



North Front Range Metropolitan Planning Organization

DRAFT

2025 COORDINATED PUBLIC TRANSIT/HUMAN SERVICES TRANSPORTATION PLAN

EFFECTIVE DATE:

December 2025 – December 2029

Prepared by:

North Front Range Metropolitan Planning Organization

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Northern Colorado Mobility Committee

60+ Ride
Aspen Club
Berthoud Area Transportation Services (BATS)
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CO Division of Vocation Rehabilitation
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City of Loveland Transit (COLT)
Columbine Health Systems
Elderhaus
Envision
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Fort Collins Transfort
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Heart&SOUL Paratransit
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Larimer County Office on Aging
Larimer County Workforce Center
Loveland Disability Advisory Commission
North Range Behavioral Health
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Senior Alternatives in Transportation (SAINT)
Senior Resource Services
Sunrise Community Health
Touchstone Health Partners
UCHealth
United Way of Larimer County
United Way of Weld County
Via Mobility Services
Weld Advocacy Network for Disabilities

Weld County Area Agency on Aging
zTrip

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List of Acronyms

AAA – Area Agency on Aging	ITS – Intelligent Transportation Systems
ACS – American Community Survey	LCMC – Larimer County Mobility Committee
ADA – Americans with Disabilities Act	LCOA – Larimer County Office on Aging
BATS – Berthoud Area Transportation System	NACTO – National Association of City Transportation Organizations
BRT – Bus Rapid Transit	NADTC – National Aging and Disability Transportation Center
C4A – Colorado Association of Area Agencies on Aging	NCMC – Northern Colorado Mobility Committee
CASOA – Community Assessment Survey of Older Adults	NEMT – Non-Emergency Medical Transportation
CASTA – Colorado Association of Transit Agencies	NFRMPO – North Front Range Metropolitan Planning Organization
CCIP – Community Capital Improvement Program	NTD – National Transit Database
CDOT – Colorado Department of Transportation	OCOCC – One Call/One Click Center
CMAC – Colorado Mobility and Access Coalition	RAFT – Rural Alternative for Transportation
CMS – Centers of Medicare and Medicaid Services	RATC – Regional Active Transportation Corridor
COLT – City of Loveland Transit	RTE – Regional Transit Element
CTC – CSU Transit Center (Fort Collins)	RTP – Regional Transportation Plan
CSU – Colorado State University	PAFC – Partnership for Age-Friendly Communities
DAR – Dial-A-Ride	PIP – Public Involvement Plan
DAT – Dial-A-Taxi	SAINT – Senior Alternatives in Transportation
DTC – Downtown Transit Center (Fort Collins)	SOV – Single-Occupancy Vehicle
DTR – CDOT Division of Transit and Rail	STC – South Transit Center (Fort Collins)
EJ – Environmental Justice	TAC – Technical Advisory Committee
EMT – Emergency Medical Transportation	TMA – Transportation Management Area
FAST Act – Fixing America’s Surface Transportation Act	TSV – Transportation Services for Vulnerable Populations
FTA – Federal Transit Administration	UFRTPR – Upper Front Range Transportation Planning Region
GET – Greeley Evans Transit	ULB – Useful Life Benchmark
HCPF – Colorado Department of Healthcare Policy and Finance	WCMC – Weld County Mobility Committee

RESOLUTION NO. 2025-XX
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2025 COORDINATED PUBLIC TRANSIT/HUMAN SERVICES
TRANSPORTATION PLAN

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperative, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes and supports community development, the local economy, and social goals; and

WHEREAS, 49 U.S.C. Chapter 5310 requires each grant recipient of FTA §5310 funding to adopt a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the ***2025 Coordinated Public Transit/Human Services Transportation Plan*** was developed through a public outreach process, which included government agencies, local transit agencies, nonprofit organizations, local public committees, and, in partnership with the Larimer County Mobility Committee, the Weld County Mobility Committee, and the joint Northern Colorado Mobility Committee; and

WHEREAS, the Northern Colorado Mobility Committee at their November 4th, 2025, meeting approved and recommended that the Planning Council adopt the ***2025 Coordinated Public Transit/Human Services Transportation Plan***; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council, as the MPO, is the agency responsible for approving the plan for the North Front Range Metropolitan Planning Area;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the ***2025 Coordinated Public Transit/Human Services Transportation Plan***.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held on the 4th day of December 2025.

Johnny Olson, Chair

Attest:

Elizabeth Relford, Executive Director

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EXECUTIVE SUMMARY



Image 1: RAFT vehicle at local parade. Image Credit: RAFT

BACKGROUND

The purpose of the **2025 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** is to identify transportation issues, service overlaps, and gaps affecting vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities, across urban and rural areas of Larimer and Weld counties. This plan also outlines goals and strategies to address these identified issues.

As a recipient of Federal Transit Administration (FTA) \$5310 funds, the North Front Range Metropolitan Planning Organization (NFRMPO) updates the **Coordinated Plan** every four years with input from the Larimer and Weld County Mobility Committees, the joint Northern Colorado Mobility Committee, local stakeholders, transportation providers, and the public. All stakeholders acknowledge the need for improved transportation for older adults, individuals with disabilities, low-income individuals, and other underserved communities. It remains a persistent issue in both large and small, urban, and rural communities within the NFRMPO region. Current programs and strategies are inadequate to meet this increasing demand and require additional support.

PURPOSE AND SCOPE

The **2025 Coordinated Plan** identifies transportation needs, service gaps, and overlaps for vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities across Larimer and Weld counties. It provides a strategic framework to guide the efficient use of limited transportation resources and improve mobility and quality of life for these populations.

DEVELOPMENT PROCESS

The **2025 Coordinated Plan** was developed through a collaborative and inclusive process that included public outreach and surveys, input from the Larimer and Weld County Mobility Committees and the joint Northern Colorado Mobility Committee, engagement with local transit agencies, non-profits, and stakeholders, and coordination with regional and state transportation plans.

KEY ISSUES IDENTIFIED

- | | |
|---|---|
| • Limited cross-jurisdictional transportation options | • Insufficient support for temporarily disabled individuals |
| • High transportation costs | • Challenges in recruiting and retaining transit drivers |
| • Volunteer driver shortages | |

- Lack of awareness about existing services
- Inadequate transportation options and access in rural areas and new developments

RECOMMENDED STRATEGIES

Throughout the development of the **2025 Coordinated Plan**, stakeholders identified several key issues. These included transportation availability for trips crossing municipal or county boundaries, deficient transportation options in rural areas, transportation affordability (especially when existing public transportation or transit options are unavailable), lack of awareness about existing services, limited support for individuals temporarily disabled due to anesthesia, sedation, or injury, insufficient support for connecting volunteers with service providers or individuals, new developments or neighborhoods not being served by transit, and challenges in recruiting enough transit drivers to sustain service levels.

The **2025 Coordinated Plan** serves as a strategic framework to ensure that limited transportation resources are used effectively, while maximizing independence and quality of life for those who rely on specialized transportation services. The following recommended strategies were drafted to address these concerns:

Strategy 1: Coordination

Coordination highlights the importance of collaboration among local transportation providers, human service agencies, stakeholders, the public, and other community organizations. The goal of **Coordination** is to assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public. This joint effort aims to eliminate barriers to transportation access, with initiatives such as *RideNoCo*, the NFRMPO's One Call/One Click Center program, serving as models for this strategy.

Strategy 2: Education

Education emphasizes the importance of a proactive approach in informing the community about transportation options. The goal of **Education** is to raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations. This includes strategic investments in travel training, presentations, cross-promotion, outreach events, and educational campaigns such as the *Rider's Guides* and *Rack Cards*.

Strategy 3: Collaboration

Collaboration demonstrates how transportation providers, human service agencies, stakeholders, the public, and other community groups can work together most effectively

through partnership. The goal of **Collaboration** is to promote collaboration among transportation and human service providers to improve service and resource delivery. Face-to-face or digital networks can help share strategies and address regional needs. Examples include the Larimer County, Weld County, and Northern Colorado Mobility Committees, which meet quarterly.

Strategy 4: Infrastructure and Funding

Infrastructure and Funding are both vital to the services essential to achieving the goals of the **Coordinated Plan**. The goal of **Infrastructure and Funding** is to address the backlog of infrastructure upgrades, expansions, and state-of-good-repair projects. Programs such as Dial-A-Taxi (DAT), Dial-A-Ride (DAR), acquiring new and replacement vehicles for local agencies, and assisting with grant applications can be effective tools for improving services for vulnerable populations.

Strategy 5: Non-Mobility Improvements

Non-mobility Improvements are key strategies for addressing issues caused by bureaucracy, which can hinder effectively meeting the needs of vulnerable populations. The goal of **Non-mobility Improvements** is to address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities. Approaches such as enhancing transportation access during zoning, exploring options for active transportation to boost public health, and implementing other strategies not focused solely on transportation can help decrease the demand for specialized services.

PERFORMANCE MEASURES

Success will be evaluated using metrics such as the number of shared trips, the number of volunteer drivers, customer satisfaction, outreach participation, infrastructure improvements, ridership data, service coverage, and other performance measures stated in the **2025 Coordinated Plan**.

FUNDING CONTEXT

The **2025 Coordinated Plan** leverages FTA \$5310 funds and encourages braiding of federal, state, and local funding sources. The **2025 Coordinated Plan** also highlights opportunities through programs such as the Older Americans Act, the Older Coloradans Act, the Carbon Reduction Program (CRP), the Clean Transit Enterprise (CTE), Medicaid, Medicare, Veterans initiatives, and other funding options.

1

CHAPTER 1: PLAN CONTEXT



Image 2: SAINT Transportation Driver and Rider. Image Credit: SAINT

NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION (NFRMPO)

The NFRMPO is Northern Colorado’s designated metropolitan planning organization, managing the federal transportation and air quality planning process for thirteen communities, parts of Larimer and Weld counties, and approximately 550,000 residents. The NFRMPO was founded in 1988 and has led a continuing, cooperative, and comprehensive (3C) transportation planning process for the region. At the core of the NFRMPO is a forum for identifying, studying, and recommending solutions to regional transportation and transportation-related air quality issues.

The NFRMPO region, which includes five urban areas, is shown in **Figure 1**.

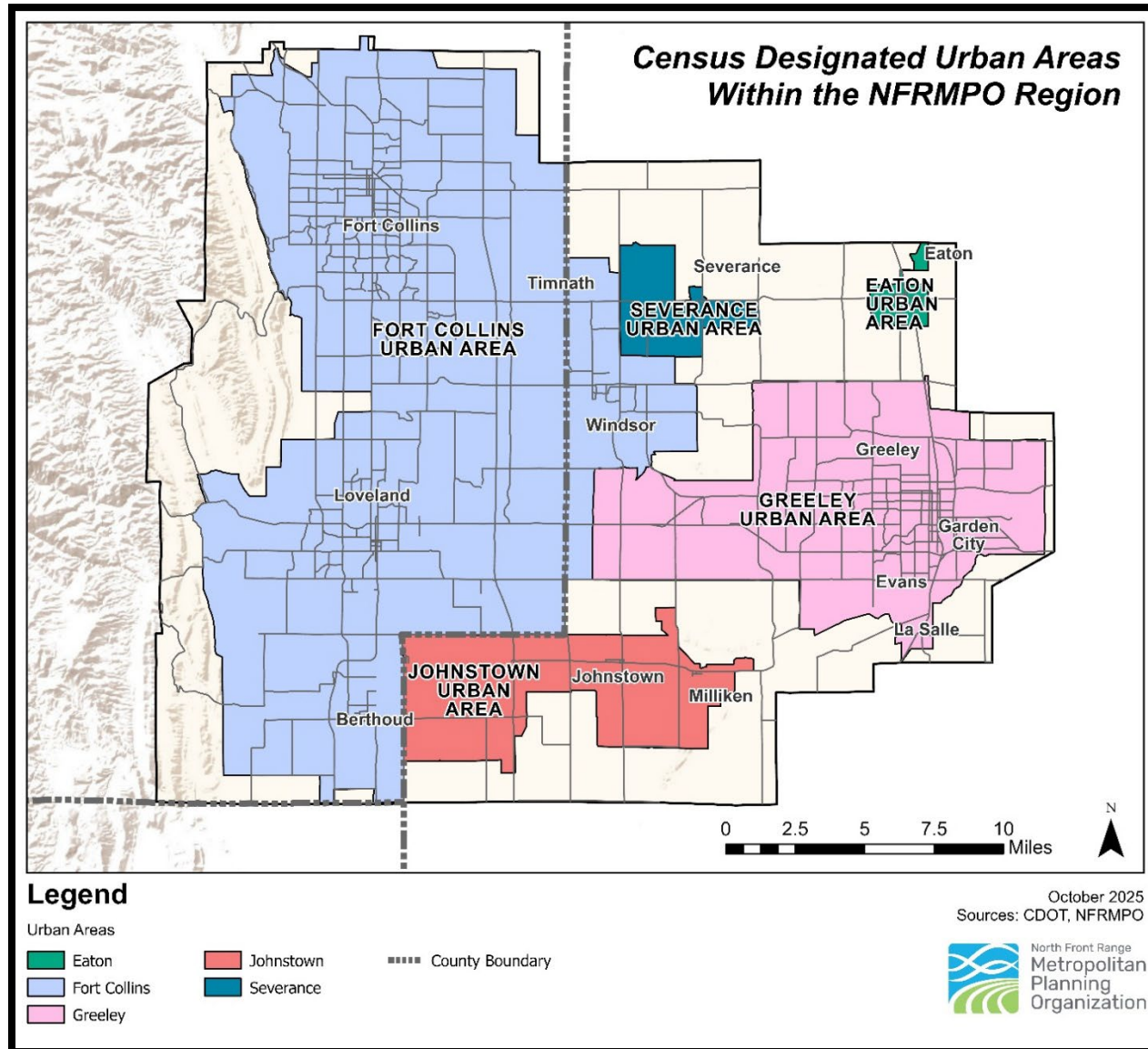
Elected officials from each community form the NFRMPO Planning Council, which determines transportation and air quality policies for the region. The NFRMPO Technical Advisory Committee (TAC) includes planners, engineers, and transit staff, offering technical expertise and recommendations to the NFRMPO Planning Council. Larimer and Weld counties each have a local mobility coordinating council: The Larimer County Mobility Committee and the Weld County Mobility Committee. Additionally, there is a joint mobility coordinating council that links the two counties' committees in Northern Colorado: The Northern Colorado Mobility Committee. These committees meet quarterly and bring together human service agencies, transit agencies, stakeholders, and the public to improve mobility for older adults, individuals with disabilities, low-income individuals, and other underserved communities.

The members of the NFRMPO Planning Council include:

- Air Pollution Control Division
- Berthoud
- Colorado Transportation Commission
- Eaton
- Evans
- Fort Collins
- Garden City
- Greeley
- Johnstown
- Larimer County
- LaSalle
- Loveland
- Milliken
- Severance
- Timnath
- Weld County
- Windsor

More information about the region's demographics is included in **Chapter 2**.

Figure 1: NFRMPO Urban Areas



PURPOSE OF THE COORDINATED PLAN

Projects funded through the FTA §5310 Enhanced Mobility for Seniors and People with Disabilities program must be included in a locally developed coordinated plan. The plan must result from an inclusive planning process that involves older adults, individuals with disabilities, low-income individuals, other underserved communities, public and private transportation providers, and input from other relevant stakeholders. The first **Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** in the NFRMPO region was adopted in 2007, with subsequent updates in 2011, 2013, 2017, and 2021 (**Figure 2**).

The NFRMPO develops the **Coordinated Plan** on behalf of the region's three major transit agencies (City of Loveland Transportation (COLT), Greeley-Evans Transit (GET), and City of Fort Collins Transfort). The **Coordinated Plan** highlights the transportation and mobility needs of individuals with disabilities, older adults, low-income individuals, and other underserved communities.

The **Coordinated Plan** consists of three primary sections:

- Analysis of existing conditions, including demographics and providers.
- Analysis of transportation needs for individuals with disabilities, older adults, low-income individuals, and other underserved communities, including identifying service gaps.
- Strategies, activities, ideas, and/or projects to address the identified gaps between services and needs.

Using this information, the NFRMPO recommends a prioritized list of strategies for implementation, taking into account resources, time, and feasibility. This list of strategies will be in effect from December 2025 to December 2029.

The **2025 Coordinated Plan** will build upon mobility management efforts outlined in previous **Coordinated Plans**. The FTA defines mobility management as “focusing on meeting individual customer needs through a wide range of transportation options and service providers” and “on coordinating these services and providers to achieve a more efficient transportation service delivery system for public policymakers and taxpayers who underwrite the cost-of-service delivery.”

Examples of mobility management include transportation brokerages, developing and implementing coordinated plans, coordinated transportation services, building and supporting local partnerships, convening stakeholders, and supporting multisector state and regional

partnerships to improve transportation services, travel training, trip planning, one-call/one-click centers, volunteer medical chaperone programs, grant management, and investing in innovative transportation technologies such as intelligent transportation systems (ITS).

Figure 2: Covers of Previous Coordinated Plans



VISION AND GOALS

Vision

Implementing the **2025 Coordinated Plan** will improve regional mobility for all residents by promoting efficient coordination, education, collaboration, infrastructure development, funding allocation, non-mobility improvements, comprehensive planning, and the delivery of transportation and mobility services.

Plan Goals

To be consistent with the **Statewide Transit Plan**, the **2025 Coordinated Plan** establishes the following goals:

- **Advancing Transportation Safety:** A resilient transit network that makes travelers feel safe and secure.
- **Sustainably Increase Transportation Choice:** A modally integrated transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use.
- **Fix Our Roads:** A high-quality transit system that is financially sustainable and operates in a state of good repair.

AMENDMENT PROCESS

The NFRMPO updates the **Coordinated Plan** every four years, as required by federal law. However, between **Coordinated Plan** updates, amendments may be necessary. The **2025**

Coordinated Plan can be amended based on recommendations from a local agency, CDOT, the federal government, the three Mobility Committees, the NFRMPO TAC, and the NFRMPO Planning Council. Amendment requests should be submitted in writing to the NFRMPO Mobility Director and Mobility Planner, who will oversee the process.

To initiate a Plan Amendment, a local agency, Colorado Department of Transportation (CDOT), the three Mobility Committees, the NFRMPO TAC, the NFRMPO Planning Council, or the federal government must provide the NFRMPO with information outlining the specific amendment request and clear justification for the amendment. NFRMPO staff review the **2025 Coordinated Plan** and the request, then determine whether to process the request as a Modification or an Amendment to the **Coordinated Plan**.

Minor editorial revisions, as determined by the NFRMPO Staff, to the **Coordinated Plan** language, maps, graphics, or project information can be considered modifications. These modifications can be made by NFRMPO staff without requiring Planning Council Action; however, they do require approval from the NFRMPO Executive Director. Any major revisions to the **Coordinated Plan** language, maps, graphics, or project information determined by the NFRMPO Staff can be considered an amendment. All amendments require approval by the NFRMPO TAC and the NFRMPO Planning Council before being submitted to CDOT and the Federal Highway Administration (FHWA).

FUNDING

§5310 Funding

The FTA §5310 funding program is called the Enhanced Mobility of Seniors & Individuals with Disabilities. This funding can be used in both rural and urban areas to improve mobility for these target populations and low-income individuals. Funding distribution is based on population. The NFRMPO region receives §5310 funding from two sources: the City of Fort Collins/Transfort, the Designated Recipient of FTA funding for the Fort Collins-Loveland-Berthoud Transportation Management Area (TMA), and CDOT, the Direct Recipient of FTA funding for the Greeley Urban Area and Weld County. These urban areas are shown in **Figure 1**.

The US Census defines an urban area as “a densely settled core of census tracts and/or census blocks that are densely developed residential, commercial, and other nonresidential areas.” Urban areas must have at least 5,000 residents or at least 2,000 housing units, and any area not part of an urban area is considered a rural area by the Census Bureau.

The NFRMPO region includes five urban areas: Fort Collins, Greeley, Johnstown, Eaton, and Severance. The Fort Collins Urban Area includes parts of Berthoud, Fort Collins, Loveland,

Timnath, and Windsor. The Greeley Urban Area includes parts of Evans, Garden City, Greeley, and La Salle. The Johnstown Urban Area includes parts of Johnstown and Milliken. Eaton and Severance each form their own urban areas.

Eligible projects for \$5310 funds include:

- Purchase of buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling, routing, and one-call systems
- Mobility Management programs
- Non-emergency transportation service
- Acquisition of transportation services under a contract, lease, or other arrangement
- Travel training programs that are designed to help individuals learn how to use transit services in the region
- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals, or other accessible features
- Improvements to signage or way-finding technology
- Incremental cost of providing same-day service or door-to-door service
- Purchase of vehicles to support new accessible taxis, ridesharing, and/or vanpooling programs

What is human service transportation? Human Service Transportation options are created to assist populations that face transportation barriers, such as older adults, individuals with disabilities, low-income individuals, and underserved communities. These options can include dial-a-ride services, subsidized transit passes, taxi vouchers, and mileage reimbursement for volunteers and participants.

Human Service Transportation Funding

Older Americans Act Funds

The North Front Range is served by two area agencies on aging (AAA): the Larimer County Office on Aging (LCOA), located within the Larimer County Department of Human Services, and the

Weld County Area Agency on Aging (Weld County AAA), housed within the Weld County Department of Human Services. These AAAs are mandated under the [Older Americans Act](#) to fund community partners and provide direct services such as congregate meals, transportation, legal assistance, and caregiver support. They also receive funding from the [Older Coloradans Act](#), which provides state funds to support program delivery. Each AAA offers funding assistance to human service transportation agencies in the region, including 60+ Ride, Senior Alternatives in Transportation (SAINT), Rural Alternative for Transportation (RAFT), Wellington Senior Center, and Via Mobility Services.

Medicaid Services

The Centers for Medicare & Medicaid Services (CMS) covers the cost of emergency medical transportation (EMT) for eligible individuals and non-emergency medical transportation (NEMT) for those who meet the eligibility criteria. Caseworkers manage these programs, and enrollers receive instructions on when a ride is needed and how to schedule it. EMT covers urgent medical needs and does not require pre-approval. NEMT rides are available to most Medicaid recipients, including those without a car or driver's license, as well as those with disabilities, for Medicaid-approved care. Friends and family can also be reimbursed for driving by completing a form and obtaining approval from IntelliRide. NEMT services are explained further in **Chapter 2**. Some Medicaid recipients may qualify for non-medical transportation waivers. Health First Colorado manages this program.

Transportation Fund Braiding

Fund braiding is an essential strategy for organizations because it enables them to maximize resources by integrating multiple funding streams to create more comprehensive and effective programs. Fund braiding helps address a broader range of needs, reduces service gaps, minimizes administrative burdens, and promotes collaboration. By intentionally braiding funds, organizations can provide better, more sustainable support that would not be possible with only one funding source.

Federal Transportation Funds

The Coordinating Council on Access and Mobility (CCAM) is a federal interagency group consisting of the Departments of Agriculture, Education, Health and Human Services, Housing and Urban Development, Interior, Justice, Labor, Transportation, and Veterans Affairs. Its goal is to address barriers encountered in coordinating transportation.

In 2025, the group released an updated [CCAM Program Inventory](#) listing 132 federal programs that fund human service transportation for individuals with disabilities, older adults, and those

with low incomes. These federal programs can be combined, or “braided,” expanding the funding options available to support vulnerable populations.

CCAM also developed and updated a Federal Fund Braiding Guide in 2025. Additionally, CCAM promotes vehicle and ridesharing initiatives and, to support this, published a revised Cost Sharing Policy statement in 2020.

In 2009, the Colorado Legislature passed the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), which allocated funds from revenue from vehicle registration fees and fines for roadway safety, bridge repairs, and the support and expansion of transit. Local transit grants are available for \$5 million annually, while statewide projects can receive up to \$10 million per year. FASTER does not sunset or expire, and while the program will result in a loss of purchasing power for funds, it still ensures that the state’s transportation network has a reliable source of funding for years to come.

The FHWA also created the Carbon Reduction Program (CRP), established by the Infrastructure Investment and Jobs Act (IIJA) in 2021, which provides funds for projects aimed at lowering transportation emissions, specifically carbon dioxide (CO₂) emissions from on-road highway sources. The CRP directs the FHWA to distribute funds to each state, which can then allocate those funds among the designated programs. CRP funds can be used for projects that help reduce transportation emissions, including establishing or operating traffic monitoring systems, implementing travel demand management strategies, and supporting alternative transportation initiatives.

Additionally, the IIJA in 2021 continued the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which provides a flexible funding source for state and local governments to support transportation projects and programs that help meet the requirements of the Clean Air Act. Funding from CMAQ is available to reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards, and in former nonattainment areas that are now in compliance. Programs and projects that can be funded through CMAQ include shared micromobility, vehicle purchases, operational assistance, transit improvements, bicycle and pedestrian facilities, and more.

The FTA also announced the availability of funds for grants for buses and bus facilities, and low or no-emission programs (5339(c)) that would provide funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, as well as acquisition, construction, and leasing of required supporting facilities. The 5339(c) funds can be utilized to purchase vehicles, construct facilities, rehabilitate existing facilities, and provide training. These funds can help address a broader range of needs, reduce service gaps, minimize

administrative burdens, and promote collaboration by using non- or low-emission vehicles and facilities.

Combining federal funds such as the FASTER, CRP, CMAQ, low- or no-emission grants, and the more than 132 funding programs listed by CCAM allows organizations like the NFRMPO to pool resources and expand support and services for the community. Braiding different funding sources enables more efficient use of time and helps close service gaps by funding programs that address them.

State Transportation Funds

The state of Colorado offers many opportunities for state funding that can be combined with other funds to help address a broader range of needs, reduce service gaps, minimize administrative burdens, and promote collaboration. The Colorado Division of Local Government (DLG) created the [Local Community Funding Guide](#), a comprehensive resource to help local governments and nonprofit community organizations navigate funding sources available through various federal and state programs.

The Colorado Department of Transportation (CDOT) is the primary governmental body responsible for managing state transportation and focusing on multimodal transportation systems. The CDOT Subrecipient Grants Support Unit (SGSU) was established in 2024 to support organizations that receive CDOT grants. Due to the number and size of the grant programs CDOT manages, the SGSU serves as a central resource to streamline the grant process.

The Multimodal Transportation and Mitigation Options Fund (MMOF) was created by the state in 2018 to provide a one-time allocation of state funds to support multimodal accessibility and safety improvements. MMOF was set aside to help create a complete and integrated multimodal transportation system in the state that would benefit seniors, rural residents, individuals with disabilities, and children, and would help reduce emissions from air pollutants. MMOF can be used for projects such as improving transit systems, implementing transportation demand management (TDM) programs, adopting new technologies, conducting multimodal studies, implementing bicycle or pedestrian projects, developing modeling tools, and mitigating air pollution. In early 2025, the Colorado legislature reduced budgets, affecting previous MMOF allocations and the potential for future funded projects. Though MMOF may be reduced in the future, the program has provided transportation funding that has helped fund other programs.

The Office of Innovative Mobility (OIM) at CDOT was created to help reduce pollution and congestion by expanding multimodal transportation options utilizing traditional and emerging mobility technologies. The OIM helps with mobility technology, mobility services, electrification and energy, and transit and rail programs in Colorado. The OIM provides financial assistance

through grants to implement programs and projects that support its core mission. The different grants provide funding and material opportunities for Mobility Services, Electrification & Energy, and Mobility Technology Programs.

The OIM launched the CDOT OIM Grants Platform to provide grants to private, public, non-profit, and local agencies to fund innovative mobility and electrification solutions, helping stakeholders secure financial assistance to implement programs and projects that support the OIM's core mission. The OIM provides Mobility Service TDM grants through two funding opportunities: the Transportation Management Organization (TMO) Seed Funding Grants, which provide resources for new TMO programs to form in currently underrepresented areas, and the TDM Innovation grants, which incentivize ideas that reach new audiences or address gaps in current practice or scale up existing practices. The OIM also provides electrification and energy grants in two funding opportunities: the Zero Emission Vehicle (ZEV) workforce development program, which helps to develop and attract the skills and talent necessary to meet the changing demands of the transportation electrification sector, and the E-Mobility Education and Awareness, which expands public awareness and education around electric vehicles (EVs) and increase public understanding of their benefits.

Additionally, the OIM supports the Clean Transit Enterprise (CTE), which promotes planning for public transit electrification, facility upgrades, fleet vehicle replacements, and the purchase and installation of electric vehicle charging and fueling infrastructure through the clean transit retail delivery fee. It also invests in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, operations, and staffing through the oil and gas production fee. The CTE was established under SB21-260 to assist with these efforts, allowing the enterprise to impose a clean transit retail delivery fee to fund its operations and to provide grants, loans, or rebates for public transit electrification. SB24-230 expanded the business purpose of the CTE to include reducing and mitigating the environmental and health impacts of air pollution and greenhouse gases from oil and gas development by investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, operations, and staffing. This aims to achieve frequent, convenient, and reliable transit, which is known to increase ridership by replacing car trips with bus and rail trips, and to support denser land-use patterns that further reduce pollution through shorter trip lengths and increased walking and cycling.

The Colorado Department of Local Affairs (DOLA), in partnership with the Colorado Energy Office (CEO) and CDOT, with funding from HB24-1313, offers state assistance to local governments through the Transit-Oriented Communities Infrastructure Grant Program (TOCI) for the purpose of upgrading infrastructure and supporting regulated affordable housing and designated Neighborhood Centers. The TOCI funds can be used to help with on-site

infrastructure for affordable housing, public infrastructure, planning, and activities contracted by an area agency on aging to provide services to transit and neighborhood centers. These funds can better support infrastructure in transit-oriented communities and ensure that an area agency on aging continues to provide services.

The Colorado Statewide Internet Portal Authority (SIPA) grant programs help Colorado governments provide innovative digital services that improve resident experiences and foster effective, efficient connections. The SIPA grant program offers three grants to support innovative digital services: the SIPA Micro-Grant Program, SIPA GovGrants, and Accessibility Grants. The Micro-Grant program is designed to support programs that help implement effective, efficient online and mobile technologies through smaller grants of less than \$10,000 to cover the one-time cost of implementing new technologies. The SIPA Accessibility Grants help local governments meet accessibility compliance requirements. The SIPA GovGrants program is SIPA's most extensive grant program and helps fund large-scale efforts to improve digital government services, offering grants of \$25,000 or more. These different SIPA grants can support new transportation technologies that better connect individuals and deliver more efficient, effective solutions.

The various federal and state funding options can help address a broader range of needs, close service gaps, reduce administrative burdens, and encourage collaboration. By intentionally combining different funds, organizations can provide better, more sustainable support that would not be possible with just one funding source. However, as new funding opportunities and grants become available over time, these new options can be used and combined with existing funds to help meet a broader array of needs, close service gaps, reduce administrative burdens, and foster collaboration. Therefore, organizations and the NFRMPO must be proactive about funding to ensure that projects and programs can continue to receive support.

REGIONAL PLANS

The NFRMPO undertakes various plans and projects that influence the **2025 Coordinated Plan**.

These plans include:

- 2050 Regional Transportation Plan (RTP)
- 2021 Regional Active Transportation Plan
- 2022 Title VI Plan
- 2022 Public Involvement Plan (PIP)
- TDM Action Plan



2050 Regional Transportation Plan (RTP)

The **2050 RTP** outlines the region's long-range transportation outlook, including fiscally constrained transit, roadway, and non-motorized projects. The transportation vision in the 2050 RTP states: “Ensure the multimodal transportation system in Northern Colorado is safe, socially and environmentally sensitive, and strengthens the region’s quality of life and economic vitality.”

The **2050 RTP** is a performance-based plan that includes the following key performance measures and targets:

- Regional Performance Measures (Targets)
 - Population within publicly operated paratransit and demand response service area within the NFRMPO boundary (At least 75 percent)
 - Fixed-route revenue hours per capita within service areas (Increase by 30 percent)
 - Non-motorized facility miles (7.62 miles per 1,000 people)
 - Percent of non-single occupant vehicle commuter trips (At least 40%)
- Transit Asset Management Measures (vary by transit agency)
 - Percent of revenue vehicles meeting or exceeding Useful Life Benchmarks (ULB)
 - Percent of service vehicles meeting or exceeding ULB
 - Percent of passenger and maintenance facilities rated below condition 3 (according to FTA standards)

2021 Regional Active Transportation Plan

Beginning with the 2016 Non-Motorized Plan, the NFRMPO has worked to highlight the benefits of improved bicycle and pedestrian infrastructure for transit riders, older adults, individuals with disabilities, and other vulnerable populations. The **2021 Regional Active Transportation Plan** adopts a forward-thinking approach to the built environment, making it easier for all users of bicycle and pedestrian infrastructure to stay mobile.

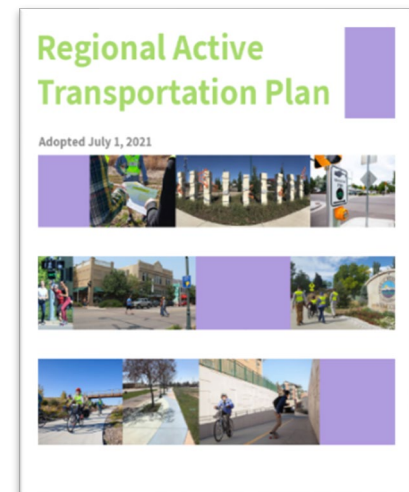


2022 Title VI Plan

The **2022 Title VI Plan** outlines strategies and describes how the NFRMPO intends to comply with Title VI. This plan is ongoing and falls under the duties of NFRMPO staff, which include reporting, data collection, and providing technical assistance to subrecipients by supplying information and direct access to the NFRMPO's Title VI Coordinator. Strategies to engage and include underserved populations (including individuals with limited English proficiency) in transportation planning and grant award processes are outlined in the **2025 PIP and Title VI Plans**.

2022 Public Involvement Plan (PIP)

The **2022 PIP** details strategies that NFRMPO staff will use to involve the public in transportation planning. It highlights efforts to reach hard-to-reach populations and emphasizes measuring their effectiveness.





TDM Action Plan

NFRMPO staff developed the TDM Action Plan, which involved setting goals and a vision, analyzing current needs, programs, and efforts, identifying partner agencies for ongoing partnerships and implementation, and developing a Transportation Management Organization (TMO). The planning process examined various commuting trends, population demographics, and local, regional, and state initiatives.

Based on these analyses, the Plan recommends the following five goals:

- Enhance partnerships and collaboration between local communities, businesses, regional and State agencies, and other interested parties.
- Create and enhance regional TDM programming to optimize people throughput.
- Improve data collection to support new and expanded investments and programming.
- Invest in infrastructure and resources to provide additional options and help people make informed transportation choices.
- Communicate the purpose, benefits, and successes of providing mobility options.

Partner Agency Plans

Partner agencies within and near the NFRMPO region have also developed plans and documents that will influence the **2025 Coordinated Plan**.

The following list offers context for the creation of this plan.

- | | |
|---|--|
| • Boulder County Mobility & Access for All (Coordinated) Plan | • CDOT State Management Plan |
| • Berthoud Transportation Plan | • CDOT Statewide Transit Plan |
| • Colorado Freight & Passenger Rail Plan | • CDOT Statewide Transportation Plan |
| • CDOT Air Quality Action Plan | • CDOT Statewide Transportation Demand Management Plan |
| • CDOT Clean Transit Enterprise 10 Year Plan | • CDOT Transit Connections Study |
| • CDOT Performance Plan | • CDOT Transportation Asset Management Plan |

- Connect Loveland Master Plan
- DRCOG Regional Transit Plan
- DRCOG Regional Transportation Plan
- Evans Multi-modal Transportation Plan
- Evans Transportation Plan
- Fort Collins Active Modes Plan
- Fort Collins Transportation Master Plan
- Fort Collins Transit Master Plan
- Greeley on the Go/Transportation Master Plan
- Greeley Mobility Development Plan
- Johnstown Transportation Plan
- Larimer County's Climate Smart Future Ready Plan
- Larimer County's Transportation Master Plan
- LINKNoCo Premium Transit Study
- Loveland ADA Transition Plan
- Severance Transportation Master Plan
- Timnath Transportation Master Plan
- Upper Front Range Transportation Planning Region (UFRTPR) Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)
- UFRTPR Regional Transportation Plan
- US 34 Transit Plan
- Weld County Transportation Plan
- Windsor Transportation Master Plan

CASOAs

The Colorado Association of Area Agencies on Aging (C4A) sponsored the Community Assessment Survey of Older Adults (CASOA) in 2022 for the LCOA and Weld County Area AAA. The CASOA data was gathered in 2022, and the first report was published in September 2022. Then, errors were found in the data, and the report was republished in January 2023. Transportation-related results are shown in **Table 1**. Based on these results, it is clear there is a need to invest in transportation for older adults, especially as housing affordability and cost of living become more prevalent concerns.

Table 1: CASOA Responses, 2010 - 2022

Community Quality	Larimer County				Weld County		
	2010	2014	2018	2022	2010	2018	2022
Overall quality of life	88%	87%	89%	85%	83%	81%	77%
Ease travel by public transportation (bus, rail, subway)	No data	33%	29%	29%	No data	25%	16%
Ease of travel by car	76%	62%	64%	76%	70%	62%	77%
Ease of walking	79%	68%	72%	73%	66%	54%	61%
Ease of getting to the places you usually have to visit	77%	70%	72%	79%	71%	58%	75%
Cost of living in the community	No data	25%	23%	18%	No data	33%	22%
Having safe and affordable transportation available	24%	23%	21%	37%	25%	26%	38%
No longer being able to drive	8%	15%	14%	13%	9%	10%	15%

Source: CASOA Responses, 2010 – 2022

The CASOA responses from 2010 to 2022 reveal the thoughts of the older adult population regarding community quality across various aspects of life, including overall quality, ease of public transportation, ease of using a car, walking convenience, access to places, cost of living, safe and affordable transportation, and the inability to use a car anymore. As people age, understanding the quality of life they experience and their responses becomes increasingly essential. A higher response rate indicates a greater perception of community quality in that area for older adults.

The 2022 responses indicate that Larimer County has an overall quality-of-life rating of 85%, while Weld County has a rating of 77%, demonstrating that both counties enjoy a high quality of life. The responses also show that ease of travel by car and on foot, and access to destinations, are rated highly across all categories in both counties. However, perceptions of ease of public transportation are low, suggesting that people find driving and walkability easier than using public transit, which points to a perceived lack of quality in the region's public transportation. Additionally, perceptions of community quality, including the cost of living and safe, affordable transit, are low, suggesting these are seen as barriers and of lower quality in the region. Lastly, the proportion of older adults who no longer drive is low, but from 2010 to 2022, this rate has been increasing in both counties, highlighting the growing need to support older adults. Overall, these results clearly indicate a need to invest in transportation options for older adults, especially as concerns about housing affordability and the cost of living continue to rise.

UPDATES SINCE 2021 COORDINATED PLAN

No significant policy changes have occurred in the federal §5310 program since the **2021 Coordinated Plan** was issued. However, in 2024, the circular was updated to reflect the legal changes that occurred after the 2014 circular was issued. The Fixing America's Surface Transportation (FAST) Act expired in September 2020 and was extended for one year through 2021. The Infrastructure Investment and Jobs Act (IIJA) was enacted in 2021 to provide infrastructure funding for five years through September 2026.

The NFRMPO and its partners have participated in the Colorado Mobility and Access Coalition (CMAC), a group of mobility managers and related roles led by the Colorado Association of Transit Agencies (CASTA) and the Colorado Department of Transportation's (CDOT) Division of Transit and Rail (DTR). CMAC remains active, providing an effective support network for anyone in Colorado who works in coordination or mobility management. It offers training and discussion opportunities to address issues such as education, awareness, funding, service coordination, and other support functions.

Within the NFRMPO region, the NFRMPO Mobility Program, Transfort (the City of Fort Collins Transit), City of Loveland Transit (COLT), and Greeley Evans Transit (GET) have allocated §5310 funds to various programs and initiatives since the **2021 Coordinated Plan** was adopted.

- Mobility Management Program
 - Expansion of *RideNoCo*
 - Creation of the Transactional Data Specification system
- Expansion of Via Mobility
- Larimer County Mobility Committee
- Weld County Mobility Committee
- Northern Colorado Mobility Committee
- Partnership for Age-Friendly Communities' Mobility and Access Priority Group (PAFC)
- Rocky Mountain ADA Transportation & COVID-19 training.
- Dementia Together training
- Bustang Travel Training
- Larimer County Senior Transportation Implementation Plan
- Helping to acquire Wheelchair-accessible vehicles for:
 - Adeo (formerly Greeley Center for Independence)
 - Envision
 - 60+ Rides
 - Milliken Senior Center

- Transfort travel training program
- DAT (Fort Collins and Loveland)
- Vehicle replacement
- ADA sidewalk program

RIDENOCO

In January 2020, the NFRMPO Planning Council approved \$1.2 million in Multimodal Options Funds (MMOF) and VanGo™ sales tax exchange funds to create a Mobility Management program serving as a One Call/One Click Center (OCOCC). The purpose of establishing the OCOCC was to combine technology with expanded coordination to create a centralized hub for information, assistance, and dispatching in Larimer and Weld counties. The funds were used to develop the *RideNoCo* program, which helped build a regional transportation website, provided technical assistance, reduced administrative burdens for local communities and human service agencies, and purchased software for dispatch integration.

The *RideNoCo* program aims to support human service agencies, transit agencies, and local communities by reducing administrative burdens and providing support and technical assistance through a regional call center, website, and printed materials for information, help, and dispatching in Larimer and Weld counties. Riders, caregivers, and other stakeholders benefit from the removal of barriers to accessing suitable and affordable transportation options and information by having an easily accessible OCOCC.

RideNoCo was partially launched in early 2021 to support Larimer and Weld counties' efforts to vaccinate older adults and people with disabilities during the COVID-19 pandemic. In addition to establishing a central phone number for transportation inquiries, the NFRMPO Mobility Manager served as a liaison between healthcare and transportation providers, reducing the burden on individuals in need. The program received community support for its ability to connect vulnerable populations with rides. Transportation providers supported this effort with funding from the LCOA and Weld County AAA.

RideNoCo was fully launched in 2024, following a 4-year pilot and a 3-phase rollout. In Phase 1 in 2021, *RideNoCo* launched its website and call center, creating a centralized information hub. Phase 2, in 2022, focused on developing a trip discovery tool to help individuals find and plan trips using public transit and human service providers, leveraging General Transit Feed Specifications (GTFS)-flex to ensure up-to-date information. The final stage, Phase 3, was completed in 2024 and included creating trip-scheduling software that lays the groundwork for regional coordination by adopting a Transactional Data Specification (TDS). This connects *RideNoCo* with service providers' scheduling systems, supporting *RideNoCo*'s long-term goal of enabling users to find, plan, and book rides across multiple providers on a single platform.

RideNoCo is currently exploring ways to optimize and expand its services. It aims to integrate other service providers not yet connected to the TDS system, enabling communication among

all providers. The organization is working to establish a regional connection with Denver, facilitating seamless transportation between the two areas and, ultimately, linking all regions within the state. *RideNoCo* also seeks to create a one-stop shop for transportation services, where users can easily find information, plans, and book rides.

Additionally, *RideNoCo* has launched the MyWaytoGo platform in the NFRMPO region. This trip-planning tool and platform allows employers and individuals to find ideal commute options at no cost through vanpooling, carpooling, bike pooling, walking pools, and other transportation modes, encouraging the use of alternatives beyond driving. The platform supports challenges, incentives, and point systems to motivate the use of different transportation options. It also enables the NFRMPO and employers to host regional and local events and challenges, promoting various participation methods. Employers can use the platform to support multiple commuting modes, thereby helping reduce traffic congestion and air pollution and potentially benefiting from tax incentives. The platform also helps expand the SchoolPool program in the NFRMPO region. This safe and dependable “old-fashioned” carpooling system uses technology to connect families and children within schools, creating pooling options for students commuting to school.

2

CHAPTER 2: MOBILITY CONTEXT



Image 3: Via Colorado Driver and Rider. Image credit: Via Colorado

The first step in developing the **2025 Coordinated Plan** is to identify current conditions, including existing transportation systems and local demographics. FTA \$5310 funding is specifically designated for older adults and individuals with disabilities. It should also be used to support low-income populations, underserved communities, and children. By combining research and outreach, transportation agencies and human service agencies that provide transit were identified.

TRANSPORTATION SYSTEM CONTEXT

Transit Providers

The NFRMPO region has an expanding list of transit services, including city-operated systems, volunteer programs, paratransit, taxi services, and smaller operations run by various organizations. Below is an overview of each service and its coverage areas. This list is current as of **August 7th, 2025**. The *RideNoCo Rider's Guide* provides a brochure with details about hours, fares, specific requirements, and wheelchair accessibility for transportation options in the region.

Municipal Transit

The NFRMPO region has three public transit agencies that provide fixed-route and paratransit services, and one additional municipal agency that offers demand-response services. These services are operated by the three largest cities and a rapidly growing town. **Figure 3** shows the regional transit context, including park-and-ride facility lots.

Transfort is a department of the City of Fort Collins serving the Fort Collins area. It is a fare-free transit system with twenty-three fixed routes, including the MAX Bus Rapid Transit (BRT) and a complementary ADA



paratransit service. Transfort also manages the regional FLEX route, connecting Fort Collins with Berthoud, Longmont, and Boulder. Service operates from 6:00 a.m. to 10:30 p.m., Monday through Saturday. Sunday service is suspended, and limited routes run on select holidays: January 1st, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and December 25th. Transfort maintains three transit centers: the Downtown Transit Center (DTC), Colorado State University (CSU) Transit Center (CTC), and the South Transit Center (STC).



The **City of Loveland Transit (COLT)** is a division of Loveland Public Works that offers fixed-route service with fares, free ADA paratransit service within Loveland, and regional routes

connecting Johnstown to Loveland. COLT operates eight routes from 6:38 a.m. to 7:48 p.m. on weekdays, 8:38 a.m. to 5:48 p.m. on Saturdays, and does not run on Sundays. It has three transfer stations: the North Transfer Point, the South Transfer Point, and the Loveland Centra Mobility Hub, which is currently operational. Additionally, Loveland has a regional COLT route connecting the city to Fort Collins, linking the Loveland North Transfer Point and the Transfort South Transit Center.



Greeley Evans Transit (GET) is a division of Greeley Public Works. GET offers a fixed-route service with fares, a complimentary ADA paratransit, and a Call-n-Ride service in Evans, Garden City, and Greeley. GET operates eight routes from 5:30 a.m. to 8:15 p.m., Monday through Friday, and from 6:45 a.m. to 6:18 p.m. on Saturdays.

No service is available on Sundays. Call-n-Ride offers a standardized curb-to-curb service for customers who need to visit doctors or attend medical appointments, often heading to UC Health. GET also manages the Poudre Express regional route connecting Greeley, Windsor, and Fort Collins, operating Monday through Friday from 5:45 a.m. to 6:57 p.m.

The Town of Berthoud operates the **Berthoud Area Transportation System (BATS)**, a door-to-door demand-response service with a fare, which runs Monday through Friday from 8:00 a.m. to 4:00 p.m. within the town. BATS also offers regional connections to Loveland on weekdays from 8:00 a.m. to 11:30 a.m. and on Thursdays from 11:30 a.m. to 3:00 p.m.



Senior/Recreation Center Transportation

Some local community and senior centers offer transportation for residents' community needs.



Berthoud Recreation Center offers year-round travel programs for active adults, with opportunities for a variety of events and activities.

The **Eaton Area Community Center** arranges day trips and international excursions for individuals aged 60 and above.



Fort Collins Recreation offers door-to-door transportation for most recreation trips for Fort Collins residents at a fee of \$6.50 per person.

The **Greeley Active Adult Center** offers travel programs that include transportation to explore local restaurants, museums, and sporting events, as well as international trips, and extended travel options for adults aged 50 and above.





Johnstown Senior Center maintains a vehicle to provide field trips for residents aged 55 and older in the town.

The Loveland Chilson Senior Center provides transportation via a city van or motorcoach for day trips and offers extended trips to international destinations.



The Milliken Senior Center provides transportation to and from the center for Milliken senior residents, allowing them to participate in various programs.

The **Wellington Senior Center** provides free transportation within a 15-mile radius to and from the center, with rides also available to Fort Collins for medical appointments only.



Windsor Recreation Center offers weekly day trips to local museums, outdoor activities, shows, and other events.

Volunteer Providers

Five non-profits offer volunteer transportation services in the NFRMPO region. **Figure 4** illustrates the service areas for **A Little Help**, **SAINT**, and **RAFT**, while **Figure 5** shows the service area for **60+ Ride**, and **Figure 6** displays the service area for **Via Mobility Service**.

60+ Ride is a free service operating in Weld County, providing volunteer transportation to adults aged 60 and older. Volunteers use their own vehicles for trips. 60+ Ride has a wheelchair-accessible van used for trips in Weld County, excluding Greeley, Firestone, Longmont, and Brighton.



A Little Help supports members aged fifty-five and above through offices in Fort Collins, Loveland, and Berthoud, as well as volunteers in Windsor, Timnath, and Greeley. This network of neighbors caring for one another offers volunteer transportation, with volunteers providing round-trip or one-way rides in their own vehicles and using their own insurance.

Volunteers can assist with tasks such as escorting individuals from the door to the car, taking notes during medical visits, helping with grocery lists, and carrying or storing groceries. **A Little Help** requests transportation bookings at least five business days in advance, limits requests to 1 per week, and requests reasonable distances. Members contribute what they can.

Rural Alternative for Transportation (RAFT) offers demand-response volunteer transportation to adults aged 60 and above, as well as ambulatory adults with disabilities aged 18 and above, within the Berthoud Fire Protection District at no cost. RAFT operates in Berthoud, Loveland, and Longmont five days a week, with volunteers using their vehicles. It also has a paratransit vehicle available on a case-by-case basis to serve residents unable to drive, including adults over eighteen with disabilities and those over 60, providing door-to-door service.



Senior Alternatives in Transportation (SAINT) provides pre-scheduled, door-to-door, free volunteer rides in Fort Collins and Loveland. It is available to adults 60 and older and to ambulatory adults 18 and older with a disability. Currently, SAINT services these cities separately, rather than between them. Drivers are volunteers using their personal vehicles, which are not ADA-accessible.

Via Mobility Services initiated a pilot program in August 2021 within the area bounded by SH60, I-76, and the boundary between Weld, Larimer, and Boulder counties. In August 2023, they launched a new accessible transportation service to



improve mobility for older adults and individuals with disabilities. This fare-free, on-demand transit is available Monday through Friday, from 8:00 a.m. to 4:30 p.m., serving parts of Weld County, including Carbon Valley (with stops in Frederick, Firestone, and Dacono), Estes Park/Valley, and the Johnstown area in Larimer County. It also offers door-to-door services upon request. Funded by FTA \$5311 funds with no match, this service complements Via's existing services in Firestone and Dacono. Because rural transit funds fund it, trips must originate within a designated rural area.

Figure 3: Municipal Transit Systems

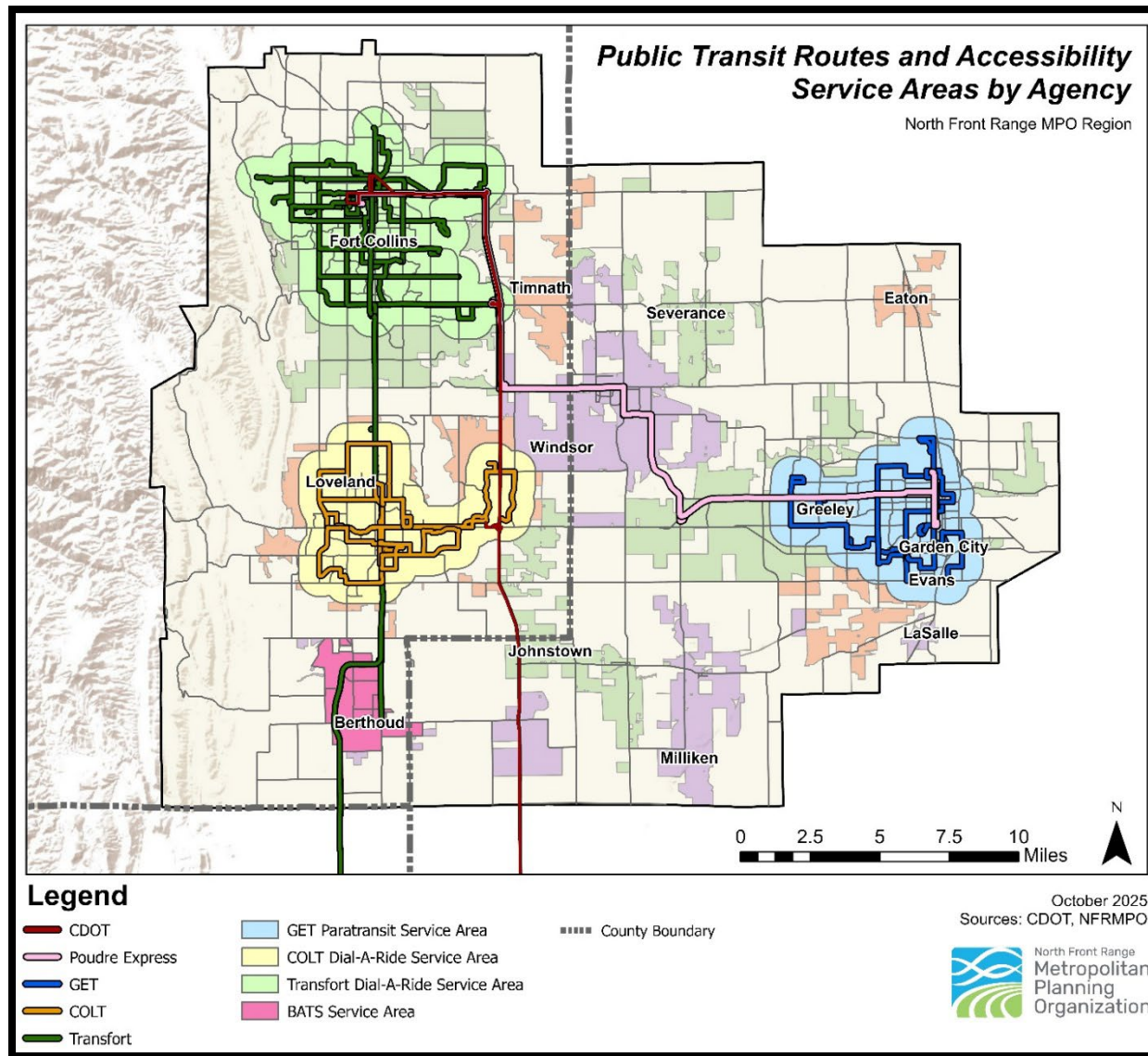


Figure 4: Volunteer Transportation Service Areas: A Little Help, SAINT, and RAFT

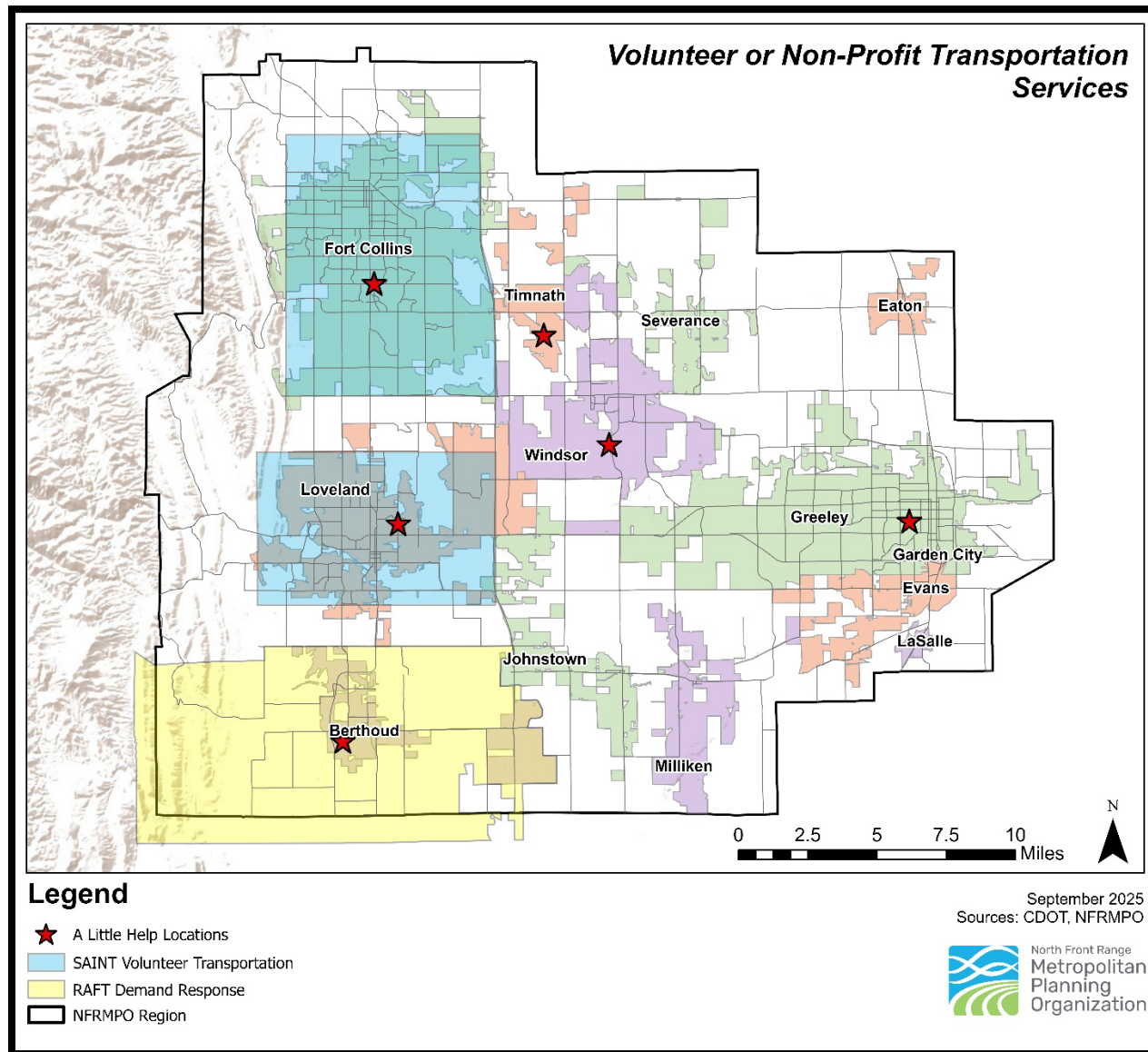


Figure 5: 60+ Ride's Service Area

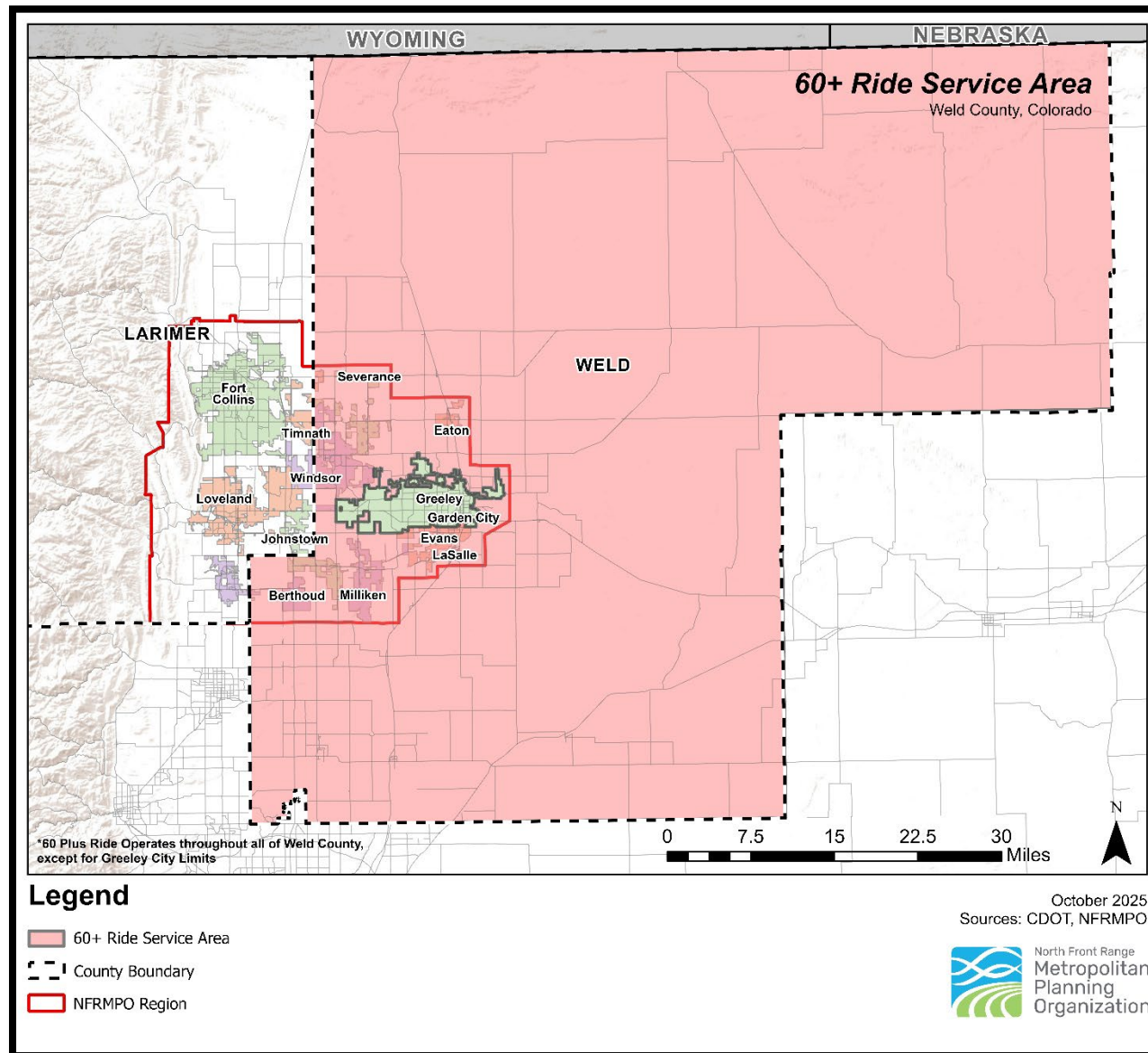
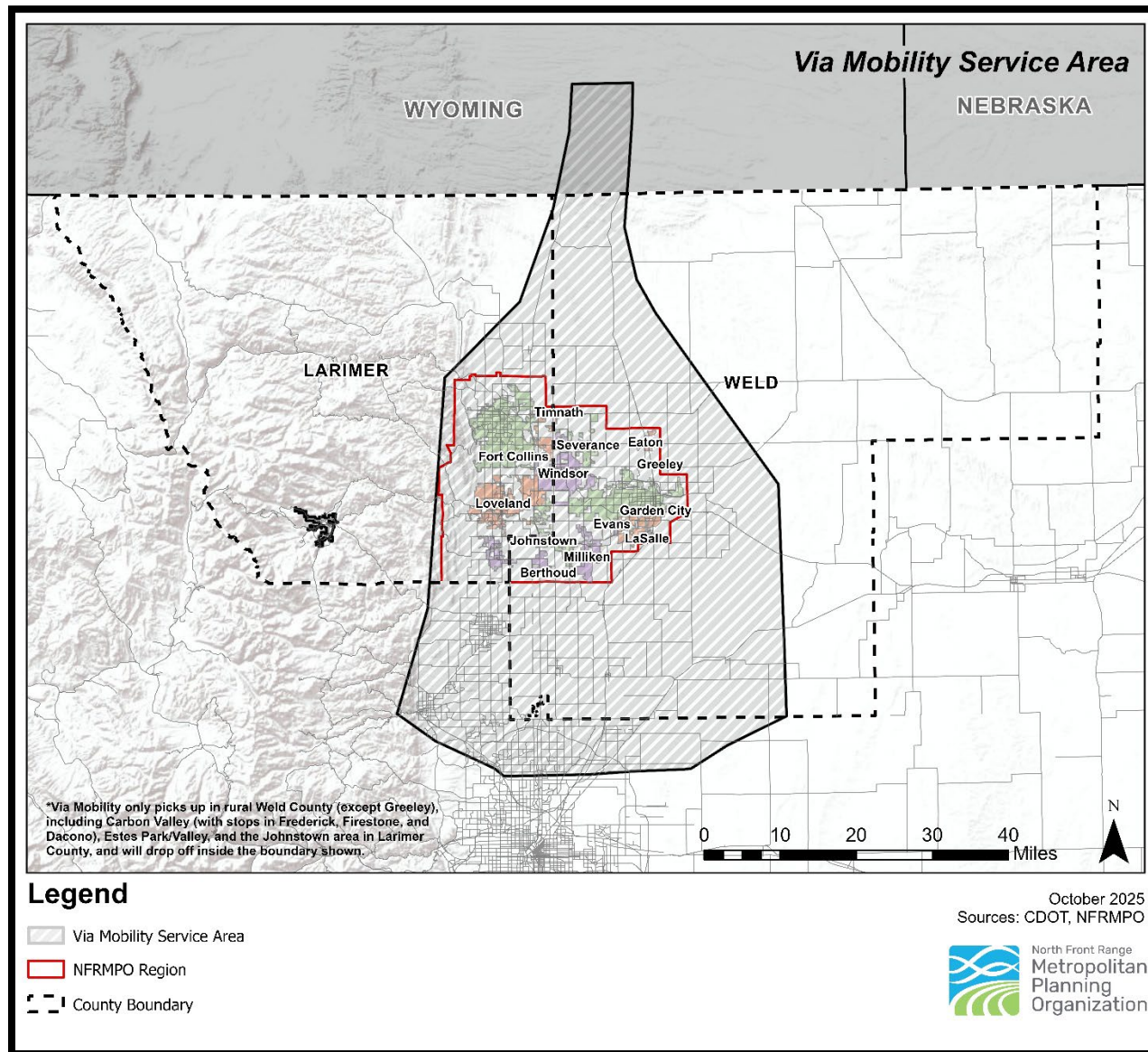


Figure 6: Via Mobility's Service Area



Taxi/For-Profit Transportation

Heart&SOUL Paratransit offers a demand-response service for all ages, operating Monday through Saturday within Larimer County, serving cities and connecting



most locations in between. It primarily provides transportation to seniors, including customized, door-to-door services. They can transport individuals to and from procedures requiring anesthesia and offer a reliable escort. **Heart&SOUL** is a non-emergency medical transportation provider for Medicaid, available upon request when booking through Transdev (Medicaid). However, Transdev does not guarantee assignments.

zTrip is the leading taxi service in Northern Colorado, operating 24/7 for individuals aged 5 years and older. Services can be booked via the app, by hailing a cab, or on the **zTrip** website, covering Denver, Longmont, Colorado Springs, Larimer, Weld, and Boulder counties. **zTrip** is also a Medicaid non-emergency medical transportation provider, offering non-medical transportation benefits for Medicaid recipients. They provide wheelchair-accessible vehicles for medical patients, elderly passengers, and individuals with disabilities. Additionally, they operate the DAR and DAT programs for Transfort, GET, and COLT.



Carepool is a rideshare transportation service dedicated to transporting hospital patients, aging adults, and individuals with disabilities to services at UCHHealth facilities in Fort Collins, Loveland, Longmont, and Greeley. Its primary goal is to provide city-to-city transport for individuals traveling to Denver and back for hospital appointments. Hospital administrators can book rides for patients and can also synchronize **Carepool's** app with insurance providers or Medicaid to cover the cost. Customers can also book rides independently using a credit card through the app. **Carepool** allows passengers and drivers to develop ongoing relationships, as riders can schedule rides in advance and request a regular driver. All drivers are CPR certified and able to provide First Aid assistance if needed. **Carepool** also provides driver qualifications for door-to-door assistance for individuals who are medically impaired from sedation or anesthesia, who need help after a medical appointment. **Carepool** also offers door-to-door service for wheelchair accessibility and for individuals who need assistance, rather than dropping riders off at the curb.

Uber and **Lyft** are ridesharing platforms available throughout Larimer and Weld counties and Colorado, depending on driver availability. **Uber** can be booked through their app or by calling

a toll-free number, whereas **Lyft** is only available through their app. Both services depend on driver availability and are not accessible to wheelchair users. Other services like **GoGoGrandparent** and **Smart Ride** are also designed to make it easier for older adults to use on-demand transportation.

Interregional Services

VanGo™ is the nationally recognized vanpool program of the NFRMPO, serving 70+ riders in 22 vans across Northern Colorado, including Longmont, Boulder, Golden, Estes Park, Lakewood, and the Denver metro area. It provides vanpooling services for routes that start or end within the NFRMPO boundary. Through vanpooling, the use of single-occupancy vehicles (SOVs) for commutes is reduced, thereby easing traffic congestion, addressing parking issues, and reducing greenhouse gas emissions and ozone pollution. Vanpools ideally consist of four to six individuals with similar commutes, ranging from 20 to just under 100 miles each way. If **VanGo™** does not have a route in service that fits an individual's needs, they are always open to exploring options for starting new routes. **VanGo™** offers full-time and hybrid options to suit everyone's commuting needs. **VanGo™** participants pay one monthly fare and enjoy professional fleet maintenance, shared driving (sleep, work, read, or text while riding), Federal Commuter tax benefits, access to high-occupancy vehicle (HOV) lanes with three or more riders for no additional fee (where available), and a guaranteed ride home.



Figure 7 shows the **VanGo™** service area as of 2025.



The town of Estes Park operates **The Peak**, a free, daily transit service during the peak summer tourism season (late May through late October) and limited weekly service in late fall. Throughout the year, special transit services are also provided for several Town-produced special events. All routes are ADA accessible, and marked service animals are welcome. Via Mobility Services offers year-round transportation services within the Town limits of Estes Park and the Town of Drake on weekdays, 8:00 a.m. to 4:30 p.m. Rides can be scheduled one to seven days in advance. Rides are available on a first-come, first-served basis and are subject to availability. As of September 1st, 2025, rides provided by Via Mobility Services are fare-free. Additionally, the Town of Estes Park has designed its seasonal public transportation service, **The Peak**, to accommodate route deviation requests, ensuring that all individuals have equal access to public transportation.

Figure 8 shows **the Peak** service area as of 2025.

Bustang is an interregional bus service operated by CDOT that provides fixed-route services connecting a central hub at Denver Union Station to Fort Collins, Colorado Springs, Grand Junction, rural areas, and mountain communities. Bustang offers wheelchair accessible buses and operates on a fare-based system. The Bustang North Line serves Fort Collins via the Downtown Transit Center, Harmony Transfer Center, Centerra Loveland Mobility Hub, Berthoud Mobility Hub, Firestone-Longmont Mobility Hub, and Denver Union Station. Service is also available at the CSU Transit Center for RamsRoute, which follows the same route as the North Line to Denver.



Bustang also offers the Bustang Outrider, providing an alternative transportation option between rural communities and larger cities within the state. It runs seven routes: Alamosa to Pueblo, Trinidad to Pueblo, Craig to Denver, Crested Butte to Denver, Durango to Grand Junction, Lamar to Colorado Springs, and Sterling to Greeley. Additional services include Snowstang, Bustang to Broncos Games, the Pegasus, and seasonal trips to Rocky Mountain National Park in Estes Park. The Snowstang express bus runs from Denver Union Station, RTD's Federal Center Station in Lakewood, and the Woolly Mammoth Park-n-Ride's upper lot at the I-70 – Morrison/Red Rocks interchange to four popular winter destinations along the I-70 Mountain Corridor. During winter, it offers round-trip service to Arapahoe Basin, Breckenridge Ski Resort, Copper Mountain, and Loveland Ski Area on Saturdays, Sundays, and Mondays, including holidays. Bustang also provides bus services during the Broncos' season to games from Fort Collins and Colorado Springs, with return trips back to both cities.

The Pegasus service is a daily, year-round express shuttle van traveling on I-70 (using Express Lanes when available) between Denver and Avon. It stops at Denver Union Station, Denver Federal Center, Idaho Springs, Frisco, Vail, and Avon, and connects to the Bustang West Line. Additionally, Bustang offers the Bustang to Estes route, providing seasonal summer service from Denver to Estes Park and the Rocky Mountain National Park's Park & Ride Transit Hub on Saturdays and Sundays, with stops in Westminster, Broomfield, Louisville/Superior, Boulder, and Lyons.

Figure 9 shows the Bustang and Bustang Outrider services as of 2025.



Express Arrow runs daily between Denver, Casper, and Buffalo, WY, via the Greeley Regional Transportation Center. Passengers requiring extra assistance or help with boarding are asked to notify Express Arrow at least 48 hours before their scheduled departure. The passenger and mobility device combined must weigh no more than 600 pounds and be no more than thirty inches wide and forty-eight inches long. Additionally, Express

Arrow offers daily service between Denver, Brush, and Omaha, NE.

Figure 7: VanGo™ Service Area

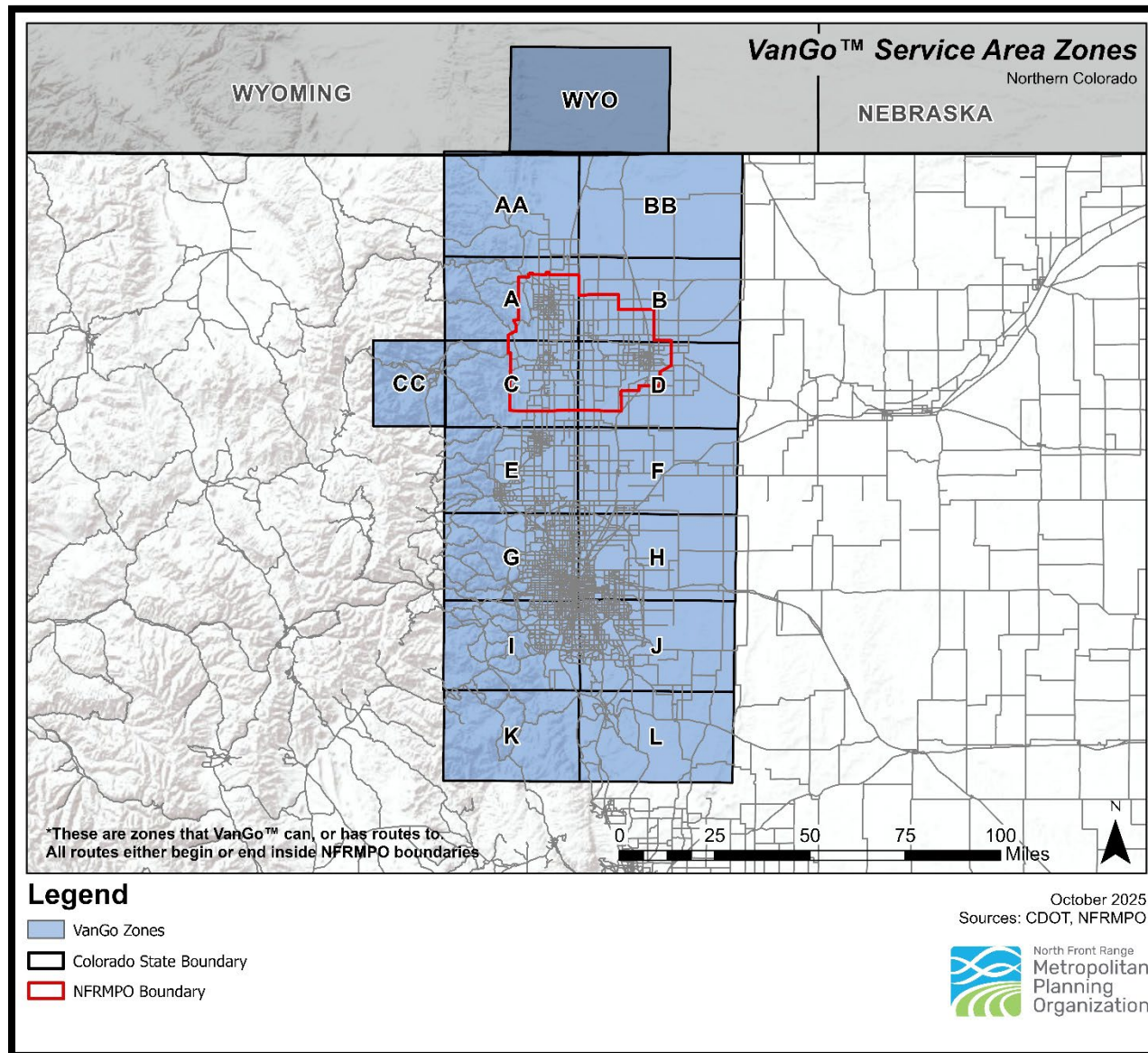


Figure 8: The Peak Service Area

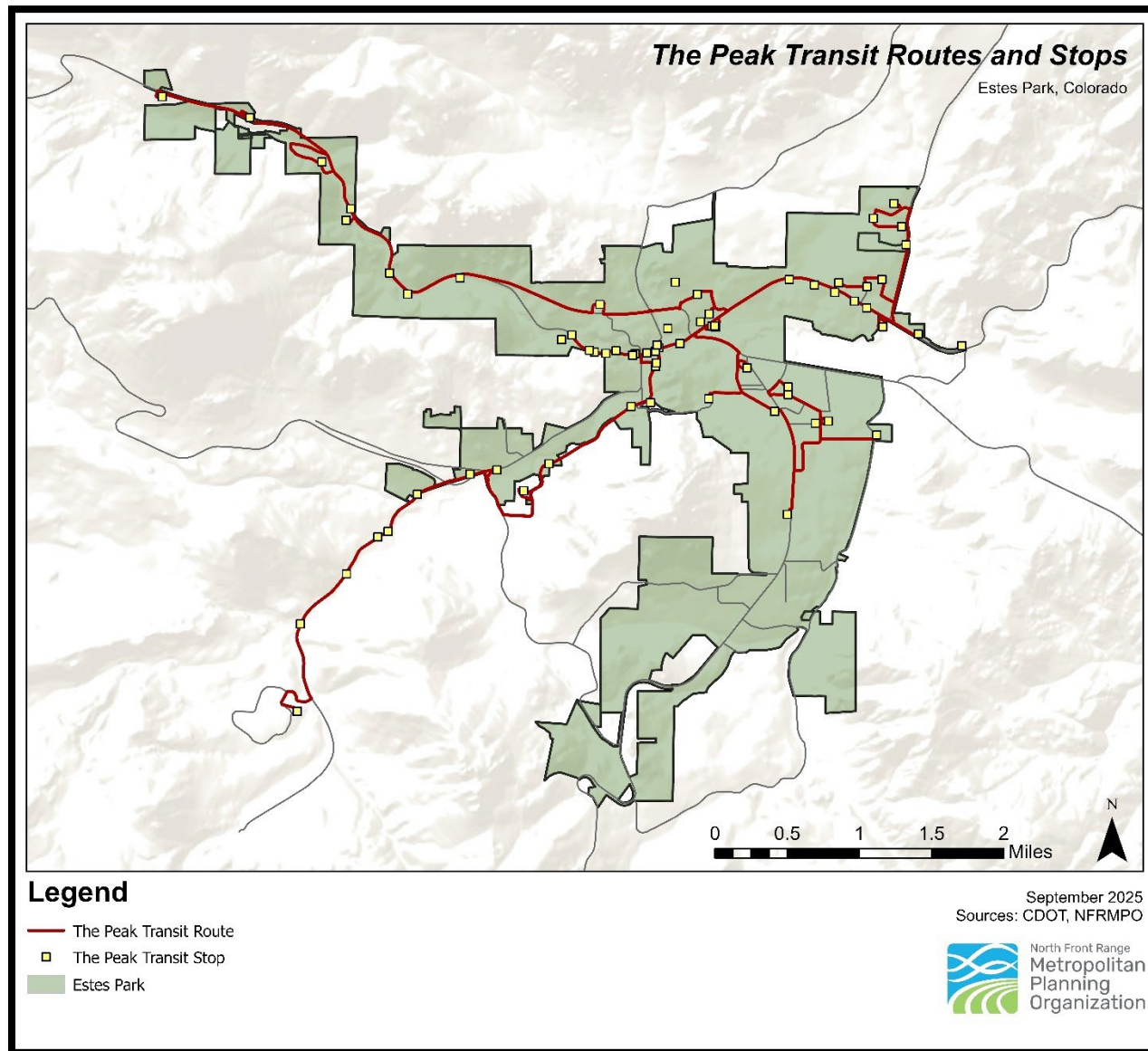
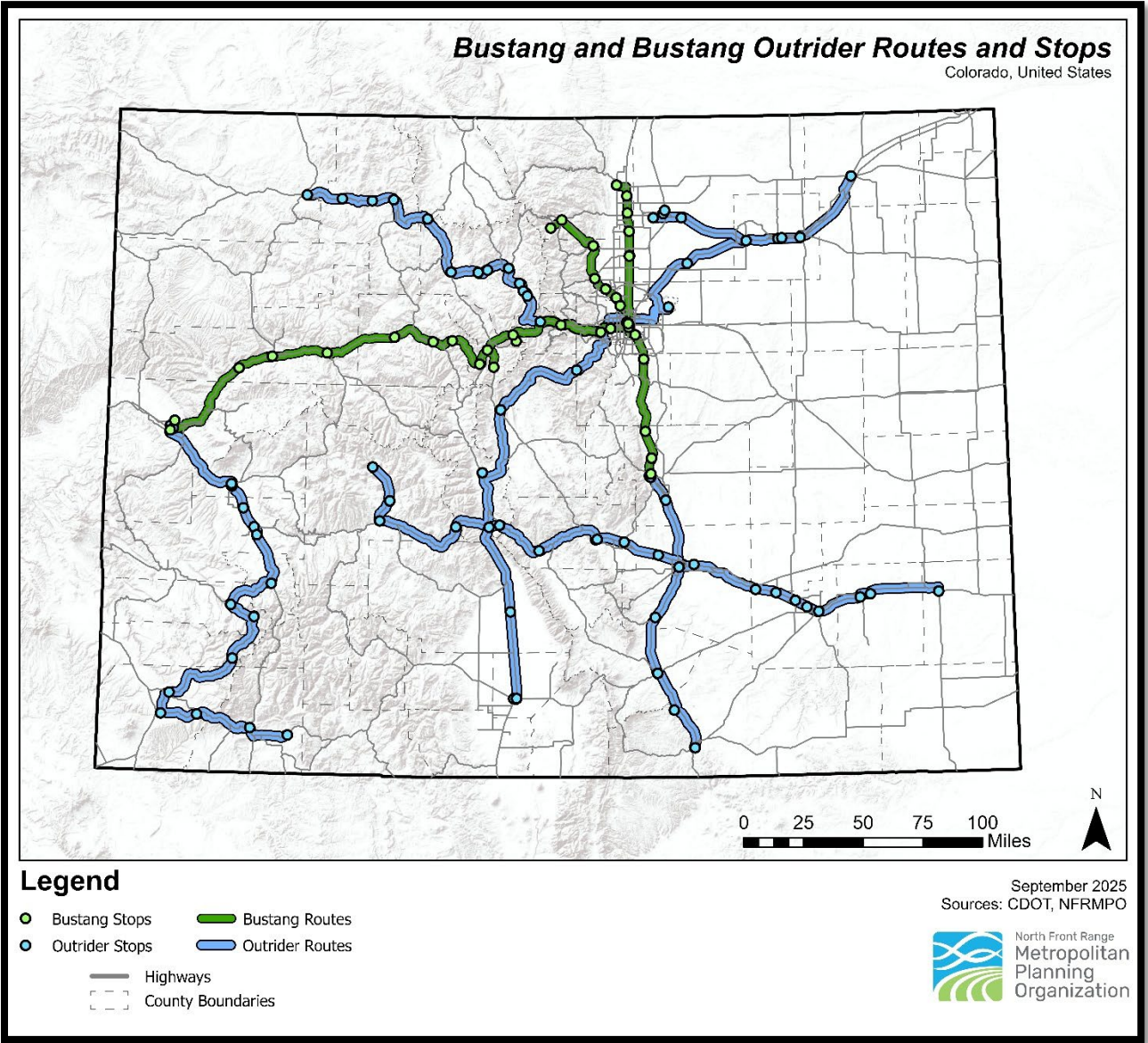


Figure 9: Bustang and Bustang Outrider Routes



Airport Transportation Services

Landline connects Northern Colorado to and from the Denver International Airport (DIA) with comfortable and affordable motorcoach and airport shuttle service.



Landline offers frequent departures, free Wi-Fi, spacious seats, and electrical outlets. It will pick up and drop off at the CSU Transit Center, the Harmony Transfer Center Shuttle, the Northern Colorado Regional Airport, and DIA. **Landline** is free for children and provides special travel assistance, including helping a customer steady themselves or offering a helping hand when ascending or descending stairs, assisting them in getting to or from their seat, and helping with loading and retrieving carry-on items and other assistive devices stored on board. Employees are not allowed to lift or carry customers onto the vehicle or provide medical assistance. Because the safest seating arrangement can vary by situation and vehicle type, **Landline** may offer pre-board customers special accommodation or suggest boarding them last to ensure they have the most accessible seat. Some vehicles are equipped with ADA-compliant lifts and seating. Additionally, to meet each passenger's needs, **Landline** requests that any special service requests be made at least 48 hours before departure.

Figure 10 shows the **Landline** service area as of 2025.



Groome Transportation provides a shuttle service from Northern Colorado to DIA. **Groome** will pick up and drop off at the Harmony Transfer Center, CSU Transit Center, and the Northern Colorado Regional Airport. For an additional cost, they will also pick up from an individual's home or hotel. Additionally, **Groome** has pickup and drop-off locations in other Colorado cities, such as Castle Rock, Colorado Springs, Monument, and in Cheyenne, Wyoming, to DIA. **Groome** provides reserved seats for individuals with ambulatory disabilities and specially designed vans equipped with drive-on ramps, capable of carrying up to 800 lbs., for those who use a wheelchair when boarding and disembarking. **Groome** requests that individuals needing assistance contact them by telephone to help with making reservations for accessible travel. They also request that individuals notify them when booking reservations if they will be traveling with a service dog, so that Groome can reserve a seat at no additional charge for the service dog.

Figure 11 shows the **Groome Transportation** service area as of 2025.

Figure 10: Landline Service Area

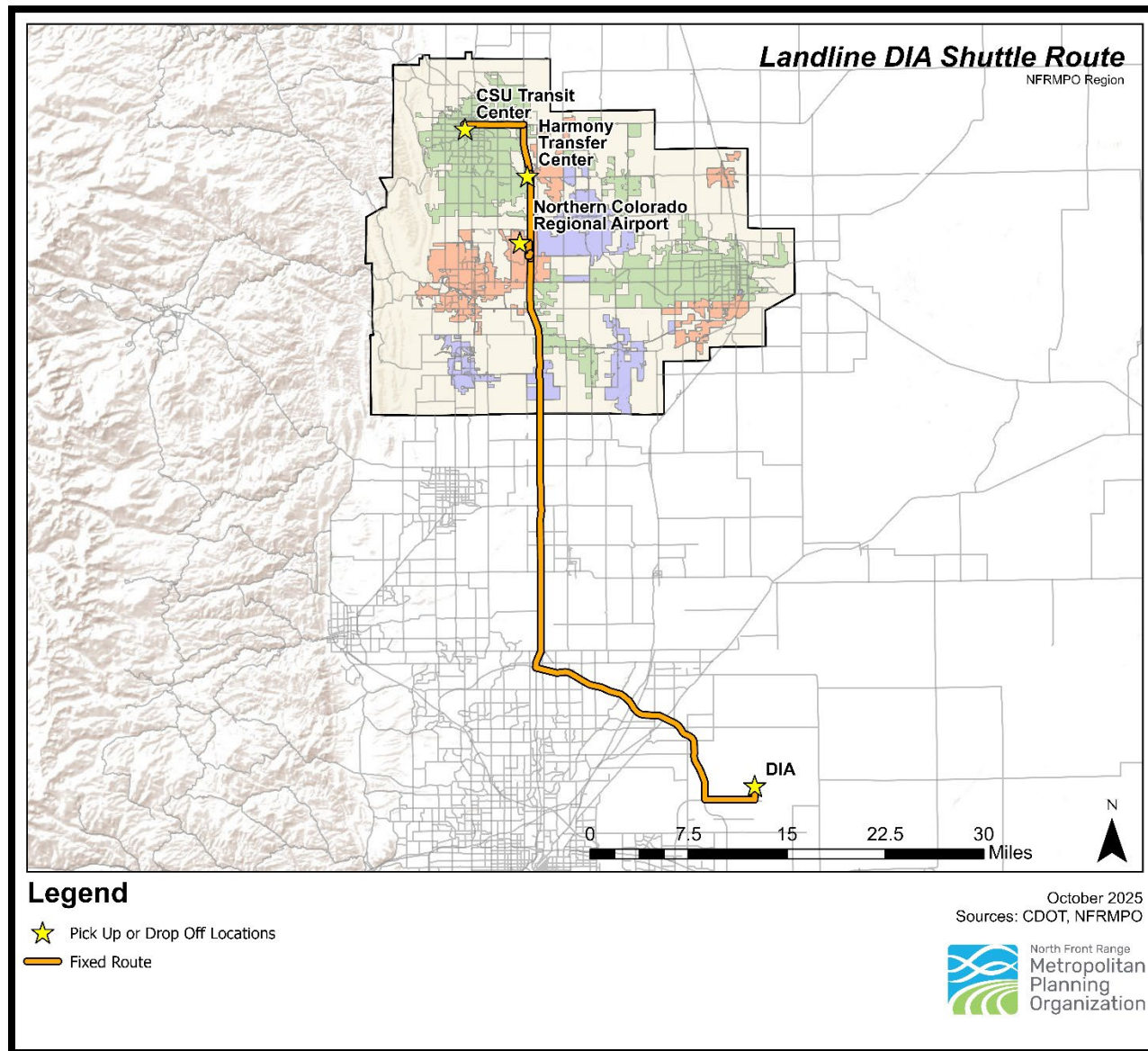
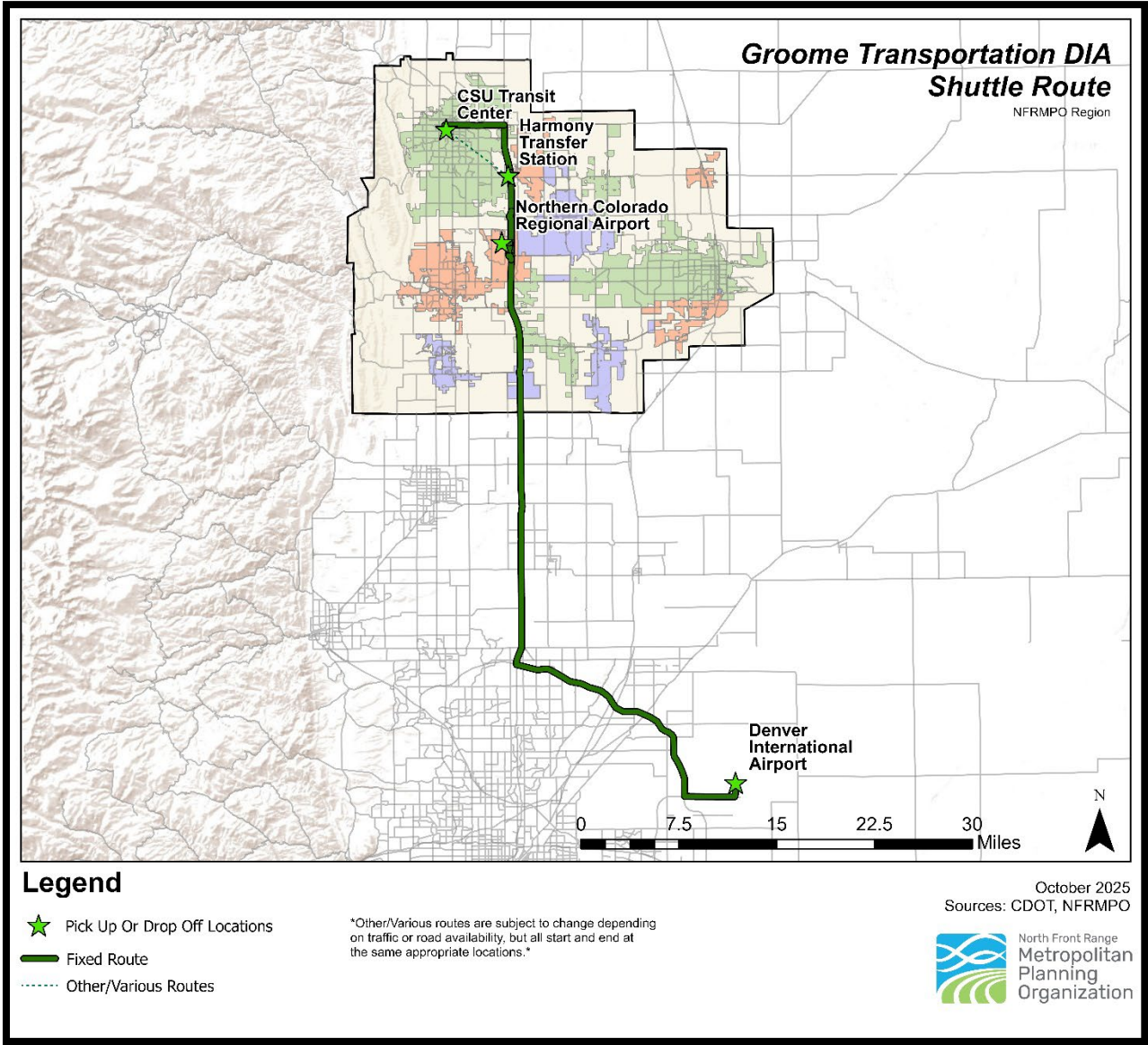


Figure 11: Groome Transportation Service Area



Veteran Transportation Resources



Qualified Listeners offers demand-response transportation to veterans and their families, Monday through Friday, at no cost to approved veterans. They provide transportation to and from appointments, including medical and VA visits, as well as trips to grocery stores and other essential destinations, depending on driver availability. Their service operates within Larimer, Weld, and Boulder counties.

Veteran Transportation Service (VTS) provides Medicaid non-emergency medical transportation for U.S. Veterans, Monday through Friday, from 8 a.m. to 5 p.m., at no cost to approved veterans for VA appointments. VTS offers wheelchair-accessible transportation, picking up individuals from their homes or designated pickup points for their VA appointments.



Non-Emergent Medical Transportation



Non-Emergent Medical Transportation (NEMT) is a Health First Colorado (Colorado Medicaid) benefit for members who lack transportation to medical appointments. NEMT is provided by Health Solutions by Transdev, a transportation broker, in the following counties: Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld. Outside of the Denver metro area, NEMT is offered by local transportation providers. Individuals residing in a Health Solutions by Transdev service area can contact the service to schedule transportation 48 hours in advance.

Health Solutions by Transdev offers a Mileage Reimbursement Program for individuals or people who drive others, covering the cost of gas and vehicle mileage between a home and a doctor's or facility's office. Health Solutions by Transdev also offers, with prior approval, Ancillary Services and Out-of-State Non-Emergency Medical Transportation Services. If an individual needs treatment outside the local service area, their travel, meals, and lodging may be covered by the NEMT program. The costs of travel, meals, and lodging may also be covered by an escort accompanying an at-risk adult or child.

Health Solutions by Transdev typically requires at least 2 days' notice for a trip; however, urgent transportation is available to members who need necessary medical services but cannot provide advanced notice. These trips can be requested after hospital discharge or for transportation to or from critical, unplanned medical appointments. Nevertheless, the medical

providers must contact Transdev to arrange an urgent trip for eligible Health First members. Additionally, Health Solutions by Transdev provides transportation to eligible Health First Colorado members for non-medical community services and support.

Members can request a preferred transportation provider when scheduling their trip. The reservationist will note the request on the reservation, and Transdev will make every effort to accommodate the preferred provider; however, not all requests can be honored.

Transportation providers must enroll in the Colorado InterChange system as either an NEMT or Urgent Transportation Provider, obtain a Medicaid Client Transportation Permit through the Public Utilities Commission, complete an application for Provider Enrollment to receive a Provider Identification Number, and submit an interest form to Transdev.

TRANSPORTATION DEMAND MANAGEMENT

The NFRMPO's 2050 Regional Transportation Plan and TDM Action Plan recognize Transportation Demand Management (TDM) strategies as essential for achieving greenhouse gas reduction goals and promoting sustainable travel options to reduce congestion and improve quality of life. TDM helps meet key objectives in the 2050 Regional Transportation Plan, such as increasing non-single occupancy vehicle (SOV) commuter trips to at least 40 percent, reducing non-motorized fatalities and serious injuries, and lowering daily VMT per capita.

TDM involves programs and policies to reduce SOV trips, thereby reducing peak-hour traffic and improving air quality. It works by increasing awareness of mobility options, decreasing trip needs, and expanding travel choices. The NFRMPO has already invested in TDM initiatives through programs such as *RideNoCo* and VanGo™, which offer tailored trip-planning and commuter services. Some North Front Range cities, including Fort Collins and Greeley, have also developed their own TDM plans and programs.

The NFRMPO sees its role as the regional planning and funding authority committed to expanding TDM solutions across the area. It aims to lead regionally through partnerships, programming, advocacy, and funding to support local TDM efforts and address implementation gaps. This includes developing programs, resources, and tools to promote initiatives like *RideNoCo*, uniting local and regional stakeholders around transportation issues and opportunities, such as creating the TDM Action Plan; funding TDM projects and Transportation Management Organizations (TMOs), including helping to establish the first TMO, **GoNoCo34 TMO**, in the North Front Range, and financing infrastructure and service improvements for sustainable transportation, such as upgrades to US 34 Transit and the construction of the Garfield bike route.

In addition to the NFRMPO expanding its TDM and TMO capacities, local jurisdictions like Fort Collins with *Shift Your Ride*, Greeley with the Orange Zone parking program, and institutions like Colorado State University (CSU) with *Rams Roll*, have implemented their own TDM plans or programs, including Safe Routes to School (SRTS), to promote sustainable travel as part of their broader sustainability or mobility initiatives. The newly launched first TMO in the North Front Range, the **GoNoCo34 TMO**, also provides TDM support to jurisdictions, businesses, developers, and organizations along the US 34 corridor.

Transportation Management Organization

A TMO is a collective effort by various community stakeholders that collaborates to develop and implement strategies to promote sustainable transportation options and reduce congestion. TMOs serve as the operational arm of TDM efforts, responsible for outreach, marketing, events, advocacy, services, and programming.

TMOs offer a variety of services tailored to meet the diverse needs of their audiences. Key activities include:

- Public activities: Open to everyone and funded by public or grant sources.
- Membership activities: Exclusive services for member organizations (such as employers and developers).
- Fee-for-service activities: Revenue-generating customized services for businesses or organizations.

The NFRMPO helped create the first TMO in the North Front Range, the **GoNoCo34 TMO**, to promote sustainable transportation options and enhance regional connectivity between Estes Park and Kersey. With the launch of the first TMO, it is intended that its success in the North Front Range will lead to the creation of additional TMOs throughout the region, thereby supporting other areas in promoting sustainable transportation options and enhancing regional connectivity.



GoNoCo34 TMO

The NFRMPO helped lead the development of the first TMO in Northern Colorado, along US 34 between Estes Park and Kersey, to promote sustainable transportation options and enhance regional connectivity.

The NFRMPO's 2050 Regional Transportation Plan and TDM Action Plan identify TDM strategies, including creating a TMO, as crucial to achieving emission-reduction goals and easing congestion. In 2022, the NFRMPO developed a TMO Business Plan that guided

the establishment of the first TMO in the North Front Range. This TMO aims to support economic and community growth along US 34 by improving corridor efficiency, capacity, and air quality. Grants, including the CDOT TMO Seed Grant and local matching funds, will provide initial funding for the first two years.

GoNoCo34 TMO is the TMO dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US 34 corridor in Northern Colorado. **GoNoCo34** collaborates with local businesses, public agencies, and the broader community to create innovative solutions that meet the region’s growing transportation needs. **GoNoCo34’s** mission is to provide resources and tools that reduce single-occupancy vehicle trips, enhance transportation choices, and improve air quality. The organization also promotes active and shared modes of transportation, such as carpooling, vanpooling, biking, walking, and public transit.

GoNoCo34 helps connect individuals with various commute options, supports members of the TMO, advocates for partners with organizations, and engages with the community. It provides resources and information about the best commute options in the area, including public transit, carpooling, vanpooling, and cycling. Its goal is to help residents and commuters find the most efficient and eco-friendly ways to travel. Members benefit from tailored services, including consultations, travel resources, networking opportunities, on-site events, and enhanced brand visibility. **GoNoCo34** can partner with local governments, transit agencies, and employers to promote transportation infrastructure improvements and to improve mobility options. It also engages the community through events, outreach, and educational programs that encourage residents to make sustainable commuting choices.

RIDERSHIP DATA AND TRENDS

Each year, COLT, GET, and Transfort submit data to the National Transit Database (NTD). According to the FTA, data reporting has been mandatory since 1974, and the NTD was created to monitor the financial health, operations, and asset conditions of transit systems. The FTA relies on NTD data to distribute funding to urban and rural areas across the U.S., making accurate data essential for equitable funding allocation.

Table 2 displays data from the 2023 NTD reports, including the number of vehicles in service, ridership, operating expenses, and fare revenue by mode of transportation. Data is organized by mode, which for the NFRMPO region includes paratransit, DAR, DAT, buses, and BRT. Understanding these modes offers a snapshot of the entire network.

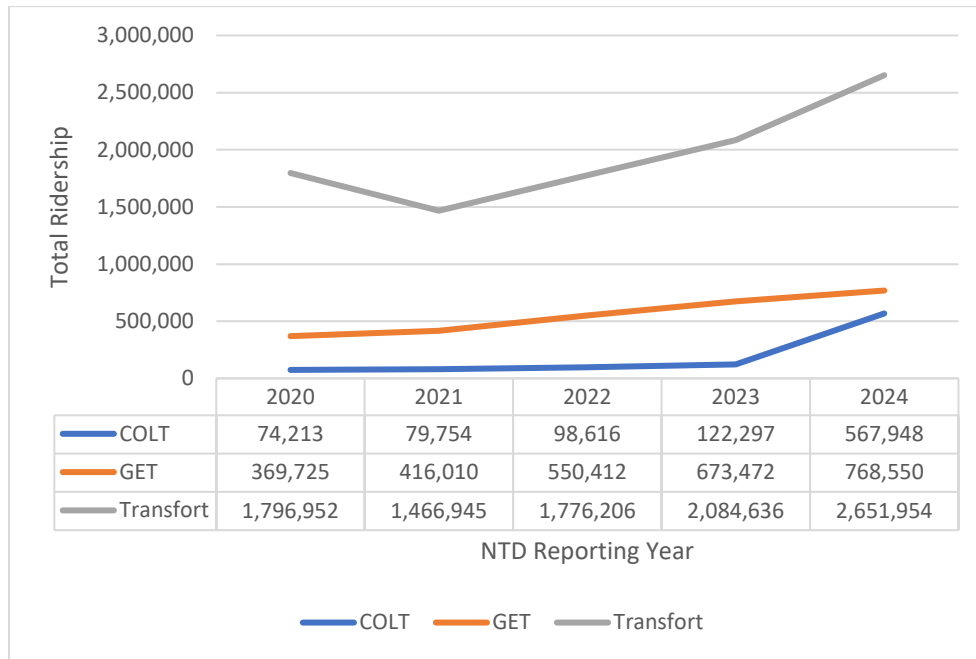
Table 2: 2023 NTD Reporting Statistics by Agency

Agency	Mode	Vehicles in Service	Ridership	Operating Expense	Fare Revenue
Transfort (Fort Collins)	Demand Response	13	34,897	\$1,679,549	\$0
	Bus	28	2,052,512	\$13,857,802	\$0
	BRT (MAX)	6	564,545	\$2,655,356	\$0
	Total	47	2,651,954	\$18,192,707	\$0
COLT (Loveland)	Demand Response	3	50,598	\$591,785	\$19,024
	Bus	7	517,386	\$3,262,721	\$38,530
	Total	10	567,984	\$3,854,506	\$57,554
GET (Greeley/Evans)	Demand Response	7	17,380	\$638,919	\$517,302
	Bus	17	750,170	\$5,235,678	\$13,491
	Total	24	768,550	\$5,874,597	\$530,793

Source: 2024 NTD Annual Agency Reports

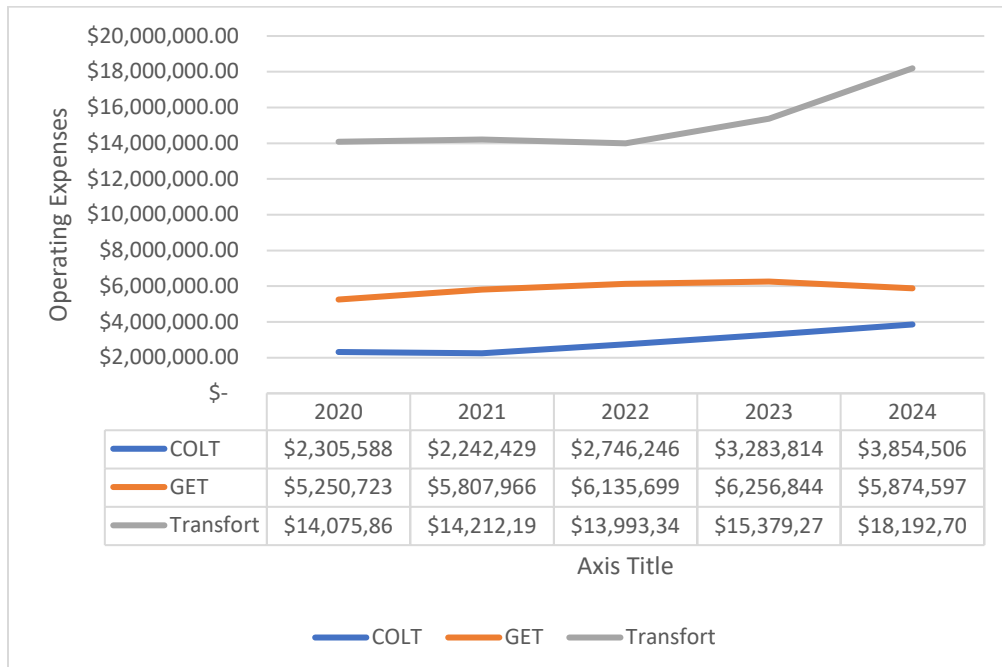
Trends from 2020 to 2024 are shown in **Figures 12-14** for the three leading agencies. **Figure 12** shows that total ridership in the region declined for Transfort in 2021, following the COVID-19 pandemic in 2020. However, COLT and GET did not see a decrease in ridership in 2021, and since 2021, all three agencies have experienced annual ridership increases. Transfort, GET, and COLT all restructured their routes and added more services in the last few years. Operating expenses have increased annually for Transfort and COLT, with GET recording a decrease in 2024 (**Figure 13**), while fare revenue has increased steadily each year for COLT, and GET recorded a significant increase in 2024 compared to previous years (**Figure 14**). In March 2020, Transfort began providing fare-free services, and the City of Fort Collins City Council formally decided in October 2024 to keep fares free, resulting in no fare revenue being collected after 2020. Fare revenue accounts for a small portion of the region's overall transit funding.

Figure 12: Total Ridership by Agency, 2020-2024



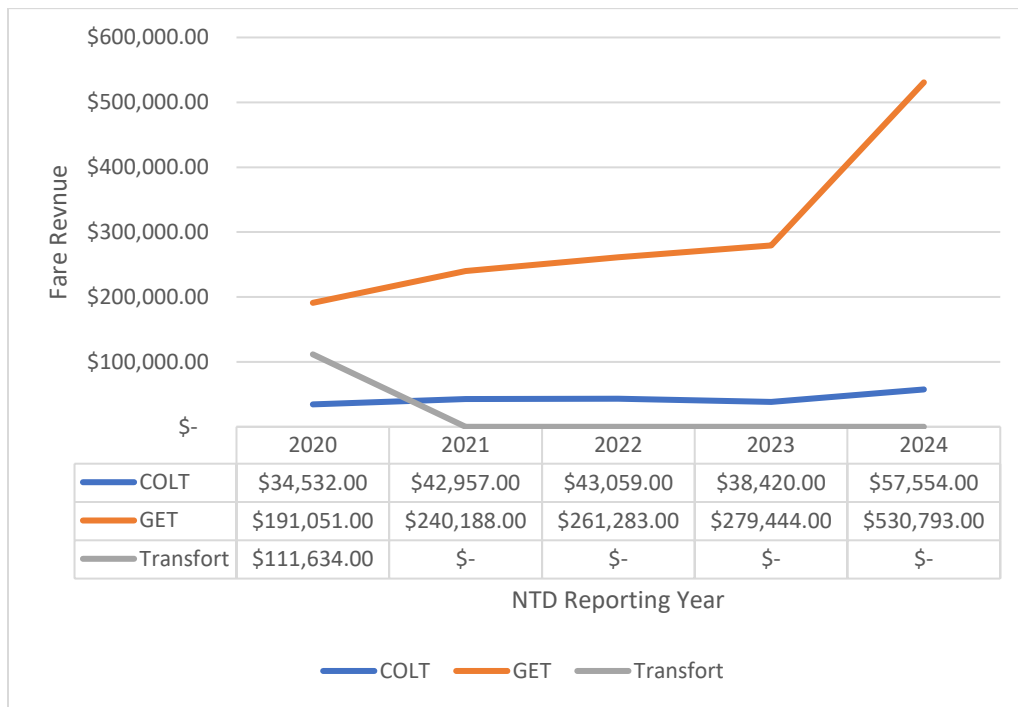
Source: 2020 - 2024 NTD Annual Agency Reports

Figure 13: Operating Expense by Agency, 2020 - 2024



Source: 2020 - 2024 NTD Annual Agency Reports

Figure 14: Fare Revenue by Agency, 2020 - 2024



Source: 2020 - 2024 NTD Annual Agency Reports

REGIONAL COORDINATION

Over the past few years, agencies across Larimer and Weld counties have launched and expanded regional partnerships. Especially during the pandemic, when staff and financial resources were limited, these partnerships helped sustain service levels for those in need. This section provides a detailed examination of several key coordination case studies, highlighting the benefits of collaboration and resource sharing. While not an exhaustive list, it highlights examples of regional cooperation mobility.



LINKNoCo

The NFRMPO led a collaborative effort to expand premium transit services connecting North Front Range communities through the LINKNoCo Premium Transit Study. The project was branded 'LINKNoCo,' reflecting the goal to efficiently connect residential, commercial, employment, and activity centers across the region. This effort aims to enhance existing transit operations by identifying opportunities to develop a premium transit network for the area. The intended outcomes of LINKNoCo include enabling the NFRMPO to accommodate

future growth, establishing a vision that advances transit corridors, equitably serving current and future transit users, connecting communities within the North Front Range, and enhancing air quality while reducing greenhouse gas emissions.

Key results of **LINKNoCo** include identifying the top three priority corridors for launching the regional premium transit network and creating the **LINKNoCo Premium Transit Study**, which provides guidance and information on premium transit options for the region. Additionally, **LINKNoCo** presents options for further exploration of the financial and governance structures needed to implement the new services.

Premium transit refers to reliable, comfortable, and user-friendly services that connect communities across the North Front Range. It does not duplicate local transit but instead focuses on an express-style service to cover greater distances, linking towns, cities, and key activity centers where residents live, work, and recreate in Northern Colorado. Current regional premium transit options that may be recognized include Bustang, FLEX, MAX, and Poudre Express. Premium transit can involve various technologies, such as premium bus or passenger rail services, and typically offers additional amenities at stops designed for express transit users.

LINKNoCo builds on the transit vision established by the *2045 Regional Transit Element (2045 RTE)*. Adopted in 2018, the *2045 RTE* serves as the NFRMPO's long-range transit plan. The primary outcome of the *2045 RTE* is a high-level framework of transit corridors connecting Northern Colorado communities, building upon existing service models such as FLEX, Bustang, and Poudre Express. **LINKNoCo** enhances this framework by further identifying and prioritizing key transit corridors and alignments. Additionally, the recently completed Front Range Passenger Rail study has identified additional opportunities to connect with regional communities. Building on these efforts, **LINKNoCo** aims to identify the most promising transit corridors.

The premium transit network is being rolled out in phases. While the aim is to develop the entire system over time, the most promising corridors will be prioritized first. Each corridor was assessed based on its connection to key destinations and activity centers, its integration with current transit services, its potential for high ridership, projected costs, and community and stakeholder support. The top corridors identified are Loveland to Greeley (US 34), Windsor to Loveland (US 34/Weld County Road 17), and Greeley to Fort Collins (via the Great Western Railway). Existing premium transit services, such as Poudre Express and FLEX, will continue to operate.

The first part of **LINKNoCo** was the completion of the **LINKNoCo Premium Transit Study**, which made recommendations for premium transit in the region. Infrastructure improvements recommended for consideration include bus priority infrastructure such as queue jumps, transit

signal priority, business access lanes, transit lanes, bus rapid transit lanes, and commuter rail infrastructure. However, improvements at intersections and operational enhancements can also provide buses with priority and more reliable service as congestion increases. The goal of **LINKNoCo** is to expedite near-term improvements to the bus system.

At the same time, **LINKNoCo** advises continuing to plan, design, fund, and implement more substantial infrastructure projects, like the commuter rail along the Great Western alignment. These larger projects should be assessed in the next planning phase, including the benefits and impacts of potential priority measures to boost transit reliability and speed. The initial focus of recommendations for **LINKNoCo** is to advance these three key transit corridors, thereby initiating the regional premium transit network, with the broader aim of building on this success to develop a comprehensive regional transit network. These incremental investments have the potential to enhance regional mobility for future generations.

The completion of the first part of **LINKNoCo** was achieved with the completion of the **LINKNoCo Premium Transit Study**. The second part of **LINKNoCo** commenced in January 2024 with the initiation of the US 34 Transit Study/Plan, which is still ongoing as of 2025 and is anticipated to be completed by the end of 2025.



NoCo Bike and Pedestrian Collaborative

The Northern Colorado (NoCo) Bicycle and Pedestrian (Bike & Ped) Collaborative is an independent organization established in 2014 to unite agencies, organizations, municipalities, trail authorities, advocates, and others interested in promoting walking and biking across the region. The goal of the NoCo Bike & Ped Collaborative is to advance connectivity of bicycle and pedestrian networks in Northern Colorado for recreation, transportation, and economic development through coordination, promotion, and education.

The NoCo Bike & Ped Collaborative promotes active transportation by advising the NFRMPO TAC under the NFRMPO Planning Council, making funding recommendations, fostering regional collaborative efforts, sharing resources and education, and conducting strategic outreach. Additionally, the NoCo Bike & Ped Collaborative provides leadership for developing and implementing the NFRMPO RATP. The NoCo Bike & Ped Collaborative meets monthly in a public session to discuss and share information on improving biking and walking in northern Colorado.

The NoCo Bike & Ped Collaborative has conducted infrastructure audits, organized bike rides with community leaders, hosted the 2015 NoCo Bike & Walk Conference, and offered various workshops and training sessions. The NoCo Bike & Ped Collaborative has played a crucial role in implementing the NFRMPO's 2013 Regional Bicycle Plan, the 2016 Non-Motorized Plan, and

the 2021 Regional Active Transportation Plan, and has provided feedback to the **2025 Coordinated Plan** and will continue to do so as future updates to plans related to the NoCo Bike & Ped Collaborative are carried out. The NoCo Bike & Ped Collaborative is recognized throughout the RATP and the Coordinated Plan as a key link in reaching the NFRMPO's aspirational goals.

Safe Routes to School

Safe Routes to School (SRTS) is a national initiative that promotes walking and bicycling to school through infrastructure improvements, safety education, and other incentives. SRTS initiatives improve safety and physical activity levels for K-12 students, and nationally, SRTS programs have been implemented by departments of transportation, metropolitan planning organizations, local governments, school districts, or even individual schools.



There is an SRTS Subcommittee of the NoCo Bike & Ped Collaborative working to build and support SRTS programs in Northern Colorado. The committee comprises representatives from NFRMPO communities and interested organizations and can assist with any efforts to establish new programs in the region.

There is currently one active SRTS program in Northern Colorado. This is the City of Fort Collins' SRTS program, operated in partnership with Bike Fort Collins, Poudre School District, and other organizations. The Colorado Safe Routes to School program, administered by CDOT, provides significant resources, including grant funding, to support SRTS efforts across the state. Bicycle Colorado, an advocacy organization, also promotes and supports SRTS.

United Way Aging Well Collective Impact Group



Led by the United Way of Weld County, the Aging Well Collective Impact Group has fostered a collaborative environment by uniting over forty human and social service agencies, advocacy groups, and transportation agencies. This joint effort is committed to improving the quality of life for older adults in Weld County. The group's work led to Evans, Garden City, and Greeley being accepted into the AARP Age-Friendly Communities Network in 2021. Another notable achievement is establishing and funding a full-time Volunteer Recruiter position at United Way of Weld County to increase volunteer participation at agencies serving the aging population, such as the 60+ Ride.

Northern Colorado, Larimer, and Weld County Mobility Committees

The Larimer and Weld County Mobility Committees have been active for about 15 years. A significant achievement of these committees is the creation of the joint Northern Colorado Mobility Committee, which combines the two separate committees to discuss transportation on a regional level. The three committees meet quarterly in a hybrid format, allowing stakeholders and the public to discuss mobility within our region.

DEMOGRAPHIC CONTEXT

The following demographics outline the current older adult and disabled populations based on the 2018 - 2023 5-year American Community Survey (ACS) estimates. Since replacing the US Census long-form survey in 2000, the ACS provides more recent data than the decennial census. Each year, one in 38 US households receives an invitation to participate in the ACS. Using five years of cumulative data offers a more accurate view of current conditions. The Colorado Department of Local Affairs (DOLA) provides projections. Demographic data are presented at both the municipal and census tract levels.

The communities within the NFRMPO are expected to experience steady growth through 2050. Overall, the 15 communities in the NFRMPO are projected to increase from 730,169 in 2023 to 1,069,346 in 2050, representing a 46.45% increase over those 27 years. Growth is expected to be most significant among the older adult population, especially individuals aged 60 and above. This is discussed in the Older Adult Population section of this chapter.

Regional Context

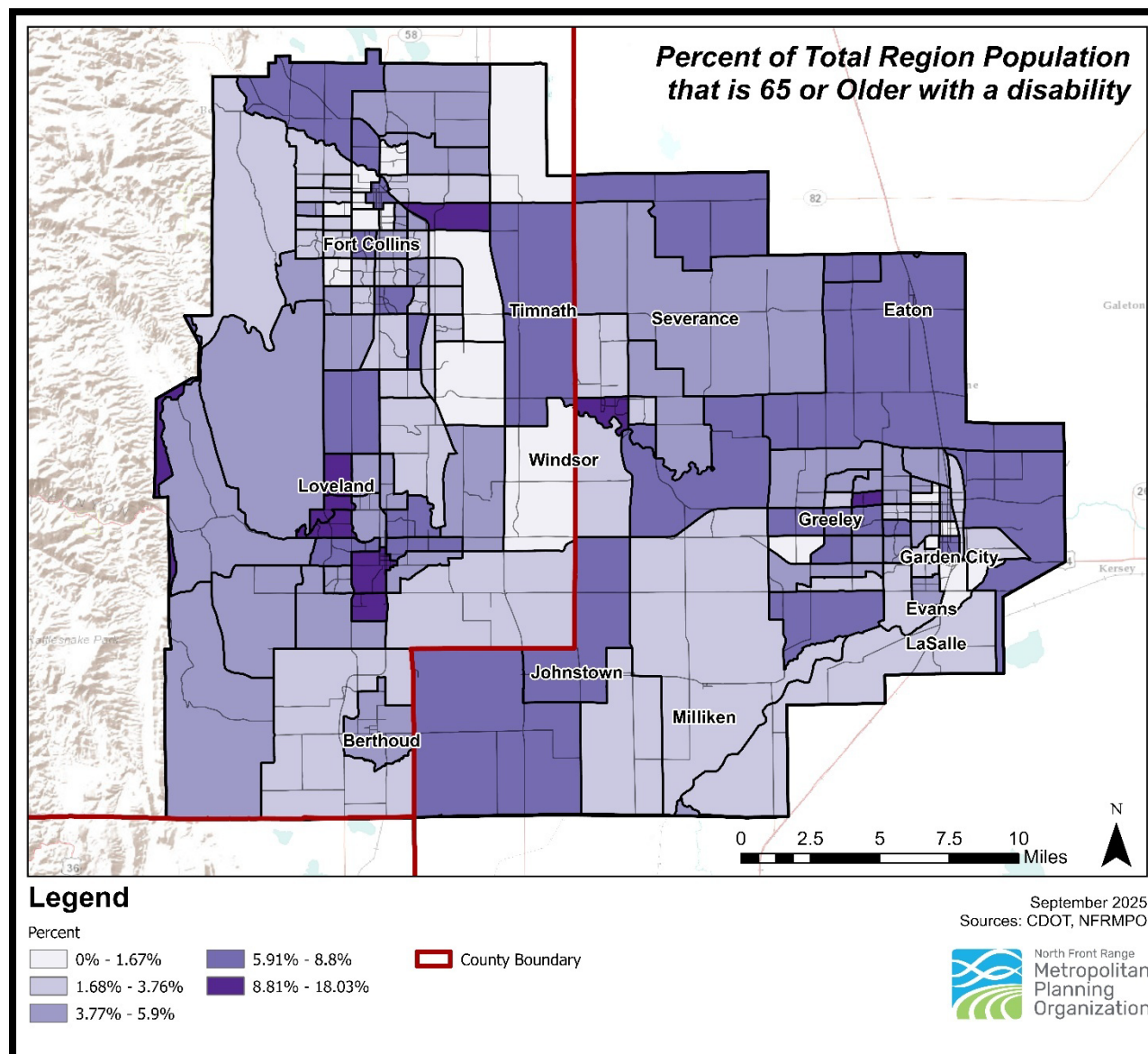
The NFRMPO covers a large and diverse region. To better understand where older adults and people with disabilities reside in Northern Colorado, **Figure 15** illustrates how each Census Tract compares to the average of all Census Tracts for adults aged 65 and older and the population with a disability.

As shown in the purple areas of **Figure 15**, the figure highlights census tracts with higher averages for both populations with disabilities and those aged 65 and older. Communities in Larimer and Weld Counties tend to have above-average populations of individuals with disabilities or those aged 65 or older, especially in the more rural regions of both counties. Weld County shows most of its higher-than-average populations of individuals with disabilities or those aged 65 and over along the US 85 corridor and in Eastern Weld County. In contrast, Larimer County mostly has higher-than-average populations of individuals with disabilities or those aged 60 and over in the urban areas of Loveland, in the western sections of the County, and along roads such as I-25.

Figure 15 also shows that the NFRMPO region has higher averages of both populations with disabilities and those aged 65 and older in Larimer County, primarily located in northeast Fort Collins, the Laporte area, central and south Loveland, the rural regions north of Loveland, along I-25 on the eastern side of the interstate, near Timnath, and along US 34 toward the west, near Estes Park. Higher concentrations in Weld County are also visible in the central Greeley area, along I-25 on the eastern side of the interstate, near the Weld County side of Windsor, and along US 85 on the east side of Weld County, Johnstown, and the Berthoud area.

This regional context can help NFRMPO staff identify areas with gaps. For example, the Poudre Express runs along a corridor connecting many of these Census Tracts from Fort Collins to Greeley. Additionally, the FLEX corridor along US287 links many of these Census Tracts to essential services. However, gaps in connectivity or service are often where individuals need help the most.

Figure 15: Percent of Total Region Population that is 65 or Older with a Disability, 2023



Older Adults

The older adult population in the United States and across the region is expected to grow for several reasons. These include the “Baby boomer” generation (born between 1946 and 1964) reaching retirement age, migration, medical advances that prolong life, and the preference to “age in place.” Data in this section was gathered from DOLA, which offers population forecasts by age group at the county level. DOLA data is available on their website and is reviewed periodically.

The State Demographer’s Office updates county population forecasts by age annually, incorporating new local, state, and federal data. This information is available by year and Census age cohort, which groups ages for analysis. **Figures 16** and **17** display population estimates by age cohort for 2025, 2030, 2040, and 2050 in Larimer County and Weld County, respectively. The population under 60 is combined into a single group, while adults over 60 are divided into four-year cohorts. In 2025, the largest older adult group in each county was aged 65-69, and this group will only age into higher cohorts over the coming decades.

Regionally, the older adult population is expected to grow rapidly over the next 25 years. During the **2025 Coordinated Plan** period, the region is projected to see a 65% rise in residents aged 60 and older by 2050.

As shown in **Figure 16**, the population aged 60 to 80 years in Larimer County is expected to grow from 2025 to 2050. Overall, the number of residents aged 60 and older is projected to increase by 45% during this period. The population aged 80 and above is projected to become the largest group within the older adult population by 2050, with steady growth over the years. Over these 25 years, the population aged 80 and older is expected to increase by 140%. The 75-80 age group also experiences modest growth, rising by 31%. The 60-64 and 65-69 age groups see modest increases of 35% and 20%, respectively.

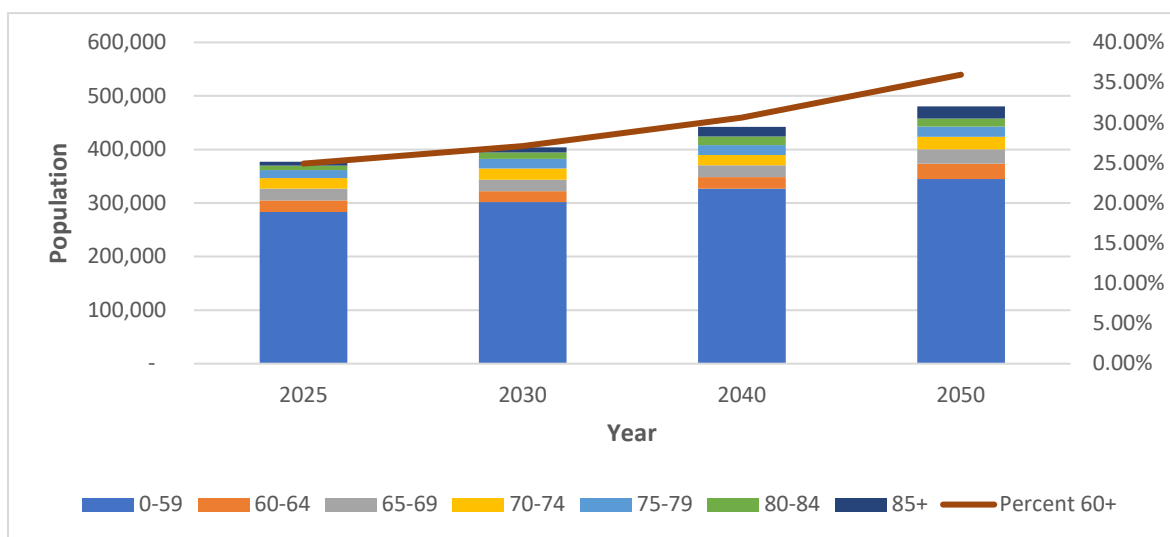
As shown in **Figure 17**, the population aged 60 to 80 years in Weld County is expected to grow from 2025 to 2050. Overall, the number of residents aged 60 and older is projected to increase by 93% during this period. The population aged 80 and above is projected to become the largest group within the older adult population by 2050, with steady growth over the years. Over these 25 years, the population aged 80 and older is expected to increase by 215%. The 75-80 age group also experienced significant growth, rising by 91%. The 60-64 and 65-69 age groups also see substantial increases of 77% and 65%, respectively.

Alongside the bar charts, a line indicates the annual growth in the percentage of the population aged 60 or older, showing a rising share of older adults, especially those aged 85 or older. Adults

aged 85 and above may require additional services and support, including transportation, and may face greater financial challenges due to limited income.

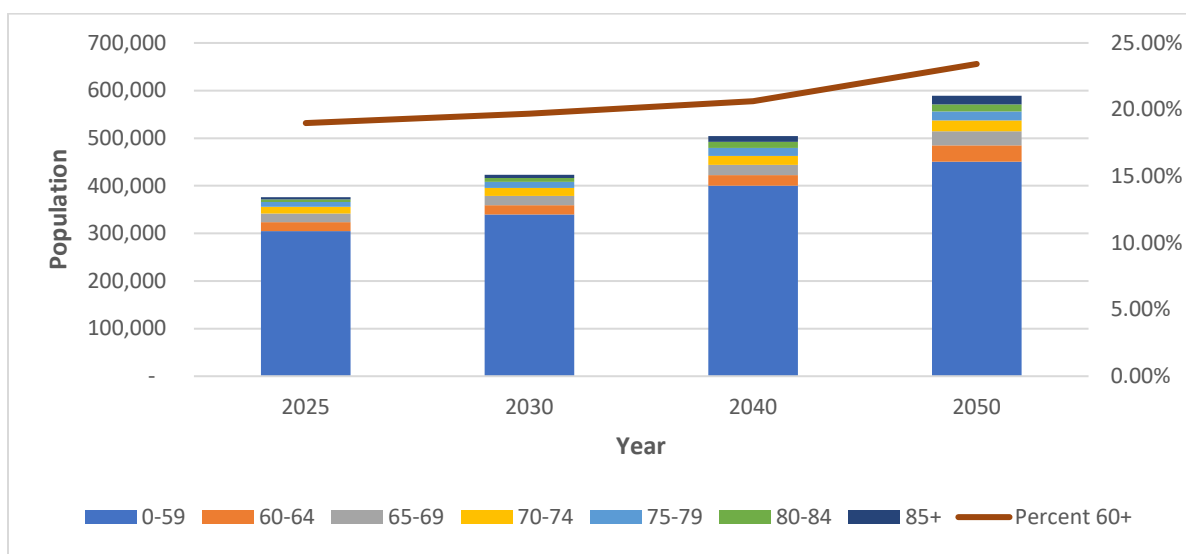
Based on this data, Weld County is expected to experience growth in all older adult age groups aged 60 and older. However, Larimer County will experience a larger increase in the total number of older adults aged eighty and older. Growth in Larimer County across all ages appears steady and gradual over the projected period, while in Weld County, it remains gradual and stable until around 2040, when it is projected to accelerate into 2050.

Figure 16: Population in Larimer County by Age Cohort, 2025-2050



Source: DOLA Single Year of Age Data, 2025

Figure 17: Population in Weld County by Age Cohort, 2025-2050



Source: DOLA Single Year of Age Data, 2025

Table 3 shows how NFRMPO communities are divided by population aged 60+, based on data from the 2018-2023 American Community Survey (ACS). On average, about 18.5% of each community's population falls within this age group. Evans, Johnstown, Milliken, Timnath, and Severance have significantly lower percentages of adults over 60 than the regional average, while Eaton, Greeley, Loveland, and Windsor are significantly above it, highlighting regional differences. Fort Collins, Greeley, and Loveland have the largest populations over 60 in the region, primarily because of their larger overall populations. It is important to note that population forecasts by age groups are not available for every community.

At the municipal level, communities have populations ranging from 7.4% to 17.8% aged 65 or older, with an average of 13.01%. When including those over 60, these percentages increase significantly. The municipal breakdown of the total population over 60 is shown in **Table 3**. The increase in the region's older adult population is a crucial consideration for communities when planning for housing, transportation, retirement, and other essential needs.

Table 3: Population Over 60 and 65 by Community, 2023

Community	Total Population	Over 60		Over 65	
		Percent	Actual	Percent	Actual
Berthoud	11,684	19.4%	2,272	14.4%	1,683
Eaton	5,832	22.6%	1,319	15.4%	897
Evans	22,265	12%	2,680	8.1%	1,798
Fort Collins	170,368	17.5%	29,770	13.9%	23,756
Garden City	293	19.8%	58	11.9%	35
Greeley	112,614	20.9%	23,582	14.8%	16,668
Johnstown	18,075	14.4%	2,604	9.3%	1,677
Larimer County	370,771	23.5%	87,015	17.8%	65,857
La Salle	3,119	16.7%	522	11.4%	357
Loveland	79,353	28.5%	22,623	19.4%	15,379
Milliken	8,695	13.1%	1,140	8.5%	740
Severance	9,302	12.8%	1,189	7.4%	691
Timnath	8,007	14.7%	1,180	12.3%	983
Weld County	359,442	18.9%	68,095	13.2%	47,344
Windsor	35,918	22.4%	8,055	17.3%	6,222

Source: 2018-2023 5-Year American Community Survey

Individuals with Disabilities

The NFRMPO uses the Census categories and definitions for disabilities:

- **Hearing difficulty:** Deaf or having serious difficulty hearing (DEAR).
- **Vision difficulty:** Blind or having serious difficulty seeing, even when wearing glasses (DEYE).
- **Cognitive difficulty:** Because of physical, mental, or emotional problems, having difficulty remembering, concentrating, or making decisions (DREM).
- **Ambulatory difficulty:** Having serious difficulty walking or climbing stairs (DPHY).
- **Self-care difficulty:** Having difficulty bathing or dressing (DDRS).
- **Independent living difficulty:** Because of a physical, mental, or emotional problem, having difficulty doing errands alone, such as visiting a doctor's office or shopping (DOUT).

Table 4 displays the 2023 population of each municipality with a disability, along with the percentage of residents affected. It shows that, on average, 11.46% of people in our communities live with a disability. This data highlights how common disabilities are in our society, with individuals with disabilities located throughout the region, with Severance having the lowest rate, and Garden City having the highest rate of individuals with disabilities. Notably, Evans, Greeley, Garden City, and Loveland have rates above the regional average. Fort Collins, Evans, Loveland, Greeley, and Windsor have the largest populations of individuals with disabilities in the region. Although DOLA does not provide projections for the disabled population, it is essential to recognize that such estimates can be derived by multiplying current percentages by future population projections for these communities. This information is vital for planning and resource allocation for individuals with disabilities and emphasizes the need for greater support and services across the region's communities for these individuals.

Table 4: Disability by Community, 2023

Community	Total Population	Total Population with a Disability	Percent
Berthoud	11,684	1,002	8.6%
Eaton	5,832	464	8%
Evans	22,265	2,555	11.5%
Fort Collins	170,368	17,969	10.6%
Garden City	293	70	23.9%
Greeley	112,614	14,977	13.4%
Johnstown	18,075	1,492	8.3%
Larimer County	370,771	43,593	11.8%
La Salle	3,119	360	11.5%
Loveland	79,353	11,310	14.4%
Milliken	8,695	1,205	13.9%
Severance	9,302	623	6.7%
Timnath	8,007	568	7.1%
Weld County	359,442	42,281	11.8
Windsor	35,918	3,725	10.4%

Source: 2018-2023 5-Year American Community Survey

Veterans

Veterans are not a specific population category within FTA’s §5310 guidance but fall into other recognized groups. **Table 5** displays the veteran status of the municipal population aged 18 and older. Windsor, Johnstown, Loveland, and Berthoud have the highest proportions of residents with veteran status.

Table 5: Veterans by Community, 2023

Community	Total Population with Veteran Status*	Percent*
Berthoud	549	6.1%
Eaton	235	5.3%
Evans	829	5.3%
Fort Collins	8,280	5.8%
Garden City	11	4%
Greeley	4,617	5.5%
Johnstown	1,090	8.2%
Larimer County	19,908	6.6%
La Salle	93	4.1%
Loveland	4,738	7.4%
Milliken	404	6.2%
Severance	644	9.9%
Timnath	469	9%
Weld County	17,805	6.6%
Windsor	2,022	7.4%
*The percentage and population are for the population over 18 years of age		

Source: 2018-2023 5-Year American Community Survey

In the **2017 Coordinated Plan**, NFRMPO staff analyzed the veteran population at the county level; however, this data was not included in the **2021 Coordinated Plan**. **Table 6** presents the population, gender, unemployment rate, and disability status for county residents and veterans in 2023. The populations of both counties have grown since the last **Coordinated Plan**, and the number of veterans has also steadily increased. Veteran unemployment rates are higher in Larimer County than in Weld County, while Weld County has a higher civilian unemployment rate. The percentage of veterans with disabilities in Larimer and Weld counties is higher than the civilian disability rate.

Table 6: Veteran Population, 2023

Population	Larimer County		Weld County	
	Total	Veterans	Total	Veterans
Population (18+)	303,525	19,908	268,145	17,805
Male	150,503	17,314	135,222	16,149
Female	153,022	2,594	132,923	1,656
Unemployment Rate	4.5%	5.5%	3.7%	0.9%
Disability Status	13.2%	26.6%	14.4%	27.2%
*The percentage and population are for the population over 18 years of age				

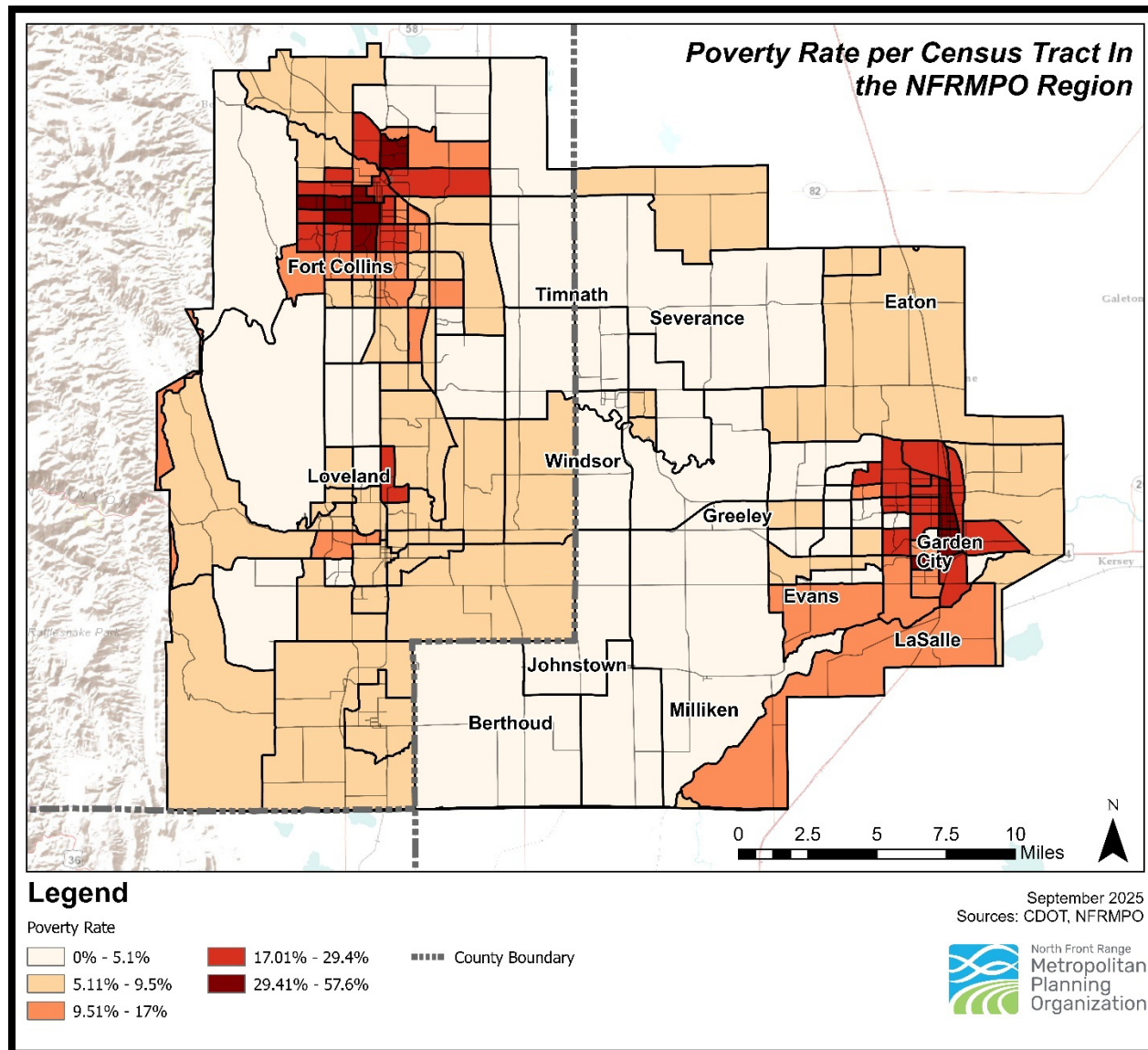
Source: 2018-2023 5-Year American Community Survey

Low Income

The low-income population is considered a vulnerable population to the NFRMPO. Low-income thresholds are determined annually in accordance with CDOT's NEPA manual. 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, and estimates of household income from the 2018 - 2023 ACS.

Figure 18 shows the percentage of low-income households living below the federal poverty level by Census Tract. The highest percentages of low-income families are found in northern Fort Collins, east Greeley, Garden City, Evans, and the La Salle area. These areas primarily surround Colorado State University (CSU) and are located north of the Old Town district in Fort Collins, as well as in the north, east, and central parts of Greeley. On average, low-income populations tend to have fewer cars and are more dependent on other modes of transportation, such as transit. In addition to older adults and individuals with disabilities, university students also make up part of these demographics. Colorado State University (CSU) and the University of Northern Colorado (UNC) are in Fort Collins and Greeley, respectively; these institutions may significantly impact the concentration of low-income populations in the area. These areas reflect the diversity within low-income groups across the region, including students, agricultural workers, and minority populations. Housing affordability significantly affects where people choose to live and can necessitate the provision of additional transportation services.

Figure 18: Low-Income Populations by Census Tracts, 2023



Zero Car Households

Zero-car households are households that report not currently owning a vehicle. This term does not include access to bicycles, work vehicles, or other autos. A breakdown of the number of vehicles available per household in each community is shown in **Table 7**. It shows that, on average, 4% of households in our communities are zero-car households. These households are most common in the following areas of the two counties: Fort Collins, Greeley, La Salle, Loveland, and Garden City. More than one-fifth of households in the North Front Range region have access to at least three cars, and over one-third have access to two vehicles. Many areas with zero-car households overlap with the region's more urban areas, student populations (such as around CSU and UNC), low-income neighborhoods, and commercial areas. Zero-car households are essential because they help reduce household expenses, traffic congestion, and the environmental impacts associated with car dependency, such as improving air quality. However, zero-car households can also highlight disparities in transportation access if they lack other reliable modes of transportation, and they can reveal economic constraints, as some choose to be car-free. In contrast, others are car-less out of necessity.

Table 7: Number of Vehicles Available, 2023

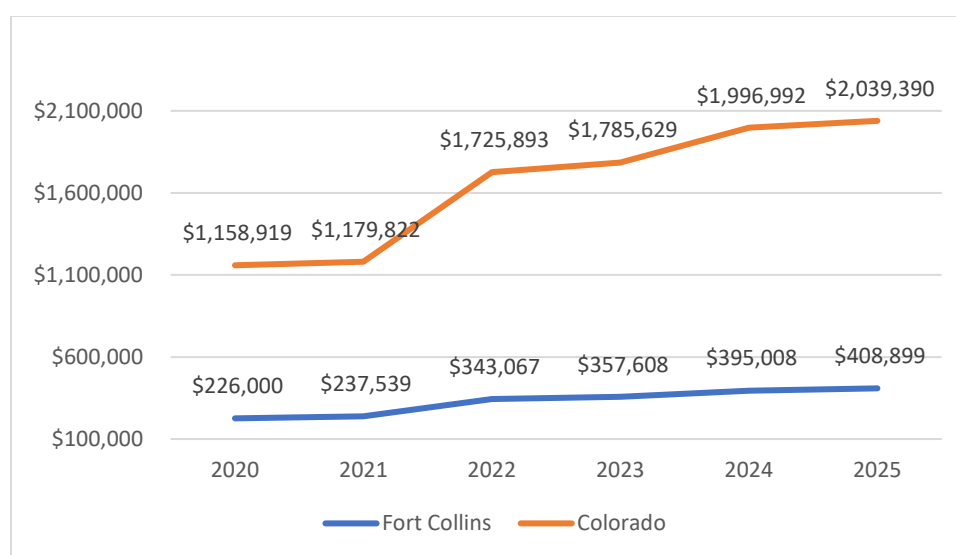
Community	Number of Vehicles Available			
	0	1	2	3 or more
Berthoud	1.8%	24.9%	38.2%	35.1%
Eaton	2.3%	14.4%	38%	45.4%
Evans	1.3%	22.9%	39.7%	36.1%
Fort Collins	4.9%	33.4%	41%	20.7%
Garden City	16.9%	60.6%	15%	7.5%
Greeley	6.8%	29.6%	36.9%	26.8%
Johnstown	2.7%	19.8%	43.9%	33.5%
Larimer County	3.8%	30.1%	40.8%	25.4%
La Salle	5.6%	14.4%	41.7%	38.4%
Loveland	4.2%	31.2%	42.8%	21.8%
Milliken	3.1%	12%	44.8%	40.1%
Severance	2.5%	12.6%	46.8%	38.2%
Timnath	0%	20.4%	59.3%	20.3%
Weld County	4%	21.9%	40.3%	33.8%
Windsor	2.8%	22.2%	43.3%	31.7%

Source: 2018-2023 5-Year American Community Survey

FUNDING CONTEXT

FTA §5310 has been the region's primary funding source for mobility management activities, with recent funds provided through the state of Colorado through the Multimodal Options Funds (MMOF) program. **Figure 19** shows the FTA §5310 funding amounts allocated to the Fort Collins TMA and Colorado Small Urban Areas from 2020 to 2025. The line for Colorado includes the Greeley Urban Area. CDOT manages Small Urban FTA §5310 funds on behalf of urban areas with populations of fewer than 200,000. Funding from FTA §5310 has increased annually, albeit at a modest rate.

Figure 19: FTA §5310 Funding Trends, 2020 - 2025



Source: FTA Apportionments, 2025

Other funding sources include fares, Older American Act funds, Older Coloradans Act funds, CTE, CRP, SIPA, 5339, Medicaid and Medicare funds, donations, and other funding sources. Federal and State recovery and stimulus funds have also been invested in the region during and after the COVID-19 pandemic. These funding sources are not reported to NTD or FTA. Excluding stimulus funds, funding has remained stagnant, failing to meet the region's full transportation needs. It is essential to acknowledge that current funding is insufficient and that additional resources are urgently needed to fully meet transportation demands.

As discussed in previous sections and in the next section, agencies increasingly see the benefits of collaborating and 'braiding' various funding sources. This strategy involves combining multiple sources to expand service and reach, thereby maximizing the impact of each source.

Chapter 3 lists unfunded projects that could benefit from this collaborative approach.

3

CHAPTER 3: GAP ANALYSIS



Image 4: Transfort DAR Driver and Rider. Image credit: City of Fort Collins.

In an overall analysis, demand response transit services, fixed-route transit services, and paratransit/demand response services were compared within the NFRMPO boundary. Municipally operated transit is available to varying degrees by a demand response service in Berthoud through BATS and fixed-route services in Fort Collins through Transfort, Greeley and Evans through GET, and Loveland through COLT. The Berthoud and Fort Collins areas are served by the FLEX regional transit route, which runs between Fort Collins, Berthoud, Longmont, and Boulder County. The Poudre Express, on the other hand, connects Weld and Larimer counties through a regional transit route that serves Fort Collins, Greeley, and Windsor. Transfort, COLT, and GET are required by the ADA Act to provide paratransit/demand response services for 3/4 of a mile beyond a fixed-route service. However, as the FLEX and the Poudre Express are regional transit routes, neither provides paratransit services, as the ADA Act requires paratransit only for fixed-route services. Both the FLEX and the Poudre Express do have ADA-compliant vehicles that can serve individuals with disabilities. Since transit service is provided at the municipal level, there are few regional connections. Although non-profits aim to fill these gaps, factors such as cost, lack of awareness, and other issues may prevent older adults and individuals with disabilities from traveling.

Through data analysis and outreach efforts, the issues within the transportation system were identified. Many of these problems match those highlighted in earlier versions of the **Coordinated Plan**. The successes of past **Coordinated Plans** and current projects are further discussed in the Current Efforts section of this chapter.

Transportation is a vital issue for people of all ages, as it connects them to schools, jobs, social events, and healthcare appointments. It plays a key role in advancing equity for low-income and older adult populations. Transportation should be affordable, convenient, and accessible to everyone, supporting those who need it.

OUTREACH

During the development of the **2025 Coordinated Plan**, NFRMPO staff contacted various organizations and stakeholders to gather feedback on mobility issues in Larimer and Weld counties. NFRMPO staff met and presented with the following organizations and stakeholder groups:

- Weld County AAA Advisory Board
- LCOA Advisory Council
- Dial-A-Ride & Transit Accessibility Committee (DARTAC)
- Fort Collins Senior Advisory Board
- Fort Collins Disability Advisory Board
- Fort Collins Active Modes Advisory Board
- Fort Collins Transportation Board
- Fort Collins Community Connectors

- Greeley Commission on Disabilities
- Greeley City Council
- Greeley Citizen Transportation Advisory Board
- Loveland Disabilities Advisory Commission
- Loveland Senior Advisory Board
- Loveland Transportation Advisory Board
- Partnership for Age-Friendly Communities
- Health District Health Equity Action Team
- NOCO Works
- NOCO REDI
- Catholic Charities
- Care Communities NoCo
- Colorado Health Network Fort Collins & Greeley
- Kiwanis Club
- UCHealth Community Health Educators
- CSU Internal Staff
- CSU Inclusive Physical and Virtual Campus Committee
- Transportation Solutions Group
- NFRMPO Planning Council
- NFRMPO Technical Advisory Committee
- NFRMPO All Staff
- Northern Colorado Mobility Committee (NCMC)
- Larimer County Mobility Committee (LCMC)
- Weld County Mobility Committee (WCMC)
- Boulder County Mobility and Access Coalition

In addition to in-person meetings and outreach events, a brief survey was conducted from March 2025 to August 2025. It was posted on the NFRMPO and *RideNoCo* websites, distributed at meetings and events, and featured in the NFRMPO’s newsletter, the Mobility newsletter, and on social media. The survey received seventeen responses, and **Figure 20** displays a heatmap of their locations.

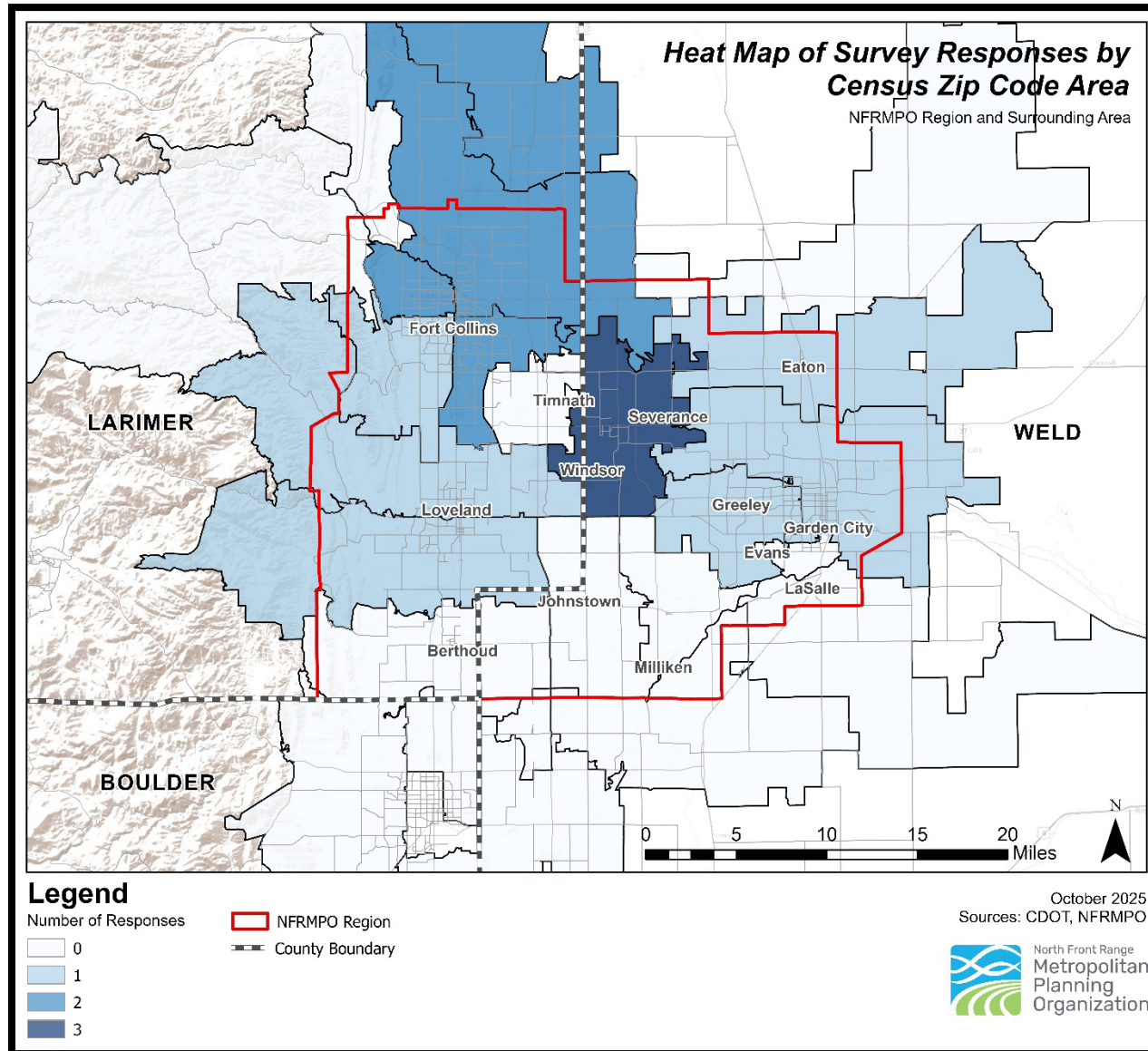
The LCMC held a virtual meeting on January 28, 2025, with seventeen members present. The WCMC hosted a virtual meeting on March 25, 2025, with eleven members in attendance. The NCMC met in a hybrid format on May 27, 2025, with twenty-two members present. At these meetings, members of the Mobility Committees and other attendees discussed the **2025 Coordinated Plan**, regional mobility issues, and potential strategies to address them.

Additionally, the NCMC received an update on outreach and responses during the August 26, 2025, meeting, which was attended by 20 members. The meeting also covered outreach efforts,

identified service gaps, and explored suggested ideas. The NCMC discussed the final **2025 Coordinated Plan** on November 4, 2025, with 14 members present, provided final feedback and discussion to NFRMPO staff on the **2025 Coordinated Plan**, and unanimously approved the **2025 Coordinated Plan** and recommended its adoption to the NFRMPO Planning Council. Discussions from all these meetings are incorporated into the **2025 Coordinated Plan**.

Unaggregated outreach details from the public survey are in **Appendix A**, and notes from the Joint Boulder Mobility and Access Coalition and Northern Colorado Mobility Committee meeting are in **Appendix B**.

Figure 20: Heat Map of 2025 Coordinated Plan Survey Responses



TRANSIT PROJECT LIST

In September 2022, CDOT updated its 10-year Strategic List of Projects to outline potential projects to pursue if funding becomes available. As part of revising the **Coordinated Plan**, NFRMPO staff solicited projects from transit agencies, human service agencies, and other stakeholders related to new corridor connections, new services, vehicle replacements, or infrastructure upgrades. The transit project list in **Appendix C** was updated from the previous **Coordinated Plan** and reflects information received from local municipalities, transit agencies, human service agencies, and other stakeholders, as well as the **2050 Regional Transportation Plan (RTP)**.

SIDEWALK ACCESSIBILITY

As part of the NFRMPO's 2021 **Regional Active Transportation Plan**, an analysis was performed to assess the accessibility of the sidewalk network to the transit system. Multimodal accessibility can affect mobility, particularly in public transportation. The National Association of City Transportation Organizations (NACTO) [Transit Street Design Guide](#) emphasizes that a transit trip should be considered door-to-door, not just stop-to-stop, meaning the entire journey involves more than simply riding the bus. NACTO also underscores the need for first- and last-mile connectivity as it helps address the challenges individuals face in accessing transportation solutions to bridge the gap between an individual's starting point and the nearest public transit stop, and from the public transit stop to their final destination.

A safe, well-connected sidewalk network improves access to transit, providing an alternative to single-occupant vehicle (SOV) travel. NFRMPO member communities are investing in making streets more multimodal. An important example is Transfort's ongoing effort to upgrade its Americans with Disabilities (ADA) Bus Stops through its ADA Bus Stops Upgrade program. This initiative recognizes the mutual benefits of transit and walkability and has already made considerable progress toward ensuring all bus stops are ADA-compliant by 2026. Funded through a Federal Transit Administration (FTA) grant, the NFRMPO's Carbon Reduction Program (CRP) funding, and the City's Community Capital Improvement Program (CCIP), these upgrades demonstrate the potential for positive change within our communities.

Based on 2023 NTD data, the average paratransit trip in the North Front Range costs \$39, while the average fixed-route trip costs \$3.99. Using fixed-route services can help people participate more fully in activities. Transitioning some paratransit trips to fixed-route trips can save communities and transit agencies money. It can be achieved by addressing issues such as:

- Lack of curb ramps or accessible alternative paths

- Lack of sidewalks or other safe, accessible routes
- Snow and ice conditions
- Major intersections or difficult street crossings
- Temporary construction projects.

Figure 21 illustrates the connectivity of the City of Fort Collins' Transfort, City of Loveland Transit (COLT), Greeley Evans Transit (GET), and Bustang bus stops to the regional sidewalk network. Bus stops are shown as connected to the sidewalk network if infrastructure was present at the stop; some stops are shown as disconnected from the broader sidewalk system if the stop was not connected to the broader sidewalk system; and some stops are shown as having no sidewalk connection if there was a lack of sidewalk infrastructure altogether. Connected bus stops link into the municipal network at multiple points, while disconnected stops may have a sidewalk segment but do not connect to the larger network.

Based on the map, areas needing sidewalk improvements include northwest, northeast, and south Fort Collins; north and east Loveland; west, northwest, and northeast Greeley; the US 34 corridor; and US 287 between Fort Collins and Loveland. The Transfort ADA Bus Stop Upgrade program will address some of these stops.

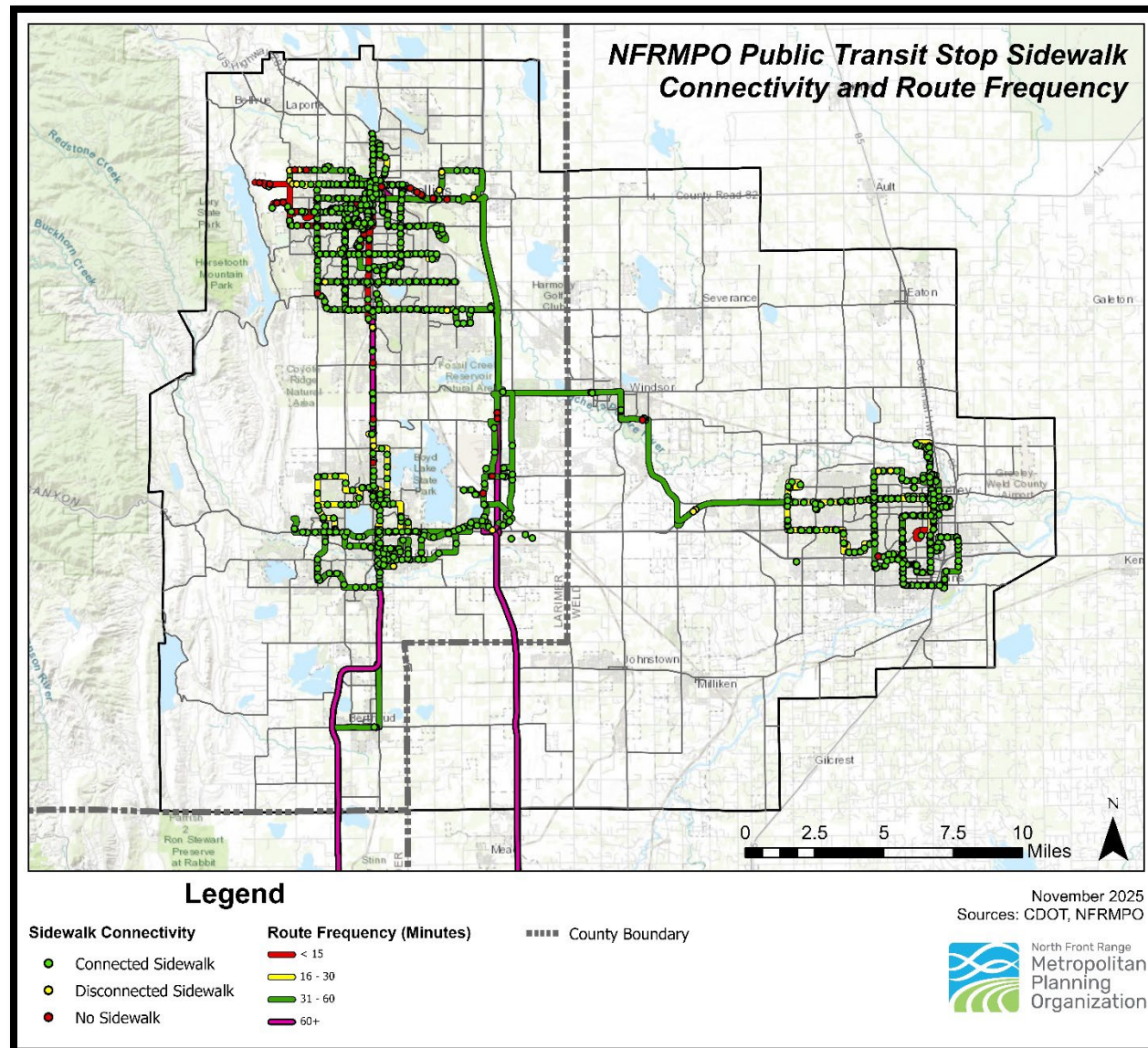
As of 2025, there were 974 bus stops in the NFRMPO region:

- Overall, 918 (94.3%) bus stops are connected; 17 (1.7%) have sidewalk infrastructure but are disconnected; and 39 (4%) lack sidewalk infrastructure.
- Transfort has 512 bus stops; 471 (92%) are connected, nine (1.8%) have sidewalk infrastructure but are disconnected, and 32 (6.3%) lack sidewalk infrastructure.
- GET has 313 bus stops; 305 (97.4%) are connected, six (1.9%) have sidewalk infrastructure but are disconnected, and two (0.6%) lack sidewalk infrastructure.
- COLT has 182 bus stops; 174 (95.6%) are connected, three (1.6%) have sidewalk infrastructure but are disconnected, and five (2.7%) lack sidewalk infrastructure.

Some transit funds, including FTA §5310 funds, can support the development of sidewalk networks to improve accessibility. According to the FTA, "building an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features... [and] improving signage or wayfinding technology" are non-traditionally eligible projects. FTA §5310 funds have not traditionally been used for sidewalk improvements; however, if used to provide accessibility features or improve wayfinding technology, they can be utilized.

Non-traditional funding braiding, as outlined in the CCAM Program Inventory, can help address some of these gaps. For example, combining different funding sources, such as the Recreational Trails Program funds, which can be used for the construction, restoration, and maintenance of nonmotorized and motorized recreational trails (paved and unpaved) and trail-related facilities, FTA §5310 funds, and local resources can connect a Regional Active Transportation Corridor (RATC) to the sidewalk and transit networks. This way, a person could ride their bike along the Poudre Trail, then connect to a Poudre Express stop, and take their bike back to their starting point on the bus. This approach can expand the trail's reach and foster a more seamless regional multimodal network.

Figure 21: Bus Stop/Sidewalk Connectivity Analysis, 2025



IDENTIFIED ISSUES

Funding

Despite its importance, securing transportation funding can be challenging. Although improvements have been made, funding remains a key issue. Public transportation and transit are vital, but operating them can be costly. Subsidies and grants help transit agencies and nonprofits provide services where demand exceeds available funds.

For years, Colorado had limited transit funding. In 2009, the Colorado Legislature passed the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), which allocated funds for roadway safety, bridge repairs, and the support and expansion of transit. Local transit grants are available for \$5 million annually, while statewide projects can receive up to \$10 million per year. Funds are also reserved for the Bustang service, which connects Northern Colorado, Colorado Springs, and I-70 mountain communities to downtown Denver. Although this extra funding is helpful, it is only a first step toward meeting the state's overall transportation needs. Furthermore, this funding is at risk because elected officials are requesting additional money for road construction and maintenance.

Other funding sources, such as the MMOF, CRP, CTE, 5339, and others, can be used for various programs and projects. Although these funding options can be helpful, they only represent a small step toward meeting overall needs. Additionally, these federal and state funds can be cut or eliminated at any time, emphasizing the volatility of funding and the importance of funding braiding to ensure continuous support for existing programs and the launch of new ones.

Additional funding could expand transit coverage, extend operating hours, enhance paratransit services, and facilitate the purchase of more vehicles. Additional funding for human service agencies and nonprofits could enable them to provide specialized services and connect more seniors and individuals with disabilities to appointments, social events, and other essential resources. Without a long-term funding plan, planning remains difficult, especially as the population continues to grow and age.

Population Growth and Distribution

Growth is steadily occurring throughout the North Front Range region, consisting of single-family, low-density residential units. Fort Collins is also adding multifamily housing, but most land use remains centered on single-family homes. This lower residential density can create challenges for transit agencies and non-profits to serve residents effectively. Less-dense development increases the need to travel between destinations, raising costs and travel times, which can explain the limited transportation options from and within nearby towns, such as Severance, Milliken, Johnstown, Windsor, and others, to Fort Collins, Greeley, and Loveland, where many medical and professional services are located, as identified during the public outreach process.

In addition to the fragmented development pattern, transit services are currently provided by three different agencies. Each agency has its own fare rules, hours of operation, and paratransit boundaries, which makes it difficult for residents with medical needs in neighboring communities to use these services. There is no assurance that paratransit can cross municipal boundaries. Some human service transportation providers may offer this service, but they often have restrictions such as eligibility based on client type, age, disability, veteran status, operational hours, or jurisdictional limits. A regional mass public transportation service that provides fixed routes, on-demand services, paratransit, or light rail would help connect both counties and improve connectivity within the region, providing a more streamlined system for the community than the different, separated transportation services currently in the area.

Population growth is surpassing transit agencies' capacity to expand services to meet demand. For example, residents have noticed that new medical facilities are being constructed in west Greeley, an area not currently served by GET fixed-route or paratransit/demand response services. Such growth can make it harder for residents to attend medical appointments or get around if they lack access to different transportation options. The absence of a regional transit agency or transportation service, such as a regional bus or light rail, offering mass public transportation across Larimer and Weld counties creates a significant barrier for many and can obstruct job accessibility, regional connectivity, population growth, and economic development. Furthermore, the absence of interregional connections, such as state bus or rail systems, between the NFRMPO and regions outside the NFRMPO, such as Denver or Colorado Springs, can hinder linking the NFRMPO region to the rest of Colorado.

Awareness

A central theme of the outreach process was the lack of awareness of existing transit options. In many cases, transportation services are available, but people are unaware of them. While there are gaps in the actual transportation services, the biggest issue is a lack of understanding of what is currently available. Additionally, this lack of awareness was consistent among providers. If a service was limited or unable to offer rides, providers often lacked knowledge of alternative options to recommend. This problem should be addressed through continued outreach to all stakeholders.

Progress has been made in addressing this issue; however, the large geographic area, influx of new residents, and other factors continue to pose challenges to raising awareness. Tools like the NFRMPO's *RideNoCo* and *Rider's Guide* are designed to be interactive resources that boost awareness and connect riders with providers.

Providers and Training

All drivers must complete training, especially those working for services funded with FTA grants. This training covers customer service, assisting passengers, and general customer interaction. A common issue identified was the perceived inconsistency in driver training.

Seniors noted a misunderstanding about the difference between door-to-door service and door-through-door service, with many unsure of their rights regarding wait times, appointment scheduling, and missed trips. Clarifying expectations, rules, regulations, and service levels for both clients and providers can help build trust, reduce missed trips, and lower complaints.

Until the early 2010s, Larimer County and Weld County each offered paratransit services in their rural areas. Due to budget cuts, staff turnover, and other challenges, these transportation programs were transferred to Transdev, the NEMT provider serving Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld counties. As a result, Transdev now covers a much larger area than the counties previously did. Concerns were frequently raised about booking trips, missed rides, and cancellations. Additionally, this service is only available for Medicaid-eligible non-emergency medical trips. Volunteer providers are helping support rural areas of Weld County. However, rural Larimer County lacks a service provider, and the current providers do not extend their services across both counties, resulting in a lack of regional connections in the rural areas.

ANALYSIS

Based on the data discussed in this chapter, the following themes were identified as gaps in the transportation system for older adults and people with disabilities. Many of these gaps overlap with those found in the **2021 Coordinated Plan**. Strategies to address these gaps are covered in **Chapter 4**.

Limited service outside of fixed-route catchment areas, mainly rural areas

- Services that connect communities are limited, especially among the region's three largest cities.
- Rural and fringe neighborhoods often lack access to essential services or are forced to rely on more costly alternatives.
- Connecting between communities may involve multiple services, which can be confusing, overwhelming, and time-consuming.
- Connecting newly developed or built neighborhoods outside fixed-route areas that need support to link them to the region.

Lack of awareness of existing programs

- Many services are available to help older adults, people with disabilities, low-income individuals, and underserved communities, but many do not know about them until they need assistance.
- Better communication with healthcare providers, including medical professionals, is crucial.

- There is a lack of support for temporarily disabled individuals who may be under sedation, anesthesia, and/or injured and require transportation assistance.

Drivers and Driver Retention

- Transportation providers, both paid and volunteer, are facing a driver shortage.
- Hiring and training new drivers takes time and resources.

Funding and Cost

- Specialized transportation can be expensive to operate.
- Agencies must balance operating expenses with capital costs while expanding programs and maintaining infrastructure in good condition.
- Rural residents may have to pay high fares for taxis or private transportation to attend appointments, social events, or pick up groceries.
- It is crucial to identify specific gaps to determine the most significant funding needs.

CURRENT EFFORTS

The NFRMPO adopted its first Coordinated Public Transit/Human Services Transportation Plan in 2007 and revised it in 2013, 2017, and 2021. This section reviews the program's first decade, highlighting successes and ongoing issues.

Since the **2007 Coordinated Plan**, the following goals and strategies have been achieved:

- Establishment of a Mobility Coordination Program at the NFRMPO
 - Creation of the Mobility Director
 - Assistance with grants
 - Staff support for the Mobility Committees and Larimer County Senior Transportation Coalition
- Launch of Mobility Committees
 - Bring transit agencies, human service transportation organizations, the public, and non-profits to coordinate services and raise awareness about transportation issues.
 - One committee for each county to meet their specific goals.
 - LCMC meets quarterly at the Loveland Youth Campus in Loveland
 - WCMC meets quarterly at the United Way Weld County in Greeley
 - Creation of a joint committee that brings the two committees together.

- Participation in community outreach events and surveys
 - Staffing tables at events to share information and answer questions about regional transportation.
- Launch of a multi-agency travel training program
 - Cooperated with transit agencies and Mobility Committees to coordinate and increase travel training efforts.
- Creation of the NFRMPO *Rider's Guide* (updated in 2010, 2012, 2014, 2016, 2025)
 - Printed in-house for distribution at libraries, transit hubs, community centers, senior centers, and other busy locations.
- Creation of the first Transportation Management Organization (*GoNoCo34*) in the North Front Range Metropolitan Planning Organization's area
- Creation of the *RideNoCo*, one-call/one-click transportation center
 - Staffed call center for transportation resources
 - Creation of the TDS system that connects *RideNoCo* with service providers.
 - Creation of the TDM Action Plan

4

CHAPTER 4: STRATEGIES



Image 5: GET Travel training by the NFRMPO. Image credit: NFRMPO staff

STRATEGIES

Chapter 4 describes the goals, methods, and performance measures for five strategies based on outreach, public feedback, and Mobility Committee meetings. These strategies relate to the project list in **Appendix C** and can also be used to identify new projects for implementation.

These strategies include:

1. Coordination

- **Goal:** Assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public.

2. Education, Outreach, and Communication

- **Goal:** Raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations.

3. Collaboration

- **Goal:** Promote collaboration among transportation and human service providers to improve service and resource delivery.

4. Infrastructure and Funding

- **Goal:** Address the backlog of infrastructure upgrades, expansions, and state-of-good-repair projects.

5. Non-Mobility Improvements

- **Goal:** Address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities.

STRATEGY 1: COORDINATION

Goal:

Assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public.

Methods:

- Support the regional coordination and mobility efforts through an NFRMPO Mobility team, including the NFRMPO Mobility Director, Mobility Planner, Mobility Specialist, and any other necessary personnel.
- Develop reciprocity agreements among providers to establish standard eligibility criteria.
- Collaborate with healthcare and service providers.
- Create a volunteer medical chaperone program to assist temporarily disabled individuals.
- Develop a shared database to monitor customers across all providers.
- Pool funds for trips involving multiple providers.
- Set shared service standards to ensure a consistent customer experience across providers.
- Identify service gaps and seek funding to address them.
- Manage applications for funding and grants.
- Develop cross-jurisdictional service points and transfer hubs for providers.
- Create a public relations strategy for *RideNoCo*, engaging providers and stakeholders.
- Expand the *RideNoCo* TDS system to include all providers in the region and explore how it can connect with other partners in the state.
- Establish a one-stop shop in *RideNoCo* where individuals can find resources, plan, and purchase trips.
- Develop a pass, app, or website that enables individuals to use all transportation service providers in the region.
- Creation of a regional mass public transportation system that could provide public transportation throughout the region through fixed routes, on-demand services, paratransit, or light rail.
- Creation of a Regional Transit Plan to address transit at a regional level, analyzing the existing services and gaps in service, and strategizing how to address these gaps.

Performance Measures:

- Number of shared trips and transfers between providers
- Customer satisfaction survey responses
- Healthcare stakeholder participation in Mobility Committees
- Number of providers using the regional database
- The decrease in denials for long-distance trips
- The amount of funds in pooled flexible funds
- The number of trips paid for with the funding pool
- Connecting all providers to the *RideNoCo* TDS system
- Launching a volunteer medical chaperone program
- Creation of a Regional Transit Plan

STRATEGY 2: EDUCATION, OUTREACH, AND COMMUNICATION

Goal:

Raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations.

Methods:

- Host travel training sessions at least twice a month virtually and support in-person training when needed.
 - Conduct virtual regional travel training courses on FLEX, Poudre Express, and Bustang.
 - Offer virtual local travel training courses on Transfort, GET, COLT, and other area services.
 - Support local travel training provided by Fort Collins, Greeley, Loveland, and other nearby municipalities when needed.
- Update Rider's Guides, which are available in English, Spanish, large print, and other languages as needed.
- Create a comprehensive transportation guide for public use, including resources.
- Conduct outreach with schools and local colleges to educate youth and college students about regional transportation.
- Expand educational tools by developing additional pamphlets, guides, and diverse media formats.
- Distribute educational materials to new and diverse partner agencies.
- Participate in community events such as Weld Project Connect, farmers' markets, and town festivals.
- Present to stakeholder groups, organizations, and community groups about transportation and local resources.
- Support the promotion of *RideNoCo* and the MyWayToGo platform to encourage different transportation modes.
- Promote SchoolPool to regional schools to assist with transportation for children.

Performance Measures:

- Number of travel training courses held in the region

- Number of travel training participants
- Number of Rider's Guides distributed by language
- Number of visits to the *RideNoCo* website
- Number of calls to the *RideNoCo* call center
- Number of presentations and outreach events attended
- Number of challenges and events hosted on the *RideNoCo*, MyWayToGo platform
- Number of schools enrolled in SchoolPool

STRATEGY 3: COLLABORATION

Goal:

Promote collaboration among transportation and human service providers to improve service and resource delivery.

Methods:

- Support and expand the Larimer County Mobility Committee, Weld County Mobility Committee, and Mobility and Access Priority Groups.
- Host a joint Northern Colorado Mobility Committee that brings together the Larimer and Weld County Mobility Committees to foster cross-county collaboration.
- Provide networking opportunities whenever feasible.
- Create a resource library to support the Mobility Committees.
- Participate in local, regional, and state-level transit, transportation, and mobility committees.
- Assist in developing a volunteer pooling system that connects volunteers with providers and individuals.

Performance Measures:

- Number of Mobility Committee meetings each year
- Attendance at Mobility Committee meetings
- Creation of a resource library for the Mobility Committees to use
- Development of a volunteer pooling system

STRATEGY 4: INFRASTRUCTURE AND FUNDING

Goal:

Address the backlog of infrastructure upgrades, expansions, and state-of-good-repair projects.

Methods:

- Inventory current infrastructure to identify needs, including vehicles and drivers.
- Support the DAR and DAT programs.
- Identify new and potential funding sources, such as private foundation grants and funding from health organizations.
- Seek local, regional, nonprofit, and other partners to improve collaboration and reduce the burden on individual agencies and organizations.
- Establish an emergency fund to assist individuals in need of rides.
- Address maintenance issues listed in **Appendices C** and **D**.

Performance Measures:

- Development of mobility project list
- Creation of a funding sources list for future grant cycles
- Establishment of an emergency fund
- Number of new or replacement vehicles each funding cycle
- Number of new volunteer drivers annually
- Number of rural clients served
- Total number of riders

STRATEGY 5: NON-MOBILITY IMPROVEMENTS

Goal:

Address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities.

Methods:

- Integrate land use and transportation planning.
- Provide equity and customer service training for transportation providers.
- Address environmental resilience and sustainability.
- Connect transit with local trails, active transportation infrastructure, and programs.
- Help organize workshops and events that promote active modes and various transportation options for older adults, individuals with disabilities, low-income populations, and underserved communities.

Performance Measures:

- Number of denied rides
- Customer satisfaction surveys
- Number of staff training sessions each year
- Number of travel training courses each year
- A number of workshops or events are held to promote different transportation modes for these groups

MEASURING SUCCESS

To ensure federal dollars are spent efficiently and responsibly, the FTA requires federal grantees to establish performance measures. These measures should be quantitative and qualitative. Programmatic performance measures for §5310 should include:

- **Gaps in Service Filled:** Providing transportation options that would not otherwise be available to seniors and individuals with disabilities, measured by the number of seniors and individuals with disabilities who gain mobility thanks to the program.
- **Ridership:** The actual or estimated number of rides is measured by one-way trips and provided annually to seniors and individuals with disabilities on Section 5310-supported vehicles and services.
- **Physical Improvements:** Additions or infrastructure changes (e.g., transportation facilities, sidewalks), technology, and vehicles that affect transportation service availability resulting from projects completed in the current reporting year.

Furthermore, educational and awareness campaigns should document the number of interactions, distribute brochures, and ensure that all populations are engaged in the planning process.

The NFRMPO monitors performance measures for CDOT and FTA reporting. It collaborates actively with CDOT's Division of Transit and Rail (DTR) to ensure ongoing monitoring that benefits the public, the agency, and CDOT.

FUNDING OPPORTUNITIES

Although the NFRMPO's Mobility program is funded through the §5310 program, other funding sources and partnerships should also be considered. These additional sources can expand project scope, foster new partnerships, and lead to stronger outcomes.

Potential funding options for mobility-related projects include:

- Veterans Transportation and Community Livability Initiative,
- American Association of Retired Persons (AARP),
- FTA §5311,
- AmeriCorps/Senior Corps,
- Transportation Alternatives (TA), and
- Older Americans Act.

A

APPENDICES



Image 6: Heart&Soul Paratransit Van. Image credit: The Rocky Mountain Collegian

APPENDIX A: OUTREACH

Survey

Responses are shown in blue below the question.

1. What transportation gaps have you noticed in your ability to get to doctors' appointments, social events, grocery shopping, and other locations?
 - 1.1. No buses running on Sunday.
 - 1.2. Not enough transportation options that can carry between the county lines of Larimer, Weld, and Boulder without paying high fees.
 - 1.3. Difficulty getting from one side of I-25 to the other via public transit. Insufficient public transit service to rural areas, especially in Weld County. Routes not running frequently enough so that it takes a really long time or multiple transfers to get someplace (especially within Loveland or when traveling from one town to another). Paratransit options are only available within a city without ability to travel between cities.
 - 1.4. In frequent bus opportunities and they do not go where I need them to go, and they do not run late at night.
 - 1.5. We have two hospitals here, but the buses to each only run once an hour.
 - 1.6. Wellington has nothing for public transportation other than limited service for seniors through the Wellington Senior Center
 - 1.7. Living in Wellington, Colorado, and being blind, there are no affordable transportation options. My only option is to Uber or some other type of ride share, and the cost is \$40 to \$50 each way. I cannot afford that.
 - 1.8. I have a car and can get anywhere I need to be. I drive an EV and also have an e-bike. I think we need to get people to change their mindset. If I go to an event in Fort Collins from Windsor, there are easily five other people doing the same thing. We could carpool. When I bring it up, it is often disregarded.
 - 1.9. I have a car that I can use if the weather is bad and I cannot use my bike for appointments and errands, If I did not have a car there are no other options from my neighborhood to South Fort Collins.
 - 1.10. No transit on Harmony Road east of I-25 to connect to the Harmony Transfer Center
 - 1.11. English language learners. Students who can't drive yet but want to work.

- 1.12. Harmony Road bus service. Also, we need better connections to the airport and improved service to NFR.
 - 1.13. There are significant public transportation gaps for those in more rural communities, between one another, and the largest cities, where there are more services. Within the cities there are limited public transit hours weekdays in the evening and early morning and over the weekend. Also, public transportation does not well cover newer housing areas.
 - 1.14. I would like improved service to the new VA facility near Crossroads and I-25. Special events, such as graduation. Shopping
 - 1.15. Bus service to SE medical facilities. UC Health Harmony Campus, etc.
 - 1.16. There appear to be geographic locations that are underserved.
 - 1.17. I notice a major gap in northeast Fort Collins. You would have to be able to drive to Harmony or CSU to be able to make use of most buses. The Poudre Express goes right past here, but is virtually unusable because of this gap. If a stop were added on the Poudre Express, this would make it possible for residents to connect to Bustang, Groome airport shuttles, COLT, and so much more. This will become even more important as the new Bloom community begins to fill.
2. What projects, programs, or strategies could help address the abovementioned transportation gaps?
 - 2.1. Run buses on Sunday.
 - 2.2. Expanding VIA in areas where they are unable to go, they are the only transportation company in my experience that has been very reliable for me.
 - 2.3. Looking forward to hearing more about any transit options on the Highway 34 corridor. Improved regional coordination between the various transit agencies (or combining to one agency serving all the communities). Basically, increased public transit options across the board.
 - 2.4. This is a good start. Bring people to the table who actually use the systems and ask them where, when, and how they travel.
 - 2.5. Increased bus routes or changed routes that make it easier to get there via a more frequently running schedule. Hire more bus drivers (there is a massive shortage here).
 - 2.6. Volunteer pools

- 2.7. When I lived in Denver, RTD had an access on demand program, and I qualified for a \$25 credit per ride with either Uber or Lyft. A program like this in Northern Colorado would help. And, or a bus going between Wellington and Fort Collins would also be helpful.
- 2.8. I think the Poudre River Trail is an excellent example. I ride to a meeting in Fort Collins every Thursday. It is not as far as people think, and you will see amazing things.
- 2.9. Circulator style buses on smaller routes to help people get from their home to transit centers.
- 2.10. Transit service, micromobility options.
- 2.11. More outreach to immigrant neighborhoods and orgs who serve them. Maybe more partnerships with districts.
- 2.12. Rapid Transit Bus in the middle
- 2.13. Ride share (see Ryde Transit in Central Nebraska). Point-to-point transit. Longer public transportation hours. One or two fixed route stops for smaller communities (see Northeast New Mexico RTD).
- 2.14. Are we ready to have surge scheduling for university graduation and other events that bring people and who stay in the hotels? After graduation, they can take the bus to our restaurants and not have to worry about drinking. Make it a part of the celebration.
-Spend time considering and communicating riders' use of retail businesses by public transportation. Are the routes picking up and dropping off at (not near) popular stores? There could be posters on the buses with best practices for carrying groceries home. Get support from retail businesses for the transport system by bringing customers.
- 2.15. Make medical facilities a priority.
- 2.16. Additional or extended routes could help.
- 2.17. Using the 14 bus to connect backwards to the downtown station when trying to get on any route going south seems redundant and adds so much time to a route it is not worth it. It would make more sense to connect northeast Fort Collins to Harmony somehow.
3. Who (personally or organizations) should the North Front Range Metropolitan Planning Organization contact for a more in-depth conversation about transportation for older adults, individuals with disabilities, low-income individuals, and underserved communities?

3.1. DRC

- 3.2. Not exactly sure, VIA is awesome, I wish they would buy out some of the other companies in order to transport in more service areas.... Perhaps talking to those towns that yet to have to buy in with them would be good. I would not be able to tell you all the areas, but they are not able to come to Greeley or Evans for some reason; that is where they are really needed.
- 3.3. I do not know.
- 3.4. Bring others in, like RTD, Sadie Martinez with AFM, and others who are working on this.
- 3.5. People in these communities. Nobody talks to us; they just make decisions for us and then wonder why we do not use those services we never asked for.
- 3.6. ?
- 3.7. RTD Denver and Colorado Division of Vocational Rehab
- 3.8. Check out our Cycling Without Age program... we have over 600 rides last year in Greeley and Windsor.
- 3.9. United Way of Larimer County. Alianza Yarrow Collective TiyoSpaye Winyan Maka
- 3.10. The towns of Timnath, Windsor, and Severance
- 3.11. UW can direct to numerous places.
- 3.12. mobile home communities
- 3.13. IRC NOCO ISAAC NOCO More rural Weld County school districts
- 3.14. Again, more time should be spent with the targets (businesses) for the clients (riders).
- 3.15. Senior center. Assistant living facilities.
- 3.16. Neighbor 2 Neighbor and the Sustainability Department of the City of Fort Collins might have good data.
- 3.17. Weld County Area Agency on Aging, 60+ Ride, RAM Scholars, Denver Rescue Mission, Vindeket Foods, Windsor- Severance Food Pantry, Otero Corporation
4. What is something you want to make sure transportation providers, human services agencies, and/or advocates know about transportation?
 - 4.1. No buses running on Sunday makes it difficult to take care of certain appointments and obligations that lots of people are having serious issues with right now.
 - 4.2. For people without cars, it is HUGE! We need to be able to get around without falling on a sidewalk or walking through snow to get to a bus. People our age also do not always

have the finances to be able to cover the ride shares like Lyft or uber or whatnot, we need more free or low-cost transportation options for that reason alone. I would really like to pose the question of how will you want to be treated when you are old and come a time when you are unable to drive?

- 4.3. There may be bus services available, but that doesn't mean they are A) Accessible -- there is a huge need for accessible bus stops, competed sidewalks, frequent and safe street crossings, and in some places lowered speed limits. Please also consider the needs of blind individuals to have safe street crossing options and easy-to-locate bus stops (a sign in a grass parkway is not sufficient). B) Convenient/timely -- If you have to walk 1/2 mile to a bus stop, then make a bunch of transfers, and then walk again, so that a route to the doctor takes 1.5 hours (versus less than 20 minutes in a car), then you are probably going to opt for another solution. C) We are a regional community, especially for medical appointments, where doctors often have offices in Loveland, Greeley, and Fort Collins. Yet, if you are a paratransit user due to a disability, it is not possible to cross community lines. This is a huge barrier. Having a regional paratransit solution would be a huge help.
- 4.4. We deserve access on demand. We should offer that to people in Northern Colorado, just like RTD is doing in the metro area.
- 4.5. We need more of it going more places. There is an entire chunk of Greeley I have never seen because the buses do not go there, and I have lived here for over ten years.
- 4.6. There is not enough, especially in rural areas.
- 4.7. Individuals who have limited resources cannot afford to pay exorbitant transportation costs.
- 4.8. I use Bustang and other services, but other people in my circles do not. How can we get people to give up the power, control, and convenience of having your own vehicle 24x7?
- 4.9. Being respectful of callers' and riders' privacy concerns, not collecting personal information not related to providing services.
- 4.10. Having safe and reliable transportation options other than a personal vehicle is essential to a happy and healthy community.
- 4.11. The system in Greeley is not sufficient.
- 4.12. They need to be considering the impact of electronic personal services.
- 4.13. Some of the most vulnerable people are part of two or more vulnerable groups. For instance, students who are in Spanish-speaking households and live in smaller towns.

Or refugees who live in a neighborhood poorly served by public transportation and work late into the night. If transportation systems serve these groups, then everyone will be served.

4.14. That the system is reliable, safe (I think), and welcoming.

4.15. It is important for appointments, surgeries, etc.

4.16. The TDS app is very useful, but it relies on a lot of volunteerism. Shouldn't the City and County have resources to provide for the needs of the residents?

4.17. Using public transportation in this region almost always requires using a car, Uber, or bike to get between two legs of the trip or to get to the final destination from the bus stop. Therefore, I think more emphasis needs to be placed on creating space for bicycles on buses. It is a serious flaw when someone tries to rely on public transportation but when their bus arrives, they are not able to get on because there is no more room remaining for their bicycle. We have to assume that more than three riders will need space for their bike if we are trying to get more riders on the buses.

5. What zip code do you live in?

5.1. 80524

5.2. 80631

5.3. 80538

5.4. 80537

5.5. 80634

5.6. 80549

5.7. 80549

5.8. 80550

5.9. 80521

5.10. 80550

5.11. 80615

5.12. 80525

5.13. 80550

5.14. 80526

5.15. 80521

- 5.16. 80525
- 5.17. 80524
6. Do you have any additional comments or suggestions for transportation in the North Front Range region?
- 6.1. Start back to having buses running on Sunday.
- 6.2. Appreciate the work you are trying to put in to get more options for folks.
- 6.3.
- 6.4. Not only do we need to better connect our communities, but we also need to connect our surrounding communities to our communities. There should also be one bus pass. It is ridiculous that I have to carry three different passes. I have to carry a COLT, a transport, and an RTD pass.
- 6.5. This survey, which is seeking input from the disabled community, is not very accessible. It relies on a map with no image description. There is not much I can tell you without having access to this critical information.
- 6.6. Keep up the good fight.
- 6.7.
- 6.8. Poudre River Trail Corridor will be a huge asset once connected. How can we encourage people to ride to work and other events?
- 6.9. Thank you for presenting at the active modes board meeting, it was nice meeting you and learning about regional transportation issues.
- 6.10. Safer, protected bike lanes near lower vehicle speeds are essential in keeping cyclists safe.
- 6.11.
- 6.12.
- 6.13. Thank you for your leadership and hard work!
- 6.14.
- 6.15.
- 6.16.
- 6.17. Thank you for all that you do and for continuing to try to improve. Public transportation is a vital resource for so many populations. I think that an emerging

population is young professionals who are comfortable using bikes and e-scooters, have high rent and student loans, preventing them from owning a car, and need public transportation to get to work. The Wi-Fi and charging capabilities are a huge bonus for this group, but the lack of bicycle accommodation and webpages that are not up to date are missing pieces.

7. If you want to follow up for more information, please provide a phone number or email so we can reach you. *

* The NFRMPO received nine responses to this question and has contacted these requests for more information. However, answers to this question include personal contact information for interested members of the public for follow-up, and for the privacy of these individuals who responded to this question; their information is not made available to the public.

APPENDIX B: OUTREACH – JOINT MEETING NOTES

Northern Colorado Mobility Committee - February MINUTES

February 26, 2025

1:00 p.m. – 3:30 p.m.

Berthoud Town Hall | 807 Mountain Ave. Berthoud

Call Meeting to Order, Welcome, Introductions, and Overview of Agenda In Person:

- Aaron Hull, NFRMPO
- Lisa Deaton, NFRMPO
- Paul Sizemore, NFRMPO
- Jacque Penfold, Citizen
- Steve Conaway, RAFT
- Kristi Swasko, RAFT
- Celest Ewert, Envision
- Jaclynn Streeter, GoNoCo34
- Ty Lamm, United Way Weld County
- Nichole Seward, Weld AAA
- Jessica Villena Sanchez, Mobility for All
- Felipe Mosqueda, Mobility for All
- Sarah Lee, Mobility for All
- Elaine C. Erb, Boulder Chamber Transportation Connections
- Jenna Robinson, SAINT
- John Matis, Citizen
- Ari Edgely, Foothills Gateway
- Ian Chase, HDR
- Ann Rajewski, CASTA
- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Jill Matlock, Weld County Public Health
- Ernest Cienfuegos-Baca, United Way Weld County
- Katlyn Kelly, Transfort
- Dena Boutwell, Via Mobility Services
- Amy Thompson, Boulder Valley School District
- Adriana Torres, Via Mobility Services
- Angel Bond, Mobility for All
- Melissa Hunter, Mobility for All
- Jennifer Ochs, Ms. Wheelchair Colorado 2023
- Michelle Trevino, United Way Weld County
- Margie Martinez, United Way Weld County

Virtual:

- Bridie Smith, COLT
- JoAnn Herkenhoff, UCHealth Aspen Club
- Hannah Shelley, Transfort
- Colleen Samules, DRMAC
- Hannah Groves, Health District of Northern Larimer County
- Stephanie O'Neill, DRMAC
- Latoya Prante, DRMAC
- Heather Sterling, Transfort
- Margery Gavin, Commuting Solutions
- Valeria Martinez, DRMAC
- Irene Davila, Adeo
- Robin Rocke, CDOT
- Natalie Brown, Summitstone Health
- Robert Morris II, Boulder County

Public Comment:

Lee from Mobility for All shared with the group that lives in Longmont, and it is difficult and sometimes impossible for her to travel to Loveland, Fort Collins, and Greeley. She said that she goes to the temple in Fort Collins, and taking an Uber is very pricey. She asked the group if anyone had any ideas. Teets mentioned the FLEX bus as an option. Lee said that she can take the FLEX, but getting from the nearest stop to the temple is difficult. Ochs expressed that she would like help understanding how FLEX works. Deaton said she can help.

Activity

Group Introductions and speed networking.

Both virtual and in-person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know each other and learn more about each other's respective organizations and services.

Presentations:

2025 MAC Priorities, BoCo Coordinated Plan, 2025 MAC Priorities – Bond and Villena

Bond introduced herself and the Boulder Mobility and Access Coalition (BMAC). She said the BMAC provides multi-modal support for transportation, including providing bus passes, information assistance, and bike programs. Their mission is to support populations that are not well served by the current transportation system, including older adults, youth, people with disabilities, Veterans, and individuals who speak Spanish. Bond discussed the top 8 BoCo MAC priorities for 2025 and how they are based on their Coordinated Human Services Transportation Plan.

Villena discussed the Mobility and Access for All Ages and Abilities Plan and its goals and objectives. She provided an overview of the 25 strategies, explaining how they are organized and prioritized. She then discussed the MAC Work Plan Priorities for 2025 and how they approach these priorities. Teets discussed Greeley's Bike Share program and inquired about who is responsible for bikes being left on sidewalks and potentially creating a hazard. Bond stated that Boulder also has a program and passed a code saying that providers are accountable for keeping bikes and scooters out of the right-of-way. In the future, there will be docking stations for bikes. Teets asked for more information about adaptive bikes and how they are being promoted. Hunter discussed the Earn-a-Bike workshops for the Boulder Housing Authority and stated that demand has decreased. They will explore other bike needs and collaborate with individuals with disabilities who require adaptive bikes. This summer, they hope to gather a small group of people interested in getting fit for a bike, and Boulder County will help cover the costs. Teets asked about the future of connectivity from Boulder County to the north. Bond stated that Via Mobility Services offers paratransit service to the north and that Boulder County has been investing in transit services that RTD cannot provide.

***RideNoCo* and NFRMPO Updates, NFRMPO Coordinated Plan, NFRMPO Mobility Priorities, NFRMPO and *RideNoCo* Updates & Priorities - Hull & Deaton**

Deaton gave the *RideNoCo* call center statistics and details about the information collected and tracked for the call center. Teets asked if *RideNoCo* knows the percentage of callers who receive the rides they need once they are referred to a transportation provider. Deaton stated that *RideNoCo* can only track callers sent as referrals to the Coordination Project Participants in the TDS system because it indicates whether their ride request was accepted or rejected. Teets discussed the transportation challenges Veterans face due to unreliability and the shortage of drivers. Cienfuegos-Baca asked Teets if he had used *RideNoCo* and said that *RideNoCo* is a one-stop shop for our region. Other participants noted that the *RideNoCo* tracking is a valuable tool for identifying gaps and solutions for future planning. Deaton was asked if the gaps she named are actual or just being used as an example. Deaton stated that actual gaps are being recorded from the calls. Conaway discussed the regional gaps and black holes, particularly in rural areas and jurisdictions. Sizemore talked about the TDS project participants and how we share information. Matis asked who we are working with and discussed US34 and the division of Larimer and Weld County. Hull responded by discussing GoNoCo34 TMO and introduced Streeter, who agreed to discuss it after the meeting.

Hull gave updates on the NFRMPO's 2025 Coordinated Plan. The purpose of the plan is to enhance mobility for older adults, individuals with disabilities, low-income individuals, and underserved communities. The Coordinated Plan for Coordinated Transit (Mobility) in the region is updated every four years, allowing projects to be funded by FTA 5310 funds. Hull

discussed the gaps our region is facing and asked the group to contact him to discuss gaps they have noticed, what would be helpful to address these gaps, and who needs to be part of the conversation. Teets asked if there are any resource guides, and Hull said *RideNoCo* has rack cards and other information that can be distributed by request. Hull discussed the NFRMPO's top five priorities, mobility programs, and projects. Bond asked if the *MyWayToGo* platform is limited to commuting options or if it also includes human services transportation options in its database. Hull said that it is being worked on and should be included soon.

Discussion

Joint NCMC and MAC Priorities

Hull asked the group to break into smaller groups of three or four and discuss the NCMC and MAC priorities. Bond shared that her group agreed that there should be improved communication between coordinating councils to increase awareness of the activities each council is undertaking. Suggested travel training between Fort Collins and Longmont and said that Mobility for All has a fund to support one-time trips with Uber and Lyft and can help *RideNoCo* with their "Angel Fund." She suggested holding a transportation/mobility summit in 2026 and ensuring that transportation agencies and funders are invited. Sizemore shared key takeaways from his group, which discussed the first mile/last mile connections and some micro-mobility solutions that are being implemented. He said the central theme in the conversation was the gaps, the rural areas, and service across jurisdictions. They also discussed how to balance reduced trips, the return-to-work mandates, and the language used to discuss their activities, considering the latest changes in the federal government.

NCMC Mobility Case Study #1

Deaton presented a case study about a 92-year-old woman who lives in East Loveland and needs rides to visit her husband, who is in a rehabilitation facility in Windsor. She lives in COLT's Dial-A-Ride service area, but the time it takes for approval is too long, and how would she get back home? Kelly said that if her trip originates in the service area, her return trip will also be honored. Lee asked if Dial-A-Ride covered that area, and thought it only covered the Loveland COLT service area. Kelly explained that the Dial-A-Taxi program provides a \$20.00 taxi voucher. If it is associated with the origin trip, it will get you back to where you started. She explained that Dial-A-Taxi, if the meter exceeds \$20.00, the rider is responsible for paying the difference, and there is a limited number of vouchers that one can obtain in a day.

NCMC Mobility Case Study #2

Deaton presented her second case study about a man who lives in Fort Collins and works in Loveland. He is blind and his only affordable option is to use Transfort's FLEX bus to Loveland,

then transfer to a COLT bus and walk to his destination. The total round trip is 3 hours. He has an irregular work schedule, so carpooling and vanpooling are not options. He has utilized Lyft, but it is not a cost-effective option. Edgley asked if he has a Foothills Gateway case manager, and if he does, Edgley can help. Teets inquired about Lyft and Uber charging higher rates during inclement weather and how this is regulated, particularly for individuals with disabilities and older adults. Lee said that it is not just the weather; there are upcharges during rush hour. Hull stated that Uber and Lyft are independent contractors who can charge what they want. Bond said it is a way to entice more drivers to get on the road during those times by offering them higher pay. Sanchez shared that a new rideshare service called Colorado Cooperative does not charge surge pricing, and its drivers are well-paid. Smith said that he could become dual eligible for Dial-A-Ride in Fort Collins and Loveland and utilize the Dial-A-Taxi voucher to go between cities. Lee said that it is difficult because of scheduling. Kelly further explained how it would work, and Dial-A-Ride is guaranteed, but Dial-A-Taxi is not because it depends on driver availability. Swasko asked why the two cities are siloed. Kelly explained that the service areas are based on FTA standards, and because Dial-A-Ride is an extension of the bus service, paratransit only must be $\frac{3}{4}$ of a mile outside the fixed route bus service. The FLEX route does not qualify.

MAC Mobility Case Study #1

Sanchez presented a woman who does not own a car, primarily speaks Spanish, lives in Mead, and works at CommonSpirit United Hospital in Longmont. She uses Uber or relies on friends and family to get to work. Using Uber is too expensive and unreliable. Someone asked if she has a regular schedule and if she may be able to utilize the *RideNoCo* platform to find a vanpool. Hull said that Mead is in the DRGOC region and that she could sign up for *MyWaytoGo* through DRCOG's platform. It was also suggested that the HR department at CommonSpirit be contacted to determine if carpool or Vanpool options are available. Streeter said there is a Transportation Management Association in Longmont, and that they could be connected to their employer through that TMA to discuss services they could offer. Matis suggested that there might be a carpooling network at the hospital or nearby Target. Hull said that TMA can arrange something with the hospital or utilize the MyWayToGo Platform to explore carpooling options. Teets asked Bitzer about Via serving Mead, and Bitzer said Mead had turned down the offer because they did not think transportation was a significant issue. Hull encouraged people to attend council meetings and board meetings to ensure the voices of the community's members were heard. Sizemore stated that the MPO has a governing council comprising representatives from each member community, and the MPO updates the larger council on mobility-related developments.

MAC Mobility Case Study #1

Bond discussed a 58-year-old blind woman who lives in Longmont and works at the Center for People with Disabilities. She requires reliable transportation to commute to work and frequently needs to travel to other communities. She uses RTD Access-A-Ride to get to work, but it is a challenge to be on time. Her schedule is standard business hours, but it varies depending on meeting times and locations. She typically knows her schedule a week in advance, but that is not enough lead time to schedule rides. Lee said she could use Access on Demand, but she feels unsafe using Uber and has been dropped off in the middle of the street. Lee added that she has also been dropped off in the middle of the street. The Niwot Rotary Club has a grant and is willing to contribute \$2,000 to the pilot program, a more reliable option to get them to work in the mornings. Bond asked if anyone had ideas for a pilot. Streeter suggested partnering with the Lafayette Senior Center, as they are a recipient of her services for the blind. Bond said that their initial idea was to create taxi vouchers or a volunteer driver program where she could be matched with a regular volunteer driver. Someone stated that RTD needs to hear from the people whose needs are unmet. We need to communicate with various city councils and transit providers to inform them that this is not the current level of service and does not meet the community's needs. Edgley asked if the Center for People with Disabilities could identify the demographics of its employees and whether it would be worth investing in a company-wide shuttle.

Wrap-Up + Member Round Table

Kelly shared that Transfort will announce all stops on their buses, not just the ADA stops.

Teets said he was at an MPO meeting discussing the Front Range Passenger Rail and encouraged all to attend.

Hull announced that he is working on the Coordinated Plan and reaching out to groups. He asked people who had not heard from him yet to contact him. He can be reached at ahull@nfrmpo.org.

Bond said their racial equity training is scheduled for March 19th, and members will be invited to attend.

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC): March 25, 2025
- b. Larimer County Mobility Committee (LCMC): April 22, 2025
- c. Northern Colorado Mobility Committee (NCCMC): May 27, 2025

APPENDIX C: TRANSIT PROJECT LIST

Table 8: Transit Project List

Sponsor	Project Title and Description	Project Status
Fort Collins/ Loveland	Dial-A-Taxi Program Provide subsidized taxi vouchers for Dial-A-Ride clients	Ongoing
NFRMPO	Mobility Program Support the implementation of the Coordinated Plan	Ongoing
NFRMPO/Weld County/Via	Via Transit Service – Larimer and Weld counties Enhance the current pilot transit service in southern Larimer and Weld counties.	Ongoing
Bustang Outrider/ Eaton/ Weld County	Eaton to Denver Transit Service Provide fixed-route transit service along the US-85 Corridor	In the 10-Year Project List
Loveland/Larimer County	New CDOT Bustang Service Provide a fixed-route transit service between Loveland and Estes Park	In the 10-Year Project List
COLT	COLT North Transit Center Build a new bus transit center in North Loveland	In the 10-Year Project List
COLT	Purchase buses Purchase additional buses for the expansion of service and state-of-good-repair	In Connect Loveland
COLT	ADA Bus Stop Upgrades Upgrade bus stops to be ADA-accessible	In Connect Loveland
COLT	Bus Maintenance Expansion Expand the existing bus maintenance facility	In Connect Loveland

Transfort	Purchase buses Purchase additional buses for the expansion of service and state-of-good-repair	In the Fort Collins Transit Master Plan
Transfort	Bus Maintenance Expansion Expand the existing bus maintenance facility	In the Fort Collins Transit Master Plan
Transfort	Fort Collins to Longmont and Boulder Enhance existing service along the US287 Corridor	In the 10-Year Project List and in the Fort Collins Transit Master Plan
Transfort	North College BRT Extending MAX service along North College Ave	In the 10-Year Project List and In Design
Transfort	West Elizabeth BRT Extend MAX service along West Elizabeth St	In Design
Transfort	Harmony Road BRT Extend MAX service along Harmony Road	In Design
Transfort	Dial-A-Ride Program Provide complementary paratransit service in the Fort Collins area	Ongoing
Transfort	ADA Bus Stop Upgrades Upgrade bus stops to be ADA-accessible	In the Fort Collins Transit Master Plan
GET	Loveland to Greeley Transit Service Provide fixed-route transit service along the US34 Corridor	In the 10-Year Project List and the GET Strategic Plan

GET	West Side Transfer Facility Build a new bus transfer center in West Greeley	In a 5-10 Year Strategic Plan
GET	West Side Transit Service Extending the GET service to serve the West Greeley area	In a 5-10 Year Strategic Plan
60+ Ride	Purchase vehicles Purchase a wheelchair-accessible vehicle	In Planning
60+ Ride	Operating funds Receive additional funds to expand service, including paid drivers	In Planning
Envision	Facility Improvements Upgrade transportation drop-off/pick-up areas to improve service	In Planning
Envision	Operating funds Receive additional funds to expand service, including paid drivers	In Planning
Various	North Front Range Regional Rail Provide a new rail service from Denver to the North Front Range	In the 10-Year Project List

APPENDIX D: VEHICLE INVENTORY

Table 9: Vehicle Inventory

Agency	Year	Vehicle Make/Model	Condition (E - G - F - P)	Mileage
60+ Ride	2021	Ford Transit Van	Excellent	42,046
BATS	2008	Ford E350 Brahn	Good	79,480
BATS	2010	Ford E350 Star Craft/Allstar	Fair	142,700
BATS	2009	Fort E350 Turtle Top Van Terra	Fair	188,900
Envision	2017	Ford Transit 350	Fair	84,409
Envision	2023	Dodge Promaster 2500	Excellent	9,728
Envision	2023	Dodge Promaster 2500	Excellent	11,650
Envision	2011	Ford Econoline E250	Fair	118,726
Envision	2012	Ford Econoline E250	Fair	121,038
Envision	2012	Ford Econoline E250	Fair	119,976
Envision	2015	Toyota Sienna	Fair	84,533
Envision	2019	Dodge Caravan	Good	26,825
GET	2020	Startrans Candidate II	Good	54,300
GET	2021	Forest River Candidate II	Good	39,021
GET	2021	Forest River Candidate II	Good	38,824
GET	2021	Forest River Candidate II	Good	38,166
GET	2021	Forest River Candidate II	Good	46,681
GET	2021	Forest River Candidate II	Good	54,024
GET	2021	Forest River Candidate II	Good	42,713
GET	2021	Forest River Candidate II	Good	48,997
GET	2021	Forest River Candidate II	Good	49,884
Heart&SOUL Paratransit	2022	Chrysler Voyager WC	Excellent	50,000
Heart&SOUL Paratransit	2022	Chrysler Voyager WC	Excellent	50,000
Heart&SOUL Paratransit	2024	Chrysler Voyager WC	Excellent	50,000
Heart&SOUL Paratransit	2024	Chrysler Voyager WC	Excellent	50,000
Heart&SOUL Paratransit	2019	Dodge Grand Caravan	Excellent	80,000
Heart&SOUL Paratransit	2016	Jeep Grand Cherokee	Excellent	80,000
RAFT	2012	VHPG Passenger Van (MV-1)	Good/Fair	48,536.7
Transfort	2019	Ford E450	Excellent	75,267

Transfort	2019	Ford E450	Excellent	73,573
Transfort	2020	Ford E450	Excellent	99,322
Transfort	2020	Ford E450	Excellent	93,877
Transfort	2024	Ford E450	Excellent	3,152
Transfort	2024	Ford E450	Excellent	3,041
Via Weld	2013	Ford E350	Fare	190,737
Via Weld	2017	Ford E350	Fare	198,807
Via Weld	2017	Ford E350	Fare	194,181
Via Weld	2019	Ford Transit	Good	101,567
Via Weld	2019	Ford Transit	Good	97,113
Via Weld	2021	Ford E350	Good	114,193
Via Weld	2023	Ford Transit	Excellent	16,931
Via Weld	2023	Ford Transit	Excellent	8,690
Via Weld	2023	Ford Transit	Excellent	8,880
Via Weld	2023	Ford Transit	Excellent	11,485
Via Weld	2023	Ford Transit	Excellent	8,276
Via Weld	2023	Ford Transit	Excellent	14,159
Via Weld	2023	Ford Transit	Excellent	9,512
Via Weld	2023	Ford E350	Good	125,732
zTrip	2019	Dodge Grand Caravan	Good	190,049
zTrip	2019	Dodge Grand Caravan	Good	173,373
zTrip	2019	Dodge Grand Caravan	Good	179,126
zTrip	2019	Dodge Grand Caravan	Good	175,473
zTrip	2019	Ram ProMaster	Good	120,001
zTrip	2019	Dodge Grand Caravan	Good	105,783
zTrip	2020	Ford Transit Connect	Good	149,866
zTrip	2020	Ford Transit Connect	Good	161,264
zTrip	2019	Dodge Grand Caravan	Good	135,054
zTrip	2019	Dodge Grand Caravan	Good	95,627
zTrip	2019	Dodge Grand Caravan	Good	90,907
zTrip	2021	Hyundai SONATA	Excellent	104,519
zTrip	2021	Hyundai SONATA	Excellent	146,864
zTrip	2021	Hyundai SONATA	Excellent	112,115
zTrip	2021	Hyundai SONATA	Excellent	133,610

zTrip	2021	Hyundai SONATA	Excellent	96,441
zTrip	2021	Hyundai SONATA	Excellent	104,410
zTrip	2022	Chrysler Pacifica	Excellent	76,868
zTrip	2022	Chrysler Pacifica	Excellent	67,542
zTrip	2022	Chrysler Pacifica	Excellent	57,957
zTrip	2014	Ford E-Series	Fair	190,193
zTrip	2020	Kia Optima	Excellent	100,518
zTrip	2023	Toyota Camry	Excellent	68,243
zTrip	2023	Toyota Camry	Excellent	47,601
zTrip	2019	Dodge Grand Caravan	Good	108,760
zTrip	2019	Dodge Grand Caravan	Good	54,543
zTrip	2016	Hyundai SONATA	Good	279,946
zTrip	2016	Ram ProMaster	Good	204,165
zTrip	2019	Dodge Grand Caravan	Good	190,795
zTrip	2019	Dodge Grand Caravan	Good	183,247
zTrip	2019	Dodge Grand Caravan	Good	203,048