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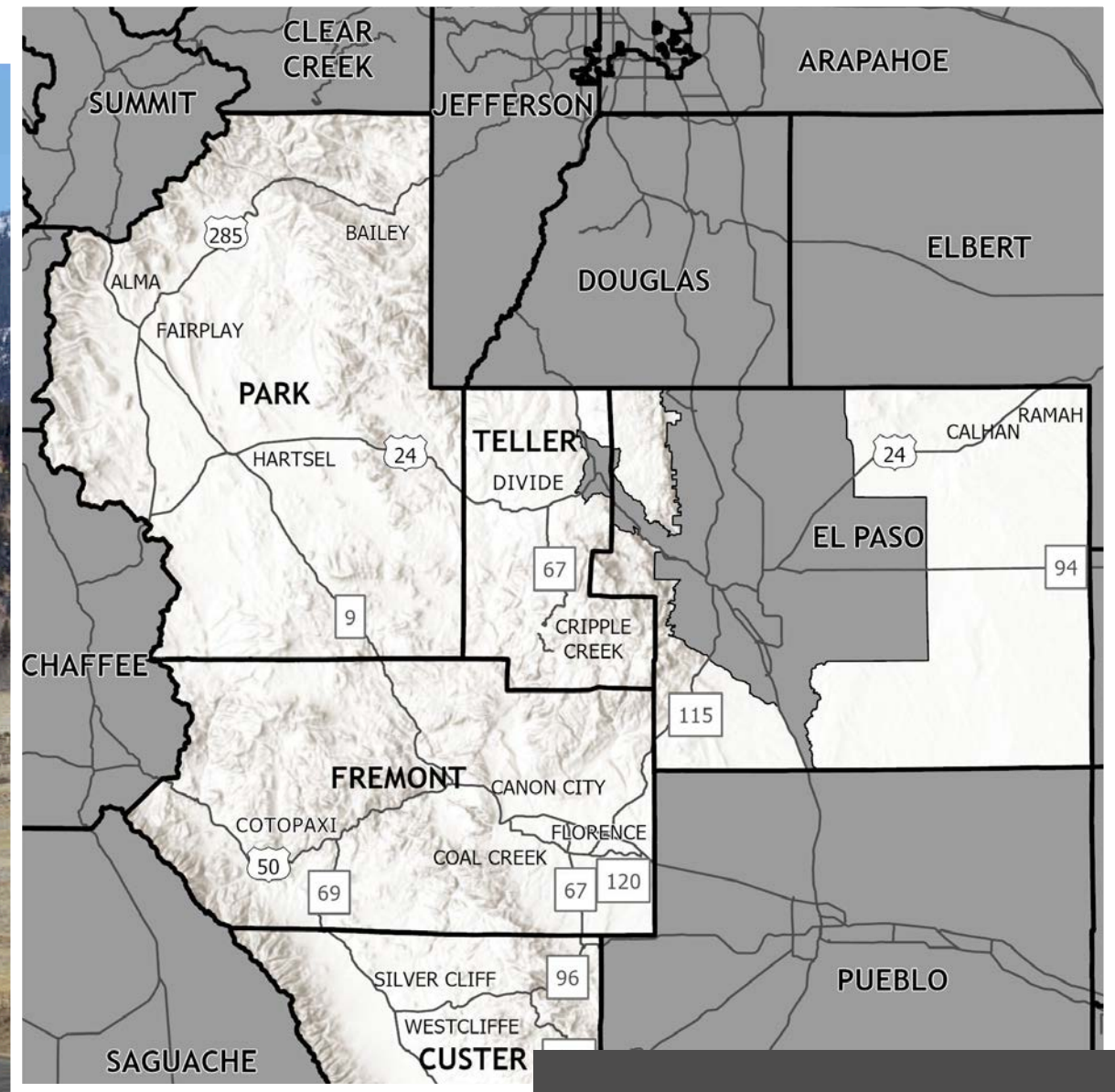COLORADO FOR ALL.

CENTRAL FRONT RANGE
Coordinated Public Transit & Human Services Transportation Plan

Adopted September 2020

Photo Credit: Jeff Prillwitz

Central Front Range

Coordinated Public Transit & Human Services Transportation Plan

The Central Front Range (CFR) Transportation Planning Region (TPR) includes Custer, Fremont, and Park Counties and portions of El Paso and Teller Counties. The largest cities in the Region include Cañon City, Cripple Creek, Fairplay, Florence, and Westcliffe. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers, such as Colorado Springs, Pueblo, and the Greater Denver Area.

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

CFR Transit Vision

Improve mobility for all residents, employees, and visitors through the **effective coordination and delivery of transit services that are sustainable and provide the maximum benefit for available resources.**

CFR Transit Goals

1. Improve coordination and develop partnerships
2. System preservation and expansion
3. Improve regional connections

Regional Snapshot

Transportation – whether walking, biking, taking transit, vanpooling, carpooling, or driving a car – is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.
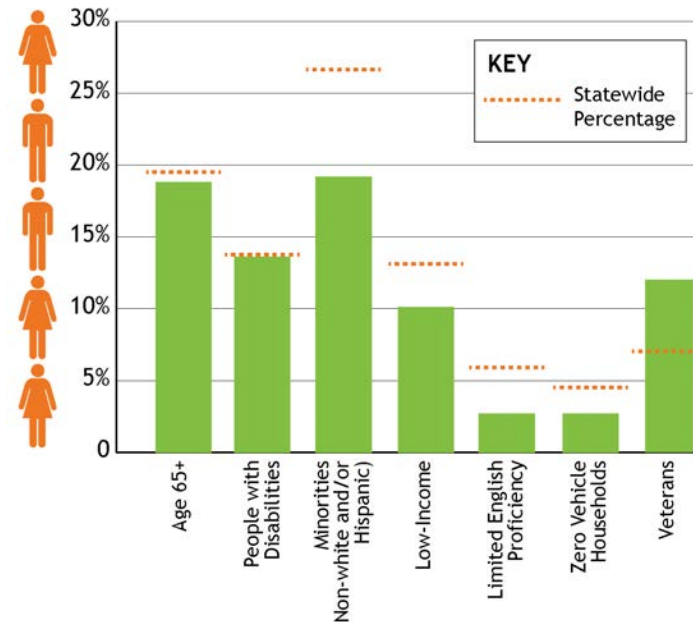
When considering the Central Front Range's mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

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

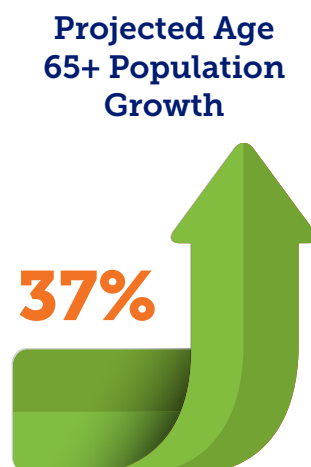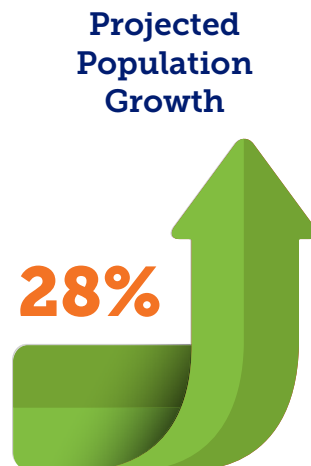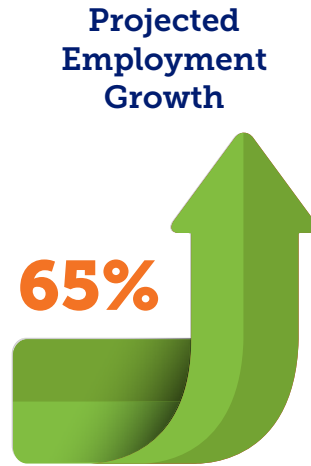## Equality vs. Equity of Colorado's Transportation Network

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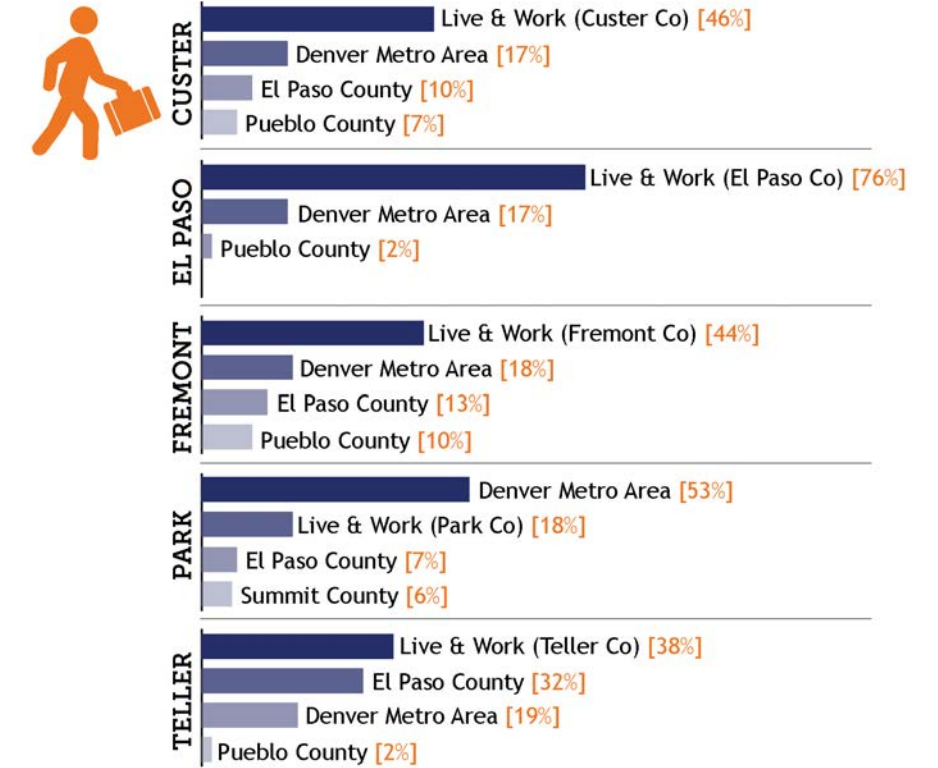
CFR Historically Underrepresented Populations

Bar chart with KEY: Statewide Percentage (dotted line). Categories: Age 65+, People with Disabilities, Minorities (Non-white and/or Hispanic), Low-Income, Limited English Proficiency, Zero Vehicle Households, Veterans.

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

Population & Employment Projections through 2045

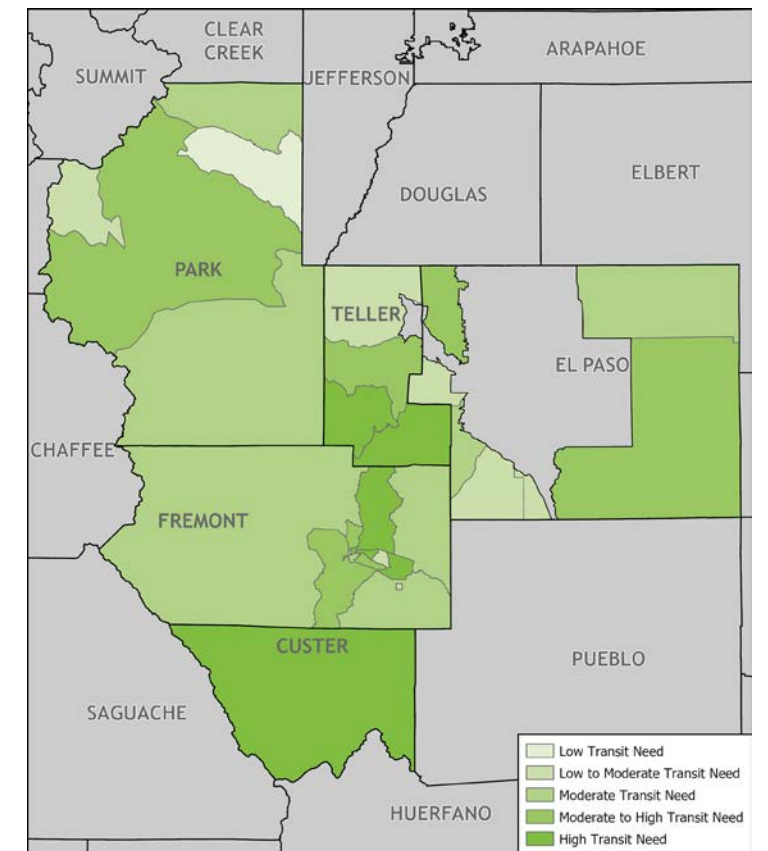**Projected Employment Growth**

65%

Projected Population Growth

28%

Projected Age 65+ Population Growth

37%

Where People Travel to Work (by County)

CUSTER
- Live & Work (Custer Co) [46%]
- Denver Metro Area [17%]
- El Paso County [10%]
- Pueblo County [7%]

EL PASO
- Live & Work (El Paso Co) [76%]
- Denver Metro Area [17%]
- Pueblo County [2%]

FREMONT
- Live & Work (Fremont Co) [44%]
- Denver Metro Area [18%]
- El Paso County [13%]
- Pueblo County [10%]

PARK
- Denver Metro Area [53%]
- Live & Work (Park Co) [18%]
- El Paso County [7%]
- Summit County [6%]

TELLER
- Live & Work (Teller Co) [38%]
- El Paso County [32%]
- Denver Metro Area [19%]
- Pueblo County [2%]

Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015; Data for El Paso and Teller includes both the rural and urbanized portions of each county
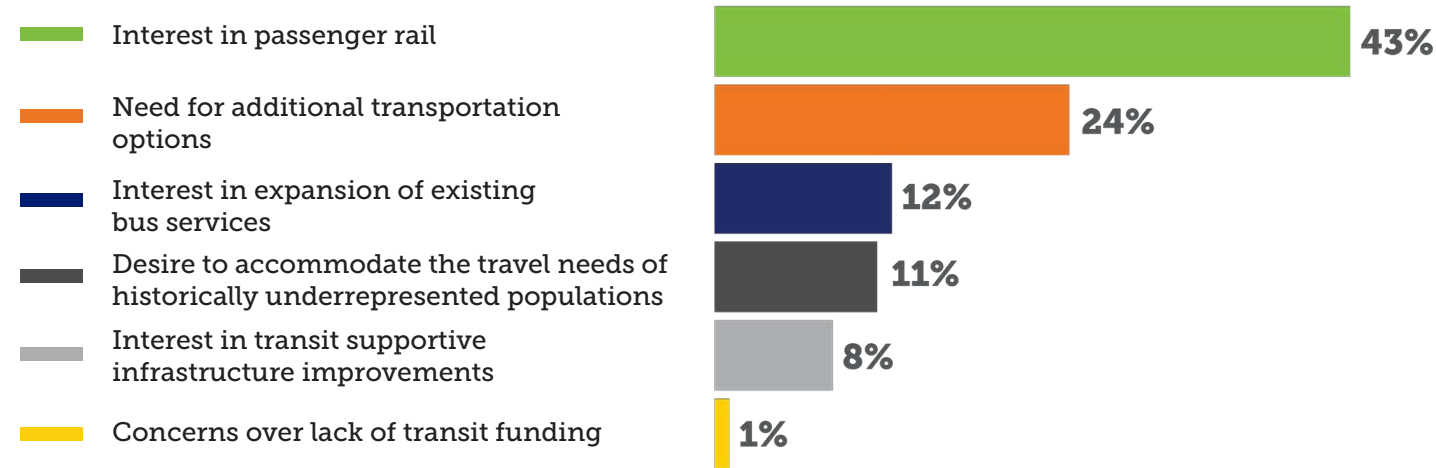
Identified Transit Needs

Map legend:
- Low Transit Need
- Low to Moderate Transit Need
- Moderate Transit Need
- Moderate to High Transit Need
- High Transit Need

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

What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs – including transit and human services transportation - in the CFR through one-on-one meetings, online surveys, participation in community events, and small group meetings. The highest priority transit trends and issues that emerged from this outreach included:

- Interest in passenger rail — **43%**
- Need for additional transportation options — **24%**
- Interest in expansion of existing bus services — **12%**
- Desire to accommodate the travel needs of historically underrepresented populations — **11%**
- Interest in transit supportive infrastructure improvements — **8%**
- Concerns over lack of transit funding — **1%**

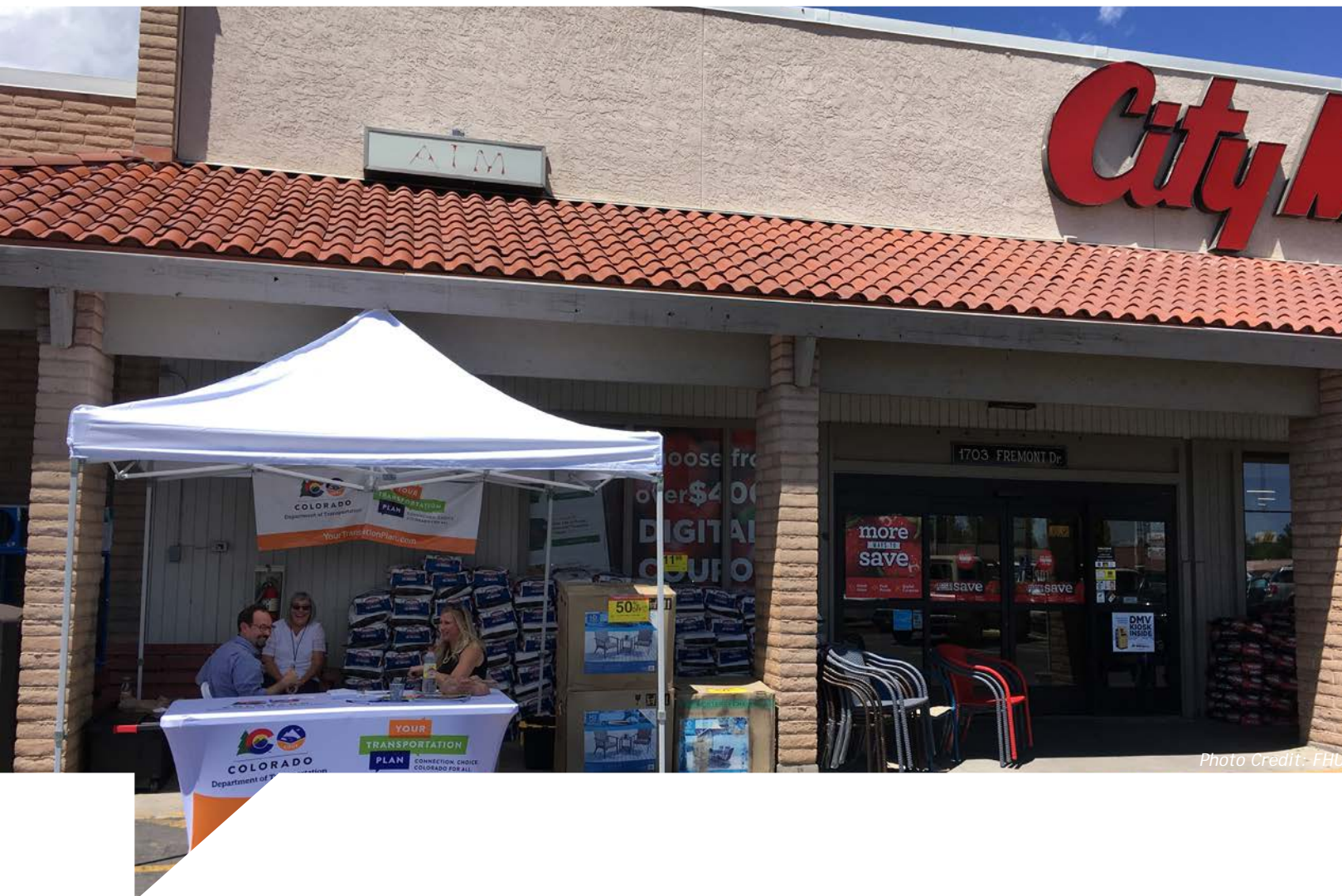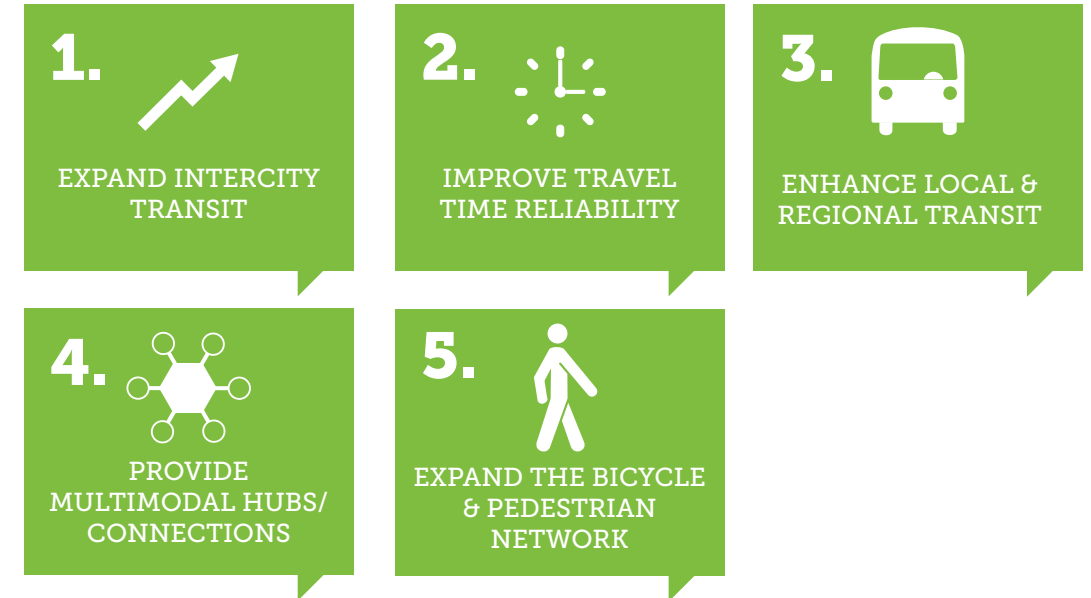Source: 2019 Your Transportation Plan Public Input

Photo Credit: FHU

Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the CFR TPR.
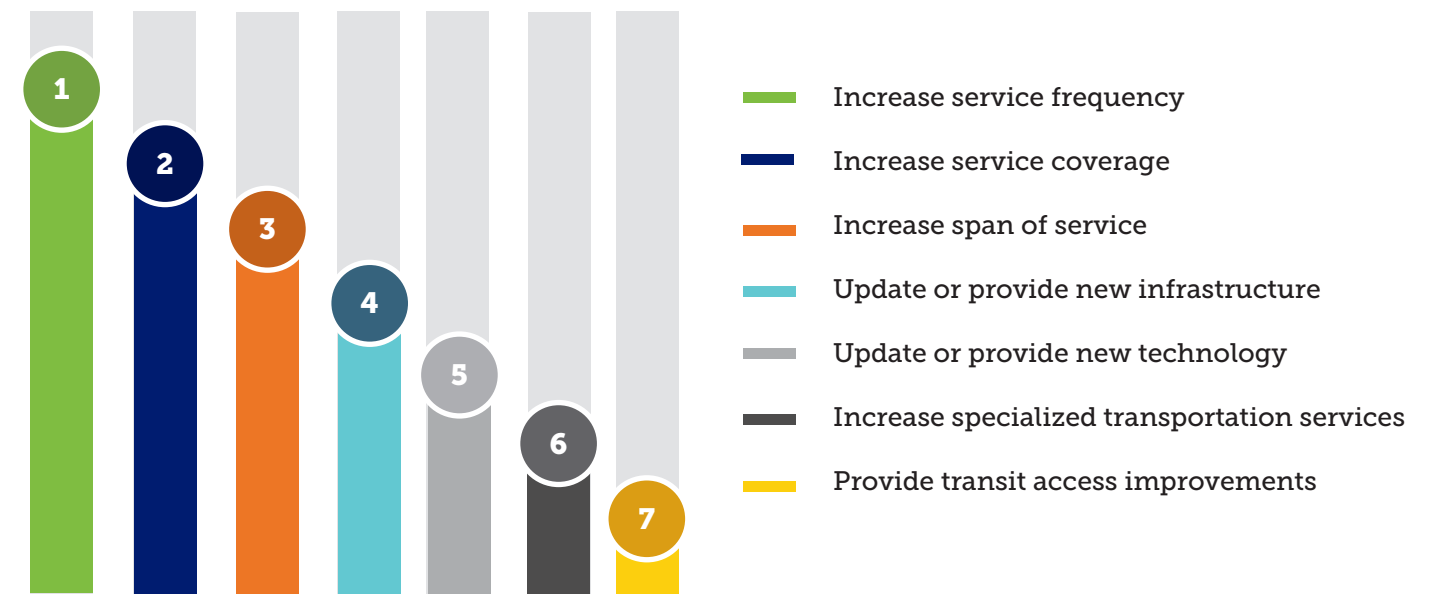
Preferred Travel Option Improvement Strategies:

1. EXPAND INTERCITY TRANSIT

2. IMPROVE TRAVEL TIME RELIABILITY

3. ENHANCE LOCAL & REGIONAL TRANSIT

4. PROVIDE MULTIMODAL HUBS/ CONNECTIONS

5. EXPAND THE BICYCLE & PEDESTRIAN NETWORK

Source: 2019 Your Transportation Plan MetroQuest Online Survey

Transit Provider Desired Transit Improvements

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

1. Increase service frequency
2. Increase service coverage
3. Increase span of service
4. Update or provide new infrastructure
5. Update or provide new technology
6. Increase specialized transportation services
7. Provide transit access improvements

Source: 2019 Statewide Transit Plan Provider Survey

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to begin to understand changes and trends of these populations over time. Since 2014, the number of people that say they "sometimes" or "a lot of times" have difficulty finding transportation for trips they need to make decreased by nine percent. Overall, the types of trips that people have trouble finding transportation for is similar to 2014 data, with the highest need being trips for medical appointments and shopping/pharmacy. The findings from the 2019 survey relevant to the CFR are found below.
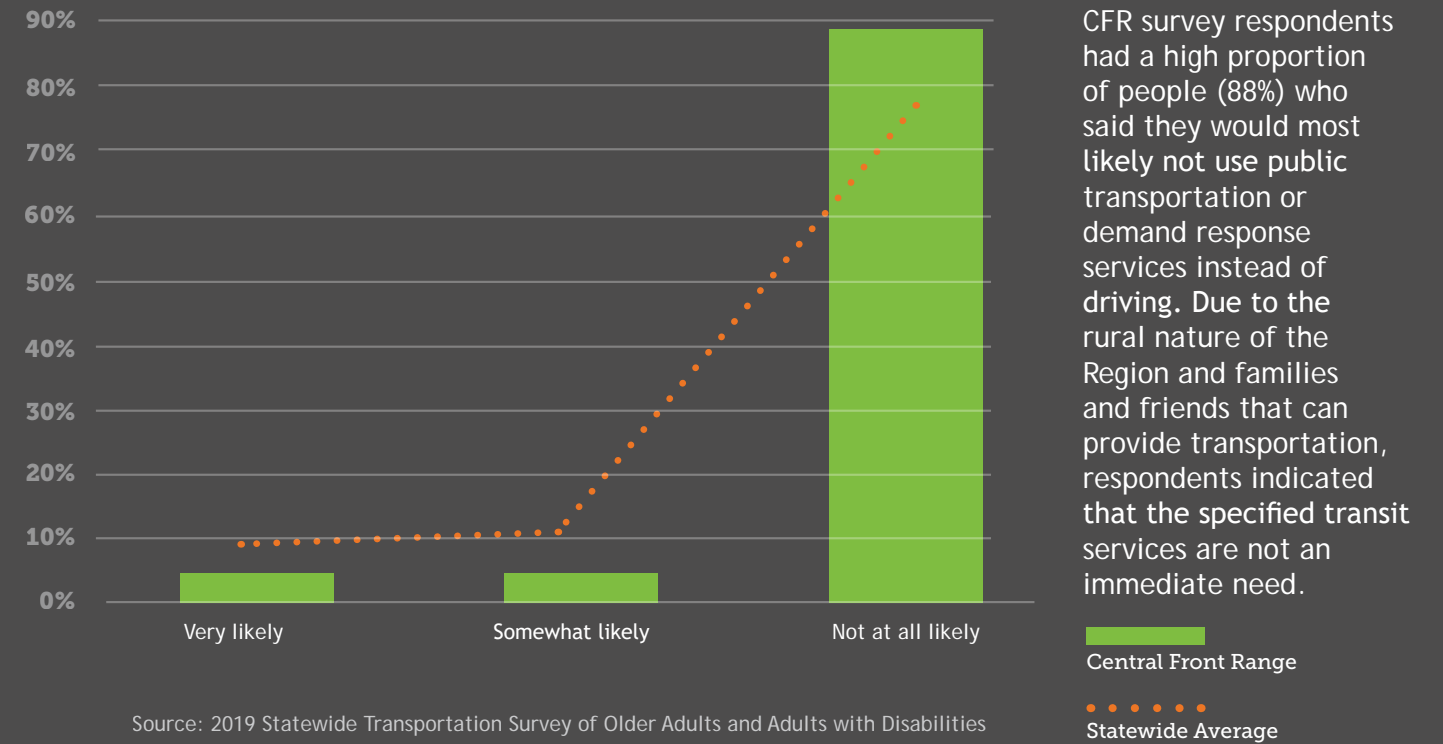
Barriers to Using Public Transportation Services
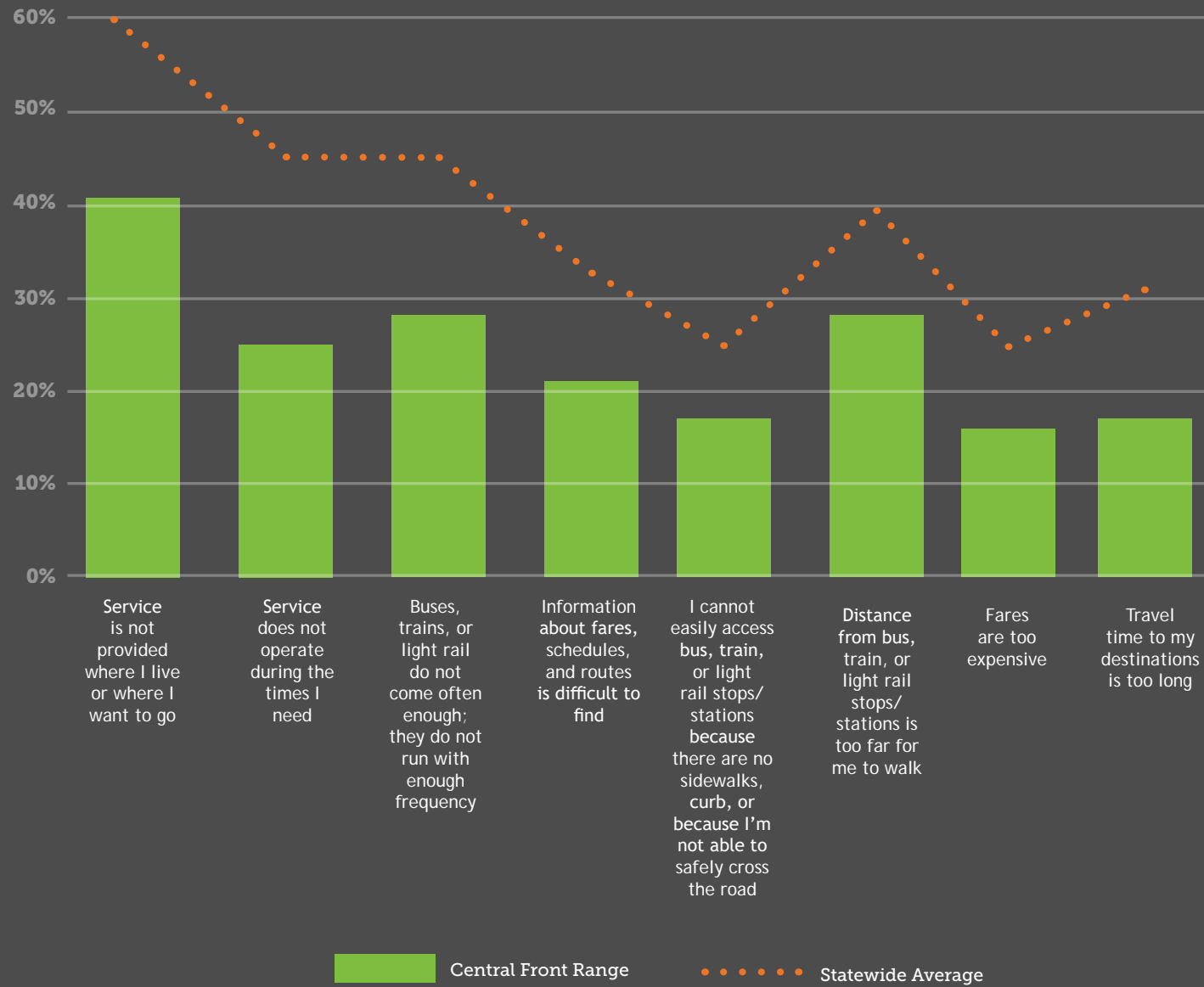
Legend: ▮ Central Front Range ⋯⋯ Statewide Average

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

The most common barrier identified in the CFR related to public transportation was coverage of existing services. Other common barriers included insufficient frequency and distance to public transportation stops.

For the times you drive yourself, how likely would you be to use fixed route public transportation or demand-response transportation services in your community instead of driving?

CFR survey respondents had a high proportion of people (88%) who said they would most likely not use public transportation or demand response services instead of driving. Due to the rural nature of the Region and families and friends that can provide transportation, respondents indicated that the specified transit services are not an immediate need.

Legend: ▮ Central Front Range ⋯⋯ Statewide Average

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

For what types of trips do you need transportation but have trouble finding transportation?
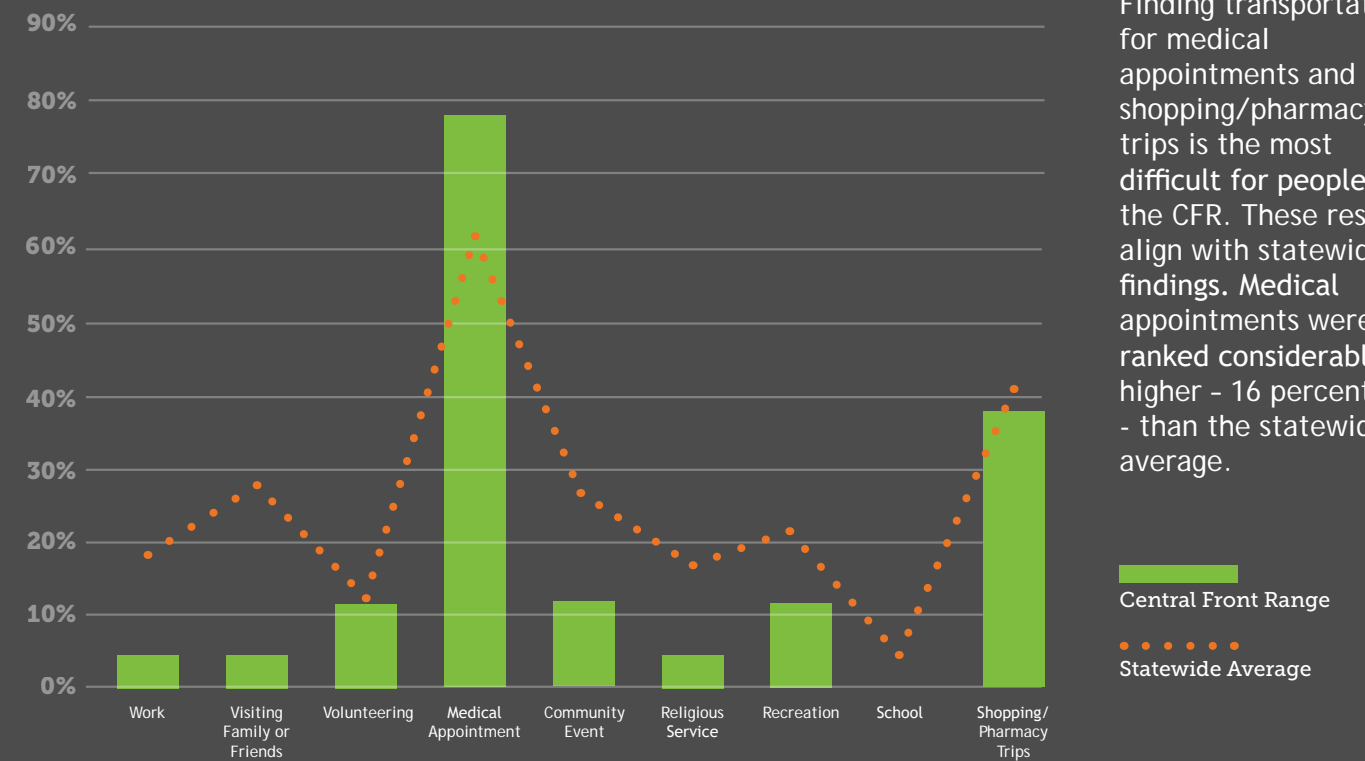
Finding transportation for medical appointments and shopping/pharmacy trips is the most difficult for people in the CFR. These results align with statewide findings. Medical appointments were ranked considerably higher – 16 percent - than the statewide average.

Legend: ▮ Central Front Range ⋯⋯ Statewide Average

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

Existing Providers & Coordination Activities

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

Bustang Outrider

Bustang, CDOT's interregional express bus service, is funded by CDOT and operated by a local provider. Two Bustang Outrider routes serve the Central Front Range.

Gunnison-Denver Outrider Route – Connects the CFR to the San Luis Valley, Gunnison Valley, and Greater Denver Area. This route, operated by Alpine Express, runs one bus daily from Gunnison to Denver in the morning and Denver back to Gunnison in the afternoon.

Central Front Range stops: Fairplay and Pine Junction

Alamosa-Pueblo Outrider Route – connects the CFR with the San Luis Valley and Pueblo Area. The route is operated by the Senior Resource Development Agency out of Pueblo, with one run in each direction daily; from Alamosa to Pueblo in the morning and Pueblo to Alamosa in the afternoon/evening.

Central Front Range stops: Cotopaxi, Cañon City, and Penrose

Transit Service Types

Fixed-route: Transit service that operates on a defined route and schedule.
Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.
Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).
Vanpools: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

Transit Service Categories

Interregional Public: Open to the general public and connects one region/TPR of the state to another region/TPR.
Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.
Local Transit: Open to the general public and operates primarily within a city, town, or community.
Human Services Transportation: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.
Private For-Profit Transportation: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

## Interregional, Regional & Local Transit Providers

The CFR TPR has a range of interregional, regional, and local public transit providers that provide fixed-route bus and on-demand services.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
City of Cripple Creek	Municipality	🚌 🚶	Daily (7:00AM – 1:00AM) Summer and Winter (7:00AM – 10:30PM)	$1.00/ride	49,974	$363,001	78,274	11,860
Cañon City Golden Age Council (Fremont County Transit)	Fremont County	🚶	M-F (7:40AM - 4:40PM)	Suggested donation	9,559	$256,333	75,335	6,320
Teller Senior Coalition	Teller County	🚌 🚶	M-F (8:00AM - 5:00PM)	$10.00 maximum fare $5.00 for local trips $1 for fixed route trip	6,590	$221,806	76,713	5,069
Wet Mountain Valley Community Service	100 miles around Westcliffe	🚶	M-F (8:00AM - 5:00PM)	Suggested donation	2,309	$81,345	50,762	2,340
Park County	Interregional (Park County Commuter w/ Summit Stage): CFR and Intermountain TPRs	🚌 ⬦	Daily (7:00AM - 6:00PM)	$2/Ride	[Included in Summit Stage data]	[Included in Summit Stage data]	[Included in Summit Stage data]	[Included in Summit Stage data]
Summit County (Summit Stage)	Interregional (Operates Park County Commuter): CFR and Intermountain TPRs	🚌	Daily (5:15AM - 1:40AM)	$2/ride	1,697,776	$10,579,762	1,670,783	84,929
Upper Arkansas Area Council of Governments	Multi-county: Custer, Fremont	🚶	M-F (7:00AM-6:00PM)	$2/ride suggested donation	Not available	Not available	Not available	Not available

Note: Ridership, budget, revenue miles, and revenue hours include all service types. In the case of Summit County, these metrics include all Summit Stage services provided outside the CFR TPR, as well as the Park County Commuter.

Source: 2018 National Transit Database, 2019 CDOT Statewide Transit Plan Provider Survey
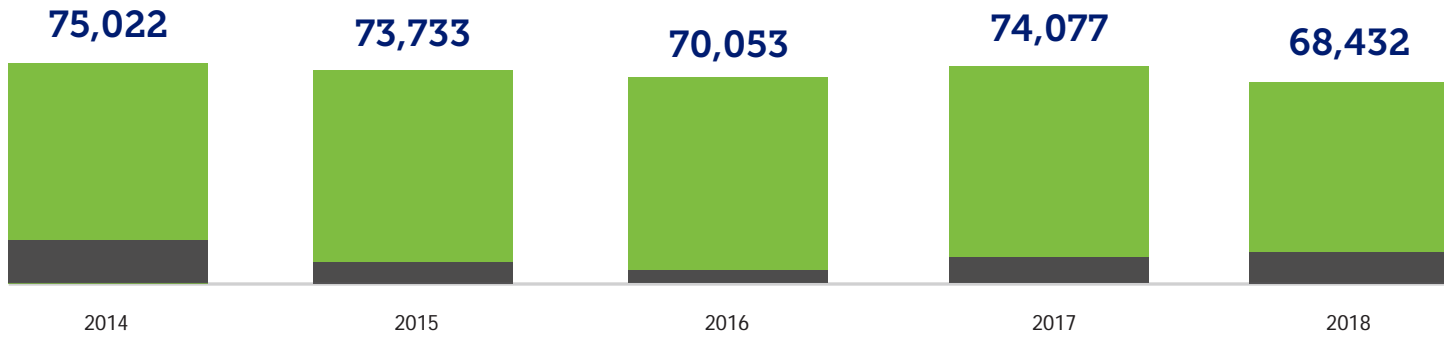
Legend

🚌 Fixed Route Bus   🚶 Demand Response   🚌 Commuter Bus   🚌 Trolley Bus   ⬦ Vouchers or Reimbursement
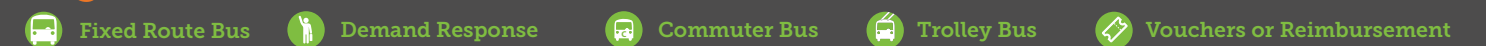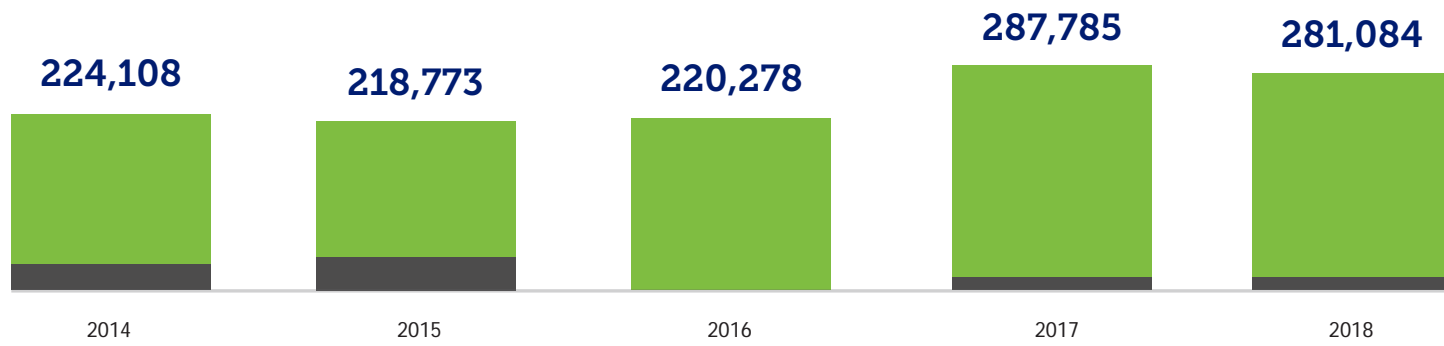
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the CFR show that ridership is down, but revenue miles and hours are generally up since 2014.
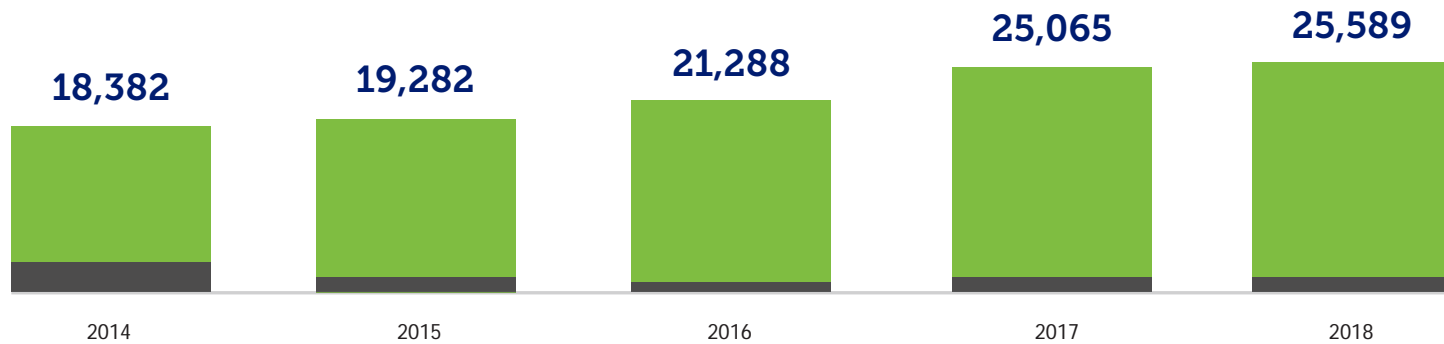
Total TPR Annual Ridership

75,022	73,733	70,053	74,077	68,432
2014	2015	2016	2017	2018

Total TPR Vehicle Revenue Miles

224,108	218,773	220,278	287,785	281,084
2014	2015	2016	2017	2018

Total TPR Vehicle Revenue Hours

18,382	19,282	21,288	25,065	25,589
2014	2015	2016	2017	2018

■ Demand Response   ■ Fixed-Route Bus

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

Photo Credit: Jeff Prillwitz
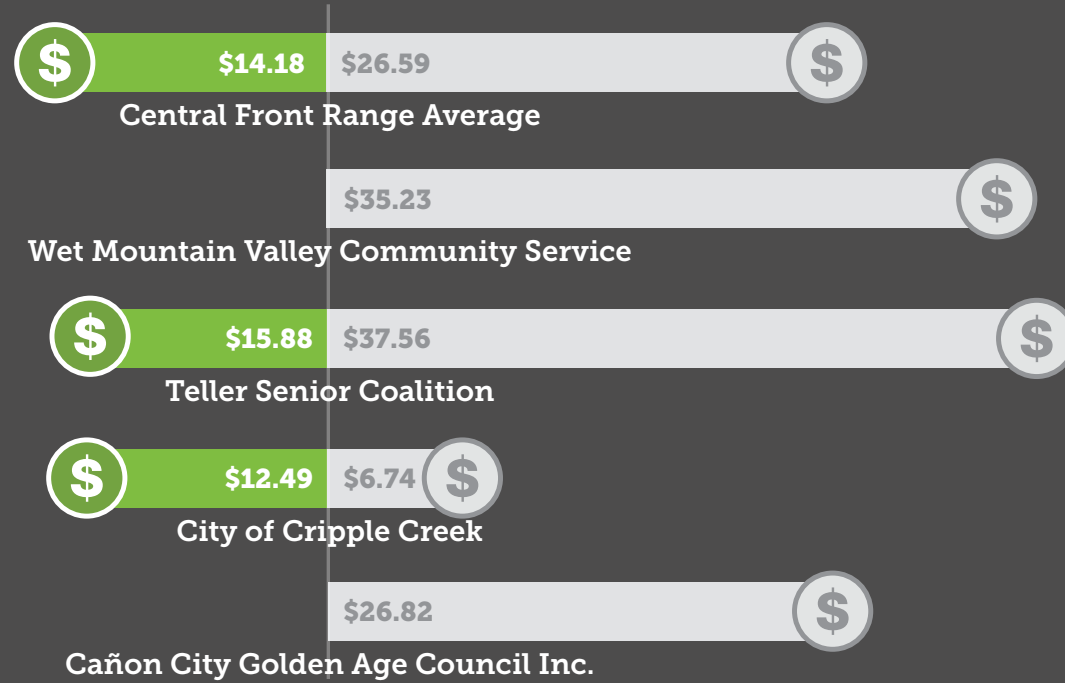

Photo Credit: Jeff Prillwitz

Transit Provider Service Performance Metrics

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

ANNUAL COST/TRIP

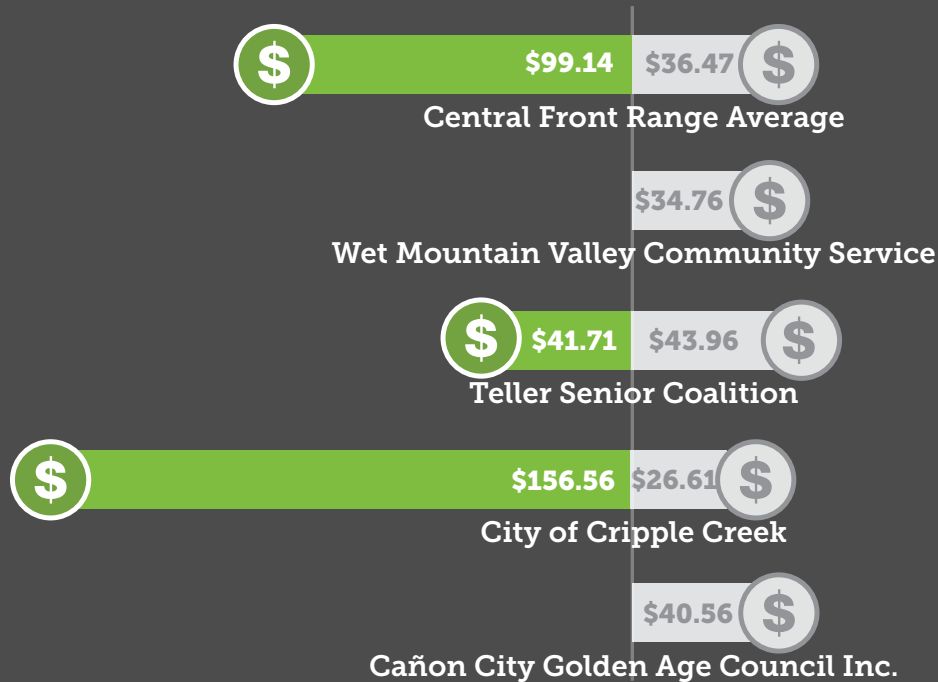*Fixed-Route and Deviated-Fixed Route Services*   *Demand Response Services*

$14.18 $26.59
Central Front Range Average

$35.23
Wet Mountain Valley Community Service

$15.88 $37.56
Teller Senior Coalition

$12.49 $6.74
City of Cripple Creek

$26.82
Cañon City Golden Age Council Inc.

ANNUAL COST/REVENUE HOUR

Fixed-Route and Deviated-Fixed Route Services   *Demand Response Services*

$99.14 $36.47
Central Front Range Average

$34.76
Wet Mountain Valley Community Service

$41.71 $43.96
Teller Senior Coalition

$156.56 $26.61
City of Cripple Creek

$40.56
Cañon City Golden Age Council Inc.

Source: 2018 National Transit Database Data and 2019 Statewide Transit Plan Provider Survey
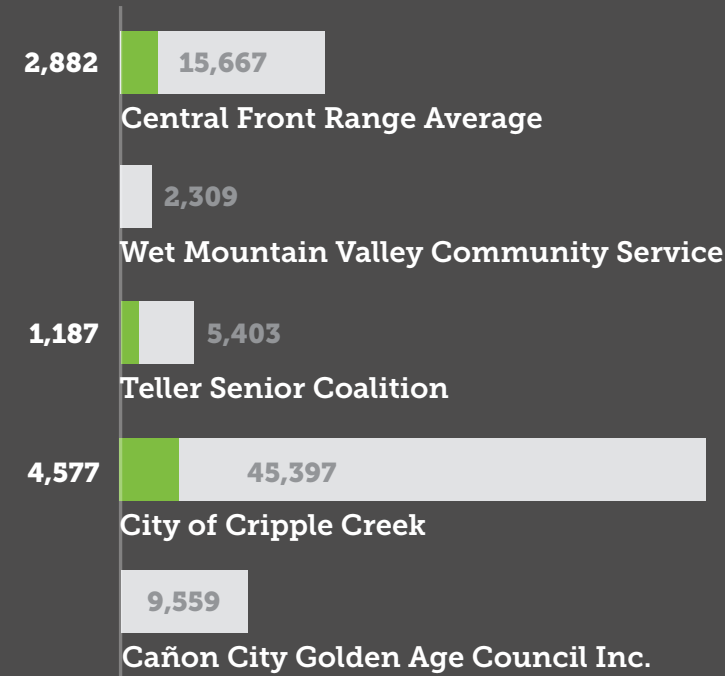
ANNUAL COST/REVENUE MILE

Fixed-Route and Deviated-Fixed Route Services   *Demand Response Services*

$35.05 $2.94
Central Front Range Average

$1.60
Wet Mountain Valley Community Service

$4.03 $2.82
Teller Senior Coalition

$66.06 $3.95
City of Cripple Creek

$3.40
Cañon City Golden Age Council Inc.

ANNUAL RIDERSHIP

2,882   15,667
Central Front Range Average

2,309
Wet Mountain Valley Community Service

1,187   5,403
Teller Senior Coalition

4,577   45,397
City of Cripple Creek

9,559
Cañon City Golden Age Council Inc.

ANNUAL OPERATING COSTS

$37,999 $211,622
Central Front Range Average

$81,345
Wet Mountain Valley Community Service

$18,853 $202,953
Teller Senior Coalition

$57,145 $305,856
City of Cripple Creek

$256,333
Cañon City Golden Age Council Inc.

Legend: Fixed-Route and Deviated-Fixed Route Services | Demand Response Services

Human Services Transportation Providers

Several human services agencies operate transportation services in the CFR TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service	Approximate Passenger Trips/Year
Fremont County Head Start	Fremont County	Fixed-route: M-Th Demand response: Tu	Low-income populations	🚌 🧍	756
Starpoint	Multi-county: Fremont, Chaffee, Custer	M-Th	People with disabilities	🚌 🧍 🎫	1,800-2,000
Park County Senior Coalition	Park County	Fixed-route: M, Tu, Th, F Demand response: daily	Older adults (60+) who have a disability, are veterans, are low income, or receive Medicaid	🧍 ✏️	Not available
Daybreak	Multi-county: El Paso, Park, Teller	Varies by day/ program schedule	Adults with disabilities in the adult day program	🧍	Not available

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Other Human Services Providers

Human services providers may not offer transportation services but may offer transportation related services, fund transportation programs, or simply coordinate with transportation providers in the Region. The list below is limited to those who responded to the 2019 Statewide Transit Plan Provider Survey.

Provider	Service Area	Client Eligibility	Types of Service
The Independence Center	Multi-county: Fremont, Teller, Park, and El Paso Counties Interregional: Central Front Range, Eastern, Greater Denver Area, Pikes Peak Area, South Central, and Pueblo Area TPRs	Adults and children with disabilities	✏️

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Legend

🚌 Fixed Route Bus   🧍 Demand Response   ✏️ Vouchers or Reimbursement   🎫 Bus Passes or Tickets

Private Transportation Providers

Two private for-profit companies in the CFR TPR provide transportation services, including Fremont County Cab and Teller Cab.

State of Good Repair

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 40 percent of CDOT tracked transit vehicles in the CFR are beyond their state of good repair.
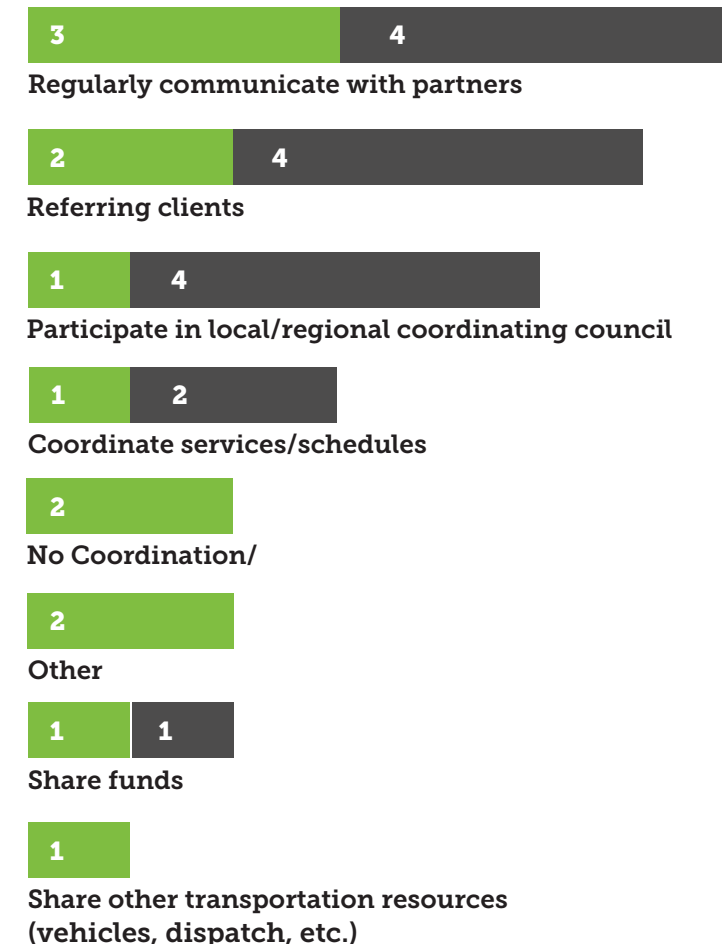
State of Good Repair Data

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
City of Cripple Creek	6	0	0%	$0.0
Teller Senior Coalition	7	3	43%	$113,400
Upper Arkansas Area Council of Governments (Includes Cañon City Golden Age Council and Wet Mountain Community Service)	13	6	46%	$332,900
Cripple Creek Care Center	3	1	33%	$77,800
Park County Senior Coalition	5	4	80%	$271,700
TOTAL - Central Front Range	34	14	40%	$795,800

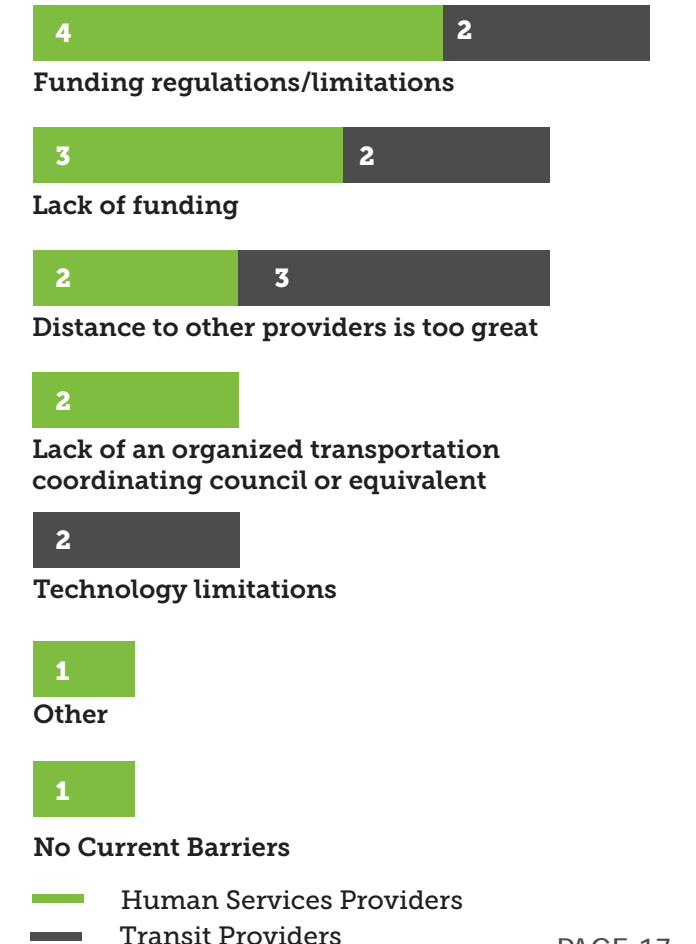Source: CDOT Statewide Transit Asset Inventory, July 2019

Regional Coordination Activities

Coordination of transportation services, funding sources, information, vehicles and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the CFR TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the CFR about coordination to better understand current activities and identify barriers.

Current Coordination Activities

Regularly communicate with partners — 3 (Human Services Providers), 4 (Transit Providers)

Referring clients — 2 (Human Services Providers), 4 (Transit Providers)

Participate in local/regional coordinating council — 1 (Human Services Providers), 4 (Transit Providers)

Coordinate services/schedules — 1 (Human Services Providers), 2 (Transit Providers)

No Coordination/ — 2 (Human Services Providers)

Other — 2 (Human Services Providers)

Share funds — 1 (Human Services Providers), 1 (Transit Providers)

Share other transportation resources (vehicles, dispatch, etc.) — 1 (Human Services Providers)

Barriers to Coordination Activities

Funding regulations/limitations — 4 (Human Services Providers), 2 (Transit Providers)

Lack of funding — 3 (Human Services Providers), 2 (Transit Providers)

Distance to other providers is too great — 2 (Human Services Providers), 3 (Transit Providers)

Lack of an organized transportation coordinating council or equivalent — 2 (Human Services Providers)

Technology limitations — 2 (Transit Providers)

Other — 1 (Human Services Providers)

No Current Barriers — 1 (Human Services Providers)

■ Human Services Providers
■ Transit Providers

Source: 2019 Statewide Transit Plan Provider Survey

Local/Regional Coordinating Council

The Upper Arkansas Area Council of Governments (UAACOG) was designated as the regional coordinating council (RCC) in 2010 for Lake, Custer, Chaffee, and Fremont Counties. Adjacent counties, outside the UAACOG area, are also invited to participate. The UAACOG acts as the grants administrator for state and federal funds for Golden Shuttle in Cañon City and Wet Mountain Valley Community Services in Westcliffe. While lack of funding and resources has limited the activities of the RCC, the group continues to meet quarterly to discuss strategies to improve regional coordination and reduce transportation service gaps. There has been some success in gaining membership and joint grant applications.

The Community of Caring/Aspen Mine Center in Cripple Creek provides human services programs and functions as the local coordinating council (LCC) for Teller County, including the communities of Woodland Park, Divide, Cripple Creek, and Victor. In 2009, Teller County created a Community Resource Directory with information about services available to residents, including human services transportation. In the near term, the agency plans to update the directory and include more detailed information on transit services available in the County and the Region. The LCC is undertaking a study to assess county wide transit needs in Teller County.

Mobility Management

Currently, there is no official mobility manager for the Region; rather the Transportation Coordinator for the UAACOG performs some of the mobility manager duties for the Region.

Coordinating Services/ Schedules

Fremont County Transit works with Wet Mountain Community Services to service residents at the county line of Custer and Fremont Counties. Fremont County Transit also transports passengers to Bustang Outrider stops.

Other Partnerships

The City of Cripple Creek coordinates with the City of Victor, local casinos, and the Cripple Creek and Victor Mining Company to fund various transit services.

Financial Snapshot

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

Capital Revenue Sources
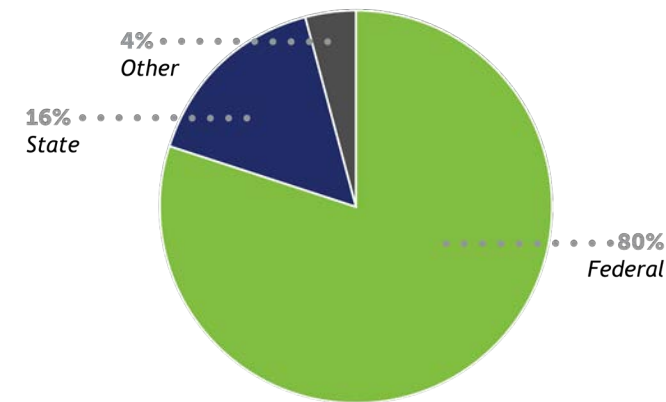
4%
Other

16%
State

80%
Federal

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

Operating Revenue Sources
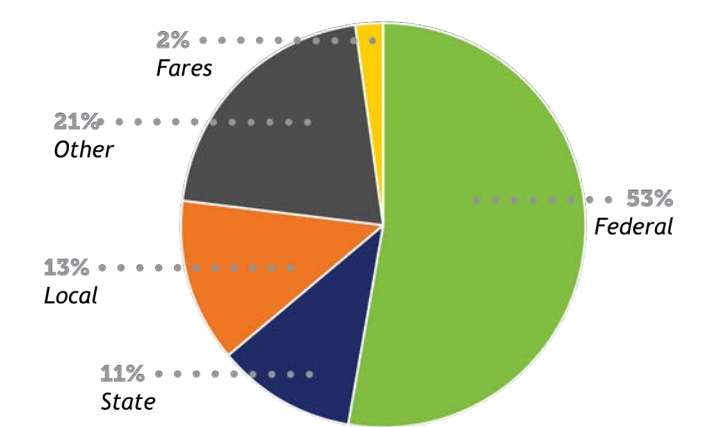
2%
Fares

21%
Other

13%
Local

11%
State

53%
Federal
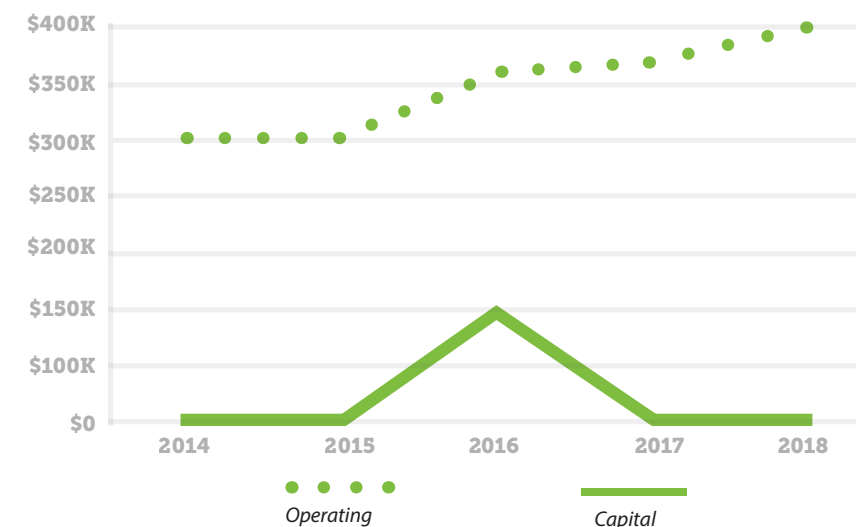
Source: National Transit Database 2014-2018
5-Year Averages and 2019 Statewide Transit Plan
Provider Survey

Historic Revenue Data

The chart below shows five-year CFR operating and capital funding trends. Operating funds increased by just over 30 percent over the five-year period with capital funding flat except for in 2016.

$400K
$350K
$300K
$250K
$200K
$150K
$100K
$50K
$0

2014   2015   2016   2017   2018

•••• Operating   —— Capital

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

Additional 10-Year Capital & Operating Needs

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

Capital Project Needs: $22.5M
Operational Project Needs: $20.8M
**Total Identified Need: $43.2M**

Regional Transit Revenue Trends

Annual Operating/Capital Projections

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

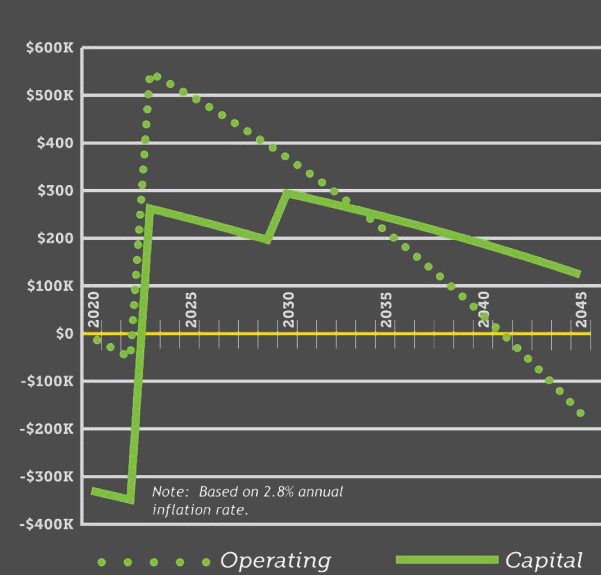### Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045

Note: Based on 2.8% annual inflation rate.
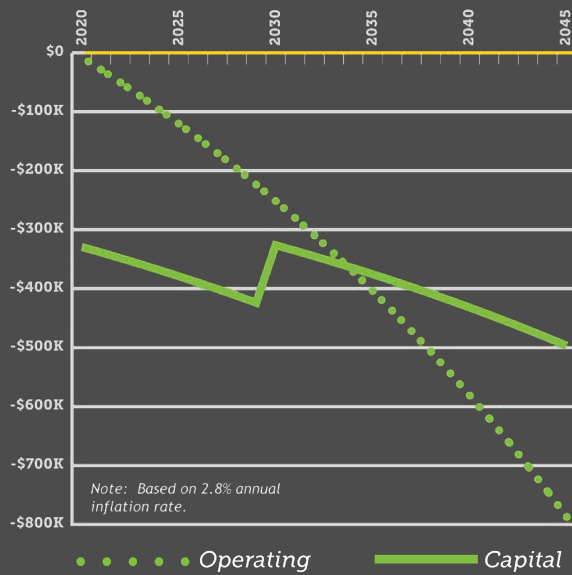
· · · · · Operating   —— Capital

Source: CDOT

Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045

Note: Based on 2.8% annual inflation rate.

· · · · · Operating   —— Capital

Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is less severe after 2030.

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

Funding Programs & Opportunities

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

CENTRAL FRONT RANGE TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with $5.30 million allocated to the CFR TPR over four years. Projects include:

- Design of Cripple Creek admin/operations facility
- Design and construction of a new Fairplay mobility hub
- Outrider stop and shelter improvements in Cañon City and Cotopaxi
- Partner/capital call for projects (TBD)

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates $500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or $50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes/fees
- Vehicle fees

Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program -5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities – 5339(a)
- Grants for Rural Areas – 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program – 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program – 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)

Implementation Strategies

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

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit capital, operating, and planning projects (see project list on page 23)
- Maintain all assets in a state of good repair
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Maintain and improve roadways critical in supporting the needs of military installations in the Region
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Implement mobility hubs to provide accessible, multimodal transportation connectivity
- Expand interregional transit service to provide access to goods and services in major activity centers while enhancing quality of life for historically underrepresented populations
- Improve transit amenities in the Region, through increased signage and shelters, and more inclusive street design
- Partner and collaborate with CDOT and local agencies to increase coordinating council participation and expand coordination, marketing, and outreach between transit providers and human services agencies
- Ensure the coordinating council has adequate resources and funding needed to hire a permanent mobility manager, explore joint strategies, and maximize partnership opportunities

Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, CFR TPR members prioritized their operating and capital projects for the Region. If projects were added after the TPR prioritization process, those projects are identified as "unranked." It is important to note that while projects are ranked, priorities may change based on available funding, grant opportunities, agency needs, etc.

Photo Credit: Jeff Prillwitz

Legend

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

Rank	Planning Project ID	Project Name	Project Description	Capital Cost ($M)	10-Year Operating Cost ($M)	Project Benefits
1	1004	Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)	Provide Transfer Facilities For Regional Services in Cripple Creek, Cañon City, and Woodland Park	$0.09	$0.30	
2	1635	Mobility Management and Expansion of UAACOG	Expand marketing, outreach, and coordination of UAACOG	---	$0.10	
3	1076	Cripple Creek Historic Trolley Restoration	Restore two historic trolleys and approximately 3 miles of historic inter-urban electric trolley railway through the City of Cripple Creek	$11.2	$1.50	
4	1067	New Inter-regional Service between Cripple Creek-Woodland Park-Colorado Springs	Connecting Cripple Creek with Woodland Park and then Colorado Springs (via US 24). 5-7 days per week, 9 hours per day, estimated 2,300-3,230 hours per year	$0.45	$1.33	
5	1070	New Golden Shuttle Fixed-Route Service in Fremont County (Cotopaxi and outlying areas)	Expand service to include weekend and evening service. Estimated 4,400 hrs./yr. Annual depreciated cost of one-half time body-on-chassis bus	$0.45	$0.88	
6	1081	New Inter-regional Transit Service between Cañon City-Florence-Colorado Springs	Connecting Cañon City and Florence with Colorado Springs. 5-7 days per week, 8 hours per day, estimated 2,080-2,912 annual hours; one van	$0.24	$0.60	
7	1068	New Regional Fixed-Route Transit Service in Teller County (Lake George, Florissant, Evergreen Station, and others)	Establish twice daily fixed services through Teller County serving Lake George, Florissant, Evergreen Station, others; requires one cutaway vehicle; 3 days/week; twice daily	$0.075	$0.52	
8	1075	Cripple Creek Administration & Operations Facility	Design of a new administrative/operations facility to provide vehicle storage space, office, and training space for the City's transit division. This would enable the City to protect their vehicles thereby reducing capital maintenance costs, and provide an appropriate facility to conduct business, train staff, and perform vehicle inspections	$1.90	$0.15	
9	1079	Westcliffe Vehicle Housing	Metal building to house vehicles	$0.40	$0.06	
10	1071	Expanded Local Fixed-Route Service between Florence-Penrose- Cañon City	Expand Fixed Services in Fremont County serving Florence, Penrose, and towns west along US 50. Requires one cutaway vehicle	$0.06	$0.70	
11	1078	Cripple Creek Bus Operations and Storage Facility (Phase 1)	New, Phase I engineering and design for bus operations and storage facility	$0.12	---	
12	1084	Fairplay Mobility Hub	Design and construction of new mobility hub and parking facility to support Outrider routes along US-285. The mobility hub will serve Summit Stage in the future	$4.00	---	
Unranked	1001	New Inter-regional Transit Service between Summit County and Colorado Springs	Inter-regional Transit Service From Summit County to Fairplay to Hartsel to Colorado Springs, 5 days per week, 4 trips per day	$0.40	$0.30	
Unranked	1006	Essential Bus Service between Limon to Colorado Springs (Proposed Outrider Service)	Outrider bus service between Limon and Colorado Springs; one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on $4.20 per mile	$0.85	$1.12	
Unranked	1008	Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)	Outrider bus service between Salida and Pueblo.; one roundtrip per day 365 days/year, purchase of 2 vehicles; cost based on $4.20 per mile	$0.85	$1.49	
Unranked	1072	Expanded Starpoint Demand Response Transit Service	Expand Starpoint client-based service to include weekend and early morning service. Estimated 1,000 hrs./yr. Annual depreciated cost of one-half time body-on-chassis bus	$0.09	$0.20	
Unranked	1074	Carpool or Vanpool Service Connecting Cripple Creek to Pueblo	New carpool/vanpool service connecting Cripple Creek, Woodland Park, Colorado Springs, Cañon City, and Pueblo. 5 days per week, 2 vans	$0.05	$0.05	
Unranked	1077	Feasibility Study: Cripple Creek Trolley	Conduct planning and feasibility study for the Cripple Creek Trolley system	$0.10	---	
Unranked	2487	Teller Senior Coalition Transit Stops, Facilities, and Wayfinding	Shelters, benches, signage for bus stops in Woodland Park	$0.025	---	
Unranked	2489	Expansion of Transit Services to Cotopaxi and Surrounding Areas	Expansion of transit services to Cotopaxi, Howard, and surrounding areas. Add a fixed route service to Cañon City (will also retain Demand Services)	$0.21	$0.65	
Unranked	2496	Outrider Improvements at Cañon City and Cotopaxi	Stop and shelter improvements in Cañon City and Cotopaxi along existing Outrider route between Alamosa and Pueblo	$0.16	---	
Unranked	2535	New Essential Bus Service from Four Corners to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on $4.20/mile (700 miles per roundtrip)	$0.85	$10.7	

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