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CHAPTER 1: INTRODUCTION

PURPOSE

This 2035 Regional Transit Element updates the 2030 document and will become a part of the 2035 North Front Range Regional Transportation Plan Update to be completed in 2011. The purpose of the Regional Transit Element is to guide development of the transit mode in the region which encompasses the Fort Collins Transportation Management Area (TMA) and Greeley urbanized areas.

In the previous planning work (2030 Regional Transit Element) a vision for regional transit services was defined, along with a framework that provided an understanding of the types of regional transit services that may be needed to connect the cities and towns in the region to each other. Since that time, the North I-25 Environmental Impact Statement has been prepared, providing a clear definition of how the transit mode will be integrated with the roadway mode, addressing transit service needs on the major roadways in the region.

The 2035 Transit Element builds on this work and shifts the emphasis to the implementation of regional transit services, focusing on the steps necessary to translate a long-term regional vision into reality. It provides alternatives ranging from maintaining the status quo to rapid movement towards the types of services envisioned in the North I-25 Environmental Impact Statement. This planning effort reflects a slightly different approach and contains a more detailed level of analysis than has been done in the past. The draft Report on Alternatives for the 2035 Regional Transit Element:

- Defines service levels that are typically used in moving from no service in a corridor to a well-developed transit mode and illustrates the potential for service development in the primary corridors in the region.
- Identifies the challenging questions about funding and governance that need to be answered in order to move forward in implementing services. Notably the document does not answer these questions. To do so will require a wide range of stakeholders working together to define roles, responsibilities, and funding options. The document suggests strategies to use in addressing the issues.
- Provides factual information on what it will take to provide regional transit, at various levels of service. This information makes it easier to see what can be accomplished and that the development of regional services is manageable.
- Provides strategies and tools for developing regional transit services.

PROJECT GUIDANCE

The development of the 2035 Regional Transit Element is occurring under the auspices of the North Front Range Metropolitan Planning Organization (NFRMPO). The Planning Council is guiding the development of the report and will adopt it as part of the regional planning process.

A technical steering committee has been assembled and includes members of the MPO Technical Advisory Committee (TAC), Transit Advisory Group (TAG), Planning Council members, the Colorado Department of Transportation (CDOT), and Denver's Regional Transportation District (RTD). All members are listed in Appendix A. The responsibilities of the steering committee are to review work products from a technical and practical perspective, provide information about plans and activities occurring in their individual areas and discuss and comment on issues and the work presented by the consultant.

In initiating this planning effort, both the Planning Council of the NFRMPO and the project Steering Committee provided important guidance. Key concepts included:

- Addressing how to connect communities in the region with each other and with activity centers outside the region
- Practical results
- Strong public involvement

The 2035 Regional Transit Element is built upon local planning efforts and other planning studies in the region. Appendix B contains a summary of relevant planning reports.

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

STUDY PROCESS

The development of the 2035 Regional Transit Element has proceeded in two major phases. Phase one covers documentation of regional characteristics and the existing and planned transit services, analysis of demand for the transit mode, and the development of alternatives for developing regional transit services.

The planning activities leading through the evaluation of alternatives have included public involvement, beginning with soliciting comments from the Mobility Councils and residents in Larimer and Weld counties. The public involvement will continue with public meetings in each county to solicit comments on this Draft Regional Transit Element Report on Alternatives. In addition, it includes a series

of meetings with the jurisdictions in the region to solicit their views on the alternatives for developing regional transit services.

All comments received on this draft report will be incorporated and the report submitted to the Planning Council. Once the Council provides direction on a “preferred alternative” or set of initial actions, a detailed implementation plan will be prepared. The complete Regional Transit Element will be presented to the Planning Council. Once adopted, the RTE will become one of the foundation documents for the development of the North Front Range 2035 Regional Transportation Plan Update, scheduled for 2011.

STUDY ISSUES

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

The region is growing rapidly, and is projected to nearly double its population to 729,000 by 2035. Much of the future development in the region is anticipated to occur in the center of the region and in unincorporated areas where transit services may not exist or are not as well developed as in the urbanized areas.

The region’s rapid development also taxes the roadway network. Travel forecasts project levels of congestion in the region that will require significant investment in the transportation infrastructure for all modes. This raises the issue of the role that transit will serve in the future regional transportation network. Transit services can be effective options during peak travel times, especially when there is a network of feeder services into regional corridors.

What transit services are needed in the future? How will they be delivered? How will they be paid for? A significant amount of planning work has gone into addressing the question of what services are needed within and between individual communities. The preferred alternative developed in the North I-25 Environmental Impact Statement (EIS) includes significant regional transit services. The outstanding issues revolve around how the services will be developed, funded, and delivered.

There are several challenges to answering these questions. One issue is that there is not a common vision for the role and function of transit services in the region. Cities with local transit services in Larimer County are actively developing regional transit services with the pilot FLEX route, extending services in the State Highway 287 corridor south to Longmont, and developing bus rapid transit for the Mason Corridor. At the same time, the City of Greeley has considered reductions to its transit services due to funding constraints.

This same issue surfaces at the State level where the role of the State in the funding and delivery of regional transit and rail services is being developed.

Financing of transit services is a perennial challenge, and the development of regional transit services will require stable funding. At present each community is responsible for determining how they will fund local transit services and any connections to other communities. Just as financing transit services is an issue for local jurisdictions, the State faces the same issue for the services identified in the North I-25 EIS.

While it is widely recognized that regional transit services will be important to northern Colorado, a plan does not exist for developing such services. There are two different approaches. One is to extend out from existing services. The other is to establish new routes in corridors where conditions seem conducive to establishing transit services. Pilot route services have been started, but permanent financing for successful services are needed.

Recognizing the above issues and challenges, this Regional Transit Element Update will focus on the practicalities of identifying how to move forward in the development of transit services for the region.

REVIEWING THE ALTERNATIVES REPORT

As noted in the beginning of this chapter, this planning effort provides a pathway to enable the North Front Range to develop regional transit services. Regional transit services are defined as regularly scheduled fixed route services connecting the communities of the North Front Range with each other and with the Denver/Boulder metropolitan area.

The work completed to date clarifies the issues and provides strategies and tools for addressing the issues. It points out how inter-connected the development of transit services in the North Front Range will be with the State's development of its role and responsibilities in providing regional transit services across Colorado.

Key questions to consider in reviewing this Regional Transit Element Report on Alternatives include:

- Which alternative best matches your values in describing the importance of regional transit and the speed with which it should be developed?
- Are the issues accurately defined and reflective of the range of concerns that surround the development of regional transit services?
- What are your priorities for the development of regional transit services?

All comments will be considered in preparing the final Regional Transit Element.

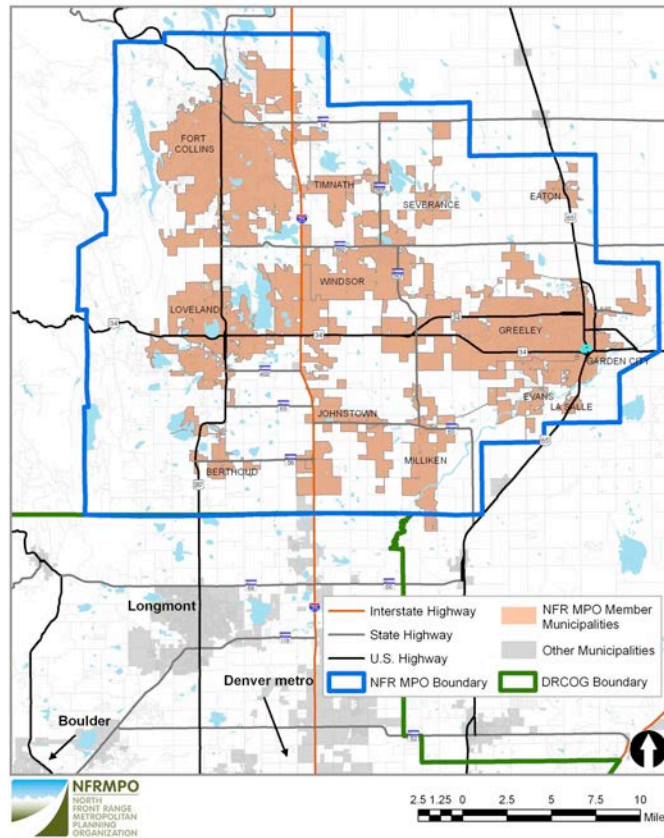
CHAPTER 2: SOCIO-ECONOMIC PROFILE

STUDY AREA

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

The NFRMPO includes the Fort Collins-Loveland Transportation Management Area, a large urbanized area; the Greeley-Evans small-urbanized area; and the rural areas outside these boundaries. Figure 2-1 illustrates the various municipal boundaries located within the MPO.

Figure 2-1. Study Area



POPULATION

The population in the North Front Range modeling area¹ in 2005 was 440,000, representing 10% of Colorado’s population.

The three largest communities within the MPO are Fort Collins, Greeley, and Loveland, with 130,000 residents, 88,000 residents, and 60,000 residents respectively. The communities of Windsor, Berthoud, Evans, Johnstown, Milliken, Eaton, La Salle, Severance, Garden City, and Timnath are also formal members of the MPO. These communities range from 10,000 people to a few hundred people, as illustrated in Table 2-1. The balance of the population in the region resides in unincorporated portions of Larimer and Weld Counties. The reader is advised that the municipal populations are not directly comparable to the population base and forecasts for the modeling area as the boundaries differ as illustrated on the following page.

Table 2-1: 2005 and 2008 State Demographers Estimates for NFRMPO Communities²

Community	Population		% Increase
	2005	2008	
Timnath	227	235	3.5%
Garden City	349	357	2.3%
Severance	2,025	3,172	56.6%
La Salle	1,912	2,013	5.3%
Eaton	3,974	4,295	8.1%
Milliken	5,625	6,257	11.2%
Johnstown	7,024	9,018	28.4%
Berthoud	5,024	5,314	5.8%
Evans	17,518	18,764	7.1%
Windsor	13,563	15,103	11.4%
Loveland	60,427	65,824	8.9%
Greeley	88,206	93,698	6.2%
Ft. Collins	129,951	136,427	5.0%
Total	335,825	360,477	7.3%

FORECASTS

By 2035 the region’s population is estimated to grow to 729,000, according to the “Economic And Demographic Forecast for the North Front Range Modeling Area

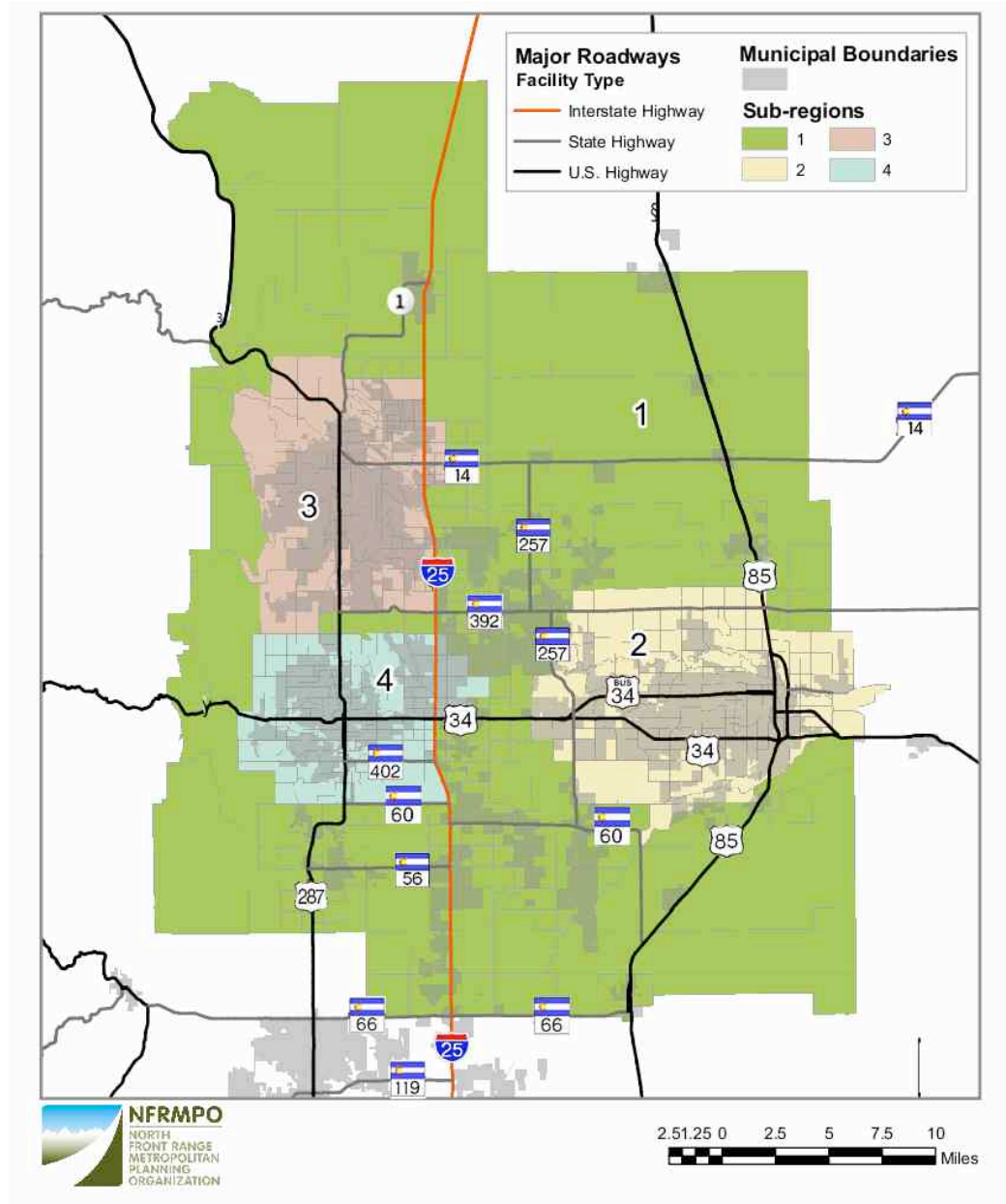
¹ “Economic And Demographic Forecast for the North Front Range Modeling Area and Its Sub-Regions”, page 4, with detailed numbers on page 64.

² Colorado State Demographer web page look-up tool: “Population Totals for Colorado Municipalities”. http://dola.colorado.gov/dlg/demog/pop_muni.html, When the final report is prepared, the most current numbers will be included (2009 or 2010 estimates).

and Its Sub-Regions³, prepared in 2006. The forecasts from this report were adopted by the MPO in 2006 and are also the basis for the travel model, providing consistency for both population and travel forecasts.

The modeling area in “The Economic and Demographic Forecast” is divided into four regions and is not entirely congruent with the MPO or municipal boundaries, as may be seen in Figure 2-2.

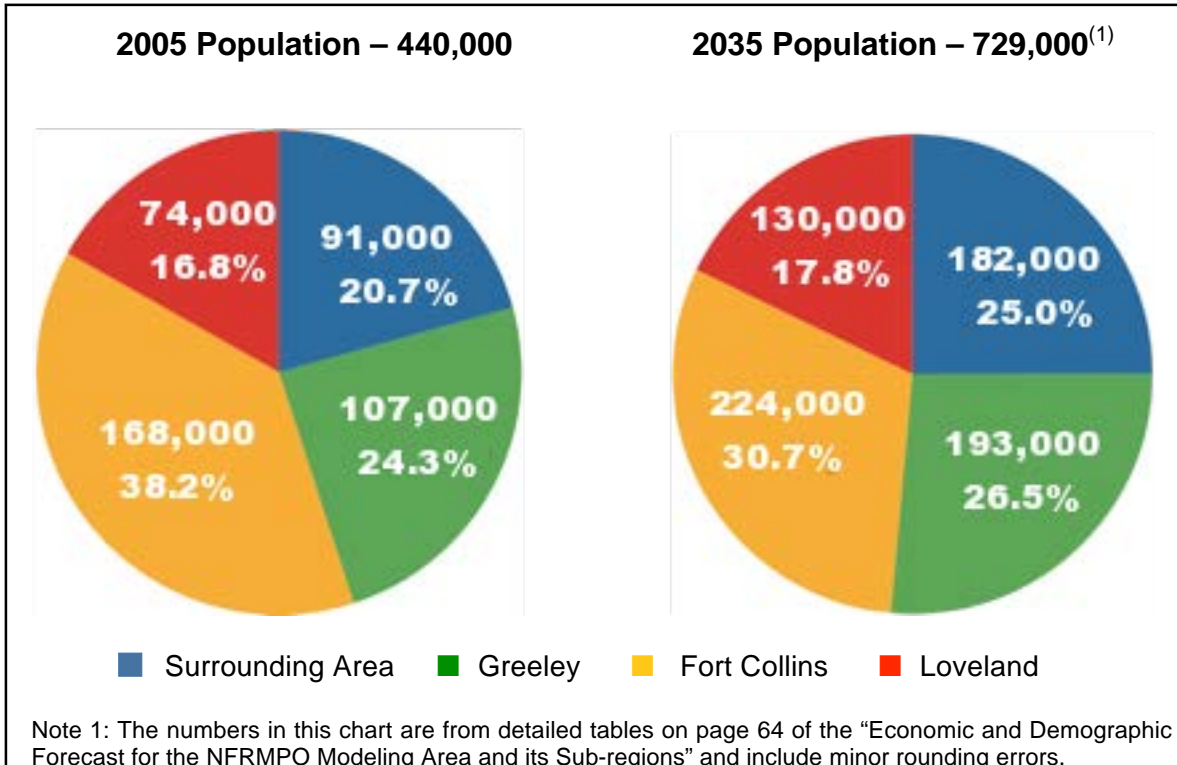
Figure 2-2: NFR Modeling Area and Sub-Regions



³ “Economic And Demographic Forecast for the North Front Range Modeling Area and Its Sub-Regions”, March 31, 2006 is available in its entirety at <http://www.nfrmpo.org/Archives.aspx>

Population growth in the region will not be uniform throughout the region nor among age groups. Greeley and the unincorporated areas are expected to grow more quickly than Fort Collins and Loveland. Although Fort Collins will remain the largest city in the MPO, by 2035 Greeley is expected to have more population than Fort Collins did in 2005 and Loveland will have more population than Greeley. Figure 2-3 illustrates the relative population levels of each of the four sub-areas.

Figure 2-3: Population Growth by Sub-Region

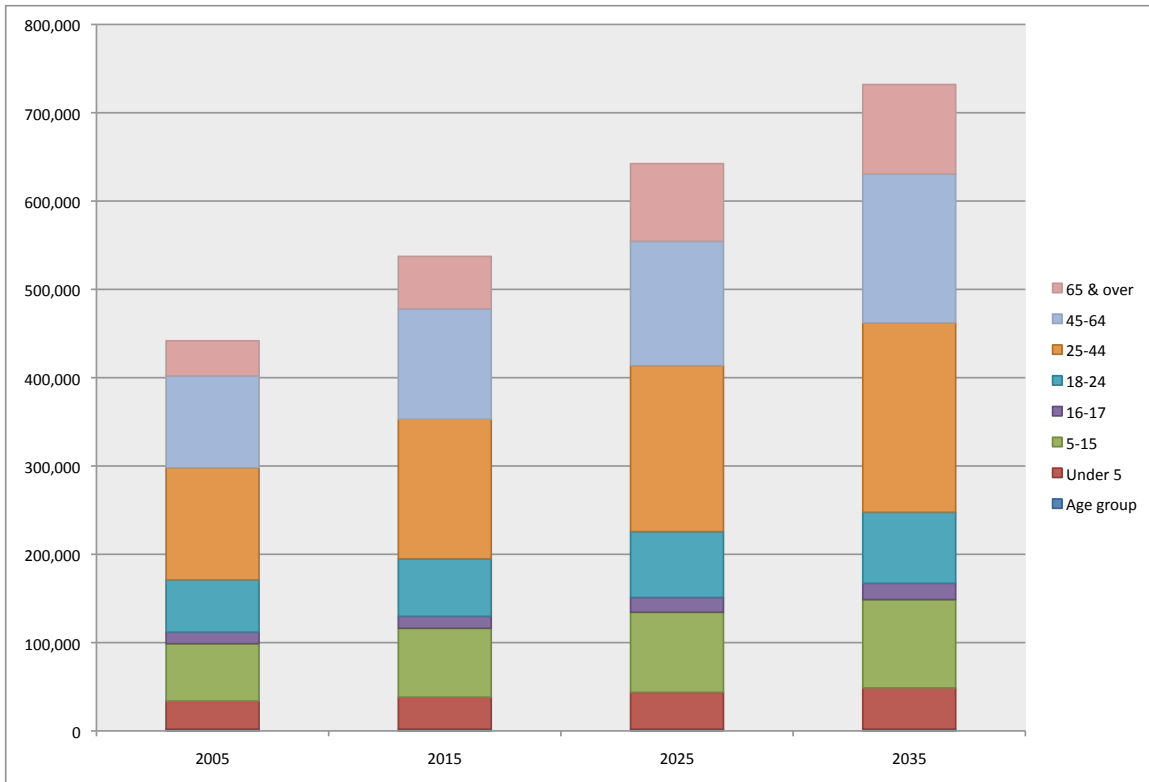


Source: “Economic and Demographic Forecast for the NFR Modeling Area and its Sub-regions”, 2006, page 64-65.

The population will grow in all age segments but the oldest segments will grow the fastest, as illustrated in Figure 2-4. The biggest shift will be in those 65 years and older. This segment of the population will grow from under 10% of the population to 14%. This equates to a growth of over 250% - from 40,000 persons in 2005 to over 101,000 in 2035.

This is significant for transportation planning since this segment of the population depends on fixed route and specialized transit services more than the middle-aged segments.

Figure 2-4: Population Growth by Age Group.



Source: "Economic and Demographic Forecast for the NFR Modeling Area and its Sub-regions", 2006

EMPLOYMENT AND TRAVEL PATTERNS

EMPLOYMENT

As with population, information on current and projected employment levels comes from the "Economic and Demographic Forecast for the NFR Modeling Area and its Sub-regions", prepared in 2006. Refer back to Figure 2-2 for a map of the four sub-regions.

The 2006 document is a trend report, forecasting consistent changes over the 30-year forecasting period rather than trying to predict the ups and downs that occur as part of the economic cycle. It was prepared when the State and region were enjoying the recovery from the recession that occurred in 2000 – 2003. Continuing growth was projected and the 2008-2010 recession was not foreseen. As such, the forecasts for employment growth are optimistic for the initial five years of the plan. However, the long-term forecasts remain reasonable although they may lag for a few years.

Total jobs in the NFR Modeling Area were estimated at 208,000 in 2005 and are projected to grow to 406,000 by 2035. The growth varies by area with the most rapid growth occurring in region 1, Surrounding Areas (4.2% annual average) and the slowest growth occurring in Fort Collins area (0.9%). The Greeley and

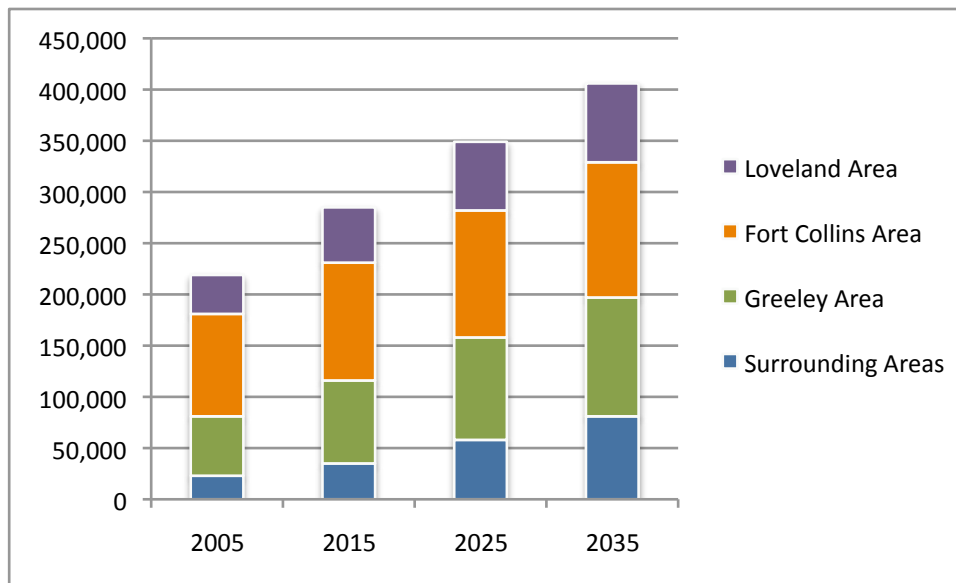
Loveland areas are projected to have 2.3% and 2.4% respectively. Table 2-2 and Figure 2-5 illustrate projected job growth by sub-region.

Table 2-2: Employment Growth by Sub-Region

	2005	2015	2025	2035	Avg. Annual Rate
1. Surrounding Areas	23,000	35,000	58,000	81,000	4.2%
2. Greeley Sub-region	58,000	81,000	100,000	116,000	2.3%
3. Fort Collins Sub-region	100,000	115,000	124,000	132,000	0.9%
4. Loveland Sub region	38,000	54,000	67,000	77,000	2.4%
TOTAL	219,000	285,000	349,000	406,000	

Source: "Economic and Demographic Forecasts for the NFR Modeling Area", 2006. Please refer to Figure 2-2 for sub-regional boundaries as considered in this report.

Figure 2-5: Employment Growth by Sub-region



TRAVEL PATTERNS

Travel patterns for commute trips and for total trips are important in this analysis. The 2006 “Economic and Demographic Forecast” report data also noted some items of importance that will affect commuting travel patterns.

The report noted that Fort Collins and Greeley areas have a good jobs/housing balance in terms of the availability of local employment opportunities for residents in the base year. The example provided was that in 2005 80% of the workers in Fort Collins work in Fort Collins and another 7.5% commute only to Loveland.

The report indicated that this high level of internal commuting trips are unlikely to be sustainable, with higher levels of trip-making between communities anticipated for the future. It noted that the number of households with individuals working in different communities in the region is already increasing, a trend that is expected to continue.

The detailed information on employment location and type of employment projected from this analysis is one of the building blocks of the travel model as discussed more in Chapter 4, Demand Analysis.

The 2009 North Front Range MPO Household Travel Survey, a recent source of information on travel patterns, shows trips from rural Larimer County are strongly oriented around Fort Collins and Loveland. The trips from Rural Weld County tend to be oriented toward the nearest urban center. Although Greeley captures most of these trips, trips from the west and central parts of the county more generally end in Loveland. Trips from the southern part of the county are generally oriented to Broomfield, Longmont, or Denver.

LAND USE

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

In general, outside of the early “cores” of older communities the region has developed in a largely suburban pattern, consisting of relatively low density development and a variety of employment and activity centers located throughout the region. This type of land use pattern, where residential and employment

centers are widely dispersed is a difficult land use pattern to serve effectively with transit.

The region's future land use pattern (Figure 2-6) is anticipated to see the areas in between the existing urban areas (Fort Collins, Greeley, and Loveland) absorb much of the anticipated growth.

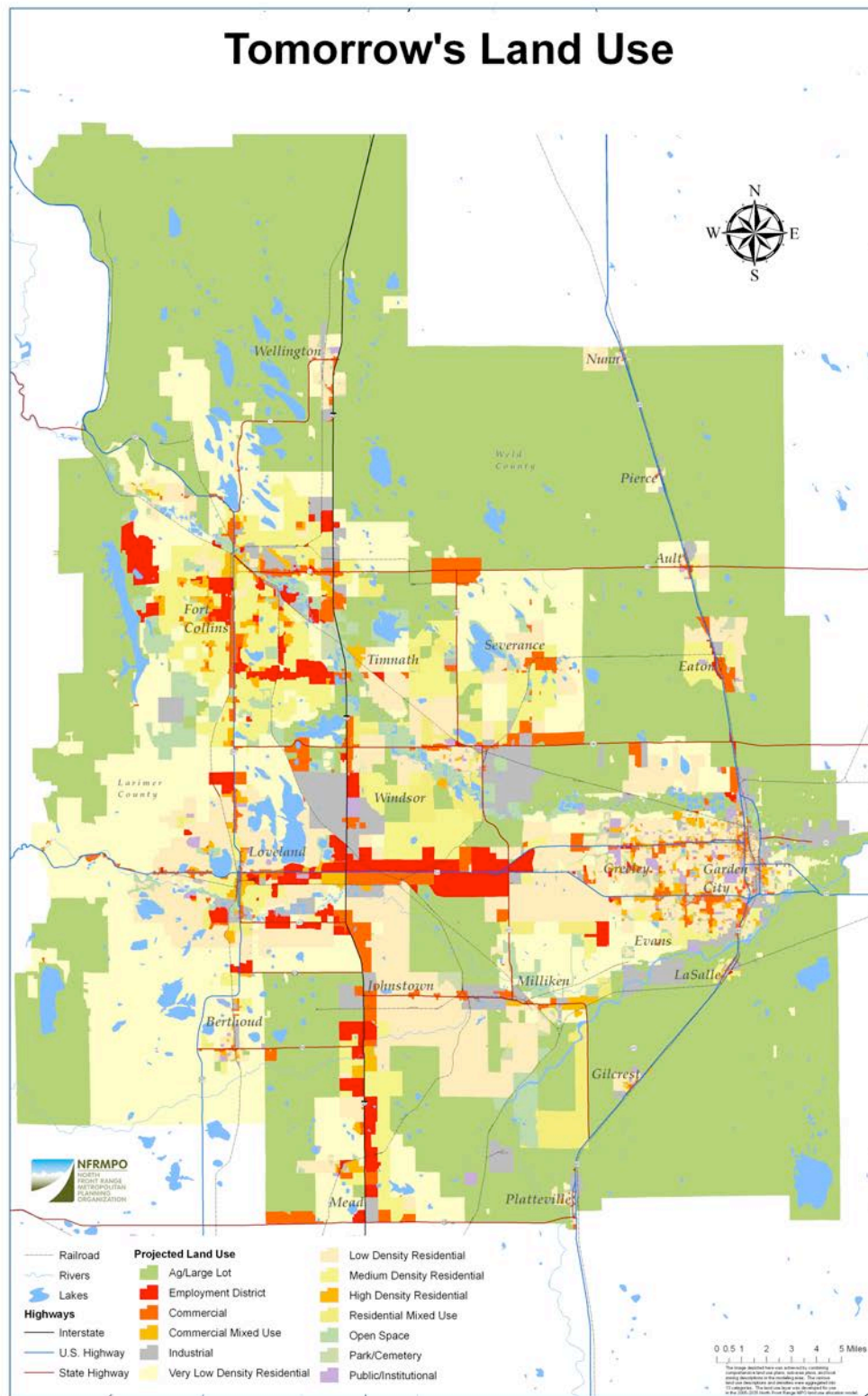
Some communities in the region are actively pursuing a more compact and transit oriented supportive development pattern, but this remains the exception rather than the norm.

CHAPTER SUMMARY

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

- The entire NFRMPO will see significant population growth, with 50% more people than today by 2035. The unincorporated areas will have the fastest growth rates resulting in populations 72% higher than today.
 - Fort Collins will remain the largest community but will grow the slowest, adding 27% more people.
 - Greeley will become larger than Fort Collins is today.
 - Loveland will become larger than Greeley is today.
- The area between the three primary cities will absorb most of the population growth. This surrounding area will also have the highest levels of employment growth. The more developed and built out a city is, the less population and employment growth is projected to occur.
- The percentage of residents age 65 and over will increase from 9% to 14% of the population.

Figure 2-6: NFRMPO Future Land Use Map



CHAPTER 3: EXISTING AND PLANNED TRANSIT SERVICES

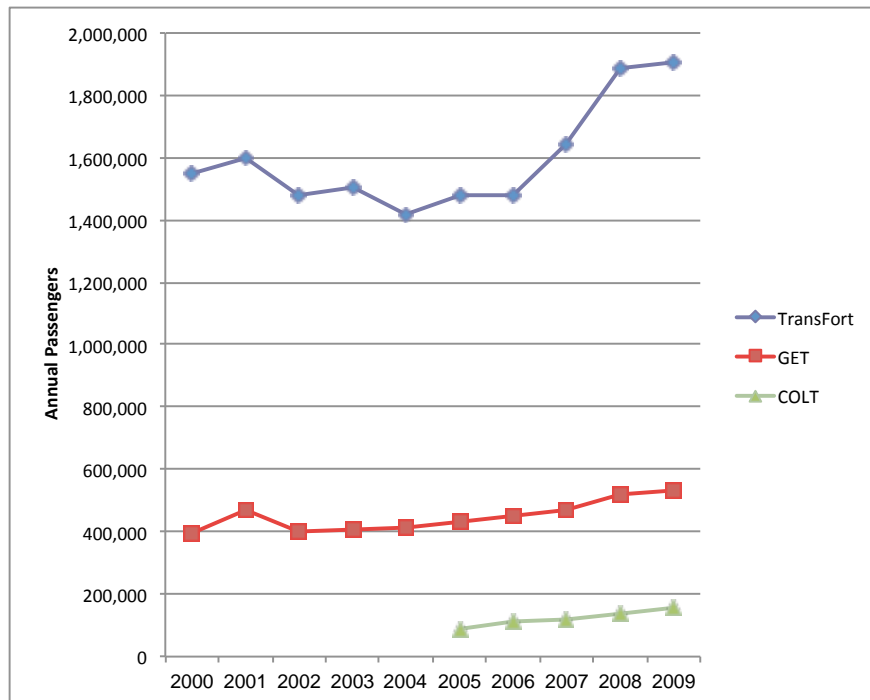
This section provides information on municipal, county, private, and non-profit transit providers. These entities operate services in urban and in rural areas, including limited inter-regional services.

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.

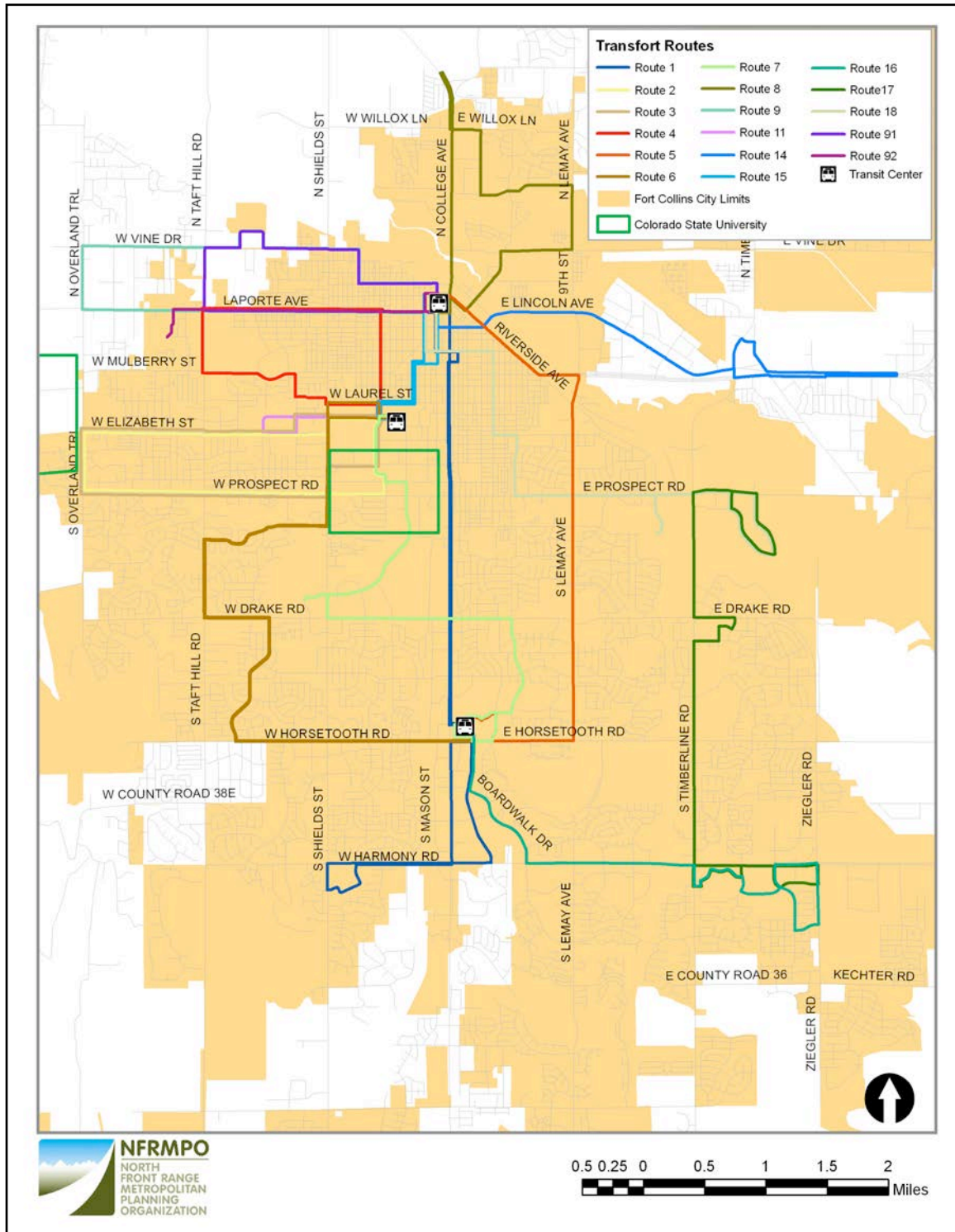
There is no service on the major holidays. Transfort also adjusts its schedule depending on whether the Colorado State University (CSU) and the Poudre School District (PSD) are in-session or not. CSU is in session approximately 150 days/year while the school district operates roughly 183 days.

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
TOTAL	1,904,229	70,099	27.2

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.

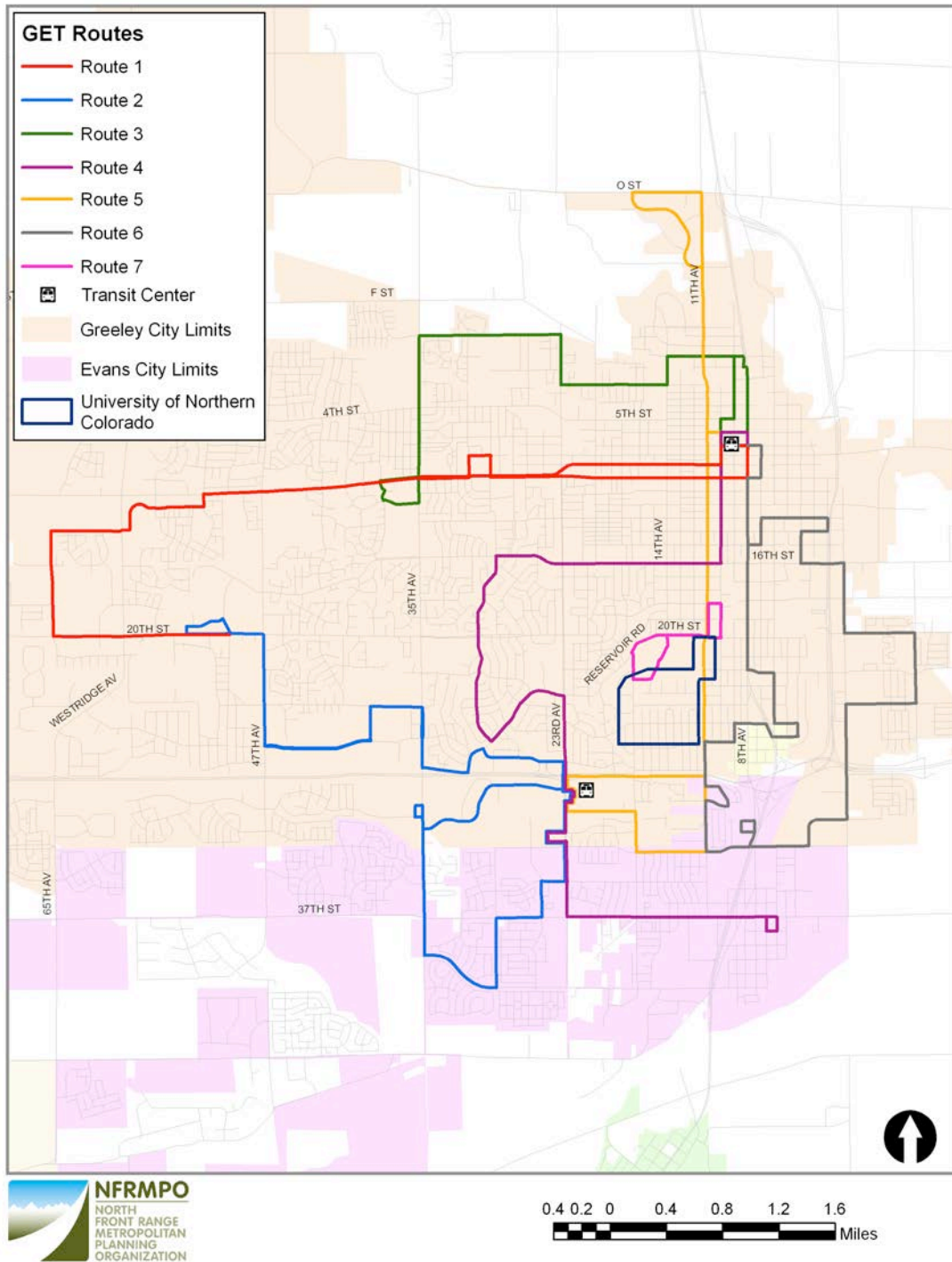
GET fixed routes, as operated in 2009-10, are illustrated in Figure 3-3. Service changes initiated in 2011 are not reflected in the map as the new map would not match the available statistics. GET operates six local routes plus evening demand response services. Routes generally run from 6:30 am until 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
FR SUBTOTAL	529,977	30,162	17.6
Paratransit/DR	26,088	15,123	1.7
Total	556,065	45,285	12.3

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.⁴

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.

⁴ 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

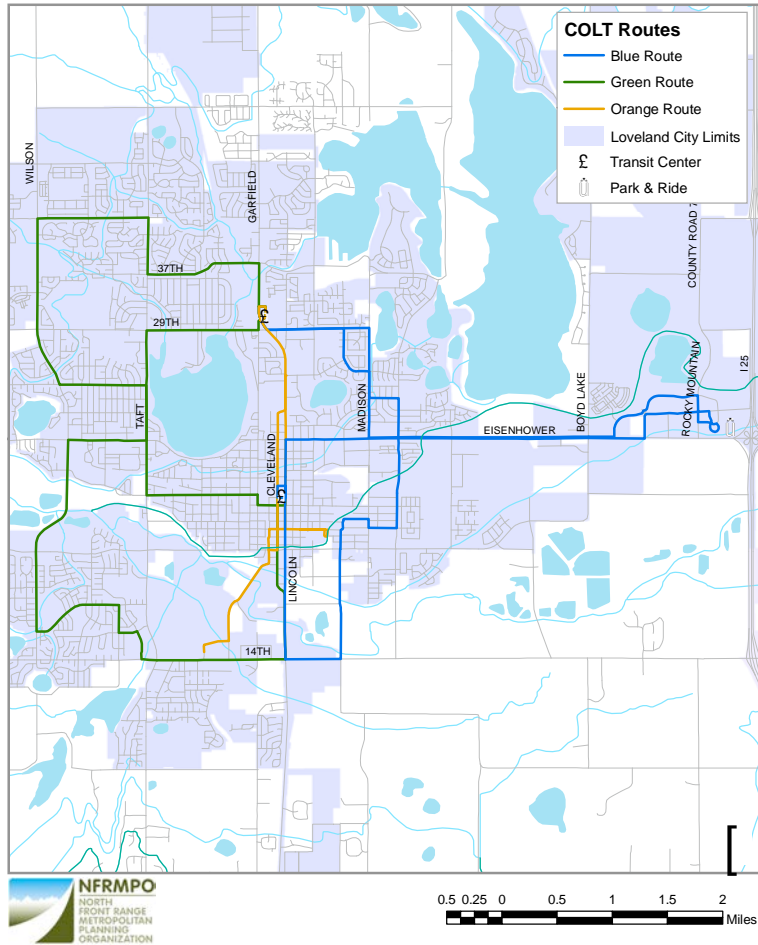
Characteristic	2007	2008	2009
Ridership	115,895	136,255	155,695
Annual Vehicle Miles	184,058	192,481	200,370
Annual Vehicle Hours	13,617	14,112	12,237
Annual Operating Cost	\$900,070	\$948,463	\$978,013
Annual Fares	\$68,518	\$75,332	\$76,468

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 8th 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

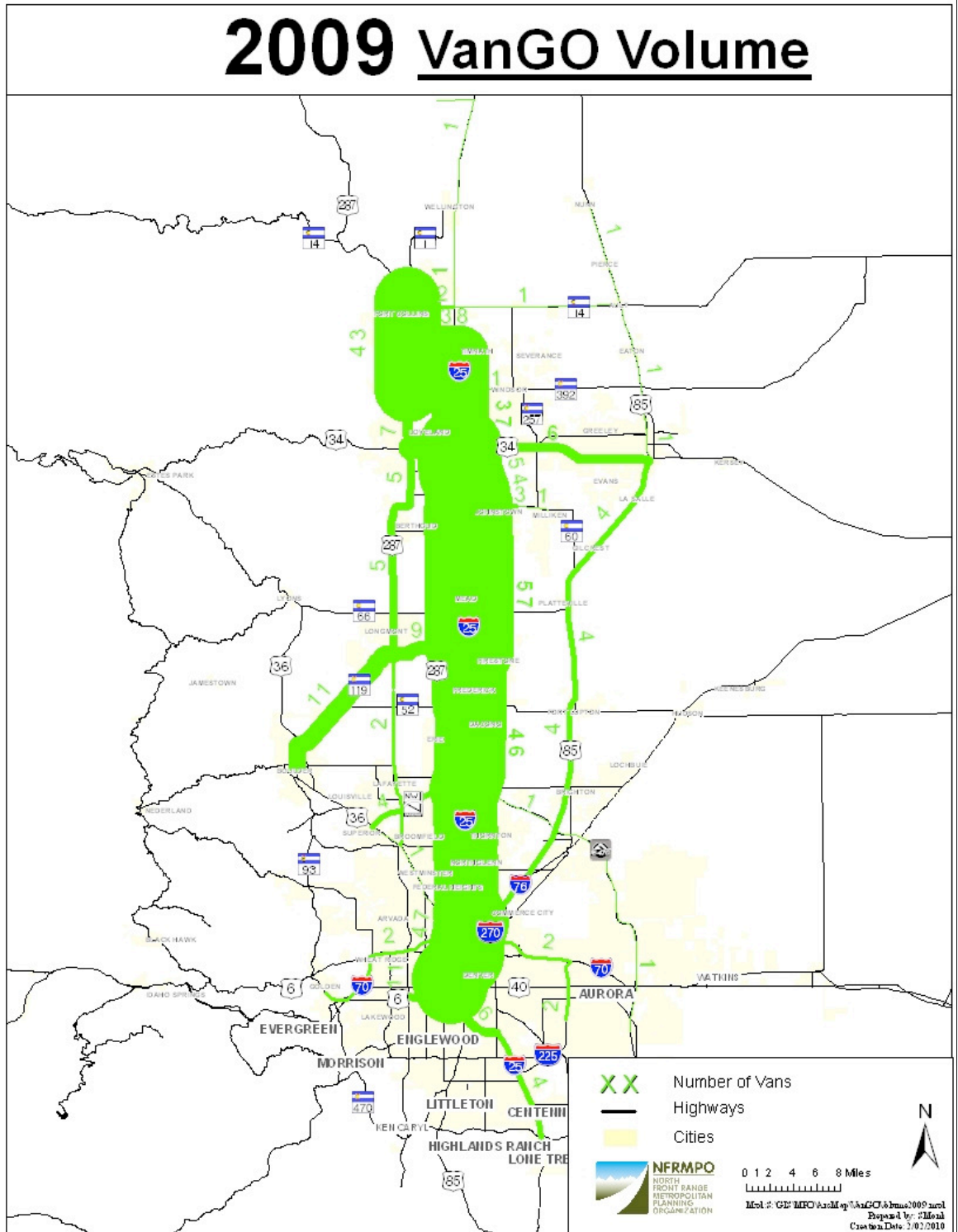
The VanGo website provides a clear description of the program.

“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

NORTHBOUND	Depart	Arrive
Denver	11:45 AM	1:00 PM
Fort Collins	7:30 PM	8:45 PM
SOUTHBOUND	Depart	Arrive
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

NORTHBOUND	Via Greeley	Direct Service
Denver	8:35 AM	
Greeley	9:35 AM	---
Fort Collins	10:15 AM	
SOUTHBOUND		
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 8th Avenue in the Agency Boutique Seis Rosas. The Denver terminal is located at 2215 California Street, a few blocks from the Denver Bus Station.

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.

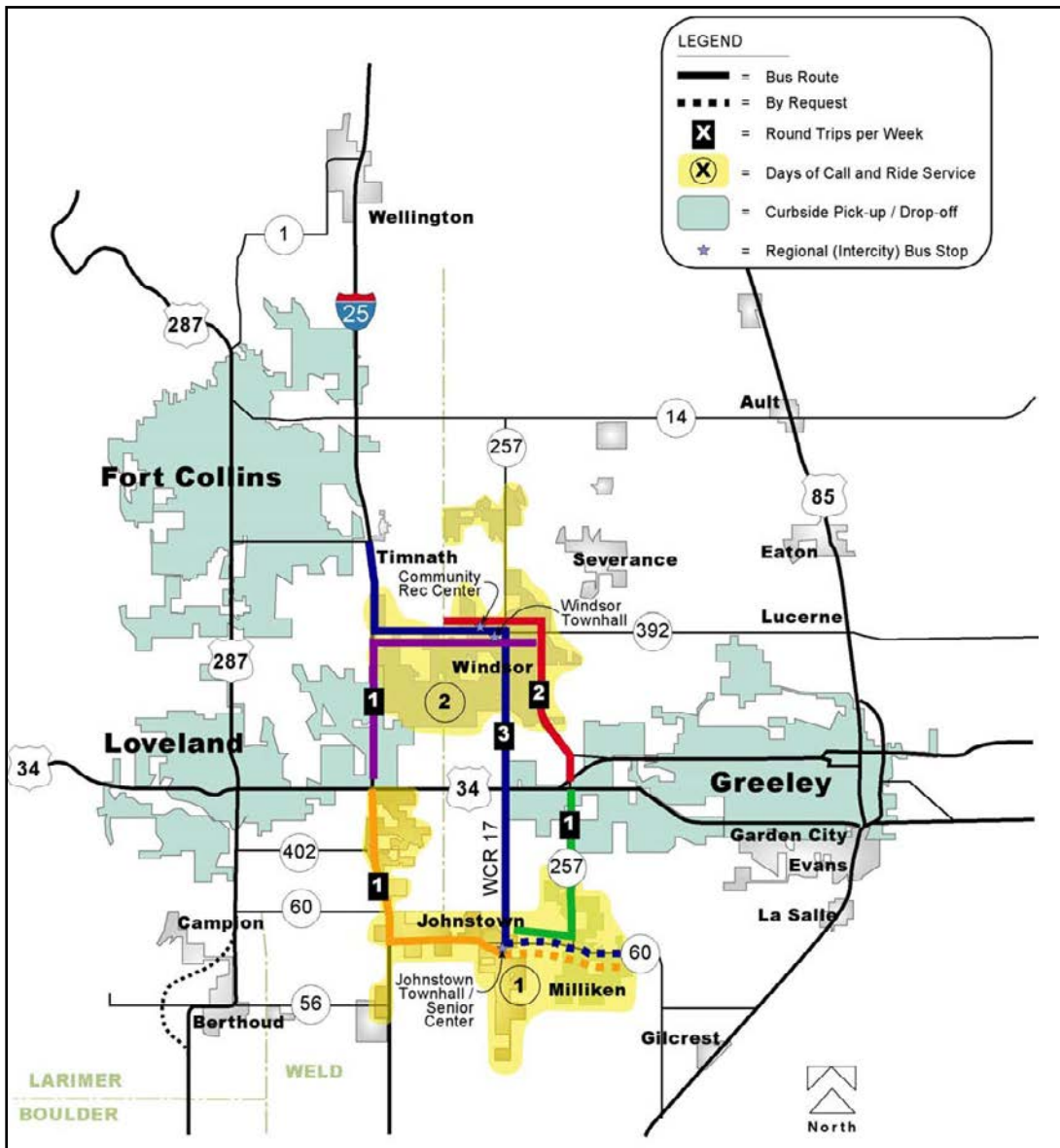
OTHER PLANNED SERVICES

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.

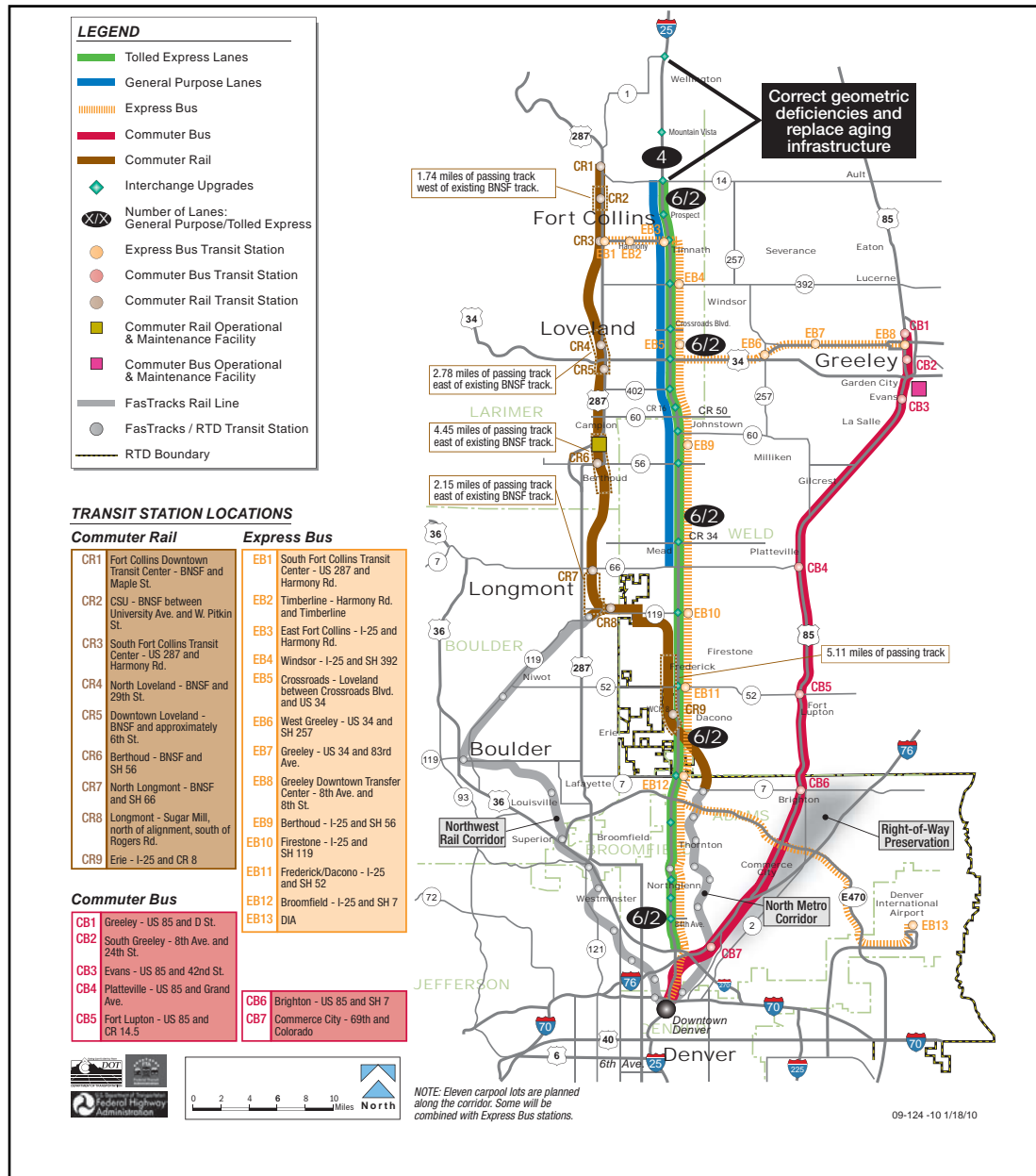
In addition to the services outlined in the Recommended Preferred Alternative, Packages A and B also contemplate a spectrum of connector or feeder services.

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



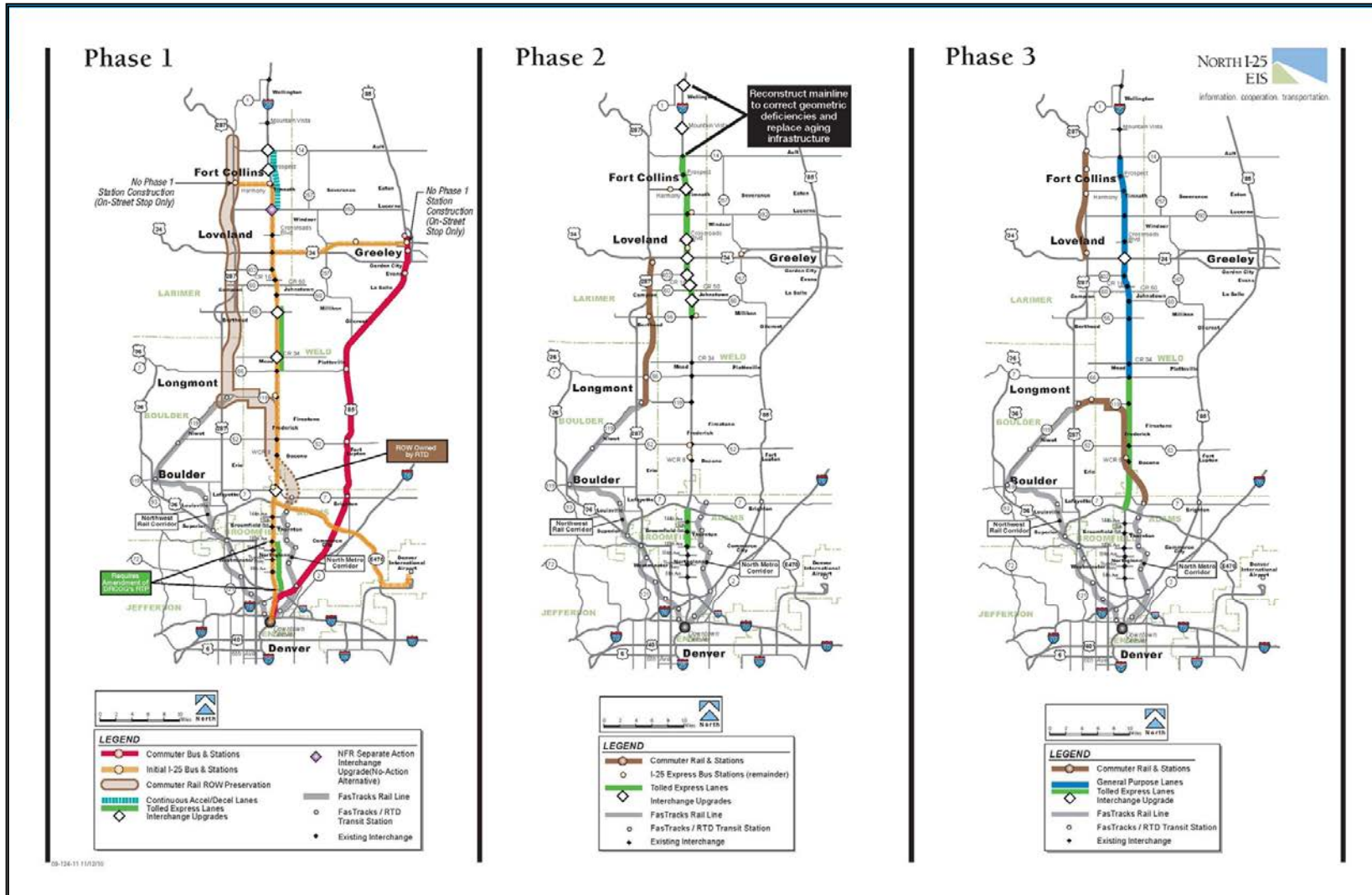
Package B included:

- 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.

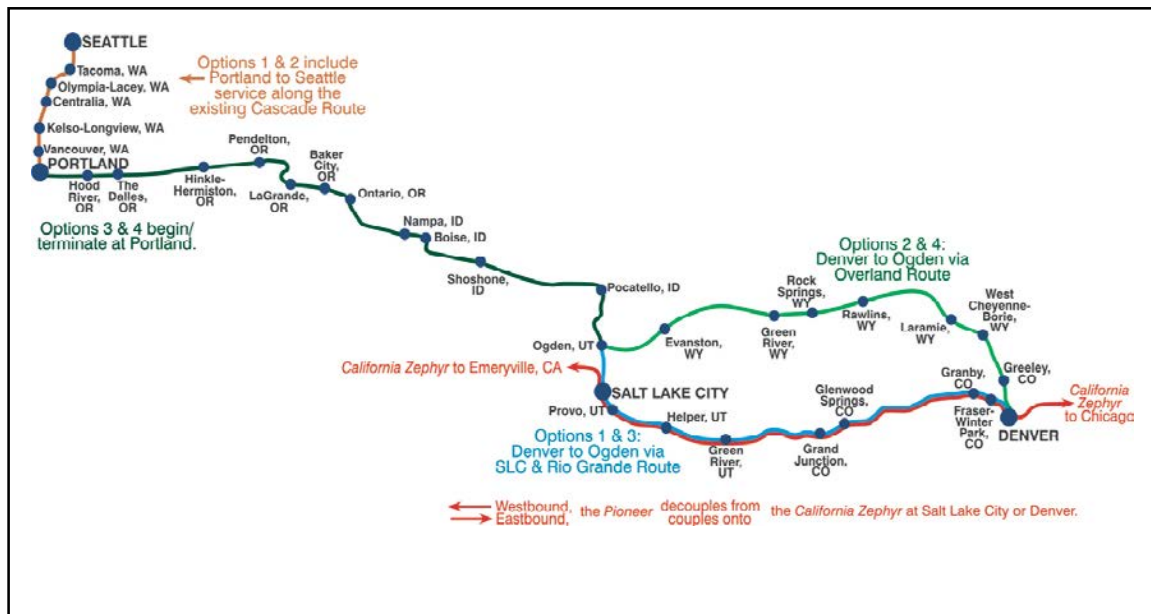
Figure 3-9: Proposed North I-25 Phasing



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.

CHAPTER 4: DEMAND ANALYSIS

A wide range of factors influence the demand for transit services. One factor is community values, which include the relative degree to which there is an emphasis on the provision or support of alternative transportation modes. Other factors include land use patterns and the relationship of residents to activity centers, travel patterns in the communities and region, population and employment density, transportation infrastructure (such as roadways, bicycle and pedestrian facilities, etc.) and the affordability and availability of viable transit services, including connecting services.

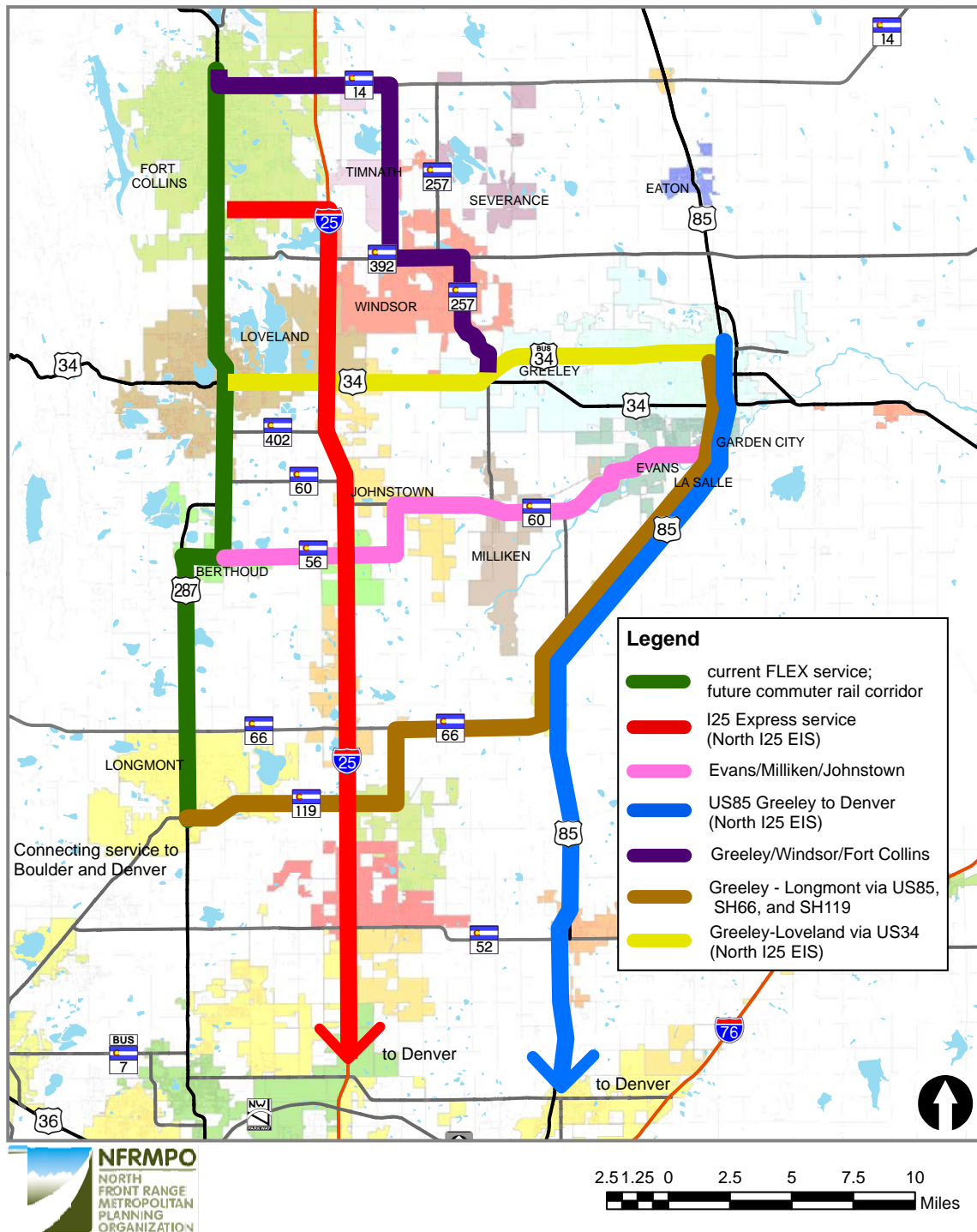
This section focuses on total potential demand for transit services in key regional corridors. The corridors are illustrated in Figure 4-1. These have been developed based on the region's travel patterns, and are similar to the corridors analyzed in the North I-25 EIS. The differences are:

- The Windsor corridor continues north to Highway 14, traveling to the Fort Collins downtown transit center rather than traveling on Harmony Road to the South Transit Center;
- The Johnstown/Milliken route continues east to Greeley/Evans and rather than ending in Milliken; and,
- An additional corridor has been defined to connect the Greeley/Evans area to State Highway 119 in Longmont, recognizing the importance of travel patterns from Weld County to Longmont and Boulder County.

It is recognized that additional services will be needed to connect communities within the region. Lines have been included to illustrate the routes similar to those planned in the Johnstown/Milliken/Windsor transit study to connect Windsor to Fort Collins (South Transit Center) and Milliken/Johnstown to Loveland. In addition, a route connecting Windsor to Loveland has been added.

Tools for calculating demand include basic demographic information and travel models. No one source of information is perfect, but together they can provide a realistic picture. For this region, both the combined travel model used in the North I-25 EIS and the 2035 NFRMPO travel model with a 2005 base year are useful.

Figure 4-1: Draft Regional Transit Corridors for Evaluation



An advantage of the combined travel model for the North I-25 EIS is that it includes the trips that cross the zones between the Denver planning area and the NFRMPO planning area. The NFRMPO model only includes trips internal to the region, with information on total external trips crossing at each station – but not information on the destination for these trips with one end outside the NFRMPO region. *However, the model run used in the Draft I-25 EIS resulted in transit estimates that appear to be quite high, so they must be used with caution.*

The NFRMPO and the Denver Regional Council of Governments (DRCOG) are currently updating their models in a manner that will allow for easier integration of data. Both agencies have completed household surveys and will be using this information to update their models over the next few months.

Beginning with the NFRMPO travel model, it is useful to frame the discussion by examining the traffic volumes that occur on the roadways today and anticipated in 2035, as illustrated in Figures 4-2 and 4-3. The congestion levels are very high on major regional roadways, and we begin to see traffic moving to alternate routes (e.g., from US 34 to SH 402 in Loveland) although these routes also quickly become congested. Given the high levels of congestion, it will be important to emphasize how the various modes (automobile, carpools, vanpools, and transit) can combine to improve the carrying capacity of the roadway network.

The consultant team has worked with the data in the NFRMPO travel model to develop an understanding of how the anticipated growth that will occur over the next 25 years will impact transit ridership in regional corridors. To this end, the region was divided into 15 sub-areas that provide information on where trips originate and the regional corridors in which they are most likely to travel. The zones, along with detailed tables with calculations for each zone, are presented in Appendix D.

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 in order 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.

Figure 4-2: 2005 Base Year Model Volumes and Level of Service

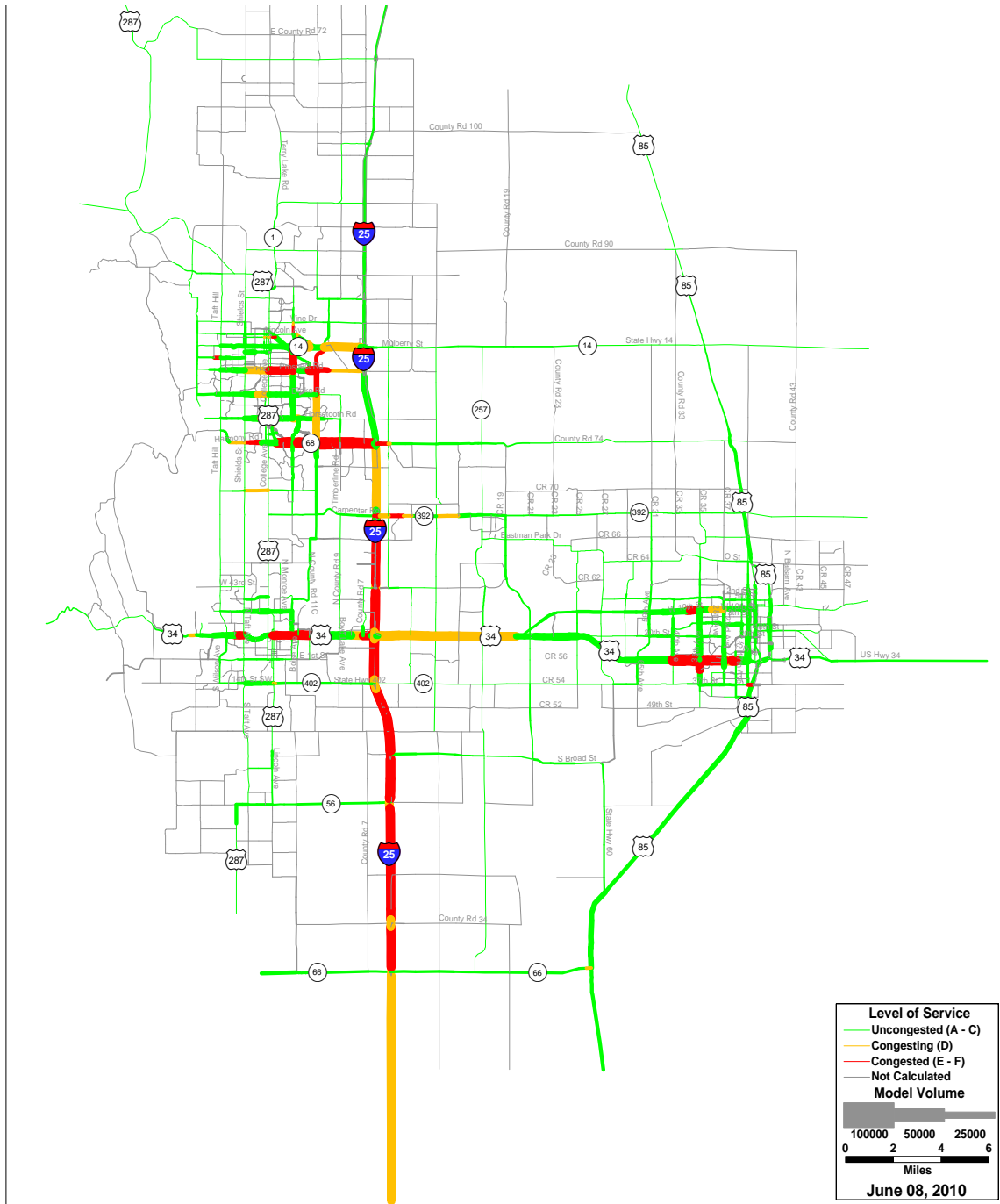
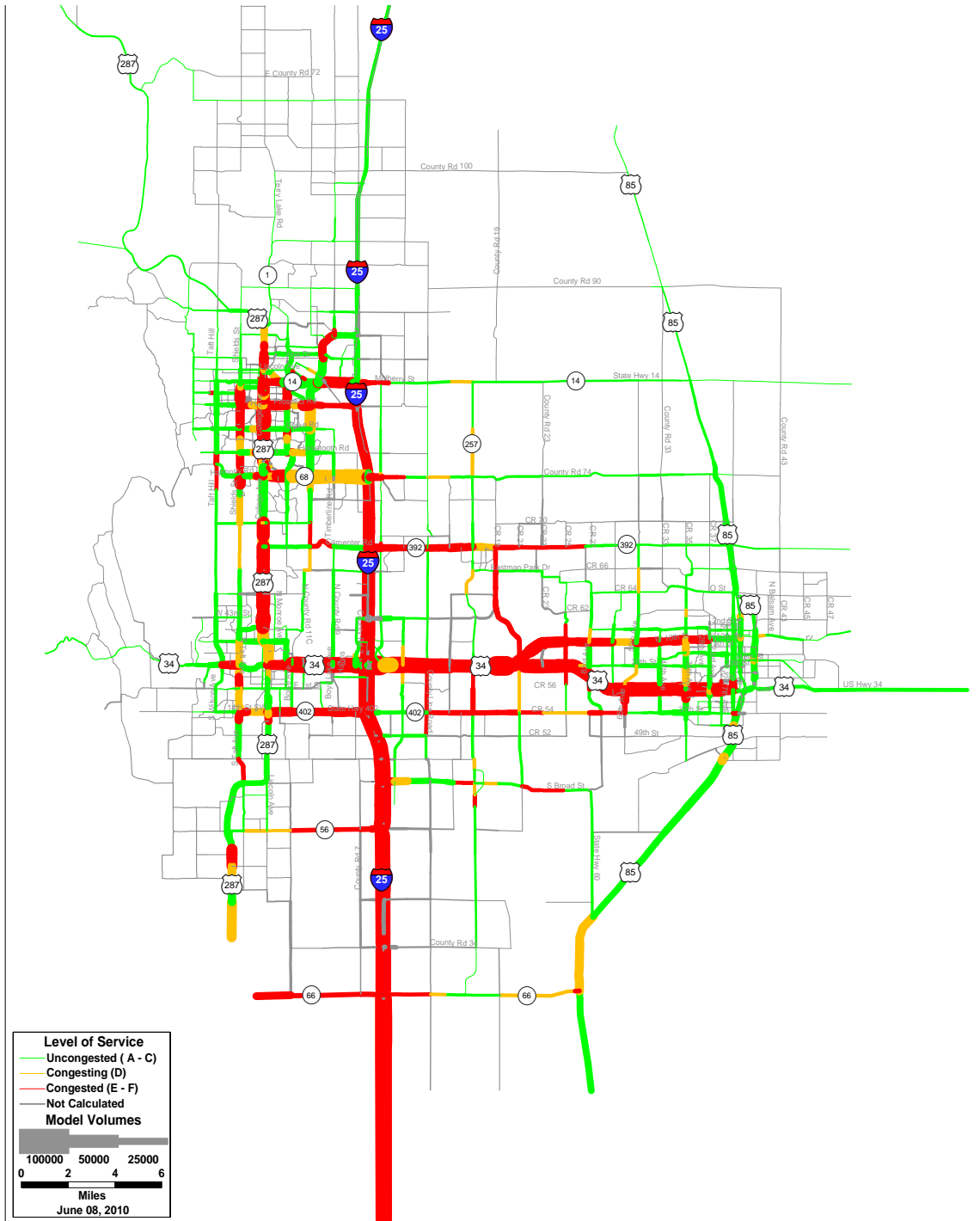


Figure 4-3: 2035 Model Volumes and Level of Service



1. 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.
2. Multiplying the total trips in each zone pair by the percentage for each corridor resulted in the trips that would have the potential demand for transit services.
3. A mode share of 0.5 -- 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. It is also consistent with the most recent Household Travel Survey undertaken by the NFRMPO in 2010.

The evaluation of the zone-to-zone trips showed some important changes as we move towards 2035:

- Overall trips nearly double in this time period. In 2005 the model estimates 2.2 million daily person trips while in 2035 the model estimates 3.7 million daily person trips.
- Much of the growth is projected to occur in the middle of the region – from Timnath to Mead and Johnston to West Greeley.

It is useful to compare the basic demand estimations from the North I-25 EIS to the results of this local analysis. Table 4-1 identifies each corridor and the estimates. Note that the North I-25 EIS estimates are for 2030 while the estimates prepared for the NFR Regional Transit Element are for 2035.

The comparison shows a high level of variation between estimation methods. The estimates for corridors A (US 287) and G (Fort Collins/Windsor/Greeley) are closest to those arrived at through the manual analysis.

Travel models are calibrated using real-world experience: do the ridership and traffic volumes predicted by the model match up to observed performance in the initial year? The difficulty is that since these are largely new corridors for transit service, there is little to compare them with. However, transit service does exist in the US 287 corridor and service similar to that proposed in the North I-25 EIS has operated in the I-25 corridor south of Denver.

Table 4-1: Comparison of Demand by Corridor

Corridor	North I-25 EIS 2030 Projection	NFRMPO Travel Model Analysis for 2035		
		0.5% of Trips	1% of Trips	2% of Trips
A: US 287	1,400 – 2,175	542	1,085	2,170
B: I-25		663	1,326	2,653
C: US 85	725 – 1,175	58	115	230
D: Greeley / Longmont (119)	N/A	26	52	104
E: Evans/Milliken /Johnstown	200	44	87	175
F: Hwy 34	2,500	207	415	830
G: Fort Collins/ Windsor/Greeley	260	130	260	519

Notes:

1. N I-25 EIS projections are for commuter rail, not bus service, in the US 287 corridor.
2. The Greeley/Longmont corridor was not included in the N I-25 EIS analysis.
3. The N I-25 EIS analysis did not connect corridor E to Evans – rather it operated only to Milliken.
4. Corridor G (Windsor) in the N I-25 EIS traveled north from Windsor on US 257 to Harmony Road, ending at the Fort Collins South Transit Center. In the NFRMPO travel model analysis the route travels north on Weld County Road 13 and east on SH 14 to the Downtown Transit Center.

- The FoxTrot service operating on US 287 between Fort Collins and Loveland was carrying approximately 325 passengers daily. In addition, the local Transfort route serving College Avenue in Fort Collins carries just over 1,000 riders daily. Additional riders now use the FLEX (which has replaced the prior FoxTrot route). The corridor totals in the analysis do not differentiate between types of services. The combined totals for current services amount to just over 1% of the total trips.
- The Front Range Express (FREX) service between Colorado Springs and Denver carries approximately 600 riders daily⁵. FREX serves a larger employment area and larger population base than North I-25 EIS bus service would serve. In addition to employees in downtown Denver, an equal number of jobs in the Denver Tech Center are served by FREX, although transfers are required. One would expect the North I-25 EIS service to carry somewhat fewer riders than the FREX service because the employment base

⁵ Source: Mountain Metro Transit statistics. A high ridership of approximately 800 one-way trips per day occurred in 2008 when gas prices were at their peak, but 600 represents ridership in more typical conditions.

it would directly serve is smaller. Therefore, the estimate of 0.5% of total trips is likely the closest – and it may be on the high side.

- The 34Xpress pilot garnered a handful of riders, but the service was not designed to be as direct as would be necessary or to connect with US 287 – both important conditions for service in these corridors. This trial points out the logistical problems associated with providing effective transit services in some of these corridors, as long excursions off the highway to enable passengers to access businesses slows down the service – or requires other feeder services to move passengers within walking distance of the businesses. While ridership on this route would likely grow over time, the estimate of 0.5% of total trips is a good starting point.

The estimates in this chapter reflect a conservative approach to determining potential routes that warrant additional evaluation and help to define the services that may be appropriate.

CHAPTER 5: SERVICE & CORRIDOR ALTERNATIVES

This chapter identifies four transit service alternatives for the 2035 planning horizon. These alternative visions focus on developing services on regional transit routes.

This is a long-range plan with a 25-year planning horizon. With the anticipated population growth in the region, regional transit services are anticipated to be part of the transportation network. The vision in the current Regional Transportation Plan states that “Passenger rail connects the North Front Range and the Denver metro area”, The region’s desire for rail service is also reflected in the North I-25 EIS with a preferred plan that includes bus and rail services in the region, with a comprehensive set of regional routes connecting the cities in the region with each other and with the Denver-Boulder metropolitan area.

Three key challenges in this planning effort are:

- Refining the vision for regional transit services.
- Identifying how that vision affects near-term choices for service development, finance and governance.
- Setting practical near-term objectives and strategies that will move the region towards attaining this vision.

The North I-25 EIS identifies a multi-modal solution to address the anticipated north-south transportation needs for the corridor with a State perspective. This Regional Transportation Element examines many of the same corridors but adds a focus on the east-west connections needed for regional mobility. The focus is also on the practical steps necessary to develop these regional services.

NFR communities support local transit through the Transfort, COLT, BATS, and GET systems. Fort Collins, Loveland, Berthoud and Larimer County have developed the FLEX regional service in the US 287 corridor. Nevertheless, the region lacks the foundation necessary to move forward on developing such regional services. A plan that includes a vision for developing regional transit services, a conceptual network plan, and goals and strategies to guide the region in implementing a cohesive regional transit service network will help provide that foundation.

This chapter begins with a discussion of service level alternatives for regional transit. Then it looks in more detail at the corridors included within each alternative.

SERVICE LEVEL ALTERNATIVES

Four service level alternatives have been identified for the regional transit network. Each reflects a different vision of what regional transit services will be provided in 2035 and the speed with which services will be developed. The alternatives are:

1. **Status Quo.** Regional services are available in the US 287 corridor, between Fort Collins and Longmont. This service would operate at a higher level than FLEX operates today, allowing for anticipated growth in ridership. Service is provided every 30-minutes in peak hours and hourly the rest of the day and on Saturday. No other regional services are provided except for vanpools/carpools.
2. **Basic.** A basic level of regional transit service is available between communities in the NFRMPO and to Longmont and Downtown Denver, traveling on primary corridors. These services provide an alternative to people who wish to use transit or do not have access to automobile transportation.
3. **Moderate.** Regional services provide an alternative to automobile transportation, with express trips available on the busiest corridors. Residents can use transit for many trips, with frequent service and Saturday operation in busy corridors.
4. **High.** Regional transit services will be available in most corridors, connecting to local services in the communities in the North Front Range. Transit options will be available for a full range of trips, operating through the evening hours and on Saturdays and Sundays. Park-and-ride lots provide auto access for regional services.

The alternatives reflect different levels of service in each of the corridors identified in Chapter 4. More information on the individual corridors is provided later in this chapter. Each successive alternative builds upon the previous one. *If the selected alternative is a high level of service, the region still needs to begin with a basic level of service and build up to the high level.*

Both the moderate and high alternatives are supportive of the larger vision of a region connected with rail services. Both of these would develop bus services in the key rail corridors prior to the programmed development of rail services. The status quo and moderate alternatives recognize the financial constraints on government organizations. While the basic alternative takes some steps towards developing regional services, it would not result in the level of service and ridership that is a desirable precursor to rail services. However, nothing in these alternatives precludes the development of rail services.

A Fifth Alternative

A fifth alternative was also identified to reflect a very high level of services. This can be described as minimizing growth in Vehicle Miles Traveled (VMT) and meeting mobility needs through building a robust transit system. With the anticipated population growth, this would require a comprehensive set of strategies that include changing land use policy and shifting significant resources from roadways to transit. This alternative would result in rail transit services in the busiest corridors, providing reliable and competitive services between communities on the rail line and to Longmont, Boulder, and Denver. Park-and-ride lots would be located near most stations. It would also require extensive local transit services within individual communities to connect to regional corridors.

This fifth alternative reflects the current vision of passenger rail services connecting the North Front Range and the Denver metro area. It also reflects the North I-25 EIS, where commuter rail service is included, and the Rocky Mountain Rail Authority High Speed Rail Feasibility Study, where high-speed rail is provided in the I-25 corridor. To provide perspective on this vision, it is useful to note that the commuter rail service included in the North I-25 EIS is likely more than 25 years out, beyond the planning horizon of this current effort. However, rail service in major corridors in the future is a very real option.

While a rail vision is viable (perhaps more so than is commonly realized), it is not included in this analysis for three reasons:

1. Adequate analysis is beyond the scope of this study so accurate comparisons are not possible.
2. All of the stakeholders who would need to participate and the format for public participation are not adequate to address such a major policy discussion.
3. The focus of this plan is building a foundation for regional transit services with the understanding that achieving a vision that is beyond the fourth alternative is very possible; however it is dependent upon the development of a solid foundation for services.

The land-use and transportation connection is being explored in the region, Supportive land use policies would be necessary to pursue this fifth alternative.

Furthermore, rail will be thoroughly addressed outside of this planning effort. A statewide rail plan is anticipated as a top priority for the recently formed CDOT Division of Transit and Rail. Rail planning is necessary to build upon the North I-25 EIS and the Rocky Mountain Rail Authority's High Speed Rail Feasibility study.

COMPARING SELECTED SERVICE ALTERNATIVES

To function effectively in the transportation network, regional transit services must be integrated with local service, park-and-ride facilities, and with other modes. In the Status Quo, Basic, and Moderate levels of service, vanpools and carpools will serve an important role in offering services where transit services are limited, especially for areas without direct transit connections on one or both ends of the trip. Even at the High service levels, vanpools and carpools will continue to be important in providing a diverse range of transportation options. Active promotion of the linkages between modes, Transportation Demand Management (TDM) techniques, and support for pedestrians and bicyclists are essential at all service levels.

Specialized transportation will continue to be provided at the local level, with local providers connecting individuals who require assistance to regional trips. Volunteer driver programs will continue to be an important part of the system. At the basic level of service, only local connections will be available for the general public. For the moderate and high levels of service, scheduled trips are included between the most common destinations within the NFRMPO region. The moderate level of service includes three specialized trips daily in the busiest corridors within the region – one in the morning, mid-day, and late afternoon. The high level of service expands this to five trips daily in the busiest corridors, with two in the morning and evening peaks and one trip mid-day.

The demand estimation numbers developed in the previous chapter informed the development of the appropriate level of service in each corridor and are listed in Table 5-1. These illustrate the potential ridership in each corridor for three different levels of transit mode share: .5%, 1%, and 2% of total trips. These are relatively small capture rates of trips for transit, but a realistic starting point. They serve as a basis for determining appropriate service levels in each corridor under the various alternatives.

Table 5-1: Mode Share and Daily Ridership by Corridor

Corridor	2035		
	0.5% of Trips	1% of Trips	2% of Trips
A: US 287, Ft. Collins - Longmont	542	1,085	2,170
B: I-25, Fort. Collins - Denver	663	1,326	2,653
C: US 85, Greeley - Denver	58	115	230
D: SH 119, Greeley - Longmont)	26	52	104
E: SH 56 & 60, Greeley-Berthoud (Evans/Milliken /Johnstown)	44	87	175
F: US 34, Greeley - Loveland	207	415	830
G: SH 257 & 392, Fort Collins - Windsor - Greeley	130	260	519

These service alternatives *are intended to provide the highest justifiable service in each corridor* based on the level of ridership identified for each level of mode share.

The development of transit service is illustrated in Figure 5-1. Evolution of transit service in each corridor follows the same pattern. The major corridors could each evolve to bus rapid transit or rail service. The application of this evolution for each alternative vision is illustrated in Table 5-2.

Figure 5-1: Growth of Transit Service

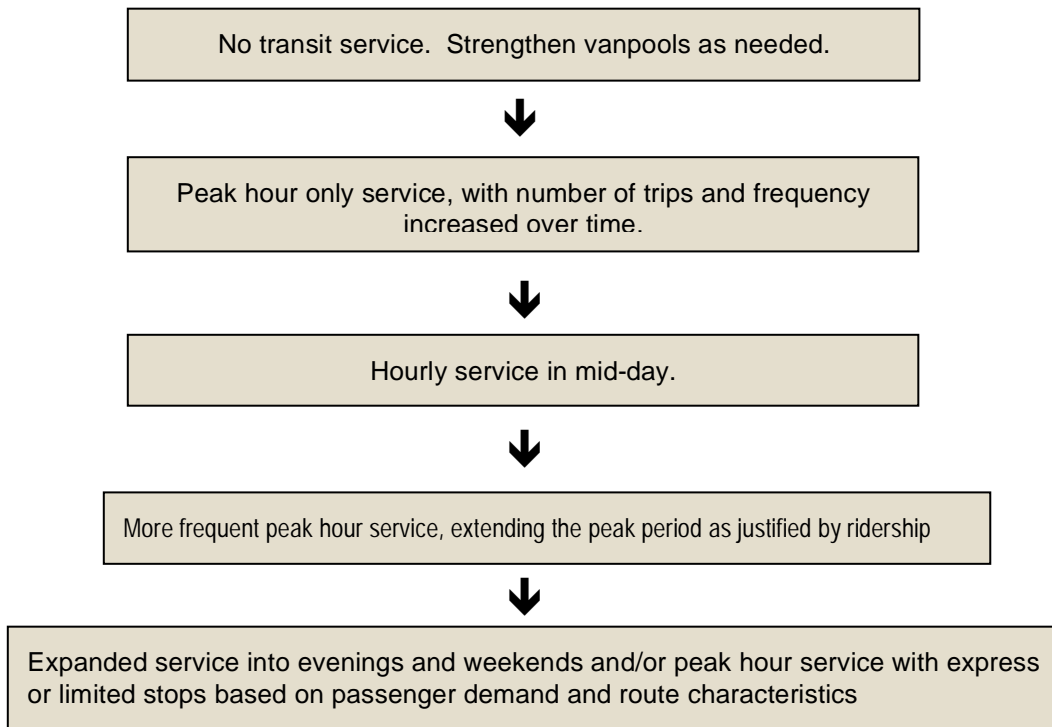


Table 5-2: Corridor Characteristics for Alternatives

Corridor	Status Quo	Basic	Moderate	High
A: US 287	Hourly service mid-day with ½ hour peak service, approximately 6 AM to 7 PM	Hourly service mid- day with ½ hour peak service, approximately 6 AM to 7 PM	15-minute peak hour service and 30-minute base service. Evening service to 10 PM on most evenings, 2 AM on Friday and Saturday night. Hourly headways on Sunday and holidays.	Expand with additional limited and express services, based on demand.
B: I-25	Vanpool only	Hourly service throughout the day with ½ hour peak service, approximately 6 AM to 7 PM	15-minute peak hour service and 30-minute base service. Evening service to 10 PM on most evenings. 2 AM on Friday and Saturday night. Hourly headways on Sunday and holidays.	Expand with additional limited and express services, based on demand.
C: US 85	Vanpool only.	Vanpool only	Peak hour service. 4-5 trips in AM and in PM. Weekdays only	Extend peak; add 1-2 mid-day trips.
D: Greeley / Longmont (SH 119)	Vanpool only	Vanpool only	Vanpool only	Peak hour service. 4-5 trips in AM and in PM. Weekdays only.
E: Evans/Milliken /Johnstown	Vanpool only	Vanpool only.	Peak hour service. 4-5 trips in AM and in PM. Weekdays only.	Extend peak; add 1-2 mid-day trips.
F: US 34	Vanpool only	Peak hour service. 4 to 5 trips in AM and in PM. Weekdays only	Hourly headways mid-day with ½ - hour peak service. Weekdays. 6 AM – 7 PM	15-min peak hour and 30-minute mid-day service.
G: Fort Collins/ Windsor/Greeley	Vanpool only.	Peak hour service. 4-5 trips in AM and in PM. Weekdays only	Extend peak; add 1-2 mid-day trips.	Hourly headways mid day with ½ hour peak service, approximately 6 AM to 7 PM

For those corridors with less than 80 daily passengers, no transit service is recommended. Rather, it is recommended that vanpools be emphasized and strengthened.

Figures 5-1 through 5-4 illustrate each of the four service alternatives, illustrating the level of service that one might expect in 2035 under each.

Based on these projected service levels⁶, Table 5-3 provides information on the routes and service levels contained in each alternative, along with the general costs. Table 5-3 is intended to provide an order-of-magnitude understanding of the level of service proposed in each alternative and associated costs to help frame the discussion for governance and financing.

Table 5-3: Characteristics of Alternatives

Characteristic	Status Quo	Basic	Moderate	High
Annual Service Hours	17,000	48,000	128,000	194,000
Annual Miles	394,000	1,523,000	3,507,000	5,552,000
Peak Vehicles	4	15	33	46
Operating Costs at \$75/hour				
	\$1.3 M	\$3.6 M	\$9.6 M	\$14.5 M
Annualized Vehicle Costs	\$0.1 M	\$0.5 M	\$1.0 M	\$1.4 M
Annualized Op. Facility Costs ⁷	\$0 M	\$0.1 M	\$0.2 M	\$0.2 M
TOTAL ANNUAL COSTS	\$1.4 M	\$4.2 M	\$10.8 M	\$16.1 M

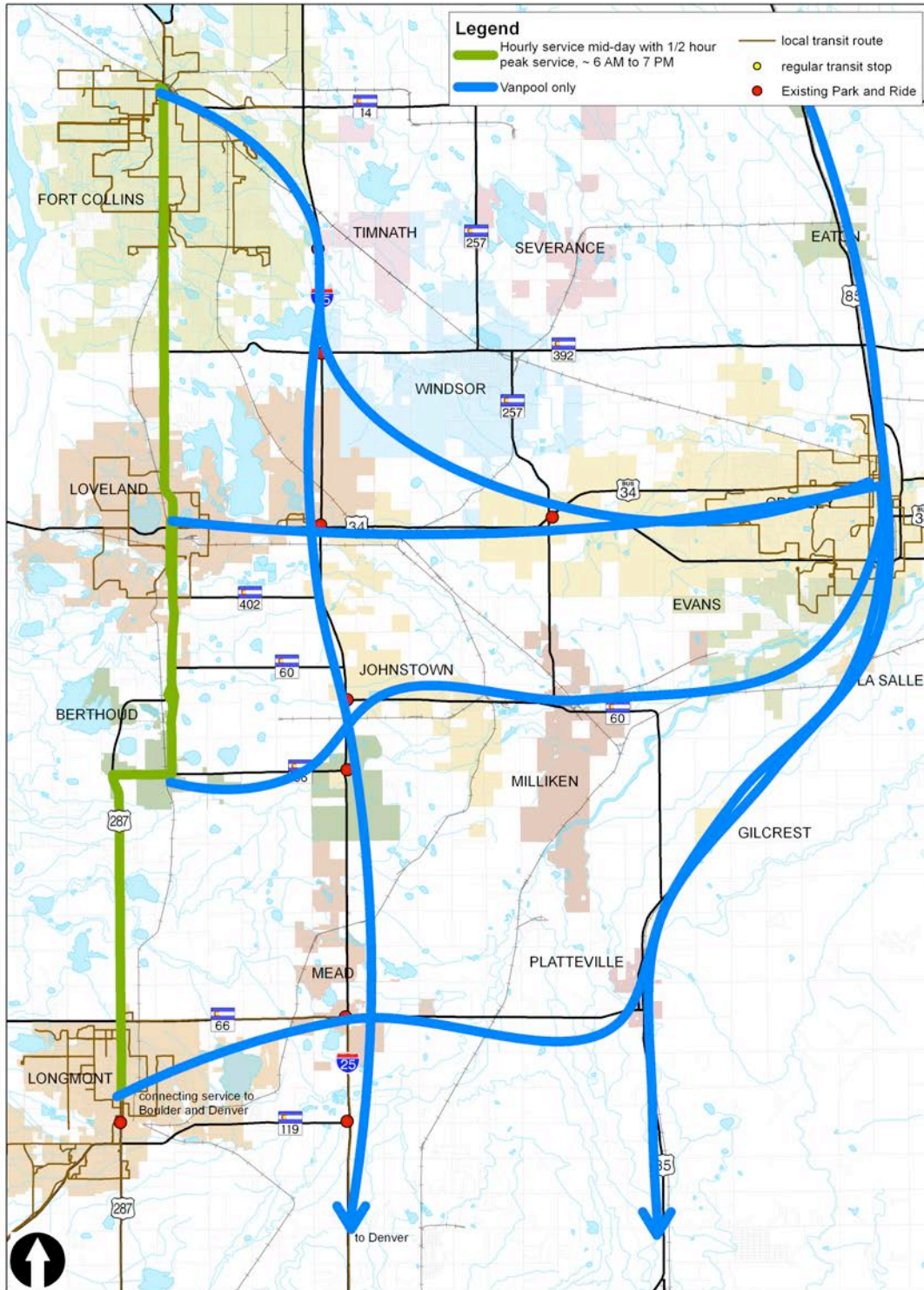
There is a general level of service, fleet size, and expenditure associated with each alternative. It is recognized that actual development and demand may occur at a different pace in some corridors than presently envisioned, but this would likely result in resources shifting between corridors rather than increasing the overall level of service.

Regional services cannot exist apart from local and feeder services. Continued evolution of local transit services, as currently anticipated in the planning documents for each community is anticipated. While residents will access regional services by bus, driving, biking, and walking, it is important to provide effective transit access for residents who do not have automobiles.

⁶ Hours for each route have been calculated using current drive times plus an allocation of time for stops along the route. The number of stops and dwell time within each stop significantly affects overall route travel time. Increasing congestion has been assumed over time.

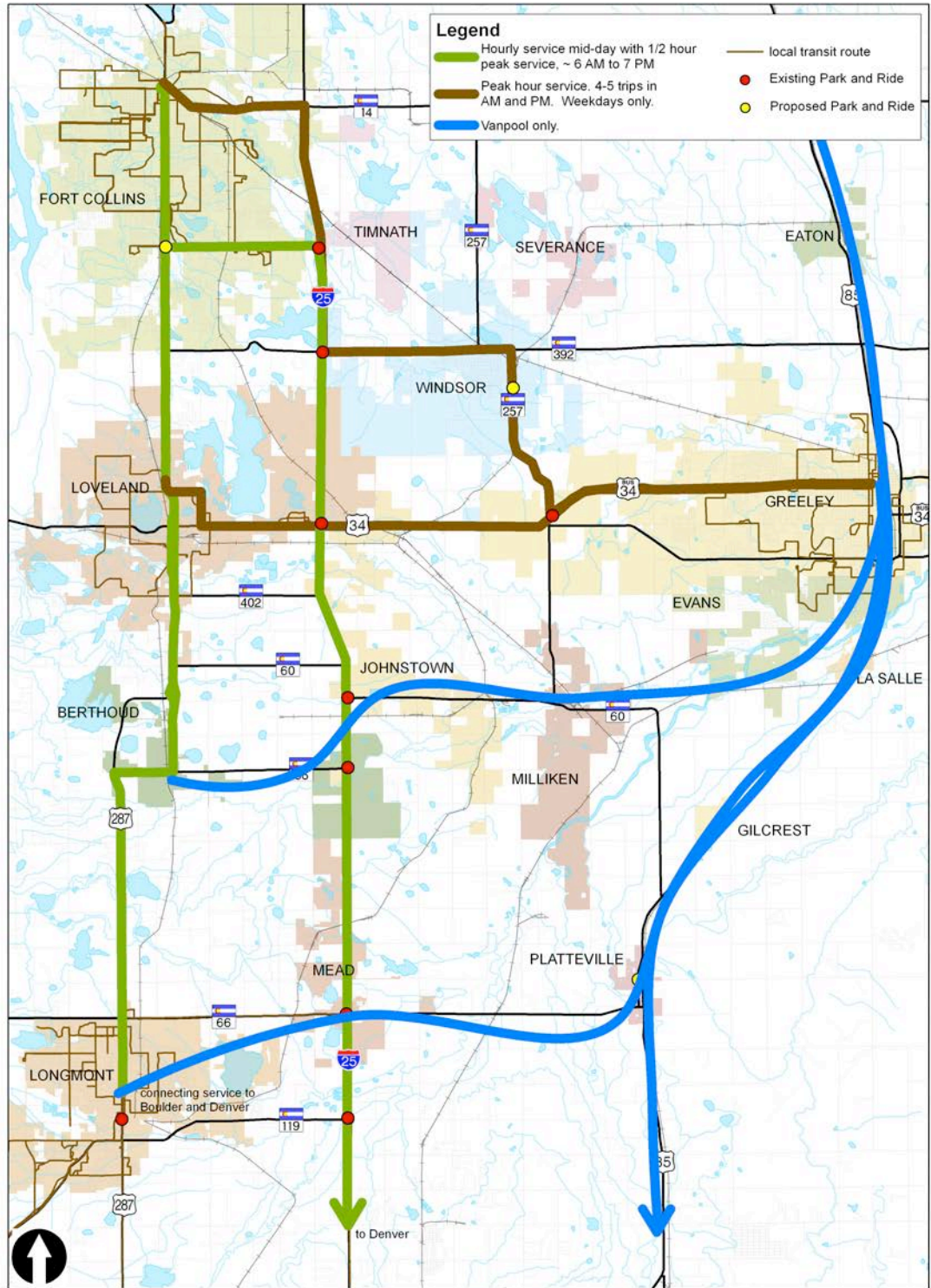
⁷ Maintenance facility costs are based on the number of vehicles operated, with no additional costs for the Status Quo alternative. Using a cost of \$150,000 per vehicle space, the total cost was calculated. This was then amortized over 25 years for an annual expense. See Appendix E for more detailed information.

Figure 5-1: Status Quo Alternative



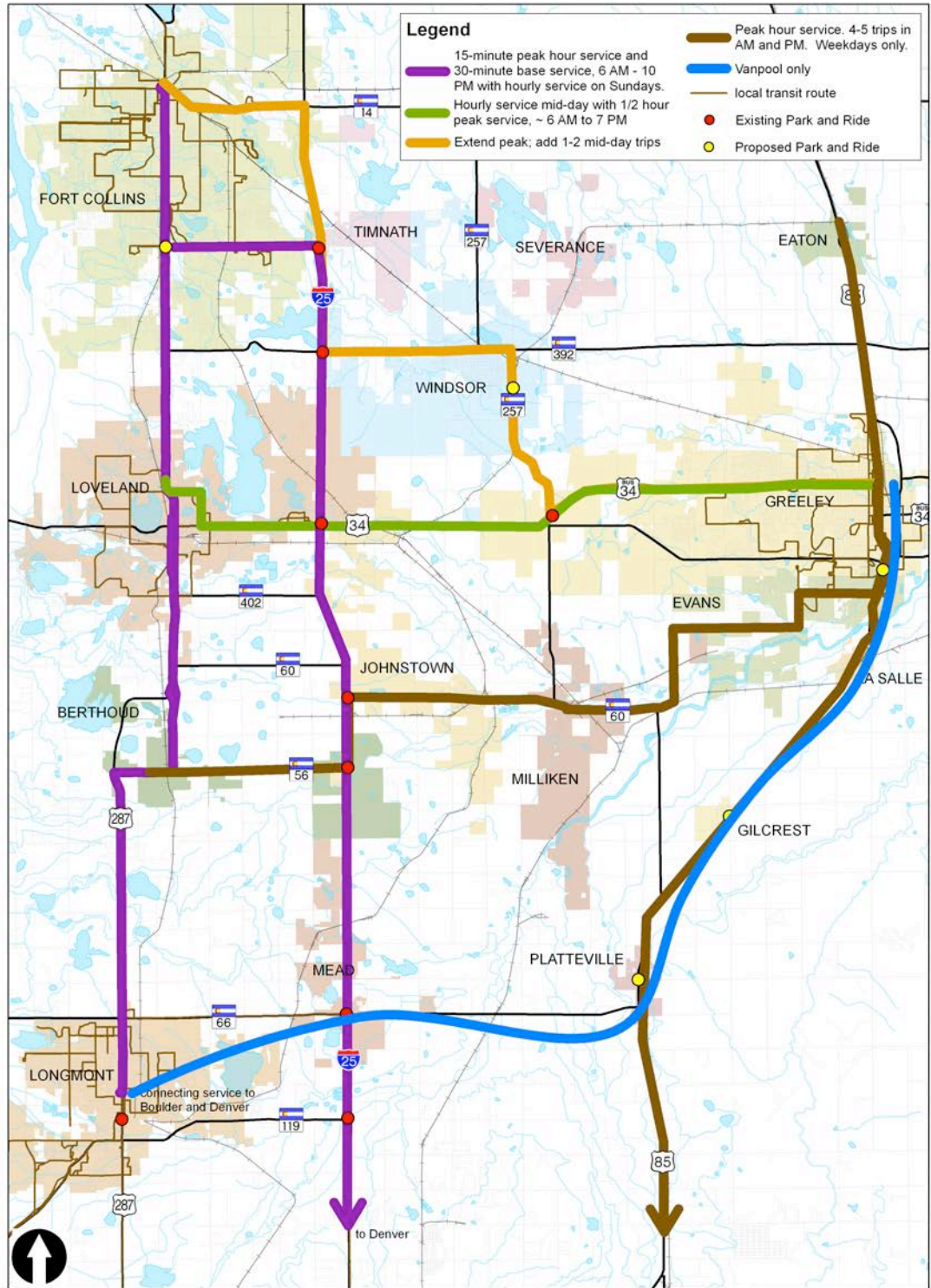
North Front Range MPO Regional Transit Element

Figure 5-2: Basic Alternative



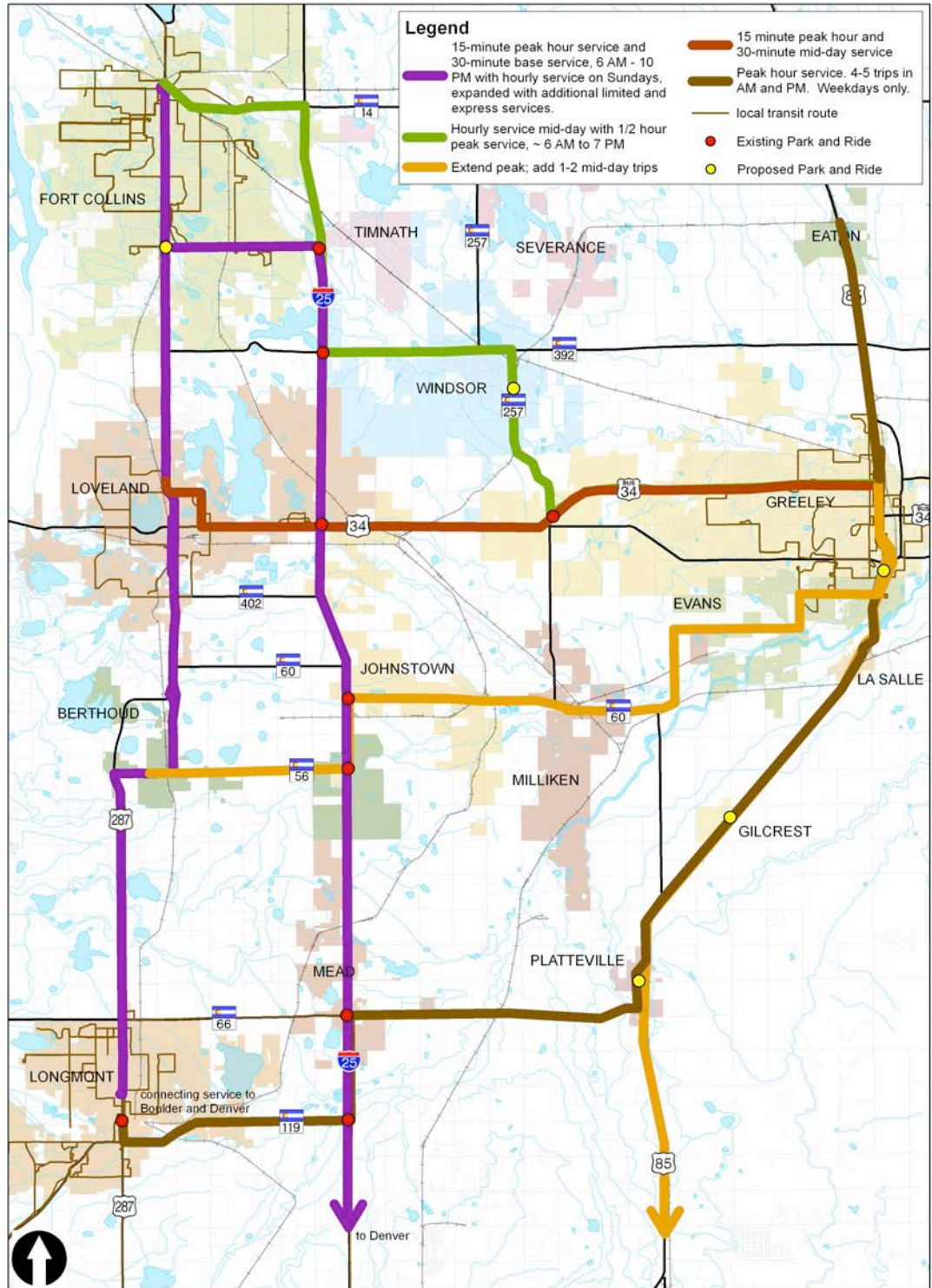
North Front Range MPO Regional Transit Element

Figure 5-3: Moderate Alternative



North Front Range MPO Regional Transit Element

Figure 5-4: High Alternative



North Front Range MPO Regional Transit Element

The region is diverse and communities have different levels of local services. Some areas do not provide local transit at all. Selecting a uniform vision for regional transit services is not required. When service is developed in a corridor the emphasis will be on agreeing to the specific level of regional services that will connect the communities and assuring that adequate access is provided so the service will be successful.

EVALUATION OF ALTERNATIVES

Perspectives on the preferred alternative vision for the region have been solicited through meetings with the jurisdictions in the region and an open house for the general public. Considerations in evaluating the alternatives include:

- **Transportation Network Diversity.** What is the relative importance of providing a diverse set of transportation options, and providing alternative transportation for various trip markets? Of serving peak commuter needs? Of building a foundation for more extensive service?
- **Corridors.** Are the corridors included in each alternative for transit service appropriate? (In the next section more information is provided about each of the corridors and how they compare. Comments might regard the inclusion of a corridor (or exclusion of another corridor) in a specific alternative.
- **Regional Services Parallel to Local Service Levels.** How well do the proposed regional services match with planned local transit service levels? Unless it is anticipated that most riders will walk or drive to the regional stops, lack of adequate feeder service will diminish ridership on regional routes. Similarly, residents and social service programs will likely want services that are balanced, with local services parallel in quality to regional options.
- **Financing.** What is the capacity to finance the various levels of service? (Financing is addressed in Chapter 6.) Financing of services in regional corridors will require partnerships with entities outside the NFRMPO boundaries and the State, however a significant portion of the costs will be borne by local entities.
- **Quantitative Performance Measures.** These may include riders per trip or service mile, passenger miles provided or reduced vehicle miles traveled, cost or subsidy per trip.
- **Congestion Mitigation.** Even though the “high” end of mode share is at 2% of total trips, this will result in a much higher level of peak commute trips. How important is this? To what extent should regional services focus on meeting the needs of the transit dependent population and to what extent should it provide congestion relief?

- **Reduce Carbon Footprint.** What impact does the route have on the environment, and in particular climate change?

Ultimately the choices made on the appropriate level of regional transit services will reflect the values of the region. It is likely that different jurisdictions will select different alternatives, reflecting the diversity in the region.

CORRIDOR DEVELOPMENT

The basic service alternatives are built from the individual corridors identified in Chapter 4. The service alternatives used mode share calculations to identify the approximate level of ridership anticipated in each corridor, appropriate for the conceptual level of planning undertaken in this current effort. It is useful to compare the corridors on other factors as well in order to identify potential and priorities for developing corridor services. This section identifies a variety of tools for evaluating the corridors and provides a summary comparison between the corridors.

Designing service for each of the potential corridors will require additional analysis for exact routes, level of service, and phasing. The consultant team recommends the development of corridor service plans for each corridor. These corridor plans would address detailed transit service planning issues as well as evaluate the potential for Transportation Demand Management activities in the corridor.

In this section draft routes and potential bus stop locations have been selected based on the proximity of existing and planned housing and employment locations. However, this cannot substitute for local input regarding stops and routes. The actual distribution of housing and employment along the route and the residential location of employees working in the corridor must be assessed concurrently with designing actual routes and stops as corridor plans are defined.

Each route also has logistical and access issues and other factors that must be considered. For example, is there good pedestrian access between potential bus stops and residences and activity centers?

This technical analysis should, and will necessarily, be supplemented by social and political considerations. If the people in a corridor demonstrate their desire for transit service by supporting it financially or demanding it politically, then transit service may be appropriate in that corridor despite receiving a lower ranking based on passenger predictions.

Ultimately, the best transit service plan will balance all of these factors – technical feasibility, social need, and political support.

EVALUATION OF POTENTIAL CORRIDORS

A variety of tools can be used to help decision-makers determine how to allocate resources between corridors. Criteria are identified for initiating services in a corridor and for maintaining and expanding services. They can assist the MPO in building and supporting a comprehensive and cohesive network of regional services. These criteria can also be used to identify priorities for services among various corridors.

Service Development Criteria

- Number of housing units and jobs within walking distance (½-mile) of bus stops.
- Number of housing units within driving distance, extending from ½ to 5 miles of park-and-rides or bus stops with parking
- Level of connecting transit services: high / medium / low / none, where:
 - High is access to a full transit network;
 - Medium is access to a solid transit network serving the majority of jobs and residents; and,
 - Low is some transit access – perhaps to less 60% of residents and jobs with one direct transfer.
- Number of vanpool riders traveling in corridor. While the unique characteristics of vanpools, which provide door-to-door rides with a pre-determined group, make them an imperfect predictor of future transit systems, high numbers of vanpool customers in a corridor provide a ready target for a new transit system which can offer lower cost to the passenger, independence, and more options in travel time.
- Directness of service: As measured in travel time for bus portion of route. If travel time is less than 1.5 times auto travel time the corridor can be considered to have high potential; between 1.5 and 2 times auto travel time – medium potential; or more than 2 times auto travel time – low potential.⁸
- Land use: is development in corridor conducive to transit service with good pedestrian and bus access? Serving developments by diverting regional buses from their main route is typically unproductive. The gain in passengers to the specific development is offset by the loss of passengers frustrated by the additional time on route.

Service development criteria can provide a general idea of how the various corridors compare to each other. Table 5-4 identifies how the various corridors

⁸ Ibid, page 3-51 identifies travel time differences for level of service A-F.

compare, using draft routes and stops, at the 2035 planning horizon, based on 2035 projected development.

It is also useful to consider when development is anticipated to occur and the services that might be appropriate over time. The corridors were assessed for housing and employment proximity under current conditions and predicted conditions in 2015, 2025, and 2035. This analysis was limited to the geographic area of the NFRMPO, due to limitations of available data. If information on the areas in the DRCOG planning boundary is available at a later date, it can be considered as more detailed corridor studies are undertaken.

One corridor that stands out is the Fort Collins – Windsor – Greeley Windsor corridor. Projected development in this corridor is stronger and projected to come on sooner than some of the other rural corridors, so it may be a corridor that is considered for an early corridor implementation plan.

Based on the overall characteristics of the corridors, North I-25 matches or exceeds service potential in the US 287 corridor. It is recommended that this be high on the list of corridors where detailed service planning is carried out with implementation as soon as feasible. This corridor has the advantages of being recommended in the North I-25 EIS and providing an opportunity to sort through fiscal and operating responsibility issues with CDOT.

Two corridors where early development of corridor plans may also be useful are US 34 and US 85. These corridors are ones with logistical complexities in terms of the roadway access for pedestrians, park-n-ride access, set-backs for buildings, and local transit connections. It may be useful to identify how to connect riders for the last mile of their trips, particularly to employment parks off US 34. Working through these issues relatively early may provide more opportunities to overcome the difficulties and establish successful services.

Table 5-4: Evaluation of Corridors

	A: SH 287 Fort Collins - Longmont	B: I-25 Fort Collins - Denver	C: US 85 Greeley- Denver	D: SH 119 Greeley/ Longmont	E: SH 60/56 Greeley Evans/ Mill./J'town Berthoud	F: US 34 Greeley/ Loveland/	G: SH 257/392 Fort Collins/ Windsor/ Greeley
Housing units within ½-mile of bus stops ⁽¹⁾	High 16,014	Low 3,375	Low 3,073	Low 2,971	Medium 11,560	High 14,669	High 15,984
Housing units within 5 miles of park-and-ride locations ⁽¹⁾	n/a	High 130,449	Medium 36,492	Low 12,302	Low 18,642	Medium 39,878	Medium to High 88,084
Jobs within ½-mile of bus stops ⁽¹⁾	Medium 36,550	High (14,645 within MPO but consider Denver)	High (13,962 within MPO but consider Denver)	Low 17,124	Low 16,134	Medium 40,025	Medium 41,847
Number of vanpool riders in corridor ⁽²⁾	213 Fort Collins to Denver with 49 counter flow; 76 to Boulder County.		36	12 To Boulder	0	15	
Directness of service (ratio of transit to auto travel time).	2	1.4	1.3	1.5	1.8	2.6	1.7
Connecting transit services at origin	Low-Medium, varies along route	Low, on average.	Low to none	Low to none	Low to none	Low	Low, on average. Service in Fort Collins and Greeley, none in Windsor
Connecting transit services at destination	High	High	High to downtown Moderate to Commerce City, DIA, Aurora	Medium	Low to none	Low	
Land use is supportive of transit services	Low to Moderate	Low to Moderate	Low	Low	Low	Low	Low

Notes:

- (1) Vanpool riders have been grouped by the corridors in which most of the vehicles travel. Cells are combined where more than one route is taken.
- (2) Data is limited to MPO boundaries. The North I-25 and US 85 corridors have been rated “High” with respect to jobs because of the connection to Denver despite low numbers within the MPO.

Criteria for Maintaining or Expanding Services

It will be important to establish criteria for maintaining and expanding services, similar to the criteria for initial development. Categories for maintaining or expanding services may be quantitative or qualitative. Quantitative measures may include:

- Passengers per trip or per hour
- Total cost and subsidy per trip
- Passenger miles traveled or vehicle miles reduced.

These quantitative measures will need to show that the investment in these services generally rates fairly with other transit service investments. The scales may be somewhat different because of distance traveled, so passengers per trip may be a better measure than passengers per hour.

The qualitative measures are more difficult to capture, and will be guided by the network plan and goals and objectives. Important categories include:

- Providing stable and continuous services
- Building on success
- Providing a comprehensive network with services to all major population centers

The quantitative measures are supportive of each other so a route with high ridership will rank well in each category. On the other hand, the qualitative measures require finding balance. Where resources are limited, choices to build on success and put additional resources into an existing route will pull resources away from establishing services in corridors that do not already have services. This requirement for balance can be addressed in the development of the network plan and goals and also in evaluating governance and financing options.

CONCLUSION

This chapter has provided the big picture of four basic service alternatives:

- Status Quo
- Basic
- Moderate
- High

In addition, a Very High alternative was described early in the chapter but detailed planning was not done on this as it would only be considered after the High alternative is in place. The alternatives are described by the level and type of regional services that would be provided in each corridor.

In addition, information has been provided on how the individual corridors compare to each other and tools for developing services. These include:

- Criteria for developing regional transit services;
- Criteria for maintaining or expanding regional services; and,
- The recommendation that detailed service planning occur in each corridor prior to implementing transit services.

In considering the basic service alternatives, it will also be useful to explore the detailed financial analysis presented in Chapter 6. This provides a break-out of how costs might be split between federal, state, and local sources.

SUMMARY OF RECOMMENDATIONS FROM CHAPTER 5

- Select an overall level of service (Status Quo, Basic, Moderate or High) to use as a foundation, after considering financial impacts of each alternative.
- Prepare more detailed corridor service plans for the top ranked corridors. The initial analysis suggests that North I-25 is the top ranked corridor. The Fort Collins-Windsor-Greeley, US 34, and US 85 corridors also show significant potential. Final decisions on the ranking of the corridors will consider public and jurisdictional comments.
- While a corridor service plan is not needed for service in the US 287 corridor, a financial plan to assure stable long-term funding is another recommended priority.
- Criteria for developing and maintaining services in each corridor will be important to developing a successful regional transit network.

CHAPTER 6: FUNDING & GOVERNANCE

Governance is often considered to be the institutional structure used to oversee and provide services. The options in this chapter range from institutional structures to the initial processes used to make decisions. Funding is closely related as the funding options are often defined – or limited – by the choice of governance structures. The funding structure will also influence the governance structure by defining the agencies that will pay for service and the control they will exert over services.

The topic of regional transit services is one that has not been thoroughly developed for the NFRMPO region. Indeed, this planning process is the first that will present a network plan for regional transit services and recommendations and strategies for achieving this plan. These are seen as pre-cursors to serious discussions about governance and funding.

The chapter begins with a discussion of funding requirements as it is useful to understand the order of magnitude of the funding requirements, fund sources, and agencies roles in funding regional services before considering governance.

FUNDING

All of the alternatives will require a funding source to be viable. Even the “status quo” alternative, which would continue the US 287 service, requires stable ongoing funds for operation. The context for funding of regional services provides a useful introduction for this section. At present:

- Local areas are having difficulty funding local transit services. Federal Transit Administration (FTA) funds are available, but must be augmented with local funds for covering operational costs. Systems with more extensive transit services also must augment the FTA funds in order to maintain their capital foundation.
- There is uncertainty in the level of FTA funding that will be available, both because of potential changes in urbanized area boundaries and because new transportation legislation is needed.
- The role of the State in funding regional transit services needs to be defined.

It will be important to determine the level of local funding that will be needed to support regional services. It is likely the voters will need to be asked what if any level of regional service they are willing to fund.

Several parties may share funding responsibilities for regional transit services, and they may be different parties in each corridor. Additionally, funding may include Federal, State, and local funds. There are sources of money available for

pilot projects, but it will be critical to develop a stable on-going funding source in order to provide regional services.

The total costs estimated for each alternative were identified in Chapter 5. This section explores:

- The eligibility for Federal funds, the matching requirements, and anticipated fare revenues for each alternative.
- Potential Federal, State, and local fund sources.
- The availability of funding for regional services, including the potential new sources

It concludes with a discussion of the funding issues that will need to be addressed as the region and State begin to develop regional transit services.

REVENUE BREAKOUTS: FEDERAL, MATCH, AND FARES

The total funds budgeted for transit come from a combination of Federal funds, matching funds, and operating revenues (including fares and advertising). The percentage that will come from Federal, State, local, and operating revenues can be estimated. This provides a basis for discussing the amount of funds required for each alternative and the role of Federal, State and local funding for capital and operating expenditures.

Figure 6-1: Typical Operating Revenues

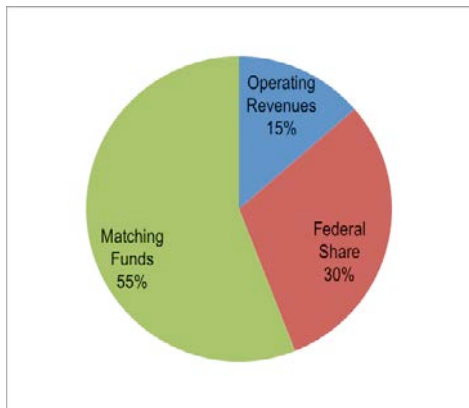


Figure 6-1 illustrates the typical breakout of revenues for the operating and capital expenses associated with regional transit services. The percent of funding from fare revenues (or other operating revenues such as advertising) will vary by corridor and are estimated at 15%. The balance of funds may come from a combination of federal and matching funding. The matching funds required for regional services on average are 30% of the total cost. Matching funds may be sales tax, student fees or revenues from state

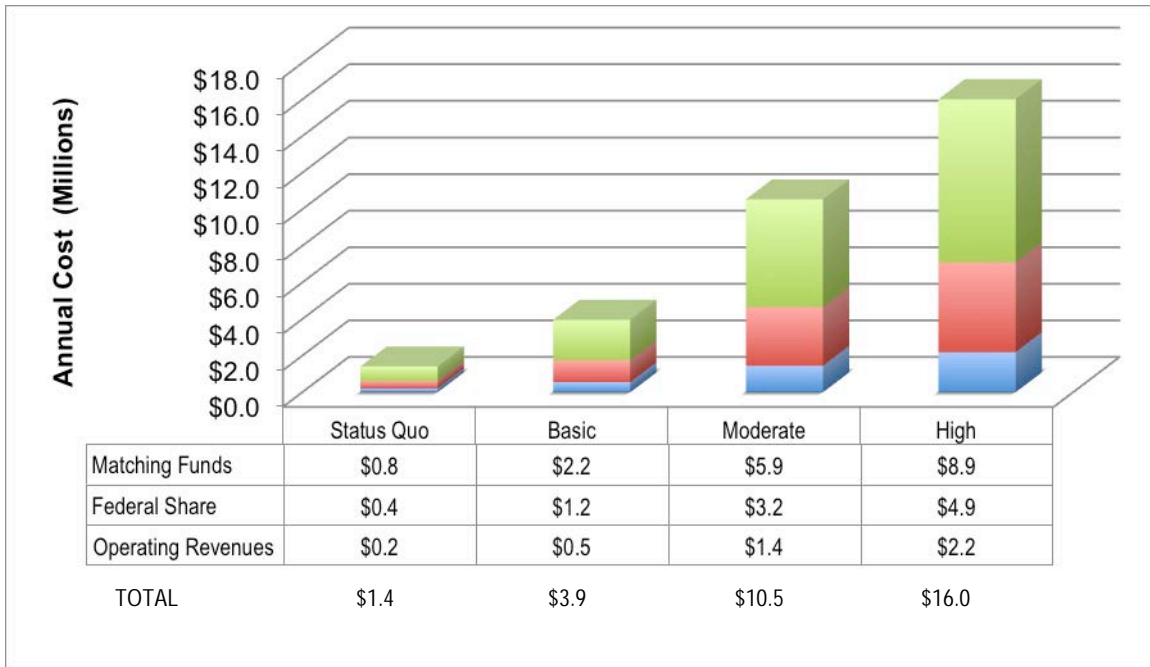
sources that can be used for matching.

In estimating eligibility for Federal revenues, the funding rules that apply to large urban areas are assumed to apply here. This means Federal transit funds may not be used for operations, except for what is referred to as the “capital cost of contracting⁹.” This generally equates to around 35% of net expenditures, but

⁹ The capital cost of contracting is defined by the FTA as costs attributable to privately owned assets that are consumed in the course of a contract. In addition, the FTA provides assistance for maintenance. To

depends on contracting arrangements. The balance will be local or State matching funds. On the capital side, 80% is assumed to come from Federal and 20% from matching funds. Combining the revenue sources for operating and capital expenses results in the annual estimated funding requirements for each alternative illustrated in Figure 6-2.

Figure 6-2: Estimated Funding Requirements for Alternatives



TOTAL FUNDING

The funding levels required for the Status Quo, Basic, Moderate, and High alternatives are listed in Table 6-1. In this study we do not have the resources to adequately estimate funding requirements for the Very High alternative.

The costs in Table 6-1 are based on operating costs of \$75 per hour and capital costs of \$350,000 per vehicle. Capital costs have been amortized over 12 years.

avoid burdensome rules, the FTA allows recipients to use a percentage of leased service or contracted maintenance capital costs without detailed justification and will pay for 80% of this amount as a capital expense. For example, under a service contract where the contractor provides maintenance and transit service and the public agency provides vehicles, 40% of the contract is eligible for 80% Federal share. Source: Federal Transit Administration Circular 9030.1D, May 1, 2020, Chapter III, section 4 & Exhibit III-1.

Table 6-1: Funding Requirements per Capita

Alternative	Annual Expense in 2010 Dollars ^(a)	Per Capita \$ based on 2005 Population ⁽²⁾	Per Capita \$ for 2035 Population ⁽²⁾ (Current \$)
Status Quo	\$1.4 M	\$3.23	\$1.95
Basic	\$3.3 M	\$7.59	\$4.58
Moderate	\$10.3 M	\$23.45	\$14.16
High	\$14.7 M	\$33.37	\$20.14

Notes:

(1) These are net costs, exclusive of fare revenues, so are slightly lower than the totals in Figure 6-2

(2) Modeling Area Population: 2005 =440,000; 2035 = 729,000

It is useful to have a frame of reference for the above numbers. One can compare these amounts to the total transit budgets in Greeley, Fort Collins, and Loveland to see how expenditures on local transit services compare to the regional transit alternatives. These amounts, based on 2009 operating budgets and 2008 city population levels, are listed in Table 6-2.

Table 6-2: 2009 Costs per Capita for Local Transit Services

City	Operating	Capital Estimate	Total Estimate
Greeley	\$22.63	\$2.50	\$25.00
Fort Collins	\$43.99	\$4.40	\$48.00
Loveland	\$10.79	\$1.08	\$12.00

Capital varies widely from year-to-year so it is included only as an estimate of 10% of operating expenditures when averaged out over time. The above numbers show a significant difference in expenditures per capita among the three communities.

FEDERAL, STATE, AND LOCAL FUND SOURCES

The basic options are listed here with a discussion of what each can be used to fund. This begins with Federal sources and then moves to state and local revenue sources. Table 6-3 summarizes the fund sources discussed.

Table 6-3: Key Fund Sources

FTA 5307	FTA 5309	FTA 5311	FTA 5316	USDOT CMAQ	Other FHWA	State FASTER	Local General Fund
Use (operations or capital) depends on area	Capital. Discretionary funds	For rural areas only. Used for administration, operating and capital	Can fund up to 3 years operating or capital under Job Access program.	Can fund up to 3 years of operating or capital	If other FHWA funds, e.g., STP Metro, are transferred to transit, they assume characteristics of FTA program they are transferred to.	Currently the Attorney General 's interpretation of statute allows for capital only. Some discussion of future use for operations	Generally unrestricted; can be used for operating or capital.

Federal

The most common source of Federal funding for transit services are FTA funds. There are a variety of programs, with the Urbanized Area formula funds (known as Section 5307 funds) and the Bus Discretionary funds (Section 5309 funds) most commonly used in the region. Rural transit providers also use Section 5311 funds. Some facts about these fund sources follow.

- The Urbanized Area (Section 5307) funds are allocated to an agency known as the Designated Recipient. For the Fort Collins/Loveland Transportation Management Area (TMA) this is the City of Fort Collins and for the Greeley/Evans urbanized area the funds are handled by the City of Greeley.
- The Section 5307 formula funds are distributed to the TMA and the City of Greeley on the basis on population, population density, and miles of bus service operated. These allocations are made at the Federal level and published in an annual Federal Register notice.
- The NFRMPO is responsible for facilitates the allocation of Section 5307 funds between the member jurisdictions in the TMA through an approval process.
- The 5309 discretionary funds have most recently been distributed at the Federal level based on earmarks. The Colorado Transit Coalition has led the lobbying effort for the State. Based on the current political climate, it is anticipated that the earmark process will be sharply limited in the future. Instead, the Federal Transit Administration will likely play a stronger role in funding decisions.

- The Section 5307 funds are fully utilized for current services, although the agencies within the TMA do transfer funds amongst themselves based on need and availability of local matching funds. Agencies within the MPO currently providing transit services and participating in this internal allocation include Fort Collins, Loveland, Berthoud, Larimer County, and the MPO.
- The 5309 discretionary capital funding has been critical in helping local agencies replace their fleets and provide adequate facilities. There will be strong competition for these funds in the future.
- Other FHWA funds (e.g., CMAQ or STP) that are “flexed” to be used for transit are transferred into the existing FTA programs and must abide by the same rules.

Congestion Mitigation and Air Quality Funds (CMAQ) are another important fund source. These funds can be used at an 80% Federal level for starting new services. They can fund up to three years of operating service (at 80% Federal) and can also be used for purchasing equipment.

Other Federal funds eligible for “flexing” or transferring to transit projects include **National Highway System, Interstate Maintenance, Surface Transportation Program (STP), Highway and Bridge Replacement and Rehabilitation, and Highway Safety Improvement Program** funds. A well-defined process has been identified by FHWA and FTA. As with transit funds, these are fully utilized in the region at present. There may be opportunities to transfer funds to take advantage of local overmatching if any occurs, but this cannot be counted upon.

State Funds

Colorado now has Funding Advancements for Surface Transportation and Economic Recovery (**FASTER**) funds that can be used for transit capital. The safety portion of FASTER funds can potentially be used for improvements at some transit facilities, such as park and rides. Compared to the need for transit funding the amounts are limited, but the availability of these funds is an important step. At present, the Attorney General has found that because these funds flow through the Highway User’s Tax Fund, they can only be used for capital expenses, although this conflicts with the actual legislation. It is anticipated that this issue will be revisited but at present they are not considered available for operations or matching Federal operating dollars.

FASTER funds are available on the “local” and “statewide” levels. The “local” FASTER funds are available through CDOT Region 4 and have an emphasis on regional and local projects. FASTER funds in the statewide pot will place first priority on projects of statewide and inter-regional significance. Applications were solicited in the Fall of 2010 for 2010, 2011, and 2012 funding. Projects

sponsored by CDOT are eligible at 100% for FASTER grants, requiring no local match.

The State of Colorado does not have a source of local matching funds, so CDOT is in a position similar to local jurisdictions when it comes to providing operating funds for regional services. Transit is not at present an allowable expenditure for Highway User's Tax Funds (HUTF), the State's primary source of State matching funds for roadway projects.

CDOT also is responsible for administering and allocating Federal transit funds for several programs. These include the section 5311 Rural Transit, 5310 Elderly & Disabled Capital, 5316 Job Access, and 5317 New Freedom programs. The 5311 program is only for rural areas, the 5310 funds are for the entire MPO region, and the CDOT administered 5316/5317 funds are for rural and small urban areas. Of these funds, only 5311 and 5316 could potentially help fund the proposed regional transit services. (The NFRMPO manages a separate 5316/5317 fund pot for the Fort Collins/Loveland TMA.)

These program boundaries can be confusing and it can be a challenge to blend the various fund sources into a cohesive program that supports regional goals. Another important consideration is that over the period of this plan, many areas are anticipated to go from rural to urban, based on US Census definitions. Consideration is needed on how to transition between the fund sources.

Local Funds

Matching funds for transit presently come from the local general funds of most jurisdictions in the North Front Range region.

Additional funding will be needed for implementing regional transit services. Some insight can be gained into the funding preferences of residents based on the participant responses in the NFRMPO March 2008 Regional Summit on Transportation. As illustrated in Figure 6-3, summit participants supported increased gas tax over other alternatives, but only by a small margin. Other options that were in the running included sales tax, vehicle registration fees, user fees such as tolls and fares, and development impact fees.

Figure 6-3: Revenue Sources for Transportation (NFRMPO 2008 Regional Summit)



NFRMPO recently prepared a report on transportation impact fees. At present development impact fees can only be used for capital expenditures. Some states allow such fees to be used for transit operations. As Colorado considers how to fund transit services as part of a multi-modal transportation network, it may be useful to explore this possibility.

FUNDING AVAILABILITY

In considering what services might be funded, a first step is to understand the revenues that might be generated by the services and the costs that are eligible for Federal funding. Then, one needs to consider the funds that are available. This section begins with a discussion of Federal funds and then continues with a discussion of matching funds.

Federal Fund Availability

Earlier in this chapter it was noted that Federal Section 5307 funds are all presently used by the existing transit providers. However, Section 5307 funds are allocated in part based on the bus miles operated, so this fund source will increase as more miles are operated¹⁰.

The current Federal Transit Administration formula allocates \$0.48 per mile of operation, but this will change both with the Census results and the next transportation authorization legislation. Table 6-4 identifies the amount of additional 5307 funding that might be expected based on expanded operation of regional service.

¹⁰ The miles are reported through the National Transit Database so funding increases lag two to three years behind the provision of service. These increases in funding are considered a “new” resource, with the exception of funds for the portion of US 287 service that was previously operating as the Foxtrot..

Table 6-4: Potential Additional Future Formula Funds Based on Operating Regional Services

Corridor	Status Quo	Basic	Moderate	High
A: US 287	\$215,000	\$215,000	\$419,000	\$426,000
B: I-25		\$399,000	\$783,000	\$928,000
C: US 85	\$0	\$0	\$184,000	\$351,000
D: Greeley/Longmont (SH 119)	\$0	\$0	\$0	\$127,000
E: Evans/Milliken/Johnstown	\$0	\$0	\$97,000	\$181,000
F: US 34	\$0	\$99,000	\$165,000	\$293,000
G: Fort Collins/Windsor Greeley	\$0	\$118,000	\$266,000	\$298,000
TOTAL	\$215,000	\$831,000	\$1,914,000	\$2,604,000

C

Comparing the numbers in Table 6-4 to those in Figure 6-2, one sees that the additional Section 5307 funds the region might receive are about two-thirds of the amount of the costs identified as eligible for Federal funding. Other Federal funds (such as STP Metro) could be flexed to the transit program for the difference in eligible capital costs. FHWA has a well-defined process for transferring funds between highway and transit modes (or the other direction) and NFRMPO and CDOT staff have used this process previously.

It is important to note that these additional allocations through the National Transit Database reporting can take three years to show up. After the service is operated in one calendar year, the miles are reported to the National Transit Database (year two). The data is then used to calculate apportionments for year three.

The use of CMAQ funding for operating and capital expenses for the first three years of service is a valuable strategy, as it allows time for the Federal apportionment to be increased to reflect the additional service that is operated. This also allows time to determine if other Federal funds can be flexed to fill in the gap in Federal funds and to determine how local matching funds will be provided so service will be stable. The challenge of developing a stable source of Federal and matching funds for the US 287 service (FLEX) is now facing the region as the FLEX route will only be eligible for CMAQ funding for two more years.

EXAMPLE

The Relationship of FTA Section 5307 Fund Growth to New Service Provision.

Figure 6-2 shows the Moderate alternative would be eligible for \$3.2 M in Federal funding.

Table 6-4 identifies that the amount of additional 5307 funds that would be generated is anticipated to be \$1.9 M.

The difference of \$1.3 M could be funded through a transfer from another Federal source. These matching funds are for Federal capital match, so STP Metro funds could be used.

Matching Fund Availability

The local/state matching fund requirements range from \$800,000 for the status quo alternative to \$8.9 M for the high alternative.

Most of the services in this plan are recommended as part of the North I-25 EIS. These services present Colorado with a new situation. What funding responsibility for the transit services recommended in the North I-25 EIS should fall to the State and what to local jurisdictions?

Traditionally in Colorado:

- CDOT has funded improvements on the interstate highway system, even though these highways are used for both regional and local auto trips. Federal funds and the necessary matching funds (typically from HUTF) are allocated regionally for these improvements.
- Local jurisdictions have funded transit services, providing local matching funds for Federal transit dollars.

Local jurisdictions do not have the political mandate to fund the local match for such regional transit services. Local jurisdictions, NFRMPO, and CDOT will need to work cooperatively to address the issue of how to provide matching funds for these services.

Colorado now has FASTER funds available to use for transit services. In the last legislative session CDOT, through the creation of the Division of Transit and Rail, received the authority to operate transit services. However, the State has not had authority to use its Highway User's Tax Fund (HUTF) monies for transit operations. The opinion of the Attorney General's office is that FASTER funds are subject to the Constitutional restrictions applying to HUTF monies and therefore can only be used for capital. As transit is primarily (80 - 90%) an operating expense, there is a need to address the issue of how the State will fund the operation of regional transit services such as those in the North I-25 EIS.

The question is complicated by the rules that have been set up to govern the Federal funding programs.

- Transit funding, like highway funding, is authorized in different programs – for urban and rural services, for operating and capital expenses.
- At the Federal level, the transportation authorizing legislation allows for “flexible” funding, but the funds need to be used for the category for which funds were originally authorized. This is generally capital funding.
- Transit services ultimately must form a cohesive network, and these networks will need to connect local and regional services. Effective regional services must be well integrated with local services.

This situation is one that will also occur elsewhere as Colorado moves forward on developing a multi-modal transportation network. The issue of how to fund regional transit and rail ultimately may require legislation to resolve.

The State will need to be engaged in discussions about how matching funds can be provided for the services the State has planned as part of the North I-25 EIS. At present FASTER funds can only be used to match the capital expenditures for transit services.

In addition, local jurisdictions will need to discuss how to divide their funding responsibility for regional services. Cost sharing might be based on miles traveled in each jurisdiction, passengers boarding in each jurisdiction, or a combination¹¹.

It is important to understand the magnitude of funding that might be required under each alternative, and what the State and local jurisdictions will contribute for matching and for federal funds. It will be necessary to address the question of funding responsibility in order to identify the amounts that the local jurisdictions and State would pay under each regional alternative. Appendix F presents numbers for the regional alternatives illustrating different ways of sharing costs.

Decisions on the appropriate share that will fall to local jurisdictions and to the State leads to the topic of governance. In selecting the governance structure, remember that the control should generally rest with those agencies responsible for funding the services. So, as with the funding discussions, it will be useful to engage CDOT in the discussions of governance options.

GOVERNANCE

From the perspective of the efficient delivery of transit services, a single entity responsible for providing regional transit services would be desirable. However, the jurisdictions in the region have different community values, priorities, and methods of delivering and funding services. It is likely that a solution will be needed that can reflect the different values across the region or provides for coordinating services across jurisdictions.

In addition, it is useful to consider the other governance requirements for delivering transit services. Local entities currently provide individual governance for local services. Each of the county governments provides the institutional structure for rural transit services. In Weld County, the county government is at present the only provider of rural transit service and submits a single grant. In Larimer County, the county submits a consolidated grant on behalf of Larimer

¹¹ The current IGA for FLEX services is based on dividing local costs in thirds, with Larimer County, Loveland, and Fort Collins each responsible for one-third. Other costs are covered by Federal funds and partners outside the region.

County, Town of Berthoud, and City of Loveland. Larimer County then executes agreements with the other two entities. Governance options that unify and simplify this process would be valuable.

ROLES

In Colorado local jurisdictions have typically been instrumental in establishing regional transit services. As the region grows and as transit options become more integrated into the overall transportation network, the roles of different levels of government are changing.

Local

The voters, or their elected officials at city and county levels, have the power to authorize an institutional structure for regional services. Some institutional structures (such as an intergovernmental agreement or a Regional Service Authority) can be established by elected officials. Others, such as a Regional Transportation Authority, must be authorized by the voters. The voters must authorize any increase in taxes used to fund regional transit services.

MPO

The MPO does not have a direct involvement in determining a governance structure for regional transit services, but has a role in:

- Facilitating discussions and building consensus.
- Adopting policies supportive of regional governance options that provide for coordinated service delivery and service levels reflective of community values.
- Setting policies for funding or recommending funding for services that best fit within the adopted plan.
- Adopt policies to link TDM activities and regional transit services, monitoring the effectiveness of the investment in these regional transportation services.

The MPO Planning Council, its Technical Advisory Committee, and the Transit Advisory Group have roles in setting policies and developing a regional consensus on matters related to the transit mode and related issues.

State

The role of the State is changing. In the North I-25 EIS, transit services are part of the long-term solution, yet it is only recently that the State has been given the authority to operate transit services. State-level policies regarding funding of transit services – whether it is through flexing of federal funds or providing matching dollars for such funds – have not been developed.

The potential of CDOT operating regional transit and rail services is one option that has been identified and will be important to consider.

GOVERNANCE OPTIONS

Local entities that provide transit services have explored options for providing regional transit services. An intergovernmental agreement is used to provide FLEX services and governance options were explored thoroughly in the Fort Collins and Loveland strategic transit plans. Basic options include:

- Intergovernmental Agreements (IGA). Easiest to establish for a single route with a limited number of partners. Relies on annual budgetary commitment and renewal.
- Regional Service Authority (RSA). A RSA can provide either or both local and regional services. Local jurisdictions can purchase transit services at the level they desire from the RSA. Can be established by jurisdictions or by voters. With approval of voters can levy a property tax. The Fort Collins and Loveland strategic transit plan recommended this alternative.
- Regional Transportation Authority (RTA) Provides for transit services within a flexible boundary. Generally used for both local and regional services. Requires vote to establish. Can levy sales tax, motor vehicle registration fees, and visitor benefit taxes, with approval of voters.
- Mass Transit Authority. Counties can establish Mass Transit Authorities with the ability to levy a sales tax. This option is generally used in rural counties, with Eagle and Summit counties as examples. County Commissioners serve as the Board and cities do not have a formal role on the board.
- State. CDOT now has the authority to operate transit and rail services, but this has not yet been put into practice.
- Combination Options. Some areas combine one or more options, using special districts in addition to local authority. For example, an RTA could be set up for the express purpose of providing regional services. Local jurisdictions would still operate transit services within their jurisdictions. Only the costs of providing regional services would be shared by participants in such a structure. The costs of local services would remain with each jurisdiction.

In considering options, it will be important to consider the role of the State, and this will reflect their role in funding services. If services are funded locally, will the State have voting rights for regional services? Similarly, if services are funded by the State, what would be the role of local governments? In a blended system, how would the funding and decision-making control be balanced? It is useful to note that the RSA specifically allows for the State to be a member organization. The State could also be a party to an IGA.

If the State was responsible for operating regional transit services, it is likely a combination governance structure would be needed as the State would only be interested in providing for services of statewide interest, and not the local connecting services.

RELATIONSHIP OF FUNDING AND GOVERNANCE

At the beginning of this chapter, it was noted that the choice of governance structures can impact or limit the options for local funding. Table 6-5 identifies the primary local fund sources associated with each governance option. As NFRMPO works with CDOT and local jurisdictions to determine funding and operating responsibilities, these are important considerations.

Table 6-5: Funding and Governance

Governance Structure	Impact on Funding Options
Intergovernmental Agreements (IGA)	May use any local general fund source. New revenues would need voter approval, but could come from a wide variety of sources.
Regional Service Authority (RSA)	Jurisdictions can purchase services from RSA, with local funds coming from General Funds. If additional revenues are needed, with voter approval an RSA can levy a property tax.
Regional Transportation Authority (RTA)	An RTA has a flexible boundary and, with voter approval can levy a sales tax or vehicle registration fee. Different sales tax levels can exist in different jurisdictions within the RSA.
Mass Transit Authority	Can only be established at a County level. With voter approval can levy up to one-cent sales tax.
State Governance	CDOT has authority to operate services statewide. While legislation addresses operating funds through FASTER, the Attorney General at present finds it can only be used for capital projects.

MOVING FORWARD

There is a need for a significant amount of discussion at the regional level, the State level, and between regional representatives and CDOT about the roles and responsibilities of each entity in both the funding and governance of regional transit services for the North Front Range region.

At the regional level, this plan will result in a key activity: establishing a regional transit network plan for the region. The service alternatives in this plan provide options ranging from just maintaining existing services (including the US 287 service) to aggressive alternatives providing high levels of transit services on State highways. The High service alternative is similar to the plan adopted in the North I-25 EIS.

At the state level, CDOT will need to address the questions of their role in funding and or operating regional services. These questions need to be considered in light of statewide responsibilities, including the entire I-25 corridor and the I-70 corridor. Funding, bus operations, and rail operations need to be considered.

This plan illustrates how the definition of the roles and responsibilities of local and state partners will impact the financing levels and choices that each party will want to consider.

It is recommended that the North Front Range region:

- Engage member agencies in addressing regional transit issues and developing policy responses.
- Formally pose questions to CDOT to initiate discussions regarding the roles, responsibilities, and funding of regional transit services in the North Front Range.
- Participate in statewide efforts to address these questions.

It is often easiest to understand and address issues in the context of current services. The US 287 service provides an excellent opportunity for jurisdictions in the region to identify how to maintain this service once CMAQ funding is exhausted. This is the first successful regional transit service and there is value in nurturing it so that it becomes part of the base transportation network in the region. It is recommended that the region begin working now to determine how to provide stable funding for this in 2013 and beyond.

CHAPTER 7: PUBLIC INVOLVEMENT

The public involvement activities in this project consider two basic audiences: the general public and the jurisdictions in the region. The general public is key in providing guidance to elected officials on the priorities and values the public places on the development of regional transit services. The jurisdictions are a key audience as their elected officials are responsible for budgets that balance the needs for local and regional services. In developing regional transit services, jurisdictions have a key role in establishing governance structures, setting local and regional priorities, and in developing regional partnerships.

INITIAL PUBLIC INVOLVEMENT ACTIVITIES

Public involvement activities began with meeting with the Mobility Councils in July of 2010 to provide an opportunity for dialogue about the needs for coordinated and specialized transportation services. The Mobility Councils provided wide-ranging comments. Around the same time, two public meetings were held, one in each county, to solicit comments on regional transportation needs and potential alternatives. Unfortunately the public meetings had little attendance. Comments from the meetings are listed in the text box on the next page.

The comments that were received have been considered in this planning effort. It should be noted that a few of the comments are directed to local transit services or will require action on the local level rather than at the NFRMPO level. This is important in two ways. First it is important to understand what the MPO can and cannot do. Second, the distinction between “local” and “regional” services is often not clear to community members. It is important that the 2035 Regional Transit Element reflect the desire for seamless services and also that the plan clarify implementation activities for local entities and the NFRMPO.



INITIAL COMMENTS FROM MOBILITY COUNCILS

1. A strategic plan needs to be developed and progress made towards implementing it.
 - a. Providing commuter services is an important part of the regional transit service plan.
 - b. Service should be seamless for the user, for both fixed route and paratransit services.
 - c. There should be consistency in fares and services, reducing gaps in services.
 - d. Improve consistency between transit systems in eligibility and fares for paratransit services.
2. Develop stable funding for transit services – both local and regional.
3. Develop linkages between land use planning and transportation policies at the regional and local levels.
4. Develop partnerships or programs with employers that address transit services for employees and/or childcare needs.
5. Develop services connecting the paratransit services in various locations. Generally the consensus was that getting regional commuter services in place is a first priority (and Mobility Council members in Larimer County commented on the value people with disability have found from the new FLEX service). However, there were comments on the importance of having paratransit services between communities that does not require a transfer, particularly in bad weather.
6. Maintaining and strengthening the volunteer driver programs in both Larimer and Weld counties. This will require dedicated funding for starting up services in new locations.
7. Develop a single center for transit service information, at least for each county.

PUBLIC OUTREACH ON DRAFT PLAN PRESENTATIONS TO LOCAL STAKEHOLDERS

Once the draft plan was prepared, NFRMPO staff conducted varied public involvement activities that included presentations to:

- Larimer County Mobility Council
- Weld County Mobility Council
- Loveland Transportation Advisory Board
- Fort Collins Transportation Board
- Greeley Citizens Transportation Advisory Board
- Fort Collins Area Chamber of Commerce – Local Legislative Affairs Committee

Local jurisdictions were also given the opportunity for a study session for councils or boards. All jurisdictions choosing to participate in this outreach activity referred the item to their transportation advisory board. These boards and the mobility councils contain a wide range of citizens with an interest in transportation in the MPO region.

These presentations primarily provided information about the alternatives and offered a forum for discussion. Comments were solicited on the service alternatives and corridor priorities for the development of transit services. Comments were also solicited on the importance of regional transit and on the balance between developing regional transit services and strengthening local transit services.

Good questions were raised such as ones about financing, the level of subsidy that would be needed per passenger, the timing of service development and relationship of regional service development to local transit services. The meetings provided an opportunity for the groups to discuss their preferences and opinions.

The stakeholders on these boards generally supported the development of regional transit services with overall the comments among the participants in support of the Moderate or High alternatives. Boards were hesitant to vote on a preferred alternative, in part because this was their initial exposure to a fairly complex plan. The MPO staff returned to the Fort Collins Transportation Board for a second meeting for the purpose of obtaining a recommendation on a preferred alternative, and the group selected the High Alternative.

PUBLIC MEETINGS

In order to reach a broader group of citizens, county-wide public meetings were also held. The Weld County meeting was held in Greeley on April 4, 2011 and the Larimer County meeting was held in Fort Collins on April 11, 2011. Each meeting was advertised for one week in the local newspapers, 350 flyers were posted on cars in the park-and-ride lots in the region, and an announcement was sent to several hundred participants in the Van-Go program. Samples of the advertisements and flyers, as well as sign-in sheets, are contained in Appendix F.

The meetings began with a PowerPoint presentation describing the planning process, findings, alternatives, and recommendations. Questions were taken and discussion ensued. In the Weld County meeting, the participants were all supporters of developing transit services. In Larimer County one of the participants was skeptical of the value of developing regional transit services, a position reflective of many residents of the region. Some of the primary questions and discussion items are summarized below.

Weld County Meeting

A number of questions revolved around the unsuccessful Highway 34 service. Why did it not succeed? What would you do differently? Is there potential for future service to be successful?

Discussion revolved around the fact that Highway 34 is indeed a difficult corridor to serve. A corridor service plan is recommended for this and all corridors to address issues such as business access, pedestrian safety, and connections to local transit services. One option for doing things differently would be to have it operate in more of an express mode, connecting with a direct transfer to FLEX service. David Averill noted that there is a trade-off between job access and effective regional connectivity. One possibility could be not starting service in this corridor again until there is a regional hub and local circulator services around the Centerra development.

Similarly, there were questions about the FLEX route to Denver and its success. It was noted that the FLEX route is indeed considered successful as it is carrying 16-18 passengers per hour. However, it has not yet attained the program ridership goals.

The difficulties surrounding funding for regional service were discussed. An audience member asked if a Regional Transit Authority be an asset for funding and the response was affirmative.

There was also discussion about how the Regional Transit Element relates to the North I-25 EIS. The Moderate Alternative is similar to the preferred alternative in the North I-25 plan. The Regional Transit Element addresses the institutional and financial aspects of service development whereas the North I-25 EIS had

more of a planning focus on overall travel needs and the ways to accommodate those needs.

A member of the audience also commented on the importance of citizens in local communities, the bus drivers, and advisory groups to be involved as regional services are developed.

Larimer County Meetings

There were participants at both a 4:30 and 6:00 PM meeting. The following summarizes discussion at these meetings.

The 4:30 meeting had the broadest range of views, from rail advocates (seven participants self-identified as rail advocates) who would prefer a more aggressive plan to citizens who question the investment in transit services that would serve a relatively small portion of the population. There were individuals in both meetings supporting the general development of transit services and those who self-identified as supporting ways to decrease carbon emissions.

Several questions revolved around the North I-25 EIS and the relationship of the Regional Transit Element to the North I-25 plan. Why does the North I-25 EIS include an 8-lane freeway before commuter rail? Even with commuter rail, there remain rail capacity



issues that have not been adequately addressed. This is especially true if Burlington continues to run freight on the line. David Averill explained the logic behind the decisions based on his participation in the North I-25 planning process.

There was a lively discussion among participants as one gentleman asked how many people go to Denver daily and wondered why 100% of the citizens should help to pay for service that benefits 5% of the population. Discussion among participants ranged from the benefits of transit service to those who don't ride as others are not on the roads to how this issue is similar to that of school funding. All residents pay to support schools whether or not they have children in schools. There were concerns expressed about the negative effects of buses on neighborhoods and others who felt closeness of bus service to neighborhoods.

was an asset. It was noted that differences of opinions are acceptable and reflect the views in the larger population who are not participating in the public meeting.

A significant amount of discussion revolved around ridership estimates, financing estimates and assumptions, the rates of growth in each community, and how the increased costs in fuel might affect the ridership estimates.



There was discussion of how the same steps need to occur to build regional transit services and the alternatives reflect different views of how fast service will be developed and what the regional network would look like in 2035. One participant commented that he understands the role of this Regional Transit Element but is disappointed that rail is not a part of the plan.

Funding was a significant topic of discussion. There was acknowledgement of the tension between the need to fund local and regional services. A participant noted that in one public-private partnership proposal includes a transit infrastructure fee on buildings. She suggested that such a fee or other creative financing be considered.

There was a discussion of environmental concerns, the cost of fuel, and providing mobility in a world where oil may be scarcer. A participant asked if reducing carbon emissions could be included in the evaluation criteria. It was agreed that this was a good idea.

Greenride, a new shuttle service in Northern Colorado was identified as one that should be added to the other providers. Green Ride provides service to Denver International Airport and charter service throughout the region.

CHAPTER 8: IMPLEMENTATION PLAN

PREFERRED ALTERNATIVE

The Planning Council of the North Front Range Metropolitan Planning Organization preferred the Basic Alternative with the addition of service along Highway 85. This is denoted as the Basic + Alternative, shown in Figure 8-1.

The preferred alternative provides a benchmark of the level of service that the NFRMPO Planning Council envisions for its 2035 Regional Transportation Plan. As identified in Chapter 6 of this plan, there are significant questions to resolve regarding governance, funding, and service delivery. As other parties participate in the discussion of how to govern, fund, and deliver services, the region may find that funding is available for somewhat less or somewhat more service than noted at this point. The recommended corridor plans will also refine the planning and result in changes as services are implemented. Changes can be made and in fact are likely to be made over time over this initial planned level of service.

SERVICE COMPONENTS OF BASIC+ ALTERNATIVE

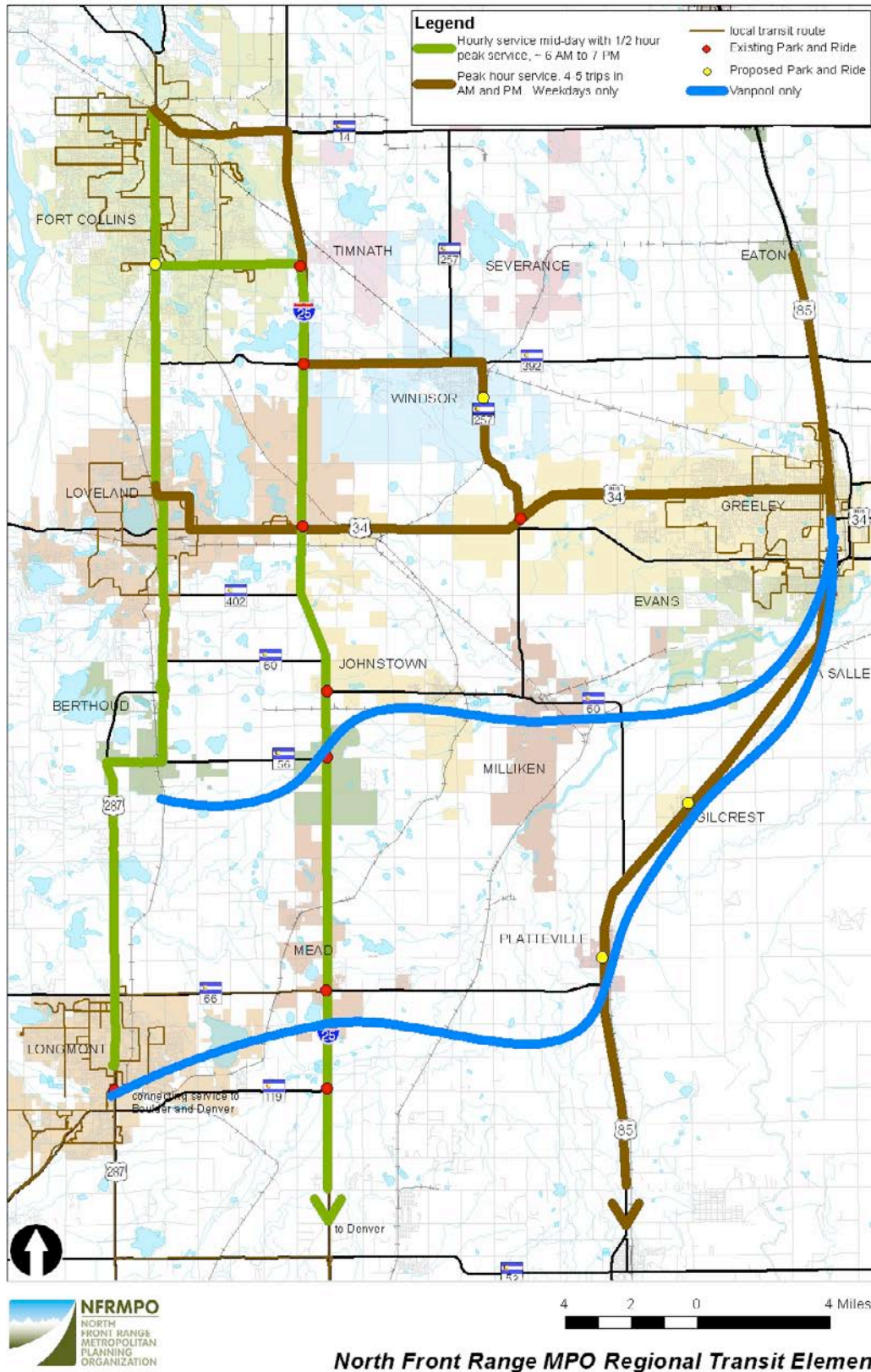
Table 8-1 identifies the general characteristics of the Basic+ Alternative. It includes:

- Full-day service on Highway 287 and I-25 from approximately 6 AM to 7 PM. Saturday service is only included on Highway 287. Hourly service would be provided mid-day and half-hourly service in the commuting peak periods.
- Peak hour service in the Highway 34, 85, and 257/392 corridors, with 4-5 trips in the morning and afternoon peak periods.
- The remaining corridors would only be served by vanpool services, and vanpools will remain an important component of the regional network in all corridors.

Table 8-1: Characteristics of Basic+ Alternative

	Hours			Miles Annual	Peak Vehicles	Operating Expense	Bus Expense (Annual)	Total Expense (Annual)
	M-F	Sat	Annual					
Highway 287	60	42	17,400	394,300	3	\$1,300,000	\$100,000	\$1,400,000
I – 25	60	0	15,200	731,500	3	\$1,100,000	\$100,000	\$1,200,000
Highway 85	36	0	9,100	337,100	3	\$700,000	\$100,000	\$800,000
Highway 34	30	0	7,600	181,400	3	\$600,000	\$100,000	\$700,000
Hwy 257/392	30	0	7,600	215,500	3	\$600,000	\$100,000	\$700,000
TOTAL			56,900	1,859,800	15	\$4,300,000	\$500,000	\$4,800,000

Figure 8-1: Basic+ Alternative



North Front Range MPO Regional Transit Element

FINANCIAL CHARACTERISTICS

In calculating the costs in Table 8-1, all figures were annualized. However, it is recognized that service would be developed over many years and for each corridor the vehicles would need to be purchased up front.

The peak fleets reflect the number of vehicles necessary on route and a spare ratio of 20% has been included in the capital costs. The total fleet, including 20% spares, would be 18 vehicles. No operating facility costs have been included in these estimates. A fleet of this size could initially be accommodated in the existing facilities, but as regional services develop it is anticipated that additional maintenance and operating facility capacity will be needed.

Similarly, these costs do not include the costs of park-and-ride facilities. The additional park-and-ride capacity that will be needed should be identified as part of the corridor plans. This is a particular issue for the North I-25 service where existing park-and-rides are at capacity. The daily ridership on the North I-25 service at the Basic level of service is projected at 663 one-way trips or approximately 330 individuals. While a portion of these will arrive by bus and transfer to the route, a significant number will drive to the corridor so increased capacity will be needed.

OVERVIEW OF ACTION PLAN

A two-pronged approach is recommended for implementing regional services. The first aspect involves building a consensus among local and regional entities and CDOT regarding how services will be funded and governed. The other aspect is aligning the processes within the MPO to support the development of regional transit services. This will begin in the Regional Transportation Plan update and also involves the annual processes for allocating funds and selecting projects.

Both aspects can and should occur simultaneously. However, it is recognized that it will be an iterative process and at times one facet may need to wait for the other before continuing forward. There will also be overlap between the two approaches, and the decisions and activities occurring in each will impact the other. For example, the stakeholders in the corridor planning process may be influenced by decisions on governance and funding. Or local decisions on funding and delivering services may impact the choices and attractiveness for the funding and governance of regional services.

The following Action Plan includes sections titled Policy Framework, Funding and Governance and Service Development. Within these sections both activities specific to the MPO and those that involve working with external entities.

POLICY FRAMEWORK

The following statement of policy has been identified to guide the development of regional transit services:

“The NFRMPO supports the development of regional transit services to provide alternatives to driving, especially for peak hour commute trips.”

A challenge in implementing regional transit services is that the current system for developing transit services is vested at the local level. The proposed regional services cross many jurisdictional lines and are part of both local plans and the North I-25 EIS. Colorado does not yet have a clear path for developing transit services in this situation. Both leadership and cooperation will be required to move forward and develop sustainable services.

Important activities for the Planning Council include:

- Setting a policy framework that includes all modes.
- Adopting policy positions on items such as funding or connectivity and supporting activities at all levels of government that promote these policy positions.
- Encouraging member agencies to work cooperatively with one another and with entities outside the NFRMPO boundaries to develop and fund regional transit services.
- Developing expertise at the Planning Council and staff levels to support the development of effective regional transit services.
- Providing community and public outreach activities to develop consensus around the evolving plans for regional transit services.

Some of these items reflect the MPO Value Statements. Others are explored in more detail in the remainder of this chapter.

GOVERNANCE AND FUNDING

This is the area with the most questions that need to be answered. It will require the highest level of cooperation among entities and will provide a foundation for the development of all regional services. It will also likely take the longest to resolve and should be started first. Other activities can proceed apace as the governance and funding issues are worked through.

KEY ISSUES

The following issues were identified in the development of this plan:

Fund Sources and Availability. What fund sources can be used for both operating and capital expenses? What flexibility in fund sources should be considered, especially understanding the high level of needs for all transportation modes? If additional local funding is required as the plan assumes, should this be considered simply on a local level, a regional level, or more broadly?

Funding Responsibilities. For services that are included in the North I-25 EIS, what is the funding responsibility of the State and of local governments?

Balancing Local and Regional Funding. At the local level, what balance of funding between local and regional feeder services is acceptable? At the state level, what balance needs to be considered between the North Front Range and Upper Front Range or modal priorities?

Governance. What governance structures should be considered for the near-term and long term? What balance of control should there be for local and state governments?

CDOT's Role in Regional Transit and Rail. One governance option identified was for CDOT to operate regional services, keeping local connecting services under the venue of local agencies. This option needs to be vetted by CDOT and considered as to how it might play out on a statewide basis and for both transit and rail. Should it remain on the table or be taken out of discussion?

These are complex issues that require a broad range of stakeholders to participate. A local consensus is desirable, so the region can “speak with one voice”. However, on issues as complex as these, there will need to be room for both majority and minority opinions.

At the same time as the NFRMPO Planning Council is addressing these items, other jurisdictions may be addressing similar issues. For example, CDOT is actively defining the roles and responsibilities of their new Transit and Rail Division. Local entities that operate transit services may pursue alternate governance and/or funding arrangements. All of these issues will be addressed in a time of considerable change.

Resolution of some issues may also require in-depth analysis or legislative action. If a particular topic was not addressed adequately in the Rail and Transit Governance Study, it is reasonable for CDOT to require additional analysis before committing to a position.

Remember also that resolution of these issue are in the hands of local and State governments. The MPO's role is a supporting one.

Following are recommended actions for the NFRMPO Planning Council:

- Send a letter to CDOT formally requesting that they address, in partnership with NFRMPO and other stakeholders, the issue of developing regional transit services in the North Front Range. This letter can be general and request preliminary meetings to determine how to jointly proceed to address these important issues. Alternately, it might be more specific and written after some preliminary discussions take place. A reasonable goal would be to have this topic addressed during the 2011-2012 fiscal year.
- Establish an MPO process to involve local stakeholders in the development of regional services. This may include:
 - Establish a standing committee of Planning Council members (3-5) to lead the development of regional transit services. An MPO staff member would be assigned to provide support.
 - Determine how the region can be represented in discussions of governance and funding issues with CDOT and other regional entities. Consider identifying some manner of stable or rotating representatives who have the responsibility to report outcomes to the Planning Council members and to represent both majority and minority opinions and concerns. As the region moves through this process, it will be necessary for regular communication with all Planning Council members to build trust and a regional consensus. It is anticipated that Upper Front Range, DRCO, and RTD would also participate in such regional discussions with CDOT.
 - Establish routine communications to involve local jurisdictions in the consensus-building process and to maintain a broad awareness of regional transit issues. Local jurisdictions are the ones that will make many of the funding and governance decisions. The MPO's role is to facilitate discussions and help build a consensus. These communications should be informative, making it easy for Planning Council representatives to keep their Council, Board, or Commission members current on activities. They should also provide an avenue for local entities to weigh in on current issues.

FUNDING

Funding issues occur at local, regional, and state levels. They are intertwined with planning processes, local budgets, federal budgets, and State laws. There exists considerable uncertainty about the next Federal transportation legislation, how the economy will recover, and gas prices. This uncertainty makes this a good time to address the funding issues. When there is uncertainty there may be

openings for change that otherwise would not be considered. Also, it is an excellent time to develop a solid knowledge base about needs in local jurisdictions. Pursuing funding issues now will position local and regional entities so they are ready to act when new legislation is passed and the recession abates.

Some of the following actions can be carried out internally by the MPO while others require a cooperative effort with other stakeholders.

- Allocate federal funding garnered by regional services to support the maintenance and development of regional transit and TDM services. This will include operations as well as the administrative and overhead costs of the TDM and transit program.
 - Request staff and member agencies (through TAC and TAG participation) to identify baseline numbers for the costs and revenues associated with current regional services. Develop a methodology, consistent across the vanpool and transit programs, to identify revenues specific to regional services as well as changes in revenue and expense levels. For both programs, the vehicle revenue and passenger miles will be key indicators for the Federal Section 5307 fund allocations.
 - Identify issues related to a strong regional transit and vanpool program. Explore policy options to (a) strengthen the funding base for existing and proposed services and (b) allocate changes in revenues due to the operation of regional transit and vanpool services towards maintenance or expansion of these services.
- Work with CDOT to develop funding options for transit on State highways. These options need to recognize the role of the State in providing a multi-modal transportation network as well as Colorado's system of local government funding for transit services. State funds should include operating and capital expenses.
- Adopt policy positions that support local, state, and federal initiatives providing for:
 - Operating funds for transit services;
 - Local and state match for operational costs; and
 - Flexibility in using transportation funding to develop multi-modal transportation networks that respond to community priorities and needs.

These policy positions may then be used as a basis for taking a position on local, regional, State, or Federal legislative proposals.

- Work with local communities to develop and support finance options that recognize and allow for funding of regional services in addition to local transit services.

- Work with local and regional providers to develop a fare structure for regional services that will be used on all regional corridors and will provide connectivity to at least one local transit system.

MONITORING AND PLANNING

There are several levels at which the MPO can monitor the development of regional transit services and engage in activities that will move the organization towards a transportation network that is more balanced between modes.

At the most basic level, it is recommended the MPO staff report at least annually on progress made towards the development of regional transit services. Less formal reporting may occur more frequently.

- Annual progress reports should include identifying actions that have been completed, identifying any new issues or changed conditions, and updating objectives for the following one to three years. It is recommended that this be done in conjunction with the Congestion Management Plan to lead to a unified process for meeting overall goals.
- Tracking and reporting on progress should also be a part of communication with member agencies. The reporting should cover both activities accomplished by or concerns raised by member or stakeholder agencies.

The MPO also undertakes a range of planning and monitoring activities through its routine planning processes. As these are carried out or updated, it is recommended that the development of regional transit services be integrated within these processes.

GOALS, OBJECTIVES, AND STRATEGIES

It is recommended that the MPO work towards the development of multi-modal goals and objectives. At present, the Regional Transportation Plan contains Value Statements and Propositions that provide an understanding of the role of the MPO in regional transportation issues, the importance of working in partnership and actively engaging the governing bodies of member entities, and some specific propositions regarding a vision of decreasing reliance on single occupant vehicles and increasing the availability and importance of transit and alternative modes.

The Congestion Management Plan includes goals and objectives that provide a useful framework for developing a multi-modal transportation network. The goals are:

1. Improve mobility.
2. Make the best use of existing transportation facilities.

3. Decrease reliance on Single Occupant Vehicles.
4. Promote efficient accessibility to the transportation system.
5. Minimize environmental impacts of the transportation system.

Objectives are included for each goal and these have a multi-modal perspective. While the Congestion Management Plan provides a useful framework, the goals, objectives, and menu of congestion mitigation strategies focus on *what* can be done but stops short of identifying *how* to achieve the future vision that includes an integrated network of regional transportation services. This gap is where the work needs to occur.

The Regional Transit Element does not include a set of goals and objectives. While this was discussed, the Steering Committee for the project instead requested multi-modal goals and objectives be developed as part of the MPO's ongoing planning activities.

The recommendation in the Regional Transit Element is that multi-modal actions and strategies be developed by the time the Congestion Management Plan is updated in 2012. The goals and objectives of the Congestion Management Plan provide an excellent framework. These actions and strategies should be specific and measurable, items that can be checked off as completed rather than concepts. This exercise should also work to bridge the differences in language and monitoring tools that may exist among different modes. Separate goal-setting processes and language have developed around each of the modal elements, but it is time to bring these together.

PLANNING

Through the North I-25 EIS process the region's citizens developed a clear vision of a future transportation network with regional transit services. However, many challenges exist to transforming this vision to reality. Addressing the outstanding issues and building a consensus on how to move forward rests solidly in the planning arena. The MPO's Planning Council can, however, serve a crucial leadership role in addressing the outstanding issues. A solid commitment and clear vision will be necessary to implement new regional transit services.

The MPO has responsibilities for planning and prioritizing projects and for programming funds. In this role the MPO can:

- Only support regional service projects that meet certain standards. Standards might include:
 - A completed corridor plan showing the viability of planned services
 - Funding that can sustain the service is in place

- Make it a priority to develop regional transit services and complete the steps identified in the Regional Transit Element.

Another action the MPO can take is to consolidate and use resources towards the common goal of developing alternative transportation services. The Regional Transportation Plan recommends corridor studies for those corridors in which regional service will be established. The Transportation Demand Management Plan recommends comprehensive planning, data gathering, and monitoring activities. It is recommended that the two programs work together in this area, as the information needed for the Transportation Demand Management (TDM) activities supports the corridor plans, and the reciprocal is also true.

It is recommended that corridors be prioritized so that resources can be effectively targeted. For example, perhaps the I-25 corridor is selected as the first one for a comprehensive corridor study for developing regional transit services while the US 34 corridor is identified as being further out, with the emphasis on vanpools until such time as it is ready for more intensive transit services. In both cases, the TDM resources for data collection and monitoring and transit planning funds should reflect these priorities.

Recommended planning activities include:

- Establish corridor priorities for studies in each of the corridors in the regional transportation plan. From the data, the top priorities appear to be maintaining services in the Hwy 287 corridor and developing services in the North I-25 corridor.
 - Program funding for corridor studies.
 - Identify how the development of regional transit services will support TDM activities and how TDM activities can support transit service development. Integrate this into the Unified Work Program.
- As project evaluation criteria are revised or developed for various funding sources and project selection activities, take into consideration the importance of developing regional transit services.
 - Include in selection criteria for transit projects the degree to which the project supports the goals of the Regional Transit Element and the corridor priorities set by the MPO.

SUMMARY OF RECOMMENDED ACTIONS

Table 8-2 identifies short term actions recommended for the development of regional transit services. These are the precursors to actually establishing service in any of the regional corridors. It is anticipated that it will take at least three years to establish service in a new corridor once the financial and institutional issues are addressed. The three-year estimate allows time for

programming the project, budgeting funds, acquiring equipment, and implementing service.

The initial steps forward of working with CDOT to address the financial and governance issues surrounding the development of services in the North I-25 EIS will provide a foundation for most other activities. While the MPO can and should move forward with those items under their control, implementation of the preferred alternative will not occur until the financial and governance issues are resolved. The process of reaching a satisfactory arrangement between CDOT and local governments could take from one to three years, depending on whether additional study is required. If legislative or voter approval is needed to put the agreed-upon actions in place, more time could be required.

Table 8-2: Summary of Recommended Actions

Action	Timeframe	Responsibility
Send letter to CDOT requesting financial and governance issues surrounding development of North I-25 EIS services be addressed jointly	June, 2011	Planning Council
Work actively with CDOT and other stakeholders to address governance and funding issues	FY 2011-2012	Standing Committee
Establish MPO process for involving stakeholders in development of regional transit <ul style="list-style-type: none"> • Standing committee with staff support • Representation in regional discussions • Communication channels 	2011	Planning Council
Allocate FTA 5307 funds generated through the operation of expanded Flex service into a pool to maintain or expand future Flex service.	FY 2011-2012	MPO Staff lead; TAG recommendation
Adopt policy positions that support local, state, and federal initiatives that help to build funding options for regional transit services.	FY 2011-2012	Planning Council
Support local finance options that recognize and allow for funding of regional services. <ul style="list-style-type: none"> • Actively work to develop sustainable funding to maintain the Highway 287 Flex route. 	Ongoing	Planning Council
Work with local providers to develop a regional fare structure to provide distance-based fares and seamless transfers between systems	FY 2012-2013	MPO staff lead
Establish multimodal actions and strategies as part of 2012 Congestion Management Plan update	2012	MPO staff lead
Establish corridor priorities <ul style="list-style-type: none"> • Program funding for corridor studies • Align resources for regional transit service development and TDM activities 	2012	Planning Council
Include development of regional transit services as	Ongoing	Planning Council

a priority in project evaluation and selection criteria		with MPO staff support
Monitor progress towards completing the above actions	Ongoing	MPO staff

CONCLUSION

This Regional Transit Element provides a long-range vision for regional transit services, but the focus of the recommended actions is short term. It is through cooperative action and many small steps that the vision will become a reality.

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.

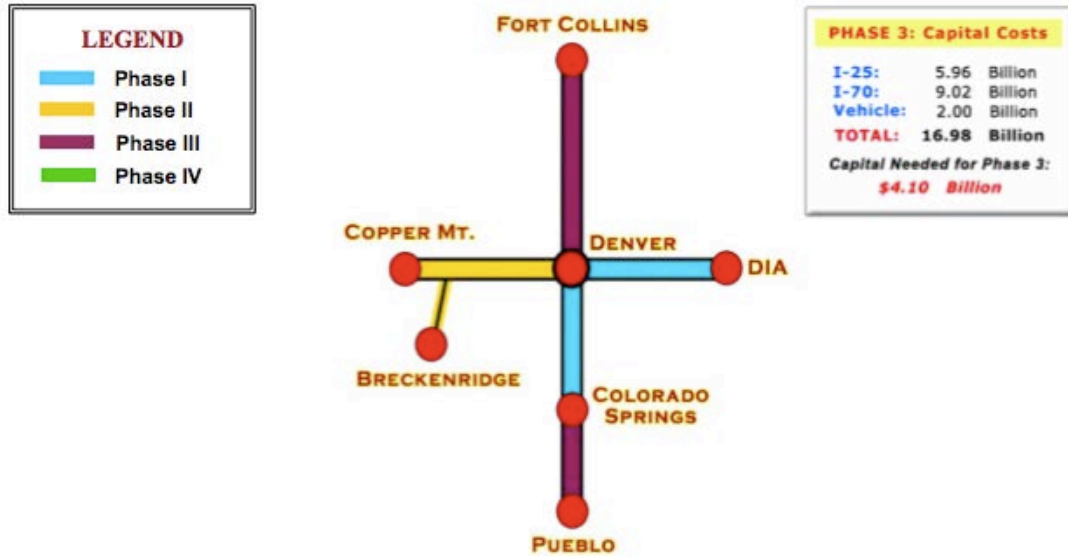
Demand responsive service is also available to all residents in Weld County for medical trips. Passengers must give a two-day notice and be a registered user with the Weld County Transportation Department. Demand responsive service is available from 6:00 a.m. to 6:00 p.m. Monday through Friday. Again, 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).



TEMS, Inc. / Quandel Consultants, LLC / GBSM Inc.

March 2010

ES-19

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

Fixed Route							
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	
Dial-a-ride							
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

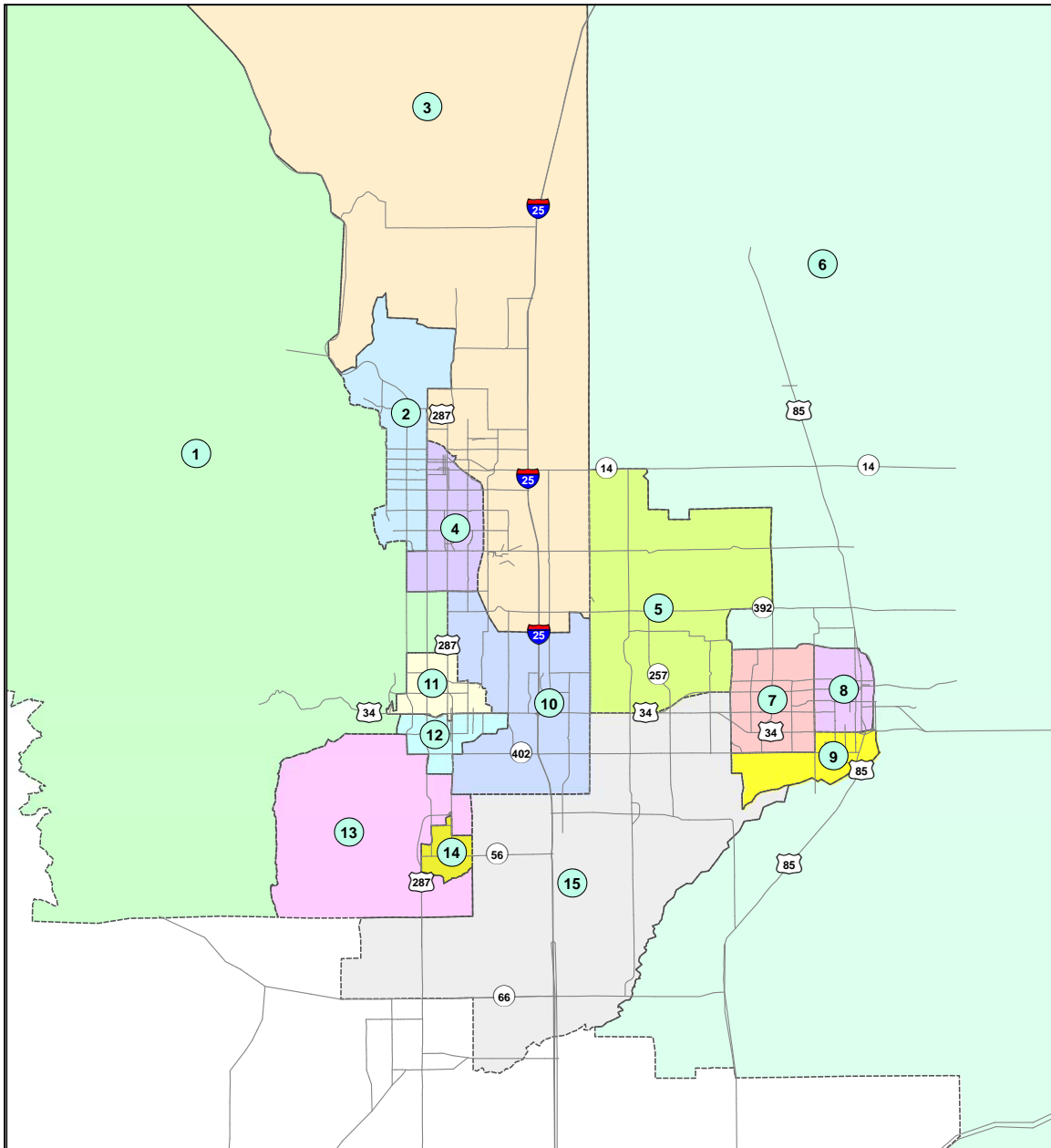
APPENDIX D: DEMAND ANALYSIS

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

2005	A	B	C	D	E	F	G	TOTAL
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
TOTAL	99,886	59,174	7,768	2,976	5,686	25,714	10,332	211,536
Range of Transit Mode Share								
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

2015	A	B	C	D	G	F	E	TOTAL
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
TOTAL	94,545	95,773	8,678	3,580	13,813	30,798	7,741	254,928
Range of Transit Mode Share								
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

2025	A	B	C	D	E	F	G	TOTAL
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
TOTAL	128,429	115,187	10,101	4,857	8,659	37,530	20,767	325,530
Range of Transit Mode Share								
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

2035	A	B	C	D	E	F	G	TOTAL
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
TOTAL	108,499	132,636	11,505	5,210	8,745	41,476	25,974	334,045
Range of Transit Mode Share								
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
Total	5,645	7,446	18,252	15,691	13,875	14,830	6,050	8,668	3,498	5,515	6,776	6,081	5,034	4,929	13,615

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
Total	6,344	7,350	27,568	15,514	15,138	14,293	6,436	8,287	3,557	16,116	6,995	6,666	5,129	4,713	32,110	176,216

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
Total	6,717	7,284	32,689	14,879	22,837	17,325	8,513	7,978	4,258	19,235	7,071	6,657	5,120	4,464	52,031	217,058

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
Total	7,195	7,470	37,853	14,908	33,006	21,803	9,250	8,020	4,499	22,014	7,085	7,217	5,339	4,814	67,357	257,830

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
Total	30,085	109,664	254,624	660,104	53,622	62,535	163,277	313,305	98,738	82,585	124,543	130,101	15,171	15,415	48,091	2,161,858

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
Total	1,766	7,452	10,245	44,635	2,749	410	5,386	6,780	3,360	13,630	20,074	22,202	2,855	3,056	3,051	147,652

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
Total	47,520	106,118	386,689	663,801	82,907	61,744	165,554	315,046	101,261	212,967	119,017	129,829	15,279	13,709	241,109	2,662,549

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
Total	1,766	6,970	14,935	43,677	4,825	505	4,959	6,566	3,574	30,677	19,578	21,870	2,831	2,991	13,955	179,678

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
Total	51,964	110,040	475,366	695,208	155,124	119,211	207,564	337,544	144,941	311,786	123,370	137,794	16,879	13,920	319,850	3,220,561

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
Total	1,399	6,937	18,123	45,199	8,982	801	6,049	8,083	5,361	41,777	19,702	23,011	3,081	3,078	16,364	192,093

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
Total	67,912	113,307	551,793	728,021	272,199	148,764	213,531	362,674	148,009	364,657	123,597	155,689	18,238	16,436	409,043	3,693,870

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
Total	1,766	6,888	20,148	47,586	13,818	981	5,941	8,746	5,281	45,840	20,554	27,163	3,155	3,416	18,518	0

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.waie.com
Beth Danielson	Connections	beth@connectionsil.com 303-1059 cell
Lori Chevront	CBIC/WAMP	970-356-4500 home lorichav10@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. Maxen, FC, CO	221-6586	Kravenschlag@fcgov.com
GARRY STEEN	FC TRANSPORTATION BERTHOUD		420-7557	G.WSTEEN@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

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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
Ft. Collins Coloradoan
July 16 thru July 22, 2010

NOTICE

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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
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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.

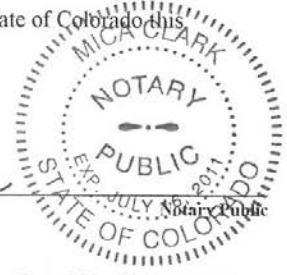
[Signature]
Legal Clerk

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

[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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Ad copy for 2011 Public Meetings:

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