



419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221-6243
(800) 332-0950 (Colorado only)
FAX: (970) 416-2406
www.nfrmpo.org
www.smarttrips.org

Technical Advisory Committee

*Eric Bracke- Chair
City of Greeley
Suzette Mallette-Vice Chair
Larimer County
Stephanie Brothers, Town of Berthoud
Karen Schneiders, CDOT
Gary Carsten, Town of Eaton
Dawn Anderson, City of Evans
Martina Wilkinson, City of Fort Collins
John Franklin, Town of Johnstown
Jessica McKeown, Town of LaSalle
Dave Klockeman, City of Loveland
Seth Hyberger, Town of Milliken
John Holdren, Town of Severance
Eric Fuhrman, Town of Timnath
Janet Lundquist, Weld County
Dennis Wagner, Town of Windsor*

*Jim DiLeo, CDPHE
Aaron Bustow, Federal Highway
Administration
Gary Thomas, SAINT
NoCo Bike Ped Collaborative
Christopher Barnes, COLT
Will Jones, GET
Kurt Ravenschlag, Transfort*

MPO Transportation Staff

*Terri Blackmore, Executive Director
Becky Karasko, Regional Transportation
Planning Director
Aaron Buckley, Transportation Planner
Alex Gordon, Transportation Planner
Angela Horn, Transportation Planner
Josh Johnson, Transportation Planner*

Town of Windsor Wi-Fi
Username: Windsor-WLAN
Password: Windsor@WLAN

**NFRMPO TECHNICAL ADVISORY COMMITTEE
MEETING AGENDA**

**March 18, 2015
Windsor Community Recreation Center
250 N. 11th Street- Pine Room
Windsor, CO**

1:00 to 4:00 p.m.

1. Public Comment
2. Approval of February 18, 2015 Meeting Minutes (Pg. 2)

CONSENT AGENDA:

No Items this Month

ACTION ITEM:

No Items this Month

OUTSIDE PARTNERS REPORTS (verbal):

3. NoCo Bike Ped Collaborative
4. Regional Transit Items
5. Senior Transportation

PRESENTATIONS:

6. 8-Hour Ozone: Proposed New Standards
and Implementing Current Standards Amanda Brimmer
7. North Front Range Conformity Determinations (Pg.7) Horn
8. Presentation on 2040 Regional Transit Element
Chapters 1-3 Karasko

DISCUSSION ITEMS:

9. Discussion of 2040 Regional Transit Element
Chapters 1-3 (Pg. 14) Karasko
10. Updated 2040 Regional Transportation Plan
Schedule (Pg. 87) Karasko

REPORTS:

Public Outreach Updates (Pg. 94) Gordon
TIP Administrative Modification Updates Johnson
Roundtable All

MEETING WRAP-UP:

Final Public Comment (2 minutes each)
Next Month's Agenda Topic Suggestions

**TAC MEMBERS: If you are unable to attend this meeting, please
contact Becky Karasko at (970) 416-2257 or RKarasko@nfrmpo.org.**

Thank you.

February 2015 TAC Meeting Minutes

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)**

North Front Range Transportation and Air Quality Planning Council

**Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**February 18, 2015
1:09 – 3:30 p.m.**

TAC MEMBERS PRESENT:

Dawn Anderson – Evans
Eric Bracke, Chair – Greeley
Aaron Bustow – FHWA
John Holdren - Severance
Seth Hyberger – Milliken
David Klockeman – Loveland
Janet Lundquist – Weld County
Suzette Mallette, Vice-Chair – Larimer County
Karen Schneiders – CDOT
Gary Thomas – SAINT
Dennis Wagner – Windsor
Martina Wilkinson – Fort Collins

NFRMPO Staff:

Terri Blackmore
Becky Karasko
Aaron Buckley
Alex Gordon
Angela Horn
Josh Johnson

CALL TO ORDER:

Chair Bracke called the meeting to order at 1:09 p.m.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE DECEMBER 17, 2014 TAC MINUTES:

Mallette made a motion to approve the minutes of the January 21, 2015 meeting. Klockeman supported the motion and it was approved unanimously.

DISCUSSION ITEMS:

Proposed Unified Planning Work Program Tasks

Blackmore explained items to be included in the 2015 Unified Planning Work Program (UPWP) including: 2016 NFR Transportation Profile, Freight Plan, updating the Bike Plan to a Non-Motorized Plan including pedestrian systems, US 287 inventory, upgrading the NFRMPO website, and

Blackmore

development reviews and model runs. Mallette stated upgrading the website should be a priority and asked for clarification on the US 287 inventory. Klockeman stated communities wish to create a single document outlining land use inventory on the corridor to be used for future development plans.

Wilkinson asked for clarification on the updated non-motorized plan. Blackmore stated the Bike Plan was originally completed in 2012 and includes regionally significant bicycle corridors, but does not focus on existing or planned pedestrian systems. The plan will also include an updated inventory of completed bicycle corridors.

Bracke asked for clarification on the freight plan. Karasko stated the plan will include an inventory of existing freight routes and facilities, as well as an implementation plan for future freight corridors and facilities.

TAC agreed the highest priorities are the Freight Plan, US 287 inventory, and upgrading the NFRMPO website. Remaining items should be included in the UPWP with lower priority.

ACTION ITEMS:

Draft FY 2016 – 2019 TIP

Johnson

The TIP was placed on the NFRMPO website for public comment on February 6, 2015. Johnson requested TAC approve a process for allocating additional future funding. TAC discussed options for additional CMAQ allocation and agreed any additional funding will be split between signal timing, bus replacement, and CNG vehicle purchases according to percentages determined during the call for projects.

Johnson explained the environmental justice procedure to TAC. The TIP narrative will be updated with minor changes provided by TAC members and will be sent to Council for action in March.

Wilkinson made a motion to recommend Council approve the Draft FY 2016 – 2019 TIP. Wagner supported the motion and it was approved unanimously.

Klockeman requested all future information be provided prior to TAC meetings and requested clarification on expectations for TAC approval on action items.

OUTSIDE PARTNERS REPORTS (verbal):

NoCo Bike/Ped Collaborative – Willis reported on presentations given to the Collaborative at their February meeting by Karen Schneiders and Leslie Beckstrom regarding funding opportunities for bike/ped infrastructure. Willis reported guest speakers have been selected for the conference to be held at UNC in Greeley on November 5, 2015.

Regional Transit Items – Jones reported GET is gathering public input on proposed route changes. Schneiders reported the Transportation Commission will be reviewing projects selected during the consolidated call for transit projects. Bustang service is scheduled to begin this spring.

PRESENTATIONS:

Update on 2014 5317 Funds – Transfort Bus Stop Improvements – Emma Belmont presented on FY 2014 Federal Transit 5317 funds Transfort used to update bus stop accessibility throughout the City of Fort Collins. A copy of the power point presentation is available at the NFRMPO office.

TAP Call for Projects Lessons Learned – Schneiders presented on CDOT’s experiences with the recent call for projects and requested TAC feedback. TAC members discussed options to improve the process including setting project ceilings, separating the process from respective MPO calls, streamlining application information, and having sponsoring agencies prioritize project applications.

DISCUSSION ITEMS

2040 Regional Transit Element Schedule

Karasko

Karasko presented a draft schedule for the RTE. Chapters will be presented for TAC review starting in March. Council action for the RTE is scheduled for July.

2040 Regional Transportation Plan Schedule

Karasko

Karasko presented a draft schedule for the RTP. Chapters will be presented for TAC review starting in March. Council action for the RTP is scheduled for August.

Bracke stated the schedule for TAC reviews of the RTE and RTP is aggressive. Wilkinson suggested revising the schedule so TAC can adequately prepare comments on the various chapters. Klockeman proposed revising the schedule for the RTP to begin in May and end in October. Mallette added the final possible date for council adoption of the RTP is December 2015 due to conformity determination lapse on the previous RTP. TAC agreed chapters should be sent to members as they are completed and reviewed by staff.

Karasko agreed to revise the RTP schedule and to confirm the final possible date for council approval.

REPORTS:

Public Outreach Updates – Gordon reported staff has been attending public outreach events throughout January and February to gather input on the RTP. He stated 220 surveys have been completed to date. Staff is continuing to reach out to various entities to hold future events.

TIP Administrative Modification Updates – Johnson reported a TIP modification report is included in the packet for information. TIP modification requests are due to staff the first working day of each month.

Roundtable – Schneiders reported CDOT Region 4 will be hosting local agency training on March 25, 2015 at the Southwest Weld County Service Center.

Mallette asked for clarification on the process for submitting Buy America waivers for vehicle purchases. Bustow stated one waiver will cover one project for a period of up to four fiscal years.

Karasko reported there will be a presentation on the FHWA Super Circular in the future. She also requested TAC members submit images of their respective communities to be included in the RTP.

Horn stated the reports for conformity determinations are provided on the NFRMPO website for public comment.

Gaughan reported Shailen Bhatt began duty as the CDOT director on February 17.

MEETING WRAP-UP:

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions – There were no agenda topic suggestions.

Meeting adjourned at 3:30 p.m.

Meeting minutes submitted by:

Josh Johnson, NFRMPO staff.

The next meeting will be held at 1:00 p.m. on Wednesday, March 18, 2015 at the Windsor Recreation Center, Pine Room.

PRESENTATION: North Front Range Conformity Determinations

Conformity Determinations for NFRMPO FY 2016-2019 TIP and UFR 2040 RTP

Denver Northern Subarea 8-Hour Ozone Conformity and Fort Collins and Greeley Areas Carbon Monoxide (CO) Conformity



NFRMPO Technical Advisory Committee

March 18, 2015

Air Quality Conformity

Why Now?

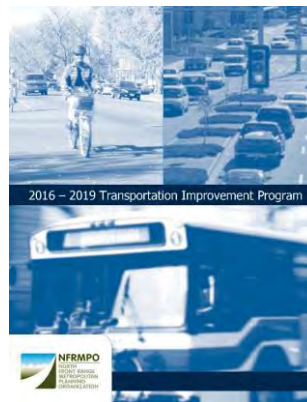


Upper Front Range 2040 Plan Adoption

- Expansion of WCR 49
- MOVES2014

NFRMPO FY 2016 – 2019 TIP Adoption

- I-25 Climbing Lane
- MOVES2014



March 18, 2015

SLIDE 2

Air Quality Conformity

Conformity Determinations for NFRMPO FY 2016 – 2019 TIP



- Associated with the 2035 Regional Transportation Plan, positive finding in May 2013
- Interim years: 2015, 2020, and 2025
- Direct subset of 2035 Regional Transportation Plan (RTP), except years 2015 and 2035
 - RTP project list change: I-25 climbing lane moved from a completion date of 2035 to 2015
- All demographics are the same as the 2035 RTP

1. Ozone: Nitrogen Oxides (NO_x) & Volatile Organic Compounds (VOCs)
2. Carbon Monoxide (CO)

Presents total mobile source emissions

- Compared to SIP budgets

Describes planning assumptions

- Socioeconomic, demographic, and transportation

March 18, 2015

SLIDE 3

Air Quality Conformity

Conformity Determination for UFR 2040 RTP



- Associated with FY 2012 – 2017 STIP, positive finding in May 2013
 - UFR Project – Weld County Road 49
 - Not in the STIP, but is a Regionally Significant Project according to:
 - 23 CFR part 450.104

1. Ozone: Nitrogen Oxides (NO_x) & Volatile Organic Compounds (VOCs)

Presents total mobile source emissions

- Compared to SIP budgets

Describes planning assumptions

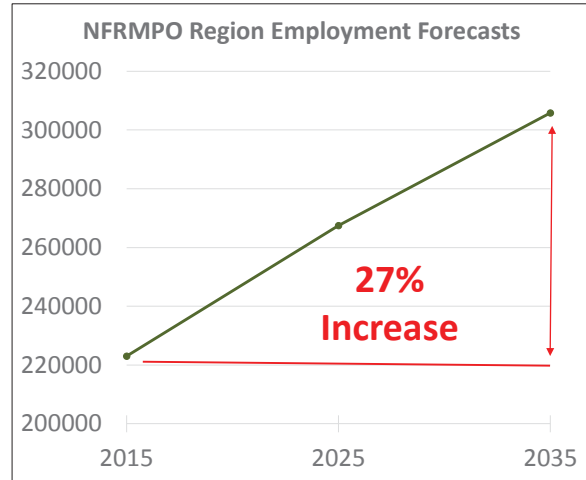
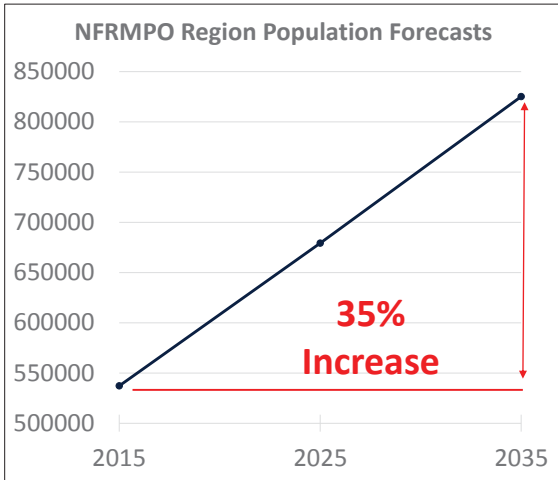
- Socioeconomic, demographic, and transportation

March 18, 2015

SLIDE 4

Air Quality Conformity

Population and Employment Forecasts for the NFRMPO Region



March 18, 2015

SLIDE 5

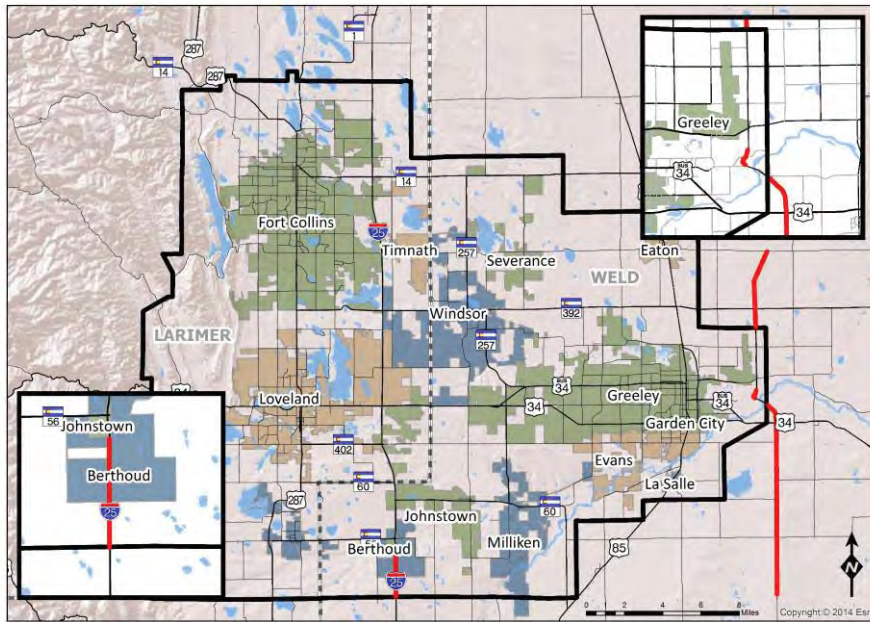
Air Quality Conformity

New Regionally Significant Roadway Projects

Air Quality Conformity

SLIDE 6

March 18, 2015



Legend
— New in Model NFRMPO Boundary County Boundary



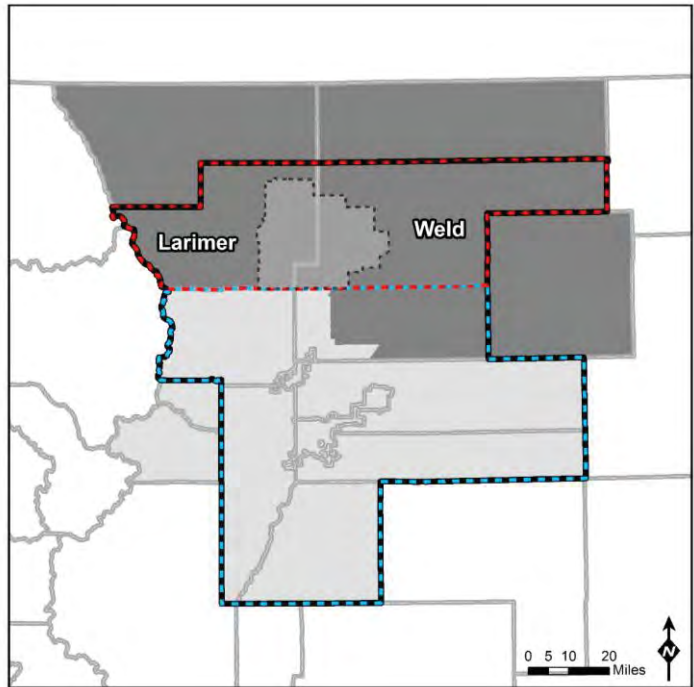
Sources: NFRMPO 2009 - 2035 Travel Demand Model, CDOT

Feb, 2015



Legend

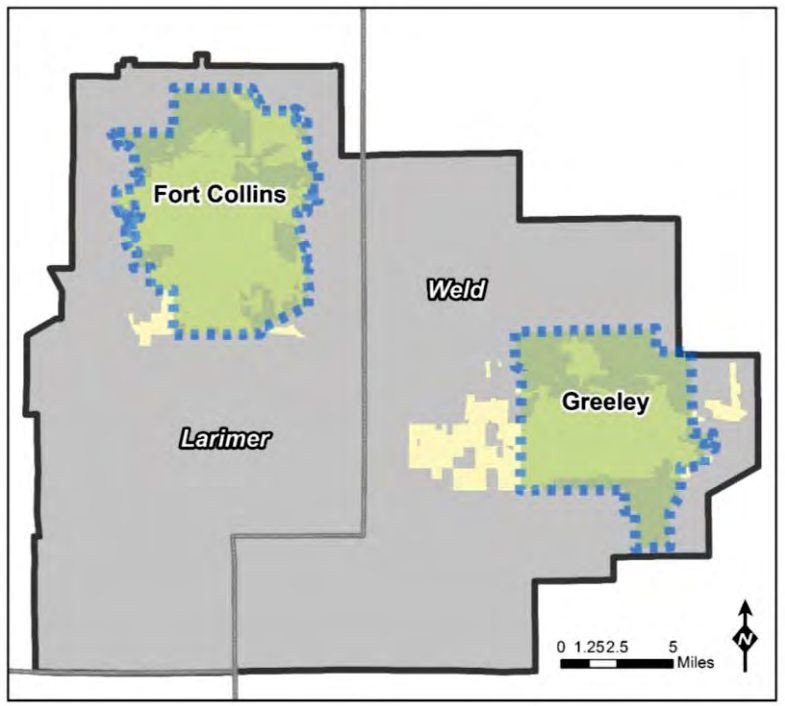
- NFRMPO Boundary
- NFRMPO Modeling Area (Northern Subarea)
- DRCOG Modeling Area (Southern Subarea)
- Ozone Nonattainment Boundary
- UFR Boundary
- DRCOG Boundary



Northern Subarea VOC and NOx Emissions Budgets Test Results

**8-Hour Ozone Conformity for Denver- North Front Range (Northern Subarea)
(Emission Tons per Day)**

	SIP budgets	2015	2025	2035	Pass/Fail
Volatile Organic Compounds (VOC)	19.5	10.14	7.06	4.31	PASS
Oxides of Nitrogen (NOx)	20.5	17.51	8.79	4.40	PASS



Legend

- Carbon Monoxide (CO) Maintenance Areas
- Municipal Boundary
- NFRMPO Boundary
- County Boundaries

Fort Collins and Greeley CO Emission Test Results



CO Fort Collins Emissions Test (Tons per Day)

	2015	2023	2025	2035
Emissions	37.87	32.61	20.33	11.80
SIP Budget	94	94	94	94
Pass/Fail	PASS	PASS	PASS	PASS

CO Greeley Emissions Test (Tons per Day)

	2015	2019	2025	2035
Emissions	23.47	20.65	14.07	8.55
SIP Budget	60	60	60	60
Pass/Fail	PASS	PASS	PASS	PASS

Conformity Determinations and Recommendation



- The FY 2016 – 2019 TIP and associated 2035 RTP demonstrate conformity with all ozone and carbon monoxide emission budgets
- The 2040 UFR RTP and associated FY 12 – 17 STIP demonstrate conformity with all ozone emission budgets
- Compliant with AQCC Regulation Number 10: Criteria For Analysis of Transportation Conformity (5 CCR 1001-12)
- NFRMPO and the Division request the Commission concur with the positive Transportation Conformity findings presented

DISCUSSION ITEM: 2040 Regional Transit Element Chapters 1-3

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
March 18, 2015	Discussion of 2040 Regional Transit Element Chapters 1-3	Becky Karasko
Objective / Request Action		
Staff is providing the first group of chapters and appendices for the 2040 Regional Transit Element (RTE) for TAC review and comment.		Report ✓ Work Session Discussion Action
Key Points		
<ul style="list-style-type: none"> • MPO staff is updating the RTE ahead of the 2040 RTP • Although the RTE was originally anticipated to be an update, there have been too many significant changes in transit services • The 2040 RTE evaluates nine corridors for transit service in the North Front Range region, as identified in Supporting Information • Transit corridors are evaluated in the transportation model to determine potential demand for transit service in key regional corridors 		
Committee Discussion		
At their February 18, 2015 meeting, staff provided TAC with the proposed schedule detailing when staff would request Committee input and review on the 2040 RTE. This is the first of two groups of RTE chapters and appendices staff will bring to the Committee.		
Supporting Information		
The 2040 RTE evaluates the following corridors: <ul style="list-style-type: none"> • Evans-to-Milliken-to-Berthoud along SH 60 and SH 56 • Greeley-to-Denver along US 85 • Greeley-to-Windsor-to-Fort Collins along SH 257 and SH 14 • Greeley-to-Longmont along US 85, SH 66, and SH 119 • Greeley-to-Loveland along US 34 • Fort Collins-to-Bustang (Express Route) • Greeley-to-Bustang (Express Route) • Loveland-to-Bustang (Express Route) The proposed North I-25 Commuter Rail line from Fort Collins-to-Longmont, while not being evaluated in this RTE, is discussed in the RTE as an important future corridor.		
Advantages		
Providing the chapters in smaller groups allows TAC to maximize their time and input in reviewing the 2040 RTE chapters. Staff will provide presentations on the changes to the RTE to summarize changes to assist TAC in their review.		
Disadvantages		
None noted.		
Analysis /Recommendation		
Staff requests TAC members review the portions of the 2040 RTE Chapters 1-3 and Appendices A and B applicable to their jurisdictions for accuracy and content.		
Attachments		
RTE Chapters:		
<ul style="list-style-type: none"> • Chapter 1: Introduction • Chapter 2: Socio-Economic Profile • Chapter 3: Existing and Planned Transit Services 		
RTE Appendices:		
<ul style="list-style-type: none"> • Appendix A: Related Planning Studies • Appendix B: Provider Data 		

CHAPTER 1: INTRODUCTION

PURPOSE

The 2040 Regional Transit Element (RTE) replaces the 2035 RTE and will become a part of the 2040 North Front Range Regional Transportation Plan (RTP). The purpose of the RTE is to guide development of transit in the region, which encompasses the Fort Collins Transportation Management Area (TMA) and Greeley urbanized areas.

In the 2035 RTE, a vision for regional transit services was defined, along with a framework which provided an understanding of the types of regional transit services that may be needed in the future to connect the cities and towns in the region with each other and to the surrounding regions of Denver and Cheyenne. Since its publication in 2011, the North I-25 Environmental Impact Statement (EIS), December 2011, has provided a clear definition of how transit will be implemented along the I-25 corridor. Addressing transit service needs along the major corridors in the region is a necessary step to connect the region to the transit elements identified in the North I-25 EIS.

The 2040 RTE builds on this work and shifts the emphasis to the implementation of regional transit services, focusing on the steps necessary to translate a long-term regional vision into reality. It provides alternatives ranging from maintaining the status quo to rapid progress towards the service types envisioned in the North I-25 EIS completed in December 2011. This planning effort reflects a different approach and a more detailed level of analysis than has been done in the past. The 2040 RTE Alternatives:

- Define service levels to move a corridor from no service to a well-developed transit mode and illustrates the potential for service development in the region's primary corridors.
- Provides factual information on what is necessary to provide regional transit, at a variety of service levels. This information easily identifies what can be accomplished and that the development of regional services is manageable.
- Broadly identifies the funding and governance challenges needing to be addressed prior to implementing transit services.
- Provides strategies and tools for developing regional transit services.

PROJECT GUIDANCE

The North Front Range Metropolitan Planning Organization (NFRMPO) developed the 2040 RTE with input and guidance from the Technical Advisory Committee, the three transit providers, and the Larimer and Weld Mobility Councils. The Planning Council guided the development of the report and will adopt it as part of the regional planning process.

Key concepts of this plan include:

- How to connect communities in the region with each other and with activity centers outside the region;
- Practical and implementable results; and
- Strong public involvement.

The 2040 RTE builds on local planning efforts and other planning studies in the region. **Appendix A** contains a listing of relevant planning reports, including corridor plans, mode-specific plans, and local transit plans. Since the completion of the 2035 RTE in 2011, eight planning reports and plans have been completed, necessitating a full update of the RTE. These plans include:

- CDOT Statewide Transit Plan (2015)
- Interregional Connectivity Study (2014)
- 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO) (2013)
- NFRMPO Coordinated Public Transit/Human Services Transportation Plan (2013)
- North Front Range Transit Vision Feasibility Study (2013)
- Colorado State Freight and Passenger Rail Plan (2012)
- The Greeley Transportation Master Plan Update (2011)
- The North I-25 Environmental Impact Statement (2011)

This study considers local transit plans, but does not address specific local transit services or schedules. All decisions about local levels of transit service remain with local entities. The regional services addressed in this plan are public, fixed-route services.

PLANNING PROCESS

The development of the 2040 RTE has proceeded in two major phases. The first phase documents regional characteristics; existing and planned transit services; analysis of demand for the transit; and the development of alternatives for developing regional transit services.

The planning activities for this RTE began with the solicitation of comments from the Mobility Councils and residents in Larimer and Weld Counties. The public involvement continued with public meetings in each County to solicit comments on the RTE corridors. In addition, it included a series of meetings with the jurisdictions in the region to solicit their views on the alternatives for developing regional transit services.

PLANNING ISSUES

Within the region, local governments have developed transit services primarily to meet the local travel needs of residents within their communities. As the region has grown there has been an increasing need for transit services between communities and to major activity and employment centers.

The North Front Range MPO region is growing rapidly, with the population projected to increase by 78 percent from 488,513 in 2010 to 896,191 by 2040. Much of the future development in the region is anticipated to occur within the center of the region and in unincorporated areas where transit services may not exist or are not as well developed as in the urbanized areas.

The region's rapid development also taxes the transportation network. Travel forecasts project regional congestion levels will require significant investment in the transportation infrastructure for all modes. This raises the issue of transit's role in the future regional transportation network. Transit services could provide an effective alternative during peak period travel times as a feeder service to regional transit corridors.

Many questions still must be answered. What transit services are needed in the future? How will they be delivered? How will they be funded? A significant amount of planning work has gone into addressing the question of what services are needed within and between communities. The preferred alternative developed in the North I-25 EIS includes significant regional transit services. The outstanding issues are how the services will be developed, funded, and delivered.

The funding of transit services is a perennial challenge and the development of regional transit services requires stable funding across and between communities. Currently, each community is responsible for determining how they fund their local transit services and any connections to other communities through regional services.

While it is widely recognized that regional transit services are important to Northern Colorado's future, an implementation plan does not exist for developing such services. There are two possible approaches: 1) extend out from existing services or 2) establish new routes in corridors where conditions are conducive to establishing transit services. Pilot route services have been started, but permanent financing for successful services are still needed.

Recognizing these issues and challenges, this RTE will focus on the practicalities of identifying how to move forward in the development of transit services for the region.

CHAPTER 2: SOCIO-ECONOMIC PROFILE

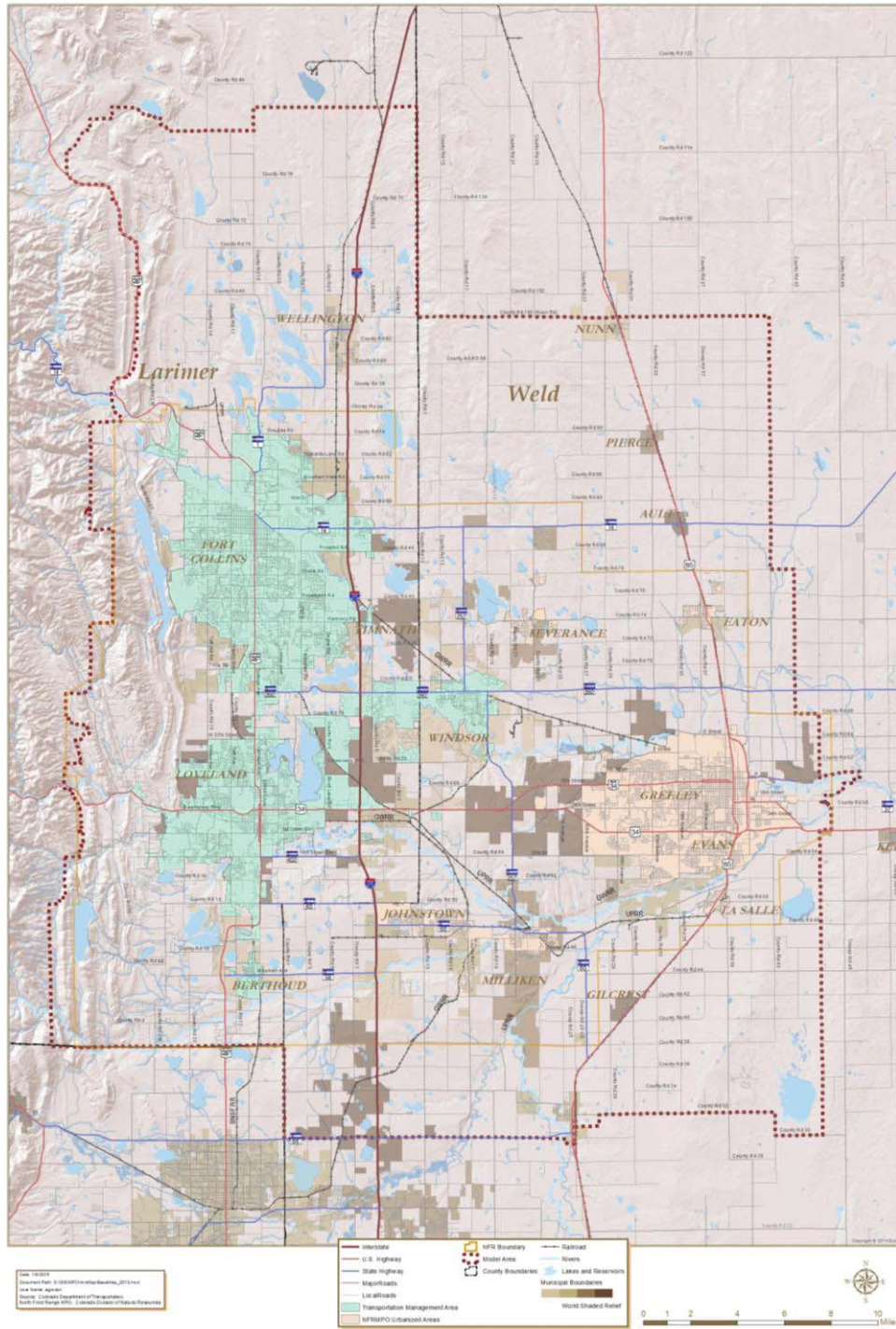
STUDY AREA

The study area for this RTE is the NFRMPO region, also designated by the Colorado Department of Transportation (CDOT) as the North Front Range Transportation Planning Region. The NFRMPO boundaries lie within Larimer and Weld Counties. The largest communities within the region are Fort Collins, Greeley, and Loveland, but the area includes many smaller municipalities. These MPO communities are within commuting distance to Denver, Boulder, Longmont, and Cheyenne, WY.

The NFRMPO includes the Fort Collins-Loveland Transportation Management Area, a large urbanized area; the Greeley-Evans small-urbanized area; and the small urban and rural areas outside these boundaries. **Figure 2.1** illustrates the study area within the MPO boundary.

Figure 2.1 NFRMPO 2040 RTE Study Area

North Front Range MPO Boundary Map



Source: NFRMPO Staff, 2014

POPULATION

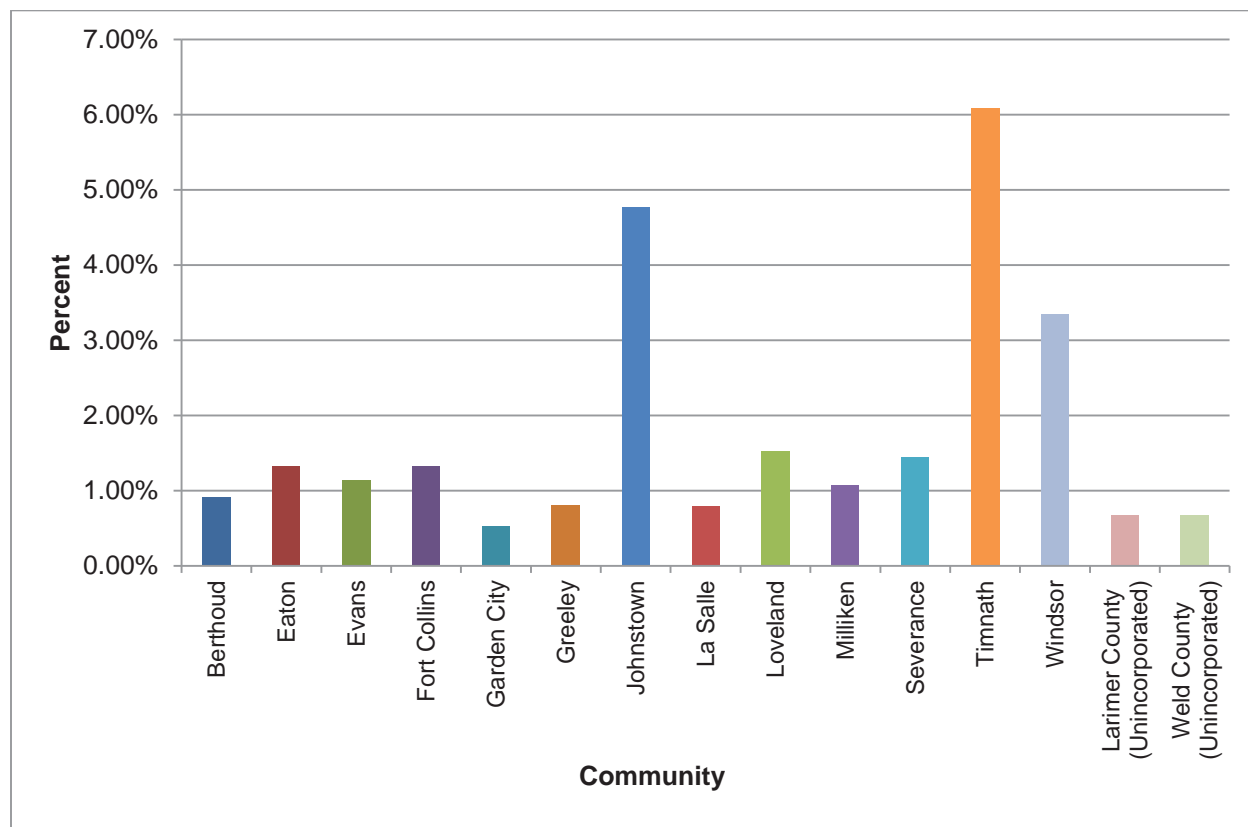
The three largest cities within the MPO boundary, Fort Collins, Greeley, and Loveland, had a 2013 population of 152,205 residents, 96,306 residents, and 71,224 residents, respectively. The communities of Berthoud, Eaton, Evans, Garden City, Johnstown, La Salle, Milliken, Severance, Timnath, and Windsor are also members of the MPO. The population within these communities range from 240 to 21,407 residents, as shown in **Table 2.1**. The balance of the population in the region resides in unincorporated portions of Larimer and Weld Counties. According to the Colorado State Demography Office, the population in the North Front Range modeling area was approximately 434,492 in 2010, 8.6 percent of the State of Colorado's total population.

Table 2.1 NFRMPO Region Population Estimates, 2010-2013

Community	2010	2011	2012	2013	Average Annual Growth Rate
Berthoud	5,123	5,156	5,203	5,313	0.91%
Eaton	4,385	4,441	4,525	4,622	1.32%
Evans	18,649	18,931	19,315	19,508	1.13%
Fort Collins	144,416	145,809	149,110	152,205	1.32%
Garden City	235	235	238	240	0.53%
Greeley	93,253	94,189	95,212	96,306	0.81%
Johnstown	9,988	10,411	11,042	12,034	4.77%
La Salle	1,962	1,979	2,003	2,025	0.79%
Loveland	67,046	69,150	70,191	71,224	1.52%
Milliken	5,634	5,695	5,775	5,879	1.07%
Severance	3,204	3,272	3,332	3,392	1.44%
Timnath	626	784	791	793	6.09%
Windsor	18,769	19,238	20,094	21,407	3.34%
Larimer County (Unincorporated)	48,884	49,324	49,768	50,215	0.67%
Weld County (Unincorporated)	12,318	12,429	12,541	12,654	0.68%
TOTAL	434,492	441,043	449,140	457,817	1.32%

Source: Colorado State Demography Office, <http://www.colorado.gov/cs/Satellite/DOLA-Main/CBON/1251593300013>

Figure 2.2 Average Annual Growth Rate, 2010-2013



Source: Colorado State Demography Office, 2015

The average annual growth rate among all the jurisdictions in the region is approximately 2 percent. When taken individually, the average annual growth rate varies significantly by jurisdiction. As **Figure 2-2** shows, the average annual growth rate is highest in Timnath, where the population increased from 626 in 2010 to 793 in 2013, an average annual rate of 6.09 percent. Other communities with high growth rates include Johnstown and Windsor with 4.77 percent and 3.34 percent respectively.

FORECASTS

In May 2012, Steven Fisher, Ph.D. and Phyllis Resnick, Ph.D. were contracted by the NFRMPO to develop a regional forecast for the North Front Range. The goal of the forecast was to predict population, households, and employment in five-year increments from 2010 to 2040. These socioeconomic data have been added to the NFRMPO land use and travel demand models, which allocates the growth by traffic analysis zone and projects the number of vehicle trips. The outputs from these models is used for air quality modeling and conformity.

The modeling area in Fisher and Resnick’s report **2040 Economic and Demographic Forecast**, is divided into seven regions and do not exactly correspond with the MPO or municipal boundaries,

Figure 2.3. The sub-region referred to as Surrounding Area or Wellington includes unincorporated portions of Larimer and Weld Counties as well as Ault, Eaton, La Salle, Pierce, and Severance. The I-25 sub-region includes Johnstown, Milliken, Timnath, and Windsor. The Loveland sub-region includes Berthoud and Loveland. The Greeley sub-region includes Evans, Garden City, and Greeley. The Fort Collins sub-region contains only the City of Fort Collins.

By 2040, the region’s population is estimated to reach 896,191.¹ The forecasts from the report were adopted by the MPO Planning Council in June 2013 and are the basis for the Land Use and the travel models, providing consistency for both the population and travel forecasts.

Population growth will not be uniform throughout the region. **Table 2.2** provides the population forecasts for the seven sub-regions during the 30 year period between 2010 and 2040, in five-year increments. The Greeley/Evans, I-25 Corridor, and Loveland sub-regions are expected to grow at a faster rate than the Fort Collins and the Surrounding Area sub-regions. **Figure 2.4** shows the average annual growth rate per sub-region between 2010 and 2040. Overall, the average population increase for all sub-regions between 2010 and 2040 is 85 percent.

Figure 2.5 illustrates the relative population levels of each of the five sub-areas used in the model. Fort Collins will continue to decrease its percentage of the overall population from 34.6 percent of the total population in 2010 to 28.5 percent by 2040. Greeley/Evans will increase its share of the total population to 24.7 percent by 2040, only four percent less than Fort Collins. The I-25 sub-region will see the greatest increase, from 8.9 percent of the total population in 2010 to 13.6 percent by 2040.

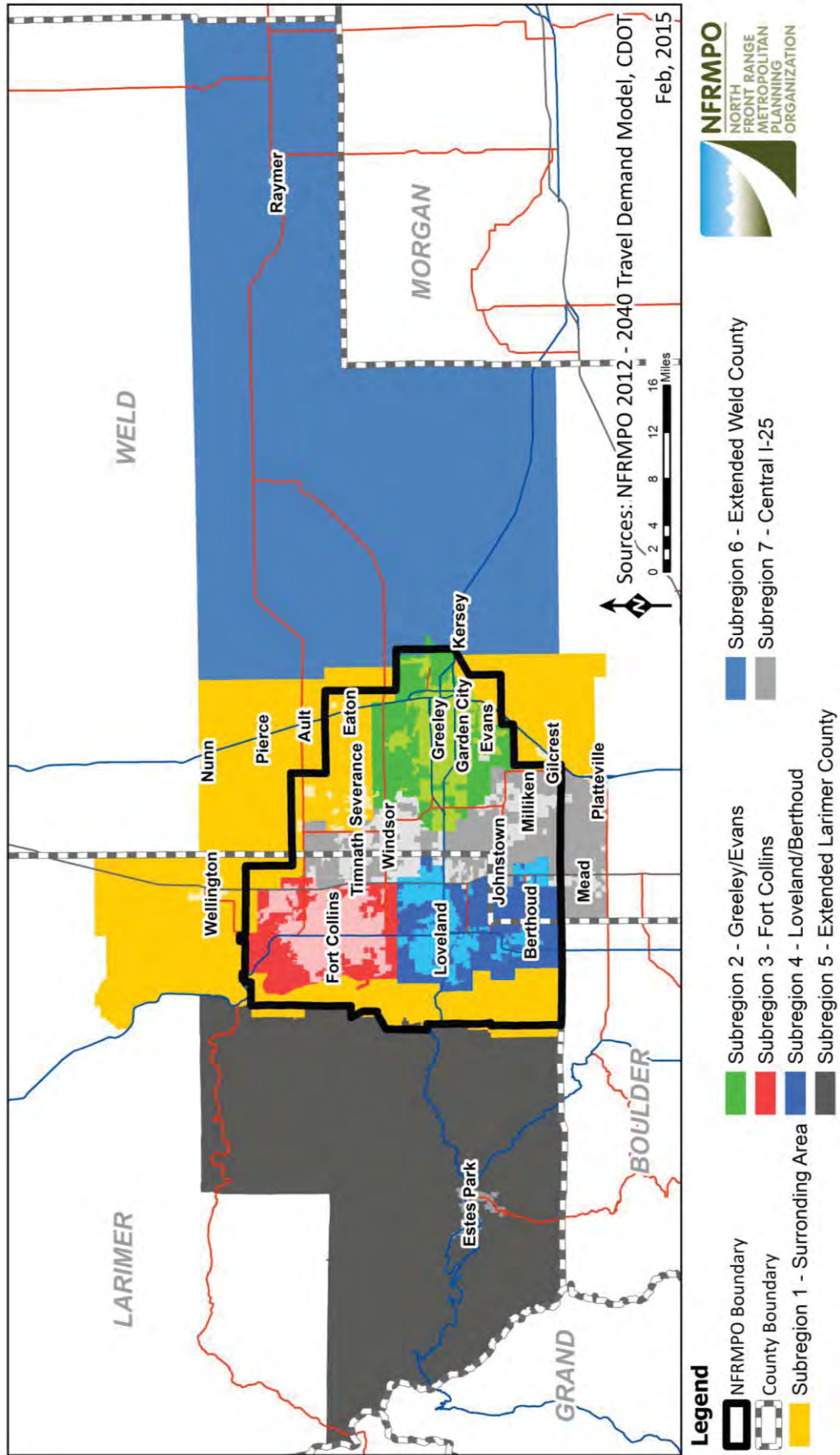
Table 2.2 Population by Sub-Region, 2010-2040

Sub-Region		2010	2015	2020	2025	2030	2035	2040	Average Annual Growth Rate
1	Surrounding Area	50,762	53,518	63,796	68,312	75,874	82,312	89,518	1.91%
2	Greeley/Evans	111,301	122,195	137,435	160,366	178,119	199,694	217,182	2.25%
3	Fort Collins	164,594	178,509	192,277	200,389	222,570	230,290	250,450	1.41%
4	Loveland	77,962	88,605	99,654	112,695	125,172	136,966	148,958	2.18%
5	Estes	20,963	21,467	25,590	28,415	31,561	36,176	39,345	2.12%
6	Weld	7,736	8,389	9,438	10,486	11,648	13,352	14,520	2.12%
7	I-25	42,305	51,213	61,049	83,128	92,328	110,262	119,918	3.53%
Total		475,624	523,989	589,239	663,790	737,273	809,051	879,891	2.07%

Source: 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013

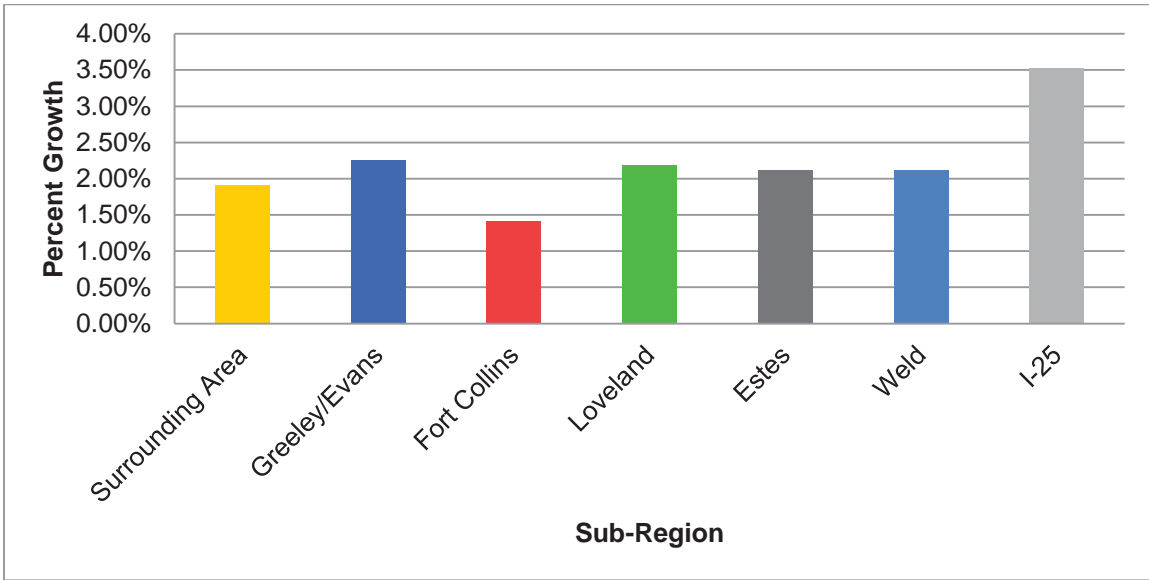
¹ “2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO) 2012-2013”, is available in its entirety at <http://nfrmpo.org/ResourcesDocuments.aspx>

Figure 2.3 NFR Modeling Area and Sub-Regions



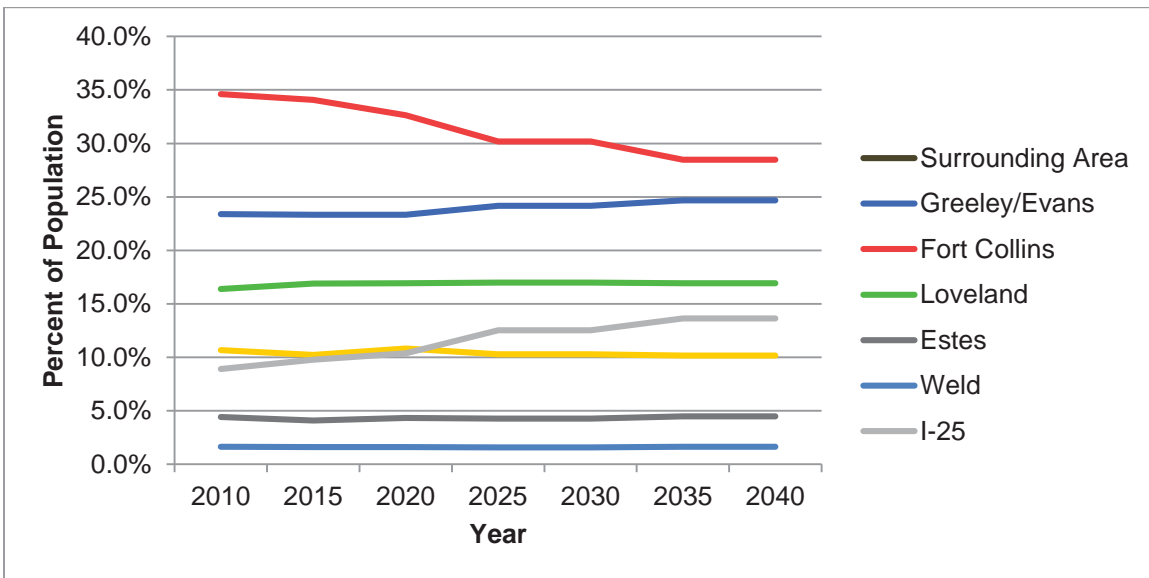
Source: NFRMPO 2012-2040 Travel Demand Model, 2015

Figure 2.4 Average Annual Growth Rate by Sub-Region, 2010-2040



Source: 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013

Figure 2.5 Percentage of Total Population by Sub-Region, 2010-2040



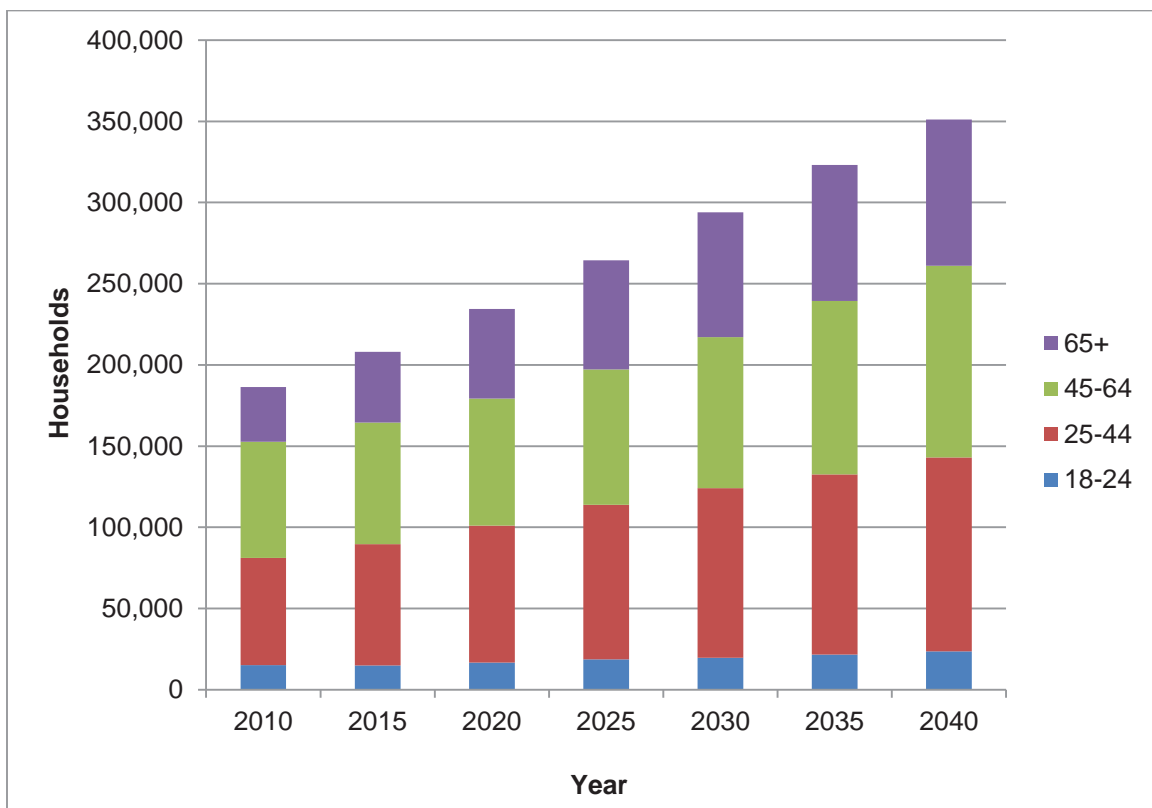
Source: 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013

The population in the North Front Range region will grow in all age cohorts (**Figure 2.6**); however, households headed by the oldest cohort, those aged 65 years and older, will grow the fastest. This cohort will grow from 18 percent of the population in 2010 to 26

percent of the population by 2040. This equates to a growth rate of over 166 percent, from 33,000 in 2010 to over 90,000 in 2040. Additionally, this cohort will increase on average more than 3 percent every year through 2040. This is over twice the growth rate for the group with the smallest gains, the 18-24 cohort. The average annual growth rate for all segments is shown in **Figure 2.7**.

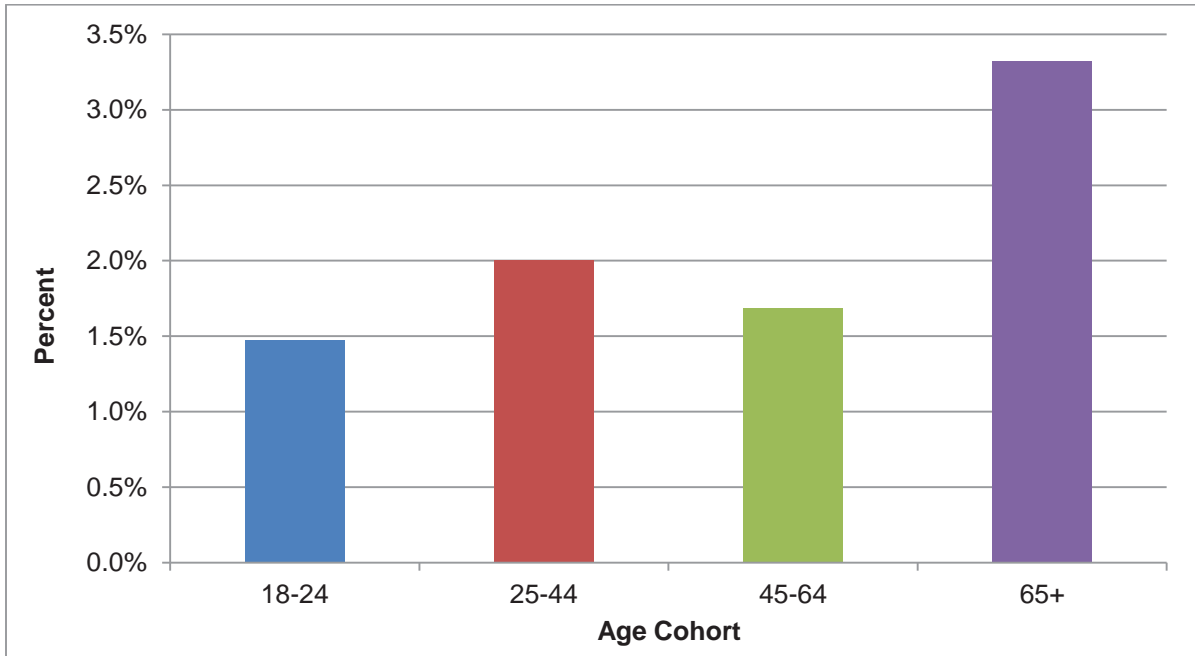
Knowing the age cohort growth projection rates is important for transportation as it allows time to plan to better meet the needs of the age groups needing additional or specialized transit services. Based on this projection, providing more transportation options for the aging population should be a priority in the region over the next 25 years.

Figure 2.6: Household Growth by Head of Household Age Group, 2010-2040



Source: *2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013*

Figure 2.7: Average Annual Household Growth Rate by Age Group, 2010-2040



Source: 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013

EMPLOYMENT AND TRAVEL PATTERNS

The current and projected employment levels were also provided by the **2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO) 2012-2013**.

Total jobs in the North Front Range Forecast Area are estimated at 230,000 in 2010 and projected to grow to 415,000 by 2040. The growth varies by area with the most rapid growth projected to occur in the I-25 sub-region (3.71 percent annual average) and the smallest growth projected to occur in the Fort Collins area (1.24 percent annual average). The Loveland, Greeley/Evans area, and the Surrounding Area are projected to have 2.2 percent, 2.29 percent, and 1.93 percent growth, respectively. **Table 2.3 and Figures 2.8 and 2.9** illustrate projected job growth by sub-region.

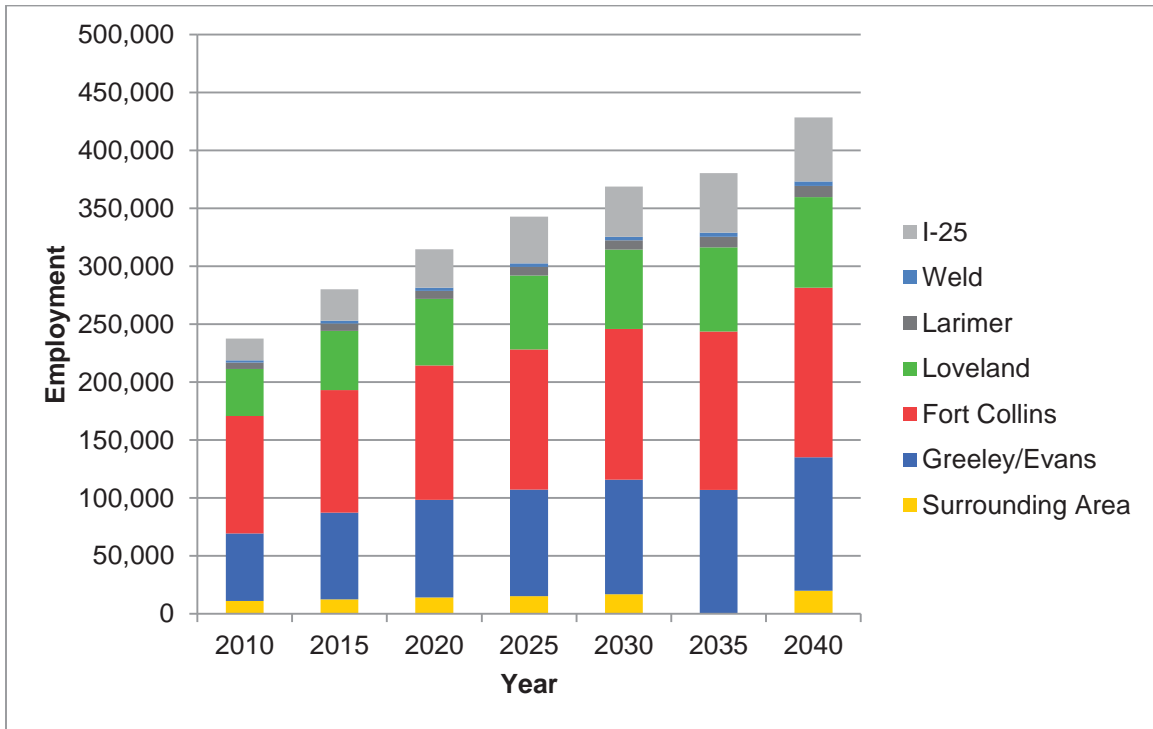
Fort Collins, Greeley/Evans, and Loveland are still projected to contain the majority of the region’s employment by 2040.

Table 2.3 Number of Jobs by Sub-Region, 2010-2040

Sub-Region	2010	2015	2020	2025	2030	2035	2040	Average Annual Growth Rate
1 Surrounding Area	11,288	12,608	14,211	15,239	16,937	18,04	20,007	1.93%
2 Greeley/Evans	58,263	74,862	84,111	91,957	98,991	107,112	115,059	2.29%
3 Fort Collins	101,158	105,794	116,102	121,177	129,915	136,565	146,459	1.24%
4 Loveland	40,763	51,130	57,447	63,732	68,607	72,862	78,267	2.20%
5 Larimer	5,397	6,178	6,941	7,419	7,986	8,911	9,572	1.93%
6 Weld	2,173	2,487	2,795	2,989	3,218	3,593	3,860	1.93%
7 I-25	18,574	27,147	33,219	40,305	43,388	51,550	55,374	3.71%
Total	237,615	280,207	314,827	342,818	369,042	398,996	428,599	1.99%

Source: 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013

Figure 2.8 Employment Growth by Sub-Region



Source: 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013

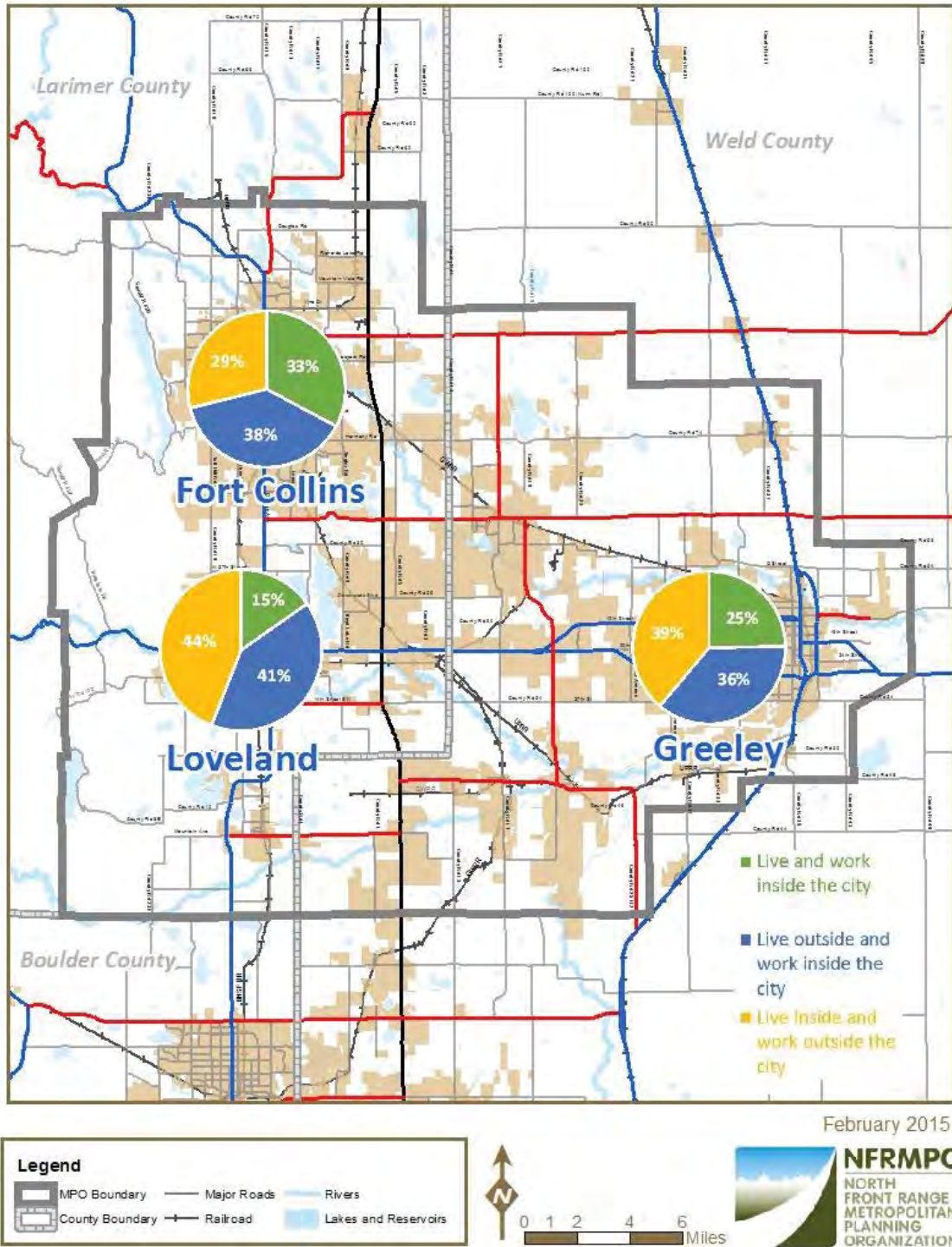
TRAVEL PATTERNS

Travel patterns for commute trips are another important element in this analysis. There is a high level of commuting into and out of the North Front Range modelling region. Data from the Census Department's OnTheMap Version 6 was analyzed for the three largest cities in the North Front Range: Fort Collins, Greeley, and Loveland. OnTheMap is an online mapping and reporting tool depicting where workers are employed and where they live using a variety of data sources, including Longitudinal Employer-Household Dynamics (LEHD) Origin Destination Employment Statistics (LODES) and US Census data.²

The percentage of persons who live and work in the same jurisdiction for Fort Collins, Greeley, and Loveland changed from 2002-2011. Over that 10 year period, Greeley and Loveland saw a steady decrease in the number of residents who live and work in the same community. In 2011, only a quarter of Loveland's residents worked in the City of Loveland, the lowest of the three largest cities. Approximately 40 percent of Greeley's residents lived and worked in Greeley in 2011. Unlike Loveland and Greeley, the number of residents living and working in Fort Collins has stayed relatively steady over same 10 year period, between 50 and 55 percent. The 10 remaining communities in the North Front Range region have very low percentages of residents living and working in the same community, from 1 to 10 percent. These patterns are shown in **Figure 2.10**.

² OnTheMap website, http://lehd.ces.census.gov/applications/help/onthemap.html#!what_is_onthemap.

Figure 2.10 Regional Travel Patterns



Source: OnTheMap, 2015

In 2011, 74 percent of Loveland's workforce commuted to Loveland from another community; this percentage increased steadily over the last 10 years, starting at 62 percent in 2002. Greeley and Fort Collins have experienced similar growth in the percentage of workers commuting into their jurisdiction, though these percentages are lower than Loveland's.

Loveland also has the highest percentage of its total workforce leaving the community to work elsewhere at 76 percent in 2011. Greeley and Fort Collins are slightly lower at 60 percent and 56 percent, respectively. All three cities have seen an increase in the percentage of their total workforce leaving the community to work elsewhere over the last 10 years.

The **Front Range Travel Counts: NFRMPO Household Survey**, published in 2010, showed trips from rural Larimer County are strongly oriented to Fort Collins and Loveland. The trips from rural Weld County are oriented towards the nearest urban center. Although Greeley captures most of these trips, trips from the western and central portions of the county generally end in Loveland. Trips from the southern part of the county are generally oriented to Broomfield, Denver, or Longmont.

Three important things to note from these forecast and commuter trends:

1. The population in the modeling area will nearly double over the next 30 years. Population and employment growth are occurring fastest within the I-25 sub-region.
2. The population is aging; growth is fastest among those aged 65 and older.
3. Greater numbers of people are commuting to other jurisdictions for work.

These three important trends indicate the area will experience population and socio-economic changes that will likely increase the need for travel in general and transit in particular.

LAND USE

Early development throughout the region was relatively compact, with downtown core areas surrounded by residential development followed by grid-pattern development. As communities expanded, employment and activity centers followed residential development further out from these early urban cores. Today the region contains three core cities, Fort Collins, Greeley, and Loveland, with growth occurring along the I-25 corridor and between the three core cities. Fort Collins, Greeley, and Loveland have all expanded towards I-25. The communities of Berthoud, Johnstown, Timnath, and Windsor are anticipated to absorb much of the growth along this corridor in future years. The area surrounding the intersection of I-25 and Highway 34 has become a hub for medical and commercial services.

In general, outside the older communities' cores, the region has developed in a largely suburban pattern, with relatively low-density development and employment and activity centers located throughout the region. This land use pattern, where residential and employment centers are widely dispersed is difficult to serve effectively and efficiently with transit.

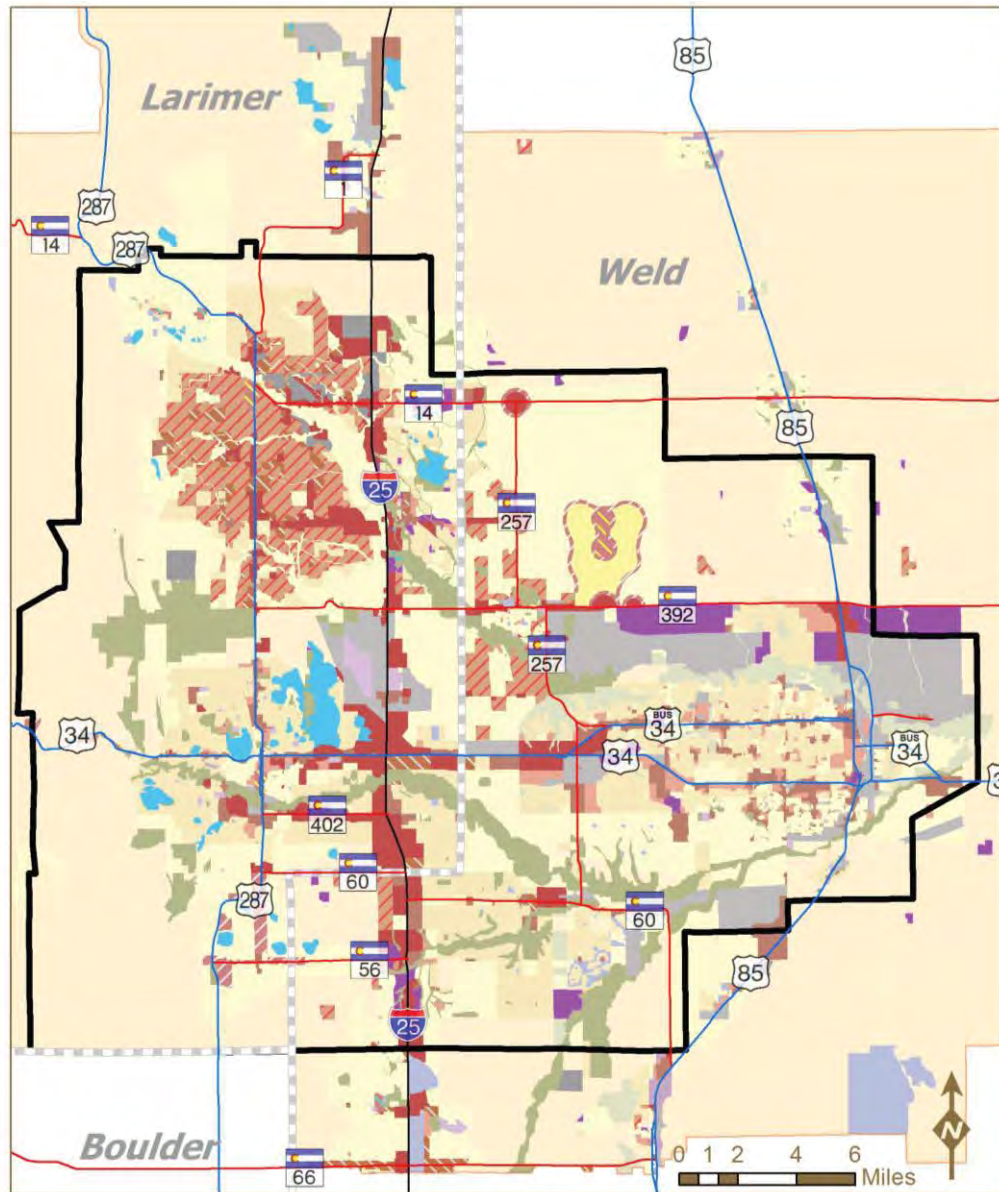
The region's future land use pattern, **Figure 2.11**, shows most of the region's anticipated growth is expected to occur between the existing urban areas.

CHAPTER SUMMARY

Summary points from the analysis of the land use, demographic, and employment data which will figure prominently in the development of the transit network are listed below.

- The entire North Front Range region will see significant population growth, with 84 percent more people in 2040 than in 2010. The I-25 sub-region will have the highest growth rates resulting in a population 183 percent higher in 2040 than in 2010.
 - Fort Collins will remain the largest community, but will have the smallest rate of growth, adding 52 percent more people.
 - Greeley will become larger than Fort Collins is today.
 - Loveland will become larger than Greeley is today.
- The population in the modeling area will nearly double over the next 30 years. Population and employment growth are occurring fastest within the I-25 sub-region. The I-25 sub-region will also have the highest levels of employment growth. The more developed and built out the city, the less population and employment growth is projected to occur.
- The percentage of residents age 65 and over will increase from 18 percent of the population in 2010 to 26 percent of the population by 2040.
- The current population growth rate in the region outpaces the growth rate of jobs, this imbalance will cause even more residents to commute outside the region for employment.

Figure 2.11 North Front Range Future Regional Land Use



Feb, 2015

Sources: Local Land Use Plans, CDOT

Legend

- | | | |
|--------------------------------------|---|---|
| — Interstate | Mixed Use Commercial High | Government Employment |
| — State Highway | Mixed Use Commercial Low | Recreation Sports fields, etc.; Campus K-12 |
| — U.S. Highway | Mixed Use Commercial Medium | Multi-Family Residential (12-35 du/acre) |
| — County Boundary | Mixed Use PUD Residential/Commercial Retail | Single Family Residential-Low (.3 - 2 du/acre) |
| NFRMPO Boundary | Mixed Use Residential High | Single Family Residential-Medium (2-5 du/acre) |
| Commercial-Retail High (>2 emp/acre) | Mixed Use Residential Low | Single Family Residential-High (5-12 du/acre) |
| Commercial-Retail Low (<.2 emp/acre) | Mixed Use Residential Medium | Single Family Residential-Ultra Low (<.3 du/acre) |
| Industrial High (>.2 emp/acre) | Conservation | Agriculture / Residential |
| Industrial Low (<.2 emp/acre) | Open Space, Parks | |
| Office | Water | |

Source: NFRMPO 2012-2040 Land Use Allocation Model, 2015

CHAPTER 3: EXISTING AND PLANNED TRANSIT SERVICES

PUBLIC TRANSPORTATION PROVIDERS

Current public transportation systems in the North Front Range include those operated by the Cities of Fort Collins, Loveland, and Greeley, and the Town of Berthoud. Other transportation services active in the region include transportation services provided by volunteers, such as Senior Alternatives In Transportation (SAINT) and Rural Alternative for Transportation (RAFT), several commercial transportation providers, and the NFRMPO VanGo subscription vanpool program.

Public transportation in the North Front Range region has evolved primarily as a city governmental function. SAINT and the Berthoud Area Transportation Services (BATS) evolved to meet the needs of seniors, while the transit services in Fort Collins, Greeley, and Loveland operate fixed-routes and paratransit services which serve broad markets.

TRANSFORT – THE CITY OF FORT COLLINS

The Transfort system is owned and operated by the City of Fort Collins. Transfort provides fixed-route bus service, service along a specific route following a specific schedule, and contracts paratransit service, or Dial-a-Ride, door-to-door, wheelchair accessible service provided when requested, through a contract with Veolia Transportation.

Transfort's fixed-routes are illustrated in **Figure 3.1**. Transfort operates 20 local routes, one bus rapid transit route, and one regional route. Routes generally run from 6:30 a.m. until 6:30 p.m., Monday through Saturday, but there is considerable variation with some routes to the Colorado State University (CSU) campus operating until 10:00 p.m.

Transfort also operates the FLEX regional service between Fort Collins and Longmont, through a partnership with the cities of Fort Collins, Longmont, and Loveland, the Town of Berthoud, and Boulder County.

There is no service on the major holidays. Transfort adjusts its schedule depending on whether or not CSU and the Poudre School District (PSD) are in session. CSU is in session approximately 150 days per year, while PSD operates roughly 183 days per year.

Transfort charges a single ride fare of \$1.25, discounted to \$0.60 for seniors (60+) and disabled or Medicare passengers. There is no fare for transfers, youths (17 and under), and full-time CSU students, faculty, and staff with a valid RamCard.

Service Characteristics

In 2012, Transfort carried more than 2.25 million passengers on the fixed-route system, which increased from 1.9 million passengers in 2009. The Transfort system productivity of 28.9 riders per hour is shown in **Table 3.1**. Routes 2, 3, and 11 serve the CSU market and are some of the most productive in the system. These three routes carry a combined average of 78 passengers per hour. Similarly, routes 91 and 92 serve PSD students and operate limited hours with high productivity. The remaining routes average 23.2 riders per hour.

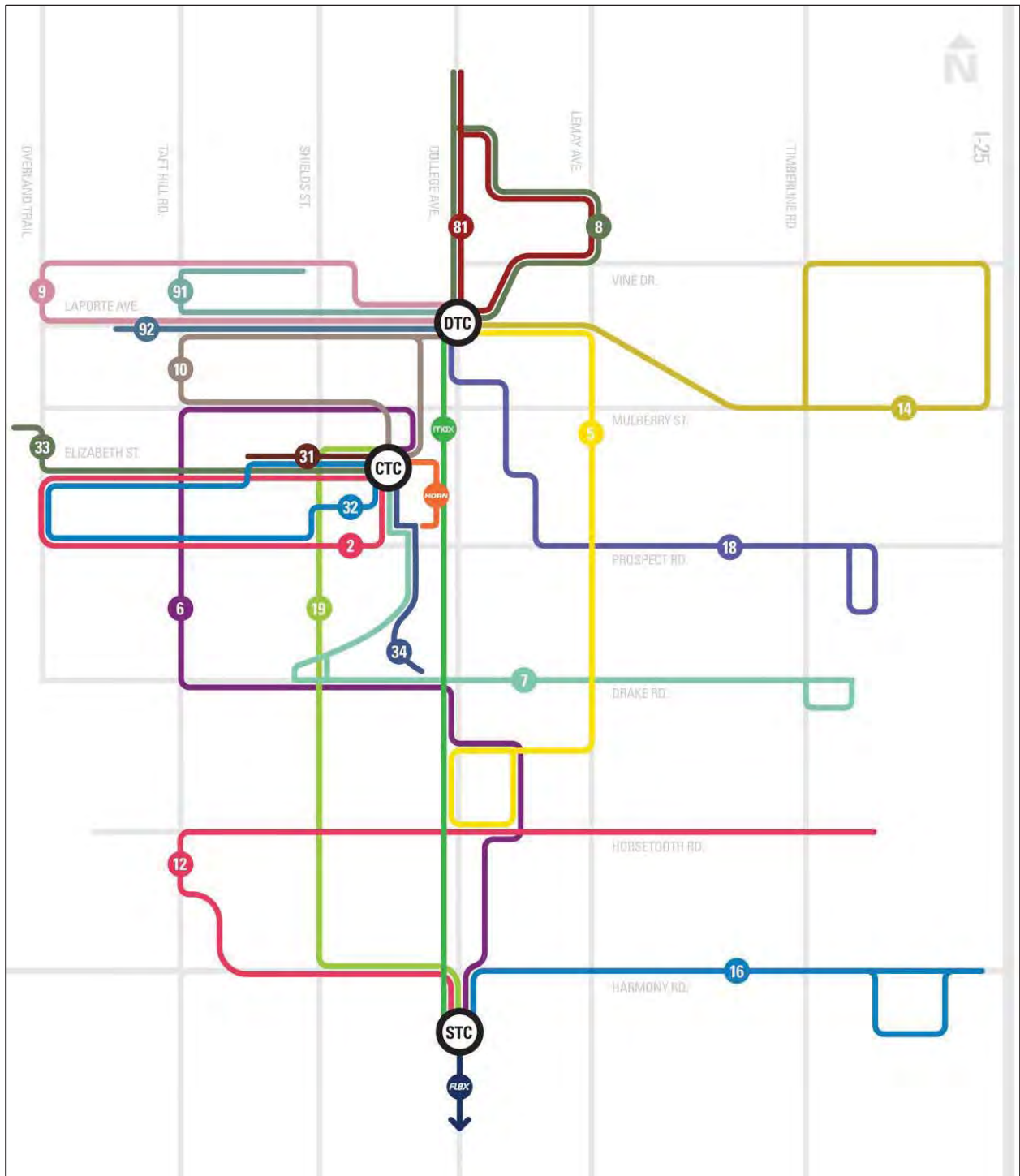
As required by the federal government, Transfort operates Dial-a-Ride service within ¾-mile of regular fixed-routes. In 2012, the system provided 19,429 hours of service and carried 37,747 riders. Transfort provides travel training on the third Thursday of every month from 12:00-1:00 p.m. for users who are interested in learning to use the fixed-route buses for some or all of their trips.

Table 3.1 Transfort Route Characteristics, 2012

Route	Annual Number of Passengers	Annual Service Hours	Average Passengers per Hour
1	338,909	15,405	22.0
2	202,550	4,051	50.0
3	203,106	3,224	63.0
5	111,510	3,968	28.1
6	122,486	4,570	26.8
7	83,549	3,941	21.2
8	107,374	3,794	28.3
9	59,941	2,148	27.9
11	286,117	2,365	121.0
14	66,282	2,610	25.4
15	106,099	4,348	24.4
16	82,517	3,717	22.2
17	44,273	2,750	16.1
18	79,856	3,877	20.6
19	97,340	4,142	23.5
81	61,076	3,165	19.3
91	2,358	91	25.91
92	6,019	54.6	110.2
Green & Gold	17,061	1,153	14.8
FLEX	184,649	9,187	20.1
Specials	8,660		
TOTAL	2,271,732	78,414	28.9

Source: City of Fort Collins – Transfort, 2013

Figure 3.1 Transfort System Map



Source: City of Fort Collins – Transfort, 2015

Vehicles

Transfort operates a fleet of 43 vehicles, ranging in age from two to 18 years old, with the average vehicle age of 7.6 years. All vehicles are Americans with Disabilities Act (ADA) accessible. The entire fleet is expected to be fueled by Compressed Natural Gas (CNG) within the next 2 years. Veolia Transportation leases six vehicles from Transfort to operate all paratransit service within the Transfort service area. Additional information on the Transfort fleet can be found in **Appendix B**.

System Characteristics

Table 3.2 shows the system-wide characteristics over a six year period of 2007-2012. All categories show a steady increase, with a 38.4 percent increase in ridership and 17.8 percent increase in service hours from 2007 to 2012¹. There was a 24.7 percent increase in costs and a 44.0 percent increase in fare revenues during the same period. During this period, ridership and fare revenues increased faster than costs and service hours.

The City of Fort Collins funds Transfort with a combination of Federal Transit Administration (FTA) urbanized area funds, city general funds, operating revenues, and contract revenue for CSU and PSD students. **Table 3.3** illustrates system-wide performance measures for Transfort.

Table 3.2 Transfort Trends, 2007-2012

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fares
2007	1,641,407	774,466	66,675	\$5,857,751	\$663,213
2008	1,884,197	798,952	68,368	\$6,288,216	\$699,681
2009	1,904,229	791,627	69,984	\$6,001,968	\$790,883
2010	2,034,195	913,682	75,563	\$6,267,239	\$869,409
2011	2,156,791	995,858	77,355	\$7,121,053	\$951,141
2012	2,271,732	1,028,405	78,551	\$7,303,399	\$955,073

Source: City of Fort Collins – Transfort, 2013

¹ Population assumption of 148,167 in 2012, provided by Colorado's DOLA.

Table 3.3 Transfort System-wide Performance Measures, 2012

Performance Measure	Total
Cost per Operating Hour	\$92.98
Passengers per Operating Hour	28.92
Cost per Passenger Trip	\$3.21
Subsidy per Passenger Trip	\$2.79
Farebox Recovery	13.1%
Ridership per Capita	15.33
Cost per Capita	\$49.29

Bus Rapid Transit

Transfort's services changed substantially starting on May 12, 2014 with the opening of the Front Range's first Bus Rapid Transit (BRT) service, the Mason Express (MAX). This service follows the north-south spine of the Transfort transit network, operating every 10 minutes during peak hours. In coordination with the MAX service, Transfort operates a new east-west service on the main arterials in the community, as well as operating six routes until 10:30 p.m. These new services, the new east-west line and the additional operating hours, also expanded the Dial-A-Ride service boundaries and time frames. This expansion did result in the loss of three routes: Routes 1 and 15 were replaced with the MAX service and Route 17, serving Timberline Road, was removed following several years of poor ridership. In all Transfort increased service hours by 33 percent, from 78,742 service hours in 2013 to approximately 103,232 hours in 2014, although these hours only reflect a partial year of full service. The projected revenue hours for 2015 are 107,295.

Mason Express (MAX) service

While construction began on the MAX in summer of 2012, work on the Mason Corridor concept began in the mid-1990's and cost \$82 Million. The Federal Transit Administration (FTA) provided \$65.9 Million to the project, 80 percent of the project's cost. The service provides a bus service at 10-minute intervals during peak hours, a trip that takes 20 minutes from the Downtown Transit Center to the South Transit Center along the Mason corridor; **Figure 3.2** shows the MAX route.

The MAX runs along the Mason Corridor and serves major activity and employment centers throughout the community, including Midtown, CSU, and Downtown. The MAX links with other Transfort bus routes, Park-n-Rides, the City's bicycle/pedestrian trail system, and other local and regional transit routes providing seamless service for passengers.

The MAX's system has a partially dedicated route which runs parallel to the BNSF Railway line, between the South Transit Center (south of Harmony Road) and Horsetooth Road and between Drake Road and University Avenue (CSU). This dedicated route is an integral part of the MAX

service and is independent of traffic conditions. The MAX stations are spaced further apart than regular local-service bus routes cutting transit commute times.

Figure 3.2 MAX BRT Service Route



Source: City of Fort Collins – Transfort, 2015

Where street intersections are not present to provide east-west access to MAX and the Mason Trail, new grade-separated crossings help travelers move safely across the BNSF tracks including an overpass near the Spring Creek Station and an underpass near the Troutman Station.

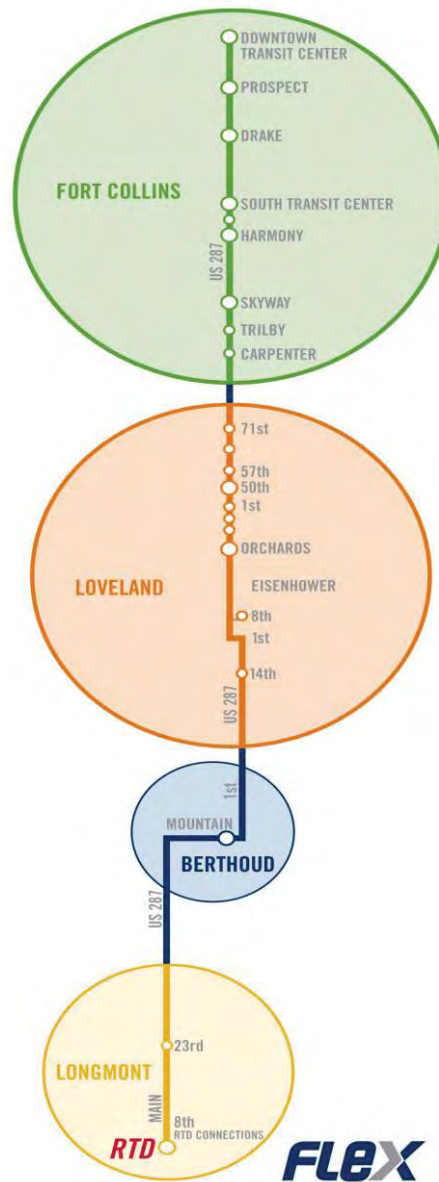
FLEX REGIONAL TRANSIT SERVICE

In June 2010, the FoxTrot route was replaced with the FLEX route, extending service to Berthoud and Longmont. The route terminates at RTD’s at 8th and Coffman Longmont Park-n-Ride station **Figure 3.3**. The service is operated by Transfort and funded through a regional partnership between the cities of Fort Collins, Longmont and Loveland, the Town of Berthoud, and Boulder County. This service began as a three-year pilot project connecting riders in Berthoud, Fort Collins, and Loveland with the Boulder and Denver Metro Areas. During peak morning and

afternoon commute times an express route operates on 30-minute headways stopping only at key points between Fort Collins and Longmont. Off-peak service is provided on one-hour headways between Fort Collins and Loveland.

Prior to 2010, the FoxTrot route ran between the Foothills Mall in Fort Collins along US 287 to 8th Street between Lincoln Avenue and Cleveland Avenue in Loveland. In 2015, the service was awarded funding through the DRCOG CMAQ call for projects to expand service to the City of Boulder beginning in 2016.

Figure 3.3 FLEX Route Map



Source: Transfort, 2013

In 2012, FLEX had 184,649 passengers, 9,187 service hours, and 20.1 passengers per hour. Service characteristics and performance measures for FLEX are listed in **Tables 3.4 and 3.5**.

Table 3.4 FoxTrot and FLEX Service Characteristics, 2007-2012

Service	Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fares
FoxTrot	2007	89,642	67,128	3,930	\$227,848	\$14,827
	2008	108,176	66,911	3,918	\$211,604	\$15,958
	2009	111,228	67,347	3,973	\$350,740	\$14,965
FoxTrot & FLEX	2010	134,982	139,903	6,851	\$594,555	\$24,934
FLEX	2011	168,609	202,418	9,152	\$759,359	\$41,216
	2012	184,649	204,726	9,197	\$744,654	\$50,164

Source: Transfort, 2015

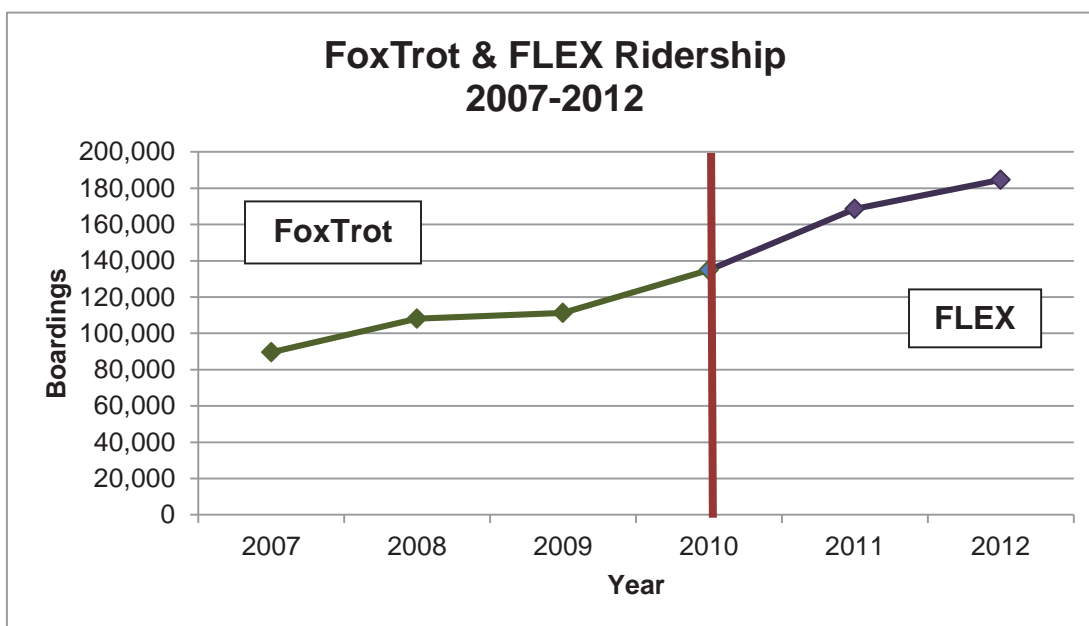
Table 3.5 FLEX Performance Measures, 2012

Performance Measures - 2012	Total
Cost per Operating Hour	\$80.97
Passengers per Operating Hour	20.08
Cost per Passenger Trip	\$4.03
Subsidy per Passenger Trip	\$10.71
Farebox Recovery	6.7%

Source: Transfort, 2013

Figure 3.4 shows the increase in ridership along the corridor. The service ran as FoxTrot from 2007 until mid-2010 and became the current FLEX service in 2010.

Figure 3.4 FoxTrot and FLEX Ridership, 2007-2012



Source: Transfort, 2015

Strategic Plan Improvements

The Transfort Strategic Plan, adopted in 2009, includes an expansion of the fixed-route system for local and some regional services. The timeframe for expansion is dependent upon the development of revenues to fund new services. These improvements are divided into three phases:

- Phase I: Modest growth of the system and anticipate MAX BRT service. Service to the PSD campuses is improved.
- Phase II: Expands service, extends evening services, and begins the transition to a grid route configuration with higher frequencies. Regional services are identified between Fort Collins, Loveland, and Denver.
- Phase III: Additional transit growth with longer hours, Sunday service, and expansion of regional service.

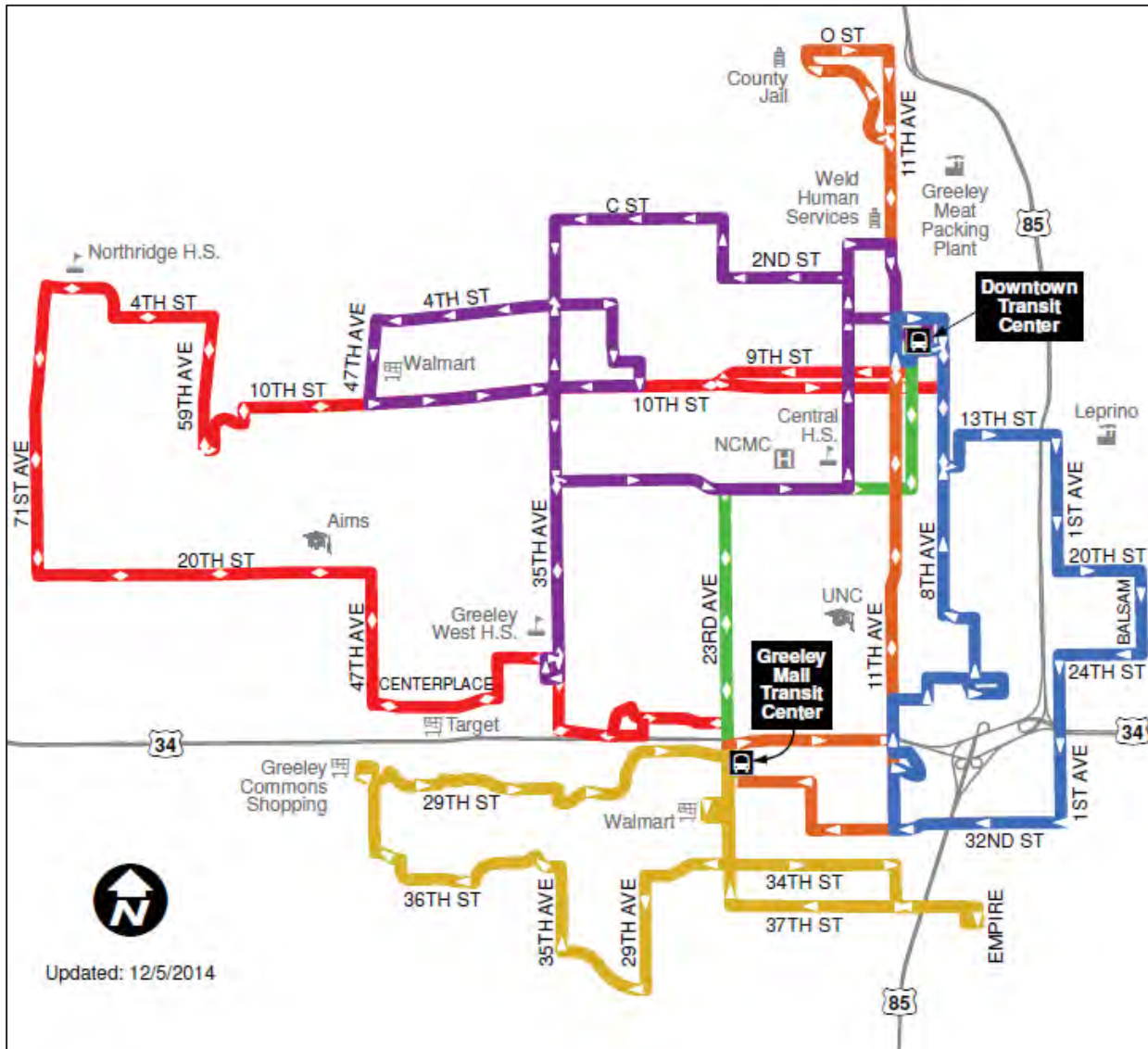
GREELEY-EVANS TRANSIT – GET

Greeley-Evans Transit (GET) is operated by the City of Greeley and provides fixed-route, paratransit services, and door-to-door on-demand service, Call-N-Ride, to the public.

In 2012, GET operated seven local fixed-routes, including a campus shuttle for the University of Northern Colorado (UNC), the UNC Boomerang. Additionally, GET provided evening demand-response service. **Figure 3.5** illustrates the system's fixed-routes. GET fixed routes generally run from 6:30 a.m. until 6:30 p.m., Monday through Friday and from 9:00 a.m. to 5:30 p.m. on Saturday. The UNC Boomerang operates Monday through Friday when UNC is in session. Paratransit service, a door-to-door service for persons who qualify under the Americans with Disabilities Act, operates within $\frac{3}{4}$ -mile of fixed bus routes from 6:15 a.m. to 7:00 p.m. Monday through Friday and 6:15 a.m. to 5:30 p.m. on Saturdays. Demand-response service operates within the same service area as paratransit and offers extended service during the evening for the general public, until 8:30 pm Monday through Saturday. Demand-response service is also available on Sunday from 7:45 a.m. until 1:45 p.m. There is no service on major holidays.

GET charges a basic single-ride fare of \$1.50, discounted to \$0.75 for seniors, the disabled, Medicare recipients, and youth 6-18 years old. Children five years and under ride free. Starting in August 2014, GET began its Ride Free with a School ID program which allows any student with a valid student ID to ride any GET bus for free. Student ridership increased from 12, 858 in 2013 to 32,541 in 2014, a 153 percent increase. UNC students are not included in this program; however, they are allowed to ride free under the University program. AIMS Community College students are eligible to purchase a semester pass for \$64, but are not eligible to ride for free. A variety of multiple ride tickets and passes are also sold at a discount. Transfers are free.

Figure 3.5 GET Fixed-Route Services



Source: City of Greeley – GET, 2015

Service Characteristics

GET carried over 500,000 passengers in 2012 on their fixed-route system. The fixed-route system’s productivity was 16.68 riders per hour, as shown in **Table 3.6**. Ridership has varied over the past few years due to significant route changes to the UNC Boomerang, negatively impacting ridership. Without including the UNC Boomerang service, ridership throughout the GET system has continued to grow.

The paratransit and demand-response services combined, operated 13,016 hours of service and carried 25,313 riders for an average productivity of 1.94 riders per hour. This is up from 1.7 riders

per hour in 2009. The paratransit and demand-response services use one-third of the total system's service hours. GET provides travel training to assist riders in learning to use the fixed-route buses for some or all of their trips.

Table 3.6 GET Route and Service Statistics, 2012

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
Red Route	108,749	6,862	15.85
Gold Route	26,436	3,399	7.78
Purple Route	31,000	3,476	8.92
Green Route	44,251	3,476	12.73
Orange Route	208,448	6,940	30.04
Blue Route	49,541	3,399	14.58
UNC Boomerang	44,405	3,186	13.94
<i>Fixed-route Subtotal</i>	<i>512,830</i>	<i>30,738</i>	<i>16.68</i>
Paratransit/Demand-response	25,313	13,016	1.94
TOTAL	538,143	43,754	12.30

Source: City of Greeley – GET, 2013

Vehicles

GET has a fleet of 27 vehicles, all running on diesel. GET uses nine of these vehicles for demand-response service and 18 for fixed-route service. All of the vehicles are wheelchair accessible, with two wheelchair tie-downs on the fixed-route vehicles and three on the demand-response vehicles. See **Appendix B** for additional information on the GET fleet.

System Characteristics

Trends in basic system characteristics are illustrated in **Table 3.7**. Over the six-year period from 2007-2012, ridership grew by 6.65 percent, service miles decreased by 3.06 percent, and service hours were reduced by 3.49 percent. Operating costs increased by 27.77 percent while annual fare revenue increased by 70.43 percent. This increase in fare revenue was due to increased ridership on the fixed-route service as well as a fare increase in September 2008 and a bus pass increase in July 2010.

Table 3.7 GET Trends, 2007-2012

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fares
2007	504,487	589,635	45,222	\$2,111,672	\$282,296
2008	541,770	557,739	45,997	\$2,557,364	\$349,936
2009	555,754	537,251	45,285	\$2,553,479	\$406,712
2010	517,582	527,931	44,369	\$2,542,641	\$366,671
2011	507,271	555,751	46,492	\$2,684,182	\$466,439
2012	538,034	571,576	44,568	\$2,633,583	\$481,126

Source: City of Greeley – GET, 2015

GET funds its \$2.6M annual operating costs through fares, UNC contract revenues, and local and FTA funding. Service is provided to the City of Evans through a purchase of service contract with Evans.

GET system performance measures are shown in **Table 3.8**. The system has a low cost per operating hour compared to COLT and Transfort at \$60.19, reflecting the limited staff available to run the system. The other performance measures reflect a basic system that has a high level of paratransit service compared to the fixed-route services provided.

Table 3.8 GET System-wide Performance Measures, 2012

Performance Measures - 2012	Total
Cost per Operating Hour	\$60.19
Passengers per Operating Hour	12.33
Cost per Passenger Trip	\$4.88
Subsidy per Passenger Trip	\$4.09
Farebox Recovery	16.27%
Ridership per Capita	4.58
Cost per Capita	\$22.35

Source: City of Greeley – GET, 2013

Planned Services

The City of Greeley has a strategic plan and has revisited its transit planning in the current update of the City’s 2035 Transportation Vision Plan. An updated transit plan is anticipated to be completed in 2015.

COLT – CITY OF LOVELAND TRANSIT

The City of Loveland Transit (COLT) system is operated by the City of Loveland's Public Works Department. COLT's fixed-route service runs from 6:48 a.m. to 6:40 p.m., Monday through Friday and from 8:48 a.m. to 5:40 p.m. on Saturday, with one-hour headways. Paratransit and senior door-to-door service is available during the same hours for eligible passengers. The service is divided into three routes: 100, 200, and 300, **Figure 3.6**.

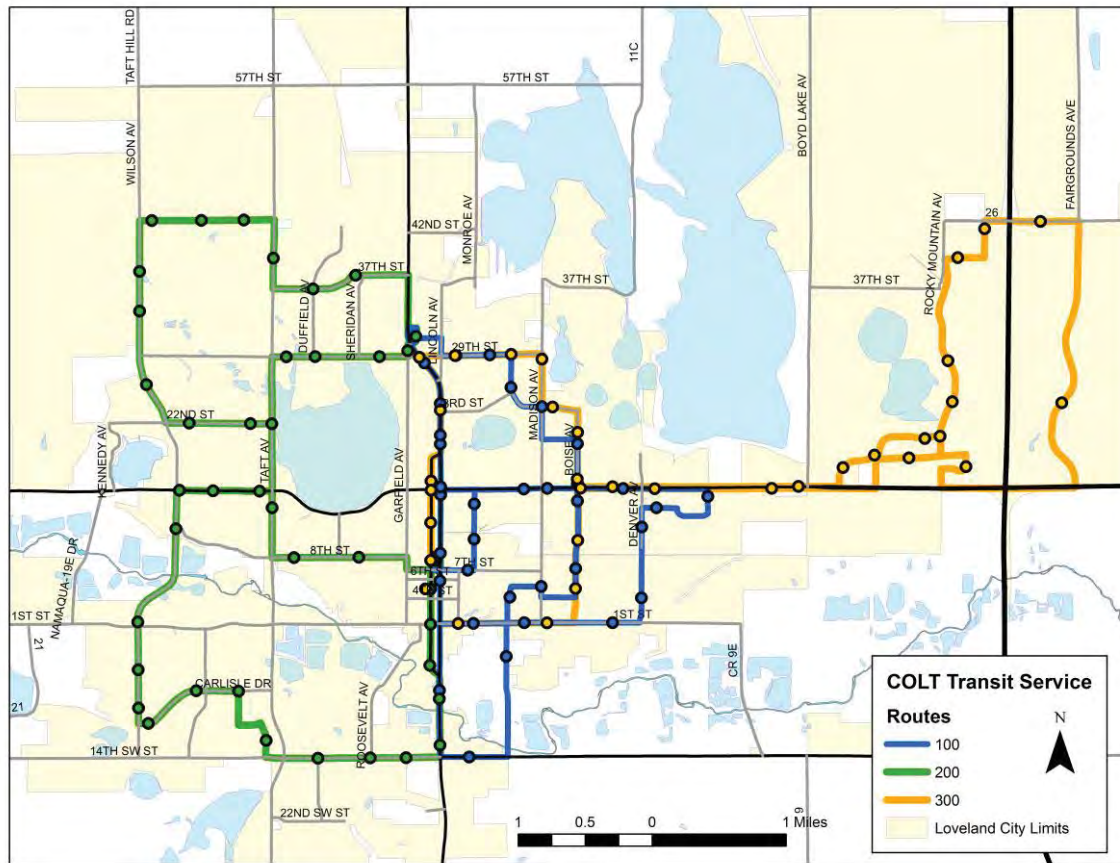
A regular one-way adult fare is \$1.25 and reduced fares are offered for seniors, youth, ADA passengers, and those with limited income. COLT offers 10-day, 20-day, and monthly passes, as well as discounted annual passes for persons with disabilities, seniors, and students. Regular paratransit trips are \$2.00 each way and \$1.00 for ADA eligible passengers and those with limited income. COLT offers a monthly billing process for all paratransit passengers. Youth ages 17 and under ride free.

COLT has a fleet of ten vehicles:

- One Chevrolet Entervan,
- Three Ford cutaway Paratransit buses,
- Three Ford cutaway Fixed-route buses, and
- Three 32-passenger Gillig transit-style buses.

Please see **Appendix B** for additional COLT fleet information.

Figure 3.6 COLT Bus Routes



Source: City of Loveland– COLT, 2013

COLT Service Characteristics

While the smallest of the fixed-route systems, COLT saw increases in all of its service characteristics between 2007 and 2012, **Table 3.9**. During this period, ridership increased by 22.65 percent, service miles increased by 16.49 percent, and vehicle hours increased by 3.49 percent. Financially, COLT has seen an increase of almost 27.77 percent in its annual operating cost and a 58.16 percent increase in annual fare revenues.

Table 3.10 shows COLT’s system-wide performance measures. The system has the lowest cost per capita of all the fixed-route systems.

Table 3.9 COLT Trends, 2012

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2007	115,895	184,058	13,617	\$900,070	\$68,518
2008	136,255	192,481	14,112	\$948,463	\$75,332
2009	155,695	200,370	12,237	\$978,013	\$76,468
2010	146,467	194,753	12,041	\$952,127	\$79,705
2011	133,555	207,048	13,265	\$1,071,550	\$114,240
2012	142,144	214,414	14,092	\$1,150,000	\$108,368

Source: City of Loveland– COLT, 2013

Table 3.10 COLT System-wide Performance Measures, 2012

Performance Measures - 2012	Total
Cost per Operating Hour	\$79.72
Passengers per Operating Hour	12.18
Cost per Passenger Trip	\$11.90
Subsidy per Passenger Trip	\$10.71
Farebox Recovery	9.40%
Ridership per Capita	2.15
Cost per Capita	\$17.42

Source: City of Loveland– COLT, 2013

Strategic Plan Improvements

The COLT Strategic Plan, adopted in 2009, began implementation in 2010 with major route changes to expand the fixed-route system for local and limited regional services. Fixed-route service expansion included: east of I-25 to the Promenade Shops at Centerra; north to Crossroads Blvd; and west of I-25 to the Medical Center of the Rockies facility. Future route changes and/or expansion are currently under consideration for implementation in the summer of 2015.

COLT engages in regular planning to keep its system current. The system has evaluated changes to local routes and demand-response services for ADA paratransit eligible passengers and the elderly.

BUSTANG

The CDOT Bustang is an interregional express bus service which will be operated by a private provider under contract with CDOT. The Bustang service will provide a connection between the North Front Range region and Denver with six northbound and six southbound busses Monday through Friday. There will be three stops in the region: US 34 and I-25 in Loveland, Harmony Road, and two trips per day to and from the Downtown Transit Center in Fort Collins. The proposed schedule is shown in **Table 3.11**. One-way and multi-trip discount tickets will be sold, with single tickets available for purchase on all buses. There will also be a 25 percent discount for disabled persons and adults 65 years and over². The service routes are shown in **Figure 3.7**, the line to the North Front Range region is shown in green. At the Denver Station, the riders can connect to busses that travel to the Colorado Springs area as well as the rest of Denver and eventually to DIA.

Table 3.11 Bustang Green Line Schedule

NORTH LINE - GREEN	SOUTHBOUND					
	North Line operates Monday - Friday Except Major Holidays					
	601	603	605	607	631	633
Downtown Transit Center (<i>Transfort</i>)	-----	-----	-----	-----	11:00 AM	3:00 PM
Harmony Road	5:20 AM	5:45 AM	6:15 AM	6:45 AM	11:20 AM	3:20 PM
U.S. 34 & I-25 Loveland	5:30 AM	5:55 AM	6:25 AM	6:55 AM	11:30 AM	3:30 PM
Denver Union Station Arrive	6:25 AM	6:50 AM	7:20 AM	7:50 AM	12:15 PM	4:15 PM
Denver Union Station Depart	6:30 AM	6:55 AM	7:25 AM	7:55 AM	12:20 PM	4:20 PM
Denver Bus Center	6:40 AM	7:05 AM	7:35 AM	8:05 AM	12:30 PM	4:30 PM

NORTH LINE - GREEN	NORTHBOUND					
	630	632	600	602	604	606
Denver Bus Center	7:00 AM	1:00 PM	4:05 PM	4:20 PM	5:00 PM	5:50 PM
Denver Union Station Arrive	7:10 AM	1:10 PM	4:15 PM	4:30 PM	5:10 PM	6:00 PM
Denver Union Station Depart	7:15 AM	1:15 PM	4:20 PM	4:35 PM	5:15 PM	6:05 PM
U.S. 34 & I-25 Loveland	8:05 AM	2:05 PM	5:10 PM	5:25 PM	6:05 PM	6:55 PM
Harmony	8:20 AM	2:20 PM	5:25 PM	5:40 PM	6:20 PM	7:10 PM
Downtown Transit Center (<i>Transfort</i>)	8:40 AM	2:40 PM	-----	-----	-----	-----

No Passengers will be handled where the entire trip is within Larimer County and within the RTD District

Source: CDOT, 2015

² www.ridebustang.com

Figure 3.7 Bustang Green Line Route



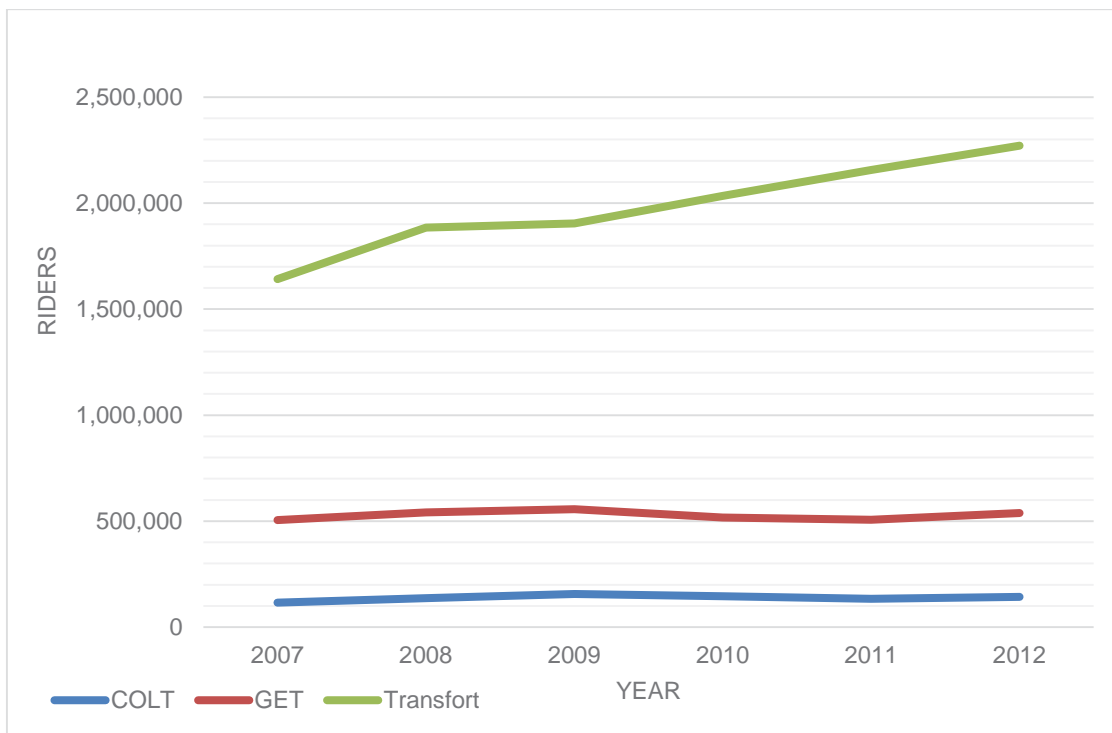
Source: CDOT, 2015

FIXED-ROUTE COMPARISONS

The following section, **Figures 3.8 through 3.12**, compares the three publicly-funded fixed-route systems by system trends from 2007 to 2012.

System Trends

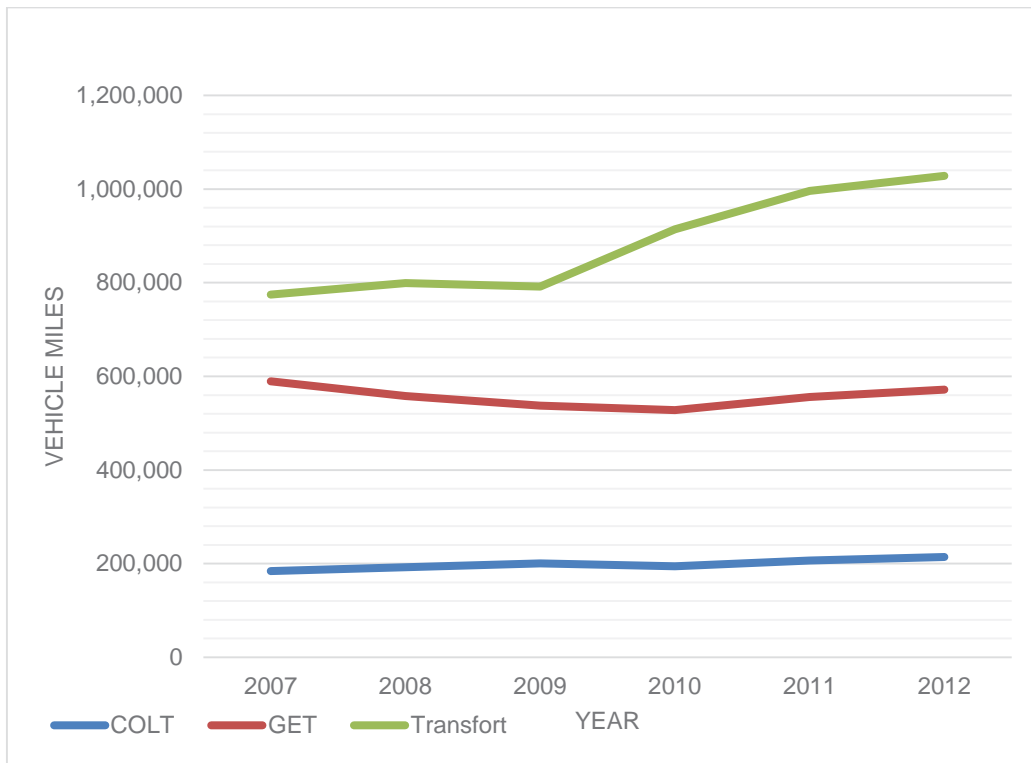
Figure 3.8 Fixed-Route Ridership, 2007-2012



Source: COLT, GET, Transfort, NFRMPO Staff, 2013

While all three transit agencies have seen increases in ridership throughout this period, Transfort's ridership increased at the greatest rate during this period, at 38.40 percent. COLT increased ridership by 22.65 percent and GET increased by 6.65 percent.

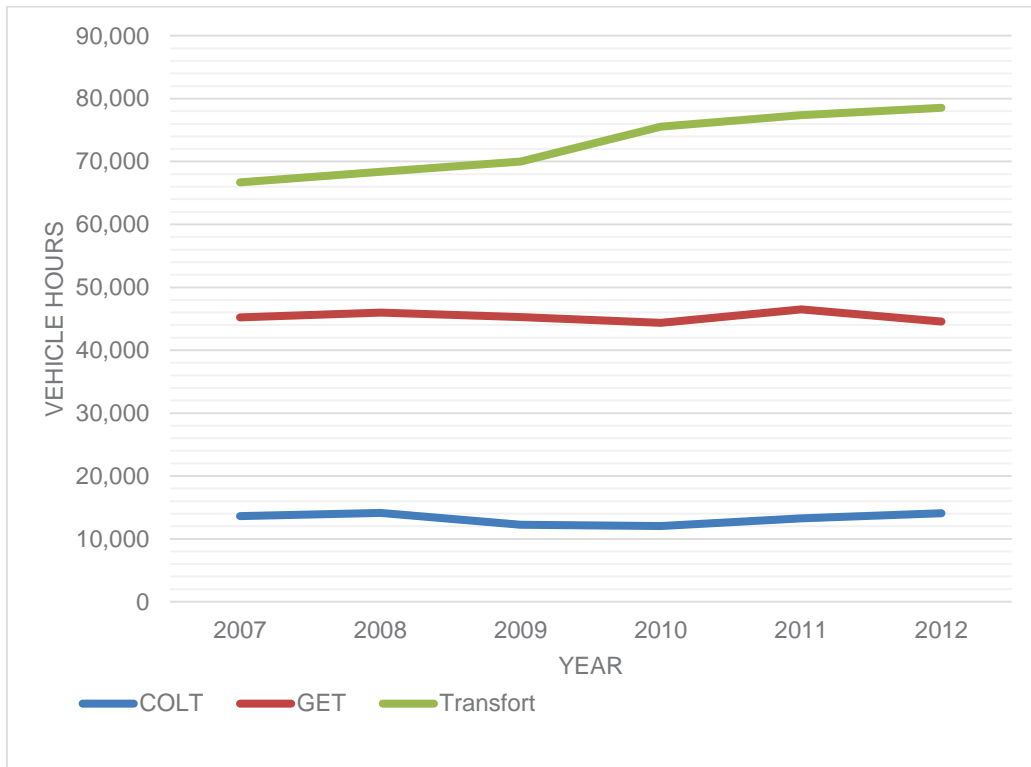
Figure 3.9 Fixed-Route Vehicle Miles Driven, 2007-2012



Source: COLT, GET, Transfort, NFRMPO Staff, 2013

Transfort has seen the largest increase in the number of vehicle miles driven since 2007 at 32.79 percent, COLT increased its vehicle miles driven by 16.49 percent, and GET saw a minimal decrease in this measure over the last 6 years at -3.06 percent.

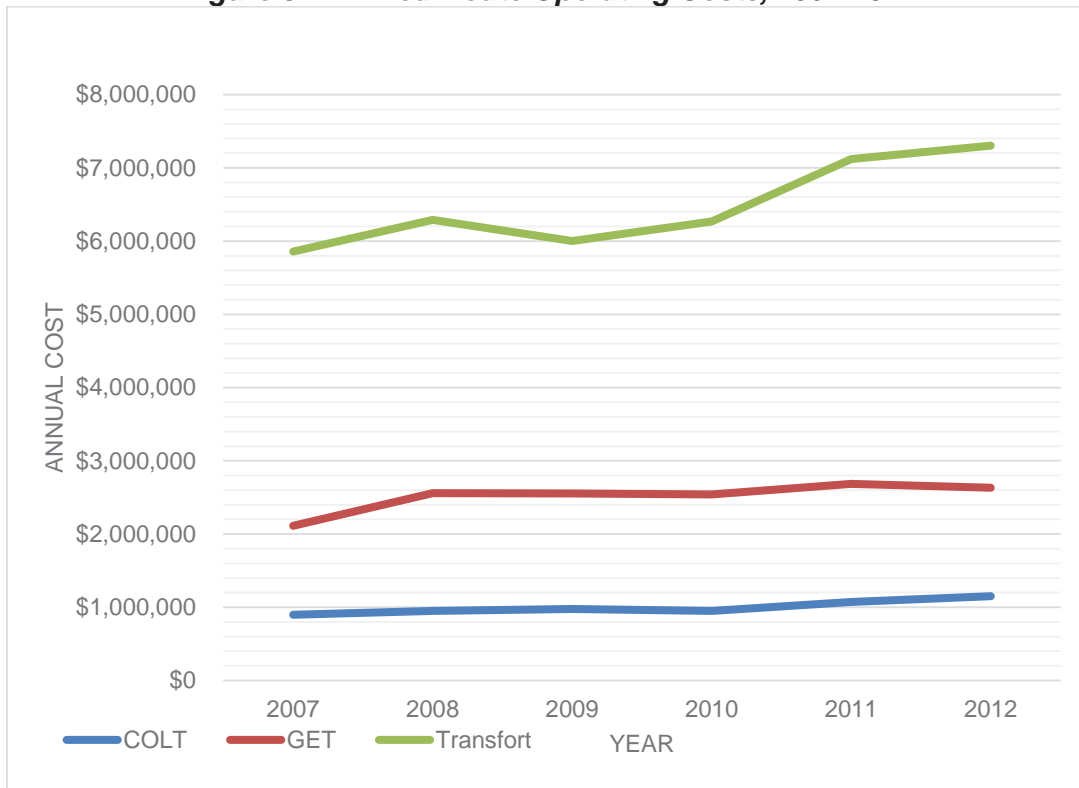
Figure 3.10 Fixed-Route Vehicle Hours, 2007-2012



Source: COLT, GET, Transfort, NFRMPO Staff, 2013

The number of vehicle service hours by Transfort has increased over the last six years at 17.81 percent. COLT remained relatively steady at 3.49 percent and GET has seen a slight decrease in vehicle hours since 2007 at -1.45 percent.

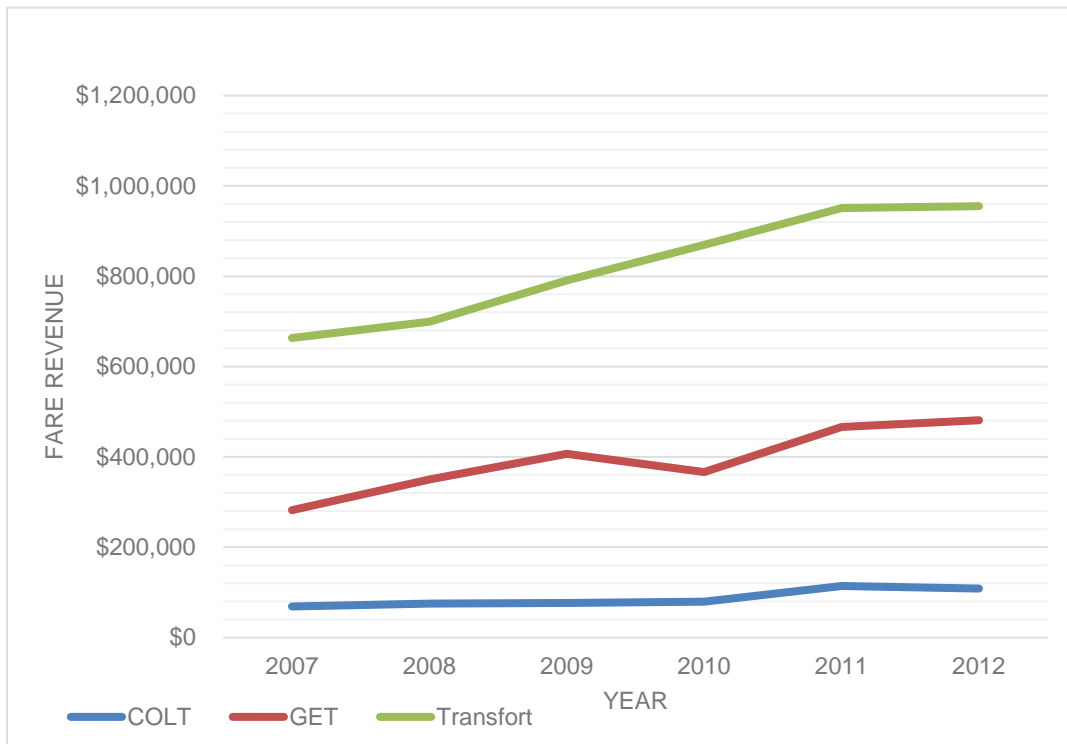
Figure 3.11 Fixed-Route Operating Costs, 2007-2012



Source: COLT, GET, Transfort, NFRMPO Staff, 2013

Operating costs are the highest for Transfort, but all three have seen consistent increases in operating costs over the six year period of 2007 to 2012. Transfort’s operating costs have increased by 24.68 percent, GET’s by 24.72 percent, and COLT’s by 27.77 percent. Operating costs have increased as the ridership and service hours of the transit agencies increased. The operating costs did increase at higher percentages than ridership and annual service hours, with the exception of GET, which saw a decrease in service hours of the six period of 2007-2012.

Figure 3.12 Fixed-Route Fare Revenue, 2007-2012



Source: COLT, GET, Transfort, NFRMPO Staff, 2013

While all three transit agencies have experienced increased growth in fare revenue, GET experienced the most growth at 70.43 percent, followed by COLT at 58.16 percent, and Transfort at 44.01 percent.

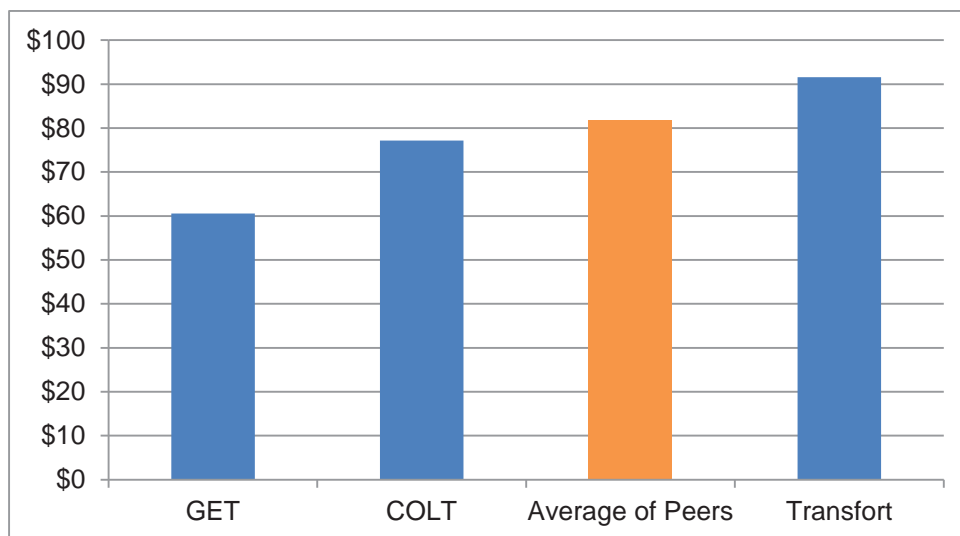
Performance Measures

To better compare the performance measures of the three regional transit agencies against one another and to look for any anomalies these agencies may share, a group of peer transit agencies from around the country was compiled. **Figures 3.13 through 3.17** show the performance measures discussed earlier in this section for each regional transit agency and include a comparison to five transit agencies from cities that share similar characteristics to Fort Collins, Greeley, and Loveland. The peer transit agencies include:

1. Lawrence Transit Service—Lawrence, Kansas, service area population: 87,965
2. Valley Ride—Boise, Idaho, service area population: 349,684
3. Mountain Line—Flagstaff, Arizona, service area population: 71,957
4. MET Transit—Billings, Montana, service area population: 114,773
5. Regional Transportation Commission—Reno, Nevada, service area population: 327,768

The average of the peers was calculated for each of the performance measures and is displayed as “Average of Peers” in the figures that follow. The 2012 data was provided by the National Transit Database and analyzes only the fixed route bus service in each community.

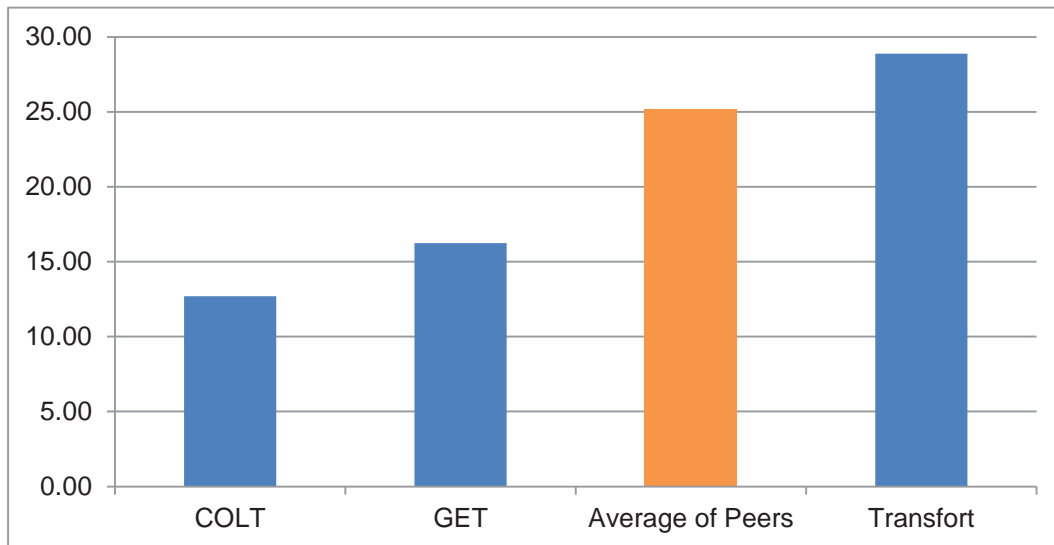
Figure 3.13: Operating Expense per Vehicle Revenue Hour, 2012



Source: National Transit Database, COLT, GET, Transfort, 2013

Transfort had the highest operating expense per vehicle revenue operating hour among the three fixed-route agencies in the region in 2012 at \$91.55. GET had the lowest cost at only \$60.57 while COLT, at \$77.18, was just below the average of peers at \$81.72.

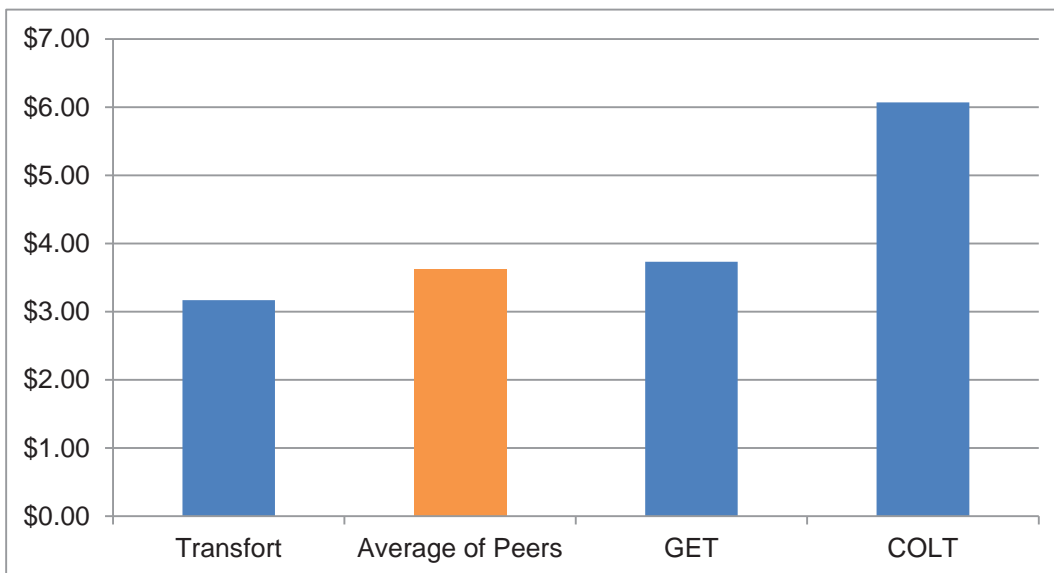
Figure 3.14: Fixed-Route Passengers per Operating Hour, 2012



Source: National Transit Database, COLT, GET, Transfort, 2013

Transfort had the highest number of passengers per vehicle operating hour in 2012 at 28.92, beating the peer average by 3.92 passengers per hour. COLT had the lowest number of passengers per hour at 12.71, while GET had 16.25.

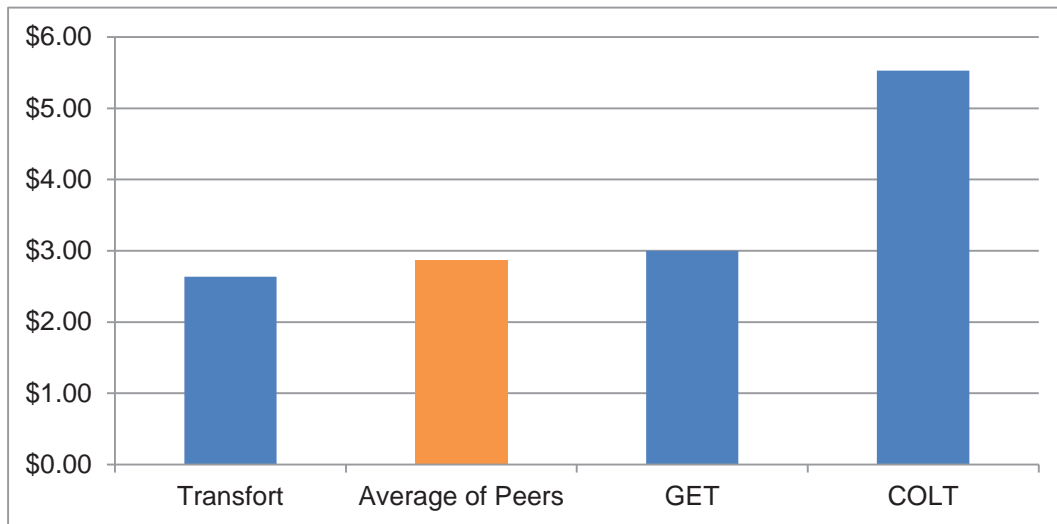
Figure 3.15: Fixed-Route Cost per Passenger Trip, 2012



Source: National Transit Database, COLT, GET, Transfort, 2013

COLT had the highest cost per passenger trip in 2012 at \$6.07. This is almost twice the cost of Transfort at \$3.17. GET's cost of \$3.73 was only slightly higher than the peer average of \$3.61.

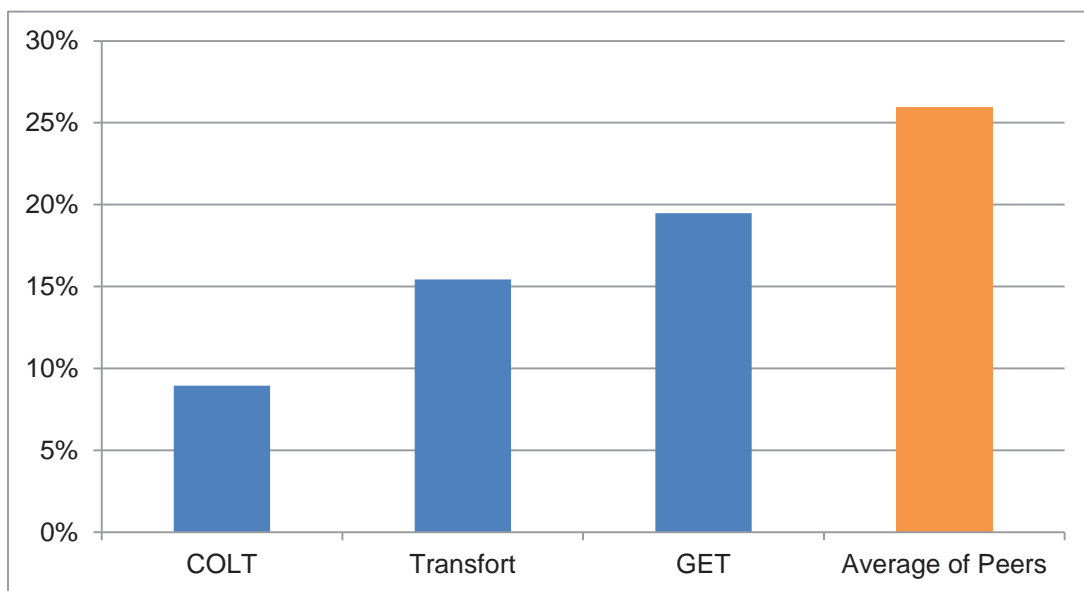
Figure 3.16: Fixed-Route Subsidy per Passenger Trip, 2012



Source: National Transit Database, COLT, GET, Transfort, 2013

COLT's subsidy per passenger trip at \$5.53 was nearly twice the average of the peers at \$2.87. Transfort was slightly under the peer average at \$2.64 and GET was slightly over the average at \$3.00.

Figure 3.17: Fixed-Route Farebox Recovery Rate, 2012



Source: National Transit Database, COLT, GET, Transfort, 2013

All three local transit agencies had a lower farebox recovery rate than the peer average of 26 percent. GET's 19.48 percent recovery rate was the highest of the local transit agencies, followed by Transfort at 15.43 percent and COLT at 8.96 percent.

DEMAND-RESPONSE ONLY SERVICE PROVIDERS

BATS – BERTHOUD AREA TRANSPORTATION SERVICES

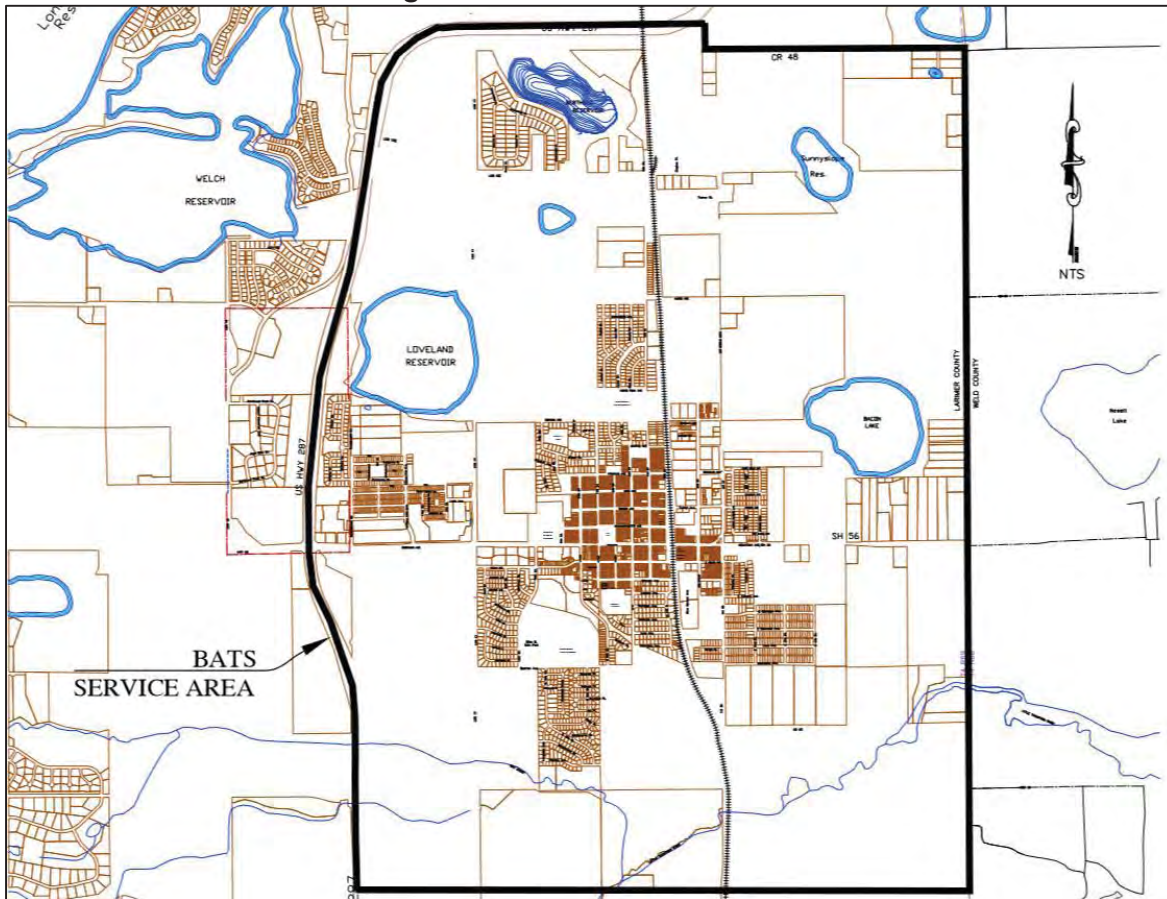
Berthoud Area Transportation Service (BATS) is operated by the Town of Berthoud. This service was provided by the Golden Links Senior Center from 1992 until 2006 when Berthoud took over the service.

BATS provides shared-ride demand-response service for residents in an approximately eight square mile service area, **Figure 3.18**. The service area includes the developed portion of Berthoud and the immediate area surrounding the Town.

BATS transports riders to Longmont on Mondays, with trips to Loveland provided each Tuesday through Friday. Out-of-town rider pickups begin at 8:00 a.m. with a return trip to Berthoud at 11:30 a.m. In-town trips are provided from 8:00 a.m. to 4:00 p.m. Monday through Friday. There is no service on holidays and any rides must be scheduled at least 24-hours in advance.

BATS fares are \$1.00 for in-town trips and \$4.00 for out-of-town trips, each way. The system has a small source of consistent revenue through a one-cent Town sales tax. The BATS fleet includes three busses equipped with wheelchair lifts, acquired through CDOT grants. See **Appendix B** for more details on the BATS fleet.

Figure 3.18 BATS Service Area



Source: Town of Berthoud, 2015

BATS Service Characteristics

BATS service characteristics and performance measures reflect the demand-response service mode. In March 2013, the BATS service area was reduced to an eight square mile area.

From 2007 to 2012, BATS ridership decreased by 20 percent, vehicle miles increased by 1.3 percent, vehicle hours decreased by 2.9 percent, operating costs increased by 12 percent, and annual fare revenues increased by 142 percent, see **Table 3.12**. BATS 2012 performance measures are shown in **Table 3.13**.

Table 3.12 BATS Trends, 2007-2012

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2007	12,189	81,642	5,378	\$187,414	\$8,520
2008	11,885	99,696	5,822	\$220,746	\$13,520
2009	14,273	112,172	6,253	\$209,975	\$17,571
2010	13,397	112,867	6,397	\$284,675	\$18,897
2011	13,254	112,224	6,493	\$288,015	\$20,771
2012	9,739	82,731	5,222	\$210,324	\$20,613

Source: Town of Berthoud – BATS, 2013

Table 3.13 BATS System-Wide Performance Measures, 2012

Performance Measures - 2012	Total
Cost per Operating Hour	\$40.28
Passengers per Operating Hour	1.9
Cost per Passenger Trip	\$21.60
Subsidy per Passenger Trip	\$19.48
Farebox Recovery	9.8%
Ridership per Capita	1.27
Cost per Capita	\$27.53

Source: Town of Berthoud – BATS, 2013

SAINT – Senior Alternatives In Transportation

SAINT is a 501(c)(3) non-profit providing rides to seniors 60+ and adults with disabilities in Fort Collins and Loveland. SAINT volunteers drive their own vehicles. SAINT staff recruits volunteers, schedules rides, and provides a mileage allowance and extra insurance in addition to the volunteers. SAINT’s 500 clients are served by 160 volunteers and four staff members (one full-time and three part-time). In 2012, volunteer drivers in Fort Collins and Loveland provided over 25,000 rides to seniors in need.³

SAINT operates from 8:15 a.m. to 4:00 p.m., Monday through Friday. Weekend and evening rides are available in Fort Collins by special request. Riders must call to make reservations at least three business days in advance, with reservations taken Monday through Friday from 8:00 a.m. to 12:00 p.m. No fare is required; however, donations of \$1.00 are suggested, with the average donation being \$1.15.

³ SAINT website: www.saintvolunteertransportation.org

Table 3.14 shows SAINT’s performance measures for 2007 to 2012. The number of passengers, service hours, and miles all increased by 26 percent, while the cost increased by 14 percent.

Table 3.14 SAINT Trends, 2007-2012

Year	Passengers	Service Hours	Miles (Volunteer)	Cost	Donations ⁴
2007	20,186	10,093	161,488	\$176,750	\$23,214
2008	20,165	10,083	161,320	\$184,172	\$23,190
2009	19,327	9,664	154,616	\$179,900	\$22,226
2010	19,648	9,824	157,184	\$182,900	\$22,595
2011	21,079	10,540	168,632	\$189,750	\$24,241
2012	25,454	12,727	203,632	\$202,345	\$29,272

Source: SAINT, 2015

RAFT

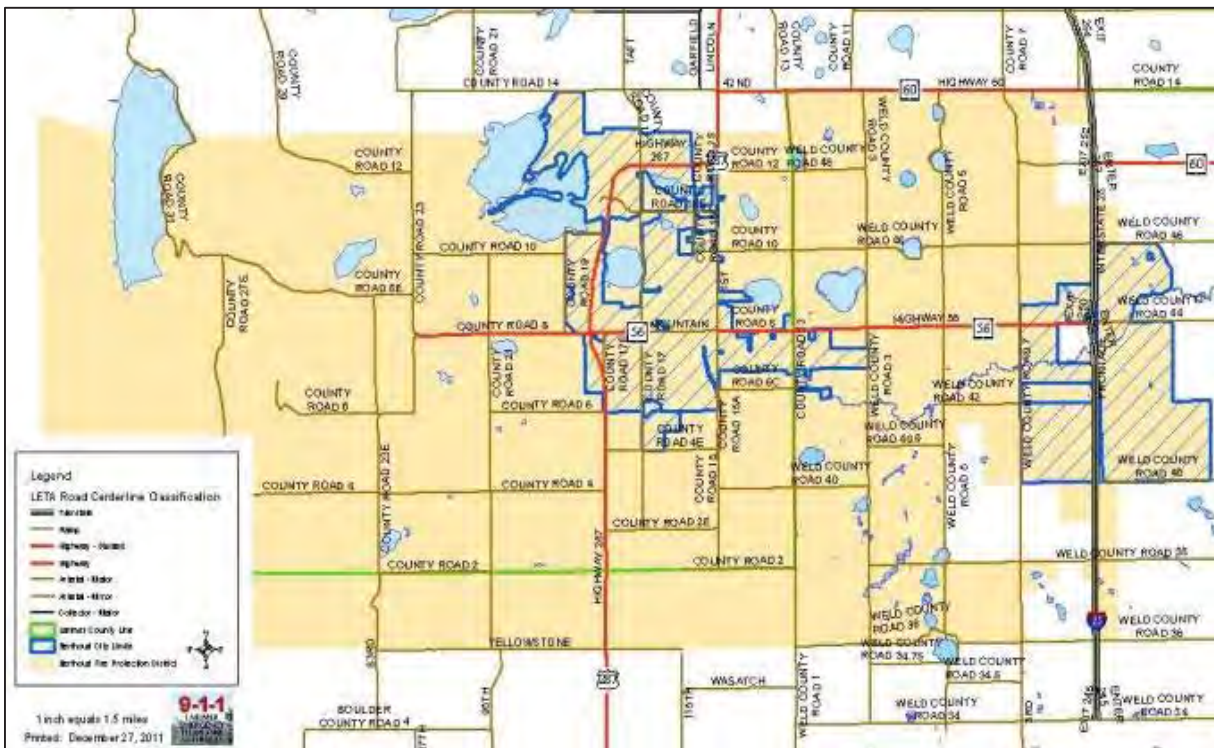
Rural Alternative for Transportation (RAFT) initiated service in January 2014 due to the reduction in the service area of BATS. RAFT is a non-profit volunteer transportation service which offers door-to-door, on-demand services to eligible seniors (65+) and adults (18+) with disabilities. RAFT operates under the Berthoud Area Community Center/Golden Links, Inc., Berthoud, Colorado. The service relies on volunteer drivers; however, the service acquired an ADA van with funds from a NFRMPO New Freedom sub-grant. During its first year of service, volunteers drove approximately 22,000 miles providing 960 trips for eligible individuals.

To be eligible, individuals must reside within the area served by the Berthoud Fire Protection District (zip code 80513), **Figure 3.19**, in the area surrounding Berthoud, but outside of the area served by BATS. RAFT volunteers take riders into Berthoud, Longmont, Loveland, and adjacent areas. Individuals choosing to use RAFT must pre-register as a rider.

The Berthoud Fire District extends from State Hwy 60/Larimer County Road 14, east to I-25, south to Yellowstone Road, and west to Carter Lake/Larimer County Road 31. **Figure 3.19** shows the Berthoud Fire Protection District.

⁴ Donations estimated based on number of passengers and average donation per trip of \$1.15.

Figure 3.19 Berthoud Fire Protection District



Source: RAFT website, 2015

There are no fees for rides. Volunteer drivers use their own vehicles and donations are encouraged. RAFT is funded through client contributions, grants from the Larimer County Office on Aging and the Berthoud Community Fund, other foundations, individual contributions, and assistance from the Berthoud Fire Protection District.

SENIOR RESOURCE SERVICES (SRS) – VOLUNTEER TRANSPORTATION PROGRAM

Volunteers at SRS provide transportation for Weld County seniors in need of rides to medical appointments, the grocery store, senior centers, and/or special events. As of April 2014, SRS had 225 volunteer drivers serving 530 clients. SRS has five staff members and provides service from 8:00 a.m. to 5:00 p.m. In 2012, SRS provided approximately 15,000 trips.

TOTALTRANSIT—COLORADO NEMT

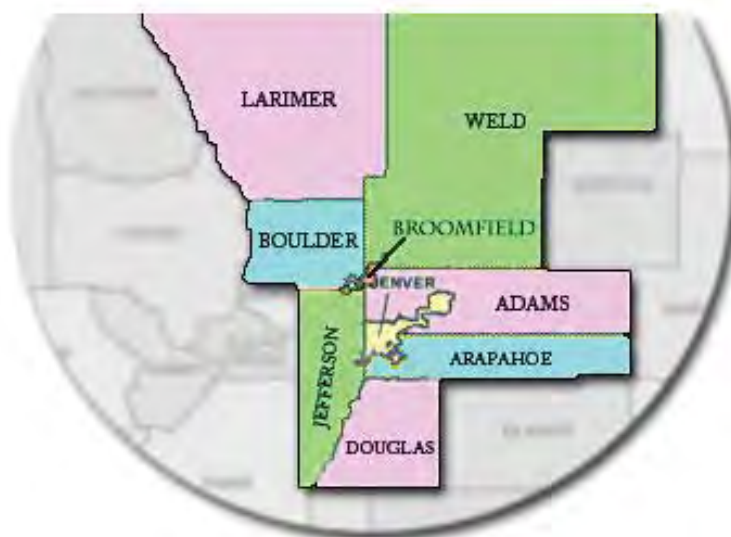
While the Weld County Transportation Program and the Larimer Lift rural transportation services were discontinued services in 2011 and 2012 respectively, the State Department of Health Care Policy and Finance awarded the broker function for Non-Emergency Medical Transportation

(NEMT) for Medicaid clients living in Larimer and Weld Counties to Total Transit—Colorado NEMT.

Total Transit—Colorado NEMT is the transportation broker responsible for coordinating NEMT travel for Medicaid eligible customers living in the counties of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld, **Figure 3.20**. NEMT Services are provided to Medicaid eligible individuals who require transportation to a Medicaid funded medical appointment. This non-emergency transportation service employs ADA certified drivers who can assist passengers with special needs with transportation to medical appointments.

Total Transit—Colorado NEMT requires at least 48-hours of advance notice to schedule services. Riders must fill out a mileage reimbursement verification form, available on the Colorado NEMT website, for eligible trips taken using Total Transit—Colorado NEMT. The reimbursement rate is at the State mandated level of \$0.37 per mile⁵. The trip must be within 25 miles of the pick-up location. Transportation for urgent care and after-hours may be provided based on Medicaid eligibility.

Figure 3.20 Total Transit—Colorado NEMT Service Area



Source: Total Transit—Colorado NEMT website, 2015

WINDSOR SENIOR RIDE PROGRAM

Senior Ride provides transportation assistance to Windsor residents age 55 and older who are unable to drive themselves. The service maintains one 13-passenger Starcraft van that is wheelchair accessible. The van can hold up to two wheelchairs and 11 passengers. The service employs two drivers who split the driving duties. Rides are provided to and from medical

⁵ Colorado NEMT website: <http://tticolorado.com/mileage-reimbursement/>, 2015

appointments, as well as to and from Senior Nutrition Lunches at the Windsor Community Recreation Center on Wednesdays and Fridays. Rides to grocery stores in town are available on Thursdays and Fridays, **Table 3.12**.

Table 3.12 Windsor Senior Ride Program Schedule

Day	Appointment Times	Location	Fee
Monday	8:00 a.m. - 3:30 p.m.	Greeley, Fort Collins, Loveland, Windsor	\$6.00
Tuesday	8:00 a.m. - 3:30 p.m.	Greeley, Fort Collins, Loveland, Windsor	\$6.00
Wednesday	8:00 a.m. - 3:30 p.m.	Windsor	\$4.00
Thursday	8:00 a.m. - 3:30 p.m.	Windsor	\$4.00

Source: Town of Windsor– Windsor Senior Ride Program, 2015

Rides can be scheduled by calling the Community Recreation Center between 7:00 a.m. and 10:00 p.m. Monday through Friday (7:00 a.m. to 8:00 p.m. Memorial Day through Labor Day), 8:00 a.m. to 6:00 p.m. on Saturdays and 1:00 p.m. to 6:00 p.m. on Sundays. Rides must be scheduled at least 24-hours in advance, but one week is recommended as the service is popular and spots fill quickly.

CONNECTING HEALTH

Columbine Health Systems offers a free van ride service to medical appointments in Fort Collins, Greeley, and Loveland. The “Connecting Health” van is a free service that travels between designated medical locations in the three cities Monday through Friday. Riders do not need to schedule a ride. The vans can hold up to 13 riders; however, the vans cannot accommodate wheelchairs. **Figure 3.21** shows the van’s route.

Figure 3.21 Connecting Health Van Service Route



Source: Columbine Health Systems website, 2015

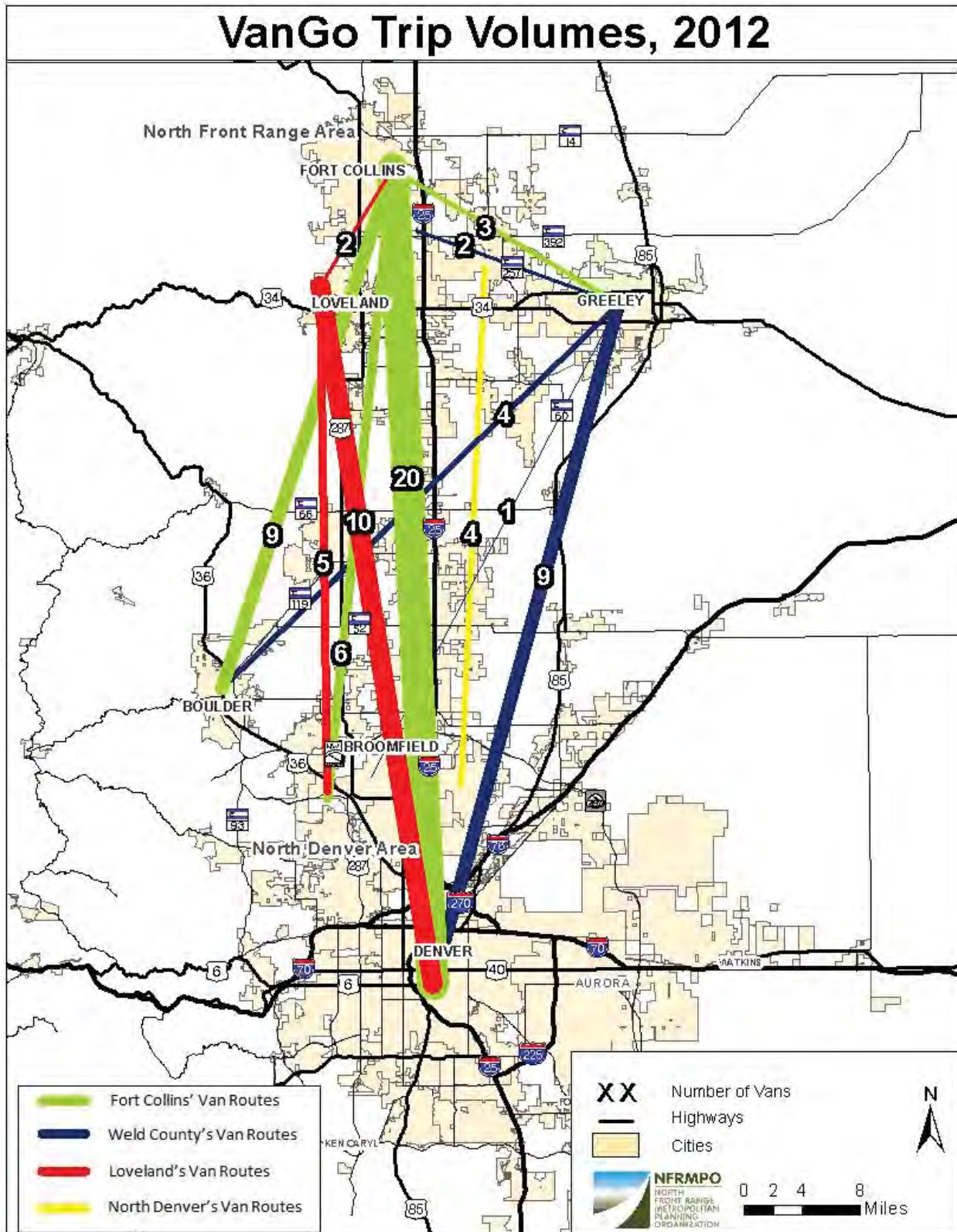
VANGO – VANPOOL SERVICES

VanGo Vanpool Services is a provider which links an average of six people with similar daily commutes together to share a van. Vanpool members pay a monthly fee which covers the costs of the administration of the program, fuel, maintenance, and insurance. Driving responsibility is shared among the vanpool members. VanGo reports the vehicle and passenger miles traveled to FTA to fund the purchase of the vehicles.

The VanGo fares are calculated using a zone system. There are a total of 13 20–square mile service areas, with VanGo currently serving 10 of the areas. Fares are computed according to the number of zones in the vanpool’s route. For example, in 2012 a trip from Fort Collins to downtown Denver cost \$227 per person per month. The average price for a gallon of gasoline in 2012 was \$3.60, making the VanGo vanpool option a cheaper alternative to driving to Denver alone on a daily basis.

Figure 3.22 illustrates the volume of VanGo trips in 2012 from various locations throughout the region and the Denver metropolitan area. Service along I-25, US 287, and US 85 are the most popular routes for vanpools. In 2012, there were 75 separate vanpools with 95 percent of the available seats occupied, 428 seats reserved out of 450 available seats.

Figure 3.22 VanGo 2012 Trip Volumes by Corridor



Source: VanGo, NFRMPO Staff, 2014

PRIVATE CARRIERS

Privately funded transportation services include taxi, airport shuttles, and intercity bus services operated by Arrow/Black Hills Stage Lines, El Paso-Los Angeles Limousine Express, and Greyhound.

ARROW/BLACK HILLS STAGE LINES

Arrow/Black Hills Stage Lines operates a route between Denver and Greeley with two daily trips in each direction. The stop in Greeley is located at the Greeley Transportation Center, 1200 A Street and the stop in Denver is located at the Denver Greyhound Center, Greyhound Bus Terminal, 1055 19th Street. A round-trip fare between Greeley and Denver is \$46.50. The schedule as of February 2015 is shown in **Table 3.16**.

Table 3.16 Arrow/Black Hills Intercity Bus Schedule

Route	Depart	Arrive
Greeley-to-Denver	5:35 a.m.	6:40 a.m.
Denver-to-Greeley	12:30 a.m.	1:35 a.m.

Source: Arrow/Black Hills Stage Lines, February 2015

EL PASO-LOS ANGELES LIMOUSINE EXPRESS

The El Paso-Los Angeles Limousine Express, Inc., operates in the US 85 corridor and has two departures per day from Greeley to Denver. The charge for a one-way fare is \$15.00 for adults and \$10.00 for children. The schedule as of February 2015 is shown in **Table 3.7**. The Greeley terminal is located at 2410 8th Avenue in the Agency Boutique Seis Rosas. The Denver terminal is located at 2215 California Street, a few blocks from the Denver Bus Station.

Table 3.17 El Paso-Los Angeles Limousine Express Bus Schedule

Route	Depart	Arrive
Greeley-to-Denver	6:15 a.m.	7:45 a.m.
Greeley-to-Denver	5:00 p.m.	6:45 p.m.
Denver-to-Greeley	7:15 a.m.	8:45 a.m.
Denver-to-Greeley	9:45 p.m.	11:15 p.m.

Source: El Paso-Los Angeles Limousine Express, Inc., February 2015

GREEN RIDE COLORADO SHUTTLE

Green Ride, a door-to-door airport shuttle, provides trips between DIA and Fort Collins, as well as, between Larimer and Cheyenne, Wyoming, and DIA. Passengers share the vehicle with other travelers, while also sharing the overall cost of the service. Service between Fort Collins and DIA begins at 2:45 a.m. through 10:45 p.m. Service from DIA to Fort Collins begins at 5:00 a.m. and runs through 1:00 a.m. In Fort Collins, the service area is bounded by Carpenter Road, Overland Trail, Vine Drive, Mulberry Street, and I-25. Trips to or from locations outside those boundaries may be allowed during periods of low demand. Green Ride also takes reservations at Fort Collins hotels in and adjacent to the service area boundaries. The lowest standard fare with pick-up from one of the three stops in Fort Collins (CSU Transit Center, Foothills Mall, and Harmony Transportation Center) is \$32.00. An adult fare with hotel pick-up is \$38.00, children 13 and under are \$10.00. Door-to-door pick-up is also available and prices vary by service zone. Zones 1A and 2B are \$43.00, while Zone X is \$49.00. Green Ride also offers a \$5.00 off Senior Fare Discount for adults 65 years and over. This reservation-based operation uses Dodge Caravans, 15-passenger vans, and 21-passenger buses.

GREYHOUND

Greyhound Lines, Inc. is the largest provider of intercity bus transportation in the nation and operates primarily between major cities. Greyhound travels along I-25 and provides service between Fort Collins and Denver. The Greyhound station in Fort Collins is located at the Plaza Hotel, 3836 East Mulberry Street. A one-way adult fare between Fort Collins and Denver is \$24.50 when purchased online and in-person. A round-trip fare is \$48.50 online and in-person. There is no Greyhound service available in any of the other communities within the region. While the schedules change frequently, the schedule as of February 2015 is shown in **Table 3.18**.

Table 3.18 Greyhound Intercity Bus Schedules

Route	Depart	Arrive
Fort Collins-to-Denver	5:40 a.m.	6:40 a.m.
Fort Collins-to-Denver	5:15 p.m.	6:15 p.m.
Denver-to-Fort Collins	12:30 a.m.	1:30 a.m.
Denver-to-Fort Collins	12:05 p.m.	1:05 p.m.

Source: Greyhound Lines, Inc., February 2015

SMART RIDES

Smart Rides Taxi Company was formed in July 2013 to fill a void in transportation services in the City of Greeley and Weld County. Smart Rides began service in July 2014 and provide a transportation service throughout Weld County. The base fare for a trip and the first ¼ mile is \$4.00, with \$2.00 charged for each additional mile and \$1.00 for each additional passenger over the age of 12. Smart Rides is working to expand their service area to allow them to drop off passengers outside of Weld County.

SUPER SHUTTLE

Super Shuttle provides scheduled service from communities in the region to Denver International Airport (DIA). They also operate the Yellow Cab taxi service in Fort Collins, Greeley, and Loveland.

The Super Shuttle has several stops in Greeley, Fort Collins, Loveland, and Windsor at a variety of hotels and other commercial businesses.

Service from DIA to communities in the I-25 corridor departs hourly between 6:00 a.m. and midnight. In the southbound direction the first bus departs Fort Collins at 3:10 a.m.

Service from DIA to Greeley departs every two hours, with the first bus at 6:05 a.m. and continuing until 11:55 p.m.

The fare from Fort Collins or Greeley to DIA is \$40.00 one-way for the first passenger, with discounts are available for additional passengers.

OTHER PLANNED TRANSIT SERVICES

NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT RECOMMENDED PREFERRED ALTERNATIVE

Following seven years of work, from November 2003 through December 2011, the North I-25 Final Environmental Impact Statement (FEIS) Record of Decision (ROD) was signed in December of 2011 (see **Figure 3.23**).

The transit elements of the I-25 FEIS preferred alternative included:

- Express Bus: Express bus service with 13 stations along I-25, US 34, and Harmony Road with service from Fort Collins and Greeley to downtown Denver and from Fort Collins to DIA. The new Bustang service will connect the North Front Range region with downtown Denver.
- Commuter Rail: Commuter (intercity) rail service with nine stations connecting Fort Collins to Longmont and Thornton using the BNSF Railway corridor, generally paralleling US 287 and tying into FasTracks North Metro rail in Thornton which will connect to Downtown Denver. Passengers may also connect to the FasTracks Northwest rail in Longmont, which will travel to Boulder.
- Commuter Bus: Commuter bus service with eight stations along US 85 connecting Greeley to downtown Denver.

Although the main transit and roadway elements of the recommended preferred alternative have been identified, the necessary feeder routes have not been identified. Just as the recommended preferred alternative blended elements of two separate packages of transit services as analyzed in the draft FEIS, so too must the feeder routes. The Preferred Alternative included feeder routes as follows:

- Greeley-to-Windsor-to-Fort Collins: New route begins at US 85 & D Street in Greeley and proceeds west along US 34, north on SH 257, west on Harmony Road, north on Timberline Road, west on SH 14 to the Fort Collins Downtown Transit Center. Assumes 30-minute peak, 60-minute base service frequencies on weekdays and 60-minute service on weekends.
- Greeley-to-Loveland (US 34): New route begins at US 85 & D Street in Greeley and proceeds west along US 34 (business route) to west Loveland (US 34 at Wilson Avenue). Assumes 15-minute peak, 30-minute base service frequencies on weekdays and 30-minute service on weekends.
- Milliken-to-Johnstown-to-Berthoud: New route begins in Milliken, proceeds west on SH 60, south on I-25, west on SH 56 to the Berthoud commuter rail station. Assumes 60-minute peak, 60-minute base service on weekdays only.
- Firestone-to-Frederick-to-Erie: New route begins in Firestone, proceeds south on Colorado Ave through the towns of Frederick and Dacono, west on CR 8 to the town of

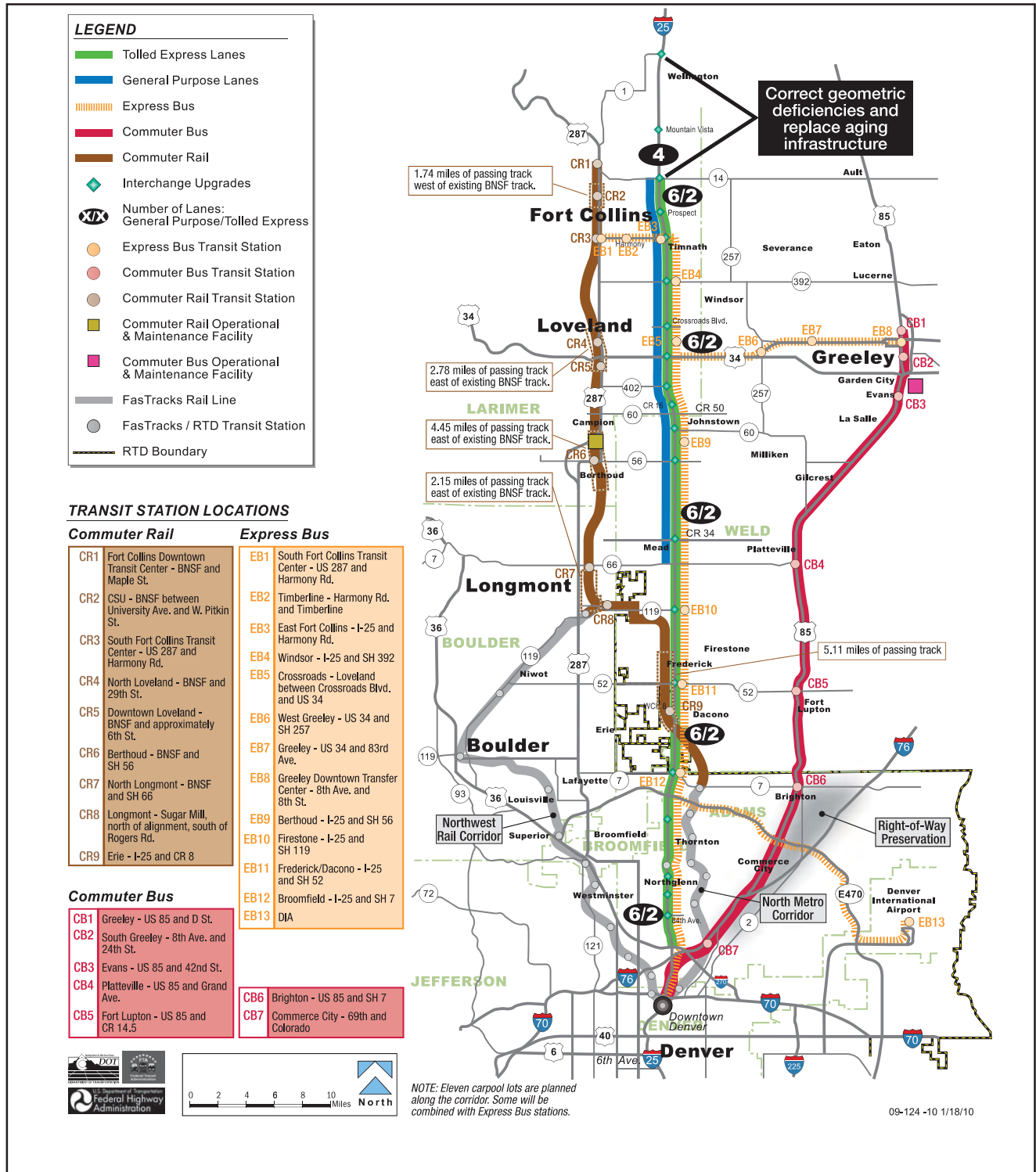
Erie. A stop would be made at the CR 8 commuter rail station. Assumes 30-minute peak, 60-minute base service frequencies on weekdays only.

- Windsor-to-Fort Collins: New route begins at US 34 and SH 257, travels north on SH 257, west on Harmony Road to the BRT station at I-25. Assumes 30-minute peak, 60-minute base service frequencies on weekdays and 60-minute service on weekends.
- Johnstown-to-Firestone: New route begins at the Johnstown BRT station at I-25 at SH 56/60 and proceeds west on SH 56, south on US 287, east on SH 119 to the I-25/SH 119 BRT station. Assumes 60-minute all-day service frequency on weekdays only.
- Fort Lupton-to-Niwot: New route begins in Fort Lupton at SH 52/US 85, travels west on SH 52 to Niwot, terminating at the US 36 FasTracks commuter rail station. Assumes 30-minute peak, 60-minute base service on weekdays only.
- Loveland-to-Crossroads: New route begins in Loveland, travels east on US 34 to the Crossroads BRT station. Assumes 30-minute peak, 60-minute base service on weekdays only.

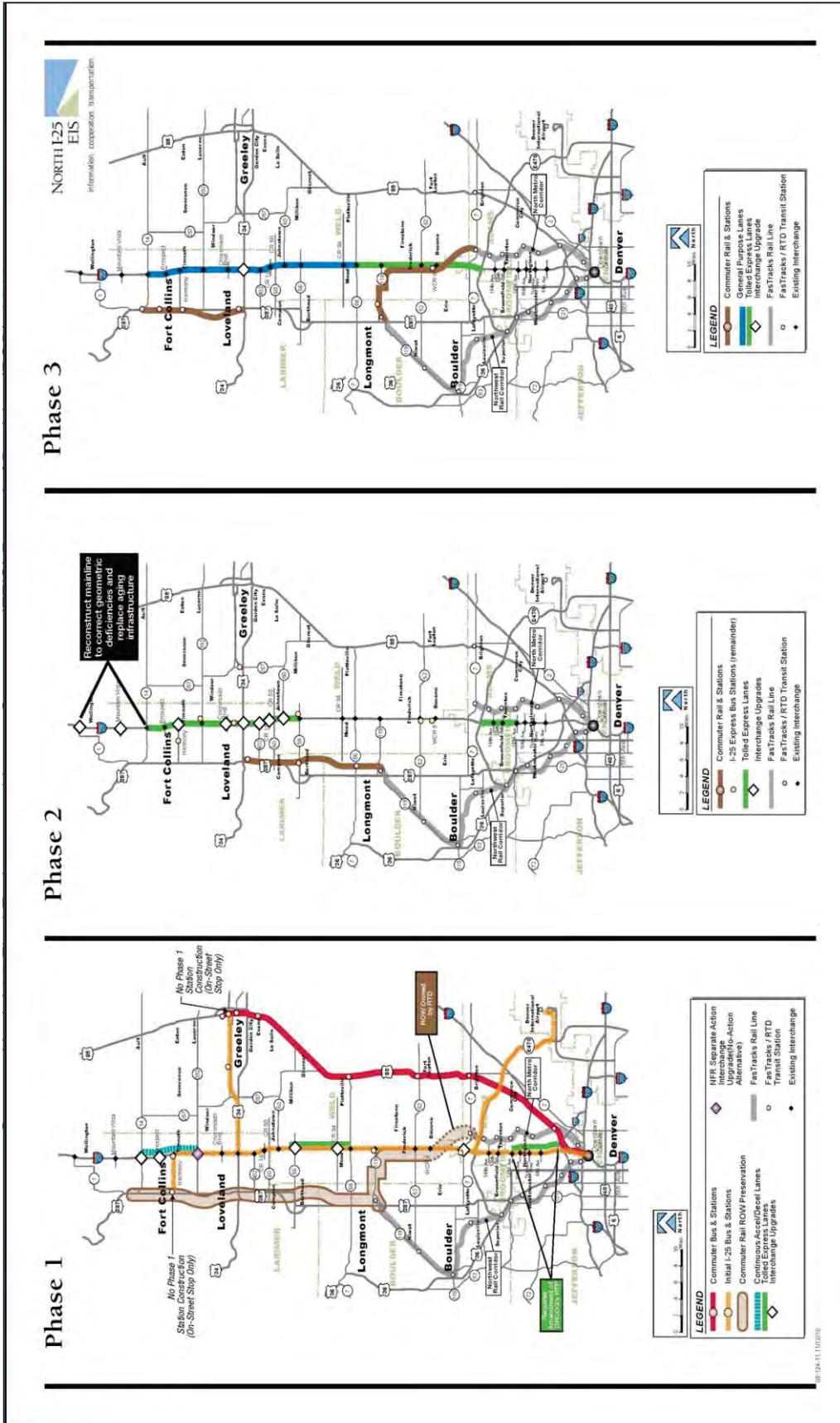
Figure 3.24 illustrates the proposed phasing of the improvements, with bus services developed early in the plan. Although right-of-way for the commuter rail in the US 287 corridor is proposed for purchase early, the construction of the commuter rail line is in Phase 3.

In October 2014, CDOT announced plans to add the segment of I-25 between 120th Avenue and SH 7. This section was not in the original 2011 FEIS as no funds had been identified for construction for that portion. Funds for this section have subsequently been identified and CDOT and FHWA are in the process of adding this Proposed Action to a second Record of Decision (ROD 2). This addition will also include adding one tolled express (managed) lane in each direction along this segment.

Figure 3.23 I-25 FEIS Recommended Preferred Alternative



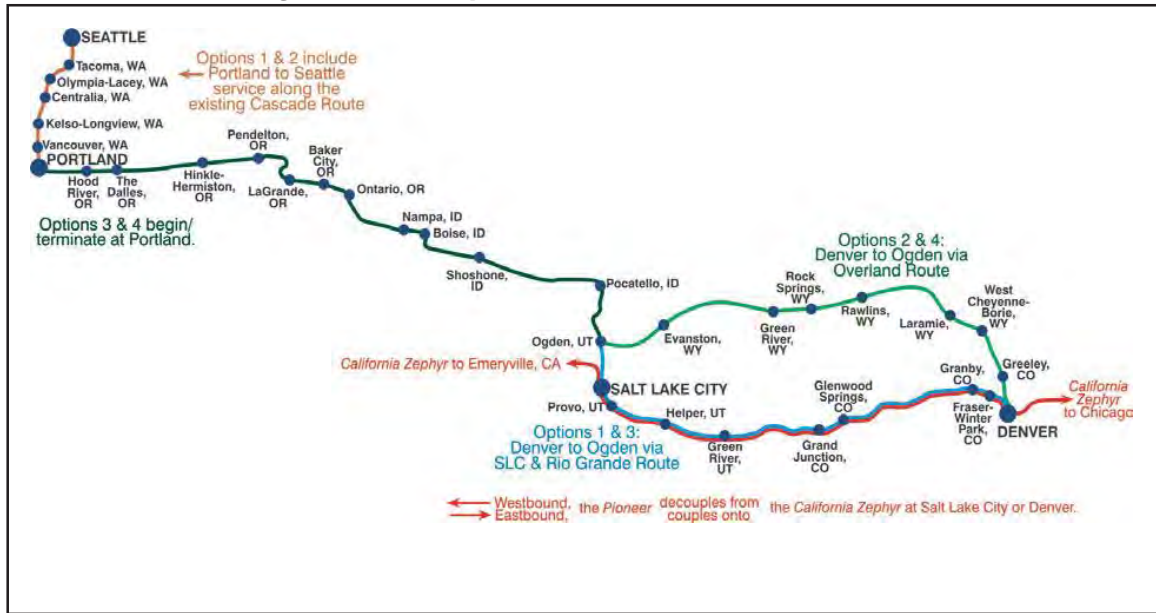
Source: North I-25 Final Environmental Impact Statement (FEIS) Record of Decision (ROD), 2011



AMTRAK PIONEER LINE

As a part of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Amtrak evaluated two potential routes for the Pioneer Line. One of these routes would travel north from Denver through Greeley and on to Wyoming, **Figure 3.25**. The report was completed in 2009 as required by PRIIA; however, no further work has been completed on the potential new routes and no decisions have been made as to when or if service will be reinstated along the Pioneer Line.

Figure 3.25 Proposed Amtrak Pioneer Routes



Source: Pioneer Route Passenger Rail Study, AMTRAK, 2009

SUMMARY OF FINDINGS

1. Public transit networks have developed in the central urban areas with limited services available to rural residents. Though the transit networks are fairly constrained and are not geared to commuters throughout the North Front Range region, the area is experiencing an increase in the number of regional transit options. In Larimer County and for the communities along the I-25 corridor, there are plans to expand transit services, including the Interregional Express Bus Service along I-25. The communities of Berthoud, Fort Collins, Longmont, Loveland and Larimer County continue to operate and fund the FLEX system providing transit services on US 287 from Fort Collins to Longmont. This service will expand to Boulder beginning in 2016 using CMAQ funds.
2. The options for funding regional services are limited and require significant local matching funds. It is and will continue to be difficult to find the matching funds necessary for regional services as well as local services.
3. The role that the State will play in funding transit services of regional significance is difficult to predict. It is important to begin working with the State to determine the role of the State and local governments in funding regional services. This is particularly true for those services identified in the North I-25 EIS. Through the FASTER bill the State General Assembly has made limited funds available, enabling CDOT's Division of Transit and Rail to consider funding of regional transit services. CDOT anticipates awarding capital grants totaling \$5M annually in funding to local entities. Exactly how the remaining \$10M in FASTER funds (identified as "State Projects") will be administered and managed is currently under discussion. Beginning in 2016, CDOT awarded some FASTER funds for operations for regional services. This will be critical for these services to be successful and for them to expand.
4. The vanpool routes can be considered as markers to show where commuters have an interest in shared-ride regional services. Successful vanpool routes can serve as low cost tests routes to determine the demand for shared or public transit services in key regional and inter-regional corridors. Integrating policies and decisions regarding development of transit services with related alternatives to driving such as walking, van-pooling, bicycling, and car-pooling, including Park-n-Ride facility development, may be a useful strategy.
5. Private intercity bus services operating between communities are limited and do not provide convenient commuter based schedules. The Super Shuttle services are frequent, but are focused only around DIA.

APPENDIX A: RELATED PLANNING STUDIES

Extensive local transit planning has occurred in the North Front Range region since the 2004 edition of the RTE. As mentioned in **Chapter 1**, this RTE does not take the place of these transit plans, but rather uses this work as a foundation. These previous regional studies include, but are not limited to:

- North Front Range 2040 Regional Transportation Plan (2015)
- CDOT Statewide Transit Plan (2015)
- Interregional Connectivity Study (2014)
- 2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO) (2013)
- NFRMPO Coordinated Public Transit/Human Services Transportation Plan (2013)
- North Front Range Transit Vision Feasibility Study (2013)
- Colorado State Freight and Passenger Rail Plan (2012)
- The Greeley Transportation Master Plan Update (2011)
- The North I-25 Environmental Impact Statement (2011)
- Rocky Mountain Rail Authority High-Speed Rail Feasibility Study (2010)
- Amtrak Pioneer Route Passenger Rail Study (2009)
- COLT Transit Plan Update (2009)
- Transfort Strategic Plan (2009)
- 2008 Colorado Statewide Intercity and Regional Bus Network Plan (2008)
- The Greeley Evans Transit Strategic Plan (2006)—*update coming in 2015*
- Johnstown, Milliken & Windsor Short-Range Transit Plan (2006)
- The Mason Corridor Plan (2000)

APPENDIX B: PROVIDER DATA

TRANSFORT

Description	Date Acquired	Wheel Chair Accessible	Seat Capacity	Stand Capacity	WC Capacity	Condition	Fuel Type	Notes
35' 1993 GILLIG PHANTOM	06/30/1993	Yes	37	28	2	Good	Bio-Diesel	Inactive
35' 1993 GILLIG PHANTOM	09/09/1993	Yes	37	28	2	Good	Bio-Diesel	Inactive
35' 1993 GILLIG PHANTOM	09/09/1993	Yes	37	28	2	Good	Bio-Diesel	Inactive
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
40' 1997 GILLIG PHANTOM	03/01/1997	Yes	43	26	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/17/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/17/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/30/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/17/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	

APPENDIX B: PROVIDER DATA

Description	Date Acquired	Wheel Chair Accessible	Seat Capacity	Stand Capacity	WC Capacity	Condition	Fuel Type	Notes
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
32' 2005 ELDORADO BUS LOW FLOOR	03/10/2006	Yes	32	10	2	Good	CNG	
2008 NABI BUS 35LFW3510.01	05/15/2008	Yes	30	30	2	Very Good	CNG	
2008 NABI BUS 35LFW3510.01	05/15/2008	Yes	30	30	2	Very Good	CNG	
2008 NABI BUS 35LFW3510.01	05/15/2008	Yes	30	30	2	Very Good	CNG	
2009 NABI BUS 40LF	6/15/2009	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 INTERNATIONAL 3200	11/1/2010	Yes	25	10	1	Good	CNG	
2011 NABI LF 40 FOOT	9/21/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 40 FOOT	9/21/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 40 FOOT	9/21/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 40 FOOT	11/2/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 35 FOOT	11/15/2011	Yes	30	30	2	Very Good	CNG	
2011 NABI LF 35 FOOT	11/28/2011	Yes	30	30	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	

APPENDIX B: PROVIDER DATA

Description	Date Acquired	Wheel Chair Accessible	Seat Cap	Stand Cap	WC Cap	Condition	Fuel Type	Notes
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
<i>Source: Transfort, March 2014</i>								

APPENDIX B: PROVIDER DATA

GET

Year	Make/Model	Date Placed in Service	Seat Capacity	WC Capacity	Fuel	Replacement Date
1987	Chevrolet Custom Deluxe Pickup	8/31/1987	3	0		1/1/2014
1990	Ford Van	3/5/1990	11	0		TBD
2002	Thomas PT Van	6/28/2002	14	3	Diesel-50	TBD
2003	Ford Crown Victoria	5/28/2003	6	0		1/1/2014
2004	Ford Goshen	5/27/2004	14	3	Diesel-55	1/1/2013
2004	Ford Goshen	6/15/2004	14	3	Diesel-55	1/1/2013
2005	Ford E450	5/5/2005	14	3	Diesel-55	1/1/2013
2005	Ford E450	6/1/2005	14	3	Diesel-55	1/1/2014
2005	Ford E450	6/30/2005	14	3	Diesel-55	1/1/2014
2007	Ford Senator	6/7/2007	14	3	Diesel-50	1/1/2014
2007	Ford Starcraft	6/7/2007	14	3	Diesel-50	1/1/2014
2008	Chevrolet Express	4/25/2008	14	3	Diesel-50	1/1/2015
2008	Champion Defender	6/16/2008	23	2	Diesel-50	1/1/2015
2008	Champion Defender	6/16/2008	23	2	Diesel-50	1/1/2015
2008	Champion Defender	11/5/2008	23	2	Diesel-50	1/1/2015
2008	Champion Defender	11/11/2008	23	2	Diesel-50	1/1/2016
2008	Champion Defender	12/10/2008	23	2	Diesel-50	1/1/2016
2008	Champion Defender	12/15/2008	23	2	Diesel-50	1/1/2016
2010	Champion Defender	1/28/2010	23	2	Diesel-50	1/1/2017
2010	Champion Defender	2/1/2010	23	2	Diesel-50	1/1/2017
2010	Champion Defender	2/1/2010	23	2	Diesel-50	1/1/2017
2010	Champion Defender	2/10/2010	23	2	Diesel-50	1/1/2017
2010	Chevrolet Senator	7/7/2010	14	3	Diesel-50	1/1/2018
2011	Champion Defender	3/3/2011	23	2	Diesel-50	1/1/2018
2011	Champion Defender	3/14/2011	23	2	Diesel-50	1/1/2018
2011	Champion Defender-Hybrid	3/30/2011	23	2	Diesel-50	1/1/2021
2012	Champion Defender	7/19/2012	23	2	Diesel-50	1/1/2019
2013	Champion Defender	7/26/2012	23	2	Diesel-50	1/1/2019
2013	Champion Defender	8/17/2012	23	2	Diesel-50	1/1/2019
2013	Champion Defender	9/4/2012	23	2	Diesel-50	1/1/2019
2013	Champion Defender	10/15/2012	23	2	Diesel-50	1/1/2019

Source: GET, March 2014

APPENDIX B: PROVIDER DATA

COLT

Unit	Usage	Status	Year	Unit Condition	Model	Chassis Make	Body Make	Seat Capacity	Fuel
8008	Fixed	Active	2004	Excellent	E450 Van	Ford	StarTrans	20	Gas
8018	Para	Active	2002	Fair	E350 Van	Ford	Thomas	21	Diesel
8019	Fixed	Active	2011	Excellent	E450 Van	Ford	StarTrans	23	Gas
8021	Fixed	Active	2011	Excellent	E450 Van	Ford	StarTrans	23	Gas
8022	Para	Active	2007	Good	E350	Ford	StarCraft	8	Gas
8024	Para	Active	2007	Good	E350	Ford	StarCraft	8	Gas
8026	Utility	Active	2007	Good	Mini Van	Chevrolet	Uplander	5	Gas
8060	Fixed	Active	2009	Good	Trans	Gillig	Gillig	35	Diesel
8070	Fixed	Active	2011	Excellent	Trans	Gillig	Gillig	35	Diesel
8080	Fixed	Active	2011	Excellent	Trans	Gillig	Gillig	35	Diesel

APPENDIX B: PROVIDER DATA

BATS

Quantity	Year	Manufacturer	Seated Capacity	Standing Capacity	Fuel Type	Replacement Year	Notes
1	2008	Ford E 350 Brahn	8	1	Unleaded	2015	A van will be replaced every 5 years
1	2009	Ford E 350 Star Craft	12	1	Unleaded	2020	
1	2010	Ford E 350 Turtle Top	10	1	Unleaded	2025	High-mile vehicle, may replace sooner

Source: BATS, March 2014

DISCUSSION ITEM: Updated 2040 Regional
Transportation Plan Schedule

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
March 18, 2015	2040 Regional Transportation Plan Schedule	Becky Karasko
Objective / Request Action		
Staff is providing the Committee with an updated schedule for the TAC's review of the 2040 Regional Transportation Plan (RTP) chapters.		Report Work Session ✓ Discussion Action
Key Points		
<ul style="list-style-type: none"> • MPO staff is developing the 2040 RTP, scheduled for September 2015 approval • The 2040 RTP includes a long term transportation vision for the region 		
Committee Discussion		
At their February 18, 2015 meeting, TAC requested staff provide a revised schedule of when staff would require Committee review and input on the 2040 RTP chapters.		
Supporting Information		
The 2040 RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2040 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally constrained corridor plan for the future.		
Advantages		
Having a set schedule for the 2040 RTP chapter review allows TAC members to see when their input for the document is needed.		
Disadvantages		
Not having a set schedule for the 2040 RTP chapter review could cause the MPO to miss FHWA's October 24, 2015 deadline for the Conformity Determination on the 2040 RTP and FY2016-2019 TIP.		
Analysis /Recommendation		
Staff requests TAC review the 2040 RTP review schedule and provide input to staff.		
Attachments		
<ul style="list-style-type: none"> • Revised 2040 RTP Review Schedule • October 24, 2011 Updated 2035 RTP and Amended FY2012-2017 TIP Conformity Determination FHWA Letter • May 30, 2013 2035 RTP and Amended 2012-2017 TIP Conformity Determination FHWA Letter 		

Rev. 9/17/2014

REVISED 2040 RTP Schedule
(February-September 2015)

Action	Month								
	February	March	April	May	June	July	August	September	
Online Survey	*	*							
Public Outreach Events	*	*		*	*				
Community Remarks online mapping and comment tool		*	*	*	*				
Set 1 of chapters sent to TAC members with March TAC packet:									
-Chapter 2: Existing Transportation System			X						
-Chapter 3: Socio-Economic Profile									
-Chapter 5: Environmental Profile									
-Chapter 6: Transportation Safety and Security									
TAC Discussion of Set 1 of chapters			X						
Set 2 of chapters sent to TAC members with April TAC packet:									
-Chapter 4: Performance-Based Planning				X					
-Chapter 7: Travel Demand Analysis									
-Chapter 8: Plan Scenarios									
-Chapter 9: Vision Plan									
TAC Discussion of Set 2 of chapters				X					
Set 3 of chapters sent to TAC members with May TAC packet:									
-Chapter 1: Introduction					X				
-Chapter 10: Fiscally Constrained Plan									
-Chapter 11: Congestion Management Process									
-Chapter 12: Implementation									
TAC Discussion of Set 3 of chapters					X				
TAC Discussion of RTP document						X			
Council Discussion of RTP document							O		
30-Day Public Comment Period							*		
TAC Recommendation on RTP document							X		
Council Action on RTP document								O	

*-Public Involvement Items

X-TAC Input Items

O-Council Input Items



U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

October 24, 2011

12300 W. Dakota Ave., Ste. 180
Lakewood, CO 80228
(720) 963-3014
Fax (720) 963-3001

Mr. Cliff Davidson
Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Subject: NFRMPO Updated 2035 RTP and Amended 2012-2017 TIP Conformity Determination

Dear Mr. Davidson:

In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (U.S. DOT) is required to make air quality conformity determinations of Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. The process to make a conformity determination in Colorado is the Federal Highway Administration (FHWA) Colorado Division office, who signs the letter on behalf of the Federal Transit Administration (FTA) Region VIII office per the current Memorandum of Agreement for Transportation Planning Oversight (MOA).

On November 20, 2007, the U.S. Environmental Protection Agency (EPA) designated the Denver, Boulder, Longmont, Fort Collins and Greeley urbanized areas non-attainment for 8-hour ozone. The non-attainment area includes the planning areas of the North Front Range Transportation and Air Quality Planning Council, also known as the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG) and the upper Front Range Transportation Planning Region (Upper Front Range TPR). The transportation planning organizations have signed an MOA explaining how air quality conformity for 8-hour ozone is accomplished by the three parties within the non-attainment area. The 8-Hour Ozone MOA states that the North Front Range MPO will provide conformity determinations for the northern subarea on the Denver-North Front Range non-attainment area, as well as portions of the Upper Front Range TPR. Subarea budgets were used for the conformity determinations of the Updated 2035 RTP and Amended 2012-2017 TIP.

Currently, the cities of Fort Collins and Greeley are designated as maintenance areas for carbon monoxide (CO).

On September 1, 2011, the NFRMPO Planning Council, in its capacity as the MPO, adopted an air quality conformity determination for the NFRMPO Updated 2035 RTP and the NFRMPO Amended FY 2012-2017 TIP. The Updated 2035 RTP is the fiscally constrained RTP for the NFRMPO region, while the Amended FY 2012-2017 TIP is the fiscally constrained TIP for the NFRMPO region. The 8-Hour ozone portion of the conformity determination covers the

File: 732.41; 734.22; 734.21

H:\Correspondence\FY2012\Haas_Davidson_NFRMPOUpdated2035RTPand Amended
20122017TIPConformityDetermination_Page 90 of 95

Denver-North Front Range (Northern Subarea), and includes both the Upper Front Range 2035 RTP and the FY 2012-2017 State Transportation Improvement Program (STIP) for the Upper Front Range Transportation Planning Region.

Based on our evaluation of the NFRMPO Updated 2035 RTP the NFRMPO Amended FY 2012-2017 TIP conformity determination, in coordination with the EPA, the Colorado Air Quality Control Commission (AQCC), the Regional Air Quality Council (RAQC) and the Colorado Department of Transportation (CDOT), we have determined that the NFRMPO area has met the requirements of 40 CFR 51 and 93, 23 CFR 450, 49 CFR 613 along with FHWA/FTA policies and guidance. Furthermore, the NFRMPO Updated 2035 RTP and the NFRMPO Amended FY 2012-2017 TIP conform to the State Implementation Plan (SIP).

Under separate letters dated November 19, 2008 and June 29, 2011, we made conformity determinations for the Upper Front Range TPR 2035 RTP and the Upper Front Range TPR portion of the 2012-2017 STIP.

A conformity determination for the NFRMPO Updated 2035 RTP and the NFRMPO Amended FY 2012-2017 TIP is hereby made. This conformity determination is in effect until such time as a new finding is required, either by new regulatory requirements, a revision of the RTP, a revision of the TIP or a revision to the SIP. Our action is consistent with the FHWA/FTA Transportation Planning MOA.

Sincerely yours,



John M. Cater
Division Administrator

cc: Ms. Lisa Silva, APCD
Mr. Jeff Sudmeier, CDOT
Ms. Cathy Cole, CDOT
Mr. David Beckhouse, FTA
Mr. Larry Squires, FTA
Mr. Tim Russ, EPA
Ms. Barbara Kirkmeyer, UFR



U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

May 30, 2013

12300 W. Dakota Ave., Ste. 180
Lakewood, CO 80228
(720) 963-3014
Fax (720) 963-3001

Ms. Terri Blackmore
Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Subject: NFRMPO 2035 RTP and Amended 2012-2017 TIP Conformity Determination

Dear Ms. Blackmore:

In accordance with the Clean Air Act of 1990, as amended, 40 CFR 93 and 23 CFR 450, the U.S. Department of Transportation (U.S. DOT) is required to make air quality conformity determinations of Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. The process to make a conformity determination in Colorado is that the Federal Highway Administration (FHWA) Colorado Division office signs the letter on behalf of the Federal Transit Administration (FTA) Region VIII office per the current Memorandum of Agreement for Transportation Planning Oversight (MOA).

On May 21, 2012, the U.S. Environmental Protection Agency (EPA) issued a final rule designating the Denver, Boulder, Longmont, Fort Collins and Greeley urbanized areas non-attainment for 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS). The non-attainment area includes the planning areas of the Denver Regional Council of Governments (DRCOG), North Front Range Transportation and Air Quality Planning Council, also known as the North Front Range Metropolitan Planning Organization (NFRMPO), and the Upper Front Range Transportation Planning Region (Upper Front Range TPR). Included in the EPA final rule is the requirement for a submittal by NFRMPO and DRCOG of an initial conformity determination to address the nonattainment provisions for the 2008 8-hour ozone NAAQS by July 20, 2013.

The transportation planning organizations have signed an MOA explaining how air quality conformity for 8-hour ozone is accomplished by the three parties within the non-attainment area. The 8-Hour Ozone MOA states that NFRMPO will provide conformity determinations for the northern subarea on the Denver-North Front Range non-attainment area, as well as portions of the Upper Front Range TPR.

Currently, Fort Collins and Greeley are designated as maintenance areas for the carbon monoxide NAAQS.

File: 732.21

H:\Correspondence\FY2013\Haas_Blackmore_NFRMPO2035RTPand

Amended2012-2017TIPConformityDetermination_May30.sw

On March 7, 2013, NFRMPO, in its capacity as the MPO, adopted an air quality conformity determination for the NFRMPO 2035 RTP and the Amended FY 2012-2017 TIP. The conformity determination specifically met the 40 CFR 93 Subpart A requirements that address the 2008 8-hour ozone NAAQS, and NFRMPO has complied with the one-year grace period deadline. The 2035 RTP is the fiscally constrained long-range transportation plan for the NFRMPO region, while the FY 2012-2017 TIP is the fiscally constrained transportation improvement program for the NFRMPO region. The 8-hour ozone portion of the conformity determination covers the Denver-North Front Range Northern Subarea, and includes both the Upper Front Range TPR 2035 RTP and the FY 2012-2017 State Transportation Improvement Program (STIP) for the Upper Front Range Transportation Planning Region. NFRMPO also adopted a conformity determination for the carbon monoxide NAAQS that covers the Fort Collins and Greeley Maintenance Areas.

Based on our evaluation of the NFRMPO 2035 RTP conformity determination and the Amended FY 2012-2017 TIP in coordination with the EPA, the Colorado Air Quality Control Commission (AQCC), the Regional Air Quality Council (RAQC) and the Colorado Department of Transportation (CDOT), we have determined that the NFRMPO area has met the requirements of 40 CFR 93, 23 CFR 450, 49 CFR 613 along with FHWA/FTA policies and guidance. NFRMPO correctly followed the procedures of the 8-Hour Ozone MOA. Furthermore, the NFRMPO 2035 RTP and the NFRMPO Amended FY 2012-2017 TIP conform to the State Implementation Plan (SIP).

A conformity determination for the NFRMPO 2035 RTP and the NFRMPO Amended 2012-2017 TIP is hereby made. Our action is consistent with the FHWA/FTA Transportation Planning MOA.

Sincerely yours,



John M. Cater
Division Administrator

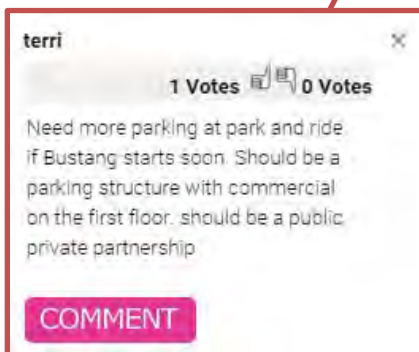
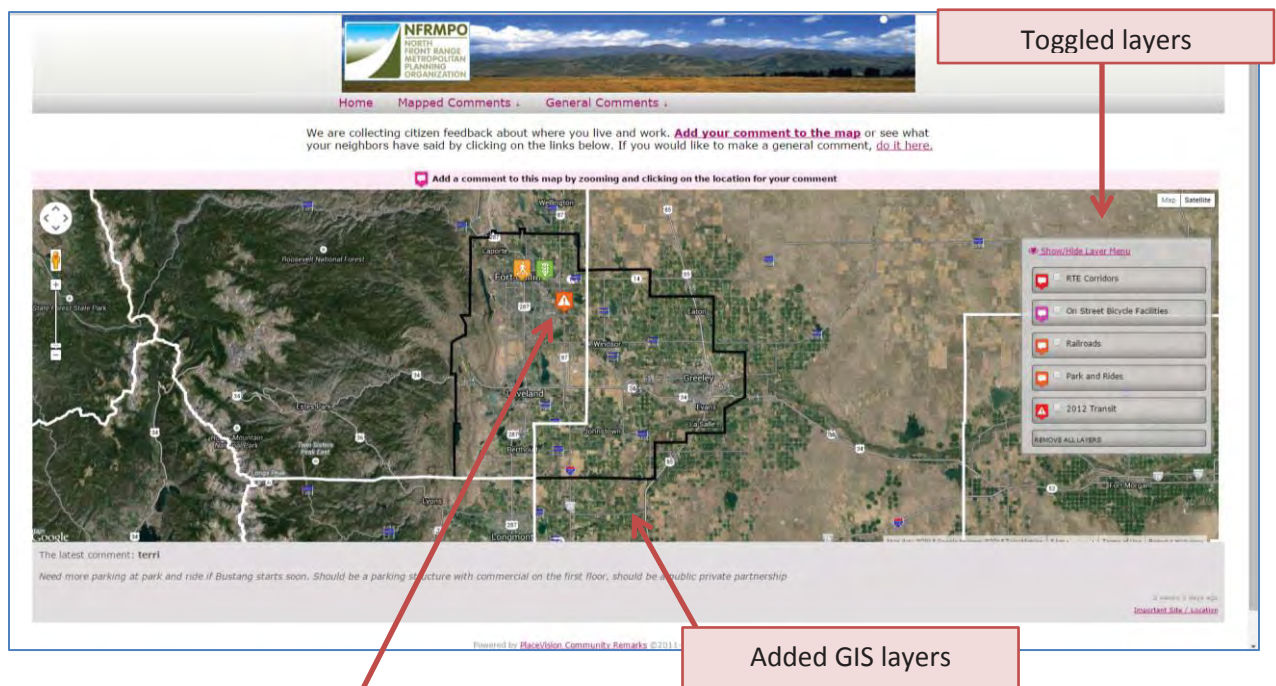
cc: Ms. Lisa Silva, APCD
Mr. Jeff Sudmeier, CDOT
Mr. David Beckhouse, FTA
Mr. Larry Squires, FTA
Mr. Tim Russ, EPA
Ms. Jennifer Schaufele, NFRMPO
Ms. Barbara Kirkmeyer, UPR TPR

Public Outreach Update

Community Remarks

Community Remarks is a tool the MPO will use as an outreach tool for the 2040 Regional Transportation Plan. The MPO added a variety of GIS layers to the base Google map, including railroads, the potential Regional Transit Element corridors, bike lanes, park-n-rides, and transit. Additional layers can be added in the future. People visiting the website can toggle these layers and provide comments on what they feel the North Front Range region needs. The tool is interactive, and allows people to “vote up” if they agree or “vote down” if they do not agree with other comments. People who “vote down” must explain why they do not agree with the comment, providing further input to MPO staff to include in the 2040 RTP. The tool can be accessed at the link below:

www.communityremarks.com/northfrontrange/



The screenshot shows the comment submission form. It includes fields for Name, Email (optional), and Comment. The Name field contains 'Alex', the Email field contains 'agordon@nfrmpo.org', and the Comment field contains 'I agree. Parking is already a major issue at this spot.' A 'SUBMIT' button is at the bottom.