

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 Dial-a-Ride service within $\frac{3}{4}$ -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.

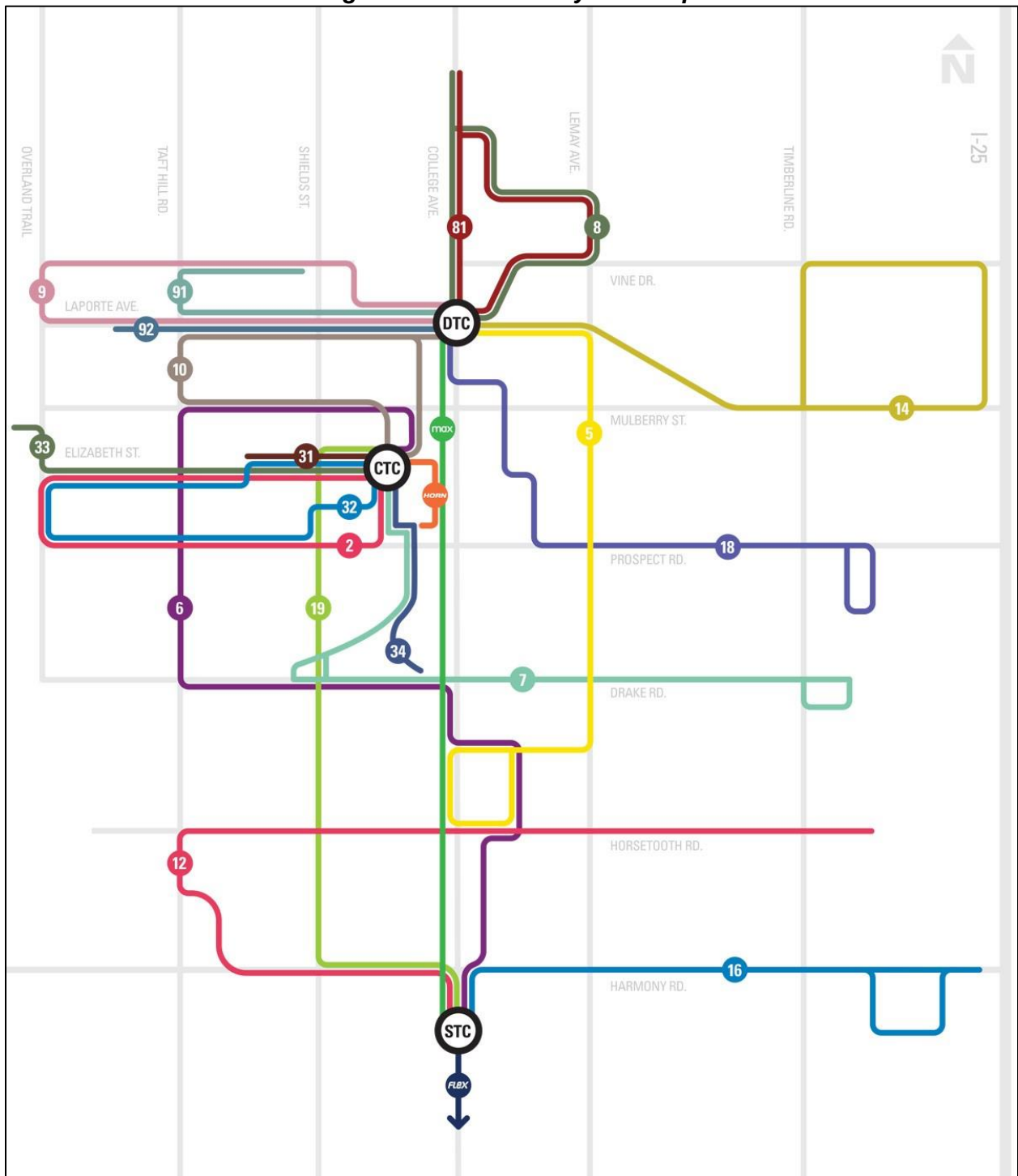
Table 3.1 Transfort Route Characteristics, 2013

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 2013.¹ 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 3.2 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 3.3 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

¹ 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.

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 2018.²

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

Figure 3.2 MAX BRT Service Route



Source: Transfort. 2015

² City of Fort Collins Staff

(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.

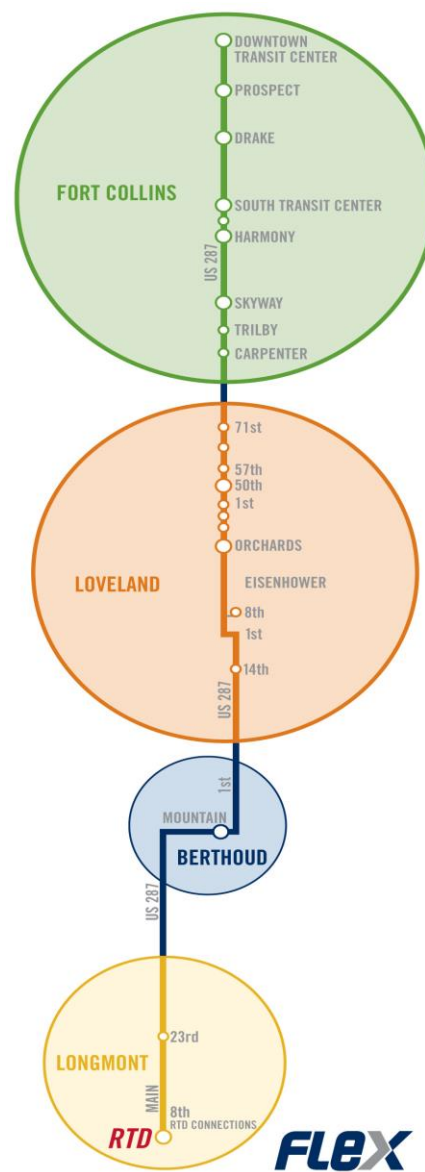
FLEX Regional Transit Service

In June 2010, the FoxTrot route was replaced with the FLEX route, extending service to Berthoud and Longmont. The route terminates at RTD's 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 Loveland and 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. 2013

Table 3.4 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

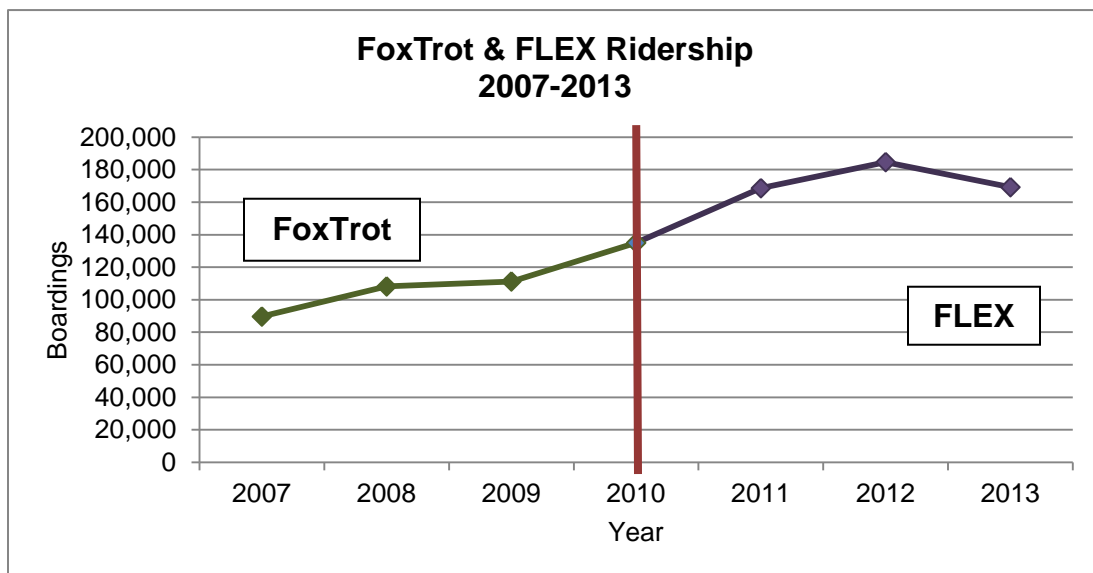
Table 3.5 FLEX Performance Measures, 2013

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.

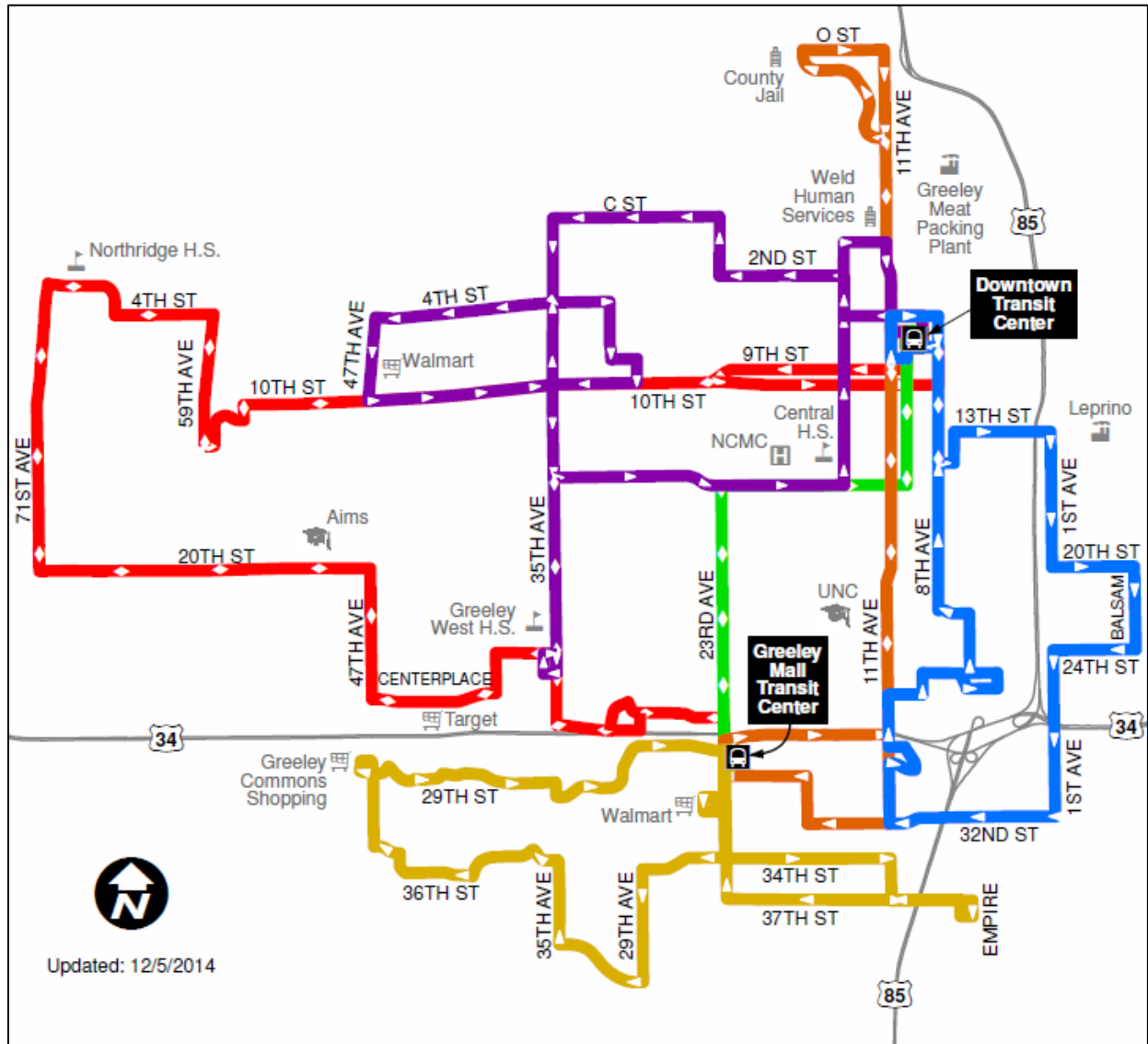
GREELEY-EVANS TRANSIT – GET

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 December 31, 2015. **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. The numbers in the map show the proposed corresponding 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 $\frac{3}{4}$ -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.

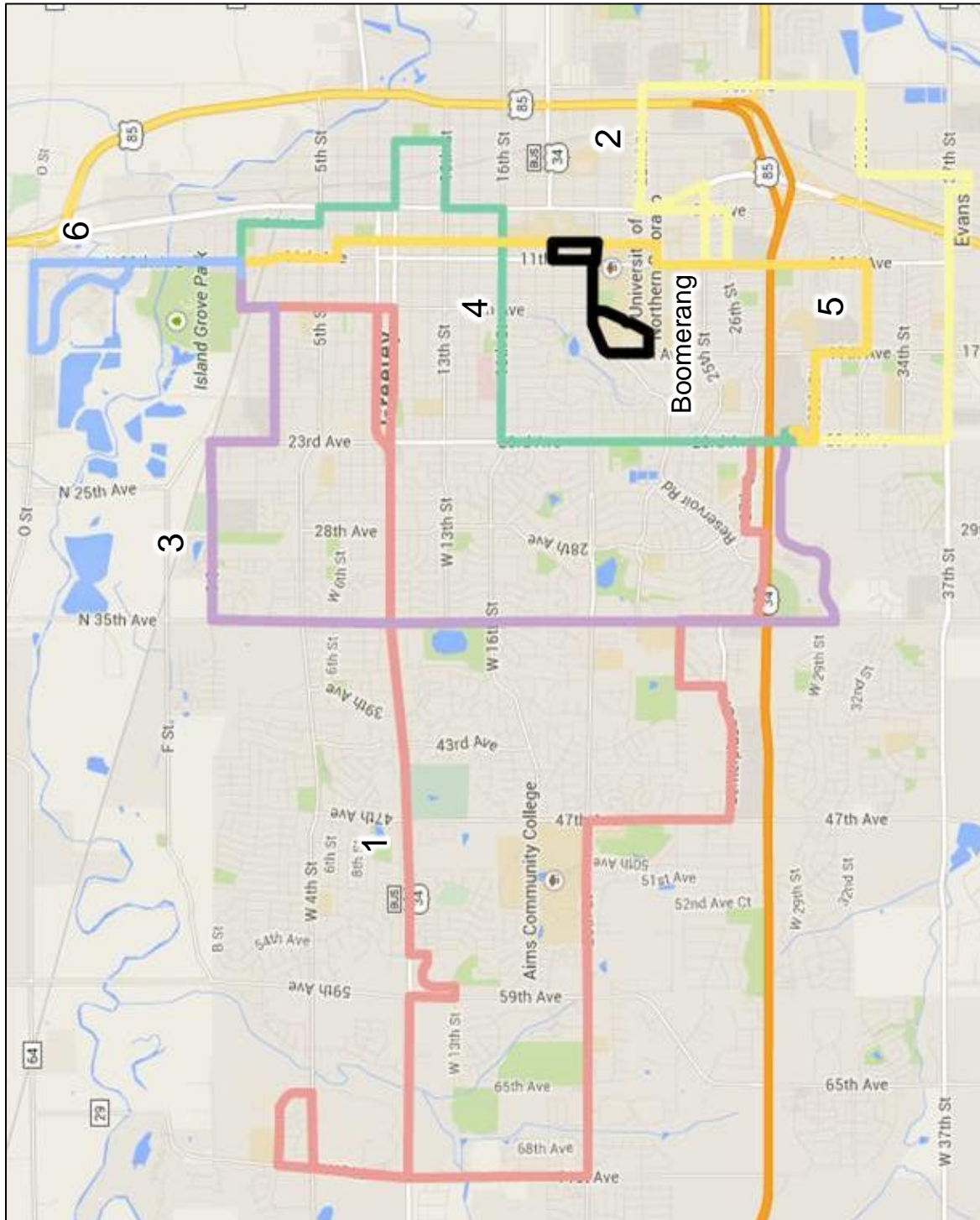
GET charges a basic single-ride fare of \$1.50, discounted to \$0.75 for seniors, the disabled, and Medicare recipients. Riders under 18 with a valid K-12 student ID or state issued ID ride free. This program started in August 2014, and has resulted in a significant ridership increase. More specifically, 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.

The paratransit and demand-response services combined, 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 3.6 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
<i>Fixed-Route Subtotal</i>	<i>532,904</i>	<i>32,312</i>	<i>16.47</i>
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 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 3.7 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 the City of Evans through a purchase of service contract with Evans.

GET system performance measures are shown in **Table 3.8**. The system has a 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 3.8 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**.

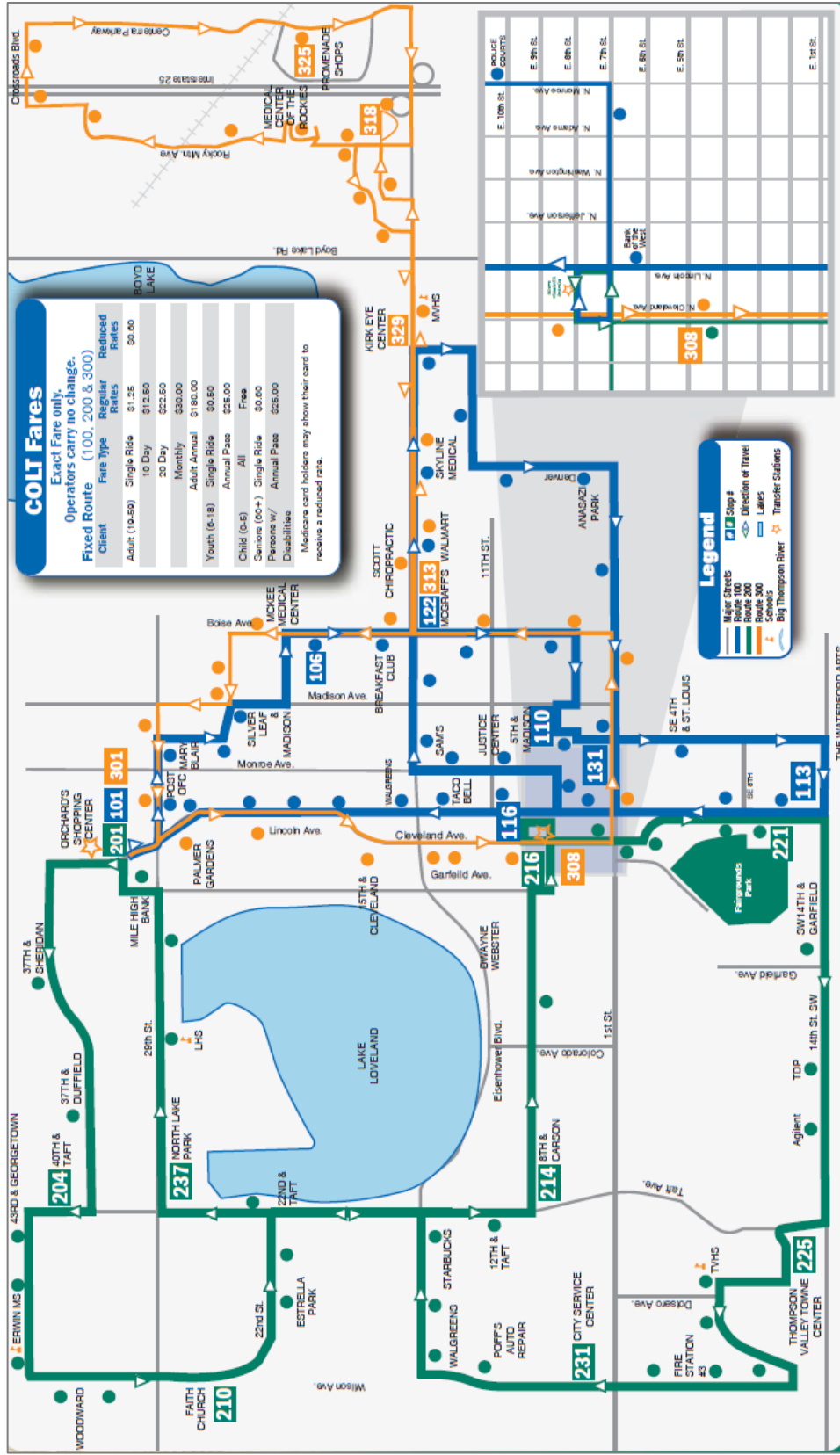
A regular one-way adult fare is \$1.25 and reduced fares are offered for seniors, youth, ADA passengers, and those with limited income. COLT offers 10-day, 20-day, and monthly passes, as well as discounted annual passes for persons with disabilities, seniors, and students. Regular paratransit trips are \$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 ten vehicles:

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

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

Figure 3.7 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 3.9 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
<i>Fixed-Route Subtotal</i>	<i>135,061</i>	<i>10,581</i>	<i>12.76</i>
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 3.10 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 3.11 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.³ 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



Table 3.12 Bustang Green Line Schedule

Source: CDOT, 2015

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

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

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

Source: CDOT, 2015

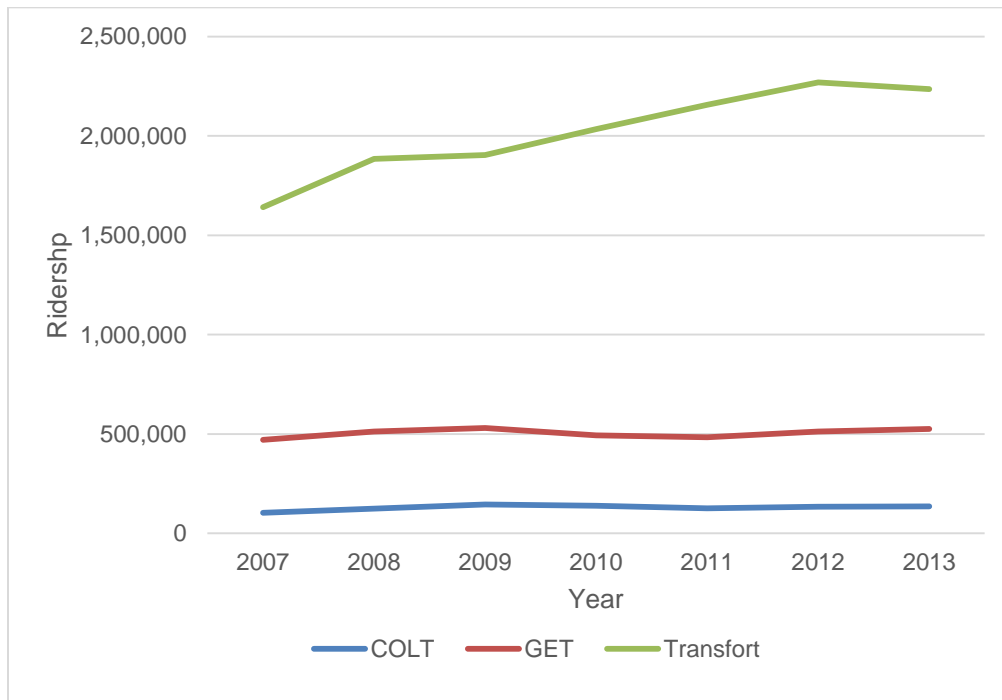
³ www.ridebustang.com

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

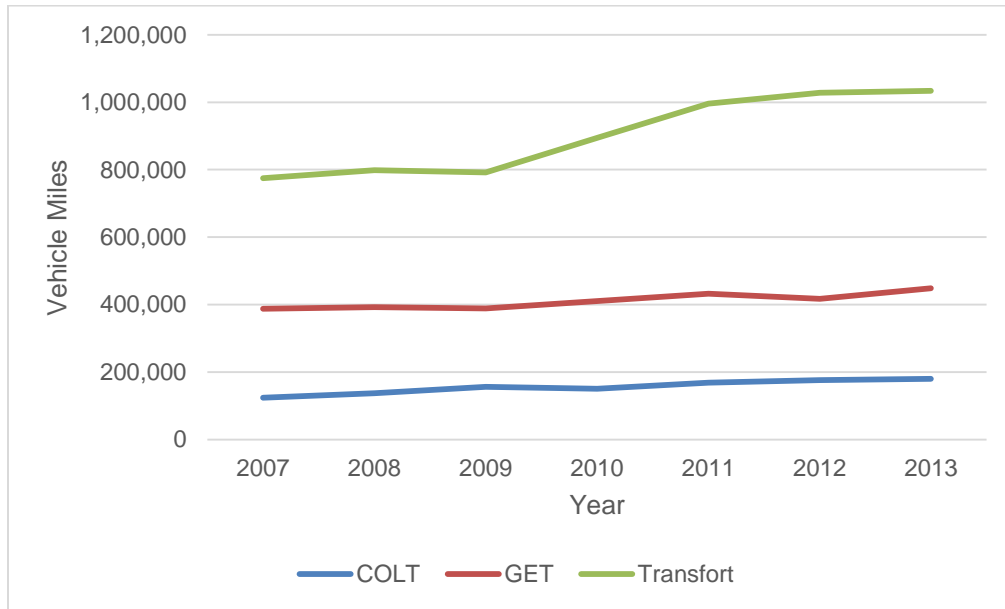
Figure 3.9 Fixed-Route Ridership, 2007-2013



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.

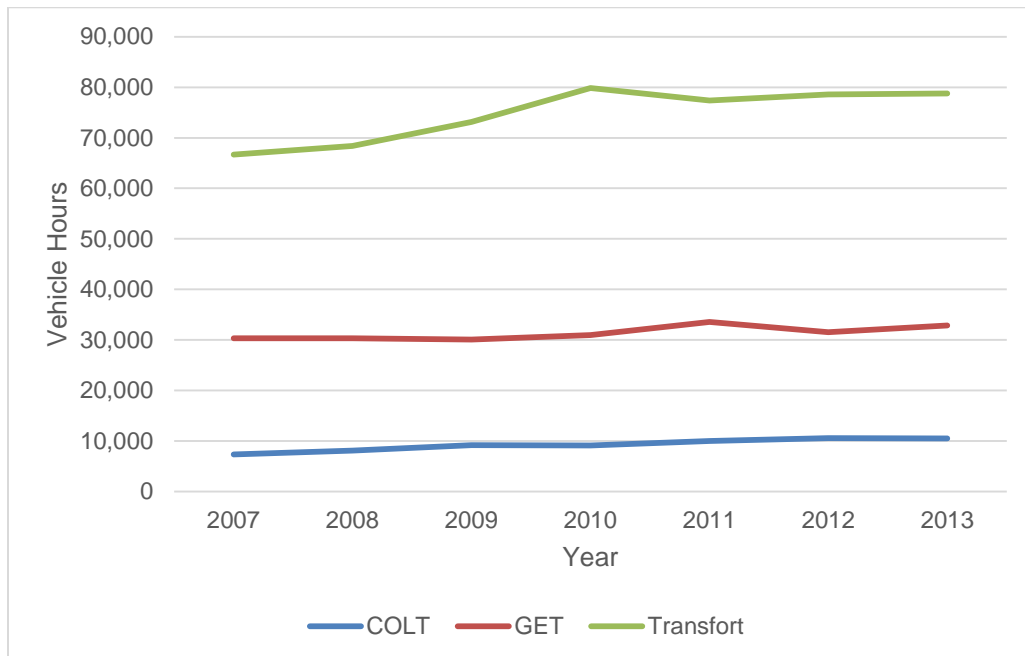
Figure 3.10 Fixed-Route Vehicle Miles Driven, 2007-2013



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.

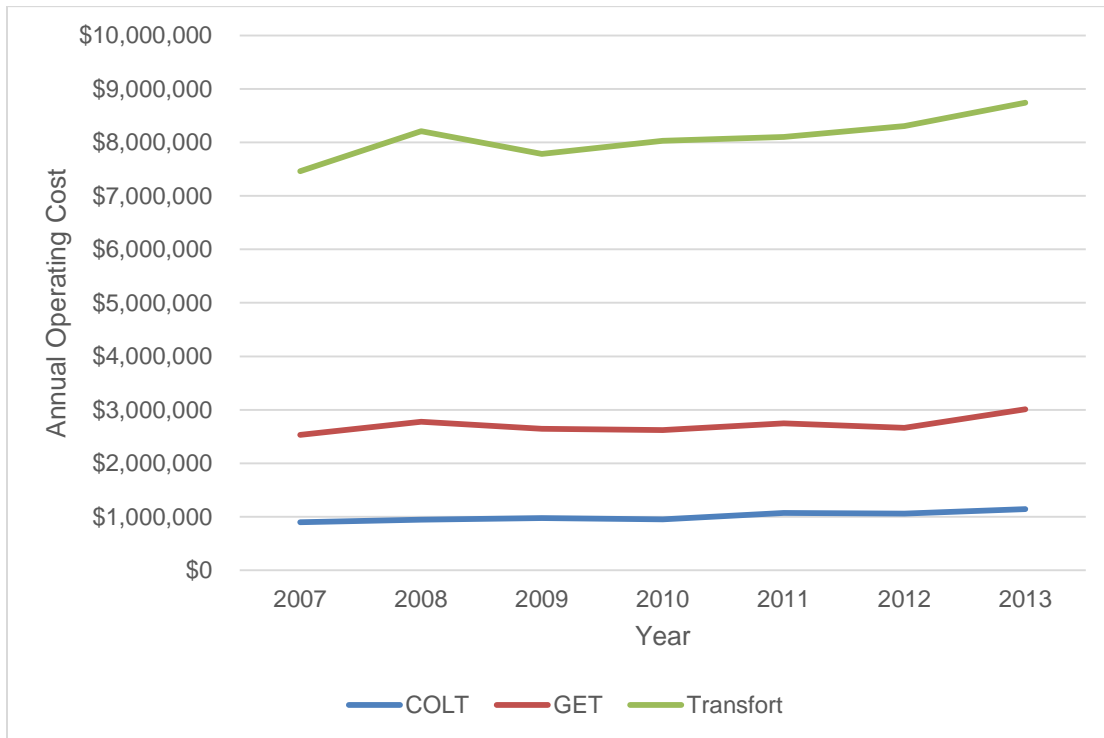
Figure 3.11 Fixed-Route Vehicle Hours, 2007-2013



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.

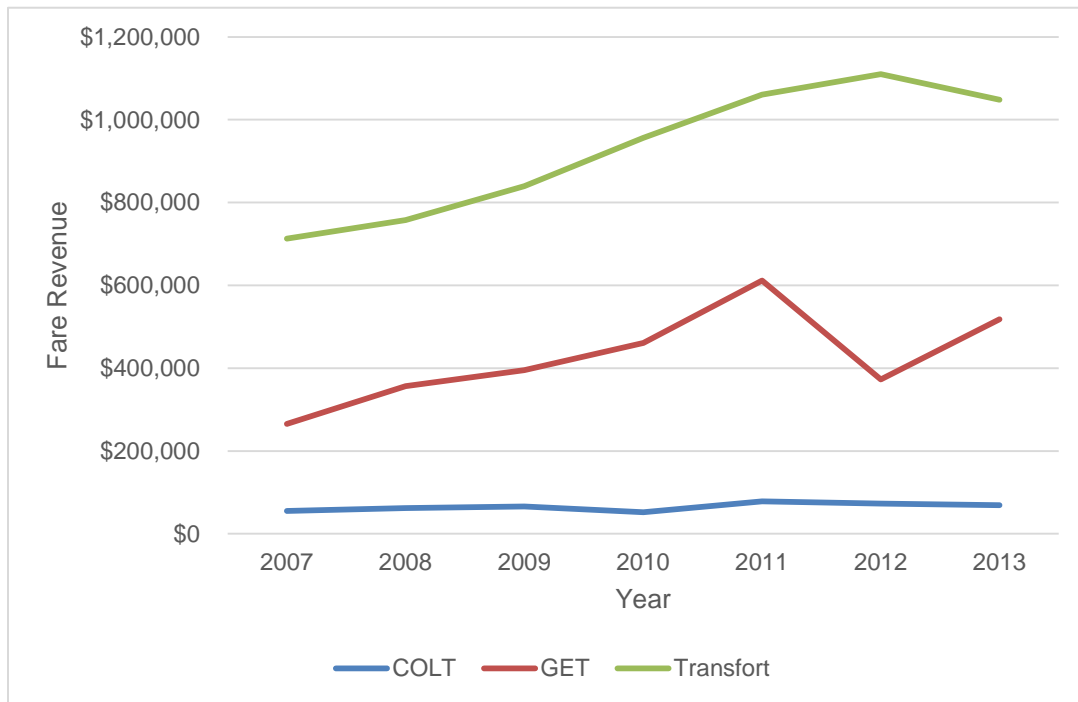
Figure 3.12 Fixed-Route Operating Costs, 2007-2013



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 over the six year period of 2007 to 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



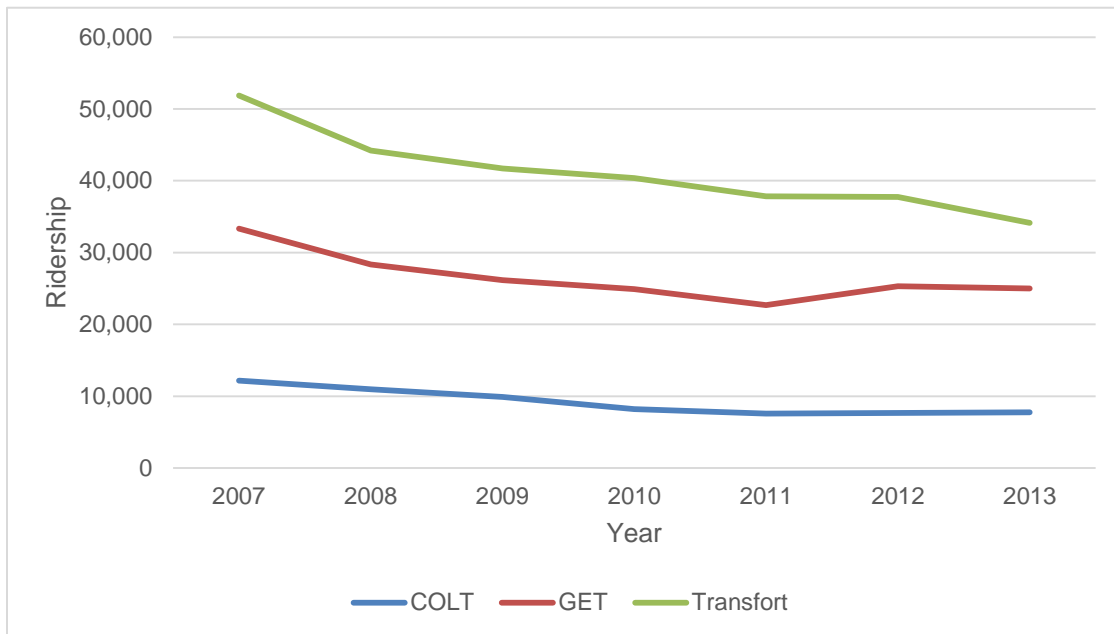
Source: National Transit Database, COLT, GET, Transfort, 2015

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.

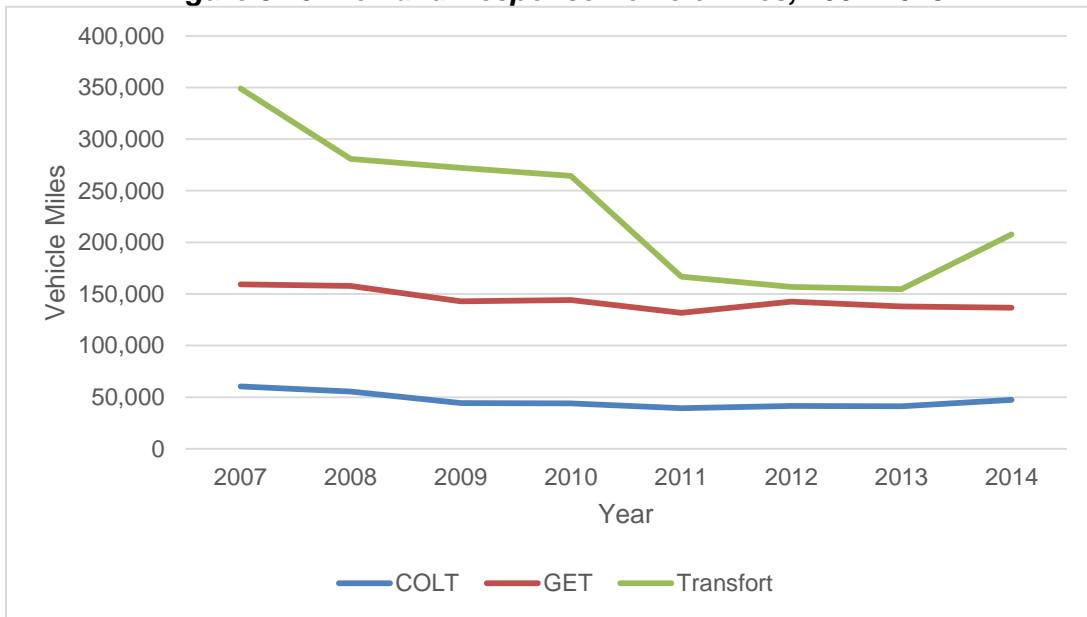
Figure 3.14 Demand-Response Ridership, 2007-2013



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.

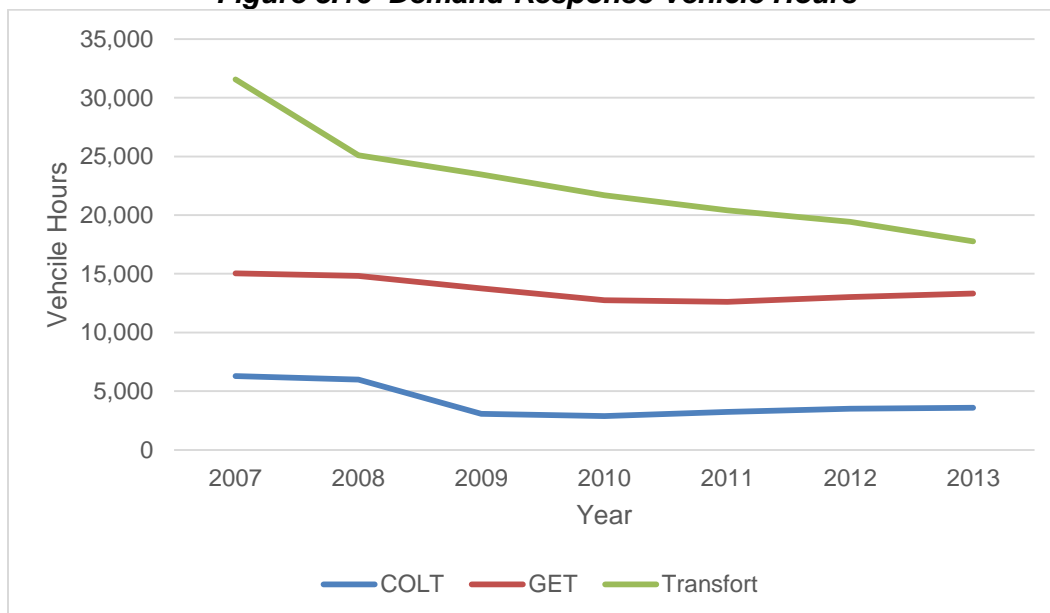
Figure 3.15 Demand-Response Vehicle Miles, 2007-2013



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.

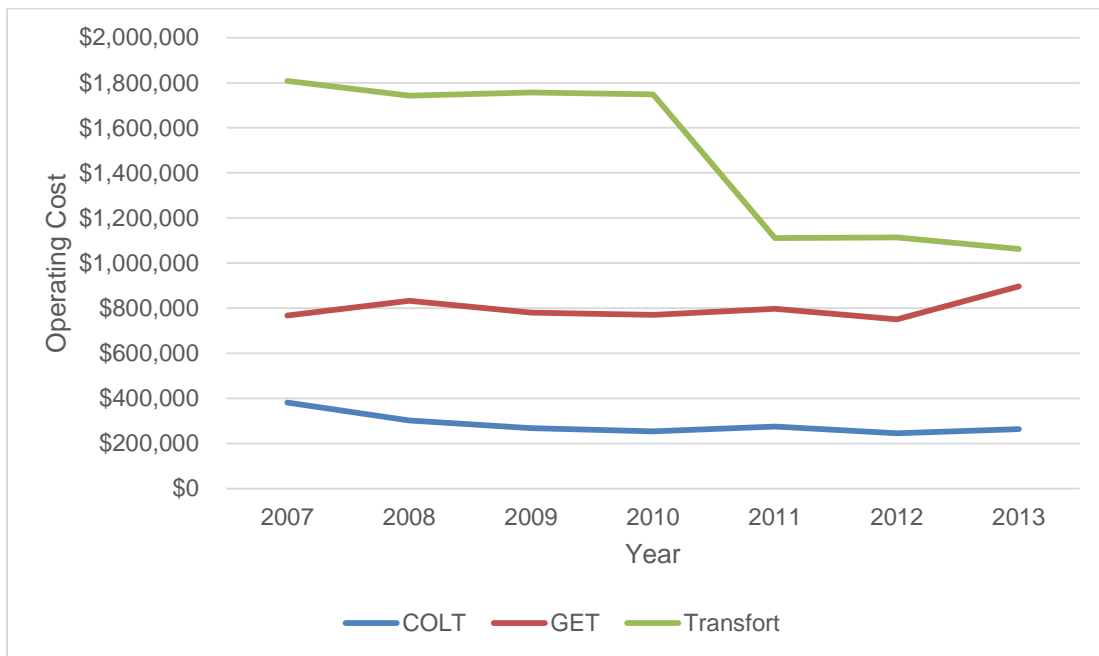
Figure 3.16 Demand-Response Vehicle Hours



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.

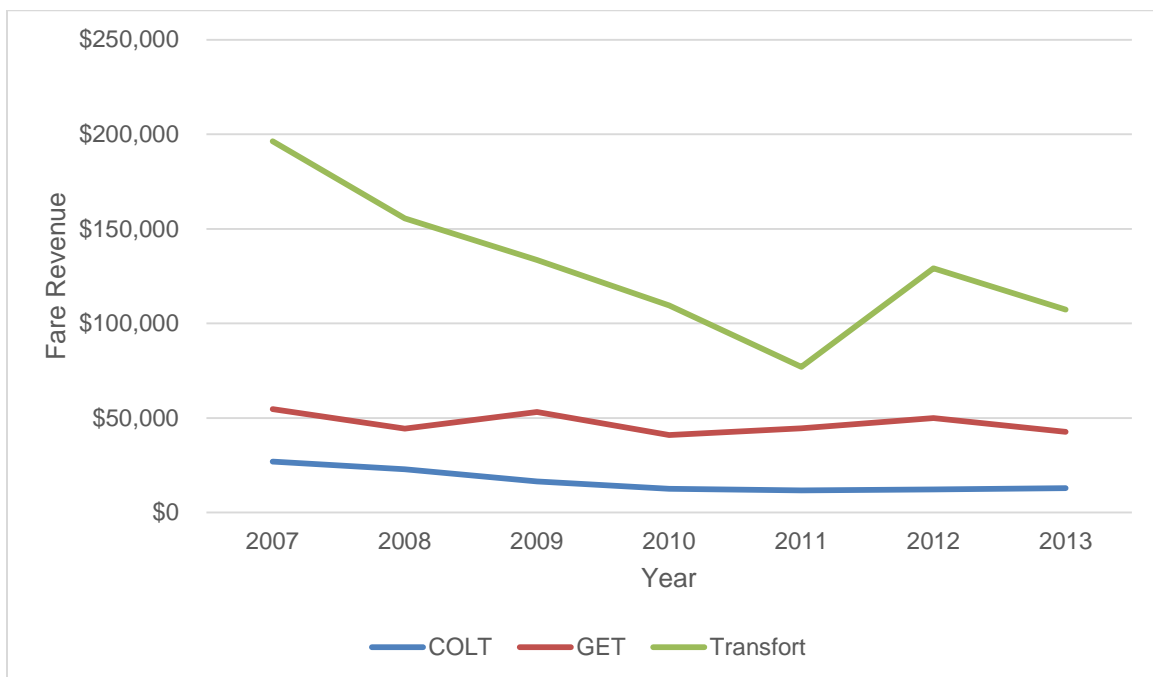
Figure 3.17 Demand-Response Annual Cost



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.

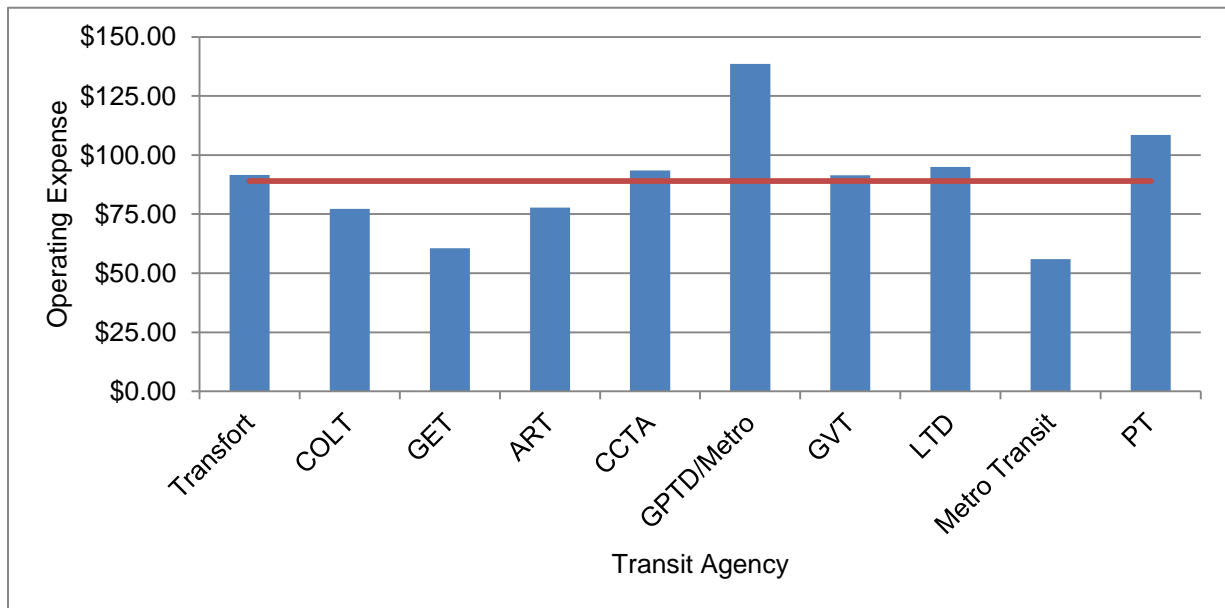
Performance Measures

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 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 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.

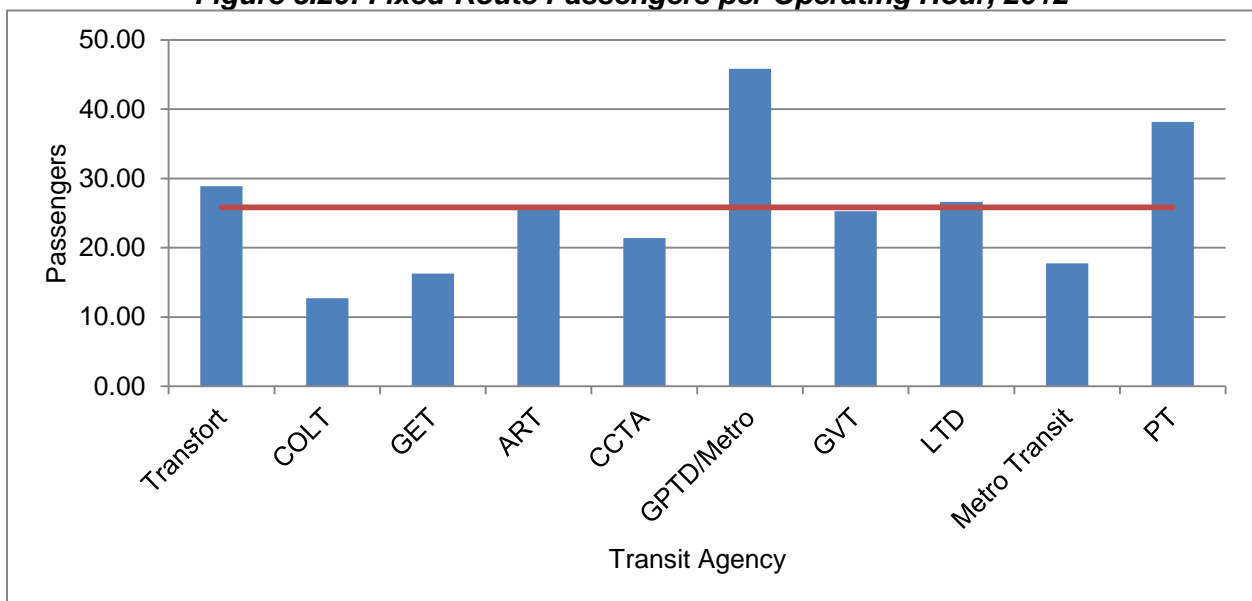
Figure 3.19: Operating Expense per Vehicle Revenue Hour, 2012



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 cities.

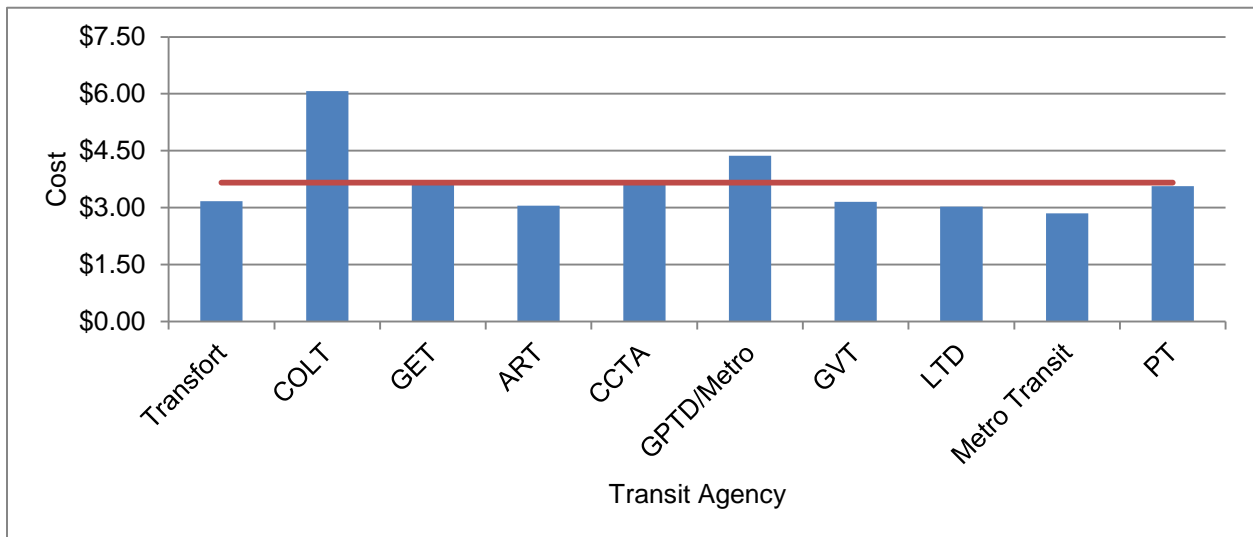
Figure 3.20: Fixed-Route Passengers per Operating Hour, 2012



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.

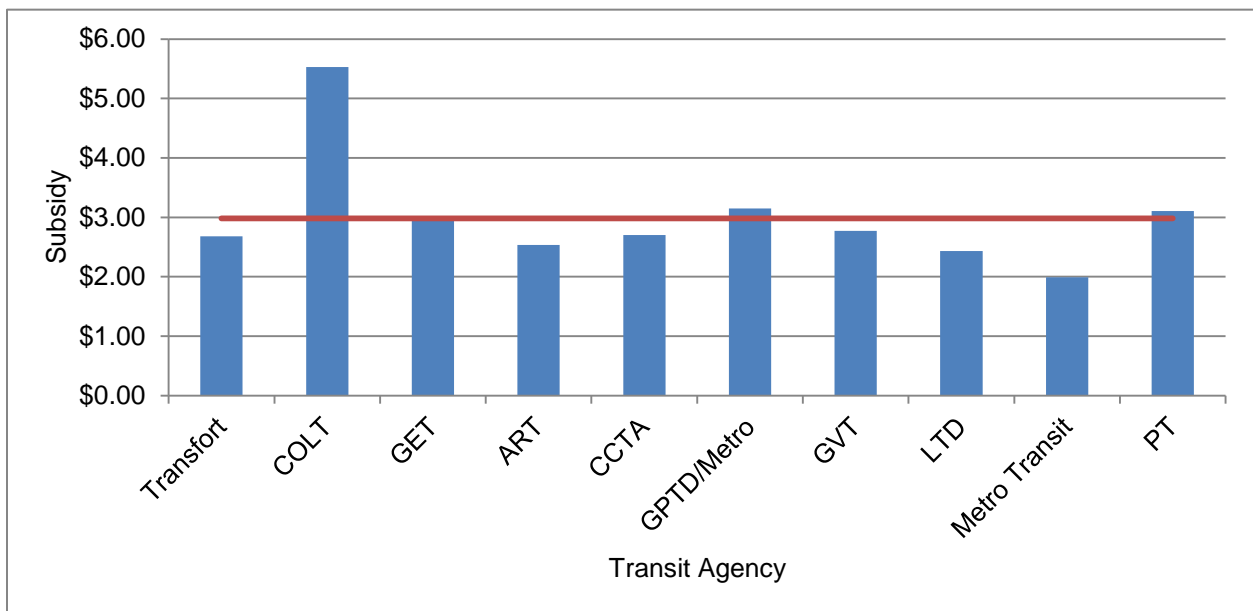
Figure 3.21: Fixed-Route Cost per Passenger Trip, 2012



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 cities. 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.

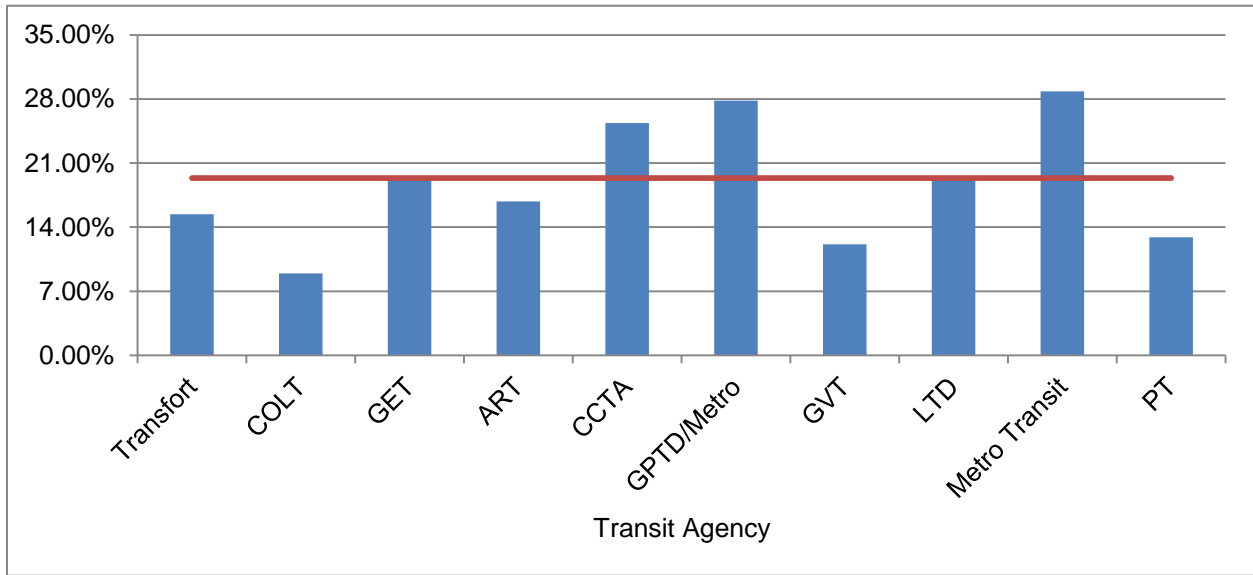
Figure 3.22: Fixed-Route Subsidy per Passenger Trip, 2012



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

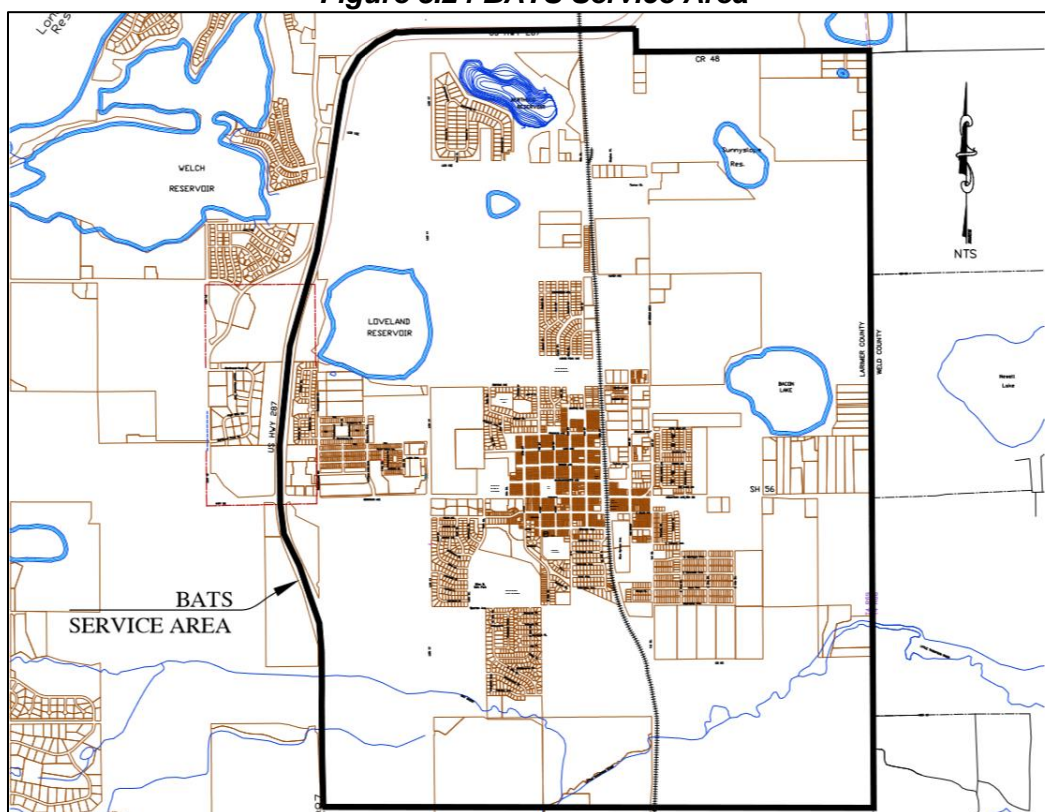
BATS is operated by the Town of Berthoud. This service was provided by the Golden Links Senior Center from 1992 until 2006 when Berthoud took over the service.

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 3.13 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 3.14 BATS System-Wide Performance Measures, 2012

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

Source: Town of Berthoud – BATS, 2013

SAINT – Senior Alternatives In Transportation

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

time and three part-time). In 2012, volunteer drivers in Fort Collins and Loveland provided over 25,000 rides to seniors in need.⁴

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

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 3.15 SAINT Trends, 2007-2013

Year	Passengers	Service Hours	Miles (Volunteer)	Cost	Donations ⁵
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., Berthoud, Colorado. The service relies on volunteer drivers; however, the service acquired an ADA van with funds from a NFRMPO New Freedom sub-grant. During its first year of service, volunteers drove approximately 22,000 miles providing 960 trips for eligible individuals.

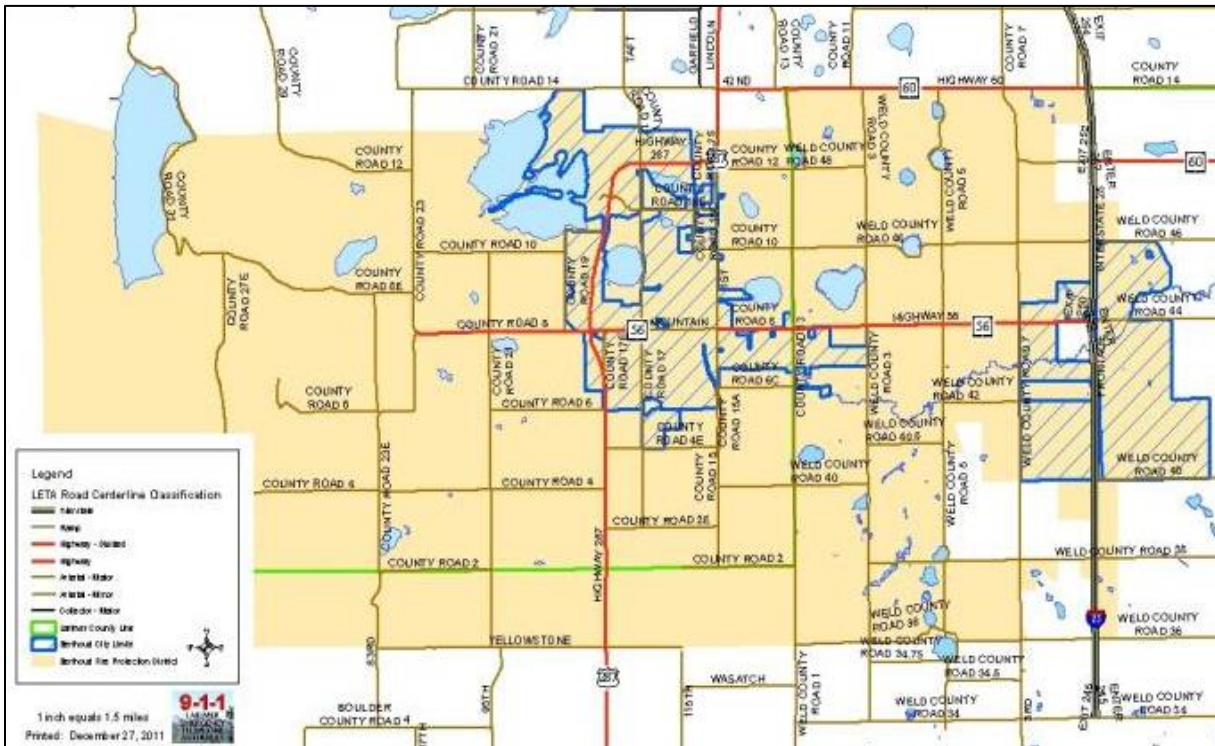
To be eligible, individuals must reside within the area served by the Berthoud Fire Protection District (ZIP code 80513), **Figure 3.19**, in the area surrounding Berthoud, but outside of the area served by BATS. RAFT volunteers take riders into Berthoud, Longmont, Loveland, and adjacent areas. Individuals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

⁴ SAINT website: www.saintvolunteertransportation.org

⁵ Donations estimated based on number of passengers and average donation per trip of \$1.15.

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.

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

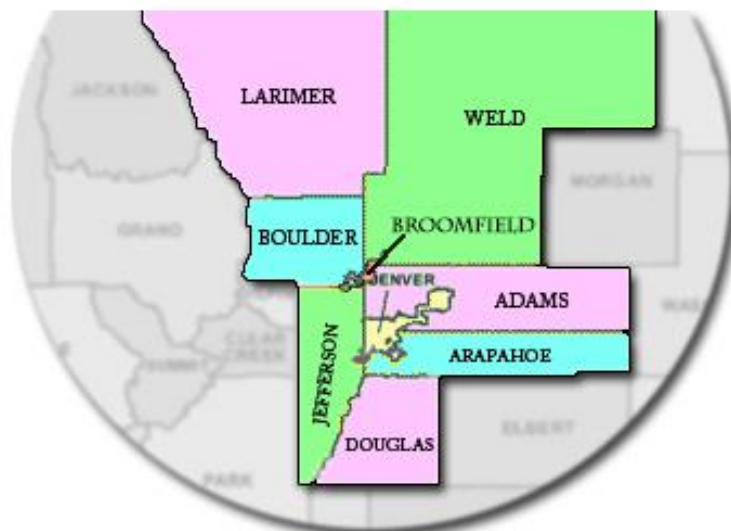
eligible customers living in the counties of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld, **Figure 3.26**. NEMT Services are provided to Medicaid eligible individuals who require transportation to a Medicaid funded medical appointment. This non-emergency transportation service employs ADA certified drivers who can assist passengers with special needs with transportation to medical appointments.

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.⁶ 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**.

Figure 3.26 Total Transit—Colorado NEMT Service Area



Source: Total Transit—Colorado NEMT website. 2015

⁶ Colorado NEMT website: <http://tticolorado.com/mileage-reimbursement/>, 2015

Table 3.16 Windsor Senior Ride Program Schedule

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

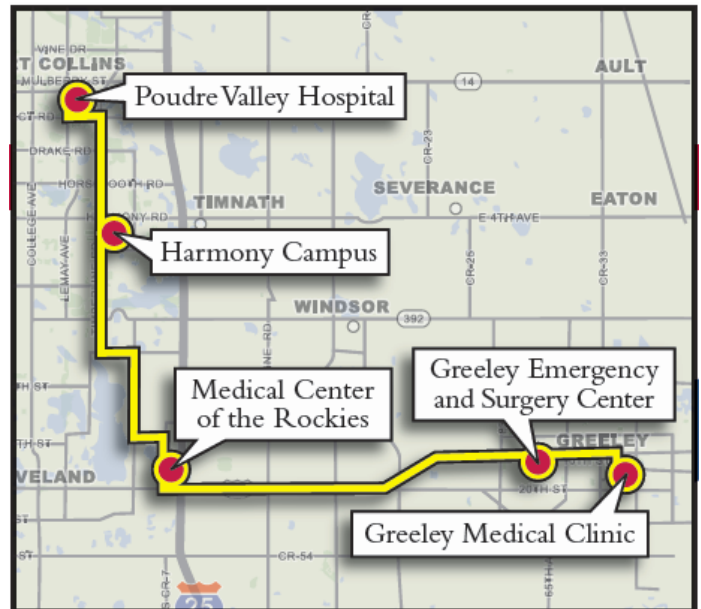
Source: Town of Windsor– Windsor Senior Ride Program, 2015

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

CONNECTING HEALTH

Columbine Health Systems offers a free van ride service to medical appointments in Fort Collins, Greeley, and Loveland. The “Connecting Health” van is a free service that travels between designated medical locations in the three cities Monday through Friday. Riders do not need to schedule a ride. The vans can hold up to 13 riders; however, the vans cannot accommodate wheelchairs. **Figure 3.27** shows the van’s route.

Figure 3.27 Connecting Health Van Service Route



Source: Columbine Health Systems website, 2015

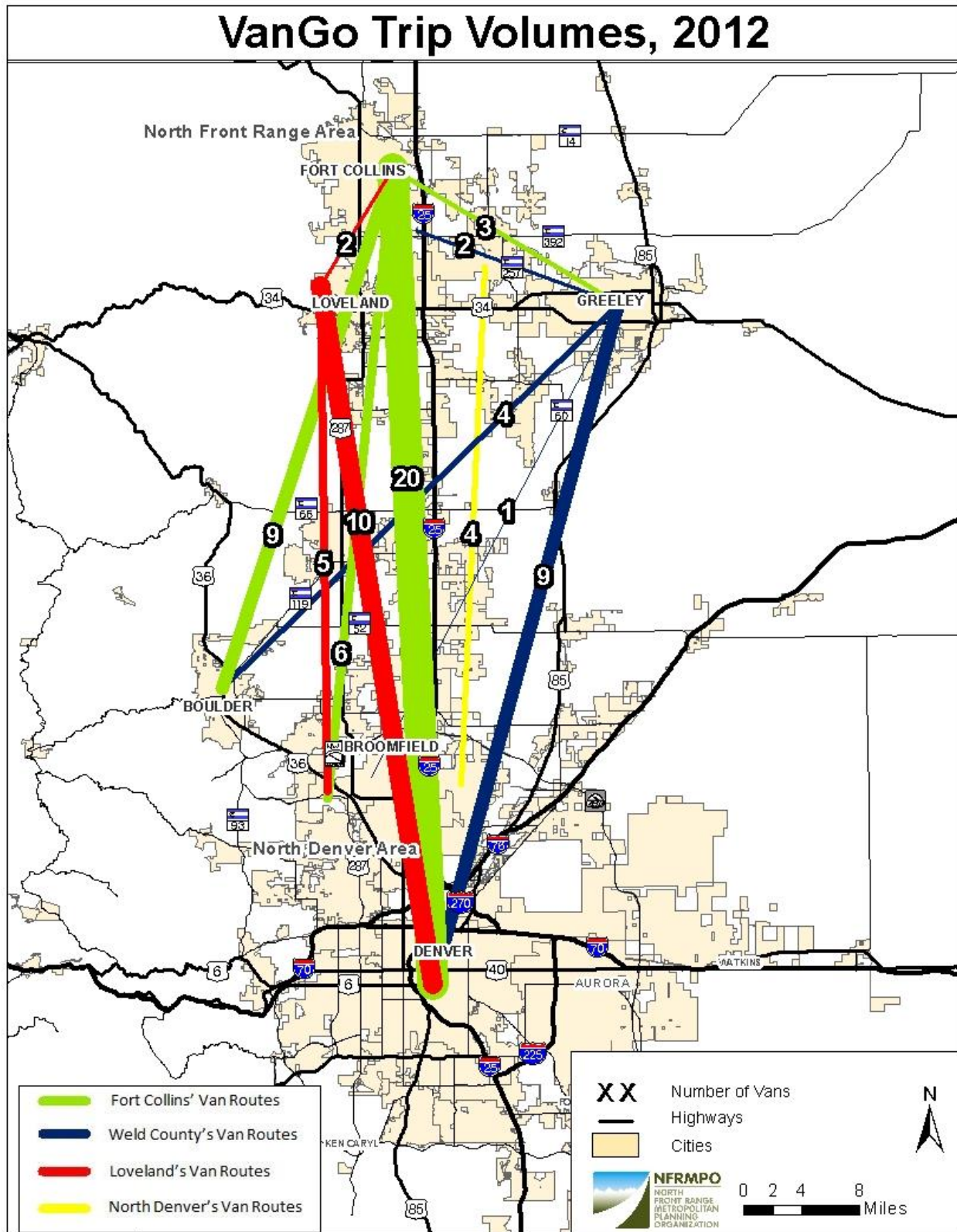
VANGO – VANPOOL SERVICES

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 3.17 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 3.18 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 in any of the other communities within the region. While the schedules change frequently, the schedule as of February 2015 is shown in **Table 3.19**.

Table 3.19 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 $\frac{1}{4}$ 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. The Super Shuttle has several stops in Greeley, Fort Collins, Loveland, and Windsor at a variety of hotels and other commercial businesses.

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

PREVIOUS TRANSIT SYSTEM EFFORTS

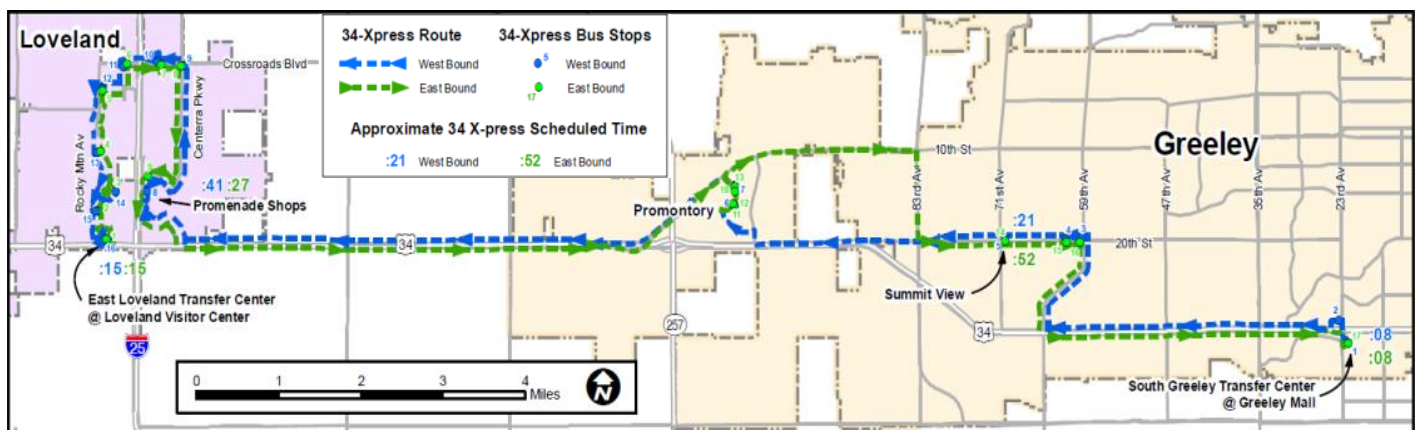
34 XPRESS

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, an early and limited version of the FLEX, 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 riders commute. Finally, service was not offered, as it is today to the RTD service area or through the soon to be 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 at creating 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

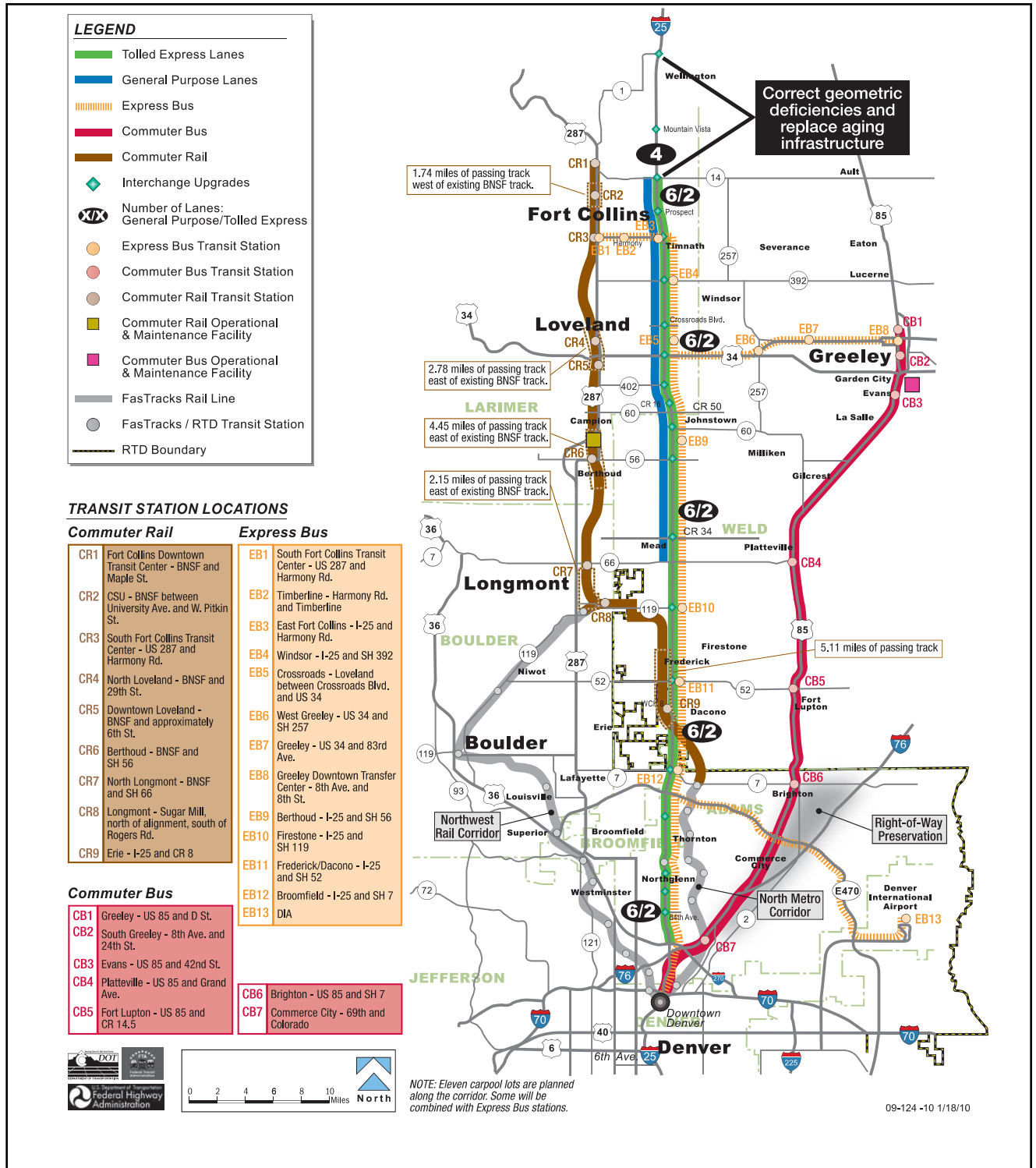
of Erie. A stop would be made at the CR 8 commuter rail station. Assumes 30-minute peak, 60-minute base service frequencies on weekdays only.

- 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.

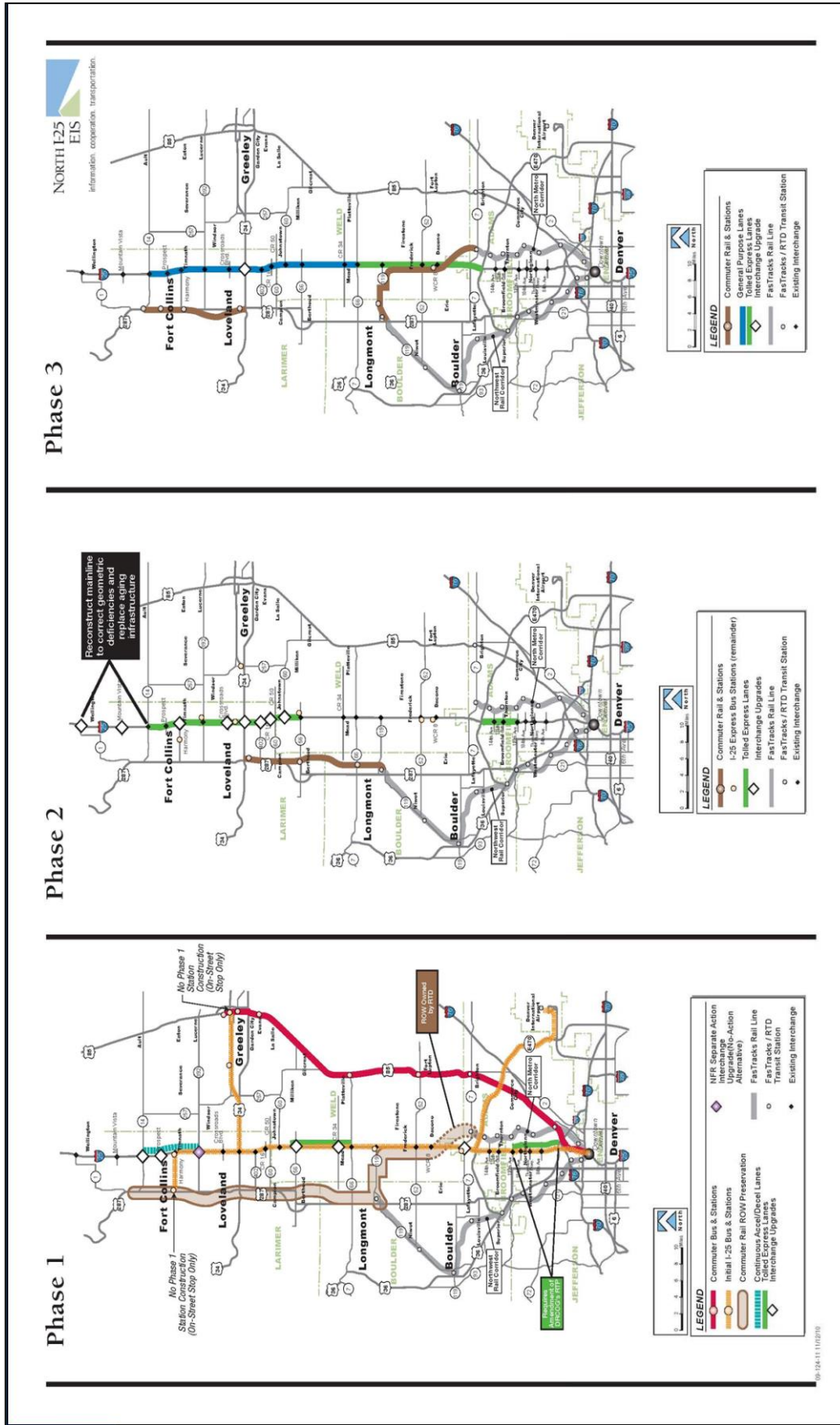
In October 2014, CDOT announced plans to add the segment of I-25 between 120th Avenue and SH 7. This section was not in the original 2011 FEIS as no funds had been identified for construction for that portion. Funds for this section have subsequently been identified and CDOT and Federal Highway Administration (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

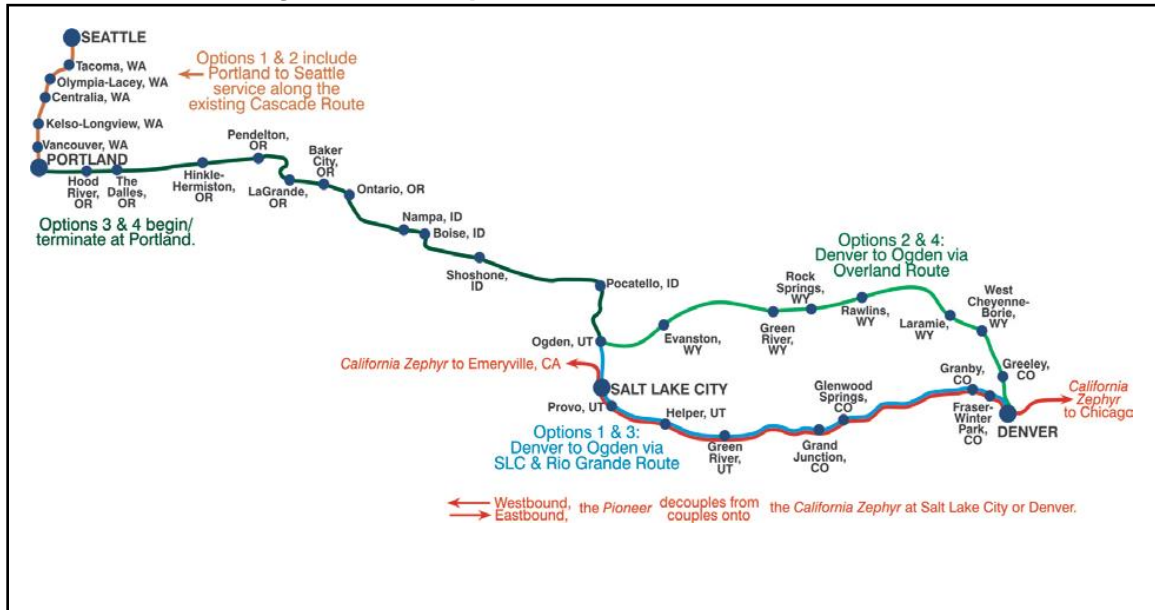


Source: North I-25 Final Environmental Impact Statement (FEIS) Record of Decision (ROD), 2011

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 reinstated 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 EIS. 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.