

# CHAPTER 3: EXISTING AND PLANNED TRANSIT SERVICES

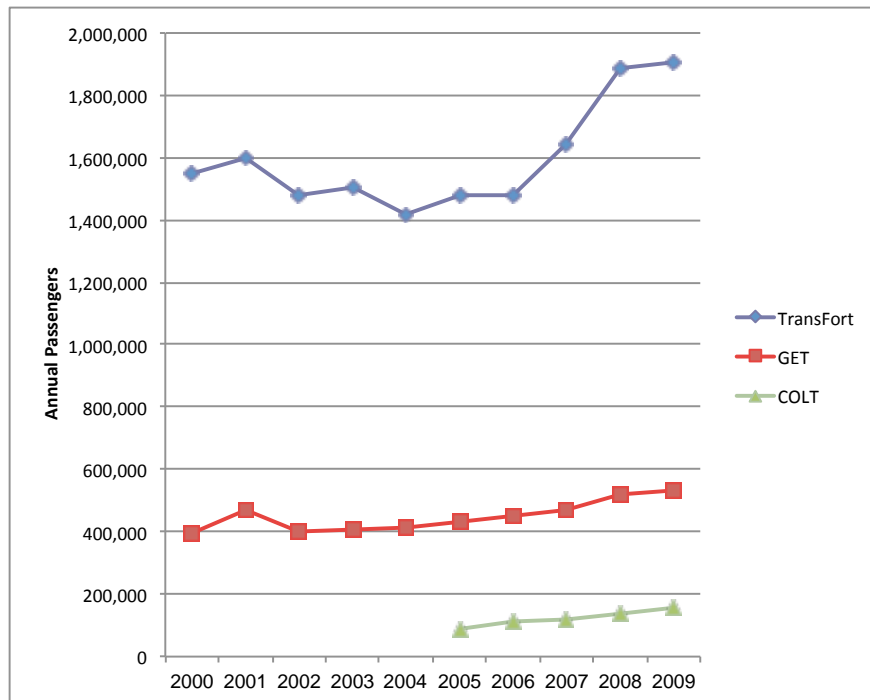
This section provides information on municipal, county, private, and non-profit transit providers. These entities operate services in urban and in rural areas, including limited inter-regional services.

The following descriptions will be updated as additional information is received. Figures for 2010 will be included in the final Regional Transit Element as they are available.

## PUBLIC TRANSPORTATION PROVIDERS

Current municipal and county systems include those operated by the cities of Fort Collins, Loveland, and Greeley, the Town of Berthoud, as well as Larimer and Weld Counties. Other transportation services active in the region include the SAINT volunteer driver program, a volunteer driver program based in Weld County, and the SmartTrips VanGo vanpool program. Figure 3-1 illustrates the comparative levels of ridership among the fixed-route systems.

**Figure 3-1: Ridership on Publicly Funded Fixed route Services**



Public transportation in the NFR MPO has evolved primarily as a city or county government function. SAINT and the Berthoud Area Transportation Services (BATS) evolved to meet the needs of seniors while the transit services in Fort Collins (Transfort), Loveland (City of Loveland Transit – or COLT), and Greeley (Greeley-Evans Transit – or GET) operate fixed routes and para-transit services that 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 and paratransit services. The paratransit service is known as “Dial-a-Ride”.

Transfort fixed routes are illustrated in Figure 3-1. Transfort operates 19 local routes and one regional route. Routes generally run from 6:30 am until 6:30 pm, Monday through Saturday, but there is considerable variation with some service until 10:00 pm to the CSU campus.

Transfort also operates (through a partnership with the City of Loveland, the Town of Berthoud, the City of Longmont, and Larimer and Boulder counties) the FLEX regional service between Fort Collins and Longmont. This project is described more thoroughly in the discussion of existing regional transit services, found after the description of the municipal services.

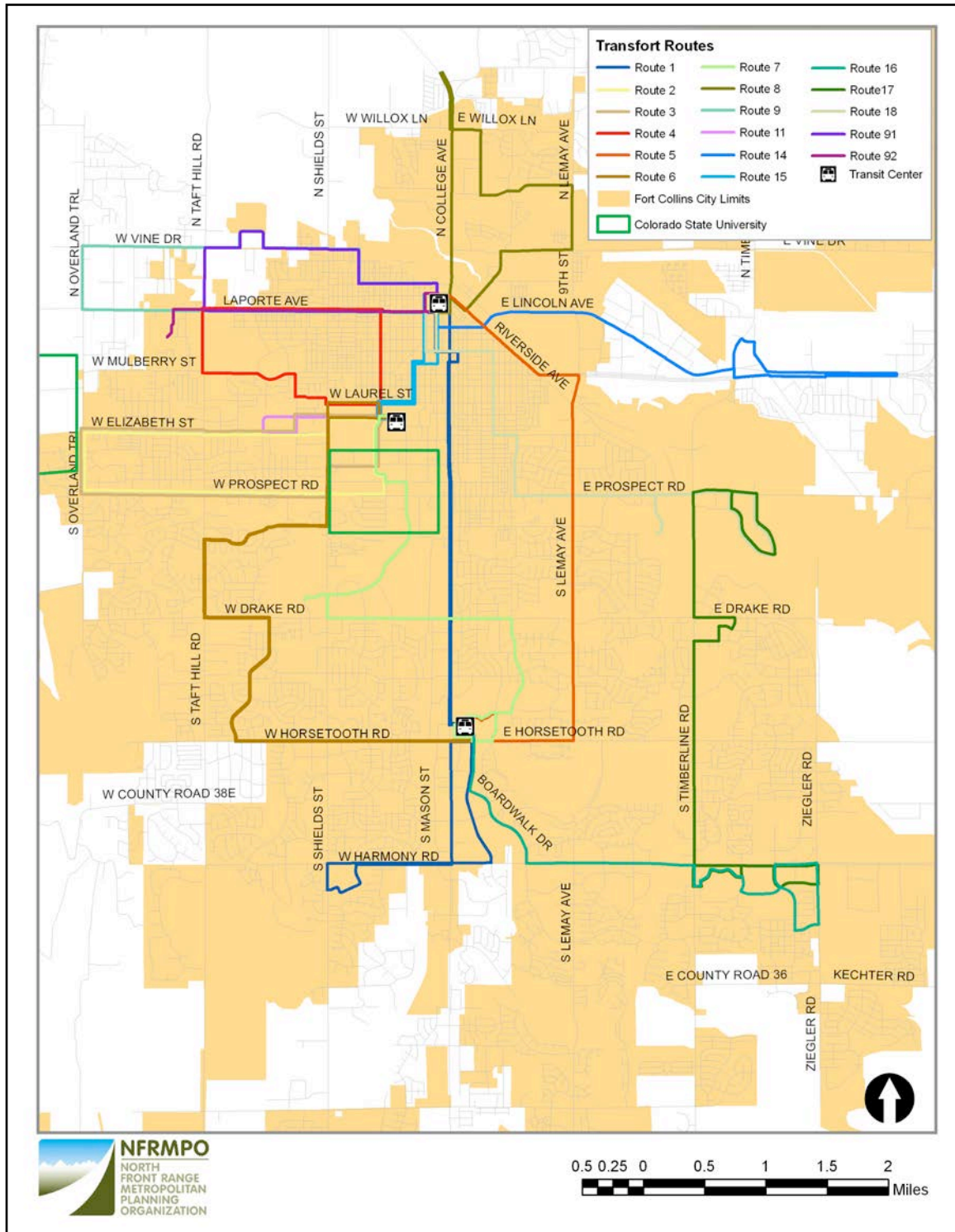
There is no service on the major holidays. Transfort also adjusts its schedule depending on whether the Colorado State University (CSU) and the Poudre School District (PSD) are in-session or not. CSU is in session approximately 150 days/year while the school district operates roughly 183 days.

Transfort charges a single ride fare of \$1.25, discounted to \$.60 for seniors (60+) and disabled or Medicare passengers. The fare is free for transfers, youths (17 and younger), and full-time CSU students with a Transfort pass.

### Service Characteristics

Transfort carried over 2 million passengers in 2010 on the fixed route system, increased from 1.9 million in 2009. The system productivity was 27.2 riders per hour as shown in Table 3-1. Routes 2, 3, and 11 serve the CSU market and have some of the highest productivities in the system. These three routes carry a combined average of 63 passengers per hour, showing that Transfort has done an excellent job not only of building ridership in the student market but also of matching service levels to demand both when CSU is in session and not in session.

**Figure 3-2: Transfort System Map**



Similarly, routes 91 and 92 are designed to serve Poudre School District students and operate limited hours with high productivity. The remaining routes average 21.5 riders per hour, a solid number for a small city system.

**Transfort's** Dial-a-Ride service provides paratransit service within ¼-mile of regular fixed routes. In 2009 the system provided 1,771 hours of service and carried 3,338 riders. Travel training is also provided to assist riders in learning to use the fixed route buses for some or all of their trips.

**Table 3-1: Transfort 2009 Route Statistics**

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
1	312,729	13,989	22.4
2	181,496	4,313	42.1
3	156,760	2,680	58.5
4	5,686	359	15.8
5	88,561	3,967	22.3
6	106,646	5,073	21
7	74,371	4,378	17
8	130,702	3,835	34.1
9	55,377	1,971	28.1
11	252,319	2,364	106.7
14	49,018	2,587	18.9
15	105,765	4,528	23.4
16	72,226	6,522	11.1
19	48,968	2,787	17.6
91	4,145	91	45.5
92	5,289	55	96.9
17 & 18	137,233	6,514	21.1
FoxTrot	111,228	3,973	28
Specials	5,710	115	49.7
<b>TOTAL</b>	<b>1,904,229</b>	<b>70,099</b>	<b>27.2</b>

Source: Transfort. Hours estimated, except Specials hours.

The above information was reported for 2009 and includes operating statistics for the FoxTrot, a route connecting Fort Collins and Loveland on behalf of these two cities and Larimer County.

## Vehicles

Transfort operates 31 full-size buses for fixed route service and 13 body-on chassis vehicles for paratransit services. All are Americans with Disabilities Act (ADA) accessible and 38 operate on Biodiesel fuel. The remaining six are fueled with compressed natural gas. Refer to Appendix C for more detail on the Transfort fleet.

## System Characteristics

Table 3-2 illustrates system-wide characteristics over the past several years. All categories show a steady increase, with a 29% increase in ridership and service hours. On the financial side there was a 32% increase in costs and a 37% increase in fare revenues.

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 students and Poudre School District. Table 3-3 illustrates system-wide performance measures for Transfort.

**Table 3-2: Transfort Trends**

Characteristic	2006	2007	2008	2009
Ridership	1,479,241	1,641,407	1,884,197	1,904,229
Annual Vehicle Miles	640,677	774,466	798,952	791,627
Annual Vehicle Hours	54,665	66,675	68,368	69,984
Annual Operating Cost	\$4,553,023	\$5,857,751	\$6,288,216	\$6,001,968
Annual Fares	\$578,686	\$663,213	\$699,681	\$790,883

Source: Transfort

**Table 3-3: Transfort System-wide Performance Measures**

Performance Measures - 2009	Total
Cost/Operating Hour	\$85.76
Passengers/Operating Hour	27.21
Cost/Passenger Trip	\$3.15
Subsidy/Passenger Trip	\$2.74
Farebox Recovery	13.20%
Ridership per Capita	13.88
Cost per Capita	\$43.75

## Planned Services

### *Mason Express (MAX) service*

The planned Fort Collins MAX bus rapid transit (BRT) system will provide a bus every 10 to 15 minutes for a trip that will take 20 minutes from the Downtown Transit Center to the South Transit Center along the Mason corridor.

Fort Collins is completing public outreach and final design in 2010 and will enter into an FTA grant agreement to fund the construction of the project and purchase of capital equipment in 2011. Construction will occur in 2011-2012 with service beginning in 2012.

*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 will be dependent upon developing revenues to fund the new services, but the improvements are described below by phase.

Phase I	Modest growth of the system and anticipate MAX BRT service. Service to the Poudre School District schools 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 is operated by the City of Greeley. GET provides fixed-route, demand response, and paratransit services.

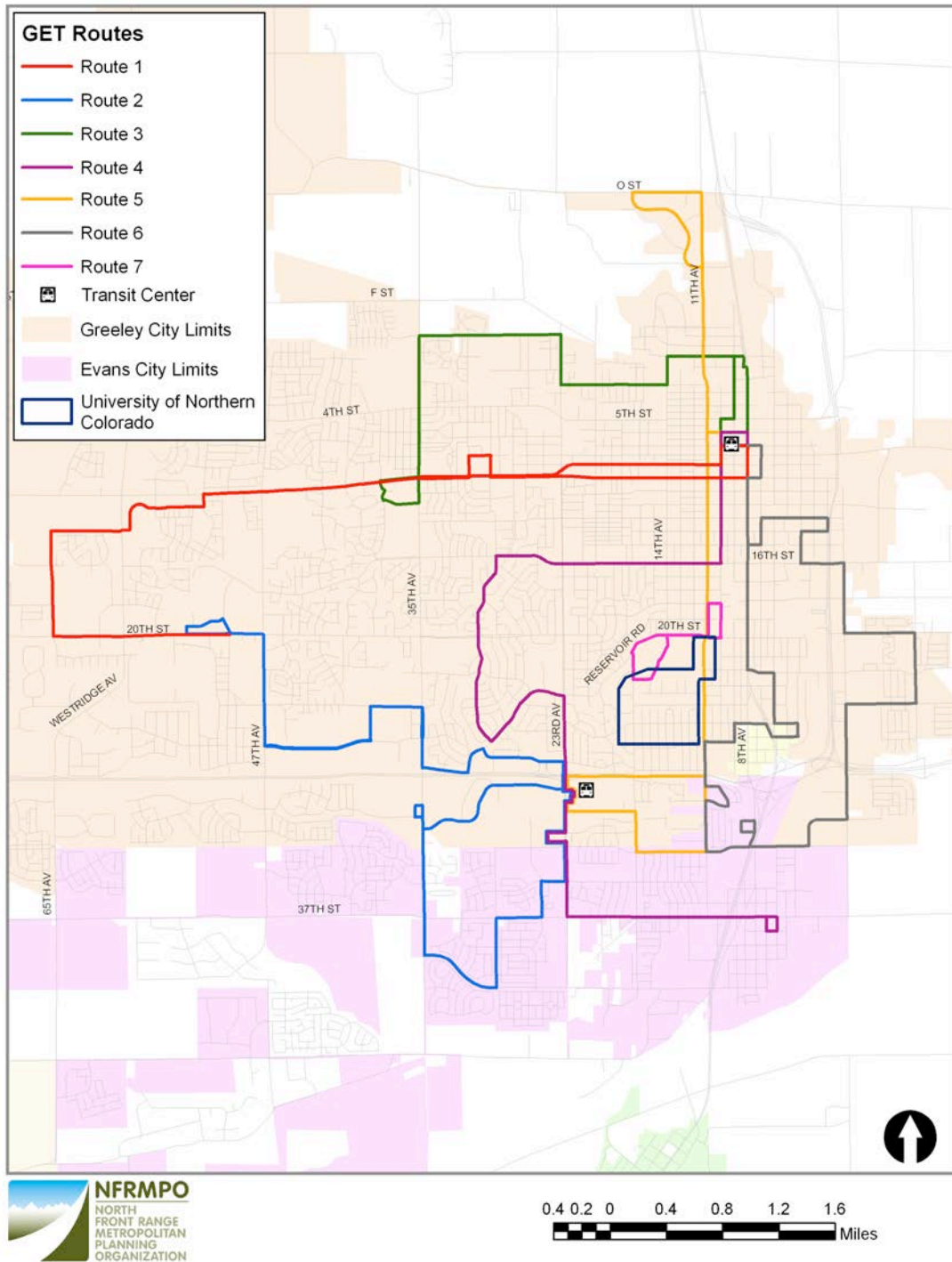
GET fixed routes, as operated in 2009-10, are illustrated in Figure 3-3. Service changes initiated in 2011 are not reflected in the map as the new map would not match the available statistics. GET operates six local routes plus evening demand response services. Routes generally run from 6:30 am until 6:30 pm, Monday through Saturday, but some routes run until 8:00 pm. Paratransit service is operated within ¼ mile of bus routes.

There is no service on the major holidays. The Boomerang route only operates when the University of Northern Colorado (UNC) is in session.

Demand-response service operates along the routes, with extended service during the evening, until 8:45 pm Monday through Friday and 9:45 pm on Saturday. Demand-response service is also available on Sunday from 7:45 am until 1:45 pm.

GET charges a basic single ride fare of \$1.50, discounted to \$.75 for seniors, the disabled. Medicare recipients, and youth (6-18 years old). Children 5 years and under ride free. A variety of multiple ride tickets and student passes are also sold at a discount. Transfers cost \$0.25 each.

Figure 3-3: GET Fixed Route Services



## Service Characteristics

GET carried nearly 530,000 passengers in 2009 on the fixed route system. The fixed route system productivity was 17.2 riders per hour as shown in Table 3-4. Route 7 (the Boomerang) serves the UNC market and carries 46.9 passengers per hour. The remaining routes average 15.2 riders per hour.

The paratransit and demand response services operated 15,123 hours of service and carried 26,088 riders for an average productivity of 1.7 riders per hour. This service uses one-third of the system service hours. Travel training is also available to assist riders in learning to use the fixed route buses for some or all of their trips.

**Table 3-4: GET Route and Service Statistics 2009**

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
Route 1 / 2	55,649	4,016	13.9
Route 2 / 1	55,401	3,977	13.9
Route 3 / 4	36,496	4,054	9
Route 4 / 3	34,296	3,862	8.9
Route 5	202,012	8,043	25.1
Route 6	38,401	3,913	9.8
UNC Boomerang	107,722	2,297	46.9
<b>FR SUBTOTAL</b>	<b>529,977</b>	<b>30,162</b>	<b>17.6</b>
Paratransit/DR	26,088	15,123	1.7
<b>Total</b>	<b>556,065</b>	<b>45,285</b>	<b>12.3</b>

Source: GET

## Vehicles

GET has a fleet of 29 vehicles, all diesel. Ten of these are for demand response service and 19 are for fixed route service. All are wheelchair accessible, with 2 securement locations on the fixed route vehicles and 3 on the demand response vehicles. Please see Appendix C for more detail on the GET fleet.

## System Characteristics

Trends in basic characteristics are illustrated in Table 3-5. GET held onto ridership gains that occurred in 2008 when gas prices increased, and ridership continued growing in 2009. Over the three-year period, ridership grew by 10% while service hours remained steady. A 36% increase in operating revenues is the result of fare increases.



**Table 3-5: GET Trends**

Characteristic	2007	2008	2009
Ridership	504,487	541,770	556,065
Annual Vehicle Miles	589,635	557,739	537,251
Annual Vehicle Hours	45,222	45,997	45,285
Annual Operating Cost (\$)	\$2,111,672	\$2,557,364	\$2,553,479
Annual Fares (\$)	\$367,141	\$457,590	\$498,542

Source: GET

The \$2.5 million in operating costs are funded by fares, UNC contract revenues, local and FTA funding. Service is provided to the City of Evans through a contract wherein Evans provides a portion of the local funding. The potential for losing the ability to use federal money for unrestricted operating expenses is an important concern for the City.<sup>4</sup>

A series of performance measures are shown in Table 3-6. The system has a very low cost per hour, reflecting the limited staff available to run the system. The other performance measures reflect a basic system that has a relatively high level of paratransit service compared to the fixed route services that are provided.

**Table 3-6: GET 2009 System-wide Performance Measures**

Performance Measure	System Total
Cost/Operating Hour	\$56.39
Passengers/Operating Hour	12.28
Cost/Passenger Trip	\$4.59
Subsidy/Passenger Trip	\$3.70
Farebox Recovery	19.50%
Ridership per Capita	5.04
Cost per Capita	\$23.14

Source: GET

## Planned Services

The City of Greeley has a strategic plan and has revisited its transit planning in the current update of the city’s Transportation Master Plan.

<sup>4</sup> The cities of Greeley and Evans are awaiting the outcome of the 2010 Census and decisions by the US Department of the Census on how urbanized area boundaries will be determined for the next decade. There is a possibility that the Greeley/Evans area will be combined with Fort Collins and Loveland in a large Transportation Management area. If this happens, the funding rules applying to large urbanized areas will apply, resulting in restrictions on funds for operating costs and a lower rate of FTA funding per capita.

## COLT – CITY OF LOVELAND TRANSIT

The COLT system is operated by the City of Loveland Public Works Department. COLT fixed route service is provided from 6:40 am to 6:40 pm, Monday through Saturday, and operates on one-hour headways. Paratransit service is available during the same hours for eligible passengers. The service is organized by three color-coded routes - Blue, Orange, and Green - as illustrated in Figure 3-4.

A regular one-way adult fare is \$1.25 and reduced fares are offered for seniors and youth. 20-Ride, Monthly and Annual passes are available at discounted rates. Regular paratransit trips are \$2.00 each way with 20- and 40-ride passes available at a discounted rate.

COLT has a fleet of ten vehicles, a mix of full-size transit coaches and body-on-chassis vehicles. Two replacement vehicles (Gillig coaches) will be delivered in January of 2011. Please see Appendix C for COLT fleet information.

### COLT Service Characteristics

COLT, while the smallest of the fixed route systems, has had steady increases in ridership each year. COLT provides significant service in the community with respectable levels of farebox recovery and riders per hour. It has the lowest cost per capita of any of the fixed route systems.

**Table 3-7: COLT 2009 Trends**

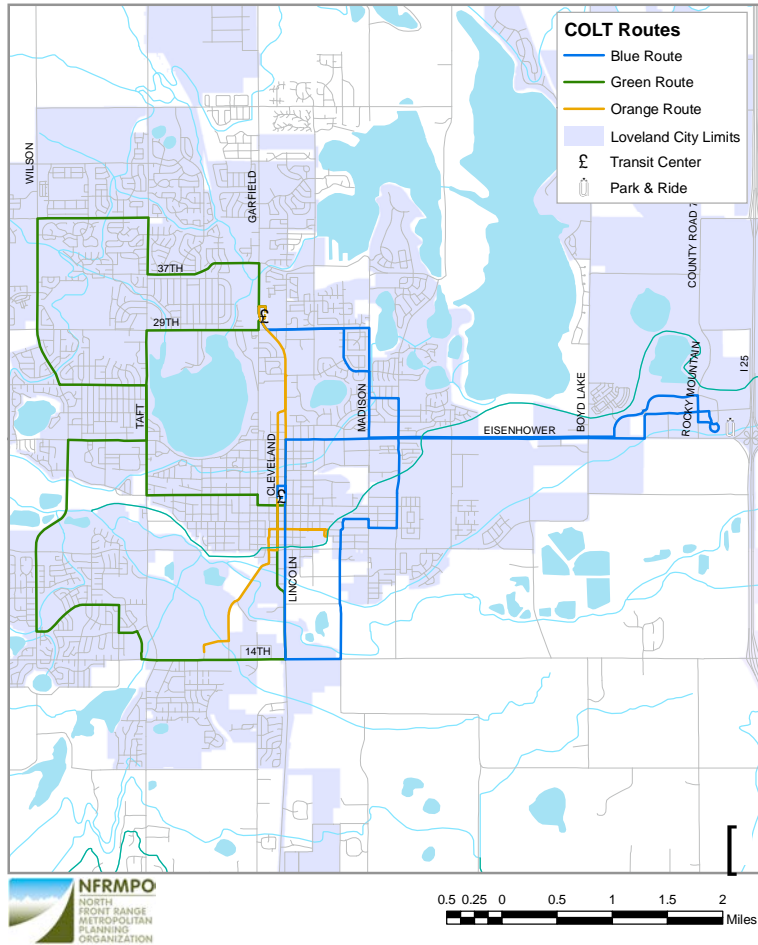
Characteristic	2007	2008	2009
Ridership	115,895	136,255	155,695
Annual Vehicle Miles	184,058	192,481	200,370
Annual Vehicle Hours	13,617	14,112	12,237
Annual Operating Cost	\$900,070	\$948,463	\$978,013
Annual Fares	\$68,518	\$75,332	\$76,468

Source: COLT

**Table 3-8: COLT 2009 System-wide Performance Measures**

Performance Measures 2009	Total
Cost/Operating Hour	\$79.92
Passengers/Operating Hour	12.7
Cost/Passenger Trip	\$9.28
Subsidy/Passenger Trip	\$5.79
Farebox Recovery	7.82%
Ridership per Capita	2.37
Cost per Capita	\$13.70

**Figure 3-5: COLT Routes**



*Strategic Plan Improvements*

The COLT Strategic Plan adopted in 2009 includes an expansion of the fixed route system for local and some regional services. COLT’s emphasis is on developing its local service and strengthening the FLEX route providing service on US 287. The timeframe for expansion will be dependent upon developing revenues to fund the new services, with the improvements phased in.

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

## SAINT – Senior Alternatives In Transportation

SAINT is a non-profit (501c3) providing rides to seniors and people with disabilities in Loveland and Fort Collins. SAINT volunteers drive their own cars. SAINT staff recruits volunteers, schedules rides, and provides a mileage allowance and extra insurance to the volunteers. SAINT's 500 clients are served by 160 volunteers and four staff members. (1 full-time and three part-time). The website describes SAINT services as follows:

“SAINT serves people sixty years old and older and people with disabilities that prevent them from driving in Fort Collins and Loveland. SAINT cannot provide transportation to individuals requiring wheelchairs or scooters.

SAINT operates within Fort Collins and Loveland. SAINT cannot provide transportation between the two cities or outside the city limits of each city. SAINT provides transportation for any purpose.”

SAINT operates from 8:15 am to 4:00 pm Monday through Friday. Weekend and evening rides may be available in Fort Collins only by special request. Riders must call to make reservations at least three business days in advance. Reservations are taken Monday through Friday from 8 am to noon.

Donations are suggested but no fare is required. The suggested donation is \$1.00 and the average is \$1.15.

**Table 3-9: SAINT Characteristics**

Year	Passengers	Service Hours	Miles (volunteer)	Cost
2009	19,327	9,664	154,616	\$179,900
2008	20,165	10,083	161,320	\$184,172
2007	20,186	10,093	161,488	\$176,750

Source: SAINT

## BATS – BERTHOUD AREA TRANSPORTATION SERVICES

Berthoud Area Transportation Service (BATS) is operated by the Town of Berthoud. BATS provided transportation around Berthoud since 1992 before becoming a town service in 2006.

BATS provides shared-ride demand response service for the general public within Berthoud town limits or within the Berthoud Fire Protection District and will transport people to Loveland or Longmont. BATS operates Monday through Friday, 7:00 a.m. to 5:00 p.m. There is no service on most holidays. Rides must be scheduled at least 24 hours beforehand.

BATS schedules trips to popular locations to improve efficiency. For example, they go to Hays Market every Friday afternoon and Super Wal-Mart the second Monday of the month. BATS has been traveling to Loveland and Longmont daily,

but the number of trips to these locations may be reduced with the initiation of the FLEX service.

BATS has a suggested donation based on the destination rather than a flat fare. The system is fortunate in that it has a small source of revenue, with one-cent of sales tax allocated to several town services, one of which is transit services. Please see Appendix C for BATS Fleet Information.

### BATS Service Characteristics

BATS service characteristics and performance measures reflect the demand response service mode. Considering the large geographic area the system covers, the system productivity is relatively high. BATS characteristics can perhaps be best compared with SAINT, although they use paid drivers rather than volunteers. Their budget and cost per hour remain low. While the riders per capita is low, again considering that it is a demand response system, 1.4 riders per capita shows solid community use. By way of comparison, fixed route systems in small cities generally carry 3-8 passengers per hour.

**Table 3-10: BATS Trends**

Characteristic	2007	2008	2009
Annual Ridership	12,189	11,885	14,273
Annual Miles	81,642	99,696	112,172
Annual Hours	5,378	5,822	6,253
Annual Operating Cost	\$187,414	\$220,746	\$209,975
Annual Fares	\$8,520	\$13,520	\$17,571

Source: BATS

**Table 3-11: BATS 2009 System-Wide Performance Measures**

Performance Measures 2009	Total
Cost/Operating Hour	\$33.58
Passengers/Operating Hour	2.3
Cost/Passenger Trip	\$14.71
Subsidy/Passenger Trip	\$13.48
Farebox Recovery	8.4%
Ridership per Capita	1.4
Cost per Capita	\$21.00

## LARIMER LIFT

The Larimer Lift, operated by Larimer County, is a demand response service operating in the northern portion of unincorporated Larimer County, primarily to locations in Fort Collins. The service area extends from Wellington on the north end to East County Road 30 (Carpenter Road) on the south and covers only the area outside Fort Collins city limits. The west border is near Horsetooth Reservoir while on the east it extends to the Larimer County line.

The service operates from 8:00 am to 5:30 pm Mondays, Wednesdays and Fridays, and from 8:00 am to 2:30 pm on Tuesdays, except for published holidays. Reservations must be made at least 48 hours, but not more than two-weeks in advance. Trips may be scheduled Monday through Friday between the hours of 8:00 am and 3:00 pm and the scheduler calls back after 4:00 pm with a confirmed reservation time. A basic client registration form must be completed.

The fare is \$1.00 for a one-way trip. Seniors over 60 ride at no cost, but donations are accepted. Personal care attendants ride free.

## WELD COUNTY TRANSPORTATION PROGRAM

Weld County operates a transportation program serving rural Weld County communities, including those located within the NFRMPO boundary. This program provides limited public, senior, and Medicaid non-emergency medical transportation to these communities.

The Weld County services generally are oriented to Greeley, but trips for residents in the western portion of the County regularly go to medical facilities located in Larimer County as these are the closest facilities.

## WINDSOR SENIOR RIDE PROGRAM

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. Passengers must call at least 24 hours in advance to schedule a ride, but may call up to one week in advance to make a trip reservation. The fee charged for trips is donation based, but the requested donations are: \$4.00 for trips outside of Windsor (Greeley, Fort Collins and Loveland) and \$1.00 for trips within Windsor. The top destinations for the Senior Ride program outside of Windsor are: 1) Fort Collins; 2) Loveland, and 3) Greeley.

The Windsor Senior Ride program has a very modest budget and employs one driver, who works an average of 15 to 30 hours per week depending upon

demand. The Senior Ride program coordinator is funded through the Town of Windsor's recreation budget and is therefore not included as a direct expense to the Senior Ride Program.

## FLEX REGIONAL TRANSIT SERVICE

In June of 2010 the FoxTrot route was replaced with the FLEX route, extending service to Berthoud and Longmont. The route terminates at RTD's Longmont park-n-Ride at 8<sup>th</sup> Street and US 287. The service, now known as FLEX, is provided through a regional partnership between the cities and counties in northern Colorado and uses Transfort vehicles and drivers. This two-year pilot project connects riders in Fort Collins, Loveland, and Berthoud with the Denver Metro Area and Boulder. During peak morning and afternoon commute time, an express route operates on 30-minute headways at key stops between Fort Collins and Longmont. Off-peak service is provided on one-hour headways between Fort Collins and Loveland.

## VANGO – VANPOOL PROGRAM

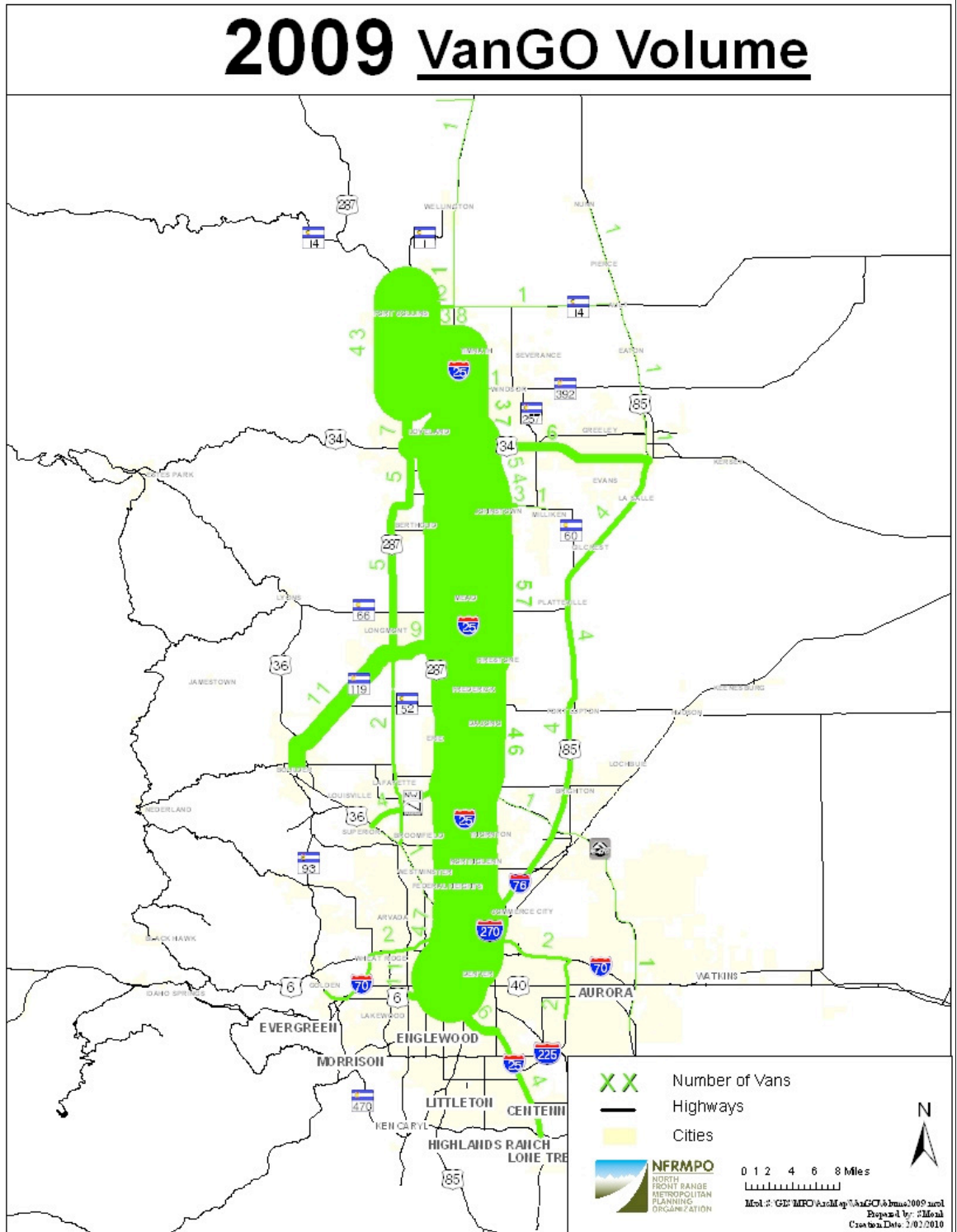
The VanGo website provides a clear description of the program.

“A vanpool is a group of six to nine people with similar commutes (consistent start time and destination) of 20 to 80 miles to and from work who share a comfortable van provided by the VanGo™ Vanpool Program. They usually live and work in approximately the same areas and work roughly the same hours. Vanpool members pay a monthly fee that helps cover the costs of the van, fuel, maintenance and insurance. Driving responsibility is shared.”

The VanGo website also provides a current list of active vanpools and any available vacant seats. On June 4, 2010, there were 83 separate vanpools, with 442 seats reserved out of 498 available. Full vanpools carry 6 people. VanGo showed 56 available seats in 38 vanpools. Waiting lists are maintained for the full vanpools.

Every one of the 83 vanpools is unique when pick-up location, drop-off location, and time of travel are considered. If time of travel is not considered, there are still 60 unique pairs of origins and destinations. Figure 3-6 illustrates the volume of trips by corridor.

Figure 3-6: VanGo 2009 Trip Volumes by Corridor





The map illustrates the strength of the program in the I-25 corridor, but it is important to note that many riders have home destinations close to the US 287 corridor. In the short-term, many of the people who utilize vanpools might also use bus service in the I-25 corridor. In the longer term, many would potentially also use US 287 commuter rail.

The cost of VanGo is calculated by a zone system. VanGo has divided its service region into service zones that are approximately 20 miles square and fares are computed according to the number of zones in the vanpool's route. For example, a trip from Fort Collins to downtown Denver – 1/3 of the VanGo fleet operates in these zones – costs (in 2010) \$198/person/month.

The fares are calculated to cover the fuel, maintenance, and lease costs of the vanpool. Vanpool members ultimately pay about 80% (in 2010) of the complete cost, with the remainder coming from the FHWA.

The reader is referred to the Transportation Demand Management (TDM) Element of the 2035 Regional Transportation Plan update for a thorough analysis of the TDM program.

## **PRIVATE CARRIERS**

Privately funded transportation services include SuperShuttle taxi and airport express services and intercity bus services operated by Greyhound, Black Hills Stage Lines, and El Paso-Los Angeles Limousine Express. The routes and schedules are described in this section.

### **GREYHOUND**

Greyhound Lines, Inc. is the largest provider of intercity bus transportation in the nation and operates primarily between major cities. Transfort partnered with Greyhound Lines, Inc. to provide ticket sales at the Downtown Transit Center in Fort Collins.

Greyhound travels on I-25 between Fort Collins and Denver. The one-way adult fare is \$21.50 and the round-trip fare is \$43.00 with discounts for seniors or tickets purchased on the internet. There are two northbound departures and two southbound departures daily with a travel time of one hour and fifteen-minutes. The schedules change frequently. As of February 10, 2010 the schedules were as listed in Table 3-12.

**Table 3-12: Greyhound Intercity Bus Schedules**

<b>NORTHBOUND</b>	<b>Depart</b>	<b>Arrive</b>
Denver	11:45 AM	1:00 PM
Fort Collins	7:30 PM	8:45 PM
<b>SOUTHBOUND</b>	<b>Depart</b>	<b>Arrive</b>
Fort Collins	5:40 AM	6:55 AM
Denver	4:25 PM	5:40 PM

No Greyhound service is available between Greeley and Denver. There is no Greyhound service in Loveland or any of the smaller communities.

## BLACK HILLS STAGE LINES

Black Hills operates a route traveling between Denver, Greeley, and Fort Collins, with one daily trip in each direction. A route is also operated between Fort Collins and Denver. Schedules are provided below. Sample one-way adult fares between cities are:

Denver and Fort Collins:	\$21.60
Denver and Greeley:	\$19.30
Fort Collins and Greeley	\$14.20

**Table 3-13: Black Hills Intercity Bus Schedules**

<b>NORTHBOUND</b>	<b>Via Greeley</b>	<b>Direct Service</b>
Denver	8:35 AM	
Greeley	9:35 AM	---
Fort Collins	10:15 AM	
<b>SOUTHBOUND</b>		
Fort Collins	4:05 AM	4:25 PM
Greeley	4:55 AM	---
Denver	6:45 AM	6:00 PM

## EL PASO-LOS ANGELES LIMOUSINE EXPRESS

The El Paso-Los Angeles Limousine Express operates in the US 85 corridor and makes 3 departures per day from Greeley to Denver, 7:00 am, 4:30 pm, and 5:00 pm, charging a \$15 one-way fare.

The Greeley terminal is located at 2410 8<sup>th</sup> Avenue in the Agency Boutique Seis Rosas. The Denver terminal is located at 2215 California Street, a few blocks from the Denver Bus Station.

## SUPER SHUTTLE

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

Super Shuttle has several stops in Fort Collins, Wellington, Windsor, Loveland and Greeley, stopping at various hotels and other commercial businesses. In Fort Collins they also stop at the Harmony Transfer center.

Service from DIA to communities in the I-25 corridor departs hourly between 6 am and 11 pm. In the southbound direction the first am bus departs Fort Collins at 4:00 am.

Service from DIA to Greeley departs every two hours, with the first bus at 5:45 am and continuing until 11:40 pm.

The fare from Fort Collins to DIA is \$32 and the fare from Greeley to DIA is \$42 one way for the first passenger. Discounts are available for additional passengers.

## GREENRIDE COLORADO SHUTTLE

Greenride is a door-to-door airport shuttle that provides hourly trips between Denver International Airport and Fort Collins and five daily trips between southern Wyoming and DIA. Passengers share the vehicle with other travelers while also sharing the overall cost of the service. In Fort Collins the service area is bounded by Carpenter Road, Overland Trail, Vine, Mulberry, and I-25. In Laramie they offer door-to-door service and for both Laramie and Cheyenne they serve single hotels. Trips to or from outside of the boundaries may be allowed during periods of low demand.

Greenride is a reservation-based operation that uses Dodge caravans, 15 passenger vans and 21 passenger buses. Reservations allow them to plan pickup and drop-off routes and occasionally a trip is cancelled if there are no reservations for that specific time slot. The service is locally owned and operated.

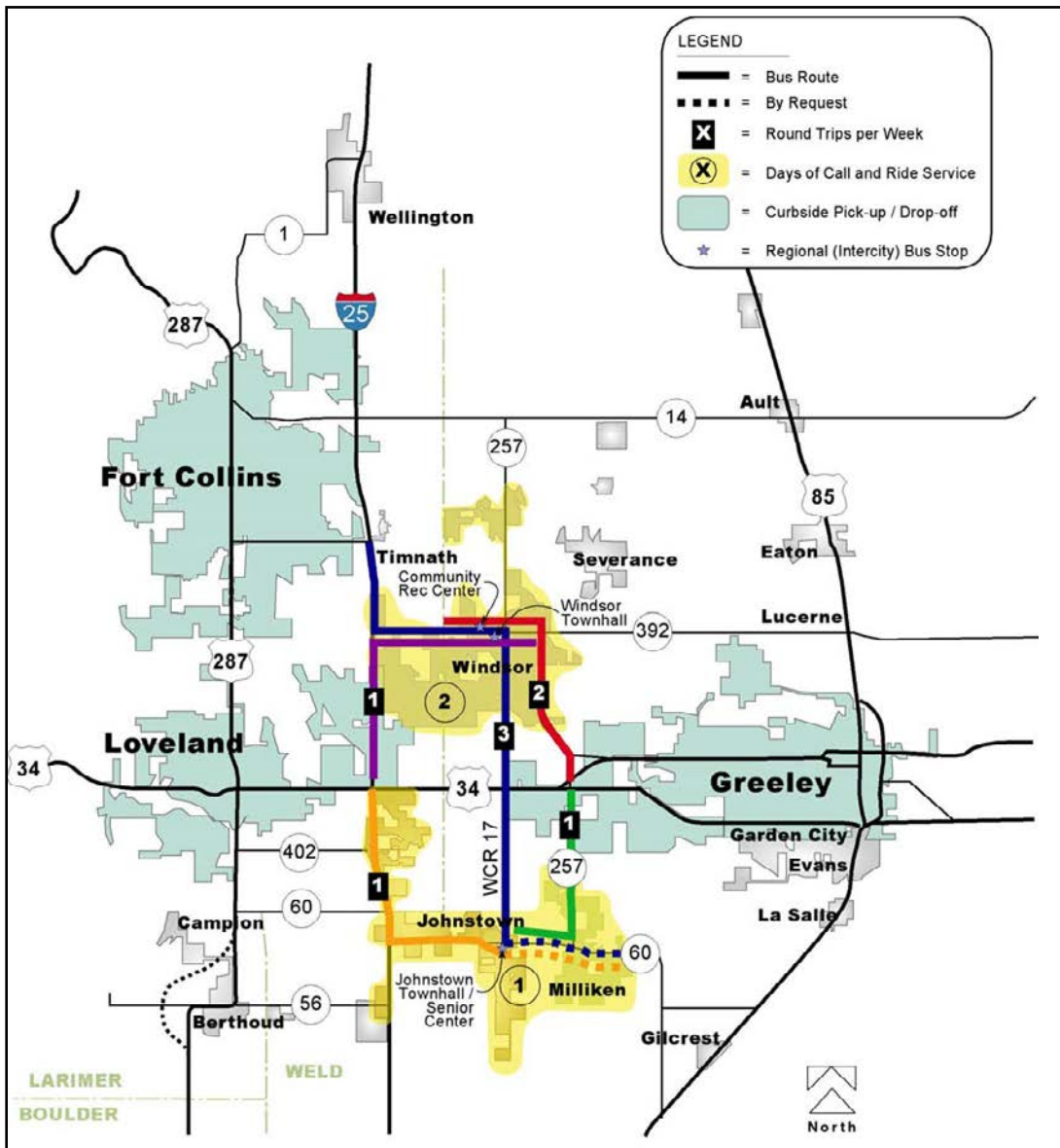
# OTHER PLANNED SERVICES

## JOHNSTOWN - MILLIKEN - WINDSOR

A planning study carried out in 2007 identified local demand response services and routes connecting these three communities to larger regional centers. The recommendations are identified as initial services to be initiated in the near future. They do not reflect the level of service that will be needed in 2035.

Figure 3-7 illustrates the recommended plan.

**Figure 3-7: Johnstown/Milliken/Windsor Transit Study Recommendations**



## NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT RECOMMENDED PREFERRED ALTERNATIVE

After seven years of work, beginning in November 2003, the North I-25 EIS Record of Decision is anticipated in summer of 2011. Although the main transit and roadway elements of the recommended preferred alternative have been identified, the necessary feeder routes have not been confirmed. Just as the recommended preferred alternative blended elements of two separate packages of transit services as analyzed in the draft EIS, so must the feeder routes be blended into a package that makes sense for the communities.

**Neither funding nor appropriate governance structures have been identified for the proposed North I-25 EIS transit system.** The transit elements of the preferred alternative are as follows:

- 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.
- Commuter Rail: Commuter (intercity) rail service with nine stations connecting Fort Collins to Longmont and Thornton using the Burlington Northern Santa Fe Railroad, 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.

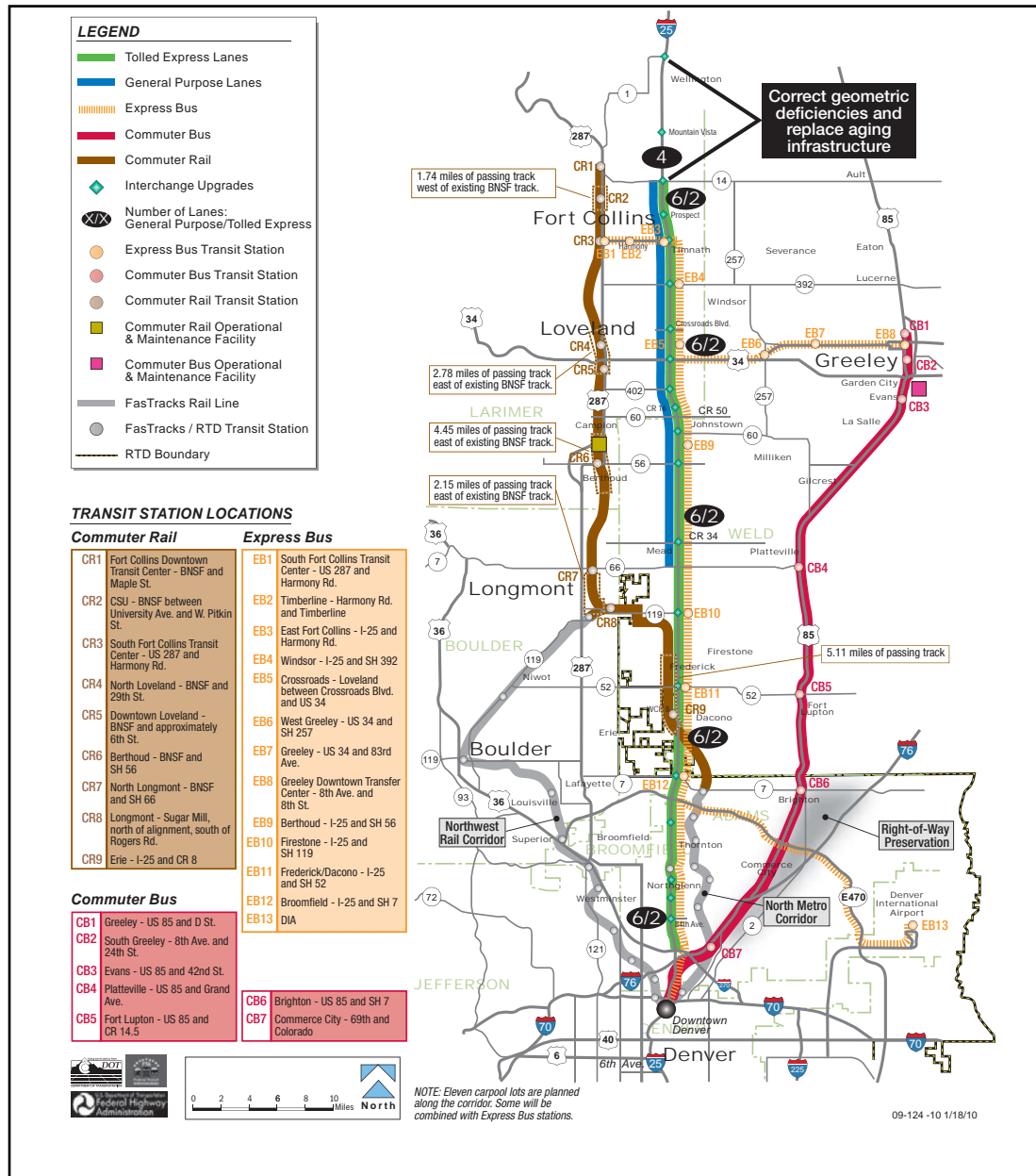
In addition to the services outlined in the Recommended Preferred Alternative, Packages A and B also contemplate a spectrum of connector or feeder services.

Package A included four feeder routes as follows:

- Greeley – Windsor – 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 – 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 – Johnstown - 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 – Frederick - 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. Assumes 30 minute peak, 60- minute base service frequencies on weekdays only.

**Figure 3-8: I-25 EIS Recommended Preferred Alternative**



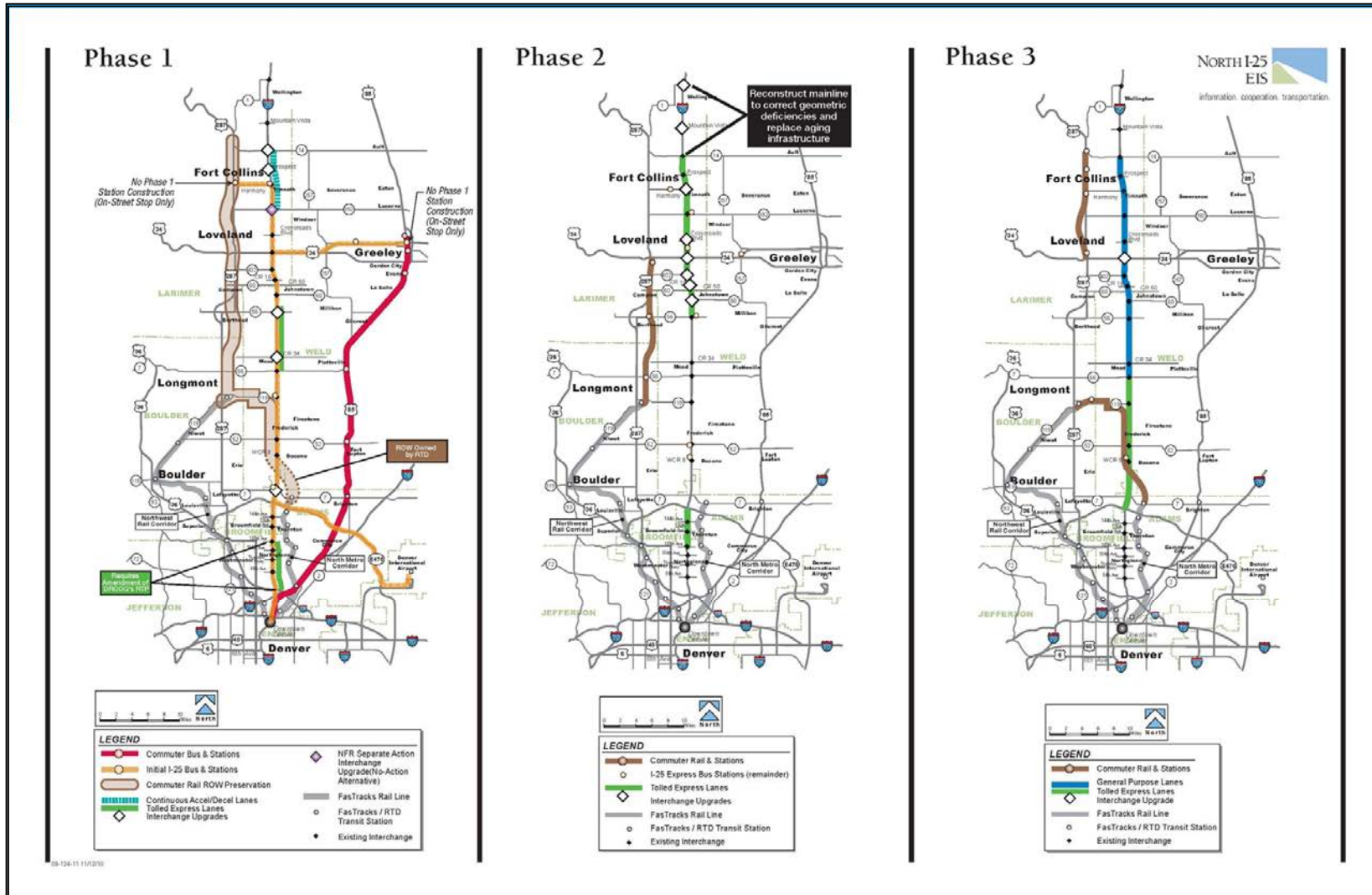
Package B included:

- Windsor – 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 – 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 – 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 – 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 3-9 illustrates the proposed phasing of the improvements. Note that bus services are 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.

Final decisions on the package of alternatives that will be included are anticipated in August of 2011. This chapter will be updated to reflect those decisions in the final report.

Figure 3-9: Proposed North I-25 Phasing

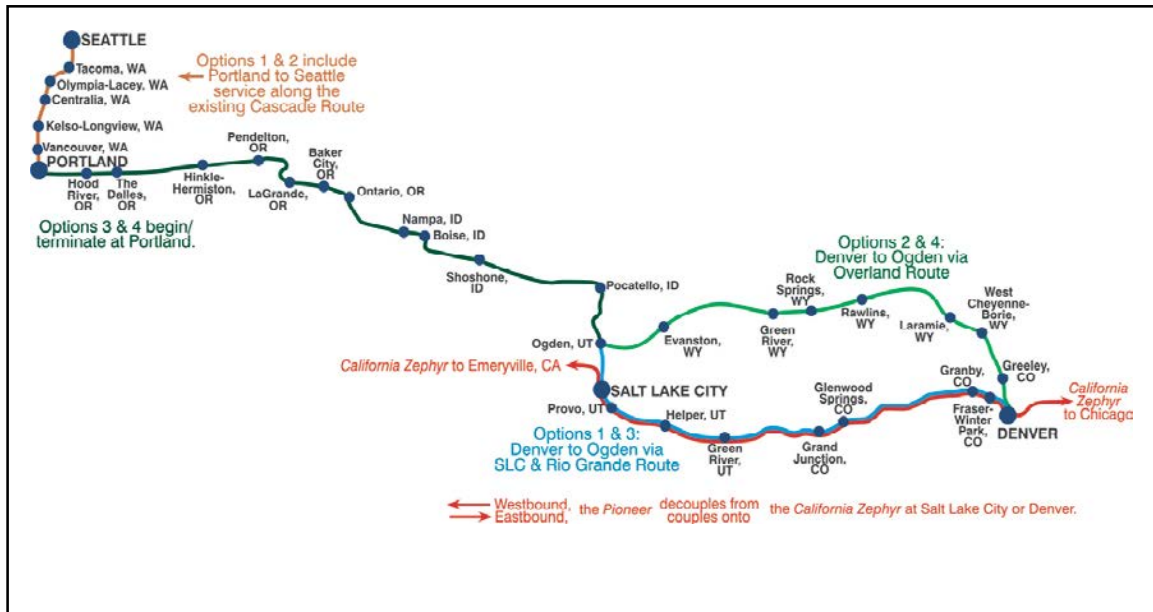




## AMTRAK PIONEER LINE

The Amtrak Pioneer Line has evaluated two routes and one would travel north from Denver through Greeley and onto Wyoming. The report was recently completed. However, no decisions have been made as to when or if service will be re-instituted on the Pioneer line.

**Figure 3-10: Proposed Amtrak Pioneer Routes**



## SUMMARY FINDINGS

1. Public transit networks have developed in the central urban areas with limited services available to rural residents. The transit networks are fairly constrained. They are not geared to the commuter market and do not provide adequate feeder services for a regional network. In Larimer County and for the communities in the I-25 corridor, there are substantial plans in place to expand transit services. Fort Collins is making steady progress on the MAX BRT line. Loveland, together with Fort Collins and Larimer County have implemented the FLEX pilot project providing transit services on US 287 to Longmont.
2. All of the communities struggle with identifying adequate local funds for operating transit services, although the issues vary between communities. There is not a dedicated local revenue stream for the provision of transit services in any of the communities except for Berthoud.
3. 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.

4. 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 Funding Advancements for Surface Transportation and Economic Recovery (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 \$5 million annually in funding to local entities. Exactly how the remaining \$10 million in FASTER funds (identified as "State Projects") will be administered and managed is currently under discussion.
5. Essentially, each of the municipal transit operators are "housed" within a larger public works division. COLT and GET are divisions within Public Works. Transfort is a division within a Planning Development and Transportation Service Area that includes Public Works. Transit managers' ability to grow their respective systems and to creatively coordinate transit services with their peers may be limited by the broader agendas of each city.
6. 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" 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-and-ride facility development) may be a useful strategy.
7. 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 around Denver International Airport only.