2040 Regional Transit Element

Adopted August 6, 2015

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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RESOLUTION NO. 2015-10
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2040 REGIONAL TRANSIT ELEMENT (RTE)

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the Metropolitan Planning Organization (MPO) agency responsible for carrying out the continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) requires that MPO's incorporate Transit in their Regional Transportation Plan (RTP) process;

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date of the Regional Transportation Plan (RTP). The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the Planning Council approves and accepts the 2040 RTE for incorporation into the 2040 RTP and submits copies for informational purposes to the Governor;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council finds that the 2040 Regional Transit Element (RTE), per Resolution No. 2015-10, is in conformance with the requirements of Titles 23 and 49 U.S.C.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of August, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

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ADA – Americans with Disability Acts

BATS – Berthoud Area Transportation Services
BRT – Bus Rapid Transit

CDOT – Colorado Department of Transportation
CMAQ – Congestion Mitigation and Air Quality
CNG – Compressed Natural Gas
COLT – City of Loveland Transit
CR – County Road
CSU – Colorado State University

DRCOG – Denver Regional Council of Governments
DIA – Denver International Airport
DR – Direct Recipients

EIS – Environmental Impact Statement
EJ – Environmental Justice
EPA – Environmental Protection Agency

FASTER – Funding Advancements for Surface Transportation and Economic Recovery Act
FEIS – Final Environmental Impact Statement
FHWA – Federal Highway Administration
FLEX – Fort Collins-Longmont Express
FRA – Federal Railway Administration
FTA – Federal Transit Administration

GET – Greeley-Evans Transit

HBRRP – Highway and Bridge Replacement and Rehabilitation
HSIP – Highway Safety Improvement Program
HUTF – Highway Users Trust Fund

IGA – Inter-governmental Agreement

LCMC – Larimer County Mobility Council
LEHD – Longitudinal Employer-Household Dynamics
LODES – LEHD Origin-Destination Employment Statistics

MAP-21 – Moving Ahead for Progress in the 21st Century of 2012?
MAX – Mason Express Bus Rapid Transit
MPO – Metropolitan Planning Organization

NCLA – Northern Colorado Legislative Alliance
NEMT– Non-Emergency Medical Transportation
NFRMPO – North Front Range Metropolitan Planning Organization
NHS – National Highway System

PNR – Park-n-Ride
PRIIA – Passenger Rail Investment and Improvement Act of 2008
PSD – Poudre School District

RAFT – Rural Alternative for Transportation
ROD – Record of Decision
RTA – Regional Transit Authority
RTD – Regional Transportation District
RTE – Regional Transit Element
RTP – Regional Transportation Plan
RSA – Regional Service Agreement

SAINT – Senior Alternatives In Transportation
SH – State Highway
SRS – Senior Resource Services
STP-Metro – Surface Transportation Program for metropolitan areas

TAB – Transportation Advisory Board
TAC – Technical Advisory Committee
TAZ – Transportation Analysis Zone
TDM – Transportation Demand Management
TMA – Transportation Management Area
TPR – Transportation Planning Region

UNC – University of Northern Colorado
US – United States Highway
UZA – Urbanized Area

VMT – Vehicle Miles Traveled

WCMC – Weld County Mobility Council

EXECUTIVE SUMMARY

This 2040 Regional Transit Element (RTE) provides a long-range vision for regional transit services; however, the focus of the recommended actions is for the short-term. The region has had success in implementing regional transit, as shown by the FLEX route and the partnerships funding Greeley-Evans Transit (GET). It is through comprehensive analysis, cooperative action, and cohesive partnerships that a regional transit vision will become a reality. The 2040 RTE recommendation includes:

- Further study into the proposed transit connections between and the possible development of services using previously successful processes:
    - Fort Collins and Greeley/Evans area;
    - Greeley/Evans area and Loveland; and
    - Greeley/Evans area and Denver.
- Additional service and investment along the US 287 corridor provides the most promising opportunities for regional transit expansion at this time.

The entire North Front Range region will see significant population growth, with 84 percent more residents in 2040 than in 2010. Population and employment growth are occurring fastest within the I-25 sub-region. Population in the I-25 sub-region is expected to grow the greatest, resulting in 183 percent higher population in 2040 than in 2010. Other important demographic changes include:

- Fort Collins will remain the largest community, but will have the smallest rate of growth, adding 52 percent more people.
- Greeley will become larger than Fort Collins is today.
- Loveland will become larger than Greeley is today.

Employment will increase in the I-25 sub-region at the highest percentage, nearly double that of any other area in the North Front Range. The more developed and built out the sub-region, the less population and employment growth is projected to occur. Other factors impacting employment in the region include:

- The current population growth rate in the region outpaces the growth rate of jobs, this imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65+ will increase from 18 percent of the population in 2010, to 26 percent of the population by 2040. This may mitigate the number of residents traveling outside the region to employment.
- There will likely need to be intraregional movement for population and employment balance which will either result in added congestion or provide the opportunity to shift these trips to transit.

Ultimately, the best transit service plan will balance technical feasibility, social need, and political support. The region should:

- Assist smaller communities within the region with senior transit services for essentials, such as medical and grocery trips;
- Evaluate service between communities and to transit centers considered a priority;
- Develop service standards for each corridor; and
- Continue work set out in the previously completed feasibility studies.

CHAPTER 1: INTRODUCTION

PURPOSE

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

The 2035 RTE defined a vision for regional transit services by providing a framework to understand the types of regional transit services that may be needed in the future. Since its publication in 2011, the North I-25 Environmental Impact Statement (EIS), has provided a guide for how transit could be implemented along the I-25 corridor. Addressing transit service needs along the major corridors in the region is a necessary step to connect the region to the transit elements identified in the North I-25 EIS.

The 2040 RTE focuses on the steps necessary to translate a long-term regional transit vision into reality. It provides alternatives ranging from maintaining the status quo to rapid progress towards the service levels envisioned in the North I-25 EIS. This planning effort reflects a different approach and a more detailed level of analysis than has been done in the past. The 2040 RTE Alternatives:

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

PROJECT GUIDANCE

The North Front Range Metropolitan Planning Organization (NFRMPO) developed the 2040 RTE with input and guidance from the Technical Advisory Committee (TAC), the three regional transit providers, and the Larimer and Weld County Mobility Councils. The Planning Council guided the development of the report and adopted the plan at their August 6, 2015 meeting as part of the regional planning process.

Key concepts of this plan include:

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

- Strong public involvement.

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

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

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

PLANNING PROCESS

The development of the 2040 RTE has proceeded in two major phases. The first phase documents regional characteristics; existing and planned transit services; analysis of demand for transit; and the development of alternatives for regional transit services. The second phase involves an action plan to move the region forward in the development of regional transit services.

The planning activities for this 2040 RTE began with the solicitation of comments from the Mobility Councils and residents in Larimer and Weld counties. The public involvement continued with public meetings in each County to solicit comments on the 2040 RTE corridors. In addition, it included a series of meetings with the jurisdictions in the region to solicit their views on the alternatives for developing regional transit services.

PLANNING ISSUES

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

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

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

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

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

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

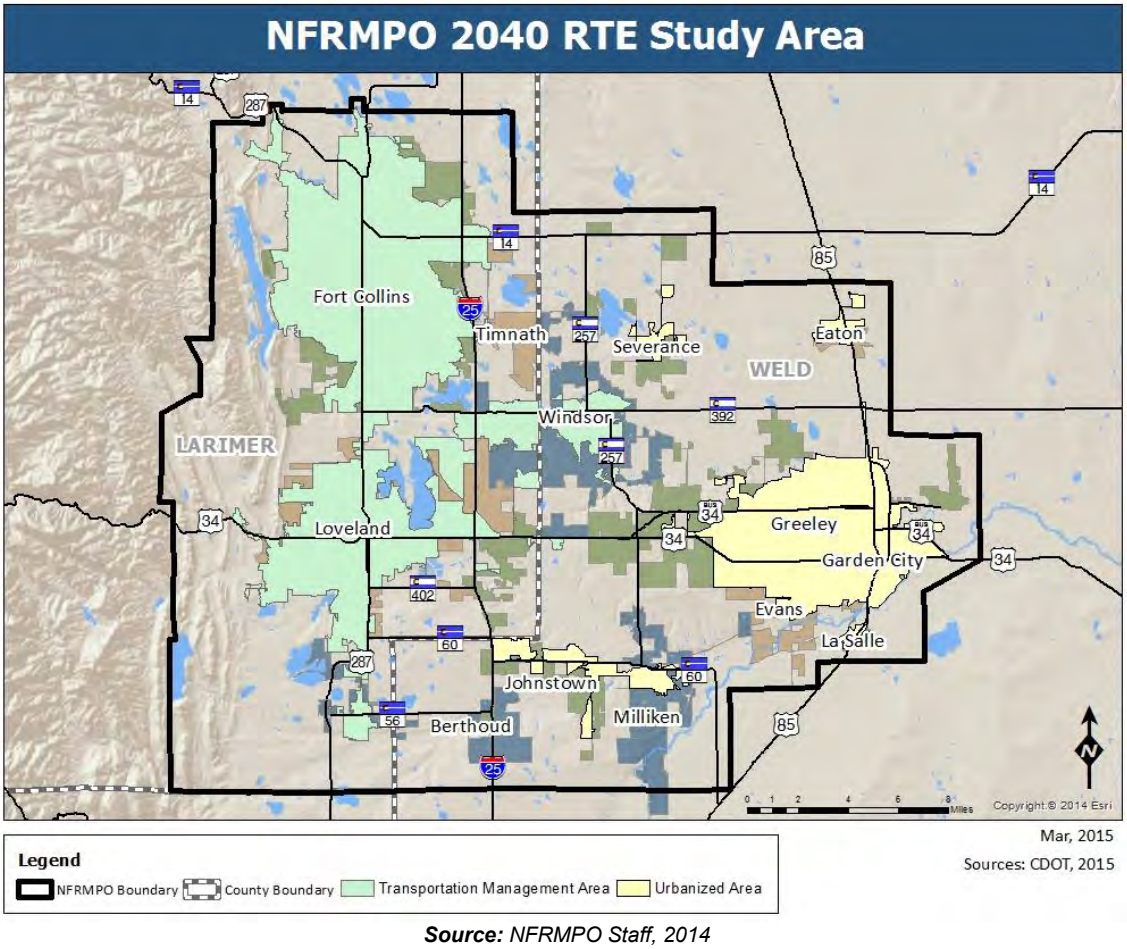
Recognizing these issues and challenges, this 2040 RTE will focus on the practicalities of identifying how to move forward in the development of transit services for the region.

CHAPTER 2: SOCIO-ECONOMIC PROFILE
STUDY AREA

The study area for this 2040 RTE is the NFRMPO region, also designated by the Colorado Department of Transportation (CDOT) as the North Front Range Transportation Planning Region. The NFRMPO boundaries lie within Larimer and Weld counties. The largest communities within the region are Fort Collins, Greeley, and Loveland, but the area includes many smaller municipalities. These MPO communities are within commuting distance to Boulder, Denver, Longmont, and Cheyenne, Wyoming.

The NFRMPO includes the Fort Collins-Loveland TMA, a large urbanized area; the Greeley-Evans small-urbanized area; and the small urban and rural areas outside these boundaries. ***Figure 2-1*** illustrates the study area within the Metropolitan Planning Organization (MPO) boundary.

Figure 2-1 NFRMPO 2040 RTE Study Area



Source: *NFRMPO Staff, 2014*

POPULATION

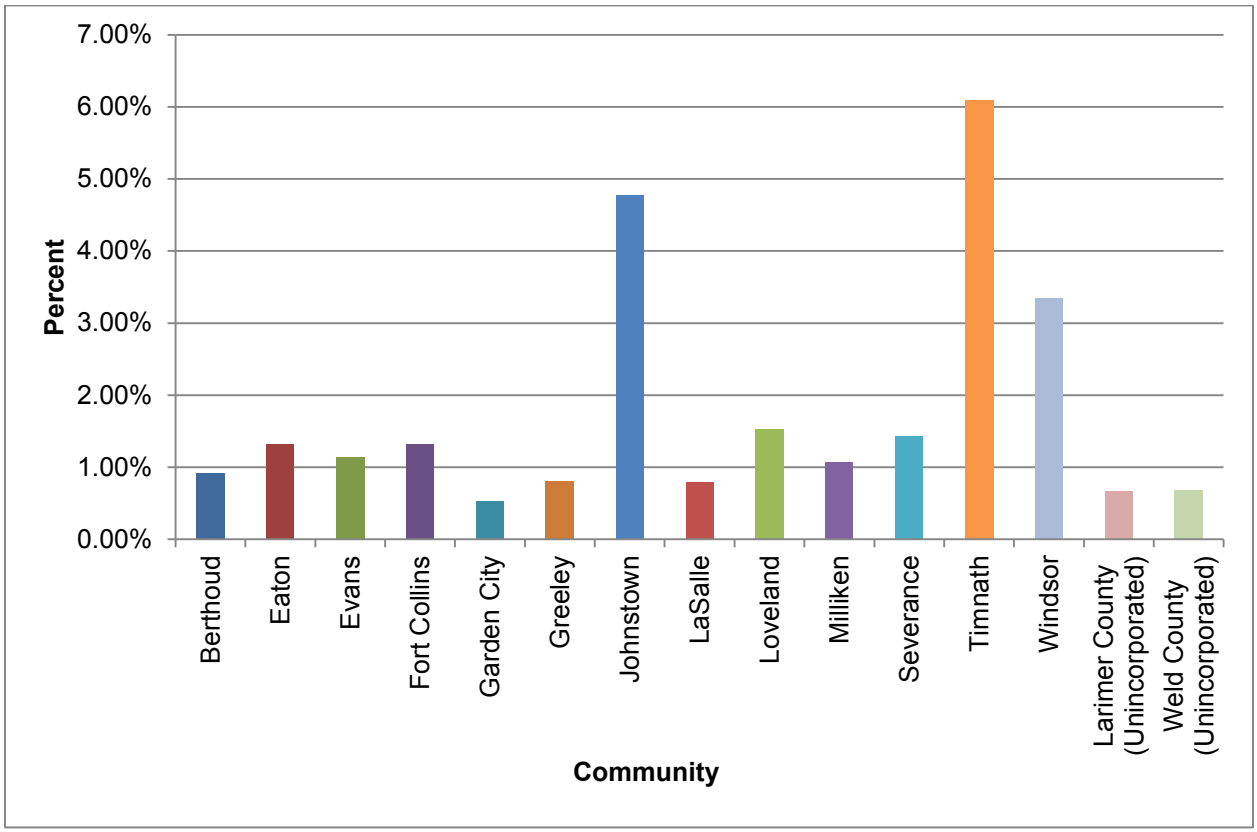
The three largest cities within the MPO boundary, Fort Collins, Greeley, and Loveland, had a 2013 population of 152,205 residents, 96,306 residents, and 71,224 residents, respectively. The communities of Berthoud, Eaton, Evans, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor are also members of the MPO. The population within these communities range from 240 to 21,407 residents, as shown in ***Table 2-1***. The balance of the population in the region resides in unincorporated portions of Larimer and Weld counties. According to the Colorado State Demography Office, the population in the North Front Range modeling area was approximately 434,492 in 2010, 8.6 percent of the State of Colorado's total population.

Table 2-1 NFRMPO Region Population Estimates, 2010-2013

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

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

Figure 2-2 Average Annual Growth Rate, 2010-2013



Source: *Colorado State Demography Office, 2015*

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

FORECASTS

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

The modeling area in Fisher and Resnick's report **2040 Economic and Demographic Forecast**, is divided into seven regions and do not exactly correspond with the MPO or municipal boundaries, ***Figure 2-3***. The sub-region referred to as Surrounding Area or Wellington

includes unincorporated portions of Larimer and Weld counties as well as Ault, Eaton, LaSalle, Pierce, and Severance. The I-25 sub-region includes Johnstown, Milliken, Timnath, and Windsor. The Loveland sub-region includes Berthoud and Loveland. The Greeley sub-region includes Evans, Garden City, and Greeley. The Fort Collins sub-region only contains Fort Collins.

By 2040, the region's population is estimated to reach 896,191.[1] The forecasts from the report were adopted by the MPO Planning Council in June 2013 and are the basis for the Land Use and the travel models, providing consistency for both the population and travel forecasts.

Population growth will not be uniform throughout the region. ***Table 2-2*** provides the population forecasts for the seven sub-regions during the 30-year period between 2010 and 2040, in five-year increments. The Greeley/Evans, I-25 Corridor, and Loveland sub-regions are expected to grow at a faster rate than the Fort Collins and the Surrounding Area sub-regions. ***Figure 2-4*** shows the average annual growth rate per sub-region between 2010 and 2040. Overall, the average population increase for all sub-regions between 2010 and 2040 is 85 percent.

Figure 2-5 illustrates the relative population levels of each of the five sub-areas used in the model. Fort Collins will continue to decrease its percentage of the overall population from 34.6 percent of the total population in 2010 to 28.5 percent by 2040. Greeley/Evans will increase its share of the total population to 24.7 percent by 2040, only four percent less than Fort Collins. The I-25 sub-region will see the greatest increase, from 8.9 percent of the total population in 2010 to 13.6 percent by 2040.

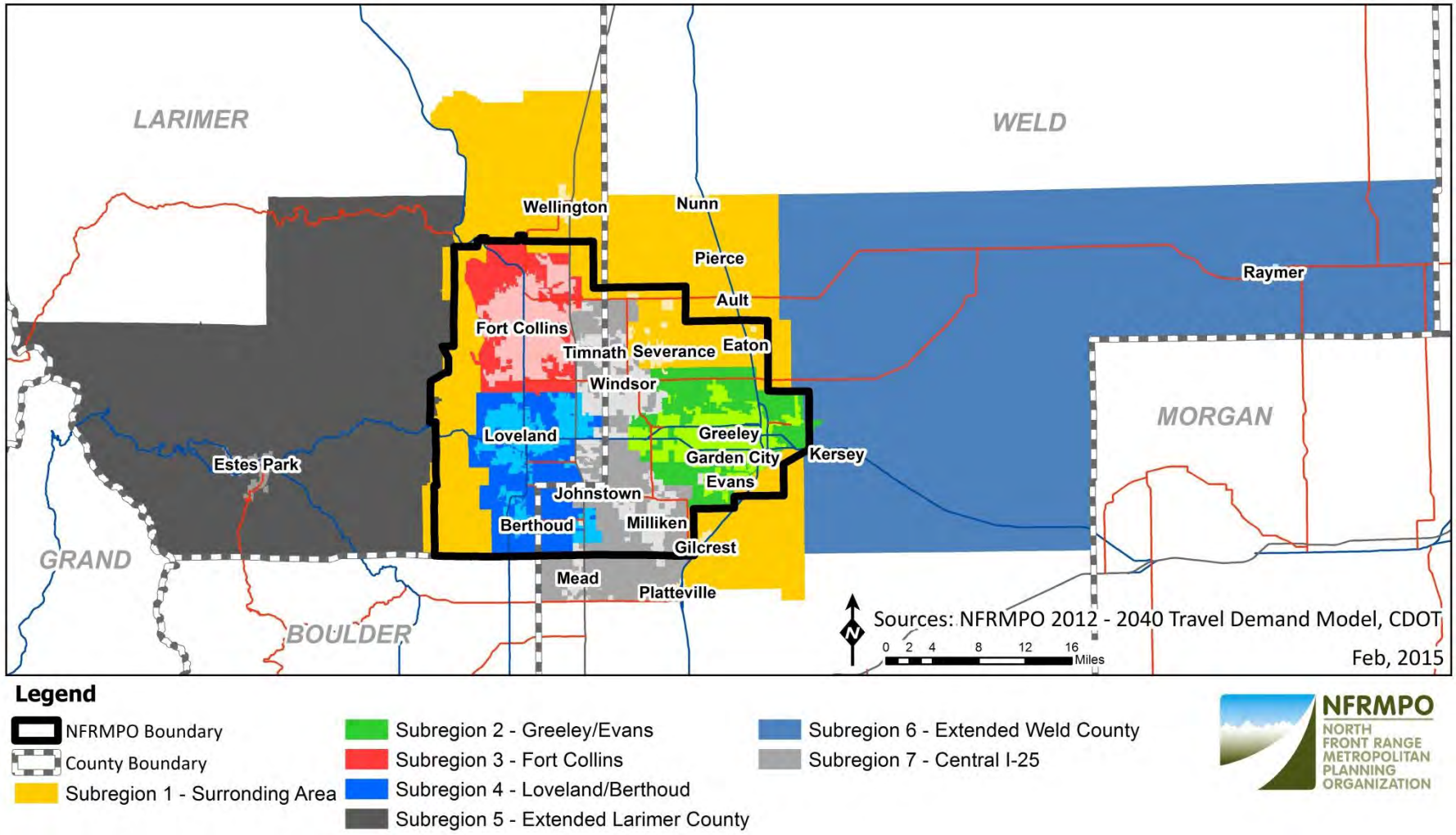
Table 2-2 Population by Sub-Region, 2010-2040

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

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

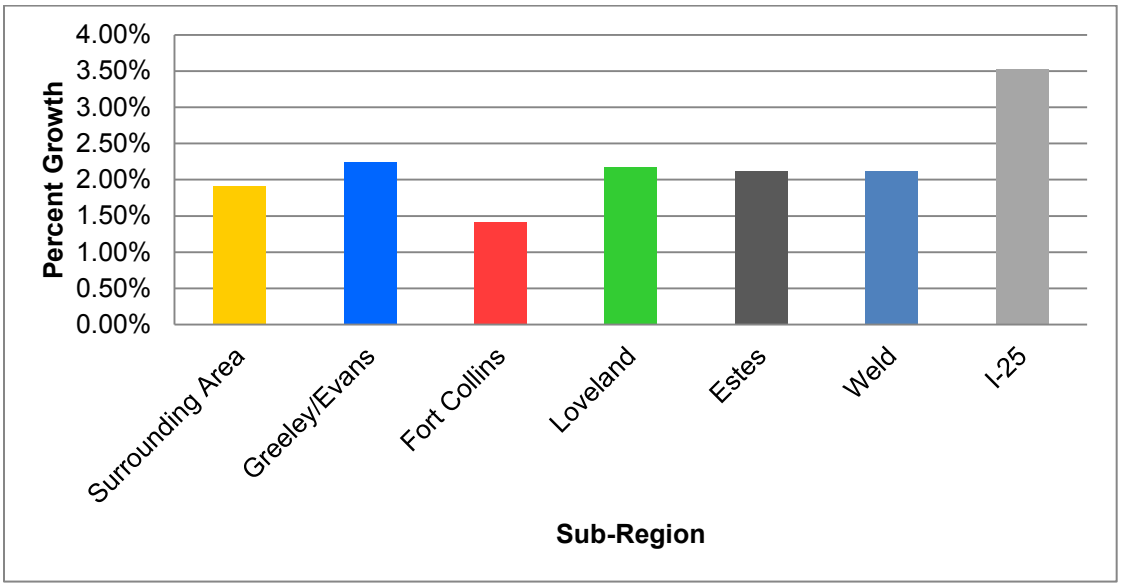
[1] *"2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO) 2012-2013",* is available in its entirety at http://nfrmpo.org/ResourcesDocuments.aspx

Figure 2-3 NFR Modeling Area and Sub-Regions



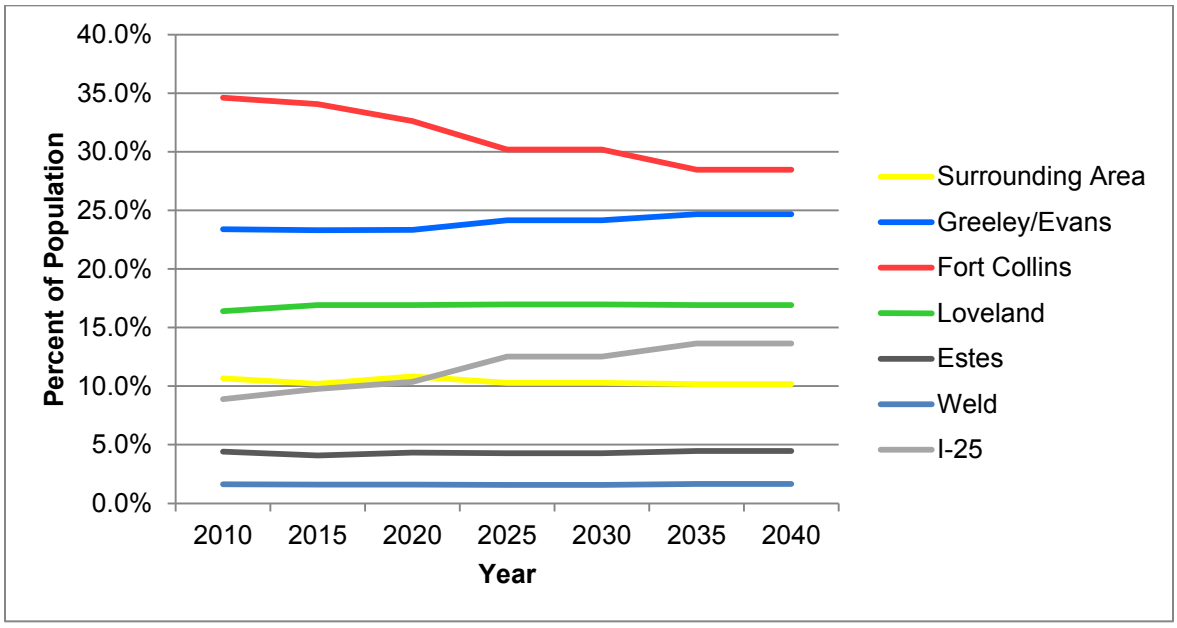
Source: *NFRMPO 2012-2040 Travel Demand Model, 2015*

Figure 2-4 Average Annual Growth Rate by Sub-Region, 2010-2040



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

Figure 2-5 Percentage of Total Population by Sub-Region, 2010-2040

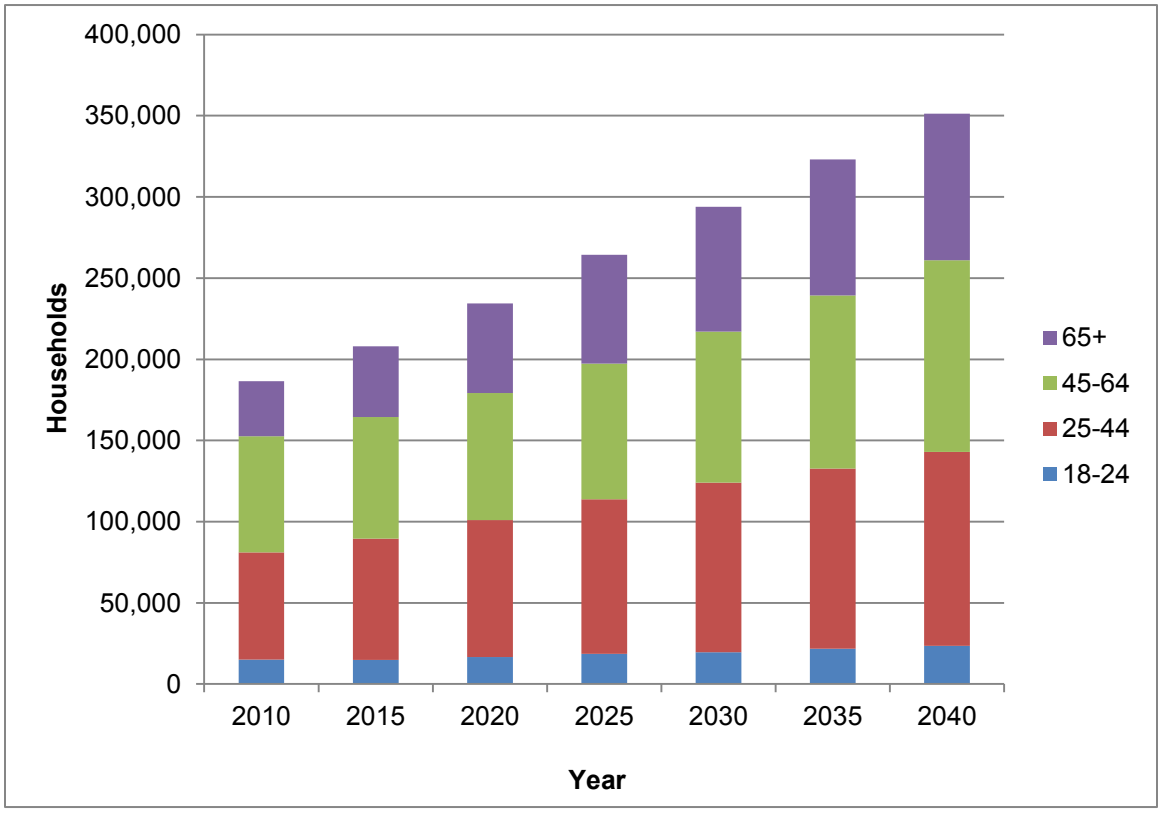


Source: *2040 Economic and Demographic Forecast North Front Range Metropolitan Planning Organization (NFRMPO), 2013*

The population in the North Front Range region will grow in all age cohorts (***Figure 2-6***); however, households headed by the oldest cohort, those aged 65 years and older, will grow the fastest. This cohort will grow from 18 percent of the population in 2010 to 26 percent of the population by 2040. This equates to a growth rate of over 166 percent, from 33,000 in 2010 to over 90,000 in 2040. Additionally, this cohort will increase on average more than three percent every year through 2040. This is over twice the growth rate for the group with the smallest gains, the 18-24 cohort. The average annual growth rate for all segments is shown in ***Figure 2-7***.

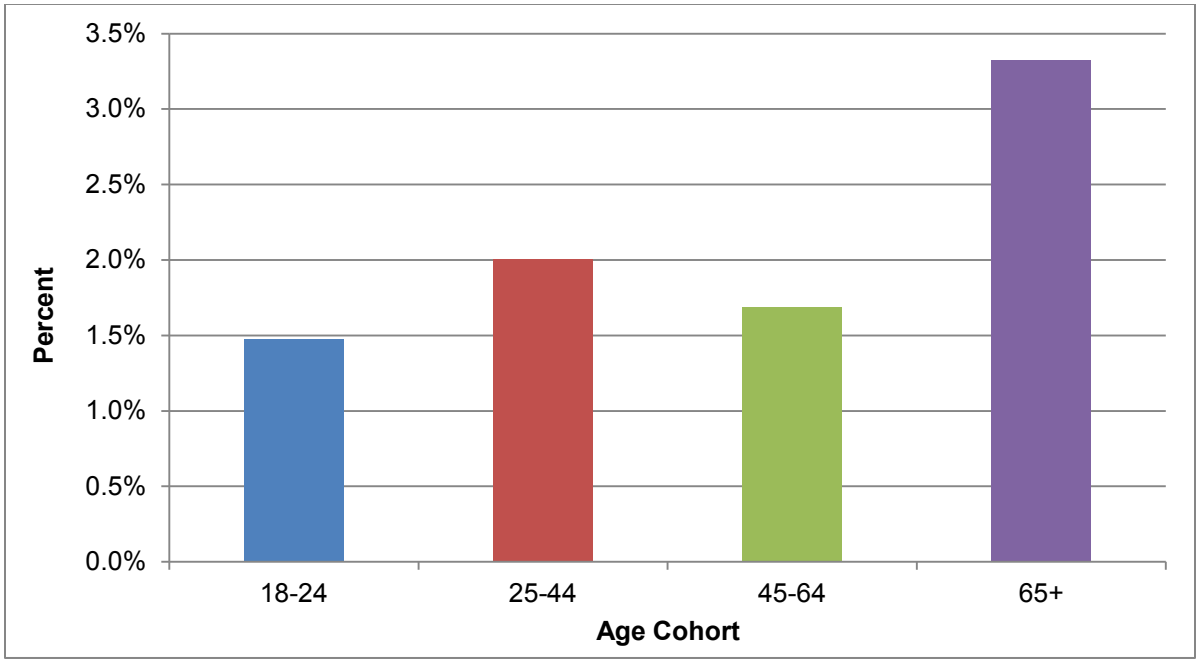
Knowing the age cohort growth projection rates is important for transportation as it allows time to plan to better meet the needs of the age groups needing additional or specialized transit services. Based on this projection, providing more transportation options for the aging population should be a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

Figure 2-6 Household Growth by Head of Household Age Group, 2010-2040



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

Figure 2-7 Average Annual Household Growth Rate by Age Group, 2010-2040



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

EMPLOYMENT AND TRAVEL PATTERNS

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

Total jobs in the North Front Range Forecast Area are estimated at 230,000 in 2010 and projected to grow to 415,000 by 2040. The growth varies by area with the most rapid growth projected to occur in the I-25 sub-region (3.71 percent annual average) and the smallest growth projected to occur in the Fort Collins area (1.24 percent annual average). The Loveland, Greeley/Evans area, and the Surrounding Area are projected to have 2.2 percent, 2.29 percent, and 1.93 percent growth, respectively. ***Table 2-3*** and ***Figure 2.8*** illustrate projected job growth by sub-region.

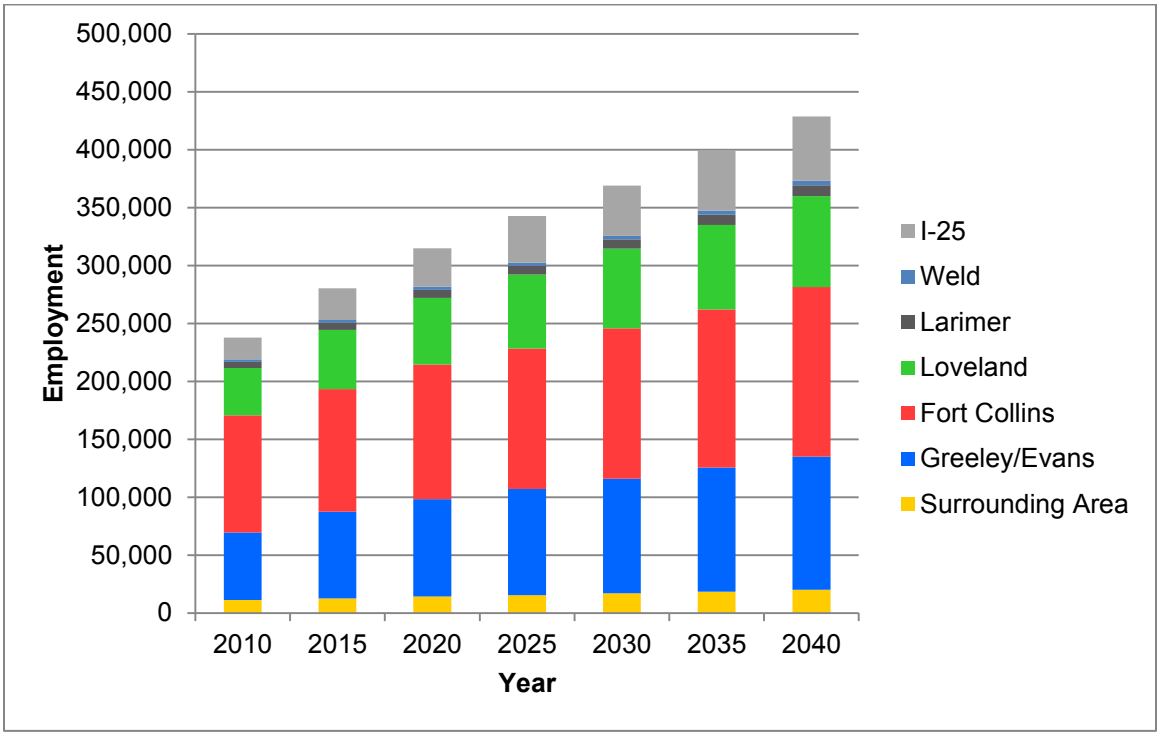
Fort Collins, Greeley/Evans, and Loveland are still projected to contain the majority of the region's employment by 2040.

Table 2-3 Number of Jobs by Sub-Region, 2010-2040

Sub-Region		2010	2015	2020	2025	2030	2035	2040	Average Annual Growth Rate
1	Surrounding Area	11,288	12,608	14,211	15,239	16,937	18,404	20,007	1.93%
2	Greeley/Evans	58,263	74,862	84,111	91,957	98,991	107,112	115,059	2.29%
3	Fort Collins	101,158	105,794	116,102	121,177	129,915	136,565	146,459	1.24%
4	Loveland	40,763	51,130	57,447	63,732	68,607	72,862	78,267	2.20%
5	Larimer	5,397	6,178	6,941	7,419	7,986	8,911	9,572	1.93%
6	Weld	2,173	2,487	2,795	2,989	3,218	3,593	3,860	1.93%
7	I-25	18,574	27,147	33,219	40,305	43,388	51,550	55,374	3.71%
Total		**237,615**	**280,207**	**314,827**	**342,818**	**369,042**	**398,996**	**428,599**	1.99%

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

Figure 2-8 Employment Growth by Sub-Region, 2010-2040



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

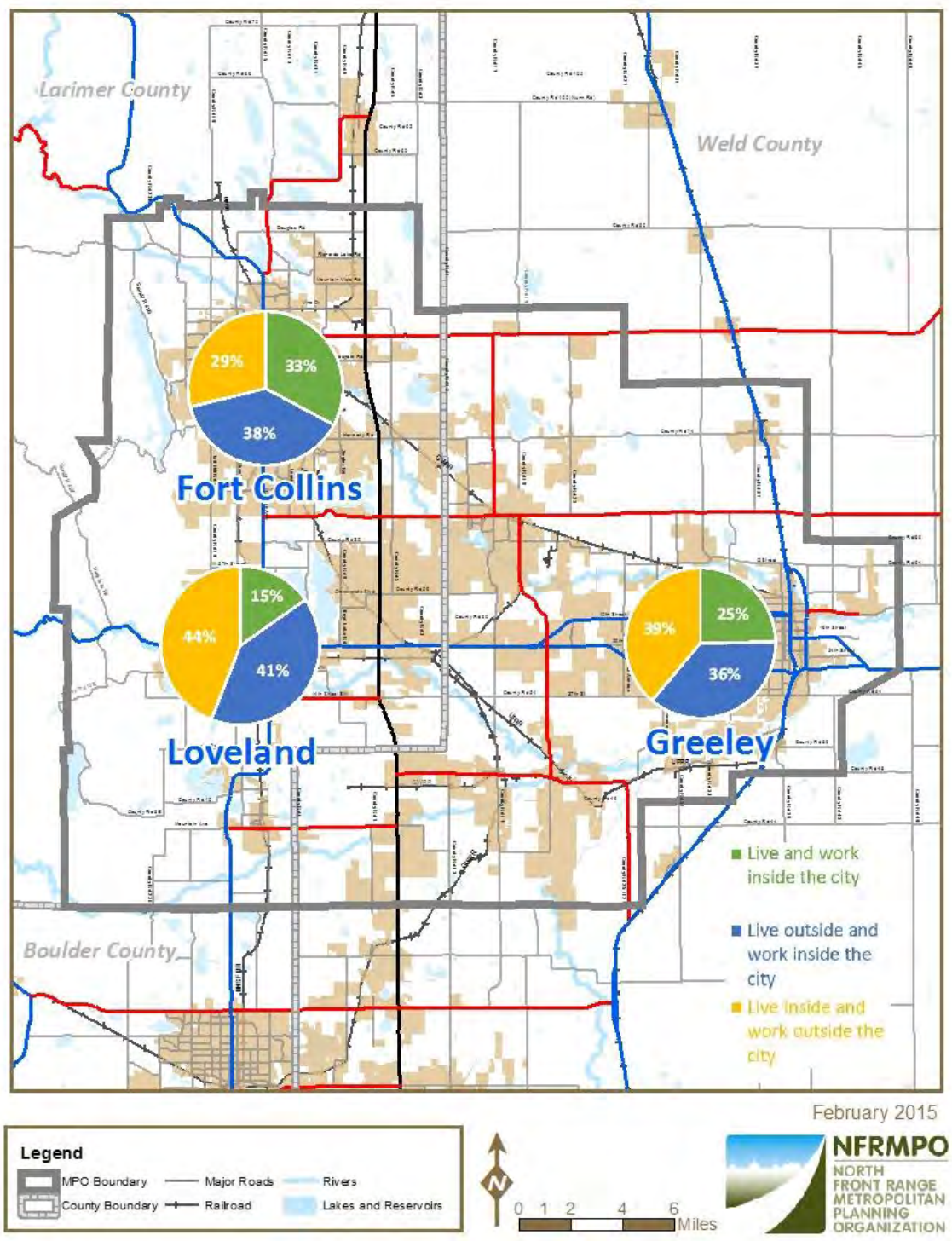
TRAVEL PATTERNS

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

The percentage of persons who live and work in the same jurisdiction for Fort Collins, Greeley, and Loveland changed from 2002-2011. Over that 10 year period, Greeley and Loveland saw a steady decrease in the number of residents who live and work in the same community. In 2011, only a quarter of Loveland's residents worked in the City of Loveland, the lowest of the three largest cities. Approximately 40 percent of Greeley's residents lived and worked in Greeley in 2011. Unlike Loveland and Greeley, the number of residents living and working in Fort Collins has stayed relatively steady over same 10 year period, between 50 and 55 percent. The 10 remaining communities in the North Front Range region have very low percentages of residents living and working in the same community, from one to 10 percent. These patterns are shown in ***Figure 2-9***.

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

Figure 2-9 Regional Travel Patterns



Source: *OnTheMap, 2015*

In 2011, 74 percent of Loveland's workforce commuted to Loveland from another community; this percentage increased steadily over the last 10 years, starting at 62 percent in 2002. Greeley

and Fort Collins have experienced similar growth in the percentage of workers commuting into their jurisdiction, though these percentages are lower than Loveland's.

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

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

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

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

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

LAND USE

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

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

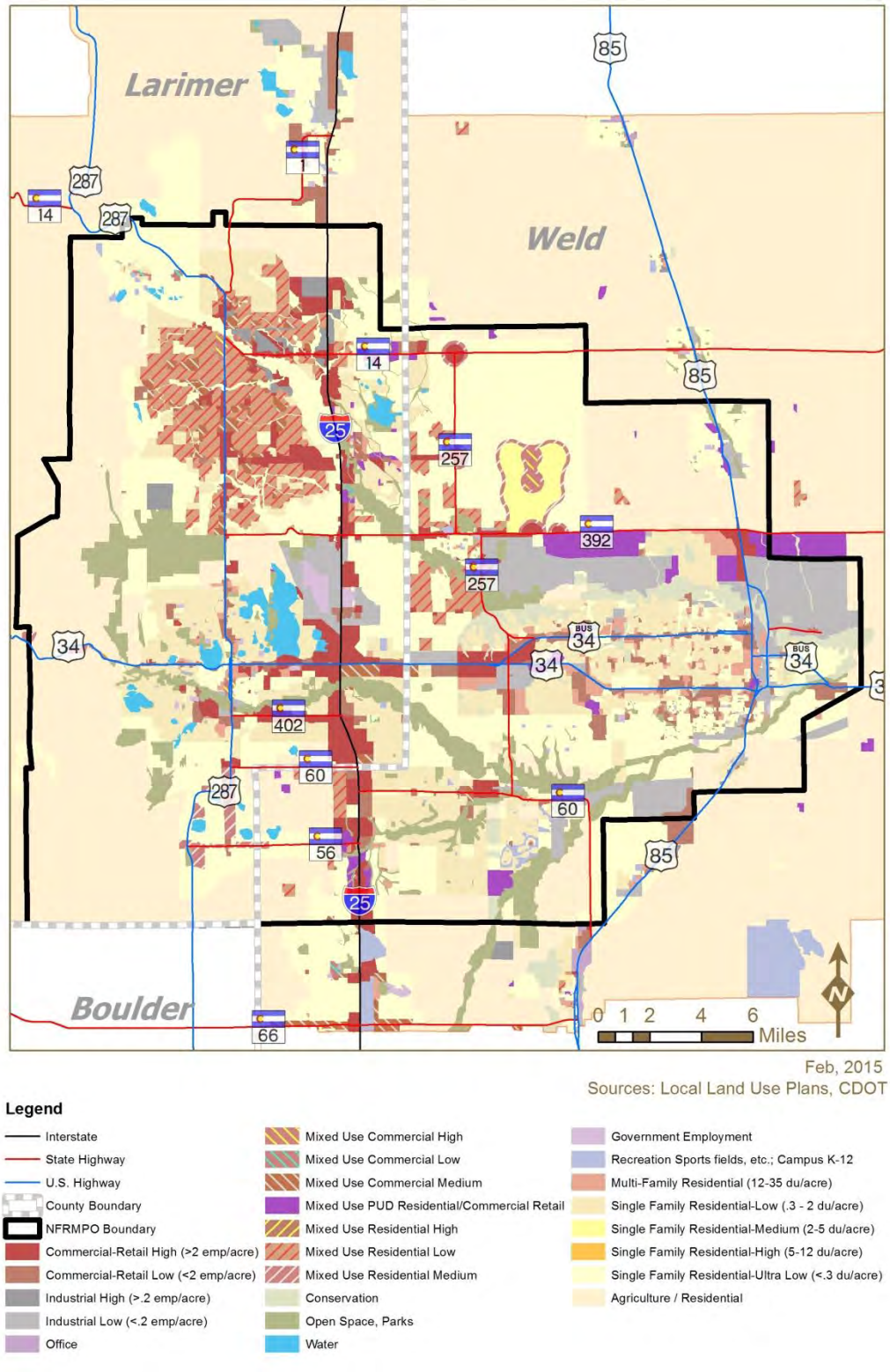
The region's future land use pattern, ***Figure 2-10***, shows most of the region's anticipated growth is expected to occur between the existing urban areas.

CHAPTER SUMMARY

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

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

Figure 2-10 North Front Range Future Regional Land Use



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

CHAPTER 3: EXISTING AND PLANNED TRANSIT SERVICES

PUBLIC TRANSPORTATION PROVIDERS

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

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

TRANSFORT – THE CITY OF FORT COLLINS

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

Transfort's fixed-routes are illustrated in ***Figure 3-1***. Transfort operates 20 local routes, one bus rapid transit (BRT) route, and one regional route. Routes generally run from 6:30 a.m. until 6:30 p.m., Monday through Saturday, but there is considerable variation with some routes to the Colorado State University (CSU) campus operating until 10:00 p.m.

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

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

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

Service Characteristics

In 2012, Transfort carried more than 2.29 million passengers on the fixed-route system, which increased from 1.9 million passengers in 2009. The Transfort system productivity is 29.2 riders per hour, ***Table 3-1***. Routes 2, 3, and 11 serve the CSU market and are some of the most productive in the system. These three routes carry a combined average of 73 passengers per

hour. Similarly, routes 91 and 92 serve PSD students and operate limited hours with high productivity. The remaining routes average 22.9 riders per hour.

As required by the federal government, Transfort operates a Dial-a-Ride service within ¾-mile of regular fixed-routes. In 2013, the system provided 19,429 hours of service and carried 37,747 riders. Transfort provides travel training on the third Thursday of every month from 12:00-1:00 p.m. for users who are interested in learning to use the fixed-route buses for some or all of their trips.

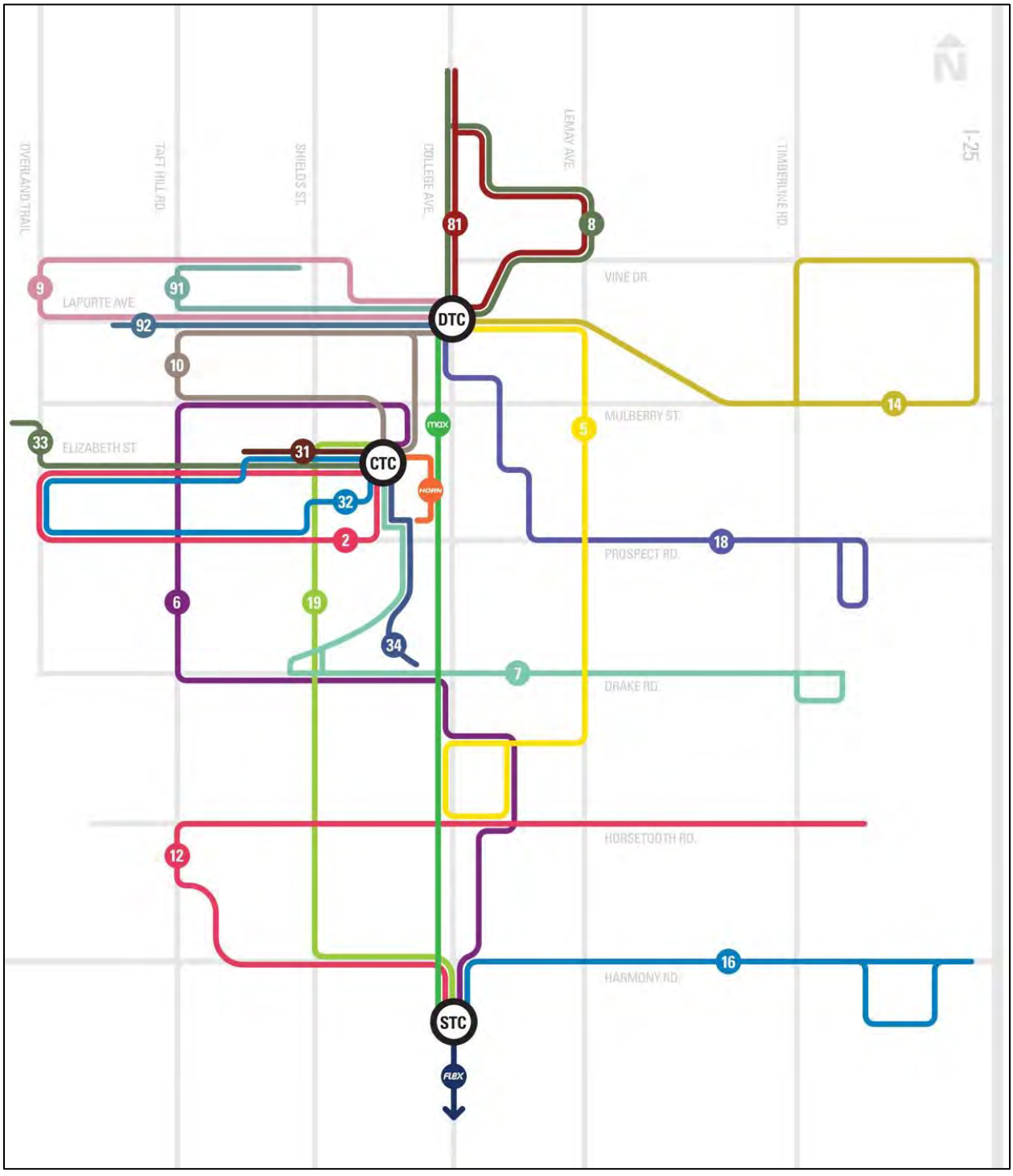
Table 3-4 Transfort Route Characteristics, 2013

Route	Annual Number of Passengers	Annual Service Hours	Average Passengers per Hour
1	341,681	15,365	22.2
2	209,674	4,035	52.0
3	207,978	3,203	64.9
5	97,023	3,955	24.5
6	130,743	4,548	28.8
7	91,370	3,929	23.3
8	123,850	3,776	32.8
9	53,411	2,143	24.9
11	283,804	2,351	120.7
14	64,537	2,599	24.8
15	112,073	4,318	26.0
16	84,124	3,709	22.7
17	45,925	2,747	16.7
18	86,155	3,858	22.3
19	94,442	4,112	23.0
81	65,992	3,143	21.0
91	2,155	90	23.9
92	5,183	54	96.0
Green & Gold	21,105	1,640	12.9
FLEX	169,205	9,161	18.5
Specials	6,081	---	---
TOTAL	**2,296,511**	**78,736**	**29.2**

Source: *City of Fort Collins – Transfort, 2015*

Figure 3-1 shows Transfort's system map based on current routes in 2015. A major restructuring occurred in 2014 following the introduction of the Mason Express (MAX). The routes in ***Table 3-1*** do not match the routes shown in ***Figure 3-1***. These changes are discussed in more detail in the *Bus Rapid Transit* section of this chapter.

Figure 3-1 Transfort System Map



Source: *City of Fort Collins – Transfort, 2015*

Vehicles

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

System Characteristics

Table 3-2 shows the system-wide characteristics over the seven year period of 2007 to 2013. All categories show a steady increase, with a 38.4 percent increase in ridership and 44.7 percent increase in service hours from 2007 to 2013.[3] There was a 49.2 percent increase in costs and a 74.2 percent increase in fare revenues during the same period. During this period, costs and fare revenues increased faster than ridership and service hours.

The City of Fort Collins funds Transfort with a combination of Federal Transit Administration (FTA) urbanized area funds, City general funds, operating revenues, and contract revenue from CSU and PSD students. ***Table 3-3*** illustrates system-wide performance measures for Transfort.

Table 3-5 Transfort Trends, 2007-2013

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fares
2007	1,641,407	774,466	66,675	$5,857,751	$663,213
2008	1,884,197	798,952	68,368	$6,288,216	$699,681
2009	1,904,229	791,627	69,984	$6,001,968	$790,883
2010	2,034,195	913,682	75,563	$6,267,239	$869,409
2011	2,156,791	995,858	77,355	$7,121,053	$951,141
2012	2,271,732	1,028,405	78,551	$7,303,399	$955,073
2013	2,270,148	1,188,513	96,512	$8,739,326	$1,155,348

Source: *City of Fort Collins – Transfort, 2014*

Table 3-6 Transfort System-wide Performance Measures, 2013

Performance Measure	Total
Cost per Operating Hour	$90.55
Passengers per Operating Hour	23.52
Cost per Passenger Trip	$3.85
Subsidy per Passenger Trip	$3.34
Farebox Recovery	13.2%
Ridership per Capita	14.93
Cost per Capita	$57.47

Source: *City of Fort Collins – Transfort, 2014*

[3] Population assumption of 148,167 in 2012, provided by Colorado's DOLA.

Bus Rapid Transit (BRT)

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

Figure 3-2 MAX BRT Service Route

Source: *Transfort, 2013*

Mason Express (MAX) service

While construction began on the MAX in summer of 2012, work on the Mason Corridor concept began in the mid-1990's and cost $87M including planning, construction, and implementation. The FTA provided $69.5M to the project, 80 percent of the project's cost. The service provides a bus service at 10-minute intervals during peak hours, a trip that takes 22 minutes from the Downtown Transit Center to the South Transit Center along the Mason corridor; ***Figure 3-2*** shows the MAX route.

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

The development expected along the Mason corridor includes infill and redevelopment of parcels. CSU anticipates $700M in improvements along their portion of the corridor between 2015 and 2018.[4]

The MAX system has a partially dedicated route which runs parallel to the BNSF Railway line, between the South Transit Center (south of Harmony Road) and Horsetooth Road and between

[4] City of Fort Collins Staff

Drake Road and University Avenue (CSU). This dedicated route is an integral part of the MAX service and is independent of traffic conditions. The MAX stations are spaced further apart than regular local-service bus routes cutting transit commute times.

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

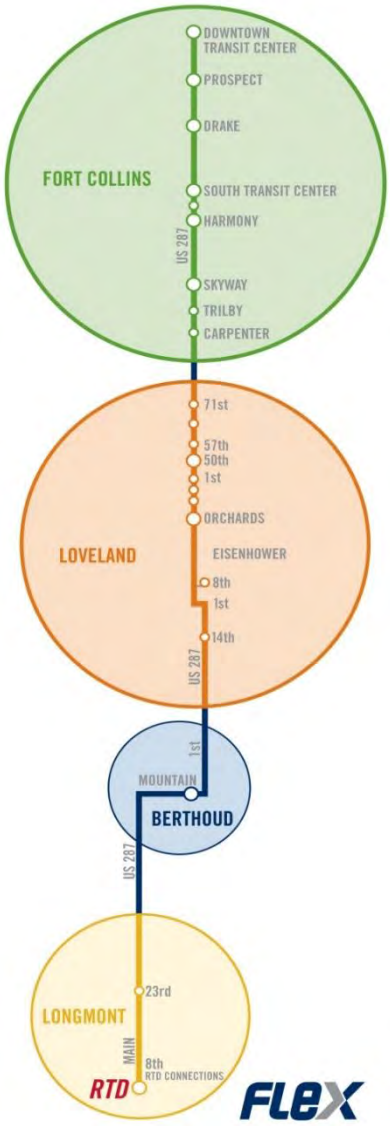
FLEX Regional Transit Service

In June 2010, the FoxTrot route was replaced with the FLEX route, extending service to Berthoud and Longmont. The route terminates at the Regional Transportation District's (RTD) at 8th and Coffman Park-n-Ride station in Longmont, ***Figure 3-3***. The service is operated by Transfort and funded through a regional partnership between the cities of Fort Collins, Longmont, and Loveland, the Town of Berthoud, and Boulder County. This service began as a three-year pilot project connecting riders in Berthoud, Fort Collins, and Loveland with the Boulder and Denver metro areas. During peak morning and afternoon commute times, an express route operates on 30-minute headways stopping only at key points between Fort Collins and Longmont. Off-peak service is provided on one-hour headways between Fort Collins and Loveland.

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

In 2013, FLEX had 169,205 passengers, 9,161 service hours, and 18.5 passengers per hour. Service characteristics and performance measures for FLEX are listed in ***Tables 3.4 and 3.5***.

Figure 3-3 FLEX Route Map



Source: *Transfort, 2015*

Table 3-7 FoxTrot and FLEX Service Characteristics, 2007-2013

Service	Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fares
FoxTrot	2007	89,642	67,128	3,930	$227,848	$14,827
	2008	108,176	66,911	3,918	$211,604	$15,958
	2009	111,228	67,347	3,973	$350,740	$14,965
FoxTrot & FLEX	2010	134,982	139,903	6,851	$594,555	$24,934
FLEX	2011	168,609	202,418	9,152	$759,359	$41,216
	2012	184,649	204,726	9,197	$744,654	$50,164
	2013	169,205	203,949	9,161	$764,222	$52,215

Source: *Transfort, 2015*

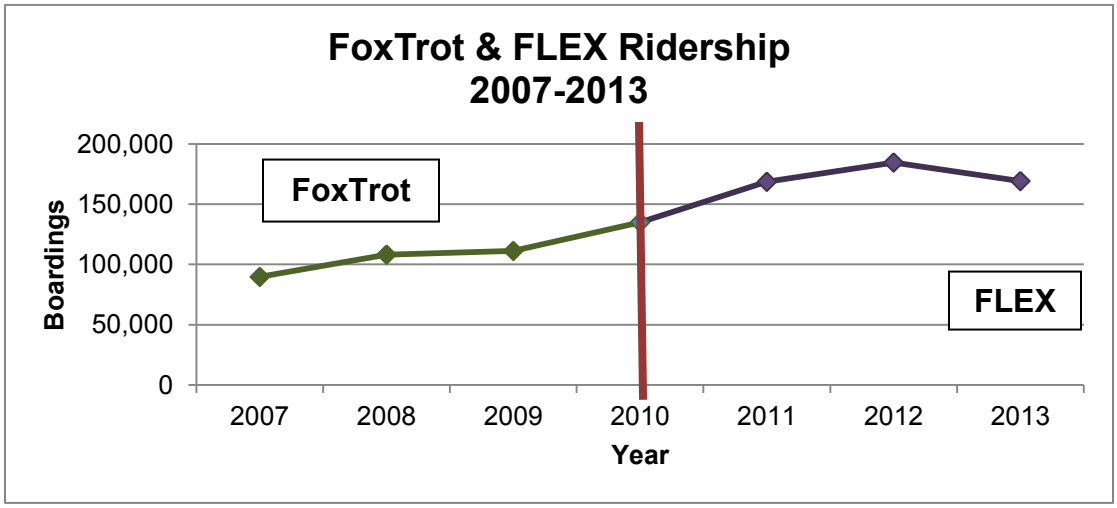
Table 3-8 FLEX Performance Measures, 2013

Performance Measure	Total
Cost per Operating Hour	$83.42
Passengers per Operating Hour	18.47
Cost per Passenger Trip	$4.52
Subsidy per Passenger Trip	$4.21
Farebox Recovery	6.8%

Source: *Transfort, 2013*

Figure 3-4 shows the increase in ridership along the corridor. The service ran as FoxTrot from 2007 until mid-2010 and became the current FLEX service in mid-2010.

Figure 3-4 FoxTrot and FLEX Ridership, 2007-2013



Source: *Transfort, 2015*

Strategic Plan Improvements

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

Phase I: Modest growth of the system and anticipate MAX BRT service. Service to the PSD campuses is improved.

Phase II: Expands service, extends evening services, and begins the transition to a grid route configuration with higher frequencies. Regional services are identified between Fort Collins, Loveland, and Denver.

Phase III: Additional transit growth with longer hours, Sunday service, and expansion of regional service.

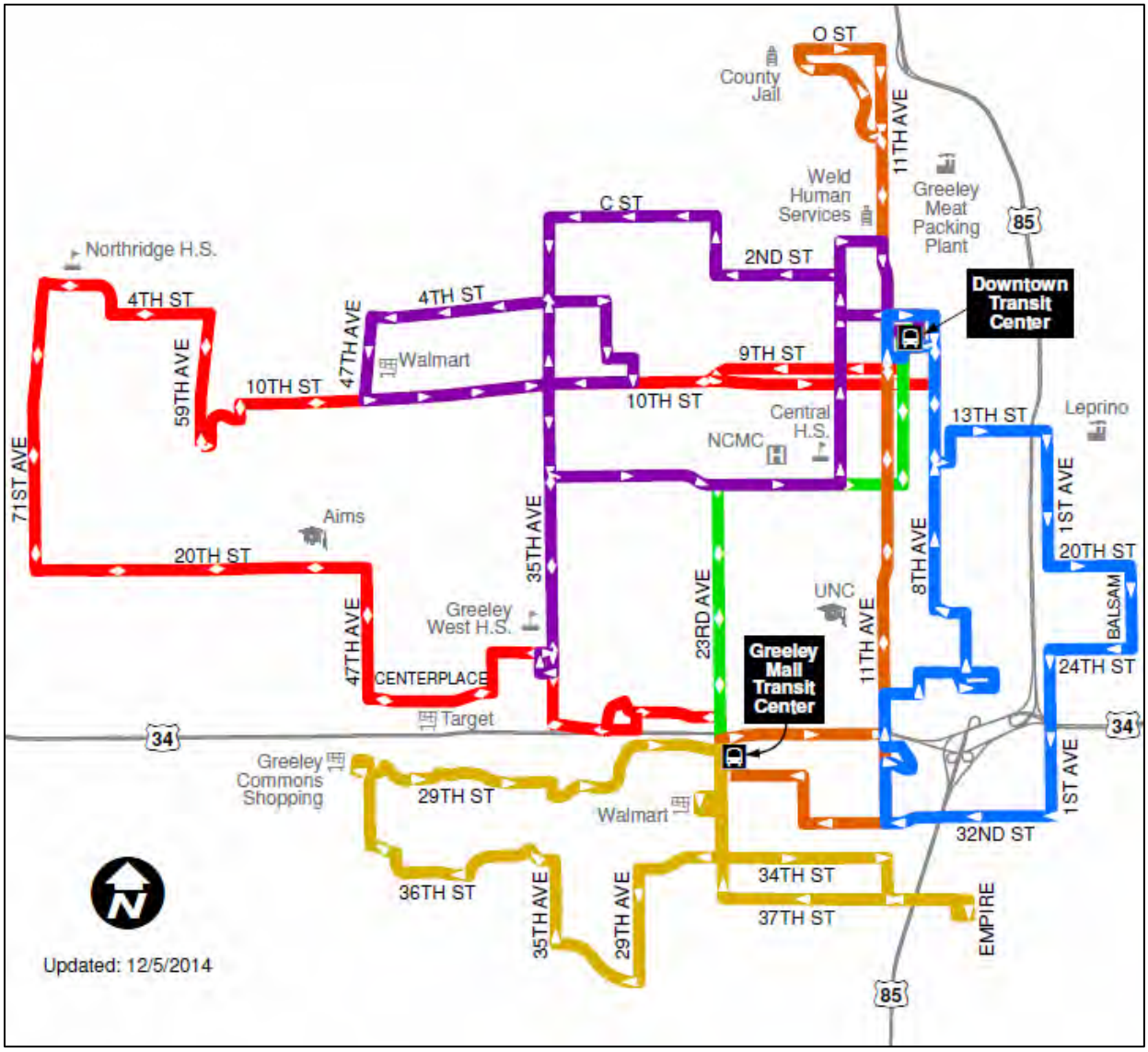
GREELEY-EVANS TRANSIT – GET

Greeley-Evans Transit (GET) is operated by the City of Greeley and provides fixed-route, paratransit services, and Call-N-Ride, to the public within Greeley, Garden City, and Evans. Service to Evans and Garden City is provided through an Inter-governmental Agreement (IGA).

As of 2015, GET operates seven local fixed-routes, including a campus route for the University of Northern Colorado (UNC), the UNC Boomerang. ***Figure 3-5*** illustrates the system's fixed-routes through July 31, 2016. ***Figure 3-6*** shows the system's fixed-routes proposed to begin January 1, 2016, operating out of a temporary transfer center north of Lincoln Park in downtown Greeley. The numbers on the map show the proposed route number. GET fixed-routes generally run from 6:30 a.m. to 7:30 p.m., Monday through Friday and from 7:00 a.m. to 5:30 p.m. on Saturday. The UNC Boomerang operates Monday through Friday when UNC is in session. Over the past few years, additional services have been added in the form of increased frequency on the current Orange Route (2013) and an additional service hour in the evening (2015). Paratransit service, a door-to-door service for persons who qualify under the ADA, operates within ¾-mile of fixed bus routes during the same time as fixed route. Call-n-Ride operates within the same service area as paratransit and offers extended service during the evening for the general public, until 8:30 pm Monday through Saturday. Call-n-Ride is also available on Sunday from 7:45 a.m. until 1:45 p.m. There is no service on major holidays.

GET charges a basic single-ride fare of $1.50, discounted to $0.75 for seniors, the disabled, and Medicare recipients. Riders under 18 with a valid K-12 student ID or state issued ID ride free. This program began in August 2014, and has resulted in a significant ridership increase. More specifically, student ridership increased from 6,850 for the fall semester in 2013 to 25,469 in 2014, a 272 percent increase. UNC students are not included in this program; however, they are allowed to ride free under the University program. Aims Community College students are eligible to purchase a semester pass for $64. A variety of multiple ride tickets and passes are also sold at a discount. Transfers are free.

Figure 3-5 GET Fixed-Route Services (2015)



Source: *GET, 2015*

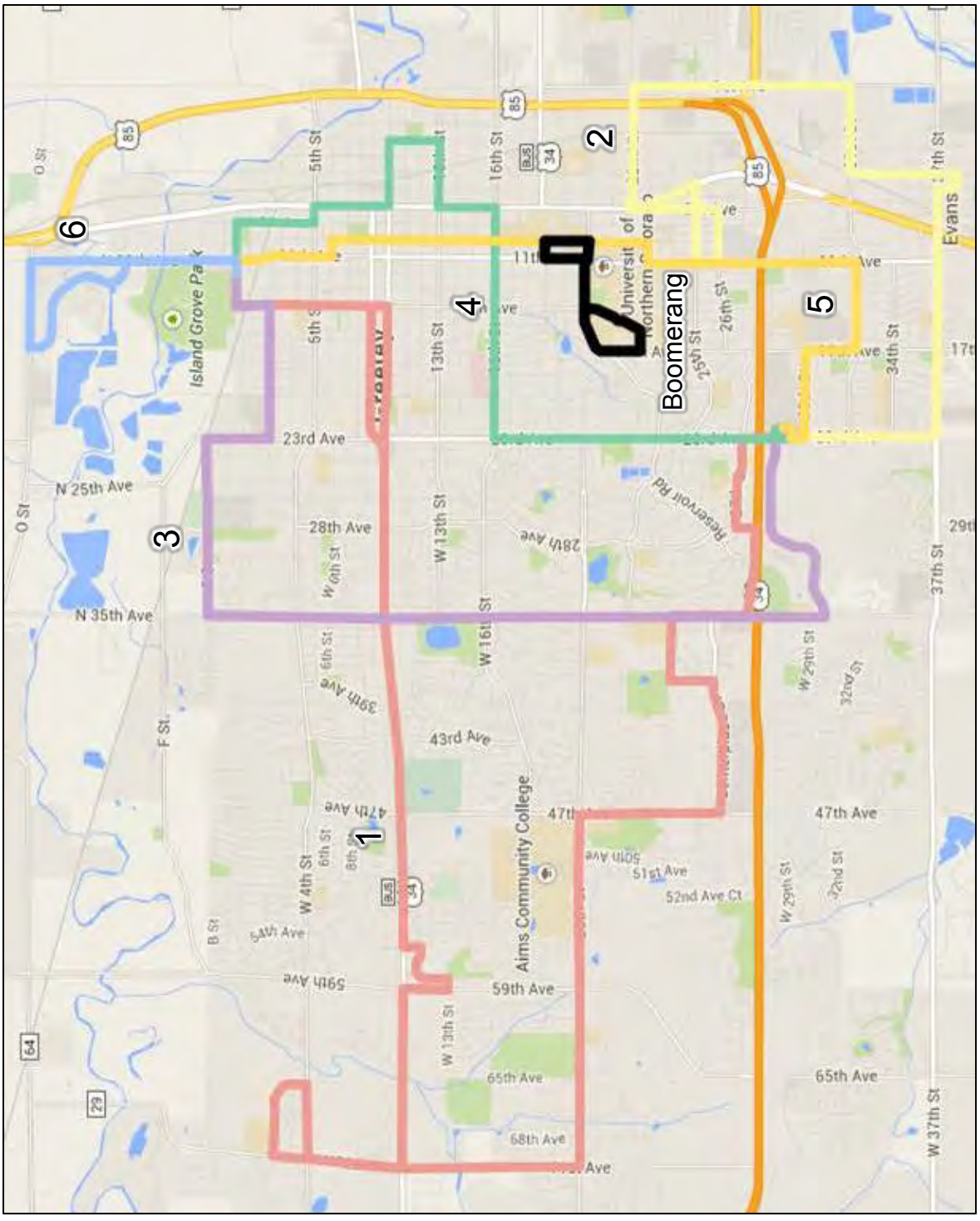


Figure 3-6 Proposed GET Fixed-Route Bus Services (2016)

Source: *GET, 2015*

Service Characteristics

GET carried over 532,000 passengers in 2013 on their fixed-route system. The fixed-route system's productivity was 16.47 riders per hour, as shown in ***Table 3-6***. Ridership has varied over the past few years due to significant route changes to the UNC Boomerang, both positively and negatively impacting ridership. More specifically, the Boomerang Route was changed in late 2009 resulting in a significant decrease in ridership. In 2013, routing was changed once again resulting in a 48 percent increase. Without including the UNC Boomerang service, ridership throughout the GET system has continued to grow.

Combined, the paratransit and demand-response services operated 13,328 hours of service and carried 25,007 riders for an average productivity of 1.88 riders per hour. This is up from 1.7 riders per hour in 2009. The paratransit and demand-response services use one-third of the total system's service hours. GET provides travel training to assist riders in learning to use the fixed-route buses for some or all of their trips.

Table 3-9 GET Route and Service Statistics, 2013

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
Red Route	107,758	6,671	16.15
Gold Route	26,509	3,382	7.84
Purple Route	32,767	3,380	9.69
Green Route	40,794	3,413	11.95
Orange Route	216,261	10,126	21.36
Blue Route	43,849	3,335	13.15
UNC Boomerang	64,156	2,006	31.98
Fixed-Route Subtotal	*532,904*	*32,312*	*16.47*
Paratransit/Demand-Response	25,007	13,328	1.88
TOTAL	**557,101**	**45,641**	**12.21**

Source: *City of Greeley – GET, 2013*

Vehicles

GET has a fleet of 27 vehicles, all running on diesel. GET uses nine of these vehicles for demand-response service and the remaining 18 for fixed-route service. All of the vehicles are wheelchair accessible, with two wheelchair tie-downs on the fixed-route vehicles and three on the demand-response vehicles. **Appendix B** has additional information on the GET fleet. GET is in the process of transitioning its fleet from body on chassis fixed-route diesel buses to low-floor heavy-duty CNG buses.

System Characteristics

Trends in basic system characteristics are illustrated in ***Table 3-7***. Over the six-year period of 2007 to 2013, ridership grew by 9.1 percent, service miles decreased by 0.5 percent, and service hours increased by 2.1 percent. Operating costs increased by 42.6 percent while annual fare revenue increased by 98.5 percent. This increase in fare revenue was due to increased

ridership on the fixed-route service as well as a fare increase in September 2008 and a bus pass increase in July 2010.

Table 3-10 GET Trends, 2007-2013

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fares
2007	504,487	589,635	45,222	$2,111,672	$282,296
2008	541,770	557,739	45,997	$2,557,364	$349,936
2009	555,754	537,251	45,285	$2,553,479	$406,712
2010	517,582	527,931	44,369	$2,542,641	$366,671
2011	507,271	555,751	46,492	$2,684,182	$466,439
2012	538,034	571,576	44,568	$2,633,583	$481,126
2013	550,193	586,791	46,182	$3,010,244	$560,372

Source: *City of Greeley – GET, 2015*

GET funds its $3 M in annual operating costs through fares, UNC contract revenues, and local and FTA funding. Service is provided to Evans and Garden City (starting in 2015) through intergovernmental agreements with both governments.

GET system performance measures are shown in ***Table 3-8***. The system has a lower cost per operating hour compared to COLT and Transfort at $65.18, reflecting the limited staff available to run the system. The other performance measures reflect a basic system that has a high level of paratransit service compared to the fixed-route services provided.

Table 3-11 GET System-wide Performance Measures, 2013

Performance Measure	Total
Cost per Operating Hour	$65.18
Passengers per Operating Hour	11.91
Cost per Passenger Trip	$5.47
Subsidy per Passenger Trip	$4.09
Farebox Recovery	18.62%
Ridership per Capita	4.67
Cost per Capita	$25.55

Source: *City of Greeley – GET, 2013*

Planned Services

The City of Greeley has a strategic plan and has revisited its transit planning in the current update of the City's *2035 Transportation Vision Plan*. An updated transit plan is anticipated to be completed in 2015. A new route system is expected to start in January 2016.

COLT – CITY OF LOVELAND TRANSIT

The City of Loveland Transit (COLT) system is operated by the City of Loveland's Public Works Department. COLT's fixed-route service runs from 6:48 a.m. to 6:40 p.m., Monday through Friday and from 8:48 a.m. to 5:40 p.m. on Saturday, with one-hour headways. Paratransit and senior door-to-door service is available during the same hours, for eligible passengers. The service is divided into three routes: 100, 200, and 300, ***Figure 3-7***.

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

COLT has a fleet of 10 vehicles:

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

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

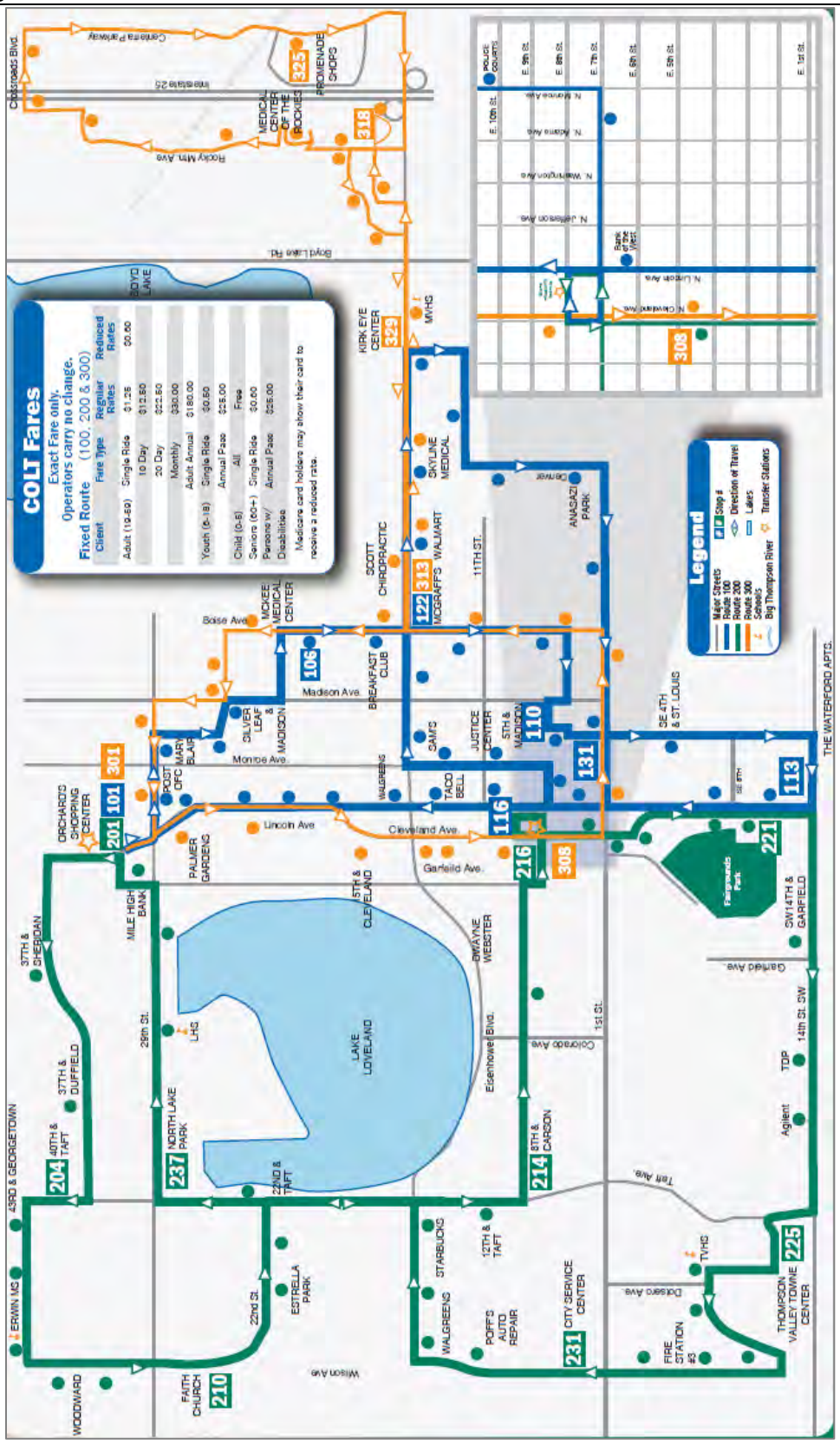


Figure 3-7 COLT Bus Routes

***Source:** City of Loveland– COLT, 2015*

COLT Service Characteristics

COLT carried over 135,061 passengers in 2013 on their fixed-route system. The fixed-route system's productivity was 12.76 riders per hour, as shown in ***Table 3-9***. The paratransit and demand-response services combined, operated 3,580 hours of service and carried 7,742 riders for an average productivity of 2.16 riders per hour. The paratransit and demand-response services use one-quarter of the total system's service hours. COLT provides travel training to assist riders in learning to use the fixed-route buses for some or all of their trips.

Table 3-12 COLT Route and Service Statistics, 2013

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
Route 100	33,434	3,528	9.48
Route 200	52,574	3,528	14.9
Route 300	49,053	3,525	13.92
Fixed-Route Subtotal	*135,061*	*10,581*	*12.76*
Paratransit/Demand-Response	7,742	3,580	2.16
TOTAL	**142,803**	**14,161**	**10.08**

Source: *City of Loveland Transit, 2015*

While the smallest of the fixed-route systems, COLT saw increases in all of its service characteristics between 2007 and 2013, ***Table 3-10***. During this period, ridership increased by 23.2 percent, service miles increased by 20 percent, and vehicle hours increased by 3.4 percent. Financially, COLT has seen an increase of almost 27 percent in its annual operating cost and a 20 percent increase in annual fare revenues.

Table 3-13 COLT Trends, 2007-2013

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2007	115,895	184,058	13,617	$900,070	$68,518
2008	136,255	192,481	14,112	$948,463	$75,332
2009	155,695	200,370	12,237	$978,013	$76,468
2010	146,467	194,753	12,041	$952,127	$79,705
2011	133,555	207,048	13,265	$1,071,550	$114,240
2012	142,144	214,414	14,092	$1,150,000	$108,368
2013	142,803	220,916	14,085	$1,142,916	$82,208

Source: *City of Loveland – COLT, 2013*

Table 3-11 shows COLT's system-wide performance measures. The system has the lowest cost per capita of all the fixed-route systems.

Table 3-14 COLT System-wide Performance Measures, 2012

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

Source: *City of Loveland– COLT, 2013*

Strategic Plan Improvements

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

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

BUSTANG

Bustang is an interregional express bus service which will be operated by a private provider under contract with CDOT. The Bustang service will provide a connection between the North Front Range region and Denver with six northbound and six southbound buses Monday through Friday. There will be three stops in the region: US 34 and I-25 in Loveland, Harmony Road, and two trips per day to and from the Downtown Transit Center in Fort Collins. The proposed schedule is shown in ***Table 3-12.*** One-way and multi-trip discount tickets will be sold, with single tickets available for purchase on all buses. There will also be a 25 percent discount for disabled persons and adults 65 years and over.[5] The service routes are shown in ***Figure 3-8***, the line to the North Front Range region is shown in green. At the Denver Station, the riders can connect to buses that travel to the Colorado Springs area as well as the rest of Denver and eventually to Denver International Airport (DIA).

Figure 3-8 Bustang Green Line Route

Source: *CDOT, 2015*

Table 3-15 Bustang Green Line Schedule

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

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

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

Source: *CDOT, 2015*

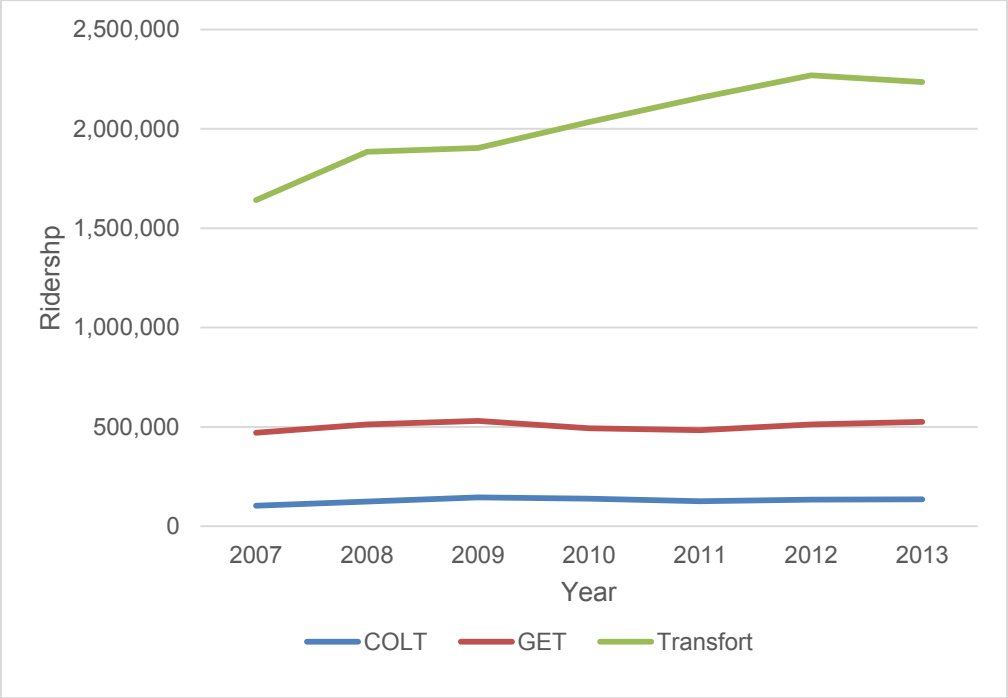
[5] www.ridebustang.com

FIXED-ROUTE COMPARISONS

The following section, ***Figures 3.9 through 3.13***, compares the three publicly-funded fixed-route systems, by system trends from 2007 to 2013.

System Trends

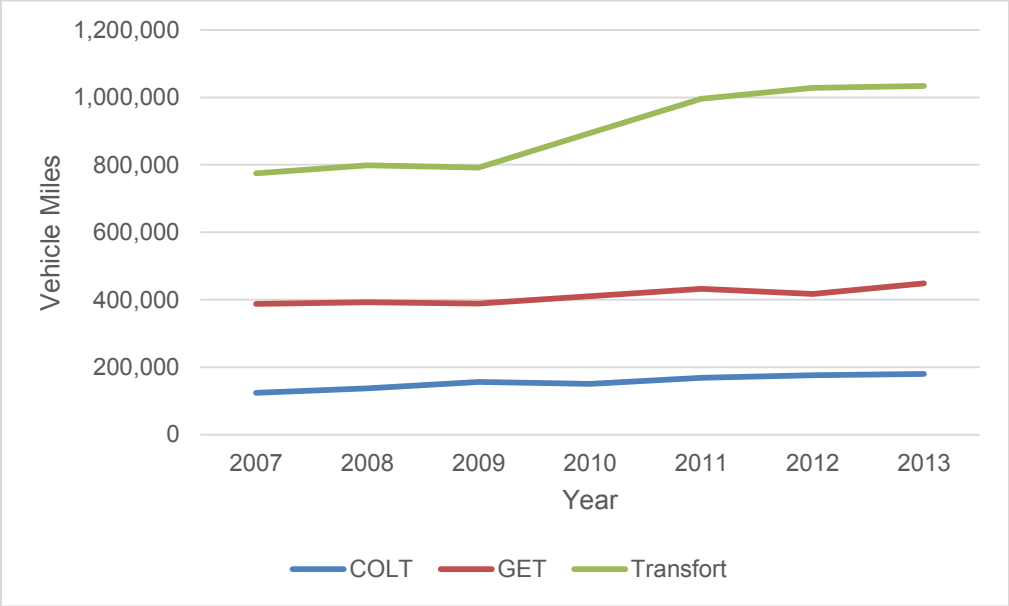
Figure 3-9 Fixed-Route Ridership, 2007-2013



Source: *National Transit Database, COLT, GET, Transfort, 2015*

While all three transit agencies have seen increases in ridership throughout this period, Transfort's ridership increased at the greatest rate during this period, at 36.2 percent. COLT increased ridership by 30.2 percent and GET increased by 11.5 percent.

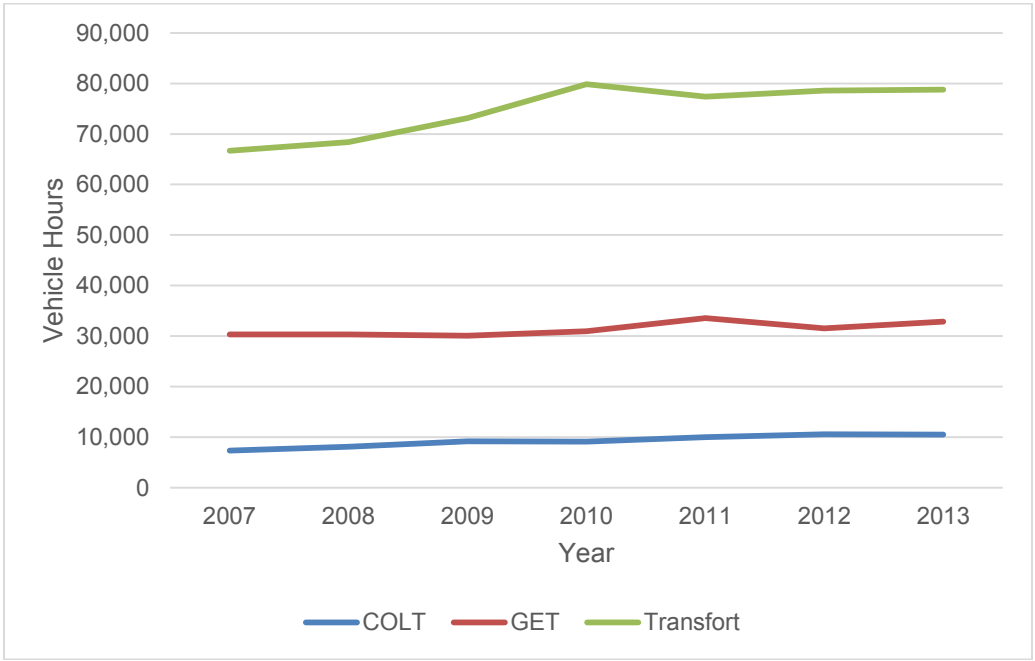
Figure 3-10 Fixed-Route Vehicle Miles Driven, 2007-2013



Source: *National Transit Database, COLT, GET, Transfort, 2015*

COLT has seen the largest increase in the number of vehicle miles driven since 2007 of 45.3 percent, Transfort increased its vehicle miles driven by 33.5 percent, and GET saw an increase of 15.7 percent.

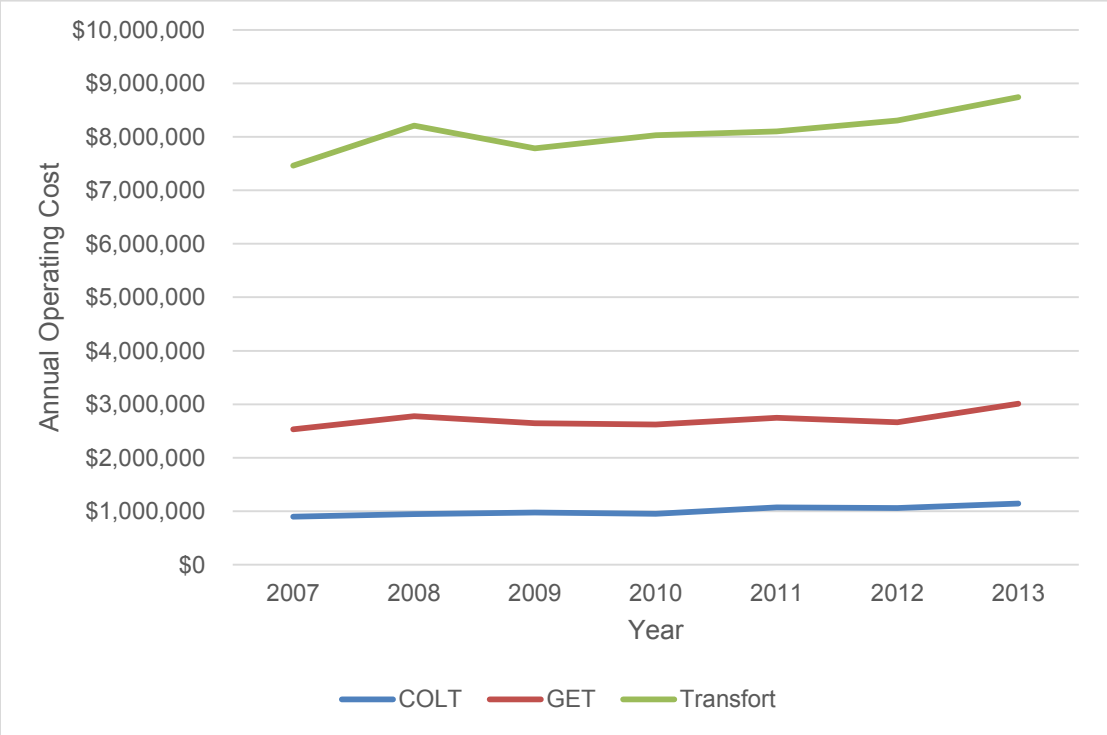
Figure 3-11 Fixed-Route Vehicle Hours, 2007-2013



Source: *National Transit Database, COLT, GET, Transfort, 2015*

The number of vehicle service hours by Transfort has increased over the last seven years at 18.2 percent. COLT saw a significant increase at 43 percent and GET increased by 8.4 percent.

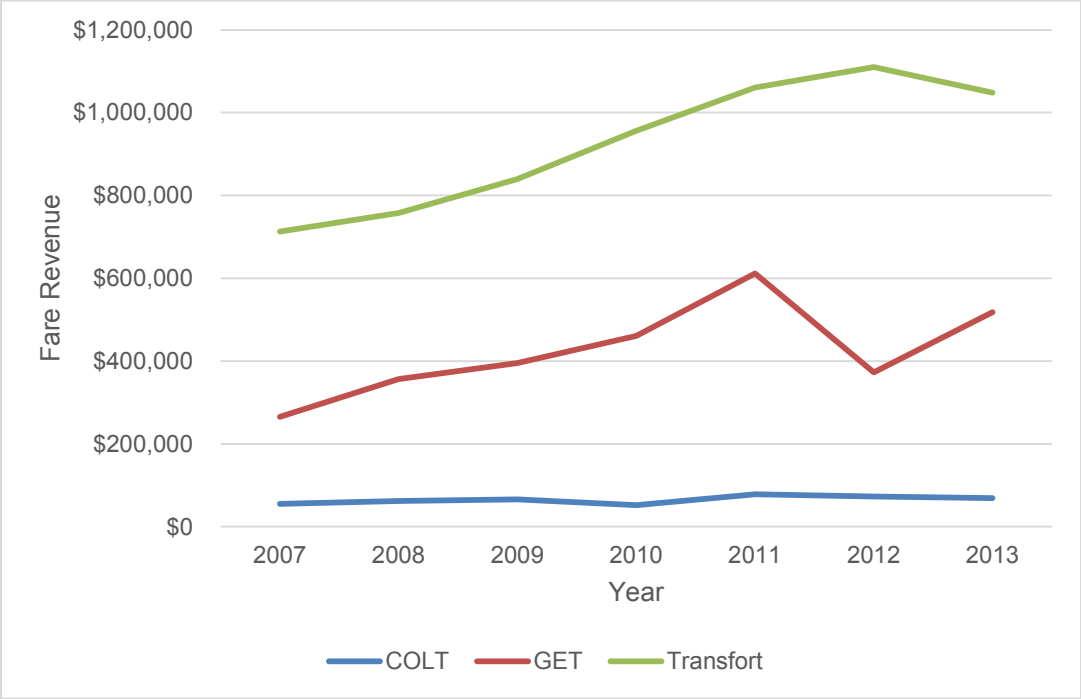
Figure 3-12 Fixed-Route Operating Costs, 2007-2013



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Operating costs are the highest for Transfort, but all three have seen consistent increases in operating costs between 2007 and 2013. Transfort's operating costs have increased by 35.7 percent, GET's by 69.5 percent, and COLT's by 20.0 percent. Operating costs have increased as the ridership and service hours of the transit agencies increased. Transfort increased its operating costs at a similar percentage as the gains in ridership, while GET and COLT both saw operating costs increase faster than the increase in ridership.

Figure 3-13 Fixed-Route Fare Revenue, 2007-2013



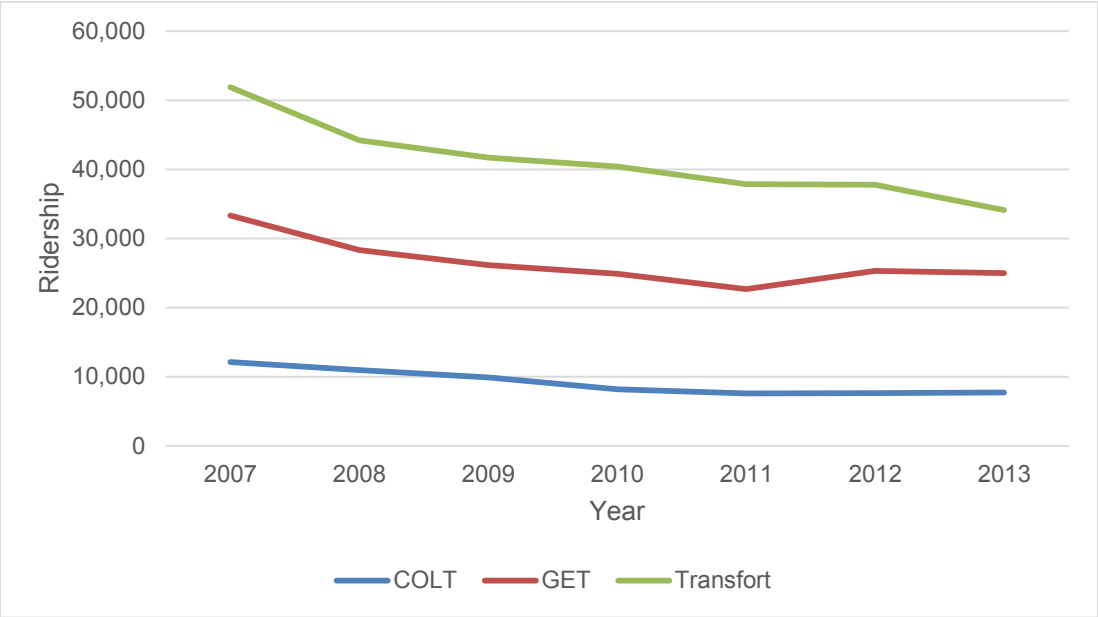
Source: *National Transit Database, COLT, GET, Transfort, 2015*

While all three transit agencies have experienced increased growth in fare revenue, GET experienced the most growth at 95.3 percent, followed by Transfort at 47.1 percent and COLT at 25.1 percent.

DEMAND-RESPONSE COMPARISONS

The following section, ***Figures 3.14 through 3.18***, compares the three publicly-funded demand-response systems, by system trends from 2007 to 2013.

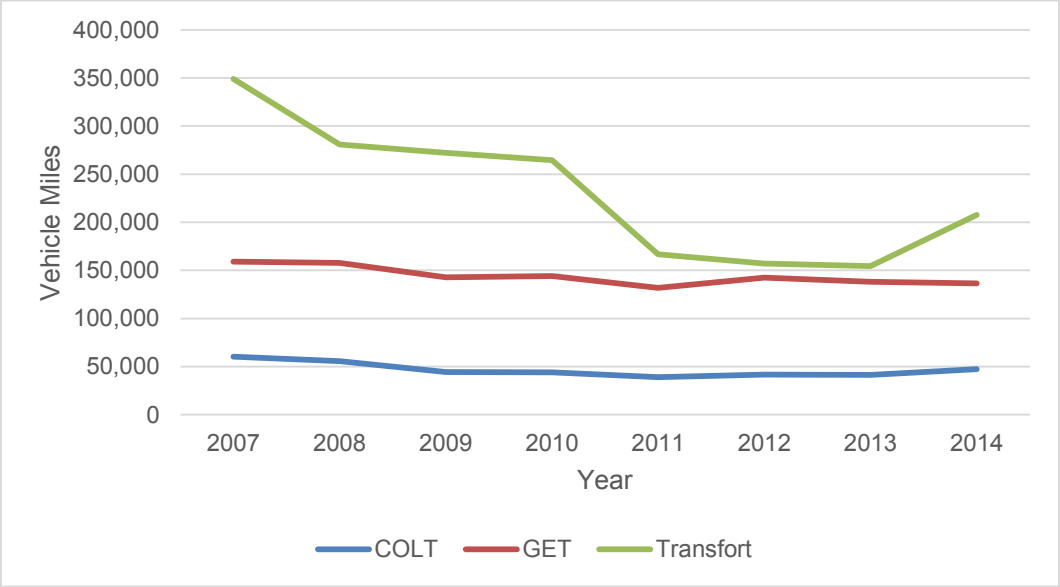
Figure 3-14 Demand-Response Ridership, 2007-2013



Source: *National Transit Database, COLT, GET, Transfort, 2015*

All three agencies have seen a decrease in the ridership of the demand-response systems from 2007 to 2013. Ridership on COLT's demand-response system decreased by 36.3 percent, Transfort decreased by 34.2 percent, and GET decreased by 25 percent. Ridership has fallen as operating costs, vehicle miles, vehicle hours, and revenue have decreased.

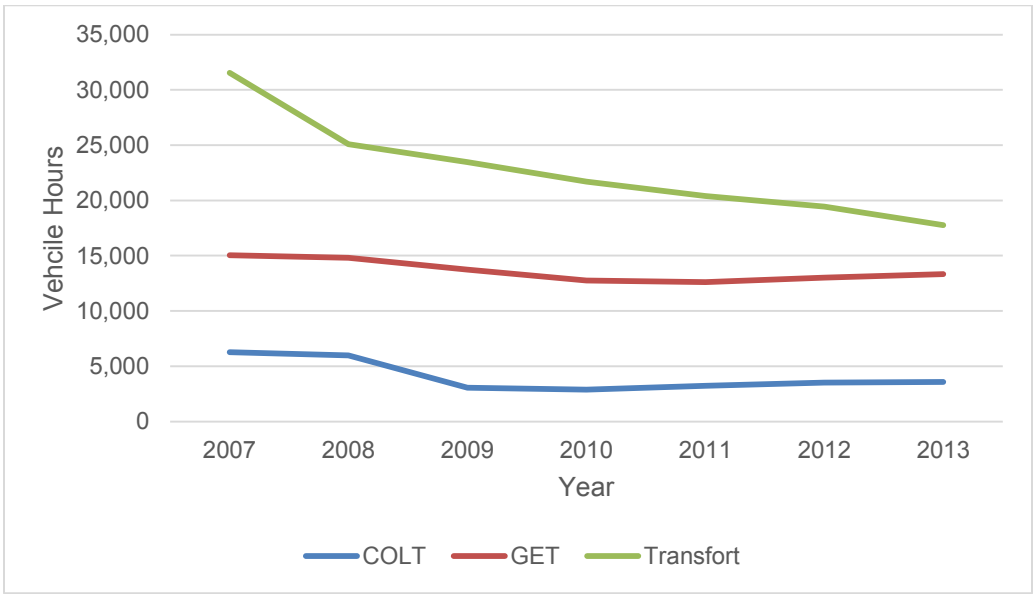
Figure 3-15 Demand-Response Vehicle Miles, 2007-2013



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Vehicle miles driven by the demand response routes have decreased in all three agencies, but have decreased the most for Transfort, 55.7 percent. COLT decreased by 31.8 percent and GET by 13.3 percent.

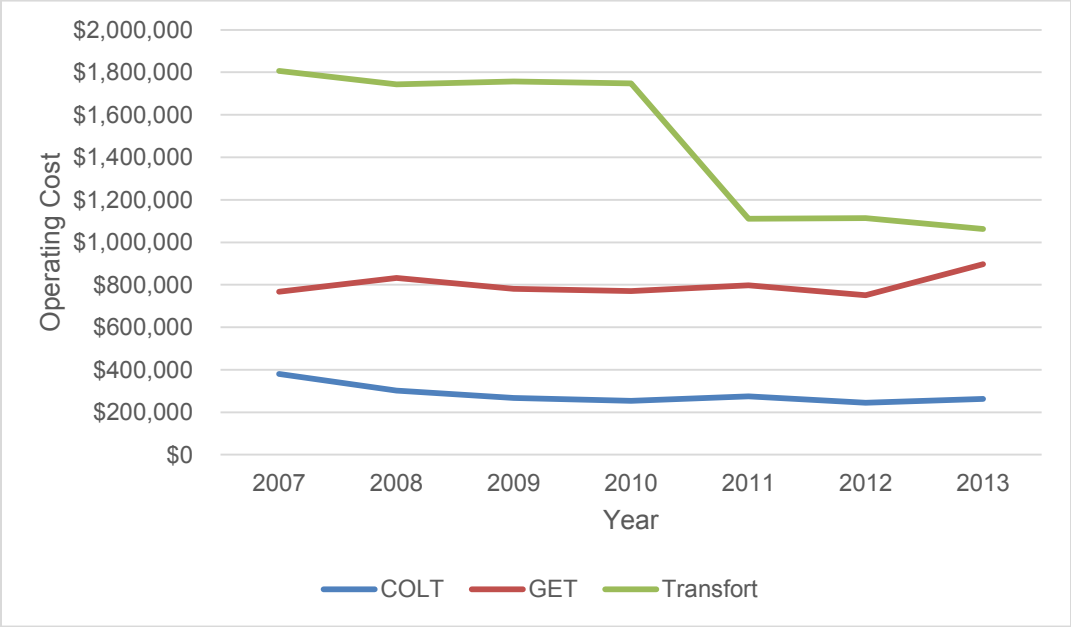
Figure 3-16 Demand-Response Vehicle Hours



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Vehicle hours driven have decreased similarly at both Transfort and COLT. Transfort decreased by 43.7 percent and COLT by 43 percent, while GET decreased by 11.3 percent.

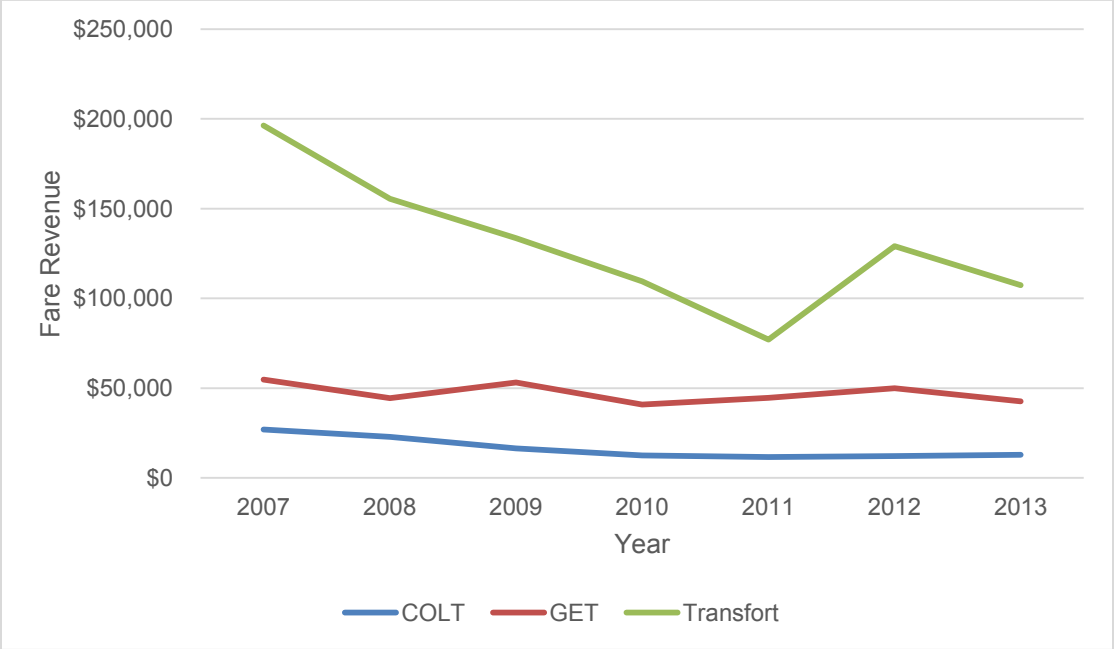
Figure 3-17 Demand-Response Annual Cost



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Annual operating costs have decreased for both Transfort and COLT. Transfort decreased by 41.2 percent and COLT decreased by 31 percent. GET increased the annual cost by 17 percent.

Figure 3-18 Demand-Response Fare Revenue



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Fare revenue has decreased in all three agencies. Fare revenue for COLT's demand-response system decreased by 52.4 percent, 45.3 percent for Transfort, and 22.1 percent for GET.

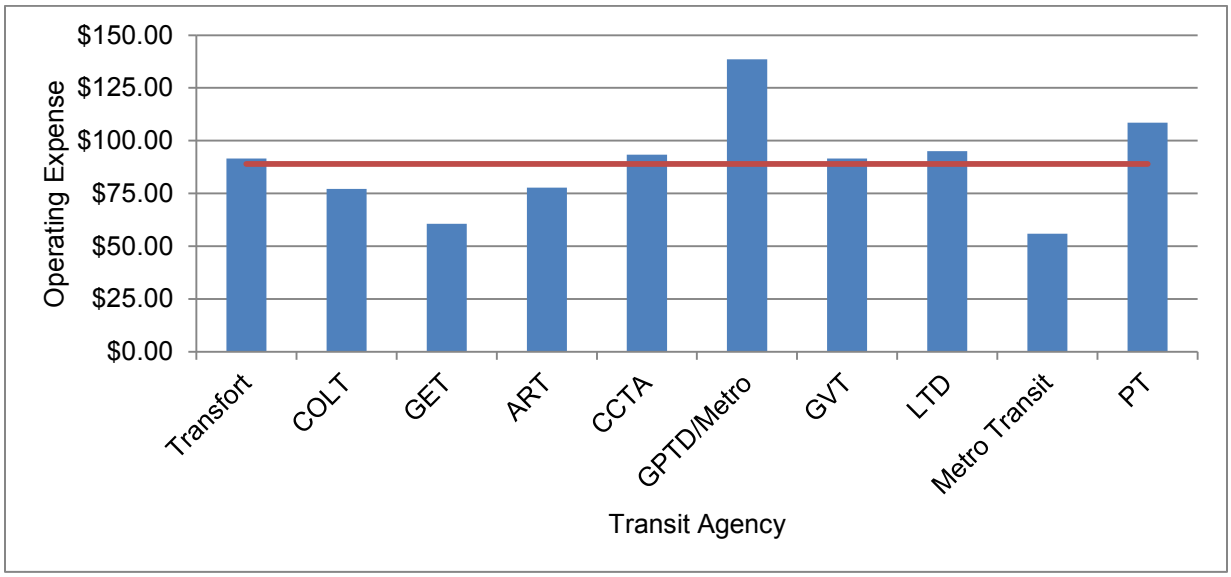
Performance Measures

To better compare the performance measures of the three regional transit agencies against one another and to look for any inconsistencies these agencies may share, a group of seven peer transit agencies from around the country was compiled. Using geographic and demographic data as the basis, seven comparable cities were chosen and are listed below. ***Figures 3.19 through 3.23*** show the performance measures discussed earlier in this section for each regional transit agency and include a comparison to the seven transit agencies selected. The peer transit agencies include:

1. Asheville Redefines Transit (ART) – Asheville, North Carolina, service area population: 83,393
2. Chittenden County Transportation Authority (CCTA) – Burlington, Vermont, service area population: 93,656
3. Grand Valley Transit (GVT) – Grand Junction, Colorado, service population: 128,124
4. Greater Portland Transit District (GPTD/Metro) – Portland, Maine, service area population: 94,873
5. Lane Transit District (LTD) – Eugene, Oregon, service area population: 297,500
6. Metro Transit System (Metro Transit)– Madison, Wisconsin, service area population: 253,075
7. Pueblo Transit System (PT) – Pueblo, Colorado, service area population: 136,550

The average of the 10 transit agencies (the seven peer and three regional transit agencies) was calculated for each of the performance measures and is displayed as a horizontal red average line in the figures that follow. The 2012 data was provided by the National Transit Database and analyzes only the fixed route bus service in each community.

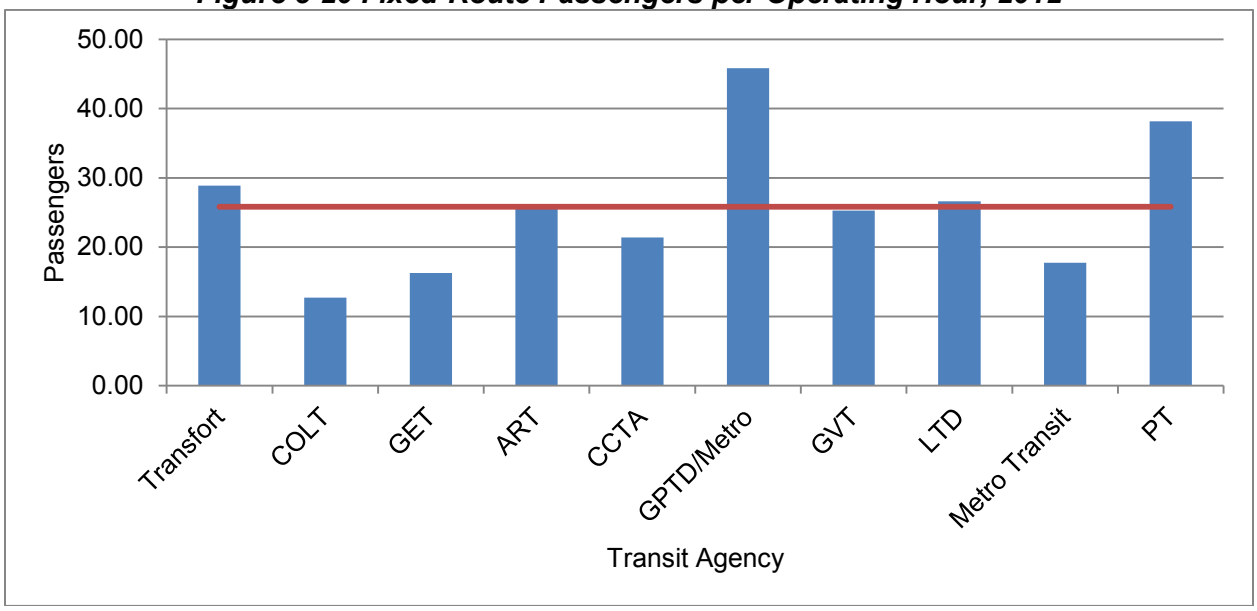
Figure 3-19 Operating Expense per Vehicle Revenue Hour, 2012



Source: *National Transit Database, COLT, GET, Transfort, 2015*

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

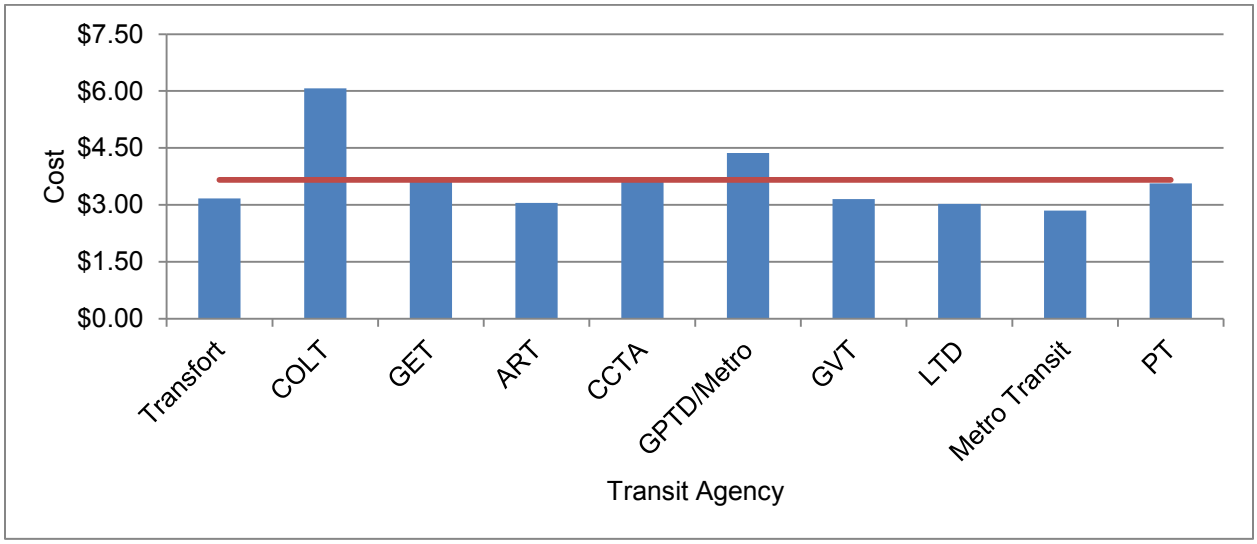
Figure 3-20 Fixed-Route Passengers per Operating Hour, 2012



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Transfort had the highest number of passengers per vehicle operating hour in 2012 at 28.9, which is above the peer average. COLT had the lowest number of passengers per hour at 12.7, and GET had 16.3.

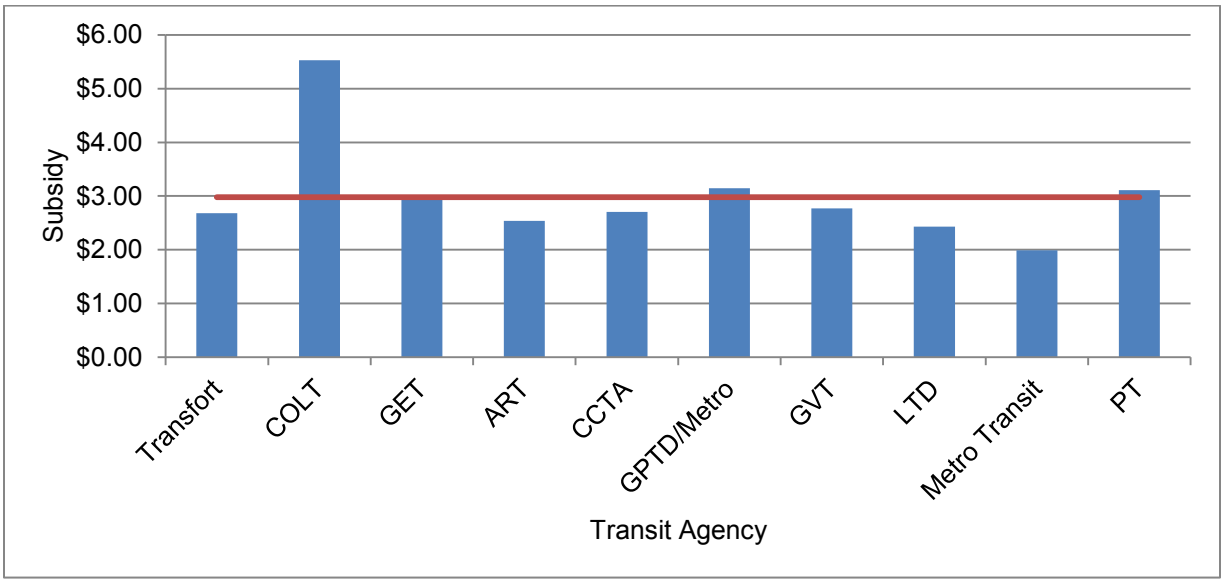
Figure 3-21 Fixed-Route Cost per Passenger Trip, 2012



Source: *National Transit Database, COLT, GET, Transfort, 2015*

Transfort had the lowest cost per passenger trip in the region and is the only local transit agency below the average of the peer agencies. COLT had the highest cost per passenger trip in 2012 at $6.07. This is almost twice the cost of Transfort at $3.17. GET's cost of $3.73 is slightly above the peer average.

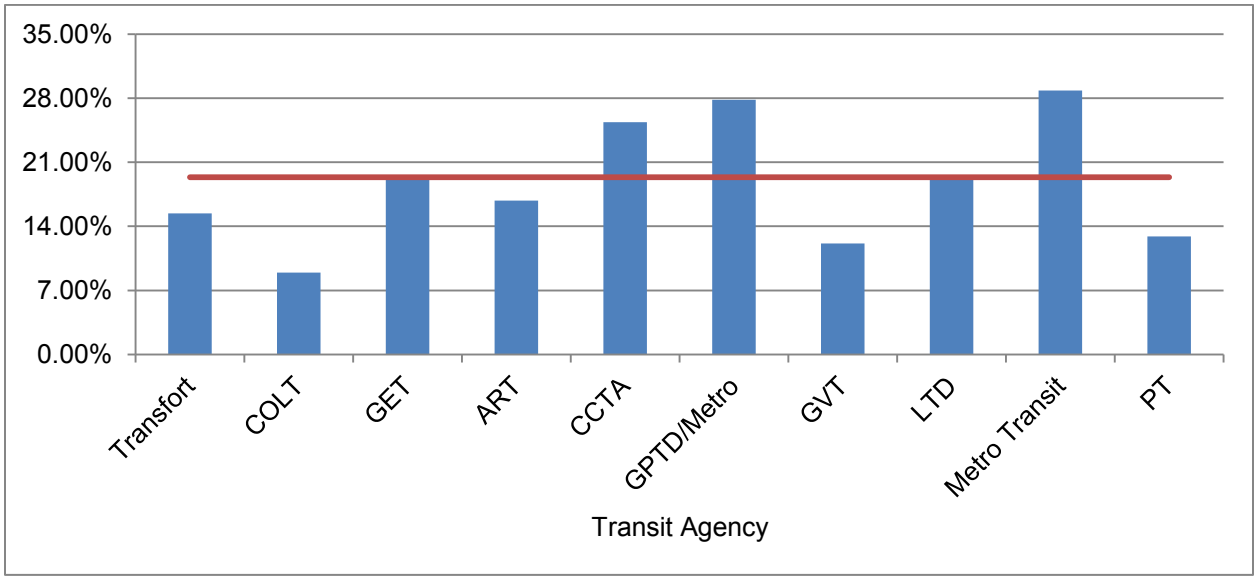
Figure 3-22 Fixed-Route Subsidy per Passenger Trip, 2012



Source: *National Transit Database, COLT, GET, Transfort, 2015*

COLT's subsidy per passenger trip at $5.53 was nearly twice the average of the peers at $2.98. Transfort was slightly under the peer average at $2.64 and GET was slightly over the average at $3.00.

Figure 3-23 Fixed-Route Farebox Recovery Rate, 2012



Source: *National Transit Database, COLT, GET, Transfort, 2015*

All three local transit agencies had a lower farebox recovery rate than the peer average of 19.4 percent. GET's 19.5 percent recovery rate was the highest of the local transit agencies, followed by Transfort at 15.4 percent and COLT at 9 percent.

DEMAND-RESPONSE ONLY SERVICE PROVIDERS

BATS – BERTHOUD AREA TRANSPORTATION SERVICES

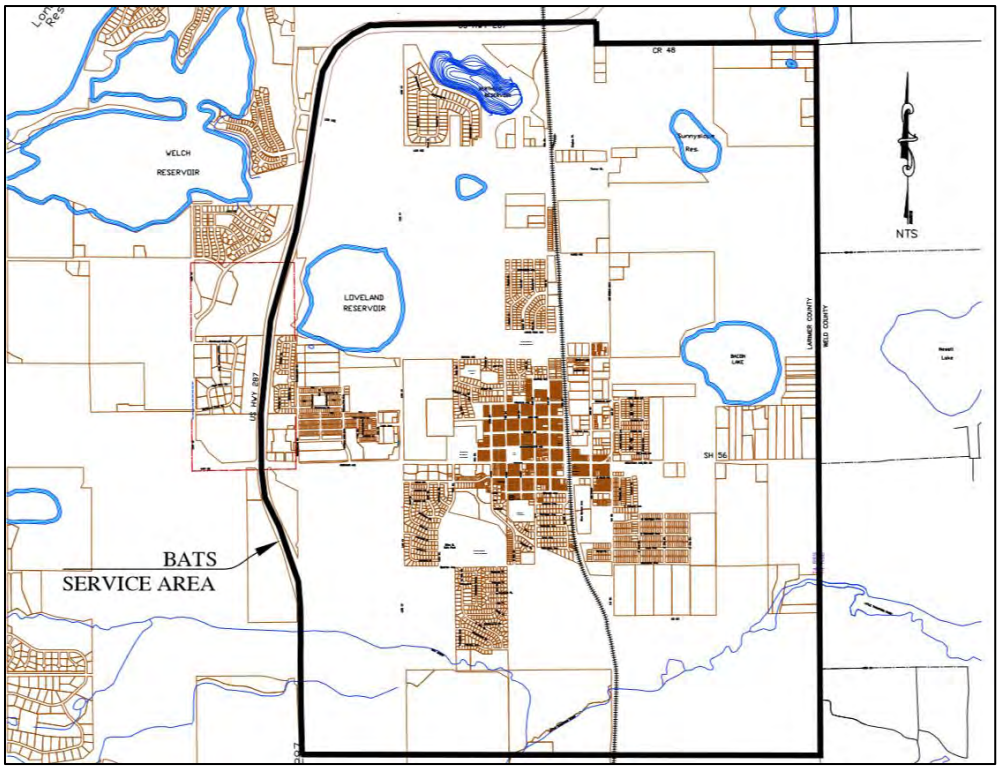
BATS is operated by the Town of Berthoud. This service was provided by the Golden Links Senior Center from 1992 until 2006 when Berthoud took over the service.

BATS provides shared-ride demand-response service for residents in an approximately eight square mile service area, ***Figure 3-24***. The service area includes the developed portion of Berthoud and the immediate area surrounding the Town.

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

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

Figure 3-24 BATS Service Area



Source: *Town of Berthoud, 2015*

BATS Service Characteristics

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

From 2007 to 2013, BATS ridership decreased by 20 percent, vehicle miles increased by 1.3 percent, vehicle hours decreased by 2.9 percent, operating costs increased by 12 percent, and annual fare revenues increased by 142 percent, see ***Table 3-13***. BATS 2012 performance measures are shown in ***Table 3-14***.

Table 3-16 BATS Trends, 2007-2013

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2007	12,189	81,642	5,378	$187,414	$8,520
2008	11,885	99,696	5,822	$220,746	$13,520
2009	14,273	112,172	6,253	$209,975	$17,571
2010	13,397	112,867	6,397	$284,675	$18,897
2011	13,254	112,224	6,493	$288,015	$20,771
2012	9,739	82,731	5,222	$210,324	$20,613
2013	4,715	23,596	2,250	$125,346	$8,103

Source: *Town of Berthoud – BATS, 2013*

Table 3-17 BATS System-Wide Performance Measures, 2012

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

Source: *Town of Berthoud – BATS, 2013*

SAINT – Senior Alternatives In Transportation

SAINT is a 501(c)(3) non-profit providing rides to seniors 60+ and adults with disabilities in Fort Collins and Loveland. SAINT volunteers drive their own vehicles. SAINT staff recruits volunteers, schedules rides, and provides a mileage allowance and extra insurance to the volunteers. SAINT's 500 clients are served by 160 volunteers and four staff members (one full-time and three part-time). In 2012, volunteer drivers in Fort Collins and Loveland provided over 25,000 rides to seniors in need.[6]

[6] SAINT website: www.saintvolunteertransportation.org

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

Table 3-15 shows SAINT's performance measures for 2007 to 2013. The number of passengers, service hours, and miles all increased by 26 percent, while the cost increased by 14 percent.

Table 3-18 SAINT Trends, 2007-2013

Year	Passengers	Service Hours	Miles (Volunteer)	Cost	Donations[7]
2007	20,186	10,093	161,488	$176,750	$23,214
2008	20,165	10,083	161,320	$184,172	$23,190
2009	19,327	9,664	154,616	$179,900	$22,226
2010	19,648	9,824	157,184	$182,900	$22,595
2011	21,079	10,540	168,632	$189,750	$24,241
2012	25,454	12,727	203,632	$202,345	$29,272
2013	26103	13,051	208,824	$215,189	$26,164

Source: *SAINT, 2015*

RAFT

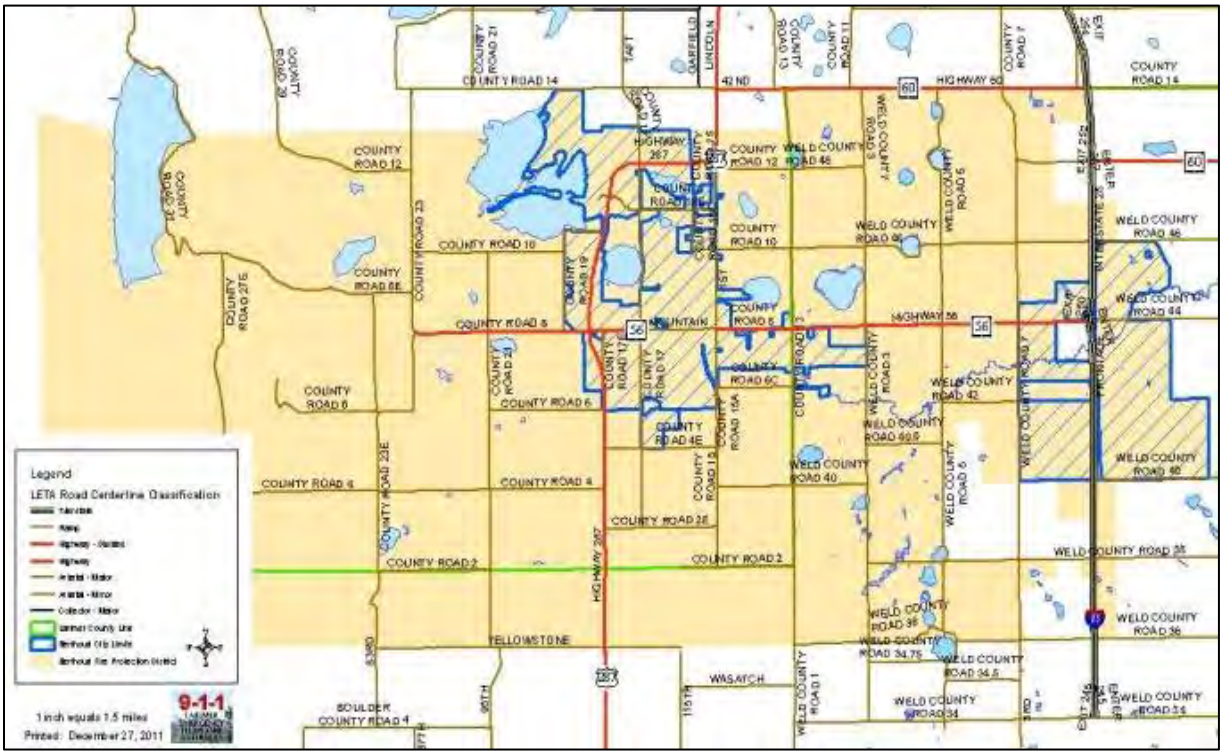
RAFT initiated service in January 2014 due to the reduction in the service area of BATS. RAFT is a non-profit volunteer transportation service which offers door-to-door, on-demand services to eligible seniors (65+) and adults (18+) with disabilities. RAFT operates under the Berthoud Area Community Center/Golden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

To be eligible, individuals must reside within the area served by the Berthoud Fire Protection District (ZIP code 80513), ***Figure 3-19***, in the area surrounding Berthoud, but outside of the area served by BATS. RAFT volunteers take riders into Berthoud, Longmont, Loveland, and adjacent areas. Individuals choosing to use RAFT must pre-register as a rider.

The Berthoud Fire District extends from State Highway 60/Larimer County Road 14, east to I-25, south to Yellowstone Road, and west to Carter Lake/Larimer County Road 31. ***Figure 3-25*** shows the Berthoud Fire Protection District.

[7] Donations estimated based on number of passengers and average donation per trip of $1.15.

Figure 3-25 Berthoud Fire Protection District



Source: *RAFT website, 2015*

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

SENIOR RESOURCE SERVICES – VOLUNTEER TRANSPORTATION PROGRAM

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

TOTALTRANSIT—COLORADO NEMT

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

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

Total Transit—Colorado NEMT is the transportation broker responsible for coordinating NEMT travel for Medicaid eligible customers living in the counties of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld, ***Figure 3-26***. NEMT Services are provided to Medicaid eligible individuals who require transportation to a Medicaid funded medical appointment. This non-emergency transportation service employs ADA certified drivers who can assist passengers with special needs with transportation to medical appointments.

Figure 3-26 Total Transit—Colorado NEMT Service Area

Source: *Total Transit—Colorado NEMT website, 2015*

Total Transit—Colorado NEMT requires at least 48-hours of advance notice to schedule services. Riders must fill out a mileage reimbursement verification form, available on the Colorado NEMT website, for eligible trips taken using Total Transit—Colorado NEMT. The reimbursement rate is at the State mandated level of $0.37 per mile.[8] The trip must be within 25 miles of the pick-up location. Transportation for urgent care and after-hours may be provided based on Medicaid eligibility.

WINDSOR SENIOR RIDE PROGRAM

Senior Ride provides transportation assistance to Windsor residents age 55 and older who are unable to drive themselves. The service maintains one 13-passenger Starcraft van that is wheelchair accessible. The van can hold up to two wheelchairs and 11 passengers. The service employs two drivers who split the driving duties. Rides are provided to and from medical appointments, as well as to and from Senior Nutrition Lunches at the Windsor Community Recreation Center on Wednesdays and Fridays. Rides to grocery stores in town are available on Thursdays and Fridays, ***Table 3-16***.

[8] Colorado NEMT website: http://tticolorado.com/mileage-reimbursement/, 2015

Table 3-19 Windsor Senior Ride Program Schedule

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

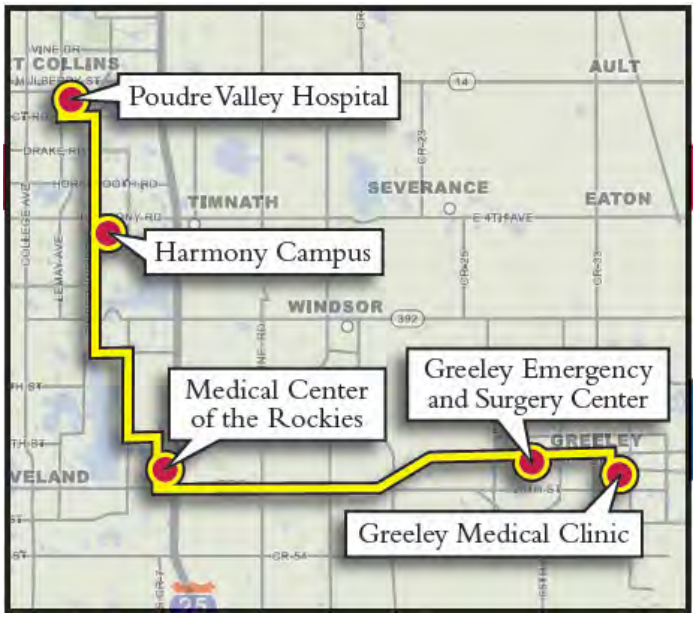
Source: *Town of Windsor– Windsor Senior Ride Program, 2015*

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

CONNECTING HEALTH

Columbine Health Systems offers a free van ride service to medical appointments in Fort Collins, Greeley, and Loveland. The "Connecting Health" van travels between designated medical locations in the three cities Monday through Friday. Riders do not need to schedule a ride. The vans can hold up to 13 riders; however, the vans cannot accommodate wheelchairs. ***Figure 3-27*** shows the van's route.

Figure 3-27 Connecting Health Van Service Route



Source: *Columbine Health Systems website, 2015*

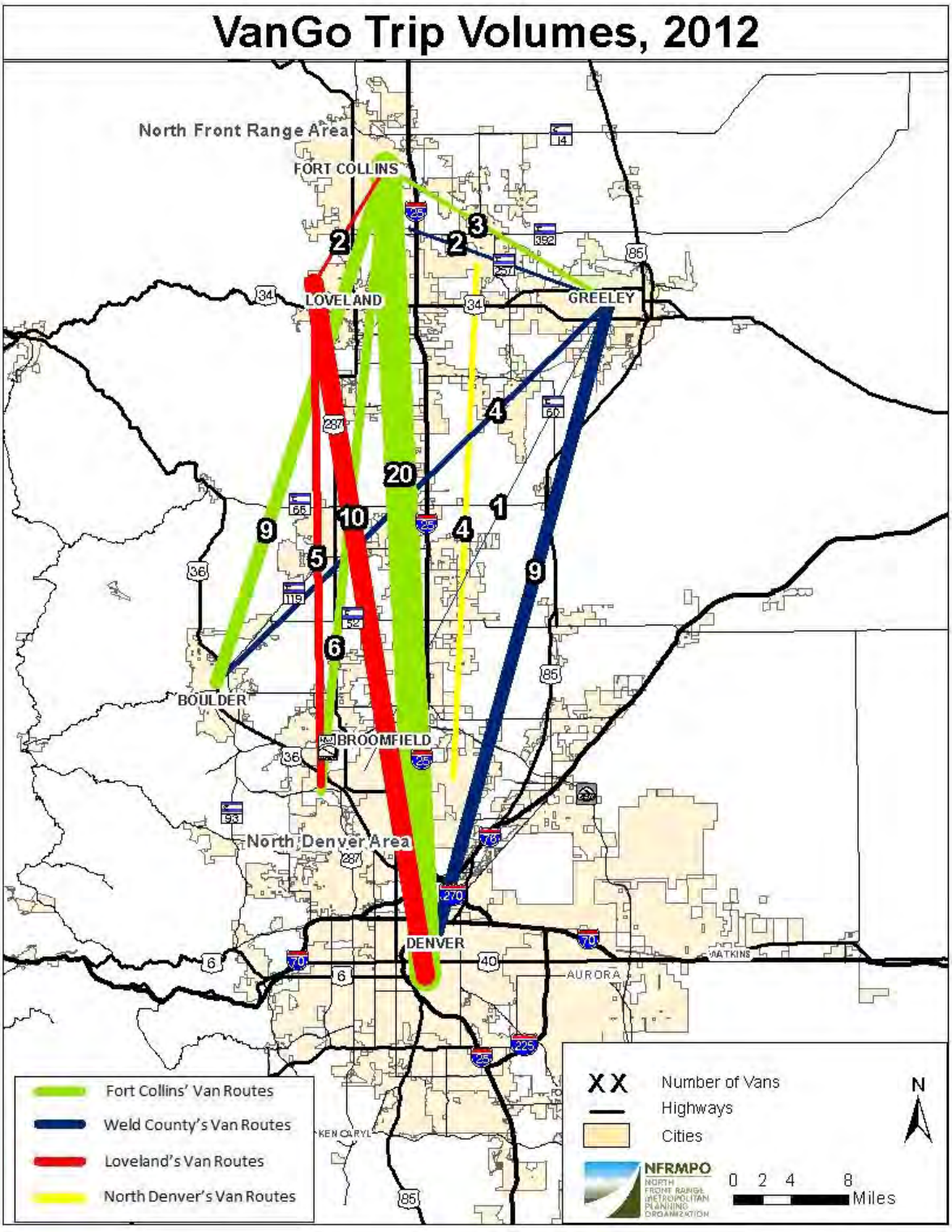
VANGO – VANPOOL SERVICES

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

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

Figure 3-28 illustrates the volume of VanGo trips in 2012 from various locations throughout the region and the Denver metropolitan area. Services along I-25, US 287, and US 85 are the most popular routes for vanpools. In 2012, there were 75 separate vanpools with 95 percent of the available seats occupied, 428 seats reserved out of 450 available seats.

Figure 3-28 VanGo 2012 Trip Volumes by Corridor



Source: *VanGo, NFRMPO Staff, 2014*

PRIVATE CARRIERS

Privately funded transportation services include taxi, airport shuttles, and intercity bus services operated by a variety of companies within the region.

ARROW/BLACK HILLS STAGE LINES

Arrow/Black Hills Stage Lines operates a route between Denver and Greeley with two daily trips in each direction. The stop in Greeley is located at the Greeley Transportation Center, 1200 A Street. The stop in Denver is located at the Denver Greyhound Center, Greyhound Bus Terminal, 1055 19th Street. A round-trip fare between Greeley and Denver is $46.50. The schedule as of February 2015 is shown in ***Table 3-17***.

Table 3-20 Arrow/Black Hills Intercity Bus Schedule

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

Source: *Arrow/Black Hills Stage Lines, February 2015*

EL PASO-LOS ANGELES LIMOUSINE EXPRESS

The El Paso-Los Angeles Limousine Express, Inc., operates in the US 85 corridor and has two departures per day from Greeley to Denver. The charge for a one-way fare is $15.00 for adults and $10.00 for children. The schedule as of February 2015 is shown in ***Table 3-18***. The Greeley terminal is located at 2410 8th Avenue in the Agency Boutique Seis Rosas. The Denver terminal is located at 2215 California Street, a few blocks from the Denver Bus Station.

Table 3-21 El Paso-Los Angeles Limousine Express Bus Schedule

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

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

GREEN RIDE COLORADO SHUTTLE

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

GREYHOUND

Greyhound Lines, Inc. is the largest provider of intercity bus transportation in the nation and operates primarily between major cities. Greyhound travels along I-25 and provides service between Fort Collins and Denver. The Greyhound station in Fort Collins is located at the Plaza Hotel, 3836 East Mulberry Street. A one-way adult fare between Fort Collins and Denver is $24.50, and a round-trip fare is $48.50. There is no Greyhound service available to any of the other communities within the region. While the schedules change frequently, the schedule as of February 2015 is shown in ***Table 3-19***.

Table 3-22 Greyhound Intercity Bus Schedules

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

Source: *Greyhound Lines, Inc., February 2015*

SMART RIDES

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

SUPER SHUTTLE

Super Shuttle provides scheduled service from communities in the region to DIA. They also operate the Yellow Cab taxi service in Fort Collins, Greeley, and Loveland. Super Shuttle has several stops in Greeley, Fort Collins, Loveland, and Windsor at a variety of hotels and other commercial businesses.

Service from DIA to communities in the I-25 corridor departs hourly between 6:00 a.m. and midnight. In the southbound direction the first bus departs Fort Collins at 3:10 a.m. Service from DIA to Greeley departs every two hours, with the first bus at 6:05 a.m. and continuing until 11:55 p.m. The fare from Fort Collins or Greeley to DIA is $40.00 one-way for the first passenger, with discounts are available for additional passengers.

PREVIOUS REGIONAL TRANSIT SYSTEM EFFORTS

34 XPRESS

The 34 Xpress service, connecting Loveland and Greeley along US 34, began in August 2008. The service ran hourly from the East Loveland Transfer Center at the Loveland Visitor's Center to the South Greeley Transfer Center at the Greeley Mall, ***Figure 3-29***. Service later expanded to Saturdays, and ran every two hours. Funded through a mix of regional, state and federal resources, the 34 Xpress provided an important east-west transit connection. After a strong month of free rides, fares were charged based on distance: local service within Greeley or Loveland cost $1.00 with a transfer; and express service cost $2.00 between the two cities, plus $1.00 for transfers. The service was canceled in April 2010 before the two-year federal grant expired with funds transferred to other regional projects.

Low ridership can be related to a few issues with the service which are outlined below:

- **Non-direct Route** – The route attempted to provide service to unserved areas in both Greeley and Loveland, resulting in a significant increase in travel time between the cities. The route did not travel into either downtown area, resulting in additional time and cost for transfers.
- **Limited Connections to Other Regions –** Although FoxTrot was operational and connections to Fort Collins could be made, it required an additional transfer through the COLT system. This added additional time and expense to a rider's commute. Finally, service was not offered, as it is today to the RTD service area or through the soon to begin CDOT Bustang. The lack of useful regional transfers reduced the route's marketability and market.
- **Marketing -** Although limited marketing was completed before and during the project, the marketing campaign itself was limited by the route and service provided. More specifically, marketing was limited by the above mentioned service conditions.

Figure 3-29 34 Xpress Route

Source: *Greeley-Evans Transit, 2015*

REGIONAL TRANSPORTATION AUTHORITY

In 2002, the Colorado General Assembly passed legislation which allows counties and municipalities to join together and provide a funding mechanism for specific transportation needs within a specific geographic region. These collaborations, known as a Regional Transportation Authority (RTA), allow for cities and municipalities to raise funds for transportation projects, including through sales tax, vehicle registration fees, and visitor benefit taxes. The NFRMPO was involved in two efforts to create a regional transportation authority; however, both efforts failed to get on a ballot for voters.

According to the ***Northern Colorado Regional Transportation Authority: Lessons Learned and Future Perspectives*** presentation provided by the MPO and the Northern Colorado Legislative Alliance (NCLA), multiple issues caused the RTA to fail to get on the ballot in the region. The 2003 RTA effort did not consider the needs of local communities and did not engage the business community and community leaders. A diverse region means regional issues are not consistent, including the availability of or desire for transit, road conditions, and community needs.

The 2007 proposal included a mixture of regional funding and local funding for projects in an effort to consider the diversity of the region. A one percent sales tax and a $10.00 vehicle registration fee were expected to collect $652M in revenue. The largest amount of funding, 45 percent, would have gone to regional roadway projects, 13 percent would have been spent on regional transit and 42 percent would be given back to the communities to spend on local transportation needs. Stakeholders provided a list of on-system and off-system projects to be funded through the RTA. Two communities voted against joining the RTA, which created doubt in the success of the RTA.

Future attempts to create a Northern Colorado Regional Transportation Authority should consider the needs of each individual community, in addition to the needs of the region as a whole. A clear plan should be developed through community outreach, including both community stakeholders and the business community. Regional support is necessary to convince member jurisdictions to support the idea.

In 2011, the cities of Fort Collins and Loveland, the Town of Berthoud, Larimer County, and the NFRMPO conducted the ***North Front Range Transit Vision Feasibility Study***. The study considered the feasibility for a combined transit agency within the Transportation Management Area (TMA) to achieve cost-saving efficiencies. The study recommended Transfort and COLT should move forward with initial integration of fixed-route and paratransit operations between the two agencies. The new regional transit service entity would require an intergovernmental agreement (IGA) to operate which would provide short-term benefits and still allow for local governmental control. The report did not offer a timeline to integrate the transit services, but recommended forming a community Task Force to draft the IGA.

OTHER PLANNED TRANSIT SERVICES

NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT RECOMMENDED PREFERRED ALTERNATIVE

Following seven years of work, from November 2003 through December 2011, the North I-25 Final Environmental Impact Statement (FEIS) Record of Decision (ROD) was signed in December of 2011 (see ***Figure 3-30***).

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

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

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

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

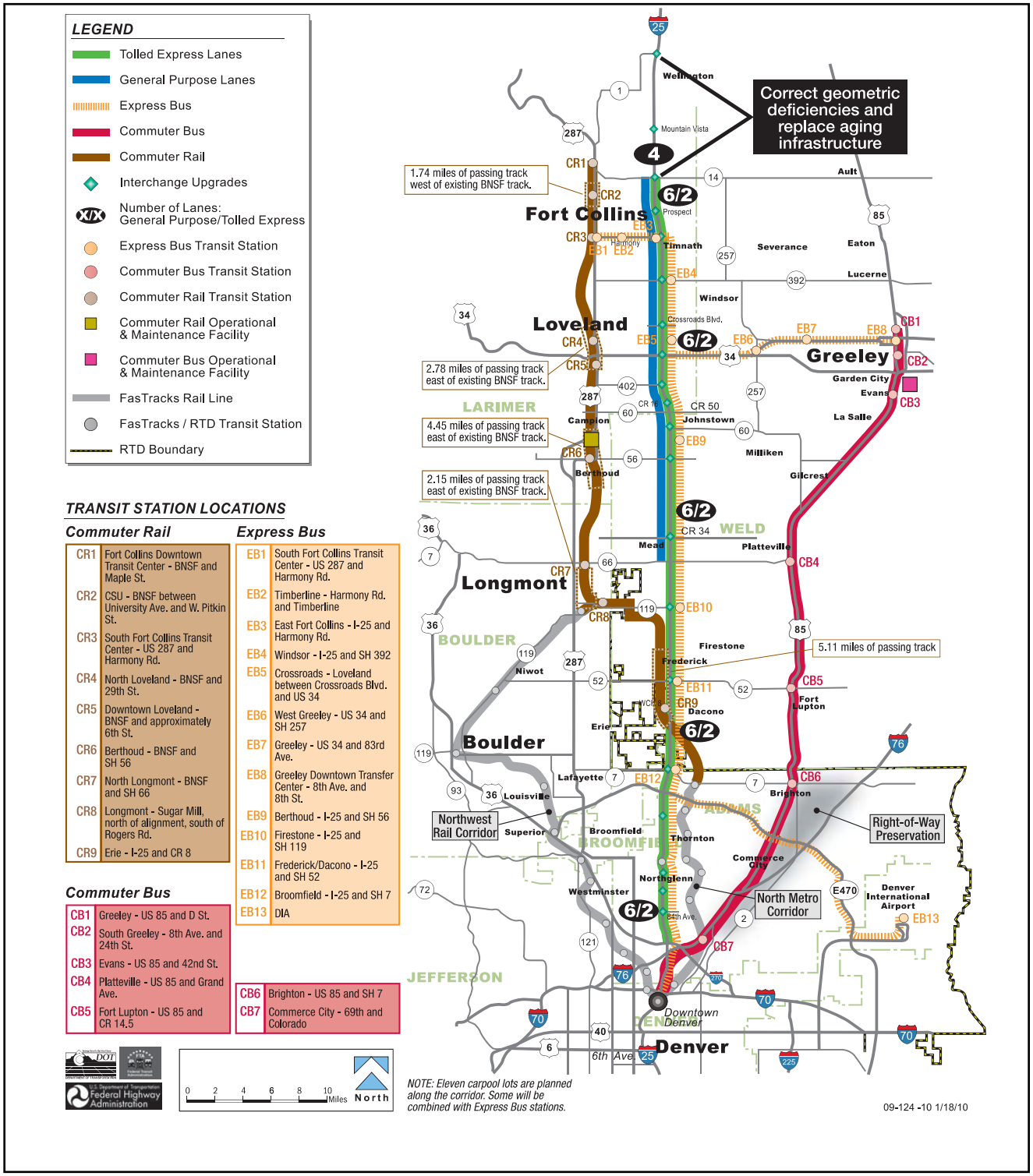
of Erie. A stop would be made at the CR 8 commuter rail station. Assumes 30-minute peak, 60-minute base service frequencies on weekdays only.

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

Figure 3-31 illustrates the proposed phasing of the improvements, with bus services developed early in the plan. Although right-of-way for the commuter rail in the US 287 corridor is proposed for purchase early, the construction of the commuter rail line is in Phase 3.

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

Figure 3-30 I-25 FEIS Recommended Preferred Alternative



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

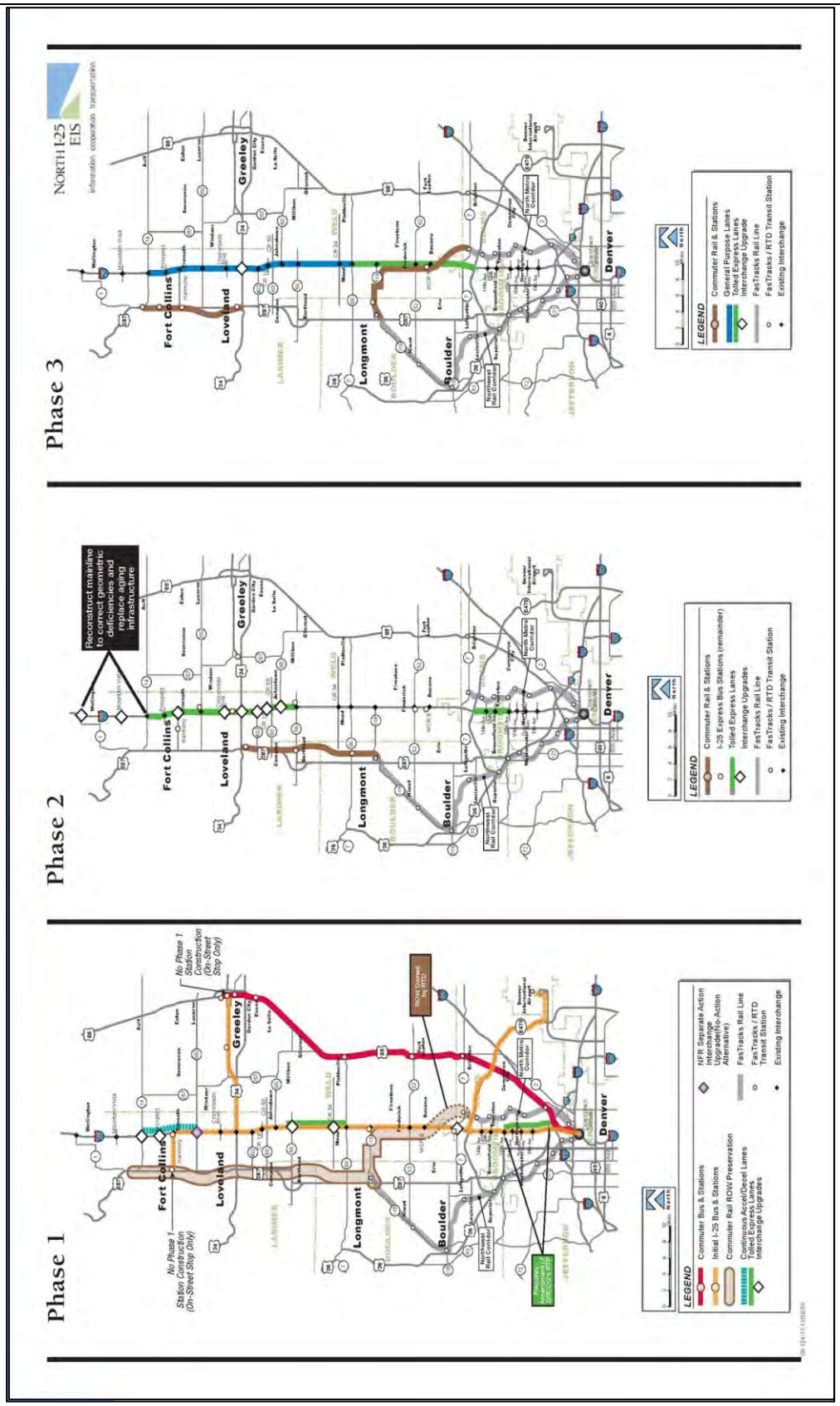


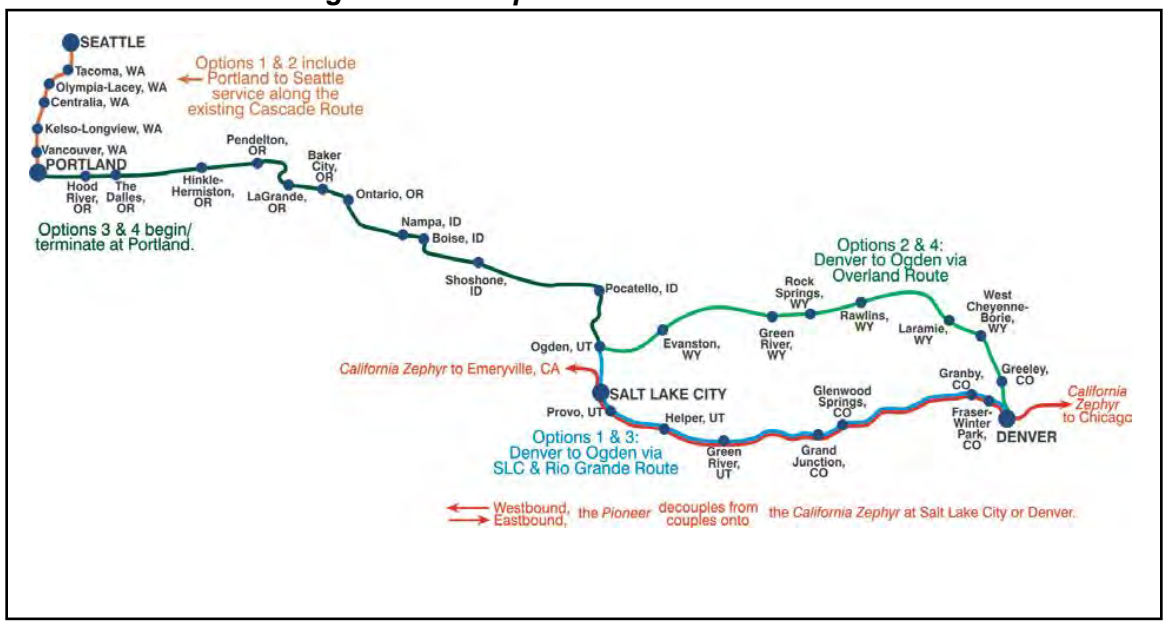
Figure 3-31 Proposed North I-25 Phasing

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

AMTRAK PIONEER LINE

As a part of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Amtrak evaluated two potential routes for the Pioneer Line. One of these routes would travel north from Denver through Greeley and on to Wyoming, ***Figure 3-32***. The report was completed in 2009 as required by PRIIA; however, no further work has been completed on the potential new routes and no decisions have been made as to when or if service will be reinstituted along the Pioneer Line.

Figure 3-32 Proposed Amtrak Pioneer Routes



Source: *Pioneer Route Passenger Rail Study, AMTRAK, 2009*

SUMMARY OF FINDINGS

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

CHAPTER 4: DEMAND ANALYSIS

A variety of factors influence the demand for transit services. One factor is community values and the support of alternative transportation modes. Other factors include land use patterns, travel patterns within the communities and region, population and employment densities, transportation infrastructure, and the affordability and availability of viable transit services, including connecting services.

This chapter focuses on the potential demand for transit services in the proposed corridors, illustrated in ***Figure 4-1***. The corridors evaluated in this 2040 RTE are similar to the corridors evaluated in the North I-25 FEIS completed in December 2011 and in the 2035 RTE.

In addition to the services identified in the North I-25 FEIS, additional services will be needed to connect communities within the region to one another and to the services outlined in the EIS. As a result, nine potential transit corridors were analyzed:

1. Evans-to-Milliken-to-Berthoud along SH 60 and SH 56
2. Greeley/Evans-to-Denver along US 85
3. Greeley/Evans-to-Windsor-to-Fort Collins along US 34, SH 257, and Harmony Road
4. Greeley/Evans-to-Longmont along US 85, SH 66, and SH 119
5. Greeley/Evans-to-Loveland along US 34
6. Fort Collins-to-Bustang (Express Route)
7. Greeley/Evans-to-Bustang (Express Route)
8. Loveland-to-Bustang (Express Route)
9. Proposed North I-25 Commuter Rail Line from Fort Collins-to-Longmont

Tools for calculating future transit demand include basic demographic information and travel model outputs. For this 2040 RTE, the 2040 NFRMPO land use model and travel demand model, with a 2012 base year, evaluated potential transit demand.

The NFRMPO travel model includes trips internal to the region, as well as trips originating or ending outside the region (internal-external or external-internal), and originating and ending outside of the region (external-external). The NFRMPO completed a Household Survey in 2010 and used this information to complete the 2014 update to both the regional land use and travel demand models.

Using the updated regional travel demand model, the current and forecasted 2040 traffic volumes were examined. ***Figures 4.2 and 4.3*** show the congestion levels are very high on major regional roadways, and traffic begins to move to alternate routes (for example, from US 34 to SH 402 in Loveland); however, these routes also quickly become congested. Given the high levels of congestion, it will be important to emphasize how the various forms of passenger vehicle travel (automobile, carpools, vanpools, and transit) can work together to improve the overall carrying capacity of the roadway network.

Figure 4-1 Regional Transit Corridors for Evaluation

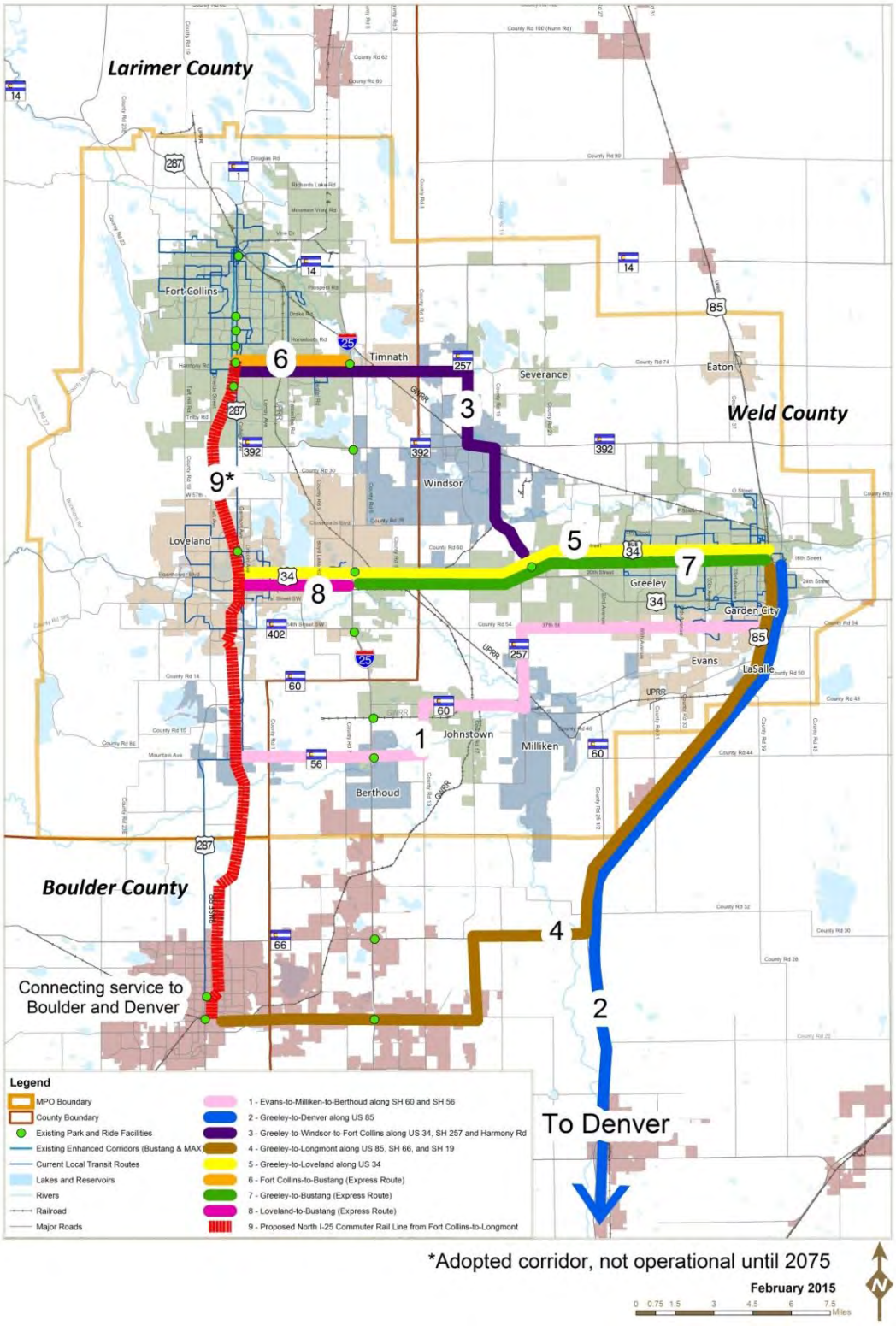


Figure 4-2 2012 Base Year Model Congestion Levels

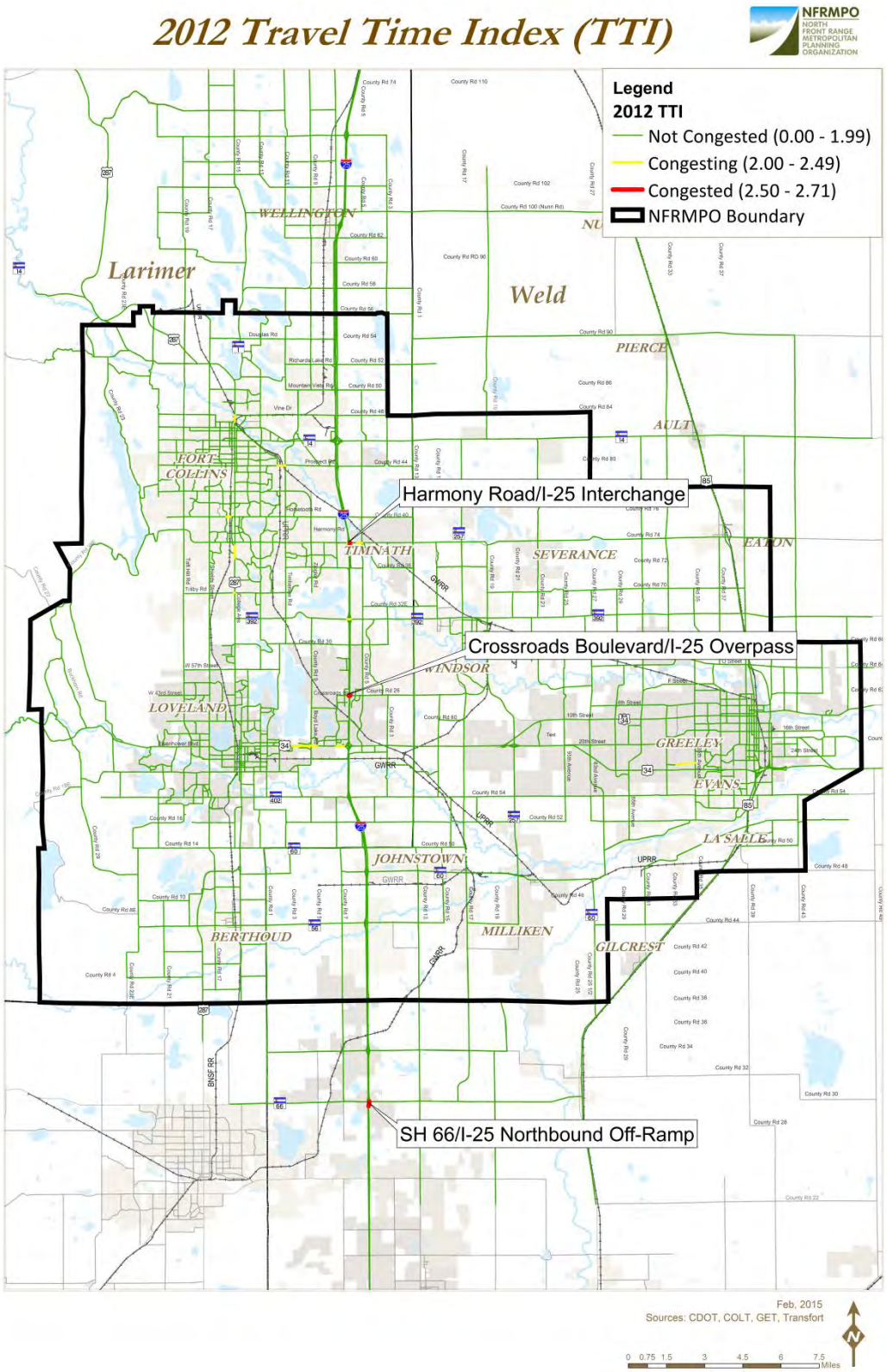
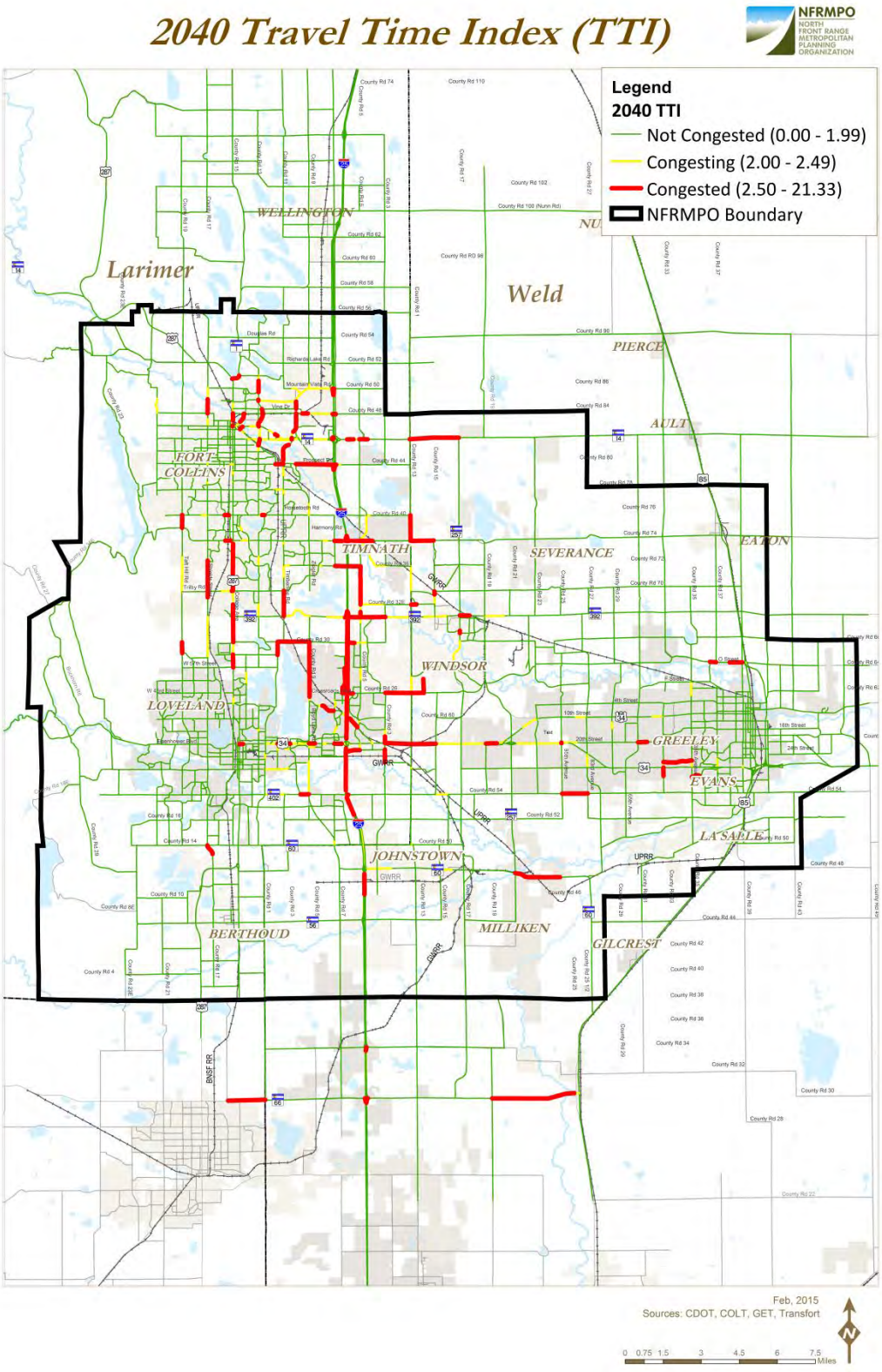


Figure 4-3 2040 Model Congestion Levels



For the proposed transit corridor analysis, staff used the 2040 travel demand model's subregion structure built in the model, detailed in **Chapter 2** and shown in ***Figure 2-3***. Each subregion is made up of aggregated Traffic Analysis Zones (TAZs), smaller areas defined for use in travel modeling.[9] These subregions were used to provide information on where trips originated and were destined as well as the regional corridors they are most likely to travel along. The subregions, along with detailed trip tables with calculations for each subregion, are presented in ***Appendix C***.

The travel demand analysis included the following steps:

1. Creation of trip matrices for 2012, 2020, 2030, and 2040 to show all daily trips from TAZ to TAZ using the NFRMPO Travel Model.
2. The TAZ trip matrices produced were aggregated by subregion. There are seven subregions in the modeling area. Currently, no fixed-route transit exists or is proposed in subregions 5 (rural Larimer County) or 6 (rural Weld County) and they were removed, leaving five subregions for analysis.
3. The trip matrices were organized by mode share and all transit related tables were used, including: walk to local transit, walk to express, walk to premium, drive to local transit, drive to express, and drive to premium. An example of an express route is the CDOT Bustang on I-25. An example of a premium route is the MAX system in Fort Collins.
4. The trip matrices were validated based on current assumptions in the transit portion of the travel model. Examples include, but are not limited to:
    a) No fixed-route service currently exists between Greeley and Fort Collins, resulting in zero trips.
    b) More trips occur inside Fort Collins (subregion 3) due to increased availability of transit service.
    c) 'Other' (subregion 1) is farther away from transit service resulting in the least amount of trips.
    d) Trips are allocated between Loveland and Greeley/Evans in year 2020 because of the connection to the CDOT Bustang route.

The evaluation of the zone-to-zone trips showed some important changes as the region moves towards 2040:

- Overall trips nearly double in this time period. In 2012, the model estimates 2.9 Million daily person trips, while in 2040; the model estimates 5.1 Million daily person trips.
- Much of the growth is projected to occur in the middle of the region, along the I-25 corridor – from Timnath south to Mead and from Johnstown north to west Greeley.

[9] Land use model results are typically reviewed and analyzed by TAZ. TAZs are small areas defined for use in travel modeling. They are usually bordered by roadways or geographic features which limit direct travel between TAZs. They are often, but not always, made up of homogenous activity (i.e., all residential activity, all commercial activity, etc.).

SERVICE LEVEL OPTIONS

Four service level options have been identified for the North Front Range regional transit network. The service level options are described in detail in **Chapter 5**. Each reflects a different vision for the level of regional transit services which could be provided by 2040 and the rate at which these services could be developed. The options are:

1. **Status Quo:** Regional services are available in the US 287 corridor, between Fort Collins and Longmont, with the 2016 extension to Boulder. This service would operate at a higher level than FLEX operates today, allowing for anticipated growth in ridership. Service would be provided every 30-minutes in peak hours and hourly the rest of the day on weekdays and on Saturdays. Bustang service would be provided as anticipated by CDOT. No other regional services are provided except for vanpools/carpools.

2. **Basic:** A basic level of regional transit service would be available between communities in the North Front Range region and to Boulder, Longmont, and Downtown Denver, traveling on primary corridors. These services would provide an alternative for residents who wish to use transit or do not have access to automobile transportation. Selected corridors would have services run during the peak hour with four to five trips in the morning and afternoon, weekdays only.

3. **Moderate:** Regional services provide an alternative to automobile transportation, with express trips available on the busiest corridors. Residents could use transit for many trips, with frequent service and Saturday operation in busy corridors. Services within the corridors would vary between peak hour only service with four to five trips in the morning and afternoon to 30-minute service in the peak hours with hourly mid-day service, weekdays only.

4. **High:** Regional transit services would be available in most corridors, connecting to local services in the communities in the North Front Range. Transit options would be available for a full range of trips, operating through the evening hours and on Saturdays and Sundays. Park-n-Ride lots would provide auto access to regional services. Services within the corridors would vary between peak hour only service with four to five trips in the morning and afternoon, 30-minute service in the peak hours with hourly mid-day service, to 15-minute service in the peak hours with 30-minute mid-day service.

The alternatives reflect varying levels of service in each of the corridors identified in ***Figure 4-1***. More information on the individual corridors is provided later in this chapter. Each successive alternative builds on the previous one. For example, 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 future rail service along the US 287 corridor. Both of these visions would develop bus services in the key rail corridors prior to the programmed development of rail services. The key rail corridor is US 287, based on the North I-25 FEIS. The Status Quo and

Moderate alternatives recognize the financial constraints on local government organizations. While the basic alternative is a step towards developing regional services, it would not result in the level of service and ridership that is a desirable precursor to regional and/or commuter rail services; however, nothing in these alternatives precludes the development of regional and/or commuter rail services.

Regional Commuter Rail Service

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

This 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 FEIS, where commuter rail service is included, and the **Rocky Mountain Rail Authority High Speed Rail Feasibility Study** (2010), where high-speed rail is proposed along the I-25 corridor. In 2014, CDOT released a draft **Interregional Connectivity Study** which considered technologies, alignments, financing, and travel demand/ridership for the I-25 and I-70 corridors. The planning horizon for commuter rail service included in the North I-25 FEIS is 2075 and beyond the planning horizon of this current effort; however, regional and commuter rail should not be precluded from further study.

While a rail vision for the region has been studied, it is not included in this 2040 RTE analysis for three reasons:

1. Adequate analysis is beyond the scope and time horizon of this study, making accurate comparisons difficult; however, regional rail is being addressed outside of this planning effort. CDOT's Division of Transit and Rail completed the **Colorado State Freight and Passenger Rail Plan** in 2012. The approval of this plan by the Colorado Transportation Commission in March 2012 allows CDOT to be eligible for FRA funds.
2. The stakeholders for such an analysis and the format for public participation and involvement are not adequate to address such a major regional policy discussion; and
3. The focus of this plan is on building a foundation for regional transit services.

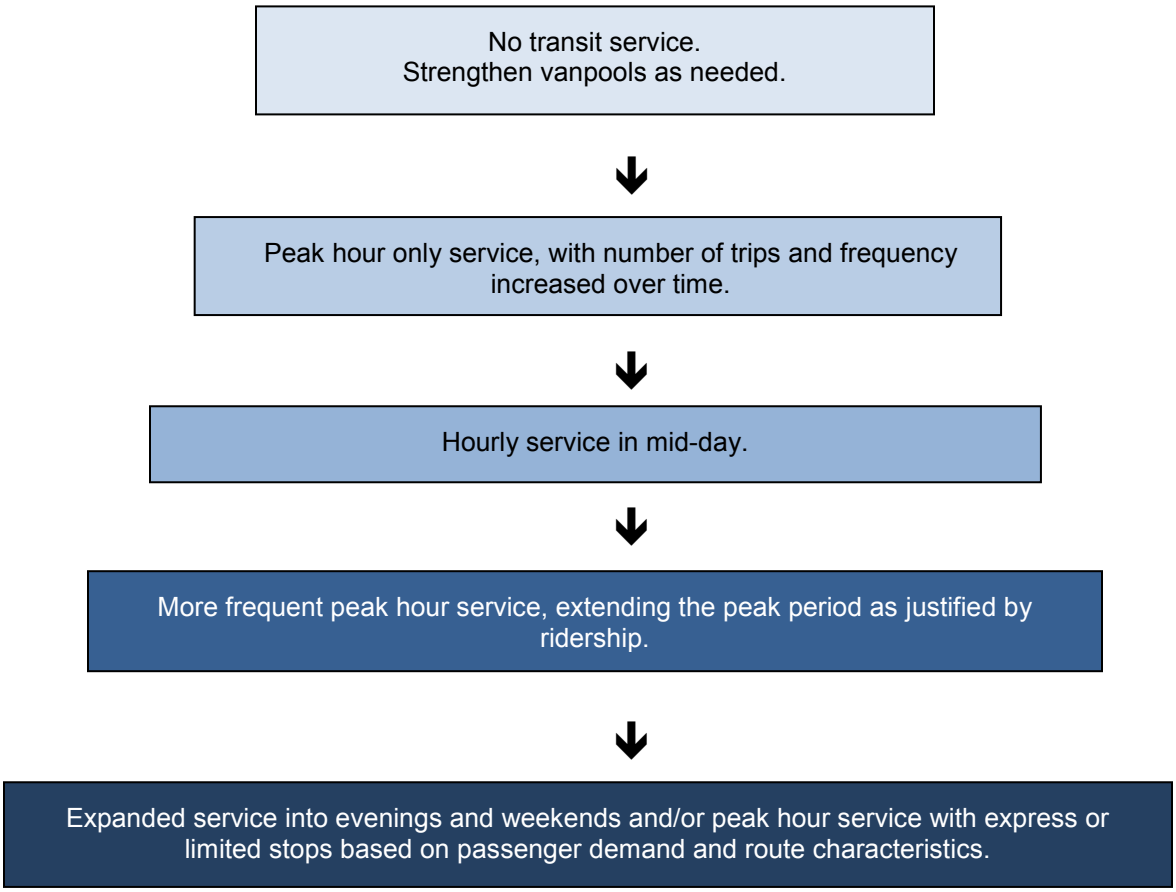
COMPARING SELECTED SERVICE ALTERNATIVES

To function effectively in the transportation network, regional transit services must be integrated with local transit services, park-n-ride facilities, and with other travel modes including bicycle and pedestrian connections. In the Status Quo, Basic, and Moderate alternatives, vanpools and carpools will serve an important role in offering connections where transit services are limited, especially for areas without direct transit connections on one or both ends of the trip. Even with the High alternative, vanpools and carpools would continue to play an important role 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 is 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 also continue to be an important part of the regional system. Specifics for which corridors will feature service are shown in ***Table 5-1***. For the Basic alternative, only local connections and existing regional connections will be available for the general public. For the Moderate and High alternatives, scheduled trips are included between the most common destinations within the North Front Range region. The Moderate alternative includes three express trips per day in the busiest corridors within the region, one each in the morning, mid-day, and late afternoon. The High alternative expands this to five trips per day in the busiest corridors, with two trips in the morning and evening peaks, and one trip mid-day.

The development of transit service is illustrated in ***Figure 4-4***. The growth and development of transit service in each corridor follows the same pattern. The application of this development for each alternative is illustrated in ***Table 4-1***.

Figure 4-4 Development of Transit Service



For this analysis, it is useful to compare the estimated ridership for the four alternatives. ***Table 4-1*** identifies each corridor and the estimates for daily ridership demand in both directions. The estimates in ***Table 4-1*** reflect the ridership numbers from the NFRMPO travel demand model and the service levels discussed in detail in **Chapter 5**. The Status Quo alternative only considers additional FLEX service, which explains the lack of ridership on the eight corridors; however, as funding and service levels increase, ridership would increase as well.

Travel models are calibrated using real-world ridership and vehicle counts to ensure the ridership and traffic volumes predicted by the model match the observed volumes in the initial year. The difficulty with this method is that these are new transit service corridors with no ridership with which to compare.

Table 4-23 Comparison of Potential Daily Ridership by Corridor

Corridor	NFRMPO Travel Model Analysis for 2040			
	Status Quo	Basic	Moderate	High
1: Evans-to-Milliken-to-Berthoud along SH 60 and SH 56	0	0	203	37
2: Greeley/Evans-to-Denver along US 85	0	0	358	233
3: Greeley/Evans-to-Windsor-to-Fort Collins along SH 257 and Harmony Road	0	1,624	1,119	1,427
4: Greeley/Evans-to-Longmont along US 85, SH 66, and SH 119	0	0	0	300
5: Greeley/Evans-to-Loveland along US 34	0	1,581	1,535	2,270
6: Fort Collins-to-Bustang (Express Route)	0	4	18	2
7: Greeley/Evans-to-Bustang (Express Route)	0	0	71	6
8: Loveland-to-Bustang (Express Route)	0	0	38	4
FLEX Route	1,243	1,496	1,582	1,731
TOTAL	**1,243**	**4,701**	**4,924**	**6,010**

Source: *NFRMPO 2040 Regional Travel Demand Model, 2015*

CHAPTER 5: SERVICE & CORRIDOR ALTERNATIVES

This chapter describes the four transit service alternatives for the 2040 planning horizon. These alternative visions focus on developing services along regional transit routes.

This is a long-range plan with a 25-year planning horizon. With the projected population growth, regional transit services are anticipated to be part of the future transportation network. The region's desire for commuter rail service is also reflected in the North I-25 FEIS. The preferred plan includes bus and rail services with a comprehensive set of regional routes connecting the cities and towns with each other and with the Boulder and Denver metro areas.

Three key challenges in this planning effort are:

- Refining the vision for regional transit services;
- Identifying how long-term planning impacts near-term choices for transit service development, finance, and governance; and
- Setting practical, near-term objectives and strategies to move the region towards achieving this vision.

The North I-25 FEIS identified a multi-modal solution to address the anticipated north-south transportation needs for the corridor from a statewide perspective. This 2040 RTE examines many of the same corridors, but adds a focus on the east-west connections needed for regional mobility and connectivity. The focus is also on the practical steps necessary to develop the foundations for these regional services.

North Front Range communities support the BATS, COLT, GET, and Transfort systems through local general funds or sales taxes. Berthoud, Fort Collins, Longmont, Loveland, and Boulder County developed the FLEX regional service along the US 287 corridor, governed and funded through an intergovernmental agreement. A plan which includes a vision for developing regional transit services, a conceptual network plan, which goes beyond goals and strategies providing options for governance, funding, and operations could move the region towards implementing a cohesive regional transit service network.

Figures 5.1 through 5.4 illustrate each of the four service alternatives and the level of service that could be expected for each by 2040. Based on these projected levels,[10] ***Table 5-1*** provides information on the routes and service levels in each alternative. ***Table 5-2*** is intended to provide an understanding of the level of service proposed in each alternative and the associated costs to help frame the discussion for governance and financing. The information in ***Table 5-2*** is based on information provided in the 2040 NFRMPO Regional Travel Demand Model.

[10] 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.

Figure 5-1 Status Quo Alternative

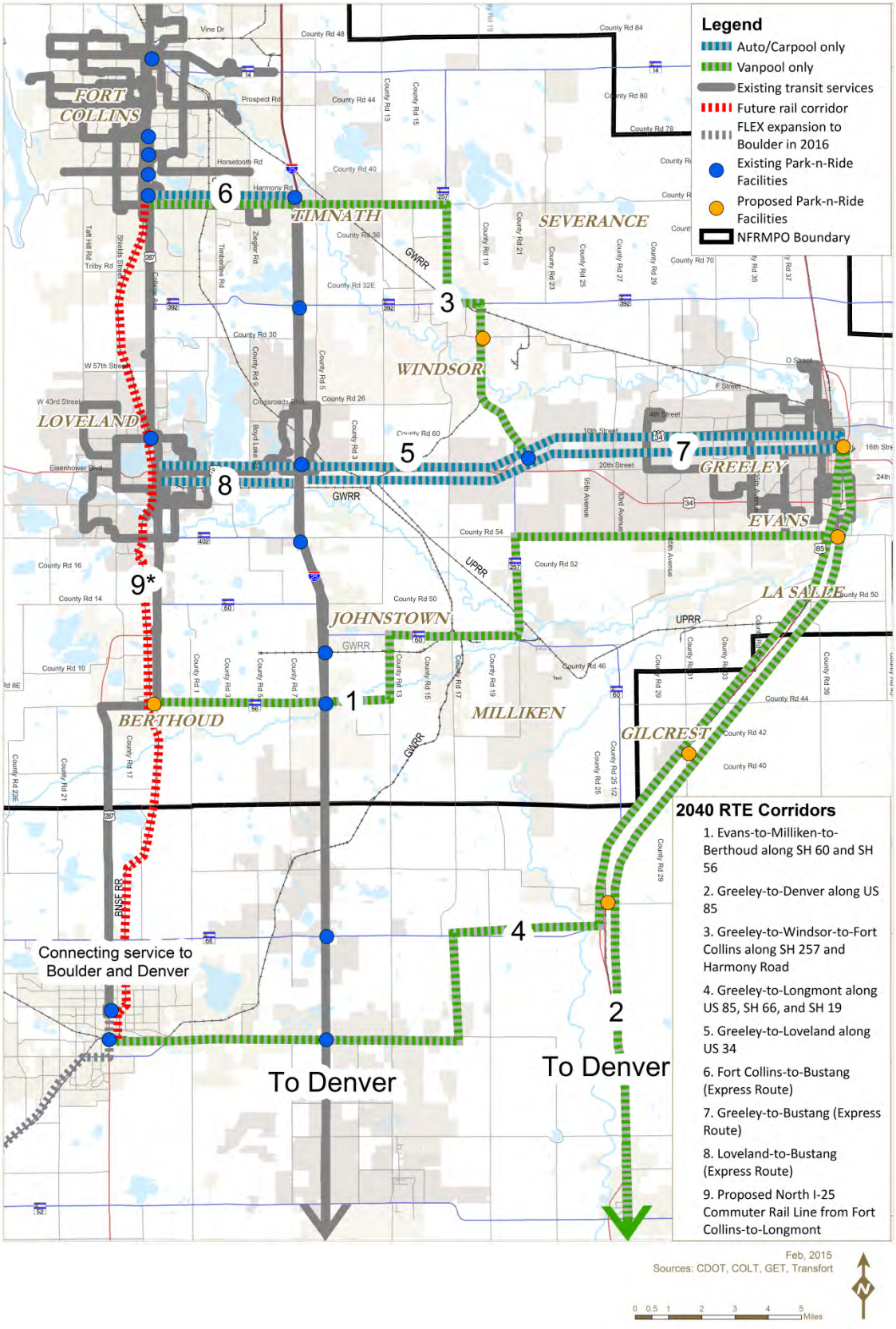


Figure 5-2 Basic Alternative

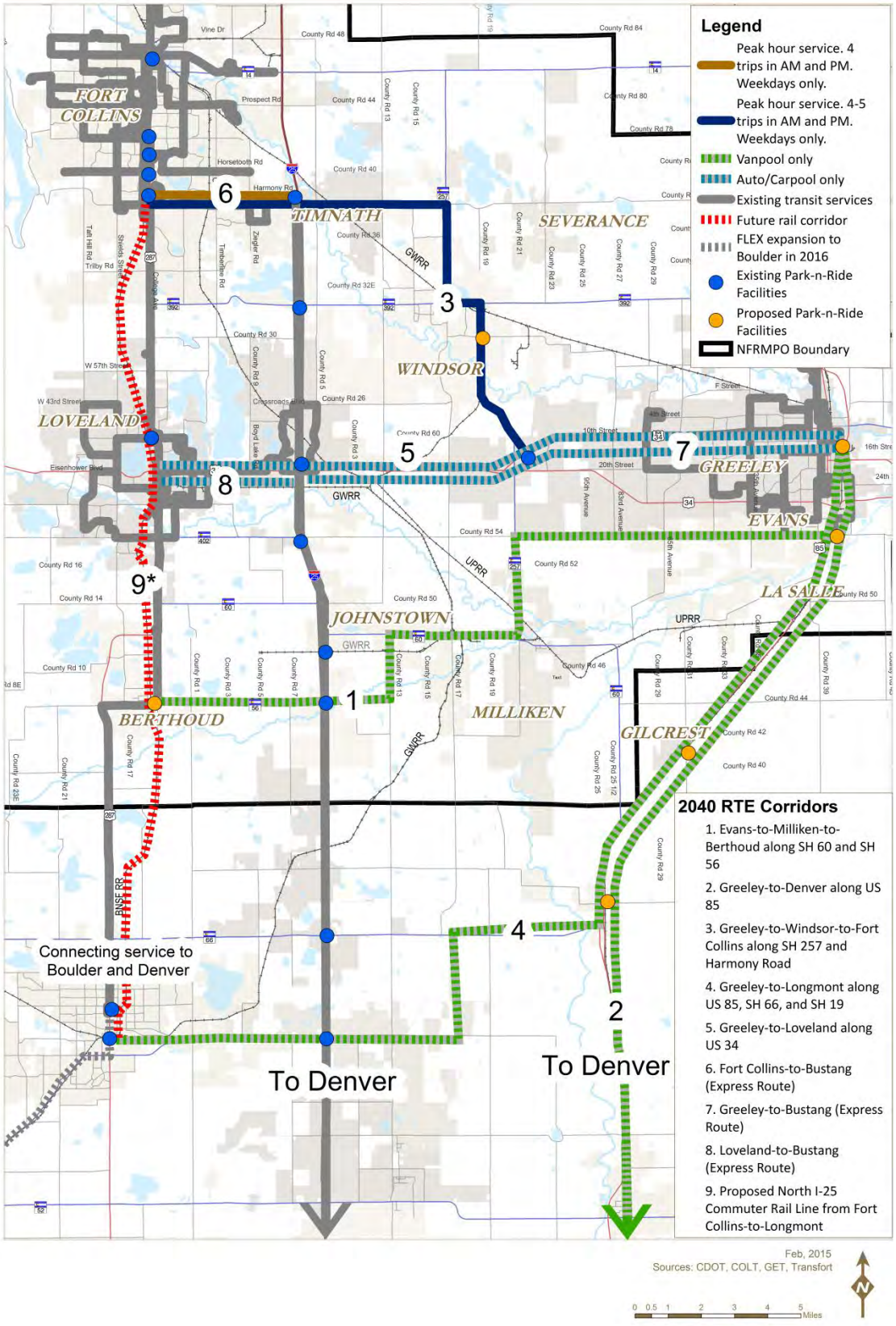


Figure 5-3 Moderate Alternative

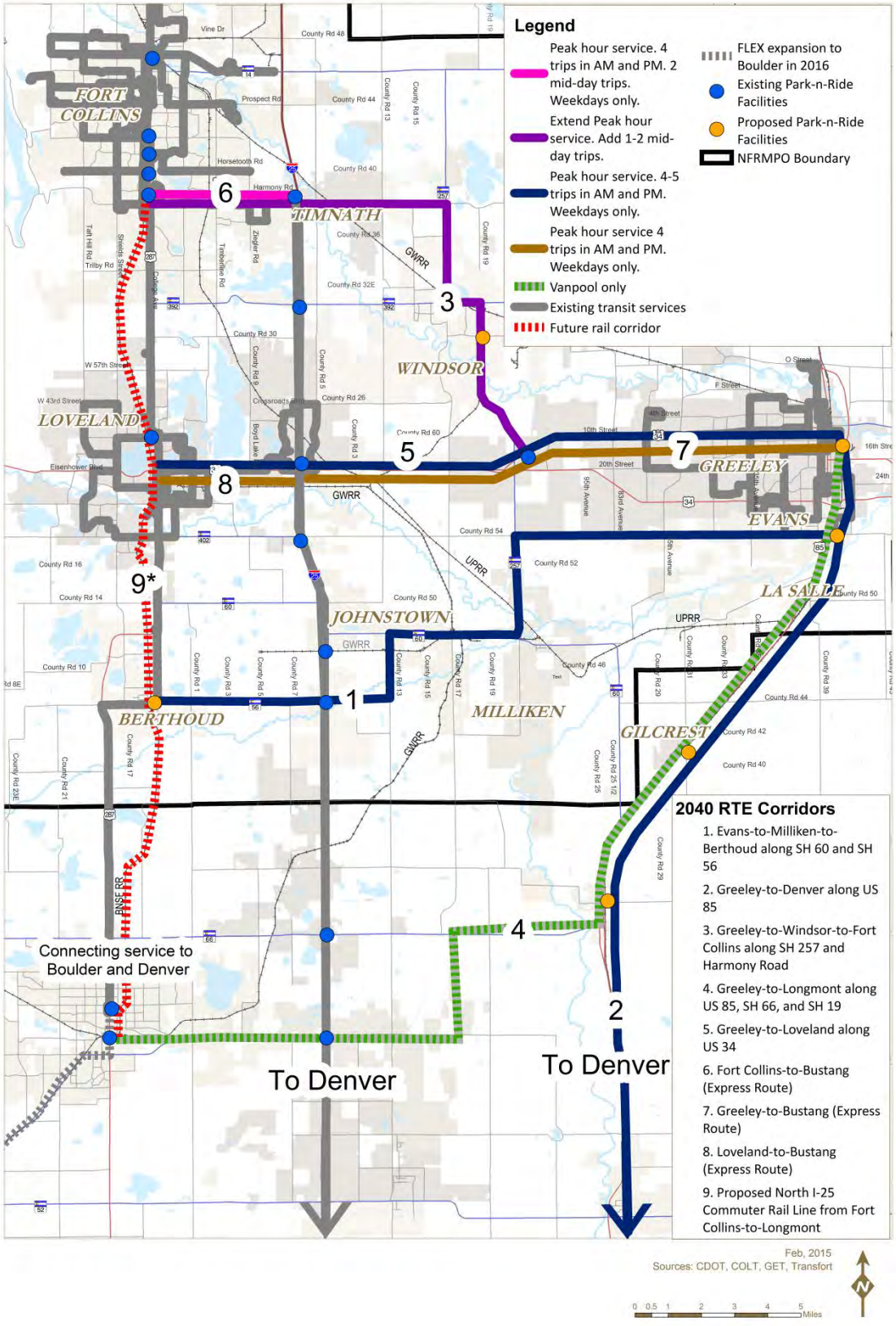


Figure 5-4 High Alternative

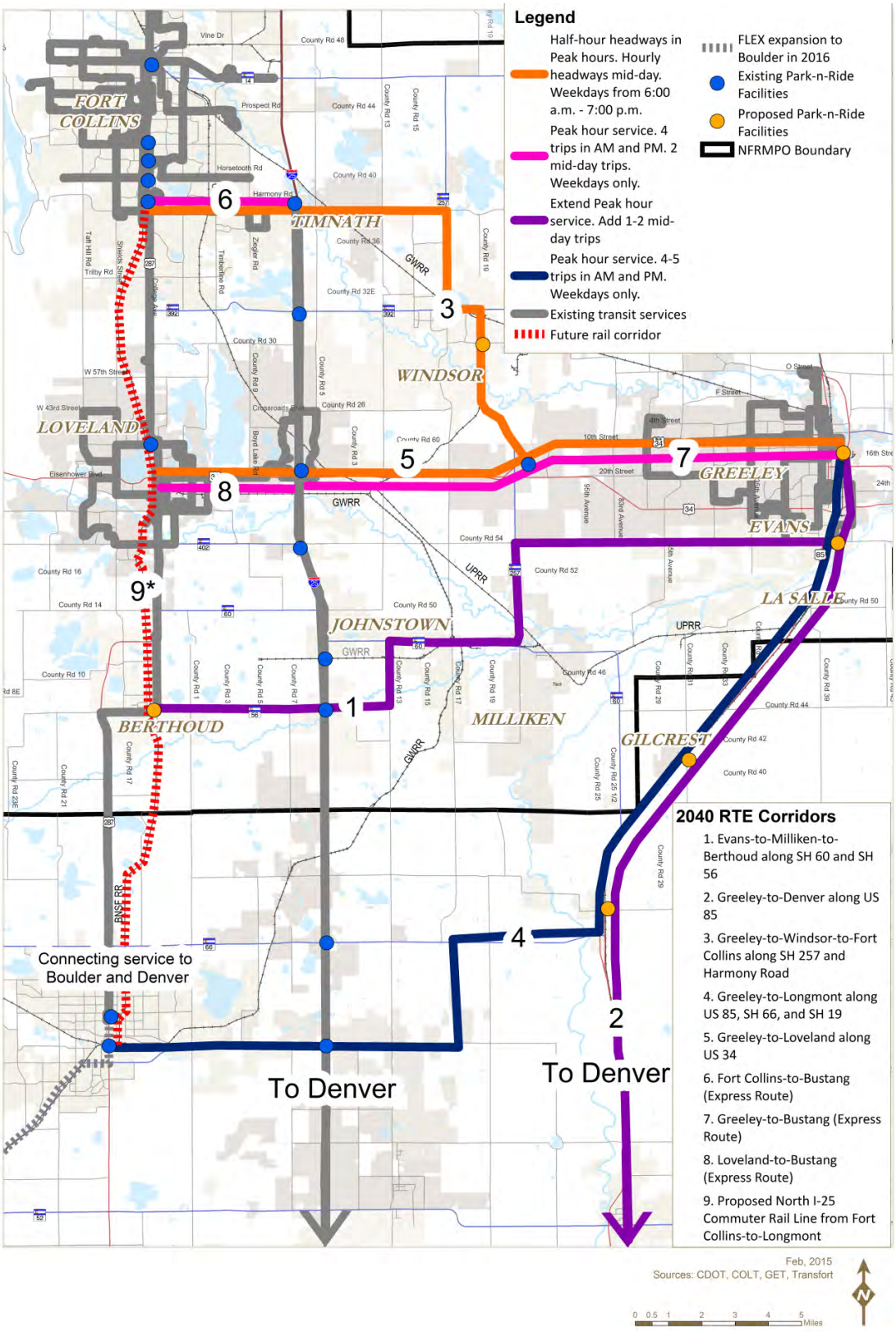


Table 5-24 Conceptual Service Plan

Corridor	Alternative			
	Status Quo	Basic	Moderate	High
Evans-to-Milliken-to-Berthoud along SH 60 and SH 56	Vanpool Only	Vanpool Only	Peak hour service. 4-5 trips in AM and PM. Weekdays only.	Extend Peak hour service. Add 1-2 mid-day trips
Greeley/Evans-to-Denver along US 85	Vanpool Only	Vanpool Only	Peak hour service. 4-5 trips in AM and PM. Weekdays only.	Extend Peak hour service. Add 1-2 mid-day trips
Greeley/Evans-to-Windsor-to-Fort Collins along US 34, SH 257 and Harmony Road	Vanpool Only	Peak hour service. 4-5 trips in AM and PM. Weekdays only.	Extend Peak hour service. Add 1-2 mid-day trips	Half-hour headways in Peak hours. Hourly headways mid-day. Weekdays from 6:00 a.m.-7:00 p.m.
Greeley/Evans-to-Longmont along US 85, SH 66, and SH 119	Vanpool Only	Vanpool Only	Vanpool Only	Peak hour service. 4-5 trips in AM and PM. Weekdays only.
Greeley/Evans-to-Loveland along US 34	Auto/Carpool Only	Auto/Carpool Only	Peak hour service. 4-5 trips in AM and PM. Weekdays only.	Half-hour headways in Peak hours. Hourly headways mid-day. Weekdays from 6:00 a.m.-7:00 p.m.
Fort Collins to Bustang (Express Route)	Auto/Carpool Only	Peak hour service. 4 trips in AM and PM. Weekdays only.	Peak hour service. 4 trips in AM and PM. 2 mid-day trips. Weekdays only.	Peak hour service. 4 trips in AM and PM. 2 mid-day trips. Weekdays only.
Greeley/Evans to Bustang (Express Route)	Auto/Carpool Only	Auto/Carpool Only	Peak hour service. 4 trips in AM and PM. Weekdays only.	Peak hour service. 4 trips in AM and PM. 2 mid-day trips. Weekdays only.
Loveland to Bustang (Express Route)	Auto/Carpool Only	Auto/Carpool Only	Peak hour service. 4 trips in AM and PM. Weekdays only.	Peak hour service. 4 trips in AM and PM. 2 mid-day trips. Weekdays only.

Table 5-25 Characteristics of Alternatives

Characteristic	Status Quo	Basic	Moderate	High
Annual Service Hours	17,737	42,479	85,382	160,820
Annual Miles	372,572	883,116	1,719,958	3,010,330
Peak Period Vehicles	4	11	17	30
Operating Costs at $90/hour	$1.6 M	$3.8 M	$7.7 M	$14.5 M
Annualized Vehicle Costs ($500,000/vehicle)	$0.1 M	$0.2 M	$0.3 M	$0.6 M
Annualized Operating Facility Costs	$0 M	$0.1 M	$ 0.2 M	$0.3 M
TOTAL ANNUAL COSTS	**$1.7 M**	**$4.1 M**	**$8.2 M**	**$15.4 M**

There is a general level of service, fleet size, and expenditure associated with each alternative. The actual development and demand may occur at a different rate in some corridors than is envisioned in this 2040 RTE. 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 service, is expected. While residents will be able to access regional services by bus and car, it is important to provide effective transit access through local transit and bicycle and pedestrian facilities for residents who do not have access to automobiles.

The region is diverse and communities have varying 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 a transit service is being developed in a corridor, the emphasis will need to be on agreement between the communities to a specific level of regional services to connect them and ensure adequate access is provided so the service can be successful.

EVALUATION OF ALTERNATIVES

Perspectives on the recommendation for the region were solicited through meetings with local governments in the region. One such meeting was the City of Fort Collins Planning, Development, and Transportation Open House held at the Fort Collins Museum of Discovery on February 20, 2014. Additional meetings in other local communities were also held. Considerations in evaluating the alternatives included:

- **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?
- **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, the lack of adequate feeder service will diminish ridership on regional routes. Similarly, residents and social service programs will likely want transit services that are balanced, with local services parallel in quality to regional options.
- **Financing.** Do the residents support taxes that would be needed to finance public transit? What is the capacity to finance the various levels of service? Financing of transit services in regional corridors will require partnerships between communities within the MPO as well as with entities outside the NFRMPO boundaries and the State.
- **Quantitative Performance Measures.** These may include riders per trip or service mile; passenger miles provided or reduced vehicle miles traveled; fare recovery ratio; or cost per trip.
- **Congestion Mitigation.** To what extent should regional services focus on meeting the needs of the transit dependent population, veterans, and the increasingly aging population and to what extent should it provide congestion relief?
- **Reduce Emissions.** What impact do the regional transit services have on the environment, and in particular air quality?

Ultimately the choices made on the appropriate level of regional transit services will reflect the priorities of the region. Different communities may select different alternatives, reflecting the diversity in the region.

CORRIDOR DEVELOPMENT

The basic service alternative was built from the 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 2040 RTE. It is useful to compare the corridors on other factors as well to identify the potential of 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 the exact routes, level of service, and phasing. Additionally, there will need to be a discussion of who the partners will be and how the new service will operate. Considerations such as proximity to an existing local service as well as ridership will need to be taken into account when determining

the service operator. The development of corridor service plans for each corridor is recommended. These plans would address detailed transit service planning issues as well as evaluate the potential for TDM activities.

Each route will also have unique logistical and access issues which must be considered. The timing and through routing must also be considered when routes are designed. The travel time and length of a route must be factored into the time needed to serve the route and the number of buses needed to keep it on schedule. This technical analysis should, and will necessarily, be supplemented by social and political considerations. Community or financial support may also incentivize certain routes. 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 financial and capital resources between corridors. Criteria are identified for initiating services in a corridor and for maintaining and expanding services. They can assist the MPO communities in building and supporting a comprehensive and cohesive network of regional services. These criteria can also be used to identify priorities for services among the various corridors.

Service Development Criteria

- Number of housing units, schools, and jobs within walking distance (½-mile) of bus stops.
- Number of housing units within driving distance, extending from ½- to 5-miles from park-n-ride facilities, transfer centers, or bus stops.
- Level of transit service connections.
- Number of vanpool riders traveling in a corridor. While the unique characteristics of vanpools make them an imperfect predictor of future transit systems, high numbers of vanpoolers in a corridor provide a ready market for a new transit system which may offer lower cost transportation to the passenger, independence, and more flexibility in travel time.
- Directness of service measured in travel time for the bus portion of route. If travel time is less than 1.5 times auto travel time, the corridor could 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.[11]
- Is the land use development along a corridor conducive to transit service with good bicycle/pedestrian and bus access? Serving developments by diverting regional buses from their main route is typically unproductive. The gain in passengers from a

[11] TCRP Report 165: Transit Capacity and Quality of Service Manual, Third Edition

specific development can be offset by the loss of passengers frustrated by the additional time en route.

Service development criteria are used to compare the efficiency of various corridors. It is also useful to consider when development is anticipated to occur and the transit services that might be appropriate in the corridor over time.

The corridor between Greeley and Loveland, along the US 34 corridor (Corridor 5), stands out. This corridor performed the best in the transit model analysis and would allow an east-west transit connection currently missing in the region. While a trial transit service, the 34 Xpress, operated along this corridor for almost two years and was subsequently terminated due to low ridership, the corridor analysis shows there is a future demand for this service. It is recommended the Greeley/Evans area to Loveland corridor along US 34 be high on the list of corridors where detailed service planning is carried out.

Another corridor where early development of services planning may also be useful is the Greeley/Evans area to Denver corridor along US 85 (Corridor 2). Commuter bus service along US 85 was identified in the preferred alternative for the North I-25 EIS. This is a corridor with logistical complexities, including roadway access for pedestrians, park-n-ride access, set-backs for buildings, and local transit connections. Construction of new park-n-ride facilities is underway due to current demand for multimodal connections and future transit service. It may be useful to identify how to connect riders for the first and last miles of their trips. Working through these issues early in the process provides more opportunities to overcome difficulties and establish successful services.

Service Standards

Regional service standards should be established as criteria for maintain 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 could include:

- Passengers per trip or per hour;
- Total cost and fare recovery per trip; and
- Passenger miles traveled or vehicle miles reduced.

These quantitative measures will need to show the investment in these services generally compare fairly with other transit service investments. The scales for the routes will be different due to distance traveled, making passengers per trip a better measure across corridors than passengers per hour or per mile.

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

- Providing stable and continuous services;
- Building on successes; and
- Providing a comprehensive network with services to all major population and activity centers.

The quantitative measures are supportive of each other, for example, 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 successes and placing additional resources into an existing route will pull resources away from establishing services in new corridors. This requirement for balance can be addressed in the development of the network plan and goals and also in evaluating governance and financing options.

Additionally, Environmental Justice (EJ) must be considered. EJ is defined by the EPA as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.[12] This analysis includes the following principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations in relation to transportation improvements.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.[13]

CONCLUSION

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

- Status Quo
- Basic
- Moderate
- High

A rail alternative was also described; however, detailed planning was not completed as it is outside the scope and time horizon of this 2040 RTE. The alternatives are described by the level and type of regional services that would be provided in each corridor.

Additionally, information has been provided on how the individual corridors compare with 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 occurs for each corridor prior to implementing transit services.

In considering the basic service alternatives, it will also be useful to conduct a detailed financial analysis. This will provide a break-out of how costs might be split between federal, State, and local sources.

[12] EPA, Environmental Justice Website: http://www.epa.gov/environmentaljustice/
[13] EPA, Environmental Justice Website: http://www.epa.gov/environmentaljustice/

Ultimately, the choices made as the appropriate level of regional transit services will reflect the priorities of the region. It is likely different communities will select different alternatives reflecting the diversity in the region.

SUMMARY OF RECOMMENDATIONS FROM CHAPTER 5

The best transit service plan will balance all of these factors: technical feasibility, social need, and political support. The region should:

- Assist smaller communities within the region with senior transit services between communities and to transit centers is a recommended priority for essentials, such as medical and grocery store trips;
- Develop service standards for each corridor; and
- Continue work set out in the previously completed feasibility studies.

CHAPTER 6: FUNDING & GOVERNANCE

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

FUNDING

The transit alternatives presented in **Chapters 4 and 5** require reliable and stable funding sources. Even the Status Quo alternative, which continues the current FLEX service with the 2016 expansion to Boulder, requires stable, ongoing funds for operation. Additionally, if the service continues or expands, capital for replacement and expansion vehicles will be needed. Currently within the region:

- Local communities have difficulty funding local transit services. FTA funds are available, but these must be augmented with local funds to cover operational costs. Systems with more extensive transit services must also further augment their FTA funds to maintain their capital foundation. In many cases, this means transit must compete for allocations from a jurisdiction's General Fund.
- There is uncertainty in the level of FTA funding that will be available in the future due to potential changes in urbanized area boundaries and because new long-term transportation legislation is needed.
- The role of the State in funding transit services is new, appears to be limited, and continues to change.

Several partners may share funding responsibilities for regional transit services. As a result, each corridor could have a different set of partners and funding structure. Additionally, funding may include a mixture of federal, state, and local funds. There are sources of operating funds available for pilot projects (such as CMAQ funding), but providing long-term regional transit services requires stable, on-going funding sources.

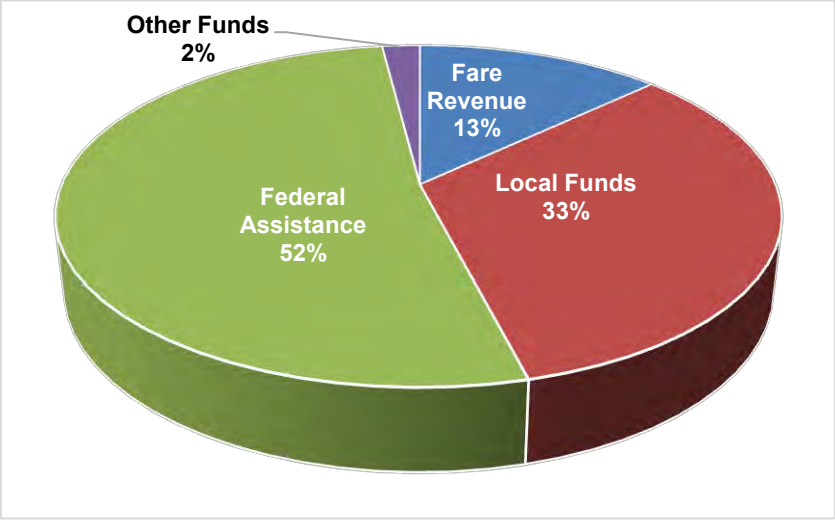
It concludes with a discussion of the funding issues needing to be addressed as the region and State begin to develop regional transit services.

REVENUE BREAKOUTS: FEDERAL, MATCH, AND FARES

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

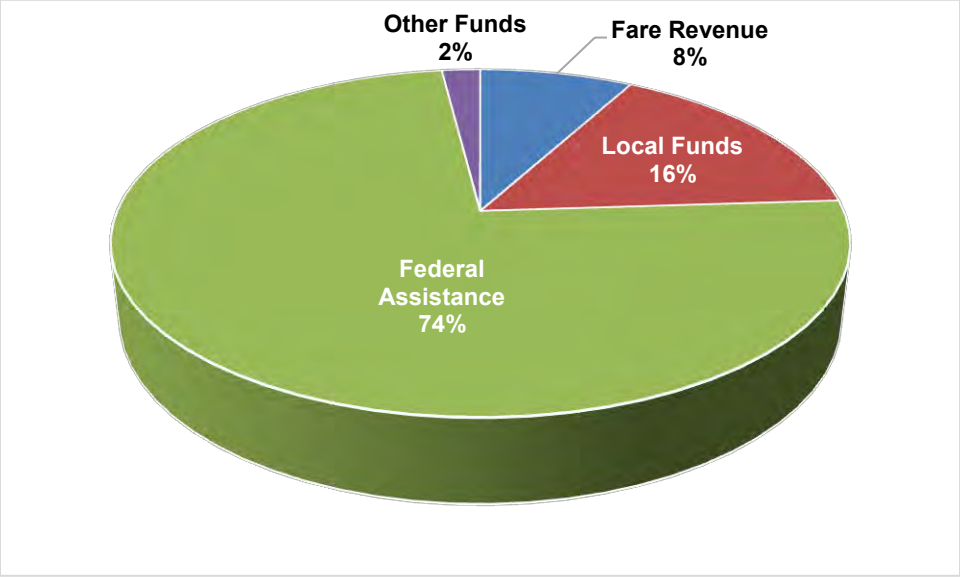
Figures 6.1 through 6.4 illustrate the revenue breakouts for 2012 for the operating expenses associated with North Front Range regional transit services. The percentage of funding from fare revenues or other operating revenue sources, such as advertising, varies by agency. ***Figure 6.1*** shows the average for the three local transit agencies. Currently, fare and operating revenues make up an average of 13 percent of the funding for the three services. Federal and local/matching funding make up a majority of the revenues for these services. Federal assistance ranges from 30 percent for Transfort to 74 percent for COLT. Local/matching funds range from 16 percent for COLT to 52 percent for Transfort. Matching funds may be sales tax, student fees, or revenues from other sources. The remaining one to three percent of the funding comes from other revenue generators such as advertising.

Figure 6-51 Typical Regional Average Transit Operating Revenues, 2012



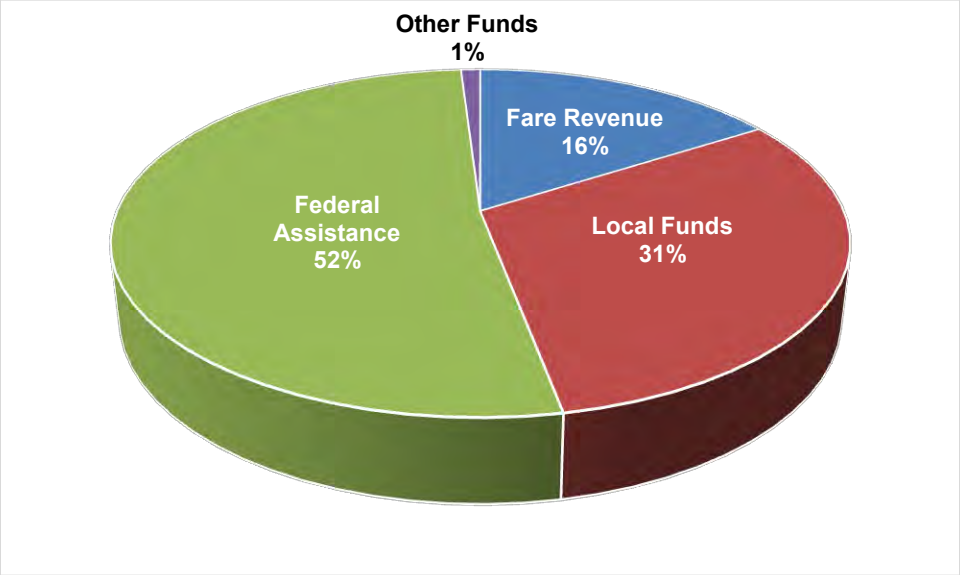
Source: *National Transit Database Transit Profiles. 2015*

Figure 6-6 COLT Operating Revenues, 2012 Data



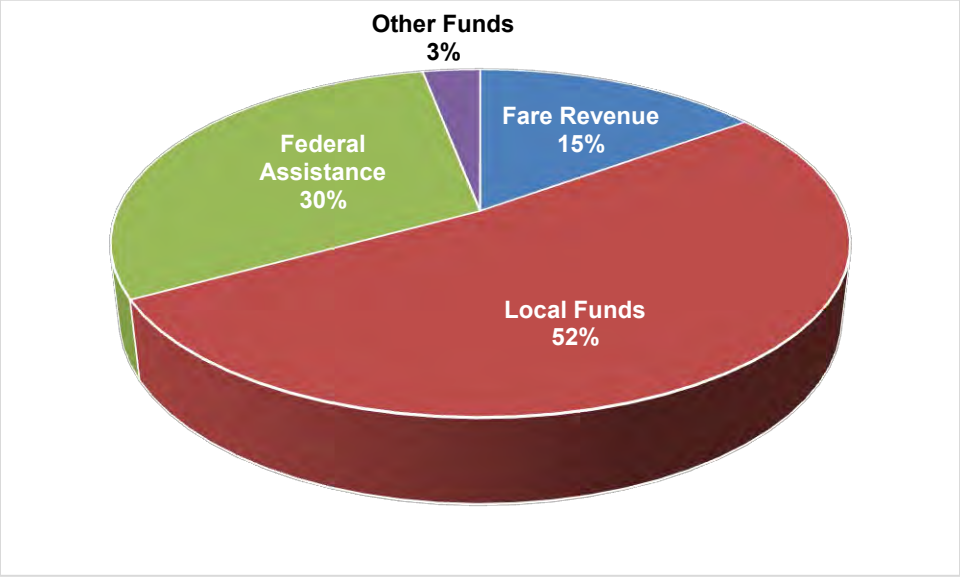
Source: *National Transit Database Transit Profiles, 2015*

Figure 6-7 GET Operating Revenues, 2012 Data



Source: *National Transit Database Transit Profiles, 2015*

Figure 6-8 Transfort Operating Revenues, 2012 Data



Source: *National Transit Database Transit Profiles, 2015*

FEDERAL, STATE, AND LOCAL FUND SOURCES

The basic funding options are listed in this section, with a discussion of what each source can be used to fund.

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 (§5307 funds) and the Bus and Bus Facility funds (§5339 funds) most commonly used in the region. Rural transit providers can also use Formula Grants for Rural Areas funds (§5311 funds).

- §5307 funds are allocated to the Designated Recipient agency or jurisdiction. For the Fort Collins/Loveland Transportation Management Area (TMA) this is the City of Fort Collins. For the Greeley/Evans urbanized area this is the City of Greeley.
- §5307 formula funds are distributed to the TMA and the City of Greeley based on a formula allocation for areas of 50,000 to 199,999 and areas with over 200,000 in population.
    - The City of Greeley receives funding based on population and population density, and number of low-income individuals.
    - The TMA receives funding based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle

miles, and fixed guideway route miles as well as population and population density and number of low-income individuals.[14]

- Transfort is the Designated Recipient for the Fort Collins TMA and is responsible for facilitating the allocation of §5307 funds between member jurisdictions in the TMA through an approval process. The NFRMPO Planning Council must approve the final allocation of these funds.
- The Bus and Bus Facilities funds (§5339 Funds) replaced the §5309 Funds. These funds are allocated directly to TMAs and are eligible to be transferred by the State to supplement rural formula grant programs (§5307 and §5311).[15]
- §5307 funds are fully used for current services, although the agencies within the TMA do transfer funds between themselves based on need and availability of local matching funds. Agencies within the TMA currently providing transit services and participating in this internal allocation include Berthoud, Fort Collins, and Loveland.
- Other FHWA funds, for example, CMAQ and Surface Transportation Funds (STP), that can be flexed for transit are transferred into the existing FTA programs and must abide by the same rules as other FTA funds.

As mentioned above, CMAQ funds are another important source of funds. These funds can be used at an 80 percent federal match level for starting new services. MAP-21 allowed for transit agencies to fund up to five years of operating service (two years at 80 percent federal and third year spread out over the next three years) and can also be used to purchase equipment.[16]

Other federal funds eligible for flexing, or transferring to FTA for transit projects, include National Highway System (NHS), Interstate Maintenance, STP, Highway and Bridge Replacement and Rehabilitation (HBRRP), and Highway Safety Improvement Program (HSIP) funds. A well-defined process has been laid out by FHWA and FTA and as with the transit funds these are fully utilized in the region.

State Funds

[14] FTA Fact Sheet: Urbanized Area Formula Grants, §5307 & 5340: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf
[15] FTA Fact Sheet: Bus and Bus Facilities, Section 5339: http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf
[16] Interim Program Guidance, FHWA, 2013: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/

In March 2009, Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) was signed into law. Through the increase or creation of fees, fines, and surcharges this law generates increased revenues for transportation improvements statewide.[17] These funds can be used for transit capital and beginning in 2016 for limited transit operating assistance for regional service. The FASTER Safety funds could potentially be used for improvements at certain transit facilities, such as Park-n-Ride facilities as long as a calculated safety benefit is realized. Compared to the need for transit funding the amounts are limited, but the availability of these funds is an important step. FASTER Transit funds may be used for regional operating assistance through a competitive application process.

FASTER Transit funds are split into three categories:

- Regional projects provide service within one Transportation Planning Region (TPR) but serve more than one municipality, and travel more than 25 miles;
- Interregional projects provide service in more than one TPR or CDOT Region, operate over a long distance, and make limited stops; and
- Statewide projects serve a substantial portion of the state.[18] With the launch of Bustang, the statewide projects pool was reduced by $3M to provide an operating set-aside for this new service.

All three pools of FASTER Transit are awarded on a competitive basis by CDOT. CDOT awards operating assistance for regional services based on the type of service and its recovery rate. Recipients of the other two FASTER Transit funds are required to provide a 20 percent local match. Since the inception of FASTER Transit, 138 projects across the State have been funded.

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

CDOT also is responsible for administering and allocating several FTA programs. These include the §5311 Rural Transit and §5310 Elderly & Disabled Capital programs. The §5311 program is for rural areas only, while the §5310 funds are for the entire MPO region. Of these funds, only §5311 could potentially help fund proposed regional transit services. Any future federal transportation legislation is likely to impact how transportation system dollars are distributed.

[17] Office of State Planning and Budgeting FASTER Fact Sheet
[18] CDOT FASTER Transit Regional Operating Assistance Application Guidance, 2014.

Local Funds

Currently, matching funds for transit come from the local general funds of most jurisdictions operating transit in the North Front Range region. Additional funding will be needed for implementing regional transit services. In 2010, MPO staff prepared a report on transportation impact fees. Currently, development impact fees can only be used for capital expenditures; however, 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 useful to explore this possibility.

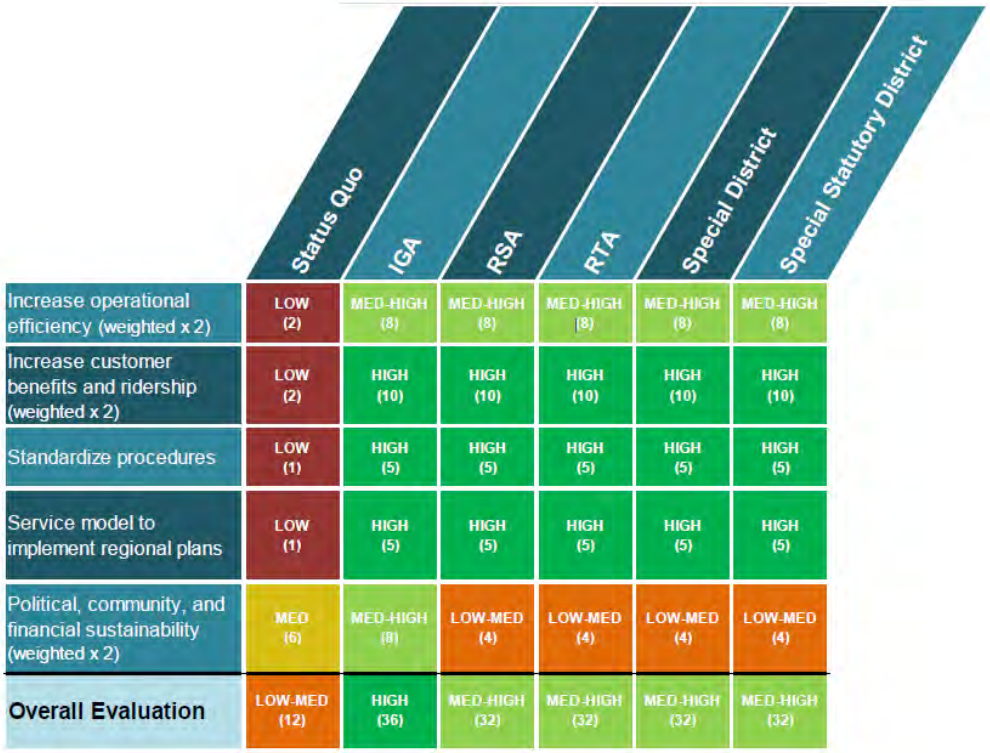
GOVERNANCE

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

It is useful to consider the other governance requirements for delivering transit services. Local communities currently provide individual governance for local transit services. Regional services like FLEX are operated by Transfort, but are governed and funded through an Intergovernmental Agreement (IGA) between multiple jurisdictions and the transit agency.

The 2013 **North Front Range Transit Vision Feasibility Study** evaluated six types of transit governance options for the North Front Range region. The communities of Berthoud, Fort Collins, Loveland, Larimer County, and the NFRMPO completed the feasibility study to explore integrating transit operations and decision-making structures for regional transit services. ***Figure 6.4*** shows the grades given to each governance structure based on various criteria. The chart considers status quo, or existing conditions, IGA, Regional Service Authority (RSA), Regional Transit Authority (RTA), Special District, and Special Statutory District. IGAs, RSAs, and RTAs are explained further in the *Governance Options* section of this chapter. As can be seen in the chart, status quo scored low in four of the five categories, while IGAs scored well in all five categories. RSAs, RTAs, Special Districts, and Special Statutory Districts score well, with the exception of their lack of political and community viability as a result of their taxing abilities and lack of local controls.

Figure 6-9 Summary of Evaluations for Governance Options



	Status Quo	IGA	RSA	RTA	Special District	Special Statutory District
Increase operational efficiency (weighted x 2)	LOW (2)	MED-HIGH (8)	MED-HIGH (8)	MED-HIGH (8)	MED-HIGH (8)	MED-HIGH (8)
Increase customer benefits and ridership (weighted x 2)	LOW (2)	HIGH (10)	HIGH (10)	HIGH (10)	HIGH (10)	HIGH (10)
Standardize procedures	LOW (1)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)
Service model to implement regional plans	LOW (1)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)
Political, community, and financial sustainability (weighted x 2)	MED (6)	MED-HIGH (8)	LOW-MED (4)	LOW-MED (4)	LOW-MED (4)	LOW-MED (4)
Overall Evaluation	LOW-MED (12)	HIGH (36)	MED-HIGH (32)	MED-HIGH (32)	MED-HIGH (32)	MED-HIGH (32)

Source: *North Front Range Transit Vision Feasibility Study, 2013*

Governance Options

Local communities which provide transit services have explored options for providing regional transit services. Governance options were explored thoroughly in the 2013 **North Front Range Transit Vision Feasibility Study**. 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. IGAs are approved by local governments.
- Regional Service Authority (RSA): Can provide either local or regional services or both. Local jurisdictions can purchase transit services at the level they desire from the RSA. These can be established by local or regional jurisdictions or by voters; with voter approval it can levy a property tax. Transfort's **Strategic Operating Plan Update** recommends this alternative.
- Regional Transportation Authority (RTA): Provides for transit services within a flexible boundary. Generally used for both local and regional services and

requires a vote to establish. Can levy sales tax, motor vehicle registration fees, and visitor benefit taxes, with voter approval.

- 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, as in Eagle and Summit Counties. 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 is still in development.

MOVING FORWARD

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

At the regional level, this will result in a key activity: the establishment of a regional transit network plan for the region. The service options in this 2040 RTE range from simply maintaining existing services, including the FLEX service, to aggressive alternatives providing high levels of transit services on State highways. The High service alternative is similar to the plan recommended in the North I-25 FEIS.

At the state level, CDOT will need to address their role in funding and/or operating regional services. Funding, bus operations, and rail operations also need to be considered.

This 2040 RTE illustrates how the definition of the roles and responsibilities of local and state partners will impact the financing levels and choices each party will need to consider. It is recommended the North Front Range region:

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

CHAPTER 7: PUBLIC INVOLVEMENT

Public involvement is essential for the planning process and requires a varied approach to be successful. In the case of the 2040 RTE, the NFRMPO approached the general public as well as local communities and transit providers for input. As with the 2035 RTE, the 2040 RTE incorporates the public's guidance for priorities, needs, and values regarding the development of regional transit services. Local governments act as a key audience as they are the entities responsible for fiscally balancing the needs for local and regional services. Working on both a local and regional level, local governments aims to foster relationships, establish governance structures, and set local priorities.

The NFRMPO has taken steps to create a more robust public involvement program. Staff held meetings and gave presentations throughout 2013 and 2014 to educate the public and officials, while also staffing public meetings and attending community events. Through this process, the MPO has devised a plan which reflects the needs and values of the communities based on their input.

MOBILITY COUNCIL INITIAL COMMENTS

In April 2013, MPO staff presented information to the Larimer County Mobility Council (LCMC) and the Weld County Mobility Council (WCMC) at their respective meetings. The Mobility Councils consist of transit and human service agency representatives, bringing together individuals who work with transit-dependent populations. Following the presentations, members provided feedback and described the needs and values of their organizations.

Both mobility councils described the difficulty individuals with disabilities have to get to work or to medical appointments. Appointments, both within and outside of the region, can be difficult to reach for those who have mobility issues.

Both LCMC and WCMC members mentioned the need for improved intra- and interregional connections. For Weld County, connections along I-25, US 85, and US 34 were cited as the most important. Larimer County stated connecting Fort Collins to other major municipalities in the region is a priority, especially as a way to improve employment transportation for its growing workforce.

Both LCMC and WCMC members highlighted the need to connect the major urban centers within the region to Metro Denver. Many people have medical appointments and/or are employed in the Metro area, but do not have reliable transportation options. LCMC members stated, while there are transportation alternatives like Connecting Health Van, VanGo, and Greyhound, each of these have a variety of issues, including price and schedule which are not convenient for a majority of work schedules or appointments.

INITIAL PUBLIC OUTREACH

PRESENTATIONS TO LOCAL STAKEHOLDERS

MPO staff provided local jurisdictions with the opportunity to participate in the public involvement phase of this 2040 RTE. Local jurisdictions referred the presentations to the Transportation Advisory Boards (TAB), a collection of city staff and appointed members who consider local and regional transportation issues with the potential to update their local Transportation Master Plans. Additionally, staff reached out to other local groups, transportation or otherwise, to have a wider range of feedback and participation.

The organizations and events the MPO reached out to and participated in late 2013/early 2014 included:

- Greeley Citizen Transportation Advisory Board;
- Windsor Business Expo;
- Larimer County Mobility Council
- Weld County Mobility Council;
- City of Fort Collins Transportation Board;
- Fort Collins Transportation and Planning Open House;
- Fort Collins Salud Family Health Centers “Block Party”; and
- City of Loveland Transportation Advisory Board.

Information presented to each group included an overview of the MPO, project goals for the 2040 RTE, and how the 2040 RTE fits in with previous and existing planning efforts. Staff stressed the 2040 RTE does not replace local plans, but rather works in tandem with them.

Feedback from the public was wide-ranging and informative. Board member comments mentioned the need for better connectivity to work, better services between cities, as well as improved services for those who face economic hardships. Transit is seen as a way to help connect people to jobs, especially for those individuals without cars. Board members also asked about what impediments exist for implementing and operating transit within the region.

Public comments also recommended transit services be extended into southeastern Fort Collins, specifically in the area south of Harmony Road. Intense development has led to insufficient transit connections in this area.

PARTNERSHIP WITH CDOT

In addition to working with local jurisdictions, MPO staff worked with CDOT as they completed their Statewide Transit Plan. Partnering with CDOT allowed the MPO to understand the local trends, needs, and capabilities in the larger statewide arena. CDOT undertook the *Statewide Transit Survey of Older Adults and Adults with Disabilities* as part of the Statewide Transit Plan outreach. CDOT provided the North Front Range Transportation Planning Region survey responses to the MPO, **Appendix D,** allowing the MPO to incorporate the responses into this 2040 RTE.

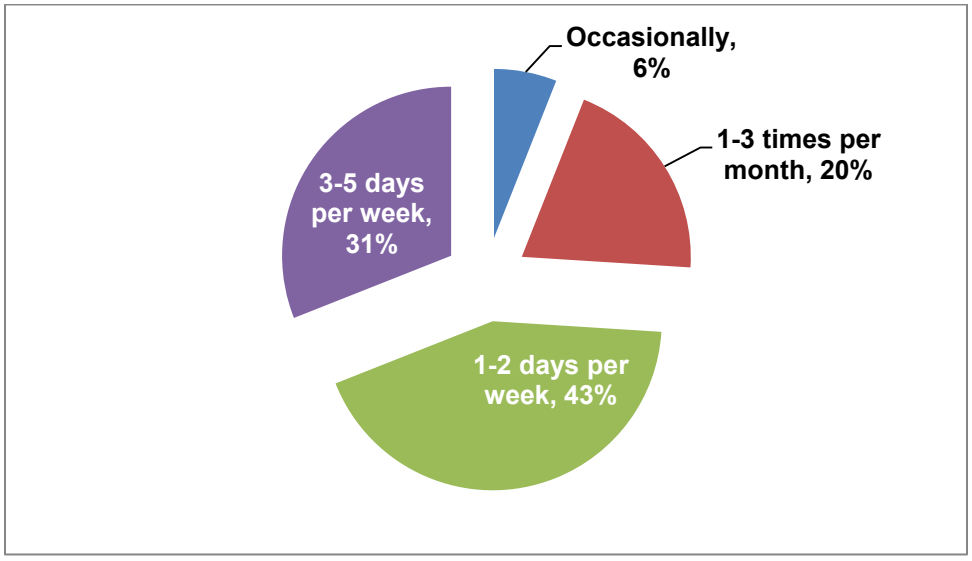
SURVEY

In 2013, MPO staff developed a survey to obtain feedback from the public on transit in the region. Specifically the survey focused on what improvements are needed to increase ridership and usage. The survey was available at the public outreach events as well as online beginning in August 2013 through September 2014. Combined, 138 completed surveys were received, providing feedback on the perception of transit in the region. Participants ranged in age, occupations, needs, and values and provided insight into how transit is viewed in the region.

The survey was short, with seven questions asking if transit usage would increase if more transit was provided, where the respondents' journeys might begin and end, and the purpose of potential transit trips. Respondents were not required to answer every question, but were invited to choose multiple options from the list or create their own answers.

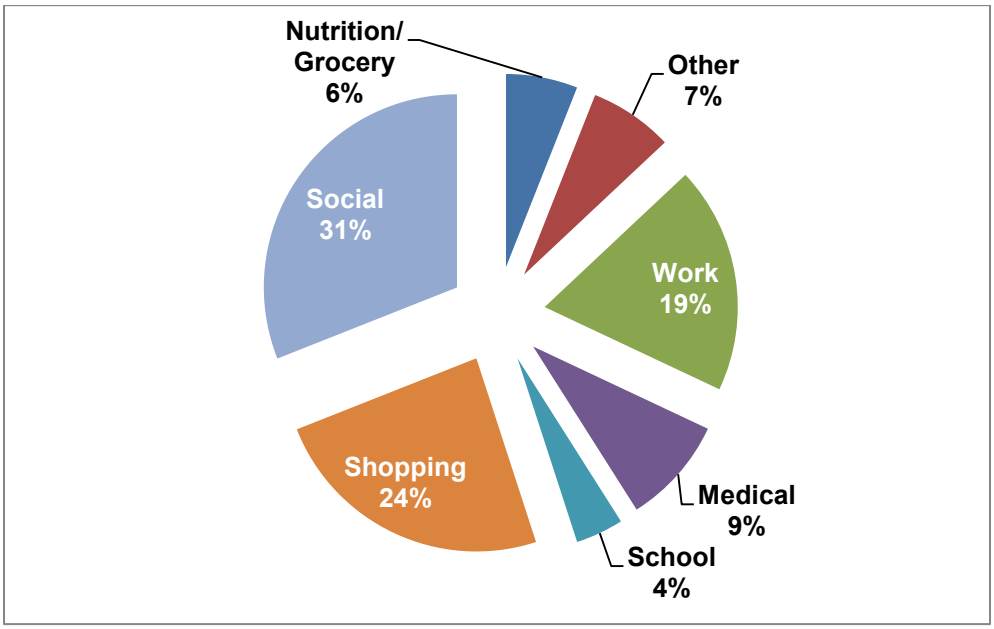
Figures 7.1 through 7.4 summarize the responses to this survey. Nearly half of respondents stated they would take transit one to two days per week, and nearly a third would take it multiple days per week. Social reasons provide the most potential transit trips followed by shopping. Frequency and saving time and money were most important to potential transit users. Fort Collins provides the highest number of potential transit users with a strong demand for service to the Denver metro area. Conversely, the smaller communities of Eaton, Johnstown, Milliken, and Severance provide few potential transit trips.

Figure 7-1 Frequency of Use of Potential Transit Options



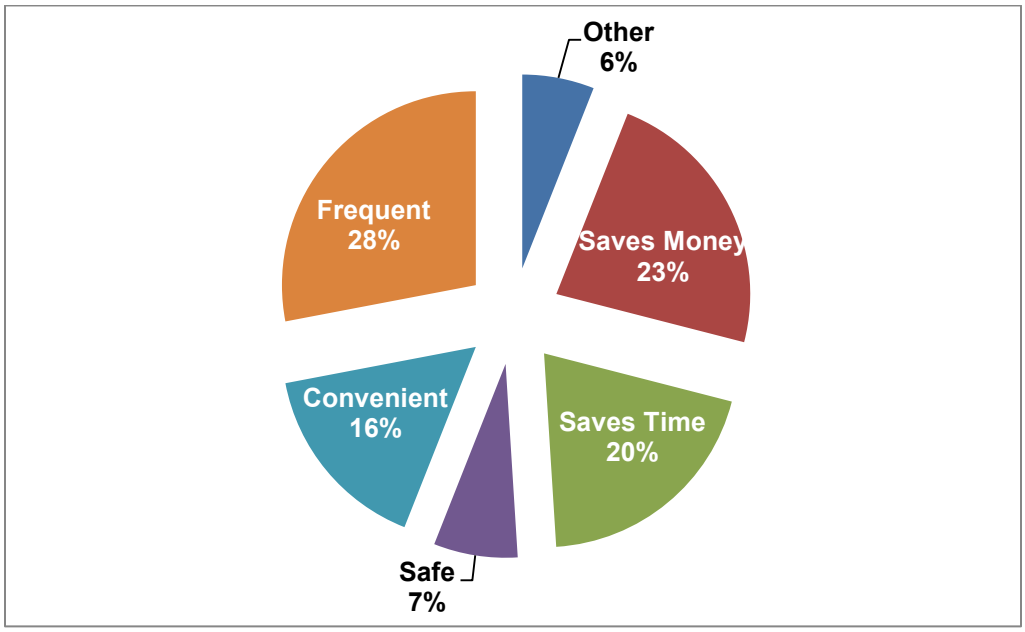
Source: *NFRMPO 2040 RTE Survey Responses, 2014*

Figure 7-2 Reasons to Take Potential Transit Trips



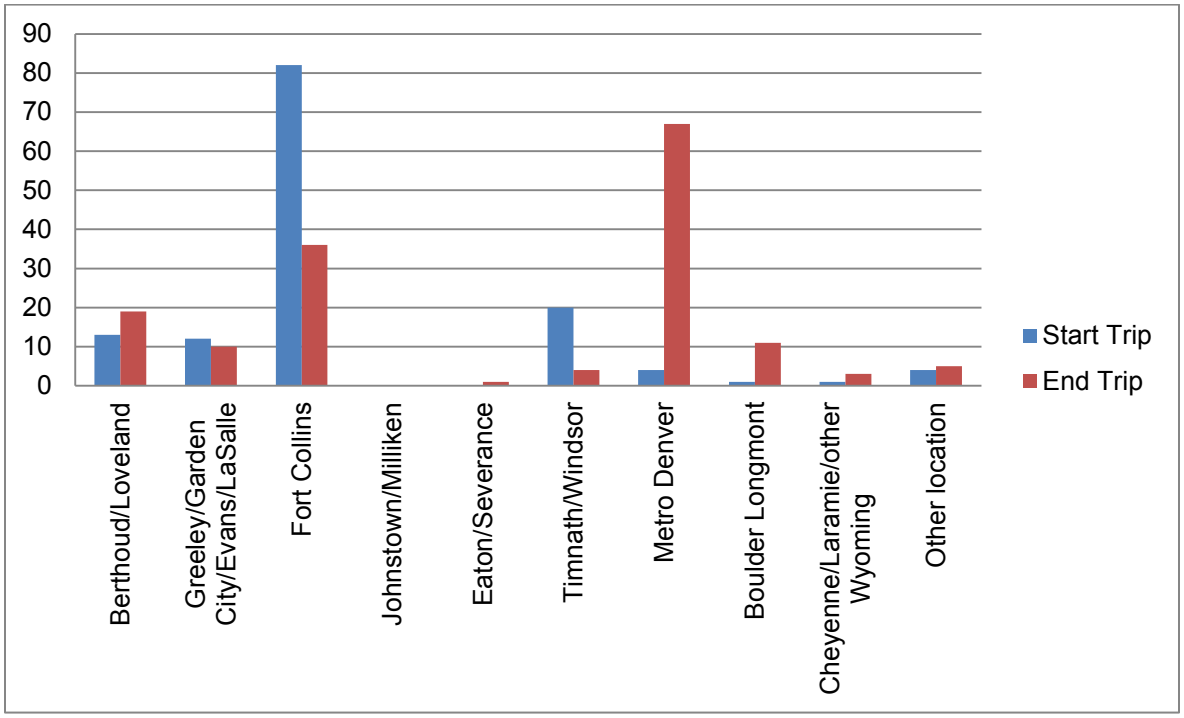
Source: *NFRMPO 2040 RTE Survey Responses, 2014*

Figure 7-3 Reasons to Use Transit



Source: *NFRMPO 2040 RTE Survey Responses, 2014*

Figure 7-4 Potential Transit Start and End Points



Source: *NFRMPO 2040 RTE Survey Responses, 2014*

TAC AND PLANNING COUNCIL

At the October 2014 Technical Advisory Committee (TAC) meeting, staff presented four additional corridors to be considered as the 2040 RTE Transit Scenarios, for a total of nine corridors. These nine corridors are shown in ***Figure 4-1*** in **Chapter 4** and include:

- Evans-to-Milliken-to-Berthoud along SH 60 and SH 56
- Greeley-to-Denver along US 85
- Greeley-to-Windsor-to-Fort Collins along US 34, SH 257, and Harmony Road
- Greeley-to-Longmont along US 85, SH 66, and SH 119
- Greeley-to-Loveland along US 34
- Fort Collins-to-Bustang (Express Route)
- Greeley-to-Bustang (Express Route)
- Loveland-to-Bustang (Express Route)
- Proposed North I-25 Commuter Rail Line from Fort Collins-to-Longmont

TAC concurred with the recommended removal of the FLEX service to Longmont and the Bustang from Fort Collins-to-Denver as these corridors are committed or currently in service. The North I-25 Commuter Rail was included, although the anticipated year of operation, 2075, is beyond the scope of this 2040 RTE.

Staff provided an update on the transit corridor additions at the Planning Council Meeting on November 2014. Councilmembers were given time to critique the possible transit corridors and favored the corridors being considered. The public in attendance also provided comments concerning the most important routes to consider, specifically mentioning the connection between Greeley and I-25; one of the 2040 RTE Corridors to be evaluated.

2014-2015 PUBLIC MEETINGS

As part of the public outreach for the 2040 Regional Transportation Plan, MPO staff attended multiple events and meetings to discuss the 2040 RTE corridors. Staff brought a large map of the corridors to these events and discussed transit needs in the region with the public. To engage a wide audience, staff participated in a wide variety of meetings and staffed booths at local events. The events and meetings staff attended included:

- Larimer County Mobility Council—December 18, 2014;
- Greeley Citizens Transportation Advisory Board —January 26, 2015;
- Weld County Mobility Council—January 27, 2015;
- Loveland Transportation Advisory Board—February 2, 2015;
- GET Open House—February 9, 2015;
- Loveland Public Library—February 10, 2015;
- Transfort South Transit Center—February 12, 2015;
- Colorado State University Student Union—February 17, 2015;
- Fort Collins Transportation Board—February 18, 2015;
- US 85 Coalition—March 12, 2015;
- Hwy 287 Corridor Coalition—March 26, 2015; and
- Greeley Chamber of Commerce Local Government and Business Affairs Committee—April 3, 2015.

Comments were varied; however, they focused on the need for regional transit connections. Both bus and commuter rail connections were brought up to help solve connectivity issues within the region and to Denver. A common issue cited was the need for an east-west connection between Greeley and Fort Collins and Greeley and Loveland, similar to the 34 Xpress bus. One key recommendation was that staff should analyze why routes like the 34 Xpress was not successful to ensure the same mistakes do not happen in the future. Additionally, there should be connections to DIA which do not require a transfer at Denver's Union Station.

A Greeley Citizens Transportation Advisory Board (TAB) member stated the region should not just be looking at buses for 2040 because transportation technology is improving rapidly. A large number of citizens wondered why the commuter rail service to Denver is expected in 2075. Many commented they would support the service if it started sooner.

Students at CSU provided input regarding transit at the CSU Transit Center. Students mentioned the low frequency of the buses leads to crowding on routes that serve the CSU Transit Center. In inclement weather, when more students ride the bus, they stated it is common to miss the bus due to overcrowding. Students also mentioned connections to Denver as one of

their primary concerns. One student stated they cannot connect to the CSU campus via transit because there are no routes from Laporte.

The TAB members suggested staff maintain a regional dialogue about transit by having transportation experts from around the country discuss and present to the public on transportation issues. Because many citizens are not aware of new technologies, laws, or policies impacting transportation, the region may benefit from a series of speakers on these topics.

Staff collected verbal and written responses received at the public meetings and events. These testimonies are available at the NFRMPO offices.

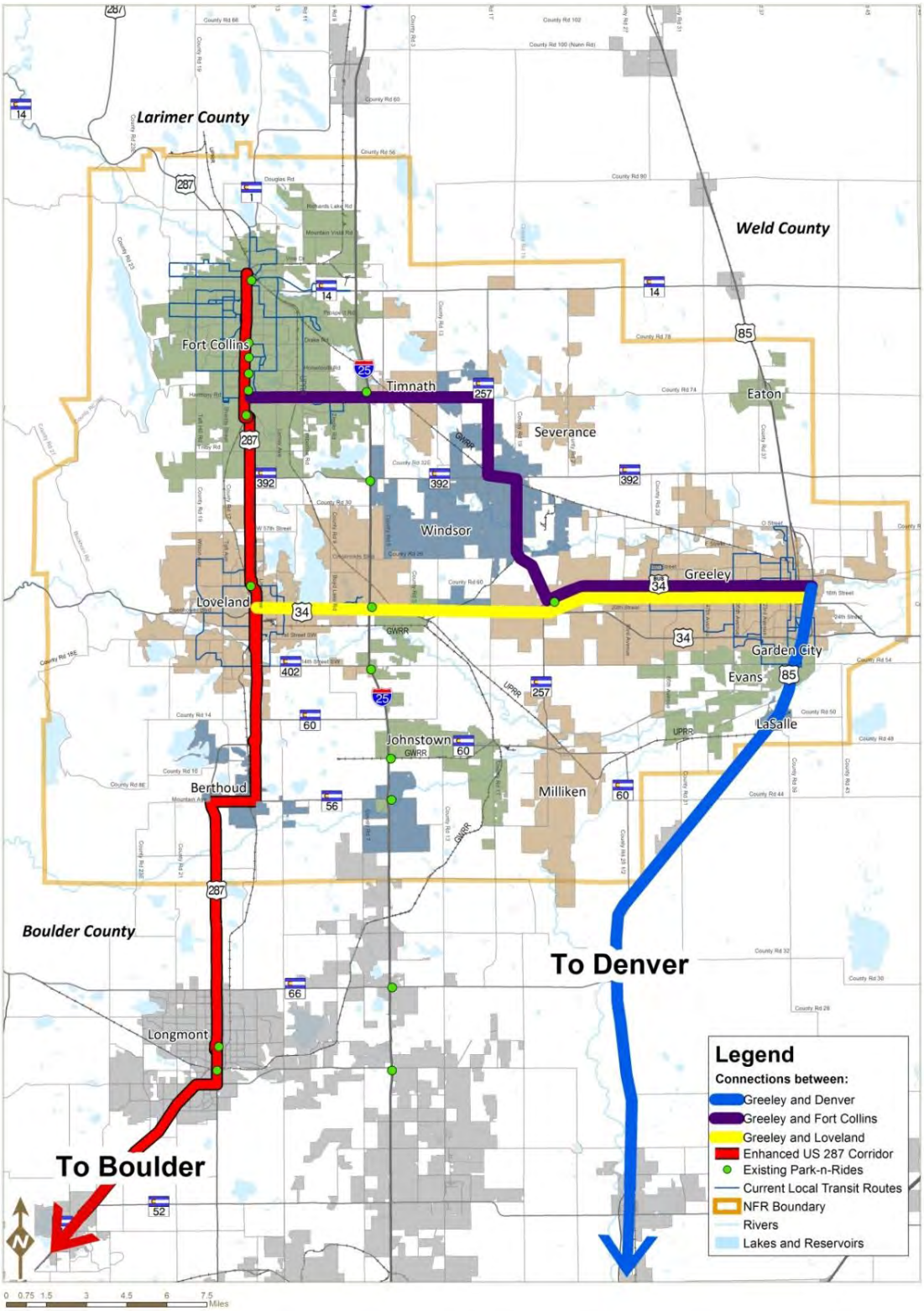
CHAPTER 8: MOVING FORWARD
RECOMMENDATION

For the 2035 RTE, the NFRMPO Planning Council selected the Basic Alternative with the addition of service along US 85 (Corridor 2) as the preferred alternative (Basic+). However, for the 2040 RTE, the NFRMPO is moving forward with suggested actions based on the recommendations of the three local transit agencies, TAC, input received during the public outreach phase, and previously completed studies, specifically the 2013 **North Front Range Transit Vision Feasibility Study**. The recommendation includes:

- Further study into the transit connections between:
    - Fort Collins and Greeley/Evans area;
    - Greeley/Evans area and Loveland; and
    - Greeley/Evans area and Denver.
- Additional service and investment along the US 287 corridor.

Figure 8-1 shows the three city-to-city connections for further study and the two enhanced transit service corridors for further investment.

Figure 8-1 2040 RTE Recommendation



Focusing on the broad connections between cities rather than on the corridors themselves allows for a more comprehensive transit analysis. There are a variety of reasons to operate and fund regional transit services, which should be analyzed on a case-by-case basis. Special considerations for transit trips include access to medical facilities and employment centers, and connectivity for transit-dependent groups. In-depth analysis provides the greatest flexibility and allows for unique considerations for each connection. For example, studying connections between Greeley and Fort Collins may lead to the study of routes through Timnath and Windsor and/or a route through Loveland.

Rather than focusing on the specifics of each corridor in this document, the 2040 RTE recommends transit in the region expand upon existing services, existing relationships, and previous studies. Further studies of the recommended connections will also refine the planning process and result in changes as services are implemented.

As identified in **Chapter 6**, there are significant questions to resolve regarding governance, funding, and service delivery. Previous studies, like the 2013 **North Front Range Transit Vision Feasibility Study**, presented recommendations for further studies, actions for implementation, and potential partnerships. As the region moves forward with regional transit, a consideration of previously completed work should guide future actions. The North Front Range region has a successful regional funding and governance model in the FLEX service.

The region should build on its successes in transit, such as the IGA model used for the FLEX service and the partnership funding GET. Through a mixture of town, city, and county subsidies, Transfort operates the FLEX service through partnership each member jurisdiction. Transfort continues to operate as the transit operator with input from each member community. Transfort has an existing governing structure, and the ability to operate and maintain the vehicles. This is not to say all future regional transit should be operated by Transfort, but rather the process for governance and funding could be replicated. Similar to Transfort operating FLEX, GET operates service in Evans and Garden City through IGAs. Using this mechanism, GET provides routes through the two communities without having to introduce a new governance structure or provide funding for these services itself.

It is anticipated 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 project programming, budgeting funds, acquiring equipment, and implementing service.

The expansion of FLEX and MAX services should continue based on the respective strategic plans that exist. The FLEX service will be expanded to the City of Boulder in 2016, which opens the door for additional service hours and further connections. Transfort's 2009 **Strategic Operating Plan** discussed possible investment in the MAX service including the expansion of service along West Elizabeth Street through the CSU campus. Between the extended FLEX and MAX services, a continuous transit corridor will run from downtown Fort Collins to downtown Boulder. This will provide connections to local COLT, RTD, and Transfort routes, five transit centers, and two major universities.

Table 8-1 summarizes the actions completed in the region since 2011, when the 2035 RTE was adopted and the North I-25 FEIS was completed.

Table 8-26 Summary of Actions Since 2011

Action	Date	Result
Examination of Regional Transit	April 2013	***North Front Range Transit Vision Feasibility Study*** (did not include GET)
MAX BRT Service Began	May 2014	Increased use of transit in the Mason Corridor and Fort Collins
3 years of Funding for FLEX route extension to Boulder service in 2016	2014	DRCOG CMAQ funding to extend FLEX service to Boulder.
Extension of Transfort service to Bustang	February 2015	Link between local transit route and interregional route.
Establish Bustang service	July 2015	Service between Fort Collins/Loveland and Denver

Table 8-2 lists recommendations to help move the North Front Range region towards regional transit connections.

SUMMARY

This 2040 RTE provides a long-range vision for regional transit services, but the focus of the recommended actions is short term because the plan will be updated again in four years. Further action should be taken as the connection analyses are completed. The region has had success in working together on transit, as shown by the FLEX route and the partnerships funding GET. It is through cooperative action and many small steps that a regional transit vision will become a reality.

The 2040 RTE recommendation includes:

- Further study into the transit connections between:
    - Fort Collins and Greeley/Evans area;
    - Greeley/Evans area and Loveland; and
    - Greeley/Evans area and Denver.
- Additional service and investment along the US 287 corridor.

Table 8-27 Summary of Recommendations

Action	Timeframe	Responsibility
Establish multimodal actions and strategies as part of 2015 CMP update	2015	MPO staff
Establish corridor priorities • Program funding for corridor studies • Align resources for regional transit service development and TDM activities	2016	Planning Council
Establish MPO process for involving stakeholders in development of regional transit connections • As needed committees with staff support • Representation in regional discussions • Communication channels	2016	Planning Council
COLT extension to Bustang	2016	COLT
FLEX extension to connect CSU and University of Colorado (CU) in Boulder	2016	Transfort
Adopt policy positions which support local, state, and federal initiatives that build funding options for regional transit services.	2016-2017	Planning Council
Park-n-Ride to accommodate Bustang	2016-2017	Fort Collins/CDOT
Support local finance options that recognize and allow for the funding of regional services.	Ongoing	Local Communities/Planning Council
Include development of regional transit connections as a priority in project evaluation and selection criteria	Ongoing	Planning Council with TAC support
Monitor progress towards completing these actions	Ongoing	TAC with MPO staff support
Work with local providers to develop a regional fare structure to provide distance-based fares and seamless transfers between systems	Ongoing	Transit agencies with MPO staff support
Extend MAX hours of service	Ongoing	Transfort

APPENDICES

Appendix A: Related Planning Studies
Appendix B: Provider Data
Appendix C: Demand Analysis
Appendix D: NFRMPO Regional Transit Element Survey *(2013)*

APPENDIX A:
Related Planning Studies

Extensive local transit planning has occurred in the North Front Range region since the 2004 edition of the RTE. As mentioned in **Chapter 1**, this 2040 RTE does not take the place of these transit plans, but rather uses this work as a foundation. These previous regional studies include, but are not limited to:

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

APPENDIX B:
Provider Data

Transfort

Description	Date Acquired	Wheel Chair Accessible	Seat Capacity	Stand Capacity	WC Capacity	Condition	Fuel Type	Notes
35' 1993 GILLIG PHANTOM	06/30/1993	Yes	37	28	2	Good	Bio-Diesel	Inactive
35' 1993 GILLIG PHANTOM	09/09/1993	Yes	37	28	2	Good	Bio-Diesel	Inactive
35' 1993 GILLIG PHANTOM	09/09/1993	Yes	37	28	2	Good	Bio-Diesel	Inactive
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1997 GILLIG PHANTOM	03/01/1997	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
40' 1997 GILLIG PHANTOM	03/01/1997	Yes	43	26	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/17/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/17/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/30/1998	Yes	37	28	2	Good	Bio-Diesel	Due for Replacement
35' 1998 GILLIG PHANTOM	06/17/1998	Yes	37	28	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
29' 2001 GILLIG LOW FLOOR	09/28/2001	Yes	28	22	2	Good	Bio-Diesel	
32' 2005 ELDORADO BUS LOW FLOOR	03/10/2006	Yes	32	10	2	Good	CNG	
2008 NABI BUS 35LFW3510.01	05/15/2008	Yes	30	30	2	Very Good	CNG	
2008 NABI BUS 35LFW3510.01	05/15/2008	Yes	30	30	2	Very Good	CNG	
2008 NABI BUS 35LFW3510.01	05/15/2008	Yes	30	30	2	Very Good	CNG	
2009 NABI BUS 40LF	6/15/2009	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	

Description	Date Acquired	Wheel Chair Accessible	Seat Capacity	Stand Capacity	WC Capacity	Condition	Fuel Type	Notes
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 NABI BUS 40LF	2/5/2010	Yes	36	43	2	Very Good	CNG	
2009 INTERNATIONAL 3200	11/1/2010	Yes	25	10	1	Good	CNG	
2011 NABI LF 40 FOOT	9/21/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 40 FOOT	9/21/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 40 FOOT	9/21/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 40 FOOT	11/2/2011	Yes	36	43	2	Very Good	CNG	
2011 NABI LF 35 FOOT	11/15/2011	Yes	30	30	2	Very Good	CNG	
2011 NABI LF 35 FOOT	11/28/2011	Yes	30	30	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI BRT ARTIC	12/15/2013	Yes	43	73	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	
2013 NABI LF 35 FOOT	1/15/2014	Yes	30	30	2	Very Good	CNG	

Source: Transfort, March 2014

Greeley-Evans Transit (GET)

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

Source: GET, March 2014

City of Loveland Transit (COLT)

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

Berthoud Area Transportation Services (BATS)

Quantity	Year	Manufacturer	Seated Capacity	Standing Capacity	Fuel Type	Replacement Year	Notes
1	2008	Ford E 350 Brahn	8	1	Unleaded	2015	A van will be replaced every 5 years
1	2009	Ford E 350 Star Craft	12	1	Unleaded	2020	
1	2010	Ford E 350 Turtle Top	10	1	Unleaded	2025	High-mile vehicle, may replace sooner
Source: BATS, March 2014							

APPENDIX C:
Demand Analysis

The travel demand analysis included the following steps:

1. Creation of trip matrices for 2012, 2020, 2030, and 2040 to show all daily trips from Traffic Analysis Zone (TAZ) to TAZ using the NFRMPO Travel Model.

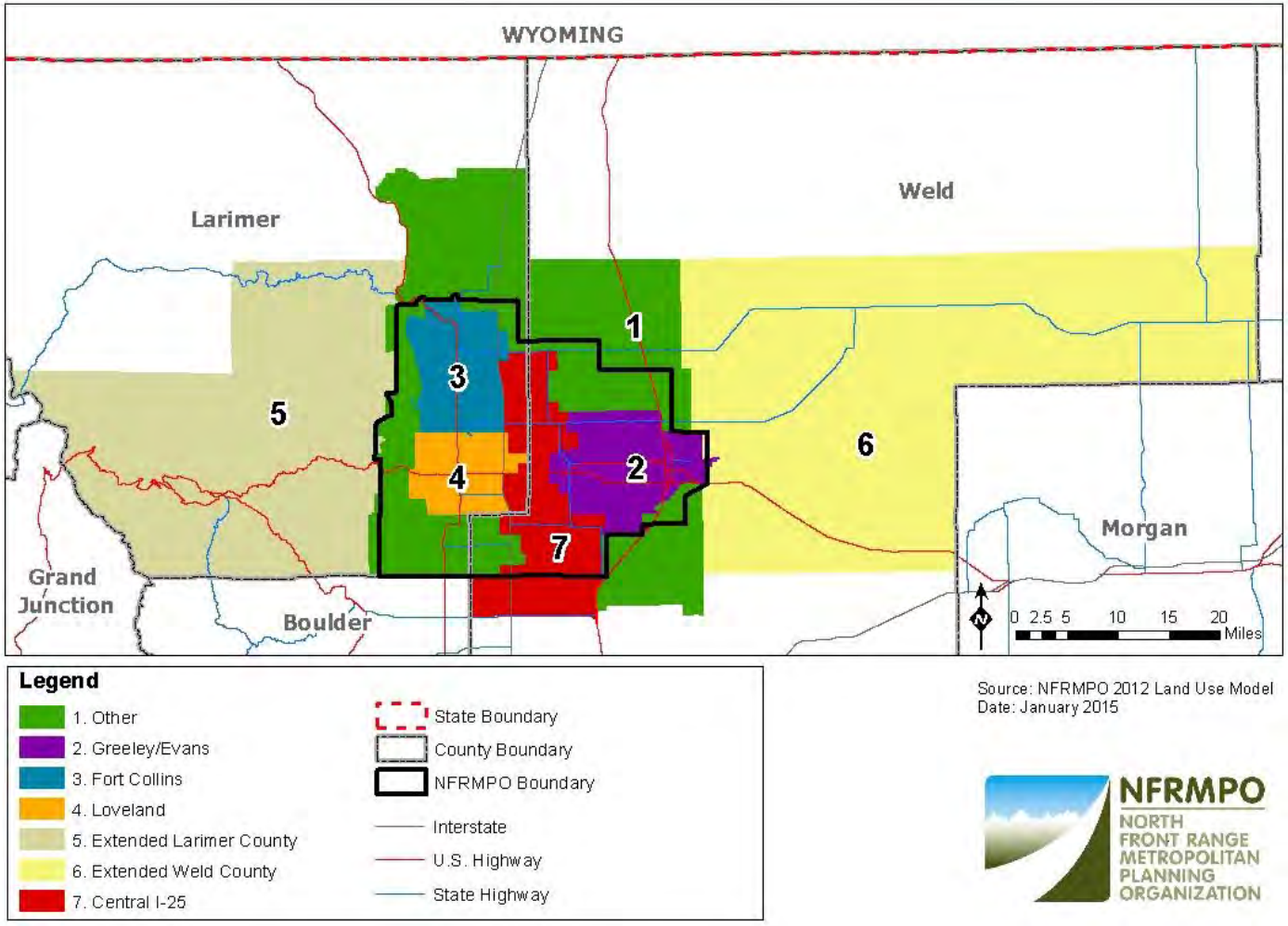
2. The trip matrices produced were aggregated by subregion. There are seven subregions in the modeling area. Currently, no fixed-route transit exists or is proposed in subregions 5 or 6 so they were removed, leaving five subregions for analysis.

3. The trip matrices were organized by mode share and all transit related tables were used, including: walk to local transit, walk to express, walk to premium, drive to local transit, drive to express, and drive to premium. An example of an express route is the MAX in Fort Collins. An example of a premium route is the CDOT Bustang on I-25.

4. The trip matrices were validated based on current assumptions in the transit portion of the travel model. Examples include, but are not limited to:
    e) No fixed-route service exists from Greeley to Fort Collins, resulting in zero trips.
    f) More trips inside Fort Collins (subregion 3) due to increased availability of transit service.
    g) 'Other' (subregion 1) is farther away from service resulting in the least amount of trips.
    h) Trips are allocated between Loveland and Greeley/Evans in year 2020 because of the connection to the CDOT Bustang route.

Figure C.1 shows the regional model's subregions. Tables are also included showing each transit trip table. The summary is presented by year (2012, 2020, 2030, and 2040) and then for each mode share as explained in step 3.

Figure C-1 Map of Subregions



Total Transit Trips in Subregions (2012, 2020, 2030, and 2040)

2012 Total Transit Trips					
Subregion	1	2	3	4	7
1	0	0	70	29	0
2	0	789	0	0	0
3	31	0	6159	14	0
4	69	0	304	384	1
7	0	0	1	3	0

2020 Total Transit Trips					
Subregion	1	2	3	4	7
1	5	0	78	93	10
2	5	919	10	0	0
3	2701	0	2627	30	2
4	78	0	83	331	2
7	4	0	1	1	0

2030 Total Transit Trips					
Subregion	1	2	3	4	7
1	7	0	115	96	16
2	6	1012	10	0	0
3	337	0	2964	32	2
4	89	0	93	369	5
7	6	0	2	5	12

2040 Total Transit Trips					
Subregion	1	2	3	4	7
1	13	0	168	88	14
2	36	1174	8	0	0
3	360	0	3264	96	4
4	88	0	173	458	7
7	29	0	4	6	1

Total Transit Trips in Subregions - Driving to Premium (2012, 2020, 2030, and 2040)

2012 Total Drive to Premium Transit Trips					
Subregion	1	2	3	4	7
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
7	0	0	0	0	0

2020 Total Drive to Premium Transit Trips					
Subregion	1	2	3	4	7
1	1	0	0.	0	0
2	0	0	10	0	0
3	0	0	191	1	0
4	0	0	18	0	0
7	0	0	0	0	0

2030 Total Drive to Premium Transit Trips					
Subregion	1	2	3	4	7
1	2	0	0	0	0
2	0	0	10	0	0
3	0	0	207	1	0
4	0	0	20	0	0
7	0	0	0	0	0

2040 Total Drive to Premium Transit Trips					
Subregion	1	2	3	4	7
1	4	0	2	0	0
2	0	0	7	0	0
3	34	0	395	19	0
4	0	0	64	6	0
7	4	0	2	0	0

Total Transit Trips in Subregions - Driving to Express (2012, 2020, 2030, and 2040)

2012 Total Drive to Express Transit Trips					
Subregion	1	2	3	4	7
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
7	0	0	0	0	0

2020 Total Drive to Express Transit Trips					
Subregion	1	2	3	4	7
1	3	0	9	10	6
2	4	0	0	0	0
3	62	0	0	0	0
4	4	0	0	0	0
7	2	0	0	0	0

2030 Total Drive to Express Transit Trips					
Subregion	1	2	3	4	7
1	4	0	14	9	8
2	5	0	0	0	0
3	78	0	0	0	0
4	6	0	0	0	0
7	3	0	0	0	0

2040 Total Drive to Express Transit Trips					
Subregion	1	2	3	4	7
1	9	0	17	7	5
2	35	0	0	0	0
3	25	0	0	0	0
4	13	0	0	0	0
7	21	0	0	0	0

Total Transit Trips in Subregions - Walking to Premium Transit (2012, 2020, 2030, and 2040)

2012 Total Walk to Premium Transit Trips					
Subregion	1	2	3	4	7
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
7	0	0	0	0	0

2020 Total Walk to Premium Transit Trips					
Subregion	1	2	3	4	7
1	0	0	40	0	0
2	0	0	0	0	0
3	104	0	1027	18	0
4	0	0	52	0	0
7	0	0	0	0	0

2030 Total Walk to Premium Transit Trips					
Subregion	1	2	3	4	7
1	0	0	52	0	0
2	0	0	0	0	0
3	130	0	1088	16	0
4	0	0	56	0	0
7	0	0	0	0	0

2040 Total Walk to Premium Transit Trips					
Subregion	1	2	3	4	7
1	0	0	43	0	0
2	0.0	0	0	0	0
3	196	0	1102	47	0
4	0	0	49	0	0
7	0	0	0	0	0

Total Transit Trips in Subregions - Walking to Express Transit (2012, 2020, 2030, and 2040)

2012 Total Walk to Express Transit Trips					
Subregion	1	2	3	4	7
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
7	0	0	0	0	0

2020 Total Walk to Express Transit Trips					
Subregion	1	2	3	4	7
1	0	0	13	14	3
2	0	0	0	0	0
3	85	0	0	0	0
4	24	0	0	0	0
7	2	0	0	0	0

2020 Total Walk to Express Transit Trips					
Subregion	1	2	3	4	7
1	0	0	13	14	3.
2	0	0	0	0	0
3	85	0	0	0	0
4	24	0	0	0	0
7	2	0	0	0	0

2040 Total Walk to Express Transit Trips					
Subregion	1	2	3	4	7
1	0	0	28	17	5
2	0	0	0	0	0
3	82	0	0	0	0
4	29	0	0	0	0
7	4	0	0	0	0

Total Transit Trips in Subregions - Walking to Local Transit (2012, 2020, 2030, and 2040)

2012 Total Walk to Local Transit Trips					
Subregion	1	2	3	4	7
1	0	0	71	29	0
2	0	789	0	0	0
3	31	0	6159	14	0
4	69	0	304	384	1
7	0	0	1	3	0

2020 Total Walk to Local Transit Trips					
Subregion	1	2	3	4	7
1	0	0	15	69	1
2	0	919	0	0	0
3	20	0	1410	11	2
4	50	0	12	331	2
7	0	0	0	1	0

2030 Total Walk to Local Transit Trips					
Subregion	1	2	3	4	7
1	0	0	26	75	3
2	1	1012	0	0	0
3	26	0	1669	14	2
4	59	0	17	369	5
7	0	0	1	5	1

2040 Total Walk to Local Transit Trips					
Subregion	1	2	3	4	7
1	0	0	78	64	3
2	1	1174	0	0	0
3	23	0	1767	29	3
4	46	0	59	451	7
7	0	0	2	6	1

APPENDIX D:
NFRMPO Regional Transit Element Survey (2013)

Answering this questionnaire will help public agencies make plans for future regional transit services. **Regional transit would take riders to places where the Fort Collins, Greeley and Loveland public bus systems do not currently go.** *Thank you!*

If regional transit service would become available, would I use it?	**☐Yes**	**☐No**
If "yes," how many times each week? **☐1-2 days ☐3-5 days**	**Other**_____ _____	

My transit trips would be for:
Check the most likely purpose(s):

☐Work ☐Medical ☐School ☐Shopping ☐Social ☐Nutrition/Grocery

Other (not included above) ▪ *write in*: _____

My use of regional transit would be more likely if it would:
Check two of the most likely reason(s):

☐save me money	**☐save me time**	**☐make me feel safe**	**☐stop nearby so my walk would be short**	**☐run often during the hours I need it**

Other (not included above) ▪ *write in*: _____

I would start my transit trip from: *Choose only one:*	
Berthoud/Loveland	☐
Greeley/Garden City/Evans/LaSalle	☐
Fort Collins	☐
Johnstown/Milliken	☐
Eaton/Severance	☐
Timnath/Windsor	☐
Other Larimer County locations ▪ *write in*: _____	☐
Other Weld County locations ▪ *write in*: _____	☐
Metro Denver	☐
Boulder/Longmont	☐
Cheyenne/Laramie/Other Wyoming	☐
Other Colorado ▪ *write in*: _____	☐
Other (not included above) ▪ *write in*: _____	☐

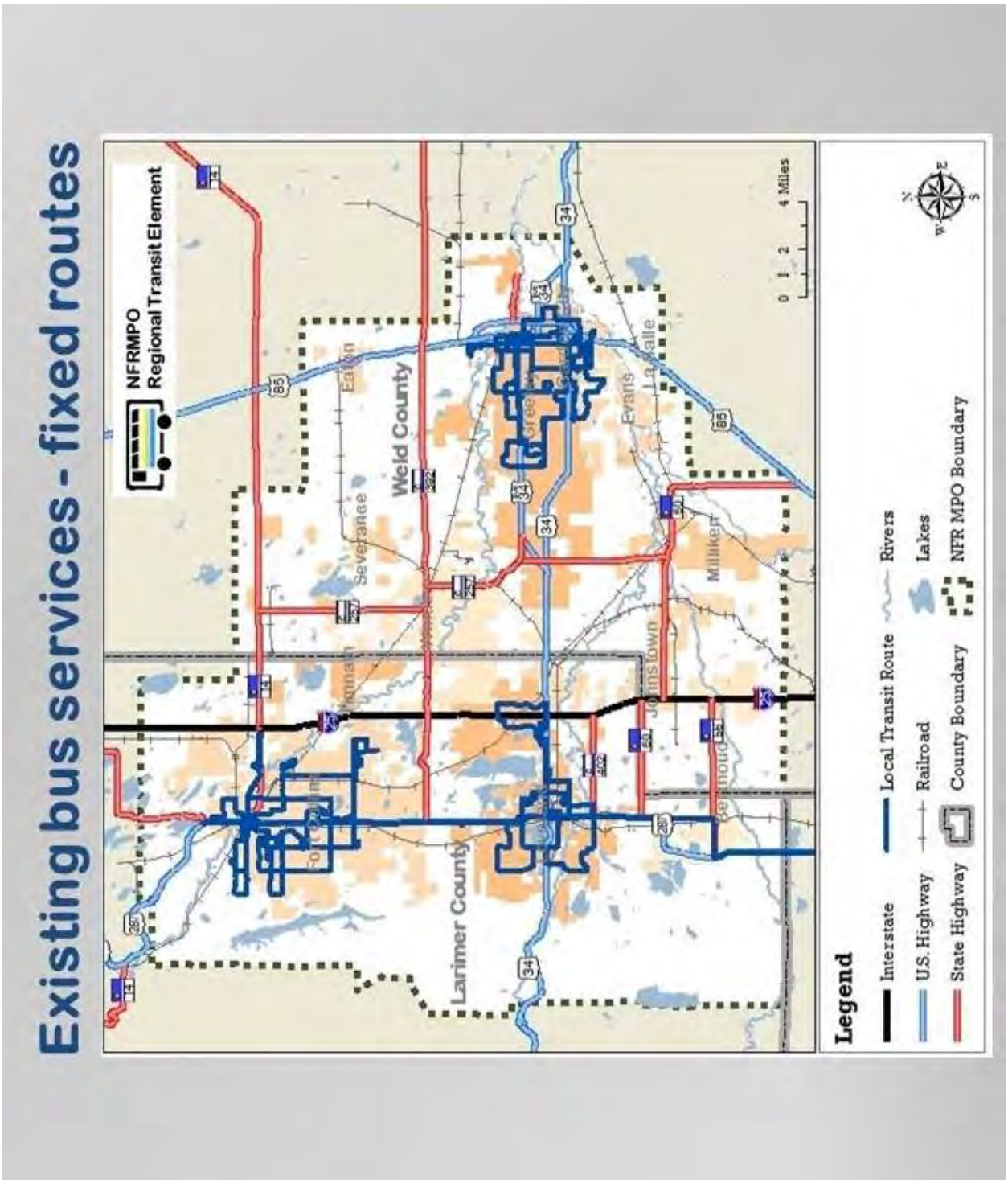
More questions on next page

The <u>top three places I would go</u> on transit would be:

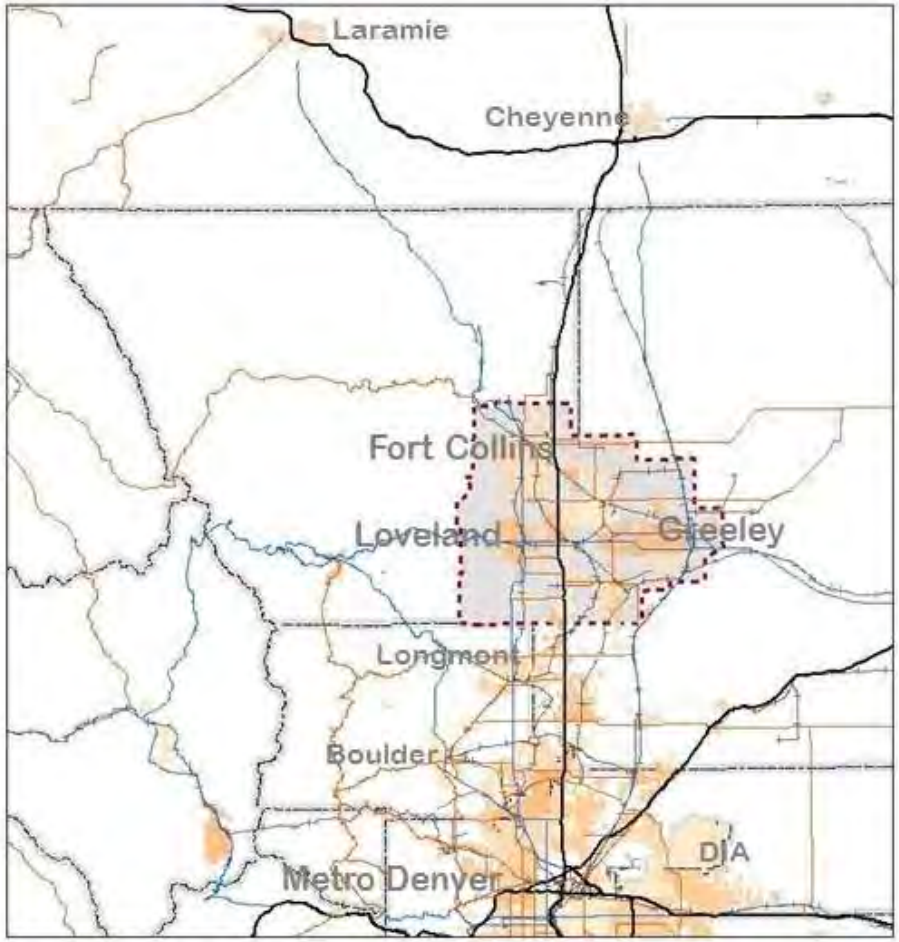
It is acceptable for two or three choices to be the same location if it is more important than others.

	1st Choice	2nd Choice	3rd Choice
Berthoud/Loveland	☐	☐	☐
Greeley/Garden City/Evans/LaSalle	☐	☐	☐
Fort Collins	☐	☐	☐
Johnstown/Milliken	☐	☐	☐
Eaton/Severance	☐	☐	☐
Timnath/Windsor	☐	☐	☐
Other Larimer County locations ▪ *write in*: _____	☐	☐	☐
Other Weld County locations ▪ *write in*: _____	☐	☐	☐
Metro Denver	☐	☐	☐
Boulder/Longmont	☐	☐	☐
Cheyenne/Laramie/Other Wyoming	☐	☐	☐
Other Colorado ▪ *write in*: _____	☐	☐	☐
Other (not included above) ▪ *write in*: _____	☐	☐	☐

Please share any additional comments about your transportation use or needs


Existing bus services - fixed routes
NFRMPO
Regional Transit Element
Weld County
Larimer County
Severance
Evans
Johnstown
Milliken
Legend
Interstate
U.S. Highway
State Highway
Local Transit Route
Railroad
County Boundary
Rivers
Lakes
NFR MPO Boundary
0 1 2 4 Miles

Potential Inter-Regional Connections



NFRMPO
Regional Transit Element

Where would you want transit services to go in the future?

Legend

- Interstate Highway
- U.S. Highway
- State Highway
- Railroad
- NFR MPO Boundary
- County Boundary

0 5 10 20 Miles

N W E S

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION