

**Colorado Department of Transportation  
Division of Transit and Rail**

**Statewide Intercity and Regional Bus  
Network Study**

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**DRAFT TECHNICAL MEMORANDUM 2**

**EXISTING INTERCITY AND REGIONAL SERVICES**

March 11, 2013



**JACOBS™**



# Technical Memorandum #2:

## EXISTING INTERCITY AND REGIONAL SERVICES

This technical memorandum provides an inventory of Colorado's existing intercity and regional bus services.

### DEFINITIONS: INTERCITY AND REGIONAL

In general the intercity services can be seen as lifeline services, with very limited frequencies (often one trip in each direction per day), with the capability of carrying luggage or package express, and with connections to other bus services for travel to more distant points. Because intercity travel is higher on Fridays and Sundays, these services often operate every day of the week (or if not every day, at least on the peak intercity travel days).

The regional services, by contrast, are more likely to have higher frequencies, usually at least one trip from the rural origin to the larger urban area each day, scheduled to permit users to make a day trip. Often these services are scheduled to allow for employment trips, sometimes with multiple schedules in the peak hours, inbound (to the employment or commercial center) in the morning, and outbound in the late afternoon/evening. They typically are not interlined, but have local fares, often including multi-ride tickets or passes among the fare options. Fare levels (in terms of fare per mile) may be lower than intercity fares. The regional services often cross jurisdictional or service area boundaries. Though they are different from traditional intercity services, they may also provide important connections to the intercity bus network

This inventory focuses on the services provided to Colorado residents for both intrastate and interstate travel, as many intercity bus routes provide connections between places in the state while providing service to other states and Mexico. The inventory lists intermodal facilities across the state that provide riders with opportunities to transfer between intercity bus services, between intercity and regional bus services, and between intercity bus and rail services. This technical memorandum also discusses the potential markets for intercity bus service in Colorado, and evaluates how well the existing intercity network serves these markets in terms of geographic coverage and service frequency.

## OVERVIEW OF COLORADO INTERCITY AND REGIONAL SERVICES

Within the national context, Colorado has a relatively high level of intercity service coverage provided by private, for-profit intercity carriers, although much of service provided by these carriers receives assistance from the Colorado Department of Transportation (CDOT). There are seven private operators of fixed route intercity bus services, along with one non-profit provider:

- Black Hills Stage Lines;
- Blue River Shuttles;
- Burlington Trailways;
- El Paso-Los Angeles Limousine;
- Greyhound Lines, which has absorbed its former subsidiary, Texas, New Mexico and Oklahoma (TNM&O) Coaches, and purchased the Hispanic bus line, Americanos USA, since the 2008 Study;
- Los Paisanos;
- Prestige Bus Lines; and
- Southern Ute Communities Action Programs (SUCAP), the non-profit operator that provides public transit service.

Greyhound, Black Hills Stage Lines, Burlington Trailways, and Prestige Bus Lines participate in 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, in this case 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, now sometimes called “legacy” services.

The Hispanic carriers, El Paso-Los Angeles Limousine and Los Paisanos, are not members of the NBTA, but the main bus station that they serve in Denver, Central de Autobuses Americanos, is only one-third of a mile from the Greyhound station. Greyhound’s Americanos services also use the Central de Autobuses Americanos station, before serving its main Denver station, on its route between Denver and Mexico (new since the 2008 Study). In general the Hispanic bus lines focus on connections from Colorado to points in Texas and Mexico, rather than intra-Colorado travel.

The inventory also includes several public and private transit operators. The public operators provide regional services that are subsidized with public funds and primarily serve employees. Colorado has a strong market of airport shuttle services. These are for-profit services, with relatively high fares, and providing either point-to-point or door-to-door services. A third category of regional services is the casino shuttle

services, serving casinos in Cripple Creek and Black Hawk/Central City. These have tariffs based on a for-profit structure, but the service is subsidized by the gambling industry. Riders are given gambling chips equivalent to their fare and these can be used at participating casinos. While the market for the casino shuttles is different from the typical intercity route, they provide significant employee transportation and other trips. They provide high levels of service in the corridors in which they operate. Each of these three types of regional providers (publicly-funded, airport shuttle, and casino shuttle) is described in more detail in the Regional Services section of this chapter.

## **MAJOR CHANGES SINCE THE 2008 STUDY**

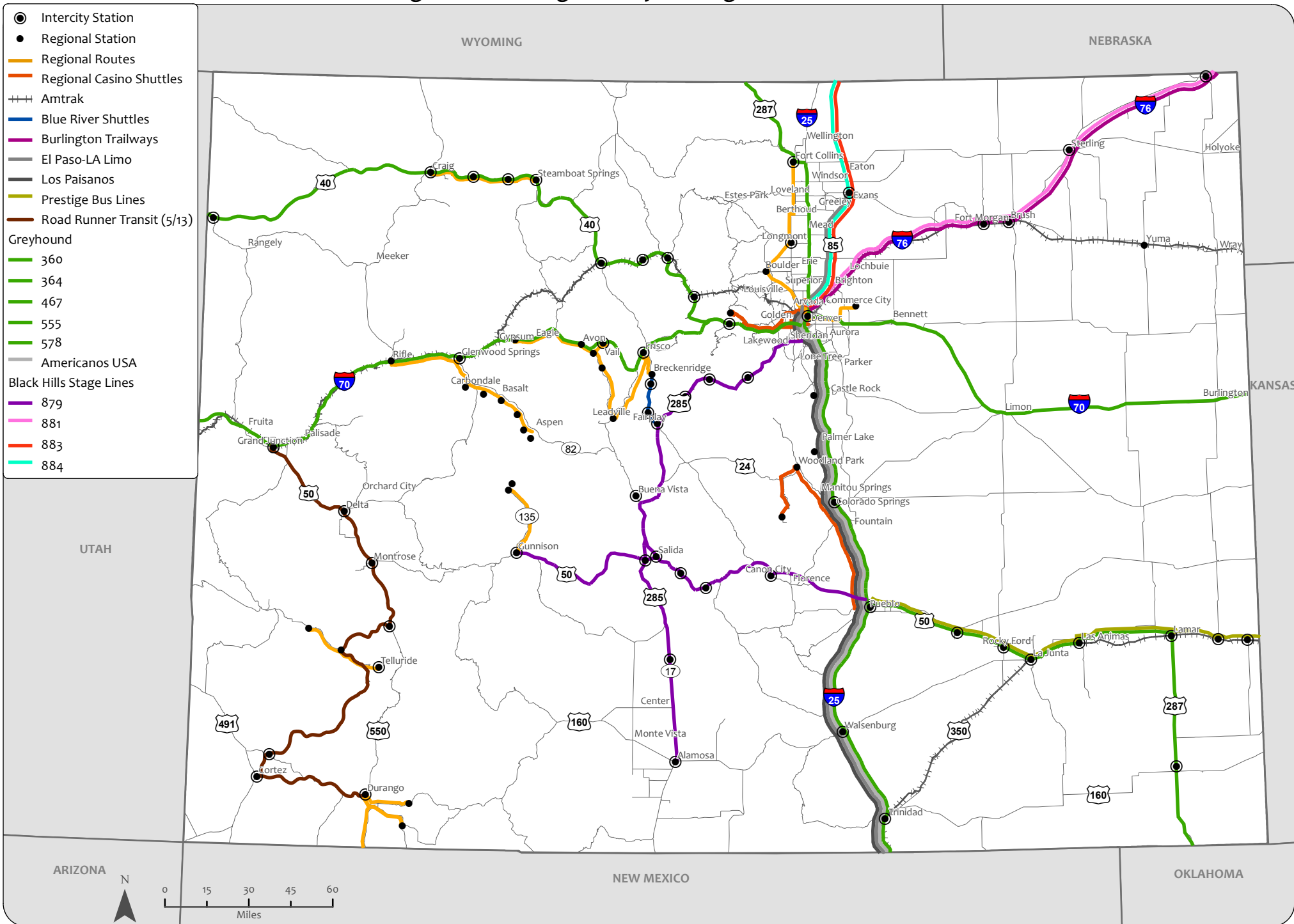
Since the 2008 Study, Powder River Transportation/Coach America discontinued all of its regular-route intercity bus services in Colorado, and the Front Range Express (FREX) regional commuter bus services have also been discontinued. Greyhound also discontinued several routes, including routes that had previously been operated by the Greyhound subsidiary TNM&O Coaches. The Hispanic bus lines, Autobuses de Mexico and Camionteas Chihuahua, also appear to have discontinued service. While the current operators still provide geographic coverage of similar service areas, riders generally have fewer intercity options and lower service frequencies as a result of these service discontinuations.

That said, some new intercity bus services have also been implemented since the 2008 Study, and the reach of Colorado's intercity bus network has grown over the past five years as CDOT has used the FTA S.5311(f) program funding to replace service previously discontinued, or fill gaps in the network identified in the previous study. The south central, northwest and eastern regions in particular have benefited from new intercity bus services operated under agreements with CDOT by Black Hills Stage Lines, Greyhound and Prestige, respectively. While these routes operate just one round-trip per day, they provide important transportation connections that have economic impacts (transportation for seasonal workers and tourists) and quality of life impacts (trips to Denver to access service).

### **Intercity Fixed Route Services**

Figure 2-1 is a map of the existing intercity and regional services that are fixed routes, meaning the services have predetermined stops and schedules. These services are also open to the public (no reservations necessary). The intercity fixed route services are summarized below by operator.

# Figure 2-1: Existing Intercity and Regional Bus Network



Data sources: ESRI Census 2010 base map files, ACS 2007-2011, Census 2010, and provider bus schedules as of Jan. 2013.

- **Black Hills Stage Lines, Inc.:** Still operates one round-trip per day (during daylight hours) between Denver and Omaha, Nebraska, with additional Colorado stops in Sterling and Fort Morgan (route no longer serves Brush). New service since the 2008 Study includes one round-trip daily between Alamosa and Denver, via Salida, and between Gunnison and Salida. This service is funded by CDOT under the S 5311(f) program, using the value of in-kind miles from connecting Greyhound service as match. These two services have a timed transfer in Salida for travelers from Gunnison going to Denver. This new service allows travelers from Alamosa and Gunnison to make a daytrip to Denver. New intercity bus stops since the 2008 Study include Moffat, Poncha Springs, Salida, Buena Vista, Fairplay, and Pine Junction. Black Hills Stage Lines also provides two round-trips daily between Denver and Cheyenne, Wyoming, with a stop in Greeley. Previous stops in Longmont and Fort Collins have been dropped Website: [www.blackhillsstagelines.com](http://www.blackhillsstagelines.com)
- **The Chaffee Shuttle:** The Chaffee Shuttle is a public transit service linking Salida and Buena Vista. It is funded by CDOT under the S.5311(f) program, providing a new intercity bus service since the 2008 Study. In partnership with Black Hills Stage Lines, The Chaffee Shuttle operates one round-trip daily, Monday through Friday, connecting Salida and Pueblo with intermediate stops in Cotopaxi, Howard, and Canon City, all of which are new intercity bus stops since the 2008 Study. This route has a timed transfer in Salida with Black Hills Stage Lines' services to/from Alamosa and Gunnison, as well as the service to Denver.. This service allows travelers from Alamosa and Gunnison to make a daytrip to Pueblo during the week. (Shown in the maps as part of Black Hills Stage Lines timetable 879.) Website: [chaffeeshuttle.org](http://chaffeeshuttle.org)
- **Blue River Shuttles, LLC:** New service that began operating at the end of 2011, providing a connection between Fairplay and Breckenridge with stops in Alma and Blue River, both new intercity bus stops since the 2008 Study. Three round-trips are provided daily, with one round-trip operating express service with limited stops.<sup>1</sup> This new service has timed transfers in Fairplay with Black Hills Stage Lines' service, providing residents in these four towns with the ability to make a daytrip to Denver. This service is also funded under the CDOT S.5311(f) program, with additional Section 5316 (Job Access and Reverse Commute or JARC) funding for FY 2013. Website: [www.bluerivershuttles.com](http://www.bluerivershuttles.com)

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<sup>1</sup>Based on Winter Schedule, operating from November 2012 to May 1, 2013.

- **Burlington Trailways:** Operates one daily roundtrip between Denver and Indianapolis IN, with additional Colorado stops in Sterling, Brush and Fort Morgan. The inbound and outbound trips are separated by a 12-hour period. This service complements the Black Hills service on the same corridor, providing overnight service with a morning arrival in Denver and an evening departure to the east, while Black Hills provides a morning departure/evening arrival. Website: <http://www.burlingtontrailways.com/>
- **El Paso-Los Angeles Limousine Express, Inc.:** EPLA operates daily along the I-25 corridor serving Greeley, Denver, Colorado Springs, and Pueblo, and continuing on to New Mexico and Texas. One round-trip connects Greeley, Denver, and Pueblo. Two additional one-way trips travel southbound only, serving the same cities as well as Colorado Springs. Riders may travel to destinations in Mexico by connecting to EPLA's sister company, Limousines de Mexico S. de R.L. de C.V. Website: <http://www.eplalimo.com>
- **Greyhound Lines:** Operates daily service on several corridors, including:
  - Two round-trips between Denver and Grand Junction on Denver-Las Vegas schedules (Table 555);
  - One round-trip (funded by CDOT/UDOT S.5311(f)) between Denver and Salt Lake City via U.S. 40, with additional Colorado stops in Idaho Springs, Winter Park, Granby, Hot Sulphur Springs, Kremming, Steamboat Springs, Milner, Hayden, Craig and Dinosaur (Table 364);
  - Five round-trips between Denver and Pueblo (Table 467 Greyhound service and Table 578 Americanos service) on services connecting to Raton (NM) or Dallas (TX), with additional Colorado stops in Colorado Springs (five trips each way daily), Pueblo (five trips each way), Rocky Ford (two trips each way), Lamar (two trips each way), Springfield (two trips each way), Walsenburg (two trips each way), and Trinidad (two trips each way); and
  - Two daily round-trips between Denver and Salt Lake City via I-25 and I- 80, with an additional Colorado stop in Fort Collins (Table 360).

The service from Grand Junction also stops at the Market Street RTD bus station in Denver as a “discharge only” stop. The routes connecting to Steamboat Springs and Pueblo function as Amtrak Thruway bus connections, serving the Denver Amtrak station.

Since the 2008 Study, Greyhound’s subsidiary Autobuses Americanos has initiated new intercity bus service connecting Colorado and Mexico, where stops include Chihuahua, Durango, and Guadalajara. Two round-trips serve the Central de Autobuses Americanos bus station in Denver, which is located one-third of a mile from the main Greyhound station in Denver. One trip also

serves Colorado Springs and Pueblo, while the other trip runs express from Denver to New Mexico.

As part of a corporate restructuring Greyhound consolidated its subsidiary, Texas, New Mexico, and Oklahoma Coaches, Inc. (TNM&O), into Greyhound and so some services identified as TNM&O in the previous study are now part of the Greyhound network, and some have been discontinued. Website: [www.greyhound.com](http://www.greyhound.com)

- **Los Paisanos Autobuses, Inc.:** Los Paisanos provides one round-trip daily along the I-25 corridor between Greeley, Longmont, and Denver, continuing on to El Paso, TX. Los Paisanos has offices in Denver and Greeley. The Denver office is located one-third of a mile from the Central de Autobuses Americanos bus station. Website: <http://www.lospaisanosautobuses.com/>
- **Prestige Bus Lines, LLC:** This is another S.5311(f) service receiving funding from CDOT and the Kansas Department of Transportation (KDOT). Prestige is a private operator partnering with Greyhound (who provides the value of the in-kind match and is the interline partner) to provide daily service, known as the Bee Line Express Red Route, between Pueblo and Wichita, KS. The route operates one round-trip per day, and Colorado stops include Fowler, Rocky Ford, La Junta, Las Animas, Lamar, and Granada. Fowler, La Junta, Las Animas, and Granada are new intercity bus stops since the 2008 Study. Fowler and Granada are flag stops only, and Lamar is passenger pick-up and drop-off only (no ticket sales). The westbound bus arrives in Pueblo mid-afternoon, and the eastbound bus leaves at 2:45 a.m. so a daytrip within Colorado is not possible using this route. Website: <http://www.beeline-express.com/beeline/>
- **Road Runner Transit:** This public transit service is operated by Southern Ute Community Action Programs, Inc. (SUCAP), a non-profit organization based in Ignacio. This organization serves the citizens of the Town of Ignacio and La Plata County. Since Greyhound canceled its route from Grand Junction to Durango in September 2011, Road Runner Transit plans to operate a new route starting on May 1, 2013 to fill this service gap. Supported by CDOT's Section 5311(f) funding, the new route will operate one round-trip daily and serve Durango, Cortez, Dolores, Telluride, Ridgway, Montrose, Delta, and Grand Junction. Road Runner Transit operates four round-trips per weekday between Ignacio and Durango and between Bayfield and Durango. Website: <http://www.sucap.org/roadrunner/index.php>



## **Intercity Service Frequency**

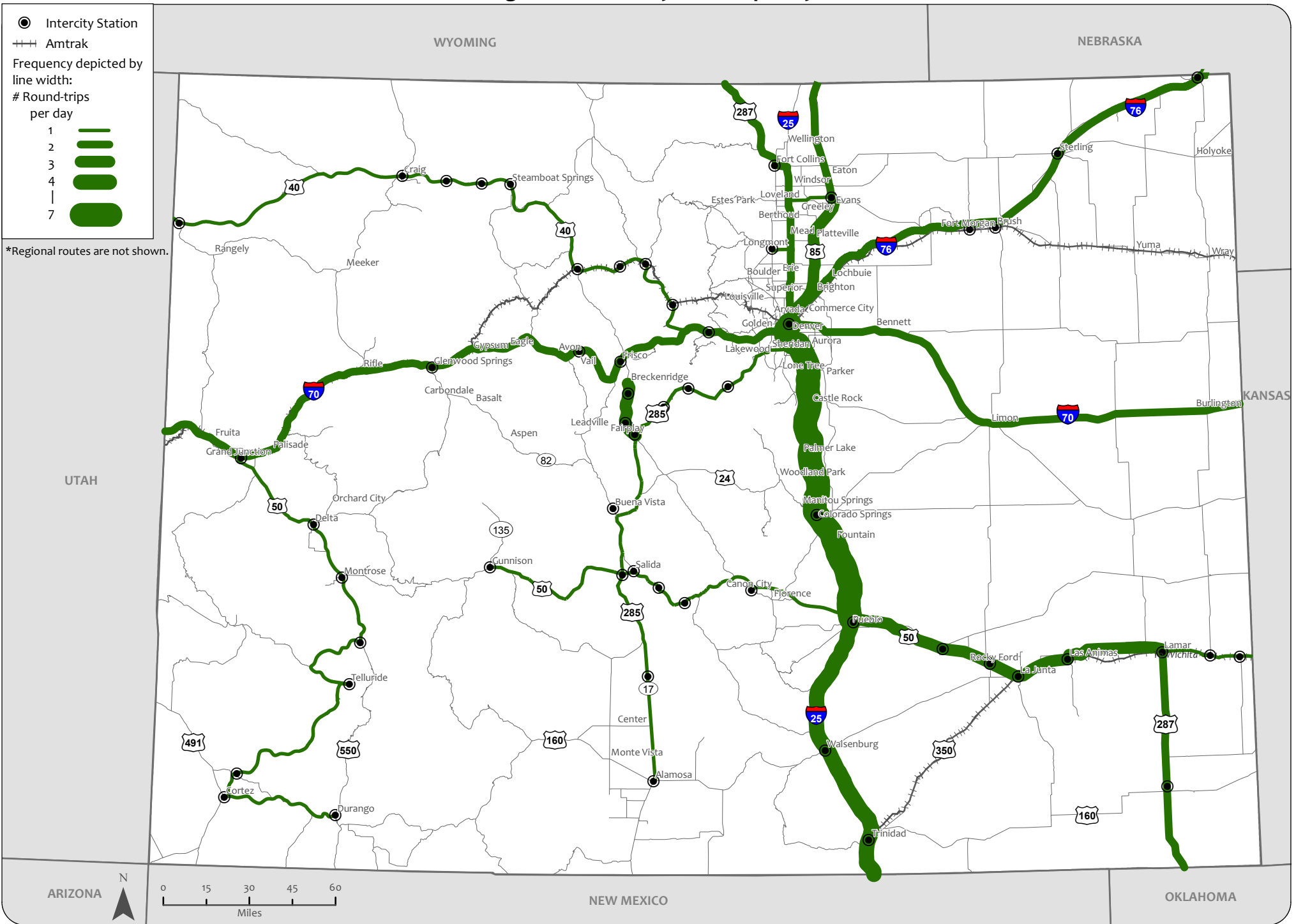
Figure 2-2 depicts the frequency of intercity services throughout the state. The I-25 corridor has the greatest levels of intercity services; seven round trips per day occur between Denver and Pueblo, operated by Greyhound, EPLA, and Los Paisanos. Four of those seven round trips continue southward from Pueblo. To the north of Denver, I-25/US 287 has Greyhound service to Fort Collins, two roundtrips daily, while Los Paisanos provides one daily roundtrip to Longmont before serving Greeley. The US 85 Denver-Greeley corridor has a frequency of three round trips per day (Black Hills Stage Lines and EPLA), while north of Greeley on US 85 service decreases to two round trips per day (Black Hills Stage Lines).

Outside of the I-25 corridor, service frequencies of two to three round trips per day are more common. Three round trips per day occur between Fairplay and Breckenridge (Blue River Shuttles), and on US 50 between Pueblo and Lamar (Prestige and Greyhound). The I-76 corridor between Denver and the Nebraska border has a frequency of two round trips per day (Black Hills Stage Lines and Burlington Trailways), as does I-70 between Denver and Grand Junction (Greyhound), and US 287 south of Lamar (Greyhound).

The remaining intercity services in the state provide one round trip per day in the following corridors: US 285 between Denver and Alamosa (Black Hills Stage Lines); US 50 between Gunnison and Pueblo (Black Hills Stage Lines and The Chaffee Shuttle); US 50 east of Lamar (Prestige); US 40 between Denver and Salt Lake City (Greyhound); and between Grand Junction and Durango (SUCAP/Road Runner Transit).

Technical Memorandum #3 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. A second is that CDOT has used the FTA S. 5331(f) program to maintain coverage (albeit at a low frequency) in much of the state where private for-profit carriers are not able to provide unsubsidized service. Essentially all of the new or replacement services since the 2008 study have been implemented using CDOT funding. Finally, the population distribution and geography of Colorado state appear to play a significant role in concentrating the potential market for unsubsidized intercity bus service into a relatively limited set of corridors that, for the most part, continue to have intercity bus service available without operating assistance.

Figure 2-2: Intercity Bus Frequency



Data sources: ESRI Census 2010 base map files, ACS 2007-2011, Census 2010, and provider bus schedules as of Jan. 2013.

## Regional Services

The providers described below are primarily public transit operators, who operate regional services that may be considered intercity because they are long-distance and help meet the need for connections between towns and cities.

The public transit providers are:

- Denver Regional Transportation District (RTD),
  - Eagle County (ECO) Transit,
  - FLEX Regional Transit,
  - Galloping Goose Transit,
  - Gunnison Valley Rural Transportation Authority (RTA),
  - Roaring Fork Transportation Authority (RFTA),
  - Steamboat Springs Transit (SST), and
  - Summit Stage
- 
- **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.
  - **Eagle County Transit:** ECO Transit operates three regional routes that travel along Highway 6, which parallels I-70, and serves **Vail, Eagle-Vail, Avon, Edwards, Eagle, and Gypsum**. During the winter, sixteen daily round-trips are operated between Gypsum and Vail and 28 daily round-trips between Edwards and Vail. Another regional service also travels north-south, providing two daily round-trips connecting Leadville and Minturn to Vail and Avon, in the peak direction only. This service can be considered intercity due to its long route length and the connections it provides to the national intercity bus network in Vail.  
Website: <http://www.eaglecounty.us/Transit/>
  - **FLEX Regional Transit:** New since the 2008 Study, FLEX is a regional route in Northern Colorado that is the result of a partnership between the public transit providers in Fort Collins, Loveland, and Denver/Longmont/Boulder (Transfort, COLT, and RTD, respectively). The route serves Fort Collins, Loveland, Berthoud, and Longmont, where riders may connect to RTD bus services to Denver. Eighteen round-trips are provided on weekdays, including nine that serve Longmont and Berthoud (others only connect

Loveland and Fort Collins). Fourteen round-trips are provided on Saturdays, including four that serve Longmont and Berthoud. Website: <http://www.flexnoco.com/>

- **Galloping Goose Transit:** The regional service between Norwood and Telluride, via Placerville and Lawson, is a commuter transit service. Two round-trips are provided on weekdays with service to Telluride in the mornings and service to Norwood in the evenings. One daily round-trip is provided over the weekend, again with service in the peak direction only. Five additional round-trips run in both directions between Placerville and Telluride during the week. Website: <http://www.telluride-co.gov/index.aspx?NID=254>
- **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. Website: <http://www.gunnisonvalleyrta.org/>
- **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.
- **Summit Stage:** The regional service between Leadville and Frisco is a commuter transit service, but may be considered intercity due to its significant route length and connection to other intercity services in Frisco. Two round-trips are provided daily with service northbound to Frisco in the mornings and southbound to Leadville in the evenings. Website: <http://www.co.summit.co.us/index.aspx?NID=586>

## Casino Services

- **Black Hawk Express:** (CTI) has daily departures from Buckingham Square and Aurora Park Center in Aurora beginning at 6:30 and 6:45 a.m. with departures every 45 minutes throughout the day until 9:30 and 9:45 p.m. Additional departures are provided at Martischang Plaza in Lakewood (six blocks west of Sheridan Boulevard) beginning at 7:30 a.m. and depart until 9:30 p.m. on the hour; or from Heritage Square's lower parking lot from 8 a.m. to 8 p.m., hourly with returns trips as late as 2:15 a.m.
- **Casino Transportation, Inc.:** (CTI) CTI also has bus service from Heritage Square in Golden to Bullwhackers and Silver Hawk Casinos (via shuttle) in Black Hawk. Daily departures are on the hour from 7 a.m. to 9 p.m. Employee buses depart from the new CTI terminal off Rooney Rd. and Colfax.
- **Coach USA/Ace Express:** Ace merged with Coach USA a few years ago. Daily departures begin as early as 5:45 a.m. from the depot at 64th and Sheridan Boulevard in Arvada. and 6 a.m. from the corporate offices at West 44th and Eldridge in Wheat Ridge, with hourly departures until midnight at both of these locations. Departures are also available from the Doubletree Hotel at 3203 Quebec St. and from downtown Denver at 15th and Glenarm, and 22nd and Welton. These hourly departures begin as early as 6:45 a.m. and continue until 9:25 p.m. Buses also depart from Chambers Plaza at Colfax and Chambers Rd., beginning at 7 a.m. through 10 p.m., and from the K-Mart Center at 50th and Federal beginning at 7:25 a.m. through 10:25 p.m. Specific Service from the Silver Hawk and Gilpin casinos leave Northglenn (11918 N. Washington) and Thornton (8800 N. Washington) at 7 and 7:20 a.m. until 10 and 10:20 p.m.
- **Fast Track Express:** Buses depart from Bear Valley Shopping Center from 7:30 a.m. until 11:30 p.m.; Fairfield Commons, 88 Wadsworth, from 7:45 a.m. until 11:45 p.m.; Golden at 44th and Eldridge-Coach USA/Ace Express, from 7 a.m. until midnight; and from 64th and Sheridan from 7:45 a.m. until 10:45 p.m. All hourly departures.

- **Ramblin Express:** Provides service from Colorado Springs and Pueblo to Cripple Creek. Daily departures are from four locations in Colorado Springs and Pueblo. There are also shuttle services between Cripple Creek and Victor/ Ute Pass/ Colorado Springs.
- **Ride & Win:** This is a service provided by Colorado Central Station Casino and departs from Aurora, 2760 S. Havana at Yale (behind the Aurora Summit and Bennigans). Departures run every hour and a half beginning at 7:30 a.m. and continuing until 9:30 p.m. Returns trips that begin after 10:15 a.m. until 2 a.m., depart every hour and a half.
- **The Stampede:** this service is operated by People’s Choice. Departures are provided in Littleton on Littleton Blvd. and S. Datura St., across from the IHOP restaurant, beginning at 7 a.m., with hourly departures. Departures from Lakewood, are provided at Green Mountain Plaza beginning at 7:30 a.m., and continuing hourly throughout the day. Departures from Wheat Ridge are provided at the Quality Inn from 44<sup>th</sup> Avenue and Ward Road beginning at 8 a.m. and running hourly throughout the day and evening hours.

### **Airport and Resort Services**

The I-70 corridor from Denver to the ski resort towns to the west and other tourist destinations to the Northwest includes a relatively high number of airport and resort shuttle services providing fixed point and door to door services for passengers wishing to connect to these attractive destinations from Denver International Airport (DIA). Service is available from DIA to Estes Park on State Highway 36, Granby and Grand Lake from State Highway 40, most major ski areas on Interstate 70, the Aspen area on State Highway 82, and Steamboat Springs via State Highways 40 and 131. Additionally, a number of the I-70 services also provide ski shuttle services within their respective communities. **Table 2.1** summarizes the service characteristics of airport and resort providers.

Services are both shared and individual, with service span and frequency varying widely. Services are generally operated between 6:00 AM to 10:00 PM, with two of the providers offering 24-hour service. One organization, Colorado Mountain Express, provides hourly winter service, with others making from three (3) to twelve (12) daily runs. Several of the organizations provide “on demand” services in which passengers call in with pickup times that are within the adopted service area. Winter and summer services differences are catalogued, with most organizations providing less service in the summer months. Additionally, some services had even lower levels of service in the shoulder months (generally spring and fall).

Fares are also listed in Table 2-1, and these are individual cash fares. It should be noted that costs on shared services tend to go down as groups become larger and that all listed costs are for an adult one-way fare in the interest of simplifying provider comparisons.

**Table 2-1: Airport and Resort Services**

Provider	Area Served/Origin	Connection to:	Door to Door	Service Span	Service Frequency - Winter	Service Frequency - Summer	Cost/ Fare
<b>Colorado Mountain Express</b>	DIA	Frisco Transit Center	N	5AM - 9:30PM	Hourly	Hourly	\$49
		Summit County	Y		Hourly	Hourly	\$65
		Eagle County Airport	Y		Hourly	Hourly	\$84
		Pitkin County Airport	Y		Hourly	Hourly	\$118
<b>Estes Park Shuttle</b>	DIA	Estes Park		5AM - 10PM	6 Trips	4 Trips	\$45
<b>FreshTracks</b>	DIA	Frisco Transit Center	N	6AM - 9:30PM	9 Trips	9 Trips	\$45
		Summit County	N		9 Trips	9 Trips	\$60
<b>Go Alpine</b>	DIA	Silverthorne	N	6AM - 1AM	4 Trips	3 Trips	\$62
		Steamboat Springs	N		4 Trips	3 Trips	\$88
<b>High Country Shuttle, Inc.</b>	Georgetown	DIA	N	6AM - 5PM	3 Trips	3 Trips	\$86
	Idaho Springs	DIA	N		3 Trips	3 Trips	\$104
	Floyd Hill	DIA	N		3 Trips	3 Trips	\$117
<b>Home James</b>	Grand Lake Granby/Silver Creek	DIA		5:30AM - 10PM	11 Trips	3 Trips	\$90
		DIA					\$75
		DIA					\$65
<b>MTN Shuttle</b>	DIA	Breckenridge	Y	24 Hours	On Demand	On Demand	\$60*
<b>Peak One Express</b>	DIA	Summit County	Y	5AM - 11:15PM	On Demand	On Demand	\$63**
		Breckenridge	N		On Demand	On Demand	\$44
		Frisco Transit Center	N		On Demand	On Demand	\$44
<b>Powderhound Transport, LLC</b>	Breckenridge	DIA	Y	24 Hours	On Demand	On Demand	\$54
	Breckenridge	Vail	Y		On Demand	On Demand	\$36
	Breckenridge	Steamboat Springs	Y		On Demand	On Demand	\$68
	Breckenridge	Aspen	Y		On Demand	On Demand	\$54
<b>Summit Express, LLC</b>	DIA	Breckenridge	N/Y	5:20AM - 11PM	12 Trips	5 Trips	\$64**
	DIA	Keystone	N/Y		12 Trips	5 Trips	\$64**
	DIA	Cooper Mountain	N/Y		12 Trips	5 Trips	\$64**
	DIA	Frisco	N/Y		12 Trips	5 Trips	\$49**
	DIA	Dillon	N/Y		12 Trips	5 Trips	\$64**
<i>*Note: Rates are reduced for four or more passengers</i>							
<i>**Note: Rates are reduced for three or more passengers</i>							

## **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.

### **Regular-Route Intercity Bus Service**

This market desires conventional regular-route scheduled intercity bus service, which provides 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 significant factor, as passengers may need to travel with 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.

### **Commuters**

Another 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. Denver RTD operates a number of commuter bus services (the Longmont and Boulder 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. Other resort communities (Steamboat, Telluride, and Gunnison/Crested Butte) also have developed regional commuter services.

### **Airport Service**

Another market in Colorado, which has the potential to grow, 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.

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 existing intercity routes presented above presents a larger and more comprehensive network of services than in the 2008 Study. The coordination of new intercity services, implemented in the past few years, with other intercity and regional service has improved. Provider websites and route schedules highlight transfer opportunities and provide information on other providers serving the same stops. In Denver, the state's largest transfer point, the Hispanic bus lines are better connected to the national intercity bus network due to Greyhound now serving the Central de Autobuses Americanos bus station and the proximity of the station to the main Greyhound terminal.

There are still ample opportunities to improve the connectivity of Colorado's intercity network, especially between intercity and local transportation services. Increasing efforts to bring multimodal services, including intercity and regional buses, into the same facility greatly enhances 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 for passengers. Providers generally benefit from lower costs due to their 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.

The current inventory of shared facilities and the carriers using them include:

- Brush\* - Black Hills Stage Lines, Burlington Trailways
- Denver Greyhound—Greyhound, Americanos, Black Hills Stage Lines, Burlington Trailways, RTD airport services.
- Denver Union Station—Amtrak rail passenger services, Amtrak Thruway Buses (Greyhound), RTD.

- Denver International Airport—RTD, Denver Coach, Fresh Tracks Transportation
- Denver RTD terminal at Market Street Station—RTD, some Greyhound services
- Durango – Road Runner Transit, Durango Transit, Durango Mountain Resort
- Fort Collins—Greyhound, Transfort (local transit provider)
- Fort Morgan\* – Black Hills Stage Lines, Burlington Trailways
- Frisco—Greyhound, Summit Stage, Colorado Mountain Express
- Vail—Greyhound, Vail Transportation, ECO Transit, Colorado Mountain Express
- Black Hawk (Miners Memorial Park)—Black Hawk Tramway, Ramblin Express Casino Shuttle, Horizon Coach Lines, Stampede, Ride-and-Win, etc.
- Grand Junction Airport—American Spirit Shuttle, Telluride Express, Colorado Mountain Express

\*Shared stop; does not necessarily have a facility.

As can be seen, there are relatively few intermodal connecting points (and even fewer locations that actually have a shared facility) that provide a direct connection between local transit and intercity bus carriers. This lack of facilities is an ongoing issue related to the enhancement of Colorado’s intercity network.

### **Evaluation of Intrastate Service**

As in the 2008 Study, the I-25 corridor still has the greatest levels of intercity services. The I-70 corridor on the other hand has experienced a notable decrease in service levels, with the reduction in Greyhound frequencies (discontinuation of TNM&O services) between Denver and Grand Junction. Most major corridors in other parts of the state are served by one to two round-trips per day. While Colorado has lost service frequencies in some areas, the statewide network has grown in terms of geographic coverage. This result is attributable to the CDOT implementation of a rural intercity bus program using the FTA S. 5311(f) funding. Population densities that might support more frequent intercity services are found mainly in Denver, Colorado Springs, Pueblo, and Grand Junction, which are served by unsubsidized Greyhound services.

The addition of new intercity services under the S.5311(f) program in the south central and northwest regions has improved (or maintained) access to the national intercity network and major population centers for residents of these areas, which generally have small populations and low densities.

As shown in Figure 2-1 (on page 2-4), the southeastern part of the state has gained intercity bus service since the 2008 Study. Several additional towns in the US 50 corridor, east of Pueblo, are now connected to the national intercity bus network. However, in the I-70 corridor Limon has lost intercity bus service since the 2008 Study. 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 has been without service since late 2011, though SUCAP/Road Runner Transit replacement service is planned to start in May 2013. In south central Colorado, the Walsenburg-Trinidad-Alamosa region has lost service with the reduction in Greyhound frequencies (discontinuation of TNM&O schedules). However, the US 50 corridor is now benefitting from new service that provides opportunities for daytrips to Denver from Gunnison, Salida, Canon City, and Florence. The US 40 corridor, including Craig and Steamboat Springs, has also benefitting from new intercity bus service.

In a deregulated bus industry, less frequent service even on major corridors likely reflects the carriers' need to reduce costs to maintain profitability. Routes that serve areas with relatively low population densities are unlikely to have any service without operating assistance. Given the available resources, only a minimal level of service can be provided along these route segments. Given some very low frequencies (one trip per day) and a skeletal rural route network, some intercity bus trips may take significantly more time than other transportation alternatives due to indirect routing and the need to transfer. For this reason, these services are likely to attract only those riders who do not have any alternative available. This factor is important to consider in developing intercity bus service appropriate for the potential need and demand.