



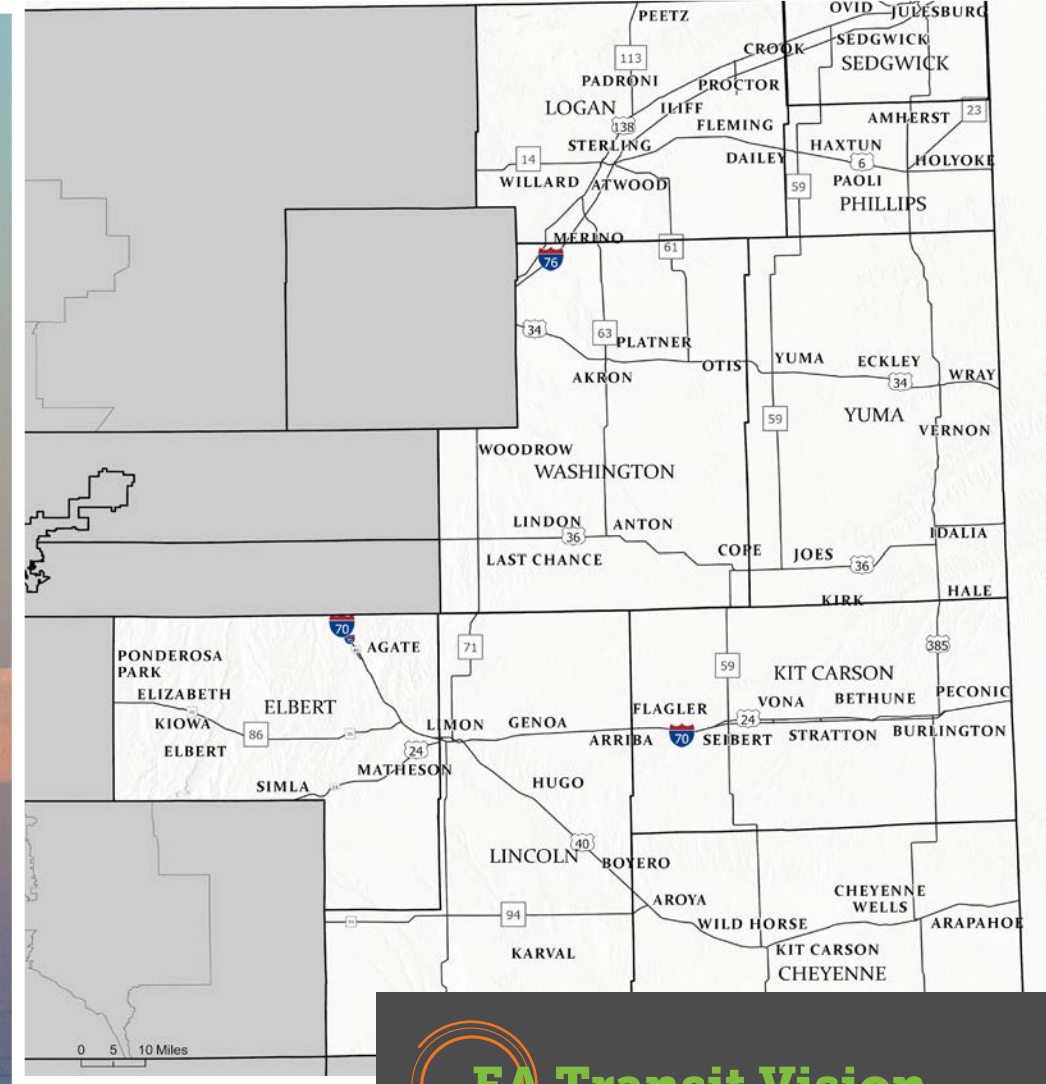
# EASTERN Coordinated Public Transit & Human Services Transportation Plan

**Adopted September 2020**





City of Sterling  
Photo Credit: Josh Hardin, Logan County



## Eastern TPR Coordinated Public Transit & Human Services Transportation Plan

The Eastern (EA) Transportation Planning Region (TPR) includes Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington and Yuma Counties. The largest incorporated municipalities in the Region are Sterling, Burlington, Yuma, Wray, Holyoke, Limon, Akron, Elizabeth, and Julesburg. Public transit and human services transportation play an integral role in the Region’s multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the EA 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 EA 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.

### EA Transit Vision

In the Eastern TPR, the transit vision is to provide an efficient, safe, and accessible transit network that serves the needs of individual communities while making future investment decisions to enhance the quality of life of Eastern Colorado residents.

### EA Transit Goals

1. Increase the awareness of mobility services among elected officials, agencies, clients, and the public to encourage greater utilization of existing transit services.
2. Increase access to medical services within the Region and to larger service areas.
3. Expand transit services to meet identified needs.
4. Provide transit service for the transit-dependent populations within the Region.
5. Maximize (maintain) existing transit services to meet current and future transit needs.



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

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

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

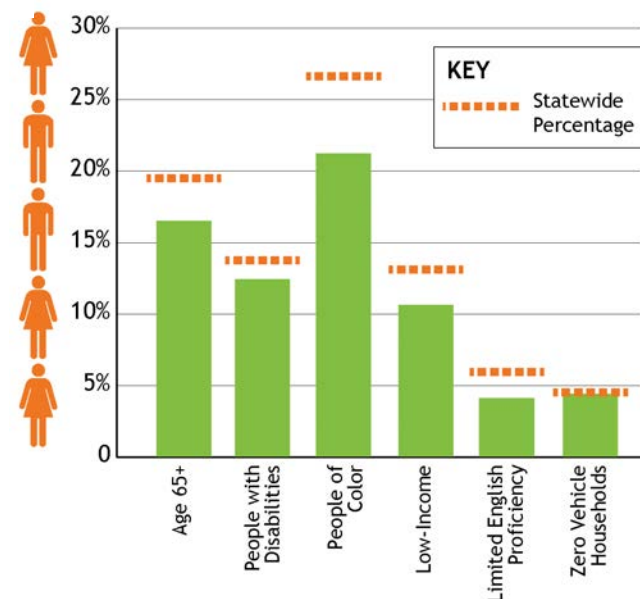
Colorado's statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational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



**EQUALITY**  
When everyone is treated the same

**EQUITY**  
When everyone is given what they need to be successful

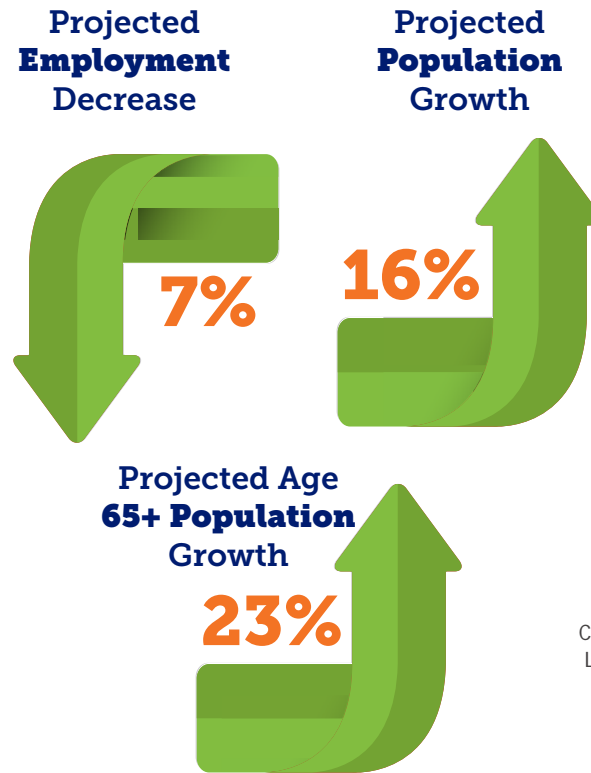
## EA TPR Historically Underrepresented Populations



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

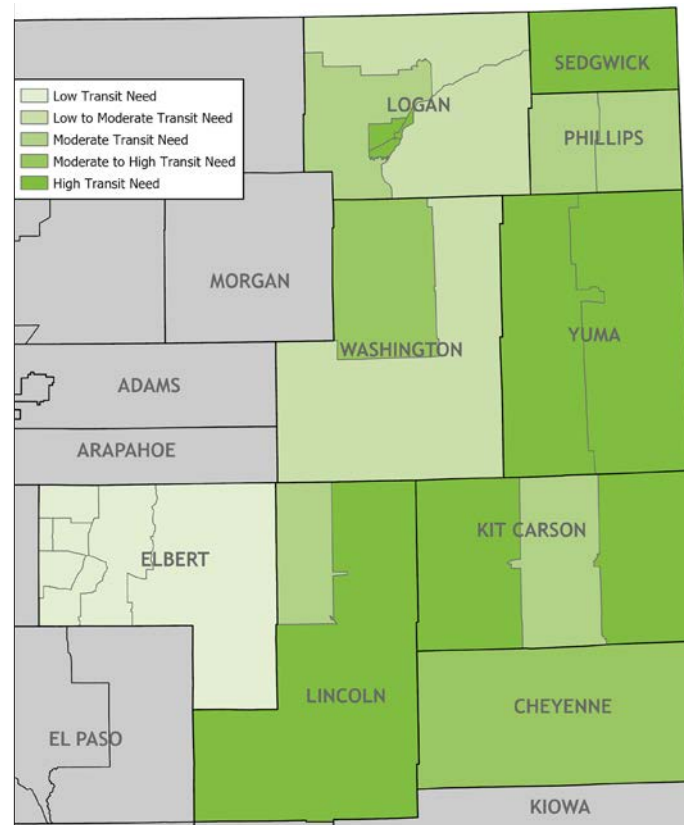
## Population & Employment Projections through 2045

Projections show a decrease in employment, whereas overall population and older adults will see growth through 2045. The decrease in employment may be due to the increase in older adults leaving the job sector in the Region.

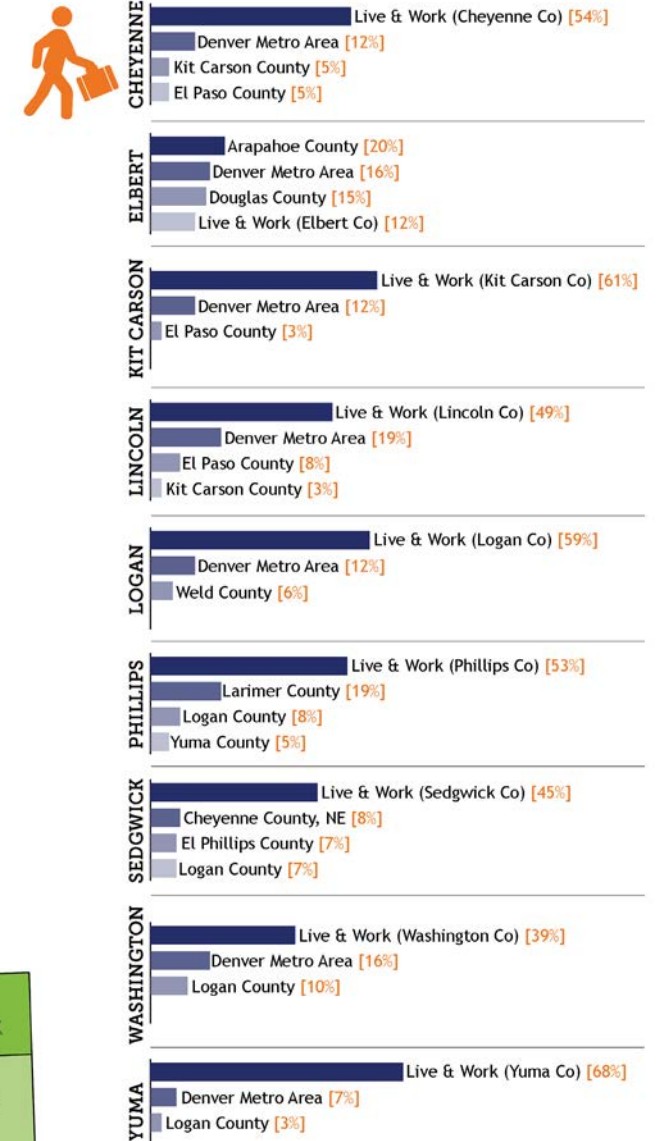


Source: US Census Bureau Longitudinal-Employer Household Dynamics

## Identified Transit Needs



## Where People Travel to Work (by County)

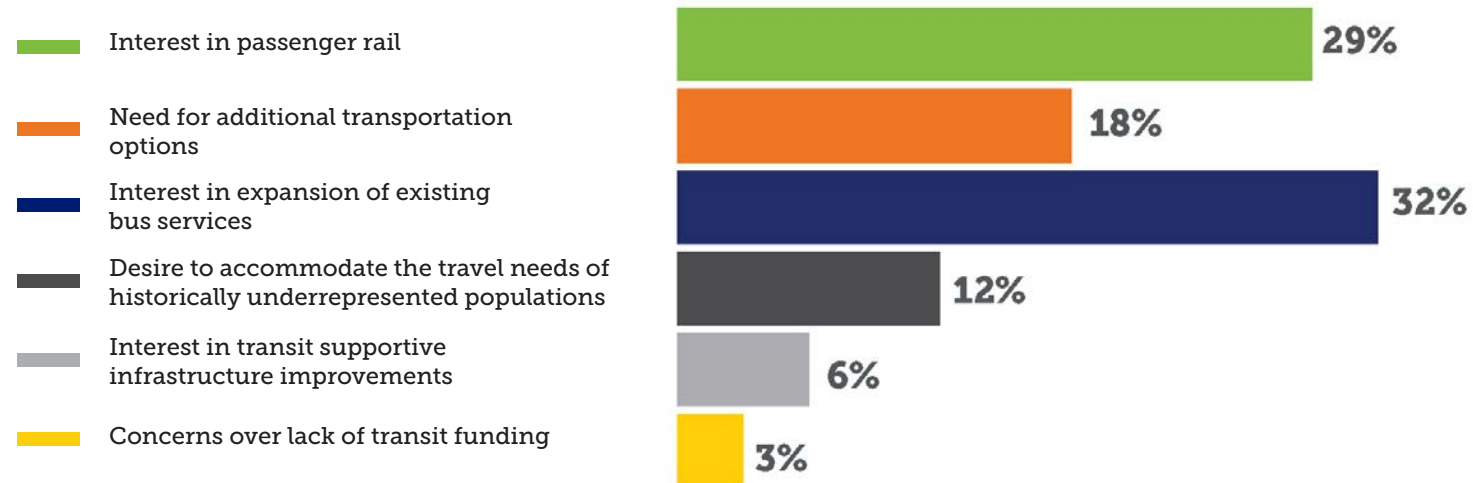


Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015

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 EA TPR through one-on-one meetings, online surveys, participation in community events, and small group meetings. In total, 34 comments were received from the EA TPR. The highest priority transit trends and issues that emerged from this outreach included:



Source: 2019 Your Transportation Plan Public Input



Eastern TPR Pop-up  
Photo Credit: CDOT

# Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the EA TPR.

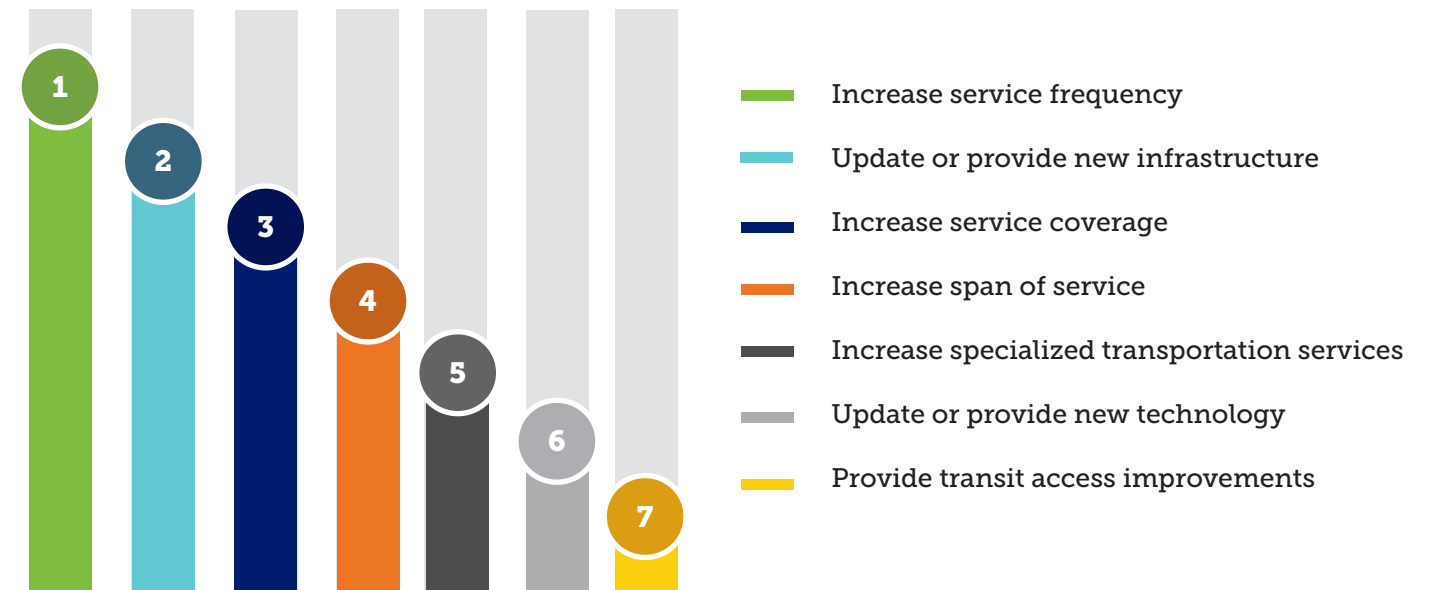
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

# Transit Provider Desired Transit Improvements

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



Source: 2019 Statewide Transit Plan Provider Survey



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

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. The number of people that need transportation for medical appointments has increased substantially since 2014, however finding transportation for all other trip types has either decreased or remained stable.

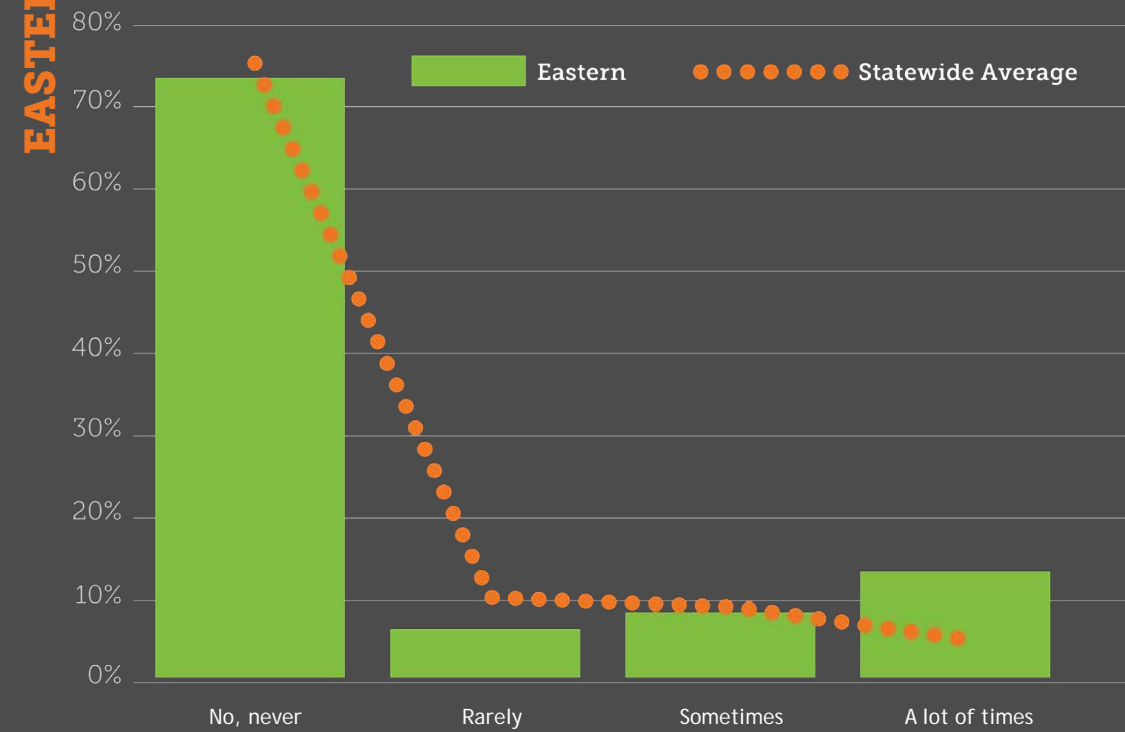
### Barriers to Using Public Transportation Services



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

The most common barrier identified in the EA TPR related to public transportation was coverage of existing services. Other common barriers included insufficient frequency of service and span of service. The survey results from people in the EA TPR are consistent with most of the statewide averages.

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



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

Compared to the statewide average, the EA TPR survey respondents had a higher proportion of people who said they have trouble finding transportation for a lot of trips. All other category results are consistent with the statewide averages.

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



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

The EA TPR survey respondents said they have trouble finding transportation for medical appointments more than any other trip type. EA TPR survey respondents ranked this category 31 percent higher than the statewide average.

# Existing Providers & Coordination Activities

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

## Bustang Outrider

**Bustang Outrider**- Bustang Outrider is an interregional bus service funded by CDOT. CDOT is planning to add a Bustang Outrider line in 2021 between Sterling and Greeley, operating five days a week. In Greeley, Bustang Outrider will connect with Greeley Evans Transit's (GET) new Poudre Express providing access to Windsor, Fort Collins, and the North Bustang line connecting to Denver. The service will most likely be operated by a local provider.



Photo Credit: Jeff Prillwitz

## Intercity Transit

**Amtrak**  
Amtrak operates the daily California Zephyr between Chicago, Illinois and San Francisco, California. The train serves six stops in Colorado.

Eastern TPR stop: Fort Morgan

### Arrow Stage Lines

Arrow Stage Lines — a nationwide charter service — operates the Express Arrow. Express Arrow serves the EA TPR on the Omaha-Denver line. Roundtrip service from Denver to Omaha, Nebraska is available once per day.

Eastern TPR stop: Sterling

### Burlington Trailways

Burlington Trailways is a privately owned and operated motor coach company that provides transportation services within and between Colorado, Illinois, Indiana, Iowa, Missouri, and Nebraska. Burlington Trailways operates one bus per day in each direction between Denver and Des Moines, Iowa.

Eastern TPR stop: Sterling

### Transit Service Types

**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).

**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.

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

**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

**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.

**Intercity Transit:** Open to the general public and connects to the national transit network.

**Interregional Public:** Open to the general public and connects one region/TPR of the state to another region/TPR.

**Local Transit:** Open to the general public and operates primarily within a city, town, or community.

**Private For-Profit Transportation:** Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

**Regional Transit Service:** Open to the general public and connects communities and counties within a region/TPR.

# Interregional, Regional, & Local Transit Providers

The EA TPR has a range of interregional, regional, and local public transit providers that operate fixed-route bus, deviated fixed-route bus, on-demand transit, and some specialized services.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
Northeastern Colorado Association of Local Governments (County Express & Prairie Express)	Regional: Logan, Phillips, Sedgwick, Washington, and Yuma Counties  Interregional: Eastern TPR, Greater Denver Area, Upper Front Range TPR, and North Front Range	  	M-F (7:00AM -6:00PM) Saturday (7:00AM -5:00PM)	\$1-\$3+ per ride	133,324	\$1,683,932	745,722	48,066
East Central Council of Governments (Outback Express)	Local and Regional: Cheyenne, Elbert, Kit Carson and Lincoln Counties  Interregional: Eastern TPR, Pikes Peak Area, Greater Denver Area, and Southeast TPR		M-F (service times vary)	\$1-\$20 per one-way trip; up to \$40 per one-way inter-regional trip	45,312	\$225,249	77,248	5,351
Town of Limon (ECCOG)	Municipality		Tu & Th (11:00AM -3:00PM) Friday (10:00AM -3:00PM)	\$2 per one-way trip	[included in ECCOG]	[included in ECCOG]	[included in ECCOG]	[included in ECCOG]
City of Burlington (ECCOG)	Municipality		M-F (8:00AM -5:00PM)	\$0.25 per one-way trip	[included in ECCOG]	[included in ECCOG]	[included in ECCOG]	[included in ECCOG]

Note: Ridership, budget, mileage, and revenue hours are 2018 numbers from the National Transit Database and include all service types.

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

## Legend

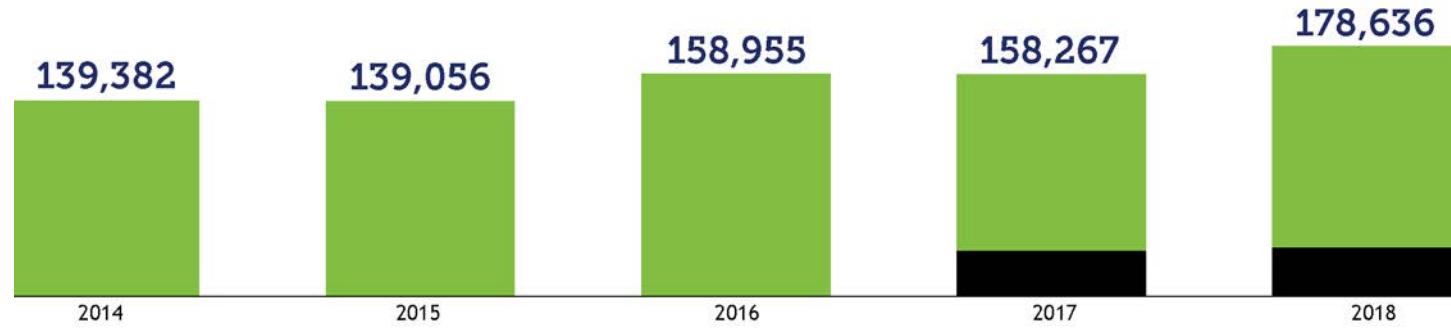
- Fixed Route Bus
- Specialized Services
- Deviated Fixed-Route Bus
- Demand Response



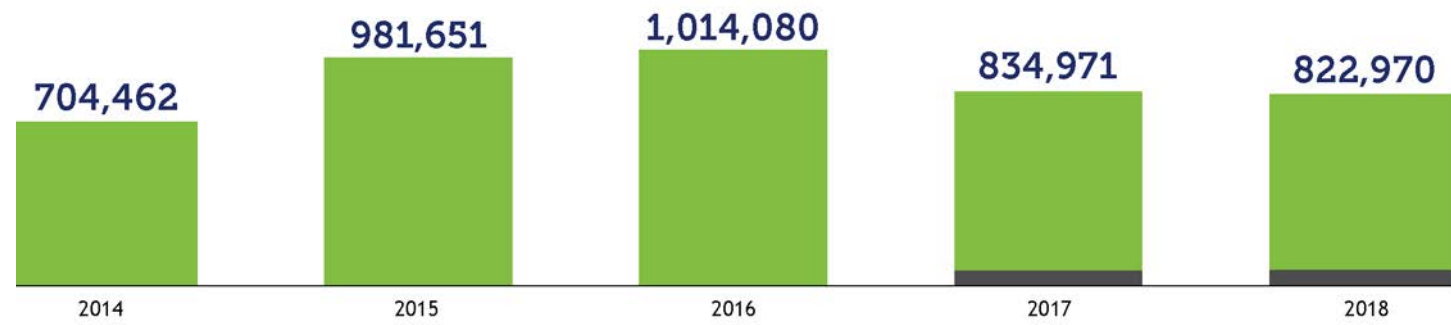
### 5-Year Historic Operating Data

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 EA TPR show that ridership is down, but revenue miles and hours are generally up since 2014.

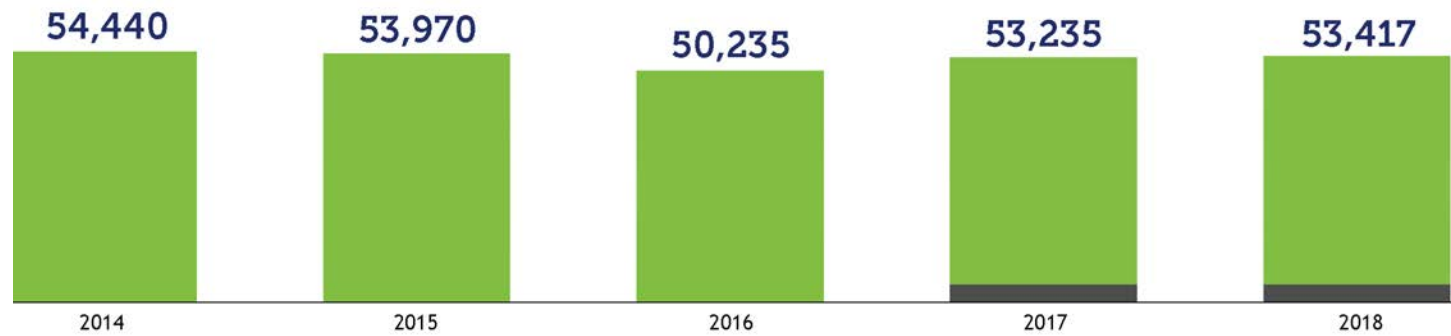
#### Total TPR Annual Ridership



#### Total TPR Vehicle Revenue Miles



#### Total TPR Vehicle Revenue Hours



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

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

Photo Credit: Burlington Visitors Guide

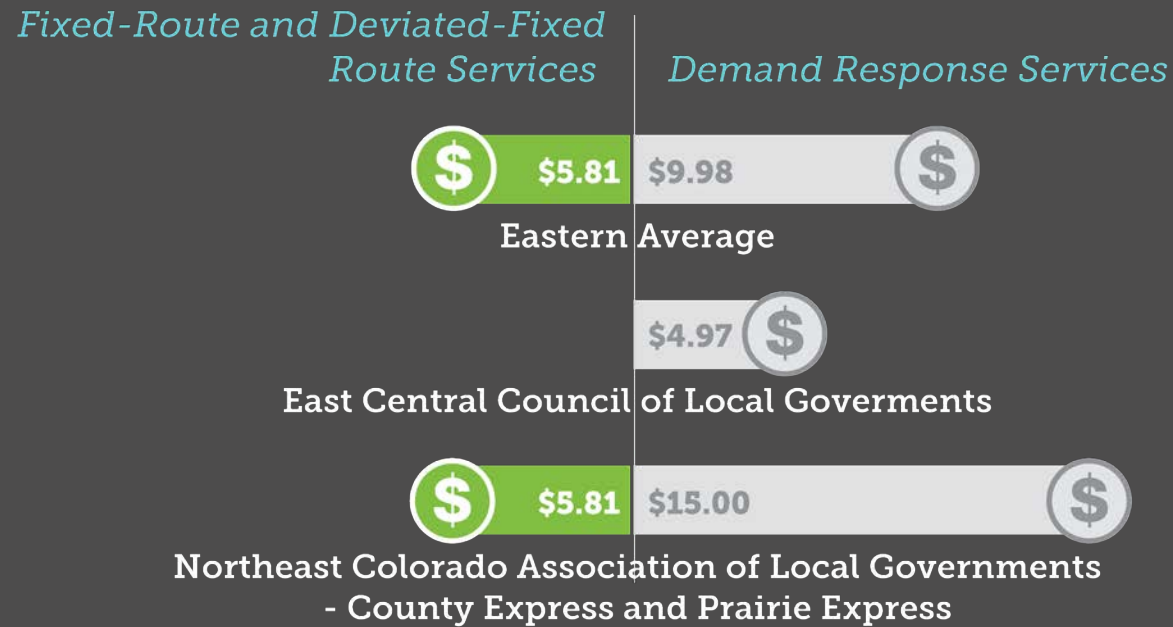


County Express Public Transportation  
Photo Credit: Ken Mooney

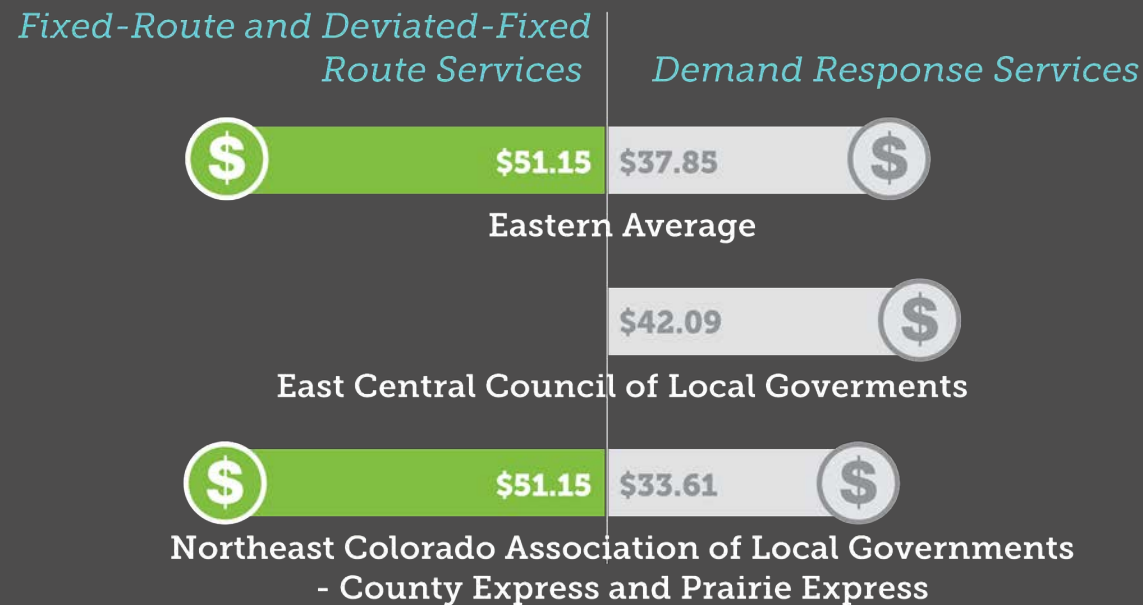
## Transit Provider Service Performance Metrics

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

### ANNUAL COST/TRIP

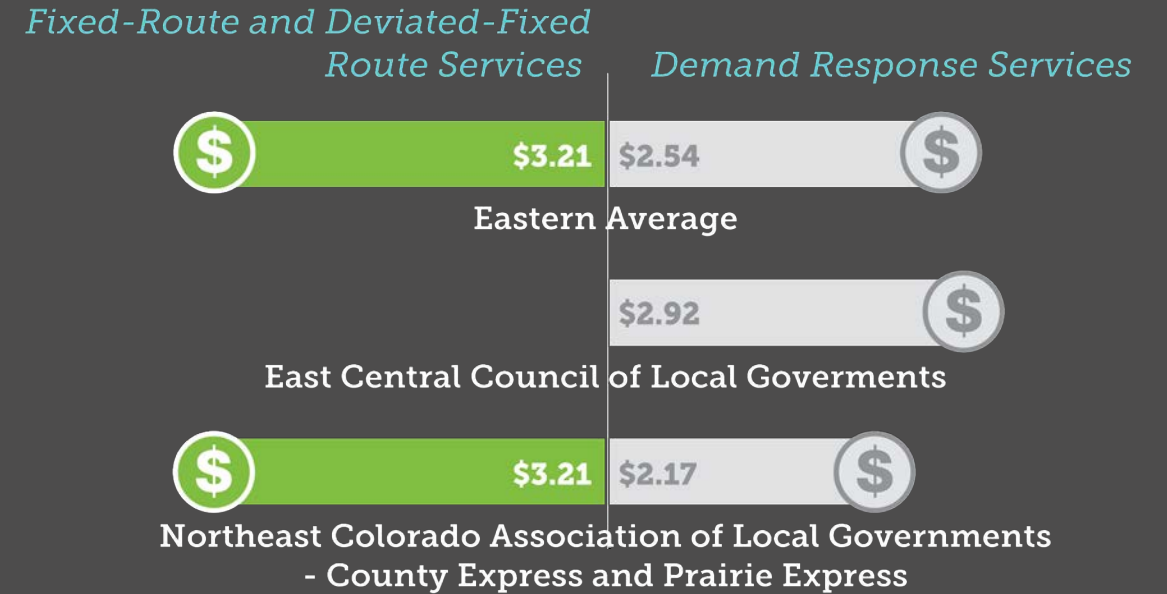


### ANNUAL COST/REVENUE HOUR

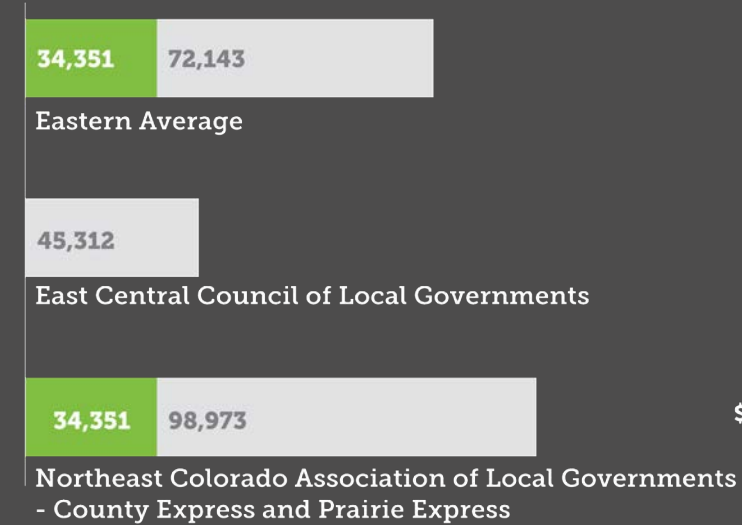


Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

### ANNUAL COST/REVENUE MILE



### ANNUAL RIDERSHIP



### ANNUAL OPERATING COSTS



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



## Human Services Transportation Providers

Several human services agencies operate transportation services in the EA 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
Dynamic Dimensions	Burlington, Bethune	M-Th (7:30AM -6:00PM) F-Su (9:00AM -6:00PM)	People with developmental disabilities		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
Limon Workforce Center (CDLE)	Lincoln County	Individuals with disabilities, older adults (65+), low-income populations, veterans, youth, displaced workers	
Elbert County Health and Human Services	Elbert County	Individuals with disabilities, older adults (65+), low-income populations, Medicaid recipients	
Lincoln County Department of Human Services	Lincoln County	Individuals with disabilities, older adults (65+), low-income populations, abused/neglected children and adults, foster families	
Sedgwick County Department of Human Services	Sedgwick County	Individuals with disabilities, older adults (65+), low-income populations, veterans, Medicaid recipients	
Washington County Department of Human Services	Washington County	Individuals with disabilities, older adults (65+), low-income populations, Medicaid recipients	
Connections for Independent Living	Logan, Sedgwick, Yuma, Weld, and Morgan Counties	People with disabilities, older adults (65+)	
Independence Center	Cheyenne, Kit Carson, Lincoln, Douglas, El Paso, Fremont, Huerfano, Park, Pueblo, and Teller Counties	People with disabilities, older adults (65+), low-income populations, veterans, Medicaid recipients	

Source: 2019 CDOT Statewide Transit Plan Provider Survey

### Legend

- Bus Passes or Tickets
- Demand Response
- Contract with other Providers
- Vouchers or Reimbursement

## Private Transportation Providers

From the information available online as of November 2019 or in CDOT plans and records, there are no local taxi or shuttle companies providing services in the EA TPR. Additionally, there may be the possibility of ride hailing services, such as, Uber and Lyft providing transportation in some of the more populated cities in the Region. Private companies that do not have information online and are not documented in previous plans may have not been included.

## State of Good Repair Data

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 55 percent of CDOT tracked transit vehicles in the EA TPR are beyond their state of good repair.

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Northeastern Colorado Association of Local Governments (NECALG)	62	32	52%	\$2,606,000
East Central Council of Governments (ECCOG)	19	11	58%	\$742,000
<b>TOTAL - Eastern</b>	<b>81</b>	<b>43</b>	<b>55%</b>	<b>\$3,348,000</b>

Source: CDOT Statewide Transit Asset Inventory, July 2019

## Regional Coordination Activities

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

### Current Coordination Activities



Referring clients



Coordinate services/schedules



Regularly communicate with partners



Participate in local/regional coordinating council



No coordination

### Barriers to Coordination Activities



Lack of funding



Distance to other providers is too great



Lack of an organized transportation coordinating council or equivalent



Funding regulations/limitations



Other



Technology limitations

- Human Services Providers
- Transit Providers

Source: 2019 Statewide Transit Plan Provider Survey

## Local/Regional Coordinating Council

There are two entities, ECCOG and NECALG, that act as the coordinating councils for the EA TPR. Both organizations were formed in the 1970's to serve the rural communities in the northeastern section of Colorado. Both agencies are also the Area Agencies on Aging (AAA) for their jurisdictions and help provide and coordinate transportation and other needed services to the TPR's aging population. ECCOG's AAA operates transportation to provide seniors in the Central Plains Region with access to medical and nutritional care or long-distance destinations like Denver and Colorado Springs. NECALG's AAA provides senior discount vouchers for services to those age 60+ that need transportation. These transportation services also provide older adults with transportation to and from AAA community-based meal sites.

## Mobility Management

Mobility management continues to emerge as an innovative approach to managing and delivering coordinated transportation services to customers. Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers. It also focuses on coordinating these services and providers to achieve a more efficient transportation delivery system. ECCOG currently provides mobility management in the Region.

## Resource Sharing

The ECCOG currently provides vehicles to the City of Burlington to operate a weekday demand response service around the City.

The Town of Limon has a similar program that is in operation using a vehicle that is partially funded by ECCOG's Outback Express service. While this service is more limited, it gives people a reliable source of transportation to essential places like the grocery store, pharmacy, and bank.

## Other Partnerships

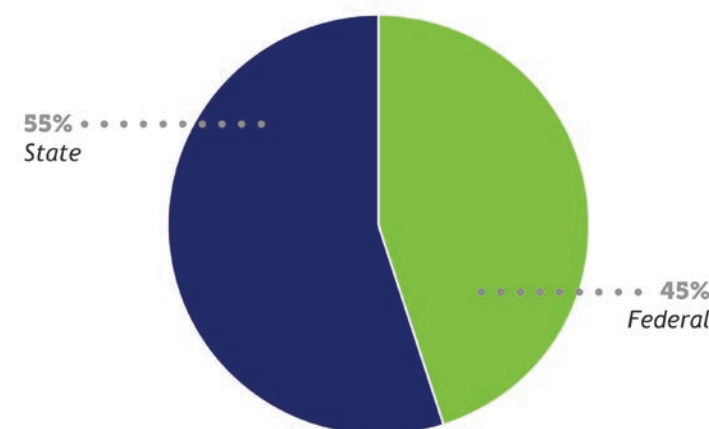
Limon Workforce Center, ECCOG, and Lincoln County Department of Human Services all report referring clients to other providers in the Region. ECCOG and Lincoln County Department of Human Services also report regularly communicating with partners.

Two providers currently coordinate services/schedules: Dynamic Dimensions, Inc. and Sedgwick County Department of Human Services.

## Financial Snapshot

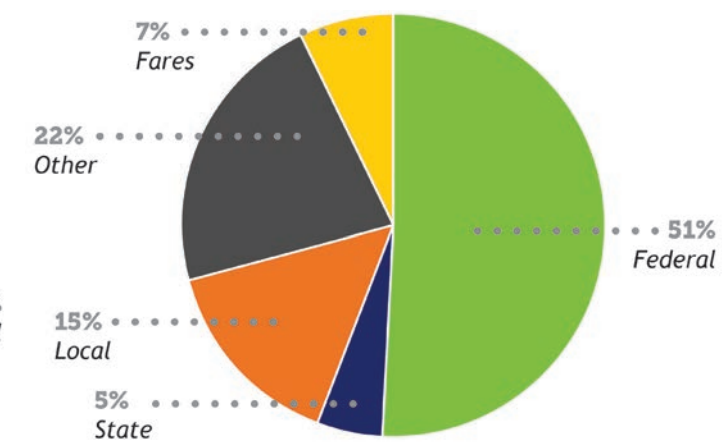
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying 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, and other donations/partnerships.

### Capital Revenue Sources



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

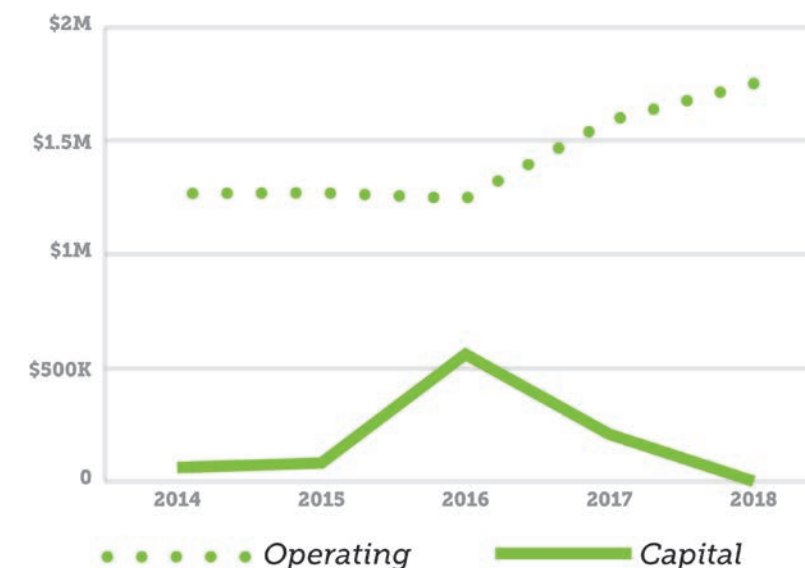
### Operating Revenue Sources



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

### Historic Revenue Data

The chart below shows five-year EA TPR operating and capital funding trends. Operating funds increased by nearly 40 percent over the five-year period with capital funding flat except for in 2016 and 2017.



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 EA 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: \$4.06M  
 Operational Project Needs: \$10.22M  
 Total Identified Need: \$14.28M



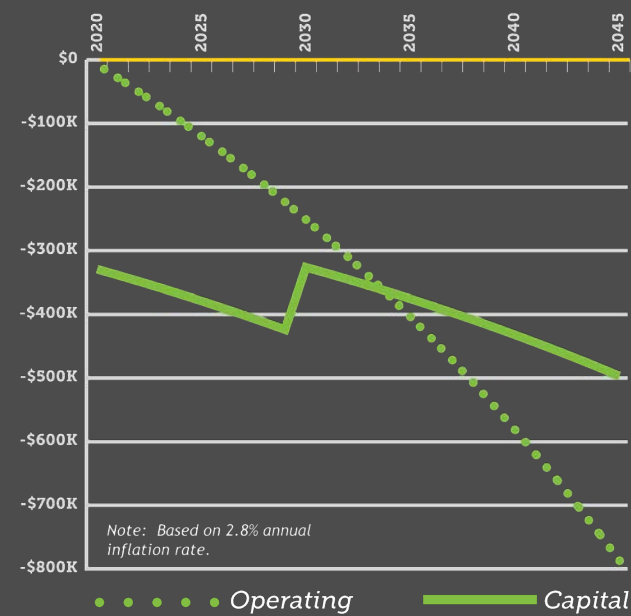
## Regional Transit Revenue Trends

### Annual Operating/Capital Projections

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

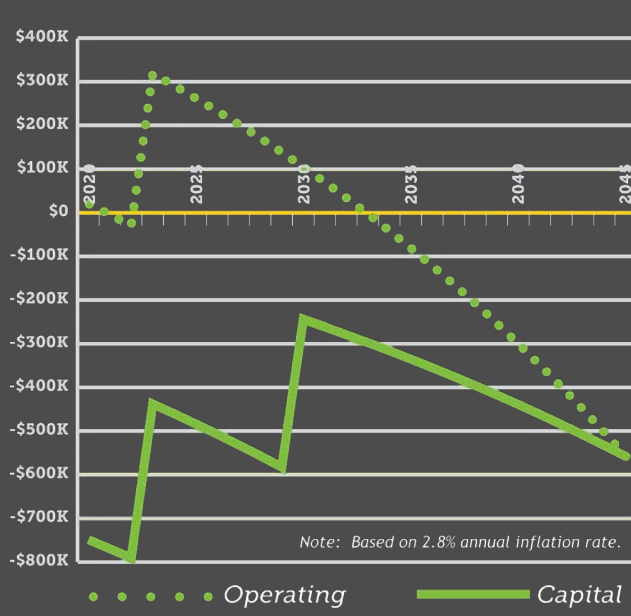
#### Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045



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

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines 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 Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities/Mobility Management (5310) and Grants for Rural Areas (5311) funding. FTA 5311 funding is allocated based on a Colorado-defined rural funding allocation methodology and FTA 5310 funds are awarded based on a competitive application process for small urban and rural providers in the State. Additionally, CDOT allocates Bus and Bus Facilities (5339(a)) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

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

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

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

### Federal Transit Administration Funding Programs

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

## EASTERN TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with \$3.20 million allocated to the EA TPR over four years. Projects include:

- Bus stop and shelter improvements in Sterling
- Partner/capital call for projects (TBD)





Logan County  
Photo Credit: CDOT

## 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
- Maintain all assets in a state of good repair
- Advocate for full funding of TPR-identified transit capital and operating projects (see project list on page 23)
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Expand interregional transit service to provide access to goods and services in major activity centers while enhancing quality of life for historically disadvantaged populations
- Ensure greater service connectivity between transit options in the Region

## Priority Projects

Based on findings from public input, data about gaps and needs, and input from stakeholders, EA 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.

## EASTERN PRIORITY PROJECTS

Rank	Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1	1460	Expansion of NECALG’s County Express Demand Response to Connect to Outrider	Additional operating dollars and vehicles to expand County Express Demand Reposes service to provider “first and last mile” connections to Outrider (project costs include annual operating at \$20,000/year and 2 cutaway vehicles at \$80,000 each)	\$0.16	\$0.20	
2	1019	Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)	Outrider bus service between Sterling-Fort Morgan-Greeley. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$1.39	
3	1016	Essential Bus Service between Limon and Denver	Bus service between Limon and Denver. Assumes service two days per week and purchasing 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$2.74	
4	1094	Essential Bus Service between Burlington and Denver	Essential bus service from Burlington to Denver 3 days per week, 1 trip per day; two vehicles	\$0.42	\$2.00	
5	1006	Essential Bus Service between Limon to Colorado Springs (Proposed Outrider Service)	Outrider bus service between Limon and Colorado Springs. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$1.12	
Unranked	2465	Essential Bus Service between Sterling and Denver (Proposed Outrider Service)	Outrider bus service between Denver and Sterling. Assumes one roundtrip 5 days per week 52 weeks per year. Purchase of 2 vehicles. Cost based on \$4.20 per mile.	\$0.85	\$2.77	
Unranked	2491	Outrider Improvements at Sterling	Stop and shelter improvements in Sterling to support new Outrider service that will operate from Greeley to Sterling.	\$0.08	TBD	
Unranked	2606	Region 4 Mobility Hubs		TBD	TBD	

### Legend

- Public Health
- Quality of Life
- Mobility
- Bike/Ped





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