

2045 Regional Transit Element

Adopted November 1, 2018





2045 Regional Transit Element

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List of Acronyms

ACS—American Community Survey

ADA – Americans with Disability Acts

ASCSU—Associated Students of Colorado State University

BATS – Berthoud Area Transportation System

BOB—Building on Basics

BRT – Bus Rapid Transit

CCP—Consolidated Call for Projects

CDBG—Community Development Block Grant

CDOT – Colorado Department of Transportation

CIG—Capital Improvement Grants

CMAQ – Congestion Mitigation and Air Quality

COLT – City of Loveland Transit

CR – County Road

CSU – Colorado State University

DRCOG – Denver Regional Council of Governments

DIA – Denver International Airport

DOLA—Department of Local Affairs

DR – Direct Recipients

DRCOG—Denver Regional Council of Governments

EIS – Environmental Impact Statement

EJ – Environmental Justice

EPA – Environmental Protection Agency

ETC—Enhanced Travel Corridor

FAST—Fixing America’s Surface Transportation Act

FASTER – Funding Advancements for Surface Transportation and Economic Recovery Act

FEIS – Final Environmental Impact Statement

FFY - Federal Fiscal Year

FHWA – Federal Highway Administration

FLEX – Fort Collins-Longmont Express

FRA – Federal Railway Administration

FTA – Federal Transit Administration

GET – Greeley-Evans Transit

GMA—Growth Management Area

GOPMT—Goals, Objectives, Performance Measures, and Targets

HCPF—Health Care Policy and Finance

HSIP – Highway Safety Improvement Program

HUD—Housing and Urban Development

HUTF – Highway Users Trust Fund

IGA – Inter-governmental Agreement

KFCG—Keep Fort Collins Great sales tax

LCMC – Larimer County Mobility Committee

LEHD – Longitudinal Employer-Household Dynamics

LUAM—Land Use Allocation Model

MAP-21 – Moving Ahead for Progress in the 21st Century

MAX – Mason Express Bus Rapid Transit

MPO – Metropolitan Planning Organization

NCLA – Northern Colorado Legislative Alliance

NCMC—Northern Colorado Medical Center

NEMT—Non-Emergency Medical Transportation

NFRMPO – North Front Range Metropolitan Planning Organization

NHS – National Highway System

NTD—National Transit Database

OAA—Older Americans Act

PAFC—Partnership for Age-Friendly Communities in Larimer County

PASS—Passenger Service and Safety Training

PNR – Park-n-Ride

PSD – Poudre School District

QCEW—Quarterly Census of Employment and Wages

RAFT – Rural Alternative for Transportation

ROD – Record of Decision

ROW—Right-of-way

RTAP—Rural Transit Assistance Program

RTD – Regional Transportation District

RTDM - Regional Travel Demand Model

RTE – Regional Transit Element

RTP – Regional Transportation Plan

RSA – Regional Service Agreement

RSVP—Retired Senior Volunteer Program

SAINT – Senior Alternatives In Transportation

SB—Senate Bill

SGR—State of Good Repair

SH – State Highway

SRS – Senior Resource Services

STBG—Surface Transportation Block Grant, also *STP-Metro*

List of Acronyms, continued

- TA**—Transportation Alternatives
- TAB** – Transportation Advisory Board
- TAC** – Technical Advisory Committee
- TAM**—Transit Asset Management
- TANF**—Temporary Assistance for Needy Families
- TDM** – Transportation Demand Management
- TDP**—Transit Development Program
- TMA** – Transportation Management Area
- TNC**—Transportation Network Company
- TPR**—Transportation Planning Region
- TVM**—Ticket Vending Machine

- UNC** – University of Northern Colorado
- US** – United States Highway
- USDOT**—United States Department of Transportation
- UZA** – Urbanized Area

- VMT** – Vehicle Miles Traveled
- VSO**—Veterans Services Offices

- WCMC** – Weld County Mobility Committee
- WCR**—Weld County Road

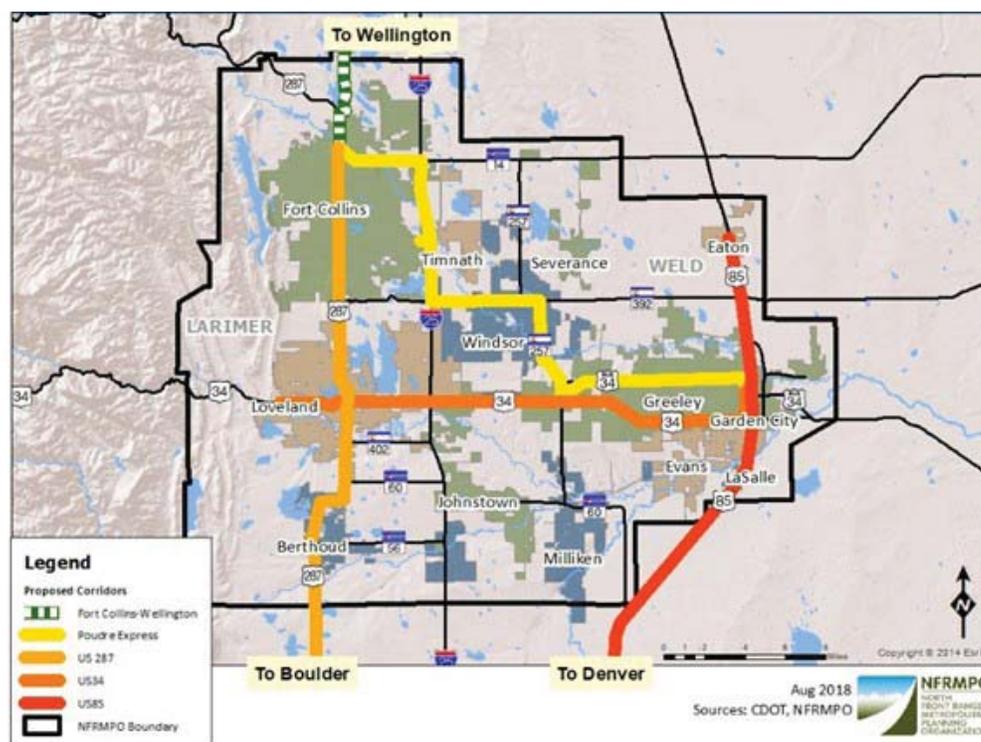
- YOE**—Year of expenditure

Executive Summary

The 2045 Regional Transit Element (RTE) is the long-range transit plan for the region within the North Front Range Metropolitan Planning Organization boundary. Strides have been made to connect the communities within the region, including projects like the FLEX, Bustang, and Poudre Express. These regional efforts have happened because of comprehensive analysis, cooperative action, and cohesive partnerships. As with previous RTEs, the NFRMPO can act as the conduit for regional efforts. Continuing these efforts will lay the ground work for the recommendations coming out of the 2045 RTE. The recommendations include:

- Further study and possible build-out of proposed transit connections along SH1, US287, US85, and US34, as well as between Fort Collins, Windsor, and Greeley;
- Consolidating and coordinating planning efforts;
- Ensuring equitable transit investment providing the most vulnerable individuals access to mobility;
- Implementing projects identified in CDOT's Transit Development Program (TDP);
- Being open to technological advancements; and
- Educating residents about the existing and future services within the region.

2045 RTE Proposed Corridors



By implementing these recommendations, the North Front Range region will be able to serve the growing population. By 2045, the region is expected to add over 400,000 residents and 200,00 jobs. Though many of these new jobs will be located near existing job centers, the area with the most population growth is within the center of the region. In addition to expected job growth and the needs that come with commuter transportation, older adults are the fastest growing cohort. Older adults have a variety of needs, including medical, social, and personal trips.

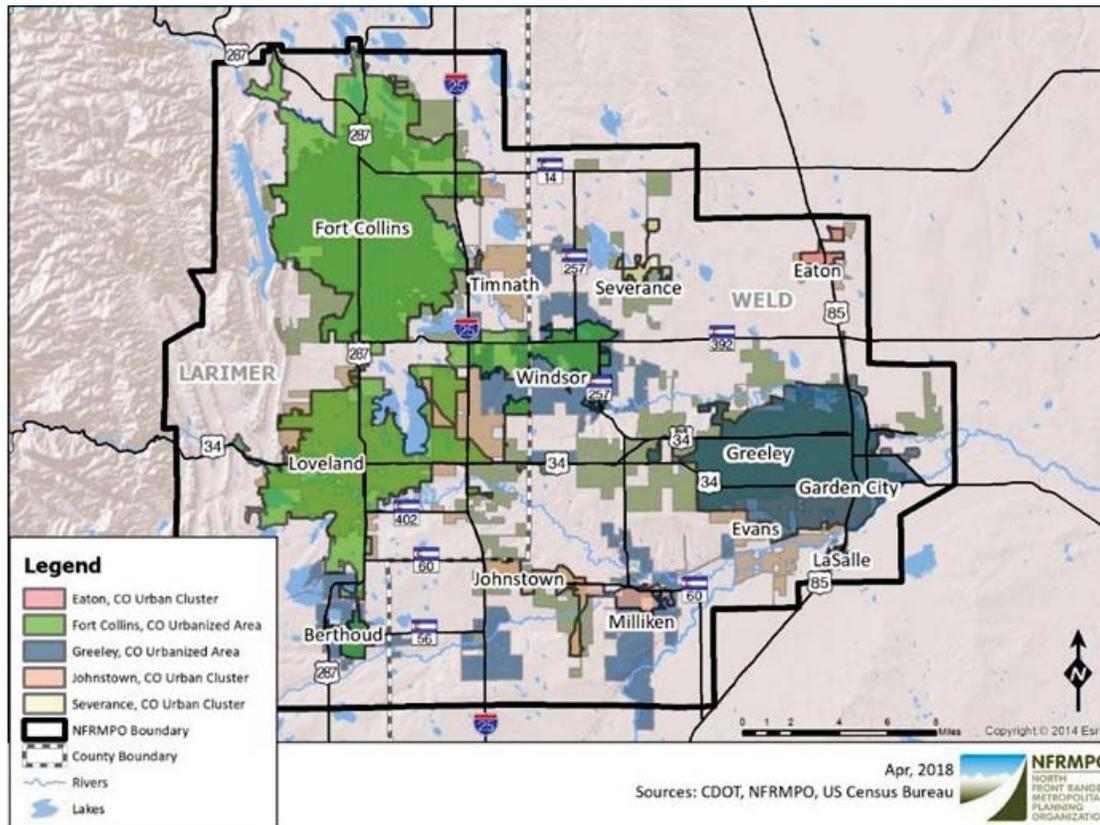
Chapter 1: Introduction

Study Area

The North Front Range Metropolitan Planning Organization (NFRMPO) consists of 15 communities in Larimer and Weld counties, located mainly along the US287, I-25, and US85 corridors. **Figure 1-1** shows the study area and the urbanized areas located within. There are two urbanized areas within the NFRMPO boundary: the Fort Collins Transportation Management Area (TMA) and the Greeley Urbanized Area. Urbanized areas are important to note because they define which entities can apply to transit funding pools. The City of Fort Collins is

the Designated Recipient (DR) for the Fort Collins TMA for Federal Transit Administration §5307, §5310, and §5339. As a result, Fort Collins works with Berthoud and Loveland to identify strategies and prioritize spending within the TMA. CDOT is the DR for all other communities within the NFRMPO region, including the communities in the Greeley Urbanized Area. To receive funding, these communities must apply through CDOT's consolidated Calls for Projects (CCP).

Figure 1-1 Study Area



Purpose of this Plan

The 2045 RTE replaces the 2040 RTE and will become a part of the NFRMPO's 2045 Regional Transportation Plan (RTP). The purpose of the 2045 RTE is to guide development of regional transit in Northern Colorado. The 2040 RTE focused on the steps necessary to translate a long-term regional transit vision into reality. It provided alternatives ranging from maintaining the status quo to rapid progress towards the service levels envisioned in the North I-25 Environmental Impact Statement (EIS).

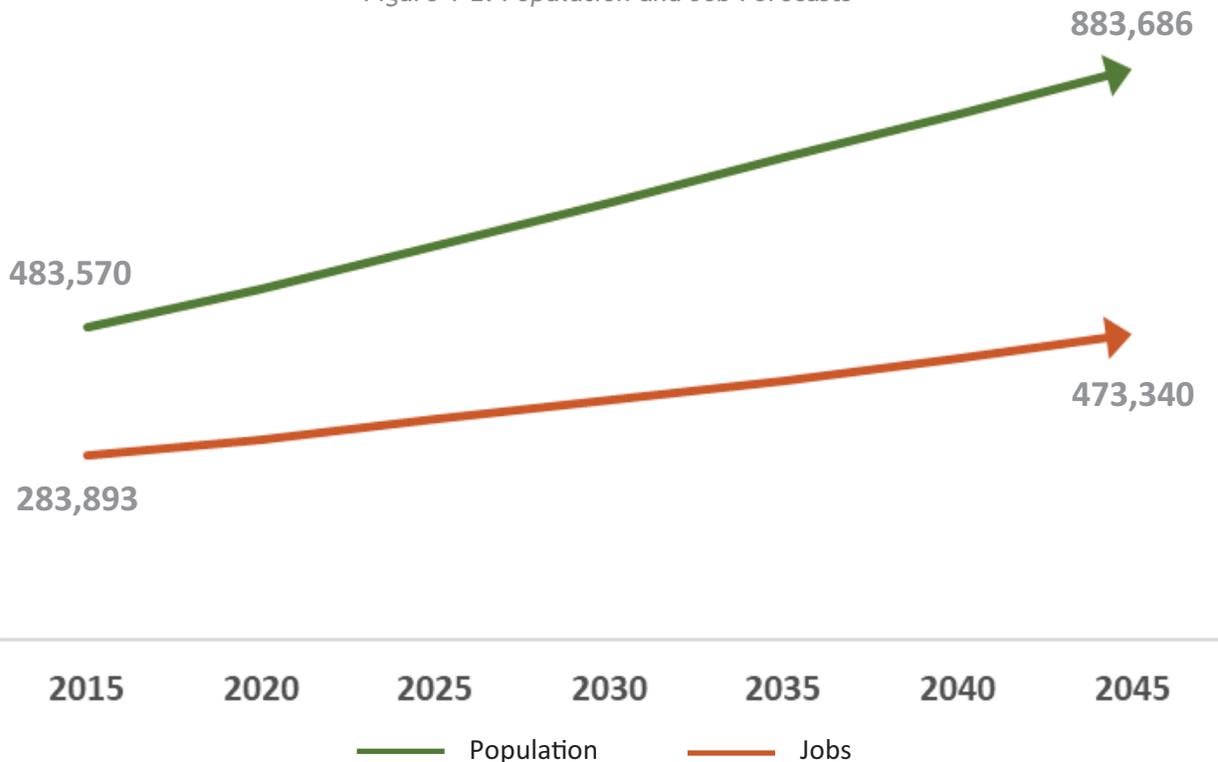
That planning effort reflected a more detailed level of analysis than had been done in the past, and an attention both to mobility within the NFRMPO planning boundary and beyond. The 2045 RTE seeks to update the vision for regional transit in Northern Colorado and to provide a more comprehensive suite of recommendations. The 2045 RTE is seeks to more comprehensively address mobility within the NFRMPO planning boundary.

Planning Context

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. Growth is expected to continue within the North Front Range, with an 83 percent increase in population and a 67 percent increase in jobs

between 2015 and 2045 (Figure 1-2). Housing to accommodate this growth is anticipated to develop 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. Jobs will continue to develop primarily along established commercial corridors and within downtowns. Demographics are explained in more detail in Chapter 2.

Figure 1-2. Population and Job Forecasts



Source: Department of Local Affairs

The region's rapid development also strains the already congested transportation network. Travel forecasts project regional congestion levels will require significant investment in transportation infrastructure for all modes. Transit services could provide an effective alternative during peak period travel times as a feeder service to regional transit corridors. While it is widely recognized regional transit services are important to Northern Colorado's future, many questions still must be answered. What transit services will be needed most in the future? How will they be delivered? How will they be funded? 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. Recognizing these issues and challenges, the *2045 RTE* focuses on identifying creative solutions to help move the development of regional transit services forward. The *2045 RTE* vision, developed in response to the planning context and through the public outreach process described below, is presented at the end of this Chapter.

Planning Process

The NFRMPO developed the *2045 RTE* with input and guidance from the NFRMPO's Technical Advisory Committee (TAC), the *2045 RTE* Steering Committee, and members of the public. The Planning Council guided the development of the report and adopted the Plan at their November 1, 2018 meeting as part of the regional planning process.

Regional Steering Committee

Planning activities for the *2045 RTE* began with the formation of the *2045 RTE* Steering Committee. The purpose of this Committee was to bring together representatives from regional transit agencies and the community to help guide the planning process and *2045 RTE* content. The *2045 RTE* Steering Committee included one representative from each of the following agencies: Arc of Larimer County, City of Loveland Transit (COLT), Greeley-Evans Transit (GET), Transfort, Senior Alternatives in Transportation (SAINT), Colorado State University (CSU) Institute for the Built Environment, Larimer County Department of Health and Environment Built Environment Program, and the Town of Windsor. The Steering Committee met four times throughout the course of the planning process and helped guide the development of outreach materials, the Plan's vision and goal framework, potential future regional routes, and Plan recommendations. The Steering Committee also reviewed and provided comment on all Plan chapters.

Public Outreach

The development of the *2045 RTE* presented an opportunity to create a Plan responsive to the needs and desires of the population within the NFRMPO planning boundary. To develop a clear understanding of the transit incentives, barriers, and gaps present across the region, NFRMPO staff administered two surveying tools. The first, a traditional survey provided in Spanish and English and available in print or online, sought to identify transit trip purpose, major barriers to riding transit, and commonly desired transit features, destinations, and connections. Detailed survey results are presented in **Appendix A**. Survey response themes included:

- Better connection between communities in Northern Colorado
- Transit for smaller, but growing communities
- Extended service hours
- Rider education, including how to read schedules, pay fares, make transfers, load a bike, etc.
- Universal transit pass

The second tool, Community Remarks™, an interactive mapping tool, allowed individuals to click on a map of the region and provide comments about the transit system. This tool helped NFRMPO staff identify gaps in service and facilities as well as key destinations and desired routes for further study. Community Remarks responses are provided in **Appendix A**. Additional outreach included attendance at community events and discussions with local transportation commissions and mobility committees. A full list of outreach events is provided in **Appendix A**.

Coordination with Planning Efforts

The *2045 RTE* builds on local planning efforts and other planning studies in the region; however, 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 the *2045 RTE* are public, fixed-route services. Local and statewide transit projects and efforts are explored in greater detail in **Chapter 3**.

Vision Statement: A Transit Network for Everyone

The vision for the *2045 Regional Transit Element* was developed with input provided by local transit experts and the general public. The vision responds to both the planning context and the values, needs, and desires represented across the region's communities, answering the question: What will the regional transit network look like in 2045? By 2045 regional transit network should...

Be efficient and effective.

A transit network will always have to balance speed and efficiency with accessibility to more users and destinations. The 2045 regional transit system will achieve this balance by seamlessly integrating local transit networks with fast, efficient routes connecting major regional destinations.

Integrate with multiple modes.

Expanding the reach of the transit network will require connecting to other modes of transportation, ensuring that users can easily and safely walk, bike, or drive the remaining distance to or from their destination.

Enhance mobility for all users.

The regional transit system will continue to serve the needs of a diversifying population, including commuters, older adults, children, and individuals with disabilities.

Remain at the forefront of technological innovation.

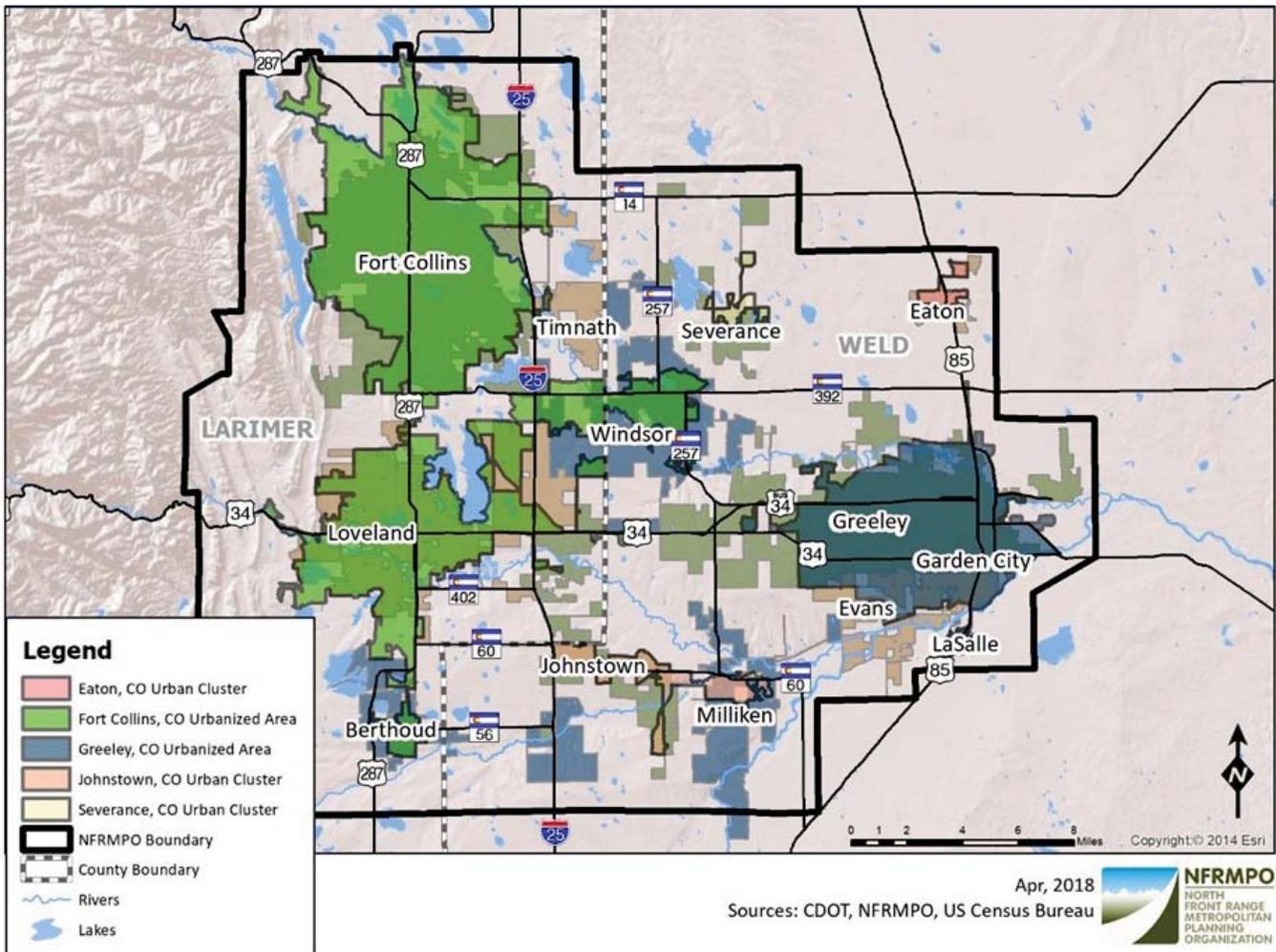
We will leverage cutting edge technology to enhance the efficiency, effectiveness, and ease of use of our transit system.

Chapter 2: Socio-Economic Profile

The NFRMPO region is a fast-growing area located north of the Denver Metro region and south of the Cheyenne, Wyoming region. Overall, the population within the NFRMPO boundary is expected to grow from 483,570 in 2015 to 883,686 in 2045. This translates to a 68.9 percent growth rate in that 25 year period. Understanding the profile of the growth, how the population will age, the future distribution of income, and even the anticipated location of job centers, are all important for planning for future transit need.

The purpose of this Chapter is to examine current and expected trends to help identify major sources of transit demand. This includes areas within the region with higher densities of populations reliant on transit. High densities of employment can also generate transit demand. While some demand generators will be explored in this Chapter, a full demand analysis is presented later in **Chapter 5**.

Figure 2-1. 2045 RTE Study Area



About the Data

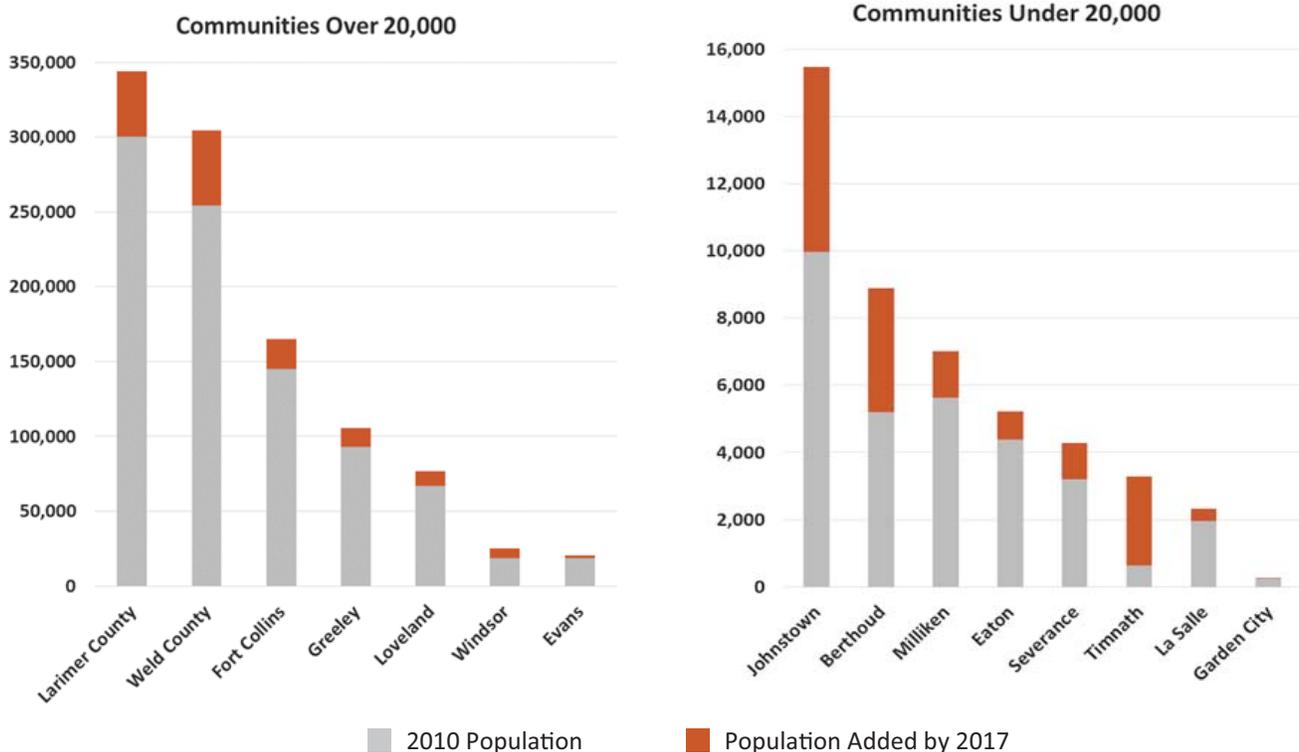
For the 2045 RTE, NFRMPO staff used data collected from the 2012-2016 5-Year American Community Survey (ACS) estimates. The ACS replaced the US Census long-form survey in 2000, allowing more up-to-date information than the decennial Census. Every year, one in 38 US households receive an invitation to participate in the ACS. Using five years of cumulative data provides a more accurate portrayal of current conditions. Population and employment projections are from the Colorado Department of Local Affairs (DOLA).

Regional Demographics

Currently, the three largest municipalities account for the majority of transit riders in the region. However, as shown in **Figure 2-2**, several of the region’s smaller communities are growing rapidly. Timnath more than doubled its population between 2010 and 2017 and Johnstown, Berthoud, Windsor, and Severance are growing rapidly as well. The following sections break

down the demographic profile of the region, taking a close look, in particular, at portions of the population most reliant on the transit network. This includes zero-vehicle households, the older adult population, persons with disabilities, low income population, and college-aged population.

Figure 2-2. NFRMPO Population Growth 2010-2017



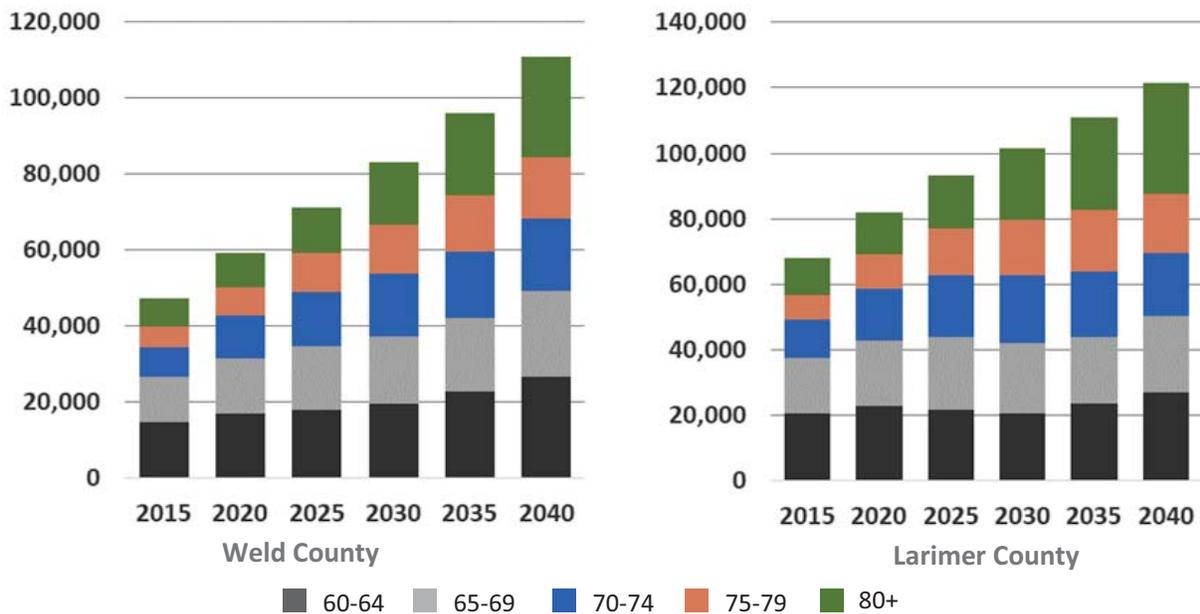
Data Source: 2017 Population Estimates Program

Older Adult Population

Older adults, defined as persons 60 years of age or over, are expected to comprise a much larger portion of the NFRMPO population in future years. This forecasted trend is linked to the aging “Baby Boomer” population (individuals born between 1946 and 1964) migration of older adults into the region, medical breakthroughs allowing individuals to live longer, and the desire to age in place. At a municipal level, the current portions of populations 65 years of age or older ranges between 6.1 percent and 17.2 percent. When the population is expanded to include the percent of population over the age of 60, percentages increase substantially. The increases between age 60 and 65 are important to note so communities can begin to plan for housing,

transportation, retirement, and other important needs. The municipal breakdown of percent of the total population over the age of 60 can be found in **Appendix B**. According to DOLA, the number of individuals between 60 and 80 is expected to grow by 78 percent between 2015 and 2040 in Larimer County and by 134 percent in Weld County. In both counties, the most rapid growth is expected in the population 80 years of age and above, growing by 198 percent in Larimer County and by 267 percent in Weld County. The 75-80 age group is also expected to grow substantially in this time frame, growing by 139 percent in Larimer County and 192 percent in Weld County. See **Figure 2-3** below for a full breakdown.

Figure 2-3. Population 60 Years of Age and Greater



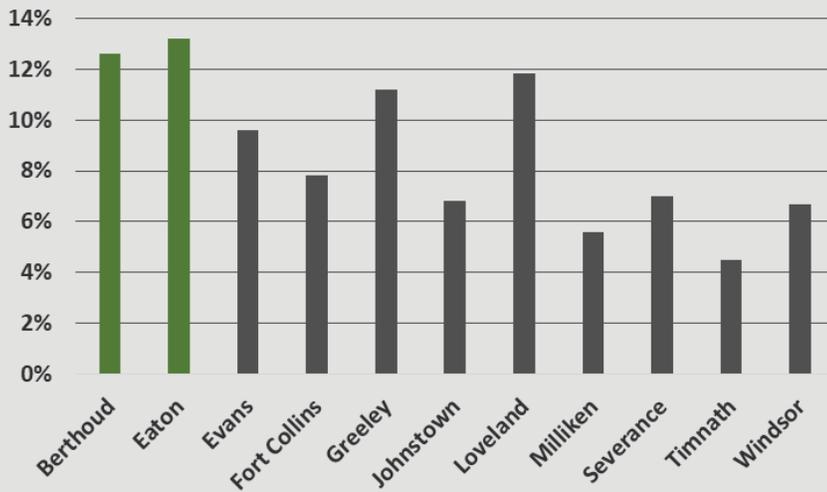
Data Source: Department of Labor Affairs

Population with Disabilities

The US Census Bureau categorizes disabilities into the following six categories:

- **Hearing difficulty:** deafness or serious difficulty hearing;
- **Vision difficulty:** blind or serious difficulty seeing;
- **Cognitive difficulty:** difficulty remembering, concentrating, or making decisions due to a physical, mental, or emotional problem;
- **Ambulatory difficulty:** difficulty walking or climbing stairs;
- **Self-care difficulty:** difficulty bathing or dressing; and
- **Independent living difficulty:** difficulty doing errands alone due to a physical, mental, or emotional problem.

Figure 2-4. NFRMPO Percent of Population with a Disability



Source: 2012-2016 ACS 5-Year Estimates

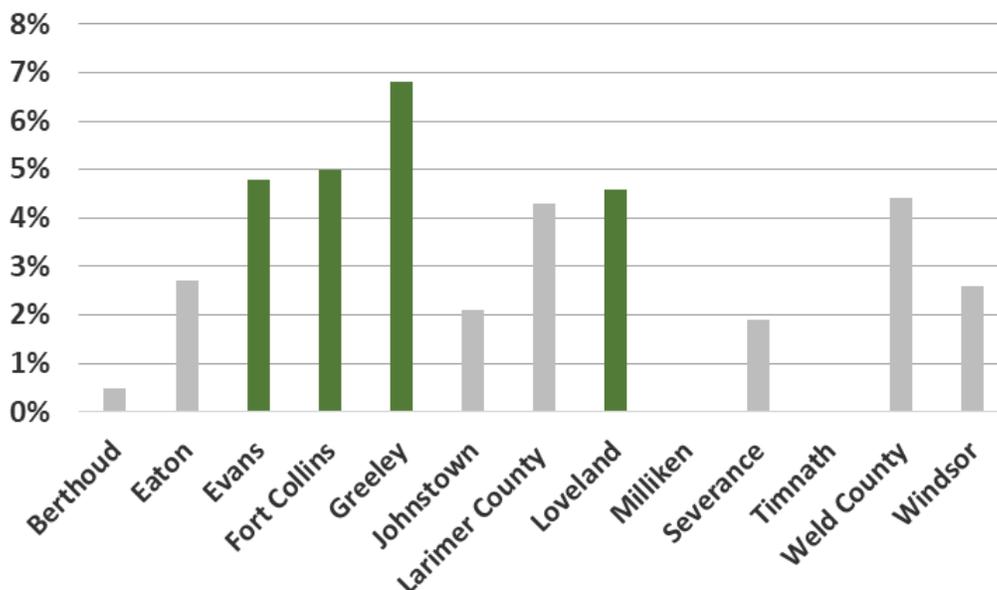
Depending on the type and severity of the disability, a person may be unable to drive themselves, and may even have difficulty using fixed-route transit services. Publicly and privately provided paratransit services may be required to serve populations with a disability. Though the three largest municipalities, have the largest populations with a disability, Eaton and Berthoud have the highest percentage of populations with a disability in the region, as shown in **Figure 2-4**. A full breakdown of the 2016 non-institutionalized population of each municipality with a disability both as a raw number and as a percent of the municipality's total population is presented in **Appendix B**.

Zero Car Households

Zero car households are self-reported households which do not currently have a vehicle. It does not acknowledge access to bicycles, work vehicles, or other autos. In the absence of these alternative means of transportation, zero-car households may be especially reliant on the proximity between origins and destinations or on transit as a means of traveling within and beyond the region.

Within the region, Greeley (6.8%), Fort Collins (5.0%), Evans (4.8%), and Loveland (4.6%) have the greatest percentage of households without a vehicle. Weld (4.4%) and Larimer (4.3%) counties also have relatively high percentages of zero car households. A full breakdown of the number of vehicles available per household in each community is shown in **Appendix B**.

Figure 2-5. Percent of Households with Zero Cars by Community



Source: 2012-2016 ACS 5-Year Estimates

Low-Income Population

Each Census Tract in the region is analyzed based on the extremely low income limit from the Department of Housing and Urban Development (HUD), the average household size from the 2012-2016 ACS, and estimates of household income from the 2012-2016 ACS. This data is provided and analyzed by DOLA. According to HUD, low-to moderate-income refers to individuals or families whose household income does not exceed 115 percent of the median income for the area when adjusted for family size. **Figure 2-6** displays the percentage of low and moderate income households by Census Tract.

The highest percentages of low income households are located in Fort Collins, Greeley, and Loveland. On average, low income populations tend to have fewer cars and may be more dependent on other modes of transportation, including transit. University students tend to match low-income populations in terms of income and access to vehicles, as discussed in the *College-Aged Population* section. With Colorado State University (CSU) and University of Northern Colorado (UNC) located in Fort Collins and Greeley respectively, these may impact low-income densities due to the higher student populations.

Figure 2-6. Low Income Population Percentage by Census Tract

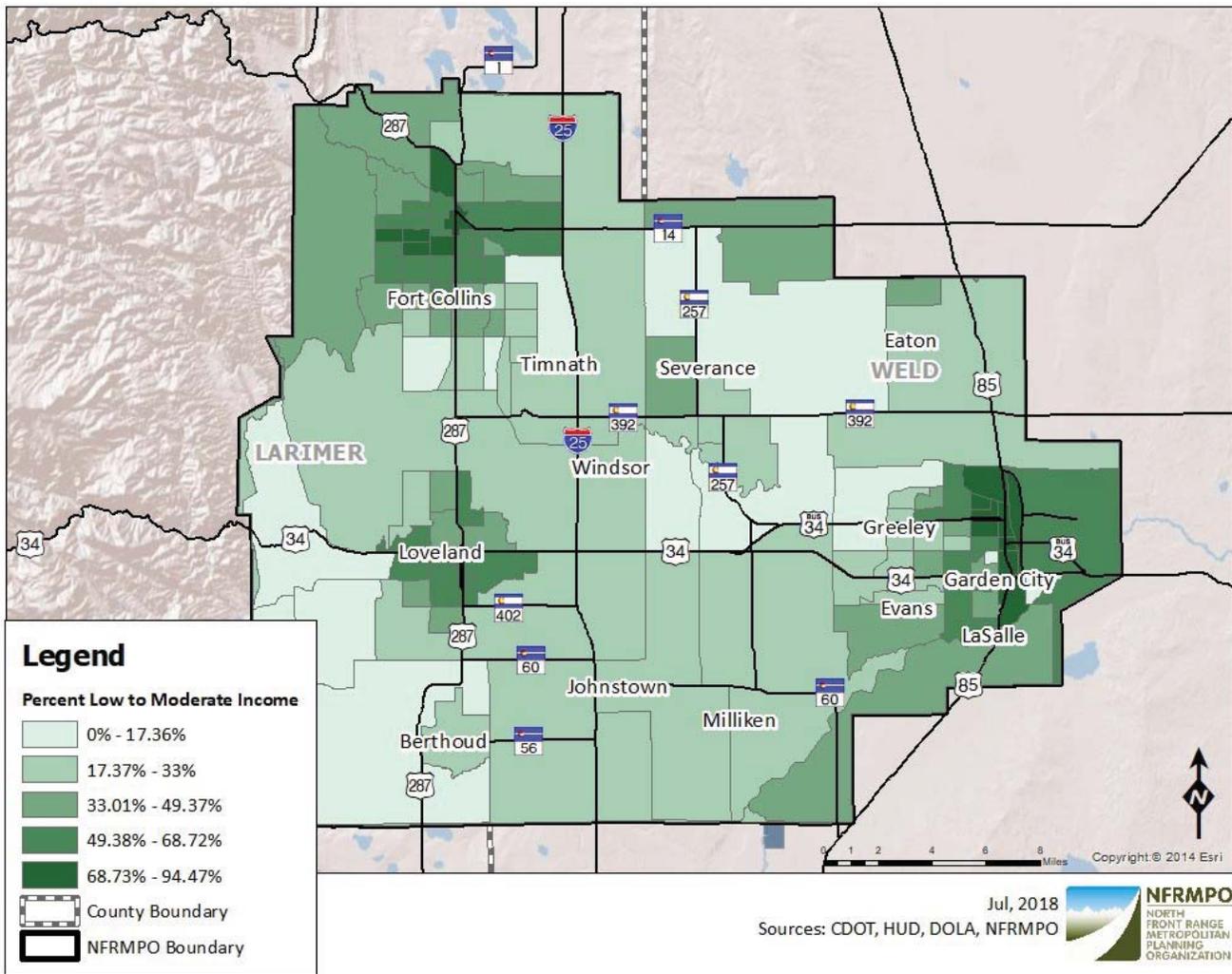


Table 2-1. College Age Population by Community

Community	Percent 18-24	Population 18-24
Berthoud	6.3%	363
Eaton	11.9%	570
Evans	10.2%	2,118
Fort Collins	23.1%	36,325
Greeley	16.4%	16,232
Johnstown	4.2%	604
Loveland	7.9%	5,795
Milliken	7.9%	486
Severance	3.5%	126
Timnath	1.0%	20
Windsor	4.9%	1,037
Total	12.8%	63,676

Source: 2012-2016 ACS 5-Year Estimates

College-Aged Population (18-25)

With the large number of college-aged students in the region and their higher propensity to use transit, the NFRMPO considers the college-aged population to be critical to transit ridership. Increased ridership by college-aged residents may be explained by increased parking rates at both CSU and UNC, while transit fares are included as part of students' tuition.

Table 2-1 shows the percent and absolute number of population between 18 and 24. The highest percentages are in Fort Collins and Greeley, where the two major universities are located. Eaton and Evans also have more than 10 percent of their population between the ages of 18 and 24. The lowest percentage of 18-24 year olds is in Timnath, with only one percent of the population.

Economic Profile

While the demographic profile of a region can help to identify potential points of origin for transit trips, the economic profile of a region can help to identify potential destinations. Areas with a high density of employment are likely to generate higher demands for transit.

Commuting Patterns

The NFRMPO used the US Census Bureau's OnTheMap tool to map workforce commuting habits for 2015 for the three largest cities in the region, as shown in **Figure 2-7**. The OnTheMap tool uses payroll tax payment records, Quarterly Census of Employment and Wages (QCEW) data, and other federal data to determine commuting habits. These commuting habits are categorized into "Employed in Area, Live Outside", "Live in Selection Area, Employed Outside", and "Employed and Live in Selection Area". Fort Collins has the largest percentage of its residents living and working within the same city, while Loveland has the lowest percentage. Loveland has high numbers of employees who commute into the City, but live elsewhere and those living within and commuting outside of the City. Greeley has a high percentage of people commuting into the City from elsewhere. In comparison to data collected for the 2040 RTE, the region has stayed relatively consistent. There was a

slight decrease in the percentages of each City for residents who live inside the City and work outside, and an increase in the percentage of employees commuting in from outside the cities.

Employment Forecast

The North Front Range region has a mix of job centers as shown in **Figure 2-8**, which displays the employment density for 2015 from the NFRMPO's 2040 Land Use Allocation Model (LUAM). A higher density of jobs is located along US287 and Harmony Road in Fort Collins, along US287 and US34 in Loveland, and near US34/10th Street and US85 in Greeley. Other pockets of employment density are located in Eaton, Windsor, and between Johnstown and Milliken. This map can be used as a tool to compare existing transit services to employment locations to ensure there are connections for low-income and zero car households.

Figure 2-7. NFRMPO Commuting Patterns

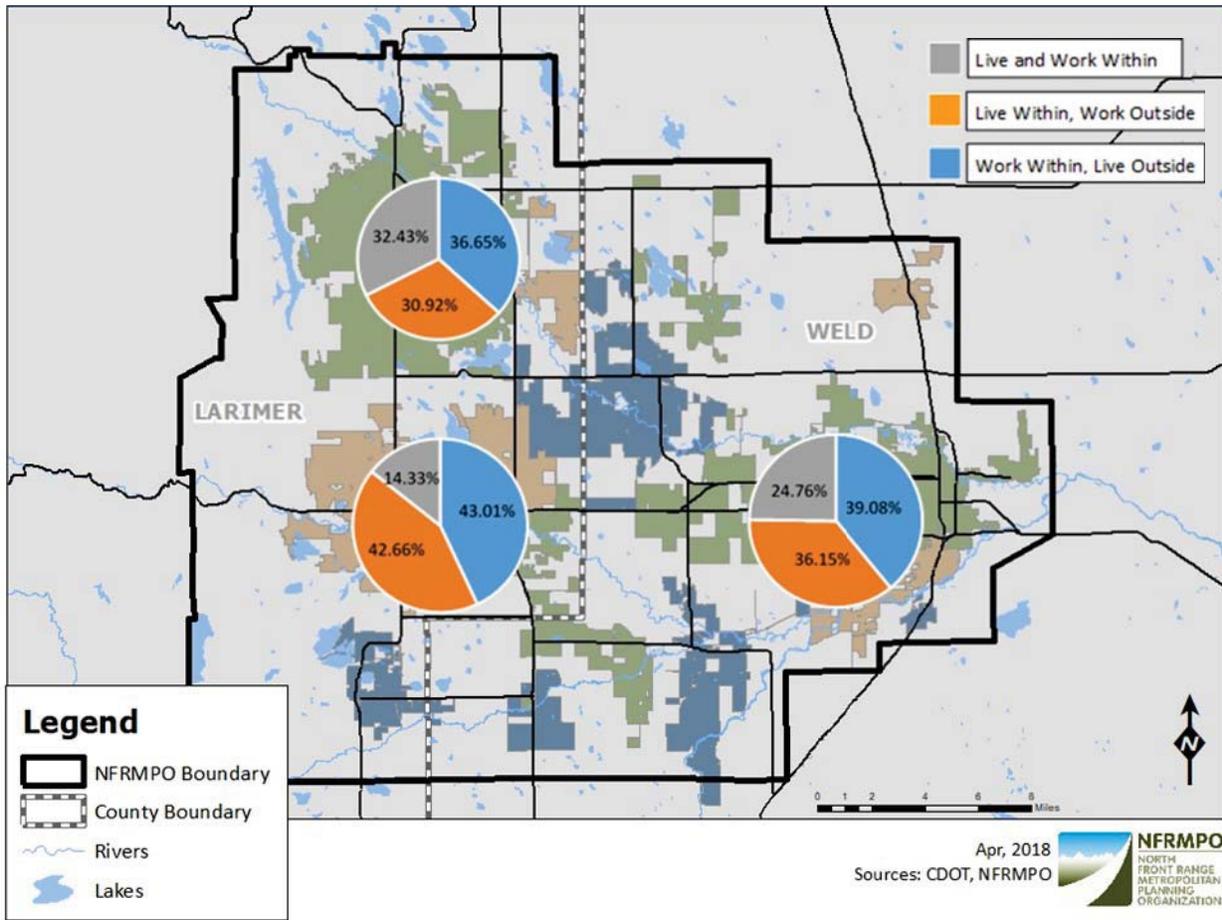
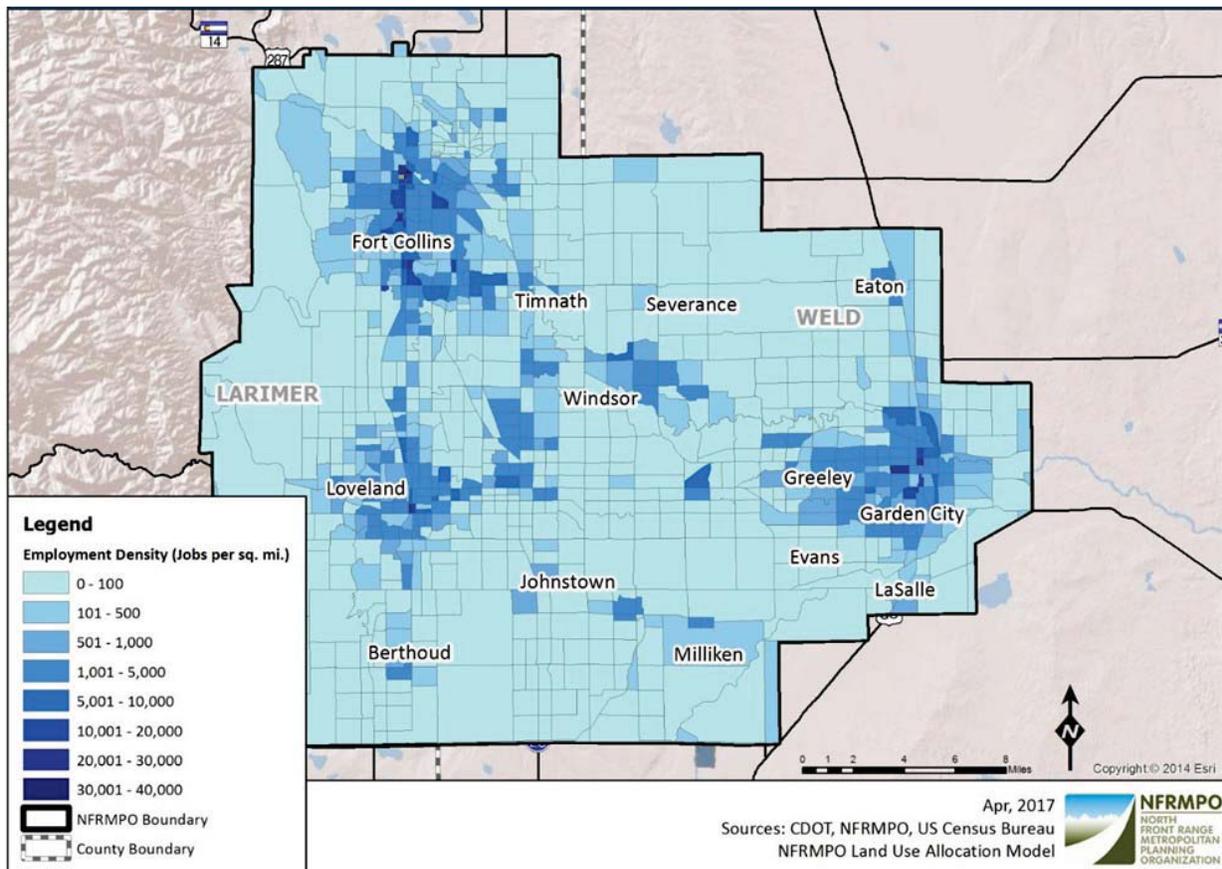


Figure 2-8. 2040 Employment Activity Centers



The Highlights

- By 2045, the North Front Range region is expected to grow by over 400,000 people and 200,000 jobs
- Jobs are expected to aggregate near existing job centers
- Household growth is expected to occur toward the center of the NFRMPO region
- All transit-dependent populations are expected to increase during this time period
- The 65+ age group is expected to grow the fastest during this time period

Chapter 3: Current Transit Conditions

Introduction

Public transportation in the North Front Range is operated by a wide variety of non-profit and for-profit agencies. Municipalities fund and operate fixed-route and demand-response services in Berthoud (Berthoud Area Transportation System), Fort Collins (Transfort), Greeley/Evans (Greeley-Evans Transit), and Loveland (City of Loveland Transit). Additional volunteer services are operated by non-profit organizations in the Berthoud Fire Protection District (Berthoud Rural Alternatives for Transportation), Fort Collins and Loveland (Senior Alternatives in Transportation), and Weld County (Senior Resource Services). Paratransit and taxi services in Larimer and Weld counties are provided by for-profit companies like Heart&SOUL Paratransit and Yellow Cab.

The three service types the *2045 RTE* includes are: fixed-route, demand-response, and volunteer transportation. The following definitions were obtained from the Federal Transit Administration's (FTA) National Transit Database (NTD)¹:

- **Fixed-route** - Services provided on a repetitive, fixed schedule along a specific route with vehicles stopping to pick up and deliver passengers to specific locations and each fixed-route trip serves the same origins and destinations
- **Demand-response** – A transit mode comprised of automobiles, vans, or small buses operating in response to calls from passengers, or their agents, to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.
- **Paratransit** - Types of passenger transportation that are more flexible than conventional fixed-route transit, but more structured than transit involving the use of private automobiles. Paratransit includes demand-response transportation services, and shared-ride taxis. Most often refers to wheelchair-accessible, demand-response service and is required by the Americans with Disabilities Act (ADA).
- **Taxi services** - A private, for-profit company that utilizes passenger vehicles that are for hire by the riding public.
- **Vanpooling service** - Transit service operating as a ride sharing arrangement, providing transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographical area.
- **Volunteer transportation** – Services where individuals who drive vehicles in revenue service to transport passengers are not employees of the provider and are not compensated for their labor.

This Chapter focuses on the four municipal operators and their trends and performance over the past five years. A summary of other regional, volunteer, and private transit agencies follows. The Chapter concludes with a brief overview of other relevant transit studies and plans.

Municipal Operators

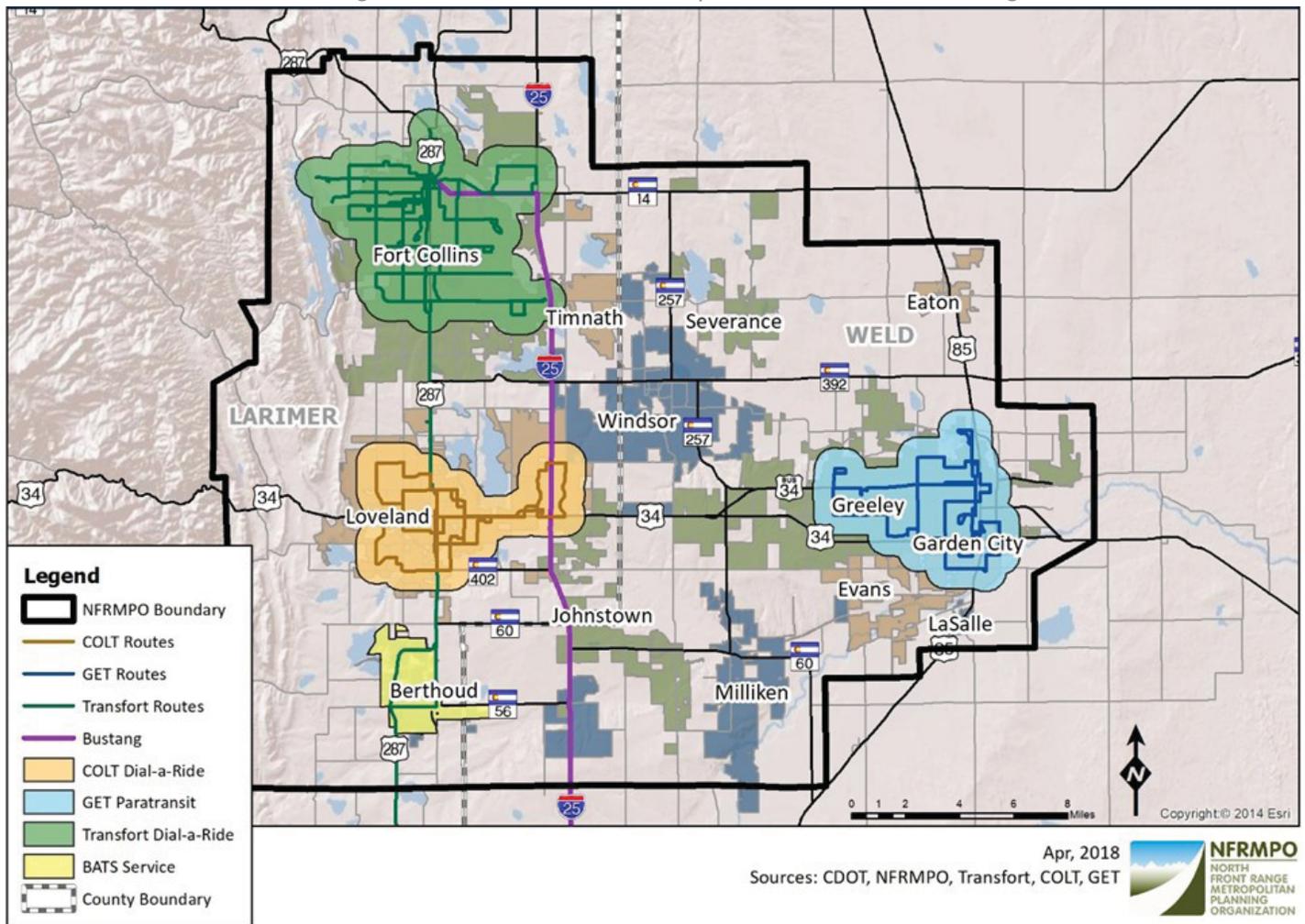
The NFRMPO region includes four municipal transit providers: Berthoud Area Transportation System, City of Loveland Transit, Greeley-Evans Transit, and Transfort. **Figure 3-1** shows the municipally-operated transit available in the NFRMPO region, including fixed-route and paratransit services. The FLEX Regional Route is a fixed-route service which provides service between cities, but is operated by Transfort with funding from multiple partners.

Berthoud Area Transportation System (BATS)

BATS is a municipally-operated demand-response transportation service for residents of the Town of Berthoud. BATS mainly provides rides within the Town boundary, but operates trips to Longmont and Loveland. The predominant service area is shown in **Figure 3-2**. BATS prioritizes medical trips, followed by employment trips, and finally education trips. BATS provides service outside of the Town limits throughout the week. On Mondays, BATS transports riders to Longmont on

Monday between 8:00 a.m. and 11:30 a.m. From Tuesday through Thursday, BATS transports riders to Loveland between 8:00 a.m. and 11:30 a.m. with additional service to Loveland provided on Thursday between 11:30 a.m. and 3:00 p.m. BATS has a diverse funding stream made up of fares, donations, and other sources. Riders over age 60 are not required to pay, but are encouraged to donate. Riders under 60 years of age are charged \$1.00 per trip in-town and \$4.00 per trip out-

Figure 3-1 Available Public Transportation in the NFRMPO Region



of-town. Other sources of funding include funding from the Town, the Larimer County Office on Aging, and City of Fort Collins sales tax dollars.

BATS service was reduced in 2013 due to budget cuts, leading to a reduction in ridership; however, service has been supplemented by Rural Alternatives for Transportation (RAFT). **Table 3-1** below shows the trends in ridership, vehicle miles, vehicle hours, cost, and fares between 2012 and 2017. **Table 3-2** shows the performance measures produced from the data in **Table 3-1**.

More information about BATS is available on the BATS website:

<http://www.berthoud.org/departments/berthoud-area-transportation-system-bats>.

Figure 3-2. BATS Area

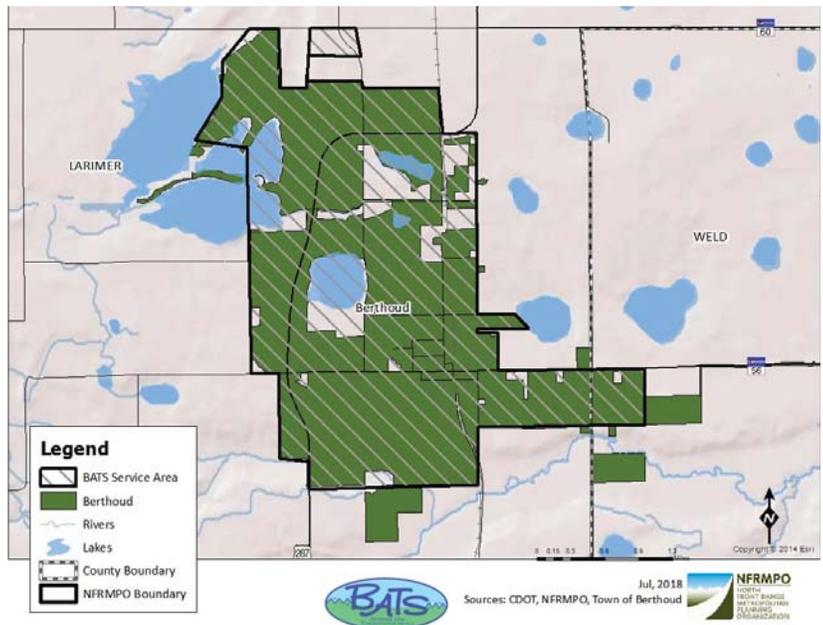


Table 3-1 BATS Transit Trends

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2012	9,739	82,731	5,222	\$210,324	\$20,613
2013	4,715	23,596	2,250	\$125,346	\$8,103
2014	3,322	11,413	4,604	\$120,743	\$4,461
2015	4,351	13,352	1,853	\$111,253	\$5,861
2016	4,700	14,000	1,917	\$116,620	\$5,761
2017	5,471	15,097	2,002	\$134,857	\$5,654

Source: Town of Berthoud, 2018

Table 3-2 BATS Performance Measures

Performance Measures	Total
Cost per Operating Hour	\$37.36
Passengers per Operating Hour	2.73
Cost per Passenger Trip	\$24.65
Subsidy per Passenger Trip	\$23.62
Farebox Recovery	4.19%
Ridership per Capita	0.88
Cost per Capita	\$21.60

Source: Town of Berthoud, 2018

BATS Transit Trends and Performance

City of Loveland Transit (COLT)

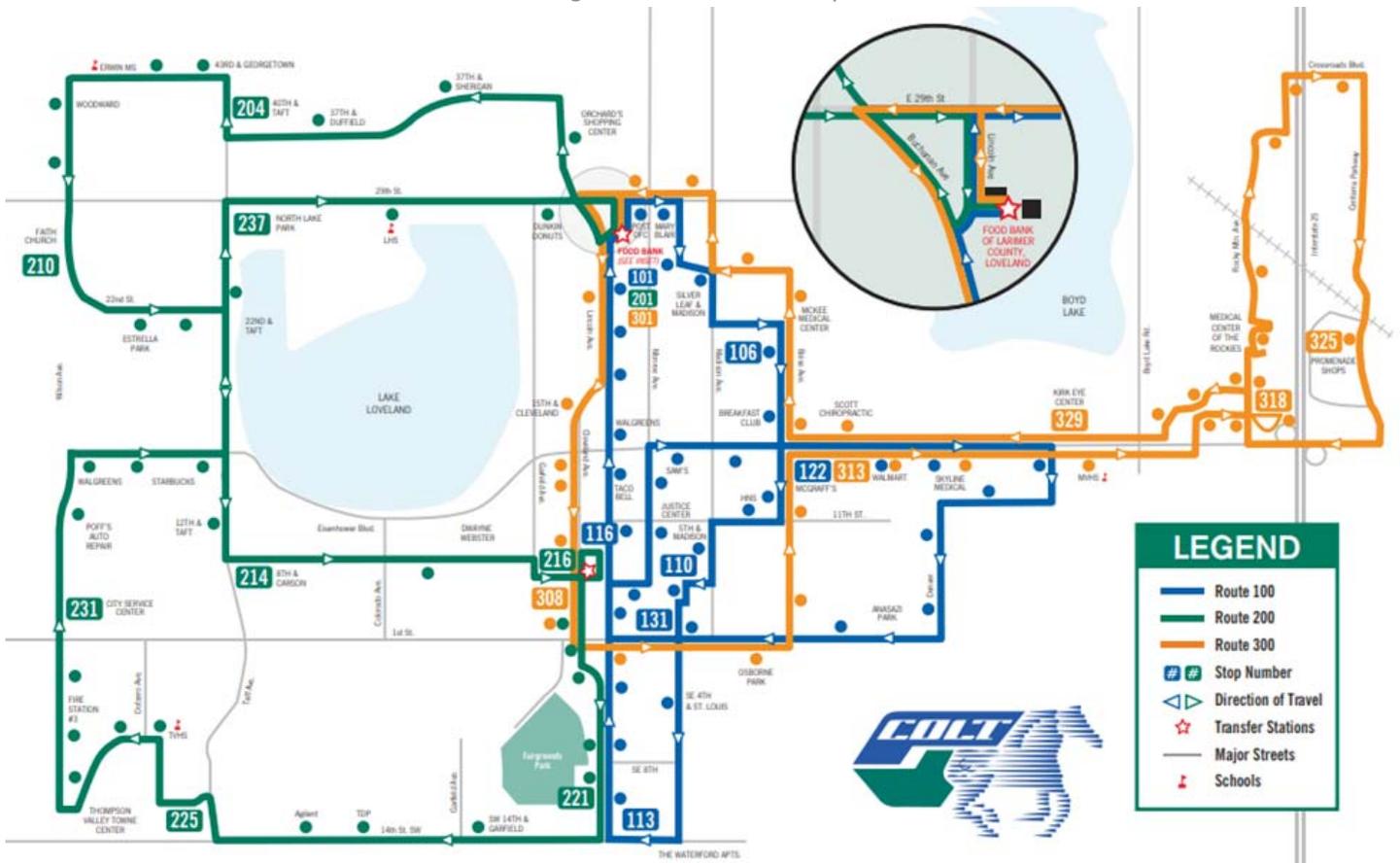
The Loveland Public Works Department operates a fixed-route system and a paratransit service with service running between 6:38 a.m. and 6:37 p.m. Monday through Friday, and between 8:48 a.m. and 5:37 p.m. on Saturdays. No service is operated on Sundays or holidays. Each of the three routes operates on hourly headways. In April 2018, COLT added a commuter express route on US34, running hourly between Group Publishing in west Loveland to Foxtail Drive near Centerra. A map of the three fixed-routes is shown in **Figure 3-3**.

Fixed-route service costs \$1.25 per ride for adults, \$0.60 per ride for seniors or individuals with disabilities, and \$0.50 for youth between six years and 18 years old. Children under five ride free. Adult annual passes cost \$180, though this is reduced to \$25 for ADA-eligible riders, seniors, and students. Ten-, 20-, and 31-day passes are also available.

Paratransit service transitioned from a municipally-run service to a contracted Dial-a-Ride service in April 2018. Prior to this transition, COLT directly provided paratransit service using COLT drivers and vehicles for the entire Loveland Growth Management Area (GMA). Following this transition, paratransit users within ¼-miles of a fixed-route service may use Dial-a-Ride or Dial-a-Taxi service. Dial-a-Ride users pay \$2.00 per ride, must book the ride between 14 days and 24 hours in advance, and must be ADA Paratransit eligible. Dial-a-Taxi is a program using FTA §5310 funds to provide ADA Paratransit-eligible users the ability to use a taxi for eligible rides inside and outside of the COLT service area.

COLT has faced difficulties with declining ridership and higher costs. Changes to the paratransit system are expected to streamline service and free some funding for allocation to overall system improvements. **Table 3-3** shows the trends in ridership, vehicle miles, vehicle

Figure 3-3. COLT Bus Map



Source: City of Loveland, 2018

Loveland Transit Plan Update

Loveland adopted the City of Loveland Transit Plan Update in August 2009. The City is currently in the process of updating the Transit Plan and expects it to be completed in 2019.

hours, cost, and fares between 2012 and 2017. **Table 3-4** shows the performance measures produced from the data in **Table 3-3**. More information about COLT is available through the COLT website: <http://cityofloveland.org/transit>

Table 3-3 COLT Transit Trends

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2012	142,144	214,414	14,092	\$1,150,000	\$108,368
2013	142,803	220,916	14,085	\$1,142,916	\$82,208
2014	139,199	229,116	14,512	\$1,238,840	\$88,481
2015	130,488	233,987	14,275	\$1,363,634	\$86,209
2016	116,964	238,217	15,128	\$1,440,374	\$49,849
2017	105,917	236,905	15,033	\$1,775,662	\$71,670

Source: National Transit Database and City of Loveland, 2018

Table 3-4 2017 COLT Performance Measures

Performance Measures	Total
Cost per Operating Hour	\$118.12
Passengers per Operating Hour	7.05
Cost per Passenger Trip	\$16.76
Subsidy per Passenger Trip	\$16.09
Farebox Recovery	4.0%
Ridership per Capita	1.58
Cost per Capita	\$26.56

Source: City of Loveland, 2018

COLT Transit Trends and Performance

Greeley-Evans Transit (GET)

The City of Greeley operates transit on behalf of itself, the City of Evans, and the Town of Garden City through purchase of service agreements. GET operates a variety of services, including fixed-route, paratransit, and Call-n-Ride.

GET updated its route structure in January 2016, with routes switching from loops to linear routes and route names from colors to numbers. As of January 2016, GET has eight routes, including the UNC Boomerang. Depending on the route, service is generally provided between 6:00 a.m. and 8:17 p.m. on weekdays, and from

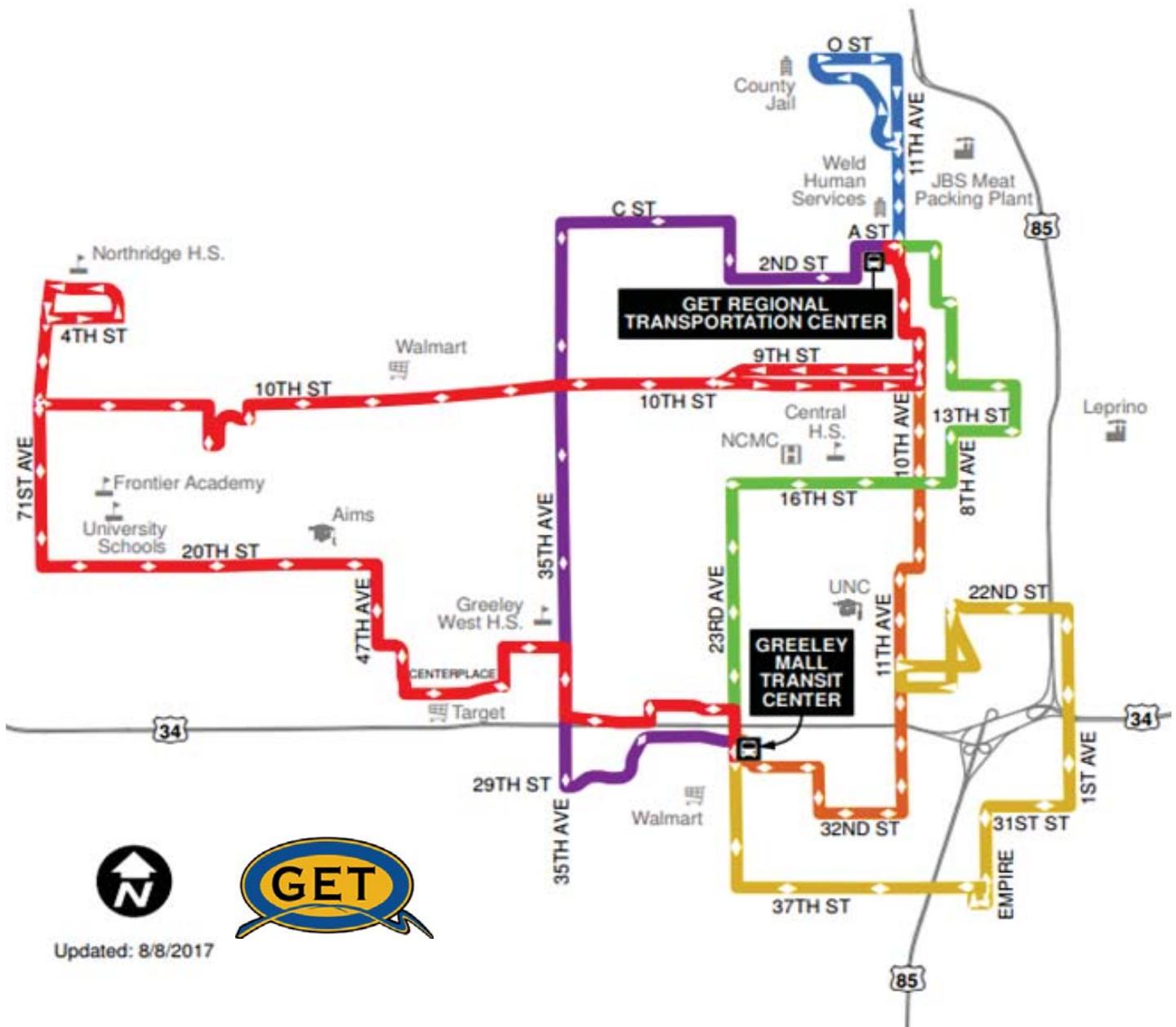
6:45 a.m. to 6:27 p.m. on Saturdays. No fixed-route service is available on Sundays. **Figure 3-4** shows the GET routes.

Fixed-route service costs \$1.50 per ride and \$4.50 for a Day Pass. Twenty-ride passes, 31-day passes, and 90-day passes are also available. An Adult Annual Pass costs \$240. Seniors pay \$0.75 per ride, \$2.25 for a Day Pass, and receive discounts on the 20-ride, 31-day, and 90-day passes. The GET *Ride Free with ID!* program provides no-cost rides to those 18 and under who have a state-issued or current school year student ID. University of North

Colorado (UNC) students may also ride GET for no cost. Paratransit service provides door-to-door service for persons who qualify under the ADA. Service is provided Monday through Friday, 6:00 a.m. to 7:00 p.m., and Saturdays from 7:00 a.m. to 5:00 p.m. Rides cost \$3.00 per trip. Outside of these hours, GET provides a Call-N-Ride service Monday through Saturday, after regular

fixed-route service ends, until 9:00 p.m. and on Sundays from 7:45 a.m. to 1:45 p.m. Costs are the same as paratransit. The expansion of the *Ride Free with ID!* program and the route redesign has further increased ridership on the system. **Table 3-5** shows the trends in ridership, vehicle miles, vehicle hours, cost, and fares between 2012 and 2017. **Table 3-6** shows the

Figure 3-4. GET Transit Routes



Source: City of Greeley-GET, 2018

Table 3-5 2017 GET Transit Trends

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
2012	538,034	571,1576	44,568	\$2,633,583	\$481,126
2013	550,193	586,791	46,182	\$3,010,244	\$560,372
2014	555,975	559,065	45,880	\$3,360,878	\$429,327
2015	615,365	586,530	45,467	\$3,652,921	\$478,204
2016	667,532	676,983	54,989	\$3,775,278	\$484,044
2017	774,651	680,660	54,194	\$3,955,716	\$479,763

Source: City of Greeley—GET, 2018

Table 3-6 2017 GET Performance Measures

Performance Measures	Total
Cost per Operating Hour	\$72.99
Passengers per Operating Hour	14.29
Cost per Passenger Trip	\$5.11
Subsidy per Passenger Trip	\$4.49
Farebox Recovery	12.13%
Ridership per Capita	6.51
Cost per Capita	\$33.22

Source: City of Greeley—GET, 2018

performance measures produced from the data in **Table 3-5**. More information about GET is available at the GET website: <https://greeleyevanstransit.com/>

Poudre Express Regional Route Study

GET led the study of a transit route between Greeley (UNC and Aims Community College), Windsor, and Fort Collins (CSU). A significant number of faculty, students, and staff of the three colleges travel between these communities each day. Currently, no route operates between Larimer and Weld counties. Though the route is still being studied, it could provide an intraregional

transit connection. The Greeley-Windsor-Fort Collins Regional Route Study is based on the recommendation from the 2040 RTE for a transit connection between these three jurisdictions.

GET Transportation Center

GET received funding from the FASTER program to construct a new transportation center at its headquarters in downtown Greeley. The new facility creates a local and intercity transit hub with upgraded facilities, including an indoor waiting area with restrooms, vending machines, and improved customer service areas. The new facility opened in September 2017.

GET 5-10 Year Strategic Plan

Throughout 2016, GET drafted their *5-10 Year Strategic Plan*, which identified goals, objectives, and strategies to meet the needs of Greeley and Evans' growth. The *5-10 Year Strategic Plan* discusses the needs for investment

and possible funding opportunities to implement identified strategies. Additionally, the Plan set the following performance measures GET will track against baseline data in the plan:

- Annual service hours per capita
- Boardings per service hour
- Number of revenue miles between preventable accidents
- On-time performance
- Density of population and jobs within ¼-mile of transit
- Number of bikes carried annually per total annual boardings
- Number of regional services connecting with GET
- Households within ¼-mile of transit
- Housing & Transportation Affordability Index
- Percent of schools with a bus stop within ¼-mile
- Percentage of jobs within ¼ mile of transit and associated service frequency
- Number of private providers with formal or informal service agreements with GET
- Number of cost-sharing agreements in place
- Percent of riders of choice using GET
- Non-SOV mode split
- Percent of surveyed residents that identify transit benefits
- Percent of surveyed residents that identify GET as a valuable community resource
- Number of valid complaints per 100,000 boardings

Transfort

Transfort is the largest transit service provider in the NFRMPO region, providing local and regional fixed-route services, bus rapid transit (BRT), school-subsidized routes, and paratransit. Transfort/Parking Services is part of Fort Collins' Planning, Development, and Transportation Service Area.

In 2014, Transfort redesigned its route system with the opening of the MAX BRT. The redesign accompanied additional funding to expand frequency and hours of service for certain routes. Additionally, Transfort has expanded partnerships with CSU, both the student government and the University as a whole, to add new routes and increase frequency of routes serving the campus and neighborhoods with higher student densities. These partnerships, with the addition of

funding from City Council, have led to the introduction of Sunday and holiday service, dubbed 365 service. Transfort's fixed-route system is shown in **Figure 3-5**. Currently, Transfort operates 22 routes spanning 5:23 a.m. to 12:13 a.m. Monday through Friday, 5:48 a.m. to 12:16 a.m. on Saturdays, and 8:03 a.m. to 7:26 p.m. Some routes operate for school trips or late-night service only.

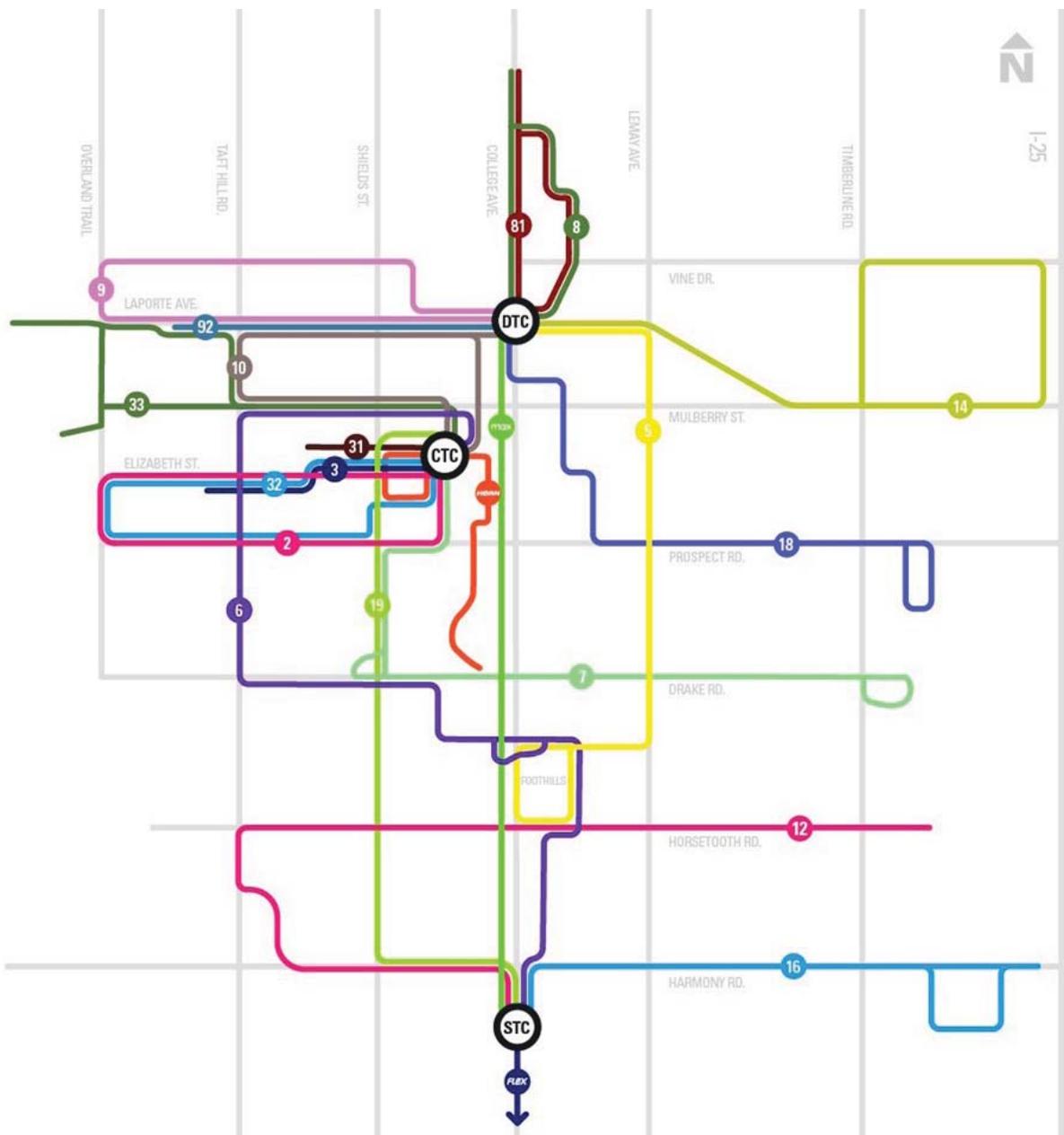
Fixed-route trips cost \$1.25 per trip, though seniors, individuals with disabilities, and Medicaid recipients only pay \$0.60 per trip. Individuals under 17 years of age and CSU students may ride Transfort at no cost. Day Passes cost \$3.00 and can be purchased on the bus, at transit centers, or through ticket vending machines (TVMs) at MAX stations. An Adult Annual Pass is available for \$154

and Annual Senior, Disabled, and Medicaid passes are \$25. Transfort also offers the Passfort program, allowing businesses to purchase passes in bulk, at reduced prices. Paratransit service is contracted through the Dial-a-Ride program. The Dial-a-Ride program provides door-to-door paratransit to individuals who meet minimum service requirements of the ADA. Service is provided from 6:00 a.m. to 11:00 p.m. Monday through Saturday and 8:00 a.m. to 7:00 p.m. on Sundays and Holidays. Riders pay

\$2.50 per one-way trip. Rides can be booked between 24 -hours and 14 days in advance.

In addition to Dial-a-Ride, Transfort Dial-a-Ride users can use Dial-a-Taxi. Similar to the program in Loveland, Dial-a-Taxi uses FTA §5310 funds to provide ADA Paratransit-eligible riders the ability to use a taxi for eligible rides both inside and outside of the service area. Additional funding from the City of Fort Collins, CSU, and other partners has allowed Transfort to invest in transit

Figure 3-5. Transfort Transit Routes



Source: City of Fort Collins–Transfort, 2018

improvements. This has led to fast growth in the system as shown in **Table 3-7**, which shows the trends in ridership, vehicle miles, vehicle hours, cost, and fares between 2012 and 2017. **Table 3-8** shows the

performance measures produced from the data in **Table 3-7**. More information about Transfort is available at the Transfort website: <http://ridetransfort.com/>.

Transfort operates the FLEX service, originally known as

Table 3-7 Transfort Transit Trends

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours	Annual Operating Cost	Annual Fare Revenues
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
2014	2,646,225	1,505,405	120,875	\$11,453,778	\$1,599,907
2015	3,297,091	1,706,151	137,071	\$13,710,996	\$2,323,294
2016	4,112,808	1,810,797	143,942	\$15,217,405	\$2,675,593
2017	4,336,763	1,798,379	145,613	\$15,813,673	\$2,503,379

Source: National Transit Database and City of Fort Collins, 2018

Table 3-8 2017 Transfort Performance

Performance Measures	Total
Cost per Operating Hour	\$108.60
Passengers per Operating Hour	29.78
Cost per Passenger Trip	\$3.65
Subsidy per Passenger Trip	\$3.07
Farebox Recovery	15.8%
Ridership per Capita	30.12
Cost per Capita	\$109.83

Source: City of Fort Collins, 2018

FLEX

the Foxtrot and renamed the Fort Collins-Longmont Express, along US287 in Larimer and Boulder counties. The FLEX service has two routes; the first runs from the South Transit Center in Fort Collins to Loveland, Berthoud, and Longmont with local stops along the way. In 2015, Transfort partnered with Boulder County and received a Congestion Mitigation and Air Quality (CMAQ) grant from the Denver Regional Council of Governments (DRCOG) to expand the FLEX from Longmont to the University of Colorado Boulder (CU Boulder) campus. This new service is in addition to the existing service, adding five express FLEX runs between downtown Fort Collins

and the CU Boulder campus. **Figure 3-6** shows the jump in ridership after the Flex routes to Boulder were added.

In addition to the CMAQ grant, the FLEX to Boulder receives funding from the cities of Boulder and Longmont, Boulder County, CSU, and CU Boulder. The FLEX service charges the same fare as local Transfort services, and all Transfort passes and RamCards are accepted. In addition, riders can use RTD EcoPass and CollegePass and COLT passes. Transfers are free between FLEX and Transfort or COLT, but paid transfers are required to and from RTD. The Fort Collins to Longmont

FLEX service is funded through a partnership between Fort Collins, Loveland, Berthoud, Longmont, and Boulder County. The Fort Collins to Boulder FLEX service receives additional funds from City of Boulder, Boulder County, CSU, and the University of Colorado – Boulder. Service between Fort Collins and Longmont is operated Monday through Saturday on an hourly frequency. Additional service is provided on weekdays during the peak hours. Northbound service begins around 6:45 a.m. and ends around 8:00 p.m. while southbound service begins around 5:45 a.m. and ends around 6:45 p.m. On weekends, service is provided hourly southbound from 6:24 a.m. to 7:22 p.m. and northbound from 6:48 a.m. to

8:19 p.m. Saturday service operates primarily between South Transit Center and the Loveland Food Bank, with four runs to Longmont in each direction. FLEX between Fort Collins and Boulder operates Monday through Friday, with four southbound services at 6:00 a.m., 1:15 p.m., 3:25 p.m., and 5:20 p.m., and five northbound services at 7:09 a.m., 8:09 a.m., 3:15 p.m., 5:30 p.m., and 7:20 p.m. No service is provided on Saturdays or Sundays. **Table 3-9** shows the ridership, annual vehicle mile, and annual vehicle hour trends for FLEX between 2012 and 2017. **Table 3-10** shows the performance measures Transfort uses for the FLEX.

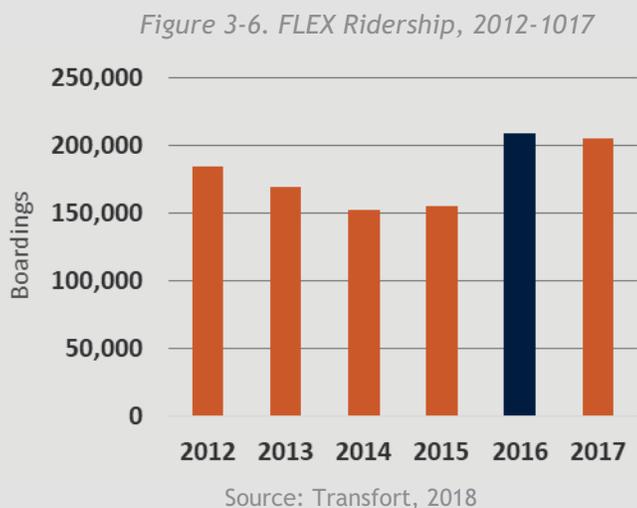


Table 3-9 2017 FLEX Trends

Year	Ridership	Annual Vehicle Miles	Annual Vehicle Hours
2012	184,649	204,418	9,197
2013	169,205	203,949	9,161
2014	152,211	185,438	8,415
2015	154,879	174,230	8,094
2016	209,245	292,129	12,723
2017	205,753	300,733	12,831

Source: Transfort, 2018

Table 3-10 2017 FLEX Performance Measures

Performance Measures	Total
Passengers per Operating Hour	16.04
Passengers per Revenue Mile	0.7

Source: Transfort, 2018

Transfort Sunday and Holiday Service

Through partnerships with CSU and the Associated Students of Colorado State University (ASCSU), and with additional funding from the Fort Collins City Council, Transfort expanded five routes and the MAX to 365-day service, which includes all holidays and Sundays. The five routes primarily provide service on West Elizabeth Street (Route 2 and 3), East Mulberry Street (Route 14), North College Avenue (Route 8), and Harmony Road (Route 16). The MAX runs along the Mason Street corridor.

Game Day Service

In 2017, CSU opened a new stadium on its campus to replace the off-campus Hughes Stadium. The new stadium plan required alternative transportation to reduce the need to build and provide additional parking on campus. To do this, CSU and Transfort partnered to provide shuttles and additional service on certain routes. GET provides additional buses and drivers to assist with game-day service. The additional investment has led to a high percentage of attendees arriving by bus.

Dial-a-Taxi Program

Using FTA §5310 funds, Transfort has expanded the reach of its Dial-a-Ride program by introducing the Dial-a-Taxi program. This program expanded to Loveland on April 2, 2018. In this program, eligible Dial-a-Ride customers can call Transfort for a voucher to use a taxicab outside of

the Dial-a-Ride area. The voucher covers the first \$20 of the taxicab ride; the customer is responsible for any additional fare. The program has been successful, with limited vouchers being reserved early in the day.

Regional Trends

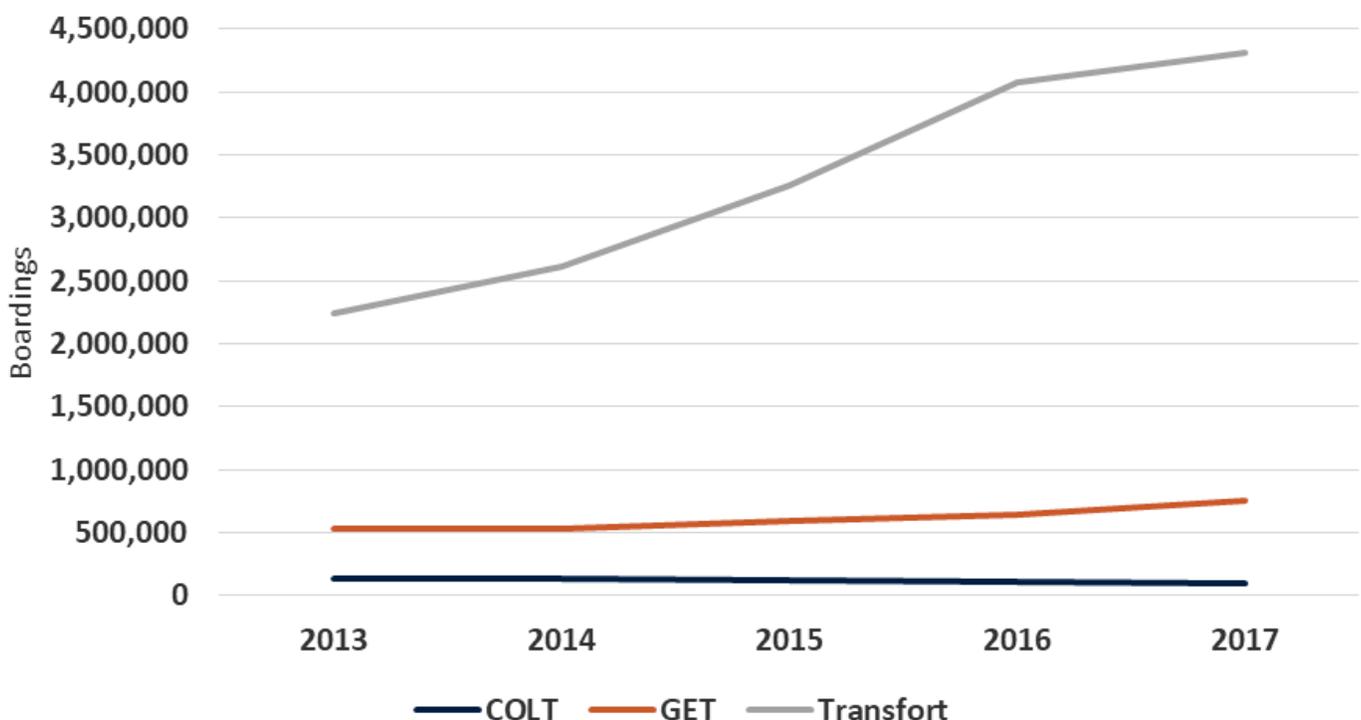
The following sections serve to visualize and summarize the trends presented in the tables from the previous sections, allowing a comparative analysis of transit providers in the region.

Fixed-Route Trends

Significant transit investment on the part of the City of Fort Collins and the City of Greeley, including GET may be partially responsible for the ridership, vehicle miles driven, and vehicle hours driven trends shown in Figures 3-7, 3-8, and 3-9 respectively. As shown in **Figure 3-7**, fixed-route ridership has grown in both Fort Collins and Greeley. Transfort's fixed-route ridership has grown by 92.6 percent while GET has grown by 43.1 percent. COLT has not experienced similar growth, instead ridership

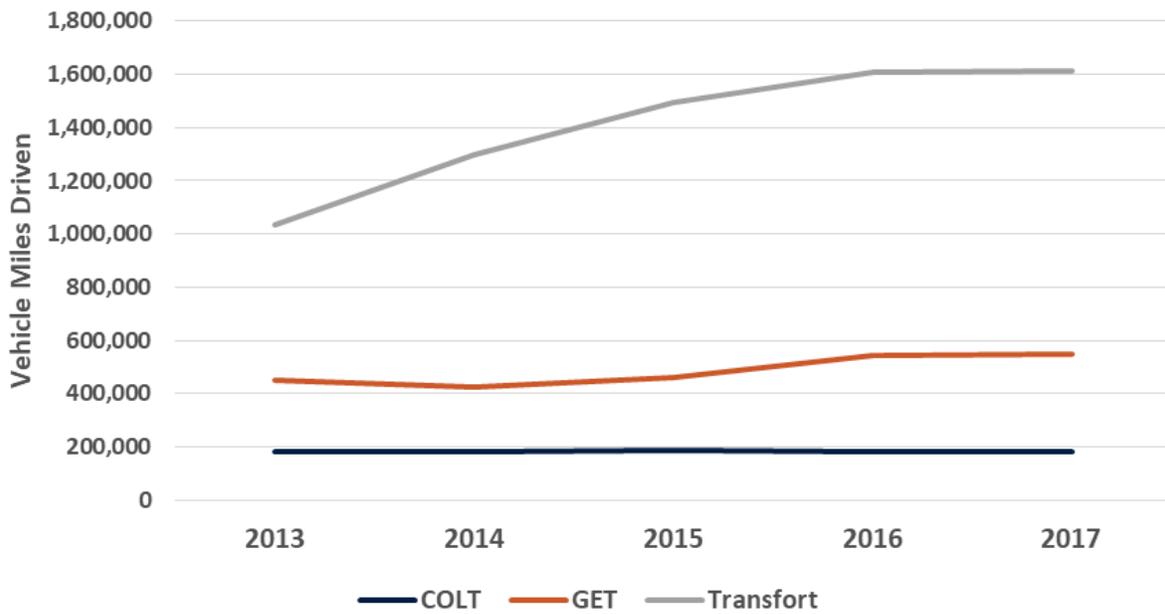
decreased by 28.4 percent over the same time period. **Figure 3-8** shows the trends for vehicle miles driven have increased in all three communities. Transfort has seen the largest increase at 56.0 percent, while GET has seen a 25.5 percent increase. COLT has seen a 2.2 percent increase over the five-year period. Similarly **Figure 3-9** shows the trends for vehicle hours driven. Transfort increased by 64.4 percent, GET by 28.8 percent, and COLT by 2.6 percent.

Figure 3-7. Ridership, 2013-2017



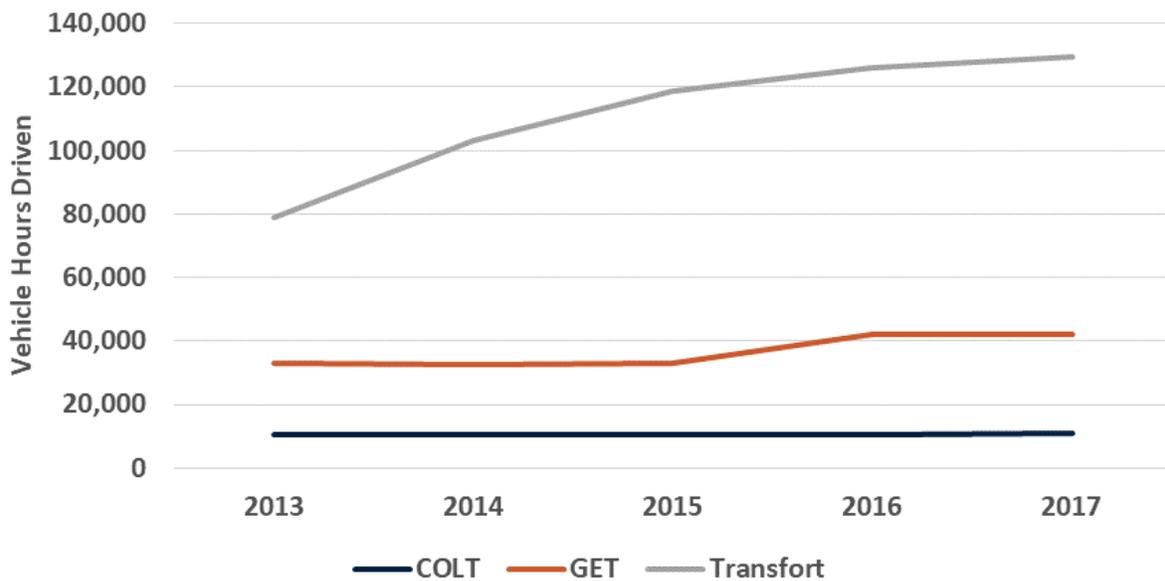
Source: COLT; GET; Transfort; 2018

Figure 3-8. Vehicle Miles Driven, 2013-2017



Source: COLT; GET: Transfort; 2018

Figure 3-9. Vehicle Hours Driven, 2013-2017

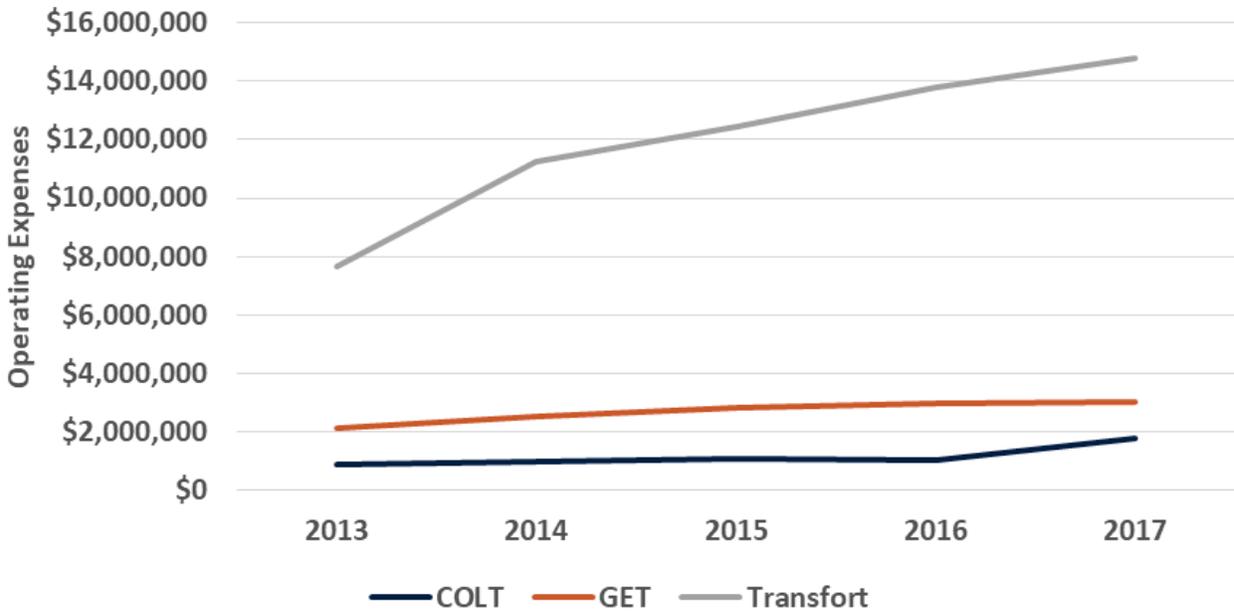


Source: COLT; GET: Transfort; 2018

As shown in **Figure 3-10**, operating expenses have increased for all three transit agencies. Transfort operating expenses increased significantly with the addition of MAX in 2014, but began leveling off after 2016. GET's restructured bus system also led to increases in operating expenses. Although COLT made comparatively fewer investments in its transit system over the time period, COLT's operating expenses

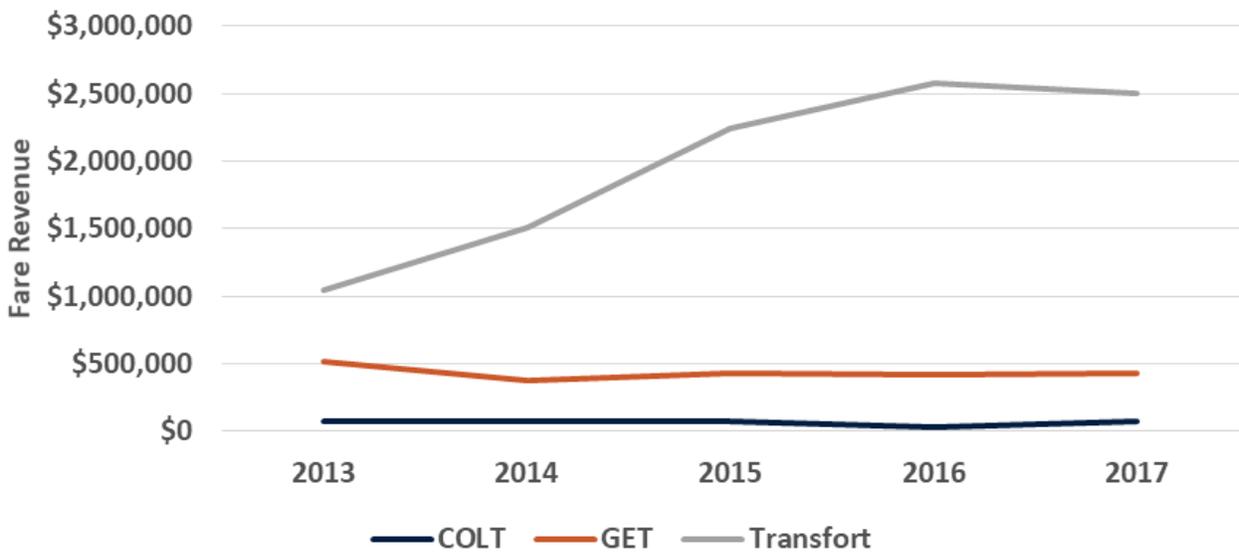
increased the most, by 101.8 percent. Transfort's increased by 92.7 percent and GET's by 42.7 percent over the same time period. Finally, **Figure 3-11** shows the fare revenue from fixed routes over the same period. Transfort had the highest increase at 139 percent, followed by COLT at 10.8 percent. GET saw a decrease in fare revenue of 17.8 percent.

Figure 3-10. Operating Expenses, 2013-2017



Source: COLT; GET: Transfort; 2018

Figure 3-11. Fixed Route Fare Revenue, 2013-2017



Source: COLT; GET: Transfort; 2018

Demand Response Transit Trends

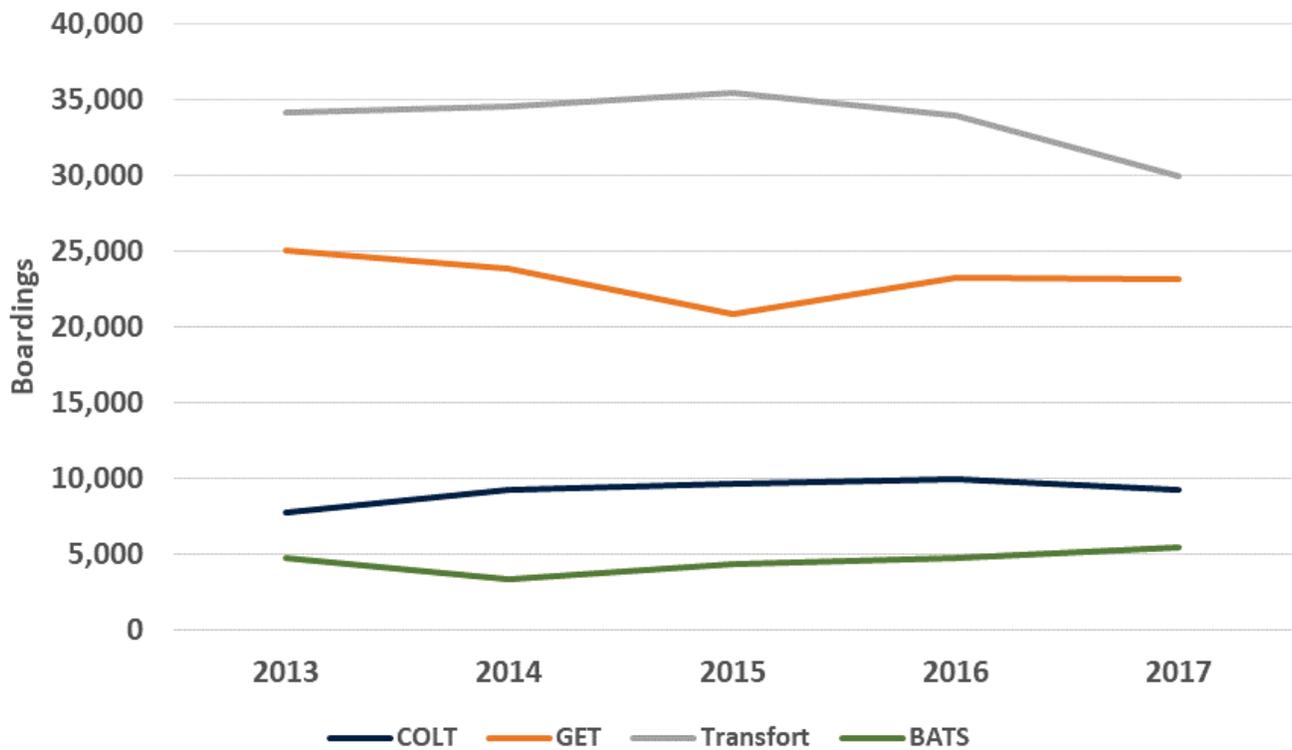
This section compares publicly-funded demand-response systems and shows the trends for the different types of transit in the region. Unlike fixed-route trends, paratransit ridership has not seen as significant of an increase. Transfort’s Dial-a-Ride ridership decreased by

12.2 percent. COLT increased its ridership by 19.6 percent, and GET decreased by 7.5 percent. BATS increased ridership by 16.0 percent. These trends are shown in **Figure 3-12**. As shown in **Figure 3-13**, vehicle miles traveled (VMT) for demand response vehicles

have decreased for GET, Transfort, and BATS. BATS experienced the largest decrease at 36.0 percent, followed by Transfort at 9.8 percent, and GET at 5.5 percent. COLT increased demand response vehicle VMT by 2.2 percent. **Figure 3-14** shows the trends for the

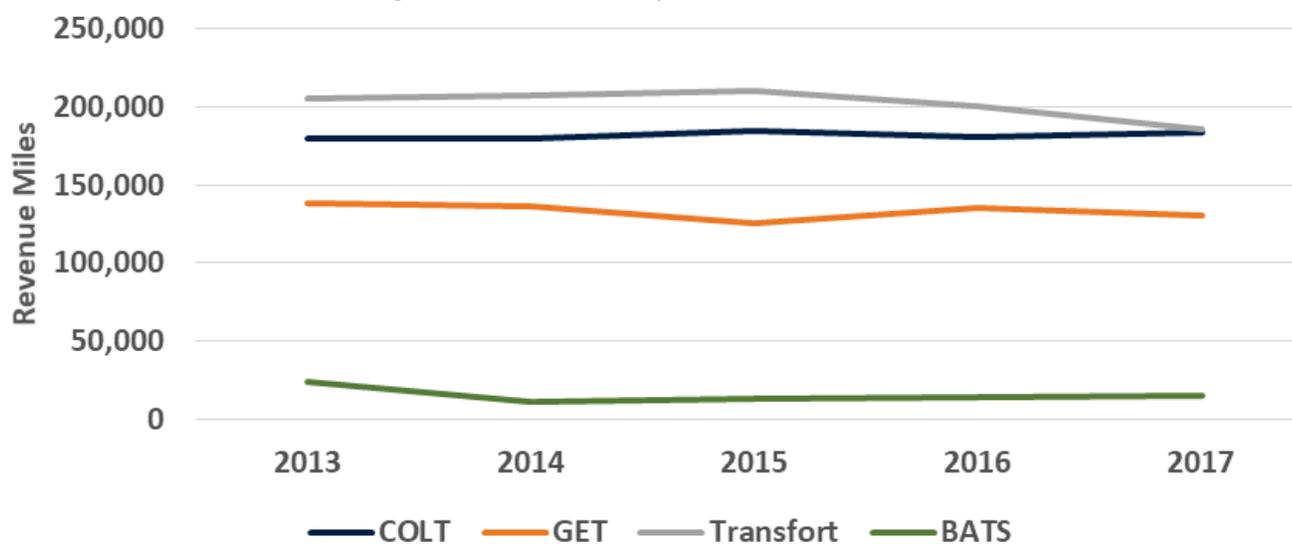
vehicle hours driven. COLT increased by 18.8 percent, the only transit agency to see an increase. BATS decreased by 11.0 percent, GET by 9.1 percent, and Transfort by 9.0 percent. As shown in **Figure 3-15**, BATS and COLT each saw an increase in operating expenses from 2013 to

Figure 3-12. Demand Response Ridership, 2013-2017



Source: COLT; GET: Transfort; BATS 2018

Figure 3-13 Demand Response Miles Driven, 2013-2017

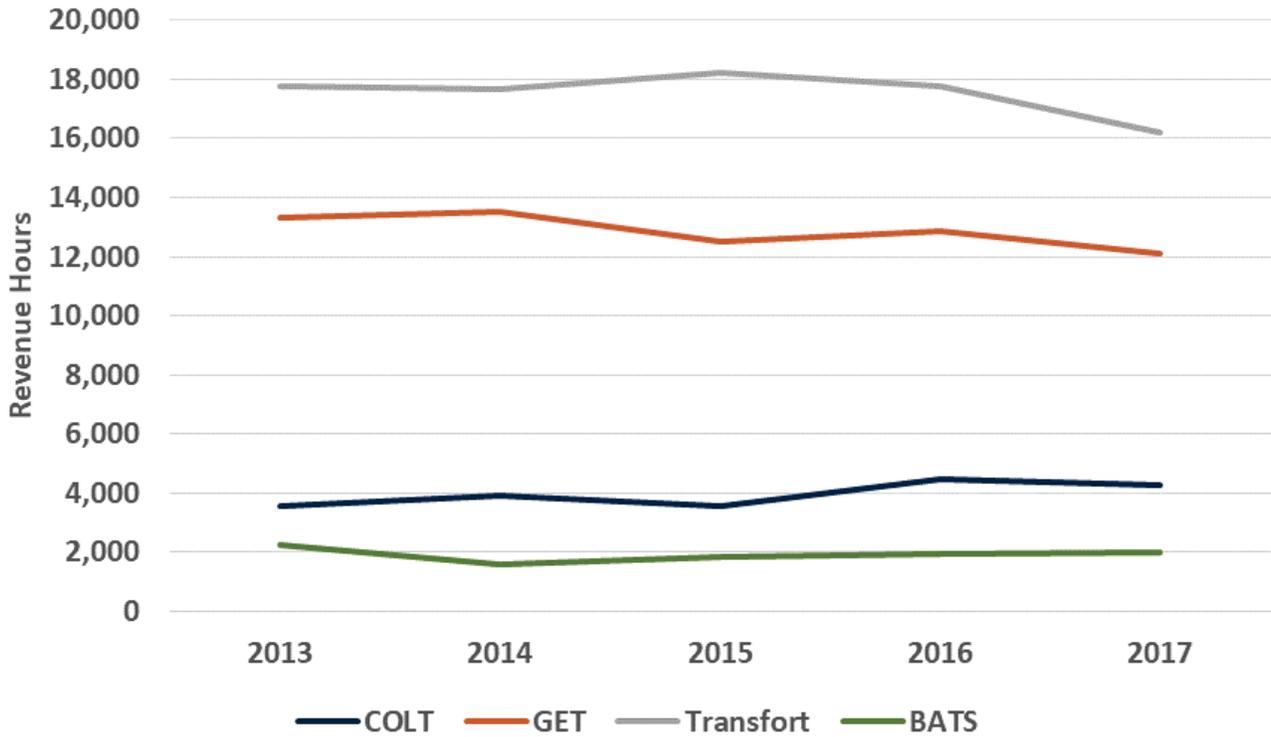


Source: COLT; GET: Transfort; BATS 2018

2017, while GET and Transfort saw a decrease. BATS increased by 7.6 percent and COLT by 71.2 percent. GET and Transfort saw decreases of 5.6 percent and 2.9 percent respectively. **Figure 3-16** shows the fare revenue

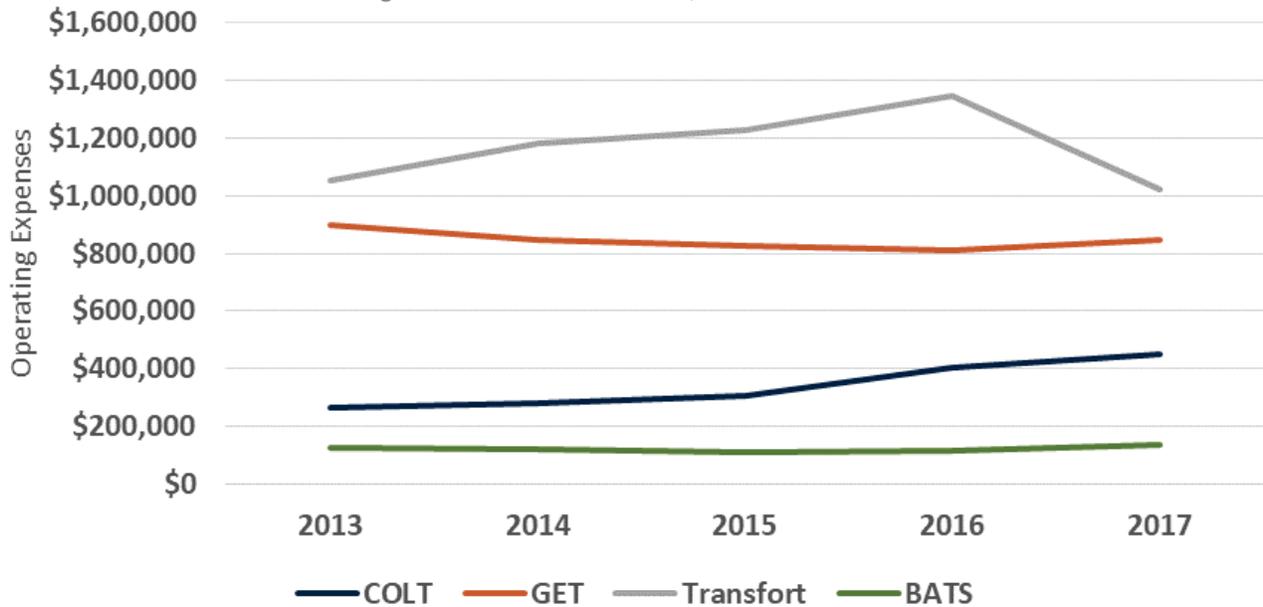
from demand response systems over the 2013-2017 period. Transfort saw a large decrease of 49.8 percent and BATS saw a decrease of 30.2 percent. GET increased by 27.6 percent and COLT by 11.0 percent.

Figure 3-14. Demand Response Vehicle Hours Driven, 2013-2017



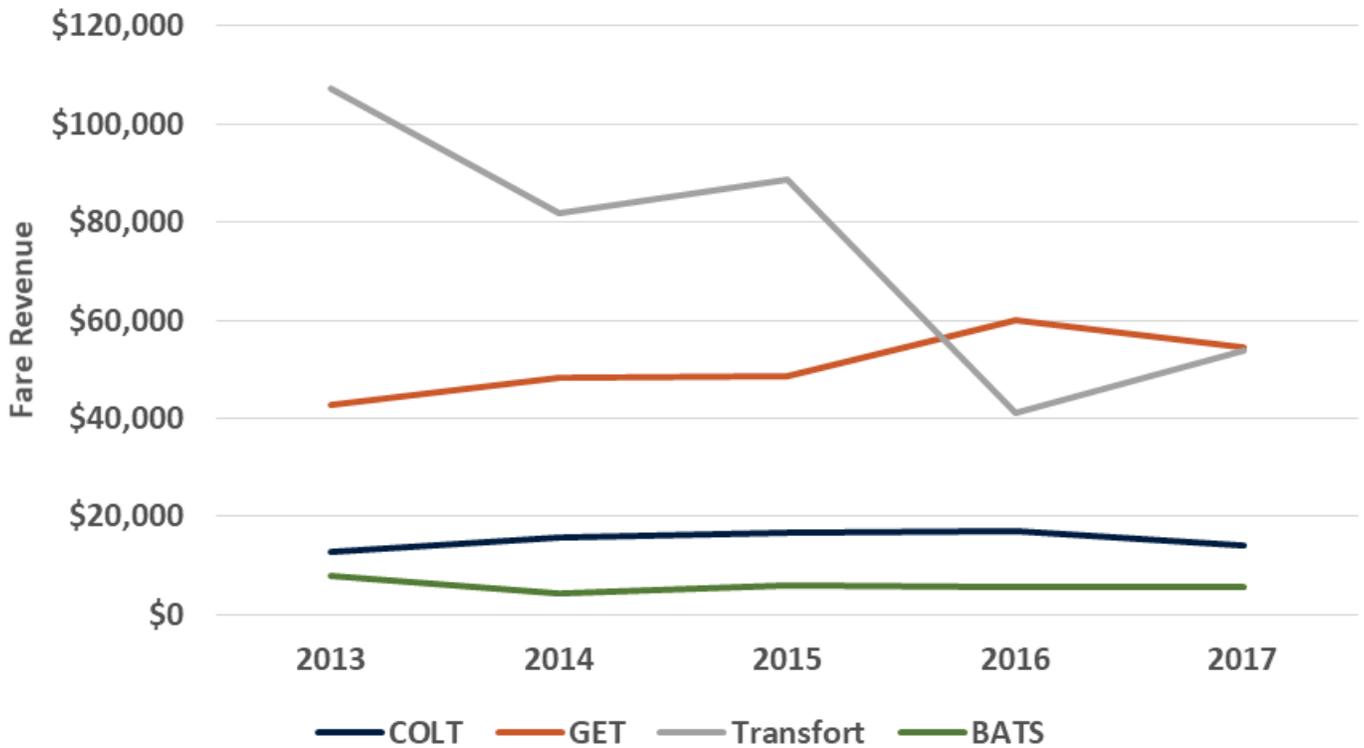
Source: COLT; GET: Transfort; BATS 2018

Figure 3-15. Revenue Hours, 2013-2017



Source: COLT; GET: Transfort; BATS 2018

Figure 3-16. Revenue Hours, 2013-1017



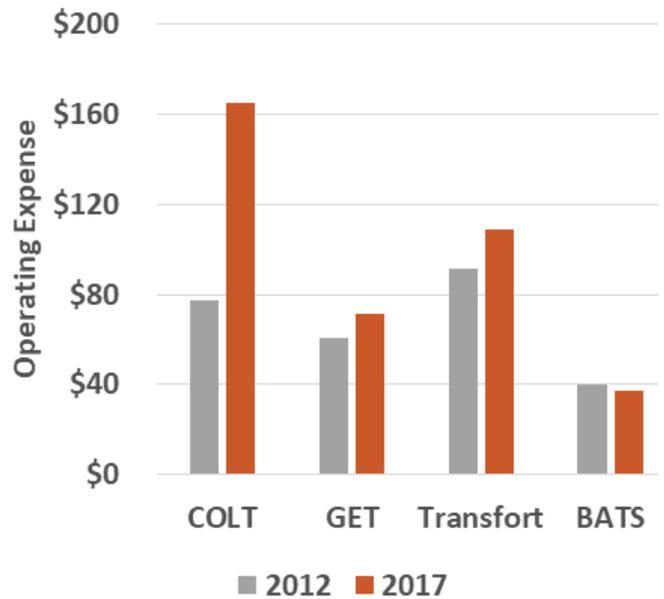
Source: COLT; GET: Transfort; BATS 2018

Performance Measures

Performance measures for the municipally-run systems, including BATS, were tracked as part of the 2040 RTE. Below is a comparison of 2012 data to the 2017 data presented in previous sections of this Chapter. These performance measures do not take into account the cost of providing paratransit or demand-response services, with the exception of BATS.

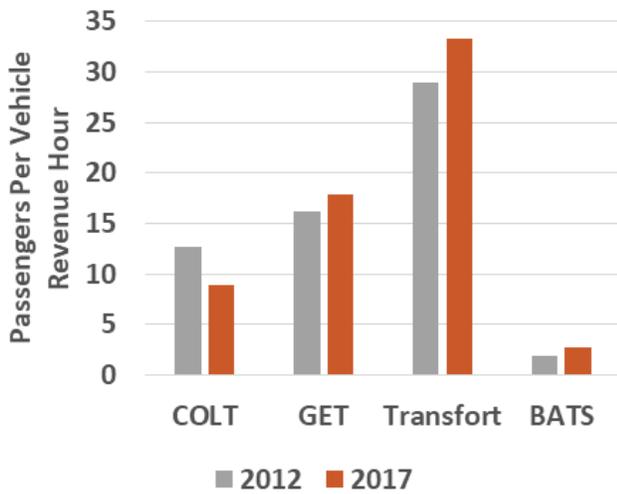
As shown in **Figure 3-17**, COLT, GET, and Transfort have all seen increases in operating expenses per vehicle revenue hour, while BATS saw a slight decrease. GET and Transfort both invested in new service, raising both the revenue hours for the transit vehicles and increasing the operating expense. BATS saw a slight decrease in this performance measure which may be related to the reduction in service, matching costs with productivity.

Figure 3-17. Operating Expenses



Source: COLT; GET: Transfort; BATS 2018

Figure 3-18. Passengers per Vehicle Revenue Hour

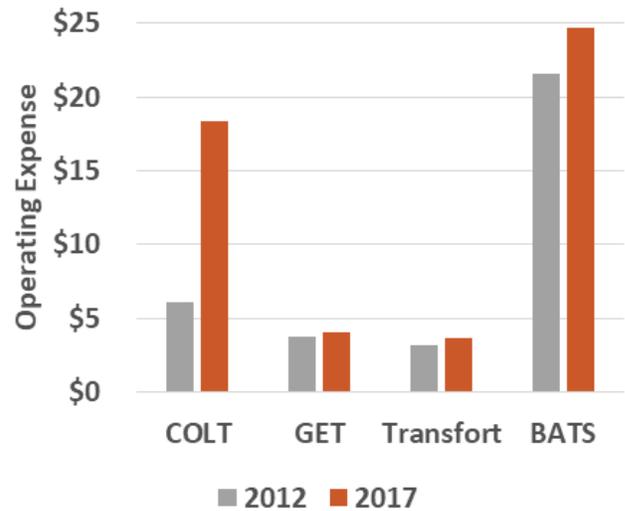


Source: COLT; GET: Transfort; BATS 2018

As shown in **Figure 3-18**, GET, Transfort, and BATS have seen an increase in the number of passengers per vehicle revenue hour. For GET and Transfort, this could be related to the investment in additional service attracting more riders and increasing the efficiency of each transit trip. COLT saw a decrease, which is related to the decrease in ridership. BATS, similar to the operating expense per vehicle revenue hour, may have become more efficient by rightsizing their service levels.

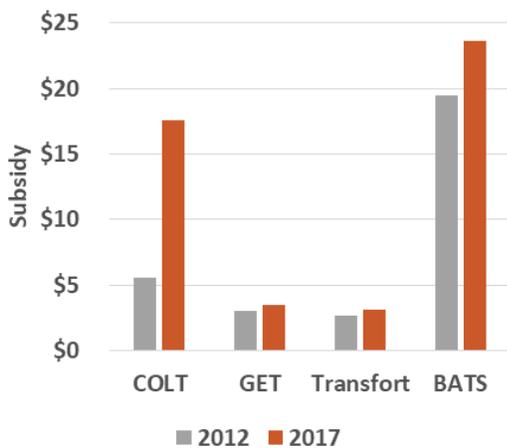
Figure 3-19 shows that costs have increased between 2012 and 2017 for all four agencies, though the increases for GET and Transfort were mitigated by accompanied increases in ridership. COLT has seen a decrease in ridership exacerbating increases in operating expenses. BATS provides demand response service, which tends to have higher operating expenses than fixed-route services. These increased with an overall decrease in ridership.

Figure 3-19. Operating Expenses



Source: COLT; GET: Transfort; BATS 2018

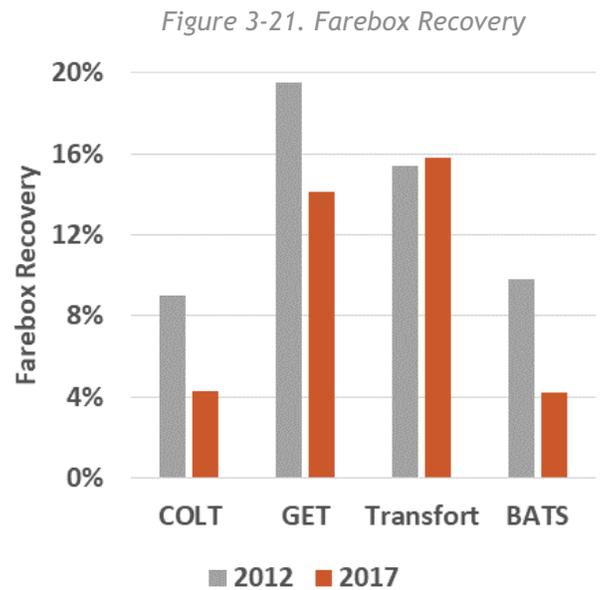
Figure 3-20 Operating Expenses



Source: COLT; GET: Transfort; BATS 2018

Subsidy per passenger-trip is shown in **Figure 3-20** and refers to the additional funding needed beyond farebox recovery to cover operating expenses. As mentioned with the other performance measures, GET and Transfort have increased service and had increased ridership, providing more revenue hours and miles. This has increased operating expenses despite fares not increasing to cover the additional expenses. Similar issues, with decreased ridership, have caused a higher subsidy for COLT and BATS.

Farebox recovery is shown in **Figure 3-21** and refers to the amount of operating expenses covered by fare revenue. With low fares (ranging from \$1.25 to \$1.50 for fixed-route), ridership does not cover more than 15 percent of expenses. Farebox recovery has decreased across all four agencies, but farebox recovery might not be the best performance measure for local agencies. BATS is provided as a social service for residents, with a focus on individuals with disabilities and older adults. Transfort and GET have partnerships with CSU and UNC, respectively, which helps to cover some expenses. All four agencies also receive funding from their respective jurisdictions, federal and state grants, and other sources.



Intercity Services

Intercity bus service connects communities in the NFRMPO region to destinations within Colorado and Wyoming. Intercity services include Bustang, Express Arrow, El Paso-Los Angeles Limousine Express, and VanGo Vanpooling.

Colorado Department Of Transportation (CDOT) Bustang

CDOT introduced the Bustang service in summer 2015. Currently, three routes operate out of Denver Union Station. The North Line connects the Downtown Transit Center and Harmony Road Transfer Center in Fort Collins and the Loveland/Greeley Park-n-Ride to Downtown Denver. The West Line provides service to and from Glenwood Springs, while the South Line serves Colorado Springs and Monument. **Figure 3-22** shows the three Bustang routes.

Bustang is a product of the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act of 2009. FASTER funding allows CDOT to support and expand transit, in addition to providing funding for bridge repair and roadway safety. Higher farebox recovery rates have allowed CDOT to expand service on Bustang with increasing ridership making FASTER funding go further.

The North Line runs daily: seven round trips Monday through Friday; the RamsRoute, which runs when CSU is in session with a trip from the CSU Transit Center to

downtown Denver on Fridays and returning on Sundays; and two roundtrips per day on Saturdays and Sundays. Intraregional service is not available, meaning riders must ride between Northern Colorado and Denver.

One-way and multiple trip tickets are available to ride Bustang and are available through the Ride Bustang app, through a mobile website, and via purchase on the bus. A one-way trip from Fort Collins to Denver costs \$10 per trip and \$9 from the Loveland-Greeley Park-n-Ride. Ten, 20, and 40 ride tickets are available at discounted rates. Children between two and 11 pay half fare and seniors and individuals with disabilities pay 75 percent fares.

CDOT's Bustang system has seen increased ridership consistently since its inception. The North Line has seen the highest ridership of the three routes. Because of this high ridership, CDOT has added an additional daily route, for a total of seven trips operating Monday through Friday, and two round trips on Saturdays and Sundays. Bustang operates the RamsRoute between CSU and Denver Union Station headed south on Fridays and

Figure 3-22. Bustang



Source: CDOT

returning north on Sundays; and Bustang to Broncos for two games in the 2017-2018 season.

Conceptual plans for the future include adding service at Berthoud/SH56, Longmont SH119, and Broomfield/Thornton/SH7. The additional stops for Bustang were included as part of CDOT’s Senate Bill (SB) 228 Transit Projects Working List. Additionally, the North I-25 Express Lanes project between Fort Collins and Johnstown includes funding to build a new Park-n-Ride at Kendall Parkway. This new Park-n-Ride will replace the existing Park-n-Ride currently located at US34 and I-25.

Express Arrow

Express Arrow provides service between Buffalo, Wyoming and Denver. The daily service travels through Greeley, providing daily service between Greeley and Denver, Cheyenne, Casper, and Buffalo. The service

leaves Greeley going north at 2:15 p.m. and heads south at 3:00 p.m. Tickets between Greeley and Denver and between Greeley and Cheyenne cost \$16 each way. More information is available at www.expressarrow.com.

El Paso - Los Angeles Limousine Express

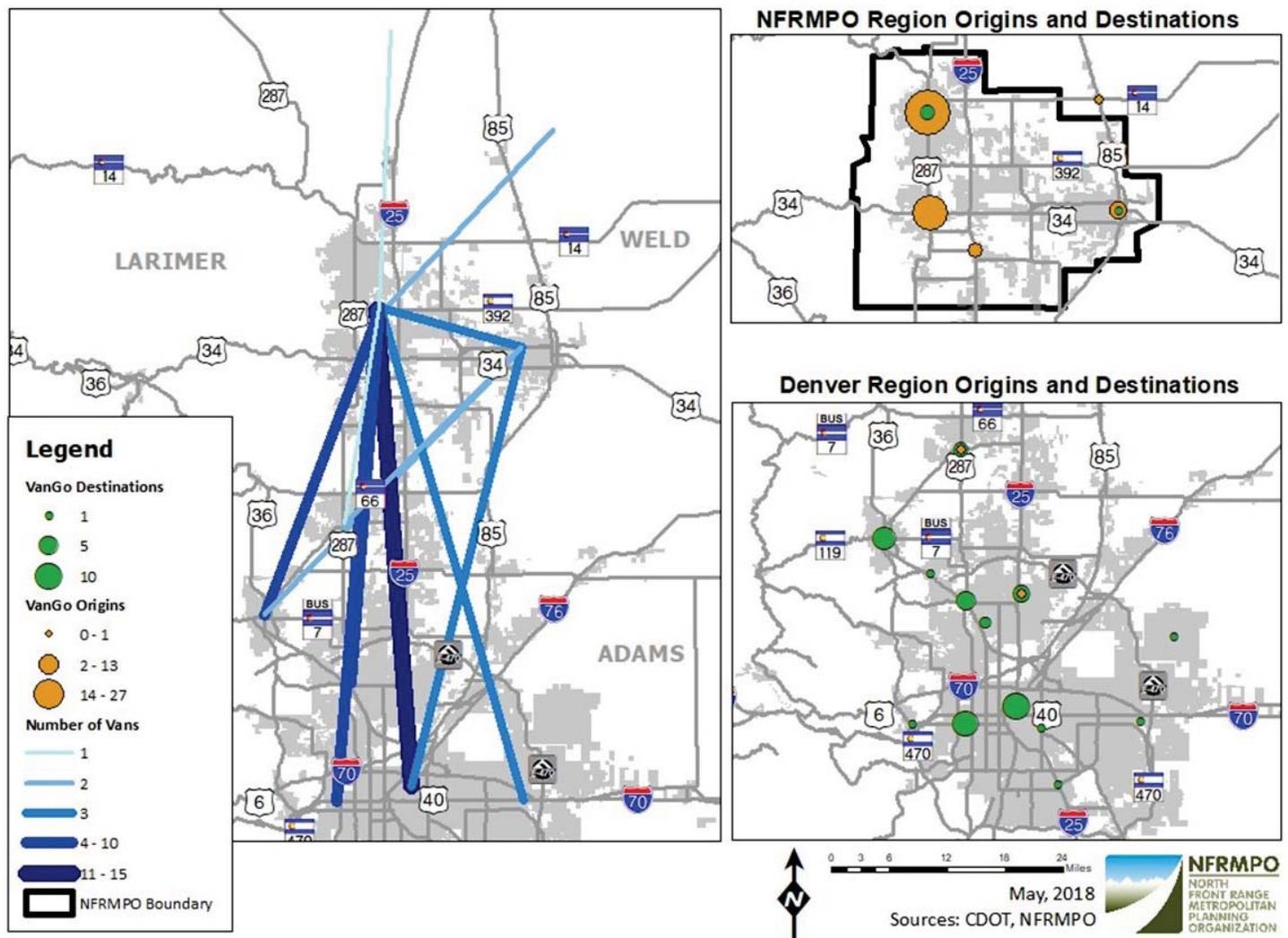
The El Paso-Los Angeles Limousine Express, Inc., operates in the US85 corridor and has two departures per day from Greeley to Denver. The ultimate destination for these services are Albuquerque, New Mexico, and El Paso, Texas. The charge for a one-way fare is \$15.00 for adults and \$10.00 for children. The scheduled departures from Greeley are at 5:45 a.m. and 5:00 p.m. 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. More information is available at www.eplalimo.com.

VanGo™ Vanpools

VanGo™ is an NFRMPO program in which commuters beginning and ending in similar locations share a van. Vanpool members pay a monthly fee which covers the costs of the administration of the program, fuel, maintenance, and insurance. Tolls and parking are covered by the commuters themselves. VanGo™ operations are funded mainly through fares. Fares range from \$98 to \$362 per month depending on the distance between zones and where the vanpool originates and terminates. The program has a reduced schedule option

allowing vanpoolers who ride fewer than three days per week to pay a reduced fare. As of April 2018, VanGo™ operates at a 90 percent occupancy with 269 passengers on 50 routes. Routes operate primarily from Fort Collins, Loveland, and Greeley to downtown Denver, Lakewood, Interlocken, and Boulder County. Routes, origins, and destinations are shown in **Figure 3-23**. More information and available vanpools are available at www.vangovanpools.org.

Figure 3-23 VanGo Origins and Destinations



Source: NFRMPO Staff

Volunteer Services

Volunteer services are small-scale transit services offered at low or no cost, typically to seniors and adults with disabilities. Seniors are typically adults over 60, while adults with disabilities are those over 18. Volunteer drivers typically provide door-through-door service, taking riders to and from essential destinations. There are three primary volunteer-driven transit services serving the North Front Range: Rural Alternatives for Transportation (RAFT), Senior Alternatives in Transportation (SAINT), and Senior Resource Services (SRS). See **Figure 3-24** for Volunteer Service

Rural Alternative For Transportation (RAFT)

Berthoud's RAFT initiated service in January 2014 due to the reduction in service for BATS. In 2013, BATS reduced the service area to the Town boundary, which removed service for residents of the rural area around Berthoud. RAFT formed as a volunteer transportation non-profit offering door-to-door, on-demand services to eligible seniors (60+) and adults (18+) with disabilities. The program operates under Berthoud Golden Links, Inc., a charitable organization.

Reservations are taken Monday through Friday from 9:00 a.m. to 4:00 p.m. at least three days prior to the requested trip and must be within the current month or the next month. Rides are offered 8:00 a.m. to 4:00 p.m., Monday through Friday. Drivers are allowed a 10 minute window before and after the scheduled pick-up time. A Para van is available for users requiring a wheelchair-accessible vehicle. Otherwise, volunteer drivers use their own vehicles.

RAFT does not charge for services, but donations are encouraged. The program is partially funded through service contracts; individual, business, and corporate donations; a grant from the Larimer County Office on Aging; support from the Senior Corps Retired Senior

Volunteer Program (RSVP); and Community Foundation of Northern Colorado-Berthoud Community Fund. More information about RAFT is available at their website: <http://berthoudraft.org>.

Senior Alternatives in Transportation (SAINT)

SAINT is a volunteer transportation service within, but not between, Fort Collins and Loveland. SAINT drivers use their own vehicles to provide mobility to seniors over 60 and adults (18+) with disabilities. SAINT staff recruits volunteers, schedules rides, and provides a mileage allowance, and extra insurance to drivers.

SAINT operates from 8:15 a.m. to 4:00 p.m. Monday through Friday. Reservations must be made at least three days in advance and must be scheduled for the current or following month. Schedulers are available between 8:00 a.m. and 12:00 p.m., Monday through Friday.

Donations are accepted with typical donations around \$1.00 per ride. Additional funding for the program is provided by grants. Grantors include: United Way of Larimer County, the Larimer County Office on Aging, the City of Fort Collins, the City of Loveland, and the Community Foundation of Northern Colorado. More information about SAINT is available at their website: <http://saintvolunteertransportation.org>

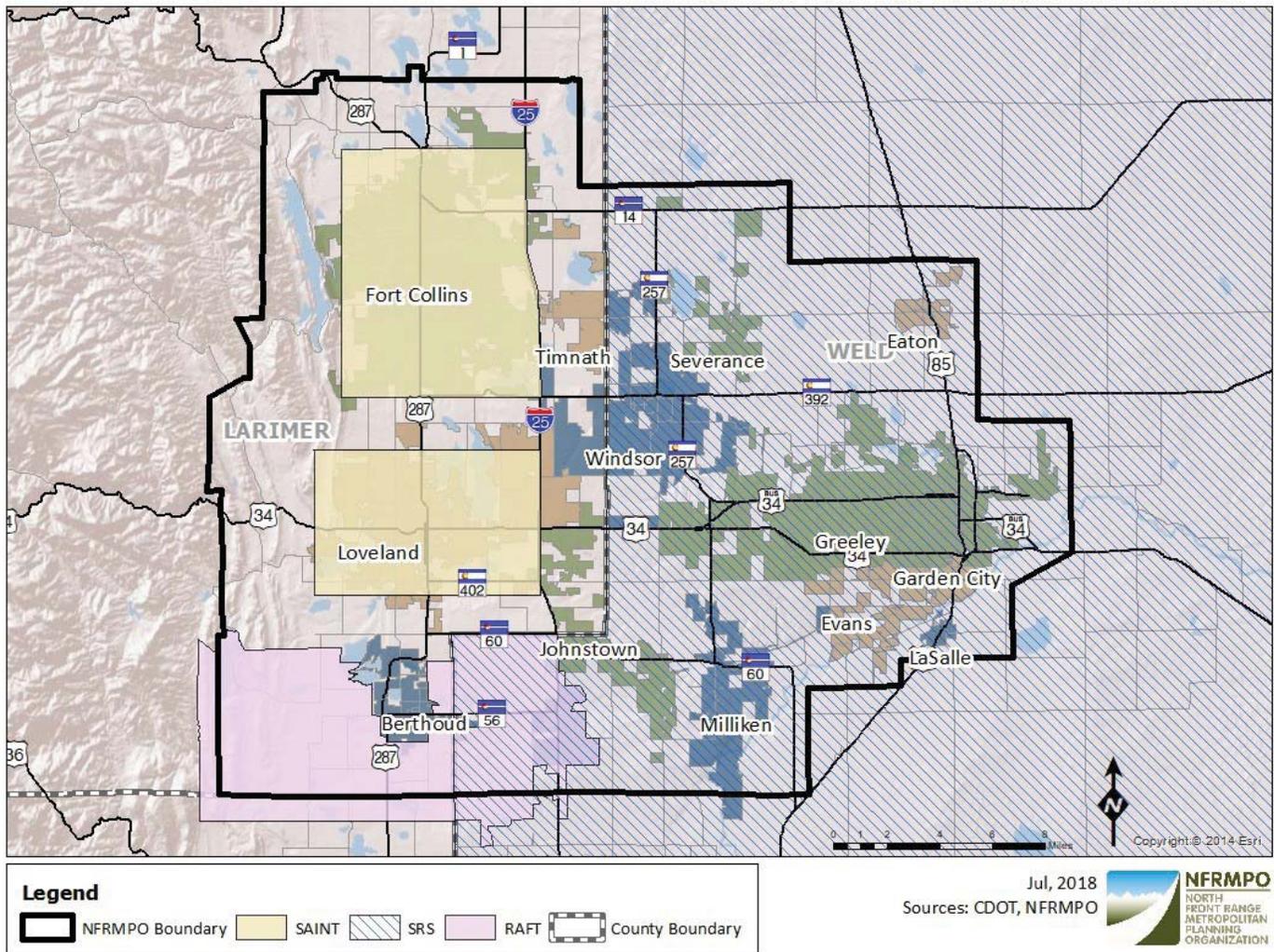


Senior Resource Services (SRS)

SRS is a volunteer transportation service in Weld County. SRS drivers use their own vehicles to provide mobility to seniors over the age of 60. SRS staff recruits volunteers, schedules rides, and provides a mileage allowance and extra insurance to drivers. SRS operates from 9:00 a.m. to 4:00 p.m. Monday through Friday. Reservations should be made at least 14 days in advance, with the exception of minivan transportation to non-medical appointments in the Greeley-Evans area being accepted up to 3:30 PM

the day before the requested ride, space allowing. Donations given directly to SRS are accepted, but rides are provided free of charge to registered clients. Grants provided by the Daniels Fund, the Northern Colorado Medical Center (NCMC) Foundation, A.V. Hunter Trust, United Way of Weld County, Virginia Hill Foundation, and the Weld County Area Agency on Aging help fund the program. Information about SRS is available at their website: www.srsweld.com.

Figure 3-24 Volunteer Service Coverage



Source: NFRMPO Staff



RAFT

Berthoud Rural Alternative For Transportation

Private Transportation Services

Private transportation services include a much broader scope of transit service, ranging from paratransit to taxi and shuttle services. Private transportation services often help fill in mobility gaps across a region.

Heart&SOUL Paratransit

Heart&SOUL Paratransit is a family-owned and operated transportation service specializing in transportation for seniors and adults with disabilities. Heart&Soul serves Larimer and Weld counties with service that runs between cities and most locations in between. Drivers for Heart&SOUL Paratransit work directly for the company and are not independent contractors.

All drivers receive over 50-hours of training before being permitted to drive. Training consists of defensive driving, Passenger Service and Safety (PASS) training, wheelchair securement, First Aid & CPR, dementia education, Travel Transfer Training, 30-hours of hands-on practical training, and continuous monthly education seminars. All drivers must pass a pre-employment drug screening, physical, and extensive background checks. Heart&SOUL provides customized transportation, including door-through-door service and works with numerous hospices, living facilities, Innovage, as well as major local hospitals. They are able to provide transportation to and from procedures requiring anesthesia and a reliable escort.

Heart&SOUL operates from 5:00 a.m. to 12:00 a.m., seven days a week. Reservations should be made at least 24-hours in advance, but may be scheduled the same day if the ride is urgent. Schedulers are available between 8:00 a.m. and 5:00 p.m., seven days a week.

Fees include a \$10 pick-up fee and \$2.50 per mile. There are no additional fees for extra riders, and meters are not used at this time. Wheelchairs and a portable safety ramp are available for a \$25 fee. More information

about Heart&SOUL Paratransit is available at their website: www.heartandsoulparatransit.com.

Green Ride

Green Ride Shared Ride Airport Shuttle is an airport shuttle service, with two main hubs at the Harmony Transfer Center and the Northern Colorado Regional Airport. Green Ride serves southern Wyoming and the Fort Collins/Loveland area. Service between Fort Collins and Denver International Airport (DIA) begins at 2:20 a.m. and runs through 11:30 p.m., offering trips approximately every 70 minutes. Service from DIA to Fort Collins begins at 4:30 a.m. and runs through 1:00 a.m.

The lowest standard fare with pick-up from one of the two stops in Fort Collins (CSU Transit Center, Harmony Transportation Center) is \$31.00. An adult fare with hotel pick-up is \$41.00 and children 13 and under are \$10.00. Door-to-door pick-up is also available and prices vary by service zone. In Fort Collins, Loveland, Windsor, and Timnath the price is \$49.00. In Wellington, Severance, and West Loveland zone, the fare is \$51.00. Green Ride also offers a \$5.00 off Senior Fare Discount for adults 65 years and over. This reservation-based operation uses minivans, 11- & 14-passenger Ford Transits, and 25-50 passenger buses.

Taxi Services

Yellow Cab is the predominant taxicab service in Northern Colorado, serving the entire NFRMPO region. Currently, there are more than 50 taxicabs operated by Yellow Cab in Northern Colorado. Yellow Cab is owned by Transdev North America, which operates transportation services throughout the US. Yellow Cab provides the Mobility Plus service, which caters to medical patients,



elderly passengers, and individuals with disabilities. The Mobility Plus service includes a large fleet of wheelchair-accessible taxis, providing service to cancer treatments, dialysis, and many other medical appointments. Yellow Cab is a registered Non-Emergency Medical Transportation (NEMT) provider for Larimer and Weld counties. Information about Yellow Cab is available at the Yellow Cab website: www.fortcollinstaxi.com.

Non-Emergency Medical Transportation (NEMT)

NEMT is provided by Veyo in a nine county region along the Front Range, which includes Larimer and Weld counties. According to the Colorado Department of Healthcare Policy and Finance (HCPF), NEMT is transportation to and from covered non-emergency medical appointments or services, and is only available when a Health First Colorado (Colorado's Medicaid Program) member has no other means of transportation. Veyo is the State Designated Entity for Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Larimer, Jefferson, and Weld counties. Veyo requires at least 48-hours advance notice to schedule rides, but urgent care and after-hours may be provided based on Health First Colorado eligibility. To schedule a ride, the rider must have the Health First Colorado ID number, name, and date of birth; address for pick up; doctor's name, address, and contact information; and the date and time of the medical appointment. Reimbursement rates for Veyo are mandated at the State-level of \$0.38 per mile. Information about Veyo is available at the Veyo website: www.medicaidco.com.

Transportation Network Companies

The Federal Highway Administration (FHWA) defines transportation network companies (TNCs) as "provid[ing] prearranged and on-demand transportation services for compensation, which connect drivers of personal

vehicles with passengers. Smartphone mobile applications facilitate booking, ratings (for both drivers and passengers), and electronic payment."² In the NFRMPO region, Uber operates within the entirety of Larimer and Weld counties, while Lyft primarily operates within the NFRMPO region, and does not extend into all unincorporated parts of Larimer and Weld counties. Fares for TNCs are based on distance, time of day, and demand and are subject to change. More information about Uber is available at www.uber.com and Lyft is available at www.lyft.com.

Windsor Senior Rides Program

The Windsor Senior Ride Program is available to Windsor residents aged 55 and above who are unable to drive themselves or do not have alternative transportation. Other Windsor residents may be eligible based on availability and are evaluated on a case-by-case basis. Rides are focused on medical appointments, but local appointments like grocery shopping and other errands may be eligible. The Windsor Senior Ride Program provides service Monday through Thursday, primarily between 8:00 a.m. and 3:00 p.m. though Wednesday service is only provided through 1:00 p.m. Monday through Wednesday, riders can be taken to appointments in Greeley, Fort Collins, Loveland, and Windsor. On Thursdays, only rides within Windsor are provided. Rides must be booked at least 24-hours in advance, but the Town recommends at least a week's notice. Rides are scheduled through the Community Recreation Center and requests can be made Monday through Sunday.

Fees for rides vary depending on distance. In-town rides cost \$4.00 per stop – each additional stop adds \$4 to the cost – and out-of-town rides cost \$6.00 per trip. Fees must be paid at time of pickup and can be paid in cash or check.



Chapter 4: Financial Analysis

Existing Funding

Funding for transportation, and specifically transit, comes from a variety of sources in Colorado. Analyzing existing and future funding sources for transportation can help guide scenarios and the future of transit in Northern Colorado. Estimated annual allocations are based on data provided by the FTA and future projections were done by NFRMPO staff based on data from NTD and CDOT. Urbanized area maps to show the Fort Collins and Greeley urbanized areas are available in . Urbanized area maps are available in **Chapter 2**.

Financial Trends

Transportation funding has been a major topic in recent years at the local, state, and national levels. Funding sources are explained in further detail in this Chapter, but some major trends to note as part of the planning process include:

- The Fixing America’s Surface Transportation (FAST) Act increased funding for bus maintenance and replacement due to the USDOT’s focus on asset management.
- State efforts have led to guaranteed transportation funding, including a multimodal pool. Multimodal funds can be used for bicycle, pedestrian, and transit uses. Further State efforts have led to a sales tax initiative being on the November 2018 ballot, which could provide additional multimodal funding.

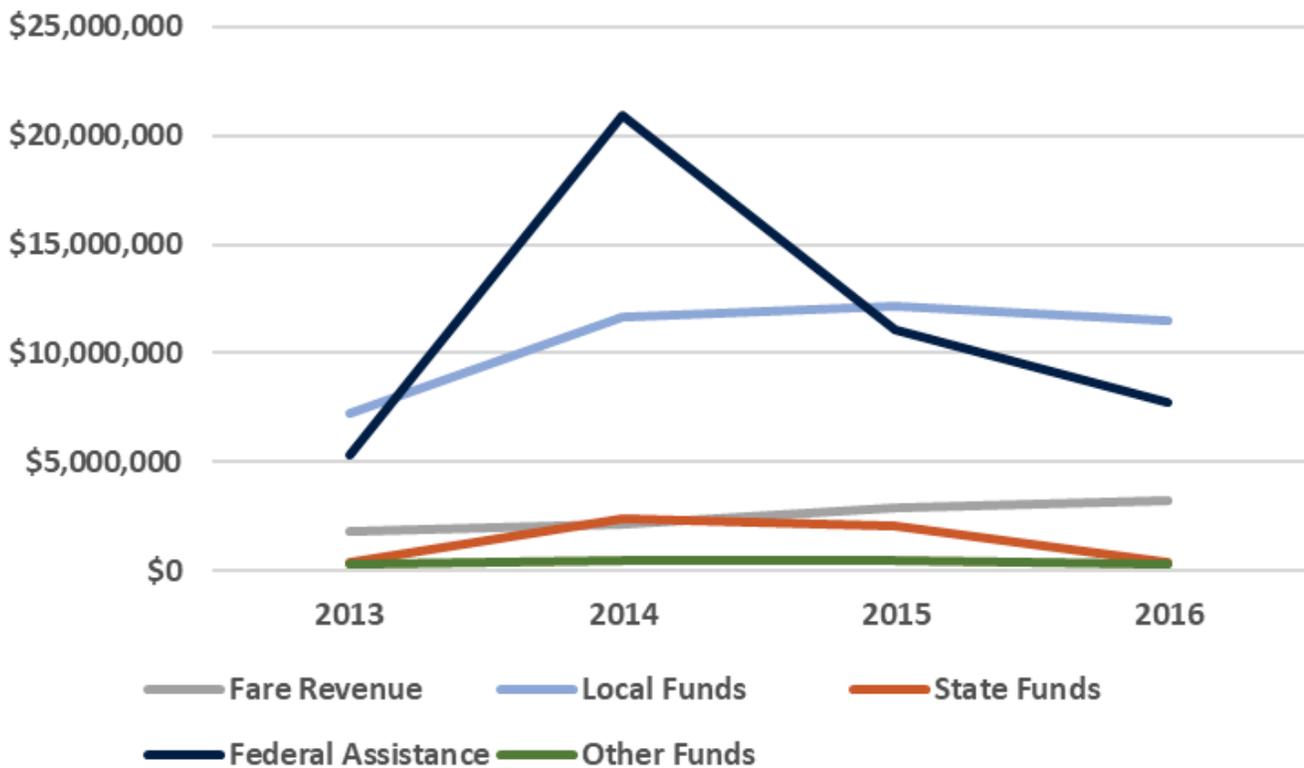
- Communities in the NFRMPO region have come together on issues like North I-25 and on the Larimer County Senior Transportation project to successfully apply for national and state grants. Partnerships can increase the funding avenues for the region.

Between 2013 and 2016, operating expenses rose 68.6 percent based on data collected from NTD reports. Revenues rose 54.9 percent over that same period. Additionally, information from **Chapter 3** is useful in understanding how the three local transit agencies funded their programs between 2013 and 2016.

Figure 4-1 shows the trends for how COLT, GET, and Transfort have funded operations, with funding grouped into NTD reporting categories. The peak in 2014 for Federal Assistance is most likely related to the capital funding used to build the MAX BRT in Fort Collins. **Figure 4-2** shows how operating expenses have grown based on NTD reporting categories. Operating expenses for GET were estimated based on regional averages and overall

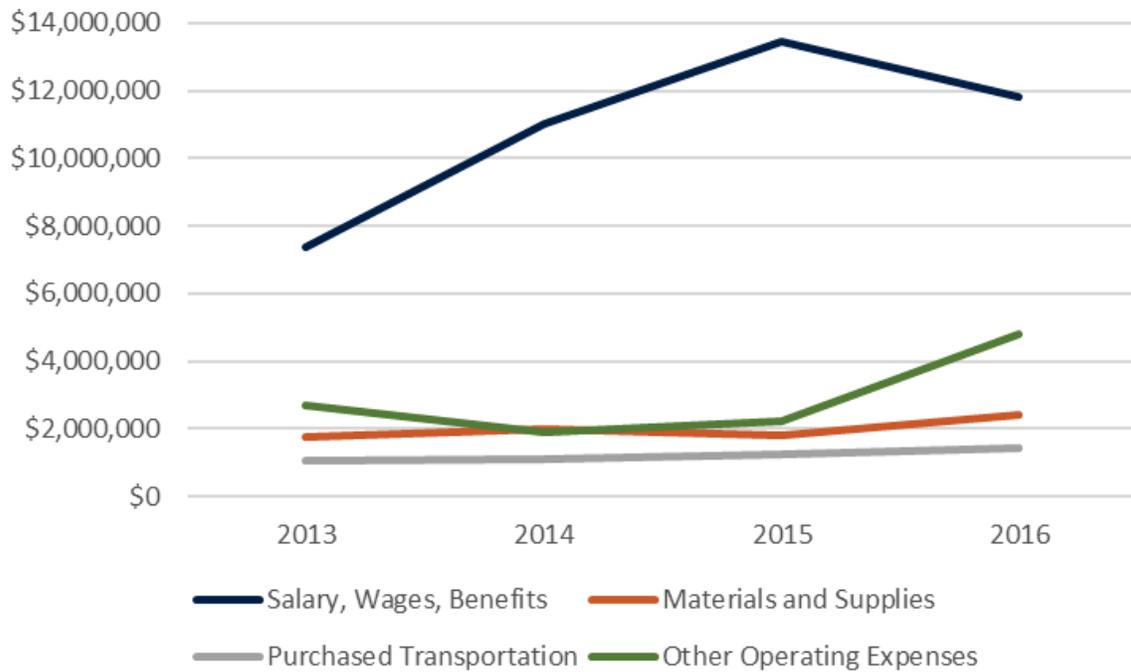
expenses. Salaries have been the largest operating expense, though other operating expenses have increased in 2015 and 2016. Capital expenses were calculated based on data reported to NTD as well. Big projects like MAX may skew capital funding trends, especially when compared to the consistent need to purchase vehicles and maintain the existing systems.

Figure 4-1. Funding Sources



Source: NTD, 2018

Figure 4-2. Operating Expenses



Source: NTD, 2018

Federal Funding

The FAST Act increased the funding for transit nationwide and updated the funding pools. New funding opportunities include Bus and Bus Facilities Discretionary Grants (§5339(b)), the Expedited Project Delivery for Capital Improvement Grants (CIG) Pilot Program, and the Pilot Program for Innovative Coordinated Access & Mobility. The FAST Act repealed Bicycle Facilities (§5319) and a previous Pilot Program for Expedited Project Delivery.

FTA funding for the NFRMPO region and Colorado is distributed primarily through four programs: §5307, §5310, §5311, and §5339, discussed in greater detail in the following subsections.

As the DR for the Fort Collins-Loveland-Berthoud TMA, Fort Collins receives an allocated amount of §5307, §5310, and §5339 annually. Colorado is the DR for areas with populations under 200,000; as a result, Greeley receives its funding through the State, but with an allocated amount. The allocated amount for each funding type is listed in **Table 4-1** and **Table 4-2**.

FTA §5307 (Urbanized Area Formula Funding Program)

§5307 provides funding for urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. Funding can be used for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.¹

FTA §5310 (Enhanced Mobility of Seniors & Individuals with Disabilities Program)

§5310 provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include

buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems, including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement.²

FTA §5311 (Formula Grants for Rural Areas Program)

§5311 provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 as well as the Rural Transit Assistance Program (RTAP). Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.³

FTA §5339 (Bus & Bus Facilities Infrastructure Investment Program)

§5339 provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.⁴

FTA 5339(b) (Bus and Bus Facilities Discretionary Program)

§5339(b) provides funding to improve the condition of the nation’s public transportation bus fleets, in accordance with the requirement for FTA to consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities.⁵

Table 4-1. FTA Formula Funding for NFRMPO Region

Program	Estimated Annual Allocation (FY2018)
FTA §5307 for Fort Collins Urbanized Area	\$4,501,848
FTA §5307 for Greeley Urbanized Area	\$2,205,897
FTA §5310 for Fort Collins Urbanized Area	\$207,229
FTA §5339 for Fort Collins Urbanized Area	\$532,054
Total	\$7,447,028

Source: FTA, 2018

Table 4-2. FTA Formula Funding Controlled by CDOT

Program	Estimated Annual Allocation (FY2018)
FTA §5310*	\$1,689,991
FTA §5311**	\$11,954,931
FTA §5339***	\$5,033,480
Total	\$18,678,402

*Colorado receives \$1,073,690 on behalf of urbanized areas between 50,000 and 199,999 in population and \$616,301 on behalf of nonurbanized areas less than 50,000 in population.

**Colorado’s apportionment for FTA 5311 includes 5340 apportionments as well.

***Colorado receives \$1,533,480 on behalf of urbanized areas between 50,000 and 199,999 in population and \$3,500,000 as a statewide allocation.

Source: FTA, 2018

State Funding

State funding for transportation fluctuates each year. Currently, no funding from the State's gasoline tax is used for transit. To counter this lack of transit funding, two main sources of funding have been created to provide sustainable funding for transportation, including transit: Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Act and Senate Bill (SB) 18-001 (SB1). FASTER passed in 2009 and provides funding toward roadway safety, bridge repair, and transit projects. FASTER placed two annual surcharges on motor vehicle registrations, supplemental surcharges on oversize and overweight motor vehicles, daily fees on rented vehicles, and incremental fees for late motor

vehicle registration. Off the top, CDOT uses \$5M for Bustang operations and the rest is available to transit agencies across the State as competitive grants. Senate Bill (SB) 18-001 (SB1) was passed in 2018 and provides for a range of funding options depending on whether a sales tax initiative passes the ballot in November 2018. According to the summary provided by the Colorado Legislature⁶, a specified amount will be transferred from the general fund to the state highway fund, the highway users tax fund, and a new multimodal transportation options fund during state fiscal years 2018-2019 and 2019-2020 for the purpose of funding transportation projects. See **Tables 4-3** and **4-4**.

Table 4-3. Statewide FASTER Transit Funding

Pool	Amount
FASTER Statewide Projects Pool	\$10,000,000
FASTER Local Transit Grants Pool	\$5,000,000
Total	\$15,000,000

Source: CDOT, 2018

Table 4-4. Statewide SB1 Funding

Funding Type	Amount
Local Funding	\$96,750,000
Multimodal Funding	\$96,750,000
Total	\$193,500,000

Source: CDOT, 2018

NFRMPO Funding

As the DR for the funding sources listed in **Figure 4-3**, the NFRMPO holds a Call for Projects every two to four years. The Call provides the NFRMPO's 15-member communities and CDOT to improve the transportation system and air quality. Funding from these programs may be used on transit projects to varying degrees.

Surface Transportation Block Grant (STBG) funding, previously known as the Surface Transportation Program-Metro (STP-Metro) program, is considered the most flexible transportation funding source. STBG funding can be used to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

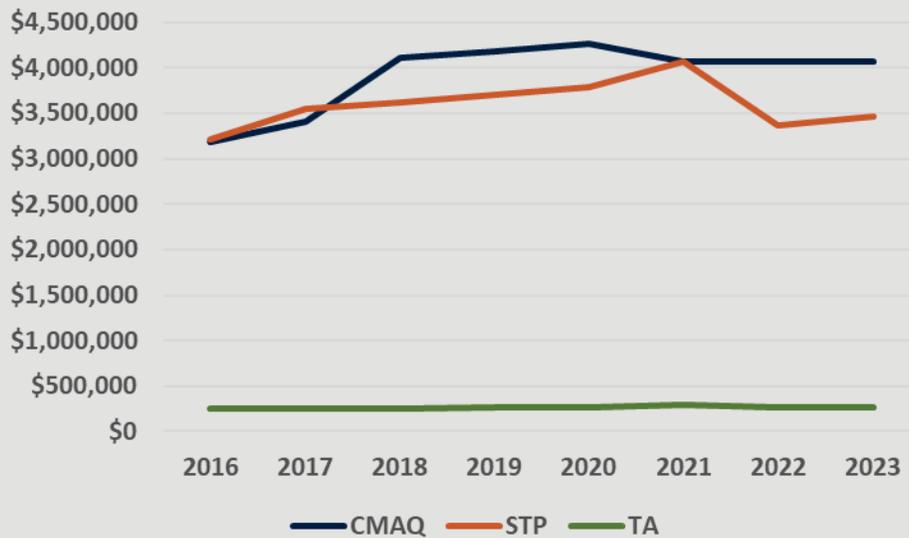
Congestion Mitigation and Air Quality (CMAQ) funding focuses mainly on projects which reduce congestion and/or improve air quality. Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. In the NFRMPO's case, projects should contribute to reductions in ozone, carbon monoxide, and associated criteria pollutants.

Transportation Alternatives (TA) funds smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. While these funds cannot be used

to operate transit directly, TA funds can be used to enhance sidewalk and bicycle connections to and enhance drainage and other vegetation around transit stops. **Figure 4-3** shows CDOT estimates for funding allocations under the FAST Act (2016-2020) and for the

NFRMPO’s Call for Projects to be held in fall 2018. Funding estimates beyond 2020 depend on new federal transportation authorization as the FAST Act will expire in 2020. The funding amounts included in the figure show CDOT Planning Estimates as of August 2018.

Figure 4-3. NFRMPO-Allocated Funding Programs



Source: CDOT, 2018

Local Funding

Local communities have set aside local sales tax and other funds to improve and operate transit in the region. Items highlighted in this section are in addition to any funding provided through community general funds.

Keep Fort Collins Great (KFCG)

Passed in 2010, the KFCG sales tax provides funding for Transit operations and capital projects. The sales tax is 0.85 percent and sunsets in 2020. **Table 4-5** shows the 2018 allocated amounts for each funding source. Only transportation-related funding is shown separately with other uses grouped together into “other priorities”.

Building on Basics (BOB)

BOB 2.0 provides funding for capital projects within Fort Collins, such as the ADA Bus Stops Upgrade Program and new bus purchases. The sales tax is 0.25 percent and sunsets in 2025. **Table 4-6** shows the 2018 BOB funding for the Community Capital Improvement Program.

Table 4-5. KFCG Funding

Topic	Amount
Street Maintenance (including ADA)	\$10,631,611
Other Transportation	\$5,201,270
Other Priorities	\$15,485,265
Total	\$31,318,146

Source: Fort Collins, 2018

Table 4-6. Building on Basics (BOB)

Topic	Amount
Community Capital Improvement Program	\$5,600,000
Total	\$5,600,000

Source: Fort Collins, 2018

Potential Funding Sources

Currently, only Fort Collins and Greeley have sales tax going toward transportation and only Fort Collins provides sales tax funding to transit. In the future, there is the potential for other communities to pass sales tax initiatives. Additionally, the Denver Metro Mayors' Caucus is leading an effort to pass a statewide sales tax initiative. If the Statewide sales tax passes, 15 percent of the proceeds would go to a multimodal fund, similar to SB1 funding.

Non-USDOT Funding

In addition to funding from the US Department of Transportation (USDOT), funding for transit-related activities can come from multiple other federal agencies. The schematic shown in **Figure 4-5** is used by DRCOG in its *2017 Coordinated Transit Plan* to show federal funding sources, distributors, and recipients. These funds can be used to varying degrees as local match for FTA funding, but also may be (and are currently) used for funding for vulnerable populations like older adults and individuals with disabilities. In the NFRMPO region, for example, the Larimer County Office on Aging distributes grant funding to support BATS, Heart&SOUL Paratransit, RAFT, and SAINT.

Projections

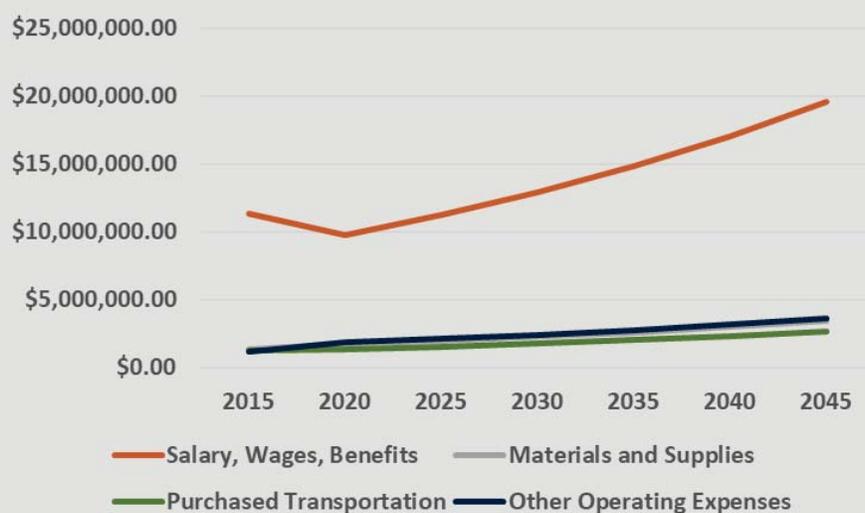
To see how much revenue the NFRMPO region can anticipate by the *RTE's* horizon year of 2045, NFRMPO staff calculated expected transit revenues in the outyear of the Plan. It is important to note the NFRMPO staff did not estimate how technology will change the transit landscape. Technology will be explained in further detail in the *2045 RTP*.

Operating Expenses

It is difficult to estimate future transit system operations costs with unknowns such as changes in technology, ridership trends, and funding. Based on trends identified from National Transit Data (NTD) reports between 2013 and 2016, expenses will grow to nearly \$30M per annum by 2045 as shown in **Figure 4-4**. This estimate is

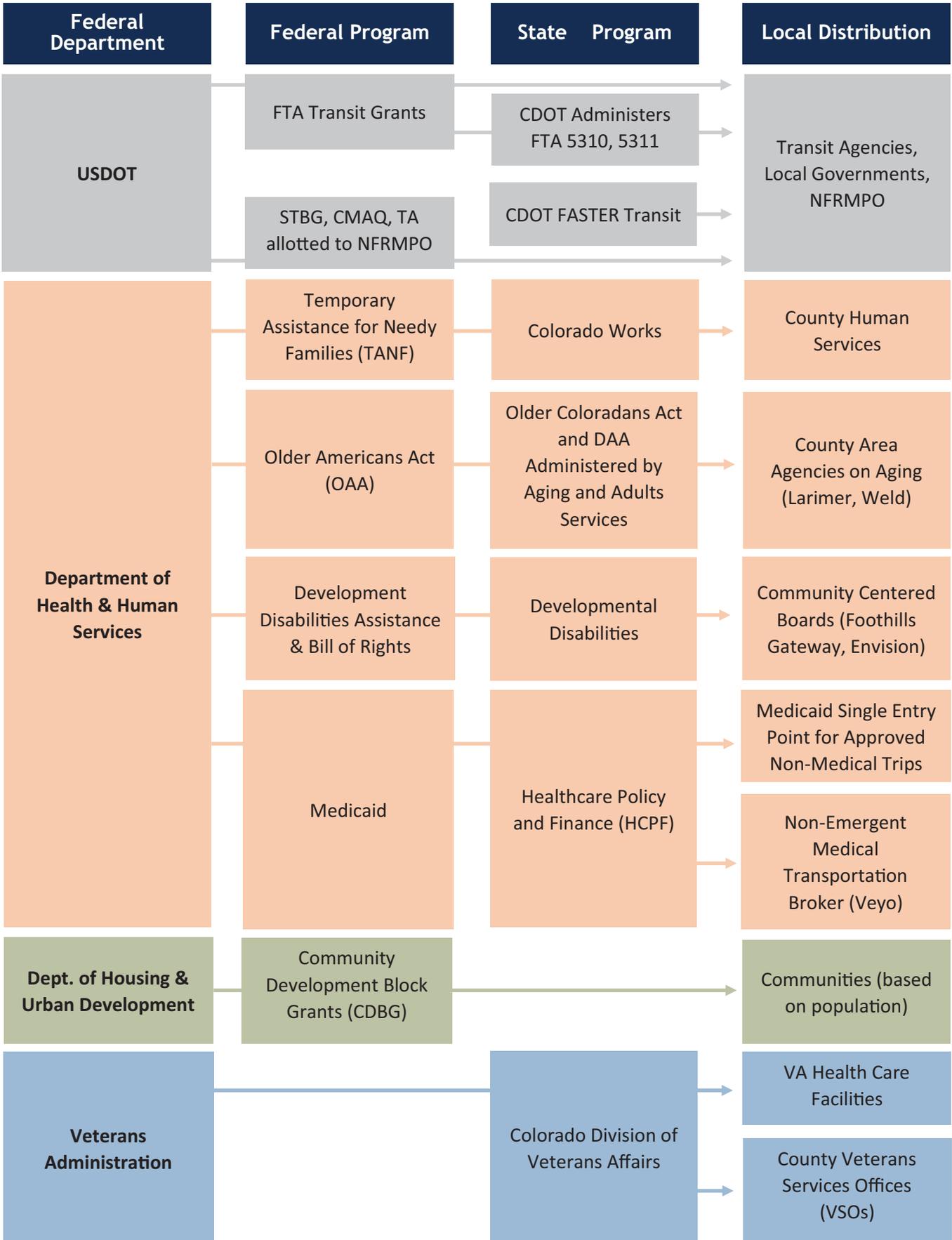
solely to maintain the existing system and for operations only; these costs do not include future capital needs or any potential projects included in **Chapter 5**. Capital needs will be identified through each transit agencies' Transit Asset Management (TAM) plans.

Figure 4-4. Projected Operating Expenses (2015-2045)



Source: NTD, NFRMPO, 2018

Figure 4-5. Projected Operating Expenses (2015-2045)



Source: DRCOG, 2017

Federal Funding Projections

Using allocations for Federal Fiscal Years (FFY) 2013 through 2018, **Table 4-7** shows expected regional and statewide funding levels for federal transit programs. Regional funding includes funds provided to the Fort Collins TMA and the Greeley Urbanized Areas, while statewide funding accounts for funds provided directly to the State of Colorado. Funding is estimated based on current trends. If current trends continue through 2045, the region can expect a funding increase of 373.4 percent, while the State could see an increase of 266 percent based on current trends. Currently, the NFRMPO region receives approximately 20 percent of statewide allocated funding.

Funding projections for the three grant programs allocated by the NFRMPO will also grow. As stated previously, funding for CMAQ, STP, and TA is difficult to project beyond 2020 due to the expiration of the FAST Act; however, CDOT has estimated funding for FY2021 through FY2023. Combined, the region can expect to see an increase of 64.8 percent in allocable funds across all three programs. Transit currently receives about 45 percent of CMAQ funding (as of the 2016 NFRMPO Call for Projects), and no STBG or TA funding.

State Funding Projections

Projections for state funding is more difficult due to the major ballot initiatives currently underway and depend on the 2018 ballot results. FASTER funds do not have a sunset date and therefore should remain constant in the near future. Because there is no assurance of the sales tax ballot passing in November, NFRMPO staff estimated funding based on 2019 SB1 funding, which is 15 percent of the \$495M General Fund transfer statewide. Based on population and service provided, the NFRMPO region could reasonably expect about 10 percent of multimodal funding from SB1 and about five percent of FASTER funds. See **Table 4-8**.

Local Funding Projections

Local funding opportunities may be buoyed by the passage of the sales tax initiative, which will provide transportation funding to counties and cities across the State. Depending on the project, local communities may decide to fund transit projects using this funding source in addition to the multimodal pool of funding. For the purposes of projections, NFRMPO staff assumed transit could reasonably expect \$500,000 from each eligible transportation related category of KFCG and BOB. See **Table 4-9**.

Table 4-7. Federal Funding Projections

	FFY2018	FFY2045	Percent Change
Regional	\$7,447,028	\$18,707,541	151.2%
Statewide	\$18,678,402	\$36,347,343	94.6%

Source: NFRMPO Staff

Table 4-8. Statewide Funding Projections

	FFY2018	FFY2045	Percent Change
CMAQ	\$4,107,267	\$8,567,122	108.6%
STBG	\$3,626,185	\$4,273,948	17.9%
TA	\$258,188	\$329,092	27.5%

Source: NFRMPO Staff

Table 4-9. Local Funding Projections

	FFY2018	FFY2045	Percent Change
SB1	\$0	\$74,250,000	N/A
FASTER	\$15,000,000	\$15,000,000	0%

Source: NFRMPO Staff

Table 4-10. Total Funding Projections

Funding Level	Amount (2045)
Federal*	\$39,147,172
State	\$8,175,000
Local	\$1,500,000
Total	\$48,822,172

*(including 5307, 5310, 5311, 5339 and CMAQ, STBG, and TA)

Source: NFRMPO Staff

The Highlights

- FTA funding for the NFRMPO region and Colorado is distributed primarily through four programs: §5307, §5310, §5311, and §5339
- State funding for transit is primarily sourced from the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Act and Senate Bill (SB) 18-001 (SB1)
- The NFRMPO can provide transit funding from all available funding programs during the Call for Projects process
- Transit is also funded through local and non-USDOT initiatives
- Annual operating expenses in 2045 are expected to near \$30M
- Total funds available in 2045 are expected to exceed \$48M

References

1. FTA §5307 - <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>
2. FTA §5310 - <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>
3. FTA §5311 - <https://www.transit.dot.gov/rural-formula-grants-5311>
4. FTA 5339: <https://www.transit.dot.gov/bus-program>
5. FTA 5339(b): <https://www.transit.dot.gov/funding/applying/notices-funding/5339b-bus-and-bus-facilities-discretionary-program-bus-program-2016>
6. Colorado Legislature description: <https://leg.colorado.gov/bills/sb18-001>

Transit Studies and Related Plans

The following sections provide information about plans and studies that have occurred since the *2040 RTE* was adopted by the NFRMPO Planning Council in 2015, or are currently in progress.

Fort Collins City Plan Update

The City of Fort Collins is in the process of updating its *Comprehensive Plan* and *Transportation Master Plan*, which includes a strong focus on the community's transit strategy and operations. Key goals of the Plan updates include refining a community transit vision that addresses the opportunities, challenges, and tradeoffs of serving areas of high ridership potential (productivity) and providing community-wide accessibility (coverage). In addition, the Plan updates seek greater alignment between transit planning and the community's land use framework and how transit can continue to support community goals for convenient, affordable, safe, and accessible transportation options.

As part of their Transportation Plan Update, the City of Fort Collins will re-evaluate their Enhanced Travel Corridors (ETC), which seek to prioritize corridors for investment to facilitate safe, multi-modal transportation. The City will also identify transit corridors, which will specifically prioritize corridors for transit investment.

Larimer County Senior Transportation Needs Assessment

Though Larimer County does not plan to operate transit itself, staff in the Larimer County Office on Aging and the Larimer County Engineering Department partnered to study the mobility needs of older adults living in unincorporated Larimer County. As a result of feedback from focus groups and a statistically-valid survey, the

Senior Transportation Needs Assessment recommended 10 strategies for improving mobility for older adults living in the unincorporated portions of the County. A Work Group has formed to identify how to implement these recommendations, which may be done in partnership with the Partnership for Age-Friendly Communities (PAFC) of Larimer County.

North I-25 EIS

In December 2011, CDOT reached an agreement with FHWA on the North I-25 Final Environmental Impact Statement (EIS) Record of Decision (ROD). As part of the ROD, CDOT recommended investment in express buses, commuter rail, and commuter buses along the I-25 corridor. Though the EIS does not expect full build-out of the corridor until 2075, some investments have progressed. In May 2015, CDOT completed the North I-25 EIS Commuter Rail Update, a nine month study that developed up-to-date cost estimates related to right-of-way (ROW), commuter rail operating plans, and cost estimates. The *Commuter Rail Update* estimates the expansion of commuter rail from 162nd Avenue in Thornton to the South Transit Center in Fort Collins along the BNSF Railway ROW would cost \$1.2 B. The *Commuter Rail Update* recommends dividing the project into three phases: a planning phase, construction phase, and start-up phase. No funding has been identified for any of these phases as of the writing of the *2045 RTE*. The *North I-25 EIS Commuter Rail Update* can be downloaded from the

The Highlights

- COLT, GET, and Transfort are the three major fixed-route transit providers in the NFRMPO planning boundary
- Transit infrastructure and ridership growth are keeping up with population growth
- BATS, COLT, GET, and Transfort provide paratransit demand-response service to the region
- Private transportation companies help to fill gaps not served by fixed-route and demand-response transit
- Existing regional transit service includes Bustang, FLEX between Fort Collins and Boulder, and VanGo™ Vanpooling

References

1. National Transit Database 2017 Glossary: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/2017%20Glossary.pdf>
2. Shared Mobility: Current Practices and Guiding Principles, FHWA 2016. <https://ops.fhwa.dot.gov/publications/fhwahop16022/fhwahop16022.pdf>

Chapter 5: Demand and Alternatives Analysis

Background

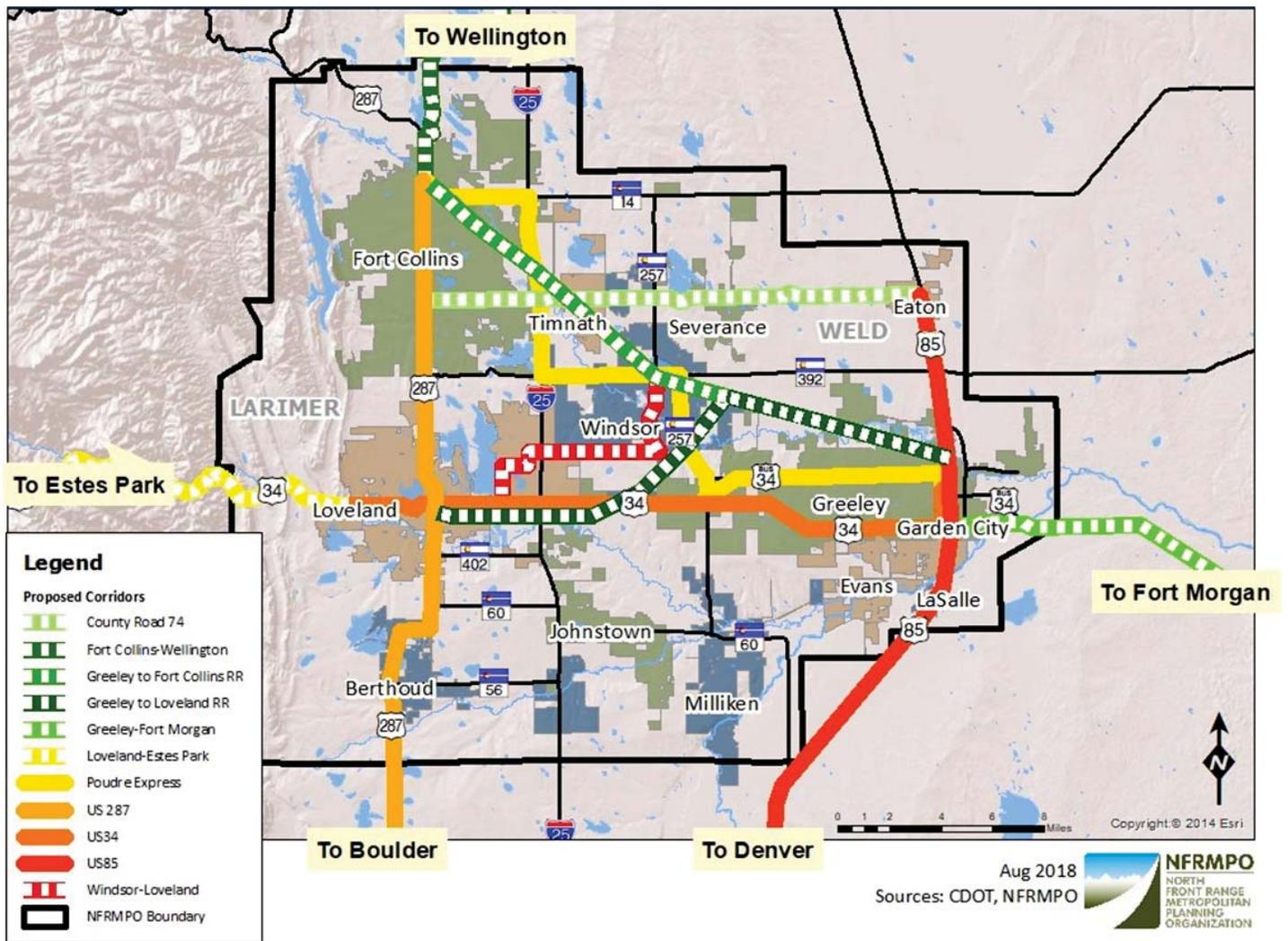
The *2045 RTE* uses various methods for determining transit demand in Larimer and Weld counties, combining qualitative and quantitative measures with community input and feedback. Qualitative methods include the NFRMPO's *Regional Travel Demand Model (RTDM)*. This Chapter focuses on the potential demand for transit services in the proposed corridors, illustrated in **Figure 5-1**. The corridors evaluated in the *2045 RTE* have been updated from those in the *2040 RTE*, which were carried forward from the *North I-25 Final Environmental Impact Statement (FEIS)* and the *2035 RTE*.

The nine corridors proposed for evaluation are a mix of those evaluated in the *2040 RTE*, the *North I-25 FEIS*, and those gleaned from public outreach, discussions with staff from the NFRMPO communities, and routes proposed in local and State plans. The corridors proposed for further study in the *2045 RTE* are:

- Harmony Road/Weld County Road (WCR) 74
- Fort Collins to Wellington (SH1)
- Greeley to Fort Morgan
- Loveland to Estes Park (US 34)
- Poudre Express (Fort Collins to Windsor to Greeley)
- US 287 (Fort Collins to Longmont/Boulder)
- US 34 (Loveland to Greeley)
- US 85 (Eaton to Denver Region)
- Regional Rail (Great Western Railway right-of-way: Greeley to Fort Collins, Greeley to Loveland)

Tools for calculating future transit demand include basic demographic information and travel model outputs. For the *2045 RTE*, the NFRMPO used the *2040 Regional Travel Demand Model (RTDM)* because the *2045 RTDM* is still under development. 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 conducted a Household Travel Survey in 2010 and used this information to complete the 2014 update to both the regional land use and travel demand models.

Figure 5-1. 2045 RTE Proposed Corridors



Analysis Tool

Analyzing data is an important asset for establishing priority corridors. In addition to the public outreach done as part of the 2045 RTE, NFRMPO staff analyzed demographic and travel time data to establish corridors in need of investment. Demographic analysis was done using a Transit Propensity Index and Travel Time Reliability was based on the target-setting done as part of the NFRMPO’s 2045 Regional Transportation Plan’s Goals, Objectives, Performance Measures, and Targets (GOPMT). Additionally, an analysis of corridors from the 2040 RTE is also provided to provide an understanding of why certain corridors were carried forward.

Transit Propensity Index

Certain populations are more likely to ride transit than others, whether by necessity or by choice. This phenomenon is referred to as transit propensity and may be used to predict locations producing a higher transit demand by identifying vulnerable and transit-dependent populations. According to the Centers for Disease Control¹, vulnerable and transit-dependent populations include the following residents: those with low-economic

status, children (under 18), older adults (over 60), individuals with disabilities, renters, and households without automobiles. This definition was applied to develop a Transit Propensity Index, which shows the expected intensity of transit demand for each Census Tract in the region using the methodology described in the following section.

Demographic categories were chosen based on existing best practices at both the regional and national levels. Transfort uses its own Transit Propensity Index with many of the same categories. When calculating a Health Equity Index, the Larimer County Department of Health & Environment, Built Environment Program uses similar demographic categories. More in-depth analysis of demographics for the region are available in **Chapter 2**.

Methodology

Upon discussion with various stakeholders, the NFRMPO identified the following five populations most likely to ride transit in the NFRMPO region. These populations will be discussed more in-depth in the following sections, and include:

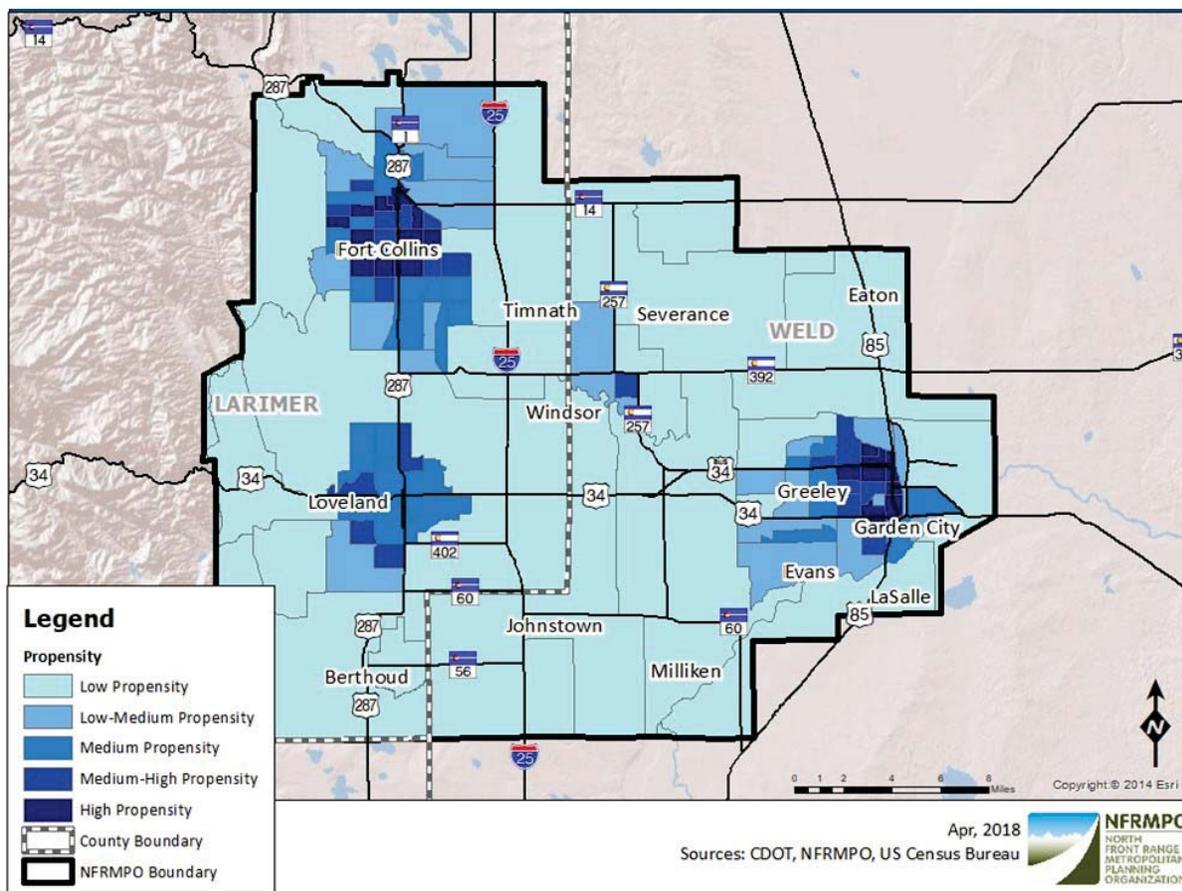
- Zero-vehicle households
- Population with a disability (as defined by the ACS)
- Senior (60+) population
- Population below federal poverty level
- College-aged (18-24) population

Based on density data for each of the above populations at the Census Tract level, a score (0-4) was assigned to each category: the higher the density of the specific population, the higher the score. For example, if there is a senior apartment complex within a small, urban Census Tract, the Tract would likely receive a score of 4 for “Senior Population” whereas a large, rural Tract with only a small number of seniors would most likely score a “0”. The highest possible score is 20 points.

Results

Figure 5-2 shows the results of the Transit Propensity Index scoring. The highest propensity exists within Fort Collins and Greeley, with other high scoring areas in Evans, Loveland, and Windsor. The areas with the lowest propensity exist in the unincorporated portions of the NFRMPO.

Figure 5-2. Transit Propensity Index



Travel Time Reliability

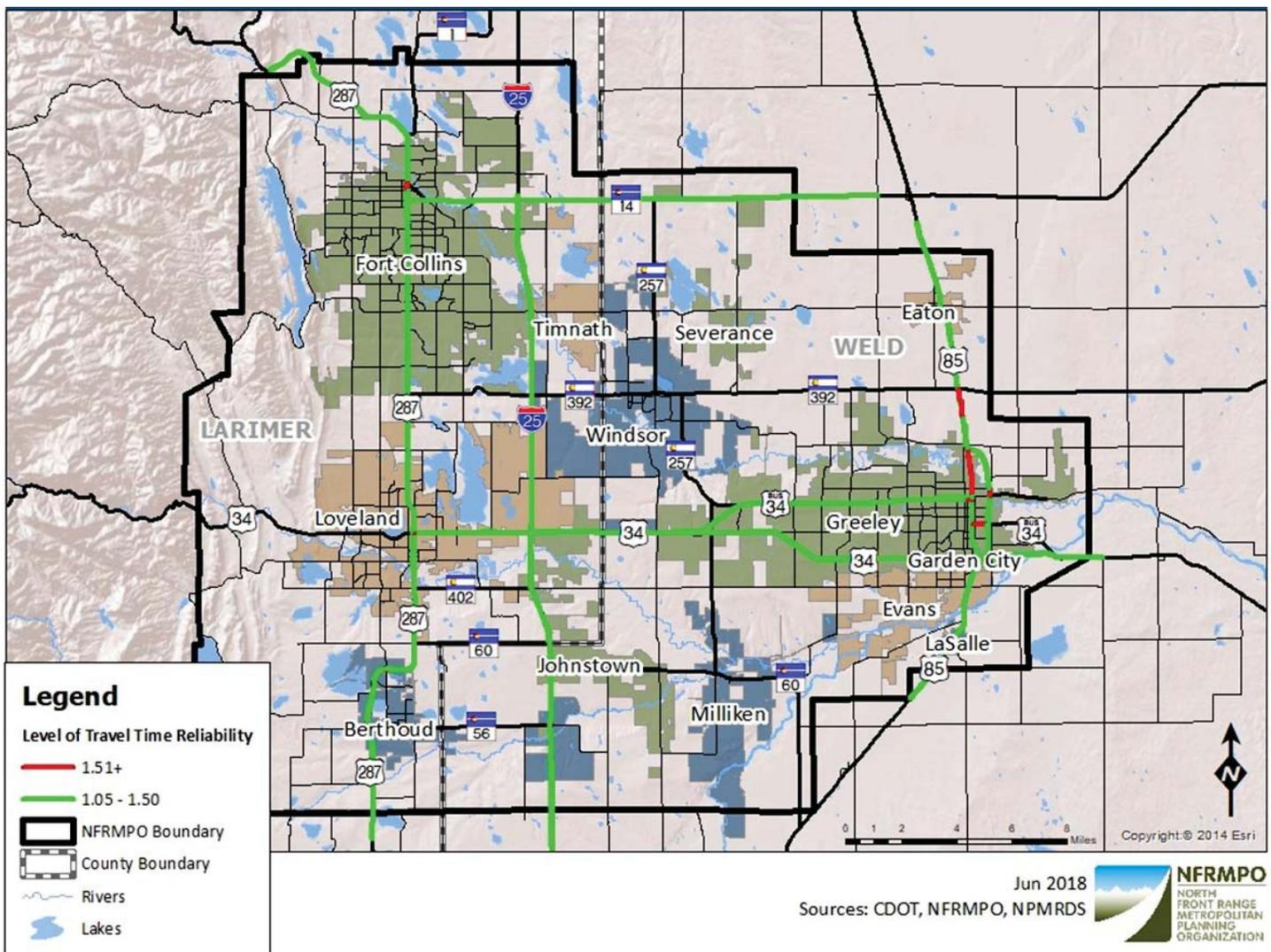
As part of the federal Transportation Performance Management program, the NFRMPO is required to set targets on certain performance measures. Two of these performance measures relate to travel time reliability on Interstate and non-Interstate National Highway System (NHS) segments. Travel time reliability is a comparison of the 80th percentile travel time to the 50th percentile travel time, written in a formula as:

$$\text{Travel Time Reliability} = \frac{\text{80th Percentile Travel Time}}{\text{50th Percentile Travel Time}}$$

This data is analyzed for non-holiday weekdays (Monday through Friday) 6:00 a.m. to 10:00 a.m., 10:00 a.m. to 4:00 p.m., and 4:00 p.m. to 8:00 p.m., and weekends from 6:00 a.m. to 8:00 p.m.

Figure 5-3 shows the Level of Travel Time Reliability for the Interstate and non-Interstate NHS for the NFRMPO in 2017. According to these data, only short segments of the NHS are considered unreliable: portions of US85 between Eaton and Greeley, US287 in downtown Fort Collins, and the intersection of US287 and US34 in Loveland.

Figure 5-3. Level of Travel Time Reliability



2040 RTE Corridors

Analysis of corridors has been carried through different iterations of the RTE. Some of the demographic analysis may need to be updated, but the rationale used can lay the foundation for further study. The 2040 RTE proposed studying service on eight corridors:

- Evans to Milliken to Berthoud
- Greeley/Evans to Denver
- Greeley/Evans to Windsor to Fort Collins
- Greeley/Evans to Longmont
- Greeley/Evans to Loveland
- Fort Collins to Bustang
- Greeley/Evans to Bustang
- Loveland to Bustang

Of these, three are being carried forward (Greeley/Evans to Denver, Greeley/Evans to Windsor to Fort Collins, and Greeley/Evans to Loveland); two were absorbed into new proposed corridors (Fort Collins to Bustang and Loveland to Bustang); and two are not being proposed to carry

forward (Evans to Milliken to Berthoud and Greeley/Evans to Longmont). The corridors not being carried forward did not show a large demand in the NFRMPO's RTE survey.

Survey Results

NFRMPO staff distributed a survey to transit- and non-transit riders and asked respondents to identify regional destinations to which they would like transit service. This was used as a subjective input into route and alternative selection. The routes mentioned most often included:

- Greeley to Loveland
- Loveland to Estes Park
- I-25 (Bustang from the NFRMPO region to the Denver region, with various destinations in both)
- Fort Collins to Wellington
- Greeley to Windsor to Fort Collins (Poudre Express)
- US85

Service Level Options

In the 2035 and 2040 RTEs, four service level options were evaluated and were organized based on investment levels. Each reflects a different vision for the level of regional transit services which could be provided by 2045 and the rate at which these services could be developed. The options for the 2045 RTE are Low, Medium, High, and Build Out. Investment levels are broken down as follows in **Table 5-1**.

Table 5-1. Proposed Frequencies

Route	Low		Medium		High		Build Out	
	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak
Harmony Road/Weld County Road (WCR) 74					60	60	30	60
Fort Collins to Wellington (SH1)			30	90	30	60	30	45
Greeley to Fort Morgan							60	60
Loveland to Estes Park (US 34)							60	60
Poudre Express (Fort Collins to Windsor to Greeley)	30	90	30	60	30	60	20	60
US 287 (Fort Collins to Longmont/Boulder)	60	60	60	60	60	60	30	30
US 34 (Loveland to Greeley)	30	60	30	60	30	45	30	30
US 85 (Eaton to Denver Region)	30		30	90	30	60	30	45
Loveland to Windsor					60	60	60	60
Regional Rail (Greeley-Fort Collins)							20	30
Regional Rail (Greeley-Loveland)							20	30

Source: NFRMPO 2040 Regional Travel Demand Model, 2018

Investment Alternatives

Low Investment

The Low Investment scenario would be the existing transit services as planned to 2040 with the addition of service on US287, US34, and US85 (at peak times). The corridors with proposed service as part of the Low Investment scenario as shown in **Figure 5-4**.

Medium Investment

The Medium Investment scenario would build on the Low Investment scenario, adding additional service at peak and off-peak times, and add service on SH1 between Fort Collins and Wellington. The proposed route map is shown in **Figure 5-5**.

High Investment

The High Investment Scenario adds additional services beyond the Low and Medium scenarios and provides

additional internal circulation of riders. Service is added on Harmony Road / Weld County Road (WCR) 74, and between Windsor and Loveland. Additional services are added on proposed corridors from the Low and Medium scenarios. Corridors are shown in **Figure 5-6**.

Build Out Investment

The Build Out Investment scenario is what would occur if all corridors proposed in the 2045 RTE were built, regardless of cost. The proposal includes Regional Rail, which currently has not gone through any environmental or feasibility studies, and has no project sponsor. The Scenario also includes additional service on all routes, and intercity routes connecting the North Front Range region to Estes Park and Fort Morgan. Proposed corridors are shown in **Figure 5-7**.

Figure 5-4. Low Investment Scenario Corridors

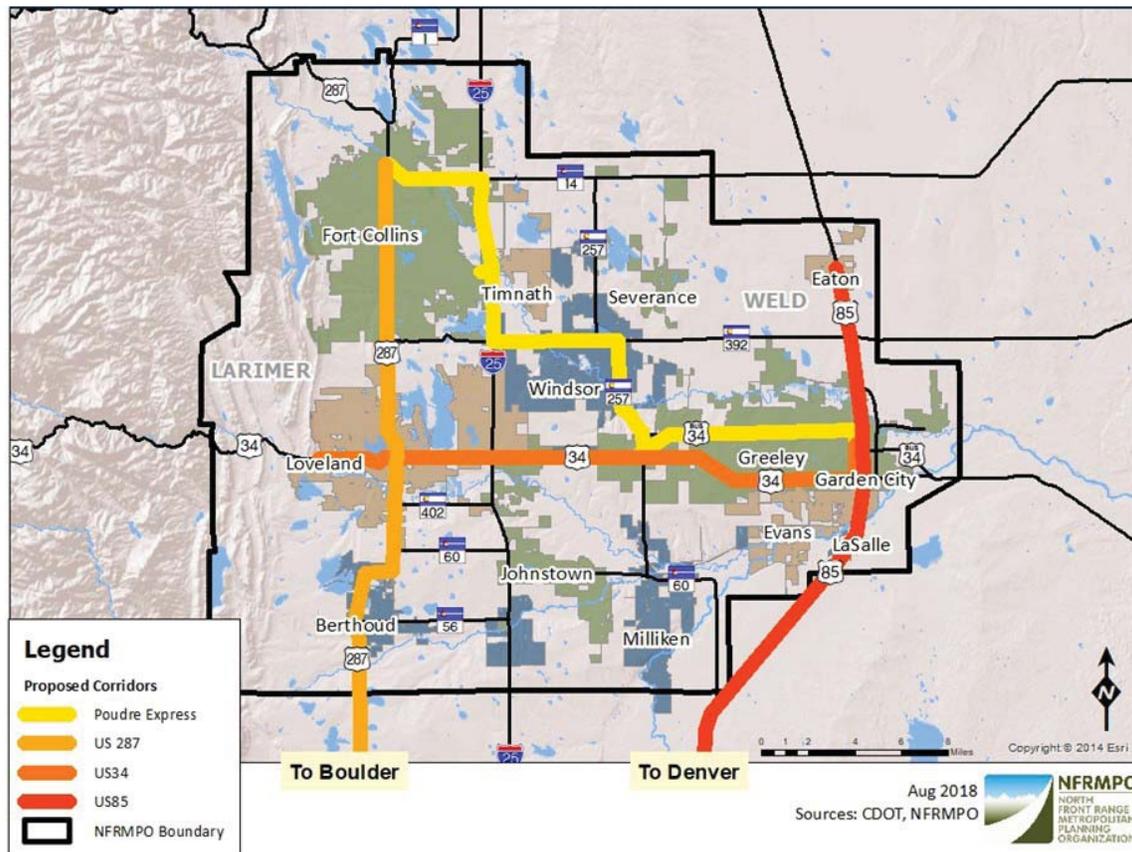


Figure 5-5. Medium Investment Scenario Corridors

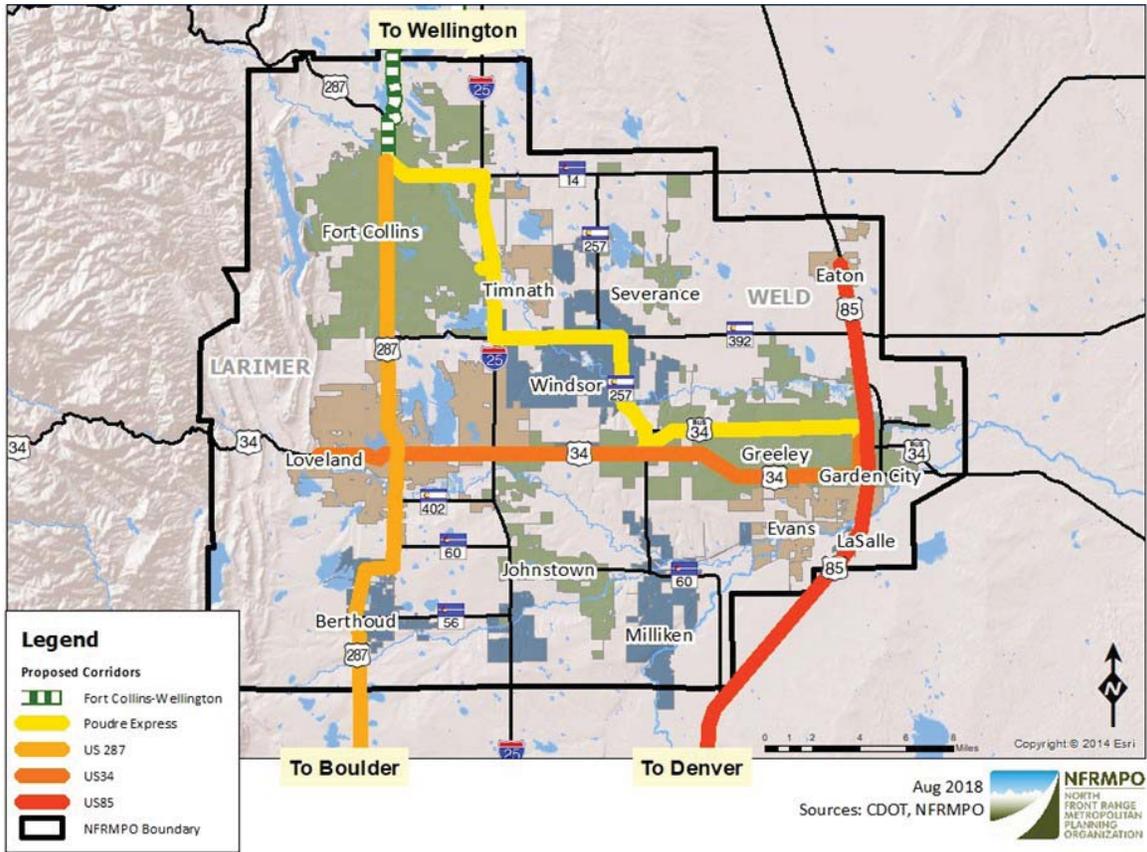


Figure 5-6. High Investment Scenario Corridors

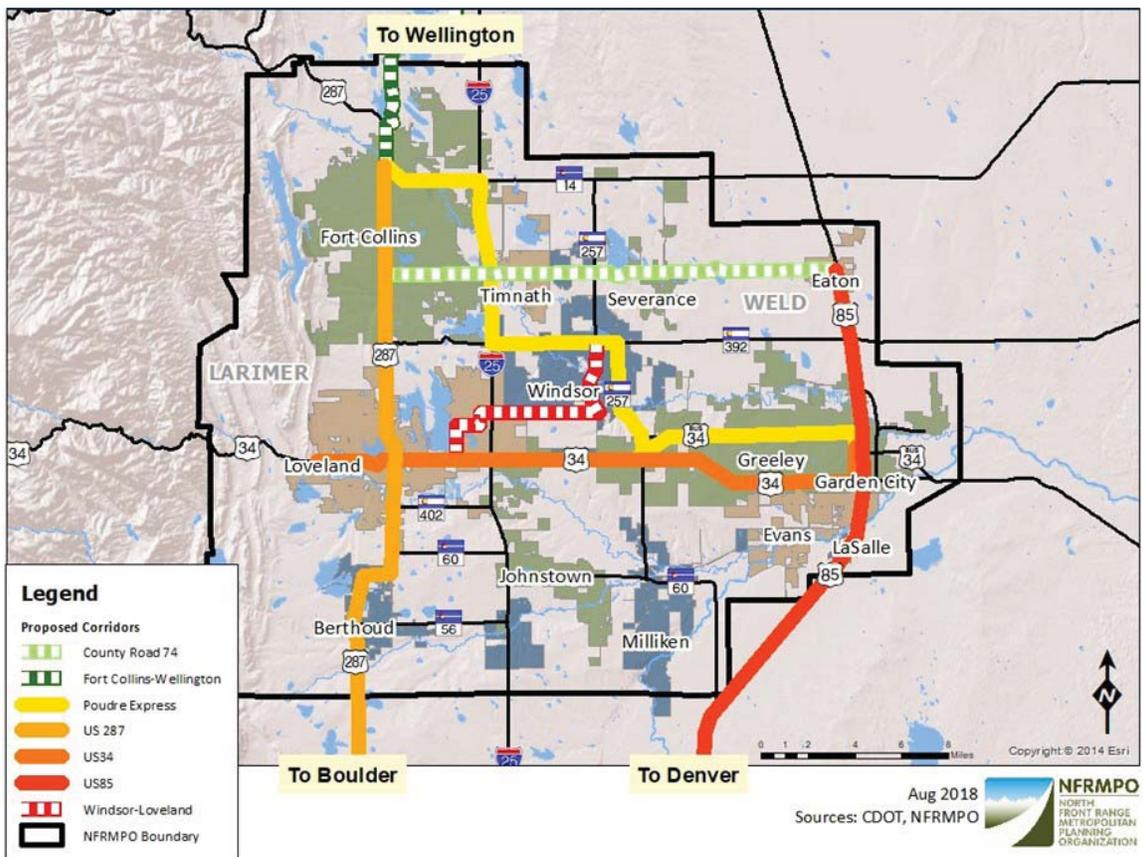
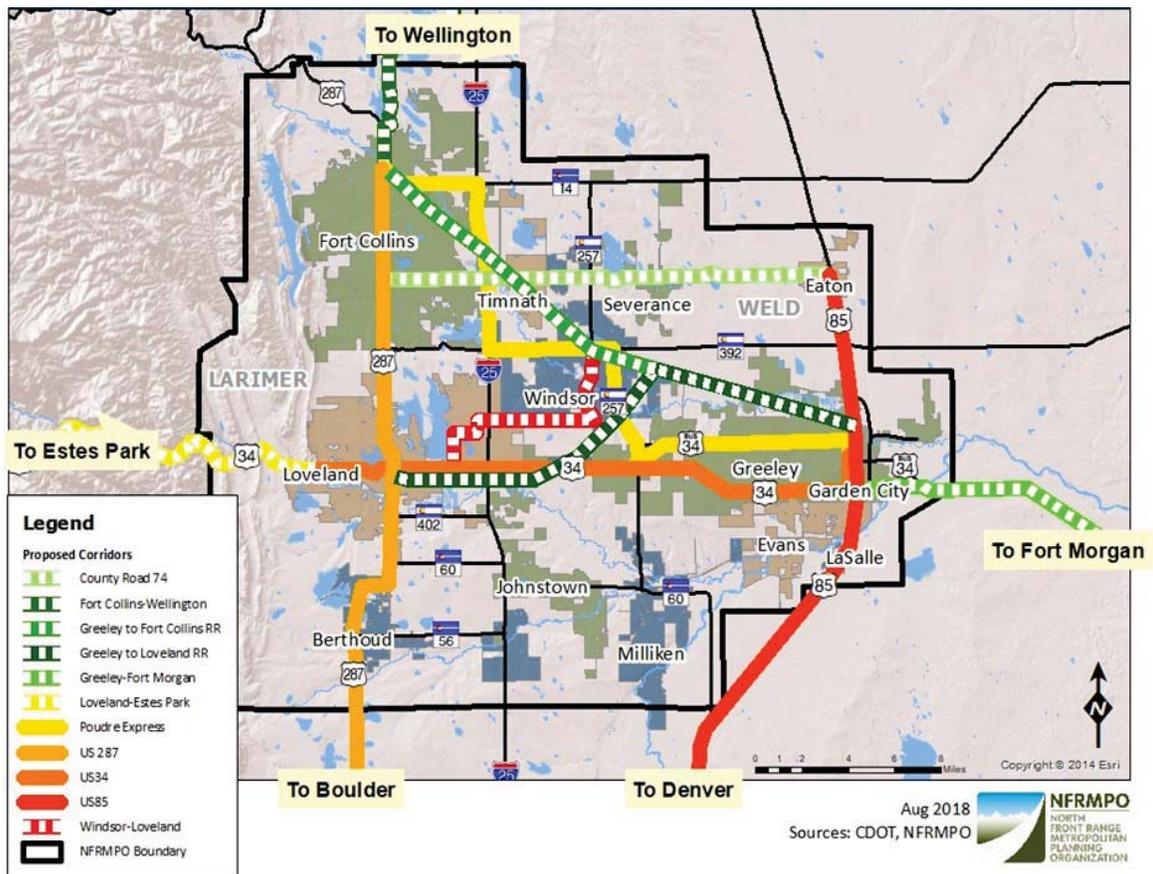


Figure 5-7. Build Out Investment Scenario Corridors



Analysis

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 Low, Medium, and High 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 Build Out 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. For the Low alternative, only local connections and existing regional connections will be available for the general public. For the Medium and High alternatives, scheduled trips are included between the most common destinations within the North Front Range region.

Financial Analysis

NFRMPO staff estimated the number of revenue hours based on distance and estimated travel times. An average cost per hour was estimated based on 2016 costs per hour for the FLEX, the existing regional fixed-route service in Northern Colorado. The 2016 cost per revenue hour was then extrapolated out to 2045 based on a two percent annual inflation rate. These costs do not take into account the existing services, only the additional regional routes added. See **Table 5-2** below.

Ridership Analysis

For this analysis, it is useful to compare the estimated ridership for the four alternatives. **Table 5-3** identifies each corridor and the estimates for daily ridership demand in both directions. The Poudre Express is reasonably expected to begin service within five years of the adoption of the 2045 RTE, and has been studied

extensively by GET with support from the cities of Fort Collins and Greeley and the Town of Windsor. Service along US85 and US34 have vocal proponents within the region, but do not have as much completed work to date. The Build Out scenario would build on these corridors under development and provide service on all proposed corridors. Ridership estimates are based on the RTDM, which is 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. Many of these corridors have fewer trip producers and attractors, which makes it more difficult to estimate ridership than the existing local services.

Table 5-2. Financial Analysis

	Low	Medium	High	Build Out
Revenue Hours	32,997	36,891	57,8892	96,643
Average Cost Per Mile (2045)	\$206.14	\$206.14	\$206.14	\$206.14 (bus) or \$1,100.65 (rail)
Total Operating Cost (2045)	\$3,830,291	\$4,282,374	\$6,720,103	\$32,840,282

Source: NFRMPO Staff

Table 5-3. Ridership Analysis

Corridor	NFRMPO Travel Model Analysis for 2040			
	Low Investment	Medium Investment	High Investment	Build Out Investment
Harmony Road/Weld County Road (WCR) 74			1,308	2,068
Fort Collins to Wellington (SH1)		191	223	218
Greeley to Fort Morgan				52
Loveland to Estes Park (US 34)				41
Poudre Express (Fort Collins to Windsor to Greeley)	3,092	3,729	2,991	3,544
US 287 (Fort Collins to Longmont/Boulder)	1,292	1,267	1,228	780
US 34 (Loveland to Greeley)	424	376	490	477
US 85 (Eaton to Denver Region)	597	100	109	205
Loveland to Windsor			128	136
Regional Rail (Greeley-Fort Collins)				1,804
Regional Rail (Greeley-Loveland)				221
TOTAL	5,405	5,663	6,477	9,546

Source: NFRMPO 2040 Regional Travel Demand Model, 2018

Cost/Benefit Analysis

Dividing the estimated costs in **Table 5-2** by the ridership projected by the NFRMPO RTDM in **Table 5-3** provides the cost per new rider shown in **Table 5-4**. The Low Investment level provides the most riders for the least amount of additional funding, while the Build Out investment level requires nearly five times the investment as the Low scenario. Based on this

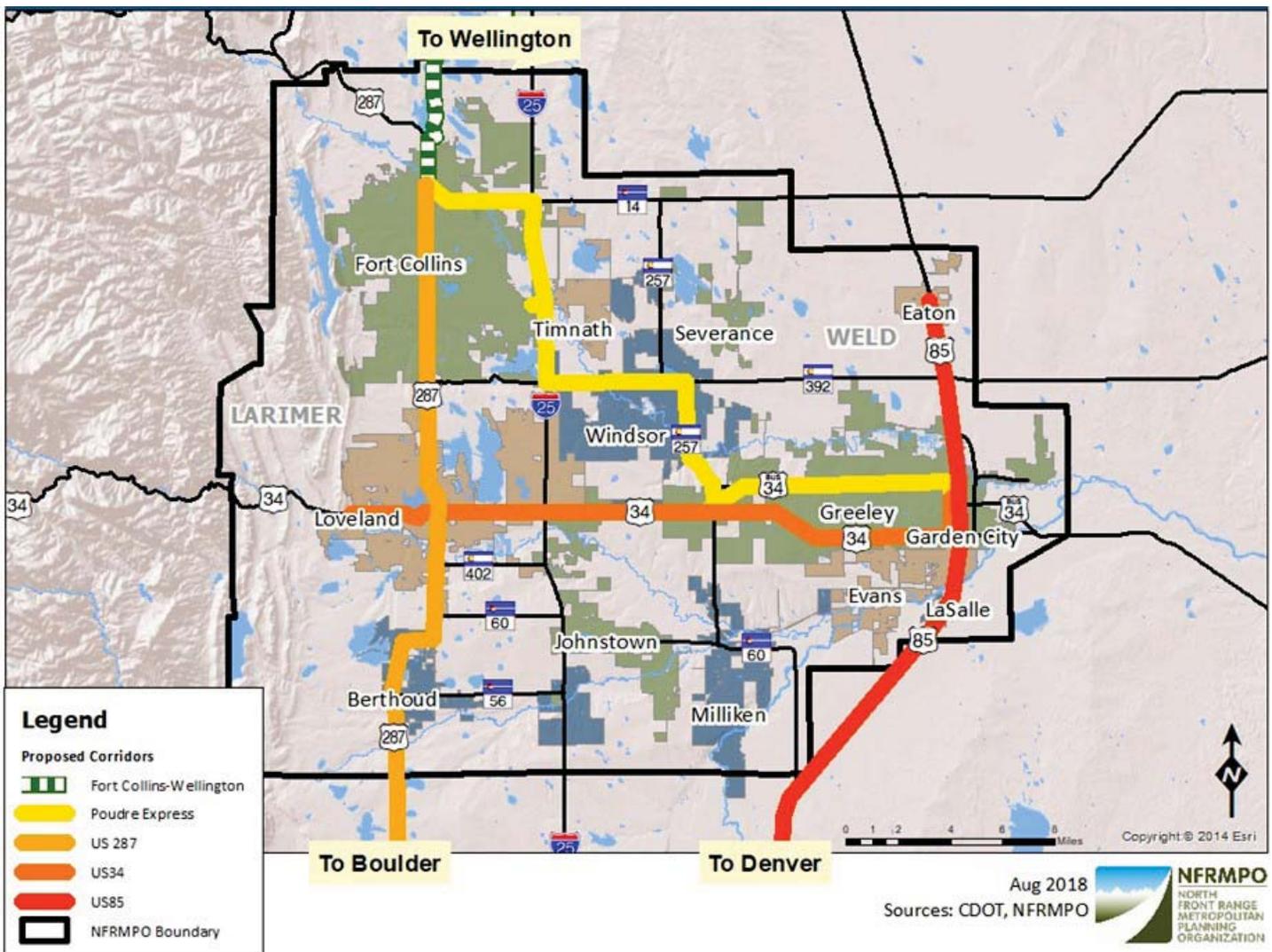
information, the Low and Medium scenarios provide similar benefits to the region in terms of cost-effectiveness and potential ridership. These scenarios will be carried forward to the 2045 RTP for further study and recommendations. **Figure 5-8** shows the recommended corridors for the 2045 RTP and for investment in the region.

Table 5-4. Cost per New Rider

	Low	Medium	High	Build Out
Cost per new rider	\$708.66	\$756.20	\$1,037.53	\$3,440

Source: NFRMPO Staff

Figure 5-8. Recommended Investment Scenario Corridors



The Highlights

- A demographic analysis shows greatest need for transit in Fort Collins, Greeley, Loveland and Windsor
- Survey results indicated a desire for new or additional transit along I-25, US85, US34, and US287
- Based on projected costs and modeled ridership, investment along US34, US85, and US287, along with the Poudre Express between Fort Collins, Windsor, and Greeley, is recommended.

References

1. Vulnerable population definition adapted from the Health Impact Assessment definition provided by CDC, 2018.
https://www.cdc.gov/healthyplaces/transportation/population_profile.htm

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Chapter 6: Recommendations and Implementation

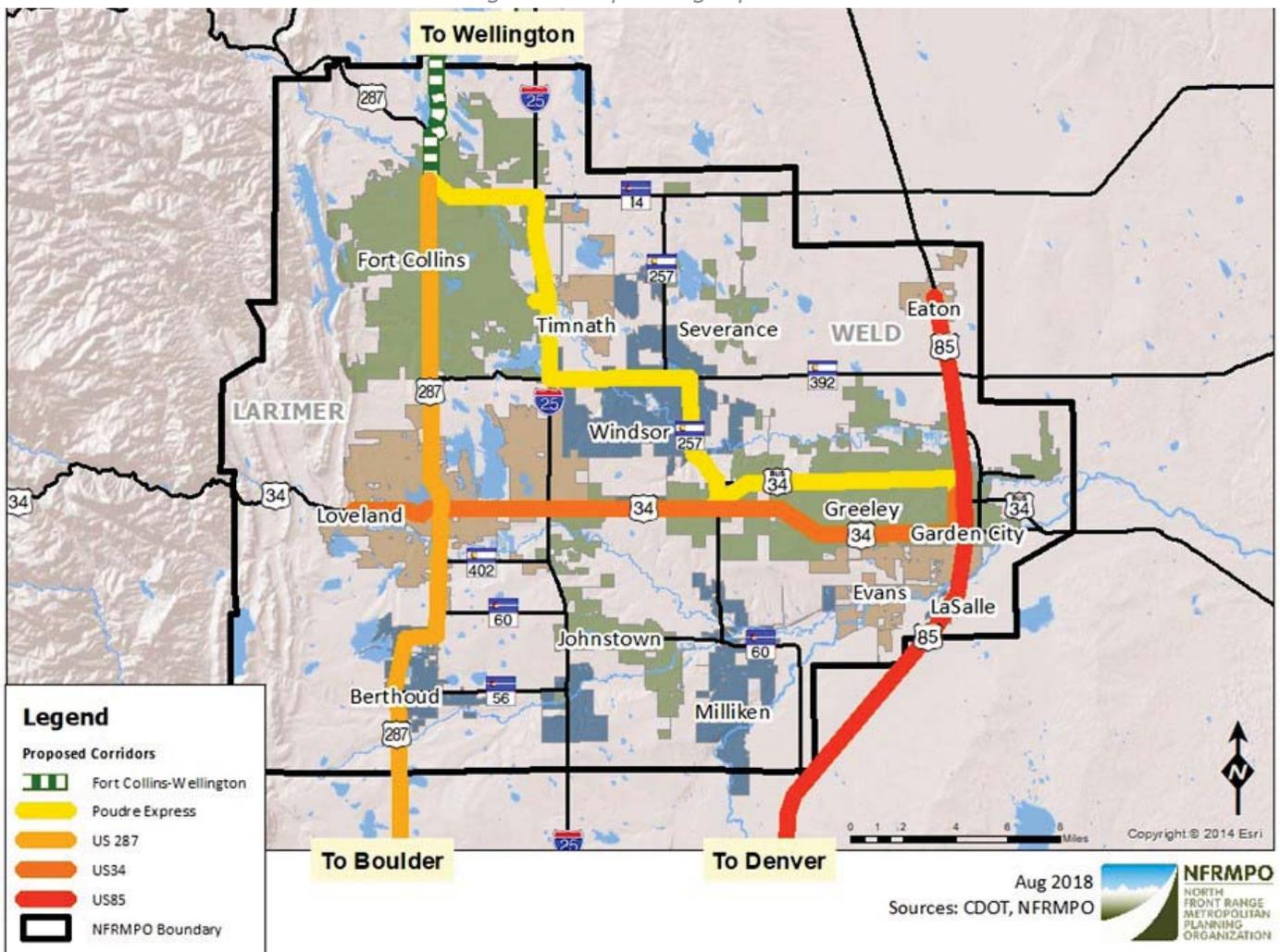
Recommendations

The 2045 RTE expands upon the model used for the 2040 RTE. In addition to recommending routes for further consideration, the 2045 RTE includes a suite of recommendations to address coordination, operations, and technology. The following subsections detail these recommendations; a summary of all recommendations is provided at the end of this Chapter.

Recommended Routes

Based on the analysis completed in Chapter 5, the 2045 RTE recommends investment in the Medium Investment Scenario as shown in Figure 6-1.

Figure 6-1. Operating Expenses



Finding Local Inspiration

Providing regional transit service is not a new concept for communities and providers in the North Front Range. As the region plans for new transit connections, it may be helpful to review the processes that helped develop the current, successful regional services. In particular, the FLEX service between Fort Collins and Boulder, and the work done by GET as an agency serve as two excellent models for inter-jurisdictional collaboration.

FLEX service was formed through a partnership among town, city, and county stakeholders and is funded by subsidies from these jurisdictions. The route is operated by Transfort, due to its capacity to operate and maintain the vehicles. The municipalities meet regularly to provide input to Transfort. Transfort is the DR for FTA funding, has existing structures and capacity to operate the service, 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. Like the FLEX, GET provides transit service to Greeley, Evans, and Garden City through an Intergovernmental Agreement (IGA). IGAs are a good way to build on existing governmental infrastructure and capacity while maximizing operational efficiency.

In addition, Transfort, COLT, and GET have all worked together on various projects. GET provides additional capacity for Transfort during CSU football games with buses and operators. COLT contracts with Transfort for a Transit Manager position, allowing COLT access to the existing services and knowledge within Transfort. The expectation of the *2045 RTE* is that relationships like these will not just continue, but also grow.

Consolidating Planning Efforts

On December 7, 2017 the NFRMPO Planning Council adopted the *2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)*. The Coordinated Plan is updated every four years as part of the NFRMPO's long-range planning process. The *2017 Coordinated Plan* serves as the strategic plan for the NFRMPO's Mobility Coordination program through 2021. Specifically, it seeks to guide the improvement of transportation for vulnerable populations, including older adults and individuals with disabilities. This process is conducted in accordance with requirements for entities receiving FTA §5310 funds.

The *2017 Coordinated Plan* kicked off in October 2016 with a joint public meeting of the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC). Over the subsequent year, LCMC and WCMC provided guidance at their bi-monthly

meetings. In addition, NFRMPO staff attended community meetings, senior lunches, and community events throughout the region to discuss the issues facing these population in transportation. Throughout this process, transportation needs in the unincorporated areas remained one of the most commonly cited needs.

Currently, the *Coordinated Plan* and *RTE* are developed separately, though there exists significant overlap between key stakeholders, outreach processes, and content. Given these inherent similarities, it is recommended the *Coordinated Plan* and *RTE* be consolidated into one plan and plan process moving forward. Consolidation would prevent duplicative work, reduce demand on stakeholders, and enable the *RTE* to more holistically address transit needs within the region. Additionally, the *Coordinated Plan* could be expanded to act as the short-range plan.

Equitable Investment

Equity arose as a central theme during the *2045 RTE* outreach process. Equity, in the context of providing transit service, means providing everyone the service they need, rather than providing everyone uniform service. For example, providing fixed-route service within a mile of every person in the region may provide equal service, but this service may not be equitably accessible to users requiring paratransit. Though financial constraints restrict achievement of completely equal and equitable service, transit investment should strive to prioritize equity, ensuring populations of all ability have the same access to transportation opportunities that fit their specific needs.

Transit Development Plan

The Transit Development Program (TDP) was developed as a comprehensive, Statewide list of capital transit projects. Each Transportation Planning Region (TPR) and MPO across the State provided CDOT with a list of unfunded capital projects and priorities. Each MPO and TPR was provided an estimate of potential future funding and asked to prioritize projects to be included in the Tier 1 Development Program. As funding becomes available, projects within the Tier 1 Development Program should be considered for funding first. The TDP and the Tier 1 Development Program are both living documents and are subject to revision as new planning needs and funding opportunities arise.

The TDP was developed in response to several potential funding opportunities, including funds from SB1 and two statewide transportation funding initiatives. At the publication of the *2045 RTE*, the status of these funding opportunities is unclear; however, the TDP will remain a valuable tool to reference as funding opportunities arise. The *2045 RTE* recommends using the TDP as a starting point for further prioritizing any transportation projects for funding. The full list of projects identified for the NFRMPO portion of the TDP can be found in **Appendix C**.

Technological Considerations

Given the horizon of the *2045 RTE*, it is difficult to predict the trajectory of technological advancements that may impact the feasibility and performance of regional transit. The *2045 RTE* recommends prioritizing investment in technologies that are expected to enhance user experience or improve mobility. Specifically, the *2045 RTE* recommends studying the feasibility of a singular, regional (universal) transit pass accepted by all major transit providers. A Universal Pass would facilitate intercity transfers for existing regional routes, like the FLEX, and for future regional routes, like the Poudre Express. Additionally, the *2045 RTE* recommends the development of a regional transit web-based or mobile-based app that would enable users to quickly plan the most efficient route between communities, accounting for transfers, wait times, etc.

Education

Rider education remains one of the most prominent barriers to increasing ridership. During the *2045 RTE* outreach process, several community members marked a lack of knowledge as their primary reason for not using transit. The *2045 RTE* recommends the development of a regional transit education program including how to plan a trip, payment options, how to transfer, how to request a stop, how to load and unload a bike, and the economic, health, and environmental benefits of riding transit. In addition to a coordinated rider and potential rider education program, the *2045 RTE* recommends expanding the existing Travel Training Program to give potential riders the hands-on experience they may need to confidently ride transit.

Implementation

Developing a useful plan requires the identification of actionable steps capable of achieving established goals and objectives. The following sections explore actions taken since the adoption of the 2040 RTE, suggested actions for the 2045 RTE, and metrics to help track the implementation of this Plan.

2045 RTE Action Plan

Table 6-1 provides a high-level overview of the action steps required to implement the recommendations detailed in the beginning of this Chapter, including approximate timeline and responsible parties.

Table 6-1. 2045 RTE Action Plan

Action	Timeframe	Responsibility
Route Recommendations		
Support the funding and development of the Poudre Express	2021	Fort Collins, Greeley, Windsor
Invest in transit along US34, US85, and US287	2045	Transit Agencies
Coordinated Planning		
Consolidate the Coordinated Plan and RTE planning process	2022	MPO Staff
Coordinate the RTE planning process with other regional transit planning processes	2022	MPO Staff
Equitable Investment		
Coordinate with local human services providers to identify transit need for vulnerable populations	Ongoing	MPO Staff and Transit Agencies
Coordinate with local transit providers to address identified paratransit needs	Ongoing	MPO Staff and Transit Agencies
Work with local transit providers to increase fixed-route transit accessibility to vulnerable populations	Ongoing	MPO Staff and Transit Agencies
Transit Development Plan		
Use the TDP as a starting point for further prioritizing any transportation projects for funding	Ongoing	Planning Council with TAC support
Technological Considerations		
Study the feasibility of Universal Pass accepted by all major transit providers	20XX	Transit agencies with MPO staff support
Develop a regional transit app	20XX	Transit agencies with MPO staff support
Education		
Develop a regional transit education program	20XX	MPO staff with transit agencies' support
Expand the existing Travel Training Program	20XX	MPO staff and local transit agencies
Performance Measures		
Coordinate with local transit agencies to develop targets for federally required performance measures	2018	MPO staff and local transit agencies
Track and report progress toward established targets annually	Ongoing	MPO staff and local transit agencies

Measuring Performance

In addition to looking at potential future needs, the 2045 RTE should address the needs to maintain the existing system. A renewed focus on analyzing and maintaining existing assets has been a priority for the USDOT since the signing MAP-21 in July 2012. In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards to help transit agencies keep their systems operating smoothly and efficiently. According to the FTA, TAM is a business model which prioritizes funding based on the condition of transit assets, to achieve or maintain transit networks in a state of good repair (SGR)¹. The NFRMPO works with COLT, GET, and Transfort to coordinate regional transit performance measures. As of June 2018, Transfort and CDOT (on behalf of Tier II

agencies from across the State) are the only two agencies with Transit Asset Management (TAM) Plans in the NFRMPO region. See Appendix D for a summary of Transfort TAM targets. COLT elected to join the Statewide *Transit Asset Management Plan* (TAM Plan), while GET and Transfort will set their own targets. In accordance with Federal requirements, the 2045 RTE will report on three Transit Asset Management Performance Measures and seven Transit Safety performance measures. The NFRMPO will continue to work with local transit agencies and CDOT to identify transit asset and safety needs, assist with funding opportunities, and act as the regional steward of target-setting and achievement.

Table 6-2. 2045 RTE Action Plan

	Performance Measure
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale
Transit Safety	Number of reportable fatalities by mode
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode
	Number of reportable injuries by mode
	Rate of reportable injuries per TVRM by mode
	Number of reportable safety events by mode
	Rate of reportable safety events per TVRM by mode
	Mean distance between major mechanical failures by mode

The Highlights

- Based on quantitative data analysis, travel demand modeling, and survey inputs, the *2045 RTE* recommends funding the Medium Investment Scenario
- Based on survey and outreach integrations, the *2045 RTE* recommends, considering equitable investment amongst all riders, improving rider education, and investigating new technologies
- Staff additionally recommends the consolidation of the *Coordinated Plan* and *RTE* and the consideration of projects included in the Transit Development Program as funding becomes available
- Implementation should occur through delineation of responsibilities for individual action steps
- Tracking progress toward plan goals will remain an important facet of the NFRMPO's long-range planning process

References

1. <https://www.transit.dot.gov/TAM>