some additional policy questions.

Use of "Pilot Project" or "In-kind Funding"

CDOT has already decided to utilize the FTA "in-kind" method of funding one S.5311(f) project, and in that case it required the applicant to provide additional local cash to fill the gap between the amount of funding available (as determined by CDOT) and the likely amount needed to operate the service. In part this resulted from the likely costs of the long route, but it also reflected a desire by CDOT to make sure that there is local commitment. The question is, should this be required in every case? Suppose a project is developed in which the available "in-kind" is adequate to pay 100 percent of the net operating deficit. Should a local cash match be required as part of the funding package? As noted above, it is recommended that CDOT continue to provide for grants to both public agencies and private firms under the S.5311(f) program. Private firms will not generally have any ability to provide local cash from general funds or other sources, and the requirement that they provide local cash match would have the effect of restricting their participation, so it is recommended that CDOT not require local cash match, but consider it as one factor in favor of a project application.

Operating Versus Capital Funding

In the past CDOT provided capital, administrative, and operating funding. This included substantial amounts for the purchase of intercity coaches. Given that the proposed network could utilize all of the available federal funding, should all of the state's S.5311(f) allocation be used for operating assistance? As a general policy, it would appear to make sense to utilize available funding for operating projects that increase coverage and connectivity. However, it is possible that S.5311(f) funding would be available in years where there are not enough applications for operating projects to utilize the available funding. In those cases it would make sense to consider capital applications, as a one-time capital purchase may produce benefits for a number of years.

Existing Projects

Existing intercity projects have included administrative, operating and capital projects. The capital projects have generally been single year projects, but applicants have returned for administrative and operating funding. Given that there is an annual grant application process, with an annual evaluation process, the proposed policy would be to select the "best" projects in any given year. If the proposed new projects show the likelihood of providing more passenger miles, or providing coverage in new areas with no alternatives, it is possible that they could rank higher in the evaluation process than existing projects with few riders or those providing service

where there may be other alternatives. The process should look at all projects each cycle. The use of performance measures or other data to evaluate projects is discussed in the next section.

Intercity Bus Performance Measures

This study has defined proposed additions to the intercity network, based on goals including connectivity and coverage. Another potential goal for the state intercity bus program is productivity, and the operating and capital costs associated with individual projects. There is a need to develop a means of assessing projects to ensure that the limited available funds go to the more productive projects, and that projects not providing service do not continue to receive ongoing funding. In addition, the state may well have an interest in ensuring that the limited funding is not all utilized in one or two projects.

Requiring an annual application allows the state to review the ridership and performance on continuing projects, and consider whether or not to provide continuation funding. Currently, there is effectively no limitation on the number of years an operating project can receive funding, though it must compete every year in the annual grant application process. It also allows the state to revise and implement policy changes, including potential changes in its priorities.

One way that many agencies address these issues is to use performance measures to assess ongoing projects and determine whether particular projects no longer merit funding. Across the nation, under the S.5311(f) program, this has been an issue raised by a number of states that administer the program, but the actual application of performance measures to intercity routes has been limited.

The Pennsylvania Intercity Bus program has used a farebox recovery measure to eliminate the least productive projects, freeing up funding for new projects with potentially higher levels of funding. Currently, intercity bus projects with a farebox recovery below 40% are dropped to the bottom of the funding list, and they are funded only if there is available funding after all projects above that level are funded. The farebox recovery level threshold has varied through the years in the Pennsylvania program, but is related more to the fact that most of the projects are provided by private for-profit intercity firms who are seeking funding to maintain services that have fallen below profitability thresholds. They charge standard intercity bus fares, which are distance related and tend to be higher than those charged by public transit operators.

The use of farebox recovery as a performance standard also has precedence in Colorado, as RTD is under a legislative mandate to cover 20 percent of its costs out of passenger-related revenues (fares, space rental, advertising, etc.). The ten percent farebox recovery level used to estimate funding requirements under the S.5311(f) program was selected to be conservative, and it is related to typical S.5311 rural public transit farebox recovery levels. The ten percent level could be considered as the target performance for new projects, and CDOT could adopt the 20 percent standard for projects after they are established, which would be consistent with RTD requirements.

In the past, North Carolina and Minnesota have both looked at the net cost per passenger trip on a service as a measure used in deciding whether to continue funding, though the

thresholds used varied with particular budget concerns at the time. In North Carolina one benchmark discussed was the use of the net cost per passenger on state-funded intercity passenger rail services.

Application of standard transit performance measures to intercity bus projects can be misleading, if the results are compared to other types of service. Intercity bus projects tend to have few boardings, much higher fares, and much longer trips. In comparison to local or rural transit, the cost and revenue per passenger trip will be much higher, but the boardings per mile and per hour will seem very low indeed. Costs per mile and per hour will also differ from local transit services, because the intercity services have much higher average speeds, and many more miles per hour. One recommendation is to collect the same measures, but compare intercity projects only with each other. In addition, it may be possible to develop some different measures that are more applicable.

However, one suggestion for an additional new measure could also provide another means of comparing these different services. This would involve a measure similar in concept to farebox recovery, but one typically used in the private sector intercity bus industry (actually all intercity modes—including the airlines). The measure is Load Factor, defined as passenger-miles divided by seat-miles. This would reflect utilization of the capacity provided, rather than fare policy, but it would require additional data collection by some operators, and some additional analysis. Passenger-mile data is already collected by route under NTD requirements for S. 5307, but rural operators would have to collect data (potentially sample data) on the rural intercity routes. Also operators would have to calculate the seat-miles provided on the route. This is simply the seating capacity of the vehicle times the annual miles operated.

This measure would need to be combined with other measures, and considered in terms of the overall project. An operator should not be penalized for using a larger vehicle if that is the economically efficient solution. Also, as with any performance measure, care should be taken so that it does encourage operators to artificially increase their performance by manipulating operational factors (for example removing seats to increase the load factor).

This Load Factor could possibly be combined with farebox recovery and net cost per trip to evaluate rural intercity services with regard to potential continuation. Estimated ridership and project parameters (number of trips, route length, and vehicle size) could be used to project these measures for new projects. Projects that are scaled well to the actual or potential demand, that have appropriate fare structures, and that reflect utilization of the capacity provided would do well, while services that carry few riders in relation to the costs incurred would not—projects running empty buses could be identified and discontinued.

Potential Additional Intercity Planning Needs

Although this study presents an ICB network plan that provides for additional coverage in a number of corridors across the state, the effort has also identified some locations or issues that will require additional planning work in the future. These include:

- **DIA/Intercity Bus Connections:** This is noted as an ongoing issue for CDOT involvement and funding. Greyhound no longer provides service to DIA because of security issues. RTD skyRide services provide the only link between the intercity bus network and DIA by providing frequent service between Greyhound's Denver Bus Center and DIA. Outbound from downtown, the RTD buses enter the station and dock in one of the bays—on the return the RTD stop is on the street at the Denver Bus Center. SkyRide also provides frequent service to DIA from Boulder and Longmont. Despite the frequent RTD service between the Greyhound facility and DIA, intercity bus riders are still faced with an additional transfer and separate local fare to reach the airport. There is also an informational gap, as RTD timetables refer to the Denver Bus Center as a stop, but it may not be apparent to all that this is the Greyhound station, and there is nothing in the Greyhound information system that tells users about the available connection to DIA. If the statewide intercity bus network is to serve a key role in providing connectivity, better information and possible additional intercity carrier access to the airport may be needed.

- **I-70 Corridor Service:** The congestion in the I-70 corridor west of Denver, and the demand for transportation in this corridor, both suggest that intercity coaches could meet a critical need in this area. Regional interest in rail passenger service may eventually be the answer, but in the meantime well-used bus service would demonstrate that there is a market and build ridership for eventual rail. However, an earlier demonstration project to provide ski-related service was not successful. Additional study is needed to find and evaluate the previous demonstration, and determine if some new service could address regional issues. There is existing intercity bus service and airport shuttle service in this corridor, but neither one really addresses the needs identified by the stakeholders contacted for this study.

- **I-25 North Bus Service**: While a "FREX" north commuter bus service was identified as one of the regional bus service needs (see below), the existing intercity bus service in this corridor would appear to need improvement. What enticements would be needed for the carriers to "straighten out" the North I-25/US 287/Hwy 85 services so the intercity services would better serve the regional trip markets and more closely follow the overall travel patterns in these corridors? Highway 34 will have public transit established in the next year. Highway 85 is too hard to serve without significant roadway improvements. However, establishing direct service in the North I-25/Hwy 287 corridors would seem to have some degree of importance for Colorado meriting additional planning.

- **Route 160 Corridor:** Additional planning is needed in this corridor to determine the feasibility of scheduled regional bus service on this route linking Alamosa, Pagosa, Durango, and Cortez. This service could potentially address both regional needs, including employment trips, and make intercity connections between existing services in Alamosa and Durango, and these routes were identified as potential regional services in this study.

- **Feeder Service:** While the ICB network proposed in this study includes a number of corridors, each with a single daily round trip, there may be opportunities for additional connections that would involve one or two trips per day of the much higher service levels proposed for the regional service—for example one trip each way of the four proposed for Cortez-Durango. At this point these opportunities have not been included as intercity bus network connections, but the possibility exists that S.5311(f) funding could be used for a trip or two on some of these corridors—would it make sense to include this funding source as part of an overall funding package including the regional services?

- **Relationship to Regional Services:** Could intercity mobility be improved by encouraging efforts to connect various transit system services? To some extent the regional transit providers in the state already offer these types of linkages. As new policies or programs for regional services are developed, regional service designs that connect existing services could be given priority as another way of providing improved coverage and connectivity across the state.

REGIONAL BUS SERVICE RECOMMENDATIONS

Table 6-2 presents the summary of regional bus service cost estimates, based on the information presented in previous chapters. While there is a substantial amount of analysis presented with regard to these services, the recommendations regarding the proposed regional bus services are less definitive, in that there is no specified federal or state funding for these types of services—they are considered as part of the existing transit funding for local areas. This effort has identified a need for many regional services, crossing jurisdictional boundaries, primarily to address commuter needs, but also meeting other local transit needs. Many of these services are already provided at some level, but there are substantial unmet needs.

Table 6-2: REGIONAL NETWORK OPERATING COST SUMMARY

Level	Rural Regional	RTD Regional	Total Regional	Additional Local $ Needed
Recommended	$34.8 million	$16.4 million	$51.2 million	$13.9 million
Interim	$28.4 million	$16.4 million	$44.8 million	$7.6 million

No further prioritization has yet been made among the regional service proposals. Given that this level of analysis projects ridership as a function of the amount of service, and costs vary with the amount of service, there is limited scope for identifying the most effective corridors without much more project specific analysis. At this time, given the fact that there is no state operating assistance for such services, the priority for implementation of any particular project will be almost completely a function of the local willingness to provide local operating match. For that reason the study team has not prioritized among the identified Regional Bus Services,

but has presented a proposed Level of Service for each corridor along with the estimated annual costs.

At this time, the next logical step in the development of policy and planning for the regional services is to ensure that these recommendations are integrated into the ongoing state planning, particularly the 2035 Statewide Transportation Plan.

INTEGRATION OF REGIONAL/INTERCITY BUS PLANNING INTO EXISTING PLANNING PROCESSES-RELATIONSHIP TO 2035 PLAN CORRIDOR VISION STATEMENTS

This planning study has addressed the issues of regional and intercity bus service in particular, while at nearly the same time a parallel (but much larger) statewide effort was developing the Statewide 2035 Transportation Plan. However, these two planning efforts need not be separate and inconsistent. Each planning region in the state has prepared a Corridor Vision Plan for 2035, listing the corridors in that region and presenting a proposed set of improvements and costs for those changes. Many of the Corridor Vision statements include provision of public transit in the corridor as one of the recommendations, but the proposed public transit is often not specified or costed.

As part of this study, a comparison was made of the proposed regional and intercity services and the public transit included in the 2035 Corridor Vision statements. Most proposed regional or intercity service is in corridors identified as needing transit service in 2035. However, there are five regions that would need to amend their Corridor Vision statements to be consistent with this study. They are listed below, along with the specific corridor in question and the needed change:

- Intermountain—CO 131--Add "transit " as a future mode,
- Northwest—CO 13--Add "transit" as a future mode,
- Eastern and Upper Front Range—US 34-- Add "transit" as a future mode,
- Southeast—US 50-- Add "transit" as a future mode.

All of the other corridors listed in this study also show "transit" as a future mode in their 2035 Corridor Vision statements.

KEY POLICY ISSUES—QUESTIONS FOR FUTURE/ONGOING CONSIDERATION

Obviously the key questions are not just where routes and services should go, but what policies and funding changes would be needed to expand the current network, which is largely provided by the private sector in response to market forces. The study team, CDOT, the TAC, and other policy-makers will still need to consider this list of issues beyond the conclusion of this

study, as many of the questions identified will need further consideration, addressing different time frames as noted below:

- To what extent are intercity and regional bus services important in the development of the statewide transportation network? How should that importance be reflected in: a) the development of Regional and State Transportation Plans; b) use of FTA S.5311(f) funding; and c) potential funding from the State of Colorado?

  Current and long-term consideration.

- In the interests of improved mobility, increased energy independence, reduced congestion and reduced pollution, what should be the priorities for intercity and regional bus service among: a) long distance commuters, b) residents and visitors wishing to access Colorado's resort areas, c) people without access to other options, traveling to access medical and other facilities in Front Range and in other regional centers?

  Current and long-term consideration.

- What is the most effective relationship between the State and other public entities, and private sector intercity and regional bus operators? Should available public funding support: a) facility development for intermodal services, used by both public and private sector operators, b) acquisition of rolling stock and other capital equipment, c) service operations, or d) what combination of the above?

  Current and long-term consideration.

- Given that DIA and DUS have been identified as the two most important destinations for intercity bus service in Colorado, can Colorado's largest intercity bus station be included in DUS to make it the most effective intermodal terminal? Can improved information about links to DIA and eventual intercity bus access make DIA a more effective intermodal terminal?

  Immediate current as well as long-term consideration.

- In addition to funding operation of routes, the state (and localities) could play a key role in providing facilities to link existing intercity service, existing local public transit, regional services, and new rural intercity connections in a network. Are additional intermodal terminals a key element of the network? Where are they needed? Could proposed state capital funding play a role in the development of these facilities? What policies should be included to ensure that they are open to all carriers that are part of the state's network?

  Immediate current as well as long-term consideration.

- Program policy for the S.5311(f) program will need to address the level of ongoing subsidy that would be needed for intercity bus routes. Is it important to assure that the program has the ability to consider funding for new routes or markets on an ongoing basis—by having some performance standards that could end less-productive services and allow a shift in resources to potentially more productive services.

  Immediate current as well as long-term consideration.

Other related policy issues:

- How could regional service not eligible for S.5311(f) funding be funded? Should additional state funding be pursued?

- How should Colorado balance the potentially conflicting goals of local, regional, statewide, and national intercity bus service needs?

- How could the development of intercity and regional bus services support the need for long distance medical transportation, now and in future years, given an aging population?

- How can planning and service development be improved for intercity and regional bus services that cross jurisdictional lines (city, county, transit district)?

APPENDIX A

INVENTORY OF SCHEDULES

APPENDIX A: INVENTORY OF SCHEDULES

Folder #	Direction	Schedule #	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time	Scheduled Stop Time
			Denver	**Ft Collins**								
4689	Denver to Ft Collins	**102**	9:30 PM	11:00 PM								
	*In southbound direction, route does not stop in Ft Collins.											
4690	Ft Collins to Denver		**Fort Collins**	**Greeley**	**Longmont**	**Boulder**	**Denver-Amtrak**	**Denver**				
		121	3:10 AM	4:00 AM	4:40 AM	5:20 AM	6:00 AM	6:10 AM				
		125	3:40 PM	4:40 PM	5:30 PM	6:10 PM	6:30 PM	6:45 PM				
	Denver to Ft Collins		**Denver**	**Denver-Amtrak**	**Boulder**	**Longmont**	**Greeley**	**Ft Collins**				
		120	10:05 PM	[redacted]	10:30 PM	[redacted]	11:20 PM	to Cheyenne at 12:20 AM				
		122	8:30 AM	8:45 AM	9:15 AM	9:50 AM	11:00 AM	11:40 AM				
7096	Denver to Sterling		**Denver**	**Fort Morgan**	**Brush**	**Sterling**						
		1402	6:00 PM	7:20 PM	7:35 PM	8:20 PM						
	Sterling to Denver		**Sterling**	**Brush**	**Fort Morgan**	**Denver**						
		1401	3:40 AM	4:20 AM	4:40 AM	6:00 AM						
881	Denver to Sterling		**Denver**	**Fort Morgan**	**Brush**	**Sterling**						
		Northbound	7:30 AM	8:50 AM	9:10 AM	9:50 AM						
	Sterling to Denver		**Sterling**	**Brush**	**Fort Morgan**	**Denver**						
		Southbound	5:00 PM	5:40 PM	6:00 PM	7:20 PM						
555	Denver to Grand Junction		**Denver**	**Denver-Amtrak**	**Frisco**	**Vail**	**Glenwood Springs-Amtrak**	**Glenwood Springs**	**Grand Junction**			
		1317	6:05 PM	[redacted]	7:45 PM	8:25 PM	[redacted]	9:45 PM	11:20 PM			
		T 591	7:50 AM	7:55 AM	9:20 AM	10:00 AM	11:10 AM	11:20 AM	12:55 PM			
	Grand Junction to Denver		**Grand Junctior**	**Glenwood Springs**	**Glenwood Springs- Amtrak**	**Vail**	**Frisco**	**Denver-Amtrak**	**Denver Market Sta-RTD**	**Denver**		
		T 586	12:30 PM	2:05 PM	[redacted]	3:20 PM	3:55 PM	5:20 PM	[redacted]	5:25 PM		
		1344	4:10 PM	5:55 PM	6:00 PM	7:15 PM	7:50 PM	[redacted]	[redacted]	9:25 PM		
		1312	5:10 AM	6:55 AM	[redacted]	8:10 AM	8:45 AM	[redacted]	10:10 AM	10:15 AM		
817	Denver to Grand Junction		**Denver**	**Denver-Amtrak**	**Frisco**	**Vail**	**Glenwood Springs-Amtrak**	**Glenwood Springs**	**Grand Junction**			
		591	7:20 AM	7:25 AM	8:50 AM	9:30 AM	10:40 AM	10:50 AM	12:20 PM			
	Grand Junction to Denver		**Grand Junctior**	**Glenwood Springs**	**Vail**	**Frisco**	**Denver-Amtrak**	**Denver**				
		586	12:30 PM	2:05 PM	3:20 PM	3:55 PM	5:20 PM	5:25 PM				
*Riders can connect to/from Durango from Grand Junction												
822	Grand Junction to Durango		**Grand Junctior**	**Delta**	**Montrose**	**Durango**						
		410	12:40 PM	1:30 PM	1:55 PM	5:20 PM						
	Durango to Grand Junction		***Durango***	**Montrose**	**Delta**	**Grand Junction**						

	411	*11:40 AM*	2:50 PM	3:05 PM	3:55 PM

360 Ft Collins to Denver/Limon		**Ft Collins**	**Denver-Arrive**	**Denver-Depart**	**Limon**
	1318	4:05 PM	5:20 PM	[redacted]	
*Need to transfer buses in Denver.	1300/1340	5:00 AM	6:15 AM	11:00 AM	12:20 PM
Limon/Denver to Ft Collins		**Limon**	**Denver-Arrive**	**Denver-Depart**	**Ft Collins**
	1337	[redacted]		11:45 PM	1:00 AM
*Need to transfer buses in Denver.	1303/1343	9:15 AM	10:40 AM	11:45 AM	1:00 PM

820 Denver to Walsenburg/Springfield		**Denver**	**Denver-Amtrak**	**Englewood**	**Colorado Springs**	**Pueblo**	**Rocky Ford**	**Lamar**	**Springfield**	**Walsenburg**
*Southbound trip does not stop in	431	11:15 PM	11:25 PM	[redacted]	12:55 AM	1:55 AM	[redacted]			2:55 AM
Trinidad.	437	5:50 PM	[redacted]	6:10 PM	7:50 PM	8:50 PM	10:00 PM	11:20 PM	12:20 AM	[redacted]
	435	11:00 AM	[redacted]	[redacted]	12:30 PM	1:30 PM	2:40 PM	4:20 PM	5:15 PM	
	439	7:05 AM	[redacted]	[redacted]	8:45 AM	9:45 AM	10:55 AM	12:30 PM	1:25 PM	

Springfield/Trinidad to Denver		**Trinidad**	**Walsenburg**	**Springfield**	**Lamar**	**Rocky Ford**	**Pueblo**	**Colorado Springs**	**Englewood**	**Denver-Amtrak**	**Denver**
	430	11:45 AM	12:40 PM	[redacted]			1:55 PM	2:55 PM	[redacted]	4:20 PM	4:30 PM
	434	[redacted]	[redacted]	3:35 AM	4:40 AM	6:25 AM	7:50 AM	8:45 AM	10:05 AM	[redacted]	10:25 AM
	436	[redacted]	[redacted]	12:20 AM	1:25 AM	2:45 AM	4:10 AM	5:05 AM	[redacted]	6:30 AM	6:40 AM
	438	[redacted]	[redacted]	2:15 PM	3:20 PM	5:05 PM	6:35 PM	7:30 PM	8:50 PM	[redacted]	9:15 PM

832 Denver to Pueblo/Alamosa/Trinidad		**Denver**	**Denver-Amtrak**	**Englewood**	**Colorado Springs**	**Pueblo**	**Walsenburg**	**Alamosa**	**Trinidad**
	425	10:20 AM	10:30 AM	10:50 AM	12:20 PM	1:20 PM	2:15 PM	4:00 PM	[redacted]
	423	7:40 PM	[redacted]	8:05 PM	9:35 PM	10:35 PM	11:30 PM	[redacted]	12:10 AM
	427	6:45 AM	[redacted]	7:05 AM	8:40 AM	9:40 AM	10:35 AM	[redacted]	11:20 AM
	461	6:15 AM	6:20 AM	[redacted]	7:50 AM	8:35 AM	[redacted]		

Pueblo/Alamosa/Trinidad to Denver		**Trinidad**	**Alamosa**	**Walsenburg**	**Pueblo**	**Colorado Springs**	**Englewood**	**Denver-Amtrak**	**Denver**
	420	[redacted]	4:05 PM	6:00 PM	7:10 PM	8:05 PM	[redacted]		9:30 PM
	428	5:10 AM	[redacted]	6:20 AM	7:30 AM	8:30 AM	10:00 AM	[redacted]	10:20 AM
	460	6:10 PM	[redacted]	[redacted]	7:45 PM	8:35 PM	[redacted]	9:55 PM	10:00 PM
	422	[redacted]			3:00 AM	3:50 AM	5:15 AM	5:30 AM	5:45 AM

835 Denver to Pueblo

	Denver	Denver-Amtrak	Englewood	Colorado Springs	Pueblo
431	11:15 PM	11:25 PM		12:55 PM	1:45 PM
423	7:40 PM		8:05 PM	9:35 PM	10:25 PM
437	5:50 PM		6:10 PM	7:50 PM	8:40 PM
425	10:20 AM	10:30 AM	10:50 AM	12:20 PM	1:10 PM
435	11:00 AM			1:25 PM	2:15 PM
427	6:45 AM		7:05 AM	8:40 AM	9:30 AM
439	7:05 AM			8:45 AM	9:35 AM
461	6:15 AM	6:20 AM		7:50 AM	8:35 AM

Pueblo to Denver

	Pueblo	Colorado Springs	Englewood	Denver-Amtrak	Denver
436	4:10 AM	5:05 AM		6:30 AM	6:40 AM
428	7:30 AM	8:30 AM	10:00 AM		10:20 AM
434	7:50 AM	8:45 AM	10:05 AM		10:25 AM
430	1:55 PM	2:55 PM		4:20 PM	4:30 PM
422	3:00 PM	3:50 PM	5:15 PM	5:35 PM	5:45 PM
438	6:35 PM	7:30 PM	8:50 PM		9:15 PM
420	7:10 PM	8:05 PM			9:30 PM
460	7:45 PM	8:35 PM		9:55 PM	10:00 PM

FREX Northbound

	Leave Fountain P-n-R	Leave I-25 & Tejon P-n-R	Leave I-25 & Woodmen P-n-R	Leave Monument P-n-R	Leave Castle Rock P-n-R	Arrival Arapahoe P-n R	Arrival 18th & Calif.	Arrival Elitch Gardens
6051	----	3:45	----	4:12	4:35	4:57	5:21	5:31
6053	----	4:20	4:35	4:55	5:20	5:42	6:06	6:16
6059	4:40	4:55	----	5:21	5:50	6:13	6:37	6:47
6057	----	5:00	***	***	5:40	***	***	***
6055	----	5:15	5:30	----	6:10	6:34	7:01	7:11
6063	----	5:30	----	5:55	6:25	6:50	7:20	7:30
6065	----	5:35	5:50	6:10	6:40	7:05	7:40	7:50
6061	5:35	5:50	6:10	----	6:50	7:15	7:50	8:00
6057	----	6:55	7:10	7:30	8:00	8:25	8:55	9:05
6031	----	10:10	10:28	10:45	11:15	11:40	12:05	12:15
6032	----	12:05	12:22	12:40	1:10	1:32	1:57	2:07
6052	----	1:10	1:28	----	2:08	2:30	3:00	3:10
6054	----	1:30	----	----	----	----	----	2:45
6056	----	1:55	----	----	2:45	3:06	3:33	3:43
6060	----	2:15	----	----	----	3:25	----	----
6058	----	2:10	2:28	2:46	----	3:28	3:58	4:08
6031	----	2:40	----	3:08	----	3:44	4:15	4:25
6062	----	2:50	3:08	3:26	3:56	4:21	4:57	5:07
6064	----	*4:05	4:30	4:50	5:20	5:42	6:16	6:26
6032	----	*4:45	5:15	5:35	6:05	6:30	6:55	7:05
6066	----	*5:15	5:45	6:05	6:35	7:00	7:25	7:35

* Indicates these PM trips from I-25 & Tejon will make 4 stops along Cascade before proceeding Northbound to I-25 & Woodman Par

*** Bus goes to Castle Rock ONLY and returns to Colorado Springs via Monument.

Southbound		**BUS Departs Elitch Gardens**	**BUS Departs 19th St & (before) Stout**	BUS Departs Arapahoe Park n Ride	BUS Departs Castle Rock Park n Ride	BUS Departs Monument Park n Ride	BUS Departs I-25 & Woodmen Park n Ride	BUS Departs Colo Spgs I-25 & Tejon Park n Ride	BUS Arrives Fountain Park n Ride
	6057	----	----	----	5:45	6:15	6:30	*6:50	----
	6051	5:39	5:49	6:14	6:33	7:03	7:22	*7:45	----
	6053	6:26	6:36	7:03	7:26	7:55	8:12	*8:30	-----
	6059	7:02	7:12	7:43	8:07	8:32	----	*9:00	----
	6055	7:26	7:36	8:06	8:31	----	9:10	9:25	----
	6063	7:45	7:55	8:25	----	9:05	----	9:35	----
	6065	8:05	8:15	8:45	----	9:25	9:42	10:00	----
	6061	8:15	8:25	8:55	9:17	----	----	10:05	----
	6057	9:20	9:30	9:55	10:20	10:45	11:00	11:15	----
	6031	12:30	12:40	1:05	1:25	1:55	2:12	2:30	----
	6032	2:20	2:30	----	3:10	3:40	4:05	4:23	----
	6060	----	----	**3:35	**4:00	**	**	**	----
	6054	2:58	3:10	----	4:00	4:30	4:50	5:10	----
	6052	3:28	3:40	----	4:30	5:00	5:20	5:40	----
	6056	3:58	4:10	----	5:00	5:30	5:50	6:10	6:30
	6060	----	----	4:40	5:10	5:40	6:00	6:20	----
	6058	4:28	4:40	5:15	5:50	6:20	6:40	7:00	7:20
	6031	4:55	5:10	5:45	6:17	6:50	7:07	7:25	----
	6062	5:28	5:40	6:10	6:32	7:01	7:18	7:35	----
	6064	6:48	7:00	7:30	7:53	8:23	8:39	*9:00	----
	6032	7:15	7:25	7:55	8:15	8:45	9:00	*9:20	----
	6066	7:45	7:55	8:25	8:45	9:15	9:30	*9:50	----

* Indicates these Southbound trips to I-25 & Tejon service Cascade at Kiowa, Colorado, Vermijo & Costilla.

** The 3:35PM trip (6060) from Arapahoe will meet the 4:00PM (6054) bus in Castle Rock for passengers that need to transfer and continue Southbound beyond Castle Roc

Hispanic Bus Lines:

Americanos USA

Autobuses de Mexico

Camionteas Chihuahua

El Paso-Los Angeles Limousine

Los Paisanos

APPENDIX B

LIST OF TECHNICAL ADVISORY COMMITTEE MEMBERS

APPENDIX B

Technical Advisory Committee

Agency	Name	Phone	Email
Roaring Fork Transportation Authority	Dan Blankenship	970-384-4981	dblankenship@rfta.com
Durango Transit	Roy Petersen	(970) 375-4999	petersenrl@ci.durango.co.us
Grand Junction MPO	Tom Fisher	970-244-1788	Tom.Fisher@mesacounty.us
Grand Junction MPO	Todd Hollenbeck	970-255-7168	Todd.Hollenbeck@mesacounty.us
Steamboat Springs Transit	George Krawzoff	970-879-3717	gkrawzoff@steamboat-springs.net
Northeastern CO Assoc. of Local Gov'ts	Larry Worth	970-867-9409	lworth@necalg.com
Front Range Express (FREX)	Sherre Ritenour	719-385-5429	sritenour@springsgov.com
Pueblo Area COG	Bill Moore	719-553-2243	bmoore@pueblo.us
North Front Range MPO	Cliff Davidson	970-416-2252	cdavidson@nfrmpo.org
North Front Range MPO	John Daggett	970-221-6190	jdaggett@nfrmpo.org
Gunnison Valley TPR	Vince Rogalski	970-209-0380	vrogal@montrose.net
TNM&O/Greyhound	Mike Timlin	303-293-6546	mtimlin@greyhound.com
Regional Transportation District	Robert Rynerson	303-299-2480	Robert.Rynerson@rtd-denver.com
Regional Transportation District	Jeff Dunning	303-299-2455	Jeff.Dunning@rtd-denver.com
I-70 Coalition	Flo Raitano	970-393-2394	fraitano@earthlink.net
Colorado Resorts	Paul Strong	970 879-9211	Paul@coloradoskitowns.org
Colorado Resorts	Tim Gaggen	970 879-9211	
DRCOG	Dan Carl	303-480-5626	dcarl@drcog.org
Baca County Economic Development	Celestino Santistevan	719-383-3166	Celestino.Santistevan@state.co.us
Colorado Department of Transportation	John Valerio	303 757-9769	John.Valerio@dot.state.co.us
RAE Consultants, Inc.	Rick Evans	303-860-9088	rick@raeconsultants.com
TransitPlus, Inc.	Suzanne O'Neill	303-646-4319	suzanne.oneill@transitplus.biz
KFH Group, Inc.	Fred Fravel	301-951-8660	FFravel@kfhgroup.com

APPENDIX C

NOTES OF TECHNICAL ADVISORY COMMITTEE MEETINGS

TECHNICAL ADVISORY COMMITTEE MEETING

Holiday Inn Rocky Mountain Park
Estes Park, Colorado
May 9, 2007, 2:30 PM

Meeting Summary

Attendance

Mike Timlin, Greyhound Lines
Tim McKinney, City of Colorado Springs (for Sherri Ritenour)
Todd Hollenbeck, Mesa County
Dan Blankenship, Roaring Fork Transportation Authority
Brad Patterson, City of Greeley Transit (guest)
Flo Raitano, I-70 Coalition
Paul Strong, Colorado Association of Ski Towns
Donn Fowler, City of Steamboat Springs (for George Krawzoff)
Larry Worth, NE Colorado Association of local Governments
Robert Rynerson, RTD-Service Planning and Scheduling
Dan Carl, DRCOG
Cliff Davidson, North Front Range MPO
Tom Mauser, CDOT
John Valerio, CDOT
Rick Evans, RAE Consultants, Inc.

Getting Started

John Valerio opened the meeting and thanked everyone for agreeing to be members of the Technical Advisory Committee (TAC) and for coming to the meeting. He then gave and overview of the study and reviewed the purpose, which is to explore intercity and regional bus service development in Colorado, including on-the-road services, facilities and related policy issues. John passed out a sheet showing CDOT Intercity Bus Service Awards from 2004 through 2007 and available funding through 2009. He then introduced Rick Evans of RAE Consultants, Inc., the consultant Project Manager.

Mr. Evans briefly restated the study goals and introduced Suzanne O'Neill, of TransitPlus, another member of the consultant project team. Rick also mentioned that Fred Fravel of the KFH Group would be a major player on the consultant team and that Fred would attend the next meeting. Members of the TAC then introduced themselves and gave brief summaries of their interests in the intercity and regional bus services.

Rick Evans then gave a brief project overview, including a review of the nine project tasks and the study schedule. He stated that the first four tasks will be completed prior to the next TAC meeting, anticipated in late July, 2007. The first four tasks are: Task 1 – Background and Context, Task 2 – Data Collection and Methodology, Task 3 - Stakeholder Input, and Task 4 – Needs Assessment. Task 5 – Network Recommendation, will be completed in August, Task 6 – Funding, in September, with study completion in October. John Valerio stated that preliminary information regarding service corridor needs would be provided to the 2035 Regional Transportation Plan process in mid June.

It was explained that, in addition to the Technical Advisory Committee (TAC), a broader group of stakeholders will be kept abreast of study progress. In addition, the outreach effort will include an even broader group, including representatives of County Sheriffs and County Departments of Social Services.

Suzanne O'Neill then discussed the study approach. She emphasized that the study will focus on intercity bus, but will also include regional bus services that provide connector services, as well as other bus services which don't meet the strict Federal Transit Administration (FTA) definition of "intercity bus," (and therefore are not eligible for funding under Section 5311(f)) but which are part of the overall network of regional services in Colorado. She also mentioned that important policy issues will be identified as part of the study. In addition to identifying a preferred network for intercity and regional bus services in Colorado, the study will look at intercity bus facilities and connections to airports, Amtrak and to local bus services. The consultant team will look at ways in which Colorado can support the network of private providers. Providing financial support for services is a key method but other items might include providing signage and stops that can be used by private providers or providing information on services and how to buy tickets.

Ms. O'Neill also described some of the ways in which private providers are different from public sector providers. One is that time has a very different meaning: private operators need to take action promptly, responding to market changes while public providers are used to a decision cycle that can take two years. Another is the flexibility of routes – private providers will change them quickly in response to passenger needs.

Ms. O'Neill then led a discussion on key service and policy issues related to intercity bus service. She asked Mike Timlin of Greyhound Lines to begin the discussion with a brief overview of the intercity bus industry. Mr. Timlin summarized the history of intercity bus service in the U.S., including the service cutbacks in recent years. Greyhound served approximately 5,000 communities in 1989, then dropped to 2,500 in 1994 and to roughly 1,000 now. He stated that Greyhound anticipates relying on the existing service network in the future, adding or reducing the level of service in each existing corridor as demand warrants, but not re-establishing

feeder services. He said in Colorado there may be limited opportunities for Greyhound to be a party to 5311 applications for service, making their private investment available to be used as local match as now allowed by the FTA in a pilot program.

Greyhound does wish to support others who can operate those feeder services, and Mike reviewed a handout packet he had prepared on Greyhound's "Rural Feeder Service Opportunities." He also distributed a 'Rural Feeder Service Handbook" for transit (and other) operators to use in considering being a feeder service to Greyhound's national network. Mr. Timlin presented options for providers to consider, including becoming a sponsored member of the national interlining association. Some public providers may have an interest in this.

Roberts Rynerson of RTD, then gave an overview of RTD services that relate to intercity bus service in Colorado. In addition to local bus service, RTD operates extensive intercity services within its service area, including intercity services to Boulder and Longmont. He stated that RTD is managed by an elected Board of Directors and that every year the state legislature considers numerous bills to tinker with RTD.

In the discussion which ensued, the following key points were made:

- There are security-driven policies at the Denver International Airport (DIA) that are obstructing intercity and other bus service connections at that facility. It was stated that DIA is the only airport in the country with this level of restriction. DIA is a major destination for people throughout the state, some coming via intercity and regional bus services.
- The usefulness of Union Station as a statewide transportation hub is being challenged (or prevented) by developer priorities for retail development. Decisions are being made now which will affect the usefulness of this facility as a statewide transportation hub for years to come. One option favored by the developer would eliminate intercity buses from using the facility.
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It was decided to hold the next TAC meeting in Denver in late July. John Valerio suggested that CDOT and the consultant team confer and send out a few optional dates and times to the Committee. Robert Rynerson offered RTD's Union Station as a potential site for the next meeting.

There being no further business, the meeting ended at approximately 4:50 AM.

TECHNICAL ADVISORY COMMITTEE MEETING

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Estes Park, Colorado
May 9, 2007, 2:30 PM

Meeting Summary

Attendance

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Brad Patterson, City of Greeley Transit (guest)
Flo Raitano, I-70 Coalition
Paul Strong, Colorado Association of Ski Towns
Donn Fowler, City of Steamboat Springs (for George Krawzoff)
Larry Worth, NE Colorado Association of local Governments
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Dan Carl, DRCOG
Cliff Davidson, North Front Range MPO
Tom Mauser, CDOT
John Valerio, CDOT
Rick Evans, RAE Consultants, Inc.

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COLORADO STATEWIDE
INTERCITY AND REGIONAL BUS NETWORK STUDY

TECHNICAL ADVISORY COMMITTEE MEETING

Colorado Department of Transportation
Pikes Peak Conference Room
November 29, 2007, 1:30 PM

Meeting Summary

Attendance

Roy Petersen, City of Durango
Robert Rynerson, RTD-Service Planning and Scheduling
Paul Strong, Colorado Association of Ski Towns
George Krawzoff, City of Steamboat Springs
Bill Moore, PCOG MPO/TPR
Dan Blankenship, Roaring Fork Transportation Authority (by phone)
Kristen Kenyon, Roaring Fork Transportation Authority (by phone)
Dan Carl, DRCOG
Dave Averill, North Front Range MPO
Tom Mauser, CDOT
John Valerio, CDOT
Fred Fravel, KFH Group, Inc.
Suzanne O'Neill, TransitPlus, Inc.
Rick Evans, RAE Consultants, Inc.

Getting Started

John Valerio opened the meeting and thanked everyone for attending. He reviewed study progress to date and told TAC members that this would be the final meeting, with the goal of reviewing the study report and the draft consultant recommendations. He asked those present to introduce themselves and then turned the meeting over to Rick Evans of the consultant team. Rick reviewed the meeting agenda, emphasizing that it was organized around key issue areas. He passed out a Policy Decision Worksheet for the group to use in working through the various issues. He then asked Fred Fravel, of the KFH Group, to summarize the draft study report.

Draft Final Report

Fred reviewed the study findings using a PowerPoint presentation. He focused on the recommended preferred network and related issues. Considerable discussion took place about the specific purpose and intended use of this *Statewide Intercity and Regional Bus Network Study*. The consultant team explained that this study was an initial analysis and assessment. It was not meant to answer all related questions but rather to identify a reasonable network of services and issues which the state should consider in developing a network of regional and intercity bus services. It provides an overview with specific recommendations regarding a service network. However, it is not meant to be all inclusive. More detailed project planning needs to take place at the Regional Transportation Plan (RTP) level and just because service in a specific corridor is not included in the study does not meant it might not merit service based on more detailed local analysis. It was agreed that language would be added at the beginning of the report to clarify the role of the study. After further discussion, Rick asked the group to move to the first issue area, Service Development.

Issue #1 Service Development

The study report includes two types of service development, traditional intercity services and regional services. Maps and tables for each were presented and discussed with the TAC. After discussion there was general agreement with the consultants' recommendations, with the following additional points.

- At the project design level, cross-state projects will need the support of the other states
- Recommended regional services need to support and be integrated with Bus Rapid Transit (BRT), rail and congestion relief strategies being planned in any given corridor.
- In defining "Regional Services" be careful not to create programs which may have the unintended consequences of Balkanization – where there are incentives to operate separate services rather than to support unified service provision. Avoid "inter-district" wording. "Inter-urban" would be more appropriate.

Issue #2 Role of CDOT

Several issues related to establishing and clarifying CDOT's role in the development of regional and intercity bus services in Colorado. These included: project roles, grant manager or operator roles, program policies and performance measures. The following key points were made.

- While a statewide directory of intercity route, schedule and fare information is needed and should be put on the Internet, care must be taken given the complexities in developing such a system and keeping it updated.
- Highway enhancement projects should include consideration for the potential development of regional and intercity bus services, as well as local transit (e.g., bus pull-offs and park-n-ride lots).
- CDOT's current grant manager role should remain as is regarding the 5311(f) program. However, in certain cases, CDOT should consider acting as a direct 5311(f) subrecipient.

- The creation of some type of "state transit entity" should be considered to be a long range vision.
- In managing the 5311(f) program, CDOT should develop a checklist of key issues to be examined and include performance measure criteria. "Cost recovery" and "load factors" should be considered as performance measures.
- CDOT should be open to ranking new 5311(f) projects above on-going projects which are performing poorly.

Issue #3 Funding and Impact of 5311 Program

The following points were made regarding the relationship between the 5311 and 5311(f) programs.

- CDOT should continue to use a "carryover" fund for the 5311(f) program to cover contingencies which arise related to intercity services.
- Specific performance measures should be used for evaluating intercity services.

Issue #4 Other Policy Recommendations

A variety of "other" policy issues were identified. Key points made in the discussion included the following.

- Correct the report to clarify that the RTD currently provides direct local transit service to the Greyhound station in downtown Denver.
- "Through service" to DIA is desirable, including information and ticketing. Relying on RTD's DIA connections is not sufficient for a statewide bus system or for the long term. The issue of security at DIA is only tied to "through service" for intercity carriers.
- Processes will need to be established for developing performance measures and for implementing specific ancillary projects and overseeing those projects.

John Valerio and the consultant team thanked the TAC for it time and efforts. Further comments on the draft study report were to be sent to Rick Evans and Jon Valerio by December 14, 2007.

There being no further business, the meeting ended at approximately 2:00 PM.

APPENDIX D

TABLES BY STAKEHOLDER GROUP

INTERMODAL SERVICES

INTERMODAL SERVICES

Contact	Facilities	Needs	Desired Services	Other
Greyhound Lines Mike Timlin 303 293-6546 mtimlin@greyhound.com	Fort Collins - Greyhound, Powder River, Transfort Frisco - Greyhound, TNM&O, Summit Stage. No Greyhound sales location, just a stop. Town wanted commercial rent for a ticket office in a public facility, Greyhound passed on that idea. Vail - Greyhound, TNM&O, Vail Transportation, ECO Trans Pueblo - Not certain, TNM&O location	Denver Union Station - Amtrak, RTD, Greyhound, TNM&O, Burlington Trailways, Black Hills Stages, Powder River (New master developer does not want intercity bus as part of the facility) Denver International Airport (DIA) - This is the busiest intermodal transportation facility in the West. Currently there is an ad hoc connection between RTD and intercity carriers at Greyhound Station downtown. DIA Director of Security requires Security Indentification Display Area (SIDA) badging of all commercial drivers entering the commercial vehicle area on Level 5. This is not an FAA or Homeland Security area. No other U.S. aiport requires this kind of security. The costs of SIDA badging drove intercity carriers out of DIA. A seamless intercity bus connection could easily be done by having the City/County waive the restriction that RTD cannot conduct any other business but their own. Colorado Springs - TNM&O, Mountain Metro Grand Junction - Greyhound, TNM&O, Amtrak, Grand Valley Transit Glenwood Springs, Greyhound, TNM&O, Amtrak, RFTA	Intercity connections at the following airports: DIA, Colorado Springs, Grand Junction Regional Airport Walker Field Airport. Intercity bus services on U.S. 40 serving Denver and Steamboat Springs Intercity bus services on U.S. 50 serving Pueblo, Salida, Cunnison, Montrose and Grand Junction	
Burlington Trailways Robert Hoxie 319 753-2864 Ext. 25 bobhoxie@burlingotontrailways	Use Greyhound Terminal in Denver, based on a service agreement. Have stops along the I-70 corridor on the route to Chicago. Stops are in Brush, Fort Morgan, Sterling and Julesburg. Have agent agreements with local businesses. Julesburg stop is demand only.	Need feeder services from small towns and rural areas to intercity services. Connectivity is the key, ideally through a single ticket purchase.	More and better feeder services would help More of Colorado could be served but it will take effort	
Grand Junction Regional Airport Amy Peterson 970 248-8597 apeterson@walkerfield.com	Greyhound does stop in town. Grand Valley Transit stops at the airport Several shuttles stop at the airport: American Spirit Shuttle, Telluride Express, Colorado Mountain Express	No idea	No idea	

INTERMODAL SERVICES

Contact	Facilities	Needs	Desired Services	Other
Denver International Airport Sally Covington 303 342-2262 sally.covington@diadenver.net	The SIDA issue relates to specific needs for security given proximity to the terminal. She would welcome any of our study recommendations.	DIA is a pipeline to air carriers. They are very concerned with alleviating any access issues to air travel. The biggest related issue on their radar is I-70 and difficulty passengers have if weather conditions slow travel from the mountains		
Colorado Springs Airport Mark Earl 719 550-1900 mearl@ci.colospgs.co.us	There is currently no bus service by Mountain Metro Transit to the airport, although this may be coming. Tour buses and ski shuttles stop at the airport.	The airport serves passengers from a large geographic area, including south to the Colorado border, east to Kansas, north to Monument and west to the Collegiate Peaks (Canon City, Salida, Buena Vista). Generally, people traveling by air have their own cars or have access to a car. There is a need for employee transport-ation to the airport.	No specific services idenitifed, other than bus service from Colorado Springs.	
Colorado Mountain Express Jay Ufer 970 926-9800 Ext. 6507 jayu@cmex.com	Vail Transportation Center, Glenwood Springs Amtrak and Frisco Transfer Center The Frisco Transfer is too small and/or needs to be reorganized with signage and allow CME as a carrier into the pickup lanes used by the Summit Stage.	Point of origin, intermediate and destin-ation travel are all different with peaking on weekends, for summer activities and winter skiing. Daily commutes to various Denver locations. No one form of bus/rail solves the challenge.	It all comes down to cost and potential revenues. Key attributes are: point of origin, point of destination, time, price, purchase of trip, parking, personal preference and points along the route.	
Black Hills Stage Lines Jim Maly, Schedule Mgr. 402-371-3850 jim@arrowstagelines.com	No facilities but do make stops in Sterling, Brush, Fort Morgan and Denver	Need better connectivity with local services in rural areas	More service to Colorado and better collaboration with other intercity bus systems however funding is an issue	
Powder River Transportation Greg Worthen, Gen Mgr. 800-442-3682 greg.worthen@coachamerica.com	Uses the Greyhound bus depot in Fort Collins and services Greeley, Longmont and Boulder.	Not sure.	Not Sure.	
Rocky Mountain Rail Authority Bob Briggs 303 981-4141 bob.briggs@comcast.net	No facilities mentioned	People need to be able to travel statewide for work, play, health care and education Other than in the Denver Metro area most of the state is far behind. The last public funding for freight service was for the Moffat Tunnel in 1923. The system needs help. Passenger rail cannot use freight rail tracks until three "choke points" are addressed: 1) City/County of Denver, Monument Hill, and Moffat Tunnel. It will take public dollars to address those choke points.	The Rocky Mountain Rail Authority envisions passenger rail, using exist-ing tracks along the I-25 corridor from state line to state line and from DIA to the Utah State line in the I-70 corridor. Service would operate several times a day and companion street car/bus service will be needed at each major stop to get to and from stations.	The Rocky Mt. Rail Feasibility Study is about to begin.

REGIONAL GOVERNMENT ASSOCIATIONS

REGIONAL GOVERNMENT ASSOCIATIONS

Contact	Facilities	Needs	Desired Services	Other
DRCOG Dan Carl 303 480-5626 dcarl@drcog.org	Denver Union Station Current: Amtrak, Ski Train, RTD Planned: multi-modal hub FREX - Arapahoe Road/I-25/RTD - Civic Center Station/RTD Autobuses a Mexico - Curtis Park area	Trip Needs Employment travel to Fort Collins. Colorado Springs, Summit County I-70 corridor employment destinations Travel to educational destinations, e.g., CSU, UNC Network Needs Recreation trips I-70 corridor recreation and employment trips	Direct trip trips to Denver Union Station to connect to RTD and DIA Direct connection from DIA to mountains Transit corridors along Front Range and into mountains Travel from Clear Creek and Gilpin Counties to Denver Metro employment Travel from rural areas to Denver Metro medical facilities	Who should pay to expand Union Station development to include current and future transit and intercity bus needs? What will be the space impact of moving rail freight lines to the eastern plains?
Mesa County RTPO Tom Fisher 970 244-1788 tom.fisher@mesacounty.us	Amrtak and Greyhound have facilities which are close but not shared. The facilities do not have the ability to be shared at this time	Trip Needs Biggest year-round need is access to medical services from other West Slope communities. Second would be to reach air, bus and train hubs in Grand Junction Network Needs Same as the above	Lifeline services with small minivan or handicapped accessible van to medical facilities. Do this on a dial-a-ride basis with some flexibility for provider to pool trips	
San Luis Valley Dev'mt Resource Group John Stump 719 589-6099 jstump@slvdrg.org	TNM&O stop in Alamosa Planning funds coming to look at a multi-modal facility design this year	Trip Needs - various need for travel into Alamosa from outlying areas and from region to Durango, Denver, Albuquerque	Antonito, San Luis and Montevista/Del Norte to Alamosa Connection to US 50 corridor Better connections to Denver, Durango and Albuquerque	A personal anecdote re a perception that the Hispanic lines are safer as well as being more direct to El Paso

REGIONAL GOVERNMENT ASSOCIATIONS

Contact	Facilities	Needs	Desired Services	Other
East Central COG Terry Baylie 719 348-5562	No facilities mentioned	Unmet need is unknown. If daily service does not stop in each small community along I-70 people will probably not use it. They would be unwilling to drive an hour to Limon, for example. If they drove that far they might as well just drive all the way to Denver. There may be a need for daily commuter service from Elbert County to Douglas County. However, such a service would need to stop in the small communities (Kiowa and Elizabeth for example) or people wouldn't use it.	There may be a need for daily commuter service from Elbert County to Douglas County. However, such a service would need to stop in the small communities (Kiowa and Elizabeth for example) or people wouldn't use it.	
South Central COG Michael Espinoza 719 845-1133 mespinoza@sccog.net	There are several commercial bus lines operating in the I-25 corridor. They generally stop at the West J.R.'s convenience store in Trindad? And at the Main Street. SCCOG can provide feeder service to those locations.	Individuals in extremely isolated areas do not receive transportation services. SCCOG has accommodated a growing number of senior residents. There is a need to travel from rural areas to Trinidad, Walsenburg and Pueblo on a regular basis.	Weekly trips to Trinidad would be desirable from places such as Weston, Kin, Raton and Colorado City. Connections with the Pueblo SRDA service are being explored. La Veta has significant senior population and would like regular service to Walsenburg. Trindad, Walsenburg and Colorado City have vistor centers that could serve as stations. Aguilar, Branson, La Veta and Segundo have libraries or senior centers that could serve as stations. Education regarding available services will be key.	

REGIONAL GOVERNMENT ASSOCIATIONS

Contact	Facilities	Needs	Desired Services	Other
Pueblo Area COG Bill Moore 719 553-2945 jstump@slvdrg.org	Local bus transfer center. Could provide a connecting point with intercity services although there are no plans at this time.	Commuter trips to/from Fountain (including Fort Carson), Colorado Springs, Ordway and Canon City. Connections to Colorado Springs Airport and DIA. Visitor trips to the correctional facilities in Orday and Canon City areas. Potential recreational travel to Cripple Creek and Great Sand Dunes National Park. Shopping trips to Colorado, Castle Rock and the Denver metro area.	Commuter bus or Bus Rapid Transit along I-25, US 50 West and US 50/ SH96 east. The existing transit center in Pueblo could serve as both a terminal and intermodal facility. There is also a need for park-n-ride facilities along I-25 near the Pueblo West exit.	
North Front Range MPO John Daggett 970 224-6190 jdaggett@nfrmpo.org	The Downtown Transit Center in Fort Collins is currently functional. It serves carpools/vanpools, TNM&O, Transfort, taxi, Shamrock Transportation, and Dial-A-Ride services.	There is a need for intercity and regional bus service to meet a broad variety of needs. Current destinations which need to be served include: Warren Air Force Base in Cheyenne, Denver Metro, Downtown Denver, all major cities and towns in the north Front Range, Boulder/ Longmont, Estes Park, DIA, CU Boulder, CU Denver, CSU, UNC, McKee Medical Center, Medical Center of the Rockies, Poudre Valley Health Systems, Banner Health.	The current 2035 Transit Elements is being developed. The North Front Range MPO has a map of Existing and Potential transit. Service which include a variety of services traveling among Fort Collins, Greeley, Loveland, Longmont, Brighton and Denver Union Station.	

OTHER TRANSIT PROVIDERS

OTHER TRANSIT PROVIDERS

Contact	Facilities	Needs	Desired Services	Other
Neighbor to Neighbor Volunteers Connie Cole 719 530-0223 neighborsalida@yahoo.com	None at this time	Travel to Denver and Colorado Springs for medical trips and to the aipports. Travel to Pueblo for medical and to the social service office. Mostly for the elderly and disabled as the general public doesn't know that Neighbor To Neighbor provides shuttle service to Pueblo. Needs met for the elderly/disabled for trips to Canon City and Pueblo.	Service to the Front Range. Start with 2 times a week and increase to 3 and 4 times a week as the demand builds with marketing. Only smaller 10-15 passenger vehicles would be needed at this time.	Transportation was listed as a high need on recent public health survey.
Town of Snowmass Village David Peckler 970 923-2543 dpeckler@tosv.com	No facility at this time. However, they are building a facility that will accommodate a regional service provider who makes connections to Glenwood Springs where there is rail and intercity bus. Airports should be considered as multi-modal centers for connecting various transportation services.	Resort communities need facilities and services that support recreational travel. Services to Sardy, Eagle, Grand Jct., DIA/Metro Denver are important. Also regional connections for employment. Employees are coming to Snowmass Village from Parachute and Rifle via I-70 and Hwy 82, as well as from Delta and Hotchkiss via Hwys 133 and 82. The regional service is as important to us on a daily basis as intercity bus service. Regional service is in need of financial support for facilities and bus replacement. Service is needed to Delta and rail service is too slow and not frequent enough to be practical. Greyhound has two trips per day to Denver/Grand Junction. Interface with airports is not being considered.	Frequent , high speed direct services between Grand Junction and Denver. Work with resorts and I-70 communities to consolidate stations that can be served by regional and local systems to reduce the number of stops for the intercity system. High quality bus service can work if done well and rail service is too expensive.	Growing need for service - alternative to the auto and for transport dependent. Need connections to airports and key cities/towns. Need intercity connections to complete the statewide system and to have customer friendly system. Need to make land acquisitions to preserve strategic station locations.
Black Hawk Transportation Authority Philo Shelton 303 582-2237 phshleton@cityofblackhawk.org	Black Hawk's Miners Memorial Park is an exterior shelter that is used as a transfer point between the BH & CC Tramway and coach buses. The coach companies are Coach USA/Ace Express and People's Choice/CTI	Most trip needs are employment and visitor. There is no bus connection from DIA to Black Hawk and Central City. Service is also needed from Summit and Clear Creek counties.	Bus service to and from DIA, Clear Creek and Summit counties. Another option would be a bus from an Amtrak stop in Rollinsville.	

OTHER TRANSIT PROVIDERS

Contact	Facilities	Needs	Desired Services	Other
City of Greeley Brad Patterson 970 350-9751 brad.patterson@greeleygov.com	Intercity bus service between Greeley and Loveland will connect at the East Loveland Transit Center.	All the traditional trip needs exist. Commuter from Greeley to Denver Fort Collins and Loveland. Access to DIA and Denver Union Station.	Eventually high speed rail will be needed up and down the I-25 corridor. In the meantime a "Northern FREX" should be developed with limited stops along I-25. Peak hour communter bus on US85 from Greeley to Brighton and from Greeley to Cheyenne and Fort Morgan. Connect Fort Collins and Greeley with passenger rail on existing tracks.	
Summit Stage John Jones 970 668-4161 JohnJ@co.summit.co.us	The Frisco Transit center serves as a transfer point for Greyhound Lines and Colorado Mountain Express and also Hertz.	Frisco to Denver and Frisco to points west. During the 2035 planning process there were requests for service to Summit County from Park, Lake, and Grand Counites. The Summit Stage has received requests for service to Steamboat Springs, and the Salida/ Buena Vista area ... all wanting access to the I-70 corridor.	Current vehicles and stations are adequate. Hourly service to Vail and three times a day service to Denver	
Las Animas Helping Hands Sharon Baker 719 456-2997 dwbarber@centurytel.net	No facilities mentioned	Many low income families need transportation to major medical facilities in Pueblo, Colorado Springs and Denver. Transportation is also needed to Otero Junior College and Otero County (Rocky Ford and La Junta) for work.	Reduced fare passes for low income individuals. Transportation to jobs would be included and services would be frequent enough so elderly riders wouldn't have to wait extended periods of time before returning home. Wheel-chair capability is critical.	May need an attendant or a medical person on board in case of a crisis.

COUNTY SOCIAL SERVICE DEPARTMENTS

COUNTY SOCIAL SERVICE DEPARTMENTS

Contact	Facilities	Needs	Desired Services	Other
Larimer County Health and Human Services Ginney Riley 970 498-6844 griley@larimer.org	TNM&O shares a facility at the Transfort Downtown Transfer Center	Trip Needs Year around need for travel to Denver for medical, employment, education, shopping and recreational purposes. Year-round need to travel to Cheyenne to military base and VA hospital Network Needs See the above	Twice daily service to Denver using paratranst type vehicles Regular rail transit connection to RTD for employment and DIA Once daily service to Cheyenne, probably using vans Also rural to urban needs in NFR	
Gunnison County HHS Karin Stewart 970 641-7984 kstewart@gunnisoncounty.org	No facilities mentioned.	Trip Needs Residential relocation, medical Also for the disabled, elderly and college students for shopping, medical and banking Network Needs Access to Denver, Colorado Springs, Pueblo, Montrose and Grand Junction	Access to Denver, Colorado Springs, Pueblo, Montrose and Grand Junction	
Rio Grande County Social Services James Berg 719 657-3381 james.berg@state.co.us	No facilities mentioned.	Trip Needs Shopping, medical, jobs Network Needs No transportation in this rural farming area	Small buses that would connect the small communities twice a day	
Jackson County COA Jeannie Fischer 970 723-8308 fischerranch@centurytel.net	No facilities mentioned.	Travel needs include trips to Steamboat Springs, Granby, Fort Collins and Laramie.	Services a few times a week to Steamboat Springs, Granby, Fort Collins and Laramie. If commute trips were serviced the service would need to be daily. A protected shelter in Walden would be needed given the weather.	

COUNTY SOCIAL SERVICE DEPARTMENTS

Eagle County HHS Kathleen Lyons 970 328-8841 kathleen.lyons@eaglecounty.us	The Vail Transportation Center is a hub for TNM&O, Eagle County, Town of Vail and private shuttle services where local residents can connect to intercity bus and shuttle services to Denver and DIA. There is an Amtrak connection in Glenwood Springs.	There is a need to connect with air, rail and bus services for out of state travel; to major medical facilities in Denver and Grand Junction; to access additional educational, employment and medical services in Frisco, Silverthorne and Glenwood Springs.	Establish rural feeder service to connect across Vail Pass to Silverthorne/Frisco and to Glenwood Springs, Rifle and Aspen.	
Boulder County Social Services Wade Branstetter 303 441-1029 wbranstetter@co.boulder.co.us	RTD services and related facilities.	Boulder County Social Services clients have the following needs in priority order; long distance commuting, access to major medical and mental health facilities, reaching housing/human services offices, and travel to educational and certification programs.	More frequent bus services, especially between East County cities and to Longmont. Light Rail that runs between Longmont, East County cities, Boulder and Denver. Increased customer service is also needed to disabled individuals and families with children. A low-fare pass for all Food Assistance clients would be helpful.	
Adams County Social Services Herb Covey 303 227-2216 herb.covey@dss.co.adams.co.us	No facilities mentioned.	Better public transportation to three existing facilities: U.S. 36/Broadway, near old Stapleton Airport, at 7190 Colorado Boulevard. Within the next five years, most operations will be consolidated at 120th/Sable. Good service to that facility would be helpful.		

OTHER CONTACTS – SHERIFFS

OTHER CONTACTS - SHERIFFS

Contact	Facilities	Needs	Desired Services	Other
Grand County Sheriff Rod Johnson 970 725-3343 rjohnson@co.grand.co.us	No existing public transportation	Now people without transportation hitchhike to Hot Sulphur Springs to mee law enforcement obligations (e.g., to meet with probation officers, for court dates, or to visit friends/relatives who are incarcerated. A big problem is people who have lost their licenses.	A county-wide system is needed to get from Winter Park, Kremling, and Grandby to Hot Sulphur Springs. There are other related needs by the general public, but who knows what the level of demand is. Most everyone works so families need to have two cars which is expensive.	
Montezuma County Gerald Wallace 970 565-8452 gwallace@so.montezuma.co.us				
Archuleta County Pete Gonzalez 970 264-8431 pgonzalez@archuletaCounty.org				
Park County Fred Wegener 719 836-2494 fwegener@parkco.us				
Fremont County Jim Beicker 719 276-5555 jbeickerfcso@bresnan.net				
Moffat County Tim Jantz **970 824-4495** tjantz@sheriff.moffat.co.us				
Routt County Gary Wall 970 879-1090 gwall@co.routt.co.us				

CITIES

CITIES

Contact	Facilities	Needs	Desired Services	Other
City and County of Denver Jason Longsdorf 720 865-3162 jason.longsdorf@ci.dnever.co.us	RTD Market Street Station focuses primarily on regional bus service in the District. Civic Center Station is for express and local RTD buses. All three stations have perimeters that are shared with other services, such as FREX, Greyhound, taxis and non-scheduled tour buses. There are also several RTD Light Rail stations planned and in operation.	FasTacks will help address a variety on needs within the metro area, with connections to other modes at DUS. Other needs include better connections to the mountain communities and to large cities along the I-25 corridor, both to the north and south. Local transit services in addition to FasTracks may also be needed.	Improved transit connections to mountain destinations along the I-70 corridor, to large cities north and south along the I-25 corridor, and potential enhanced BRT or light rail type services locally.	The City will be participating in the review of the FREX service and in the re-activation of the I-70 mountain corridor planning process.
City and County of Broomfield Debra Baskett 303 438-6385 dbaskett@broomfield.org	RTD currently provides service from the Broomfield PNR to DIA and Boulder. In the future, commuter rail will serve DIA, Boulder and Longmont, with stations at US36 at the FlatIron PNR and at approx-mately 116th in the existing rail ROW.	Broomfield trip needs include travel to DIA, Boulder employment and educational institutions, Fitzmons and Denver medical facilities. Better service is needed to Fitzsimons and Denver medical facilities.	Current and future needs are to provide better connections from intercity services to final origins and destinations. Small rubber tired vehicles would best meet this need. Transit service is needed along State Highway 7 from Brighton to Boulder and better connections are needed to intercity service along the North I-25 corridor.	
City of Arvada Bob Manwaring 720 898-7641 bmanwaring@arvada.org	Current RTD service from PNR in Arvada to downtown and future commuter stations planning to transport passengers to Denver Union Station.	Passenger service to DIA is needed.	Planned FasTrack connections will greatly enhance service to DIA. A rail north-south rail connection between the West Corridor and the Gold Line may be needed in the future as congestion is increasing.	
City of Thorton Gene Putman 303 538-7333 Gene.Putman@cityofthorton.net	Four RTD Park-N-Rides	Need connections to the North Front Range (Fort Collins, Greeley and Longmont.) Currently one must go into Denver via the L Route or go downtown to catch Greyhound.	Connect passenger rail from the north-ern Denver metro area to Fort Collins and Greeley through Longmont or extend off the FasTracks North Metro Line to the North Front Range.	Intercity bus is the way to start, but that should evolve into passenger rail.

CITIES

Contact	Facilities	Needs	Desired Services	Other
City of Sheridan Mike Copp 303 762-2200	RTD Light Rail station currently located as Santa Fe and Oxford.	Easy access to medical facilities and to DIA.	RTD and new FasTracks system should meet our needs.	
City of Golden Steve Glueck 303 384-8095 sglueck@cityofgolden.net	No stations in Golden	Need connections to Boulder, downtown Denver, DIA, Colorado Springs, etc.	The desired system would be a combination of rail, intercity bus, and circulator bus.	
Lafayette Paul Rayl 303 665-5588 paulr@cityoflafayette.com	RTD's Park-N-Ride provides access intercity bus, rail, and air passenger service at DIA, Union Station, and Denver Union Station.	There is a need for more direct transit service to suburban employ-ment centers so riders don't need to go into downtown Denver.	A multi-modal station for intercity rail, local and regional bus service, located to service several adjacent communities would be ideal.	Most concerns center around urban to urban or intercity connections within the region.
City of Centennial Tex Elam 303 754-3346 telam@centennialcolorado.com	Three RTD Light Rail stations serve our citizens - the Dry Creek Station is within Centennial. The stations at the Village of Arapahoe Center and Nine Mile Station also serve residents.	Better RTD service would help our residents.	Better designed RTD services.	
Green Mountain Falls Mayor Tyler Stevens 719 684-2349 GMFMayor@tymosaco.net	There is a bus terminal in Green Mountain Falls	Bus service is needed to Colorado Springs, Manitou Springs and Woodland Park, for school, shopping and work.		
City of Cripple Creek Deborah Petty 719 689-3130 pettyd@co.teller.co.us	No facilities currently exist in the Cripple Creek area. If new service was provided, a facility could be provided in Woodland Park to serve Hwy 67 north and south and Hwy 24 west.	Transportation is needed for medical, employment, shopping and recreation. New service is needed for low income and others who do not own a vehicle or it is too expensive to operate. Service for gamblers is currently being met by the Ramblin' Express. New service is needed for others.	Service is needed from Victor, Florissant, Divide, Cripple Creek, Woodland Park, Cascade and Breen Mountain Falls into and from Colorado Springs, with access to the existing transit hub in the city. Service is needed at least every 2-4 hours.	Vehicles sized between a large bus and 8-10 passengers are needed.

CITIES

Contact	Facilities	Needs	Desired Services	Other
Town of Georgetown Chuck Stearns 303 569-2555 Ext 3 gtownadmin@earthlink.net	The only mode currently serving Georgetown is a private shuttle run by the Loveland Ski area to pick up employees in Georgetown.	There is a need to reach Idaho Springs, Evergreen, Golden, Denver and DIA to the east. Also Loveland Ski Area, Silberthorne, Firsco, Copper Mt. ant Vail to the west. Year round service is needed to the east. To the west the need is more pronounced during the winter season.	Grade-separated, high speed, mag-lev mass transit is needed in the I-70 corridor with stops at DIA, in Denver, Golden, Evergreen, Floyd Hill, Idaho Springs, Empire, Georgetown and all the way to the Eagle County Airport, Glenwood Srpings or Grand Junction. Transfer stations would be needed at every stop.	In the short term, but bus transport-ation from Denver to Vail would be very beneficial.
City of Leadville Mayor Bud Elliott 719 486-2571 lvmayor@leadville-co.gov	No terminals were identified	Visitor need connections to/from rail, air and other services. Citizens need transportation to larger cities for shopping and for connections to rail, air, etc.	Daily service is needed all year. Twice daily service is needed in the ski season. The service should focus on getting to/from Denver. Bus stop facilities could be provided on city owned property.	
City of Almosa Don Koskelin pubwrks@cc.almosa.co.us	An existing facility serves TNM&O	Specialized medical and air transport connections are needed to Denver, Albuquerque, Colorado Springs, particularly in winter when driving can be hazardous. Transportation is also needed for college students, family visits and shopping throughout the state, but primarily to the Front Range.	Local connector services will also be needed.	Passenger rail could also be well received, especially during the tourism season.
Town of Olney Springs Deborah DeVore 719 267-5567 ddbw@centurytel.net	No terminals mentioned.	Need transportation to Pueblo and La Junta for all normal travel needs.	Bus or train service 2-3 times a day is needed, in the morning, at noon and late at night.	
City of Las Animas Mayor Lawrence Sena 719 456-0422 lamoyor@bentcounty.net	(Survey page missing)	(Survey page missing)	Daily, or at least 2-3 days per week, service to major medical facilities	

CITIES

Contact	Facilities	Needs	Desired Services	Other
Town of Aguilar Christa Zemlin 719 941-4360 aguilartownhall@aol.com	No terminal mentioned, although Greyhound Lines operates north and south along I-25.	Aguilar has a lot of older people who may not be able to travel far on I-25 and some are hesitant to leave their cars in airport long term parking.	Any intercity bus stop should be provided at the truck stop if it cannot be provided in town as before.	
Town of Granby Mayor Ted Wang 970 887-2501 town.mayor@town.granby.co.us	No current facilities other than an unstaffed Amtrak station. There was an unstaffed intercity bus station in the past but service was discontinued.	There are unmet needs for all typical trips. Highest use would be summer and winter.	Amtrak provides east bound service (to Denver) in the evening and west bound service in the morning. That is exactly opposite what local people need. Bus service to the Front Range on a reasonable schedule would be used.	
Grand County Debra Campbell 970 725-3347 Dcampbell@co.grand.co.us	There are no terminals per se. However, the Lift System operates seasonally in the Fraser Valley, serving recreation trips between the Winter Park Ski Area and the Town of Winter Park. The Council on Aging provides service which focuses on medical trips. It serves Grand Lake, Fraser Valley and Kremmling. Out of county is provided twice a month to Denver.	More service is needed from the existing providers. General public intra-county service has been identified as a need, at least between the Fraser Valley and Grandby.		
Town of Mead Mayor Richard Macomber 970 535-4477	No terminal mentioned	Transportation is needed to Denver, DIA and to hospitals in Fort Collins and in metro Denver.	Scheduled bus service to and from these locatons	Park-N-Rides need portable lavatories
Town of Paonia Barbara Peterson 970 527-4101 townofpaonia@tds.net	No terminal in the area	Commuter transportation would be desirable to either Glenwood Springs (to the Amtrak station), Delta, Montrose and or Grand Junction (medical, educational, shopping needs)	Shuttle services would appear to be best, ideally daily even service only on designated days could work. Passenger rail service on existing freight lines would be good, if possible.	

CITIES

Contact	Facilities	Needs	Desired Services	Other
Town of Naturita Debra Lear 970 865-2286 twnclrknaturita@aol.com	No facilities mentioned	No answers provided	No answers provided	
City of Gunnison Ken Bradford 970 641-8322 tex@cityofgunnison-co.gov	The Crested Butte/Gunnison Airport is operated by Gunnison County and is within the Gunnison City limits. A terminal replacement project is in the 10-year capital plan.	Gunnison is geographically isolated. Connections to Montrose and Grand Junction to the west and to Pueblo to the east. All trip needs are important and especially for seniors, students and service workers.	Daily connections to Montrose and Grand Junction and to Denver, Colorado Springs and Pueblo would be best. Vehicles would need to be comfortable and equipped for mountain travel.	Seniors have been most vocal in requesting service but also service workers.
Town of Castle Rock Lisa Streisfeld 303 814-6415 LStreisfeld@Crgov.com	There is a regional bus stop for the FREX service as well as a bus stop for the local bus service at the Outlets at Castle Rock. However, the stops are at different locations. The Town is currently involved in a transit planning process which will identify locations for a transit intermodal center, which may accommodate future passenger rail service.	More transit opportunities to Denver, the RTD Light Rail stations, DIA, and Sky Ridge Medical Center.	The Town strongly supports the FREX service and the Rocky Mountain Rail Authority and the development of commuter rail up and down the I-25 corridor.	
City of Durango Roy Petersen 970 375-4999 petersenrl@ci.durango.co.us	The City will be constructing a downtown transit center to be used by the Durango Lift, the Ignacio RoadRunner and TNM&O	The current need is for labor transportation from the south and southeast, from Ignacio and Farmington.	Commuter transportation from Farmington and Aztec New Mexico, Pagosa Springs, Bayfield, Ignacio, Hermosa and Cortez. Over-the-road coaches (30-40 passenger) would be needed. Park-n-ride lots in outlying communities would also be needed.	

CITIES

Contact	Facilities	Needs	Desired Services	Other
City of Monte Vista Don VanWormer 719 852-2692 citymgr@ci.monte-vista.co.us	No facilities mentioned	Possible commuter travel from Monte Vista to Almosa. Possible service from Monte Vista to Alamosa Regional Airport. Destination travel from Alamos through Monte Vista to Wolf Creek Ski Area.	Distances may make this not cost effective. However, senior and/or disabled transportation could be of value.	
Town of Saguache Therese Garcia 719 655-2232 tos417@centurytel.net	No facilities mentioned	Access needed to Greyhound service and Regional Airport in Alamosa	Daily or three times a week service to doctor or hospital appointments in Alamosa, Pueblo, Colorado Springs and Denver.	
City of Evans Jim Flesher 970 475-1118 jflesher@ci.evans.co.us	No facilities mentioned	To connect with air, rail and bus services to long distance travel for shopping and recreation.	Park-n-ride and/or rail to DIA, metro Denver, Loveland/Lort Collins. Several trips during rush hours. New park-n-ride facilities.	
Town of Empire Jennifer Tate 303 569-2978	No existing facilities	No existing public transportation and it is needed. People are stranded if they don't have a car	Some type of service to provide a connection to the RTD Park-n-Ride in Evergreen would be wonderful.	

OTHER CONTACTS

OTHER CONTACTS

Contact	Facilities	Needs	Desired Services	Other
I-70 Coalition Flo Raitano 970 393-2394 fraitano@earthlink.net	Most important terminals would be in the communities along the I-70 corridor west of Denver and at Denver Union Station, or at least a connection to FasTracks, and to DIA.	Better access from the Denver Metro area along the I-70 corridor to recreational activities, generally between Denver and Glenwood Springs, and from those areas to Denver for work, education shopping, entertainment and for air travel. The primary goal would be to relieve congestion during peak tourist seasons, particularly on weekends, although supporting reverse commuting would also be desirable. The I-70 Coalition supports a rapid, elevated fixed guideway, not bus service.	Intermodal transfer stations would be located in Garfield, Pitkin, Eagle, Summit and Clear Creek Counties. Rapid, advanced fixed guideway transportaation to Denver Union Station and DIA. Varying sized vehicles would be used to accommodate varying levels of demand on different days and at different times of day.	Using buses would contribute to congestion and would be slow moving. In the past such services have not been successful.
VA Medical Center (Grand Jct.) Kristin Baugh 970 244-1336 Kris.baugh@med.va.gov	No comments regarding facilities.	Transportation is needed from outlying West Slope counties to VA Hospital in Grand Junction. Veterans living in 15 counties are served (Dolores, Eagle, Garfield, Cunnison, Hinsdale, Mesa, Moffat, Montrose, Ouray, Pitkin, Rio Blanco, Routt, San Juan, San Miguel). Over 10,500 veterans from these areas are currently enrolled. In 2006 they had nearly 93,000 outpatient visits.	Quick, reliable service to Grand Junction from Meeker, Steamboat, Cunnison, Crested Butte, Nucla, Naturita, Cortez, Mancos and others. The Medical Center currently transports veterans to and from their homes, from 8:00 a.m. to 4:00 p.m. The Center also has two vehicles that provide transportation to and from the VA Outpatient Clinic in Montrose.	Please consider the VA's needs in designing an intercity/regional bus network for the state.
Gunnison Valley TPR Vince Rogalski 970 209-0380 vrogal@montrose.net	No facilities mentioned	To reach other cities. To reach medical facilities. To serve the local college. To access social services and to provide transportation to the elderly. Travel destinations are Montrose and/or the Front Range.	Service is needed at least every other day.	The Gunnison Valley TPR set aside 1% of its funds for transit in the 2035 Plan

OTHER CONTACTS

Contact	Facilities	Needs	Desired Services	Other
CO Dept. of Labor & Employment Joyce Johnson 303 318-8813 joyce.johnson@state.co.us	No comments regarding facilities.	Getting people to employment opportunities throughout the state is clearly important to the Department	No specific comments. The Department's Labor Market Information staff may have more specific information.	
CO Division of Aging/Adult Services Jeanette Hensley 303 866-2636 jeanette.hensley@state.co.us	RTD and Greyhound	Medical transportation, grocery shopping, pharmacy, meal sites and doctor visits. Better services are needed statewide for seniors and older adults with disabilities.	Wheelchair accessible vehicle needed as well as attendant support. Well lighted stops are needed as well as protection from the weather. On-demand services are needed as well as fixed route. More service is needed especially in rural areas to transport seniors to medical facilities in nearby towns, especially for dialysis.	
CO Division of Vocational Rehabilitation Nancy Smith 303 866-4886 nancy.smith@comcast.net	No facilities mentioned	The Division serves 20,000 clients a year. These clients attend school in a variety of settings all over the state. Having more travel options in school, to work and to health care would be. very beneficial to them.	A system is needed that provides 7 day a week service across the state, is affordable, very accessible and uses a variety of vehicle sizes. Stations along major corridors would be a good start with shuttles serving those stations.	
CO Dept. of Health Care Policy and Financing Margaret Hohan 303 866-5620 margaret.mohan@state.co.us	No comments regarding facilities	Rural Medicaid clients often need to travel to larger metropolitan areas to access primary and/or speciality health care. Clients who do not own or cannot drive cars need options. Specialty transportation for medically needy and improved frequency of trips from rural isolated communities.	Wheelchair vans that can carry at least 4-6 clients are needed from rural to metropolitan areas, once or twice a day.	

OTHER CONTACTS

Contact	Facilities	Needs	Desired Services	Other
University of Northern Colorado Ron Eberhard 970 351-1969 ron.eberhard@unco.edu	No comments regarding facilities	Many local residents commute to work in Denver and Boulder. There are also seasonal recreation needs for travel to the mountains. Current needs are not being met.	A rail system would seem to be best, one that connects to the existing transit systems in local communities.	Citizens in northern Colorado support significant increases in intercity bus systems and many may support a small tax increase to pay for it.
Jefferson County Hwys/Transp. Will Kerns 303 271-8497 wkerns@jeffco.us	RTD West Corridor LRT connection to Denver Union Station is planned and in the design phase. Also other RTD access options to DUS.	Bus/rail service is needed to Fort Collins/Greeley, Colorado Springs, Albuquerque, Casper and to the Colorado mountain communities. Access from the mountain communities to the ski areas is also needed.	Ski resort bus service could work if it was "smarter" - online telehphone reservations to reserve a seat to a specific resort. Bus companies could then use a bus sized to meet the demand. Pick-up locations could include DIA, DUS, Morrison PNR, Boulder, etc.	Colorado would benefit economically and environmentally by improving intercity bus and developing high speed passenger rail.

APPENDIX E

PROPOSED TIMETABLES FOR POTENTIAL INTERCITY CORRIDORS

APPENDIX E

Proposed Timetables for Potential Intercity Corridors

Table E-1: DENVER-CRAIG-toward SALT LAKE CITY (SLC) SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
from SLC (start at State Line)	LV	10:33 AM	0	0
Craig		12:48 PM	90	135
Steamboat Springs		1:50 PM	41	61.5
Silverthorne		4:04 PM	89	133.5
Denver	ARR	5:45 PM	67	100.5
Denver	*LV*	*5:50 PM*		
Dallas	*ARR*	*11:55 AM*		
Denver	*LV*	*6:00 PM*		
Chicago	*ARR*	*4:15 PM*		
Denver	*LV*	*6:10 PM*		
St. Louis	*ARR*	*11:50 AM*		
Denver	*LV*	*6:10 PM*		
Las Vegas	*ARR*	*8:50 AM*		
			287	430.5
Dallas	*LV*	*4:30 PM*		
Denver	*ARR*	*10:00 AM*		
*Las Vegas**	*LV*	*6:10 PM*		
Denver	*ARR*	*10:15 AM*		
*El Paso***	*LV*	*5:45 PM*		
Denver	*ARR*	*10:20 AM*		
*St. Louis****	*LV*	*6:45 PM*		
Denver	*ARR*	*10:40 AM*		
Denver	LV	10:45 AM	0	0
Silverthorne		12:26 PM	67	100.5
Steamboat Springs		2:40 PM	89	133.5
Craig		3:42 PM	41	61.5
toward SLC (ends at State Line)	ARR	5:57 PM	90	135
			287	430.5

(1) Segment times estimated based on average speed of 40 miles per hour.
Note: Table does not show all possible ICB connections. Rather, this is a potential timetable for one round-trip per
*This trip goes through Grand Junction at 5:10AM, as well as Glenwood Springs, Vail, and Frisco before Denver.
**This trip goes through Walsenburg at 6:20AM, as well as Pueblo, Colorado Springs, and Englewood before Denve
***This trip goes through Limon at 9:15AM before Denver.

Table E-2: COLORADO SPRINGS-SALIDA SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
Salida	LV	12:10 PM	0	0
Canon City		1:36 PM	57	85.5
Florence		1:50 PM	9	13.5
Colorado Springs	ARR	2:50 PM	40	60
Colorado Springs	*LV*	*2:55 PM*		
Denver	*ARR*	*4:30 PM*		
Colorado Springs	*LV*	*4:05 PM*		
Denver	*ARR*	*6:00 PM*		
			106	159
Denver	*LV*	*11:00 AM*		
Colorado Springs	*ARR*	*12:25 PM*		
Denver	*LV*	*11:00 AM*		
Colorado Springs	*ARR*	*12:55 PM*		
Colorado Springs	LV	1:00 PM	0	0
Florence		2:00 PM	40	60
Canon City		2:14 PM	9	13.5
Salida	ARR	3:40 PM	57	85.5
			106	159

(1) Segment times estimated based on average speed of 40 miles per hour.
Note: Table does not show all possible ICB connections. Rather, this is a potential timetable for one round-trip per d

Table E-3: GUNNISON-MONTROSE (ONLY) SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
Gunnison	LV	12:14 PM	0	0
Montrose	ARR	1:50 PM	64	96
Montrose	*LV*	*1:55 PM*		
Durango	*ARR*	*5:20 PM*		
Montrose	*LV*	*2:40 PM*		
Grand Junction	*ARR*	*3:50 PM*		
			64	96
Grand Junction	*LV*	*12:40 PM*		
Montrose	*ARR*	*1:50 PM*		
Durango	*LV*	*11:15 AM*		
Montrose	*ARR*	*2:30 PM*		
Montrose	LV	2:35 PM	0	0
Gunnison	ARR	4:11 PM	64	96
			64	96

(1) Segment times estimated based on average speed of 40 miles per hour.

Table E-4: GUNNISON-MONTROSE-DELTA-GRAND JUNCTION (COMBINED) SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
Gunnison	LV	8:32 AM	0	0
Montrose		10:08 AM	64	96
Delta		10:41 AM	22	33
Grand Junction	ARR	11:40 AM	39	58.5
Grand Junction	*LV*	*11:45 AM*		
Denver	*ARR*	*4:05 PM*		
Grand Junction	*LV*	*12:30 PM*		
Denver	*ARR*	*5:25 PM*		
Grand Junction	*LV*	*12:40 PM*		
*Durango**	*ARR*	*5:20 PM*		
Grand Junction	*LV*	*1:50 PM*		
Las Vegas	*ARR*	*10:10 PM*		
Grand Junction	*LV*	*4:15 PM*		
Salt Lake City	*ARR*	*9:20 PM*		
			125	187.5
Las Vegas	*LV*	*12:45 AM*		
Grand Junction	*ARR*	*11:00 AM*		
Salt Lake City	*LV*	*7:15 AM*		
Grand Junction	*ARR*	*12:15 PM*		
Denver	*LV*	*7:20 AM*		
Grand Junction	*ARR*	*12:20 PM*		
Denver	*LV*	*8:45 AM*		
Grand Junction	*ARR*	*1:05 PM*		
Grand Junction	LV	3:30 PM	39	58.5
Delta		4:29 PM	22	33
Montrose		5:02 PM	64	96
Gunnison	ARR	6:38 PM	0	0
			125	187.5

(1) Segment times estimated based on average speed of 40 miles per hour.
Note: Table does not show all possible ICB connections. Rather, this is a potential timetable for one round-trip per
*Continues south, arriving in Albuquerque at 10:00 PM and in El Paso at 3:20 AM.

Table E-5: CRAIG-RIFLE SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
Craig	LV	6:55 AM	0	0
Rifle	ARR	9:10 AM	90	135
Rifle	*LV*	*9:15 AM*		
Glenwood Springs	*ARR*	*9:56 AM*		
Glenwood Springs	*LV*	*10:50 AM*		
Grand Junction	*ARR*	*12:20 PM*		
Glenwood Springs	*LV*	*2:05 PM*		
Denver	*ARR*	*5:25 PM*		
			90	135
Denver	*LV*	*7:20 AM*		
Glenwood Springs	*ARR*	*10:45 AM*		
Grand Junction	*LV*	*12:30 PM*		
Glenwood Springs	*ARR*	*2:00 PM*		
Glenwood Springs	*LV*	*3:05 PM*		
Rifle	*ARR*	*3:54 PM*		
Rifle	LV	4:00 PM	0	0
Craig	ARR	6:15 PM	90	135
			90	135

(1) Segment times estimated based on average speed of 40 miles per hour.
Note: The pink-shaded connections listed above are RFTA regional services, as existing intercity bus services do not stop at Craig or Rifle.

Table E-6: DENVER INTERNATIONAL AIRPORT SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
Gunnison		5:51 AM	0	0
Poncha Springs		7:21 AM	60	90
Salida		7:29 AM	5	7.5
Johnson Village		8:04 AM	23	34.5
Buena Vista		8:10 AM	4	6
Antero Junction		8:31 AM	14	21
Fairplay		9:03 AM	21	31.5
Jefferson		9:27 AM	16	24
Grant		9:45 AM	12	18
Dallas	*ARR*	*10:00 AM*		
Las Vegas	*ARR*	*10:15 AM*		
El Paso	*ARR*	*10:20 AM*		
St. Louis	*ARR*	*10:40 AM*		
Denver Greyhound		10:45 AM	40	60
St. Louis	*LV*	*11:00 AM*		
Albuquerque	*LV*	*11:00 AM*		
Dallas	*LV*	*11:00 AM*		
DIA Arrive		11:30 AM	30	45
			225	337.5
DIA Leave		12:30 PM	0	0
Denver Greyhound		1:15 PM	30	45
Grant		2:15 PM	40	60
Jefferson		2:33 PM	12	18
Fairplay		2:57 PM	16	24
Antero Junction		3:29 PM	21	31.5
Buena Vista		3:50 PM	14	21
Johnson Village		3:56 PM	4	6
Salida		4:31 PM	23	34.5
Poncha Springs		4:39 PM	5	7.5
Gunnison		6:09 PM	60	90
			225	337.5

(1) Segment times estimated based on average speed of 40 miles per hour.
Note: Table does not show all possible ICB connections. Rather, this is a potential timetable for one round-trip per

Table E-7: LAMAR-toward WICHITA SERVICE
(including intercity bus connections shown in shaded blocks)

Stop Location		Time	Segmen Miles	Estimated Time (Min.)(1)
from Wichita (starts at State line)	LV	11:37 AM	0	0
Lamar	ARR	12:25 PM	32	48
Lamar	*LV*	*12:30 PM*		
*Springfield**	*ARR*	*1:25 PM*		
Lamar	*LV*	*3:20 PM*		
Denver	*ARR*	*9:15 PM*		
			32	48
Denver	*LV*	*7:05 AM*		
Lamar	*ARR*	*12:30 PM*		
*Springfield**	*LV*	*2:15 PM*		
Lamar	*ARR*	*3:15 PM*		
Lamar	LV	3:20 PM	0	0
toward Wichita (ends at State line)	ARR	4:28 PM	32	48
			32	48

(1) Segment times estimated based on average speed of 40 miles per hour.
Note: The connections listed above are regional services, as existing intercity bus services do not stop at Craig or Ri
*This trip originates in/continues to Dallas, TX.

APPENDIX F

SURVEY OF KEY POLICY ISSUES

APPENDIX F

SURVEY OF KEY POLICY ISSUES

COLORADO STATEWIDE INTERCITY AND REGIONAL BUS NETWORK STUDY

Key Policy Issues – TAC

1. To what extent are intercity and regional bus services important in the development of the statewide transportation network?

   _____ High _____ Medium _____ Low

   How should that importance be reflected in:

   a) the development of Regional and State Transportation Plans

   _____
   _____
   _____
   _____

   b) use of FTA S.5311(f) funding

   _____
   _____
   _____
   _____

   c) potential funding from the State of Colorado?

   _____
   _____
   _____
   _____

2. In the interest of improved mobility, increased energy independence, reduced congestion and reduced pollution, what should be the priorities for intercity and regional bus service among (prioritize 1,2,3):

   _____ long distance commuters
   _____ residents and visitors wishing to access Colorado's resort areas
   _____ people without access to other options, traveling to access medical and other facilities in Front Range and in other regional centers?

3. What is the most effective relationship between the State, and other public entities, and private sector intercity and regional bus operators? Should available public funding support:
   a. _____ facility development for intermodal services, used by both public and private sector operators,
   b. _____ acquisition of rolling stock and other capital equipment
   c. _____ service operations
   d. _____ or what combination of the above?

   Comments:

   _____
   _____
   _____
   _____

4. DIA and Denver Union Station have been identified as the two most important destinations for intercity bus service in Colorado. How important is it that access issues to these locations be addressed and what can be done to make them more effective intermodal terminals, in the short term and for the future?

   DIA: Importance: _____ High _____ Medium _____ Low

   _____
   _____
   _____
   _____

   DUS: Importance: _____ High _____ Medium _____ Low

   _____
   _____
   _____
   _____

5. Other related policy issues:
   How much S.5311(f) funding should be used to support intercity bus services in Colorado? _____

   Should additional State funding be pursued? _____

   How should Colorado balance the potentially conflicting goals of local, regional, statewide and national intercity bus service needs?

   _____
   _____
   _____

How could the development of intercity and regional bus services support the need for long distance medical transportation, now and in future years, given an aging population?

_____
_____
_____

How can planning and service development be improved for intercity and regional bus services that cross jurisdictional lines (city, county, transit district)?

_____
_____
_____

Other comments:

_____
_____
_____
_____
_____
_____

6. Which of these issues can we address in this study and which will need to remain for long term consideration?

_____
_____
_____
_____
_____
_____

THANK YOU!

Please return your comments to Rick Evans at RAE Consultants, Inc. at rick@raeconsultants.com or by fax at 303 860-9087 by August 10, 2007.

TAC member: _____