

## **APPENDIX A: STEERING COMMITTEE MEMBERS**

David Averill of the North Front Range MPO served as staff for this project.

### Steering Committee Members

Marcy Abreo, City of Loveland

Marlys Sittner, City of Fort Collins

Matthew O'Neill, Town of Windsor

Eric Bracke, City of Greeley

Elizabeth Relford, Weld County

Myron Hora, CDOT Region 4

John Valerio, CDOT Transit Unit

Jeff Dunning, Regional Transportation District

## APPENDIX B: RELATED PLANNING STUDIES

Extensive local transit planning has occurred in the NFR MPO since the 2004 edition of the transit element. As mentioned above, this transit element does not take the place of these transit plans but rather uses them as a foundation. These previous studies include, but are not limited to, the following:

- The North I-25 Environmental Impact Statement
- The North Front Range 2035 Regional Transportation Plan
- The Economic and Demographic Forecast for the North Front Range Modeling Area & its Sub-Regions
- The Fort Collins and Loveland Transit Strategic Operating Plan 2009 Updates
- The Mason Corridor Plan
- Larimer County Human Services Transportation Coordination Plan
- Weld County Human Services Transportation Coordination Plan
- The Greeley Evans Transit Strategic Plan
- The Greeley Transportation Master Plan Update
- The Johnstown Milliken & Windsor Plan
- The Tri-Town Area Plan
- The Rocky Mountain Rail Authority Study
- The Statewide Intercity Bus Study
- Amtrak Pioneer Restoration Study

These reports speak for themselves and readers of this document are encouraged to review the individual plans. Key reports are summarized in this Appendix.

### NORTH I-25 EIS

More information regarding the North I-25 Environmental Impact Statement may be found at <http://www.coloradodot.info/projects/north-i-25-eis>.

The I-25 EIS recommended preferred alternative calls for significant transit elements together with general purpose lane and tolled express lane expansions, including the following transit systems:

- Express Bus – Express bus with 13 stations along I-25, US 34, and Harmony Road with service from Fort Collins and Greeley to downtown Denver and between Fort Collins and DIA.

- Commuter Rail – Commuter rail service with nine stations connecting Fort Collins to Longmont and Thornton using the Burlington Northern Santa Fe Railroad right of way, generally paralleling SH 119 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. (This commuter rail line along US 287 should take advantage of clientele.)
- Commuter Bus – Commuter bus service with eight stations along US 85 connecting Greeley to downtown Denver.
- Congestion Management- Some of the improvements include accommodations for ridesharing, carpools and vanpools, along with additional bicycle and pedestrian facilities. In addition, signal timing, ramp metering on I-25, and signage could also be improved.

The services proposed in the I-25 EIS would mirror the current operating hours, i.e. early morning 6:00 am to 7:00 pm, of the current transit services, and operating frequencies, i.e. hourly with some 30 minute service during peak hours, as described in the section about current services.

The recommended preferred alternative is a combination of Package A and Package B alternatives as described in the I-25 DEIS Appendix H, which is available at <http://www.nfrmpo.org/Archives.aspx>. This appendix also includes a list of improvements to the supporting bus network.

## THE ECONOMIC AND DEMOGRAPHIC FORECAST FOR THE NORTH FRONT RANGE MODELING AREA

This study may be downloaded from <http://www.nfrmpo.org/Archives.aspx>. The study was adopted in August 2006 and provides the most current population and demographic forecasts available for the transit element. Unfortunately, even 2006 data must be considered cautiously in light of current economic realities. The study's assertion that "over the past 30 years the North Front Range has experienced rapid economic growth and this trend is expected to continue" remains realistic but it may be overly optimistic to say that "The North Front Range is now experiencing a healthy recovery from the recent recession" and "this recovery is forecast to continue and the region should enjoy continued robust growth over the next three decades" now sounds overly optimistic. The study correctly states that "the outlook for the US economy is the most important determinant of the performance of the Colorado economy as well as that in the modeling area."

Despite these reservations, this forecast provides important information about NFR population and demographics that is necessary for the transit element. Acknowledging that the forecast may be optimistic, and does not include cyclical

expansions or recessions, will keep transit element recommendations in the proper perspective.

## THE FORT COLLINS AND LOVELAND TRANSIT STRATEGIC OPERATING PLAN 2009 UPDATES

These comprehensive strategic plan updates provide detailed analysis of bus routes and are available at <http://www.fcgov.com/transfort/plan-index.php> and at <http://www.ci.loveland.co.us/publicworks/COLT/PDFApps/FinalTransitPlan2009.pdf>, for COLT and Transfort respectively.

Coordinating the COLT and Transfort Strategic Operating Plans provided a common basis for understanding these systems and for developing future transit in the Loveland/Fort Collins region. These plans provide extensive technical information about both systems, including routes, fleets, and facilities. Route efficiencies are measured and compared. Future transit system development is outlined in a phased approach.

## MASON CORRIDOR PLAN

Extensive information about this project is available at the Fort Collins web site <http://www.fcgov.com/mason/>.

The Mason Corridor is a five mile north-south byway within the city of Fort Collins which extends from Cherry Street on the north to south of Harmony Road. The corridor is centered along the Burlington Northern Santa Fe Railway property, located a few hundred feet west of College Avenue (US 287).

The Mason Corridor includes a new bicycle and pedestrian trail as well as a planned Bus Rapid Transit (BRT) system in a fixed guideway for the majority of the corridor. The BRT service will operate nearly twice as fast as auto travel along College Avenue, as well as provide high frequency service every 10 minutes. Stations will incorporate new high-quality amenities that are similar to light rail, with low floor boarding platforms, sleek new busses, next bus arrival information, and pre-pay fare machines.

The Mason Corridor will link major destinations and activity centers along the corridor including the Downtown commercial, cultural, and business centers, Colorado State University, Foothills Mall, and South College retail areas. Additionally, future regional transit connections will link to the Mason Corridor.

## 2006 JOHNSTOWN, MILLIKEN AND WINDSOR SHORT-RANGE TRANSIT PLAN

This study may also be downloaded from <http://www.nfrmpo.org/Archives.aspx>.

Residents that live in the Johnstown, Milliken, and Windsor sub-area have to leave their respective towns for most major activities, including shopping, hospitals, and employment. The percent of residents that live and work in the sub-area is very low, around 25 percent.

The only existing transit services are the senior/disabled transportation service provided by the Town of Windsor and the Minibus program operated by the Weld County Human Services Department.

Weld County Human Services operates extensive transportation services between the many small towns in the county and Greeley, the county's largest city. Both general public service and many specialized programs are provided, including employment services, Migrant Head Start, Head Start, senior nutrition, and a summer youth program. Service is scheduled from Johnstown to Greeley the second Tuesday of every month for shopping in Greeley. Regularly scheduled service is also scheduled from Windsor to Greeley every Friday. There is no fee for this service; donations are accepted.

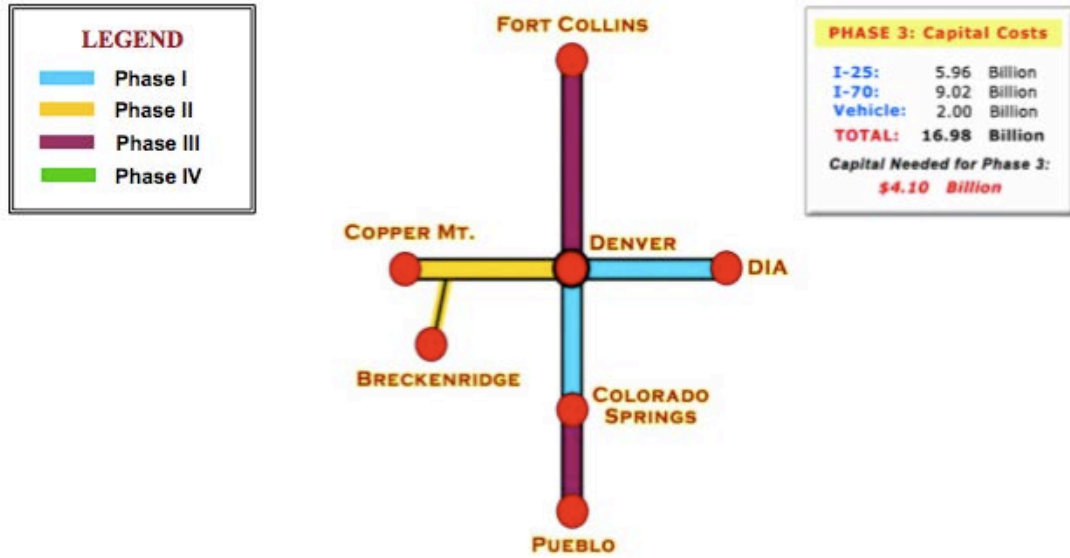
Demand responsive service is also available to all residents in Weld County for medical trips. Passengers must give a two-day notice and be a registered user with the Weld County Transportation Department. Demand responsive service is available from 6:00 a.m. to 6:00 p.m. Monday through Friday. Again, there is no fee for this service; donations are accepted.

The Windsor senior transportation program operates out of the Recreation Department within the Town of Windsor. Service is provided for seniors aged 60 or older for trips to medical appointments and nutrition sites, on Wednesdays and Fridays, and for grocery shopping on Thursday mornings. The program also serves the disabled, but the disabled must go through a registration process prior to using the service. The disabled may use the service for the same trips as the seniors.

## ROCKY MOUNTAIN RAIL AUTHORITY

<http://rockymountainrail.org/documents/RMRAExecutiveSummary-FINAL.pdf>

The RMRA Study of March 2010 concludes that high-speed rail, is feasible in Colorado despite costs of \$21 billion in both the I-70 and I-25 corridors. The study envisions high speed rail, with average travel speeds of 90 to 100 mph in the I-25 corridor, within 20 years (8 years of project development and environmental clearance; 6 years of design and construction).



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The high-level RMRA feasibility study depends on additional analysis, such as a yet to be done statewide rail plan and environmental clearances, before high speed rail moves forward.

## APPENDIX C: PUBLIC PROVIDER FLEET DATA

### TRANSFORT

<b>Fixed Route</b>							
Quantity	Year	Manufacturer	Seated cap	Standing Cap	Fuel Type	Replace Year	Notes
6	1993	Gillig Phantom	37	28	Bio-Diesel	2010	1 inactive vehicle
1	1994	Gillig Phantom	30	20	Bio-Diesel	2010	
5	1997	Gillig Phantom	35	37	Bio-Diesel	2010-2011	
4	1998	Gillig Phantom	43	26	Bio-Diesel	2012	
6	2001	Gillig Low-Floor	28	22	Bio-Diesel	2014-2019	
1	2005	El Dorado Low-Floor	30	20	Bio-Diesel	2017	
3	1991	Flexible 40 ft.	43	26	Bio-Diesel	2010	
3	2008	NABI 35LFW3510.01	37	23	CNG	2020	
7	2009	NABI 40LFW	37	23	CNG	2021	
<b>Dial-a-ride</b>							
Quantity	Year	Manufacturer	Seated cap	Standing Cap	Fuel Type	Replace Year	Notes
3	1999	Ford E450	12	NA	Bio-Diesel	2006	All 3 inactive
6	2001	Ford E450	12	NA	Bio-Diesel	2006	2 inactive vehicles
2	2003	Ford E450	12	NA	Bio-Diesel	2010	
2	2007	Ford Senator E350	14	NA	CNG	2012	

## GET

Quantity	Year	Manufacturer	Seated cap	Standing Cap	Fuel Type	Replacement Year	Notes
Fixed Route							
4	2009	Champion Intrntl	19-23	13	Diesel		
3	2008	Champion Intrntl	22-26	10	Diesel		5316 funded
6	2008	Champion Intrntl	19-23	13	Diesel		
1	2004	Goshen	17-21	10	Diesel		
1	2003	Thomas	17-21	10	Diesel		
2	1995	Gillig Phantom	25-29	21	Diesel		
2	1993	Gillig Phantom	26-30	22	Diesel		
Demand Response							
1	2010	Senator	4-10	0	Diesel		
2	2007	Starcraft	4-10	0	Diesel		
1	2007	Senator	8-14	0	Diesel		
3	2005	Goshen	8-14	0	Diesel		
2	2004	Goshen	8-14	0	Diesel		
1	2002	Thomas	8-14	0	Diesel		

Source:GET, December 2010.



## COLT

Quantity	Year	Manufacturer	Seated cap	Standing Cap	Fuel Type	Replacement Year	Notes
1	2001	Ford E-450	16	0	Diesel	2008	
2	2002	Ford CL 100	21	0	Diesel	2012	
1	2003	Ford CL 100	21	0	Diesel	2012	
1	2005	Chevy C5500	24	10	Diesel	2015	
2	2007	Ford E35Y	8	0	Diesel	2017	
1	2008	Chevy Uplander	5	0	Diesel	2013	
1	1999	Bluebird CIF 2509	25	10	Diesel	2009	
1	2009	Gillig Low Floor	35	20	Diesel	2025	
2	2010	Gillig Low Floor	35	20	Diesel	2026	Deliver Jan 2011

Source: COLT, June 2010

## BATS

Quantity	Year	Manufacturer	Seated cap	Standing Cap	Fuel Type	Replacement Year	Notes
1	2003	Ford E 450 Goshen	21	2	Unleaded		being sold
1	2004	Ford E 450 Goshen	21	2	Unleaded		2011
1	2007	Ford E 350 Star Craft	12	2	Unleaded		2014
1	2008	Ford E 350 Brahn	8	1	Unleaded		2015
1	2009	Ford E 350 Star Craft	12	1	Unleaded		2016
1	2010	Ford E 350 Turtle Top	10	1	Unleaded		2017

Source: BATS

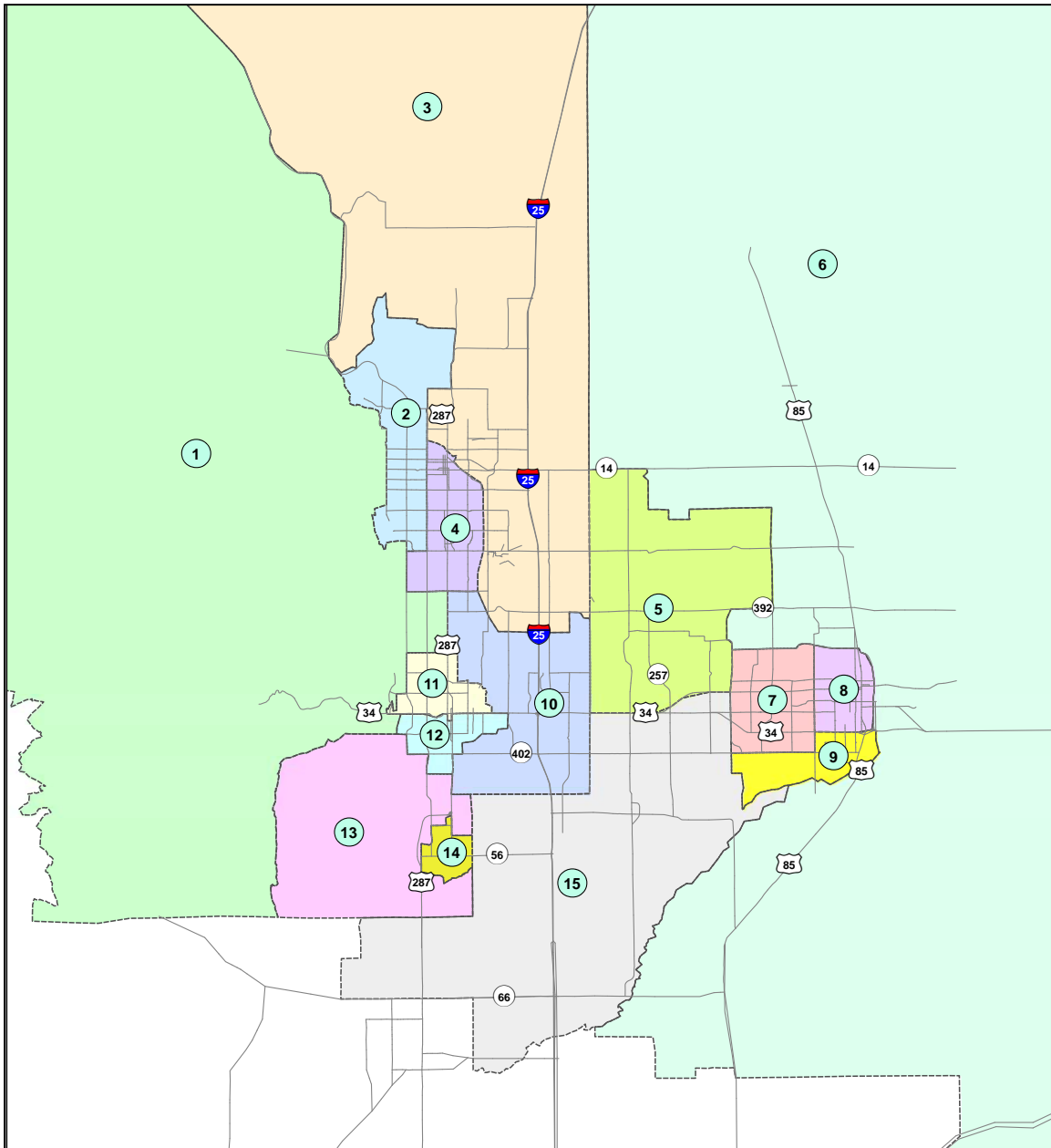
## APPENDIX D: DEMAND ANALYSIS

The travel demand analysis included the following steps:

1. Creation of trip matrices for 2005, 2015, 2025, and 2035 showing the trip productions and attractions for each of the 15 zones.
2. Each zone pair was analyzed to determine which (if any) regional corridor would collect trips from the zone pair. Each zone pair was color-coded to reflect the corridor. A percentage was assigned to reflect an estimated amount of the trips that would fall into the regional corridor. Examples:
3. (a) Subarea 1 is rural Larimer County, west of most transit services. So most of the zone 1 pairings have no trips served by transit in the regional corridors.
4. (b) Trips from zone 2, north-west Fort Collins might be ones that cross east/west to Zone 3 or 4; travel north/south on US 287, or travel east to access I-25 before traveling north/south on I-25. A percentage of trips traveling east-west were discarded from the analysis and the remainder assigned to the US 287 and I-25 corridors.
5. The external trips were also identified for each zone. As with internal trips, each pair was identified with a regional corridor, if applicable, and a percentage assigned to reflect an estimated portion of the trips that would fall into the particular regional corridor.
6. Multiplying the total trips in each zone pair by the percentage for each corridor resulted in the trips that would have the potential for using transit.
7. A mode share of 0.5 to 2% was selected to determine a range for trips that might be likely to use transit. A higher percentage of work trips might switch to the transit mode and over time these percentages might increase, but this range is reasonable given the overall conditions in these corridors.

A map of the subareas follows as Figure D-1. Then, tables are included showing the calculations for each step. The summary is presented first, and then Internal/External trip tables, percentages applied to total trips, and the trips allocated to each corridor based on the percentages. All trip tables have been extracted from the air quality conformity model run outputs.

**Figure D-1: Map of Sub-areas, based on 2000 Census Tracts**



### Summary of Trips in Transit Corridors, by 2005 – 2035

<b>2005</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>TOTAL</b>
Internal Trips	89,297	18,206	774	218	4,997	23,545	10,332	147,369
External Trips	10,588	40,968	6,995	2,758	689	2,169	0	64,167
<b>TOTAL</b>	<b>99,886</b>	<b>59,174</b>	<b>7,768</b>	<b>2,976</b>	<b>5,686</b>	<b>25,714</b>	<b>10,332</b>	<b>211,536</b>
<b>Range of Transit Mode Share</b>								
0.5%	499	296	39	15	28	129	52	1,006
1%	999	592	78	30	57	257	103	2,012
2%	1,998	1,183	155	60	114	514	0	4,024

<b>2015</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>G</b>	<b>F</b>	<b>E</b>	<b>TOTAL</b>
Internal Trips	80,460	43,254	749	1,218	13,813	28,038	7,185	174,718
External Trips	14,085	52,519	7,929	2,362	0	2,761	556	80,211
<b>TOTAL</b>	<b>94,545</b>	<b>95,773</b>	<b>8,678</b>	<b>3,580</b>	<b>13,813</b>	<b>30,798</b>	<b>7,741</b>	<b>254,928</b>
<b>Range of Transit Mode Share</b>								
0.5%	473	479	43	18	69	154	39	1,275
1%	945	958	87	36	138	308	77	2,549
2%	1,891	1,915	174	72	276	616	155	5,099

<b>2025</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>TOTAL</b>
Internal	110,924	56,412	1,054	1,978	8,012	33,365	20,767	232,512
External	17,504	58,775	9,047	2,879	647	4,165	0	93,018
<b>TOTAL</b>	<b>128,429</b>	<b>115,187</b>	<b>10,101</b>	<b>4,857</b>	<b>8,659</b>	<b>37,530</b>	<b>20,767</b>	<b>325,530</b>
<b>Range of Transit Mode Share</b>								
0.05%	64	58	5	2	4	19	10	163
1%	1,284	1,152	101	49	87	375	208	3,255
2%	2,569	2,304	202	97	173	751	415	6,511

<b>2035</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>TOTAL</b>
Internal Trips	88,767	64,753	1,231	2,014	8,063	38,716	25,974	229,517
External Trips	19,732	67,883	10,273	3,196	682	2,761	0	104,528
<b>TOTAL</b>	<b>108,499</b>	<b>132,636</b>	<b>11,505</b>	<b>5,210</b>	<b>8,745</b>	<b>41,476</b>	<b>25,974</b>	<b>334,045</b>
<b>Range of Transit Mode Share</b>								
0.5%	542	663	58	26	44	207	130	1,670
1%	1,085	1,326	115	52	87	415	260	3,340
2%	2,170	2,653	230	104	175	830	519	6,681

### Internal – External Trips for 2005

External Station Location	Census Group														
	Cen Grp 1 (Larimer County)	Cen Grp 2 (Northwest Fort Collins)	Cen Grp 3 (Northeast Fort Collins/Larimer County)	Cen Grp 4 (South-Central Fort Collins)	Cen Grp 5 (Weld County)	Cen Grp 6 (Northeast Weld County)	Cen Grp 7 (West Greeley)	Cen Grp 8 (Central Greeley)	Cen Grp 9 (Evans)	Cen Grp 10 (Windsor Area)	Cen Grp 11 (North-Central Loveland)	Cen Grp 12 (South-Central Loveland)	Cen Grp 13	Cen Grp 14 (Berthoud)	Cen Grp 15 (Milliken/Mead/ohnstown etc)
Mulberry St / SH14 (East)	4	30	70	63	108	739	40	96	17	6	3	1	0	0	5
SH-392	7	26	84	66	366	1,012	191	470	81	20	8	6	2	1	22
WCR-64	0	1	2	2	8	25	6	19	4	0	0	0	0	0	1
US-34 East End (East of Greeley)	23	46	149	120	614	2,168	962	2,536	862	62	45	36	10	6	164
US-85 South End (Denver)	83	139	417	389	1,497	4,065	1,487	2,372	1,103	190	139	131	86	84	1,732
WCR-19 (South)	26	44	127	123	288	323	117	187	86	55	44	42	27	27	295
WCR-13	52	87	253	247	336	244	106	139	64	109	89	84	56	55	410
I-25 South End (Denver)	1,619	2,747	8,028	7,740	7,331	3,522	2,282	2,033	941	3,294	2,793	2,646	1,708	1,709	8,144
SH-66	790	523	1,276	1,370	1,438	725	447	420	194	734	1,251	1,164	1,007	1,101	1,788
US-287 South End (Denver)	1,248	742	905	1,645	866	294	268	212	101	652	1,647	1,530	1,893	1,875	939
US-34 West End (Estates Park)	1,192	511	226	601	139	37	41	32	12	156	614	365	224	59	49
SH-14 (West)	149	468	229	281	18	17	1	1	0	7	7	3	1	0	1
US-287 (North)	176	572	580	364	24	34	2	3	1	10	10	4	1	0	2
County Rd 15	5	27	75	30	4	5	0	0	0	1	1	0	0	0	0
I-25 North End (Cheyenne)	258	1,417	5,573	2,529	712	684	62	58	17	208	120	65	17	10	58
WCR-19 (North)	1	8	32	14	10	25	1	2	0	1	1	0	0	0	0
US-85 North End	11	60	229	107	115	909	36	88	13	9	5	3	1	0	5
<b>Total</b>	<b>5,645</b>	<b>7,446</b>	<b>18,252</b>	<b>15,691</b>	<b>13,875</b>	<b>14,830</b>	<b>6,050</b>	<b>8,668</b>	<b>3,498</b>	<b>5,515</b>	<b>6,776</b>	<b>6,081</b>	<b>5,034</b>	<b>4,929</b>	<b>13,615</b>

### Internal – External Trips for 2015

External Station Location	Census Group															Total
	Cen Grp 1 (Larimer County)	Cen Grp 2 (Northwest Fort Collins)	Cen Grp 3 (Northeast Fort Collins/Larimer County)	Cen Grp 4 (South-Central Fort Collins)	Cen Grp 5 (Weld County)	Cen Grp 6 (Northeast Weld County)	Cen Grp 7 (West Greeley)	Cen Grp 8 (Central Greeley)	Cen Grp 9 (Evans)	Cen Grp 10 (Windsor Area)	Cen Grp 11 (North-Central Loveland)	Cen Grp 12 (South-Central Loveland)	Cen Grp 13	Cen Grp 14 (Berthoud)	Cen Grp 15 (Milliken/Mead/ohnstown etc)	
Mulberry St / SH14 (East)	5	40	217	92	157	777	58	102	19	15	3	1	0	0	20	1,507
SH-392	8	36	261	99	500	1,041	270	492	91	56	8	5	1	1	89	2,957
WCR-64	0	1	6	2	12	27	9	21	4	1	0	0	0	0	2	86
US-34 East End (East of Greeley)	14	69	487	188	878	2,431	1,372	2,854	1,041	121	10	12	6	4	468	9,954
US-85 South End (Denver)	83	99	720	298	1,580	4,342	2,034	2,472	1,252	634	117	122	84	83	3,561	17,481
WCR-19 (South)	27	33	256	106	169	313	147	179	90	210	38	40	28	28	611	2,274
WCR-13	46	54	431	178	383	187	87	101	50	357	64	68	48	48	823	2,927
I-25 South End (Denver)	1,869	1,848	10,120	5,614	8,165	3,000	1,852	1,578	801	9,907	2,586	2,679	1,802	1,764	20,739	74,321
SH-66	963	687	1,768	1,887	1,288	458	292	237	121	2,114	1,387	1,340	1,023	1,058	3,597	18,221
US-287 South End (Denver)	1,596	985	1,880	2,565	1,029	230	213	118	64	2,054	2,122	2,010	1,937	1,673	1,998	20,475
US-34 West End (Estates Park)	1,144	680	462	772	130	23	13	7	3	310	583	344	191	51	97	4,810
SH-14 (West)	155	548	411	342	18	12	1	0	11	6	2	1	0	0	2	1,510
US-287 (North)	185	681	888	452	25	27	2	2	0	15	8	3	1	0	3	2,293
County Rd 15	5	31	109	34	4	4	0	0	0	2	0	0	0	0	0	191
I-25 North End (Cheyenne)	228	1,461	8,955	2,705	636	497	38	38	7	289	59	37	7	3	79	15,039
WCR-19 (North)	2	9	58	17	12	20	1	2	0	2	0	0	0	0	1	124
US-85 North End	15	88	538	162	152	904	47	85	13	18	4	2	0	0	19	2,046
<b>Total</b>	<b>6,344</b>	<b>7,350</b>	<b>27,568</b>	<b>15,514</b>	<b>15,138</b>	<b>14,293</b>	<b>6,436</b>	<b>8,287</b>	<b>3,557</b>	<b>16,116</b>	<b>6,995</b>	<b>6,666</b>	<b>5,129</b>	<b>4,713</b>	<b>32,110</b>	<b>176,216</b>

### Internal – External Trips for 2025

External Station Location	Census Group															Total
	Cen Grp 1 (Larimer County)	Cen Grp 2 (Northwest Fort Collins)	Cen Grp 3 (Northeast Fort Collins/Larimer County)	Cen Grp 4 (South-Central Fort Collins)	Cen Grp 5 (Weld County)	Cen Grp 6 (Northeast Weld County)	Cen Grp 7 (West Greeley)	Cen Grp 8 (Central Greeley)	Cen Grp 9 (Evans)	Cen Grp 10 (Windsor Area)	Cen Grp 11 (North-Central Loveland)	Cen Grp 12 (South-Central Loveland)	Cen Grp 13	Cen Grp 14 (Berthoud)	Cen Grp 15 (Milliken/Mead/Johnstown etc)	
Mulberry St / SH14 (East)	4	27	323	68	317	872	77	84	19	22	2	1	0	0	21	1,837
SH-392	5	27	365	80	846	1,229	351	401	86	68	4	4	1	0	91	3,557
WCR-64	0	1	9	2	21	32	12	18	4	1	0	0	0	0	3	103
US-34 East End (East of Greeley)	9	53	691	154	1,581	2,877	2,097	2,745	1,205	128	6	5	2	1	577	12,132
US-85 South End (Denver)	47	75	898	238	2,454	5,113	2,331	2,548	1,612	862	67	66	36	34	4,709	21,088
WCR-19 (South)	16	25	313	81	311	293	130	136	85	271	23	24	14	14	1,012	2,750
WCR-13	28	40	497	129	529	180	119	70	45	436	38	39	24	23	1,342	3,540
I-25 South End (Denver)	1,937	1,560	8,532	4,061	12,331	4,150	2,810	1,664	1,049	10,469	2,465	2,427	1,719	1,599	35,566	92,338
SH-66	1,059	810	2,401	2,284	1,495	401	261	142	92	3,003	1,443	1,422	1,023	1,006	5,419	22,262
US-287 South End (Denver)	1,877	1,110	3,150	3,282	1,415	246	208	67	41	3,199	2,392	2,308	2,111	1,736	3,078	26,220
US-34 West End (Estates Park)	1,169	761	708	859	166	31	10	3	1	398	573	334	184	47	120	5,364
SH-14 (West)	156	592	627	384	28	29	1	1	0	13	5	2	1	0	2	1,840
US-287 (North)	188	744	1,235	511	40	54	2	2	0	18	7	3	1	0	3	2,808
County Rd 15	5	31	145	36	7	7	0	0	0	2	0	0	0	0	0	234
I-25 North End (Cheyenne)	202	1,333	11,938	2,534	974	812	42	29	6	318	44	22	4	2	70	18,329
WCR-19 (North)	1	8	75	15	19	26	1	1	0	2	0	0	0	0	1	151
US-85 North End	14	86	783	161	302	972	61	68	12	24	3	1	0	0	19	2,505
<b>Total</b>	<b>6,717</b>	<b>7,284</b>	<b>32,689</b>	<b>14,879</b>	<b>22,837</b>	<b>17,325</b>	<b>8,513</b>	<b>7,978</b>	<b>4,258</b>	<b>19,235</b>	<b>7,071</b>	<b>6,657</b>	<b>5,120</b>	<b>4,464</b>	<b>52,031</b>	<b>217,058</b>

### Internal – External Trips for 2035

External Station Location	Census Group															Total
	Cen Grp 1 (Larimer County)	Cen Grp 2 (Northwest Fort Collins)	Cen Grp 3 (Northeast Fort Collins/Larimer County)	Cen Grp 4 (South-Central Fort Collins)	Cen Grp 5 (Weld County)	Cen Grp 6 (Northeast Weld County)	Cen Grp 7 (West Greeley)	Cen Grp 8 (Central Greeley)	Cen Grp 9 (Evans)	Cen Grp 10 (Windsor Area)	Cen Grp 11 (North-Central Loveland)	Cen Grp 12 (South-Central Loveland)	Cen Grp 13	Cen Grp 14 (Berthoud)	Cen Grp 15 (Milliken/Mead/Johnstown etc)	
Mulberry St / SH14 (East)	2	15	257	36	623	1,056	58	72	15	13	1	1	0	0	18	2,167
SH-392	2	11	283	31	1,311	1,628	292	382	81	43	2	2	0	0	88	4,158
WCR-64	0	0	7	1	33	43	12	17	4	1	0	0	0	0	3	121
US-34 East End (East of Greeley)	5	23	570	64	2,662	3,898	2,218	2,748	1,251	99	2	9	3	2	754	14,309
US-85 South End (Denver)	39	48	792	164	2,709	6,525	2,692	2,577	1,742	839	52	63	26	23	6,405	24,695
WCR-19 (South)	17	18	300	63	321	339	141	133	89	339	24	29	12	11	1,363	3,198
WCR-13	28	28	470	99	568	185	113	65	43	538	37	45	23	23	1,852	4,117
I-25 South End (Denver)	2,294	1,777	8,874	4,328	14,789	4,779	3,028	1,726	1,124	10,450	2,706	2,792	1,960	1,864	47,857	110,347
SH-66	1,066	774	3,264	2,264	3,752	400	315	105	70	3,944	1,337	1,452	1,011	1,020	5,529	26,304
US-287 South End (Denver)	1,976	1,326	4,410	3,466	3,282	296	305	102	59	4,816	2,294	2,438	2,121	1,823	3,252	31,965
US-34 West End (Estates Park)	1,206	749	904	852	333	36	5	2	3	515	583	360	178	46	146	5,917
SH-14 (West)	167	607	852	413	62	42	1	0	0	17	5	2	1	0	2	2,171
US-287 (North)	202	766	1,590	551	90	82	1	2	0	24	7	3	1	0	3	3,323
County Rd 15	5	32	176	34	14	11	0	0	0	3	0	0	0	0	0	276
I-25 North End (Cheyenne)	174	1,220	14,233	2,394	1,825	1,240	21	28	5	356	33	20	3	1	66	21,619
WCR-19 (North)	1	7	83	14	34	34	1	1	0	2	0	0	0	0	1	178
US-85 North End	10	70	789	135	597	1,209	47	60	11	17	2	1	0	0	17	2,965
<b>Total</b>	<b>7,195</b>	<b>7,470</b>	<b>37,853</b>	<b>14,908</b>	<b>33,006</b>	<b>21,803</b>	<b>9,250</b>	<b>8,020</b>	<b>4,499</b>	<b>22,014</b>	<b>7,085</b>	<b>7,217</b>	<b>5,339</b>	<b>4,814</b>	<b>67,357</b>	<b>257,830</b>

**Percent of Trips Allocated to Each Corridor**

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1		0.05	0	0.05	0	0	0	0	0	0	0.05	0.05	0	0.05	0
2	0.05		0.15	0.2	0.00	0.00	0.05	0.1	0.00	0.05	0.2	0.4	0.1	0.6	0.2
3	0	0.00		0.00	0.3	0.00	0.3	0.3	0.15	0.4	0.00	0.00	0.00	0.00	0.4
4	0.05	0.2	0.00		0.00	0.00	0.00	0.00	0.00	0.2	0.4	0.4	0.4	0.4	0.15
5	0	0	0.1	0.00		0.00	0.2	0.2	0.1	0.05	0.00	0.00	0.00	0.00	0.05
6	0	0.00	0.00	0.00	0.00		0	0	0.05	0.00	0.00	0.00	0.00	0.00	0.00
7	0	0.05	0.1	0.00	0.2	0		0.05	0.05	0.6	0.6	0.4	0.05	0.4	0.00
8	0	0.1	0.1	0.00	0.2	0	0.05		0.05	0.6	0.6	0.4	0.05	0.4	0.00
9	0	0.00	0.03	0.00	0.1	0.05	0.1	0.05		0.1	0.3	0.2	0.02	0.2	0.2
10	0	0	0.4	0.2	0.05	0.00	0.3	0.3	0.15		0.6	0.4	0.00	0.2	0.4
11	0.05	0.4	0.00	0.4	0.00	0.00	0.15	0.15	0.07	0.15		0.4	0.4	0.4	0.15
12	0.05	0.6	0.00	0.4	0.00	0.00	0.15	0.4	0.2	0.15	0.4		0.4	0.4	0.15
13	0	0.1	0.00	0.1	0.00	0.00	0.05	0.05	0.02	0.00	0.1	0.1		0.4	0.15
14	0.05	0.6	0.00	0.4	0.00	0.00	0.4	0.4	0.2	0.2	0.4	0.4	0.4		0.6
15	0	0.2	0.4	0.15	0.00	0.05	0.00	0.00	0.1	0.3	0.15	0.15	0.15	0.6	

### 2005 Total Trips by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	8,075	6,020	5,464	20,817	483	116	292	339	106	3,114	10,603	9,060	1,250	431	510	66,679
2	4,255	59,495	28,754	137,388	604	237	172	306	63	1,551	1,360	991	110	61	263	235,608
3	1,548	10,238	114,322	104,885	3,947	1,078	878	1,151	304	8,358	2,322	1,960	140	112	1,180	252,423
4	3,244	28,186	65,218	331,548	1,810	553	512	713	186	5,271	3,704	2,528	230	148	706	444,558
5	182	422	7,595	6,431	27,802	1,994	3,754	3,761	917	4,093	700	795	60	54	2,406	60,966
6	80	346	5,047	3,913	2,653	28,036	7,889	34,940	9,222	1,138	288	381	51	64	2,267	96,317
7	123	155	2,096	1,803	4,619	6,987	86,427	54,370	21,097	3,711	891	1,180	93	86	6,505	190,144
8	60	84	1,005	876	1,994	14,296	36,675	170,381	26,100	1,291	389	511	45	42	2,212	255,962
9	45	54	674	565	1,186	6,253	17,742	40,031	37,188	1,060	295	420	43	39	1,737	107,330
10	1,297	915	8,372	15,000	2,471	318	1,305	1,011	464	19,933	5,764	5,959	396	302	1,856	65,363
11	5,710	2,063	6,981	21,312	1,221	250	896	999	313	10,337	58,767	34,213	1,757	886	1,383	147,088
12	2,958	836	3,486	7,629	1,030	244	1,002	994	380	10,078	28,612	51,107	3,458	1,492	1,764	115,071
13	1,973	497	1,417	3,660	415	144	351	377	153	3,034	7,231	14,536	5,546	3,185	1,320	43,838
14	291	100	459	916	164	74	155	154	69	1,041	1,837	3,488	1,436	7,539	901	18,626
15	242	254	3,734	3,362	3,224	1,953	5,227	3,779	2,175	8,574	1,782	2,971	553	975	23,081	61,885
<b>Total</b>	<b>30,085</b>	<b>109,664</b>	<b>254,624</b>	<b>660,104</b>	<b>53,622</b>	<b>62,535</b>	<b>163,277</b>	<b>313,305</b>	<b>98,738</b>	<b>82,585</b>	<b>124,543</b>	<b>130,101</b>	<b>15,171</b>	<b>15,415</b>	<b>48,091</b>	<b>2,161,858</b>

### 2005 Trips in Regional Transit Corridors by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	311	0	1,345	0	0	0	0	0	0	836	671	0	30	0	3,194
2	250	0	4,313	27,478	0	0	9	31	0	78	272	396	11	37	53	32,926
3	0	0	0	0	1,184	0	263	345	46	3,343	0	0	0	0	472	5,654
4	283	5,637	0	0	0	0	0	0	0	1,054	1,482	1,011	92	59	106	9,724
5	0	0	759	0	0	0	751	752	92	205	0	0	0	0	120	2,679
6	0	0	0	0	0	0	0	0	461	0	0	0	0	0	0	461
7	0	8	210	0	924	0	0	2,719	1,055	2,227	535	472	5	34	0	8,187
8	0	8	100	0	399	0	1,834	0	1,305	775	234	205	2	17	0	4,878
9	0	0	20	0	119	313	1,774	2,002	0	106	88	84	1	8	347	4,861
10	0	0	3,349	3,000	124	0	391	303	70	0	3,458	2,383	0	60	742	13,881
11	884	825	0	8,525	0	0	134	150	22	1,551	0	13,685	703	354	207	27,040
12	326	502	0	3,052	0	0	150	398	76	1,512	11,445	0	1,383	597	265	19,705
13	0	50	0	366	0	0	18	19	3	0	723	1,454	0	1,274	198	4,104
14	23	60	0	366	0	0	62	62	14	208	735	1,395	574	0	541	4,041
15	0	51	1,494	504	0	98	0	0	218	2,572	267	446	83	585	0	6,317
<b>Total</b>	<b>1,766</b>	<b>7,452</b>	<b>10,245</b>	<b>44,635</b>	<b>2,749</b>	<b>410</b>	<b>5,386</b>	<b>6,780</b>	<b>3,360</b>	<b>13,630</b>	<b>20,074</b>	<b>22,202</b>	<b>2,855</b>	<b>3,056</b>	<b>3,051</b>	<b>147,652</b>



### 2015 Total Trips by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	11,961	5,422	7,145	21,126	647	62	68	145	22	6,912	12,362	9,973	1,326	434	1,886	79,491
2	4,426	56,197	34,817	136,597	739	147	67	211	17	2,787	1,117	831	78	44	945	239,021
3	2,393	12,358	210,000	123,009	6,220	1,174	618	1,197	145	17,532	2,068	1,807	128	90	5,723	384,461
4	4,243	27,462	78,102	324,001	1,817	348	229	503	57	8,286	3,143	2,229	194	115	2,208	452,937
5	214	293	9,366	3,690	30,927	1,864	5,117	4,552	906	8,047	446	515	43	37	20,741	86,758
6	91	247	7,131	2,623	3,824	25,474	6,473	32,547	8,506	2,265	160	217	31	43	6,279	95,914
7	94	110	2,714	1,369	9,140	7,217	84,069	54,136	21,876	4,463	252	337	37	41	27,795	213,649
8	46	73	1,552	800	3,516	14,725	34,092	167,390	25,441	1,515	107	140	17	18	8,446	257,877
9	31	25	516	264	1,873	6,474	17,108	40,560	37,784	1,364	97	128	16	20	6,797	113,058
10	2,804	1,014	13,883	15,733	4,808	340	867	947	292	72,394	7,447	9,299	661	456	14,065	145,008
11	12,262	1,516	7,814	19,044	1,357	100	151	417	53	19,892	53,742	31,979	1,645	772	4,290	155,035
12	5,134	685	4,582	7,586	1,284	109	187	417	72	22,345	27,201	51,095	3,647	1,479	5,646	131,469
13	2,754	339	1,669	3,424	503	58	76	120	32	6,457	7,023	14,163	5,443	2,715	3,292	48,068
14	427	66	448	766	186	33	41	52	20	2,059	1,550	3,057	1,294	6,139	1,898	18,037
15	640	311	6,951	3,769	16,067	3,618	16,389	11,851	6,038	36,651	2,302	4,059	719	1,305	131,097	241,766
<b>Total</b>	<b>47,520</b>	<b>106,118</b>	<b>386,689</b>	<b>663,801</b>	<b>82,907</b>	<b>61,744</b>	<b>165,554</b>	<b>315,046</b>	<b>101,261</b>	<b>212,967</b>	<b>119,017</b>	<b>129,829</b>	<b>15,279</b>	<b>13,709</b>	<b>241,109</b>	<b>2,662,549</b>

### 2015 Trips in Regional Transit Corridors by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1		311	0	1,345	0	0	0	0	0	0	836	671	0	30	0	3,194
2	250		5,223	27,319	0	0	3	21	0	139	223	332	8	27	189	33,735
3	0	0	0	0	1,866	0	185	359	22	7,013	0	0	0	0	2,289	11,734
4	283	5,492	0	0	0	0	0	0	0	1,657	1,257	891	78	46	331	10,036
5	0	0	937	0	0	0	1,023	910	91	402	0	0	0	0	1,037	4,400
6	0	0	0	0	0	0	0	0	425	0	0	0	0	0	0	425
7	0	5	271	0	1,828	0	0	2,707	1,094	2,678	151	135	2	17	0	8,887
8	0	7	155	0	703	0	1,705	0	1,272	909	64	56	1	7	0	4,880
9	0	0	15	0	187	324	1,711	2,028	0	136	29	26	0	4	1,359	5,820
10	0	0	5,553	3,147	240	0	260	284	44	0	4,468	3,719	0	91	5,626	23,433
11	884	606	0	7,618	0	0	23	63	4	2,984	0	12,792	658	309	644	26,583
12	326	411	0	3,035	0	0	28	167	14	3,352	10,880	0	1,459	591	847	21,110
13	0	34	0	342	0	0	4	6	1	0	702	1,416	0	1,086	494	4,085
14	23	40	0	307	0	0	16	21	4	412	620	1,223	518	0	1,139	4,322
15		62	2,780	565	0	181	0	0	604	10,995	345	609	108	783	0	17,033
<b>Total</b>	<b>1,766</b>	<b>6,970</b>	<b>14,935</b>	<b>43,677</b>	<b>4,825</b>	<b>505</b>	<b>4,959</b>	<b>6,566</b>	<b>3,574</b>	<b>30,677</b>	<b>19,578</b>	<b>21,870</b>	<b>2,831</b>	<b>2,991</b>	<b>13,955</b>	<b>179,678</b>

### 2025 Total Trips by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	14,195	5,677	9,171	24,459	1,000	144	32	136	13	11,256	15,816	12,103	1,620	524	2,594	98,740
2	4,355	57,908	38,675	142,442	868	459	44	172	17	4,061	1,003	755	71	40	1,004	251,875
3	2,628	13,952	275,664	139,192	8,566	4,911	600	1,177	198	28,540	1,982	1,609	130	89	6,360	485,599
4	4,101	27,589	82,828	327,097	2,082	788	164	395	56	11,071	2,772	1,974	181	102	2,156	463,355
5	172	339	14,567	4,508	64,240	6,607	10,241	7,576	2,514	14,301	364	448	40	34	33,887	159,838
6	67	252	7,813	2,199	6,016	45,618	7,373	34,392	10,746	2,585	88	115	14	16	5,836	123,128
7	55	121	3,617	1,479	23,284	17,610	118,898	70,912	37,445	5,282	130	184	24	29	34,178	313,247
8	19	56	1,418	586	5,214	25,879	31,677	166,869	29,080	1,205	37	52	7	8	6,501	268,608
9	12	23	558	237	3,110	10,336	19,972	43,045	52,865	903	28	43	7	9	5,838	136,986
10	3,360	1,275	18,716	19,294	8,030	800	699	970	261	119,247	8,413	11,573	894	656	17,477	211,665
11	13,815	1,540	8,727	19,292	1,739	161	51	356	22	25,395	54,696	32,978	1,801	803	4,651	166,028
12	5,298	643	4,314	7,003	1,699	140	70	348	34	27,756	26,973	52,903	4,128	1,531	5,894	138,733
13	2,846	324	1,751	3,415	749	59	32	84	19	8,490	7,487	16,311	5,931	2,771	3,910	54,178
14	406	55	403	676	224	23	20	31	13	2,341	1,480	2,993	1,293	5,978	2,124	18,061
15	635	287	7,146	3,327	28,304	5,677	17,691	11,083	11,657	49,352	2,100	3,754	737	1,330	187,439	330,520
<b>Total</b>	<b>51,964</b>	<b>110,040</b>	<b>475,366</b>	<b>695,208</b>	<b>155,124</b>	<b>119,211</b>	<b>207,564</b>	<b>337,544</b>	<b>144,941</b>	<b>311,786</b>	<b>123,370</b>	<b>137,794</b>	<b>16,879</b>	<b>13,920</b>	<b>319,850</b>	<b>3,220,561</b>

### 2025 Trips in Regional Transit Corridors by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1		284	0	1,223	0	0	0	0	0	0	791	605	0	26	0	17,092
2	218	0	5,801	28,488	0	0	2	17	0	203	201	302	7	24	201	10,272
3	0	0	0	0	2,570	0	180	353	30	11,416	0	0	0	0	2,544	7,681
4	205	5,518	0	0	0	0	0	0	0	2,214	1,109	789	72	41	323	537
5	0	0	1,457	0	0	0	2,048	1,515	251	715	0	0	0	0	1,694	13,776
6	0	0	0	0	0	0	0	0	537	0	0	0	0	0	0	4,998
7	0	6	362	0	4,657	0	0	3,546	1,872	3,169	78	73	1	12	0	6,271
8	0	6	142	0	1,043	0	1,584	0	1,454	723	22	21	0	3	0	29,086
9	0	0	17	0	311	517	1,997	2,152	0	90	8	9	0	2	1,168	27,826
10	0	0	7,486	3,859	401	0	210	291	39	0	5,048	4,629	0	131	6,991	21,708
11	691	616	0	7,717	0	0	8	53	2	3,809	0	13,191	720	321	698	4,455
12	265	386	0	2,801	0	0	10	139	7	4,163	10,789	0	1,651	612	884	4,396
13	0	32	0	341	0	0	2	4	0	0	749	1,631	0	1,108	586	21,457
14	20	33	0	271	0	0	8	12	3	468	592	1,197	517	0	1,275	207,947
15	0	57	2,858	499	0	284	0	0	1,166	14,806	315	563	111	798	0	78
<b>Total</b>	<b>1,399</b>	<b>6,937</b>	<b>18,123</b>	<b>45,199</b>	<b>8,982</b>	<b>801</b>	<b>6,049</b>	<b>8,083</b>	<b>5,361</b>	<b>41,777</b>	<b>19,702</b>	<b>23,011</b>	<b>3,081</b>	<b>3,078</b>	<b>16,364</b>	<b>192,093</b>

### 2035 Total Trips by Zone

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	19,334	6,227	10,062	26,890	1,461	122	15	140	10	12,656	16,725	13,423	1,641	609	2,377	111,692
2	5,009	60,518	43,125	150,903	1,397	424	16	144	7	4,260	955	800	76	47	924	268,605
3	3,386	14,322	337,585	148,564	14,887	4,992	263	948	106	32,480	1,967	1,905	136	100	6,082	567,723
4	5,654	27,522	88,776	338,812	2,843	620	59	295	22	11,250	2,554	2,002	167	99	1,845	482,520
5	223	312	16,152	4,057	132,201	7,871	10,432	8,464	2,377	15,193	352	566	57	50	34,004	232,312
6	58	202	8,083	1,779	14,715	64,309	7,678	40,518	11,285	1,958	65	110	13	14	6,789	157,577
7	41	52	1,996	658	33,607	20,443	126,214	78,128	41,798	4,016	84	177	29	37	38,152	345,431
8	13	28	934	287	7,494	29,453	29,870	173,171	26,840	816	22	47	9	11	7,170	276,162
9	13	13	421	132	4,818	13,339	21,341	46,136	55,359	752	29	56	9	11	8,339	150,766
10	5,573	1,451	22,975	23,670	13,004	601	428	1,025	163	150,998	10,741	19,347	1,720	1,415	22,927	276,038
11	17,679	1,450	8,562	18,998	2,189	127	23	385	16	25,079	53,687	35,217	1,741	829	3,773	169,754
12	6,524	634	4,662	6,986	2,498	121	49	397	30	32,963	26,279	58,005	4,205	1,668	5,863	150,886
13	3,164	304	1,699	3,037	1,129	49	26	93	15	11,394	6,886	16,810	6,132	3,215	4,126	58,079
14	462	52	340	568	323	16	17	32	9	3,083	1,205	2,721	1,419	7,118	1,700	19,066
15	779	219	6,421	2,682	39,633	6,278	17,100	12,797	9,971	57,759	2,048	4,503	884	1,215	264,972	427,261
<b>Total</b>	<b>67,912</b>	<b>113,307</b>	<b>551,793</b>	<b>728,021</b>	<b>272,199</b>	<b>148,764</b>	<b>213,531</b>	<b>362,674</b>	<b>148,009</b>	<b>364,657</b>	<b>123,597</b>	<b>155,689</b>	<b>18,238</b>	<b>16,436</b>	<b>409,043</b>	<b>3,693,870</b>

### 2035 Trips in Regional Transit Corridors by Zo

Census Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	0	311	0	1,345	0	0	0	0	0	0	836	671	0	30	0	20,270
2	250	0	6,469	30,181	0	0	1	14	0	213	191	320	8	28	185	10,243
3	0	0	0	0	4,466	0	79	284	16	12,992	0	0	0	0	2,433	8,092
4	283	5,504	0	0	0	0	0	0	0	2,250	1,022	801	67	40	277	564
5	0	0	1,615	0	0	0	2,086	1,693	238	760	0	0	0	0	1,700	15,467
6	0	0	0	0	0	0	0	0	564	0	0	0	0	0	0	4,956
7	0	3	200	0	6,721	0	0	3,906	2,090	2,410	50	71	1	15	0	7,367
8	0	3	93	0	1,499	0	1,493	0	1,342	490	13	19	0	4	0	38,671
9	0	0	13	0	482	667	2,134	2,307	0	75	9	11	0	2	1,668	28,568
10	0	0	9,190	4,734	650	0	128	308	25	0	6,444	7,739	0	283	9,171	22,359
11	884	580	0	7,599	0	0	3	58	1	3,762	0	14,087	696	332	566	4,615
12	326	381	0	2,794	0	0	7	159	6	4,944	10,512	0	1,682	667	879	4,078
13	0	30	0	304	0	0	1	5	0	0	689	1,681	0	1,286	619	23,497
14	23	31	0	227	0	0	7	13	2	617	482	1,088	568	0	1,020	229,800
15	0	44	2,569	402	0	314	0	0	997	17,328	307	675	133	729	0	0
<b>Total</b>	<b>1,766</b>	<b>6,888</b>	<b>20,148</b>	<b>47,586</b>	<b>13,818</b>	<b>981</b>	<b>5,941</b>	<b>8,746</b>	<b>5,281</b>	<b>45,840</b>	<b>20,554</b>	<b>27,163</b>	<b>3,155</b>	<b>3,416</b>	<b>18,518</b>	<b>0</b>

## APPENDIX E: DATA ON COST CALCULATIONS

### OPERATING COSTS

An operating cost of \$75 per hour was used to project regional system expenses. This cost is in 2010 dollars and was not inflated over time. Variations in accounting and governmental cost allocation models make transit cost reports difficult to compare so caution is indicated when comparing systems or using average costs to predict a future system's expenses. However, the Federal Transit Administration's National Transit Database reports a median hourly cost for metropolitan transportation systems of \$69 in 2008, the most recent year for which data is available. The reported 2009 operating costs for the transit systems in the NFRMPO ranges from a low of \$56/hour (GET) to \$86/hour (Transfort). \$75 per hour is justifiable.

### VEHICLE COSTS

Vehicles costs of \$300,000 per vehicle were used in the analysis, with a 10-year useful life. It is recognized there is a wide variation in costs, from approximately \$150,000 for the medium-duty type of vehicle purchased for the US 34 route to \$500,000 for an accessible heavy-duty over-the-road coach. The selected cost reflects an average cost.

### MAINTENANCE FACILITY COST

Facility costs vary widely due to variations in geographic location, land cost, types of buses stored and maintained, community aesthetic requirements, first-cost versus long-term cost trade-offs, and other factors. Recently constructed facilities in Vermont, California, and Arizona cost \$60,000 per bus stored and maintained, \$133,000 per bus, and \$200,000 per bus, respectively. Proposals to build facilities in Glenwood Springs and Avon Colorado will cost more, due to their challenging mountain environments, at approximately \$350,000 per bus.

Given the generally milder topography and more moderate climate compared to these Colorado examples, facility costs for this report have been estimated as \$150,000 per bus - the lower end.

Since status quo service is being provided using existing maintenance facilities, no facility expansion is necessary for the 4 regional buses included in the status quo alternative. The basic, moderate, and high service alternatives call for the addition of 11, 29, or 42 buses respectively which must be housed and maintained at a new facility. Since it would be unreasonable to build a 42-bus facility when only 11 are needed, and since it would be equally unreasonable to be limited to an 11-bus facility when 42 will eventually be needed, a phasing plan is necessary.

The phasing plan should consider that, although the service alternatives show discreet steps from the basic to moderate to high service levels, service will evolve more organically and that years are required to bring a facility from planning, through land acquisition, to construction and completion. Existing bus facilities around the MPO will stretch to accommodate additional buses until these facilities are expanded or an entirely new, dedicated regional bus maintenance facility is built. For these reasons, a 20-bus facility would be an appropriate initial target with a phasing plan to expand storage capacity in two 10-bus increments would be appropriate, requiring an initial facility of \$3 million with two \$1 million expansions.

## PARK AND RIDE COSTS

Accurate costs for park and rides have not been developed for this report and should be included in any corridor analysis. The cost for park-n-rides in the I-25 corridor will be developed as part of the fiscally constrained plan for North I-25.

Rough costs for the remaining park and rides may be estimated at \$25,000 per space x 40 spaces = \$1 million per park-n-ride.

Park and Rides on Draft Map	
<u>Location</u>	<u>Corridor</u>
I-25 at Timnath	FC-Windsor-Greeley
I-25 at 392 Windsor	FC-Windsor-Greeley
I-25 US 34 east of Loveland	US 34 Greeley-Loveland
I-25 CO 60 Johnstown	Greeley-Berthoud (E-J-M)
I-25 CO 56 between Berthoud and Milliken	Greeley-Berthoud (E-J-M)
I-25 CO 66 Mead	Greeley-Longmont
I-25 CO 119 east of Longmont	Greeley-Longmont
SH 257 east side of Windsor	FC-Windsor-Greeley
US 85 Evans	US 85 Greeley-Denver
US 85 Gilcrest	US 85 Greeley-Denver
US 85 Platteville	US 85 Greeley-Denver
Longmont	US 287, Greeley-Longmont

## **APPENDIX F: PUBLIC MEETINGS**

### **Public Meeting Dates:**

NFRMPO: April 4, 2011 and April 11, 2011

Fort Collins T-Board: February 16, 2011 and March 16, 2011

Loveland T-Board: March 7, 2011

Greeley Citizens Transportation Advisory Board: January 28, 2011

Weld County Mobility Council: March 22, 2011

Larimer County Mobility Council: March 17, 2011

Fort Collins Area Chamber of Commerce Local Legislative Affairs Committee:  
April 8, 2011

**North Front Range MPO  
Public Meeting on Regional Transit Element  
April 4, 2011 – 4:30 pm Presentation**

Sign-in Sheet

<u>(NAME)</u>	<u>(ORGANIZATION, if any)</u>	<u>(Contact - Telephone and/or e-mail)</u>
Suzanne O'Neill	TransitPlus	(303) 646-4319    soneill@mya.oxie.com
Beth Danielson	Connections	beth@connectionsil.com 303-1059 cell
Lori Chevront	CBIC/WAMP	970-356-4500 home    lorichevront@yahoo.com
Steve Teets	CBIC/WAMP	970-381-3181    steve@4.2010@40400.com
Rick Shannon	Pinnacle Consulting Group	970-481-4438
Meagan Birely	Tribune	970-352-0211

## Public Meeting on Regional Transit Element April 11, 2011



PLEASE SIGN IN – THANK-YOU!

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL ADDRESS
Nora Swenson		3825 Stream Ct #C		nswapp@sc4@gmail.com
Myrre Watrous		723 W. Olive St. #C	970-482-8360	
Jeanne Bolton	CST	POB 497 Berthoud, CO 80513	532-2573	
KAT McDERMOTT		300 Remington	443-8331	
Kurt Ravenschlag	City of Fort Collins	250 N. Maxwell, FC, CO	221-6586	Kravenschlag@fcgov.com
GARRY STEEN	FC TRANSPORTATION BERTHOUD		420-7557	GWSTEEN@COMCAST.NET
John M. Bauer	TOWN OF BERTHOUD	P.O. Box 1561, Berthoud	970 532-2669	jbauer@berthoud.org
York				
Dan Belts	Representative Gardner's office			
Brian				
Nancy York		130 S. Whitcomb	482-4852	nyork@verinet.com
Lorinda Smith	City of Ft. Collins	POB 550	224-6085	lsmith@fcgov.com



Account #: 340040



Invoice Text NOTICE The North Front Range Metro

STATE OF COLORADO )
) ss: AFFIDAVIT OF PUBLICATION
COUNTY OF LARIMER )

NFRMPO logo and notice text: The North Front Range Metropolitan Planning Organization (NFR MPO) will hold a public meeting on July 28th, from 4:00 p.m. to 8:30 p.m. to solicit comments and ideas to use in developing a Regional Transit Element. This document is part of the Regional Transportation Plan that describes planned transportation infrastructure and facilities to meet the long-term needs of the region.

Denise Richter, being duly sworn, deposes and says that said is the legal clerk of the Fort Collins Coloradoan; that the same is a daily newspaper of general circulation and printed and published in the City of Fort Collins, in said county and state; that the notice or advertisement, of which the annexed is a true copy, has been published in said daily newspaper for

7 Consecutive Days;

that the notice was published in the regular and entire issue of every number of said newspaper during the period and time of publication of said notice, and in the newspaper proper and not in a supplement thereof; that the first publication of said notice was contained in the issue of said newspaper on

Friday, July 16, 2010

that the last publication thereof was contained in the issue of said newspaper on

Thursday, July 22, 2010

that said Fort Collins Coloradoan has been published continuously and uninterruptedly during the period of at least six months next prior to the first publication of said notice or advertisement above referred to; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof; and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

Handwritten signature of Denise Richter
Legal Clerk

Subscribed and sworn to before me, within the County of Larimer, State of Colorado this

Thursday, July 22, 2010

My Commission expires: 7-16-11

Handwritten signature of Mica Clark



Delivered to:
NORTH FRONT RANGE/MPO,
419 CANYON AVE STE 300
FORT COLLINS, CO 80521-2672

Affidavit Prepared
Thursday, July 22, 2010
8:11 am

**NFRMPO**  
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

**NOTICE**

The North Front Range Metropolitan Planning Organization (NFR MPO) will hold a public meeting on July 28th, from 4:00 p.m. to 8:30 p.m. to solicit comments and ideas to use in developing a Regional Transit Element. This document is part of the Regional Transportation Plan that describes planned transportation infrastructure and facilities to meet the long-term needs of the region.

At the meeting information will be presented on the planning process as well as existing and projected characteristics and services in the region. Draft information will be presented on regional transit service alternatives and on criteria for developing regional services. The public's comments will be used to refine the service alternatives and evaluation criteria.

The meeting will be held at the offices of the North Front Range MPO, 419 Canyon Avenue, Suite 300, Fort Collins, between 4:00 p.m. and 8:30 p.m. Short presentations will be made at 4:15 PM and 7:00 PM. During the rest of the open house, staff will be available to explain and discuss the proposals with individuals and to take comments. For further information contact David Averill at 970-416-2258.

**34161656**  
Fort Collins Coloradoan  
July 16 thru July 22, 2010

**NOTICE**

The North Front Range Metropolitan Planning Organization (NFR MPO) will hold a public meeting on July 28th, from 4:00 p.m. to 8:30 p.m. to solicit comments and ideas to use in developing a Regional Transit Element. This document is part of the Regional Transportation Plan that describes planned transportation infrastructure and facilities to meet the long-term needs of the region.

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*The Tribune*  
July 16, 17, 18, 19, 20, 21, 22, 2010

Friday, July 16, 2010

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*The Tribune*  
July 16, 17, 18, 19, 20, 21, 22, 2010

GREELEY  
TRIBUNE

# AFFIDAVIT OF PUBLICATION REPORTER-HERALD

State of Colorado  
County of Larimer

I, the undersigned agent, do solemnly swear that the DAILY REPORTER-HERALD is a daily newspaper printed, in whole or in part, and published in the City of Loveland, County of Larimer, State of Colorado, and which has general circulation therein and in parts of Larimer and Weld Counties; that said newspaper has been continuously and uninterruptedly published for a period of more than six months next prior to the first publication of the annexed legal notice of advertisement, that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof, and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisement within the meaning of the laws of the State of Colorado; that a copy of each number of said newspaper, in which said notice of advertisement was published, was transmitted by mail or carrier to each of the subscribers of said newspaper, according to the accustomed mode of business in this office.

That the annexed legal notice or advertisement was published in the regular and entire edition of said daily newspaper for the period of 7 insertions; and that the first publication of said notice was in the issue of said newspaper dated JULY 17, 2010, and that the last publication of said notice was in the issue of said newspaper dated JULY 23, 2010.

  
Agent

Subscribed and sworn to before me this 23rd day of  
JULY, 2010

  
Notary Public

FEE \$ 85.92



MY COMMISSION EXPIRES  
APRIL 30, 2013  
201 E. 5TH ST.  
LOVELAND,  
COLORADO 80537

**NOTICE**  
The North Front Range Metropolitan Planning Organization (NFRMPO) will hold a public meeting on July 28th, from 4:00 p.m. to 8:30 p.m. to solicit comments and ideas to use in developing a Regional Transit Element. This document is part of the Regional Transportation Plan that describes planned transportation infrastructure and facilities to meet the long-term needs of the region. At the meeting information will be presented on the planning process as well as existing and projected characteristics and services in the region. Draft information will be presented on regional transit service alternatives and on criteria for developing regional services. The public's comments will be used to refine the service alternatives and evaluation criteria. The meeting will be held at the offices of the North Front Range MPO, 419 Canyon Avenue, Suite 300, Fort Collins, between 4:00 p.m. and 8:30 p.m. Short presentations will be made at 4:15 PM and 7:00 PM. During the rest of the open house, staff will be available to explain and discuss the proposals with individuals and to take comments. For further information contact David Averill at 970-416-2258.  
Publish:  
Loveland Reporter-Herald  
July 17, 18, 19, 20, 21, 22, 23, 2010

Account #: 340040



Invoice Text NOTICE Do you have an interest in Re

STATE OF COLORADO )
) ss: AFFIDAVIT OF PUBLICATION
COUNTY OF LARIMER )

NOTICE
Do you have an interest in Regional Transit issues? Would you like to get your voice heard? We want to hear what you have to say about this important aspect of regional mobility. Members of the public are invited to join staff from the North Front Range Metropolitan Planning Organization (NFRMPO) to discuss the Regional Transit Element of the MPO's 2035 Regional Transportation Plan Update.
There are two upcoming opportunities for input and involvement:
- Monday April 4th 2011, at the Greeley Recreation Center (651 10th Avenue, room 101). A short presentation will be given at 4:30 and 6 p.m. There will be an opportunity for questions and answers after each presentation.
- Monday April 11th 2011, at the offices of the North Front Range Metropolitan Planning Organization (419 Canyon Avenue, Suite 300). A short presentation will be given at 4:30 and 6 p.m. There will be an opportunity for questions and answers after each presentation.
For questions or further information please contact David Averill at 416-2258 or daverill@nfrmpo.org.
Thanks, and we hope to have you join us!
34174091
Ft. Collins Coloradoan
April 4, 5, 6, 7, 8, 9, 10, 11, 2010

Andrew Troncoso, being duly sworn, deposes and says that said is the legal clerk of the Fort Collins Coloradoan; that the same is a daily newspaper of general circulation and printed and published in the City of Fort Collins, in said county and state; that the notice or advertisement, of which the annexed is a true copy, has been published in said daily newspaper for

8 Consecutive Days;

that the notice was published in the regular and entire issue of every number of said newspaper during the period and time of publication of said notice, and in the newspaper proper and not in a supplement thereof; that the first publication of said notice was contained in the issue of said newspaper on

Monday, April 4, 2011

that the last publication thereof was contained in the issue of said newspaper on

Monday, April 11, 2011

that said Fort Collins Coloradoan has been published continuously and uninterruptedly during the period of at least six months next prior to the first publication of said notice or advertisement above referred to; that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof; and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado.

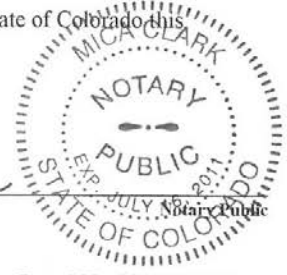
[Handwritten signature]
Legal Clerk

Subscribed and sworn to before me, within the County of Larimer, State of Colorado this

Monday, April 11, 2011

My Commission expires January 16, 2011

[Handwritten signature: Mica Clark]



Legal No. 0034174091

Delivered to:
NORTH FRONT RANGE/MPO,
419 CANYON AVE STE 300
FORT COLLINS, CO 80521-2672

Affidavit Prepared
Monday, April 11, 2011
8:07 am

**AFFIDAVIT OF PUBLICATION**

**REPORTER-HERALD**

State of Colorado  
County of Larimer

I, the undersigned agent, do solemnly swear that the REPORTER-HERALD is a daily newspaper printed, in whole or in part, and published in the City of Loveland, County of Larimer, State of Colorado, and which has general circulation therein and in parts of Larimer and Weld Counties; that said newspaper has been continuously and uninterruptedly published for a period of more than six months next prior to the first publication of the annexed legal notice of advertisement, that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any amendments thereof, and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisement within the meaning of the laws of the State of Colorado; that a copy of each number of said newspaper, in which said notice of advertisement was published, was transmitted by mail or carrier to each of the subscribers of said newspaper, according to the accustomed mode of business in this office.

That the annexed legal notice or advertisement was published in the regular and entire edition of said daily newspaper for the period of 8 insertions; and that the first publication of said notice was in the issue of said newspaper dated APRIL 4, 2011, and that the last publication of said notice was in the issue of said newspaper dated APRIL 11, 2011.

*Melinda S. Cochran*  
Agent

Subscribed and sworn to before me this 11th day of APRIL, 2011

*Debra K. Rysavy*  
Notary Public

FEE \$ 90.61



MY COMMISSION EXPIRES  
APRIL 30, 2013  
201 E. 5TH ST.  
LOVELAND,  
COLORADO 80537

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For questions or further information please contact David Averill at 416-2258 or daverill@nfrmpo.org. Thanks, and we hope to have you join us! Publish: Loveland Reporter-Herald April 4, 5, 6, 7, 8, 9, 10, 11, 2011

## **Notices for last July's meetings:**

### **NOTICE**

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### **NOTICE**

The North Front Range Metropolitan Planning Organization (NFR MPO) will hold a public meeting on July 28th, from 4:00 p.m. to 8:30 p.m. to solicit comments and ideas to use in developing a Regional Transit Element. This document is part of the Regional Transportation Plan that describes planned transportation infrastructure and facilities to meet the long-term needs of the region.

At the meeting information will be presented on the planning process as well as existing and projected characteristics and services in the region. Draft information will be presented on regional transit service alternatives and on criteria for developing regional services. The public's comments will be used to refine the service alternatives and evaluation criteria.

The meeting will be held at the offices of the North Front Range MPO, 419 Canyon Avenue, Suite 300, Fort Collins, between 4:00 p.m. and 8:30 p.m. Short presentations will be made at 4:15 PM and 7:00 PM. During the rest of the open house, staff will be available to explain and discuss the proposals with individuals and to take comments.

## **Ad copy for 2011 Public Meetings:**

Do you have an interest in Regional Transit issues? Would you like to get your voice heard? We want to hear what you have to say about this important aspect of regional mobility. Members of the public are invited to join staff from the North Front Range Metropolitan Planning Organization (NFR MPO) to discuss the Regional Transit Element of the MPO's 2035 Regional Transportation Plan Update.

There are two upcoming opportunities for input and involvement:

- Monday April 4th 2011, at the Greeley Recreation Center (651 10th Avenue, room 101). A short presentation will be given at 4:30 and 6 p.m. There will be an opportunity for questions and answers after each presentation.
- Monday April 11th 2011, at the offices of the North Front Range Metropolitan Planning Organization (419 Canyon Avenue, Suite 300). A short presentation will be given at 4:30 and 6 p.m. There will be an opportunity for questions and answers after each presentation.

For questions or further information please contact David Averill at 416-2258 or [daverill@nfrmpo.org](mailto:daverill@nfrmpo.org).

Thanks, and we hope to have you join us!