

COUNCIL WORK SESSION
Tuesday, December 13, 2016, 4:30 p.m.
Casper City Hall
Council Meeting Room

AGENDA

1. Pre-Session Legislative Update by WAM (Laurie Heath, Shelley Simonton)
2. MPO- Transit Route Analysis Presentation by Consultant (A.T. Stoddard, Steve Kurtz)
3. Liquor/Policy Position on Number of Licenses (Tracey Belser, Matt Galloway, Randy Hall)
4. Boards & Committees Appointments (Mayor)
 - Two (2) Water Boards, CNFR and the Chamber of Commerce Need to be Appointed Before First Council Meeting in January 2017
5. City Manager Report
6. Future Agenda Review
7. Council Around the Table

December 7, 2016

TO: His Honor, the Mayor, and Members of City Council

FROM: Laurie Heath, Deputy Director, Wyoming Association of Municipalities

SUBJECT: Pre-session Legislative Update by WAM

Recommendation:

No recommendation.

Summary:

The Wyoming Association of Municipalities (WAM) will present an update to the Council regarding WAM's proposed 2017 Legislative Agenda. A summary of the Municipal Finance Report prepared by various city and town representatives will be reviewed via PowerPoint. Additionally, WAM will review a list of current issues brought by WAM membership that will be lobbied or monitored during the 64th Wyoming Legislative Session. The legislative agenda attached is a draft with position and action items pending WAM Board approval. WAM's final 64th Wyoming Legislative Agenda will be available after January 10, 2017 at www.wyomuni.org.



Wyoming
Association of
Municipalities
Building Strong Communities

**Draft WAM 2017 Legislative Agenda
(WAM Board Decisions Pending)
Presented to Casper City Council December 13, 2016**

Municipal Finance Report Recommendations

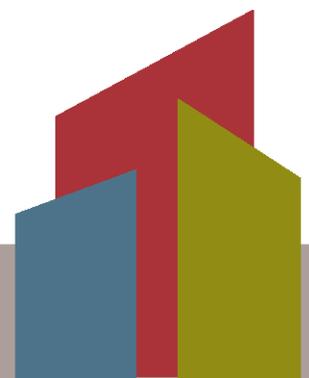
- 01 - Secure the \$105M for Direct Distribution
- 02 - Modify the Direct Distribution Formula
- 03 - Ensure State Grant and Loan Program Funded
- 04a - Local Revenue Generating Authority (Real Estate Transfer Fee)
- 04b - Local Revenue Generating Authority (Public Notice Publication)
- 04c - Local Revenue Generating Authority (DOR Vendor Due Date)
- 04d - Local Revenue Generating Authority (1% of S/U tax to LG)
- 04e - Local Revenue Generating Authority (Liquor License Statutes)
- 05 - Increase State S/U tax to 5%
- 06 - Constitutional amendment to raise property tax limit
- 07 - Evaluate S/U tax exemptions
- 08 - Incentivize operating efficiencies

WAM 2016-2017 Resolutions

- 16-02 - Advocate for Full Direct Distribution Payment to Muni's from LSRA
- 16-03 - Advocate for Intergovernmental Cooperation with Intra-State Public Transportation Agreements
- 16-04 - Advocate a statewide repeal of the food sales tax exemption
- 16-05 - Advocate to clarify the lien and assessment process to recover abatement expenses for nuisance and dangerous abandoned buildings
- 16-06 - Advocate legislation to repeal the transient lodging tax exemption
- 16-07 - Advocate to preserve the current wind tax without increasing to ensure future direct and indirect municipal and county revenues

Other Member Requested Issues

- Public Utility Regulation (17LSO-0158)
- Municipal Extraterritorial Jurisdiction (17LSO-0143)
- UBER Statewide Transportation
- Employment Law Changes





Wyoming
Association of
Municipalities
Building Strong Communities

Draft WAM 2017 Legislative Agenda (cont)

Public Records Law Revision specific to Body Worn cameras

Skiers Liability Code

Propose statute to include use of drones by police departments

Vertical Local Assessment District

Legal Ad Publications

Employee paid by direct deposit

Change to pay by receipt not per diem

Simplify process to lease/borrow for equipment

Municipal Finance Report



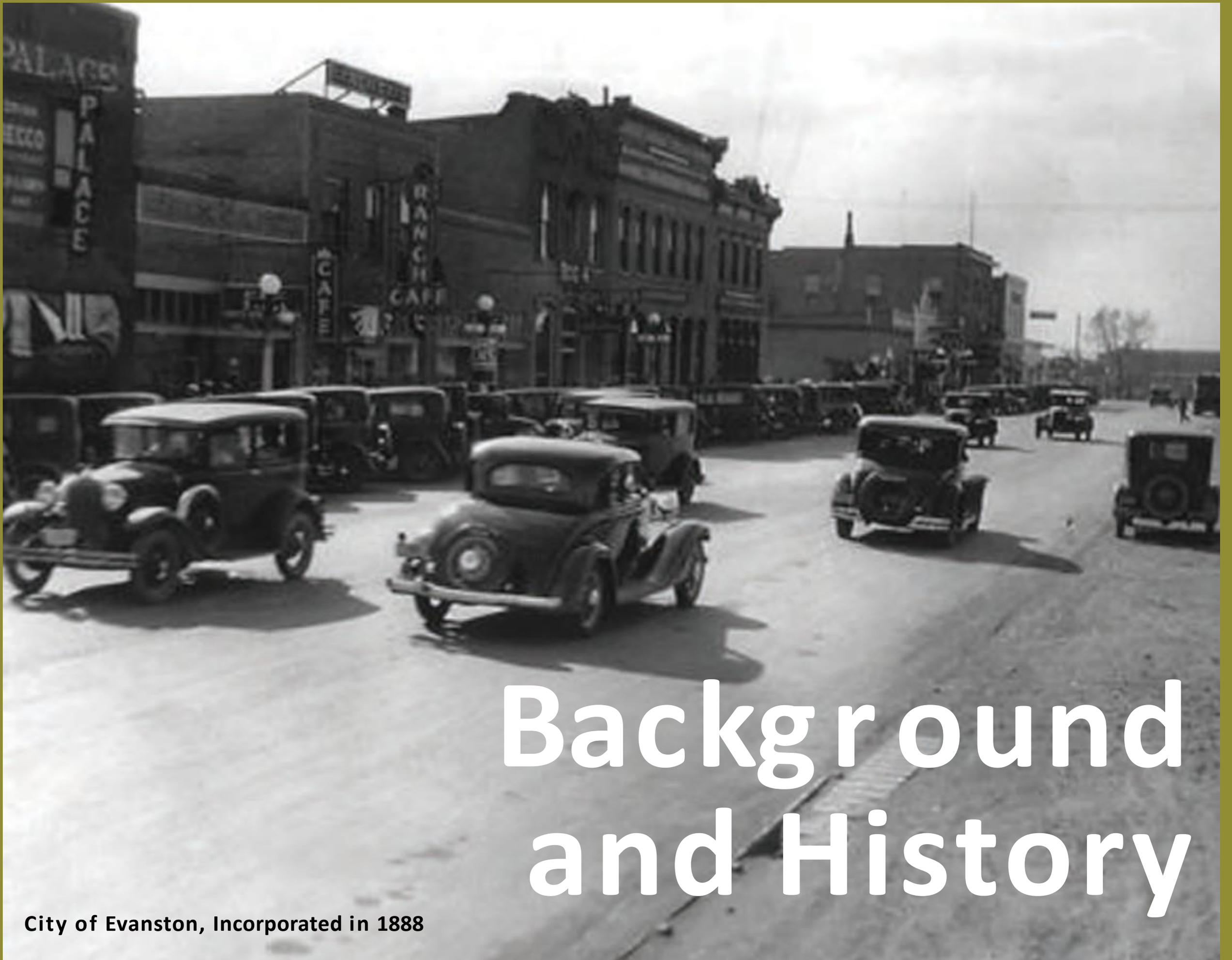
Wyoming cities and towns have little control and ability to predict their financial conditions.

Loss of revenue, yet expect services

The Report

WAM members formed a Municipal Finance Task Force with a charge to:

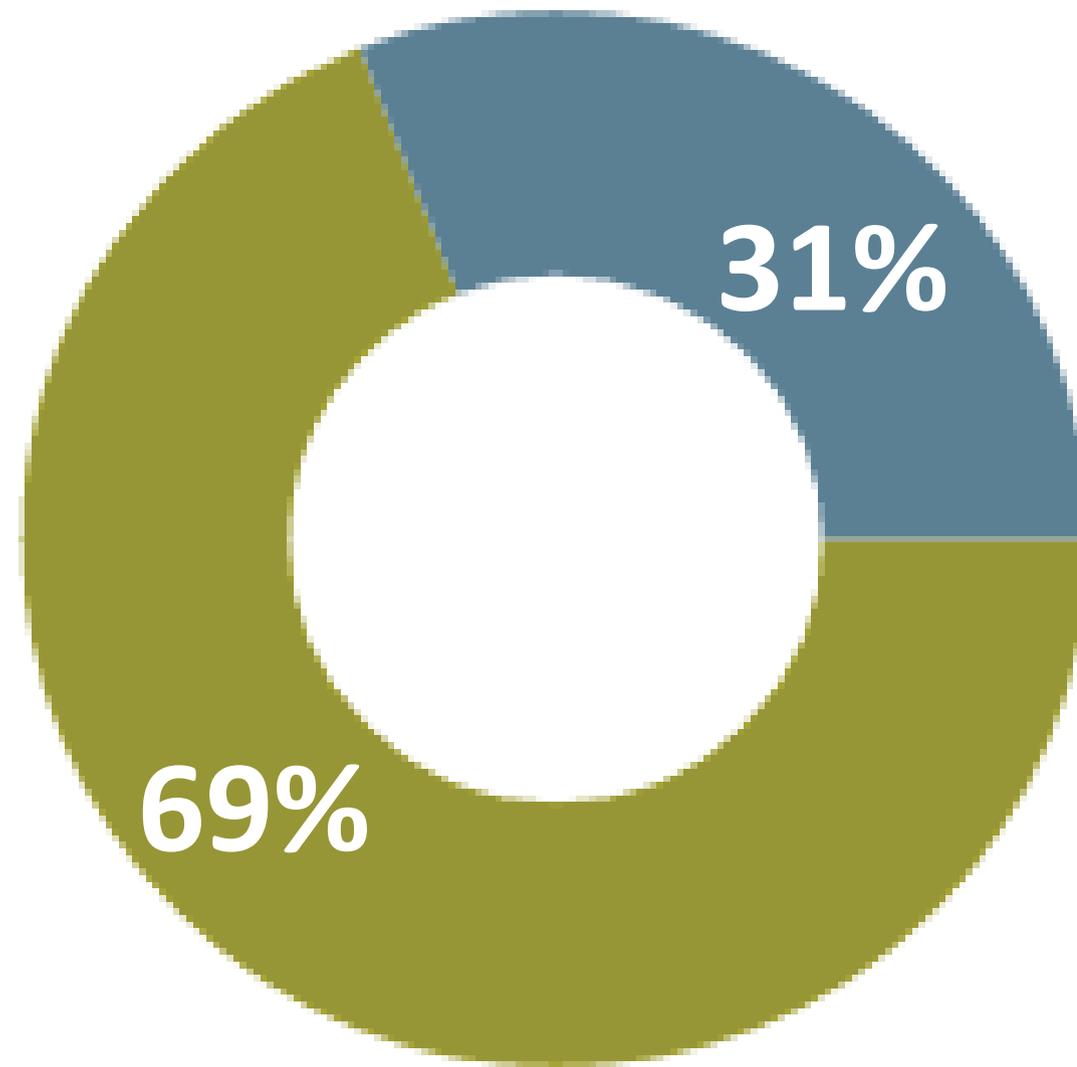
- Review the current state-to-municipal funding mechanisms
- Examine sources of available municipal revenue
- Consider typical and mandated municipal expenses
- Evaluate other national municipal funding models
- Prepare reasonable recommendations for presentation to the governor and legislature



Background and History

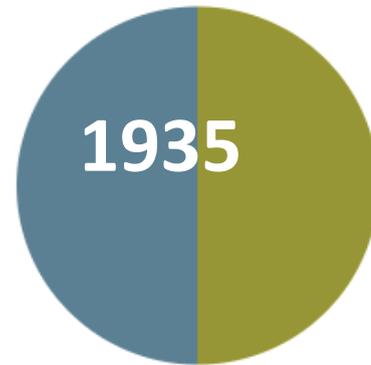
City of Evanston, Incorporated in 1888

**100% of Wyoming citizens
are impacted by Local Government**



69% of Wyoming's citizens reside in a city or town. 31% live in unincorporated Wyoming. 100% are served by local city or town.

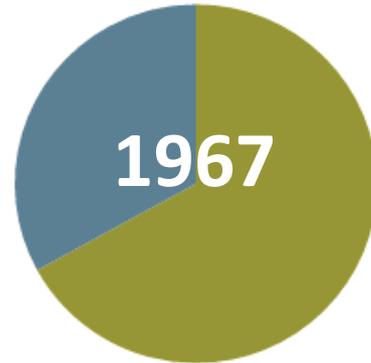
History of Wyoming Sales & Use Tax



1935

225,565 Population
2% Sales tax

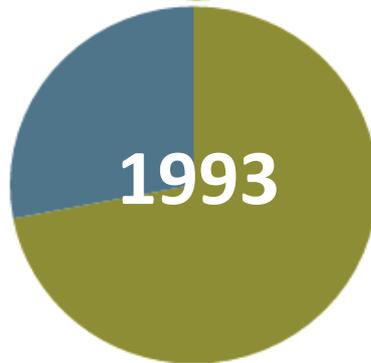
Tax Split:
State/ Local Government
50/50



1967

330,067 Population
3% Sales tax

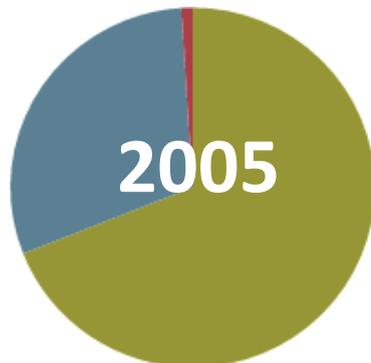
Tax Split:
State/ Local Government
67/33



1993

493,782 Population
4% Sales tax

Tax Split:
State/ Local Government
72/28



2005

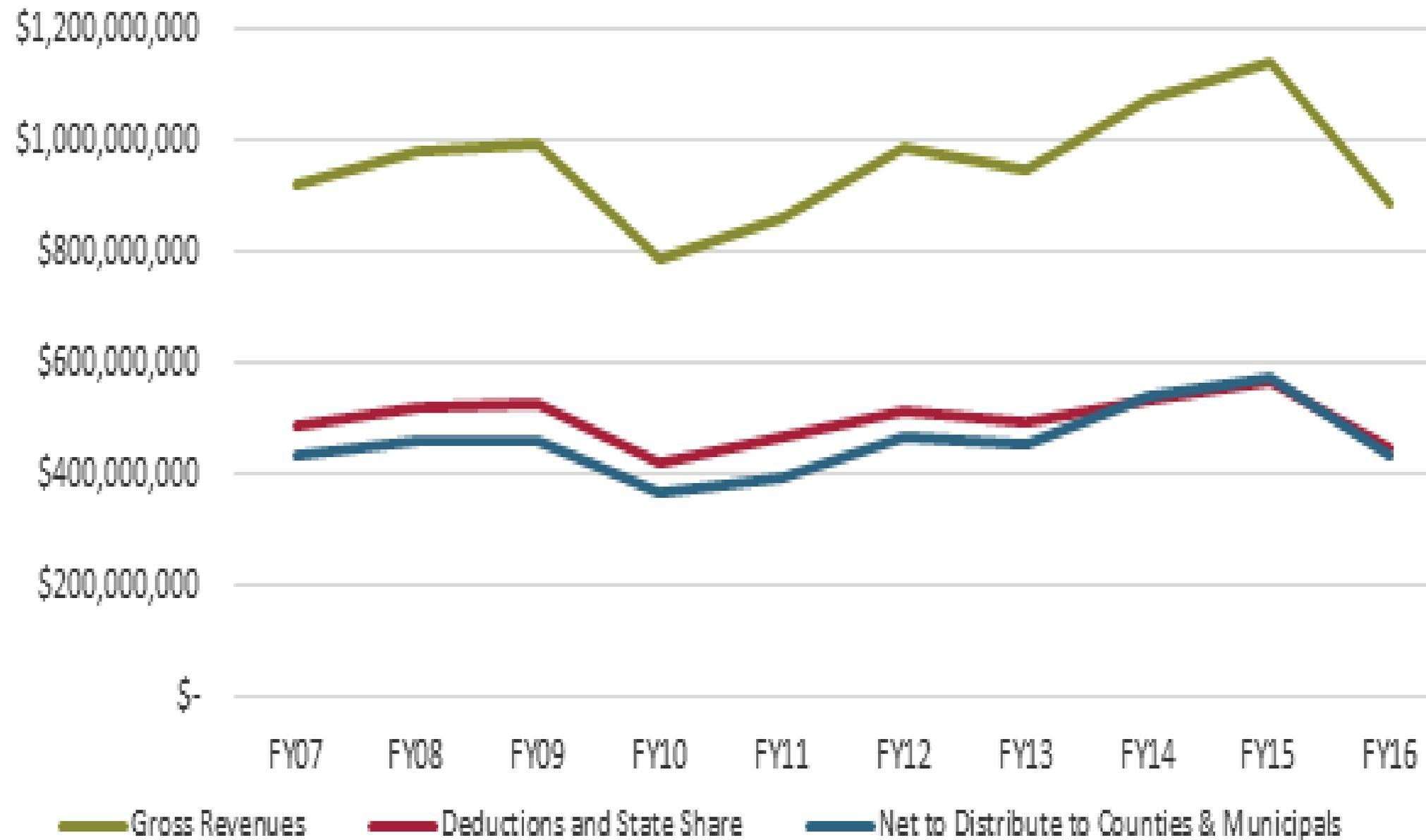
514,157 Population
4% Sales tax

Tax Split:
State/Local
Government/Administrative Fee
69/31 (1)

State ■
Local Government ■
Administrative Fee ■

The last sales tax rate increase to 4% occurred in 1993 with a similar split as in 1967 but an additional 1% administration fee was allocated to the department of Revenue.

Wyoming Sales and Use Tax Revenue and Distribution FY2007 - FY 2016



Direct Distribution History

1921 - Distributions of FMRs to counties began, shortly after the passage of the Mineral Leasing Act of 1920.

1969 - Wyoming's first severance tax was enacted.

1974 - The Permanent Wyoming Mineral Trust Fund was created by constitutional amendment.

1977 - Distributions of FMRs to cities and towns began.

Pre-1982 – Distribution of severance tax were “earmarked” to specific accounts or entities (including local government) but at variable and uncertain rates.

FY1982 – Distribution of severance tax to cities, towns, and counties at a fixed, statutory 9.25% rate.

1995 - FMR distributions to counties were discontinued in order to maximize federal payments in lieu of Taxes (PILT). This decrease was offset by an increase in severance tax distributions (known as PILT swap).

FY2000 and 2001 - the Wyoming legislature revised the statutes to related to eliminated the earmarked revenue distributions above a set amount or ‘cap’, then these ‘over-the-cap’ revenues which would have been previously distributed to other entities like local government automatically were redirected into state accounts.

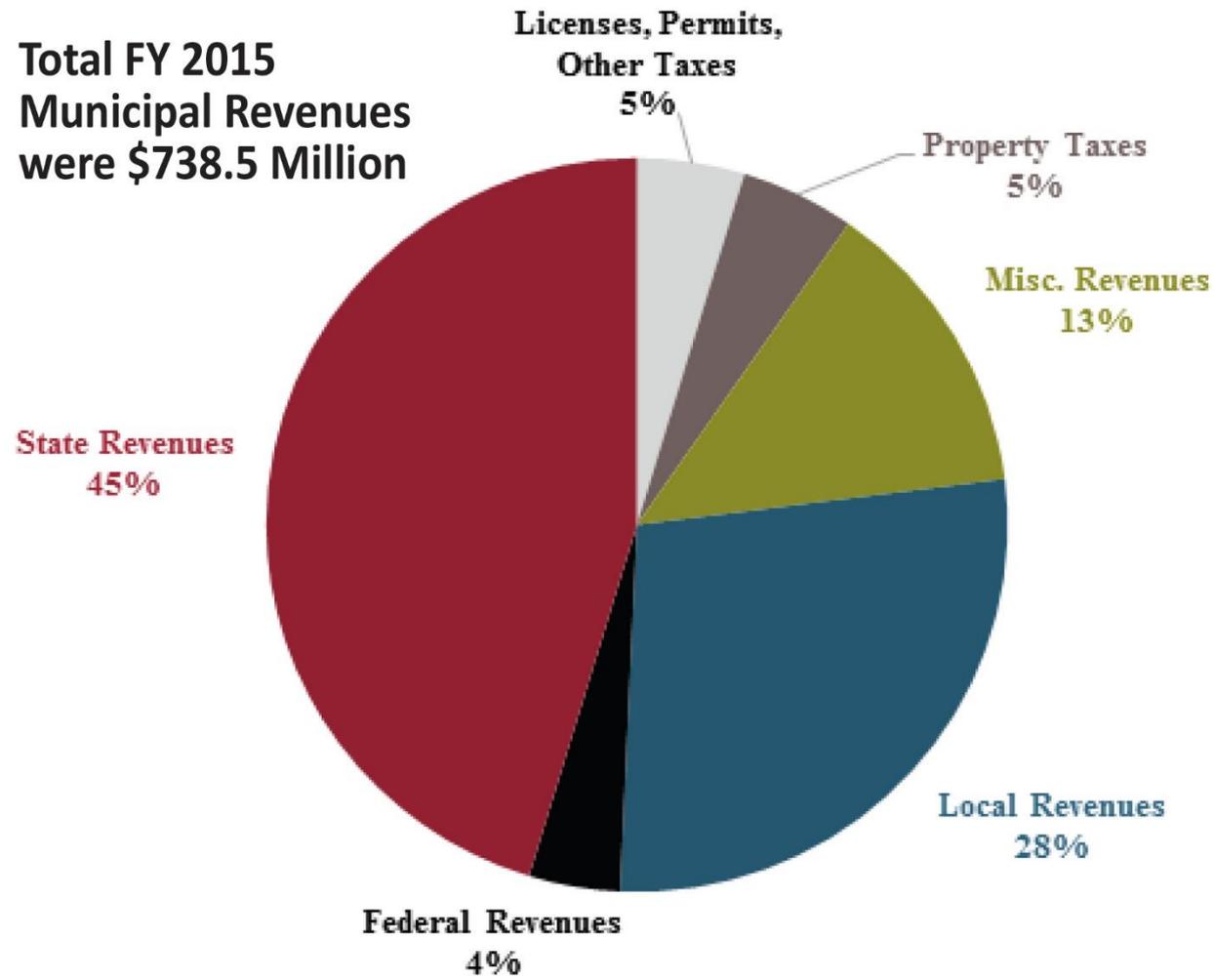
This was the beginning of over-the-cap and under-the-cap funding.

2004 – Wyoming legislature appropriated funds to local governments from amounts that accumulated in state funds as a replacement for the loss of revenues created when the distributions for severance taxes and FMR's were capped in 2001.



Municipal Revenue

City of Riverton, incorporated in 1906



Revenue Source	2015 Municipal Revenues	Percent
State Revenues	\$334,508,195	45.3%
Federal Revenues	\$29,304,678	4.0%
Local Revenues	\$204,785,876	27.7%
Miscellaneous. Revenues	\$98,341,193	13.3%
Property Taxes	\$36,898,124	5.0%
Licenses, Permits, Other Fees	\$34,612,044	4.7%
Total Non-Enterprise Revenues	\$738,450,110	100%

FY2015 Non-Enterprise Fund Revenues, average for all 99 Municipalities. Source Wyoming DOA Cost of Government Reports.

Municipal Expenses



City of Torrington, Incorporated in 1908

Costs to run a city of town

General Fund Expenses

Enterprise Fund Expenses

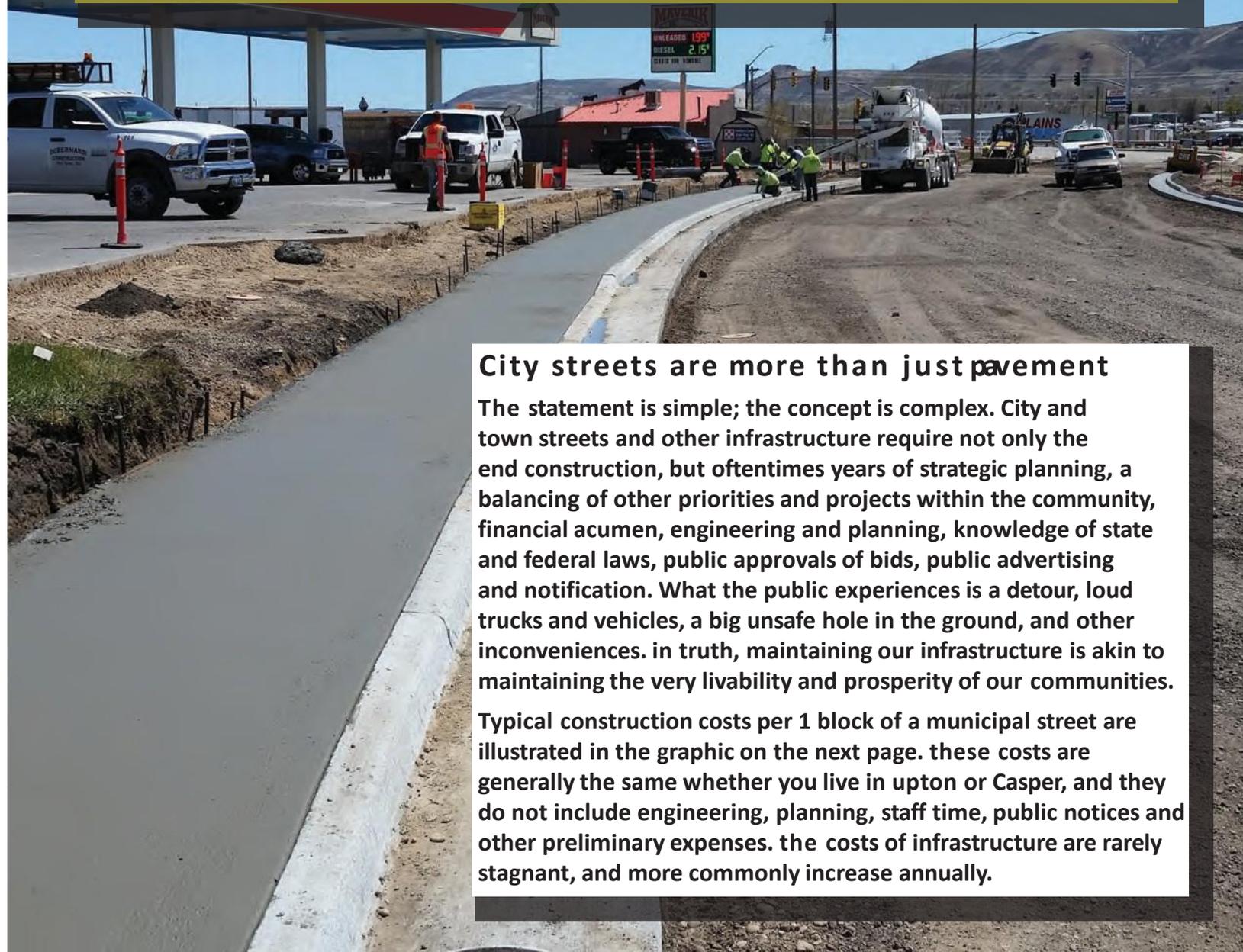
Federal & State Mandated
Expenses

Capital Construction,

Infrastructure and Maintenance
Expenses

Element	Low Cost	High Cost
Pavement – Asphalt	\$50,000	\$85,000
Pavement – Concrete	\$84,000	\$117,000
Curb & Gutter	\$35,000	
Sidewalks	\$16,000	\$51,000
Water	\$37,000	\$82,500
Sewer	\$55,000	\$91,000
Storm Drainage	\$28,000	\$76,000
Electrical	\$12,000	\$16,000
Gas	\$34,500	
Telecommunications	\$5,000	\$12,000
Landscaping	\$10,000	\$75,000
Street Lighting	\$7,500	\$20,000
Totals for 1 block:	\$374,000	\$625,500

typical costs for one block (400 feet) of a municipal street



City streets are more than just pavement

The statement is simple; the concept is complex. City and town streets and other infrastructure require not only the end construction, but oftentimes years of strategic planning, a balancing of other priorities and projects within the community, financial acumen, engineering and planning, knowledge of state and federal laws, public approvals of bids, public advertising and notification. What the public experiences is a detour, loud trucks and vehicles, a big unsafe hole in the ground, and other inconveniences. In truth, maintaining our infrastructure is akin to maintaining the very livability and prosperity of our communities.

Typical construction costs per 1 block of a municipal street are illustrated in the graphic on the next page. These costs are generally the same whether you live in Upton or Casper, and they do not include engineering, planning, staff time, public notices and other preliminary expenses. The costs of infrastructure are rarely stagnant, and more commonly increase annually.

Wyoming Association of MUNICIPALITIES



CITY STREETS ARE MORE THAN JUST PAVEMENT.

Note: A block is equal to 400 feet for this graphic. The dollar figures were collected from multiple cities in Wyoming. The costs vary based upon the street classification (i.e. local residential vs. high-end commercial).



Building Strong Communities

Graphic credit, City of Gillette's GIS Department

Municipal Finance Facts



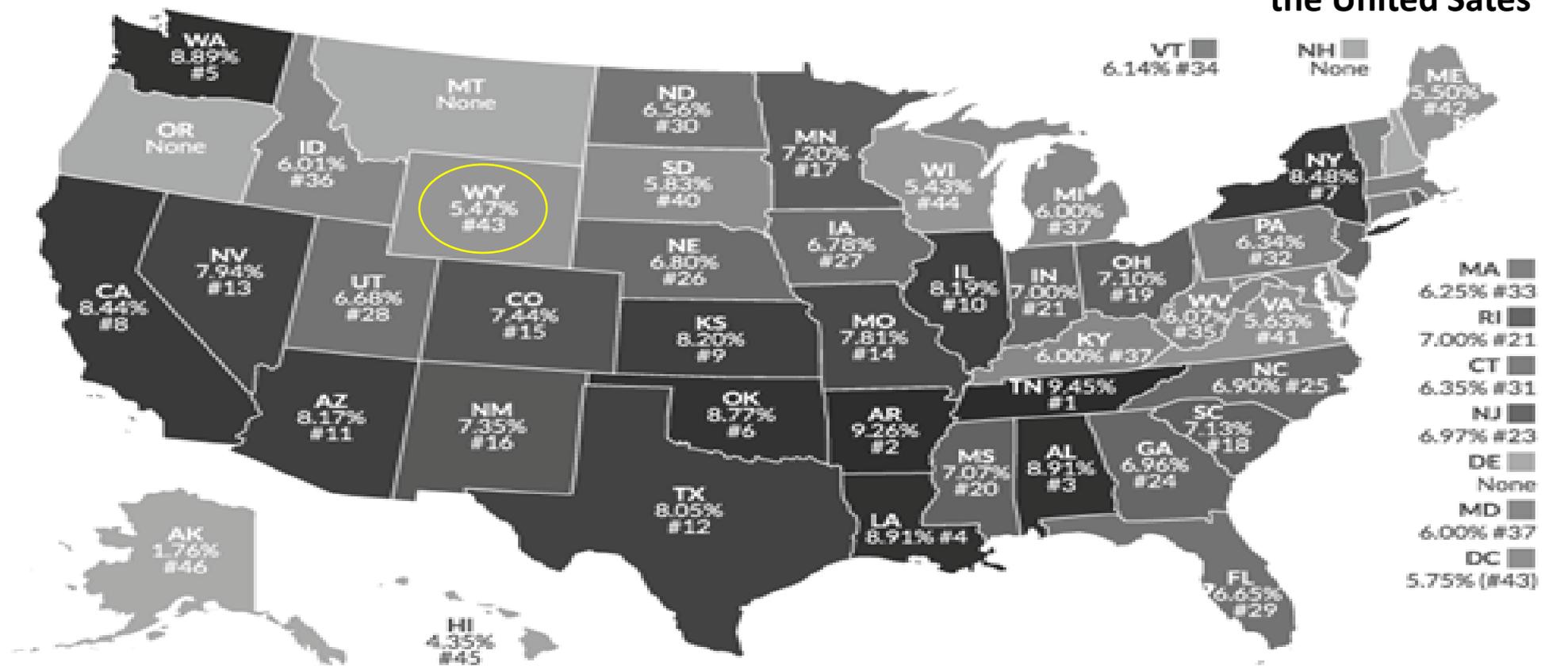
Town of Fort Laramie, incorporated in 1923

To explore the spectrum of municipal finance, a review of the national perspective was performed and compared to Wyoming municipal funding models. The literature review of state-to-local funding practices throughout the nation indicates a series of best practices which could be initiated by the state of Wyoming to effectively address current and future municipal funding concerns for all of Wyoming's 99 cities and towns.

How High Are Sales Taxes In Your State?

Combined State & Average Local Sales Tax Rates in 2015

Sales tax comparison across the United States



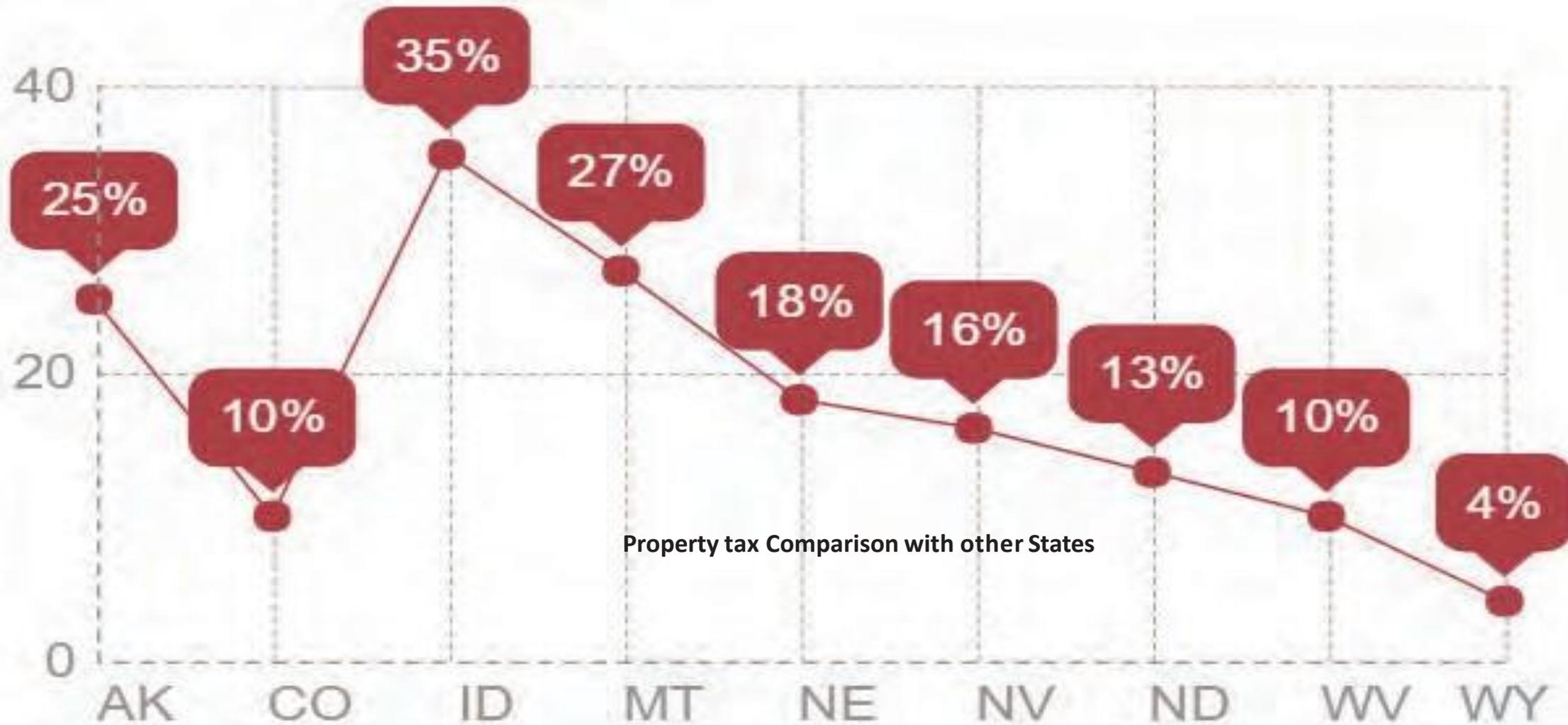
Note: Three states levy mandatory, statewide, local add-on sales taxes: CA (1%), UT (1.25%), VA (1%). We include these in their state sales tax. The sales taxes in HI, NM, and SD have broad bases that include many services. Due to data limitations, this table does not include sales taxes in local resort areas in MT. Salem County, NJ is not subject to the statewide sales tax rate of 7% and collects a total rate of 3.5%. New Jersey's average local rate is represented as a negative.

Sources: Sales Tax Clearinghouse, Tax Foundation calculations, State Revenue Department websites.



Fact #1

Restrictions on local taxation authority and municipal access to the local tax base cause Wyoming cities and towns to have the least local fiscal authority and the highest reliance upon state resources among the



The U.S. Total Average is 24%

Fact # 2

Wyoming's tax and legal framework provide insufficient fiscal autonomy to municipalities preventing the ability to provide for critical community needs.

Fact #3

The time is now for Wyoming to make revisions to the tax and legal framework to ensure the future **vitality and sustainability of cities and towns.**

It would be erroneous to allow any perception that the referenced \$2.2 billion over fifteen years was provided to municipalities in support of their provision of governmental services," Janine Jordan, Laramie City Manager. "A great deal of State funding is earmarked to subsidize rates for municipal enterprise activities like solid waste, drinking water, and sewerage, or is pass-through funding for private businesses and economic development."

Fact #4

Because Wyoming cities and towns are extremely reliant upon revenue from state aid it is imperative that Wyoming ensures equitable methodologies for these appropriations and some predictability of the process for distribution to municipalities.

Fact #5

State direct appropriations to cities and towns, even when corrected for equity, will not provide long-term financial security to cities and towns.

Municipal Finance Recommendations



City of Sheridan, Incorporated in 1907

Recommendations in order of priority

1. Secure the \$105 million appropriation for direct distribution in this biennium
2. Modify the direct distribution Formula adopted by the 2016 legislature
3. Ensure funding for state grant and loan programs to fund capital construction
4. Provide more autonomy and revenue generating authority to local government
5. Increase state sales tax to 5%
6. Pass a constitutional amendment raising the municipal property tax
7. Evaluate sales and use tax exemptions
8. Incentivize operating efficiencies

Thank you



City of Casper, Incorporated in 1889

December 5, 2016

TO: V.H. McDonald, City Manager

FROM: Liz Becher, Assistant City Manager / Community Development Director 
Steve Kurtz, MPO Project Manager (Volunteer)
A.T. Stoddard, Ph.D., P.E., Principal, LSC Transportation Consultants, Inc.

SUBJECT: Metropolitan Planning Organization (MPO) Transit Routes and Schedule Analysis Study

Recommendation:

For information only.

Summary:

After completing the Transit Development Plan (TDP) in 2015, it became clear that an analysis of the route system could (1) address actual demand, (2) improve efficiency, and (3) lower costs by making strategic decisions regarding the placement and timing of bus routes.

For the current fiscal year, funding for the route system was cut 15% as the City had to make budget cuts. The extension of the Blue Route to the McMurry Business Park was cut and the Evansville Orange Route now serves part of this area. The Yellow Route goes to the Sunrise Shopping Center every other hour and Paradise Valley every other hour instead serving of both destinations each hour.

With the three stated goals of the TDP in mind, the MPO initiated a study of the fixed-route transit system, *The Bus*. LSC Transportation Consultants, Inc. (LSC) was contracted by the City of Casper, as fiscal agent for the MPO, to conduct the study in May of 2016. They have evaluated the existing bus routes and analyzed demand. The MPO and LSC have conducted public outreach, and direction for the study has been provided by a steering committee with representatives from the Casper Area Metropolitan Planning Organization; City of Casper; Town of Mills; Town of Evansville; CATC; and the Tourism and Hospitality Advisory Council.

Changes proposed by this study include the Red Route running to Eastridge Mall, rather than looping back to the transfer station, and the Green Route doing a North Casper loop for half an hour and then a south loop to Sunrise Shopping Center and the VA Clinic. With the proposed routes, costs will slightly increase but ridership projections show an increase (which would mean a lower cost per trip) from the current routes, while still serving the same routes and populations.

A.T. Stoddard, Principal for LSC, would like to update the Mayor and Members of Council, as well as invited guests from the Towns of Mills and Evansville, on the study. He is asking for feedback regarding the draft report, with recommended service plan, from Council. A copy of the draft study has been included for your review.

Casper Routes and Schedule Analysis



Prepared for:



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper • Hudson • Loveland • North Platte • Timpani

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Casper Routes and Schedule Study

Preliminary Draft Report

Prepared for:

Casper Area Metropolitan Planning
200 North David Street
Casper, WY 82601
(307) 235-8255

Prepared by:

LSC Transportation Consultants, Inc.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868

LSC #164330

November 18, 2016

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Introduction

The Casper Area Metropolitan Planning Organization contracted with LSC Transportation Consultants, Inc. to complete a route and schedule analysis and develop new routes and schedules for Casper and the surrounding area.



PURPOSE OF THE STUDY

Casper recently completed a Transit Development Plan (TDP) for transit service in the community and was immediately impacted with a reduction in funding for the upcoming fiscal year. The Casper Area MPO staff identified service reductions to meet the initial loss in funding, but contracted with LSC Transportation Consultants, Inc. for assistance in completing a more detailed evaluation of the potential service changes and to develop specific recommendations to meet the fiscal constraints. The primary objectives of the study were to develop a multiyear implementation plan to increase ridership and fare box revenue, improve efficiency of service delivery, and effectively meet the transit needs of the community. Additionally, evaluation of the current transit system performance was key to identifying opportunities to improve efficiency.

STUDY APPROACH

As in many regions, communities change through growth, changes in employment patterns, and aging of the population. Transportation needs and travel patterns also change. Public transportation services must adjust to meet those changing needs. The Casper Area Metropolitan Planning Organization is reexamining the public transit services in the Casper study area and is seeking to find the most effective means of providing those services. A key element in the plan is to clearly evaluate the needs of Casper area residents throughout the study area and determine whether or not the existing service can meet this unmet need in a cost-effective manner.



The overall approach included the collection of data on current transportation services, evaluation of current operations using key performance measures, identification of the current and future level of transit demand, and development of alternatives to improve service.

Feedback from Casper Area Metropolitan Planning Organization staff, Casper Area Transportation Coalition staff, the Steering Committee, key stakeholders, and members of the community is a key element in creating an effective transit service plan. Preliminary recommendations were presented as a starting point for discussion. Following review by the community and input for a preferred plan, the detailed implementation plan was prepared.

COMMUNITY INPUT

As part of the study process, two interim reports were prepared and submitted. The first interim report focused on the current service and potential demand. The potential demand was used to identify areas with possible unmet transportation needs. The second interim report provided the evaluation of route and schedule options. These options were presented at community open houses held in Evansville and Casper on October 25, 2016. In addition, local staff and volunteers rode the Mills route to obtain input from members of the community who use that route. Proposed changes were also presented to the Town Councils in Evansville and Mills.

Feedback from passengers on the Purple Route in Mills was that the July route changes on the Yellow Route were confusing and made it difficult for passengers transferring between the Yellow and Purple Routes.

The meeting in Evansville had no participants from the community. The meeting in Casper had low attendance, but good participation by the attendees. Input from the public indicated support for extended evening service, but not as a priority. Other service enhancements should be implemented prior to adding evening service. There was support for extending the Red Route to Eastridge Mall and the east Walmart. There was general agreement that service does not need to extend to Mountain View Hospital and the areas that had been covered by the extension of the Blue Route until July.

Additional input was received from a member of the community. Several aspects of the suggested changes are incorporated in the recommended plan including operating the Yellow Route and serving Paradise Valley hourly instead of every other hour. The recommended routes will include a bus serving Casper College and extension of the Red Route to Eastridge Mall. Other aspects, including large loop routes, have not been included as they create longer travel times for many passengers and reduce rather than increase ridership. A connection of the Orange Route west to the Boys and Girls Club has not been included as the route does not have sufficient time to make that extension and there is not a through street between Evansville and the Boys and Girls Club facility.

REPORT CONTENTS

This report includes a profile of “The Bus” and CATC’s existing services and ridership, service evaluation, financial evaluation, assessment of potential transit demand within the Casper study area, analysis of transit service options, and the recommended service plan.

Chapter II provides information about the existing Casper Area Transportation Coalition services, “The Bus” and CATC, including an operational and financial analysis. This chapter also includes information about their monthly and annual ridership patterns, revenues, expenditures, and system performance. This base information is necessary to understand the current operations including the strengths and weaknesses of the existing services.

A survey was conducted among Casper College students, faculty, and staff. The results are presented in Chapter III. The survey responses were used to determine the potential demand for transit service at the college. Some of the options which are considered are based on providing better service to the campus.

Chapter IV presents a review of transit demand for the Casper study area which was used to estimate ridership for transit service alternatives. The Fixed-Route Transit Demand model is the technique used to help calibrate the existing

demand and determine potential transit demand within the Casper study area based on the new fixed bus routes effective July 5, 2016.



Chapter V provides the evaluation of transit service options along with their potential costs. The options were identified from a variety of sources. Input included comments from various stakeholders, members of the community, the Casper Area Metropolitan Planning Organization staff, the Casper Area Transportation Coalition staff, the Steering Committee, the evaluation of the existing service, and comments from the Casper College survey. The evaluation considers the operating costs of the options, potential ridership, and productivity (passengers per hour of service and cost per passenger-trip).

Chapter VI presents LSC's recommended service plan for transit service within the Casper study area, including route schedules, future service considerations, and Title VI evaluation of minority population. The recommended service plan was developed after receiving input from the community for preferred service options.



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Evaluation of Existing Service

INTRODUCTION

This chapter provides an overview and analysis of existing operations and financial information for the Casper Area Transportation Coalition's transit services. In addition, information on current ridership is presented to evaluate service performance.

CASPER AREA TRANSPORTATION COALITION SERVICES

Casper Area Transportation Coalition began in 1979 as a free door-to-door transit system to meet the unmet need for accessible transportation. From the start, the Casper Area Transportation Coalition's mission has stayed consistent: *To provide safe, low cost transportation service to members of the general public including the elderly, disabled, and transportation disadvantaged.*

Since then, the Casper Area Transportation Coalition has been able to extend transportation services to everyone needing a safe, accessible, dependable, and environmentally friendly way to travel throughout the greater Casper area, including Casper, Evansville, Mills, and portions of Natrona County. Currently, the Casper Area Transportation Coalition provides two transportation services, "The Bus" (fixed-route deviation service) and CATC (demand-response service). The Casper Area Transportation Coalition is a public, nonprofit business managed by a Board of Directors.

"The Bus" is an accessible fixed-route bus service comprised of six different routes, the Blue, Green, Red, Yellow, Purple, and Orange routes. "The Bus" can perform deviations within a two-block distance of the fixed bus route as time permits at an additional cost. Deviations must be reserved at least one hour in advance. Changes to "The Bus" routes took effect on July 5, 2016. Figure II-1 illustrates the routes in place prior to the July 5th service change, while Figure II-2 illustrates the routes in place as a result of the July 5th service change.

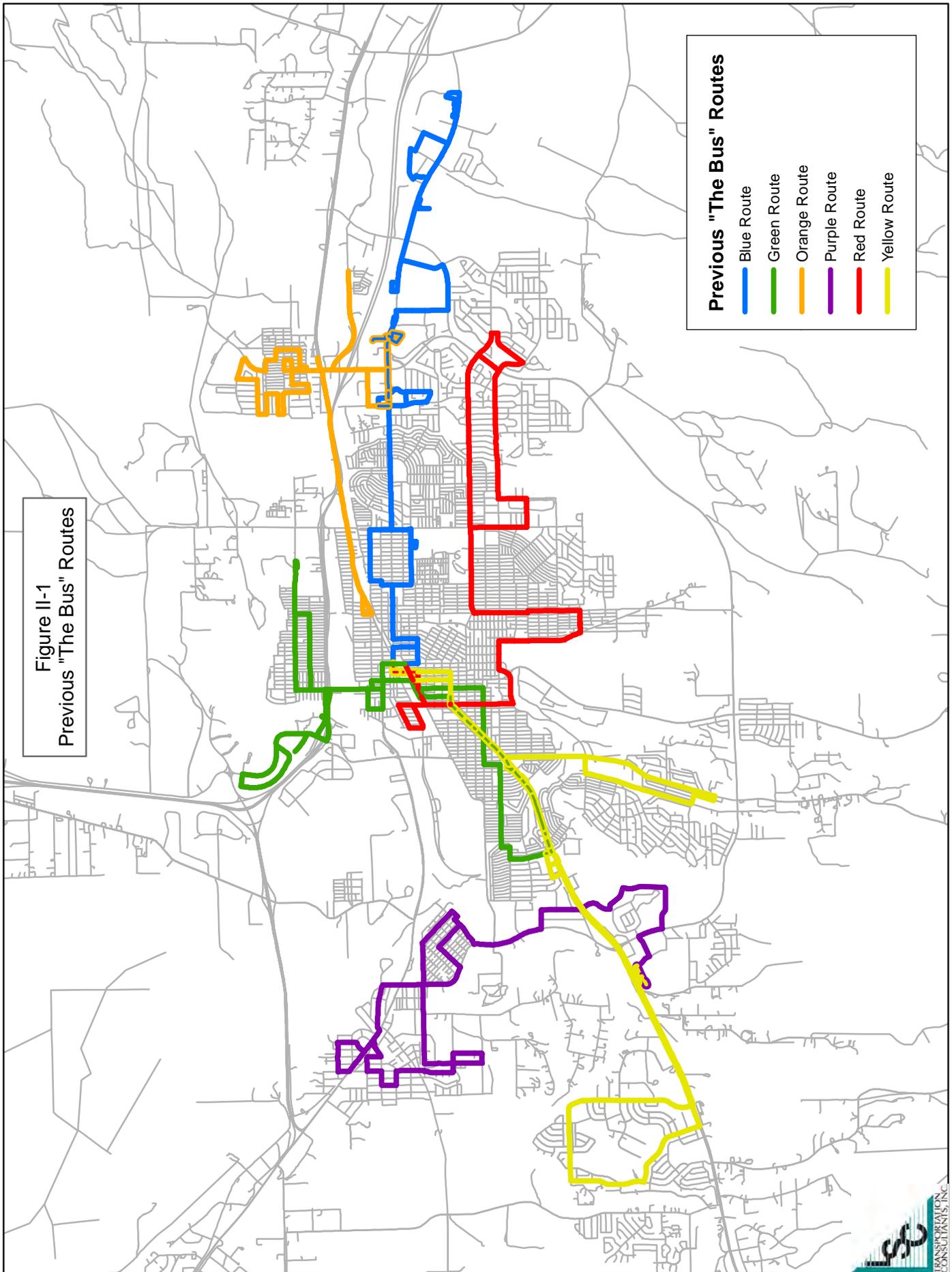
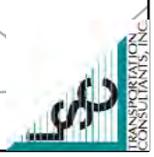


Figure II-1
Previous "The Bus" Routes



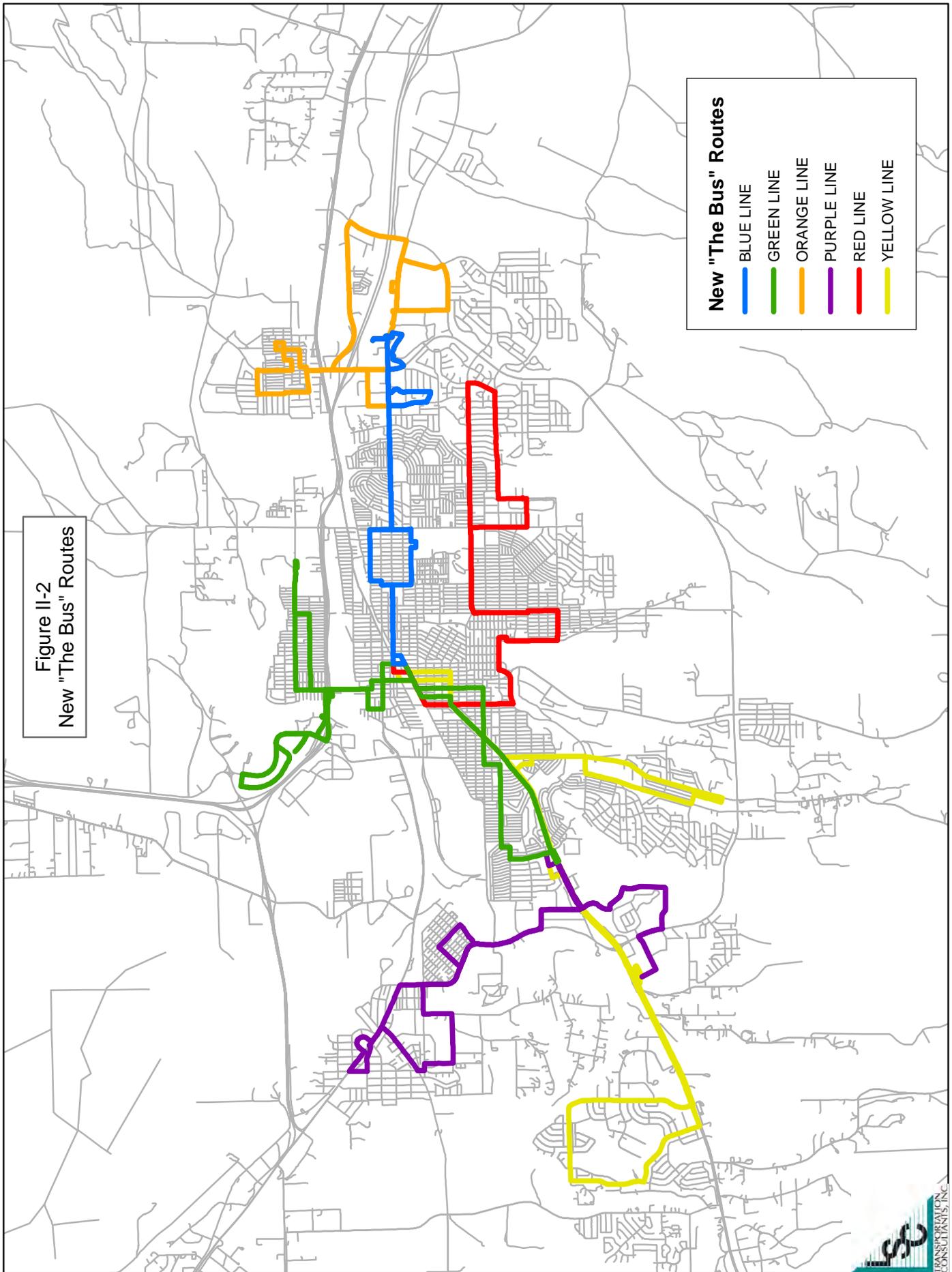


Figure II-2
New "The Bus" Routes

- New "The Bus" Routes**
- BLUE LINE
 - GREEN LINE
 - ORANGE LINE
 - PURPLE LINE
 - RED LINE
 - YELLOW LINE



CATC is an accessible door-to-door paratransit service that everyone may ride but registration is required. Registered passengers may reserve a ride before 3:00 p.m. the day before the requested service. However, a two-day notice is recommended. CATC will arrive within 15 minutes before or 15 minutes after the scheduled pick-up time. Passengers are required to be ready when the bus arrives, as the driver can only wait three minutes and then must leave for the next passenger. Drivers will assist passengers to and from the bus, but are not permitted to enter the passenger's residence.

Currently, on weekdays "The Bus" Blue, Green, Red, and Yellow routes and CATC run from 6:30 a.m. to 6:30 p.m. and "The Bus" Purple and Orange routes run from 7:00 a.m. to 6:00 p.m. On Saturdays "The Bus" Blue, Green, Red, and Yellow routes and CATC run from 7:30 a.m. to 3:30 p.m. "The Bus" Orange and Purple routes do not operate on Saturdays. "The Bus" and CATC do not operate on Sundays and holidays, including New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Fares for "The Bus" are \$1 for the general public, \$0.75 for students, \$0.50 for reduced-fare passengers, and children five years and under ride free. Only the elderly (age 60 and over), disabled, and Medicare recipients are eligible for reduced fares. Route deviations on "The Bus" cost \$2 for the general public and \$1 for reduced-fare passengers. A one-month pass for "The Bus" costs \$30 for the general public, \$25 for students, and \$15 for reduced-fare passengers. The CATC service costs \$5 for the general public, \$2 for reduced-fare passengers, and \$1 for children under 12 who are riding with an adult.

Fares for "The Bus" and CATC must be paid with exact change or with tokens, passes, or tickets, which can be purchased at the Casper Area Transportation Coalition office or can be obtained through the mail. The Casper Area Transportation Coalition office is located at 1715 East 4th Street, Casper, WY 82601 and is open on weekdays from 8:30 a.m. to 5:00 p.m. Bus tokens can be used in the fare box in place of cash, with each token being equivalent to a one-way trip fare. Trip tickets are the preferred way to pay the CATC fare. All transfers between "The Bus" routes are free. Transferring passengers must ask the driver for a transfer token before exiting the bus and the transfer token must be used immediately.

FLEET AND FACILITIES

The Casper Area Transportation Coalition fleet consists of eight vehicles for “The Bus,” 13 vehicles for CATC, and one support vehicle. All buses are owned by the respective cities they serve and are maintained and managed by the Casper Area Transportation Coalition. Table II-1 shows the vehicle inventory.



“The Bus” vehicles are equipped with security cameras and bicycle racks. Instructions for how to load a bicycle onto the bicycle rack on the front of the bus can be found on the Casper Area Transportation Coalition’s website.



The Casper Area Transportation Coalition currently operates out of City of Casper-owned facilities at 1715 East 4th Street, Casper, WY 82601. The facilities include a 1,250-square-foot office, a 7,500 square-foot garage with five bays, and a 15,000-square-foot yard for bus

storage.

Casper Area Transportation Coalition Vehicle Inventory											
Vehicle #	Year	Make and Model	Seating Capacity (No WC)	Seating Capacity w/ 2 WC	Condition	Mileage	Purchased Price	Federal Percentage	Title	Scheduled Disposition Date	Disposition
"The Bus"											
#68	2009	GMC Turtle Top	26	22	Fair/Poor	214,660	\$128,415	\$128,415	City of Casper	2015	7 years or 200,000 miles
#70	2009	GMC Turtle Top	26	22	Fair/Poor	159,532	\$128,415	\$128,415	City of Casper	2015	7 years or 200,000 miles
#71	2009	GMC Turtle Top	26	22	Fair/Poor	209,070	\$128,415	\$128,415	City of Casper	2015	7 years or 200,000 miles
#75	2012	Freightliner Champion	30	26	Good	119,228	\$120,889	\$96,711	City of Casper	2019	7 years or 200,000 miles
#76	2012	Freightliner Champion	30	26	Good	119,897	\$120,889	\$96,711	City of Casper	2019	7 years or 200,000 miles
#77	2013	Ford Starcraft Alistar wc equip	18	14	Excellent	87,428	\$67,144	\$57,072	Town of Evansville	2018	5 years or 150,000 miles
#78	2013	Ford Starcraft Alistar wc equip	18	14	Excellent	87,536	\$67,144	\$57,072	Town of Mills	2018	5 years or 150,000 miles
#80	2015	Ford 550 Diesel El Dorado wc equip	30	24	Excellent	34,822	\$105,490	\$84,392	City of Casper	2021	7 years or 200,000 miles
CATC											
#41	2001	Ford Van wc lift equipment	5	1	Fair	53,315	\$42,899	\$39,573	City of Casper	2010	n/a
#63	2008	Ford El Dorado wc lift equipment	18	12	Fair	208,654	\$64,385	\$51,508	City of Casper	2014	5 years or 150,000 miles
#64	2008	Ford El Dorado wc lift equipment	18	12	Fair	184,761	\$64,385	\$51,508	City of Casper	2014	5 years or 150,000 miles
#65	2009	Ford El Dorado wc lift equipment	12	6	Good	168,120	\$54,975	\$43,980	City of Casper	2014	5 years or 150,000 miles
#66	2009	Ford El Dorado wc lift equipment	12	6	Good	175,898	\$54,975	\$43,980	City of Casper	2014	5 years or 150,000 miles
#67	2009	Ford El Dorado E350 wc lift equipment	12	6	Good	193,061	\$54,975	\$43,980	City of Casper	2016	5 years or 150,000 miles
#69	2010	Ford Turtletop wc lift equipment	12	6	Good	178,057	\$50,654	\$50,654	City of Casper	2018	5 years or 150,000 miles
#73	2010	Ford El Dorado Hybrid	12	6	Poor	101,317	\$111,498	\$111,498	City of Casper	2015	5 years or 150,000 miles
#74	2012	Ford E450 Elkhart wc lift equipment	16	12	Excellent	85,295	\$70,938	\$56,750	City of Casper	2020	5 years or 150,000 miles
#79	2014	Ford E350 Elkhart wc lift equipment	13	12	Excellent	57,613	\$53,290	\$42,632	City of Casper/WDOT	2020	5 years or 150,000 miles
#81	2016	Ford E350 Lift Model	12	12	Excellent	13,454	\$53,341	\$45,340	City of Casper/WDOT	2020	5 years or 150,000 miles
#82	2016	Chevrolet G4500 Elkhart Lift Model	18	14	Excellent	2,439	\$84,187	\$75,559	City of Casper	2020	5 years or 150,000 miles
#83	2016	Chevrolet G4500 Elkhart Lift Model	16	12	Excellent	3,434	\$83,646	\$71,099	City of Casper	2020	5 years or 150,000 miles
Support Vehicle											
#72	2010	Dodge Ameri-Van wc lift equipment	5	1	Excellent	35,561	\$36,985	\$36,985	City of Casper	2016	5 years or 150,000 miles

Source: Casper Area Transportation Coalition, 2016.

FINANCIAL ANALYSIS

One important aspect of operating and sustaining transit services is a review of the financial characteristics of the system presented in this section.

Revenues

The revenues required to operate “The Bus” and CATC come from a variety of sources including federal funds, passenger fares, and matching funds. The total revenues for FY2016 were \$2,347,982. As shown in Table II-2, about half of revenues (52 percent) came from federal funds, with 48 percent from FTA funds and four percent from the FTA Job Access and Reverse Commute Formula Program (JARC) funds. Approximately 43 percent of revenues were matching funds from a variety of sources, and five percent were passenger fare revenues.

Revenue Source	Amount	Percentage
Passenger Fares	\$121,000	5%
Federal Government	\$1,216,044	52%
FTA Funds	\$1,127,674	
JARC Funds	\$88,370	
Matching Funds	\$1,010,938	43%
City of Casper	\$384,327	
1% Moneys	\$200,000	
CDBG Funding	\$35,000	
Town of Mills/Evansville Fixed Route Service	\$95,563	
Town of Evansville/Subsidy	\$8,600	
Town of Mills/Subsidy	\$8,400	
Bar Nunn	\$1,000	
State of Wyoming	\$235,848	
Natrona County	\$15,000	
Service Contracts	\$27,200	
TOTAL	\$2,347,982	

Source: Casper Area Transportation Coalition, 2016.

Expenses

The total expenditures for the Casper Area Transportation Coalition for FY2016 were approximately \$2,037,045. Expenditure data was only available for July through

April, so expenditures were projected for May and June. Of this amount, approximately 51 percent of expenses were for CATC and 49 percent were for “The Bus”.

Cost Allocation Models

Financial, ridership, and service information may be used to develop internal evaluation tools for the Casper Area Transportation Coalition. A cost allocation model provides base information with which current operations can be evaluated. In addition, the model is useful for estimating the cost ramifications of any proposed service alternative.

Cost information from FY2016 was used to develop a two-factor cost allocation model of the current Casper Area Transportation Coalition operations for “The Bus” and CATC. In order to develop such a model, each cost line item is allocated to one of two service variables—hours and miles, and fixed costs. Fixed costs are those costs that are identified as being constant and do not increase or decrease based on the level of service. This is a valid assumption for the short term, although fixed costs could change over the long term (more than one or two years). Examples of the cost allocation methodology include allocating fuel costs to vehicle-miles and allocating operator salaries to vehicle-hours. The total costs allocated to each variable are then divided by the total quantity (i.e. total revenue-miles or -hours) to determine a cost rate for each variable. The cost allocation model for “The Bus” is shown in Table II-3 and the cost allocation model for CATC is shown in Table II-4.

The allocation of costs for “The Bus” operations yields the following cost equation for existing operations:

$$\text{Total Cost} = \$252,473 + (\$0.67 \times \text{Revenue-Miles}) + (\$22.20 \times \text{Revenue-Hours})$$

OR

$$\text{Total Cost} = (\$0.67 \times \text{Revenue-Miles} + \$22.20 \times \text{Revenue-Hours}) \\ \times \text{Fixed-Cost Factor (1.34)}$$

Incremental costs such as the extension of service hours or service routes/areas are evaluated considering only the mileage and hourly costs:

$$\text{Incremental Costs} = (\$0.67 \times \text{Revenue-Miles}) + (\$22.20 \times \text{Revenue-Hours})$$

Table II-3 Cost Allocation Model for "The Bus"				
PROPOSED ACCOUNT	Actual FY2016	Vehicle- Hours	Vehicle- Miles	Fixed Cost
Salaries and Benefits (Administration/Dispatch)	\$207,165			\$207,165
Salaries and Benefits (Drivers)	\$550,940	\$550,940		
Preventative Maintenance/ Vehicle Repairs/ Parts	\$101,364		\$101,364	
Fuel	\$100,214		\$100,214	
Office Expenses	\$35,529			\$35,529
Miscellaneous Expenses	\$9,779			\$9,779
TOTAL OPERATING COSTS	\$1,004,990	\$550,940	\$201,577	\$252,473
Service Variable Quantities		veh-hrs	veh-mls	Fixed-Cost Factor
<i>Used for Planning Purposes</i>		24,821	302,064	
		\$22.20	\$0.67	1.34
<i>Source: Casper Area Transportation Coalition, 2016</i>				

The allocation of costs for CATC operations yields the following cost equation for existing operations:

$$\text{Total Cost} = \$436,924 + (\$0.67 \times \text{Revenue-Miles}) + (\$25.98 \times \text{Revenue-Hours})$$

OR

$$\text{Total Cost} = (\$0.67 \times \text{Revenue-Miles} + \$25.98 \times \text{Revenue-Hours}) \\ \times \text{Fixed-Cost Factor (1.73)}$$

Incremental costs such as the extension of service hours or service routes/areas are evaluated considering only the mileage and hourly costs:

$$\text{Incremental Costs} = (\$0.67 \times \text{Revenue-Miles}) + (\$25.98 \times \text{Revenue-Hours})$$

Table II-4				
Cost Allocation Model for CATC				
PROPOSED ACCOUNT	Actual FY2016	Vehicle- Hours	Vehicle- Miles	Fixed Cost
Salaries and Benefits (Administration/Dispatch)	\$394,446			\$394,446
Salaries and Benefits (Drivers)	\$448,263	\$448,263		
Preventative Maintenance/ Vehicle Repairs/ Parts	\$80,920		\$80,920	
Fuel	\$65,948		\$65,948	
Office Expenses	\$32,514			\$32,514
Miscellaneous Expenses	\$9,964			\$9,964
TOTAL OPERATING COSTS	\$1,032,055	\$448,263	\$146,868	\$436,924
Service Variable Quantities		veh-hrs	veh-mls	Fixed-Cost
<i>Used for Planning Purposes</i>		17,256	220,265	Factor
		\$25.98	\$0.67	1.73
<i>Source: Casper Area Transportation Coalition, 2016</i>				

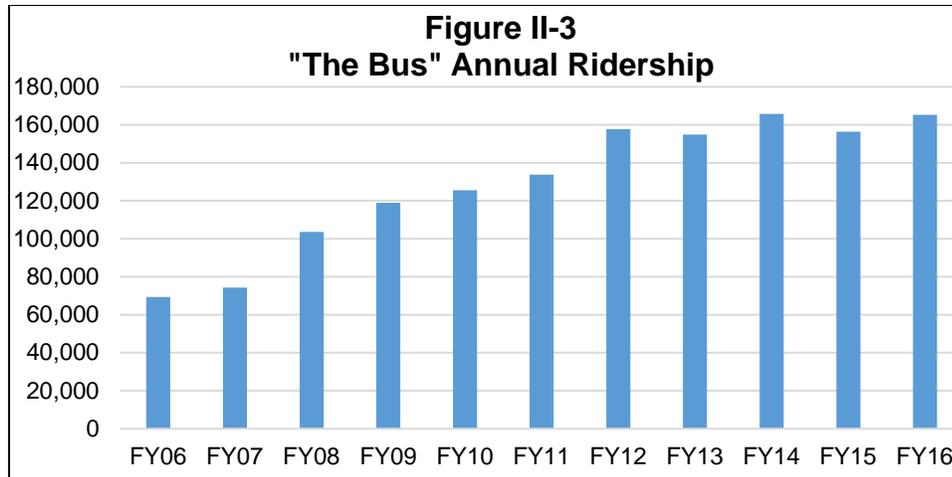
RIDERSHIP AND PERFORMANCE MEASURES

This section analyzes ridership patterns and performance measures of “The Bus” and CATC. The Casper Area Transportation Coalition made changes to “The Bus” routes which took effect on July 5, 2016, so the following analysis is split between the previous “The Bus” routes prior to the July 5th service change and the expected performance of new “The Bus” routes as a result of the July 5th service change.

Routes Prior to the July 5, 2016 Service Change

Historical Ridership Trends

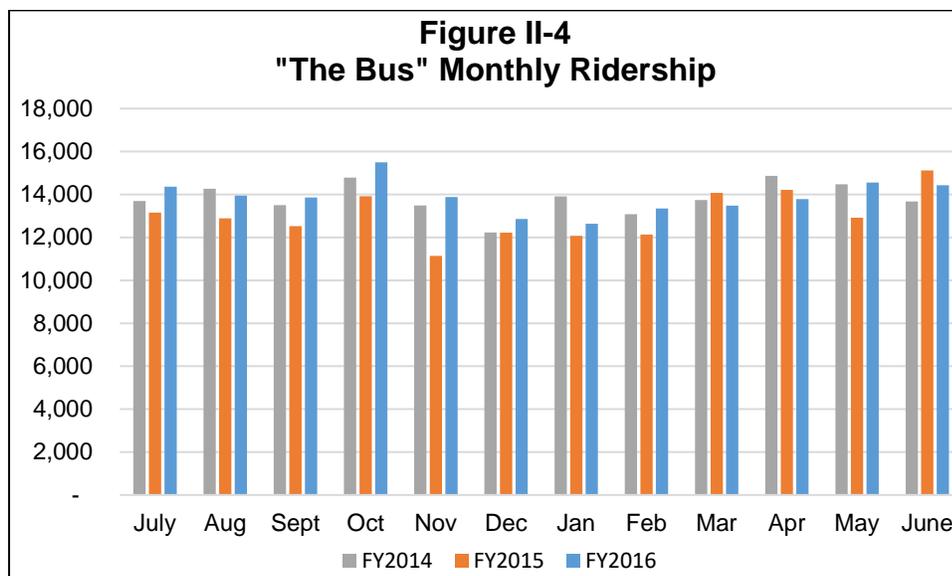
Annual ridership data for “The Bus” were provided for FY2006 through FY2016. Figure II-3 shows the annual ridership trend. Ridership has grown from 69,374 passengers during FY2006 to 165,275 passengers during FY2016. Ridership has increased each year except for slight decreases during FY2013 and FY2015.



Recent Ridership Trends

It is important to look closely at ridership trends in the last couple of years as this can help identify ridership changes based upon a variety of events such as service area changes, economic influences such as gas price increases, or increases in factors such as unemployment, overall economic downturn, or community changes in development.

Figure II-4 shows monthly ridership for the past three years on “The Bus.” Ridership mostly decreased each month between FY2014 and FY2015, and mostly increased each month between FY2015 and FY2016.



A comparison between weekday and Saturday ridership by route for FY2016 for “The Bus” is shown in Figure II-5. Saturday service on “The Bus” is only offered

on the Red, Green, Blue, and Yellow routes. The Blue route had the highest annual weekday ridership (60,080 passenger-trips) and the highest annual Saturday ridership (5,999 passenger-trips).

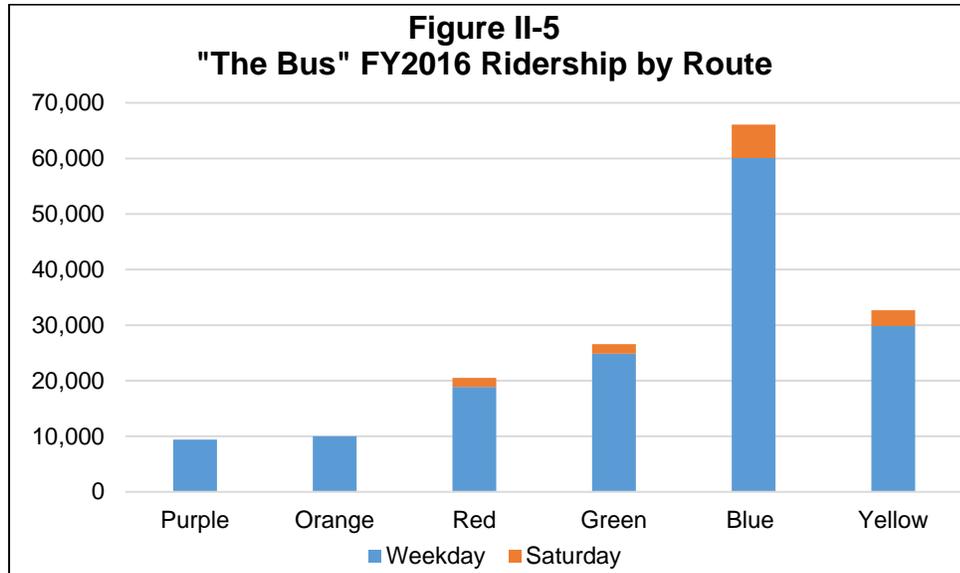
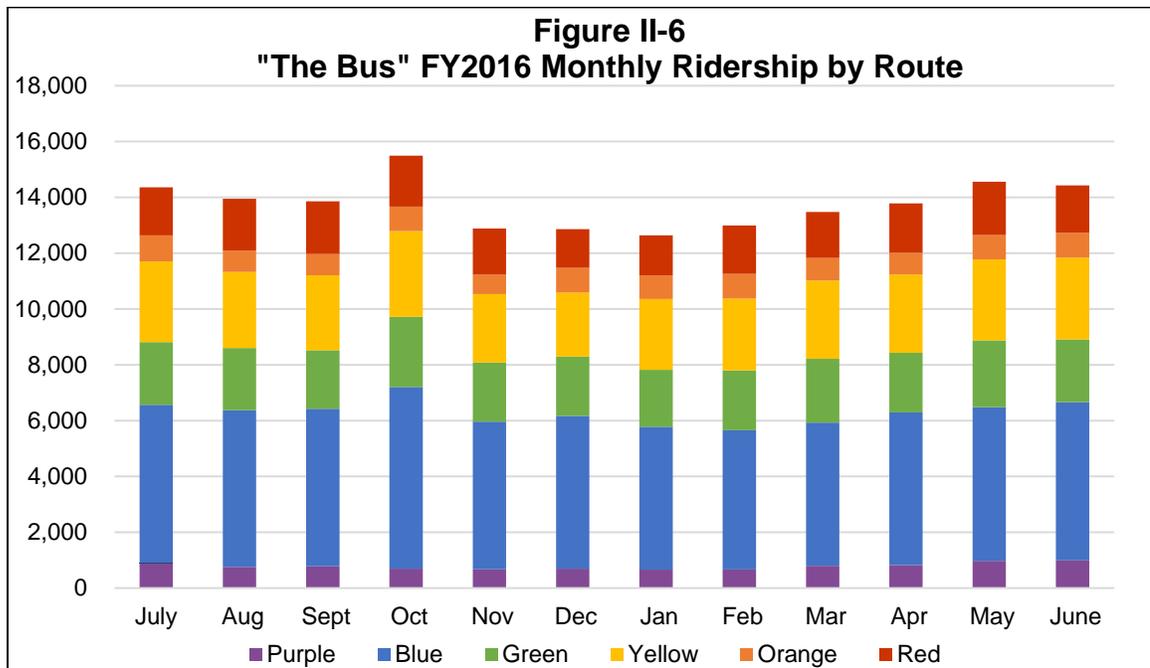
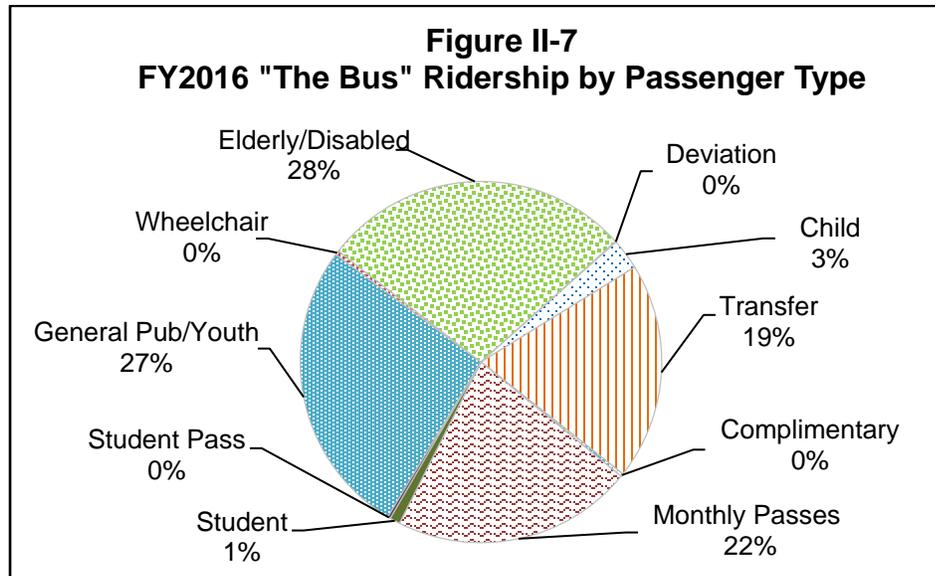


Figure II-6 illustrates monthly ridership by route for "The Bus" for FY2016. The month with the highest total ridership was October and the month with the lowest ridership was January.



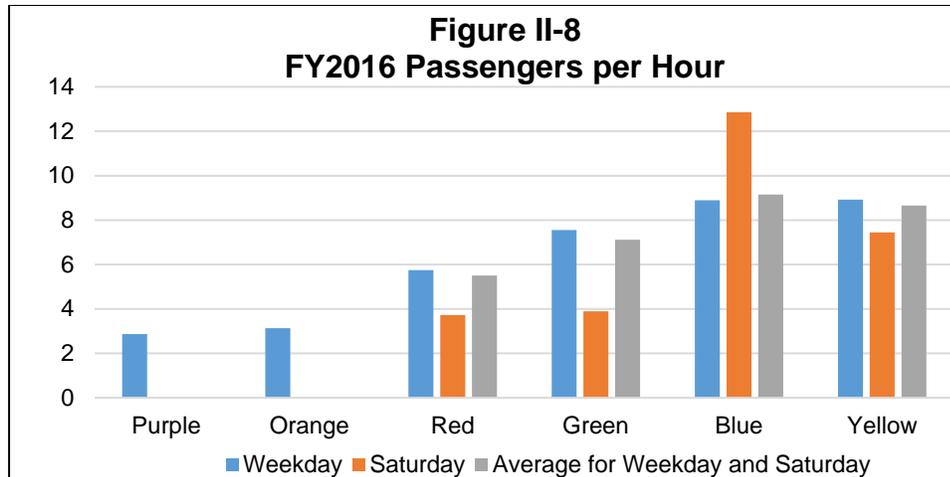
Ridership by Passenger Type

Figure II-7 illustrates ridership data by passenger type for “The Bus” for FY2016. The most frequent passenger types were Elderly/Disabled (28%), General Public/ Youth (27%), and Monthly Passes (22%). The least frequent passenger types were Route Deviations (0.1%), Student Pass (0.2%), Complimentary (0.3%), and Wheelchair (0.4%).



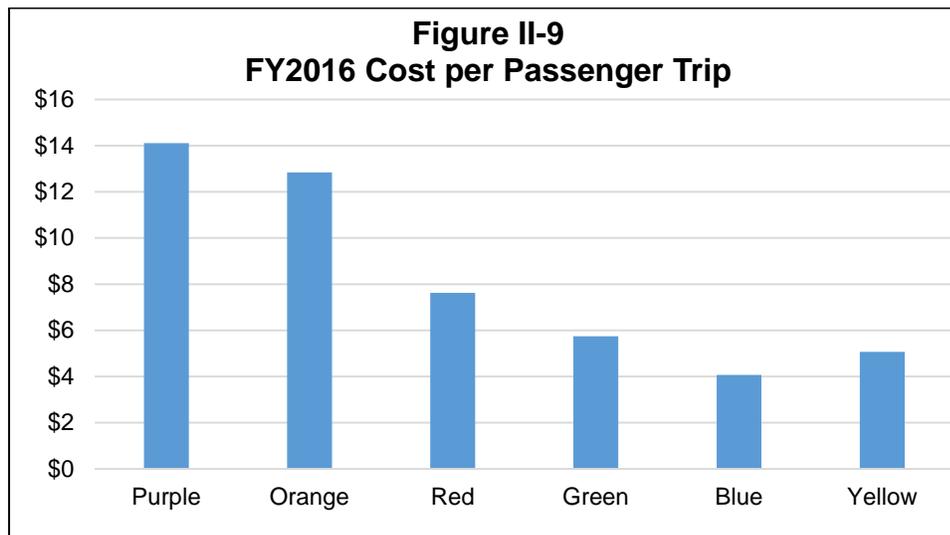
Passengers per Hour

“The Bus” averaged 6.6 passengers per hour across all of its routes for weekdays and Saturdays during FY2016. Figure II-8 illustrates the passengers per hour data for each route by weekday and Saturday. The Yellow route had the highest rate of passengers per hour on weekdays (8.9), while the Blue route had the highest rate of passengers per hour on Saturdays (12.9). The Blue route also had the highest rate of passengers per hour overall when combining weekdays and Saturdays (9.1). The Purple and Orange routes had the lowest number of passengers per hour (2.9 and 3.1 respectively).



Cost per Passenger-Trip

“The Bus” averaged \$6.08 in cost per passenger-trip during FY2016. As shown in Figure II-9, the Purple route had the highest cost per passenger-trip (\$14.11), while the Blue route had the lowest (\$4.07).



Routes as of the July 5, 2016 Service Change

Description of Route Changes

The July 5th service change resulted in the following changes to the route structures of each of “The Bus” routes. By route, the changes included:

- The Red route was slightly altered to no longer serve the stop at South Spruce Street and West Midwest Avenue (previously stop R32), to proceed east/west along East 21st Street rather than East 23rd Street, and to now

proceed along Bretton Drive and no longer serve the areas east of Southeast Wyoming Boulevard (previous stops R14 and R15).



- The service area covered by the Purple route in Mills was slightly reduced.
- The Blue route was reduced and no longer serves any stops east of Walmart and the Eastridge Mall on East 2nd Street The Blue route also no longer serves East 5th Street and South Grant Avenue (previously stop B43).
- Significant changes were made to the Orange route, including no longer serving the previous stops Y15 and Y17 on East Yellowstone Avenue, reducing the service area covered in Evansville, and taking over covering some of the stops east of Walmart and the Eastridge Mall on East 2nd Street that were previously covered by the Blue route (previously stops B16, B15, B14, B13, B12, B28, and B34).
- The Yellow route was split to serve Paradise Valley on even hours and the Sunrise Shopping Center on odd hours. Both portions of the Yellow route serve the Walmart West Garden Center and Smith's.
- The Green route did not change.
- The July 5th service change resulted in no longer providing bus service on East 2nd Street between Blackmore Road and Hat 6 Road, making previous stops B17-B27 inactive.

Projected Ridership and Performance Measures

Table II-5 compares the number of annual passengers, the annual cost per passenger-trip, and the rate of passengers per hour between the old and new routes. While overall ridership has decreased between the old and new routes, individual route performance measures have improved. The improved performance measures are a result of an overall reduction in revenue-miles and revenue-hours, particularly on the Blue route where service to the eastern portion of 2nd Street was eliminated.

Table II-5 Comparison Between Old and New Routes						
Route	Old Routes			New Routes		
	Annual Passengers	Annual Cost per Passenger	Passengers per Hour	Annual Passengers	Annual Cost per Passenger	Passengers per Hour
Blue	66,079	\$4.07	9.1	52,278	\$2.50	15.1
Green	26,586	\$5.74	7.1	28,380	\$5.14	8.2
Orange	10,003	\$12.84	3.1	9,750	\$11.65	3.5
Purple	9,419	\$14.11	2.9	9,669	\$12.27	3.4
Red	20,516	\$7.62	5.5	19,704	\$7.09	5.7
Yellow	32,672	\$5.07	8.7	26,307	\$5.43	7.6
TOTAL	165,275	\$6.08	6.7	146,088	\$5.42	7.5

Projected Ridership

“The Bus” is projected to have approximately 146,088 annual passenger-trips across all of its routes for weekdays and Saturdays during FY2017. The FY2017 projection is a five percent decrease from the 165,275 passenger-trips taken during FY2016.

Cost per Passenger-Trip

“The Bus” is projected to average \$5.42 in cost per passenger-trip across all of its routes for weekdays and Saturdays during FY2017. The FY2017 projection is a 11 percent decrease from the FY2016 cost per passenger-trip of \$6.08. The annual cost per passenger for each individual route decreased between the old and new routes.

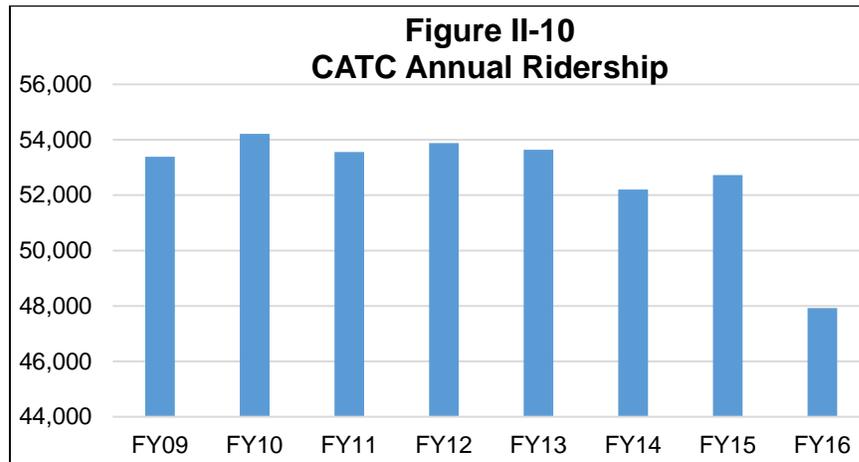
Passengers per Hour

“The Bus” is projected to average 7.5 passengers per hour across all of its routes for weekdays and Saturdays during FY2017. The FY2017 projection is a 13 percent increase from the 6.7 passengers per hour during FY2016. The number of passengers per hour for each individual route increased between the old and new routes with the exception of the Yellow route which decreased by 0.9 passengers per hour.

CATC

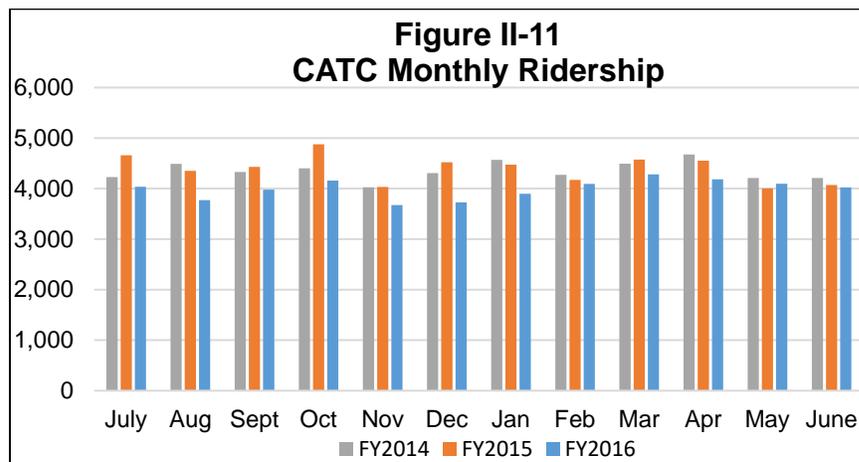
Historical Ridership Trends

Annual ridership data for CATC were provided for FY2009 through FY2016. Figure II-10 shows the annual ridership trend. Ridership has remained fairly consistent between FY2009 and FY2015, fluctuating between 52,000 and 54,500 annual passenger-trips. CATC ridership dropped during FY2016 to 47,927 annual trips.



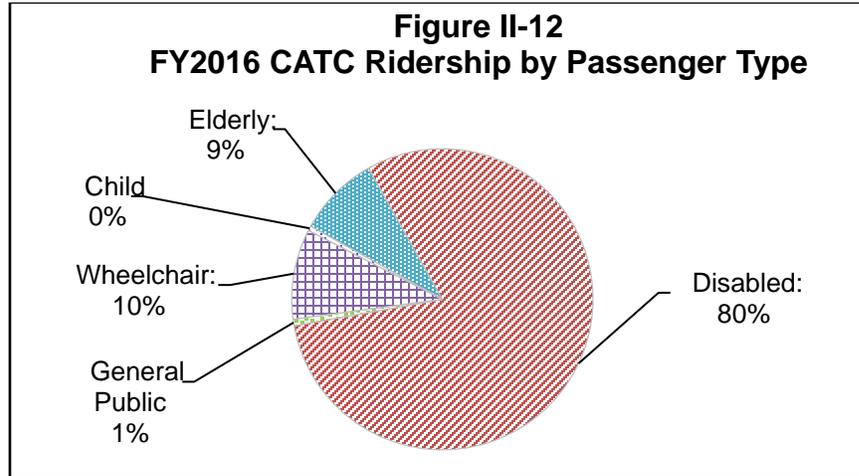
Recent Ridership Trends

Figure II-11 shows monthly ridership for the past three years on CATC. Between FY2014 and FY2015, ridership increased for six of the months (July, September, October, November, December, and March) and decreased for six of the months (August, January, February, April, May, and June). Ridership decreased each month between FY2015 and FY2016 with the exception of the month of May.



Ridership by Passenger Type

Figure II-12 illustrates ridership data by passenger type for CATC during FY2016. The most frequent passenger type was Disabled (80%), while the least frequent passenger types were Child (0.5%) and General Public (0.7%).



Passengers per Hour

The average number of passengers per hour on CATC during FY2016 was 2.8.

Cost per Passenger-Trip

CATC averaged \$21.53 in cost per passenger-trip during Fiscal Year 2016.



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Casper College Survey Analysis

INTRODUCTION

As part of the effort to obtain public input from the Casper College community, Casper College faculty, staff, and students were asked to complete an online survey questionnaire. Survey respondents were told that the City of Casper is in the process of evaluating the need for public transit services offered by “The Bus,” including service to the Casper College Campus. They were asked to answer a series of questions about their personal and household transportation needs. The questionnaire was developed with input from the Casper Area Metropolitan Planning Organization and Casper College. Casper College distributed the link to the survey as widely as possible. The community survey questionnaire is included in Appendix A.

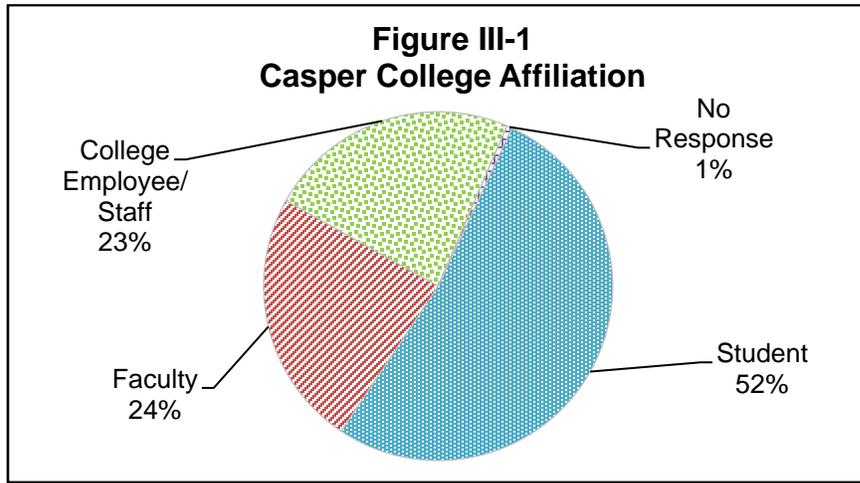
SURVEY ANALYSIS

A total of 206 responses were received from Casper College faculty, staff, and students. The survey instrument collected respondents’ current travel characteristics, potential for future transit use, opinions on the quality of existing service, and any additional comments or suggestions about the Casper Area Transportation Coalition. While the questionnaire was distributed to all students, faculty and staff; responses should be interpreted as representative of respondents and not the entire college community. Those responding are likely to have a higher level of interest in transit than the larger campus community.

Affiliation with Casper College

Survey respondents were asked how they are affiliated with Casper College – student, faculty, or College employee/staff. Over half of the respondents stated they are Casper College students (52 percent). About a quarter of respondents indicated they are Casper College faculty members (24 percent) and about one quarter of respondents said they are Casper College employees or staff. Respondents who were not affiliated with Casper College were asked to stop

and not continue the survey. There were no responses from individuals not affiliated with Casper College. The results are shown in Figure III-1.



Residence Location

Survey respondents were asked the location of their current residence. The results are shown in Table III-1. Over two-thirds of respondents answered that they live in Casper (71 percent), with 25 percent located west of Poplar, 23 percent located east of Beverly, 22 percent located between Beverly and Poplar, and one percent located in North Casper. Ten percent of respondents were students who indicated that they live on campus. Of the eight percent of respondents who selected "other location" (17 responses), there were five respondents who said they live out past the airport or in the country, two who live near Casper Mountain, two who live in Glenrock/Rolling Hills, and one who lives in Bessemer Bend.

Table III-1 Residence Location		
Location	Number of Responses	Percent of Responses
Casper - West of Poplar	52	25%
Casper - East of Beverly	47	23%
Casper - Between Beverly and Poplar	45	22%
Live on Campus	20	10%
Other	14	7%
Mills area	9	4%
Evansville area	7	3%
Bar Nunn area	5	2%
Casper - North Casper	3	1%
No Response	4	2%
TOTAL	206	
<i>Source: LSC, 2016.</i>		

Modes of Transportation Used to Commute to and from Casper College

Casper College faculty, staff, and students living off-campus were asked which modes of transportation they use when commuting to and from Casper College. There were 247 responses as respondents were allowed to select multiple responses. The results are shown in Table III-2.

Table III-2 Modes of Transportation Used to Commute to and from Casper College		
Transportation Mode	Number of Responses	Percent of Respondents
Personal vehicle such as a car, pick up, or SUV	161	78%
Walk	22	11%
Bicycle	16	8%
Receive a ride from a friend/relative	15	8%
<i>The Bus</i>	16	7%
Borrow a vehicle from a friend/relative	12	6%
Carpool/Vanpool	2	1%
Taxi	3	1%
Dial-A-Ride CATC	0	0%
Van or bus provided by a service agency	0	0%
Other	0	0%
TOTAL	247	
<i>Source: LSC, 2016.</i>		

The majority of respondents (78 percent) indicated that they use a personal vehicle, such as a car, pick-up truck, or SUV when commuting to and from Casper College. Approximately 11 percent of respondents specified that they walk to and from Casper College, eight percent said that they use a bicycle, and eight percent indicated they use “The Bus”.

Modes of Transportation Used When Traveling Off-Campus

All survey respondents were asked which modes of transportation they use when traveling off-campus. There were 346 responses as respondents were allowed to select multiple responses. The results are shown in Table III-3.

Table III-3		
Modes of Transportation Used When Traveling Off-Campus		
Transportation Mode	Number of Responses	Percent of Responses
Personal vehicle such as a car, pick up, or SUV	174	84%
Walk	48	23%
Receive a ride from a friend/relative	46	22%
Bicycle	23	11%
Borrow a vehicle from a friend/relative	17	8%
Carpool/Vanpool	14	7%
<i>The Bus</i>	13	6%
Taxi	9	4%
Dial-A-Ride CATC	0	0%
Van or bus provided by a service agency	0	0%
Other	2	1%
TOTAL	346	
<i>Source: LSC, 2016.</i>		

Eighty-four percent of respondents indicated that they use a personal vehicle, such as a car, pick-up truck, or SUV when traveling off-campus. Approximately 23 percent of respondents specified that they walk when traveling off-campus and 22 percent said that they receive a ride from a friend or family member. Responses to those who selected “other” included Casper College van (one response) and skateboard (one response).

Quality of Existing RTA Bus Service

Respondents who have previously ridden “The Bus” were asked to rate some characteristics about the service. Participants were asked to rank the service

characteristics from one to three with three being very good, two being satisfactory, and one being needs improvement. The midpoint of the scale is 2.0, so a score of 2.5 or higher indicates a service characteristic is very good. Forty-four respondents replied to this question out of a possible 206 total survey respondents. Table III-4 shows the responses for each category.

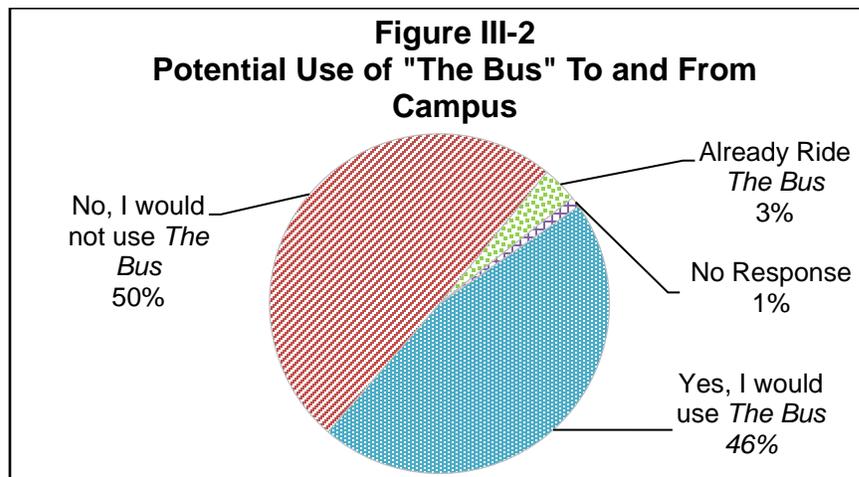
Table III-4 "The Bus" Service Evaluation	
Service Characteristics	Average Score
Buses on Time	2.13
Schedules are easy to understand	1.88
Location of Bus Stops	1.77
Buses go where you need to go	1.76
Frequency of Service	1.73
Hours of Operation	1.58

Source: LSC, 2016.

The service characteristics that received the highest scores were buses on time (2.13) and schedules are easy to understand (1.88). The lowest scores were hours of operation (1.58) and frequency of service (1.73), which indicates that these are areas where survey respondents would like to see improvements.

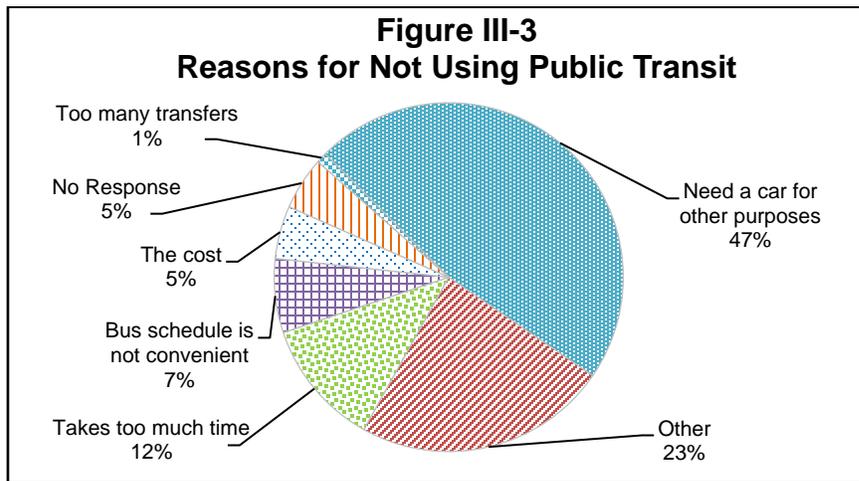
Potential Use of "The Bus" to and from Casper College

The survey asked respondents who don't currently use "The Bus" if they would consider using "The Bus" for travel to and from campus. The results are shown in Figure III-2.



Half of respondents (50 percent) said no, that they would not use “The Bus”, while 46 percent of respondents said yes, that they would use “The Bus”. Approximately three percent of respondents said they already ride “The Bus” and one percent of respondents did not answer this question.

The 50 percent of respondents who answered no, that they would not use “The Bus,” were then asked the main reason that they will not use public transportation. Respondents were asked to select only one response. The results are shown in Figure III-3.

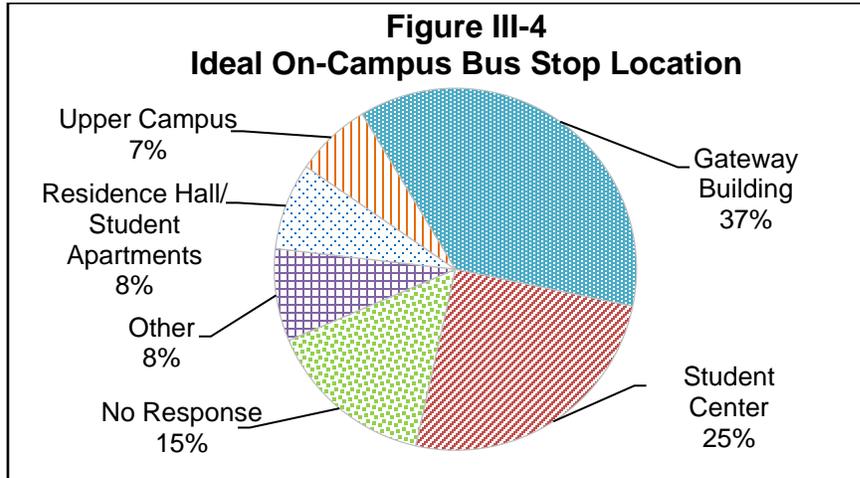


Approximately 47 percent said that they need a car for other purposes and 12 percent said public transit takes too much time. Seven percent of respondents said the bus schedule is not convenient and five percent indicated that they do not use public transit because of the cost. Twenty-three percent of respondents selected “other reason”, with responses including using a personal vehicle for all transportation needs (two percent, five respondents), living close to campus and walking (two percent, five respondents), “The Bus” not serving the area where they live (two percent, four respondents), and safety concerns riding “The Bus” (two respondents, one percent).

On-Campus Bus Stop Location

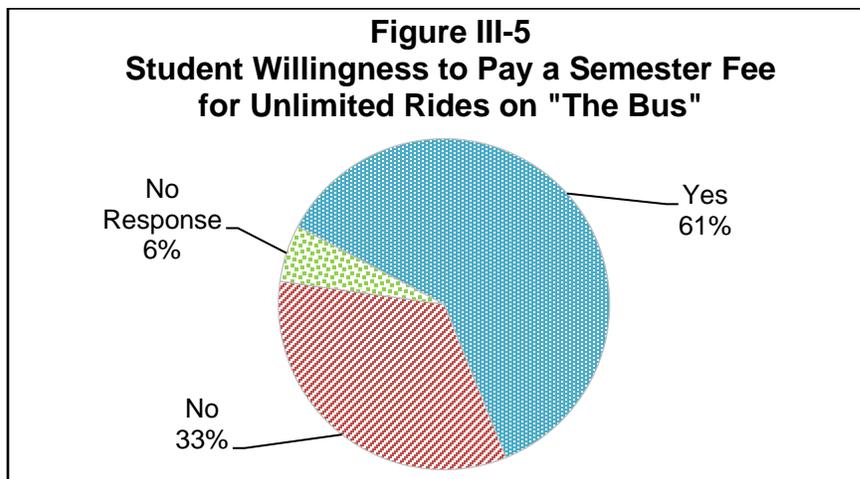
Survey respondents were also asked the ideal location for an on-campus bus stop that would best meet their needs. Over a third of respondents (37 percent) indicated that the best on-campus bus stop location would be at the Gateway Building, followed by 25 percent who said the Student Center. Approximately

15 percent of respondents did not answer this question. Eight percent of respondents selected “other location,” with responses including Leisinger Hall (six responses), the dining hall (one response), and the Visual Arts building (one response). The results are shown in Figure III-4.



Student Willingness to Pay a Semester Fee for Unlimited Rides on “The Bus”

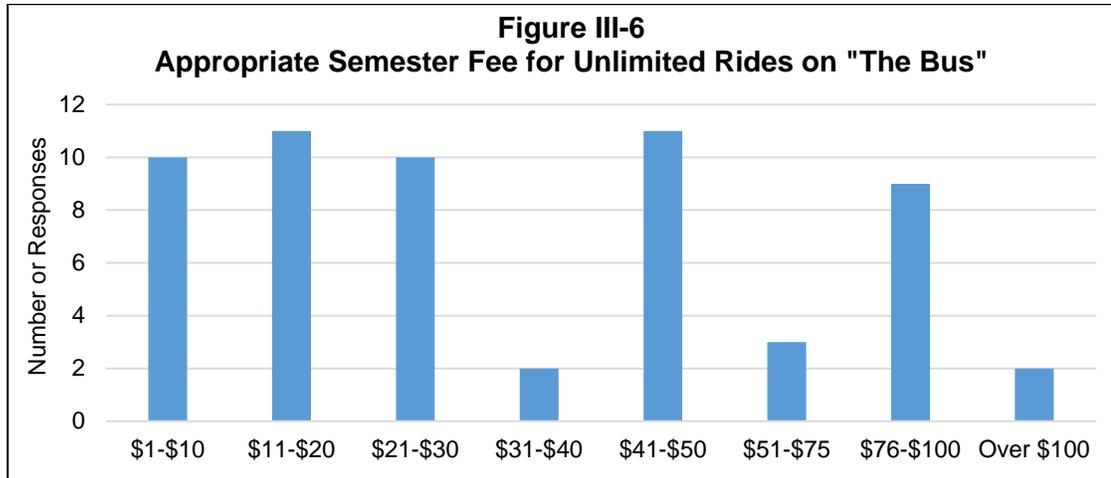
At some colleges, students pay a semester or annual fee and then are allowed unlimited free rides on public transit. The survey asked Casper College students if they would support such a fee that would allow Casper College students unlimited rides on “The Bus.” The results are shown in Figure III-5.



About two-thirds of Casper College student survey respondents (61 percent) indicated that they would be willing to pay a semester fee for unlimited free rides on “The Bus”. About one-third of Casper College student survey respondents (33 percent) said that they would not be willing to pay a semester

fee for unlimited free rides on “The Bus.” Approximately six percent of Casper College student survey respondents did not answer this question.

Casper College student survey respondents who indicated that they would be willing to pay a semester fee for unlimited free rides on “The Bus” were asked for their thoughts on an appropriate fee to pay each semester. The results are shown in Figure III-6.



Over half of Casper College student survey respondents who indicated that they would be willing to pay a semester fee for unlimited free rides on “The Bus” (53 percent) thought paying \$30 or less per semester would be appropriate. Twenty-two percent thought paying \$31 to \$50 would be appropriate, while 21 percent thought paying \$51 to \$100 would be appropriate. There were only two respondents who thought paying more than \$100 per semester would be appropriate.

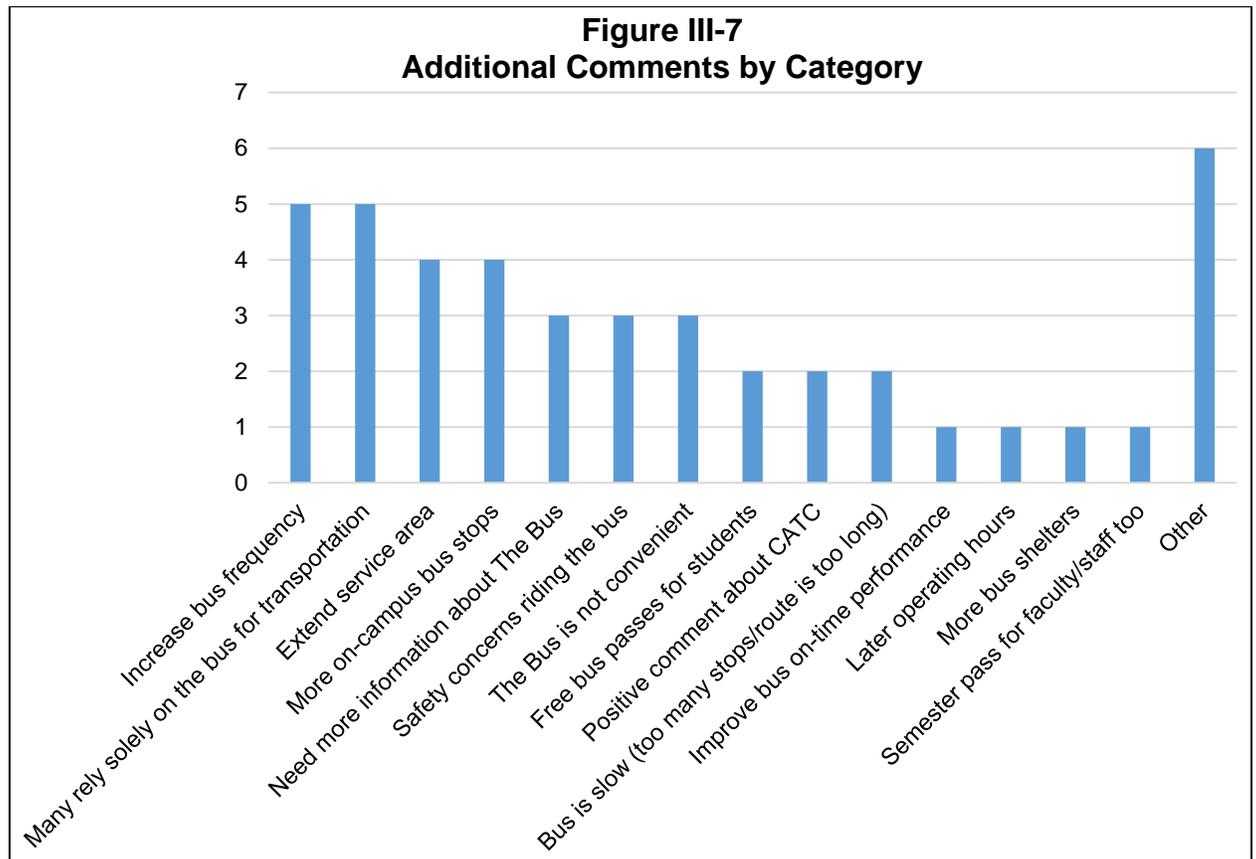
Additional Outreach

Survey respondents were asked to provide their email address if they would like to receive information regarding participating in a focus group, updates about the Casper Route and Schedule Analysis, and/or updates about “The Bus” service. Nine survey respondents indicated that they would like to receive information regarding participating in a focus group. Eleven survey respondents said that they would like to receive updates about the Casper Route and Schedule Analysis. Thirteen survey respondents indicated that they would like to receive updates about “The Bus” service.

Additional Comments

Respondents were asked to share any additional comments or suggested improvements for the Casper Area Transportation Coalition at the end of the survey instrument. The individual comments can be read in full in Appendix B. Out of 206 total survey responses received, 36 respondents chose to write additional comments. General categories were used to group the comments based on the comments mentioned. If multiple subjects were addressed in one comment, the comment was counted in each of the relevant categories. Figure III-7 categorizes the various comments received.

The most frequently received comments stated the need for increased bus frequency (12 percent) and expressed the importance of “The Bus” as it’s the sole mode of transportation for many people (12 percent). This was followed by extending the existing service area (nine percent) and creating more on-campus bus stops (nine percent).



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Transit Demand Analysis

INTRODUCTION

A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and potential transit riders. There are several factors that affect demand, not all of which can be forecasted. Demand estimation is an important task in developing any transportation plan, and several methods of estimation have been developed. The analysis makes use of the demographic data, “The Bus” and CATC ridership data as discussed in Interim Report #1.

This chapter presents an analysis of the demand for transit services in the Casper area based upon standard estimation techniques. The transit demand identified in this section was used to identify and evaluate various transit service options. This chapter uses several models and formulas to help quantify different segments of transit need and demand in the Casper study area, including:

- Mobility Gap Analysis
- Greatest Transit Needs Index
- Fixed-Route Demand Model
- Potential Fixed-Route Demand Model
- ADA Paratransit Demand Model
- College Demand Model

Data were taken from the 2010-2014 American Community Survey (ACS) five-year estimates for all of the population groups. Each of these approaches helps to show the patterns that are likely to arise regarding transit needs within the area. Estimating demand for services is not an exact science and therefore must be carefully evaluated. Across the country, transit use remains a relatively low proportion of overall passenger travel compared to the use of personal cars. Average use for transit, where it exists, represents approximately one percent of the total travel mode split.

MOBILITY GAP ANALYSIS

The mobility gap methodology is used to identify the amount of service required to provide equal mobility to households that have access to vehicles and those that do not. The National Household Travel Survey (NHTS) provides data that allow for calculations to be made relating to trip rates. Separate trip rates are generated for various regions throughout the United States to help account for locational inequities. Trip rates are also separated by general density and other factors such as age. This methodology was updated using the 2009 NHTS data available.

Wyoming is part of Division Eight, the Mountain Region. The trip rate for zero-vehicle households in rural areas of the Mountain Region was determined to be 5.2 daily trips. For rural households with at least one vehicle, the trip rate was 6.0 daily trips. The mobility gap is calculated by subtracting the daily trip rate of zero-vehicle households from the daily trip rate of households with at least one vehicle. Thus, the mobility gap is represented as 0.8 household trips per day. This mobility gap is lower than the national average of 1.5 for rural households.

To calculate the transit need for each census block group in the study area, the number of zero-vehicle households is multiplied by the mobility gap number. Table IV-1 shows this information broken out by block group. In total, 1,018 daily trips need to be provided by transit to make up for the gap in mobility. This calculates to an annual transit need of 305,520 trips.

GREATEST TRANSIT NEEDS INDEX

The “greatest transit need” is defined as those areas in the Casper study area with the highest density of zero-vehicle households, older adults, people with ambulatory disabilities, and low-income populations. This information was used in the development of service options and the identification of appropriate service constraints.

Table IV-1 Mobility Gap Transit Need							
Census Tract	Census Block Group	2013 ACS Population	2013 ACS Households	No Vehicle	One Plus Vehicle	Mobility Gap	Transit Need
2	1	1,272	485	55	430	0.8	44
	2	1,949	832	114	718	0.8	91
	3	1,367	722	170	552	0.8	136
3	1	1,576	770	54	716	0.8	43
	2	1,947	829	89	740	0.8	71
	3	918	444	64	380	0.8	51
4	1	1,259	457	0	457	0.8	-
	2	668	354	9	345	0.8	7
	3	1,263	607	19	588	0.8	15
	4	1,046	411	8	403	0.8	6
5.01	1	1,977	787	35	752	0.8	28
	2	2,837	1,189	0	1,189	0.8	-
	3	872	505	16	489	0.8	13
5.02	1	2,225	815	43	772	0.8	34
	2	1,010	393	0	393	0.8	-
6	1	1,275	605	0	605	0.8	-
	2	1,744	665	49	616	0.8	39
	3	1,478	636	0	636	0.8	-
	4	2,823	1,084	96	988	0.8	77
7	1	585	244	0	244	0.8	-
	2	847	373	17	356	0.8	14
	3	1,118	542	25	517	0.8	20
8	1	1,064	468	8	460	0.8	6
	2	1,122	457	94	363	0.8	75
	3	1,740	772	7	765	0.8	6
9.01	1	1,401	611	0	611	0.8	-
	2	1,889	716	52	664	0.8	42
	3	1,579	524	13	511	0.8	10
9.02	1	892	488	29	459	0.8	23
	2	2,038	575	0	575	0.8	-
	3	883	407	10	397	0.8	8
10	1	2,125	829	10	819	0.8	8
	2	2,467	880	9	871	0.8	7
11	1	1,498	641	64	577	0.8	51
	2	1,118	450	17	433	0.8	14
12	1	1,071	353	17	336	0.8	14
	2	850	490	5	485	0.8	4
14.01	1	3,610	1,390	12	1,378	0.8	10
	2	2,479	961	4	957	0.8	3
16.02	1	2,771	1,106	20	1,086	0.8	16
	2	3,355	1,362	0	1,362	0.8	-
16.03	1	1,237	423	0	423	0.8	-
	2	2,397	875	0	875	0.8	-
17	1	904	345	0	345	0.8	-
	2	3,854	1,321	15	1,306	0.8	12
18	2	1,540	661	5	656	0.8	4
	3	1,458	501	19	482	0.8	15
Casper Study Area		77,398	31,355	1,273	30,082	0.8	1,018

Source: 2009 NHTS data; LSC, 2014.

Methodology

The Census Bureau’s American Community Survey (ACS) data were used to calculate the greatest transit need. The categories used for calculation were zero-vehicle households, older adults (65 years old and over), people with an ambulatory disability, and low-income populations. Using these categories, LSC developed a “transit need index” to determine the greatest transit need. The density of the population for each US Census block group within each category was calculated, placed in numerical order, and divided into five segments. Five segments were chosen to reflect a reasonable range. Each segment contained an approximately equal number of US Census block groups to provide equal representation.

Census block groups in the segment with the lowest densities were given a score of 1. The block groups in the segment with the next lowest densities were given a score of 2. This process continued for the remainder of the block groups. The census block groups in the segment with the highest densities were given a score of 5. This scoring was completed for each of the categories (zero-vehicle households, older adult population, ambulatory disability population, and low-income population). After each of the census block groups were scored for the four categories, the four scores were added to achieve an overall score. Table IV-2 presents the rank for each census block group in the Casper area. The scores range from 4 (lowest need) to 20 (highest need).

Results

Figure IV-1 presents the U.S. Census block groups in the Casper area with the greatest transit need, along with the transit need index. Ten block groups were determined to have the greatest transit needs based on zero-vehicle households, older adult population, ambulatory disability population, and low-income population. Table IV-2 presents information on these 10 block groups. As shown in Figure IV-1, the greatest transit needs are in downtown and central Casper, the north Casper area between Beverly Street and Poplar Street, and areas scattered in South Casper located around the Westwood Elementary school, Southridge Elementary school and areas south of South Lane Center.

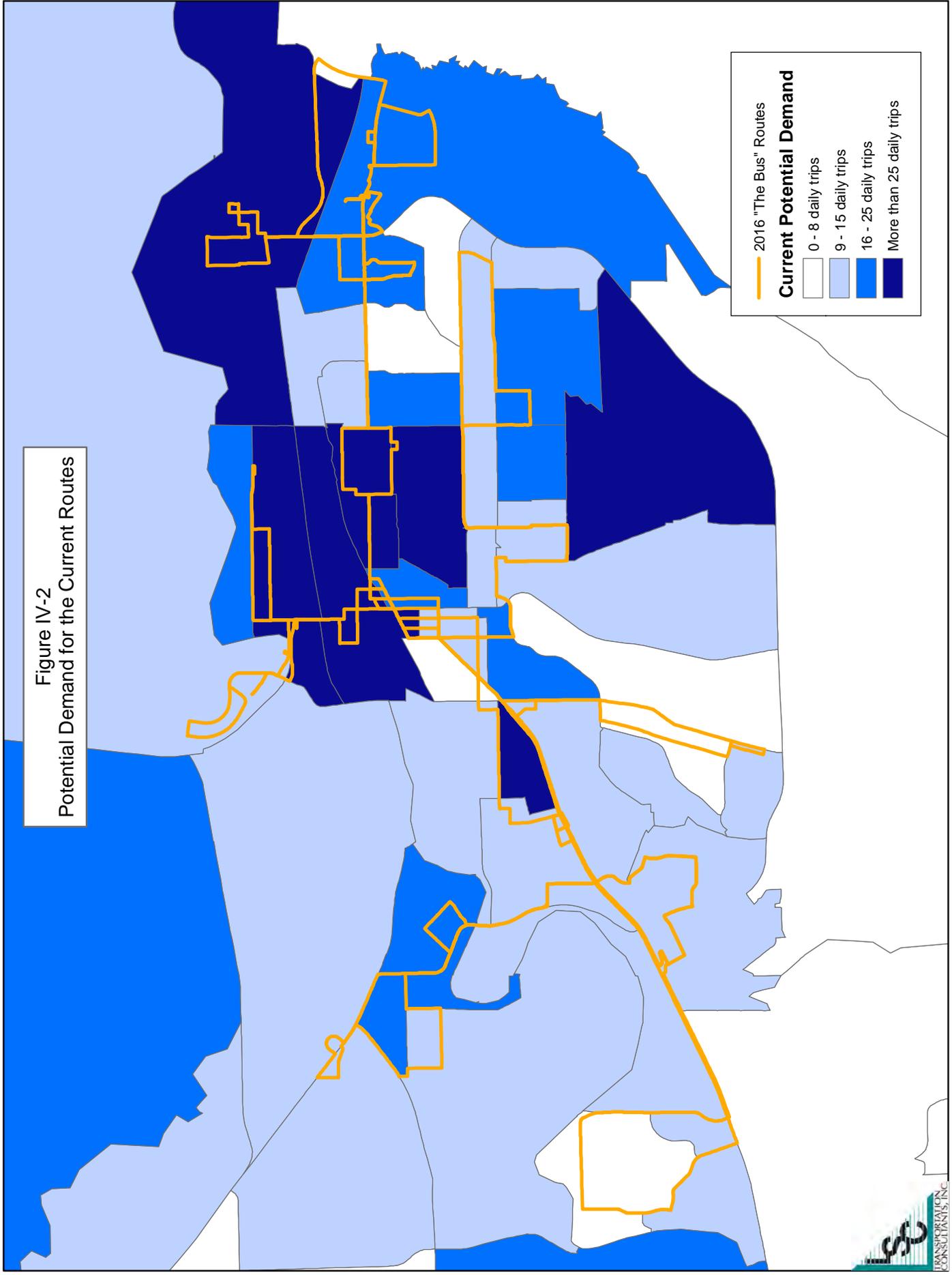
**Table IV-2
Greatest Transit Need Model
Casper Study Area**

Census Tract	Census Block Group	Land area (sq. miles)	Total Population 2014 ACS	Total Number of Households 2014 ACS		Zero-Vehicle Households 2014 ACS		Total Number of Older Adults 65 & Over 2014 ACS		Ambulatory Disability Population 2014 ACS		Low-Income Population 2014 ACS		Overall Score (4-20)	Final (1-5)			
				#	#	Density (Hhlds. Per Sq. Miles)	Rank	#	Density (Persons Per Sq. Miles)	Rank	#	Density (Persons Per Sq. Miles)	Rank			#	Density (Persons Per Sq. Miles)	Rank
2	1	0.38	1,272	485	55	145.6	5	210	555.9	4	120	317.0	5	231	612.0	5	19	5
	2	0.73	1,949	832	114	157.0	5	144	198.3	3	184	252.7	4	354	487.9	5	17	5
	3	0.82	1,367	722	170	206.4	5	202	245.3	3	129	156.3	3	248	301.8	3	14	4
3	1	0.39	1,576	770	54	137.9	4	250	638.6	4	145	371.6	5	221	564.7	5	18	5
	2	0.54	1,947	829	89	164.2	5	212	391.0	3	180	331.5	5	273	503.8	5	18	5
	3	0.16	918	444	64	396.0	5	192	1,188.1	5	85	524.4	5	129	796.9	5	20	5
4	1	0.36	1,259	457	0	0.0	1	129	357.1	3	57	158.0	3	126	348.9	4	11	3
	2	0.15	668	354	9	58.8	3	112	731.6	4	30	197.8	4	67	436.8	4	15	4
	3	0.26	1,263	607	19	72.3	4	264	1,004.9	5	57	217.9	4	126	481.2	4	17	5
	4	0.28	1,046	411	8	28.5	3	128	456.1	4	47	168.9	4	105	373.1	4	15	4
5.01	1	0.34	1,977	787	35	102.1	4	143	417.0	3	72	208.9	4	147	429.9	4	15	4
	2	0.68	2,837	1,189	0	0.0	1	533	784.9	5	103	151.4	3	212	311.5	3	12	4
	3	0.25	872	505	16	63.5	3	212	841.7	5	32	125.4	3	65	258.2	3	14	4
5.02	1	0.44	2,225	815	43	97.4	4	122	276.3	3	100	225.8	4	410	928.3	5	16	4
	2	0.31	1,010	393	0	0.0	1	194	622.5	4	45	145.3	3	186	597.1	5	13	3
6	1	0.30	1,275	605	0	0.0	1	291	963.9	5	68	225.6	4	114	376.2	4	14	4
	2	0.27	1,744	665	49	181.2	5	185	684.0	4	93	344.4	5	155	574.3	5	19	5
	3	1.64	1,478	636	0	0.0	1	63	38.3	1	79	48.0	2	132	80.0	2	6	1
	4	1.78	2,823	1,084	96	53.8	3	231	129.4	2	151	84.5	2	251	140.9	3	10	3
7	1	0.17	585	244	0	0.0	1	14	80.8	2	45	258.3	4	52	302.1	3	10	3
	2	0.16	847	373	17	104.9	4	75	462.8	4	65	399.7	5	76	467.3	4	17	5
	3	0.30	1,118	542	25	82.7	4	159	526.1	4	85	282.9	5	100	330.8	3	16	4
8	1	0.69	1,064	468	8	11.7	3	159	231.7	3	67	97.9	3	84	122.4	2	11	3
	2	0.20	1,122	457	94	475.5	5	219	1,107.8	5	71	358.5	5	89	448.2	4	19	5
	3	0.58	1,740	772	7	12.1	3	236	408.9	3	110	190.4	4	137	238.0	3	13	3
9.01	1	0.66	1,401	611	0	0.0	1	150	228.5	3	97	148.2	3	182	277.0	3	10	3
	2	0.32	1,889	716	52	164.3	5	334	1,055.4	5	131	414.4	5	245	774.8	5	20	5
	3	1.18	1,579	524	13	11.0	2	125	106.2	2	110	93.1	2	205	174.1	3	9	2
9.02	1	0.25	892	488	29	115.7	4	251	1,001.4	5	27	108.3	3	7	26.1	2	14	4
	2	0.92	2,038	575	0	0.0	1	371	401.7	3	62	67.1	2	15	16.2	1	7	2
	3	0.30	883	407	10	33.6	3	227	762.3	5	27	90.2	2	6	21.8	1	11	3
10	1	1.25	2,125	829	10	8.0	2	153	122.7	2	76	61.3	2	169	135.9	2	8	2
	2	0.71	2,467	880	9	12.6	3	434	607.4	4	89	124.1	3	197	275.2	3	13	3
11	1	0.73	1,498	641	64	87.5	4	93	127.1	2	117	160.4	3	325	443.7	4	13	3
	2	2.41	1,118	450	17	7.0	2	149	61.7	2	88	36.3	2	242	100.4	2	8	2
12	1	3.27	1,071	353	17	5.2	2	171	52.2	2	57	17.4	1	183	56.0	2	7	2
	2	1.74	850	490	5	2.9	2	146	83.9	2	45	25.9	1	146	83.6	2	7	2
14.01	1	485.25	3,610	1,390	12	0.0	1	340	0.7	1	139	0.3	1	487	1.0	1	4	1
	2	631.37	2,479	961	4	0.0	1	180	0.3	1	95	0.2	1	335	0.5	1	4	1
16.02	1	2.71	2,771	1,106	20	7.4	2	250	92.1	2	158	58.2	2	197	72.5	2	8	2
	2	2.59	3,355	1,362	0	0.0	1	326	125.9	2	191	73.8	2	238	92.0	2	7	2
16.03	1	9.23	1,237	423	0	0.0	1	160	17.3	1	59	6.3	1	52	5.6	1	4	1
	2	9.58	2,397	875	0	0.0	1	276	28.8	1	113	11.8	1	101	10.5	1	4	1
17	1	4.82	904	345	0	0.0	1	98	20.3	1	44	9.1	1	48	10.0	1	4	1
	2	5.74	3,854	1,321	15	2.6	2	202	35.2	1	186	32.5	2	205	35.7	2	7	2
18	2	762.19	1,540	661	5	0.0	1	272	0.4	1	97	0.1	1	123	0.2	1	4	1
	3	113.59	1,458	501	19	0.2	1	217	1.9	1	92	0.8	1	116	1.0	1	4	1
Study Area TOTAL:		2,053.03	77,398	31,355	1,273	0.6		9,604	4.7		4,319	2.1		7,915	3.9			

Source: 2010-2014 American Community Survey Five-Year Estimates, LSC 2016.

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Figure IV-2
Potential Demand for the Current Routes



2016 "The Bus" Routes

Current Potential Demand

- 0 - 8 daily trips
- 9 - 15 daily trips
- 16 - 25 daily trips
- More than 25 daily trips



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Table IV-3 Census Block Groups with Greatest Transit Need		
Census Tract	Census Block Group	Overall Score
3	3	20
9.01	2	20
2	1	19
6	2	19
8	2	19
3	1	18
3	2	18
2	2	17
4	3	17
7	2	17

Source: LSC, 2016

By identifying those areas with a high need for public transportation, LSC was able to uncover a pattern for the areas with the highest propensity to use transit service. As LSC examines service options, Figure IV-1 was used in the analysis to ensure that areas with a high transit need would be adequately served. Those U.S. Census block groups not scoring in the highest category, but still having a high score, could still be considered a high priority for transit service.

FIXED-ROUTE DEMAND MODEL

The fixed-route transit demand model identified in this chapter was used to estimate the ridership of the new fixed bus routes (effective July 5, 2016) and was also used to estimate ridership for the various future transit service options. The model format is based on household vehicle ownership, average walking distance to bus stops, and frequency of operation. The basic approach is described in the paper, *Demand Estimating Model for Transit Route and System Planning in Small Urban Areas*, Transportation Research Board, 730, 1979. This model incorporates factors for walking distance, the distance traveled on the bus, and the frequency of service or headway.

Demand for the Previous Routes

The fixed-route transit demand model used for “The Bus” is shown in Table IV-4. This model reflects the 2014 ACS data for the Casper area and was calibrated to “The Bus” ridership data for FY2016. As shown in Table IV-4, the model generated 545 daily trips (with transfers included) and approximately 166,000 annual trips—consistent with “The Bus” FY2016 ridership. This model does not include those trips on the CATC service.

The percentage of households with transit access was determined by the number of households within a quarter-mile of the transit service. Census block groups located entirely within a quarter-mile show 100 percent transit access.

Table IV-4

Fixed-Route Demand for the Previous Routes - Casper

Census Tract	Census Block Group	Total # of Hhlds		# of Hhlds with		% of Hhlds with Transit Access	Hhlds Served by Transit		Basic Transit Trip Rates		Walk Distance (ft)	Walk Factor		Headway (min)	Headway Factor		Daily Transit Trips		Daily Trip # of	
		2014 ACS	1 Auto	0 Auto	1 Auto		0 Auto	1 Auto	0 Auto	1 Auto		0 Auto	1 Auto		0 Auto	1 Auto	0 Auto	1 Auto		
2	1	485	176	55	176	95%	52	167	0.25	0.05	660	1.25	1.20	60	0.60	0.85	10	8	18	
	2	832	322	114	322	95%	108	306	0.25	0.05	660	1.25	1.20	60	0.60	0.85	20	15	35	
	3	722	359	170	359	95%	162	341	0.25	0.05	660	1.25	1.20	60	0.60	0.85	30	17	47	
3	1	770	400	54	400	100%	54	400	0.25	0.05	660	1.25	1.20	60	0.60	0.85	10	20	30	
	2	829	197	89	197	95%	85	187	0.25	0.05	660	1.25	1.20	60	0.60	0.85	16	9	25	
	3	444	174	64	174	100%	64	174	0.25	0.05	660	1.25	1.20	60	0.60	0.85	12	9	21	
	4	457	166	0	166	55%	0	91	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	5	5	
5.01	1	1189	441	9	441	100%	9	441	0.25	0.05	660	1.25	1.20	60	0.60	0.85	2	7	8	
	2	607	254	19	254	80%	15	203	0.25	0.05	660	1.25	1.20	60	0.60	0.85	3	10	13	
	3	411	119	8	119	50%	4	60	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	3	4	
5.02	1	787	140	35	140	100%	35	140	0.25	0.05	660	1.25	1.20	60	0.60	0.85	6	7	13	
	2	1189	441	0	441	50%	0	221	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	11	11	
	3	505	213	16	213	30%	5	64	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	3	4	
6	1	815	259	43	259	100%	43	259	0.25	0.05	660	1.25	1.20	60	0.60	0.85	8	13	21	
	2	393	59	0	59	95%	0	56	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
	3	605	250	0	250	100%	0	250	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	13	13	
7	1	665	146	49	146	50%	25	73	0.25	0.05	660	1.25	1.20	60	0.60	0.85	5	4	8	
	2	636	186	0	186	35%	0	65	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
	3	1084	299	14	299	15%	14	45	0.25	0.05	660	1.25	1.20	60	0.60	0.85	3	2	5	
	4	244	85	0	85	95%	0	81	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	4	4	
8	1	373	143	17	143	100%	17	143	0.25	0.05	660	1.25	1.20	60	0.60	0.85	3	7	10	
	2	542	213	25	213	95%	24	202	0.25	0.05	660	1.25	1.20	60	0.60	0.85	4	10	15	
	3	468	162	8	162	35%	3	57	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	3	3	
9.01	1	457	176	94	176	100%	94	176	0.25	0.05	660	1.25	1.20	60	0.60	0.85	17	9	26	
	2	772	226	7	226	90%	6	203	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	10	11	
	3	611	226	0	226	80%	0	181	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	9	9	
9.02	1	716	124	52	124	15%	8	19	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	1	2	
	2	524	133	13	133	65%	8	86	0.25	0.05	660	1.25	1.20	60	0.60	0.85	2	4	6	
	3	488	117	29	117	45%	13	53	0.25	0.05	660	1.25	1.20	60	0.60	0.85	2	3	5	
10	1	575	125	0	125	45%	0	56	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
	2	407	82	10	82	95%	10	78	0.25	0.05	660	1.25	1.20	60	0.60	0.85	2	4	6	
	3	829	165	10	165	80%	8	132	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	7	8	
11	1	880	129	9	129	90%	8	116	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	6	7	
	2	641	246	64	246	100%	64	246	0.25	0.05	660	1.25	1.20	60	0.60	0.85	12	12	24	
	3	450	17	127	127	20%	3	25	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	1	2	
12	1	353	17	128	128	25%	4	32	0.25	0.05	660	1.25	1.20	60	0.60	0.85	1	2	2	
	2	490	5	242	242	27%	1	65	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	3	4	
	3	1390	12	378	378	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
14.01	1	961	4	210	210	5%	0	11	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	1	1	
	2	1106	20	459	459	50%	10	230	0.25	0.05	660	1.25	1.20	60	0.60	0.85	2	12	13	
	3	1362	321	0	321	50%	0	161	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	8	8	
16.02	1	423	52	0	52	5%	0	3	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	2	875	96	0	96	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	3	345	35	0	35	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
16.03	1	1321	15	251	251	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	2	875	96	0	96	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	3	345	35	0	35	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
17	1	435	48	0	48	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	2	661	122	5	122	2%	0	2	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	3	501	19	131	131	0%	0	0	0.25	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
Subtotal		31,790	1,273	9,248	9,248		957	5,595											458	
																				545
																			Estimated Daily Ridership with Transfers	166,155
																			Estimated Annual Ridership	166,155

Source: 2014 ACS Five-Year Estimates; LSC, 2016.

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This calibrated fixed-route model was then used to estimate ridership for the new bus routes effective July 5, 2016.

Demand for the New Routes

LSC also created a fixed-route demand estimate for the new bus routes (effective July 5, 2016). This model was adjusted to include route structure throughout the community, and access to transit routes. LSC generated the demand on the new fixed routes based on the basic trip rates of the previous route structure and observed ridership following implementation of the new routes. The fixed-route demand for the new routes is shown in Table IV-5. The model generated 480 daily trips (with transfers included) and approximately 146,500 annual trips, as presented in Table IV-5. Table IV-5 shows that the new bus routes will decrease ridership by about five percent.

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Table IV-5 Fixed-Route Demand for the New Routes - Casper																			
Census Tract	Census Block Group	Total # of Hhlds 2014 ACS	# of Hhlds with		% of Hhlds with Transit Access	Hhlds Served by Transit		Basic Transit Trip Rates		Walk Distance (ft)	Walk Factor		Headway (min)	Headway Factor		Daily Transit Trips		Daily Trip # of	
			0 Auto	1 Auto		0 Auto	1 Auto	0 Auto	1 Auto		0 Auto	1 Auto		0 Auto	1 Auto				
2	1	485	55	176	95%	52	167	0.23	0.05	660	1.25	1.20	60	0.60	0.85	9	8	17	
	2	832	114	322	95%	108	306	0.23	0.05	660	1.25	1.20	60	0.60	0.85	19	15	33	
	3	722	170	359	85%	145	305	0.23	0.05	660	1.25	1.20	60	0.60	0.85	25	15	39	
3	1	770	54	400	100%	54	400	0.23	0.05	660	1.25	1.20	60	0.60	0.85	9	19	28	
	2	829	89	197	95%	85	187	0.23	0.05	660	1.25	1.20	60	0.60	0.85	15	9	24	
	3	444	64	174	100%	64	174	0.23	0.05	660	1.25	1.20	60	0.60	0.85	11	8	19	
4	1	457	0	166	40%	0	66	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
	2	354	9	136	90%	8	122	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	6	7	
	3	607	19	254	80%	15	203	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	10	12	
	4	411	8	119	50%	4	60	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	3	4	
5.01	1	787	35	140	100%	35	140	0.23	0.05	660	1.25	1.20	60	0.60	0.85	6	7	13	
	2	1189	0	441	50%	0	221	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	11	11	
	3	505	16	213	25%	4	53	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	3	3	
5.02	1	815	43	259	100%	43	259	0.23	0.05	660	1.25	1.20	60	0.60	0.85	7	12	20	
	2	393	0	59	95%	0	56	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
6	1	605	0	250	100%	0	250	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	12	12	
	2	665	49	146	50%	25	73	0.23	0.05	660	1.25	1.20	60	0.60	0.85	4	3	8	
	3	636	0	186	25%	0	47	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	2	2	
	4	1084	96	299	5%	5	15	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	1	2	
7	1	244	0	85	95%	0	81	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	4	4	
	2	373	17	143	100%	17	143	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	7	10	
	3	542	25	213	95%	24	202	0.23	0.05	660	1.25	1.20	60	0.60	0.85	4	10	14	
8	1	468	8	162	35%	3	57	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
	2	457	94	176	90%	85	158	0.23	0.05	660	1.25	1.20	60	0.60	0.85	15	8	22	
	3	772	7	226	82%	6	185	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	9	10	
9.01	1	611	0	226	75%	0	170	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	8	8	
	2	716	52	124	27%	14	33	0.23	0.05	660	1.25	1.20	120	0.60	0.65	2	1	4	
	3	524	13	133	60%	8	80	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	4	5	
9.02	1	488	29	117	50%	15	59	0.23	0.05	660	1.25	1.20	120	0.60	0.65	3	2	5	
	2	575	0	125	45%	0	56	0.23	0.05	660	1.25	1.20	120	0.60	0.65	0	2	2	
	3	407	10	82	95%	10	78	0.23	0.05	660	1.25	1.20	120	0.60	0.65	2	3	4	
10	1	829	10	165	70%	7	116	0.23	0.05	660	1.25	1.20	120	0.60	0.65	1	4	5	
	2	880	9	129	90%	8	116	0.23	0.05	660	1.25	1.20	120	0.60	0.65	1	4	6	
11	1	641	64	246	90%	58	221	0.23	0.05	660	1.25	1.20	60	0.60	0.85	10	11	21	
	2	450	17	127	10%	2	13	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	1	1	
12	1	353	17	128	10%	2	13	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	1	1	
	2	490	5	242	20%	1	48	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	2	2	
14.01	1	1390	12	378	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	2	961	4	210	5%	0	11	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	1	1	
16.02	1	1106	20	459	45%	9	207	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	10	11	
	2	1362	0	321	35%	0	112	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	5	5	
16.03	1	423	0	52	5%	0	3	0.23	0.05	660	1.25	1.20	120	0.60	0.65	0	0	0	
	2	875	0	96	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
17	1	345	0	35	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	2	1321	15	251	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
18	1	435	0	48	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	2	661	5	122	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
	3	501	19	131	0%	0	0	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	0	0	
Subtotal		31,790	1,273	9,248		912	5,265											404	
																		Estimated Daily Ridership	480
																		Estimated Daily Ridership with Transfers	146,457
																		Estimated Annual Ridership	

Source: 2014 ACS Five-Year Estimates; LSC, 2016.

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POTENTIAL FIXED ROUTE DEMAND

2016 Potential Fixed Route Demand for the New Routes

LSC also created the potential fixed-route demand estimate based on several assumptions, including 60-minute headways on all routes, an average walking distance to the route of 660 feet, and 100 percent of all households having access to transit. Based on these assumptions, LSC generated the potential fixed-route demand for a service to estimate the upper limit of potential transit demand, which is shown in Table IV-6 and illustrated in Figure IV-2. The model generated 776 daily trips (with transfers included) and approximately 236,700 annual trips, as presented in Table IV-6.

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Table IV-6
2016 Fixed-Route Potential Demand for the New Routes - Casper

Census Tract	Census Block Group	Total # of Hhlds 2016 ACS	# of Hhlds with		% of Hhlds with Transit Access	Hhlds Served by Transit		Basic Transit Trip Rates		Walk Distance (ft)	Walk Factor		Headway (min)	Headway Factor		Daily Transit Trips		Daily Trip # of
			0 Auto	1 Auto		0 Auto	1 Auto	0 Auto	1 Auto		0 Auto	1 Auto		0 Auto	1 Auto			
2	1	485	55	176	100%	55	176	0.23	0.05	660	1.25	1.20	60	0.60	0.85	9	8	18
	2	832	114	322	100%	114	322	0.23	0.05	660	1.25	1.20	60	0.60	0.85	20	15	35
	3	722	170	359	100%	170	359	0.23	0.05	660	1.25	1.20	60	0.60	0.85	29	17	46
3	1	770	54	400	100%	54	400	0.23	0.05	660	1.25	1.20	60	0.60	0.85	9	19	28
	2	829	89	197	100%	89	197	0.23	0.05	660	1.25	1.20	60	0.60	0.85	15	9	25
	3	444	64	174	100%	64	174	0.23	0.05	660	1.25	1.20	60	0.60	0.85	11	8	19
4	1	457	0	166	100%	0	166	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	8	8
	2	354	9	136	100%	9	136	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	6	8
	3	607	19	254	100%	19	254	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	12	15
	4	411	8	119	100%	8	119	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	6	7
5.01	1	787	35	140	100%	35	140	0.23	0.05	660	1.25	1.20	60	0.60	0.85	6	7	13
	2	1189	0	441	100%	0	441	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	21	21
	3	505	16	213	100%	16	213	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	10	13
5.02	1	815	43	259	100%	43	259	0.23	0.05	660	1.25	1.20	60	0.60	0.85	7	12	20
	2	393	0	59	100%	0	59	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3
6	1	605	0	250	100%	0	250	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	12	12
	2	665	49	146	100%	49	146	0.23	0.05	660	1.25	1.20	60	0.60	0.85	8	7	15
	3	636	0	186	100%	0	186	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	9	9
	4	1084	96	299	100%	96	299	0.23	0.05	660	1.25	1.20	60	0.60	0.85	17	14	31
7	1	244	0	85	100%	0	85	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	4	4
	2	373	17	143	100%	17	143	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	7	10
	3	542	25	213	100%	25	213	0.23	0.05	660	1.25	1.20	60	0.60	0.85	4	10	14
8	1	468	8	162	100%	8	162	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	8	9
	2	457	94	176	100%	94	176	0.23	0.05	660	1.25	1.20	60	0.60	0.85	16	8	25
	3	772	7	226	100%	7	226	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	11	12
9.01	1	611	0	226	100%	0	226	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	11	11
	2	716	52	124	100%	52	124	0.23	0.05	660	1.25	1.20	60	0.60	0.65	9	5	13
	3	524	13	133	100%	13	133	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	6	9
9.02	1	488	29	117	100%	29	117	0.23	0.05	660	1.25	1.20	60	0.60	0.65	5	4	9
	2	575	0	125	100%	0	125	0.23	0.05	660	1.25	1.20	60	0.60	0.65	0	5	5
	3	407	10	82	100%	10	82	0.23	0.05	660	1.25	1.20	60	0.60	0.65	2	3	5
10	1	829	10	165	100%	10	165	0.23	0.05	660	1.25	1.20	60	0.60	0.65	2	6	8
	2	880	9	129	100%	9	129	0.23	0.05	660	1.25	1.20	60	0.60	0.65	2	5	6
11	1	641	64	246	100%	64	246	0.23	0.05	660	1.25	1.20	60	0.60	0.85	11	12	23
	2	450	17	127	100%	17	127	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	6	9
12	1	353	17	128	100%	17	128	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	6	9
	2	490	5	242	100%	5	242	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	12	12
14.01	1	1390	12	378	100%	12	378	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	18	20
	2	961	4	210	100%	4	210	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	10	11
16.02	1	1106	20	459	100%	20	459	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	22	25
	2	1362	0	321	100%	0	321	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	15	15
16.03	1	423	0	52	100%	0	52	0.23	0.05	660	1.25	1.20	60	0.60	0.65	0	2	2
	2	875	0	96	100%	0	96	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	5	5
17	1	345	0	35	100%	0	35	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	2	2
	2	1321	15	251	100%	15	251	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	12	15
18	1	435	0	48	100%	0	48	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	2	2
	2	661	5	122	100%	5	122	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	6	7
	3	501	19	131	100%	19	131	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	6	10
Subtotal		31,790	1,273	9,248		1,273	9,248											652
																		Estimated Daily Ridership
																		776
																		Estimated Daily Ridership with Transfers
																		236,693
																		Estimated Annual Ridership

Source: 2014 ACS Five-Year Estimates: LSC, 2016.

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2021 Potential Fixed Route Demand for the New Routes

LSC also created the 2021 potential fixed-route demand estimate based on the same assumptions (above), including 60-minute headways on all routes, an average walking distance to the route of 660 feet, and 100 percent of all households having access to transit. LSC projected the household information in the Casper area for a five-year period from 2016 to 2021 based on the forecast estimates produced by the Wyoming Department of Administration and Information Economic Analysis Division. Based on these assumptions, LSC generated the projected five-year potential demand for the new routes to estimate the upper limit of potential transit demand, which is shown in Table IV-7 and illustrated in Figure IV-3. The model generated 830 daily trips (with transfers included) and approximately 253,300 annual trips, as presented in Table IV-7.

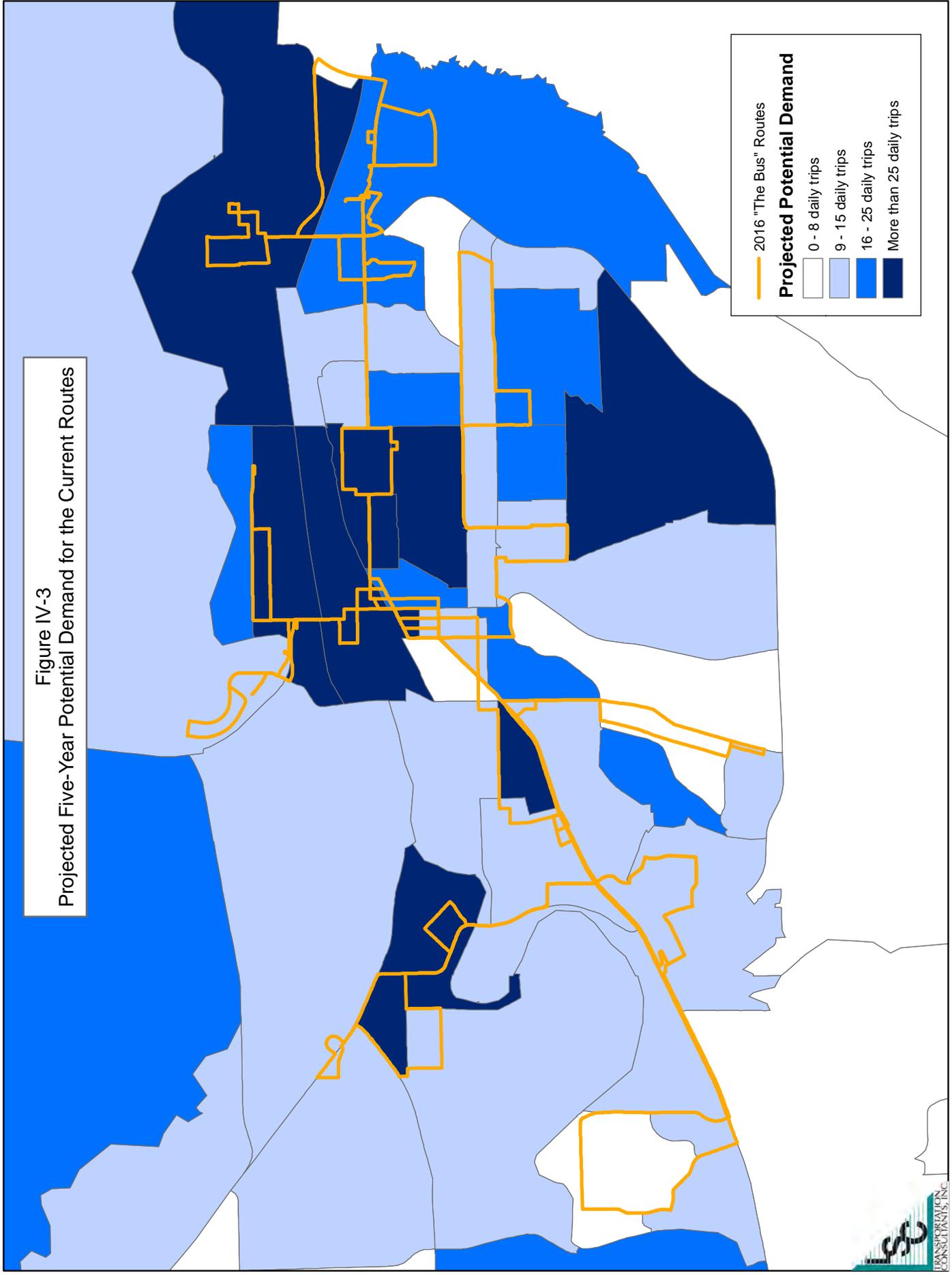
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Table IV-7 2021 Fixed-Route Potential Demand for the New Routes - Casper																			
Census Tract	Census Block Group	Total # of Hhlds 2021 ACS	# of Hhlds with		% of Hhlds with Transit Access	Hhlds Served by Transit		Basic Transit Trip Rates		Walk Distance (ft)	Walk Factor		Headway (min)	Headway Factor		Daily Transit Trips	Daily Trip # of		
			0 Auto	1 Auto		0 Auto	1 Auto	0 Auto	1 Auto		0 Auto	1 Auto		0 Auto	1 Auto				
2	1	519	59	188	100%	59	188	0.23	0.05	660	1.25	1.20	60	0.60	0.85	10	9	19	
	2	890	122	345	100%	122	345	0.23	0.05	660	1.25	1.20	60	0.60	0.85	21	16	37	
	3	773	182	384	100%	182	384	0.23	0.05	660	1.25	1.20	60	0.60	0.85	31	18	50	
3	1	824	58	428	100%	58	428	0.23	0.05	660	1.25	1.20	60	0.60	0.85	10	20	30	
	2	887	95	211	100%	95	211	0.23	0.05	660	1.25	1.20	60	0.60	0.85	16	10	26	
	3	475	68	186	100%	68	186	0.23	0.05	660	1.25	1.20	60	0.60	0.85	12	9	21	
4	1	489	0	178	100%	0	178	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	8	8	
	2	379	10	146	100%	10	146	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	7	9	
	3	649	20	272	100%	20	272	0.23	0.05	660	1.25	1.20	60	0.60	0.85	4	13	16	
	4	440	9	127	100%	9	127	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	6	8	
5.01	1	842	37	150	100%	37	150	0.23	0.05	660	1.25	1.20	60	0.60	0.85	6	7	14	
	2	1272	0	472	100%	0	472	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	23	23	
	3	540	17	228	100%	17	228	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	11	14	
5.02	1	872	46	277	100%	46	277	0.23	0.05	660	1.25	1.20	60	0.60	0.85	8	13	21	
	2	421	0	63	100%	0	63	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	3	3	
6	1	647	0	268	100%	0	268	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	13	13	
	2	712	52	156	100%	52	156	0.23	0.05	660	1.25	1.20	60	0.60	0.85	9	7	17	
	3	681	0	199	100%	0	199	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	10	10	
	4	1160	103	320	100%	103	320	0.23	0.05	660	1.25	1.20	60	0.60	0.85	18	15	33	
7	1	261	0	91	100%	0	91	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	4	4	
	2	399	18	153	100%	18	153	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	7	10	
	3	580	27	228	100%	27	228	0.23	0.05	660	1.25	1.20	60	0.60	0.85	5	11	15	
8	1	501	9	173	100%	9	173	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	8	10	
	2	489	101	188	100%	101	188	0.23	0.05	660	1.25	1.20	60	0.60	0.85	17	9	26	
	3	826	7	242	100%	7	242	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	12	13	
9.01	1	654	0	242	100%	0	242	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	12	12	
	2	766	56	133	100%	56	133	0.23	0.05	660	1.25	1.20	60	0.60	0.65	10	5	14	
	3	561	14	142	100%	14	142	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	7	9	
9.02	1	522	31	125	100%	31	125	0.23	0.05	660	1.25	1.20	60	0.60	0.65	5	5	10	
	2	615	0	134	100%	0	134	0.23	0.05	660	1.25	1.20	60	0.60	0.65	0	5	5	
	3	435	11	88	100%	11	88	0.23	0.05	660	1.25	1.20	60	0.60	0.65	2	3	5	
10	1	887	11	177	100%	11	177	0.23	0.05	660	1.25	1.20	60	0.60	0.65	2	6	8	
	2	942	10	138	100%	10	138	0.23	0.05	660	1.25	1.20	60	0.60	0.65	2	5	7	
11	1	686	68	263	100%	68	263	0.23	0.05	660	1.25	1.20	60	0.60	0.85	12	13	24	
	2	482	18	136	100%	18	136	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	6	10	
12	1	378	18	137	100%	18	137	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	7	10	
	2	524	5	259	100%	5	259	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	12	13	
14.01	1	1487	13	404	100%	13	404	0.23	0.05	660	1.25	1.20	60	0.60	0.85	2	19	22	
	2	1028	4	225	100%	4	225	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	11	11	
16.02	1	1183	21	491	100%	21	491	0.23	0.05	660	1.25	1.20	60	0.60	0.85	4	23	27	
	2	1457	0	343	100%	0	343	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	16	16	
16.03	1	453	0	56	100%	0	56	0.23	0.05	660	1.25	1.20	60	0.60	0.65	0	2	2	
	2	936	0	103	100%	0	103	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	5	5	
17	1	369	0	37	100%	0	37	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	2	2	
	2	1413	16	269	100%	16	269	0.23	0.05	660	1.25	1.20	60	0.60	0.85	3	13	16	
18	1	465	0	51	100%	0	51	0.23	0.05	660	1.25	1.20	60	0.60	0.85	0	2	2	
	2	707	5	131	100%	5	131	0.23	0.05	660	1.25	1.20	60	0.60	0.85	1	6	7	
	3	536	20	140	100%	20	140	0.23	0.05	660	1.25	1.20	60	0.60	0.85	4	7	10	
Subtotal		34,015	1,362	9,895		1,362	9,895											698	
																		Estimated Daily Ridership with Transfers	830
																		Estimated Annual Ridership	253,262

Note: Population Estimates were produced by Wyoming Department of Administration and Information Economic Analysis Division
Source: 2014 ACS Five-Year Estimates; LSC, 2016.

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Figure IV-3
Projected Five-Year Potential Demand for the Current Routes



ADA PARATRANSIT DEMAND MODEL

LSC prepared demand estimates for the paratransit ridership based on a methodology developed by the Federal Transit Administration (FTA). Factors used in this methodology include demographics, eligibility criteria, service area, and availability of other services, and socioeconomic characteristics. Low and high demand estimates are produced and are shown in Table IV-8. Annual trips for the Casper area's certified paratransit population ranges from approximately 31,952 to 63,904 annual trips. This certified paratransit population range is consistent with the CATC's FY2016 paratransit ridership of 47,927.

CATC DEMAND

The CATC demand for FY 2016 is 47,927. Since the new routes for "The Bus" did not change drastically, the CATC service area will be about the same. The estimated ridership will be about the same. However, since CATC has limited eligibility requirements and a comparatively low fare structure, there may be a small percent increase (one percent) in ridership and the estimated annual ridership will increase to 52,720.

COLLEGE DEMAND

To determine potential riders who would use "The Bus" for travel to and from the Casper College Campus, a multi-step analysis was completed based on the responses received from the Casper College Transportation Survey (detailed in Chapter II). Respondents were asked if they don't already would they consider using "The Bus" for travel to and from campus--102 out of the 206 respondents responded in the affirmative. This included respondents you indicated "Yes" they would consider using "The Bus" for travel to and from campus and those respondents that reported that they already ride "The Bus" for travel to and from work/school. The respondents were then asked where they live to make sure that "The Bus" serves the location that they live. Out of the 102 respondents who indicated that they would use "The Bus," 82 responded that they live in the Casper area where "The Bus" provides service--North Casper, between Beverly and Poplar, West of Poplar, and East of Poplar, Mills area, and Evansville area. While all 82 respondents will not regularly use "The Bus" service, we assumed that 40 percent of these respondents would ride "The Bus"

regularly. Based on the responses, about 49 respondents out of the total 206 responses were then determined to be potential riders who would regularly use “The Bus” for travel to and from the Casper College Campus. Based on the survey responses, we can realistically say that 98 one-way trips (49 respondents x 2 trips) can be potentially taken for travel to and from the Casper College Campus.

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**Table IV-8
2016 Existing Paratransit Demand - Casper area**

Census Tract	Census Block Group	Total 2014 Population	% of Ambulatory Disabled Population 2014 Est.	ADA Disabled Eligibility Factor	Estimate of ADA-Eligible Population	Certification Factor	Estimate of Certified Population	Trip Rates (1)		Eligible Population Annual Trips		Certified Population Annual Trips	
								Low	High	Low	High	Low	High
2	1	1,272	9.4%	120	30	15%	18	4.11	8.2	1477	2,954	886	1,772
	2	1,949	9.4%	184	46	15%	28	4.11	8.2	2,263	4,525	1,358	2,715
	3	1,367	9.4%	129	32	15%	19	4.11	8.2	1,587	3,174	952	1,904
3	1	1,576	9.2%	145	36	15%	22	4.11	8.2	1,794	3,588	1,076	2,153
	2	1,947	9.2%	180	45	15%	27	4.11	8.2	2,216	4,433	1,330	2,660
	3	918	9.2%	85	21	15%	13	4.11	8.2	1,045	2,090	627	1,254
4	1	1,259	4.5%	57	14	15%	9	4.11	8.2	704	1,407	422	844
	2	668	4.5%	30	8	15%	5	4.11	8.2	373	747	224	448
	3	1,263	4.5%	57	14	15%	9	4.11	8.2	706	1,412	424	847
	4	1,046	4.5%	47	12	15%	7	4.11	8.2	585	1,169	351	701
5.01	1	1,977	3.6%	72	18	15%	11	4.11	8.2	883	1,766	530	1,060
	2	2,837	3.6%	103	26	15%	15	4.11	8.2	1,267	2,535	760	1,521
	3	872	3.6%	32	8	15%	5	4.11	8.2	390	779	234	467
5.02	1	2,225	4.5%	100	25	15%	15	4.11	8.2	1,230	2,459	738	1,476
	2	1,010	4.5%	45	11	15%	7	4.11	8.2	558	1,116	335	670
6	1	1,275	5.3%	68	17	15%	10	4.11	8.2	840	1,679	504	1,008
	2	1,744	5.3%	93	23	15%	14	4.11	8.2	1,149	2,297	689	1,378
	3	1,478	5.3%	79	20	15%	12	4.11	8.2	973	1,947	584	1,168
	4	2,823	5.3%	151	38	15%	23	4.11	8.2	1,859	3,719	1,116	2,231
7	1	585	7.6%	45	11	15%	7	4.11	8.2	552	1,103	331	662
	2	847	7.6%	65	16	15%	10	4.11	8.2	799	1,597	479	958
	3	1,118	7.6%	85	21	15%	13	4.11	8.2	1,054	2,108	632	1,265
8	1	1,064	6.3%	67	17	15%	10	4.11	8.2	829	1,657	497	994
	2	1,122	6.3%	71	18	15%	11	4.11	8.2	874	1,748	524	1,049
	3	1,740	6.3%	110	27	15%	16	4.11	8.2	1,355	2,710	813	1,626
9.01	1	1,401	6.9%	97	24	15%	15	4.11	8.2	1,199	2,398	719	1,439
	2	1,889	6.9%	131	33	15%	20	4.11	8.2	1,617	3,234	970	1,940
	3	1,579	6.9%	110	27	15%	16	4.11	8.2	1,352	2,703	811	1,622
9.02	1	892	3.0%	27	7	15%	4	4.11	8.2	335	669	201	402
	2	2,038	3.0%	62	16	15%	9	4.11	8.2	764	1,529	459	917
	3	883	3.0%	27	7	15%	4	4.11	8.2	331	662	199	397
10	1	2,125	3.6%	76	19	15%	11	4.11	8.2	941	1,883	565	1,130
	2	2,467	3.6%	89	22	15%	13	4.11	8.2	1,093	2,186	656	1,312
11	1	1,498	7.8%	117	29	15%	18	4.11	8.2	1,447	2,895	868	1,737
	2	1,118	7.8%	88	22	15%	13	4.11	8.2	1,080	2,160	648	1,296
12	1	1,071	5.3%	57	14	15%	9	4.11	8.2	701	1,402	421	841
	2	850	5.3%	45	11	15%	7	4.11	8.2	556	1,113	334	668
14.01	1	3,610	3.8%	139	35	15%	21	4.11	8.2	1,711	3,421	1,026	2,053
	2	2,479	3.8%	95	24	15%	14	4.11	8.2	1,175	2,349	705	1,410
16.02	1	2,771	5.7%	158	39	15%	24	4.11	8.2	1,946	3,893	1,168	2,336
	2	3,355	5.7%	191	48	15%	29	4.11	8.2	2,357	4,713	1,414	2,828
16.03	1	1,237	4.7%	59	15	15%	9	4.11	8.2	722	1,444	433	866
	2	2,397	4.7%	113	28	15%	17	4.11	8.2	1,399	2,798	839	1,679
17	1	904	4.8%	44	11	15%	7	4.11	8.2	539	1,078	323	647
	2	3,854	4.8%	186	47	15%	28	4.11	8.2	2,297	4,594	1,378	2,757
18	2	1,540	6.3%	97	24	15%	15	4.11	8.2	1,197	2,394	718	1,436
	3	1,458	6.3%	92	23	15%	14	4.11	8.2	1,133	2,267	680	1,360
Total		77,398	5.6%	4,319	1,080		648			53,253	106,507	31,952	63,904

(1) Source: Survey of 7 "exemplary" paratransit operators. Crain, et al. "Working Paper 6: Service Needs Analysis, San Francisco Bay Area Regional Paratransit Plan," Jan. 1990, LSC 2016.
Source: 2014 ACS Five-Year Estimates; LSC, 2016.

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Service Options

INTRODUCTION

This chapter examines the possible service alternatives for the Casper Area Transportation Coalition. These options are based on community and staff input and an assessment of existing transportation resources available to residents in the study area.

SERVICE ALTERNATIVES

Table V-1 provides the cost estimate and performance measures for the status quo service as well as each of the service alternatives listed below. Cost estimates include fixed-route service (“The Bus”) and CATC paratransit service.

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Table V-1 Service Alternatives											
Option	Service Description	# of Vehicles Required	Total Daily		Total Annual		Annual Operating Days	Annual Ridership	Annual Operating Cost	Passengers per Hour	Cost per Passenger
			Revenue - Miles	Revenue - Hours	Revenue - Miles	Revenue - Hours					
Status Quo (As of 7/2016)											
	<i>Monday - Friday</i>										
Red	60-Minute Frequency; 6:30am-6:30pm	1	144	12	36,864	3,072	256	18,216	\$123,958	5.9	\$6.80
Yellow	60-Minute Frequency; 6:30am-6:30pm	1	156	12	39,936	3,072	256	23,550	\$126,699	7.7	\$5.38
Green	60-Minute Frequency; 6:30am-6:30pm	1	168	12	43,008	3,072	256	26,451	\$129,440	8.6	\$4.89
Blue	60-Minute Frequency; 6:30am-6:30pm	1	108	12	27,648	3,072	256	47,070	\$115,734	15.3	\$2.46
Orange	60-Minute Frequency; 7:00am-6:00pm	1	132	11	33,792	2,816	256	9,750	\$113,628	3.5	\$11.65
Purple	60-Minute Frequency; 7:00am-6:00pm	1	154	11	39,424	2,816	256	9,669	\$118,653	3.4	\$12.27
Fixed-Route Weekday Subtotal		6	862	70	220,672	17,920	256	134,706	\$728,112	7.5	\$5.41
	<i>Saturday, 7:30am-3:30pm</i>										
Red	60-Minute Frequency	1	96	8	4,704	392	49	1,488	\$15,818	3.8	\$10.63
Yellow	60-Minute Frequency	1	104	8	5,096	392	49	2,757	\$16,167	7.0	\$5.86
Green	60-Minute Frequency	1	112	8	5,488	392	49	1,929	\$16,517	4.9	\$8.56
Blue	60-Minute Frequency	1	72	8	3,528	392	49	5,208	\$14,768	13.3	\$2.84
Fixed-Route Saturday Subtotal		4	384	32	18,816	1,568	49	11,382	\$63,270	7.3	\$5.56
Fixed-Route Subtotal		6	1,246	102	239,488	19,488	305	146,088	\$791,382	7.5	\$5.42
CATC Paratransit Service		<i>13 (existing)</i>	722	57	220,265	17,256	305	49,927	\$1,032,039	2.9	\$20.67
Status Quo TOTAL		19	1,968	159	459,753	36,744	305	196,015	\$1,823,421	5.3	\$9.30

Option 1: Status Quo with Extended Evening Service											
	<i>Monday - Friday, 3 hour extension</i>										
Red	60-Minute Frequency; 6:30am-9:30pm	1	180	15	12,600	1,050	70	21,859	\$42,368	20.8	\$1.94
Yellow	60-Minute Frequency; 6:30am-9:30pm	1	195	15	13,650	1,050	70	28,260	\$43,305	26.9	\$1.53
Green	60-Minute Frequency; 6:30am-9:30pm	1	210	15	14,700	1,050	70	31,741	\$44,242	30.2	\$1.39
Blue	60-Minute Frequency; 6:30am-9:30pm	1	135	15	9,450	1,050	70	56,484	\$39,558	53.8	\$0.70
Orange	60-Minute Frequency; 7:00am-9:00pm	1	168	14	11,760	980	70	11,700	\$39,544	11.9	\$3.38
Purple	60-Minute Frequency; 7:00am-9:00pm	1	196	14	13,720	980	70	11,603	\$41,293	11.8	\$3.56
Fixed-Route Weekday Subtotal		6	1,084	88	75,880	6,160	256	161,647	\$250,310	26.2	\$1.55
	<i>Saturday, 3 hour extension, 7:30am-6:30pm</i>										
Red	60-Minute Frequency	1	132	11	1,848	154	14	1,786	\$6,214	11.6	\$3.48
Yellow	60-Minute Frequency	1	143	11	2,002	154	14	3,308	\$6,351	21.5	\$1.92
Green	60-Minute Frequency	1	154	11	2,156	154	14	2,315	\$6,489	15.0	\$2.80
Blue	60-Minute Frequency	1	99	11	1,386	154	14	6,250	\$5,802	40.6	\$0.93
Fixed-Route Saturday Subtotal		4	528	44	7,392	616	49	13,658	\$24,856	22.2	\$1.82
Fixed-Route Subtotal		6	1,612	132	83,272	6,776	305	175,306	\$275,166	25.9	\$1.57
CATC Paratransit Service		<i>13 (existing)</i>	794	62	242,292	18,982	305	54,920	\$1,135,243	2.9	\$20.67
Option 1 TOTAL		19	2,406	194	325,564	25,758	305	230,225	\$1,410,409	8.9	\$6.13

Option 2											
	<i>Monday - Friday</i>										
Blue	60-Minute Frequency; 6:30am-6:30pm	1	132	12	33,792	3,072	256		\$121,217		
Light Blue	60-Minute Frequency; 6:30am-6:30pm	1	98	12	25,190	3,072	256		\$113,541		
Light Green/Green	Routes Interline with a 60-Minute Frequency; 6:30am-6:30pm	1	179	12	45,773	3,072	256		\$131,907		
Red	60-Minute Frequency; 6:30am-6:30pm	1	156	12	39,936	3,072	256		\$126,699		
Purple	60-Minute Frequency; 7:15am-6:15pm	1	182	11	46,464	2,816	256		\$124,935		
Orange	60-Minute Frequency; 6:45am-5:45pm	1	132	11	33,792	2,816	256		\$113,628		
Fixed-Route Weekday Subtotal		6	879	70	224,947	17,920	256		\$731,927		
	<i>Saturday, 7:30am-3:30pm</i>										
Blue	60-Minute Frequency	1	88	8	4,312	392	49		\$15,468		
Light Blue	60-Minute Frequency	1	66	8	3,214	392	49		\$14,488		
Light Green/Green	Routes Interline with a 60-Minute Frequency	1	119	8	5,841	392	49		\$16,832		
Red	60-Minute Frequency	1	104	8	5,096	392	49		\$16,167		
Fixed-Route Saturday Subtotal		4	377	32	18,463	1,568	49		\$62,955		
Fixed-Route Subtotal		6	1,256	102	243,410	19,488	305	169,220	\$794,882	8.7	\$4.70
CATC Paratransit Service		<i>13 (existing)</i>	722	57	220,265	17,256	305	49,927	\$1,032,039	2.9	\$20.67
Option 2 TOTAL		19	1,978	159	463,675	36,744	305	219,147	\$1,826,921	6.0	\$8.34

Option 3											
	<i>Monday - Friday</i>										
Light Blue/Green	Routes Interline with a 60-Minute Frequency; 6:30am-6:30pm	1	155	12	39,629	3,072	256		\$126,425		
Purple	60-Minute Frequency; 7:00am-6:00pm	1	169	11	43,366	2,816	256		\$122,171		
Orange/Dark Blue	Routes Interline with a 60-Minute Frequency; 7:00am-6:00pm	1	144	11	36,890	2,816	256		\$116,392		
Teal	90-Minute Frequency; 6:30am-6:30pm	1	140	12	35,840	3,072	256		\$123,044		
Red	60-Minute Frequency; 6:30am-6:30pm	1	148	12	37,939	3,072	256		\$124,917		
Blue	60-Minute Frequency; 6:30am-6:30pm	1	98	12	25,068	3,072	256		\$113,432		
Fixed-Route Weekday Subtotal		6	854	70	218,732	17,920	256		\$726,380		
	<i>Saturday</i>										
Light Blue/Green	Routes Interline with a 60-Minute Frequency; 7:30am-3:30pm	1	103	8	5,057	392	49		\$16,132		
Teal	90-Minute Frequency; 8:00am-3:30pm	1	88	8	4,288	392	49		\$15,446		
Red	60-Minute Frequency; 7:30am-3:30pm	1	99	8	4,841	392	49		\$15,940		
Blue	60-Minute Frequency; 7:30am-3:30pm	1	65	8	3,199	392	49		\$14,474		
Fixed-Route Saturday Subtotal		4	355	32	17,384	1,568	49		\$61,993		
Fixed-Route Subtotal		6	1,209	102	236,116	19,488	305	174,428	\$788,373	9.0	\$4.52
CATC Paratransit Service		<i>13 (existing)</i>	722	57	220,265	17,256	305	49,927	\$1,032,039	2.9	\$20.67
Option 3 TOTAL		19	1,931	159	456,381	36,744	305	224,355	\$1,820,412	6.1	\$8.11

Option 4											
	<i>Monday - Friday, 7:00am-6:00pm</i>										
Light Blue/Green	Routes Interline with a 60-Minute Frequency	1	142	11	36,326	2,816	256		\$115,889		
Purple	Route Deviation: 60-Minute Frequency	1	169	11	43,366	2,816	256		\$122,171		
Blue	60-Minute Frequency	1	90	11	22,979	2,816	256		\$103,979		
Orange	60-Minute Frequency	1	132	11	33,792	2,816	256		\$113,628		
Red	60-Minute Frequency	1	143	11	36,608	2,816	256		\$116,141		
Fixed-Route Weekday Subtotal		5	676	55	173,071	14,080	256		\$571,808		
	<i>Saturday, 7:30am-2:30pm</i>										
Light Blue/Green	Routes Interline with a 60-Minute Frequency	1	90	7	4,425	343	49		\$14,116		
Blue	60-Minute Frequency	1	57	7	2,799	343	49		\$12,665		
Red	60-Minute Frequency	1	91	7	4,459	343	49		\$14,146		
Fixed-Route Saturday Subtotal		3	238	21	11,683	1,029	49		\$40,927		
Fixed-Route Subtotal		5	914	76	184,754	15,109	305	143,024	\$612,735	9.5	\$4.28
CATC Paratransit Service		<i>13 (existing)</i>	650	51	198,239	15,530	305	44,934	\$928,835	2.9	\$20.67
Option 4 TOTAL		18	914	76	184,754	15,109	305	187,958	\$1,541,570	12.4	\$8.20

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Option 1: Status Quo with Evening Service

Feedback from the public and the steering committee expressed the desire for extended evening bus hours. In Option 1, “The Bus” would operate the same routes as this status quo, but the evening hours of operation would be extended. On weekdays, an additional three runs would be added to each route thereby extending weekday evening service from 6:30 p.m. to 9:30 p.m. on the Red, Yellow, Green, and Blue routes and from 6:00 p.m. to 9:00 p.m. on the Orange and Purple routes. On Saturdays, an additional three runs would be added to the Red, Yellow, Green, and Blue routes, thus extending service from 3:30 p.m. to 6:30 p.m. This option would also extend paratransit service until 9:30 p.m. on weekdays and 6:30 p.m. on Saturdays.

As presented in Table V-1, Option 1 would result in the following:

- Annual incremental operating cost: increase in the annual operating cost (compared to the status quo) by \$314,237
- Annual estimated ridership: 243,489
- Annual average cost per passenger: \$8.78
- Annual passengers per hour: 5.6

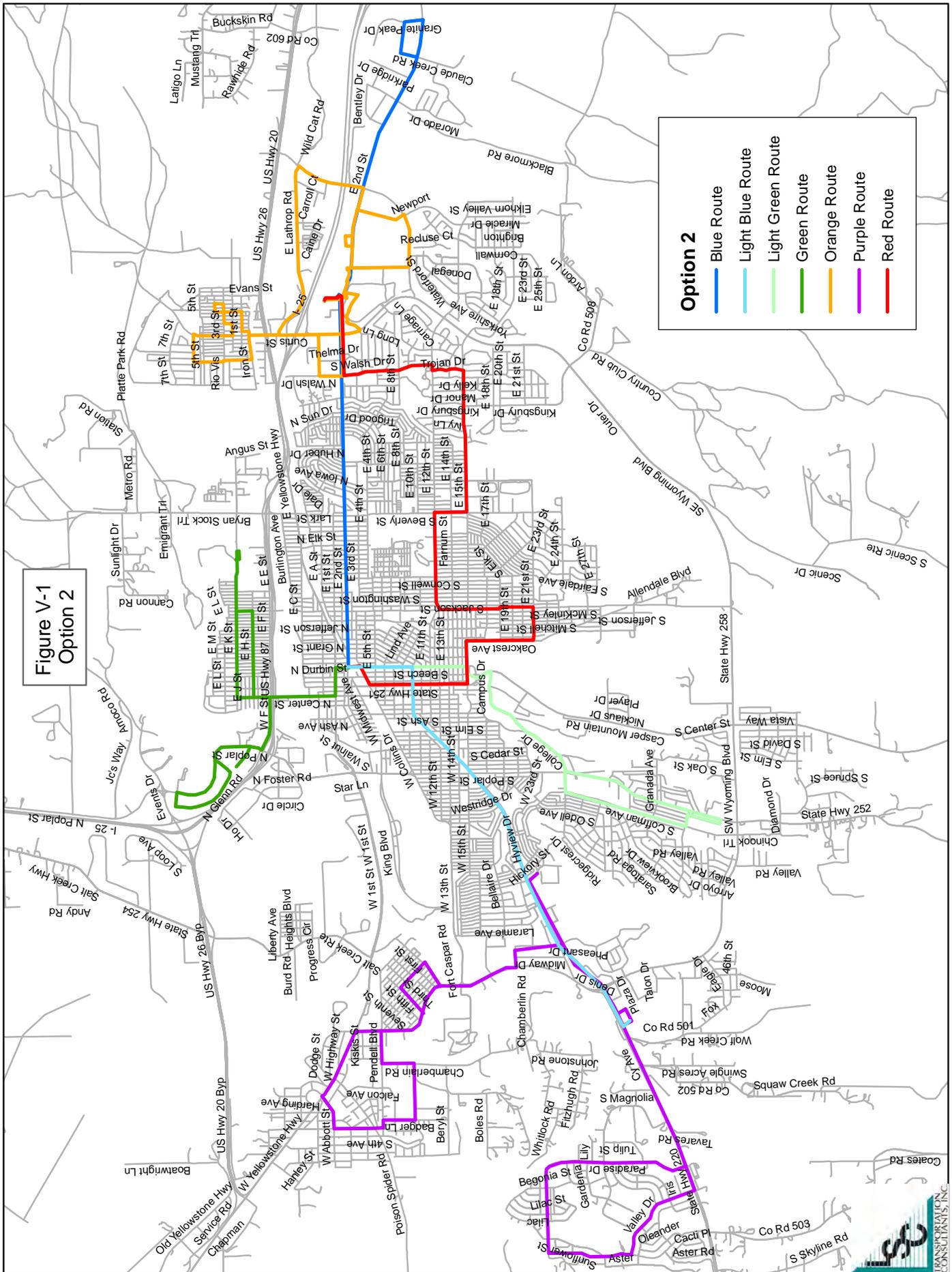
Option 2

Option 2 is shown in Figure V-1 and consists of seven routes: the Blue, Light Blue, Light Green, Green, Red, Purple, and Orange routes. All routes operate on a one-hour headway, with the Light Green and Green routes interlining. On weekdays, the Blue, Light Blue, Light Green/Green, and Red routes operate between 6:30 a.m. and 6:30 p.m., while the Orange Route operates between 6:45 a.m. and 5:45 p.m. and the Purple Route operates between 7:15 a.m. and 6:15 p.m. On Saturdays, the Blue, Light Blue, Light Green/Green, and Red routes operate between 7:30 a.m. and 3:30 p.m., while the Purple and Orange routes do not operate.

In Option 2, the Orange Route maintains the existing route structure of the status quo. The Green Route is similar in structure to the status quo, but no longer provides service to Smith's Pharmacy. The Green Route interlines with the Light Green Route which provides service on Casper College's campus and to the Sunrise Shopping Center. The Purple Route is similar in structure to the status quo Purple Route but also serves Paradise Valley and stops at Smith's Pharmacy and Walmart in both directions. In Option 2, the Red Route has been extended to serve Walmart, but no longer stops on Campus Drive at Casper College. The Blue Route has been extended and runs between downtown, Walmart, and the eastern portion of E. 2nd Street including Mountain View Regional Hospital. The Light Blue Route provides service between downtown, Smith's Pharmacy, and Walmart.

As presented in Table V-1, Option 2 would result in the following:

- Annual incremental operating cost: increase in the annual operating cost (compared to the status quo) by \$3,500
- Annual estimated ridership: 219,147
- Annual average cost per passenger: \$8.34
- Annual passengers per hour: 6.0



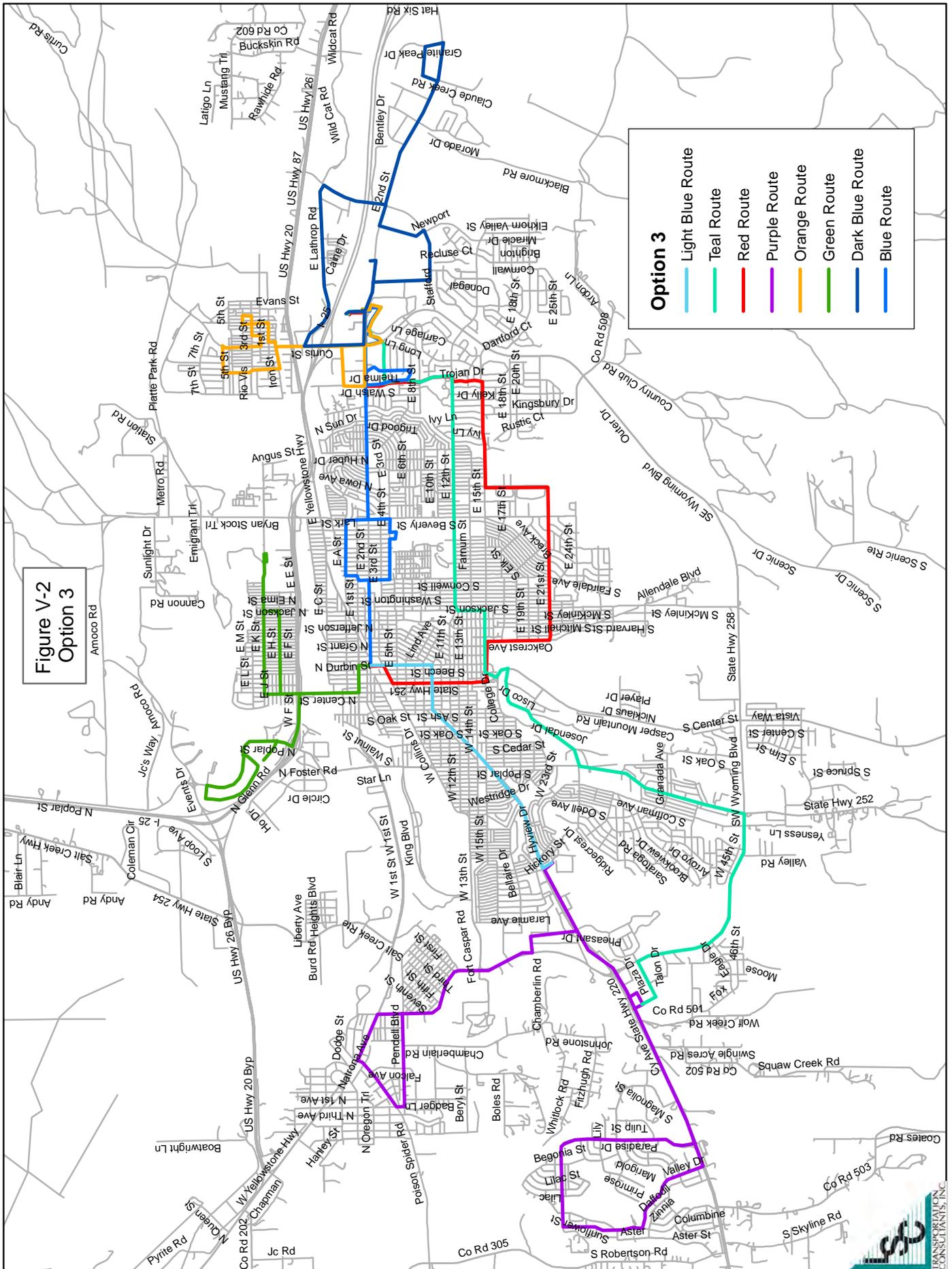
Option 3

Option 3 is shown in Figure V-2 and consists of eight routes: the Teal, Red, Light Blue, Orange, Green, Blue, Dark Blue, and Purple Routes. All routes, except for the Teal Route, operate on a one-hour headway, with the Orange and Dark Blue routes interlining, and the Green and Light Blue routes interlining. The Teal Route operates on a 90-minute headway. On weekdays, the Light Blue/Green, Teal, Red, and Blue routes operate between 6:30 a.m. and 6:30 p.m. while the Purple and Orange/Dark Blue routes operate between 7:00 a.m. and 6:00 p.m. On Saturdays, the Light Blue/Green, Red, and Blue routes operate between 7:30 a.m. and 3:30 p.m., and the Teal Route runs between 8:00 a.m. and 3:30 p.m. The Purple and Orange/Dark Blue routes do not operate on Saturdays.

In Option 3, the Orange and Dark Blue routes maintain a similar structure to the status quo Orange Route, but service is extended east on E. 2nd Street to the Mountain View Regional Hospital. The Blue Route maintains the same route structure as the status quo. The Green Route is similar in structure to the status quo, but no longer provides service to Smith's Pharmacy. The Green Route interlines with the Light Blue Route which provides service between downtown and Smith's Pharmacy. The Teal Route provides service between both Walmarts, the Sunrise Shopping Center, and Casper College. The Purple Route is similar in structure to the status quo Purple Route with reduced service in Mills, and now serves Paradise Valley and makes stops at Smith's Pharmacy and Walmart in both directions. The Red Route has been extended to serve Walmart, but no longer stops on Campus Drive at Casper College.

As presented in Table V-1, Option 3 would result in the following:

- Annual incremental operating cost: increase in the annual operating cost (compared to the status quo) by \$35,954
- Annual estimated ridership: 224,355
- Annual average cost per passenger: \$8.11
- Annual passengers per hour: 6.1



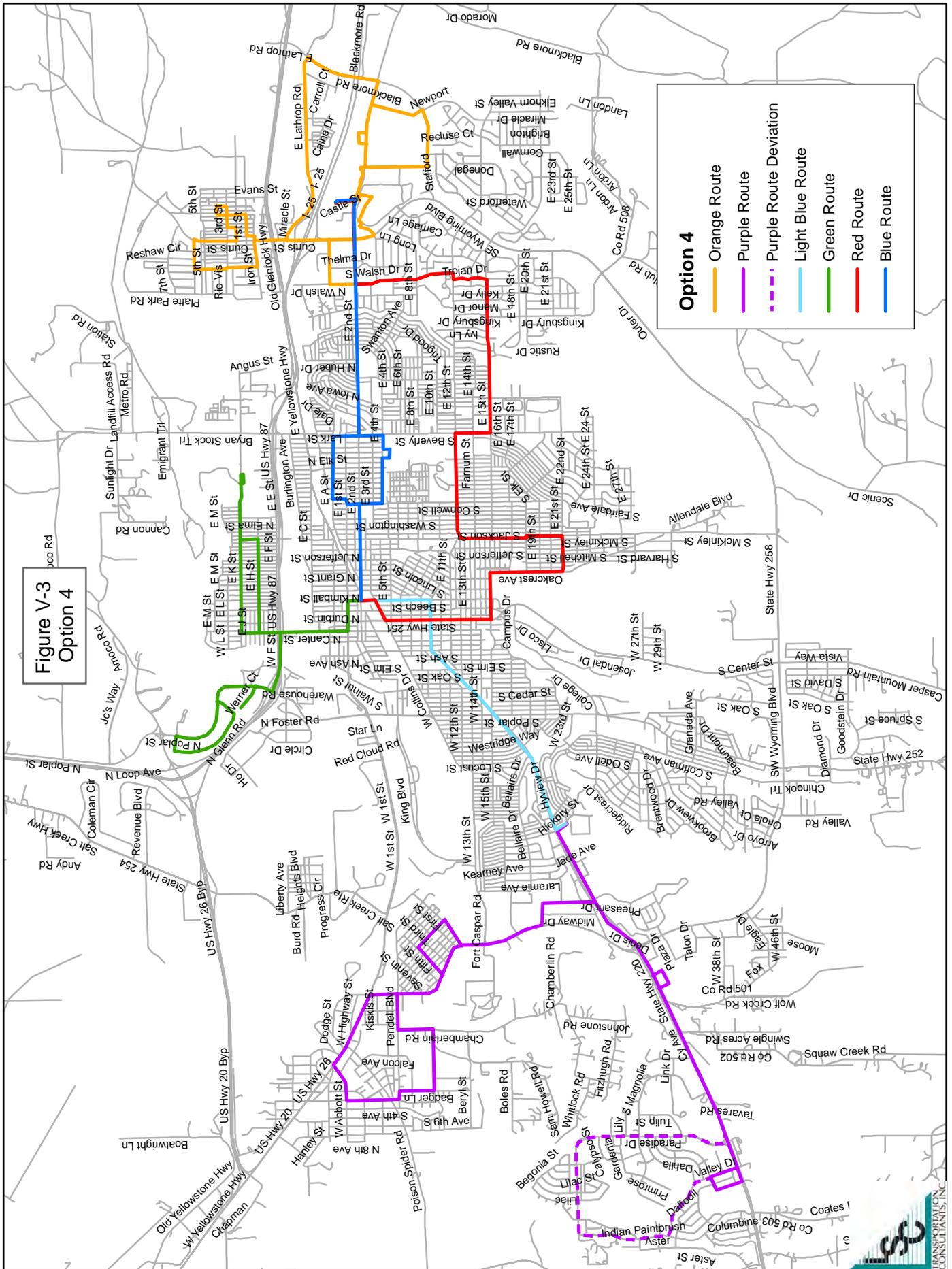
Option 4

Option 4 presents a service alternative reflecting a 15 percent cut in funding and is shown in Figure V-3. Option 4 consists of six routes: the Orange, Purple, Light Blue, Green, Red, and Blue routes. All routes operate on a one-hour headway, with the Green and Light Blue routes interlining. In this option, all routes run between 7:00 a.m. and 6:00 p.m. on weekdays and 7:30 a.m. and 2:30 p.m. on Saturdays.

In Option 4, the Orange and Blue routes maintain the existing route structure of the status quo. The Green Route is similar in structure to the status quo, but no longer provides service to Smith's Pharmacy. The Green Route interlines with the Light Blue Route, which provides service between downtown and Smith's Pharmacy. The Red Route has been extended to serve Walmart, but no longer stops on Campus Drive at Casper College. The Purple Route is similar in structure to the status quo Purple Route but now serves Paradise Valley as a route deviation. The Purple Route stops at Smith's Pharmacy and Walmart in both directions. Option 4 does not provide an on-campus bus stop at Casper College.

As presented in Table V-1, Option 4 would result in the following:

- Annual incremental operating cost: decrease in the annual operating cost (compared to the status quo) by \$281,851
- Annual estimated ridership: 187,958
- Annual average cost per passenger: \$8.20
- Annual passengers per hour: 12.4



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Recommended Service Plan

INTRODUCTION

This chapter presents the recommended service plan which incorporates the transit service alternatives that best meet the community's needs and have been chosen after meetings with the Casper Area Metropolitan Planning Organization staff, Casper Area Transportation Coalition staff, the Steering Committee, stakeholders, and the public.

RECOMMENDED SERVICE PLAN

Based on the service options presented in Chapter V and feedback from the Steering Committee and the public, the recommended service option was identified, shown in Figure VI-1. Individual routes are shown in Figures VI-2 through VI-7. The recommended service option was selected as best meeting the needs of the Casper area community as it has a higher annual ridership, a higher number of passengers per hour, a lower cost per passenger, requires no additional vehicles, and has a similar annual operating cost compared to the status quo. A comparison between the recommended service option and the status quo is shown in Table VI-1.

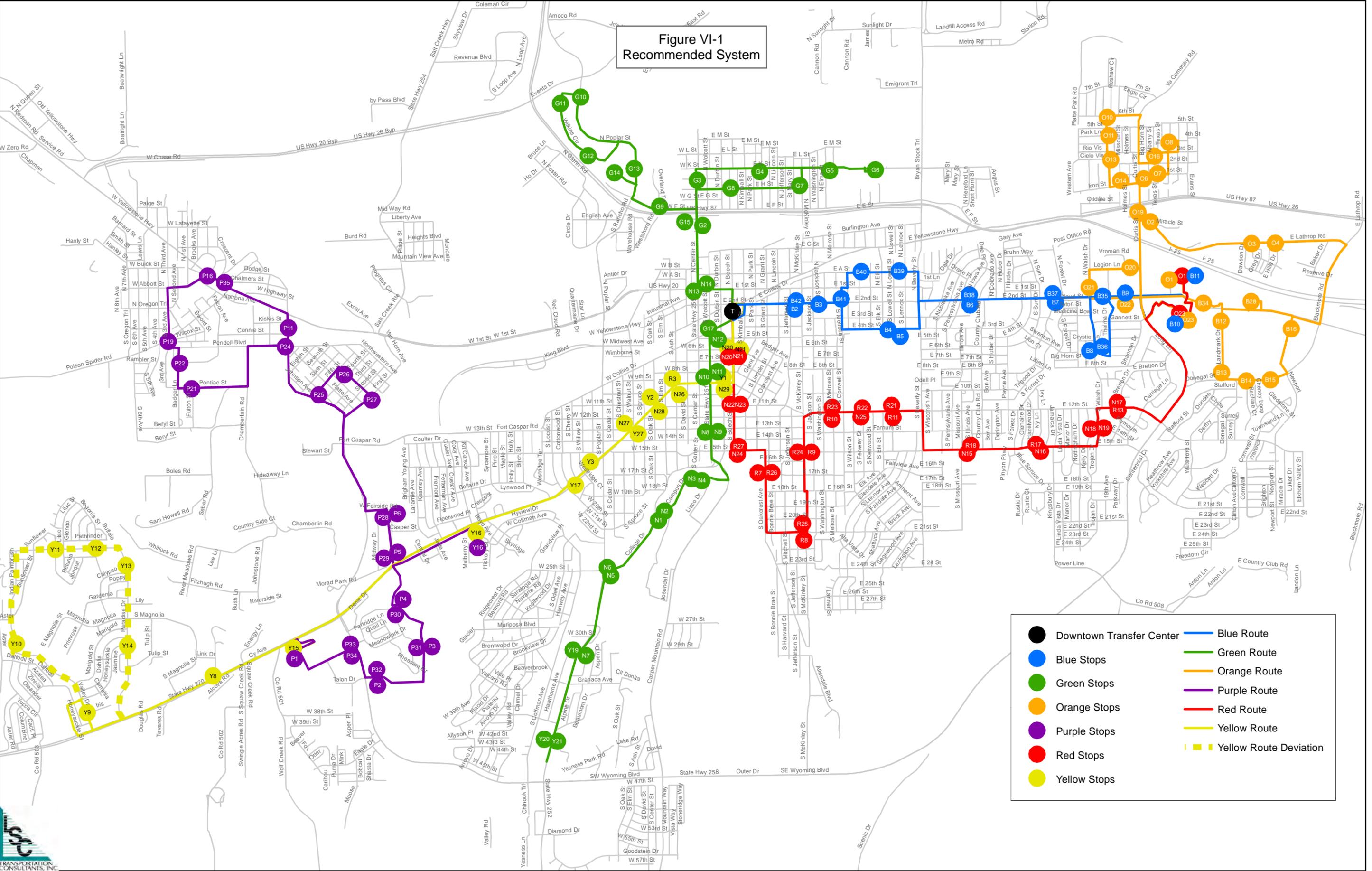
Cost and Performance Measures

As presented in Table VI-1, the estimated annual operating cost of the recommended service option would be approximately \$1,947,900, approximately \$70 per year less than the current system operating cost. The recommended service option would result in the following operation cost, ridership estimate, and performance measures:

- Annual Operating Cost: \$1,947,900 (*less than 0.01 percent decrease from the status quo*)
- Annual Ridership: 217,707 (*11 percent increase from the status quo*)
- Cost per Passenger: \$8.95 (*10 percent decrease from the status quo*)
- Passengers per Hour: 5.9 (*10 percent increase from the status quo*)
- Number of Vehicles: 19, 6 fixed-route and 13 paratransit (*consistent with the status quo*)

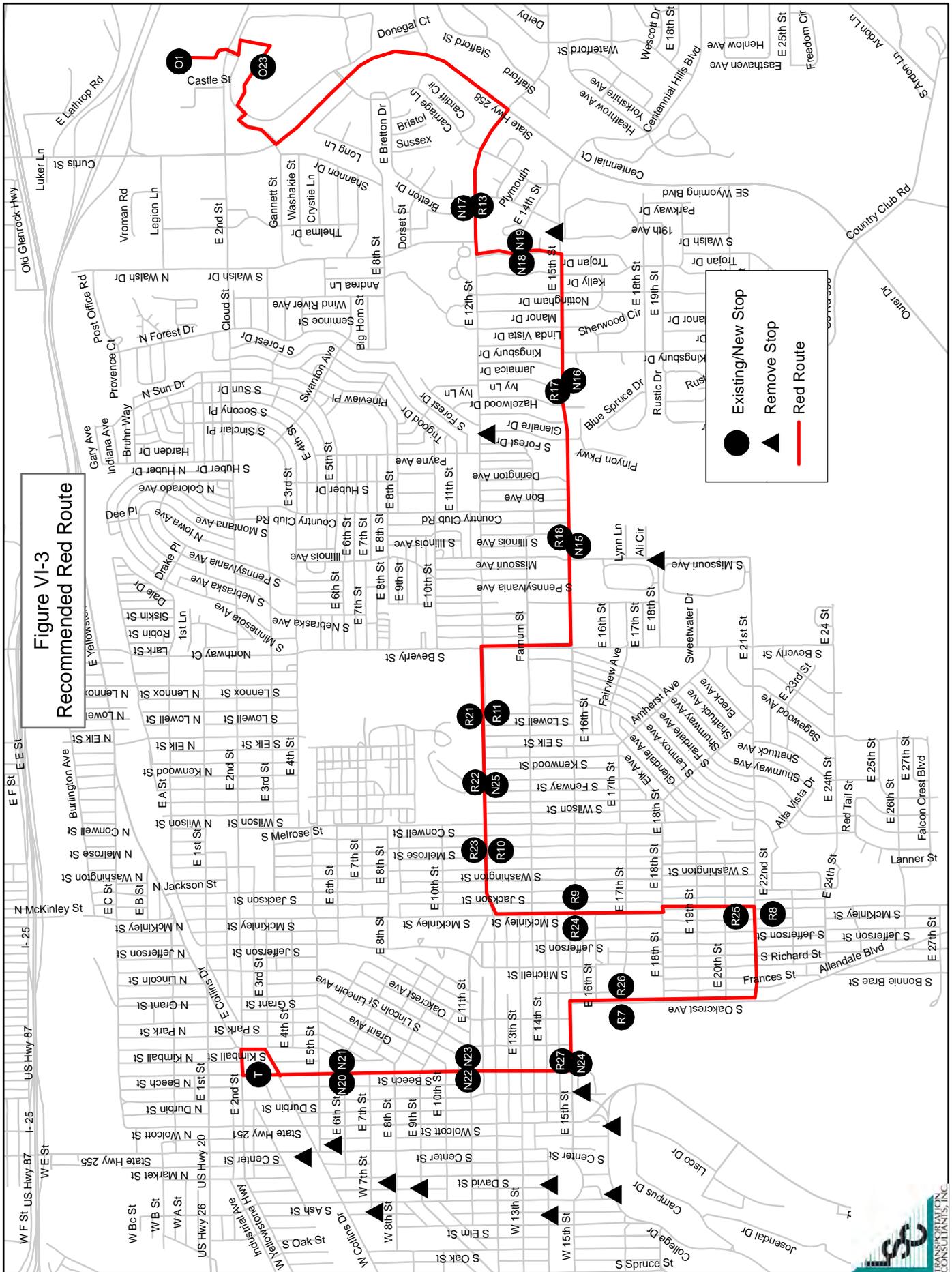
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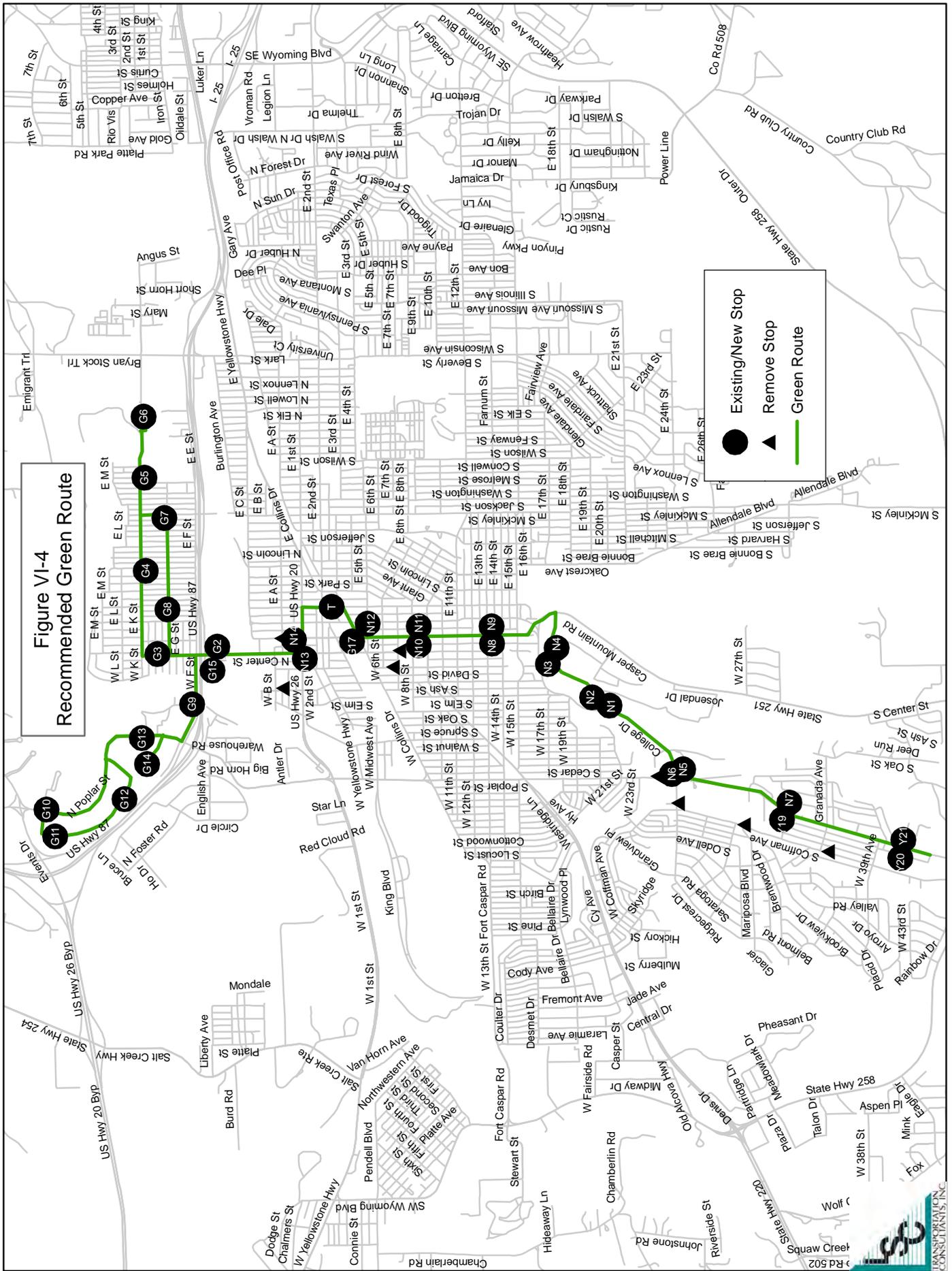
Figure VI-1
Recommended System

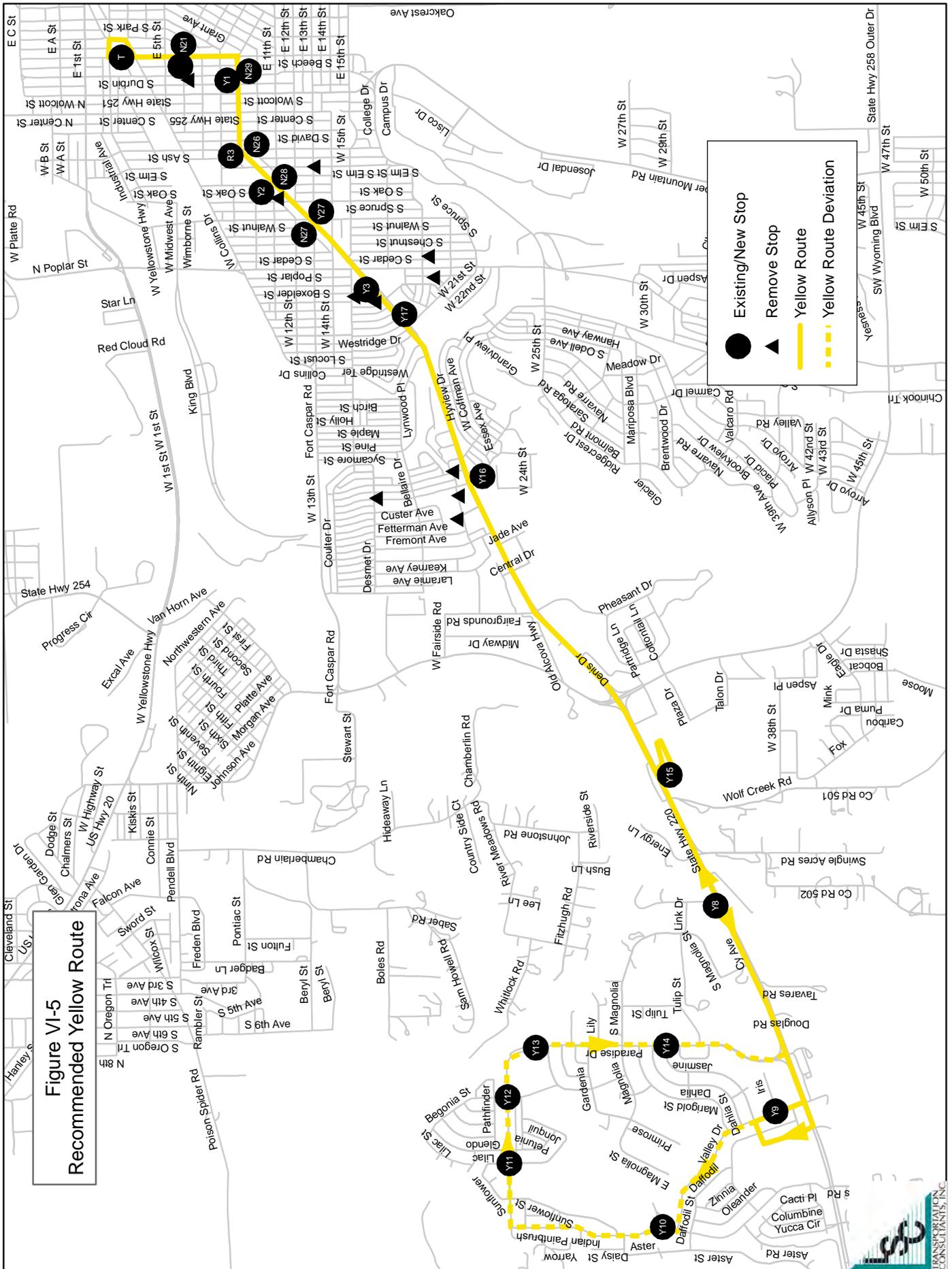


- Downtown Transfer Center
- Blue Stops
- Green Stops
- Orange Stops
- Purple Stops
- Red Stops
- Yellow Stops
- Blue Route
- Green Route
- Orange Route
- Purple Route
- Red Route
- Yellow Route
- Yellow Route Deviation

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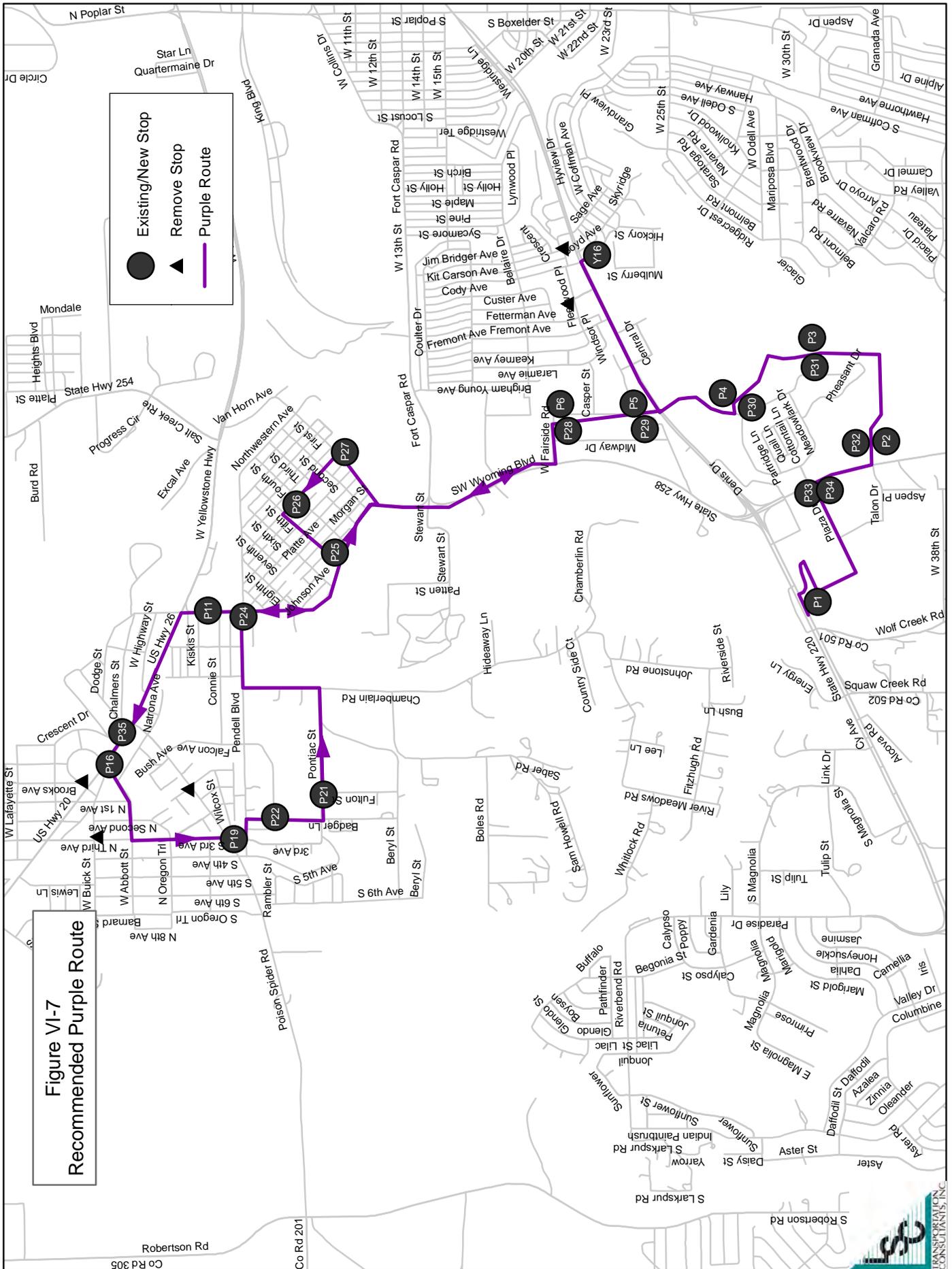






**Figure VI-5
Recommended Yellow Route**





**Table VI-1
Recommended Service Plan**

Route	Service Description	# of Vehicles Required	Total Daily		Total Annual		Annual Operating Days	Annual Ridership	Annual Operating Cost	Passengers per Hour	Cost per Passenger
			Revenue - Miles	Revenue - Hours	Revenue - Miles	Revenue - Hours					
Status Quo (As of 7/2016)											
	<i>Monday - Friday</i>										
Blue	60-Minute Frequency; 6:30am-6:30pm	1	108	12	27,648	3,072	256	47,070	\$133,993	15.3	\$2.85
Red	60-Minute Frequency; 6:30am-6:30pm	1	144	12	36,864	3,072	256	18,216	\$143,470	5.9	\$7.88
Green	60-Minute Frequency; 6:30am-6:30pm	1	168	12	43,008	3,072	256	26,451	\$149,788	8.6	\$5.66
Yellow	60-Minute Frequency; 6:30am-6:30pm	1	156	12	39,936	3,072	256	23,550	\$146,629	7.7	\$6.23
Orange	60-Minute Frequency; 7:00am-6:00pm	1	132	11	33,792	2,816	256	9,750	\$131,515	3.5	\$13.49
Purple	60-Minute Frequency; 7:00am-6:00pm	1	154	11	39,424	2,816	256	9,669	\$137,306	3.4	\$14.20
Fixed-Route Weekday Subtotal		6	862	70	220,672	17,920	256	134,706	\$842,702	7.5	\$6.26
	<i>Saturday, 7:30am-3:30pm</i>										
Blue	60-Minute Frequency	1	72	8	3,528	392	49	5,208	\$17,098	13.3	\$3.28
Red	60-Minute Frequency	1	96	8	4,704	392	49	1,488	\$18,307	3.8	\$12.30
Green	60-Minute Frequency	1	112	8	5,488	392	49	1,929	\$19,114	4.9	\$9.91
Yellow	60-Minute Frequency	1	104	8	5,096	392	49	2,757	\$18,711	7.0	\$6.79
Fixed-Route Saturday Subtotal		4	384	32	18,816	1,568	49	11,382	\$73,230	7.3	\$6.43
Fixed-Route Subtotal		6	1,246	102	239,488	19,488	305	146,088	\$915,932	7.5	\$6.27
CATC Paratransit Service		13 (existing)	722	57	220,265	17,256	305	49,927	\$1,032,039	2.9	\$20.67
Status Quo TOTAL		19	1,968	159	459,753	36,744	305	196,015	\$1,947,971	5.3	\$9.94
Recommended Service Plan:											
	<i>Monday - Friday</i>										
Blue	60-Minute Frequency; 6:30am-6:30pm	1	108	12	27,648	3,072	256	47,541	\$133,993	15.5	\$2.82
Red	60-Minute Frequency; 6:30am-6:30pm	1	156	12	39,936	3,072	256	20,038	\$146,629	6.5	\$7.32
Green	60-Minute Frequency; 6:30am-6:30pm	1	176	12	45,158	3,072	256	42,806	\$152,000	13.9	\$3.55
Yellow	60-Minute Frequency; 6:30am-6:30pm	1	151	12	38,676	3,072	256	25,905	\$145,334	8.4	\$5.61
Orange	60-Minute Frequency; 7:00am-6:00pm	1	132	11	33,792	2,816	256	9,848	\$131,515	3.5	\$13.36
Purple	60-Minute Frequency; 6:45am-5:45pm	1	143	11	36,608	2,816	256	9,766	\$134,410	3.5	\$13.76
Fixed-Route Weekday Subtotal		6	866	70	221,819	17,920	256	155,902	\$843,882	8.7	\$5.41
	<i>Saturday, 7:30am-3:30pm</i>										
Blue	60-Minute Frequency	1	72	8	3,528	392	49	5,260	\$17,098	13.4	\$3.25
Red	60-Minute Frequency	1	104	8	5,096	392	49	1,637	\$18,711	4.2	\$11.43
Green	60-Minute Frequency	1	118	8	5,762	392	49	1,948	\$19,396	5.0	\$9.96
Yellow	60-Minute Frequency	1	101	8	3,214	392	49	3,033	\$16,776	7.7	\$5.53
Fixed-Route Saturday Subtotal		4	394	32	17,601	1,568	49	11,878	\$71,980	7.6	\$6.06
Fixed-Route Subtotal		6	1,261	102	239,420	19,488	305	167,780	\$915,862	8.6	\$5.46
CATC Paratransit Service		13 (existing)	722	57	220,265	17,256	305	49,927	\$1,032,039	2.9	\$20.67
Recommended Service Option TOTAL		19	1,983	159	459,685	36,744	305	217,707	\$1,947,900	5.9	\$8.95

Note: Cost projections for the Recommended Service Plan are estimated based on four months of actual expenses for FY2017 (July - October, 2016).

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Bus Schedules

Tables VI-2 through VI-7 provide the proposed bus schedules for the routes in the recommended service plan. As indicated in the bus schedules, the Blue, Red, and Yellow Routes depart the Transfer Plaza on the half-hour (:30), while the Green Route departs the Transfer Plaza on the half-hour (:30) and on the hour (:00). The Purple and Yellow routes both depart from Smith's Pharmacy on the quarter-hour (:15) and three-quarter hour (:45). At the east Walmart, the Blue and Orange routes depart Walmart on the hour (:00).

Table VI-2		
Blue Route Schedule		
Stop #	Stop Location	Departure Time
T	Transfer Plaza	00:30
B2	2nd St. & McKinley	00:32
B3	2nd St. & Washington (Hospital)	00:33
B4	1715 E. 4th St. (CATC Office)	00:38
B5	Casper Recreation Center	00:40
B6	2nd St. & Pennsylvania (Albertson's)	00:42
B7	2nd St. & Forest Dr.	00:44
B8	610 South Walsh	00:46
B9	2nd St. & Thelma	00:48
B10	Eastridge Mall (Bed, Bath, & Beyond)	00:52
B11	Walmart East (East Door)	00:00
B35	K-Mart	00:04
B36	610 South Walsh	00:05
B37	2nd St. & Forest Dr.	00:08
B38	2nd St. & Pennsylvania (Albertson's)	00:10
B39	A St. & Lowell	00:14
B40	A St. & Fenway	00:15
B41	2nd St. & Conwell (Hospital @ Park)	00:17
B42	2nd St. & McKinley	00:19
T	Transfer Plaza	<i>Arrive: 00:22</i>

Table VI-3 Red Route Schedule		
Stop #	Stop Location	Departure Time
T	Transfer Plaza	00:30
N20	6th St. & Beech	00:31
N22	11th St. & Beech	00:32
N24	15th St. & Beech	00:33
R7	17th St. & Oakcrest	00:34
R8	21st St. & McKinley	00:36
R9	15th St. & McKinley	00:38
R10	12th St. & Melrose	00:40
N25	Lifesteps Campus	00:41
R11	12th St. & Lowell	00:42
N15	15th St. & Illinois	00:44
N16	15th St. & Ivy	00:45
N19	14th St. & Trojan Dr.	00:47
R13	12th St. & Bretton	00:48
O23	Eastridge Mall (Bed, Bath, & Beyond)	00:53
O1	Walmart East (East Door)	00:00
O23	Eastridge Mall (Bed, Bath, & Beyond)	00:03
N17	12th St. & Bretton	00:08
N18	14th St. & Trojan Dr.	00:09
R17	15th St. & Ivy	00:10
R18	15th St. & Illinois	00:11
R21	12th St. & Lowell	00:14
R22	Lifesteps Campus	00:15
R23	12th St. & Melrose	00:16
R24	15th St. & McKinley	00:18
R25	21st St. & McKinley	00:20
R26	17th St. & Oakcrest	00:22
R27	15th St. & Beech	00:23
N23	11th St. & Beech	00:24
N21	6th St. & Beech	00:25
T	Transfer Plaza	<i>Arrive: 00:26</i>

Table VI-4 Green Route Schedule		
Stop #	Stop Location	Departure Time
Green Route North		
T	Transfer Plaza	00:30
N14	Center St. & 1st St.	00:32
G2	555 North Center (National Oilwell)	00:33
G3	Center St. & J St. (Loaf n' Jug)	00:34
G4	K St. & Grant St.	00:36
G5	K St. & Elma (Legacy Apartments)	00:37
G6	1701 E. K Street (Boys & Girls Club)	00:38
G7	H St. & McKinley	00:40
G8	H St. & Beech	00:41
G9	Ramada Plaza (hotel sign)	00:44
G10	Trails Center/Events Center	00:47
G11	1430 Wilkins Circle (CWCC)	00:48
G12	1150 Wilkins Circle (Motel 6)	00:49
G13	992 North Poplar St.	00:50
G14	851 Werner Ct. (State Offices)	00:51
G15	560 N. Center (Parkway Plaza)	00:54
N13	Center St. & 1st St.	00:56
T	Transfer Plaza	Arrive: 00:58
Green Route South		
T	Transfer Plaza	00:00
G17	Joshua's Storehouse	00:01
N10	Wolcott St. & 8th St.	00:02
N8	Wolcott St. & 13th St.	00:03
N3	Casper College - Student Center	00:06
N2	Casper College - Residence Halls	00:08
N6	College Dr. & S. Poplar St.	00:10
Y19	Poplar St. & Hawthorne	00:12
Y20	Sunrise Shopping Center (at VA Clinic)	00:13
Y21	Poplar St. & Boulder	00:14
N7	Poplar St. & Hawthorne	00:15
N5	College Dr. & S. Poplar St.	00:17
N1	Casper College - Residence Halls	00:19
N4	Casper College - Student Center	00:21
N9	Wolcott St. & 13th St.	00:24
N11	Wolcott St. & 8th St.	00:25
N12	Collins Dr. & Wolcott St.	00:26
T	Transfer Plaza	Arrive: 00:27

Table VI-5 Yellow Route Schedule		
Stop #	Stop Location	Departure Time
T	Transfer Plaza	00:30
N20	6th St. & Beech	00:31
Y1	9th & Durbin	00:32
R3	Ash & CY Ave.	00:34
Y2	520 CY Ave. (First Christian Church)	00:35
N27	CY Ave. & 13th St.	00:36
Y3	1076 CY Ave. (Westridge Ct.)	00:37
Y16	Smith's	00:45
Y15	Walmart West (Garden Center)	00:53
Y8	5000 CY Ave. at Prospector Drive	00:55
Y9	Valley & Iris	00:00
Y15	Walmart West (Garden Center)	00:04
Y16	Smith's	00:15
Y17	Ridley's (at Cart Return)	00:17
Y27	669 CY Ave. (CY Ave. & 13th St.)	00:19
N28	CY Ave. & Oak St.	00:20
N26	CY Ave. & Ash St.	00:21
N29	9th & Durbin	00:23
N21	6th St. & Beech	00:25
T	Transfer Plaza	<i>Arrive: 00:26</i>

Table VI-6 Orange Route Schedule		
Stop #	Stop Location	Departure Time
O1	Walmart East (East Door)	00:00
O14	Iron & Missouri (at Park)	00:04
O11	Copper & Park Lane	00:06
O10	Copper & 6th	00:07
O16	Post Office & town Hall	00:09
O8	4th Street & Williams	00:11
O7	1st Street & Texas	00:12
O6	Community Center (in alley)	00:13
O19	Curtis Day Care	00:14
O20	Legion & Wyoming Blvd.	00:16
O21	K-Mart	00:17
O22	2nd Street & Thelma	00:18
O23	Eastridge Mall (Bed, Bath, & Beyond)	00:21
O1	Walmart East (East Door)	00:30
O2	IHOP	00:35
O3	229 Lathrop Rd. - West Aspens	00:37
O4	229 Lathrop Rd. - East Aspens	00:38
B28	5020 2nd Street (Studio City Cinema)	00:41
B12	300 Landmark (Lifetime Fitness)	00:43
B13	760 Landmark	00:44
B14	5000 Blackmore Community Health Center	00:45
B15	The Ridge at Blackmore Apartments	00:46
B16	2nd Street & Newport (Kohl's)	00:47
B34	Home Depot	00:50
O1	Walmart East (East Door)	<i>Arrive: 00:53</i>

**Table VI-7
Purple Route Schedule**

Stop #	Stop Location	Departure Time
P16	Smith's	00:45
P5	Fairgrounds Rd. @ Guadalajara	00:47
P6	Fairgrounds Rd. @Ag Center	00:48
P27	Westech	00:50
P26	Senior/Community Center	00:51
P25	Town Hall and library	00:53
P11	305 SW Wyoming Blvd.	00:55
P35	Yellowstone and Mountain View	00:56
P16	Mountain View (Family Dollar)	00:57
P19	3rd & Poison Spider	00:59
P22	Badger & Freden	00:00
P21	Pontiac and Fulton	00:01
P24	Pendell @ Millview Shopping Center	00:04
P28	Fairside & Fairgrounds Rd.	00:07
P29	Wells Fargo Bank	00:08
P16	Smith's	00:15
P30	Jordan & Pheasant	00:18
P31	2950 Central Drive	00:19
P32	Talon & American Way (Studio City Mesa Theaters)	00:20
P33	Plaza Drive - McDonalds West	00:21
P1	Walmart Garden Center	00:30
P34	Plaza Drive - Reliant Federal Credit Union	00:33
P2	Talon & American Way (Studio City Mesa Theaters)	00:34
P3	2950 Central Drive	00:35
P4	Jordan & Pheasant	00:36
P16	Smith's	<i>Arrive: 00:40</i>

FUTURE SERVICE CONSIDERATIONS

Service Expansion

Should the Casper Area Transportation Coalition receive additional funding and choose to expand service, LSC believes the priority would be operating an additional bus on the Blue Route, resulting in a 30-minute headway instead of a 60-minute headway. The Blue Route has the highest ridership of all the routes and provides an important connection between downtown Casper, the Eastridge Mall, Walmart, and other stores and restaurants on E. 2nd Street. The incremental operating cost for this service is approximately \$130,500 in addition to the cost of a new bus (\$150,000-\$200,000 depending on the make and model).

Should additional funding be received, consideration should be made for extending evening service. This service extension could be completed in phases. The first phase would consist of extending bus service by three hours on weekdays and Saturdays during the summer (Memorial Day through Labor Day) and would have an incremental cost of approximately \$58,000. The incremental cost for extending bus service by three hours on weekdays and Saturdays for the entire year is approximately \$211,400.

Another potential future service expansion is a route that connects the Town of Mills, north Casper, the Town of Evansville, and Walmart East. Interest for this route was expressed through public feedback, which indicated it would be helpful to have another route with more direct access across the study area. This enhancement would require roadway infrastructure improvements to make the connection.

Reductions in Funding

Should the Casper Area Transportation Coalition receive a cut in funding, LSC presented Option 4 in Chapter V as a service alternative reflecting a 15 percent reduction in annual operating cost from the status quo. Option 4 reduces the number of routes offered, the service area, and the service hours. Option 4 provides route deviation service to Paradise Valley and does not provide an on-campus bus stop at Casper College.

TITLE VI EVALUATION OF MINORITY POPULATION

Data for the minority population were taken from the 2010-2014 American Community Survey (ACS) five-year estimates. The minority population includes Black or African American populations, American Indians and Alaska Natives, Asians, Native Hawaiians and other Pacific Islanders.

The threshold used to determine whether a census block group had predominantly minority population was calculated based on the minority population density in “The Bus” overall or average service area. The average minority population density calculated in “The Bus” service areas was **235 minority persons per square mile** which was considered as the threshold for minority population density. Figure VI-8 presents the current service area for “The Bus” with a high density of minority population (above the threshold) predominantly in the central and northern portions of Casper and in the southwest portions of the city. The areas with the high density of minority population are mostly served by “The Bus” service area.

Figure VI-9 presents the recommended service option for “The Bus” with minority population block groups. The areas with the high density of minority population will continue to be served by “The Bus” based on the recommended service option. The recommended service option provides additional access for the minority population located in the central and downtown areas to medical clinics in the eastern portion of Casper. This indicates that the effects of the recommended service changes do not disproportionately affect minority population in the Casper area and may improve the service for the minority population.

Figure VI-8
Existing 2016 Routes
Minority Population Density Above the Threshold (235 persons per sq. mi.)

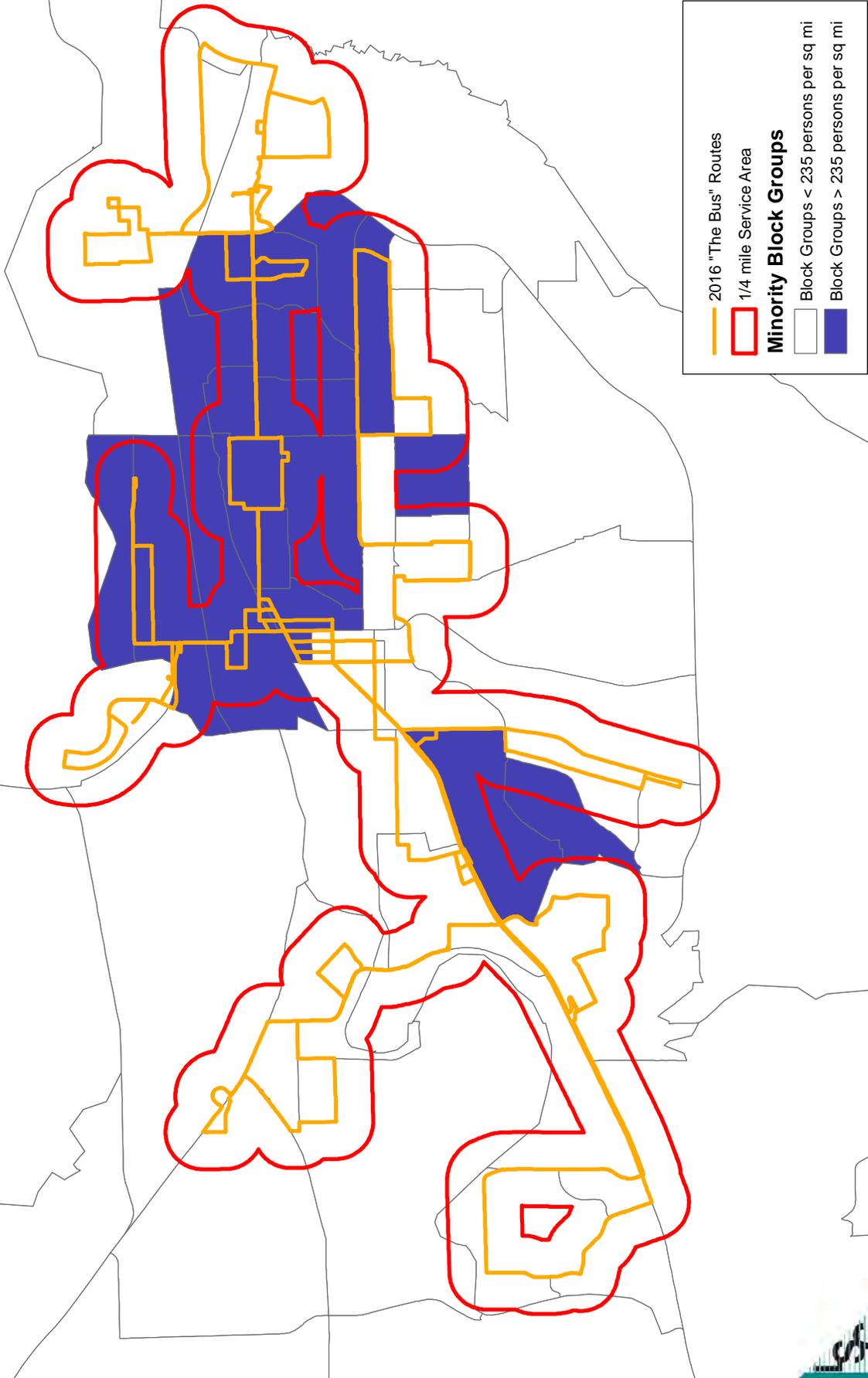
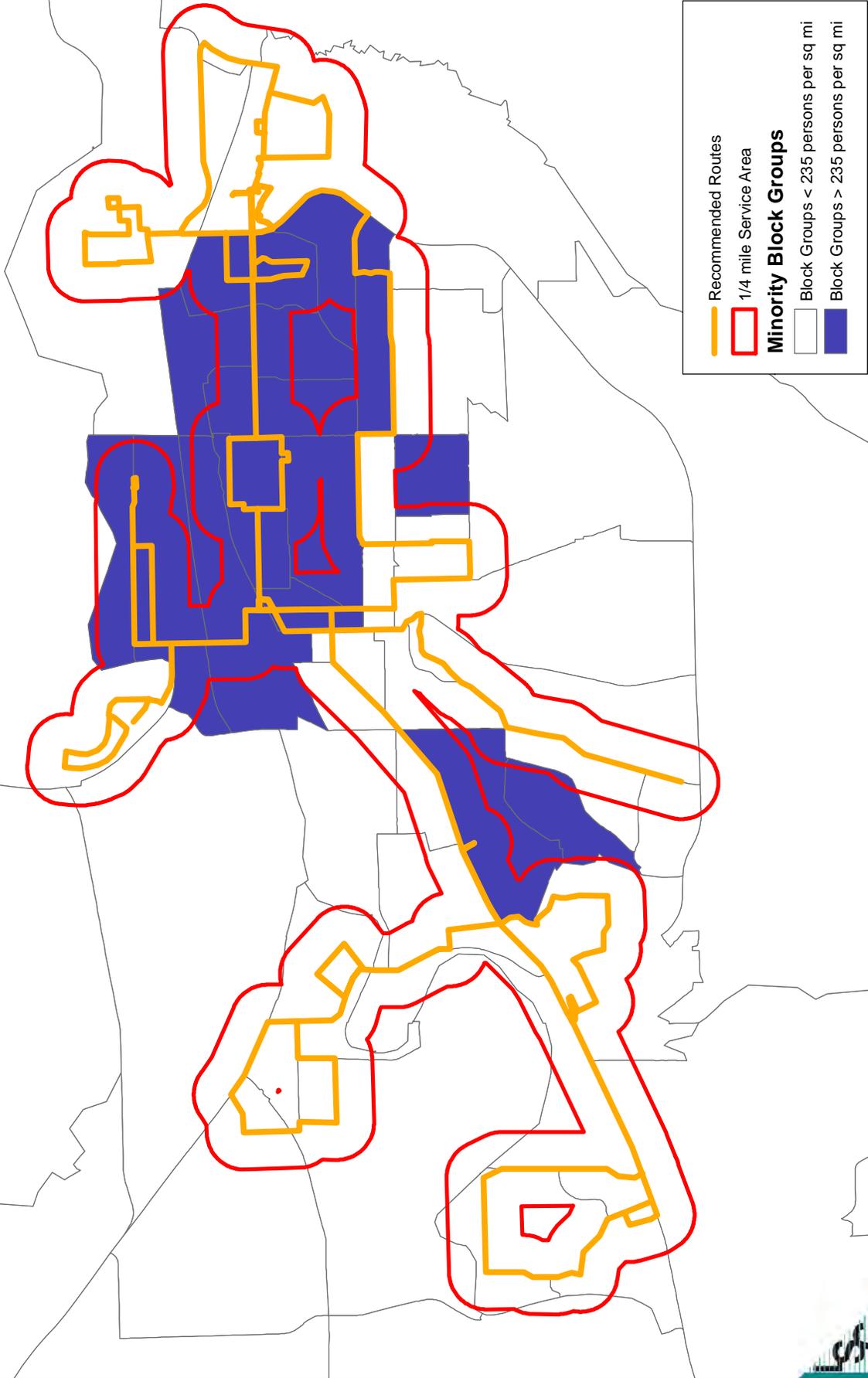


Figure VI-9
 Recommended Routes
 Minority Population Density Above the Threshold (235 persons per sq. mi.)



December 13, 2016

MEMO TO: V.H. McDonald, City Manager

FROM: Tracey L. Belser, Assistant City Manager/Support Services Director
Pete Meyers, Assistant Support Services Director
Carla Mills-Laatsch, Customer Service Supervisor

SUBJECT: Types of Liquor Licenses, and license availability

Recommendation:

For informational purposes only.

Summary:

The following is an overview of the various types of liquor license and an explanation of how licenses of each kind can be made available per state law. (For summary of Liquor License types see attachment #1).

Retail Liquor Licenses

Retail liquor licenses are typically owned by bars and package liquor stores, while some food service establishments utilize retail licenses. A retail liquor license allows the proprietor to serve, pour, and sell alcoholic beverages all from within the same room. This allows proprietors to operate a traditional bar or tavern wherein people can sit next to the employee who pours alcoholic drinks. Retail liquor licenses also allow the proprietor to sell packaged liquor that can be consumed off premise. One liquor license can be used to run both operations, i.e., a retail liquor license holder can operate a bar and liquor store from the same location with just one license.

Retail liquor licenses also empower the holder to obtain catering permits. Catering permits may be issued by a city to retail liquor license holders upon application. Catering permits allow retail liquor license holders to set up bars and sell alcohol at locations other than their licensed establishment.

Retail liquor licenses are made available to cities and counties based upon their population. State law allows towns with up to 500 people to have two retail liquor licenses. Towns are granted one additional license for every 500 people thereafter up until the population of the municipality reaches 9,500. After that, municipalities receive one license for every additional 3,000 people. (For a detailed calculation of Casper's liquor license allotment, see attachment #2).

currently has 37 retail liquor licenses, including one that was annexed into the City. Firerock Steakhouse holds retail liquor license No. 12; this retail liquor license was annexed into the city on December 1, 2006 from Topshelfco, LLC.

Four of these licenses are currently non-operational. Non-operational status allows the license holder to cease selling alcohol for a period of time. State law allows a retail liquor license to be non-operational for a period of two years. (For a listing of the current non-operational retail liquor licenses see attachment #3). License holders can avoid parking their license by operating in a minimal fashion. This involves continuing to purchase at least \$2,000 of alcoholic beverages per year from the State liquor division.

Retail liquor license permit fees are \$1,500 annually. If a license is obtained in the middle of the liquor license year the fee will be prorated to the end of the current liquor license period.

Retail liquor licenses can be sold from one proprietor to another. Retail liquor license holders are as follows:

- 3OH7 Hospitality LLC., 256 South Center Street
- Albertson's Liquors # 60., 1076 CY Avenue
- Albertson's #62, 2625 East 2nd Street
- Alibi Bar & Lounge, 1740 E Yellowstone Highway
- Moonlight Liquors, 2305 East 12th Street
- Silverfox Steakhouse, 3422 South Energy Lane
- Yellowstone Garage, 355 West Yellowstone Highway
- Galloway's Irish Pub, 2800 CY Avenue
- Firerock Steakhouse, 6100 East 2nd Street
- Forward Development, 441 Landmark Drive
- Frosty's Lounge, 520 South Center Street
- Casper Events Center, 1 Events Drive
- Paradise Valley Liquors, 401 Valley Drive
- CY Discount, 840 CY Avenue
- The Keg & Cork, 5371 Blackmore Road
- Liquor Shed, 240 South Wyoming Blvd
- Lucky 95, LLC., 134 North Center
- Karen & Jim's Restaurant, 520 South Ash Street
- Modern Electric Company, 246 West First Street
- Galles Liquor Mart, 748 East Yellowstone Highway
- Outlet Liquor & Tobacco, 627 North Poplar Street
- Old Chicago, 3580 East 2nd Street
- Partytime Liquors, 1335 South McKinley Street
- Ramkota Hotel, 800 North Poplar Street
- Red Lobster, 5010 East 2nd Street
- Ridley's Family Markets, 1375 CY Avenue
- Roaring 22, 314 West Midwest Avenue

- Sam's Club, 4600 East 2nd Street
- Smith's Food & Drug, 2405 CY Avenue
- Primetime, 4370 South Poplar Street
- Poplar Wine & Spirits, 1016 South Poplar Street
- Triple C Food & Beverage, 739 North Center Street
- Urban Bottle, 319 West Midwest Avenue
- Wal-Mart Supercenter, 4255 CY Avenue
- TJ's Bar & Grill, 2024 CY Avenue
- 2nd Street Liquor & Wine, 939 East 2nd Street #400 & #500
- Z-Financial Management, 1121 Wilkins Circle

Restaurant

A restaurant liquor license allows for the service of alcohol while a patron is also having a meal. This license requires that the primary source of revenue be derived from food service and not from the sale of alcoholic beverages. Alcoholic beverages must be prepared for consumption in one room that is separated from the dining area, and then carried by a waiter or waitress from that dispensing room to the separated dining room.

A holder of a restaurant liquor license may not obtain a catering permit. They may not sell alcoholic liquor or malt beverage for consumption off the licensed premise.

Restaurant liquor licenses are not subject to the population formula. There is no limit to how many a town may have.

Restaurant liquor license permit fees are \$1,500 annually. If a license is obtained in the middle of the liquor license year the fee will be prorated to the end of the current liquor license period. The City of Casper currently has 22 restaurant liquor licenses. Restaurant liquor license holders are as follows:

- House of Sushi, 260 S Center Street
- Tacos Mexico, 2117A E 12th Street
- Bosco's, 847 East 'A' Street
- Botticelli Ristorante Italiano, 129 West 2nd Street
- Charlie T's Pizzeria, 112 East 2nd Street
- La Cocina Mexican Restaurant, 321 East 'E' Street
- Chopstix Asian Bistro, 1937 East 2nd Street
- Pizza Hut #239, 3741 East 2nd Street
- El Toro Mexican Cantina, 3400 East 2nd Street
- Pizza Hut 238, 3738 CY Avenue
- Himalayan Indian cuisine, 232 East 2nd Street
- Denny's Diner, 4220 Hospitality Lane
- JS Chinese, 116 West 2nd Street
- Don Juan's Mexican Restaurant, 144 South Center
- Eggintons, 229 East 2nd Street

- La Costa Mexican Restaurant, 1600 East 2nd Street
- Guadalajara Mexican Restaurant, 3350 CY Avenue
- Lime Leaf Asian Bistro, 845 East 2nd Street
- Shogun Restaurant, 3095 Talon Drive #400
- Sanford's Grub and Pub, 61 SE Wyoming Blvd
- Pizza Ranch, 5011 East 2nd Street
- Wonderful House 3 Restaurant, 221 Montana Avenue

Bar and Grill

Bar and grill licenses allow for the proprietor to serve, pour and sell alcoholic beverages from within the same room. Bar and grill licenses typically have a bar component, but they are subject to the same restrictions as restaurants in that their primary source of revenue must be from food service and not from the sale of alcoholic beverages.

The holder of a bar and grill license may not obtain a catering permit. They may not sell alcoholic beverages for consumption off the licensed premise.

Bar and grill licenses are made available to cities and counties based upon their population. Cities with populations of up to 7,500 may issue two bar and grill licenses. Cities with populations of up to 15,000 may issue three licenses. Cities of up to 27,500 people may issue four licenses. Cities with more than 27,500 people may issue one additional license for every additional 7,500 people beyond 27,500. (For a detailed calculation of Casper's bar and grill liquor license allotment, see attachment #4).

Bar and grill liquor license permit fees are \$10,500 for the first year and \$3,000 annually thereafter. If a license is obtained in the middle of the liquor license year the fee will be prorated to the end of the current liquor license period. The City of Casper currently has eight bar and grill liquor licenses. Bar and grill holders are as follows:

- Dsasumo, 320 West First Street
- Wyoming Ale (formerly Famous Dave's), 5900 East 2nd Street
- J'S Pub & Grill, 3201 SW Wyoming Blvd
- Racca's Pizzeria Napoletana, 319 West Midwest Street
- Olive Garden Italian Restaurant, 5070 East 2nd Street
- Buffalo Wild Wings, 5071 East 2nd Street
- The Fort Saloon N Eatery, 500 West 'F' Street
- On the Border, 71 SW Wyoming Blvd

Resort Liquor Licenses

Resort liquor license holders are typically hotels. In order to qualify for a resort liquor license, the proprietor must have a valuation of the complex of not less than one million dollars, excluding the value of the land. The complex must include a restaurant and convention facility, which shall seat at least one hundred people. It must also include at

least one hundred sleeping rooms. Resort liquor license holders are able to serve alcoholic beverages anywhere on the licensed premise.

Resort liquor license holders cannot obtain catering permits or sell alcoholic beverages for off premise consumption.

Resort liquor licenses are not subject to the population formula, therefore there is no limit to how many a town may have.

Resort liquor license permit fees are \$500 per year. If a license is obtained in the middle of the liquor license year the fee will be prorated to the end of the current liquor license period. The City of Casper currently has five resort liquor licenses. Resort liquor licenses are as follows:

- Courtyard by Marriott, 4260 Hospitality Lane
- Holiday Inn, 721 Granite Peak Drive
- Parkway Plaza Hotel & Convention Centre, 123 West 'F' Street
- Hilton Garden Inn, 1150 South Popular
- Ramada Plaza Riverside, 300 West 'F' Street

Microbrewery and Satellite Winery Liquor Licenses

Microbrewery licenses allow the proprietor to brew malt beverages (beer and similar beverages) and dispense the brewed malt beverage for on premise and limited off-premise personal consumption. They can also sell malt beverages that are brewed by other companies.

Similarly, satellite winery licenses authorize a winery permit holder to sell its manufactured wine at an approved location. Each winery is allowed to have up to three satellite wineries.

Microbrewery and satellite winery liquor licenses are made available to cities and counties based upon their population. The population formula is the same as the formula used for the allocation of retail liquor licenses.

Microbrewery liquor license permit fees are \$500 annually, unless combined with a restaurant liquor license in which case there is no charge. If a license is obtained in the middle of the liquor license year the fee will be prorated to the end of the current liquor license period. The City of Casper currently has two microbreweries and one satellite winery. Microbrewery holders are as follows:

- Skull Tree Brewing, 1530 Burlington Avenue
- Wyoming State Brewing Company, 256 South Center Avenue

Limited Retail Liquor Licenses

The city also allows for limited retail liquor licenses for bona fide “clubs”, which are typically fraternal organizations or golf courses. The population formula does not apply to these licenses.

Limited retail liquor license permit fees are \$100 annually. If a license is obtained in the middle of the liquor license year the fee will be prorated to the end of the current liquor license period. The City of Casper currently has eight limited retail liquor licenses. Limited retail liquor license holders are as follows:

- Elks Lodge, 108 East 7th Street
- Paradise Valley Country Club, 70 Magnolia Street
- VFW Post 10677, 420 North Elk Street
- Shrine Club, 1501 West 39th Avenue
- Casper VFW Memorial Post 9439, 1800 Bryan Stock Trail
- The 19th Hole, 2120 Allendale Blvd
- Eagles Lodge, 306 North Durbin Street
- Three Crowns Golf Club, 1601 Kind Blvd

Ownership of Multiple Liquor Licenses

State law does not allow direct ownership of more than one liquor license, except that a microbrewery permit holder or winery permit holder may also hold a restaurant, retail, or bar and grill liquor license on the same premises.

One person can indirectly hold more than one liquor license by owning multiple corporations, which in turn can each own up to one liquor license.

Attachment #1: Summary of Liquor Licenses in Casper, By Type

License Type	Current Number in Casper	Number Allowed by Population	Basic Characteristics
Retail	37	36	Can operate a traditional bar or tavern as well as a package liquor store for off premise consumption. Can be sold from one proprietor to another. *
Restaurant	22	Unlimited	Must dispense from a place separate from the dining area and majority of revenue must be from food service.
Microbreweries	2	36	Allows for proprietor to brew a malt beverage and dispense the brewed malt beverage for on premise and limited off-premise consumption.
Satellite Winery	1	36 (Three per winery)	Allows for proprietor to sell its manufactured wine at a satellite location.
Resort	5	Unlimited	Allows proprietor to dispense anywhere on the licensed premise. Requires a hotel and convention facility.
Limited Retail	8	Unlimited	Allows proprietor to dispense anywhere on the licensed premise. Can be utilized by golf courses, fraternal organizations, and certain kinds of social clubs.

* Note: The City of Casper has one extra retail liquor license because it was annexed into the city in 2006. When liquor establishments are annexed, they can be issued and re-newed by the municipality even if the population formula would normally not allow that number of retail liquor licenses.

Attachment #2: Population Formula for Retail Liquor Licenses

Casper's Population, per the 2015 Census Update, is 60,086

	Population Must be Greater than or Equal To:	Number of Licenses Available	Population per Authorized License
Two licenses available for any municipality with a population of up to 500	1	2	0.5
One additional license available for every 500 additional people or major fraction thereof beyond the initial 500	751	3	250
	1,251	4	313
	1,751	5	350
	2,251	6	375
	2,751	7	393
	3,251	8	406
	3,751	9	417
	4,251	10	425
	4,751	11	432
	5,251	12	438
	5,751	13	442
	6,251	14	447
	6,751	15	450
	7,251	16	453
	7,751	17	456
	One additional license available for every 3,000 additional people beyond the initial 9,500	8,251	18
8,751		19	461
9,251		20	463
12,500		21	595
15,500		22	705
18,500		23	804
21,500		24	896
24,500		25	980
27,500		26	1,058
30,500		27	1,130
33,500		28	1,196
36,500		29	1,259
39,500		30	1,317
42,500		31	1,371
45,500	32	1,422	
48,500	33	1,470	
51,500	34	1,515	
54,500	35	1,557	
57,500	36	1,597	
60,500	37	1,635	

An additional Retail Liquor License will become available to the City of Casper if the population rises to 60,500 by the year 2020.

Note: Casper has one additional license due to annexation, thus its current number of retail licenses is 37. Upon reaching 60,500 people, the number of licenses in Casper (assuming no additional annexations) will be 38.

Attachment #3: Non-Operational Retail Liquor Licenses

State law allows retail liquor licenses to become non-operational for up to two years at a time. State law also allows municipalities to, on a case by case basis; grant a third year of non-operational status. The following liquor licenses are currently non-operational:

- Retail Liquor License No. 5, Lucky 95, LLC, which may be parked until January 5, 2018.
- Retail Liquor License No. 8, Z-Financial Administration & Management, which may be parked until November 4, 2017.
- Retail Liquor License No. 12, Modern Electric Co., which may be parked until February 2, 2018.
- Retail Liquor License No. 36, Urban Market Wines, LLC., which may be parked until May 5, 2017. Urban Market Wines was granted a one year extension on March 15, 2016. They must be operational by November 2017.

Attachment #4: Population Formula for **Bar and Grill** Liquor Licenses

Casper's Population, per the 2015 Census Update, is 60,086

	Population Must be Greater than or Equal To:	Number of Licenses Available	Population per Authorized License
Two licenses available for towns with a population of 7,500 or less	1	2	0.5
Three licenses available for cities with populations between 7,501 and 15,000	7,501	3	2,500
Four licenses available for cities of between 15,001 and 27,500	15,001	4	3,750
One additional license for every 7,500 people beyond 27,500	35,000	5	7,000
	42,500	6	7,083
	50,000	7	7,143
	57,500	8	7,188
	65,000	9	7,222

An additional Bar and Grill Liquor License will become available to the City of Casper if the population rises to 65,000 by the year 2020.