AGENDA

Regional Transportation Coordinating Council (RTCC)
August 4, 2026
9 a.m.-11:30 a.m.

In Person:
Morgridge Commons at 815 Cooper Avenue, 2nd Floor (Garfield 2 room), Glenwood Springs

The objective of the RTCC is to serve as the local coordinating council for a seven (7) county rural area of Colorado, including Eagle, Garfield, Grand, Jackson, Routt, Pitkin, and Summit Counties, and to provide regional transportation coordination, especially for veterans, people with disabilities, older adults, and low-income adult populations.

RTCC Standards of Operations
Goals and Strategies
Elected Roles and Work Group Responsibilities

9:00 a.m.	1.	**Welcome/Introductions**	Mary Harlan, All
9:05 a.m.	2.	**May 2026 Meeting Minutes Approval**	Sam Guarino, All
9:06 a.m. 9:16 a.m.	3. 4.	**5304 Planning Grant Application** **Parachute Area Transportation System (PATS) Presentation**	Dana Wood Vinnie Tomasulo
9:46 a.m. 10:01 a.m.	5. 6.	**CASTA Legislative Session Updates** **CDOT OIM Presentations:** -Mobility Services FLM Tool -SB24-032 (Statewide Transit Pass) Report Findings	Ann Rajewski Thomas Joyce, Lily Lizzaraga
10:46 a.m.	7.	**Round Table Discussion on Transit Apps** -What are you using? -How are you looking to better connect folks? -What's the future of your technology?	Sam Guarino, All

		-Are you looking regionally to get on the same app as your neighboring jurisdiction?	
11:16 a.m.	8.	**Partner Updates**	All
11:30 a.m.	9.	**Adjourn**	Mary Harlan

Attachments:
May 2026 Meeting Notes
5304 Grant Application
CDOT OIM Presentation

RTCC May 5, 2026 Meeting Notes

RTCC May Transit AI Workshop

The RTCC May meeting began with introductions from participants including transit managers, coordinators, and representatives from various agencies across Colorado. Dana Wood provided an overview of a recent transit AI workshop held in March, which involved four transit agencies and was led by a Canadian organization called Cubic Transit. The workshop focused on using AI tools to solve strategic problems, and resulted in individual agency goals, projects, and a regional vision that would be discussed further during the meeting.

Cloud AI Driver Schedule Automation

Ann Findley presented her project using Cloud AI to automate the creation of driver paddles, which detail bus drivers' schedules throughout the day. She spent several weeks working with Claude to develop a system that could generate schedules comparable to the current paper-based process, resulting in a solution that saves time and could serve as a backup system. The project required significant iteration and cost $100 per month for the paid version of Claude due to data limitations in the free version. Ann agreed to create documentation sharing the process and prompts used with Claude to help other transit agencies implement a similar solution.

Transit AI and Legislative Updates

Mary discussed the potential for transit agencies to purchase AI tools for their entire organization, highlighting the benefits of pre-configured settings for transit agencies. Ann Rajewski provided legislative updates, including the progress of House Bill 261269, which has been modified to require less burdensome reporting for transit agencies. She also mentioned other bills being monitored, such as Senate Bill 261065 on transit housing investment zones and House Bill 261398 on retail delivery fee revenue allocation, which will impact MMOF funding. Additionally, House Bill 261430 was introduced to mitigate the potential effects of Initiative 175 on transportation and general fund budgets.

Initiative 175 Transit Funding Impact

The group discussed Initiative 175, which is currently gathering signatures to appear on the ballot. Ann Rajewski from CASTA explained that while the initiative appears likely to qualify, it could impact transit funding by redirecting certain fees toward road construction and potentially affecting local communities' ability to flex HUTF funds for transit needs. The CASTA board will meet next week to make a decision on the initiative, with Ann planning to

share information and talking points with members afterward. Sam Guarino highlighted how even small amounts of funding, like FASTER money, significantly affect smaller agencies like the Village Shuttle for vehicle replacements.

CASTA Conference and AI Updates

Ann Rajewski provided an overview of the upcoming CASTA conference, highlighting key sessions including a Mobility Summit on Tuesday and various training options on Wednesday and Thursday. She noted that room registrations should be made ASAP as rooms are limited, and registration is open until today. Jonathan shared his positive experience using AI tools, particularly Claude, for report writing, demographic analysis, and presentation development, emphasizing how it helps identify missing information and refine content for different audiences.

AI-Driven NTD Reporting Tool

Charles presented a tool he developed using AI to streamline National Transit Database (NTD) reporting, which he created after reverse-engineering the process based on three years of Winter Park's data. The Excel-based workbook guides users through agency setup, route mapping, and data validation, helping to identify potential issues before submission to save significant time and effort. Charles successfully used the tool for this year's reporting, completing the entity report in 25 minutes, and has licensed the tool for broader use across transit agencies. The discussion highlighted the importance of using multiple AI platforms and the need for human oversight to verify AI-generated results.

Regional Transit Connectivity Strategy Planning

Dana presented a regional strategy for RTCC focused on improving cross-jurisdictional transit connectivity. The group, using AI tools like Claude, identified three approaches ranging from Inter-Governmental Agreements (IGAs) to Transit Management Organizations (TMOs) to regional RTAs, with IGAs being the most feasible initial strategy. The team determined that expanding existing IGAs would be the best approach to serve underserved communities, with the option to implement this in a phased manner starting with a few partners rather than requiring full regional buy-in immediately.

The group discussed a proposal for an IGA (Intergovernmental Agreement) mapping project, with stakeholders expressing both enthusiasm and concerns about its complexity and scope. Sam Guarino proposed giving stakeholders additional time to review the document and identify key decision-makers from their organizations before moving forward with Phase 1. The group agreed to develop a more detailed plan for their next RTCC meeting and to potentially involve higher-level leadership at a later stage. Emily Williams then provided an update on a TMO (Transportation Management Organization) workshop held on

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April 15th, presenting a draft purpose statement for the regional TMO structure covering the Parachute to Aspen Travel Shed.

Transportation Management Organization Update

Emily provided an update on the Transportation Management Organization (TMO) initiative, discussing the current goal of mitigating traffic growth and plans for spring and summer campaigns, including Bike to Work Day on June 24th. The group discussed the TMO's current hosting by CLEAR and the need to formalize its framework, including questions about governance structure and potential funding from CDOT. Key open questions remained about whether the TMO should be a single organization covering the entire region or separate entities for different areas, with Sam Guarino offering to schedule a follow-up meeting with Emily and Dana to discuss the governance and framework further.

Regional Transit Partnerships Update Meeting

The meeting featured updates from various transit partners across the region. Sam Guarino reported that Snowmass Village received approval for a CTE grant to expand demand response services and discussed potential changes to tax funding language for transit services. Charles announced new transit initiatives in Winter Park, including a new Granby to Grand Lake line and a microtransit program launching in June. Lee shared that Glenwood's on-demand service served 30,000 passengers in its first year, with plans to evaluate fare pricing and explore sponsorship opportunities. Mary outlined upcoming RFTA services including the relaunch of The Flyer route and a new library pass program for Maroon Bells access. Jonathan provided an update on Yampa Valley RTA's establishment and funding efforts. Chris reported a 30% increase in transit service for TAVS starting June 8th, funded by SB230. Dave discussed ECO's upcoming 10-year plan phase and a successful bus rodeo event involving multiple jurisdictions. The conversation ended with approval of previous meeting minutes and a discussion about the impact of SB230 funding on rural transit services.

Next steps

- Ann Findley: Work on compiling and sharing the prompts used with Claude and the final Excel sheet (or relevant files) for the driver paddles project, when time allows.
- Dana: Share the regional strategy document with the group and request input/feedback from RTCC stakeholders over the next few weeks.
- All RTCC members: Review the regional strategy document, provide input/feedback, and identify key decision makers at their agencies who should be involved in the IGA/regional connectivity process.

- Lee: Reach out to Amtrak and Greyhound contacts in Glenwood Springs to explore potential collaboration or data sharing for regional transit connectivity.
- Dana/Sam/Mary: Further flesh out the "before Phase 1" tasks and present a more detailed Phase 1 plan at the next RTCC meeting.
- Dana: Send out meeting notes, recording, and specific direction regarding the strategy document to the group in the coming weeks.
- Emily: Share the story map and TMO examples with interested parties upon request.
- Emily/Sam/Dana: Schedule a meeting to discuss TMO governance and framework development.
- Ann Rajewski/CASTA: Send out information and talking points about Initiative 175 to members and stakeholders after the CASTA board meeting.
- All RTCC members: Consider and provide feedback on the draft TMO purpose statement, especially regarding congestion vs. traffic growth language.
- Mary: RTFA aims to release the First Last Mile Mobility Reserve Grant application by May 15th (pending guideline updates).
- All RTCC members: Send agenda items for the next meeting to Dana, Sam, and Mary as desired.

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COLORADO
Department of Transportation
Division of Transit & Rail

Introduction

Agency and Application Name

:	Northwest Colorado Council of Governments (NWCCOG)	:	A2.0-0011302

Instructions

IMPORTANT - PLEASE READ BEFORE STARTING THE APPLICATION.

This application is intended for applicants seeking federal funding under the following category:

FTA 5304 State Planning and Research Program funds for transit Planning projects in:
-rural areas (population less than 50,000).

Applicants from urbanized areas (populations greater than 50,000) may still apply for these funds but should be prepared to explain why they have not sought Section 5303 funds for their project.

Contact DTR Pre-Award at **cdot_dtr_pre-award@state.co.us** if you need additional applications. Please include "Additional Application Request" in the subject line of your email.

Application Type

Application Type:

5304 - rural/statewide planning project

Applicant Information

The fields in the Applicant Information section are auto-populated from your COTRAMS Agency Information tab. If the information is incomplete, incorrect, or out of date, click the Save & Exit button to close the application and navigate to your Agency Information tab to make the necessary updates.

Agency:

Northwest Colorado Council of Governments (NWCCOG)

Tax ID (FEIN):	84-0639906	DUNS Number:	RQC9GY7Z15J7
SAM Expiration Date:	1/20/2026	Fiscal Year End Date:	12/23
Cognizant Agency:		Did you spend more than $750,000 in Federal funds in the last fiscal year?:	Yes

Civil Rights

Does Your Agency Have a Process for Handling Discrimination Complaints?:

Yes

Contact Person for Complaints:

Jon Stavney

Is Your Agency A Minority Owned Entity?:

No

Your agency must not discriminate against its employees because of race, religion, color, sex, disability, national origin or ancestry, or age in the admission or access to, or treatment or employment in, its programs or activities. Has your agency had any discrimination complaints based on these EEO (equal employment opportunity) requirements within the last year?:

No

Has your agency had any transit-related discrimination complaints, investigations, or lawsuits in the last three (3) years?:

No

Does your Agency Currently Provide Any Language assistance?:

Yes

Can Your Agency Provide Language Assistance Upon Request?:

Yes

For more information on CDOT's Civil Rights program, please visit www.codot.gov/business/civilrights.

R/LCC

Does your agency's primary

General description of your R/LCC including the name, the goals, and your role and involvement.:

service area have a regional/local coordinating council (R/LCC) in place?: Yes	The objective of the RTCC is to serve as the local coordinating council for a seven (7) county rural area of Colorado, including Eagle, Garfield, Grand, Jackson, Routt, Pitkin, and Summit Counties, and to provide regional transportation coordination, especially for veterans, people with disabilities, older adults, and low-income adult populations. Goals of the RTCC: 1. Work collectively to address gaps and silos in the regional transportation network 2. Ensure consistent operation of safe, accessible, and affordable service 3. Encourage use of integrated technology and educate the region on the use of technology in transit 4. Develop inclusive information and materials for educating and engaging the public 5. Support ongoing planning, coordination, and collaboration while creating new community partnerships

Project Information

Project Title:

Colorado River Valley Transit Feasibility Study & PATS Expansion

Project Description:

This project funds a 12-month regional transit feasibility study for the Colorado River Valley (CRV) I-70 corridor (Parachute–Battlement Mesa–Rifle–Silt–unincorporated western Garfield County) and a parallel expansion plan for Parachute Area Transit (PATS). The CRV study is led by the corridor's jurisdictions and partners and runs in coordination with RFTA's concurrent Regional Transit Master Plan: it delivers the localized, community-specific service analysis the regional master plan is not scoped to produce, and ensures planning for areas outside RFTA's current service footprint advances on the same timeline. The study will quantify latent demand, develop and evaluate service alternatives — including evaluation of RFTA membership as one governance pathway — site infrastructure, analyze governance structures, and produce a five-year funding strategy. It is a planning project under FTA Section 5304 FY2027 funds designed to generate the evidence base and stakeholder consensus required to launch localized transit and mobility services and to compete for FTA 5311, CDOT CTE, CDOT 5339, FMLD, and FASTER Transit capital funding beginning that same cycle.

Project County(s):

Garfield

Please describe the population this project will serve and to what extent this project will impact minority and low-income persons (include census or ridership data)::

The project serves the Colorado River Valley corridor in Garfield County — a predominantly rural, lower-income region with significant transportation disadvantages. The service area includes census tracts with above-average poverty rates, limited English proficiency, older adult populations aging in place, and workforce displacement driven by Roaring Fork Valley housing cost pressure.

Key populations served include:
Low-income working households commuting across jurisdictional lines for jobs in the service sector, energy sector, construction, and skilled trades. As energy sector volatility has reduced local employment, workers are increasingly seeking opportunities outside the region — often in construction, government, healthcare, and public services — with limited transit alternatives.

Residents commuting to large regional employers, including Garfield County government and public services, school districts, Valley View Hospital, and seasonal or part-time employers throughout the corridor. Many of these workers live in our region but commute significant distances to access better-paying jobs, a pattern documented in the CRVEDP Economic Development Strategy Report, which analyzed commuting patterns across western Garfield County and found that the toll commuting takes on the economic, social, and physical well-being of workers, businesses, and communities on both sides of the valley is a serious challenge.

Older adults who lose driving independence and must travel to Grand Junction or Glenwood Springs for specialty care, often exceeding NEMT broker capacity.

Students and workforce trainees accessing Colorado Mountain College campuses.

Veterans and Medicaid clients requiring non-emergency medical transportation.

Spanish-speaking residents, who represent a significant share of the workforce in this corridor and are underserved by English-only outreach.
Tourism, hospitality, and recreational economy workers whose housing has been displaced downvalley while employment remains in the Roaring Fork Valley. Reliable mobility services also support the broader recreational tourism economy that is increasingly central to the region's economic identity.

These are growing communities actively planning for its future. The CRVEDP's Economic Development Strategy Report — built from local data, community input, and expert analysis — shows the local workforce exists and the area's population is younger than state and national trends, suggesting a demographic profile positioned for long-term growth. Transportation and infrastructure is identified as a NWCCOG RTCC (Regional Transit Coordinating Council) priority, and a CRVEDP priority, with an explicit focus on investing in connectivity and forming a Regional Transportation Network. This project is directly aligned with that community-driven, fact-based vision.

Garfield County's per capita income of $44,160 — roughly 84% of the Colorado average — captures the economic reality facing individual workers, many of whom are part of larger households and earning wages in industries like construction, retail, and healthcare that pay well below the oil and gas wages that once anchored the regional economy. Energy sector volatility has increased economic precarity for working households. The absence of a complete regional and localized transit system between these communities forces car dependency, consuming a disproportionate share of low-income household budgets. Access to mobility services supports not just individual workers, but the economic vitality of the entire corridor.

Please describe the expected outcome of this project.:

Final Feasibility Report, PATS Expansion Plan, Future Funding Plan, and Jurisdictional Adoption Options.

Project Management

Please enter information below for the **Agency Project Manager**.

Name:	Dana Wood	Title:	Mobility Director
Email:	dwood@nwccog.org	Work Phone:	(970) 389-9510
Cell Phone:	(970) 389-9510		

Please enter information below for the **Alternative Agency Project Manager**.

Name:		Title:	
Email:		Work Phone:	
Cell Phone:			

Barriers & Challenges

Are there any particular barriers or challenges that will need to be overcome to complete this project?:

Public engagement reach: Working-hour residents and Spanish-speaking populations are historically underrepresented in traditional public meetings. Mitigated by bilingual, on-site, and employer-based engagement formats.

Urbanized Area Justification

If your agency is in an urbanized area (an area with a population over 50,000), why are FTA Section 5303 funds not being used for this project?:

n/a

Project Plan

Project Plan

Use the space below to describe your project plan, including tasks to be completed, milestones and estimated completion dates, and anticipated project deliverables.:

Task 1 — Project Management & Steering Committee (Months 1–12) The core goal of this project is to identify all possible transit solutions and cost estimates at a regional level. To advance that goal, this task establishes goals for the existing CRV Transit Solutions Group, who will serve as this project's Steering Committee. Monthly meetings are already planned through the CRV Transit Solutions Group (stakeholders include the City of Rifle, Town of Silt, Town of Parachute, Battlement Mesa, CRVEDP, NWCCOG, the Colorado River Valley Chamber, and the Glenwood Springs Chamber). The Project Manager will be the Mobility Director at NWCCOG, prepared to facilitate meetings and coordinate with key project players. Monthly invoicing and progress reports to CDOT DTR per 5304 requirements. Procurement of qualified consultants via competitive RFP within 60 days of NTP.

Task 2 — Existing Conditions & Data Assembly (Months 2–4) Inventory current services (PATS, RFTA, Bustang, paratransit , NEMT brokers, employer shuttles, school transportation, etc.). Assemble demographic, employment, commute, and land-use data at the block-group level. Document existing plans: NWCCOG Transportation Gap Analysis (2021), IMTPR Regional Transit Plan (2025), IMTPR Coordinated Transportation and Human Services Plan (2025), Regional Transit Coordinating Council Strategic Plan (2024), RFTA comprehensive plans, Garfield County housing studies, CDOT statewide transit plan. Peer scan of minimum five comparable rural transit systems. Deliverable: Existing Conditions & Peer Comparison Report (Month 4)

Task 3 — Demand Analysis & Service Modeling (Months 4–7) Origin-destination analysis using current data, anonymized cell data, and employer commute surveys. Develop three to five service alternatives — spanning the full range of viable regional solutions — with ridership modeling using rural transit elasticity benchmarks and operating and capital cost estimates by alternative. Deliverable: Demand Analysis & Service Alternatives Memo (Month 6)

Task 4 — Infrastructure & Capital Siting (Months 6–8) Hogback corridor (the I-70 segment from Rifle through Silt and New Castle to Glenwood Springs) stop and pullout identification. O&M facility site analysis. Park-and-ride siting at Parachute/Battlement Mesa, Rifle, Silt, and Hogback interchange. Order-of-magnitude capital cost estimates for FTA 5339, CTE, 5311, and Garfield County Federal Mineral Lease District (FMLD) applications. Deliverable: Infrastructure & Capital Siting Memo (Month 8)

Task 5 — Governance, Finance & Funding Strategy (Months 7–9) Governance options memo (IGA, contract operations, expanded district, RTA). Five-year operating and capital pro forma. Funding sequence across 5311, 5339, CTE formula, FMLD, and FASTER Transit. Local match sustainability analysis. Deliverable:

Governance & Finance Strategy Memo (Month 9)

Task 6 — Public Engagement & Final Report (Months 3–4 and 10–12) Engagement is designed in active coordination with CLEER (the region's TMO) and with RFTA, whose Regional Transit Master Plan engagement is expected to continue into 2027. The CRV project team will share outreach calendars with RFTA, align on materials and venues where it makes sense, and — most importantly — work to ensure that residents, employers, and Spanish-speaking working households in the corridor are engaged once on an integrated set of regional and local service questions rather than asked to participate in two parallel processes. The CRV team retains responsibility for the design and execution of CRV-specific engagement in Parachute, Battlement Mesa, Rifle, Silt, and unincorporated western Garfield County. Round 1 engagement (Months 3–4): scoping pop-ups, employer visits, bilingual survey. Round 2 (Month 10): preferred alternative review. Final feasibility report, PATS expansion plan, and jurisdictional adoption package consolidate all identified solutions, cost estimates, and implementation pathways into a regionally actionable document. Deliverables: Public Engagement Summaries (Months 4, 11); Draft Report (Month 11); Final Report & Adoption Package (Month 12)

The engagement strategy prioritizes reaching residents where they already are, rather than expecting them to seek out traditional public meetings. Bilingual outreach — in both English and Spanish — will be embedded into the rhythms of daily life through pop-up stations at grocery stores, laundromats, and other high-traffic community gathering points. Direct outreach at employer sites will allow the project team to engage workers during shift changes or break periods, removing the barrier of attending a separate event after an already long workday. Presence at local community events, farmers markets, and faith-based gatherings will further extend reach into networks that are often bypassed by conventional planning processes.

This approach is intentional. The populations most dependent on transit — hourly workers, Spanish-speaking residents, people without reliable vehicles, and those working non-standard hours — are also the least likely to attend a 6 p.m. public meeting at a government building. By going to them, the project team ensures that the study captures the actual travel patterns, barriers, and needs of the people who will rely on any future service, not just those who already have the time and resources to participate in formal planning processes. Outreach materials, surveys, and facilitated conversations will be available in both English and Spanish, with culturally responsive messaging developed in partnership with trusted community organizations and employers. Where possible, community members from within these networks will assist with outreach to build trust and encourage candid participation.

The goal is not simply to document that outreach occurred, but to ensure that the voices of working residents — particularly those in the Parachute, Battlement Mesa, Rifle, and Silt corridor — meaningfully shape the study's findings, service design recommendations, and ultimately any future funding or governance decisions. The group will work closely with RFTA’s master plan efforts to decrease duplication and to provide information that both planning efforts can use.

Project Criteria

Project Need & Readiness

Describe the need for this project, including how you identified the need. Upload supporting documentation in the Attachments section.:

The Colorado River Valley sits in a structural transit gap. RFTA membership ends at New Castle, with RFTA's Hogback commuter route providing peak weekday service along I-70 from Rifle through Silt and New Castle to Glenwood Springs. Bustang stops serve interregional travel, not local circulation. Beyond the existing Hogback commuter service — which is constrained in span, frequency, and long-term funding stability — there is no fixed-route or demand-response service connecting Parachute, Battlement Mesa, or unincorporated western Garfield County to employment, healthcare, recreation, or education, and no service of any kind provides local circulation within Rifle, Silt, Parachute, or Battlement Mesa for off-peak trips, midday errands, or destinations away from park-and-ride stops.

Garfield County has historically supplemented RFTA services for Rifle and Silt, but that funding is dwindling. RFTA does not provide any service in Parachute, Battlement Mesa, or unincorporated Garfield County. While RFTA membership is a theoretical pathway, past ballot measures to join have failed, and joining would require voter approval of new property and sales taxes — an unlikely outcome in a tax-averse region even if pursued. This study would help identify what governance and funding structures residents would actually support, including whether a more targeted ballot measure could succeed. Recognizing that local government funding cannot be relied upon and that communities in western Garfield County are not willing to increase taxes without a compelling, evidence-based case, we are partnering closely with RFTA on their regional master plan to ensure this corridor is represented and that planning efforts are coordinated rather than duplicated. We will work in collaboration with RFTA on community outreach and will share findings to ensure alignment and avoid duplication of effort — while pursuing parallel pathways that do not depend on RFTA membership to deliver local circulation that meets the needs of each community.

This transit gap is inseparable from the region's broader economic challenges. The CRVEDP Economic Development Strategy Report identifies commuting as one of the most significant burdens facing western Garfield County workers and employers alike. Oil and gas employment in Garfield County has declined dramatically over the past 15 years — falling from roughly 3,000 jobs in 2008 to below 1,000 by 2023, with the Colorado Department of Labor and Employment reporting a current quarterly average of just 430 oil and gas jobs countywide. As that economic base has eroded, workers have increasingly sought jobs in the sectors that have replaced it: in Garfield County's 2024 budget, government is listed as the top industry, followed by construction, retail trade, accommodation and food services, and healthcare services — many of which require travel to Glenwood Springs, Grand Junction, or up valley employment centers. As of 2024, an estimated 31,024 Garfield County residents were employed, still below the pre-pandemic 2019 level of 31,542 — and analysts note that a gap of roughly 4,000 between employment estimates and job counts suggests many workers hold multiple jobs, a pattern consistent with wage pressure and long commutes.
The cost of that car dependency is borne daily. For Rifle residents alone, the average commute time grew by 7.4 minutes between 2010 and 2020. The share of workers with a commute of 19 minutes or less dropped from 60.2% to 40.1%, while workers commuting 45 minutes or more increased from 20.7% to 28.3% — all of this before factoring in the I-70 closures, canyon delays, and seasonal hazards that regularly turn those commutes into multi-hour ordeals. Large regional employers — including Garfield County government, school districts, Valley View Hospital, and seasonal and part-time employers throughout the corridor — draw workers who make this drive daily with no viable transit alternative.
The CRVEDP strategy explicitly identifies transportation and infrastructure investment, including formation of a Regional Transportation Network, as a 2025 priority, affirming that reliable regional transit is foundational to economic vitality. The strategy documents that the region's population is younger than state and national trends, signaling a demographic profile positioned for long-term growth — and a growing workforce that will require mobility solutions scaled to future demand, not today's insufficient baseline. Recreational tourism, an increasingly important economic driver, reinforces this urgency. The "Rockies Playground" region — which includes Garfield County alongside Summit, Eagle, and Pitkin counties — generated $4.4 billion in visitor spending in 2024, supported more than 30,000 jobs, and produced approximately $328 million in state and local tax revenue. That economic activity depends on workers being able to reach their jobs and visitors being able to move through the corridor — neither of which is reliably possible without transit infrastructure.

Parachute Area Transit (PATS) launched in 2020 to fill a missing connection in western Garfield County and has demonstrated demand within the Town's service footprint. PATS serves Parachute, Battlement Mesa, and Rifle. These communities, along with unincorporated Garfield County, have signaled willingness to participate in regional service, but require a defensible feasibility analysis before committing taxpayer funds or considering an RTA ballot question. CDOT 5310 dollars are programmed for 2027 service delivery; without 2026 planning, the region cannot operationalize that funding.

The need was identified through a fact-based, community-driven process. PATS ridership data demonstrates sustained and growing demand: the system provided 5,175 rides in 2021, 7,463 in 2022, 8,429 in 2023, 6,479 in 2024, and 6,316 in 2025, with Q1 2026 ridership up 29.6% over the same period in 2025. With expanded services launching in June 2026, PATS is projected to exceed 10,000 rides in 2026 and surpass 14,000 in 2027. RFTA ridership data in the Colorado River Corridor reinforces this demand: the Hogback route carries approximately 90,000 rides annually, with 41% of riders boarding in Rifle, 37% in Glenwood Springs, and 16% in Silt — meaning the majority of ridership originates in non-member communities whose funding is most precarious. Employer and jurisdiction feedback collected by NWCCOG and CRVEDP documents the commuting burden directly: average Rifle commute times grew by 7.4 minutes between 2010 and 2020, the share of Rifle workers commuting 45 minutes or more rose from 20.7% to 28.3%, and the number of people employed in Glenwood Springs but living outside the city increased by more than 1,500 between 2009 and 2019.

The CRVEDP Economic Development Strategy Report further contextualizes the cost of car dependency: oil and gas employment in Garfield County has declined from roughly 3,000 jobs in 2008 to a current quarterly average of 430, while the top employing sectors — government, construction, retail, healthcare, and accommodation and food services — offer wages averaging $58,000 countywide compared to $134,000 in oil and gas, making car-dependent commuting a proportionally greater financial burden on today's workforce. Garfield County's per capita income of $44,160 is approximately 84% of the Colorado average of $52,636, and the region's population skews younger than state and national trends — signaling a growing workforce that will require mobility solutions scaled to future demand. The NWCCOG Regional Coordinated Transit & Human Services Plan identifies this corridor as a gap, and the IMTPR Regional Transportation Plan designates it as a regional priority, affirming through both human services and infrastructure lenses that the absence of reliable transit in western Garfield County is not a local inconvenience but a documented, regionally recognized deficit with measurable economic consequences.

Describe the purpose and nature of this project.:

This project funds a 12-month regional transit feasibility study for the Colorado River Valley I-70 corridor (Parachute–Battlement Mesa–Rifle–Silt–Unicorporated Garfield County) and a parallel expansion plan for Parachute Area Transit, which will compliment RFTA's regional transit study by providing more localized information and solutions for Parachute, Battlement Mesa, and unincorporated Garfield County, who are not currently being served by RFTA. The study will quantify latent demand, develop and evaluate service alternatives, site infrastructure, analyze governance structures, and produce a five-year funding strategy. It is a planning project under FTA Section 5304 FY2027 funds designed to generate the evidence base and stakeholder consensus required to launch localized transit and mobility services to compete for FTA 5311, CDOT CTE, CDOT 5339, FMLD, and FASTER Transit capital funding beginning that same cycle.

Describe how the results of the project will be used, by whom,
and for what objective.:

Deliverables will be used by the Town of Parachute, City of Rifle, Town of Silt, Battlement Mesa Service Association, Garfield County, NWCCOG, RFTA, CLEER, and CDOT to: (1) make go/no-go decisions on regional service launch; (2) structure an intergovernmental agreement or other agreed upon formation process; (3) submit FTA 5311, 5339, CTE formula funding, and FMLD applications in 2027 (beginning SFY 2028); and (4) inform the parallel CTE formula funding application with CDOT. The jurisdictional adoption package will enable each governing body to formally endorse the preferred alternative and commit local match. The governance and finance memo will provide the long-term sustainability framework needed before any jurisdiction commits recurring operating dollars.

If the project is awarded, can project funds be obligated and
contracted so that the project can be implemented quickly? :

Yes

Describe the project implementation strategy.:

Implementation is managed collectively by the Town of Parachute, CRVEDP, and NWCCOG, with NWCCOG as lead applicant. The NWCCOG Mobility Program and the Town of Parachute will provide 5304 grant management; CRVEDP will lead peer outreach and stakeholder coordination. A qualified rural transit consultant will be procured within 60 days of funding. The CRV consultant will coordinate directly with RFTA's Regional Transit Master Plan consultant — sharing demand, ridership, and engagement data; aligning corridor definitions and underlying assumptions; and avoiding duplicate community outreach in shared geographies — so the two efforts produce complementary, not conflicting, findings. Decision-making authority over service design, governance, and funding strategy for Parachute, Battlement Mesa, Rifle, Silt, and unincorporated western Garfield County remains with the CRV jurisdictions and partners.

The six-task scope is delivered over 12 months: project management and steering committee governance run throughout; existing conditions and peer scan (Months 2–4) feed the demand analysis (Months 4–7); infrastructure siting and governance/finance tasks run in parallel (Months 6–9); public engagement bookends the work (Months 3–4 and Month 10); and the final report and adoption package are completed in Months 10–12. Milestone-based consultant contracting and dual NWCCOG/CRVEDP oversight to manage cost and schedule risk. Monthly reports to CDOT DTR will document progress against deliverables and will be submitted by NWCCOG.

Describe your readiness to solicit proposals from consultants to
complete this project?:

NWCCOG has an established competitive procurement process compliant with federal requirements. A consultant RFP is templated based on prior and current NWCCOG-managed CDOT grants. Procurements can be released within 60 days of NTP. NWCCOG has a pre-identified pool of qualified rural transit consultants with relevant Western Slope experience. Scope, deliverables, and evaluation criteria are fully defined in the project scope of work.

Financial Need & Readiness

Beyond this application, have you applied for others sources of funding for this project?:

No

Is other funding being leveraged for this project? :

Yes

If yes, please describe the source, amount, and how those funds will be applied to the project costs.:

Yes. The $20,000 local match (20%) is provided through a combination of cash contributions from the Town of Parachute, City of Rifle, Town of Silt, CRVEDP, and NWCCOG.

Is the project completely dependent on the award of these funds?:

Yes

If not awarded funding, what will become of the project?:

Without this award, this regional feasibility study will not proceed in 2026/2027. PATS will remain limited to its current Town-boundary footprint, unable to further expand to serve Battlement Mesa, Rifle, or Silt. The corridor will continue without interconnected localized transit services, and the populations currently underserved will continue to have few alternatives to car dependency. Partner jurisdictions have indicated they require a defensible feasibility study before committing local funds, so service expansion is unlikely to proceed through an alternative path on this timeline.

Please describe the economic conditions of your service area and/or the clients you serve.:

The Colorado River Valley corridor in Garfield County is a rural, energy-dependent economy experiencing significant workforce and housing pressure. The region's economic base includes oil and gas extraction, construction, healthcare, hospitality, government, and tourism support services. Median household incomes are below the Colorado state average, and energy sector volatility creates periodic economic precarity for working households. Yet the region is not standing still — western Garfield County is actively positioning itself as a growing economic hub, with the CRVEDP's Economic Development Strategy charting a community-driven roadmap toward diversification, better-paying jobs closer to home, and long-term regional resilience. Transit planning must keep pace with that vision, which means designing not only for today's commuters but for the localized circulation needs of a denser, more economically diverse community in the years ahead.

Housing costs in the Roaring Fork Valley have displaced workers progressively downvalley into Parachute, Battlement Mesa, Rifle, and Silt, while employment centers remain concentrated in Glenwood Springs and Aspen. This spatial mismatch — workers living 30–60 miles from jobs with limited transportation alternatives — is the core economic driver of transit demand in this corridor. Car dependency consumes a disproportionate share of low-income household budgets and limits workforce mobility. The absence of regional transit also constrains access to healthcare (specialty care requires travel to Grand Junction or Glenwood Springs), workforce training (Colorado Mountain College campuses), and social services.

As the region grows, so too does the need for localized service options that connect people within and between communities — not just to up valley employment centers. Intra-community circulation within Rifle, Silt, Parachute, and Battlement Mesa will become increasingly important as the region attracts new employers, expands its healthcare and education footprint, and develops as a recreational tourism destination. A regional transit study must account for this trajectory, identifying service models that can scale from initial connector routes into a fuller local network — one capable of supporting the kind of economic hub the Colorado River Valley is working to become. Planning for that future now, rather than reacting to growth after it arrives, is precisely the community-driven, fact-based approach this project is designed to deliver.

Consistency with FTA Program Goals

The 5304 program goals are as follows:

- **support the economic vitality of the agency's area/region, especially enabling global competitiveness, productivity, and efficiency;**
- **increase the safety of the transportation system for motorized and non-motorized users;**
- **increase the security of the transportation system for motorized and non-motorized users;**
- **increase the accessibility and mobility of people and freight;**
- **protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;**
- **enhance the integration and connectivity of the transportation system, across and between modes for people and freight;**
- **promote efficient system management and operation;**
- **emphasize the preservation of the existing transportation system; improve the resiliency and reliability of the transportation system.**

How does this project address one or more of the 5304 program goals?:

This project advances multiple FTA 5304 program goals:

Economic vitality: Regional transit reduces car-dependency costs across all income levels, freeing household budgets and expanding workforce access to employment centers throughout the corridor. By connecting residents to local services, jobs in energy, healthcare, construction, trades, tourism, and public services — and supporting the large regional employers who draw workers from across western Garfield County — reliable local transit strengthens the economic foundation that the entire community depends on. Equally important, it builds the region's own economic resilience: as western Garfield County grows into a diversified economic hub, transit becomes essential infrastructure for attracting employers, retaining workforce talent, supporting recreational tourism, and sustaining the long-term vitality vision for generations to come.

Accessibility and mobility: The study will directly address the documented insuffiency of services for commuters of all income levels who currently have few transportation alternatives. Beyond filling the insufficient span and frequency gap, this project lays the groundwork for a truly multimodal community — one where residents can choose how they move, whether by transit, bike, on foot, or by car, rather than being forced into car dependency by the absence of options. A connected, multimodal network supports independence for those who cannot drive, expands opportunity for those who choose not to, and signals to employers, new residents, and visitors alike that the Colorado River Valley is a modern, accessible, and forward-thinking region.

Environmental quality and energy conservation: Shifting commuter trips from single-occupancy vehicles to transit and providing a local transit system reduces VMT, fuel consumption, and emissions along the congested I-70 Hogback corridor.

Integration and connectivity: The project designs for connectivity to RFTA at the New Castle interface, Bustang at interregional stops, and NEMT services, creating a multimodal network rather than limited routes.

Consistency with planned growth: Deliverables align with the IMTPR Regional Transportation Plans, the RTCC Strategic Plan, Garfield County Comprehensive Plan, CRVEDP's Economic Strategy, and CDOT 10-Year Transit Plan — all of which identify this corridor as a priority.This project would also aim to find strategies and solutions to reducing traffic congestion along I-70, along with improving safety on the road.
System management and efficiency: The governance task will identify the most efficient organizational structure for multi-jurisdictional service delivery, avoiding duplication and maximizing use of existing assets.

Resiliency and reliability: A local transit system reduces congestion within the corridor, providing connections to more localized services and resources.

Budget

Detailed Project Budget

Please provide a detailed project budget in the table below. This budget should represent the Total Cost (FTA and Local share amounts) and provide enough detail to describe the various key components of the project. Since it is possible that projects will only receive partial funding, the budget should provide for the minimum amount necessary to fund specific project phases that will allow for the completion of an eligible project that achieves the objectives of the program. You will be responsible for the 20% local share.

Task Description	Federal/State Share (Up to 80%)	Local Share (Min of 20%)	Total Cost
Travel, printing, supplies		$2,000	$2,000.00
Public engagement (translation/interpretation, venues, materials)	$4,000	$2,000	$6,000.00
Project management & administration	$8,000	$4,000	$12,000.00
Consultant services — Tasks 2–6 (existing conditions, demand analysis, siting, governance, public engagement)	$68,000	$12,000	$80,000.00

Update Totals: ✓

Total Federal/State Share: $80,000

Total Local Share: $20,000

Total Planning Cost: $100,000.00

Local Funding

Local Funding

Please identify the source, amount, and status of secured matching funds you plan to use for this project. Local match funds must be cash. Your Total Local Match amount here needs to equal or exceed the Total Local Match amount listed under the Detailed Project Budget. Upload documentation or letters of commitment for funds coming from a third-party.

Source of Funds	Local Match Amount	Status
Colorado River Valley Economic Development	$2,500	Approved
Town of Parachute	$2,500	Approved
Town of Silt	$2,500	Approved
City of Rifle	$2,500	Approved
NWCCOG/RTCC	$10,000	Approved

Update Totals: ✓

Total Local Match: $20,000

Attachments

Be sure to attach all required and relevant supporting documentation, including, but not limited to:

- **Documentation supporting project/service need**
- **Documentation supporting financial need**
- **Project implementation plans**
- **Proof of local match**
- **Support letters**

Document Name	Update Date/Time
2027 Call - Planning Project App 2026-06-11 20:07:17.pdf	6/11/2026 2:07 PM
CLEERletterofsupport5304grant	6/11/2026 2:04 PM
Match Contribution Memo.pdf	6/11/2026 12:56 PM
Town of Silt signed LOS	6/10/2026 2:29 PM
CRVEDP Economic Development Version 4 .pdf	6/9/2026 4:07 PM
FINAL_IM-Regional-Coordinated-Plan.pdf	6/9/2026 3:57 PM
FINAL_IM Regional Transit Plan.pdf	6/9/2026 3:57 PM
Town of Parachute Letter of Support 5304 Grant FINAL	6/9/2026 3:04 PM
-RTCC_LOS-RTCC_final signed	6/9/2026 3:04 PM
GSCRA Support - Transit Feasibility Study	6/9/2026 3:04 PM
Garfield County_Letter - NWCCG - Colorado River Valley Transit Feasibility & Planning Study - 06.08.2026	6/9/2026 3:04 PM
CRVCC LOS - 5304 Planning Grant 6.9.26	6/9/2026 3:04 PM
City of Rifle_06-04-2026 Letter of Support - Transit Feasibility and Planning Study	6/9/2026 3:04 PM
5304_LOS_IMTPR	6/9/2026 3:04 PM
5304_LOS_CRVEDP	6/9/2026 3:04 PM

Certifications & Signature

Certifications

I certify that the information I provided on and in connection with this application is true, accurate, and complete.

I certify that if awarded the requested funding, my agency will adhere to all reporting requirements.

Certifying Official:

Dana Wood

Signature

Submit Application

Before submitting your application, please make sure you have completed all of the required fields, have entered all of the information as accurately and completely as possible, and have uploaded all necessary and relevant supporting documentation. Incomplete applications or applications that lack enough information to be effectively evaluated will receive lower scores or may be deemed ineligible for funding without further evaluation.

You will receive an email from COTRAMS confirming receipt of your submitted application. If you do not receive such an email, please contact **DTR Pre-Award** at **cdot_dtr_pre-award@state.co.us**.

You can also view your submitted application under the Applications tab in the Previous Applications (A/O/MM/Planning) list.

Submitted Date:

6/11/2026

Department of Transportation

August RTCC Presentation

Agenda August 4, 2026

- Mobility Services Overview & Suite of Tools
- Statewide Transit Pass Results
- FLM Toolkit- Prioritization Tool and Walkshed Analysis
- TDM Calculator Overview, Demo, & Testing
- Questions

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

Office of Innovative Mobility

Clean Transit Enterprise

Transit Grant Programs

Electrification & Energy

The Office of Innovative Mobility's mission is to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options, utilizing traditional and emerging mobility technologies.

Transit Planning

Mobility Technology

Bustang Operations

Mobility Services

Passenger Rail

Mobility Services Suite of Tools

- Transportation Demand Management
  - TDM Calculator
  - First Last Mile Toolkit
  - TDM Training
  - TDM Toolkit
  - TDM Economic Impact Report
  - TDM Forum
- Other Projects
  - E-Bike Safety Campaign
  - Statewide Transit Pass Report
- Grants
  - Transportation Management Organization Seed Funding

Join the TDM Forum

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

SB24-032 created the statewide transit pass exploratory committee to produce a viable proposal for the creation, implementation and administration of a statewide transit pass, including recommendations for any necessary legislation in connection with the proposal.

Viable Pass Proposal Includes:

- Viability
  - Structure
  - Agency Coordination
  - Cost-Sharing
  - Sharing, Apportioning, and Distributing Revenue
- Revenue Sharing Formula
  - Pricing
- Sale Structure
  - Opt-In vs. Opt-Out
  - Online & Kiosk Sales
- Marketing & Promotion
- Services Covered
  - Fixed Route & On-Demand
  - If On-Demand is included, how does that impact the fare
- Federal Laws on ADA & Discrimination
- Types of passess offered
  - Duration
    - Day
    - Week
    - Month
    - Other
- Types of Tickets Purchased
  - 1 ticket purchased
  - Per Agency
  - Zone pricing
- Additional Logistics
  - Submitting Trip Data
  - Technology Needed
  - Impact on current Transit Passes
- Additional Legislative Support

Report Components

I. Executive Summary & Intro
II. Components of Statewide Transit Pass
III. Examples from Existing Passes
IV. Survey of Colorado Transit Agencies
V. Conclusion

Final Report on CDOT's Website

- https://tinyurl.com/StatewideTransitPass CDOT

Key Takeaways from Other Passes

- Cashless fare systems are important for an equitable integrated pass system.
- Ticket vending machines (TVMs) and retail vendors provide options for cash riders and support equity.
- Multi-payments create complexity.
- There are increased costs with these upgrades beyond just equipment.
- Revenue sharing and pricing negotiation are important and complex.
- Multi-agency coordination is crucial to ensure fairness.
- Multimodal and microtransit integration is important to address first-last mile considerations and seamless trip planning, but adds additional complexity for pricing and third-party integration.
- Strategic phasing avoids service delays and cost overruns for program and partner agencies.

Statewide Transit Pass Components

- Initial Program Goals and Governance
- Cost Management
- Fare Structure
- Revenue Sharing
- Technology Requirements and Integration
  - Hardware Requirements: Fare Collection and Validation
  - Network Connectivity and Cybersecurity
  - Transit Program Data Management and Platforms
  - Public-Facing Transit Software and Applications
- Statewide Pass Marketing Plan Components
- Pass Deployment
- Ongoing Program Management and Evaluation

Survey Overview

The survey was sent to 86 agencies. Of the 86 agencies, 68 responded (79% response rate).

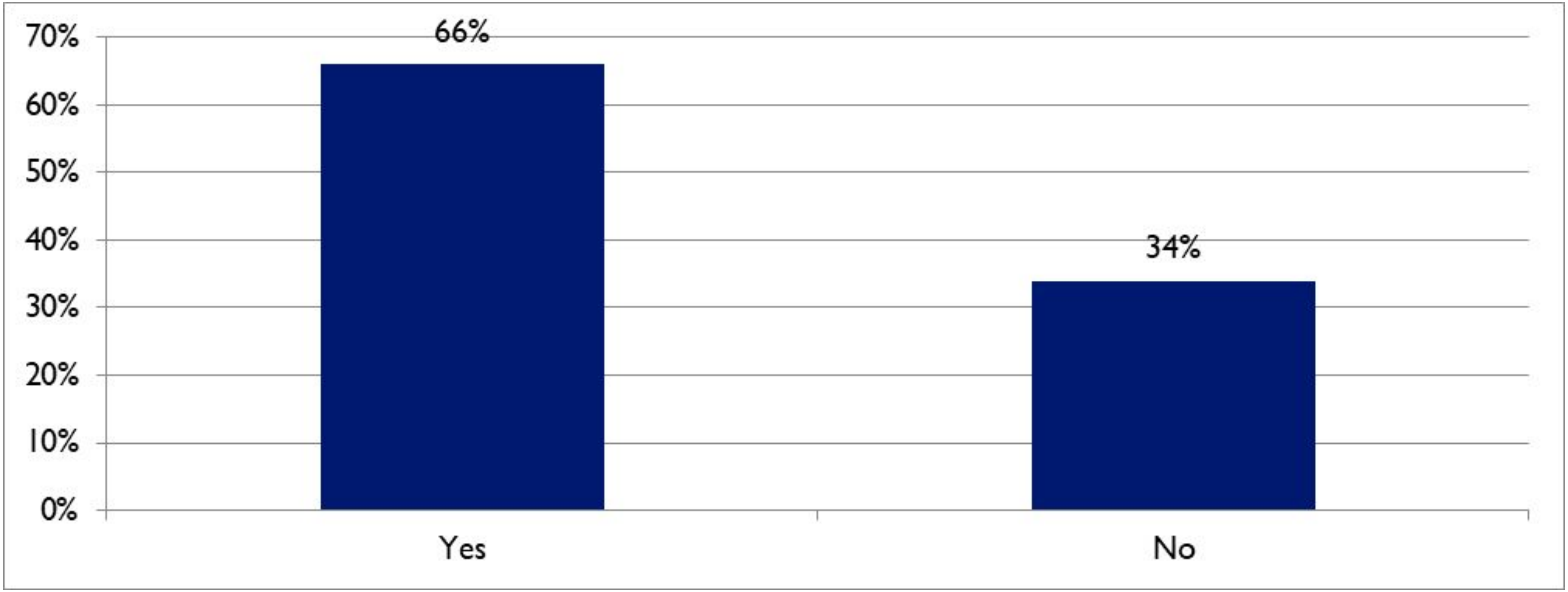
Agencies were chosen by:

- Transit providers who attended the Fall 2025 CASTA conference and provided their contact info
- Transit providers identified by CDOT DTR as key contacts
- Other agency staff members that FHU has a strong existing relationship from prior project work

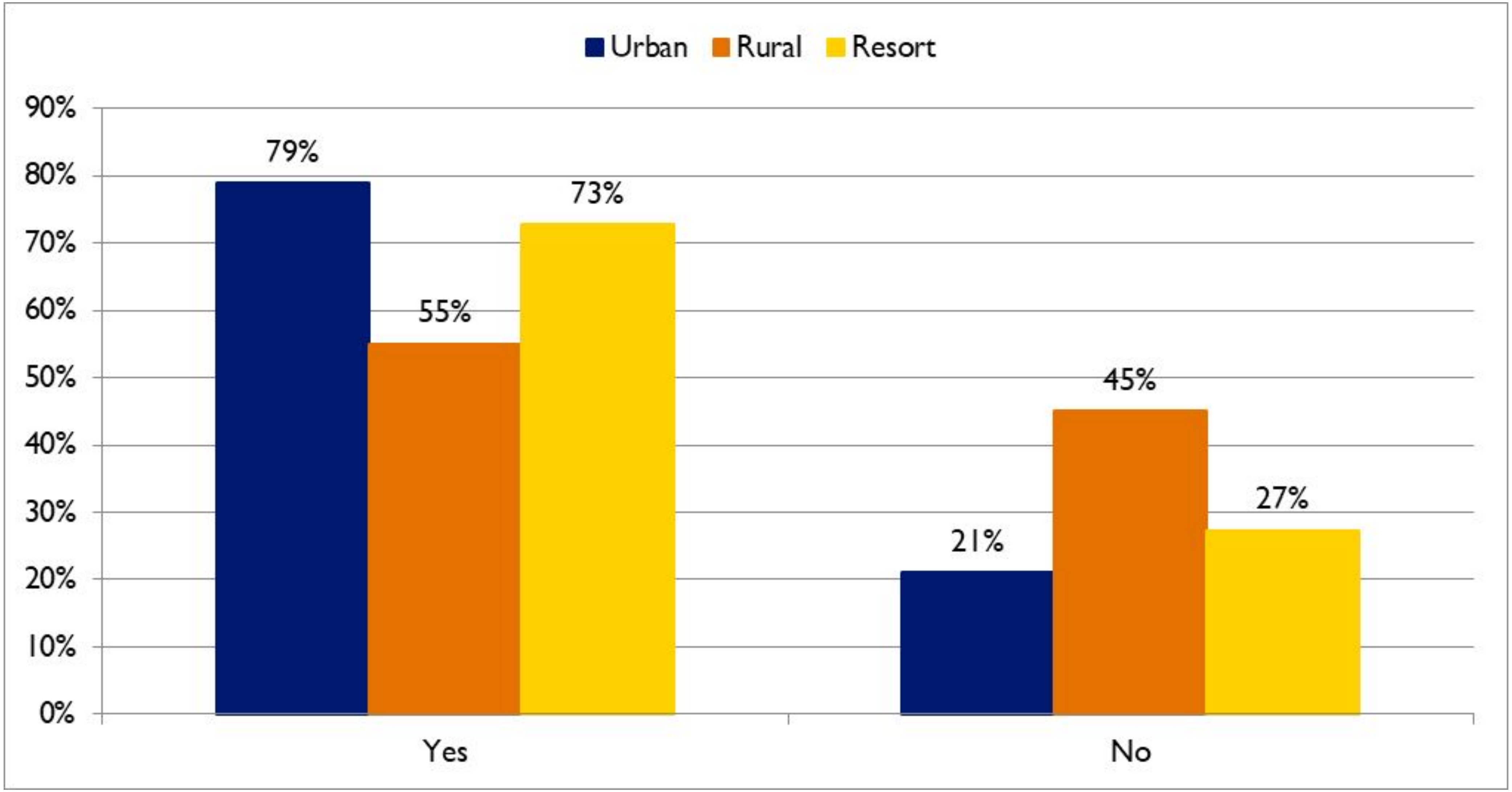
The survey ran from 12/8/25 to 12/22/25.

After the survey was completed, we conducted 7 follow up interviews with agencies.

In Favor of a Statewide Pass



In Favor by Service Context



Identified Benefits & Concerns

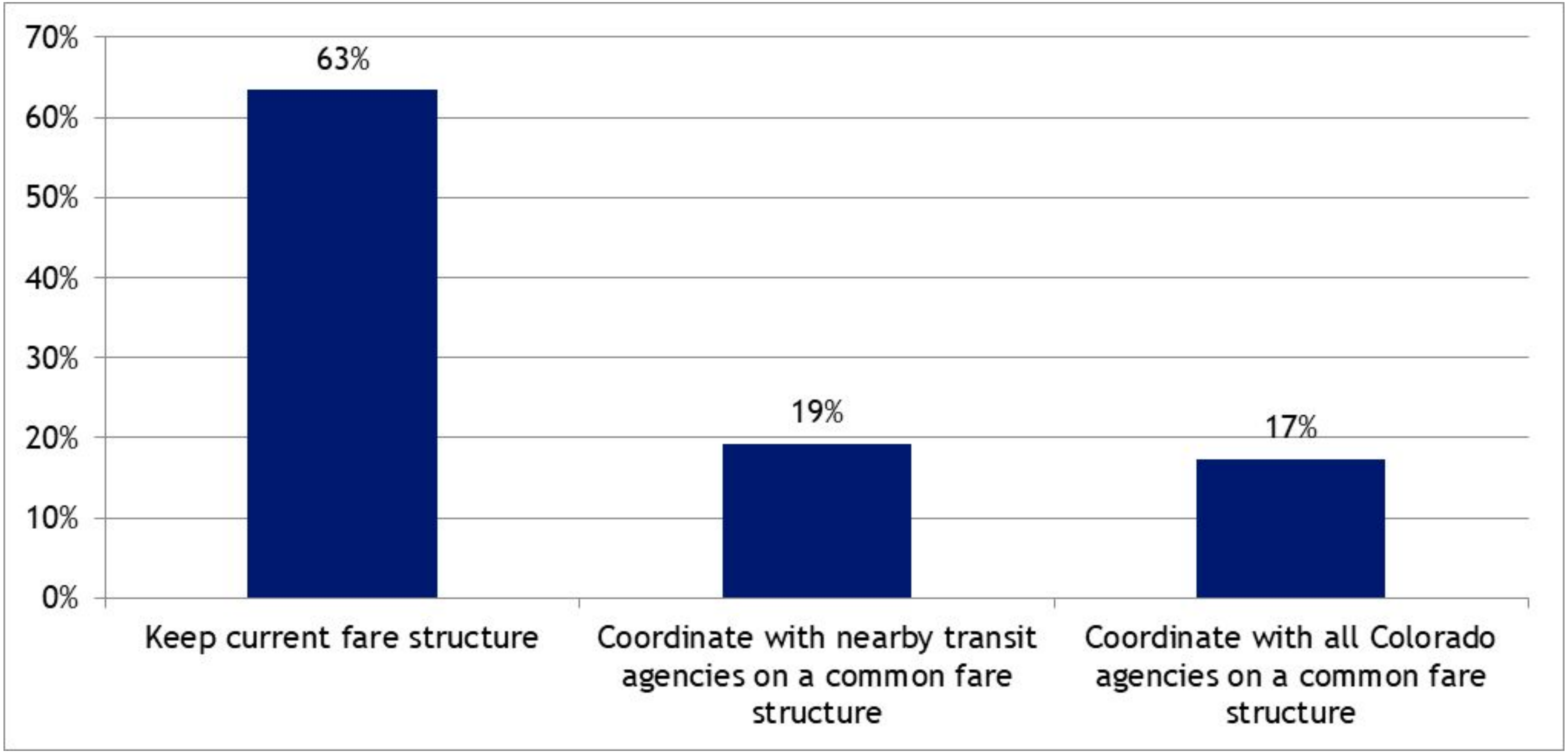
Top Benefits:

1. Supporting overall ridership growth (86%)
2. Improving customer experience and satisfaction (83%)
3. Increasing inter-regional and interagency travel (74%)

Top Concerns:

1. Technical or operational issues integrating payments across fixed-route, on-demand, and micromobility services (69%)
2. Confusion between using a new statewide pass and existing local passes (55%)
3. Loss of cash fare payment options or reduced accessibility for riders who rely on cash (including ADA riders) (49%)

If a statewide transit pass were developed in the future, would you want to keep your current fare structure or coordinate with other agencies on a common fare structure?



Study’s Findings

1. Details for revenue sharing, cost sharing, potential ridership impact, and other aspects need further analysis. Report provides overview of what is necessary, but does not prescribe any specifics.
2. Maintaining control over fares is essential for transit agency participation.
3. The inclusion of paratransit, on-demand transit, & fare-free agencies are important for any future program.
    a. Future iterations would consider micrmobility, TNC, carpooling, nudging, and other tie-ins
4. Overall, agencies were in favor of a trip planning app that would allow for all-in-one planning.
5. Funding and staff support would be needed to make a statewide pass realistic.
6. Technology could be a significant barrier for some agencies.
7. Weigh the pros and cons of a statewide transit pass vs. open-loop payments.

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

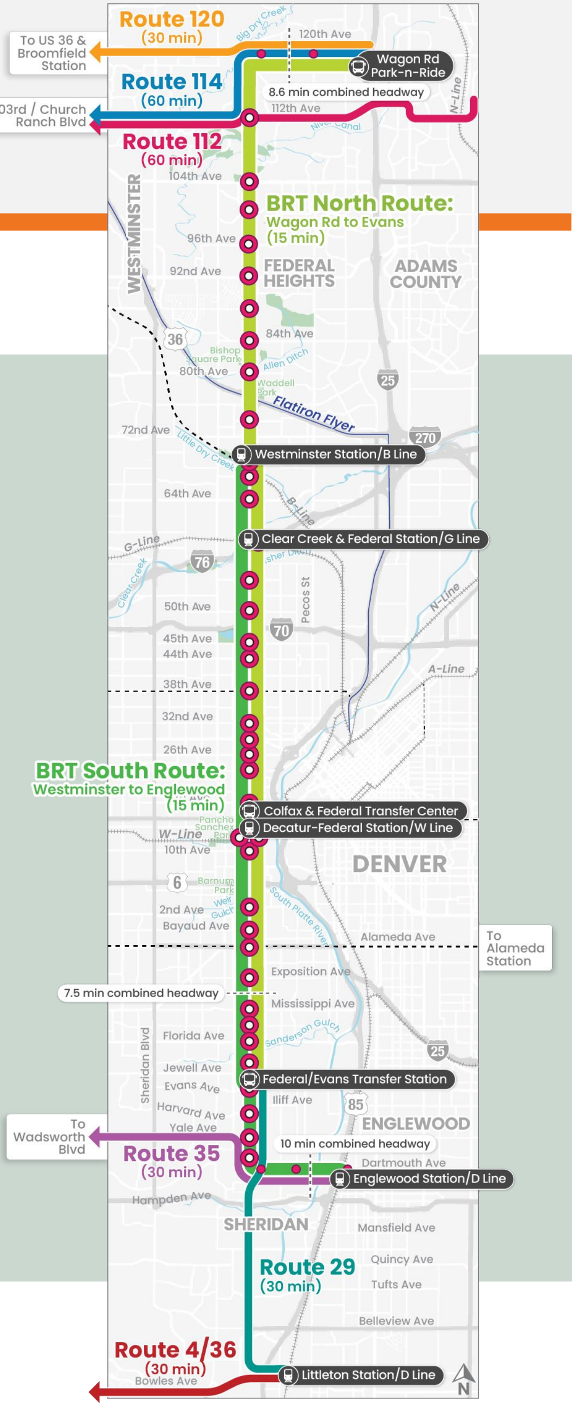
CDOT's FLM Goals and Strategy

Goal:

Ensure equitable and safe BRT access

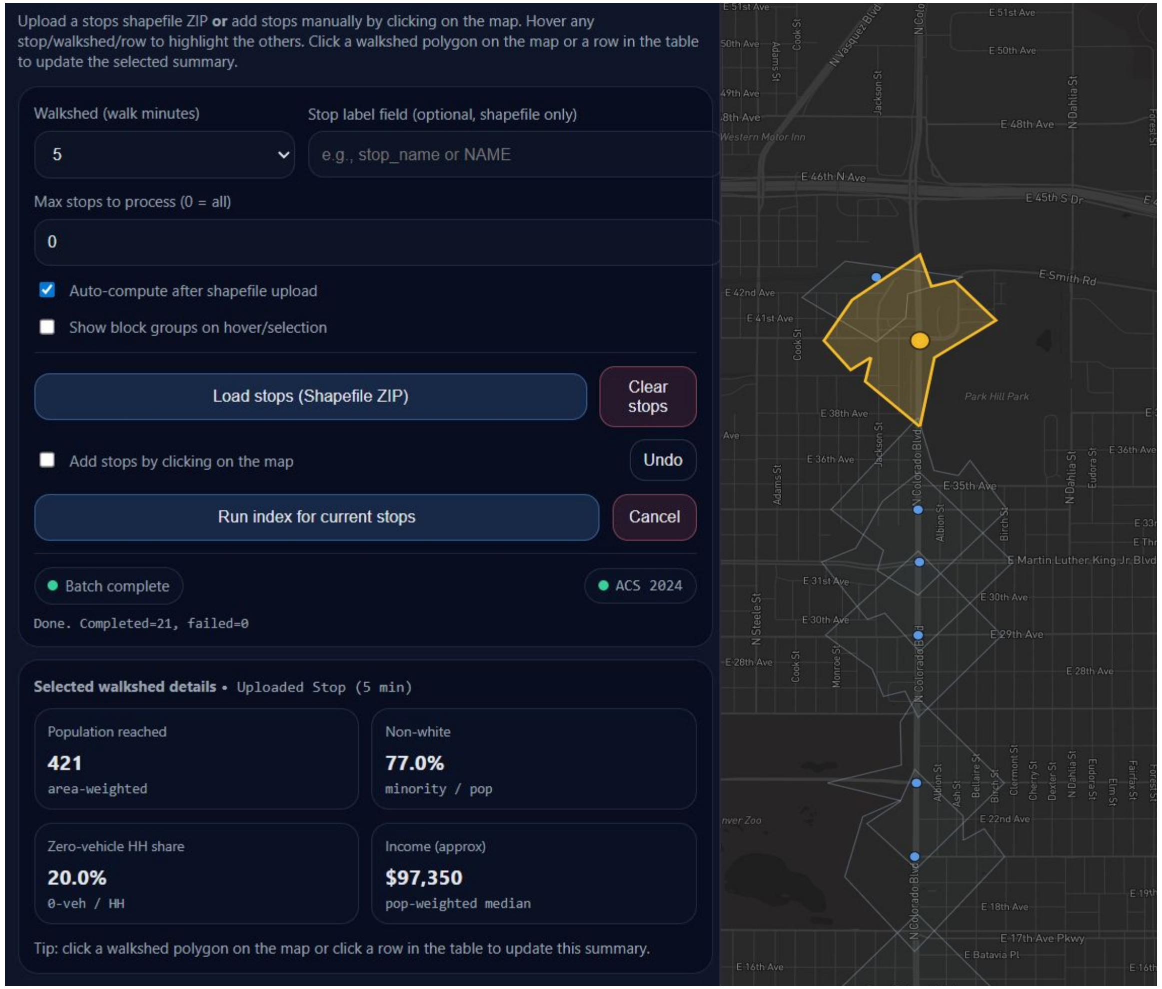
Strategy:

Provide local agencies with a toolkit to identify first/last mile safety improvements in transit station area walksheds

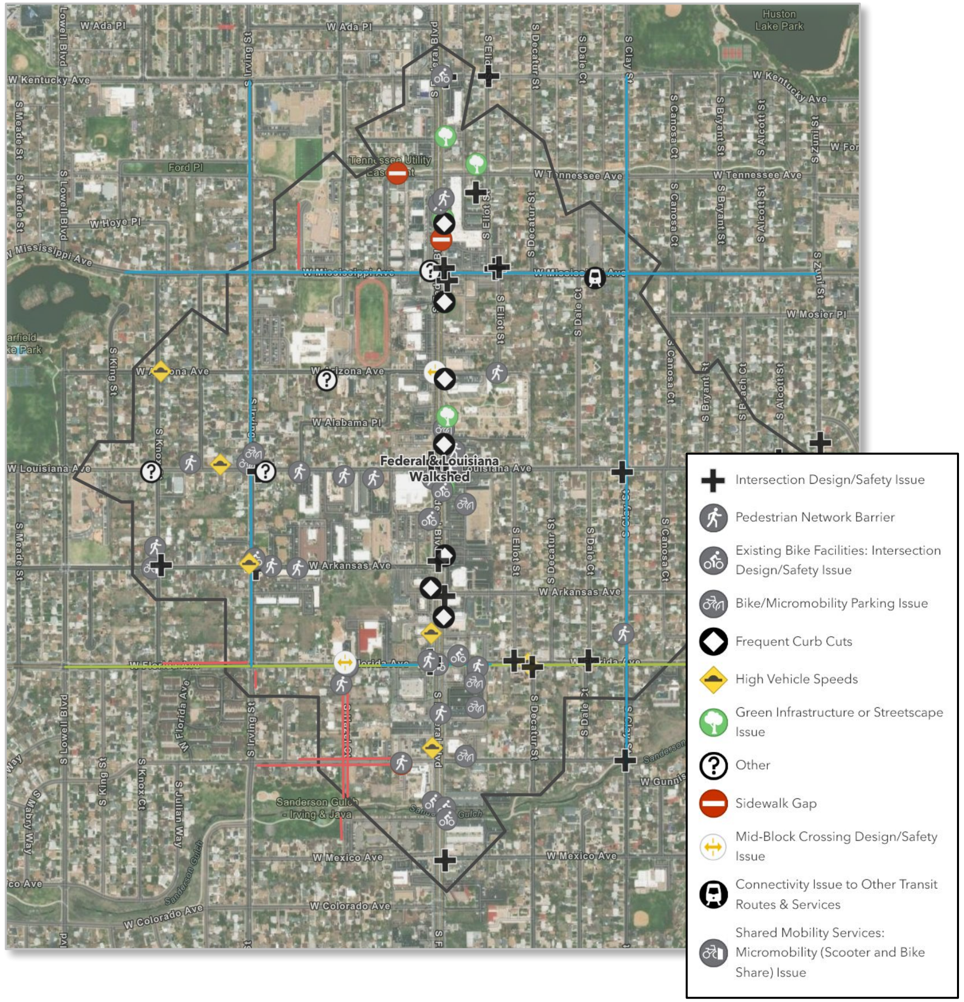


CDOT First Last Mile Toolkit Overview

The **Station Area Walkshed Index** identifies where community members may benefit most from multimodal improvements that make transit station areas safer and easier to access



The ArcGIS-based **Site Visit Tool** enables users to document potential multimodal improvements and safety issues through a web tool



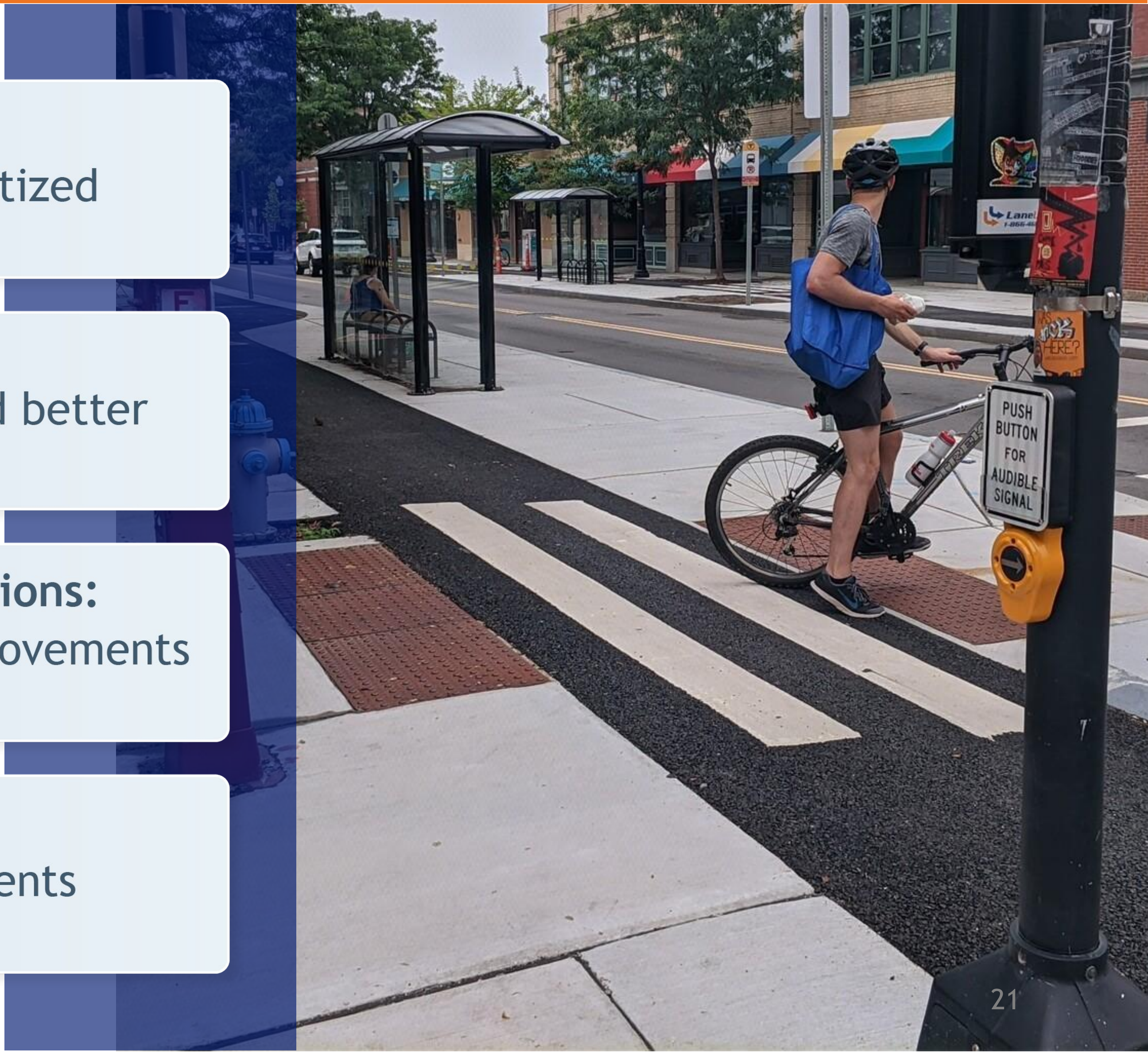
How Can the Toolkit Benefit You?

Identify FLM investment priorities:
Identify where improvements should be prioritized when funding is limited

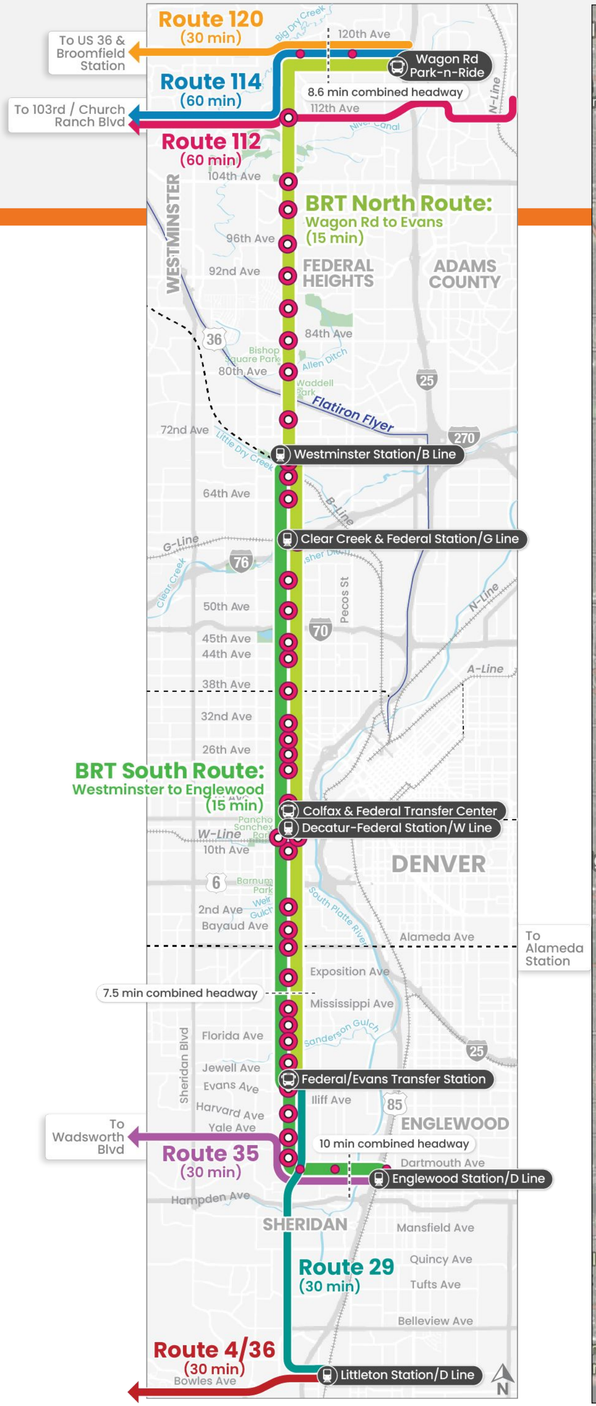
Augment existing analysis:
Use FLM analysis to build on existing work and better understand multimodal improvement needs

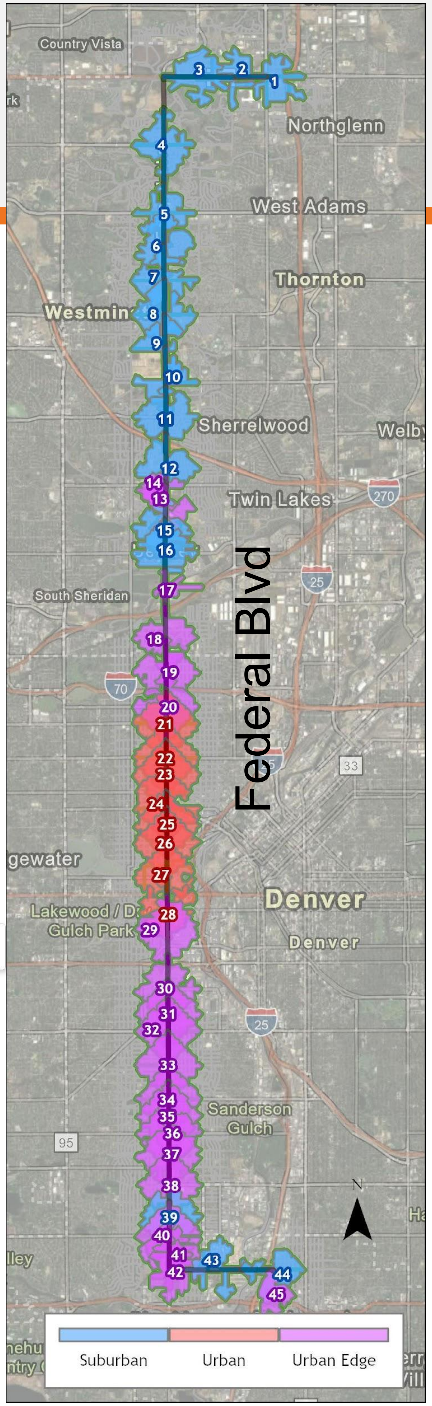
Support stakeholder and community discussions:
Help communicate potential multimodal improvements and facilitate community feedback

Provide a structured approach to site visits:
Efficiently identify key multimodal improvements near transit stations

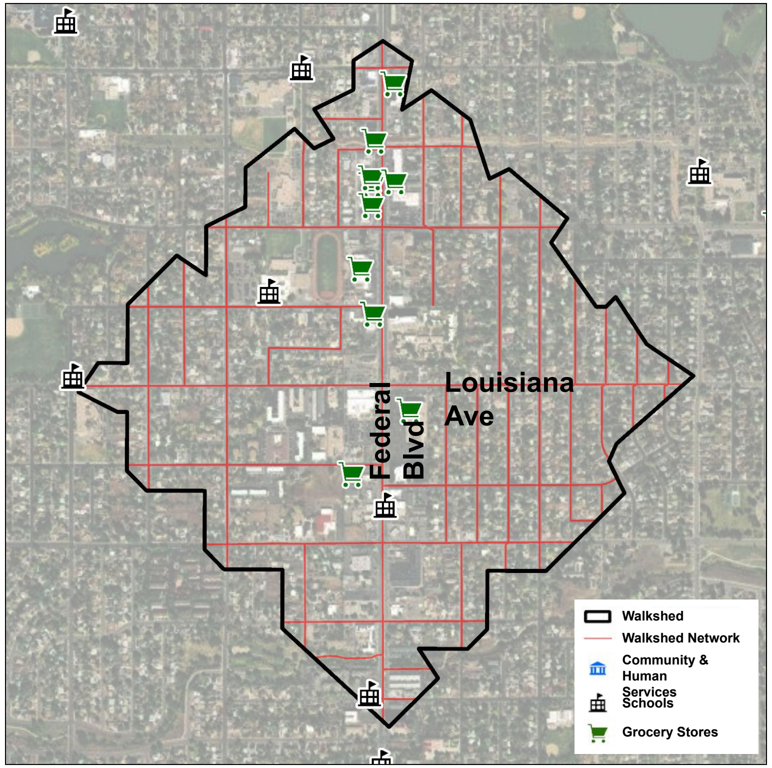


Station Area Walkshed Index





Walkshed Index Score: Federal Blvd & Louisiana Ave



Index	Variable	Individual Variable Scores	Sub-Index Scores
POPULATION INDEX	Total Population Index	100	64
	Total Employment Index	34	
	Total Households Index	59	
MOBILITY INDEX	Under 18 Index	98	88
	65 and Over Index	100	
	Zero Vehicle Household Index	56	
	Disabled Population Index	97	
EQUITY INDEX	Minority Population Index	100	100
	LEP Population Index	100	
	Low-Income Household Index	100	
SAFETY INDEX	Total Crash Index	89	85
	Bike/Ped Crash Index	85	
	KSI Crash Index	82	
SAFETY INDEX	2023 Ridership Index	89	85
	2045 Modeled Ridership Index	85	

TOTAL WALKSHED INDEX SCORE = 72

Walkshed Index WebTool In Development

Upload a stops shapefile ZIP **or** add stops manually by clicking on the map. Hover any stop/walkshed/row to highlight the others. Click a walkshed polygon on the map or a row in the table to update the selected summary.

Walkshed (walk minutes)

5

Stop label field (optional, shapefile only)

e.g., stop_name or NAME

Max stops to process (0 = all)

0

- [x] Auto-compute after shapefile upload
- [ ] Show block groups on hover/selection

Load stops (Shapefile ZIP) | Clear stops

- [ ] Add stops by clicking on the map

Undo

Run index for current stops | Cancel

● Batch complete

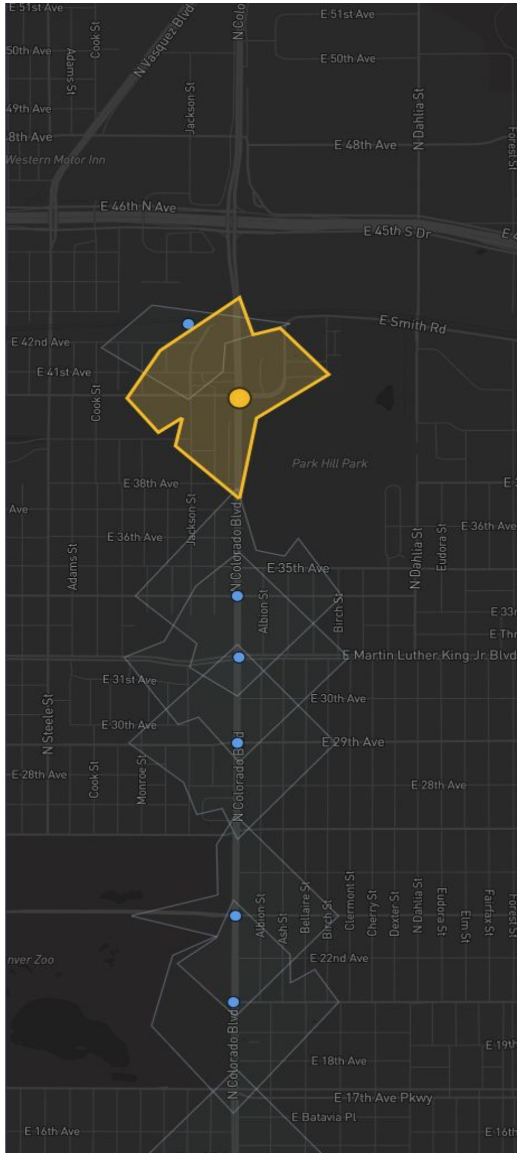
● ACS 2024

Done. Completed=21, failed=0

Selected walkshed details • Uploaded Stop (5 min)

Population reached **421** area-weighted	Non-white **77.0%** minority / pop
Zero-vehicle HH share **20.0%** 0-veh / HH	Income (approx) **$97,350** pop-weighted median

Tip: click a walkshed polygon on the map or click a row in the table to update this summary.



ArcGIS-Based Site Visit Tool

COLORADO
Department of Transportation

CDOT Rural Transit and Rail Site Visit Survey

This survey tool helps identify current issues and recommended improvements to multimodal infrastructure within rural transit stop and rail station areas.

Directions: This form should be completed once per issue identified. Fill out this form for the first issue identified and click 'Submit' to log the issue. The form can be filled out again to identify the next issue. Several of the analysis categories (Bike Facilities and Shared Mobility Services for example) should be informed by desktop analysis before the field visit, and all of the analysis categories can be informed by prior community outreach, if possible.

Name*

Issue Type (Point Feature)*

- Pedestrian Network Gap/Barrier
- Intersection Design/Safety
- Frequent Curb Cuts
- Mid-Block Crossing Design/Safety
- High Vehicle Speeds
- Lighting and Visibility
- Existing Bike Facilities: Intersection Design/Safety
- Bike and Shared Mobility Safety and/or Parking
- Green Infrastructure or Streetscape

Issue Location Map*

Please create a point at the location of the issue or recommended improvement

Find address or place

Vantor | Esri Community Maps Contributors, County and City of Denver, County of Arapa... Powered by Esri

Lat: 39.598639 Lon: -104.890096

Issue Description*

Please briefly describe the observed issue. Additional details about the issue location can also be added here if necessary.

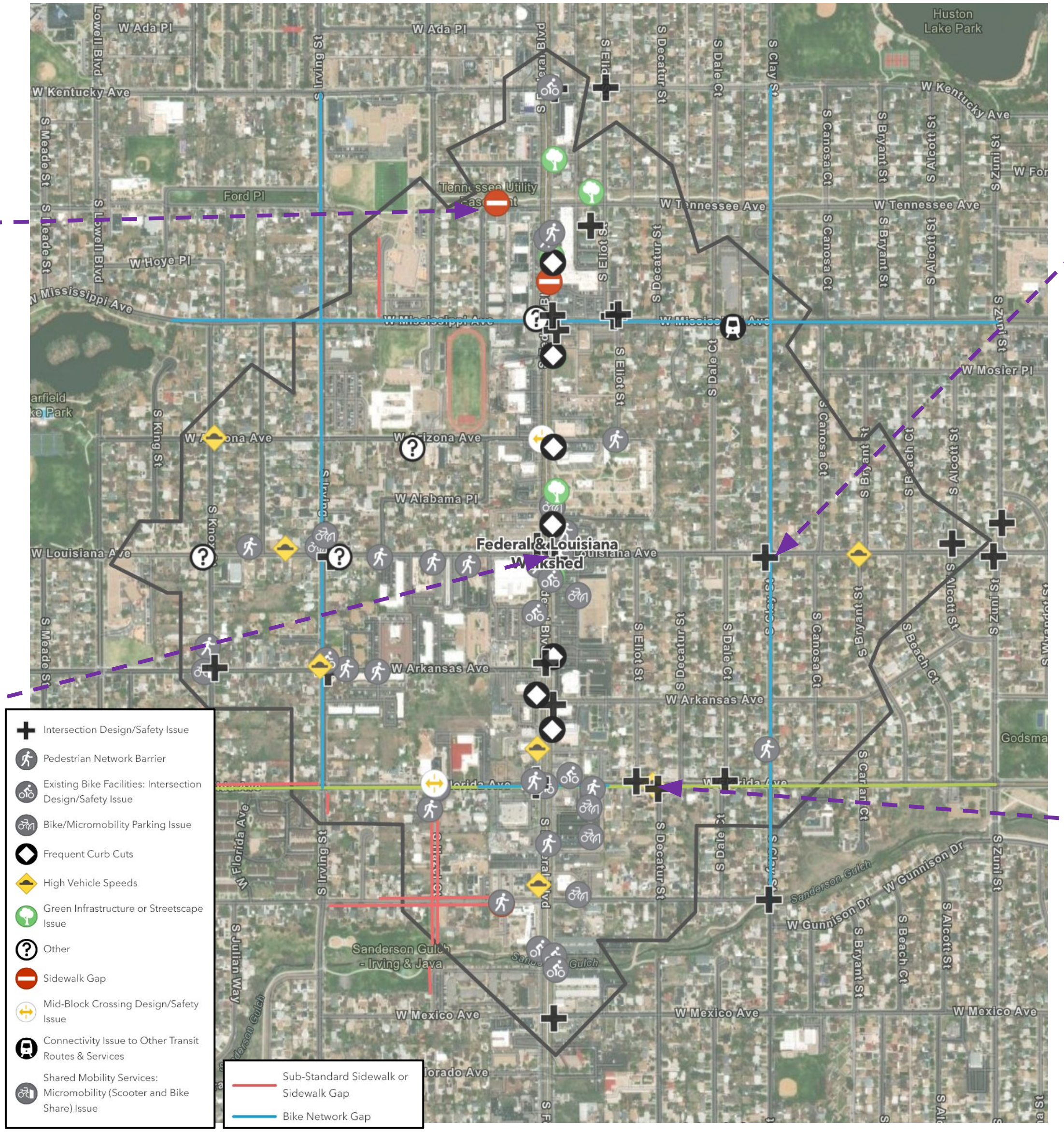
1000

Site Visit Tool Link

Site Visit: Federal & Louisiana

Tennessee Ave Shared Use Path: Gap between curb cut and shared use path

Federal & Louisiana: Large intersection with no medians or other shelter for crossing pedestrians



Louisiana & Clay: Obstructed intersection sightline creates a dangerous crossing

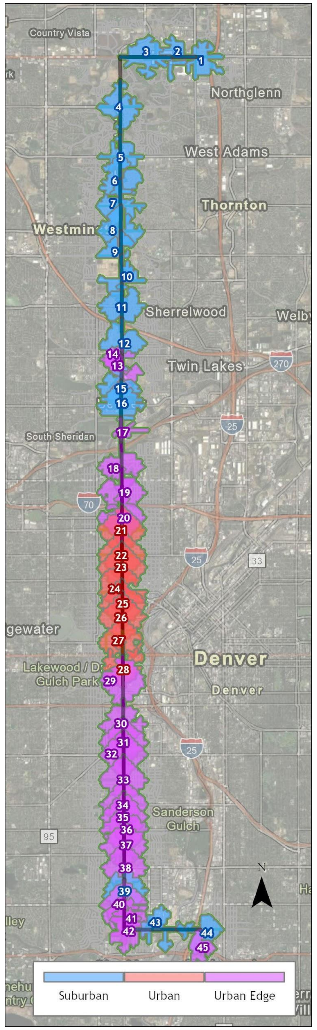
Florida Ave: Current roadway cross section (and center turn lane) leads to high vehicle speeds and a narrow bike lane

Granby Site Visit Results

76 multimodal transportation safety issues identified, mapped, and photographed in ~2 hours

We're Here to Help!

Identify Areas of Need for FLM Improvements



Identify Existing Multimodal and Safety Issues

We're Here to Help!

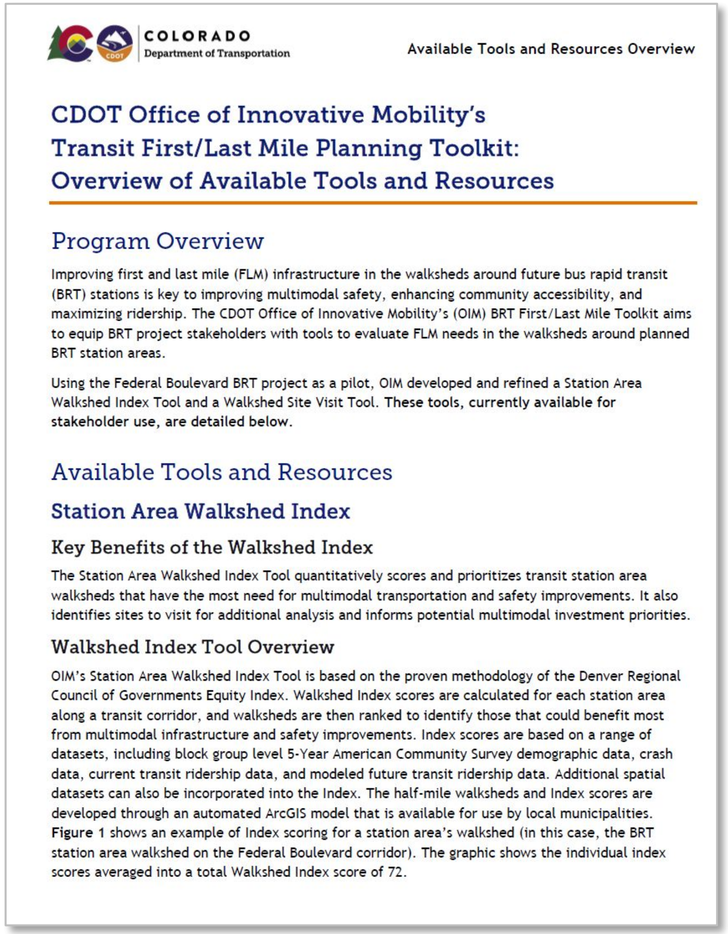
The Walkshed Index Toolkit Helps Agencies:

- Identify FLM investment priorities
- Augment existing analysis
- Support stakeholder and community discussions
- Provide a structured approach to site visits

Access the CDOT FLM Toolkit Webpage

codot.gov/programs/innovativemobility/mobility-services/tdm/first-last-mile-tools

Tom Joyce, CDOT Office of Innovative Mobility
thomas.joyce@state.co.us



COLORADO
Department of Transportation

Available Tools and Resources Overview

CDOT Office of Innovative Mobility's Transit First/Last Mile Planning Toolkit: Overview of Available Tools and Resources

Program Overview

Improving first and last mile (FLM) infrastructure in the walksheds around future bus rapid transit (BRT) stations is key to improving multimodal safety, enhancing community accessibility, and maximizing ridership. The CDOT Office of Innovative Mobility's (OIM) BRT First/Last Mile Toolkit aims to equip BRT project stakeholders with tools to evaluate FLM needs in the walksheds around planned BRT station areas.

Using the Federal Boulevard BRT project as a pilot, OIM developed and refined a Station Area Walkshed Index Tool and a Walkshed Site Visit Tool. These tools, currently available for stakeholder use, are detailed below.

Available Tools and Resources

Station Area Walkshed Index

Key Benefits of the Walkshed Index

The Station Area Walkshed Index Tool quantitatively scores and prioritizes transit station area walksheds that have the most need for multimodal transportation and safety improvements. It also identifies sites to visit for additional analysis and informs potential multimodal investment priorities.

Walkshed Index Tool Overview

OIM's Station Area Walkshed Index Tool is based on the proven methodology of the Denver Regional Council of Governments Equity Index. Walkshed Index scores are calculated for each station area along a transit corridor, and walksheds are then ranked to identify those that could benefit most from multimodal infrastructure and safety improvements. Index scores are based on a range of datasets, including block group level 5-Year American Community Survey demographic data, crash data, current transit ridership data, and modeled future transit ridership data. Additional spatial datasets can also be incorporated into the Index. The half-mile walksheds and Index scores are developed through an automated ArcGIS model that is available for use by local municipalities. **Figure 1** shows an example of Index scoring for a station area's walkshed (in this case, the BRT station area walkshed on the Federal Boulevard corridor). The graphic shows the individual index scores averaged into a total Walkshed Index score of 72.

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

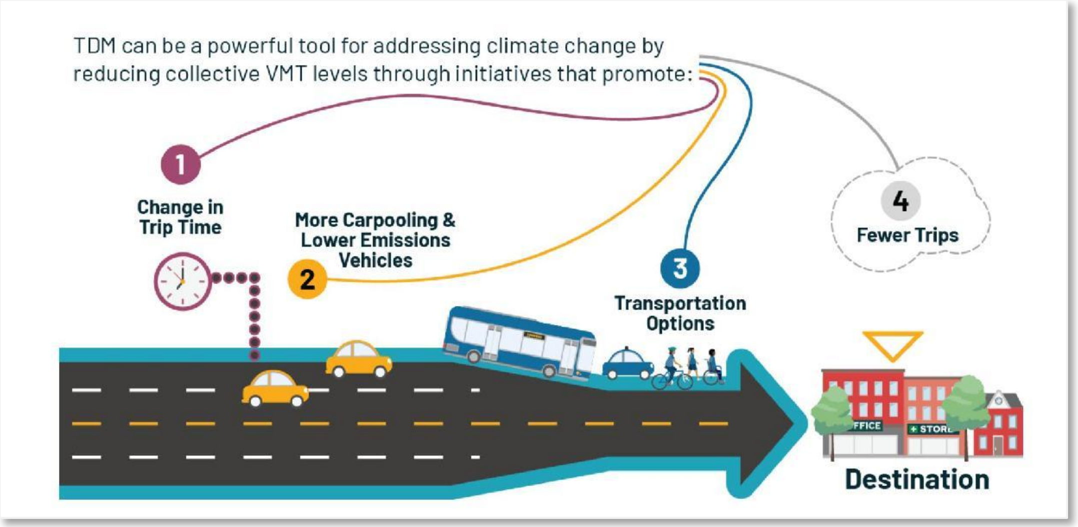
TDM Calculator

Project Overview

CDOT is expanding Transportation Demand Management efforts to reduce GHG emissions and prioritize project funding

What is a TDM Calculator?

- A web-based tool or Excel tool that estimates the impacts of various TDM strategies on vehicle miles traveled (VMT) reduction
- Example Inputs: Project details, location, timeframe, and/or potential TDM strategies
- Example Outputs: A VMT reduction estimate (project level and/or regional), a score for proposed TDM measures



Source: Nelson/Nygaard

Examining TDM Measures in a Different Context

Most existing TDM calculators focus on development projects, while CDOT needs a calculator that focuses on **transportation infrastructure projects and programs**

Development/Land Use TDM Calculators

Primary Use: Development review and compliance

1. Identify a development site
2. Apply TDM strategies
3. Estimate VMT impact at the site level (and possibly beyond)

Transportation Infrastructure & Program TDM Calculators

Primary Use: Planning, project benefit evaluation, funding decisions

1. Identify a proposed multimodal infrastructure project, policy, or service improvement
2. Apply TDM strategies
3. Estimate VMT impact at the corridor, interchange or local network level

TDM Calculator Phase 1 Research

Research Purpose

- Determine if there is an existing TDM calculator that local agencies and partners could use to estimate VMT and GHG reductions benefits from TDM measure implementation.

Research Benefits

- Identifying a TDM calculator that meets these needs could have major benefits for:
  - Providing project rationale to stakeholders and community members
  - Strengthening grant applications
  - Quantifying TDM impacts in a more standardized way
  - Augmenting existing TDM analysis

TDM Calculator Phase 1 Research Process

- Existing TDM Calculator evaluation
- Interviews with agencies that have developed TDM calculators
- Interviews with Colorado stakeholders:
  - Understand how a TDM calculator might meet their needs
  - Preferences for calculator inputs
  - Usage instructions
  - Analysis process, and outputs
  - Key use cases

Supporting discussions with stakeholders and community members

"When discussing results with elected officials, it would be really beneficial to have estimated VMT percentage reductions as results."

Strengthening grant applications & providing project funding rationale

"We sometimes help jurisdictions with grant applications, so that could be something they're interested in. This tool could tie into active transportation and long-range transportation plans as well."

"For some of the set-aside projects, we're asking applicants to estimate what the VMT reduction would be. If we had an established calculator in place, it would be very helpful. For CMAQ, we need to understand emission impacts."

CDOT TDM Calculator Development Phase

Goal: Develop a web-based TDM calculator to help evaluate and quantify TDM measure impacts for transportation projects

CDOT TDM Calculator Vision:

- **Interface:** Simple, intuitive web-based design
- **Instructions:** Clear, accessible user guidance
- **User Inputs:** Easy-to-use inputs based on readily available data
- **Methodology:** Transparent and easy to understand, with documented assumptions
- **Outputs:** Available in multiple formats that best meet user needs and next steps

How the TDM Calculator Works

A web-based tool that estimates how much driving—and greenhouse gas—a package of TDM strategies can reduce for a Colorado project.

1

Pick your project area

Draw or click zones on a Colorado map. The tool automatically pulls in that area's population, jobs, and baseline driving — no data hunting required.

Built on CDOT's statewide travel model.

2

Choose your strategies

Select from ~20 TDM measures — transit, bike/ped & micromobility, land use, vanpool & rideshare, and employer programs — and set a few simple inputs.

3

See the impact

Get estimated VMT reduction, shown per strategy and combined — then export a PDF report or spreadsheet.

Shareable results for grants & plans.

The result is a clear, defensible estimate of a project's travel and emissions benefits.

What’s Behind the Numbers

Every estimate is grounded in published research and Colorado-specific data.

1

Proven methodology

Adapts the CAPCOA Handbook (2021), the standard reference for quantifying TDM and GHG benefits, localized for Colorado.

2

Real local data

Baseline driving from CDOT’s 2019 Statewide Travel Model, commute mode shares from Census ACS, and bikeable days from NOAA climate records.

3

Cited effect sizes

Each strategy uses a published elasticity or effect size — with its source shown right in the tool, so any number can be traced.

4

No double-counting

Overlapping strategies are capped by category so combined benefits stay realistic.

Full methodology and data sources are documented inside the tool.

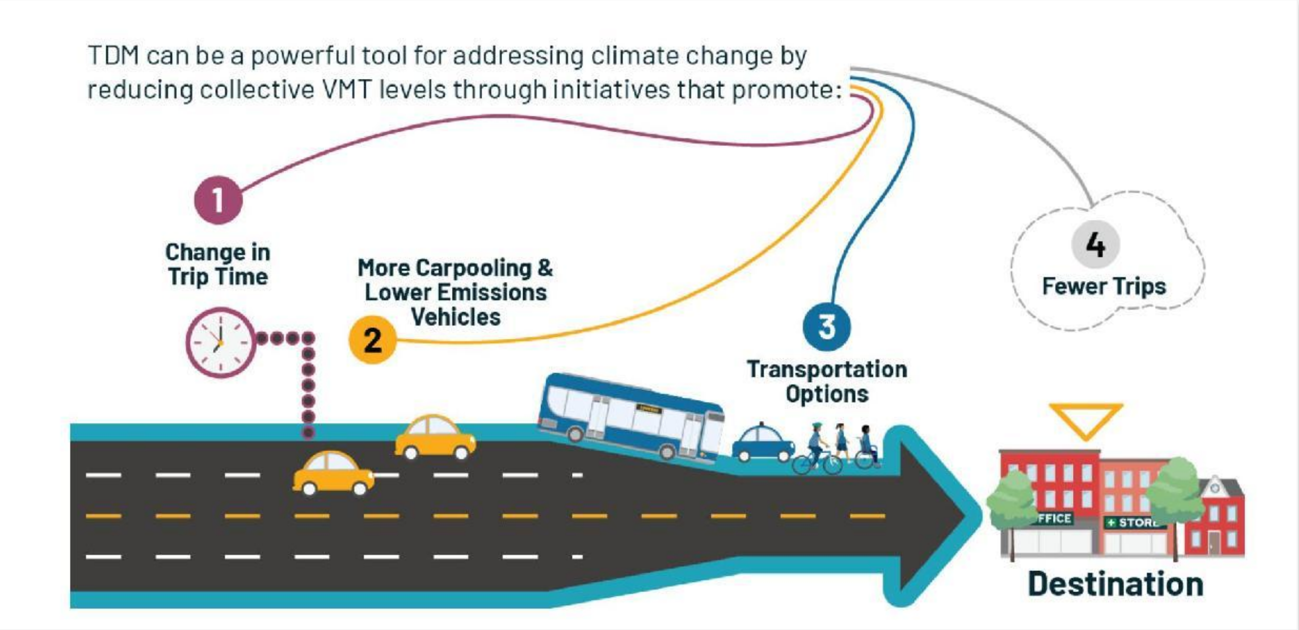
TDM Calculator Demo & Test

Go to: https://tinyurl.com/4dra7p65

Round 1: Feel free to follow along with m

Round 2: Explore the tool

- Pick potential TAZs
- Pick strategies to identify VMT reduction
- View Results
- Click start over try a different area



Feedback/Discussion

1. Ease of use- what features did you find easy to use, and what did you find difficult? Are there any interface changes you would like to see?
2. Results- did you find the results useful?
3. Use cases- how would you use this tool in your work? Are there changes you would like to see to make it more useful?
4. Are there any additional strategies you would like to see added to the tool?
5. What other feedback do you have?

COLORADO
Department of Transportation

Thank You/Closing Slide

- For questions or comments, please contact:
  - Email: Thomas.Joyce@state.co.us

RTCC May 5, 2026 Meeting Notes

RTCC May Transit AI Workshop

The RTCC May meeting began with introductions from participants including transit managers, coordinators, and representatives from various agencies across Colorado. Dana Wood provided an overview of a recent transit AI workshop held in March, which involved four transit agencies and was led by a Canadian organization called Cubic Transit. The workshop focused on using AI tools to solve strategic problems, and resulted in individual agency goals, projects, and a regional vision that would be discussed further during the meeting.

Cloud AI Driver Schedule Automation

Ann Findley presented her project using Cloud AI to automate the creation of driver paddles, which detail bus drivers' schedules throughout the day. She spent several weeks working with Claude to develop a system that could generate schedules comparable to the current paper-based process, resulting in a solution that saves time and could serve as a backup system. The project required significant iteration and cost $100 per month for the paid version of Claude due to data limitations in the free version. Ann agreed to create documentation sharing the process and prompts used with Claude to help other transit agencies implement a similar solution.

Transit AI and Legislative Updates

Mary discussed the potential for transit agencies to purchase AI tools for their entire organization, highlighting the benefits of pre-configured settings for transit agencies. Ann Rajewski provided legislative updates, including the progress of House Bill 261269, which has been modified to require less burdensome reporting for transit agencies. She also mentioned other bills being monitored, such as Senate Bill 261065 on transit housing investment zones and House Bill 261398 on retail delivery fee revenue allocation, which will impact MMOF funding. Additionally, House Bill 261430 was introduced to mitigate the potential effects of Initiative 175 on transportation and general fund budgets.

Initiative 175 Transit Funding Impact

The group discussed Initiative 175, which is currently gathering signatures to appear on the ballot. Ann Rajewski from CASTA explained that while the initiative appears likely to qualify, it could impact transit funding by redirecting certain fees toward road construction and potentially affecting local communities' ability to flex HUTF funds for transit needs. The CASTA board will meet next week to make a decision on the initiative, with Ann planning to

share information and talking points with members afterward. Sam Guarino highlighted how even small amounts of funding, like FASTER money, significantly affect smaller agencies like the Village Shuttle for vehicle replacements.

CASTA Conference and AI Updates

Ann Rajewski provided an overview of the upcoming CASTA conference, highlighting key sessions including a Mobility Summit on Tuesday and various training options on Wednesday and Thursday. She noted that room registrations should be made ASAP as rooms are limited, and registration is open until today. Jonathan shared his positive experience using AI tools, particularly Claude, for report writing, demographic analysis, and presentation development, emphasizing how it helps identify missing information and refine content for different audiences.

AI-Driven NTD Reporting Tool

Charles presented a tool he developed using AI to streamline National Transit Database (NTD) reporting, which he created after reverse-engineering the process based on three years of Winter Park's data. The Excel-based workbook guides users through agency setup, route mapping, and data validation, helping to identify potential issues before submission to save significant time and effort. Charles successfully used the tool for this year's reporting, completing the entity report in 25 minutes, and has licensed the tool for broader use across transit agencies. The discussion highlighted the importance of using multiple AI platforms and the need for human oversight to verify AI-generated results.

Regional Transit Connectivity Strategy Planning

Dana presented a regional strategy for RTCC focused on improving cross-jurisdictional transit connectivity. The group, using AI tools like Claude, identified three approaches ranging from Inter-Governmental Agreements (IGAs) to Transit Management Organizations (TMOs) to regional RTAs, with IGAs being the most feasible initial strategy. The team determined that expanding existing IGAs would be the best approach to serve underserved communities, with the option to implement this in a phased manner starting with a few partners rather than requiring full regional buy-in immediately.

The group discussed a proposal for an IGA (Intergovernmental Agreement) mapping project, with stakeholders expressing both enthusiasm and concerns about its complexity and scope. Sam Guarino proposed giving stakeholders additional time to review the document and identify key decision-makers from their organizations before moving forward with Phase 1. The group agreed to develop a more detailed plan for their next RTCC meeting and to potentially involve higher-level leadership at a later stage. Emily Williams then provided an update on a TMO (Transportation Management Organization) workshop held on

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April 15th, presenting a draft purpose statement for the regional TMO structure covering the Parachute to Aspen Travel Shed.

Transportation Management Organization Update

Emily provided an update on the Transportation Management Organization (TMO) initiative, discussing the current goal of mitigating traffic growth and plans for spring and summer campaigns, including Bike to Work Day on June 24th. The group discussed the TMO's current hosting by CLEAR and the need to formalize its framework, including questions about governance structure and potential funding from CDOT. Key open questions remained about whether the TMO should be a single organization covering the entire region or separate entities for different areas, with Sam Guarino offering to schedule a follow-up meeting with Emily and Dana to discuss the governance and framework further.

Regional Transit Partnerships Update Meeting

The meeting featured updates from various transit partners across the region. Sam Guarino reported that Snowmass Village received approval for a CTE grant to expand demand response services and discussed potential changes to tax funding language for transit services. Charles announced new transit initiatives in Winter Park, including a new Granby to Grand Lake line and a microtransit program launching in June. Lee shared that Glenwood's on-demand service served 30,000 passengers in its first year, with plans to evaluate fare pricing and explore sponsorship opportunities. Mary outlined upcoming RFTA services including the relaunch of The Flyer route and a new library pass program for Maroon Bells access. Jonathan provided an update on Yampa Valley RTA's establishment and funding efforts. Chris reported a 30% increase in transit service for TAVS starting June 8th, funded by SB230. Dave discussed ECO's upcoming 10-year plan phase and a successful bus rodeo event involving multiple jurisdictions. The conversation ended with approval of previous meeting minutes and a discussion about the impact of SB230 funding on rural transit services.

Next steps

- Ann Findley: Work on compiling and sharing the prompts used with Claude and the final Excel sheet (or relevant files) for the driver paddles project, when time allows.
- Dana: Share the regional strategy document with the group and request input/feedback from RTCC stakeholders over the next few weeks.
- All RTCC members: Review the regional strategy document, provide input/feedback, and identify key decision makers at their agencies who should be involved in the IGA/regional connectivity process.

- Lee: Reach out to Amtrak and Greyhound contacts in Glenwood Springs to explore potential collaboration or data sharing for regional transit connectivity.
- Dana/Sam/Mary: Further flesh out the "before Phase 1" tasks and present a more detailed Phase 1 plan at the next RTCC meeting.
- Dana: Send out meeting notes, recording, and specific direction regarding the strategy document to the group in the coming weeks.
- Emily: Share the story map and TMO examples with interested parties upon request.
- Emily/Sam/Dana: Schedule a meeting to discuss TMO governance and framework development.
- Ann Rajewski/CASTA: Send out information and talking points about Initiative 175 to members and stakeholders after the CASTA board meeting.
- All RTCC members: Consider and provide feedback on the draft TMO purpose statement, especially regarding congestion vs. traffic growth language.
- Mary: RTFA aims to release the First Last Mile Mobility Reserve Grant application by May 15th (pending guideline updates).
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COLORADO
Department of Transportation
Division of Transit & Rail

Introduction

Agency and Application Name

:	Northwest Colorado Council of Governments (NWCCOG)	:	A2.0-0011302

Instructions

IMPORTANT - PLEASE READ BEFORE STARTING THE APPLICATION.

This application is intended for applicants seeking federal funding under the following category:

FTA 5304 State Planning and Research Program funds for transit Planning projects in:
-rural areas (population less than 50,000).

Applicants from urbanized areas (populations greater than 50,000) may still apply for these funds but should be prepared to explain why they have not sought Section 5303 funds for their project.

Contact DTR Pre-Award at **cdot_dtr_pre-award@state.co.us** if you need additional applications. Please include "Additional Application Request" in the subject line of your email.

Application Type

Application Type:

5304 - rural/statewide planning project

Applicant Information

The fields in the Applicant Information section are auto-populated from your COTRAMS Agency Information tab. If the information is incomplete, incorrect, or out of date, click the Save & Exit button to close the application and navigate to your Agency Information tab to make the necessary updates.

Agency:

Northwest Colorado Council of Governments (NWCCOG)

Tax ID (FEIN):	84-0639906	DUNS Number:	RQC9GY7Z15J7
SAM Expiration Date:	1/20/2026	Fiscal Year End Date:	12/23
Cognizant Agency:		Did you spend more than $750,000 in Federal funds in the last fiscal year?:	Yes

Civil Rights

Does Your Agency Have a Process for Handling Discrimination Complaints?:

Yes

Contact Person for Complaints:

Jon Stavney

Is Your Agency A Minority Owned Entity?:

No

Your agency must not discriminate against its employees because of race, religion, color, sex, disability, national origin or ancestry, or age in the admission or access to, or treatment or employment in, its programs or activities. Has your agency had any discrimination complaints based on these EEO (equal employment opportunity) requirements within the last year?:

No

Has your agency had any transit-related discrimination complaints, investigations, or lawsuits in the last three (3) years?:

No

Does your Agency Currently Provide Any Language assistance?:

Yes

Can Your Agency Provide Language Assistance Upon Request?:

Yes

For more information on CDOT's Civil Rights program, please visit www.codot.gov/business/civilrights.

R/LCC

Does your agency's primary

General description of your R/LCC including the name, the goals, and your role and involvement.:

service area have a regional/local coordinating council (R/LCC) in place?: Yes	The objective of the RTCC is to serve as the local coordinating council for a seven (7) county rural area of Colorado, including Eagle, Garfield, Grand, Jackson, Routt, Pitkin, and Summit Counties, and to provide regional transportation coordination, especially for veterans, people with disabilities, older adults, and low-income adult populations. Goals of the RTCC: 1. Work collectively to address gaps and silos in the regional transportation network 2. Ensure consistent operation of safe, accessible, and affordable service 3. Encourage use of integrated technology and educate the region on the use of technology in transit 4. Develop inclusive information and materials for educating and engaging the public 5. Support ongoing planning, coordination, and collaboration while creating new community partnerships

Project Information

Project Title:

Colorado River Valley Transit Feasibility Study & PATS Expansion

Project Description:

This project funds a 12-month regional transit feasibility study for the Colorado River Valley (CRV) I-70 corridor (Parachute–Battlement Mesa–Rifle–Silt–unincorporated western Garfield County) and a parallel expansion plan for Parachute Area Transit (PATS). The CRV study is led by the corridor's jurisdictions and partners and runs in coordination with RFTA's concurrent Regional Transit Master Plan: it delivers the localized, community-specific service analysis the regional master plan is not scoped to produce, and ensures planning for areas outside RFTA's current service footprint advances on the same timeline. The study will quantify latent demand, develop and evaluate service alternatives — including evaluation of RFTA membership as one governance pathway — site infrastructure, analyze governance structures, and produce a five-year funding strategy. It is a planning project under FTA Section 5304 FY2027 funds designed to generate the evidence base and stakeholder consensus required to launch localized transit and mobility services and to compete for FTA 5311, CDOT CTE, CDOT 5339, FMLD, and FASTER Transit capital funding beginning that same cycle.

Project County(s):

Garfield

Please describe the population this project will serve and to what extent this project will impact minority and low-income persons (include census or ridership data)::

The project serves the Colorado River Valley corridor in Garfield County — a predominantly rural, lower-income region with significant transportation disadvantages. The service area includes census tracts with above-average poverty rates, limited English proficiency, older adult populations aging in place, and workforce displacement driven by Roaring Fork Valley housing cost pressure.

Key populations served include:
Low-income working households commuting across jurisdictional lines for jobs in the service sector, energy sector, construction, and skilled trades. As energy sector volatility has reduced local employment, workers are increasingly seeking opportunities outside the region — often in construction, government, healthcare, and public services — with limited transit alternatives.

Residents commuting to large regional employers, including Garfield County government and public services, school districts, Valley View Hospital, and seasonal or part-time employers throughout the corridor. Many of these workers live in our region but commute significant distances to access better-paying jobs, a pattern documented in the CRVEDP Economic Development Strategy Report, which analyzed commuting patterns across western Garfield County and found that the toll commuting takes on the economic, social, and physical well-being of workers, businesses, and communities on both sides of the valley is a serious challenge.

Older adults who lose driving independence and must travel to Grand Junction or Glenwood Springs for specialty care, often exceeding NEMT broker capacity.

Students and workforce trainees accessing Colorado Mountain College campuses.

Veterans and Medicaid clients requiring non-emergency medical transportation.

Spanish-speaking residents, who represent a significant share of the workforce in this corridor and are underserved by English-only outreach.
Tourism, hospitality, and recreational economy workers whose housing has been displaced downvalley while employment remains in the Roaring Fork Valley. Reliable mobility services also support the broader recreational tourism economy that is increasingly central to the region's economic identity.

These are growing communities actively planning for its future. The CRVEDP's Economic Development Strategy Report — built from local data, community input, and expert analysis — shows the local workforce exists and the area's population is younger than state and national trends, suggesting a demographic profile positioned for long-term growth. Transportation and infrastructure is identified as a NWCCOG RTCC (Regional Transit Coordinating Council) priority, and a CRVEDP priority, with an explicit focus on investing in connectivity and forming a Regional Transportation Network. This project is directly aligned with that community-driven, fact-based vision.

Garfield County's per capita income of $44,160 — roughly 84% of the Colorado average — captures the economic reality facing individual workers, many of whom are part of larger households and earning wages in industries like construction, retail, and healthcare that pay well below the oil and gas wages that once anchored the regional economy. Energy sector volatility has increased economic precarity for working households. The absence of a complete regional and localized transit system between these communities forces car dependency, consuming a disproportionate share of low-income household budgets. Access to mobility services supports not just individual workers, but the economic vitality of the entire corridor.

Please describe the expected outcome of this project.:

Final Feasibility Report, PATS Expansion Plan, Future Funding Plan, and Jurisdictional Adoption Options.

Project Management

Please enter information below for the **Agency Project Manager**.

Name:	Dana Wood	Title:	Mobility Director
Email:	dwood@nwccog.org	Work Phone:	(970) 389-9510
Cell Phone:	(970) 389-9510		

Please enter information below for the **Alternative Agency Project Manager**.

Name:		Title:	
Email:		Work Phone:	
Cell Phone:			

Barriers & Challenges

Are there any particular barriers or challenges that will need to be overcome to complete this project?:

Public engagement reach: Working-hour residents and Spanish-speaking populations are historically underrepresented in traditional public meetings. Mitigated by bilingual, on-site, and employer-based engagement formats.

Urbanized Area Justification

If your agency is in an urbanized area (an area with a population over 50,000), why are FTA Section 5303 funds not being used for this project?:

n/a

Project Plan

Project Plan

Use the space below to describe your project plan, including tasks to be completed, milestones and estimated completion dates, and anticipated project deliverables.:

Task 1 — Project Management & Steering Committee (Months 1–12) The core goal of this project is to identify all possible transit solutions and cost estimates at a regional level. To advance that goal, this task establishes goals for the existing CRV Transit Solutions Group, who will serve as this project's Steering Committee. Monthly meetings are already planned through the CRV Transit Solutions Group (stakeholders include the City of Rifle, Town of Silt, Town of Parachute, Battlement Mesa, CRVEDP, NWCCOG, the Colorado River Valley Chamber, and the Glenwood Springs Chamber). The Project Manager will be the Mobility Director at NWCCOG, prepared to facilitate meetings and coordinate with key project players. Monthly invoicing and progress reports to CDOT DTR per 5304 requirements. Procurement of qualified consultants via competitive RFP within 60 days of NTP.

Task 2 — Existing Conditions & Data Assembly (Months 2–4) Inventory current services (PATS, RFTA, Bustang, paratransit , NEMT brokers, employer shuttles, school transportation, etc.). Assemble demographic, employment, commute, and land-use data at the block-group level. Document existing plans: NWCCOG Transportation Gap Analysis (2021), IMTPR Regional Transit Plan (2025), IMTPR Coordinated Transportation and Human Services Plan (2025), Regional Transit Coordinating Council Strategic Plan (2024), RFTA comprehensive plans, Garfield County housing studies, CDOT statewide transit plan. Peer scan of minimum five comparable rural transit systems. Deliverable: Existing Conditions & Peer Comparison Report (Month 4)

Task 3 — Demand Analysis & Service Modeling (Months 4–7) Origin-destination analysis using current data, anonymized cell data, and employer commute surveys. Develop three to five service alternatives — spanning the full range of viable regional solutions — with ridership modeling using rural transit elasticity benchmarks and operating and capital cost estimates by alternative. Deliverable: Demand Analysis & Service Alternatives Memo (Month 6)

Task 4 — Infrastructure & Capital Siting (Months 6–8) Hogback corridor (the I-70 segment from Rifle through Silt and New Castle to Glenwood Springs) stop and pullout identification. O&M facility site analysis. Park-and-ride siting at Parachute/Battlement Mesa, Rifle, Silt, and Hogback interchange. Order-of-magnitude capital cost estimates for FTA 5339, CTE, 5311, and Garfield County Federal Mineral Lease District (FMLD) applications. Deliverable: Infrastructure & Capital Siting Memo (Month 8)

Task 5 — Governance, Finance & Funding Strategy (Months 7–9) Governance options memo (IGA, contract operations, expanded district, RTA). Five-year operating and capital pro forma. Funding sequence across 5311, 5339, CTE formula, FMLD, and FASTER Transit. Local match sustainability analysis. Deliverable:

Governance & Finance Strategy Memo (Month 9)

Task 6 — Public Engagement & Final Report (Months 3–4 and 10–12) Engagement is designed in active coordination with CLEER (the region's TMO) and with RFTA, whose Regional Transit Master Plan engagement is expected to continue into 2027. The CRV project team will share outreach calendars with RFTA, align on materials and venues where it makes sense, and — most importantly — work to ensure that residents, employers, and Spanish-speaking working households in the corridor are engaged once on an integrated set of regional and local service questions rather than asked to participate in two parallel processes. The CRV team retains responsibility for the design and execution of CRV-specific engagement in Parachute, Battlement Mesa, Rifle, Silt, and unincorporated western Garfield County. Round 1 engagement (Months 3–4): scoping pop-ups, employer visits, bilingual survey. Round 2 (Month 10): preferred alternative review. Final feasibility report, PATS expansion plan, and jurisdictional adoption package consolidate all identified solutions, cost estimates, and implementation pathways into a regionally actionable document. Deliverables: Public Engagement Summaries (Months 4, 11); Draft Report (Month 11); Final Report & Adoption Package (Month 12)

The engagement strategy prioritizes reaching residents where they already are, rather than expecting them to seek out traditional public meetings. Bilingual outreach — in both English and Spanish — will be embedded into the rhythms of daily life through pop-up stations at grocery stores, laundromats, and other high-traffic community gathering points. Direct outreach at employer sites will allow the project team to engage workers during shift changes or break periods, removing the barrier of attending a separate event after an already long workday. Presence at local community events, farmers markets, and faith-based gatherings will further extend reach into networks that are often bypassed by conventional planning processes.

This approach is intentional. The populations most dependent on transit — hourly workers, Spanish-speaking residents, people without reliable vehicles, and those working non-standard hours — are also the least likely to attend a 6 p.m. public meeting at a government building. By going to them, the project team ensures that the study captures the actual travel patterns, barriers, and needs of the people who will rely on any future service, not just those who already have the time and resources to participate in formal planning processes. Outreach materials, surveys, and facilitated conversations will be available in both English and Spanish, with culturally responsive messaging developed in partnership with trusted community organizations and employers. Where possible, community members from within these networks will assist with outreach to build trust and encourage candid participation.

The goal is not simply to document that outreach occurred, but to ensure that the voices of working residents — particularly those in the Parachute, Battlement Mesa, Rifle, and Silt corridor — meaningfully shape the study's findings, service design recommendations, and ultimately any future funding or governance decisions. The group will work closely with RFTA’s master plan efforts to decrease duplication and to provide information that both planning efforts can use.

Project Criteria

Project Need & Readiness

Describe the need for this project, including how you identified the need. Upload supporting documentation in the Attachments section.:

The Colorado River Valley sits in a structural transit gap. RFTA membership ends at New Castle, with RFTA's Hogback commuter route providing peak weekday service along I-70 from Rifle through Silt and New Castle to Glenwood Springs. Bustang stops serve interregional travel, not local circulation. Beyond the existing Hogback commuter service — which is constrained in span, frequency, and long-term funding stability — there is no fixed-route or demand-response service connecting Parachute, Battlement Mesa, or unincorporated western Garfield County to employment, healthcare, recreation, or education, and no service of any kind provides local circulation within Rifle, Silt, Parachute, or Battlement Mesa for off-peak trips, midday errands, or destinations away from park-and-ride stops.

Garfield County has historically supplemented RFTA services for Rifle and Silt, but that funding is dwindling. RFTA does not provide any service in Parachute, Battlement Mesa, or unincorporated Garfield County. While RFTA membership is a theoretical pathway, past ballot measures to join have failed, and joining would require voter approval of new property and sales taxes — an unlikely outcome in a tax-averse region even if pursued. This study would help identify what governance and funding structures residents would actually support, including whether a more targeted ballot measure could succeed. Recognizing that local government funding cannot be relied upon and that communities in western Garfield County are not willing to increase taxes without a compelling, evidence-based case, we are partnering closely with RFTA on their regional master plan to ensure this corridor is represented and that planning efforts are coordinated rather than duplicated. We will work in collaboration with RFTA on community outreach and will share findings to ensure alignment and avoid duplication of effort — while pursuing parallel pathways that do not depend on RFTA membership to deliver local circulation that meets the needs of each community.

This transit gap is inseparable from the region's broader economic challenges. The CRVEDP Economic Development Strategy Report identifies commuting as one of the most significant burdens facing western Garfield County workers and employers alike. Oil and gas employment in Garfield County has declined dramatically over the past 15 years — falling from roughly 3,000 jobs in 2008 to below 1,000 by 2023, with the Colorado Department of Labor and Employment reporting a current quarterly average of just 430 oil and gas jobs countywide. As that economic base has eroded, workers have increasingly sought jobs in the sectors that have replaced it: in Garfield County's 2024 budget, government is listed as the top industry, followed by construction, retail trade, accommodation and food services, and healthcare services — many of which require travel to Glenwood Springs, Grand Junction, or up valley employment centers. As of 2024, an estimated 31,024 Garfield County residents were employed, still below the pre-pandemic 2019 level of 31,542 — and analysts note that a gap of roughly 4,000 between employment estimates and job counts suggests many workers hold multiple jobs, a pattern consistent with wage pressure and long commutes.
The cost of that car dependency is borne daily. For Rifle residents alone, the average commute time grew by 7.4 minutes between 2010 and 2020. The share of workers with a commute of 19 minutes or less dropped from 60.2% to 40.1%, while workers commuting 45 minutes or more increased from 20.7% to 28.3% — all of this before factoring in the I-70 closures, canyon delays, and seasonal hazards that regularly turn those commutes into multi-hour ordeals. Large regional employers — including Garfield County government, school districts, Valley View Hospital, and seasonal and part-time employers throughout the corridor — draw workers who make this drive daily with no viable transit alternative.
The CRVEDP strategy explicitly identifies transportation and infrastructure investment, including formation of a Regional Transportation Network, as a 2025 priority, affirming that reliable regional transit is foundational to economic vitality. The strategy documents that the region's population is younger than state and national trends, signaling a demographic profile positioned for long-term growth — and a growing workforce that will require mobility solutions scaled to future demand, not today's insufficient baseline. Recreational tourism, an increasingly important economic driver, reinforces this urgency. The "Rockies Playground" region — which includes Garfield County alongside Summit, Eagle, and Pitkin counties — generated $4.4 billion in visitor spending in 2024, supported more than 30,000 jobs, and produced approximately $328 million in state and local tax revenue. That economic activity depends on workers being able to reach their jobs and visitors being able to move through the corridor — neither of which is reliably possible without transit infrastructure.

Parachute Area Transit (PATS) launched in 2020 to fill a missing connection in western Garfield County and has demonstrated demand within the Town's service footprint. PATS serves Parachute, Battlement Mesa, and Rifle. These communities, along with unincorporated Garfield County, have signaled willingness to participate in regional service, but require a defensible feasibility analysis before committing taxpayer funds or considering an RTA ballot question. CDOT 5310 dollars are programmed for 2027 service delivery; without 2026 planning, the region cannot operationalize that funding.

The need was identified through a fact-based, community-driven process. PATS ridership data demonstrates sustained and growing demand: the system provided 5,175 rides in 2021, 7,463 in 2022, 8,429 in 2023, 6,479 in 2024, and 6,316 in 2025, with Q1 2026 ridership up 29.6% over the same period in 2025. With expanded services launching in June 2026, PATS is projected to exceed 10,000 rides in 2026 and surpass 14,000 in 2027. RFTA ridership data in the Colorado River Corridor reinforces this demand: the Hogback route carries approximately 90,000 rides annually, with 41% of riders boarding in Rifle, 37% in Glenwood Springs, and 16% in Silt — meaning the majority of ridership originates in non-member communities whose funding is most precarious. Employer and jurisdiction feedback collected by NWCCOG and CRVEDP documents the commuting burden directly: average Rifle commute times grew by 7.4 minutes between 2010 and 2020, the share of Rifle workers commuting 45 minutes or more rose from 20.7% to 28.3%, and the number of people employed in Glenwood Springs but living outside the city increased by more than 1,500 between 2009 and 2019.

The CRVEDP Economic Development Strategy Report further contextualizes the cost of car dependency: oil and gas employment in Garfield County has declined from roughly 3,000 jobs in 2008 to a current quarterly average of 430, while the top employing sectors — government, construction, retail, healthcare, and accommodation and food services — offer wages averaging $58,000 countywide compared to $134,000 in oil and gas, making car-dependent commuting a proportionally greater financial burden on today's workforce. Garfield County's per capita income of $44,160 is approximately 84% of the Colorado average of $52,636, and the region's population skews younger than state and national trends — signaling a growing workforce that will require mobility solutions scaled to future demand. The NWCCOG Regional Coordinated Transit & Human Services Plan identifies this corridor as a gap, and the IMTPR Regional Transportation Plan designates it as a regional priority, affirming through both human services and infrastructure lenses that the absence of reliable transit in western Garfield County is not a local inconvenience but a documented, regionally recognized deficit with measurable economic consequences.

Describe the purpose and nature of this project.:

This project funds a 12-month regional transit feasibility study for the Colorado River Valley I-70 corridor (Parachute–Battlement Mesa–Rifle–Silt–Unicorporated Garfield County) and a parallel expansion plan for Parachute Area Transit, which will compliment RFTA's regional transit study by providing more localized information and solutions for Parachute, Battlement Mesa, and unincorporated Garfield County, who are not currently being served by RFTA. The study will quantify latent demand, develop and evaluate service alternatives, site infrastructure, analyze governance structures, and produce a five-year funding strategy. It is a planning project under FTA Section 5304 FY2027 funds designed to generate the evidence base and stakeholder consensus required to launch localized transit and mobility services to compete for FTA 5311, CDOT CTE, CDOT 5339, FMLD, and FASTER Transit capital funding beginning that same cycle.

Describe how the results of the project will be used, by whom, and for what objective.:

Deliverables will be used by the Town of Parachute, City of Rifle, Town of Silt, Battlement Mesa Service Association, Garfield County, NWCCOG, RFTA, CLEER, and CDOT to: (1) make go/no-go decisions on regional service launch; (2) structure an intergovernmental agreement or other agreed upon formation process; (3) submit FTA 5311, 5339, CTE formula funding, and FMLD applications in 2027 (beginning SFY 2028); and (4) inform the parallel CTE formula funding application with CDOT. The jurisdictional adoption package will enable each governing body to formally endorse the preferred alternative and commit local match. The governance and finance memo will provide the long-term sustainability framework needed before any jurisdiction commits recurring operating dollars.

If the project is awarded, can project funds be obligated and contracted so that the project can be implemented quickly? :

Yes

Describe the project implementation strategy.:

Implementation is managed collectively by the Town of Parachute, CRVEDP, and NWCCOG, with NWCCOG as lead applicant. The NWCCOG Mobility Program and the Town of Parachute will provide 5304 grant management; CRVEDP will lead peer outreach and stakeholder coordination. A qualified rural transit consultant will be procured within 60 days of funding. The CRV consultant will coordinate directly with RFTA's Regional Transit Master Plan consultant — sharing demand, ridership, and engagement data; aligning corridor definitions and underlying assumptions; and avoiding duplicate community outreach in shared geographies — so the two efforts produce complementary, not conflicting, findings. Decision-making authority over service design, governance, and funding strategy for Parachute, Battlement Mesa, Rifle, Silt, and unincorporated western Garfield County remains with the CRV jurisdictions and partners.

The six-task scope is delivered over 12 months: project management and steering committee governance run throughout; existing conditions and peer scan (Months 2–4) feed the demand analysis (Months 4–7); infrastructure siting and governance/finance tasks run in parallel (Months 6–9); public engagement bookends the work (Months 3–4 and Month 10); and the final report and adoption package are completed in Months 10–12. Milestone-based consultant contracting and dual NWCCOG/CRVEDP oversight to manage cost and schedule risk. Monthly reports to CDOT DTR will document progress against deliverables and will be submitted by NWCCOG.

Describe your readiness to solicit proposals from consultants to complete this project?:

NWCCOG has an established competitive procurement process compliant with federal requirements. A consultant RFP is templated based on prior and current NWCCOG-managed CDOT grants. Procurements can be released within 60 days of NTP. NWCCOG has a pre-identified pool of qualified rural transit consultants with relevant Western Slope experience. Scope, deliverables, and evaluation criteria are fully defined in the project scope of work.

Financial Need & Readiness

Beyond this application, have you applied for others sources of funding for this project?:

No

Is other funding being leveraged for this project? :

Yes

If yes, please describe the source, amount, and how those funds will be applied to the project costs.:

Yes. The $20,000 local match (20%) is provided through a combination of cash contributions from the Town of Parachute, City of Rifle, Town of Silt, CRVEDP, and NWCCOG.

Is the project completely dependent on the award of these funds?:

Yes

If not awarded funding, what will become of the project?:

Without this award, this regional feasibility study will not proceed in 2026/2027. PATS will remain limited to its current Town-boundary footprint, unable to further expand to serve Battlement Mesa, Rifle, or Silt. The corridor will continue without interconnected localized transit services, and the populations currently underserved will continue to have few alternatives to car dependency. Partner jurisdictions have indicated they require a defensible feasibility study before committing local funds, so service expansion is unlikely to proceed through an alternative path on this timeline.

Please describe the economic conditions of your service area and/or the clients you serve.:

The Colorado River Valley corridor in Garfield County is a rural, energy-dependent economy experiencing significant workforce and housing pressure. The region's economic base includes oil and gas extraction, construction, healthcare, hospitality, government, and tourism support services. Median household incomes are below the Colorado state average, and energy sector volatility creates periodic economic precarity for working households. Yet the region is not standing still — western Garfield County is actively positioning itself as a growing economic hub, with the CRVEDP's Economic Development Strategy charting a community-driven roadmap toward diversification, better-paying jobs closer to home, and long-term regional resilience. Transit planning must keep pace with that vision, which means designing not only for today's commuters but for the localized circulation needs of a denser, more economically diverse community in the years ahead.

Housing costs in the Roaring Fork Valley have displaced workers progressively downvalley into Parachute, Battlement Mesa, Rifle, and Silt, while employment centers remain concentrated in Glenwood Springs and Aspen. This spatial mismatch — workers living 30–60 miles from jobs with limited transportation alternatives — is the core economic driver of transit demand in this corridor. Car dependency consumes a disproportionate share of low-income household budgets and limits workforce mobility. The absence of regional transit also constrains access to healthcare (specialty care requires travel to Grand Junction or Glenwood Springs), workforce training (Colorado Mountain College campuses), and social services.

As the region grows, so too does the need for localized service options that connect people within and between communities — not just to up valley employment centers. Intra-community circulation within Rifle, Silt, Parachute, and Battlement Mesa will become increasingly important as the region attracts new employers, expands its healthcare and education footprint, and develops as a recreational tourism destination. A regional transit study must account for this trajectory, identifying service models that can scale from initial connector routes into a fuller local network — one capable of supporting the kind of economic hub the Colorado River Valley is working to become. Planning for that future now, rather than reacting to growth after it arrives, is precisely the community-driven, fact-based approach this project is designed to deliver.

Consistency with FTA Program Goals

The 5304 program goals are as follows:

- **support the economic vitality of the agency’s area/region, especially enabling global competitiveness, productivity, and efficiency;**
- **increase the safety of the transportation system for motorized and non-motorized users;**
- **increase the security of the transportation system for motorized and non-motorized users;**
- **increase the accessibility and mobility of people and freight;**
- **protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;**
- **enhance the integration and connectivity of the transportation system, across and between modes for people and freight;**
- **promote efficient system management and operation;**
- **emphasize the preservation of the existing transportation system; improve the resiliency and reliability of the transportation system.**

How does this project address one or more of the 5304 program goals?:

This project advances multiple FTA 5304 program goals:

Economic vitality: Regional transit reduces car-dependency costs across all income levels, freeing household budgets and expanding workforce access to employment centers throughout the corridor. By connecting residents to local services, jobs in energy, healthcare, construction, trades, tourism, and public services — and supporting the large regional employers who draw workers from across western Garfield County — reliable local transit strengthens the economic foundation that the entire community depends on. Equally important, it builds the region's own economic resilience: as western Garfield County grows into a diversified economic hub, transit becomes essential infrastructure for attracting employers, retaining workforce talent, supporting recreational tourism, and sustaining the long-term vitality vision for generations to come.

Accessibility and mobility: The study will directly address the documented insuffiency of services for commuters of all income levels who currently have few transportation alternatives. Beyond filling the insufficient span and frequency gap, this project lays the groundwork for a truly multimodal community — one where residents can choose how they move, whether by transit, bike, on foot, or by car, rather than being forced into car dependency by the absence of options. A connected, multimodal network supports independence for those who cannot drive, expands opportunity for those who choose not to, and signals to employers, new residents, and visitors alike that the Colorado River Valley is a modern, accessible, and forward-thinking region.

Environmental quality and energy conservation: Shifting commuter trips from single-occupancy vehicles to transit and providing a local transit system reduces VMT, fuel consumption, and emissions along the congested I-70 Hogback corridor.

Integration and connectivity: The project designs for connectivity to RFTA at the New Castle interface, Bustang at interregional stops, and NEMT services, creating a multimodal network rather than limited routes.

Consistency with planned growth: Deliverables align with the IMTPR Regional Transportation Plans, the RTCC Strategic Plan, Garfield County Comprehensive Plan, CRVEDP’s Economic Strategy, and CDOT 10-Year Transit Plan — all of which identify this corridor as a priority.This project would also aim to find strategies and solutions to reducing traffic congestion along I-70, along with improving safety on the road.
System management and efficiency: The governance task will identify the most efficient organizational structure for multi-jurisdictional service delivery, avoiding duplication and maximizing use of existing assets.

Resiliency and reliability: A local transit system reduces congestion within the corridor, providing connections to more localized services and resources.

Budget

Detailed Project Budget

Please provide a detailed project budget in the table below. This budget should represent the Total Cost (FTA and Local share amounts) and provide enough detail to describe the various key components of the project. Since it is possible that projects will only receive partial funding, the budget should provide for the minimum amount necessary to fund specific project phases that will allow for the completion of an eligible project that achieves the objectives of the program. You will be responsible for the 20% local share.

Task Description	Federal/State Share (Up to 80%)	Local Share (Min of 20%)	Total Cost
Travel, printing, supplies		$2,000	$2,000.00
Public engagement (translation/interpretation, venues, materials)	$4,000	$2,000	$6,000.00
Project management & administration	$8,000	$4,000	$12,000.00
Consultant services — Tasks 2–6 (existing conditions, demand analysis, siting, governance, public engagement)	$68,000	$12,000	$80,000.00

Update Totals: ✓

Total Federal/State Share: $80,000

Total Local Share: $20,000

Total Planning Cost: $100,000.00

Local Funding

Local Funding

Please identify the source, amount, and status of secured matching funds you plan to use for this project. Local match funds must be cash. Your Total Local Match amount here needs to equal or exceed the Total Local Match amount listed under the Detailed Project Budget. Upload documentation or letters of commitment for funds coming from a third-party.

Source of Funds	Local Match Amount	Status
Colorado River Valley Economic Development	$2,500	Approved
Town of Parachute	$2,500	Approved
Town of Silt	$2,500	Approved
City of Rifle	$2,500	Approved
NWCCOG/RTCC	$10,000	Approved

Update Totals: ✓

Total Local Match: $20,000

Attachments

Be sure to attach all required and relevant supporting documentation, including, but not limited to:

- **Documentation supporting project/service need**
- **Documentation supporting financial need**
- **Project implementation plans**
- **Proof of local match**
- **Support letters**

Document Name	Update Date/Time
2027 Call - Planning Project App 2026-06-11 20:07:17.pdf	6/11/2026 2:07 PM
CLEERletterofsupport5304grant	6/11/2026 2:04 PM
Match Contribution Memo.pdf	6/11/2026 12:56 PM
Town of Silt signed LOS	6/10/2026 2:29 PM
CRVEDP Economic Development Version 4 .pdf	6/9/2026 4:07 PM
FINAL_IM-Regional-Coordinated-Plan.pdf	6/9/2026 3:57 PM
FINAL_IM Regional Transit Plan.pdf	6/9/2026 3:57 PM
Town of Parachute Letter of Support 5304 Grant FINAL	6/9/2026 3:04 PM
-RTCC_LOS-RTCC_final signed	6/9/2026 3:04 PM
GSCRA Support - Transit Feasibility Study	6/9/2026 3:04 PM
Garfield County_Letter - NWCCG - Colorado River Valley Transit Feasibility & Planning Study - 06.08.2026	6/9/2026 3:04 PM
CRVCC LOS - 5304 Planning Grant 6.9.26	6/9/2026 3:04 PM
City of Rifle_06-04-2026 Letter of Support - Transit Feasibility and Planning Study	6/9/2026 3:04 PM
5304_LOS_IMTPR	6/9/2026 3:04 PM
5304_LOS_CRVEDP	6/9/2026 3:04 PM

Certifications & Signature

Certifications

I certify that the information I provided on and in connection with this application is true, accurate, and complete.

I certify that if awarded the requested funding, my agency will adhere to all reporting requirements.

Certifying Official:

Dana Wood

Signature

Submit Application

Before submitting your application, please make sure you have completed all of the required fields, have entered all of the information as accurately and completely as possible, and have uploaded all necessary and relevant supporting documentation. Incomplete applications or applications that lack enough information to be effectively evaluated will receive lower scores or may be deemed ineligible for funding without further evaluation.

You will receive an email from COTRAMS confirming receipt of your submitted application. If you do not receive such an email, please contact **DTR Pre-Award** at **cdot_dtr_pre-award@state.co.us**.

You can also view your submitted application under the Applications tab in the Previous Applications (A/O/MM/Planning) list.

Submitted Date:

6/11/2026

COLORADO
Department of Transportation

August RTCC Presentation

Agenda August 4, 2026

- Mobility Services Overview & Suite of Tools
- Statewide Transit Pass Results
- FLM Toolkit- Prioritization Tool and Walkshed Analysis
- TDM Calculator Overview, Demo, & Testing
- Questions

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

Office of Innovative Mobility

Clean Transit Enterprise

Transit Grant Programs

Electrification & Energy

The Office of Innovative Mobility's mission is to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options, utilizing traditional and emerging mobility technologies.

Transit Planning

Mobility Technology

Bustang Operations

Mobility Services

Passenger Rail

Mobility Services Suite of Tools

- Transportation Demand Management
  - TDM Calculator
  - First Last Mile Toolkit
  - TDM Training
  - TDM Toolkit
  - TDM Economic Impact Report
  - TDM Forum
- Other Projects
  - E-Bike Safety Campaign
  - Statewide Transit Pass Report

- Grants
  - Transportation Management Organization Seed Funding

Join the TDM Forum

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

SB24-032 created the statewide transit pass exploratory committee to produce a viable proposal for the creation, implementation and administration of a statewide transit pass, including recommendations for any necessary legislation in connection with the proposal.

Viable Pass Proposal Includes:

- Viability
  - Structure
  - Agency Coordination
  - Cost-Sharing
  - Sharing, Apportioning, and Distributing Revenue
- Revenue Sharing Formula
  - Pricing
- Sale Structure
  - Opt-In vs. Opt-Out
  - Online & Kiosk Sales
- Marketing & Promotion
- Services Covered
  - Fixed Route & On-Demand
  - If On-Demand is included, how does that impact the fare
- Federal Laws on ADA & Discrimination
- Types of passess offered
  - Duration
    - Day
    - Week
    - Month
    - Other
- Types of Tickets Purchased
  - 1 ticket purchased
  - Per Agency
  - Zone pricing
- Additional Logistics
  - Submitting Trip Data
  - Technology Needed
  - Impact on current Transit Passes
- Additional Legislative Support

Report Components

I. Executive Summary & Intro
II. Components of Statewide Transit Pass
III. Examples from Existing Passes
IV. Survey of Colorado Transit Agencies
V. Conclusion

Final Report on CDOT's Website

- https://tinyurl.com/StatewideTransitPassCDOT

Key Takeaways from Other Passes

- Cashless fare systems are important for an equitable integrated pass system.
- Ticket vending machines (TVMs) and retail vendors provide options for cash riders and support equity.
- Multi-payments create complexity.
- There are increased costs with these upgrades beyond just equipment.
- Revenue sharing and pricing negotiation are important and complex.
- Multi-agency coordination is crucial to ensure fairness.
- Multimodal and microtransit integration is important to address first-last mile considerations and seamless trip planning, but adds additional complexity for pricing and third-party integration.
- Strategic phasing avoids service delays and cost overruns for program and partner agencies.

Statewide Transit Pass Components

- Initial Program Goals and Governance
- Cost Management
- Fare Structure
- Revenue Sharing
- Technology Requirements and Integration
  - Hardware Requirements: Fare Collection and Validation
  - Network Connectivity and Cybersecurity
  - Transit Program Data Management and Platforms
  - Public-Facing Transit Software and Applications
- Statewide Pass Marketing Plan Components
- Pass Deployment
- Ongoing Program Management and Evaluation

Survey Overview

The survey was sent to 86 agencies. Of the 86 agencies, 68 responded (79% response rate).

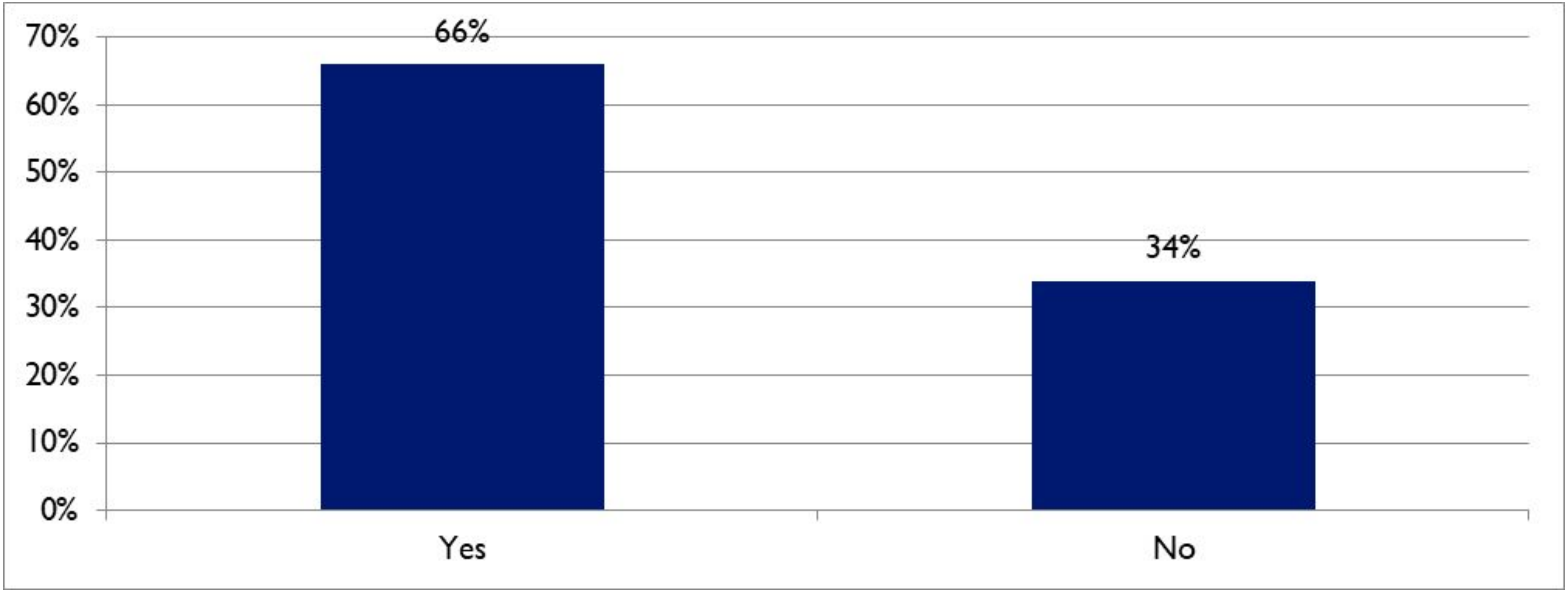
Agencies were chosen by:

- Transit providers who attended the Fall 2025 CASTA conference and provided their contact info
- Transit providers identified by CDOT DTR as key contacts
- Other agency staff members that FHU has a strong existing relationship from prior project work

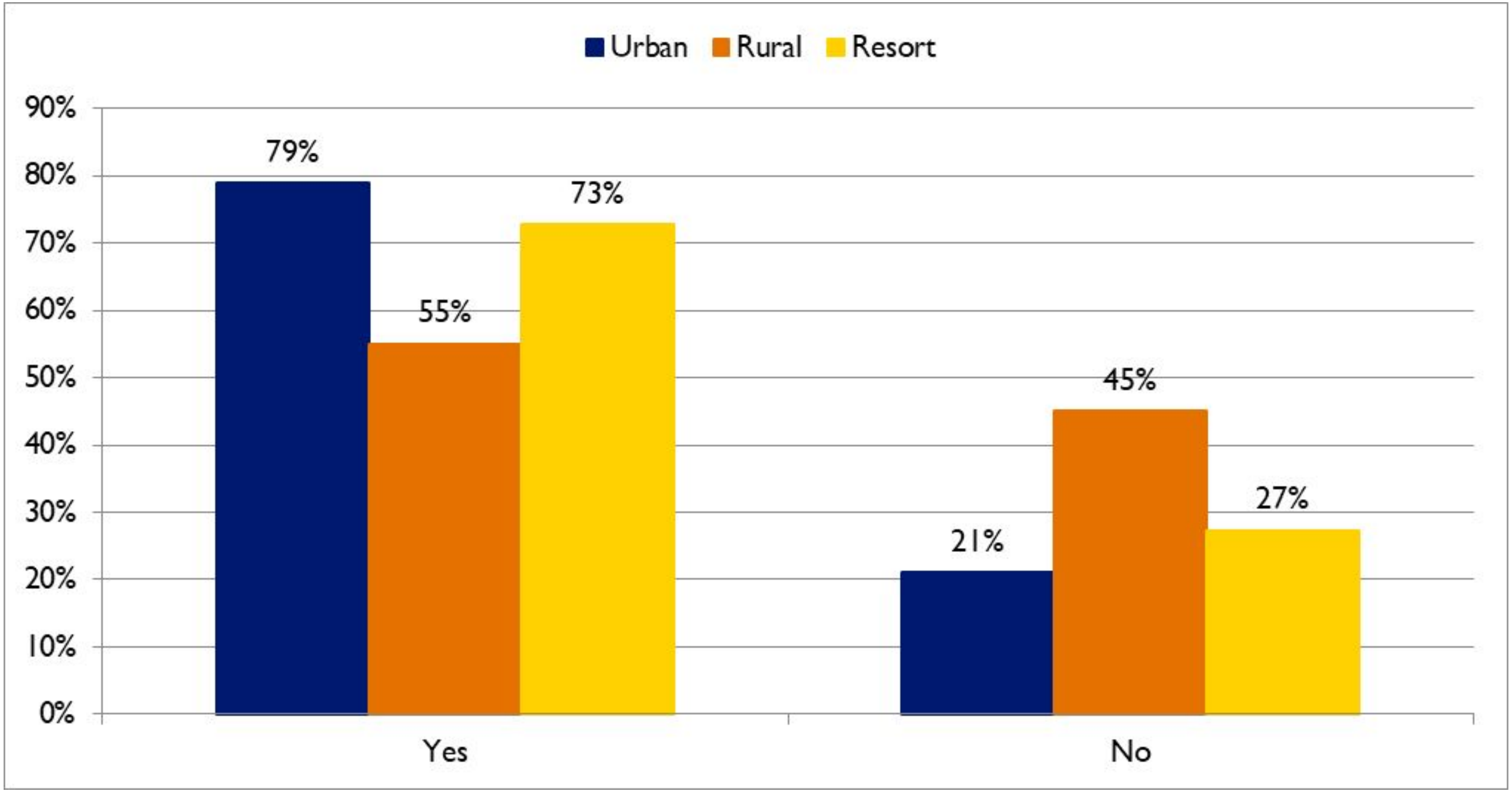
The survey ran from 12/8/25 to 12/22/25.

After the survey was completed, we conducted 7 follow up interviews with agencies.

In Favor of a Statewide Pass



In Favor by Service Context



Identified Benefits & Concerns

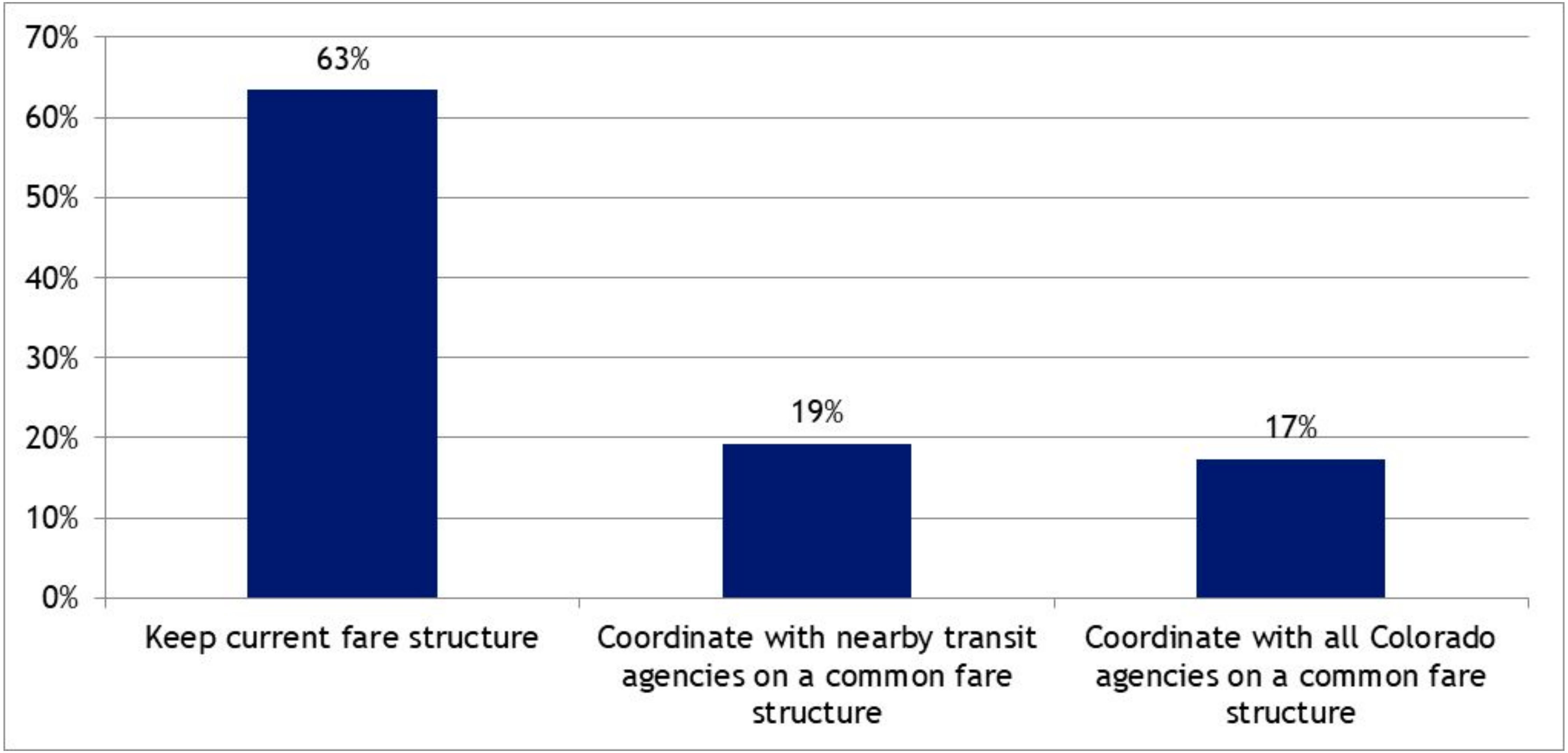
Top Benefits:

1. Supporting overall ridership growth (86%)
2. Improving customer experience and satisfaction (83%)
3. Increasing inter-regional and interagency travel (74%)

Top Concerns:

1. Technical or operational issues integrating payments across fixed-route, on-demand, and micromobility services (69%)
2. Confusion between using a new statewide pass and existing local passes (55%)
3. Loss of cash fare payment options or reduced accessibility for riders who rely on cash (including ADA riders) (49%)

If a statewide transit pass were developed in the future, would you want to keep your current fare structure or coordinate with other agencies on a common fare structure?



Study's Findings

1. Details for revenue sharing, cost sharing, potential ridership impact, and other aspects need further analysis. Report provides overview of what is necessary, but does not prescribe any specifics.
2. Maintaining control over fares is essential for transit agency participation.
3. The inclusion of paratransit, on-demand transit, & fare-free agencies are important for any future program.
    a. Future iterations would consider micrmobility, TNC, carpooling, nudging, and other tie-ins
4. Overall, agencies were in favor of a trip planning app that would allow for all-in-one planning.
5. Funding and staff support would be needed to make a statewide pass realistic.
6. Technology could be a significant barrier for some agencies.
7. Weigh the pros and cons of a statewide transit pass vs. open-loop payments.

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

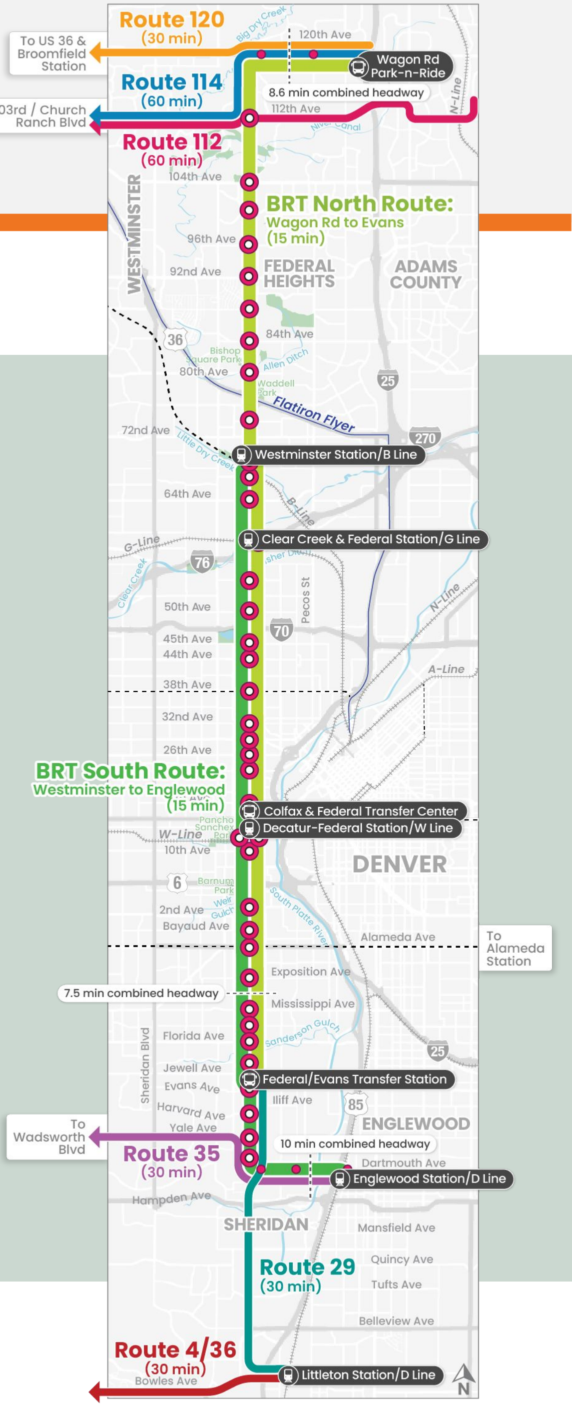
CDOT's FLM Goals and Strategy

Goal:

Ensure equitable and safe BRT access

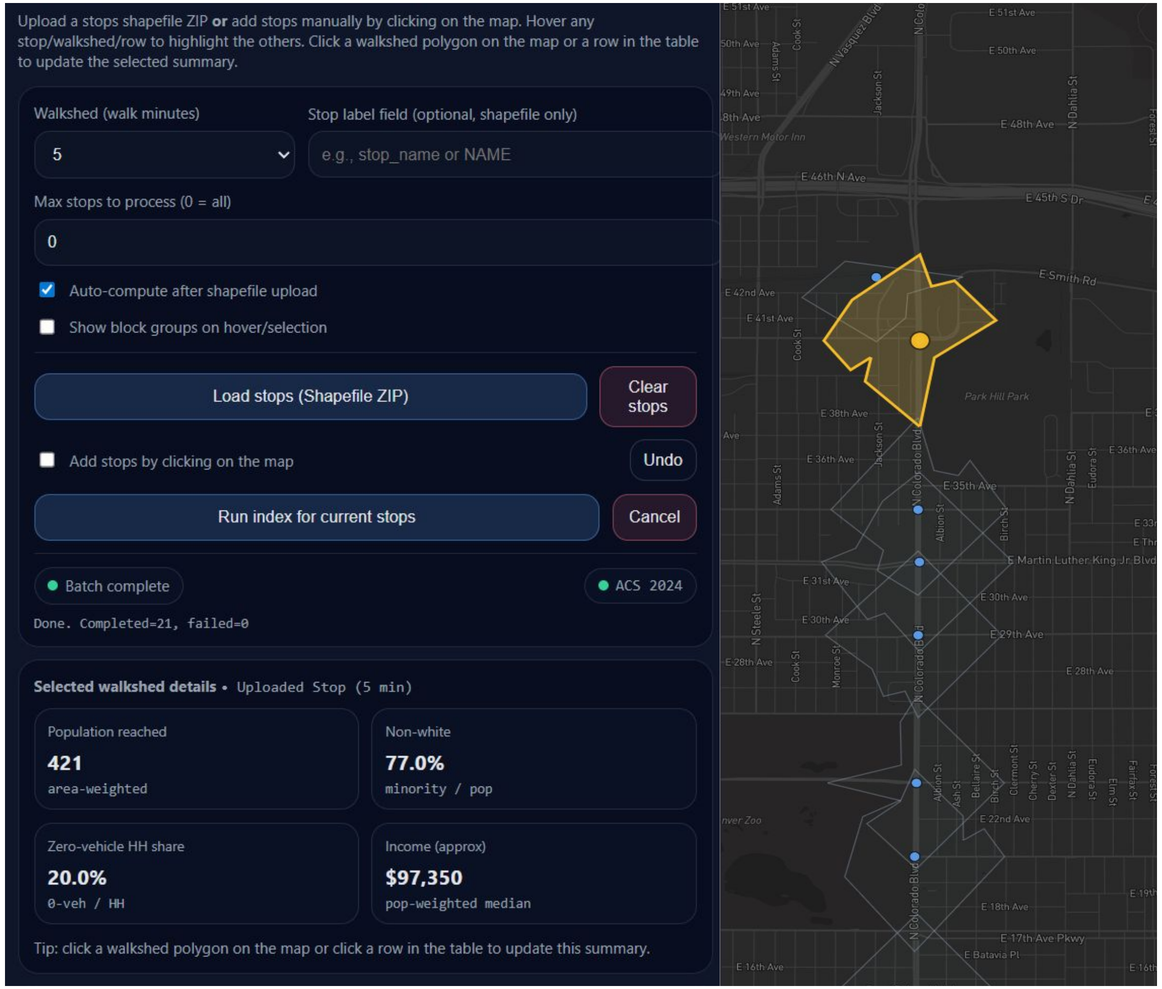
Strategy:

Provide local agencies with a toolkit to identify first/last mile safety improvements in transit station area walksheds

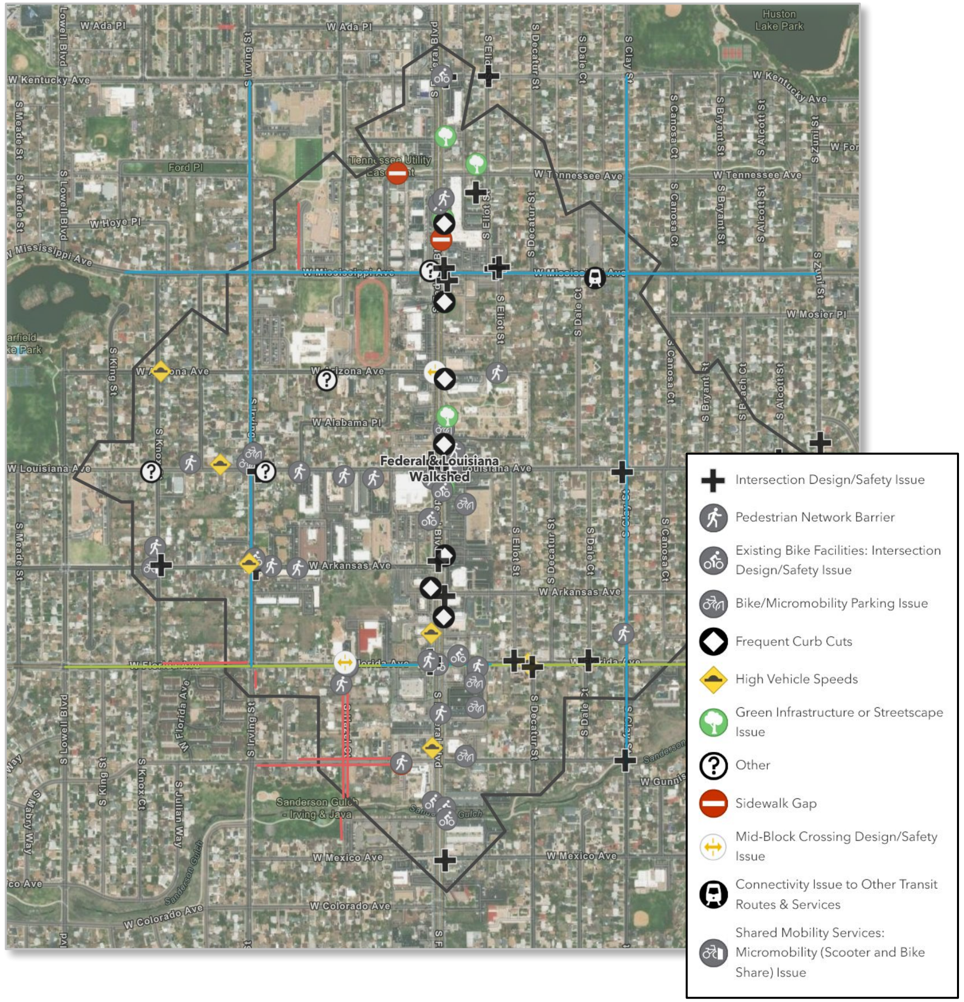


CDOT First Last Mile Toolkit Overview

The **Station Area Walkshed Index** identifies where community members may benefit most from multimodal improvements that make transit station areas safer and easier to access



The ArcGIS-based **Site Visit Tool** enables users to document potential multimodal improvements and safety issues through a web tool



How Can the Toolkit Benefit You?

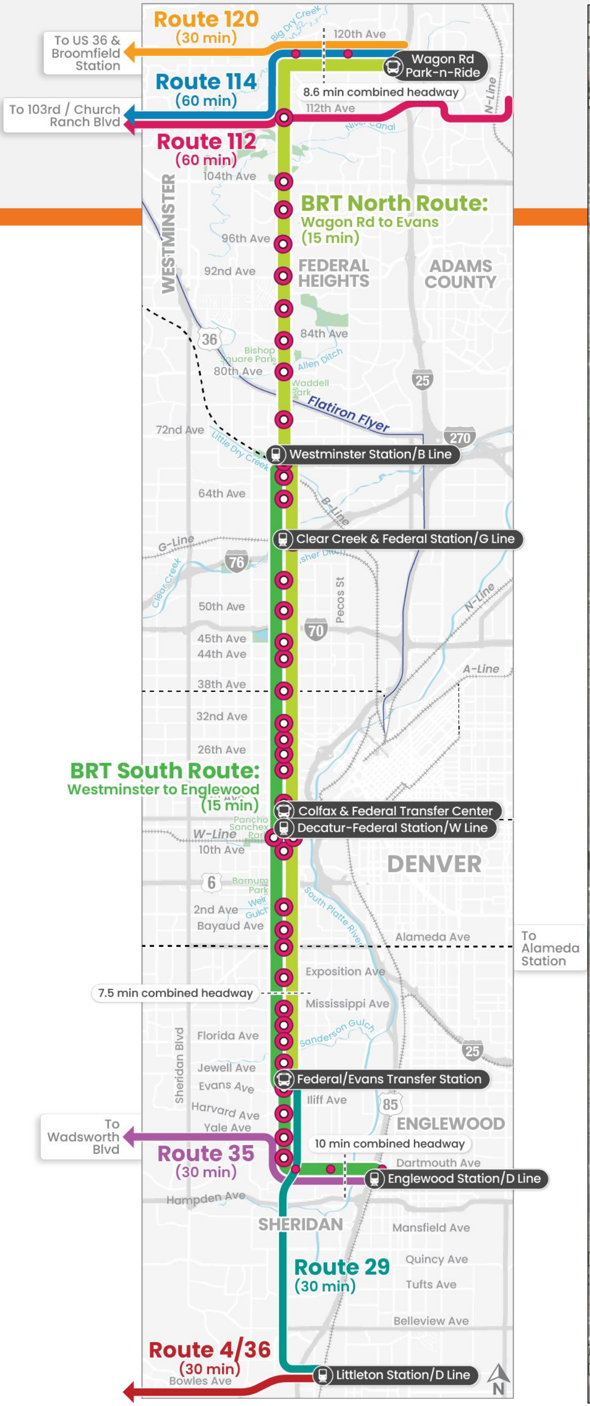
Identify FLM investment priorities:
Identify where improvements should be prioritized when funding is limited

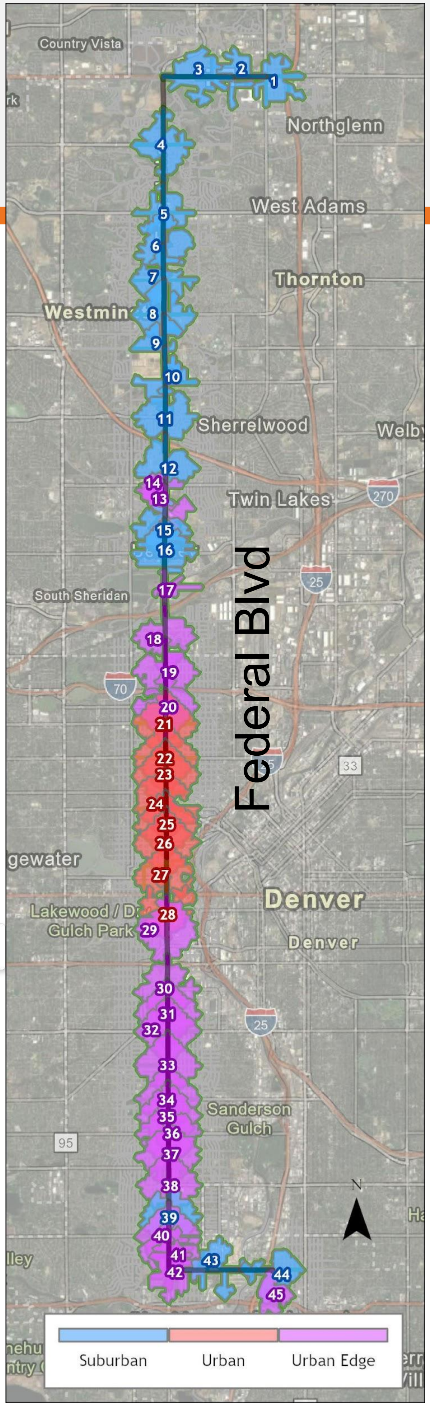
Augment existing analysis:
Use FLM analysis to build on existing work and better understand multimodal improvement needs

Support stakeholder and community discussions:
Help communicate potential multimodal improvements and facilitate community feedback

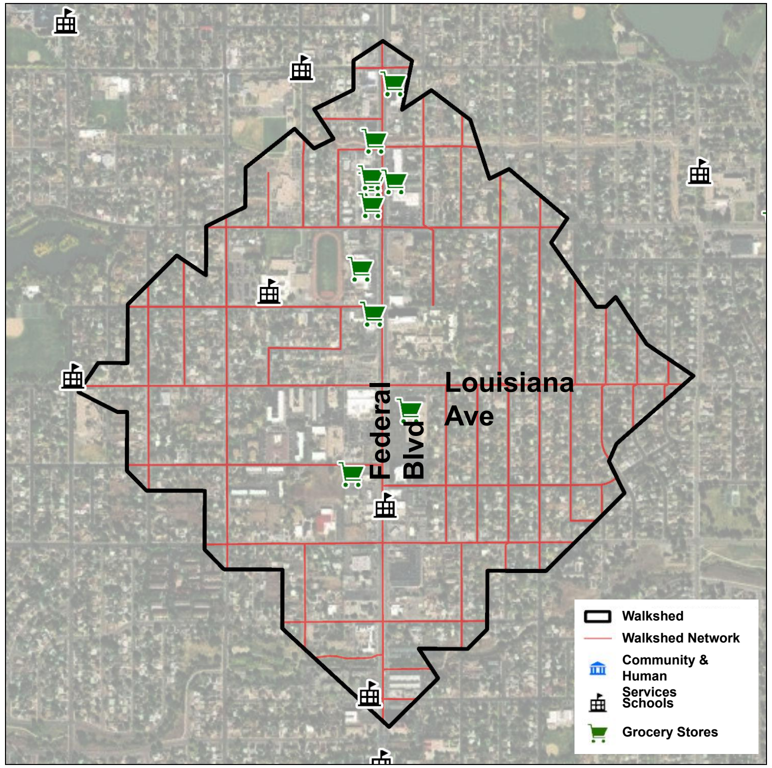
Provide a structured approach to site visits:
Efficiently identify key multimodal improvements near transit stations

Station Area Walkshed Index





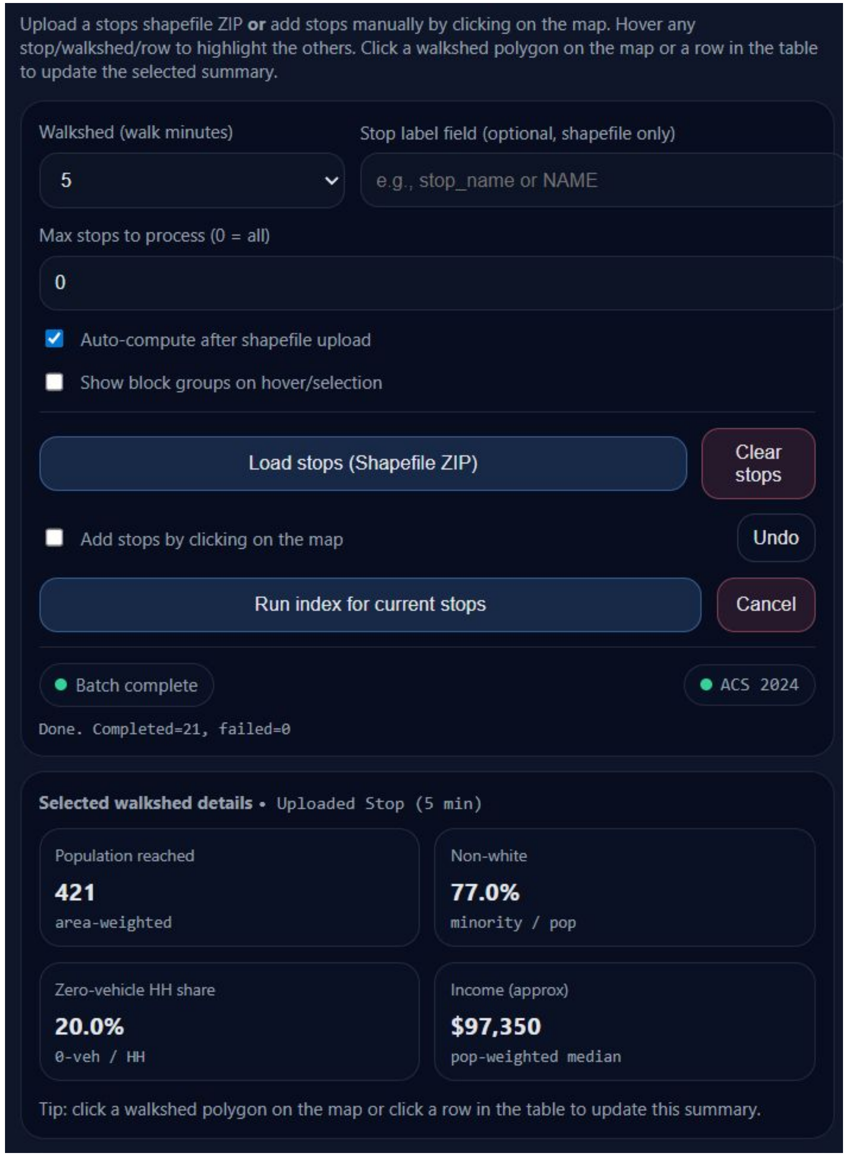
Walkshed Index Score: Federal Blvd & Louisiana Ave

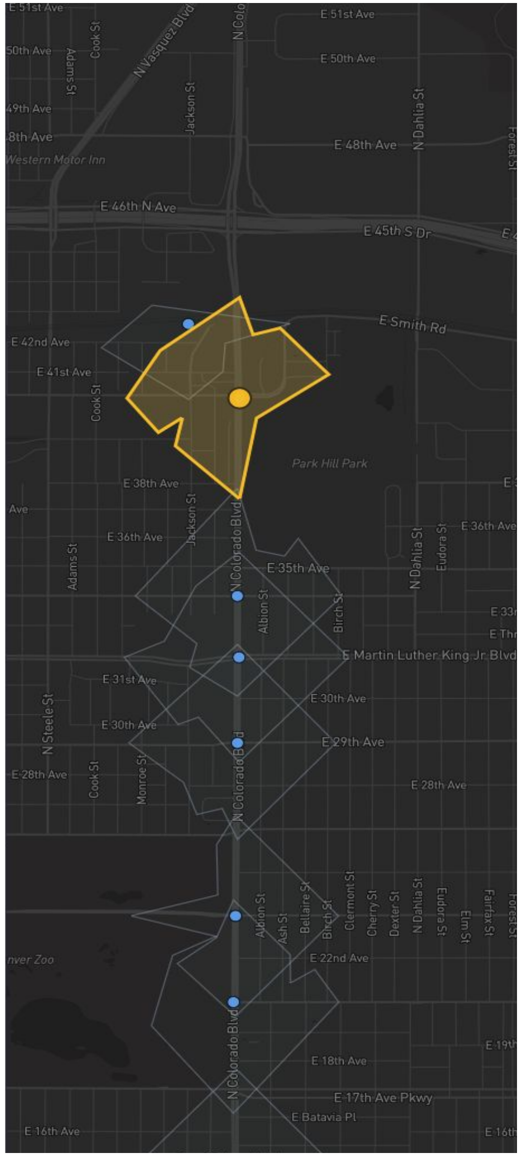


Index	Variable	Individual Variable Scores	Sub-Index Scores
POPULATION INDEX	Total Population Index	100	64
	Total Employment Index	34	
	Total Households Index	59	
MOBILITY INDEX	Under 18 Index	98	88
	65 and Over Index	100	
	Zero Vehicle Household Index	56	
	Disabled Population Index	97	
EQUITY INDEX	Minority Population Index	100	100
	LEP Population Index	100	
	Low-Income Household Index	100	
SAFETY INDEX	Total Crash Index	89	85
	Bike/Ped Crash Index	85	
	KSI Crash Index	82	
SAFETY INDEX	2023 Ridership Index	89	85
	2045 Modeled Ridership Index	85	

TOTAL WALKSHED INDEX SCORE = 72

Walkshed Index WebTool In Development





ArcGIS-Based Site Visit Tool

COLORADO
Department of Transportation

CDOT Rural Transit and Rail Site Visit Survey

This survey tool helps identify current issues and recommended improvements to multimodal infrastructure within rural transit stop and rail station areas.

Directions: This form should be completed once per issue identified. Fill out this form for the first issue identified and click 'Submit' to log the issue. The form can be filled out again to identify the next issue. Several of the analysis categories (Bike Facilities and Shared Mobility Services for example) should be informed by desktop analysis before the field visit, and all of the analysis categories can be informed by prior community outreach, if possible.

Name*

Issue Type (Point Feature)*

- Pedestrian Network Gap/Barrier
- Intersection Design/Safety
- Frequent Curb Cuts
- Mid-Block Crossing Design/Safety
- High Vehicle Speeds
- Lighting and Visibility
- Existing Bike Facilities: Intersection Design/Safety
- Bike and Shared Mobility Safety and/or Parking
- Green Infrastructure or Streetscape

Issue Location Map*

Please create a point at the location of the issue or recommended improvement

Find address or place

Vantor | Esri Community Maps Contributors, County and City of Denver, County of Arapa... Powered by Esri

Lat: 39.598639 Lon: -104.890096

Issue Description*

Please briefly describe the observed issue. Additional details about the issue location can also be added here if necessary.

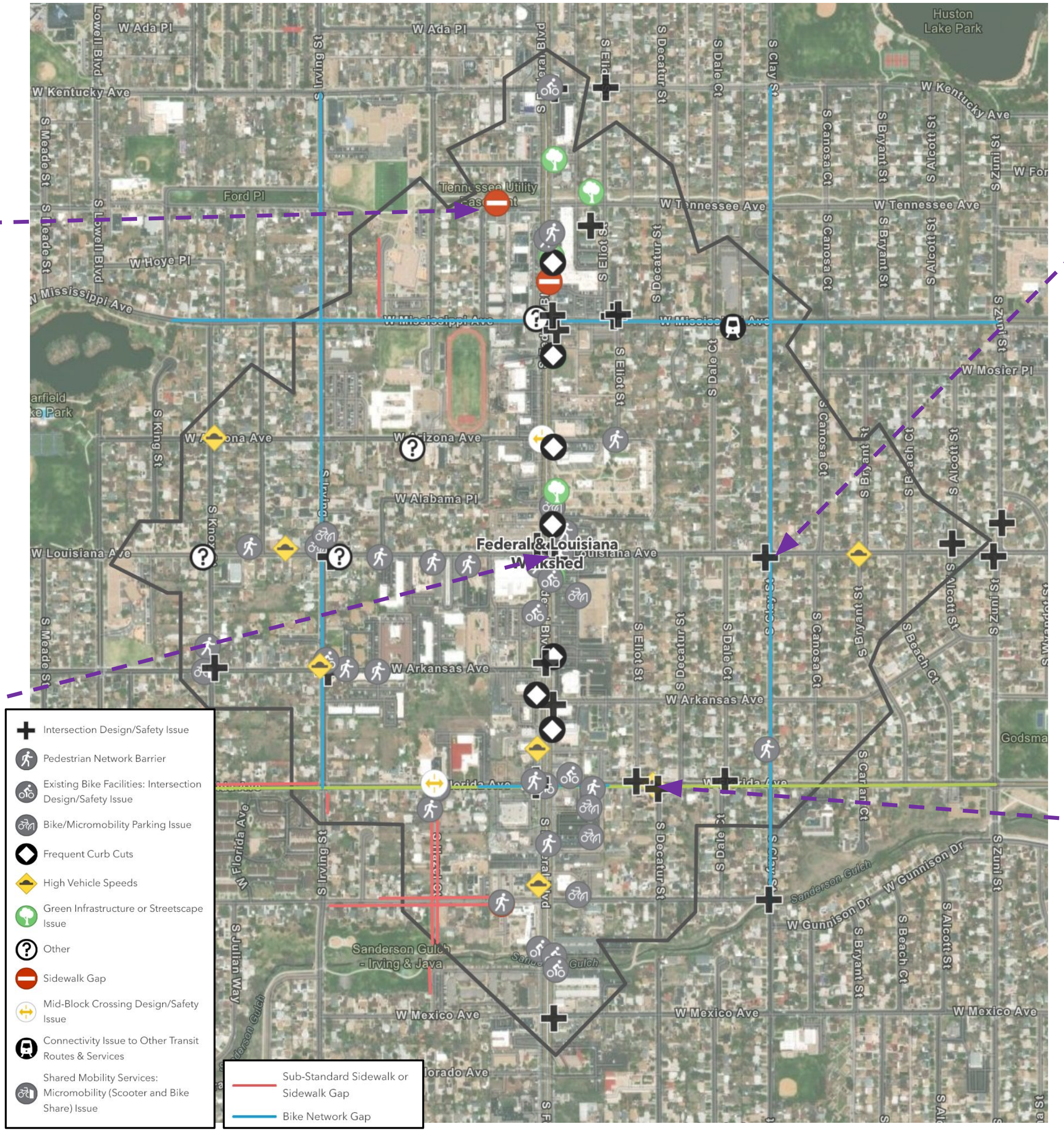
1000

Site Visit Tool Link

Site Visit: Federal & Louisiana

Tennessee Ave Shared Use Path: Gap between curb cut and shared use path

Federal & Louisiana: Large intersection with no medians or other shelter for crossing pedestrians



Louisiana & Clay: Obstructed intersection sightline creates a dangerous crossing

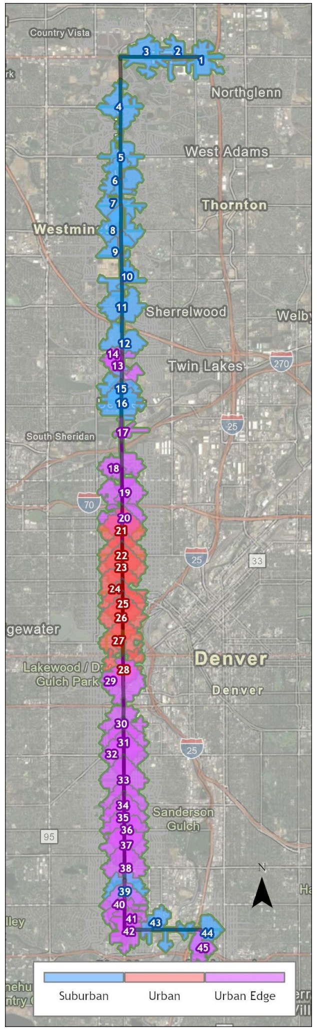
Florida Ave: Current roadway cross section (and center turn lane) leads to high vehicle speeds and a narrow bike lane

Granby Site Visit Results

76 multimodal transportation safety issues identified, mapped, and photographed in ~2 hours

We’re Here to Help!

Identify Areas of Need for FLM Improvements



Identify Existing Multimodal and Safety Issues

We’re Here to Help!

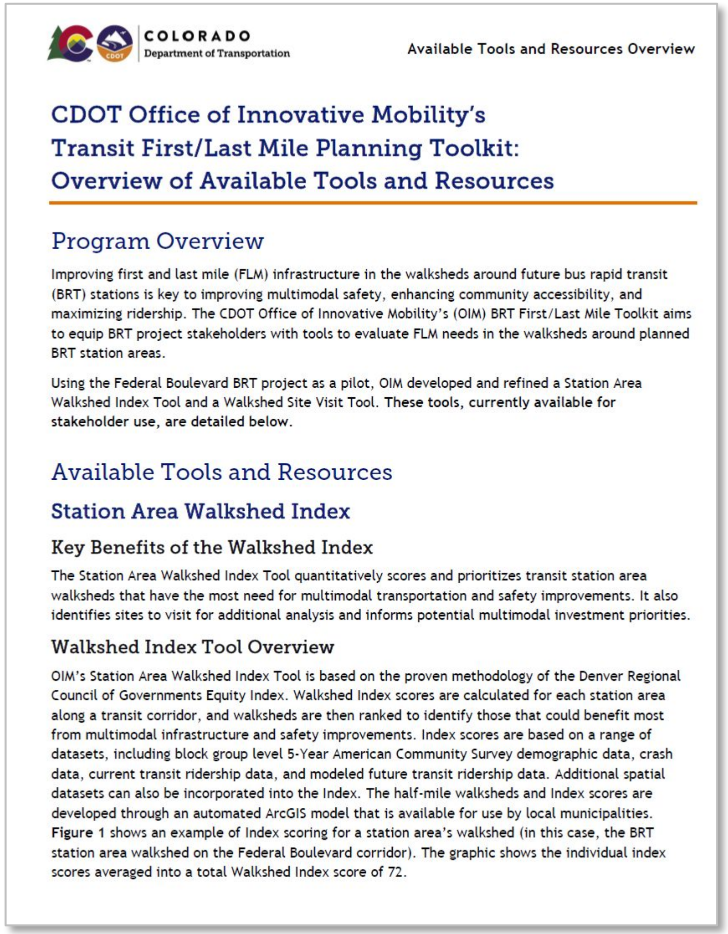
The Walkshed Index Toolkit Helps Agencies:

- Identify FLM investment priorities
- Augment existing analysis
- Support stakeholder and community discussions
- Provide a structured approach to site visits

Access the CDOT FLM Toolkit Webpage

codot.gov/programs/innovativemobility/mobility-services/tdm/first-last-mile-tools

Tom Joyce, CDOT Office of Innovative Mobility
thomas.joyce@state.co.us



COLORADO Department of Transportation — Available Tools and Resources Overview

CDOT Office of Innovative Mobility’s Transit First/Last Mile Planning Toolkit: Overview of Available Tools and Resources

Program Overview

Improving first and last mile (FLM) infrastructure in the walksheds around future bus rapid transit (BRT) stations is key to improving multimodal safety, enhancing community accessibility, and maximizing ridership. The CDOT Office of Innovative Mobility’s (OIM) BRT First/Last Mile Toolkit aims to equip BRT project stakeholders with tools to evaluate FLM needs in the walksheds around planned BRT station areas.

Using the Federal Boulevard BRT project as a pilot, OIM developed and refined a Station Area Walkshed Index Tool and a Walkshed Site Visit Tool. These tools, currently available for stakeholder use, are detailed below.

Available Tools and Resources

Station Area Walkshed Index

Key Benefits of the Walkshed Index

The Station Area Walkshed Index Tool quantitatively scores and prioritizes transit station area walksheds that have the most need for multimodal transportation and safety improvements. It also identifies sites to visit for additional analysis and informs potential multimodal investment priorities.

Walkshed Index Tool Overview

OIM’s Station Area Walkshed Index Tool is based on the proven methodology of the Denver Regional Council of Governments Equity Index. Walkshed Index scores are calculated for each station area along a transit corridor, and walksheds are then ranked to identify those that could benefit most from multimodal infrastructure and safety improvements. Index scores are based on a range of datasets, including block group level 5-Year American Community Survey demographic data, crash data, current transit ridership data, and modeled future transit ridership data. Additional spatial datasets can also be incorporated into the Index. The half-mile walksheds and Index scores are developed through an automated ArcGIS model that is available for use by local municipalities. **Figure 1** shows an example of Index scoring for a station area’s walkshed (in this case, the BRT station area walkshed on the Federal Boulevard corridor). The graphic shows the individual index scores averaged into a total Walkshed Index score of 72.

Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

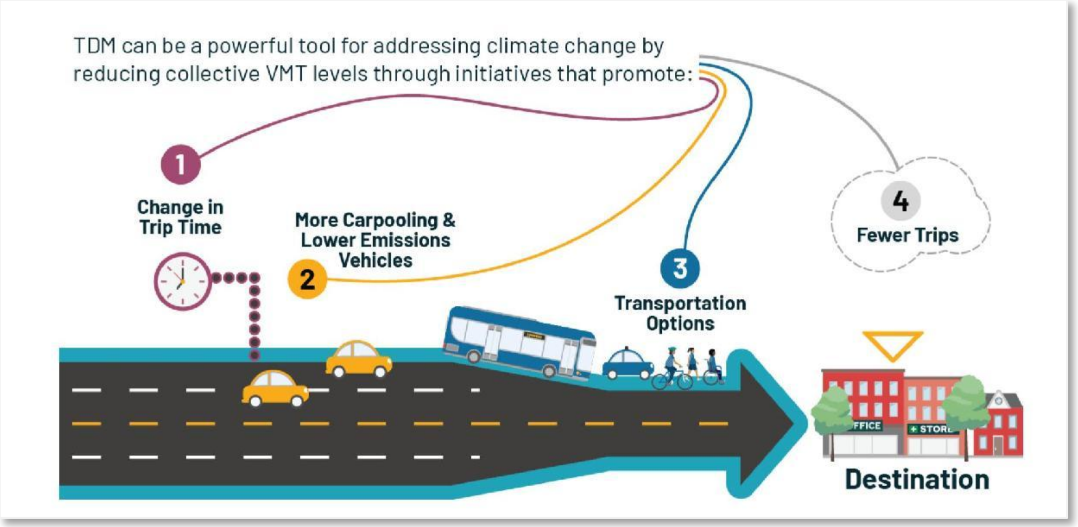
TDM Calculator

Project Overview

CDOT is expanding Transportation Demand Management efforts to reduce GHG emissions and prioritize project funding

What is a TDM Calculator?

- A web-based tool or Excel tool that estimates the impacts of various TDM strategies on vehicle miles traveled (VMT) reduction
- Example Inputs: Project details, location, timeframe, and/or potential TDM strategies
- Example Outputs: A VMT reduction estimate (project level and/or regional), a score for proposed TDM measures



Source: Nelson/Nygaard

Examining TDM Measures in a Different Context

Most existing TDM calculators focus on development projects, while CDOT needs a calculator that focuses on **transportation infrastructure projects and programs**

Development/Land Use TDM Calculators

Primary Use: Development review and compliance

Identify a development site → Apply TDM strategies → Estimate VMT impact at the site level (and possibly beyond)

Transportation Infrastructure & Program TDM Calculators

Primary Use: Planning, project benefit evaluation, funding decisions

Identify a proposed multimodal infrastructure project, policy, or service improvement → Apply TDM strategies → Estimate VMT impact at the corridor, interchange or local network level

TDM Calculator Phase 1 Research

Research Purpose

- Determine if there is an existing TDM calculator that local agencies and partners could use to estimate VMT and GHG reductions benefits from TDM measure implementation.

Research Benefits

- Identifying a TDM calculator that meets these needs could have major benefits for:
  - Providing project rationale to stakeholders and community members
  - Strengthening grant applications
  - Quantifying TDM impacts in a more standardized way
  - Augmenting existing TDM analysis

TDM Calculator Phase 1 Research Process

- Existing TDM Calculator evaluation
- Interviews with agencies that have developed TDM calculators
- Interviews with Colorado stakeholders:
  - Understand how a TDM calculator might meet their needs
  - Preferences for calculator inputs
  - Usage instructions
  - Analysis process, and outputs
  - Key use cases

TDM Calculator Use Cases

Supporting discussions with stakeholders and community members

"When discussing results with elected officials, it would be really beneficial to have estimated VMT percentage reductions as results."

TDM Calculator Use Cases

Strengthening grant applications & providing project funding rationale

"We sometimes help jurisdictions with grant applications, so that could be something they're interested in. This tool could tie into active transportation and long-range transportation plans as well."

"For some of the set-aside projects, we're asking applicants to estimate what the VMT reduction would be. If we had an established calculator in place, it would be very helpful. For CMAQ, we need to understand emission impacts."

CDOT TDM Calculator Development Phase

Goal: Develop a web-based TDM calculator to help evaluate and quantify TDM measure impacts for transportation projects

CDOT TDM Calculator Vision:

- **Interface:** Simple, intuitive web-based design
- **Instructions:** Clear, accessible user guidance
- **User Inputs:** Easy-to-use inputs based on readily available data
- **Methodology:** Transparent and easy to understand, with documented assumptions
- **Outputs:** Available in multiple formats that best meet user needs and next steps

How the TDM Calculator Works

A web-based tool that estimates how much driving—and greenhouse gas—a package of TDM strategies can reduce for a Colorado project.

1

Pick your project area

Draw or click zones on a Colorado map. The tool automatically pulls in that area's population, jobs, and baseline driving — no data hunting required.

Built on CDOT's statewide travel model.

2

Choose your strategies

Select from ~20 TDM measures — transit, bike/ped & micromobility, land use, vanpool & rideshare, and employer programs — and set a few simple inputs.

3

See the impact

Get estimated VMT reduction, shown per strategy and combined — then export a PDF report or spreadsheet.

Shareable results for grants & plans.

The result is a clear, defensible estimate of a project's travel and emissions benefits.

What's Behind the Numbers

Every estimate is grounded in published research and Colorado-specific data.

1

Proven methodology

Adapts the CAPCOA Handbook (2021), the standard reference for quantifying TDM and GHG benefits, localized for Colorado.

2

Real local data

Baseline driving from CDOT's 2019 Statewide Travel Model, commute mode shares from Census ACS, and bikeable days from NOAA climate records.

3

Cited effect sizes

Each strategy uses a published elasticity or effect size — with its source shown right in the tool, so any number can be traced.

4

No double-counting

Overlapping strategies are capped by category so combined benefits stay realistic.

Full methodology and data sources are documented inside the tool.

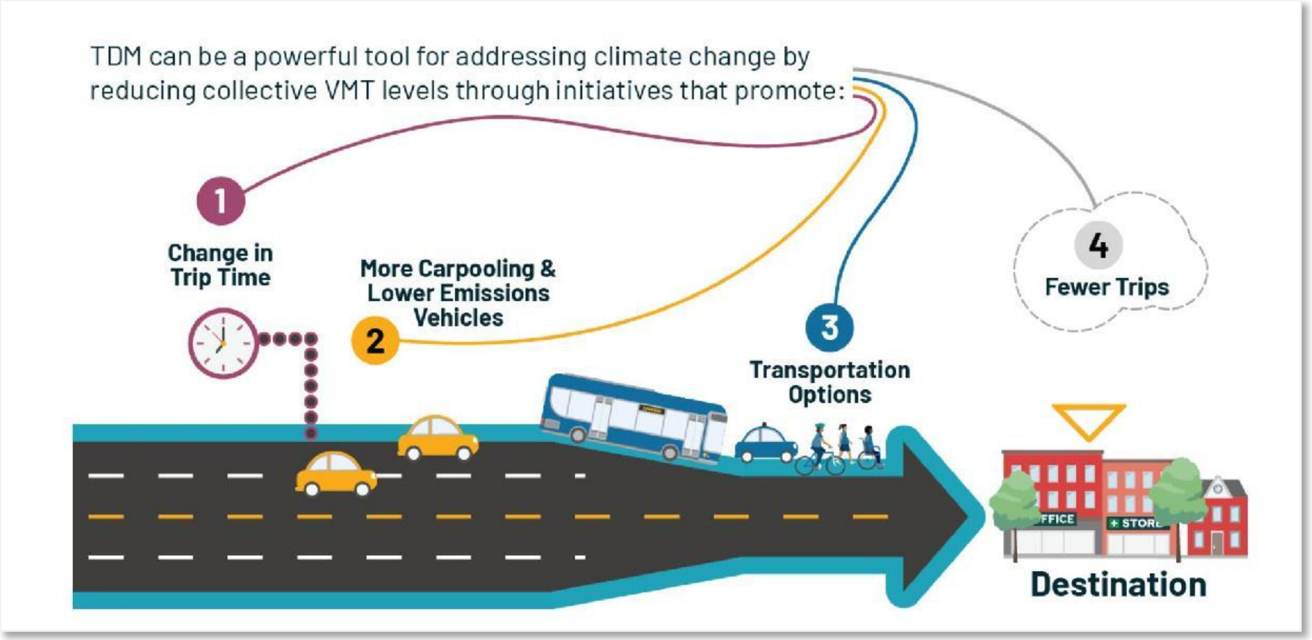
TDM Calculator Demo & Test

Go to: https://tinyurl.com/4dra7p65

Round 1: Feel free to follow along with m

Round 2: Explore the tool

- Pick potential TAZs
- Pick strategies to identify VMT reduction
- View Results
- Click start over try a different area



Feedback/Discussion

1. Ease of use- what features did you find easy to use, and what did you find difficult? Are there any interface changes you would like to see?
2. Results- did you find the results useful?
3. Use cases- how would you use this tool in your work? Are there changes you would like to see to make it more useful?
4. Are there any additional strategies you would like to see added to the tool?
5. What other feedback do you have?

COLORADO

Department of Transportation

Thank You/Closing Slide

- For questions or comments, please contact:
    - Email: Thomas.Joyce@state.co.us