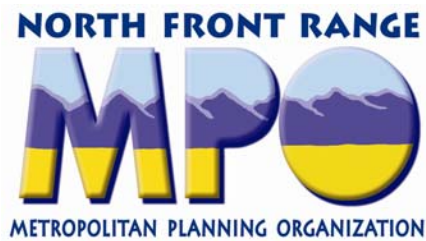

REGIONAL TRANSIT ELEMENT

Prepared for:



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and



November, 2004

REGIONAL TRANSIT ELEMENT

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1. INTRODUCTION

Preface

The Transit Element of the Regional Transportation Plans for the Upper Front Range and the North Front Range is being prepared jointly. Transit services cross boundaries between urban and rural areas, with the three major cities as focal points for services. In addition to Greeley, Fort Collins, and Loveland as major activity centers, some services provide connections to Longmont, Boulder, and other northern cities in the Denver Metropolitan area, particularly for residents of the southern portions of Weld and Larimer counties.

Transit services for Morgan County, a part of the Upper Front Range, are operated as part of the five-county Northeastern Council of Government transit services. Recognizing the importance of geographic continuity, Morgan County Transit services are not included here, but rather are discussed in the Eastern Regional Transportation Plan.

There are other boundary issues for transit planning within the study area. Planning boundaries and census boundaries do not match up well in the Upper and North Front Range regions. While the Upper Front Range region is largely rural and the North Front Range is largely urban, the boundaries between these two regions are different from the census definition of “urban” and “rural”. As a result, funding availability does not match the transportation region boundaries. For the purposes of this document, operators are defined as “urban” or “rural” depending on where the bulk of their funding and services are provided. However, many operators serve both urban and rural areas.

Scope of Transit Element

The Transit Element is a piece of the 2030 Regional Transportation Plan. It has been developed within the framework of the regional vision and the larger planning process. The overall planning process for the Regional Transit Framework contains the detailed documentation of the regional vision, socio-economic profiles, evaluation criteria, revenue projections, and project ranking. These aspects of the planning process are summarized in the Transit Element, as appropriate.

The Transit Element provides an opportunity to address regional transit issues. This document has been prepared as a free-standing report. It serves as a mechanism to coordinate the various plans for each operator, identifying overall service and funding requirements within the region. It compiles the recommendations and projects from more detailed planning activities carried out for each system in the region, including:

- ▶ Regional Transit Framework
- ▶ Fort Collins Transit Strategic Operating Plan
- ▶ City of Loveland Transit Business Plan
- ▶ Front Range Commuter Bus Study, Phases I and II

Oversight

The Transit Advisory Group of the North Front Range Metropolitan Planning Organization provided oversight for the development of the Transit Element. As an advisory committee of the MPO, it contains representatives of most urban and rural transit operators in Weld and Larimer counties. The Transit Advisory Group provides staff level review for not only the Transit Element but for most major planning processes that impact transit in the two-county area. The exception is that transit operators in Estes Park and Rocky Mountain National Park are not actively involved in the Transit Advisory Group although they receive regular information about the meetings.

Recommendations from the Transit Advisory Group are forwarded to the NFR MPO Planning Council. The Planning Council contains representatives from Weld County, Larimer County, and each of the member cities in the MPO.

The Transit Element has been prepared in conjunction with the Regional Transportation Plans for both the Upper Front Range and North Front Range regions.

Vision

The region undertook a visioning process in 2002-2003. The North Front Range Strategic Action Plan reflects the vision and value statements agreed to by members of the Metropolitan Planning Organization's Planning Council. These statements, listed on the following page, provide a framework for a wide range of planning activities undertaken by the Planning Council. In addition to the vision and value statements, the Strategic Action Plan contains propositions, key strategies, action steps, and measurable outcomes.

The region has been a leader in integrating the transportation modes, and this is reflected in the Vision for the region as well as in other elements of the transportation planning process such as evaluation criteria for project selection.

Value Statement 1: The MPO is the appropriate agency to address the regional transportation/congestion issues facing the North Front Range.

Proposition 1: Integration of Land Use and Transportation:

Cities/Towns in the MPO have land use policies and patterns that support and are supported by efficient and cost-effective local and regional transportation systems.

Value Statement 2: We strive to create a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.

Proposition 2: Decreased reliance on Single Occupancy Vehicles:

People can choose from a number of viable options for transportation.

Value Statement 3: We address regional transportation/congestion issues by working together, recognizing that the collective objectives of the MPO may at times take precedence over the local objectives of individual member entities.

Proposition 3: Transit and Alternative Modes

All modes of transportation are inter-connected, and travel and transfers can be accomplished without inconvenient delays.

Proposition 4: Transit and Alternative Modes

Passenger rail connects the North Front Range and the Denver metro area.

Value Statement 4: We seek to form partnerships between member entities and between the public and private sectors to plan and implement transportation/congestion solutions.

Proposition 5: The Role of the MPO

The MPO plays an important role in the coordination of the multi-modal transportation system.

Value Statement 5: We actively engage the governing bodies of the member entities and the general public in the transportation planning efforts of the MPO.

Proposition 6: The Role of the MPO

There is a clear understanding of what the “regional” transportation system consists of and of what transportation / congestion improvements are planned for the future.

Value Statement 6: We establish policies and prioritize needs based on valid data and use objective, fair and consistent processes.

Proposition 7: Resources

A Rural Transportation Authority (RTA) provides funds for regional transportation improvements.

Strategic Corridors

Transit services include both local and regional services. The major communities in the two counties provide local transit services, and as the rural communities grow it is anticipated that local services will be provided in several additional communities. At present, most regional services are provided from rural areas to the nearest major communities. Over the twenty-year planning horizon of the Regional Transportation Plan, regional services connecting major communities in the Front Range will become a more critical transportation need. For a complete list of strategic corridors, please refer to the Regional Transportation Plan.

Report Content

The Transit Element contains a socio-economic profile, documentation of existing services, discussion of transit demand, and planning issues. Then the projects considered in the long and short-range transit plans are identified. The transit projects were evaluated using the criteria developed in the Regional Transportation Plan. Those projects for which funding is available are identified as the financially constrained short-range transit plan.

2. SOCIO-ECONOMIC PROFILE

Demographic Characteristics

This section begins with a discussion of the population of communities in the two-county area, and characteristics of the population that will impact the need for regional transit services. Travel characteristics are also discussed. Finally, population forecasts through 2030 are provided.

Population

The two-county area is illustrated in Figure 1. It illustrates the NFR MPO boundary as well as draft Urban Growth Boundaries. Both counties have significant populations in the unincorporated areas. The State Demographer estimated a 2002 population of 263,426 for Larimer County and 202,880 for Weld County (see Table 1).

Larimer County has two large cities, Fort Collins and Loveland and only a few smaller communities – Berthoud, Estes Park, Timnath and Wellington. Small portions of Johnstown and Windsor also are in Larimer County. The unincorporated population is significant – about one-fourth of the total population. The mountainous terrain is a feature of Larimer County that has affected the population growth and development of towns.

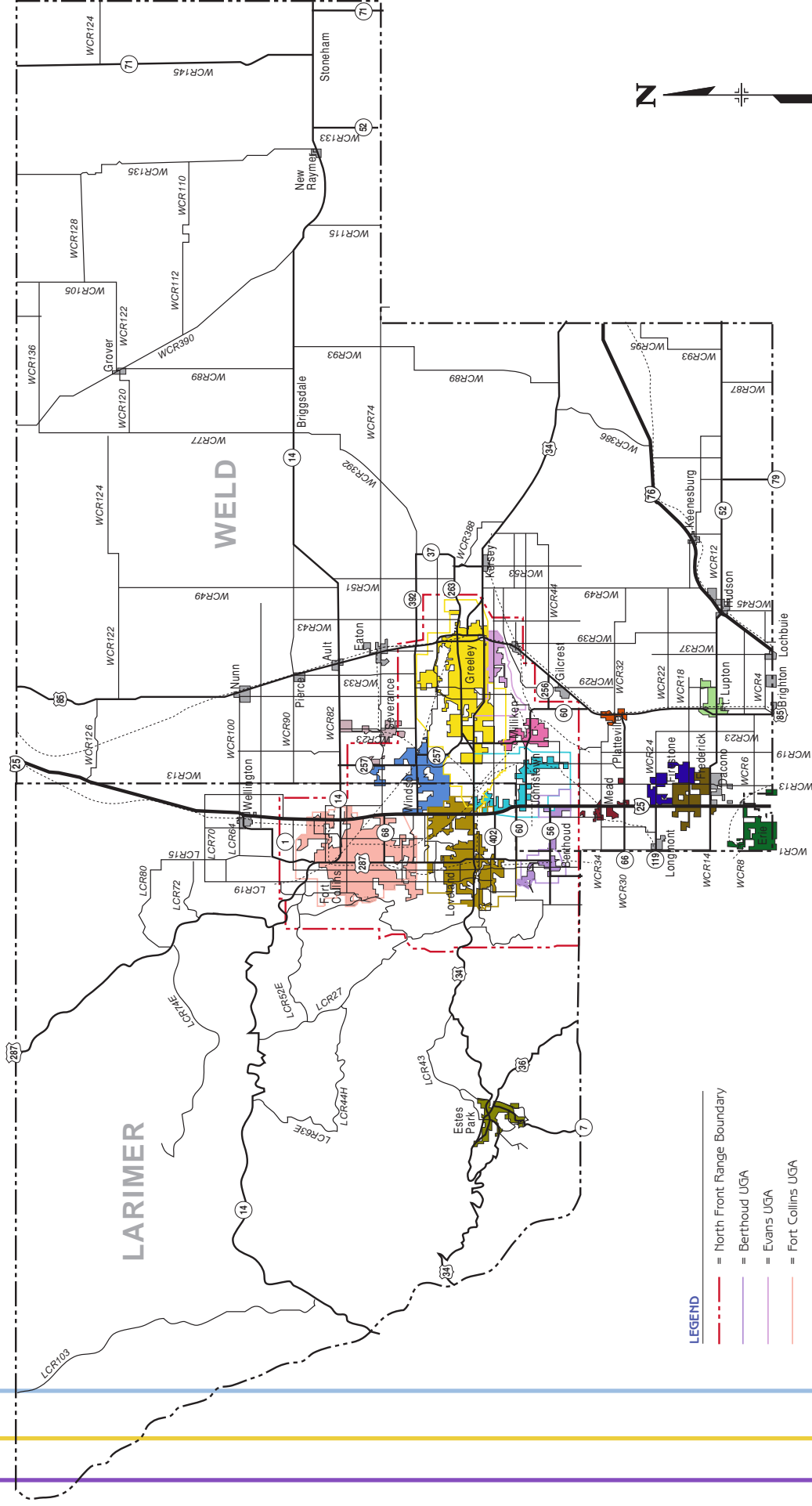
Weld County has one major city – Greeley – and two dozen small towns. Some of these towns abut Greeley or each other to form larger population centers, but the numerous small towns across the County are a feature that determines the type and level of transit service needed in Weld County.

	Est. July '02
Larimer County	263,426
Berthoud	5,035
Estes Park/Estes Valley	5,586
Fort Collins	124,650
Johnstown MCP (partial)	68
Loveland	54,975
Timnath	230
Wellington	2,721
Windsor MCP (partial)	350
Unincorporated Area	69,811
Weld County	202,880
Ault	1,429
Berthoud MCP (partial)	35
Brighton MCP (partial)	177
Dacono	3,171
Eaton	3,470
Erie (MCP)	2,661
Evans	13,205
Firestone/Carbon Valley	4,133
Fort Lupton	7,126
Frederick	4,473
Garden City	356
Gilcrest	1,188
Greeley	82,301
Grover	155
Hudson	1,614
Johnstown MCP (partial)	4,682
Keenesburg	1,135
Kersey	1,396
La Salle	1,846
Lochbuie	2,792
Longmont MCP (partial)	26
Mead	2,180
Milliken / Thompson River	3,904
Northglenn MCP (partial)	12
Nunn	497
Pierce	890
Platteville	2,528
Raymer	95
Severance	878
Windsor MCP (partial)	12,041
Unincorporated Area	42,484

Table 1. 2002 City Populations

LARIMER and WELD COUNTIES

Figure 1



There are key demographic characteristics that can predict the need for transit services in a community. Using the 2000 Census, the following items have been identified for the counties and the towns and places within the counties:

- ▶ People over age 65
- ▶ Disability Status
- ▶ Vehicles Available
- ▶ Mode of Travel to Work
- ▶ Poverty Status

Elderly

An important function of transit services is to provide transportation to the elderly, enabling them to live independently for a longer time than otherwise might be possible. The needs of the elderly population often are what encourage communities to provide public transportation.

The elderly population is rapidly growing in the study area. Larimer County has been identified as a top retirement area nationwide, so the County has not only those residents who are aging but also retirees who are moving into the area. Often they seek out less expensive housing away from the main urban centers, either in small towns or unincorporated areas.

In recent years transit systems providing specialized services to the elderly have found that the frail elderly population, generally over age 75 or 85, has become a much larger part of their service.

In the 2000 Census, Larimer County had 24,037 people over age 65, or 9.6% of its population. Of these, 8,289 were aged 75-84 and 2,938 were over age 85. Weld County had 16,240 residents over age 65, or 9.0% of its population. In Weld County, 5,489 were aged 75-84 and 1,984 were over age 85.

Within the region, communities with relatively high percentages of elderly (20% or more) are Estes Park and Red Feather Lakes in Larimer County and Grover in Weld County. Detailed statistics by community can be found in Appendix A.

People with Disabilities

In the 2000 Census, disabilities were reported in a new way. In addition to the total number of people with disabilities, people who filled out the long form were asked what types of disabilities they had. Many people have multiple disabilities, and this is reflected in the responses to the question regarding the type of disabilities.

The primary types of disabilities that is of concern in determining public transportation needs are those that affect a persons ability to go outside the home. Table 2 shows the types of disabilities for both Larimer and Weld Counties.

Table 2. 2000 Population with Disabilities

	Population Over Age 5			Type of Disability					
	Total People	With a Disability	Per cent with a Disability	Sensory	Physical	Mental	Self-care	Go-outside-the-home	Employment
Larimer	234,685	31,107	13.3%	6,567	13,768	8,836	3,523	8,607	12,153
Weld	165,208	29,497	17.9%	5,633	11,495	6,768	3,094	9,899	13,544
Total	399,893	60,604	31.2%	12,200	25,263	15,604	6,617	18,506	25,697

Source: 2000 US Census

In the two-county area, 60,604 people reported a disability, with about half in each county. The rate of disabilities is higher in Weld County (17.9%) than in Larimer County (13.3%). Of these individuals, 8,607 individuals in Larimer County are identified as having a disability that affects their ability to go outside the home and 9,899 individuals in Weld County have the same.

Poverty Status

Low-income families often have trouble affording an automobile, so it too is an indicator of the need for public transportation. Larimer County has relatively low rates of families below the poverty level – 4.3% of the population or 2,712 families. Weld County’s rate is nearly twice this, with 8.0% of the families (3,660 families) below the poverty level.

Vehicle Availability

The number of zero-vehicle households can be an important indicator of the need for public transit services. In Larimer County, 4.0% of the housing units reported having no vehicles – a total of 3,845 housing units. In Weld County, 5.6% of the housing units reported having no vehicles – a total of 3,543 housing units. Approximately 27% of the housing units in both counties had one vehicle available.

Region-wide there are an average of two vehicles per household. For owner-occupied housing units 2.2 vehicles were reported for each in Larimer County and 2.3 vehicles per household in Weld County. For renter-occupied housing units, an average of 1.6 vehicles per household was reported.

Other Demographic and Employment Characteristics

Mode of Transportation to Work

Work trips are an important market for transit services. Table 3 illustrates the mode of travel to work that was reported in the 2000 Census.

In Larimer County, 77% of workers drove alone and 11% carpooled. In Weld County, slightly more drove alone (79%) and slightly more carpooled (13%). Public transit use for work trips is very low - 0.9% in Larimer County and 0.4% in Weld County. While Greeley matches the County average, Fort Collins is somewhat higher at 1.5% using public transit for work trips.

Table 3. Mode of Travel to Work

Mode	Larimer	Weld
Drove Alone	77.4%	78.5%
Carpooled	11.0%	12.7%
Public Transit	0.9%	0.4%
Bicycle	2.4%	0.5%
Walked	2.7%	2.9%
Other	0.6%	0.8%
Worked at Home	5.1%	4.2%
Total	100.0%	100.0%

Bicycling and walking are important modes of travel, and each is the mode of choice for more workers than those that use public transit. In Larimer County, 2.4% of workers bicycle to work and 2.7% walk to work. Within Fort Collins, 4.4% of workers bicycle to work and 3.6% walk. Estes Park has 6.6% of workers who walk to work. In Weld County, 0.5% of workers bicycle to work and 2.9% walk to work. Within Greeley, 0.9% of workers bicycle to work and 3.9% walk. Some of the small towns have higher percentages of employees who walk to work.

Employment and Commuter Travel Patterns

Table 4 lists Year 2000 employment by industry for Larimer and Weld counties.

Table 4. Employment by Type

Industry	Larimer	Weld	Total
Agriculture, Forestry, Hunting, and Mining	2,039	4,447	6,486
Construction	12,257	9,443	21,700
Manufacturing	20,330	12,003	32,333
Wholesale Trade	3,547	3,409	6,956
Retail Trade	17,555	10,213	27,768
Transportation, Warehousing, and Utilities	4,622	4,258	8,880
Information	3,818	2,324	6,142
Finance, Insurance, and Real Estate	6,867	4,924	11,791
Professional, Scientific, Management, and Administrative	14,201	5,826	20,027
Education, Health and Social Services	28,556	16,762	45,318
Arts, Entertainment, Recreation, Lodging, and Food Services	12,592	6,525	19,117
Other Services	5,903	3,981	9,884
Public Administration	4,616	3,511	8,127
Total Employed Civilians	136,903	87,626	224,529
Source: Upper Front Range Regional Transportation Plan, 2004.			

The 2030 employment forecasts are based on an annual rate of 2.3% for Larimer County, resulting in a forecasted labor force demand of 271,091. Employment in Weld County is expected to grow at a rate of 2.1% annually, for a labor force demand of 163,661 in 2030.

Travel Patterns

The Household Travel Survey completed in 2001 provides base data for trips from the major communities in the region. Trips from rural areas are all grouped together so it is not possible to differentiate between locations. Table 5 summarizes the number of trips between each of the major communities in the region, as well as smaller communities inside the region and other major Front Range destinations. Total trips are shown, as well as home-based work and home-based shopping trips.

Table 5. Trips Among Cities

All Trips									
From/To	Total Trips	Greeley	Fort Collins	Loveland	Denver	Berthoud	Longmont	Windsor	Boulder
Greeley	173,781	149,799	3,128	2,954	2,954	-	1,564	1,216	1,216
Fort Collins	351,379	3,514	329,945	5,622	1,757	-	1,054	3,162	703
Loveland	148,386	1,929	14,690	121,232	890	1,187	2,226	445	742
Other	206,753	29,979	50,861	45,486	4,342	7,857	4,755	11,578	1,034
Work Trips									
From/To	HBW	Greeley	Fort Collins	Loveland	Denver	Berthoud	Longmont	Windsor	Boulder
Greeley	32,497	22,683	975	1,235	1,235	-	357	1,235	455
Fort Collins	67,465	2,699	55,928	3,508	540	135	945	1,619	270
Loveland	28,045	1,234	5,076	15,453	645	701	1,823	337	897
Other	41,557	8,478	10,639	12,301	1,995	-	2,161	1,455	2
HBW = Home Based Work Trips									
Shopping Trips									
From/To	HBS	Greeley	Fort Collins	Loveland	Denver	Berthoud	Longmont	Windsor	Boulder
Greeley	32,845	29,265	1,248	690	394	-	394	-	-
Fort Collins	56,923	-	55,045	85,385	22,769	-	-	-	-
Loveland	28,193	338	5,695	20,863	-	169	113	-	-
Other	43,211	-	-	-	-	-	-	-	-
HBS = Home Based Shopping Trips Source: 2001 Household Survey									

The Census also provides information on commute patterns through the Census Transportation Planning Package. While detailed information linking the residence and workplace of employees was not yet available at the time this was written, the information that has been released indicates that people are traveling much farther to work than previously.

The number of workers in Larimer County increased 45% between 1990 and 2000. During the same period, workers commuting 30-44 minutes increased 73% and workers commuting 45 or more minutes increased 81%.

The number of workers in Weld County increased 39% between 1990 and 2000. During the same period, workers commuting 30-44 minutes increased 73% and workers commuting 45 or more minutes increased 92%.

County-to-county trip flows for work trips reflect increases in trip distances. Table 6 illustrates key connections for Larimer and Weld County employees

Table 6. 2000 Census County Work Flows

To From	Arapahoe County	Boulder County	Denver County	Larimer County	Weld County
Arapahoe County, CO	---	---	---	276	369
Boulder County, CO	---	---	---	1,465	2,419
Denver County, CO	---	---	---	207	799
Larimer County, CO	787	7,855	2,021	---	6,290
Weld County, CO	991	7,771	3,702	8,475	---

Over 15,000 commuters travel from Weld and Larimer counties to Boulder County for work. Another 3,000 workers travel from Boulder County to Larimer and Weld counties.

Nearly 15,000 workers travel between Larimer and Weld counties for employment trips.

The next largest flow is from Larimer and Weld counties to Denver County, with 5,700 workers traveling to Denver daily.

College and University Students

College and university students represent an important market for transit services – indeed, much of the service in Fort Collins is oriented towards transporting students. The student population is significant in the region, with over 50,000 students in the various schools, see Table 7.

Table 7. College and University Students

College or University	Annual Enrollment
Colorado State University	24,000
Front Range Community College	5,000
University of Northern Colorado	11,000
AIMS Community College	14,000
TOTAL	54,000
Source: Regional Transit Framework, 2004.	

Tourists are another market for transit. Rocky Mountain National Park has over three million visitors annually, with the summer months the peak season for visitation.

Population Forecasts

The Colorado Department of Local Affairs has issued population projections at the county level for population and age. The overall population is anticipated to grow at a rate of 1.9% in Larimer County and 3.3% in Weld County.

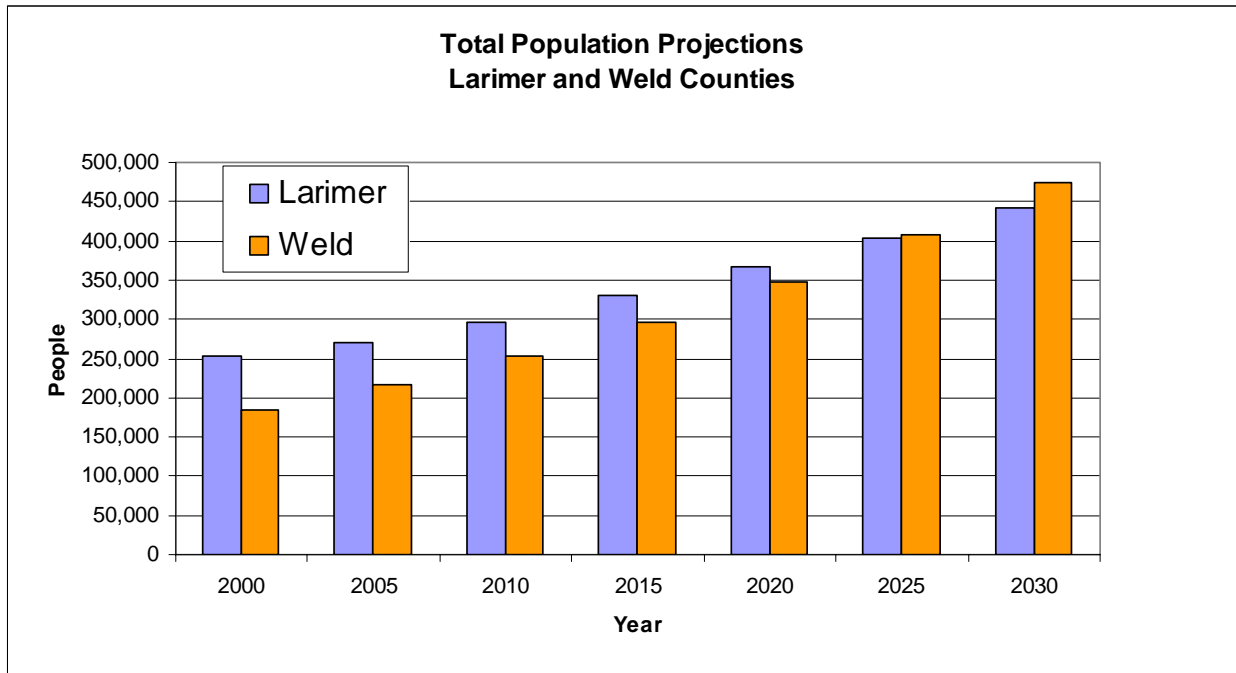


Figure 2. Total Population Projections – Larimer and Weld Counties

In 2002 the region has a combined population of over 400,000. By 2030 the population is expected to exceed 900,000. Larimer County currently has the largest population of the two counties. However, the primary growth areas are in Weld County – Greeley, Evans and Johnstown, along with the southern part of the Weld County. As shown in Figure 2, by 2030 Weld County will be the larger of the two counties.

While the overall population will grow to just over twice the present population level, the growth among the elderly is even greater. Figure 3 illustrates the increase in the elderly population. Separate information is provided for people who are 65 to 74 and those who are over 75. While 65 is the traditional age at which people are eligible for senior transportation services, agencies are finding that many people continue to drive until their mid-seventies. When considering the needs of transportation services for seniors, it is important to understand the number of seniors age 75 and greater.

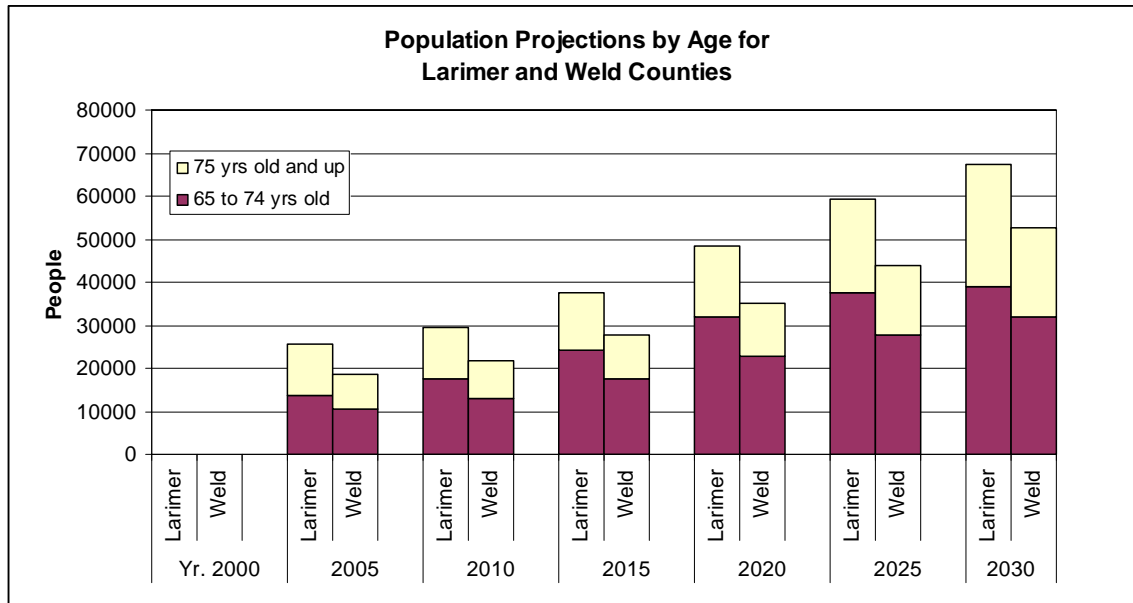


Figure 3. Population Projections by Age

The growth in people aged 65 to 74 is expected to triple in the next twenty years, increasing from 24,000 to 71,000 in the two-county area. The growth in people aged 75 and over is expected to increase by 2 ½ times, increasing from 20,000 to 50,000 people. Larimer County will continue to have more elderly than Weld County.

Aging people are healthier than in the past, and more people are opting for living independently or in assisted living situations. These people will need transportation services so they can continue to live on their own. While many of these individuals live within the urban areas where transit and paratransit services exist, this demographic shift will affect the services that are provided by local transit services. For those living in rural portions of the region, providing base levels of service will be important.

Where Will the Growth Occur?

Some communities in the region are poised to grow tremendously. The Urban Growth Areas of Fort Collins, Loveland, Greeley, Evans, and Johnstown reflect where much of the growth will occur. Communities are growing toward Interstate 25, filling in the land between the established portions of towns and the highway. In Fort Collins, much growth is also planned at the northeast part of the City. Another area where significant growth is anticipated is southwestern Weld County.

It is recognized that some areas will grow faster than average and some slower. For example, Greeley may be closer to a 2.5% growth rate and the current Evans Transportation Plan is showing a 4.7% growth rate.

The following pie charts illustrate the population and percentage of the population that is in the major communities and outlying area within each county. In Larimer County, the population outside the two major cities is anticipated to be about 142,000 (see Figure 4). While a portion of this will be within what is now the Fort Collins urbanized area, a good deal will be spread out between both north and south Larimer County.

The Greeley-Evans urbanized area will be over 200,000 (see Figure 5) and will almost stretch between Hwy 85 and Interstate 25. The Weld County population, in what is now the rural area, will exceed 250,000. Johnstown is anticipated to be a major part of this growth.

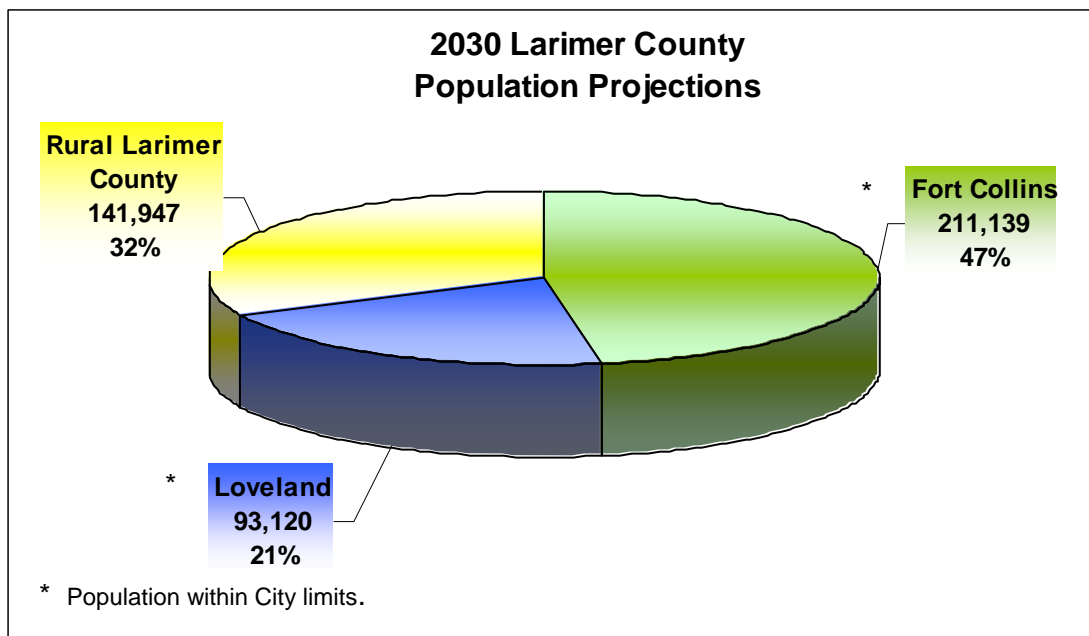


Figure 4. 2030 Larimer County Population Projections

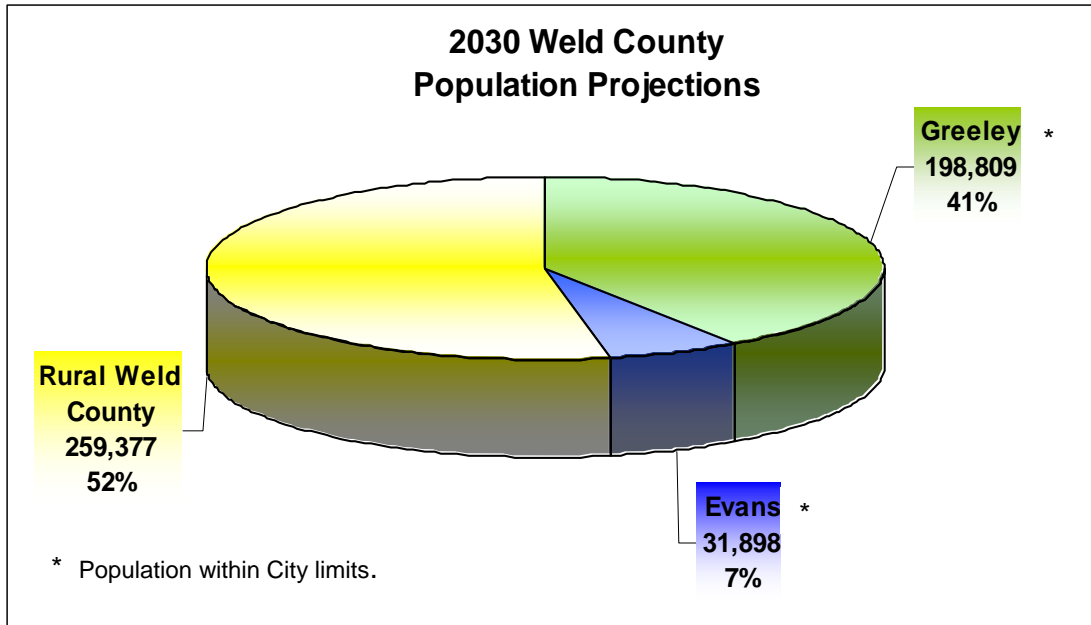


Figure 5. 2030 Weld County Population Projections

3. EXISTING TRANSPORTATION SYSTEMS

This section provides information on public and private transit providers. These providers operate services in urban and rural areas, as well as operating regional services.

Public Transit Providers

Three urban fixed-route systems, with paratransit services, are operated in the region. The City of Greeley operates The Bus. The City of Fort Collins operates Transfort and Dial-A-Ride (DAR). The City of Loveland operates City of Loveland Transit, also known as COLT.

Systems that serve people in the rural areas provide a combination of general public and client specific services. These include the Berthoud Area Transportation Services (BATS) which is operated in the urban and surrounding rural area, Town of Wellington/Wellington Senior Center services, Windsor Senior Services, Estes Valley Special Transit, and the Weld County Transportation Program. In addition, Larimer County contracts with Transfort and COLT for services in rural Larimer County.

First the urban area providers are discussed. A summary of each system follows with a map illustrating the current coverage area for the fixed-route providers. Following this, the rural providers are described.

City of Fort Collins – Transfort/DAR

The City of Fort Collins operates fixed-route, demand responsive and paratransit services. The fixed-route system operates on a “pulse” system with vehicles meeting at a single point at regular intervals to transfer passengers. Transfort routes are illustrated in Figure 6.

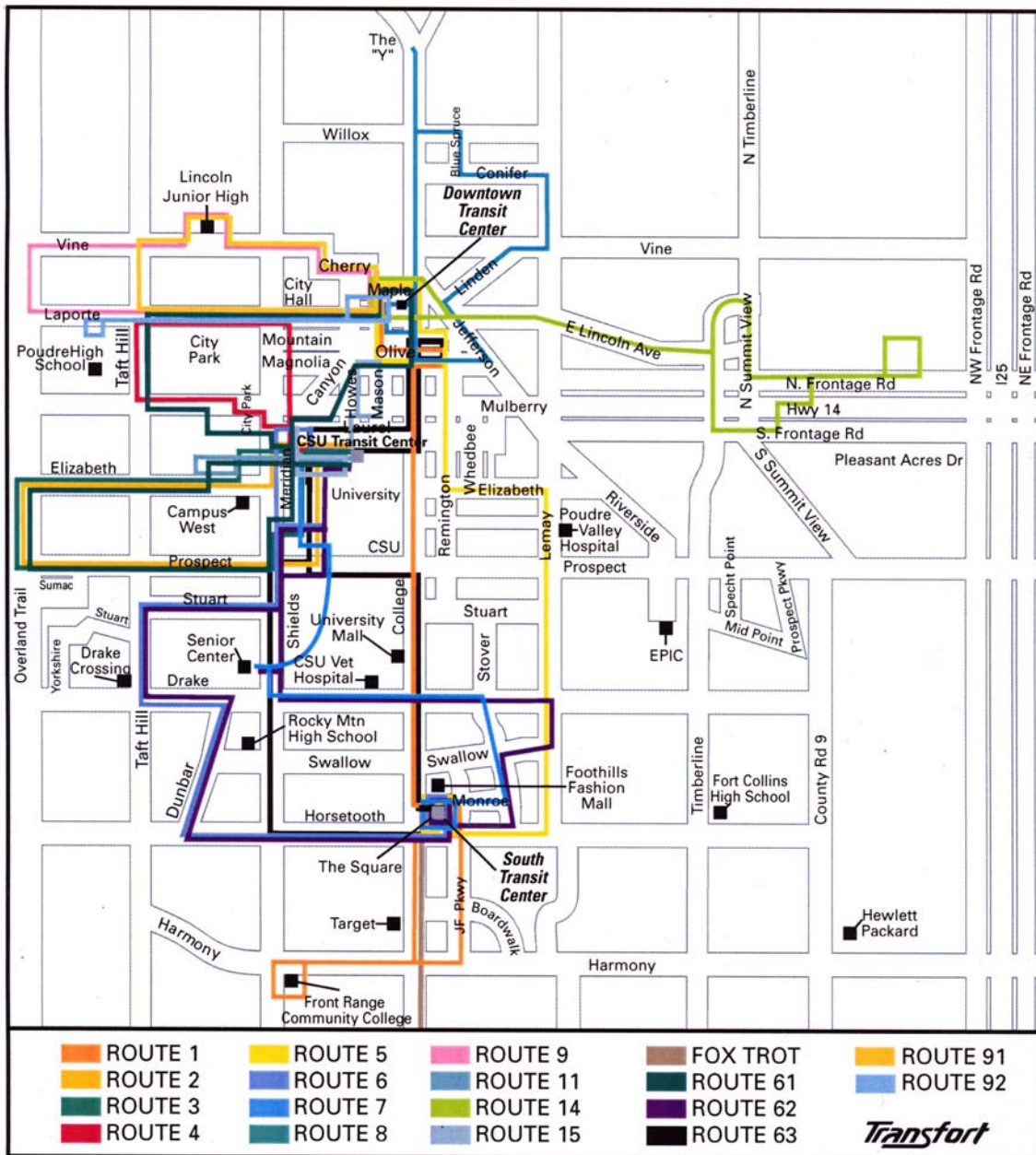
Transfort has two levels of service: CSU school year (approximately 160 days) and summer schedule (approximately 145 days). A lower level of transit service is provided during the summer schedule. Service operates Monday through Saturday, with limited Sunday and night service when CSU is in session.

Fares for Transfort are \$1.00 per ride and \$.50 for seniors and disabled passengers. Youth (17 and younger) and CSU students presenting their CSU Student Bus Pass ride for free.

Dial-A-Ride (DAR) is a door-to-door paratransit service for individuals who, because of a disability, are prevented from using Transfort, the City's fixed-route bus service. Dial-A-Ride also provides service to senior citizens and gives priority to individuals who qualify under the American Disabilities Act . Transfort also operates a demand responsive Dial-A-Ride service open to all residents in Laporte and Wellington under contract to Larimer County. Both DAR services have fares of \$2.50 with reduced fares available for those who qualify. The hours of

operation are 6:00 AM to midnight Monday through Thursday and 6:00 AM to 2:30 AM Friday and Saturday. Sunday service is also available when CSU is in session.

Figure 6. Transfort Transit Routes



Population Served

Several years ago the City of Fort Collins made a strategic decision to focus its transit resources on serving the portion of the city with the densest development and the student market. This has resulted in a system that served a constrained service area with good productivity. The system carries an average of 26 passengers per hour with the routes serving the university carrying the highest numbers of passengers.

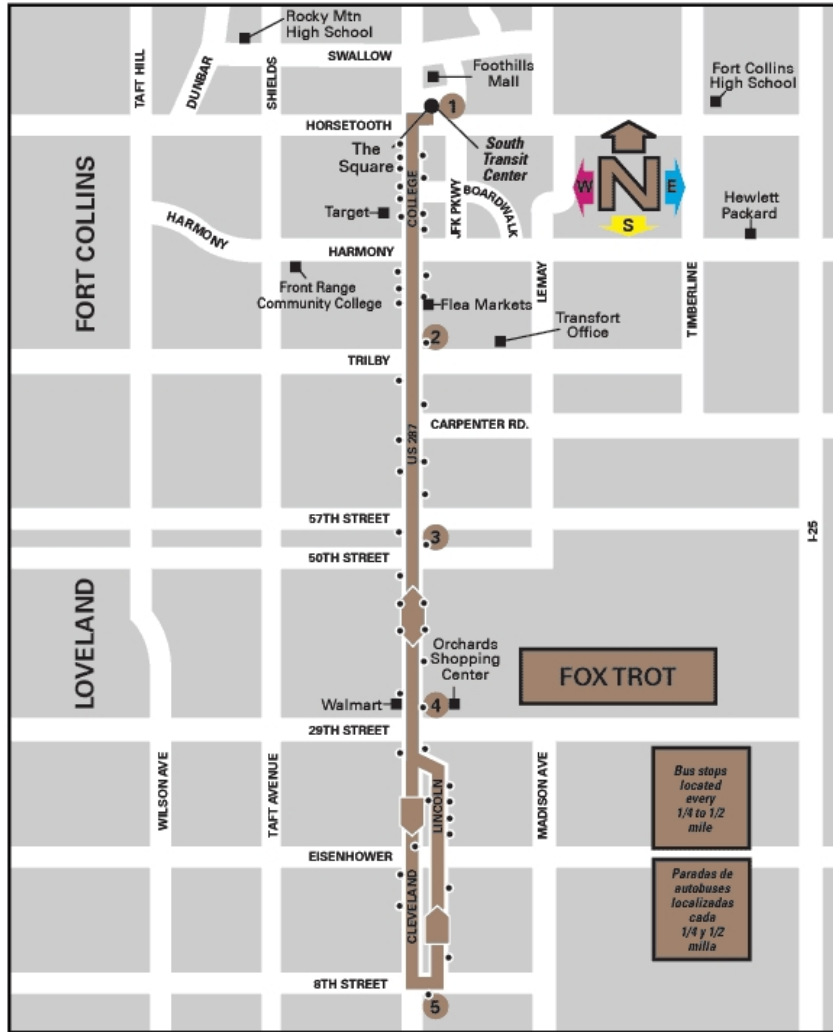
Table 8 illustrates the 2003 ridership by route for the system. As shown, Route 1 carries the largest number of passengers annually. It connects the CSU Transit Center to the Foothills Fashion Mall and the South Transit Center via College Avenue. Route 63 carries the fewest passengers annually with fewer than 4,000 passenger trips in 2003.

Table 8. 2003 Transfort Route Information

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
1	238,657	13,730	17.4
2	156,435	4,110	38.1
3	118,368	1,798	65.8
4	67,415	3,794	17.8
5	83,771	3,932	21.3
6	123,636	4,042	30.6
7	103,474	5,221	19.8
8	104,051	3,810	27.3
9	48,197	3,482	13.8
91&92	11,236	158	70.9
11	179,012	2,199	81.4
14	42,247	3,831	11.0
15	89,968	3,871	23.2
61	16,755	1,330	12.6
62	6,501	792	8.2
63	3,958	463	8.5
FoxTrot	102,648	3,917	26.2
Special	8,354	166	50.4

In addition to serving Fort Collins residents, Transfort is the operator of FoxTrot, the regional route connecting Fort Collins and Loveland (see Figure 7). This route is funded by Fort Collins, Loveland, and Larimer County.

Figure 7. FoxTrot Regional Bus Route



In 2001 the City of Fort Collins prepared a Strategic Plan to guide its future development. This plan has been adopted by the City Council and the first phase has been implemented. The plan gradually moves the system towards a grid system, extending service to many areas of town that now have little or no service. The plan extends service to the I-25 corridor and responds to planned development. In general, transit service is provided on a ½- to 1-mile grid, with closer spacing in the densely developed downtown area. Service improvements are focused on increased frequencies, a strategy that will make the service more attractive to a broad range of people.

Operating Statistics

Table 9 illustrates the operating statistics for Transfort's fixed-route system.

Table 9. Transfort Fixed-Route Operating Statistics - 1999-2003

	1999	2000	2001	2002	2003
Ridership	1,431,779	1,545,672	1,616,328	1,477,735	1,504,683
Annual Vehicle Miles	739,707	801,125	793,358	705,885	729,638
Annual Vehicle Hours	54,963	60,000	59,747	56,616	60,648
Annual Operating Cost (\$)	1,071,574	3,015,812	3,400,134	3,529,564	3,689,620
Annual Fares (\$)	684,570	722,330	711,000	715,528	708,333
Source: Transfort					

Table 10 illustrates the operating statistics for Transfort's DAR system.

Table 10. Transfort Dial-A-Ride Operating Statistics - 1999-2003

	1999	2000	2001	2002	2003
Ridership	65,166	73,853	74,884	76,835	73,678
Annual Vehicle Miles	332,345	363,623	385,497	430,345	419,228
Annual Vehicle Hours	27,320	32,149	34,843	35,785	31,690
Annual Operating Cost (\$)	1,071,574	1,381,902	1,510,446	1,719,764	1,686,237
Annual Fares (\$)	135,093	144,411	132,619	105,770	101,623
Source: Transfort					

Performance Measures

Table 11 provides information on Transfort performance measures. These are used to determine how well resources are being used and whether the services are cost-effective.

Table 11. Transfort Performance Measures

System-wide Performance Measures - 2003	Fixed Route	Dial-A-Ride (2002)	System Total
Cost per/Operating Hour (\$)	\$60.84	\$53.21	\$58.22
Passengers/Operating Hour	24.81	2.32	17.09
Cost/Passenger Trip (\$)	\$2.45	\$22.89	\$3.41
Subsidy/Passenger Trip (\$)	\$1.98	\$21.51	\$2.89
Farebox Recovery	19.2%	6.0%	15.0%
Ridership per Capita	12.07	0.59	12.66
Cost per Capita (\$)	\$29.60	\$13.53	\$43.13
Source: Transfort			

Financing

Funding for Transfort and Dial-A-Ride comes from a combination of farebox revenues, federal and local funds. Fort Collins is part of the Transportation Management Area that receives an allocation of Federal Transit Administration urban area formula funds for areas over 200,000 in population. In addition, the agency receives contract funds for services it operates that are oriented to university students and for service outside of the Fort Collins urban growth area. Contract funds from Larimer County are for the demand responsive service provided to Laporte and Wellington. In addition, the allocation formula for federal funds provides for Fort Collins to receive a portion of the urban area formula funds that Fort Collins, Loveland and Larimer County have agreed will be used to fund the Foxtrot regional route.

Vehicles

Transfort has a fleet of 19 fixed-route vehicles and 15 Dial-A-Ride vehicles. A fleet roster is included in Appendix B.

Facilities

The three transfer centers in Fort Collins are the Multi-Modal Downtown Transit Center in downtown; the Transit Center at Colorado State University located on campus, west of the Student Center; and in the South Transit Center, located at The Square, Horsetooth and College. Most of the fixed-route service is provided in the city limits but some extends into the urban growth area. DAR service is operated in the urban growth area.

City of Loveland Transit – COLT

COLT operates two fixed-routes and provides funding for the regional Foxtrot route connecting Loveland and Fort Collins. In addition COLT operates a demand-response service for elderly and disabled residents of Loveland called the Mini Bus. Figure 8 illustrates the existing COLT service area. Figure 9 illustrates the current transit routes. Paratransit service is provided throughout the city. The City is presently evaluating how best to provide transit services and what routes may best serve the community.

COLT’s local routes begin service at 6:38 A.M. and continue until 6:38 P.M., Monday through Saturday. The regular fares are \$1.00 for a one-way ride. People who are elderly, have disabilities, and the youth pay \$0.50 per ride. Special rates are also available for low income residents. Passes and tickets are available.

Only seniors and ADA are eligible for the paratransit service. Paratransit fares are \$2.00 for a single ride. A 20-ride pass is available for \$35.

Figure 8. COLT Service Area

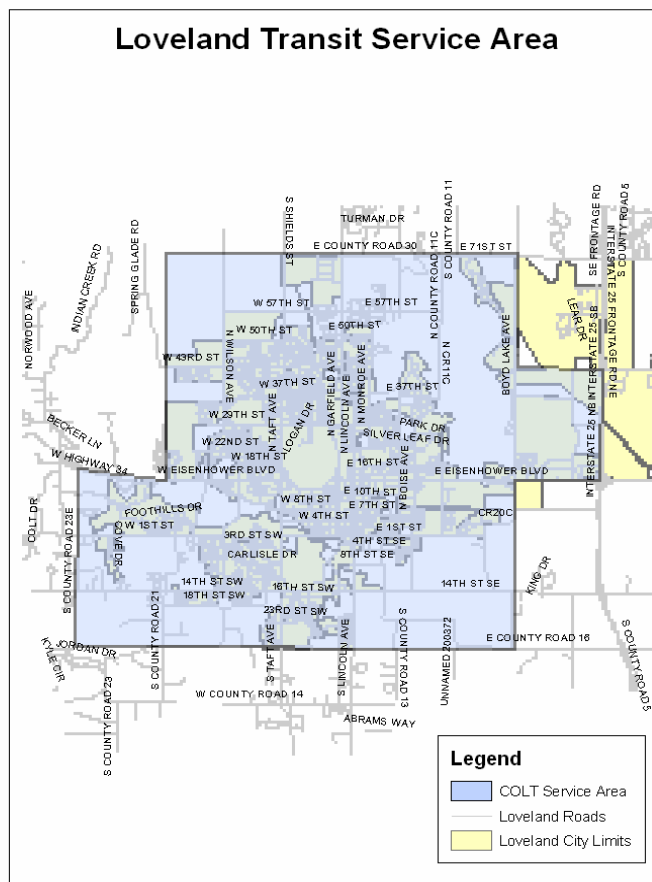
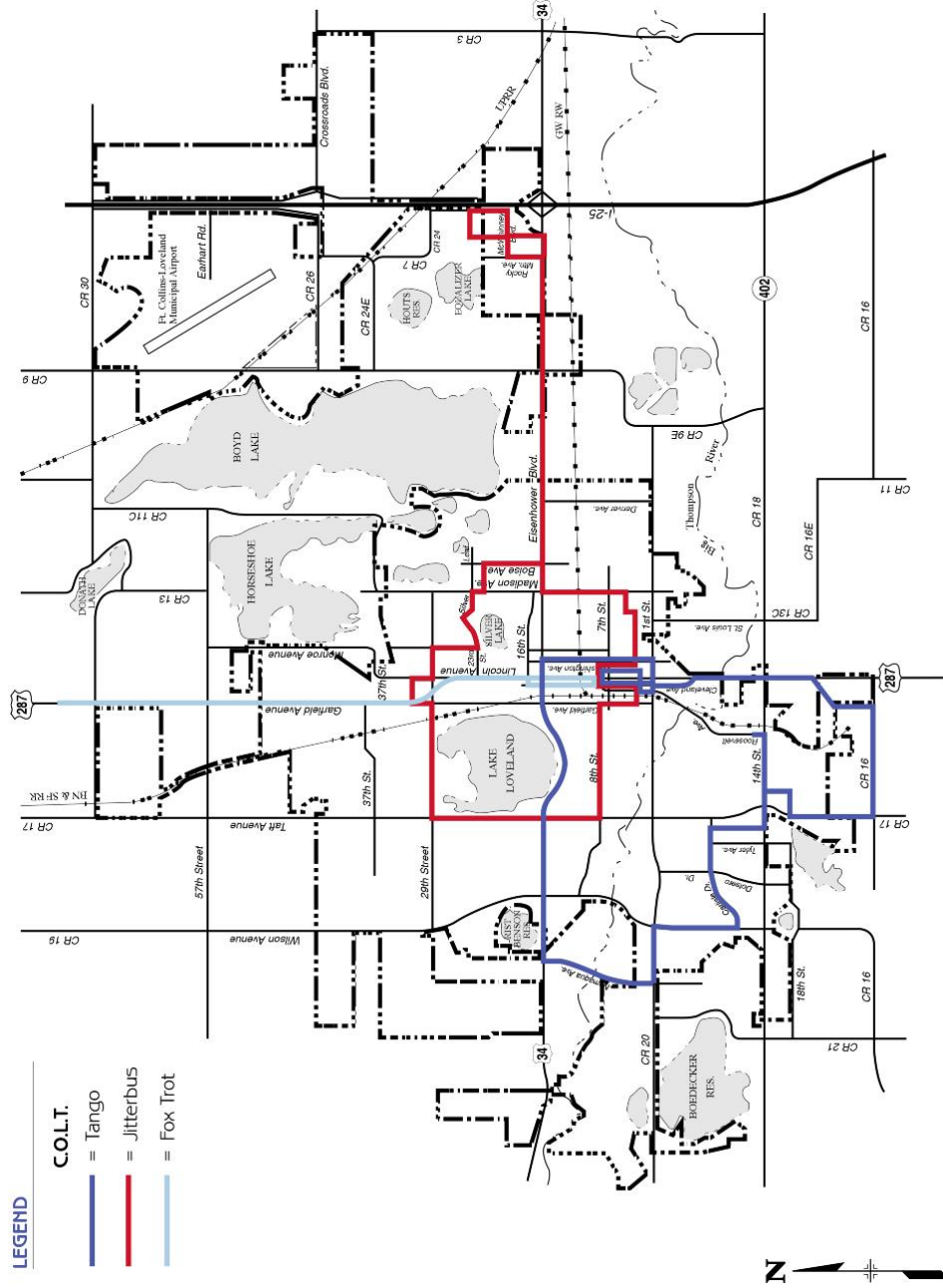


Figure 9. COLT Transit Routes



Population Served

The fixed-route system connects the residential areas of the city to major activity centers in the downtown area and along Eisenhower Blvd to Interstate 25. An on-board survey conducted in January of 2004 indicated that individuals, who are unable to drive because they do not have a driver's license or cannot afford a car, make up the majority of the ridership. Thirty-four per cent report incomes of less than \$15,000 annually and 50% have incomes of less than \$25,000 annually. Sixty-five per cent of COLT riders do not have a driver's license and 83% do not have a vehicle available to drive.

Ridership in 2003 is illustrated for the two main routes in Loveland in Table 12. The Foxtrot, connecting Loveland and Fort Collins is described as part of the Transfort system.

Table 12. COLT 2003 Ridership by Route

Route	Riders (estimate)	Service Hours	Riders / Hour
Jitterbus	35,437	3,684	9.6
Tango	18,000	3,684	4.9
System-wide	53,437	7,368	7.3

The city is growing towards the I-25 corridor, and major activity centers are already located at Interstate 25. Over time, service between the older portions of Loveland and the interstate will grow in importance.

Operating Statistics

Tables 13 and 14 illustrate the operating statistics for Loveland's fixed-route and Mini Bus systems.

Table 13. COLT Fixed-Route Operating Statistics - 1999-2003

	2001	2002	2003
Ridership	78,207	70,511	53,437
Annual Vehicle Miles	N/A	N/A	7,368
Annual Vehicle Hours	N/A	N/A	115,432
Annual Operating Cost (\$)	N/A	N/A	303,782
Annual Fares (\$)	N/A	N/A	N/A

Source: COLT and Loveland COLT Transit Plan, Tech Memo #1, LSC.
 N/A = Not Available

Table 14. COLT Mini Bus Operating Statistics - 1999-2003

	2001	2002	2003
Ridership	N/A	N/A	14,911
Annual Vehicle Miles	N/A	N/A	55,260
Annual Vehicle Hours	N/A	N/A	11,052
Annual Operating Cost (\$)	N/A	N/A	379,079
Annual Fares (\$)	N/A	N/A	N/A

Source: COLT and Loveland COLT Transit Plan, Tech Memo #1, LSC.
N/A = Not Available

Performance Measures

Table 15 provides information on COLT performance measures. These are used to determine how well resources are being used and whether the services are cost-effective.

Table 15. COLT Performance Measures

	Fixed Route	Demand Response	System Total
Cost per/Operating Hour (\$)	\$41.23	\$34.30	\$37.07
Passengers/Operating Hour	7.3	1.3	3.71
Cost/Passenger Trip (\$)	\$5.68	\$25.42	\$9.99
Subsidy/Passenger Trip (\$)	N/A	N/A	N/A
Fare Box Recovery	N/A	N/A	N/A
Ridership per Capita	0.97	0.27	1.24
Cost per Capita (\$)	\$5.53	\$6.90	\$12.43
Population	54,975*	54,975*	54,975*

Sources: Loveland COLT Transit Plan, Tech Memo #1 by LSC
CO Demographer's July 2002 estimates of population
N/A = Not Available

The COLT Transit Plan indicates that the breakouts between fixed-route service and paratransit services are knowledgeable estimates and that data is now being collected separately for each type of service.

Financing

Funding for COLT comes from farebox revenues, local funds, and federal funds. The City of Loveland has switched from a system that was considered rural – under 50,000 population to part of the Fort Collins/Loveland TMA (with over 200,000 population) since the 2000 Census. Loveland has taken advantage of the waiver which allows new urbanized areas over 200,000 in population to use federal transit assistance for operating expenditures.

The City of Loveland receives a variety of federal funds, including 5307 funds for service within the TMA, 5311 funds for service outside the TMA, and Older Americans Act funds for paratransit services for the elderly.

Vehicles

COLT currently has nine vehicles, including two back-up vehicles. These vehicles have a capacity of three to 28 passengers. All vehicles are equipped with wheelchair lifts. A complete vehicle roster is included in Appendix B. Most vehicles operated by COLT were purchased between 1999 and 2002 and have useful lives of five to seven years.

Facilities

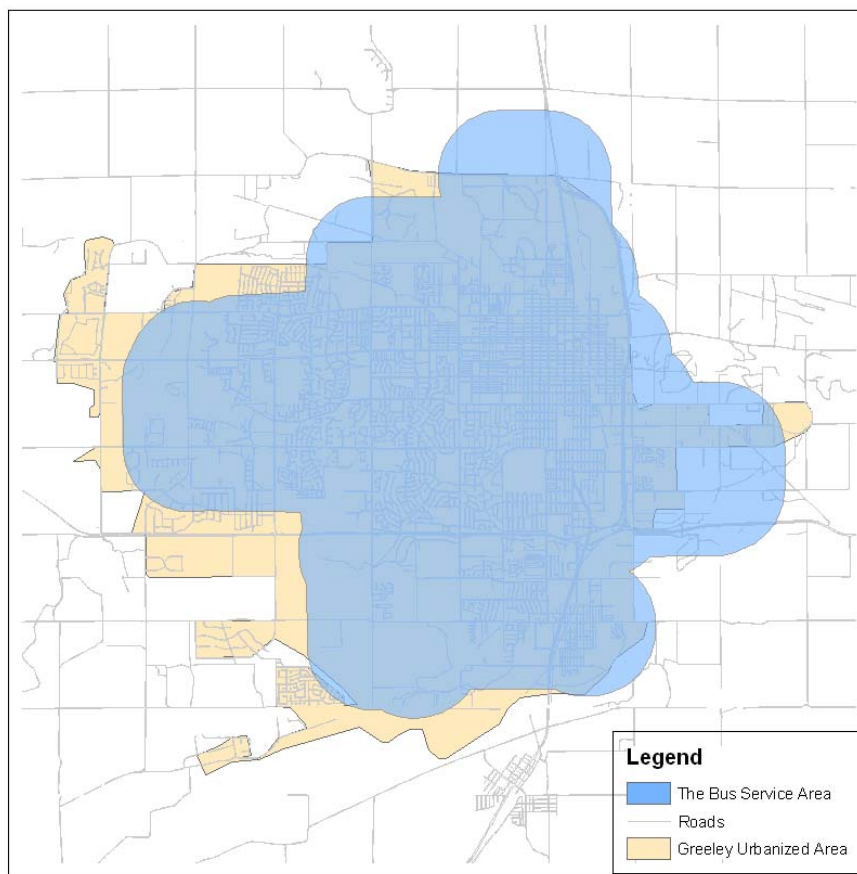
Loveland uses 8th Street, between Cleveland and Lincoln, to serve as its transit center. Their operating facility includes offices, dispatch/reception areas, a meeting room and vehicle parking.

City of Greeley – The Bus

The City of Greeley operates fixed-route service, known as “The Bus”, paratransit services, and evening demand response services. The fixed-route system serves the Greeley urban area, including the city of Evans (see Figure 10). Seven fixed routes operate on a modified grid system, as illustrated in Figure 11. Service operates Monday through Saturday, from 6:45 A.M. to 6:45 P.M. One route, the Boomerang, serves UNC students and operates only during fall and spring semesters when the university is in session. The remainder of the system operates year-round.

As the city of Greeley has expanded to the west, The Bus service has extended to serve major activity centers. The routes currently serve as far west as 59th Ave. and there is consideration being given to expanding to 71st Ave. as the area develops and major shopping centers open. Requests are mounting to serve the Promontory Development as the business park at the intersection of the US 34 Bypass and the US 34 Business route grows.

Figure 10. The Bus Transit Service Area



Longer term, it is likely The Bus will adapt to serve more regional trips and park-and-ride lots where people can access regional services. When the US 34/US 85 interchange is rebuilt it would be a good location for a park-and-ride. Another key location is at US 34 and Two Rivers Parkway. Residents of west Greeley can save twenty minutes on their trip to the airport or Denver by taking Two Rivers Parkway instead of traveling east into Greeley to US 85.

Population Served

In addition to serving Greeley, The Bus provides service to Evans through a intergovernmental relationship. The Bus serves many people who are transit dependent – because they do not have driver’s licenses, have disabilities that prevent them from driving, or cannot afford an automobile. As these people live throughout the City, the system makes an effort to serve most of the major areas of the city. The Bus routes serve a variety of areas including low-density residential areas, commercial areas, and the University. In addition, when the County moved its offices to the north end of Greeley, the system found it necessary to serve these facilities.

The Greeley system is known for its excellent service to people with disabilities. In addition to the active paratransit service, the fixed-route buses also carry many riders who use wheelchairs - the wheelchair lifts were used 5,439 times in 2003.

The Bus has broad-based ridership covering all age groups. With the establishment of the Boomerang route serving UNC, its student ridership increased substantially.

Ridership by route is illustrated in Table 16. Routes 3, 4, and 6 have relatively low productivity for fixed route service, carrying fewer than eight passengers per hour. Routes 1, 2, and 5 are much stronger. These routes serve a mix of areas that serve a variety of commercial areas and other activity centers. The UNC route, while just operating when school is in session, provides an effective connection for students traveling within the university. The UNC route has significantly higher ridership than other local routes. Each of these routes serves an important purpose, connecting the residents, particularly in the areas of town with the most transit dependent population with the activity centers. In the last decade, Greeley has seen important activity centers develop on the north and west ends of town.

Table 16. The Bus Ridership by Route

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
1/2	35,104	3,456	10.2
2/1	34,883	3,380	10.3
3/4	27,471	3,456	7.9
4/3	26,268	3,456	7.6
5	107,256	6,785	15.8
6	27,615	3,507	7.9
UNC	147,677	2,847	51.9

Operating Statistics

Table 17 illustrates the operating statistics for Greeley's fixed-route system.

Table 17. The Bus Fixed-Route Operating Statistics - 1999-2003

	1999	2000	2001	2002	2003
Ridership	297,844	393,769	471,921	398,841	410,299
Annual Vehicle Miles	385,302	389,469	386,213	355,472	355,268
Annual Vehicle Hours	27,820	29,199	29,621	27,305	27,090
Annual Operating Cost (\$)	1,240,969	1,286,451	1,443,379	1,468,346	1,443,943
Annual Fares (\$)	199,913	186,004	200,181	216,416	228,244

Source: The Bus

Table 18 illustrates the operating statistics for The Bus paratransit system.

Table 18. The Bus Paratransit Operating Statistics - 1999-2003

	1999	2000	2001	2002	2003
Ridership	21,879	23,691	26,800	28,544	28,657
Annual Vehicle Miles	123,492	122,298	124,118	131,349	149,642
Annual Vehicle Hours	12,140	12,257	12,513	13,254	13,918
Annual Operating Cost (\$)	377,006	405,123	407,321	491,177	535,337
Fares Revenue (\$)	30,718	38,638	37,103	39,052	52,572

Source: The Bus

Performance Measures

Table 19 lists The Bus performance measures. These are used to determine how well resources are being used and whether the services are cost-effective.

Table 19. The Bus Performance Measures

System-wide Performance Measures - 2003	Fixed Route	Paratransit	System Total
Cost per/Operating Hour (\$)	\$53.30	\$38.47	\$48.27
Passengers/Operating Hour	15.1	2.1	10.7
Cost/Passenger Trip (\$)	\$3.52	\$18.68	\$4.51
Subsidy/Passenger-Trip (\$)	\$2.96	\$16.85	\$5.87
Farebox Recovery (%)	15.8%	9.8%	14.2%
Ridership per Capita	4.3	0.3	4.6
Cost per Capita (\$)	\$15.08	\$5.59	\$20.67

Source: The Bus

Financing

Funding for The Bus comes from Federal Transit Administration urbanized area funds (Section 5309), local general funds, and farebox. The federal funds can be used for capital and operating expenses.

Vehicles

The Bus operates with a fleet of 14 fixed-route vehicles and seven paratransit vehicles. The fixed-route fleet is relatively new, with an average age of seven years. Routine replacement will be needed with some of the older vehicles already 11 years old. The paratransit fleet includes three Supremes (1993, 1995, and 1996), three 1999 Goshens, and one 2002 Thomas vehicle. A vehicle roster is included in Appendix B.

Facilities

Greeley has an operating and maintenance facility as well as transfer centers located at the Greeley Mall and in downtown Greeley.

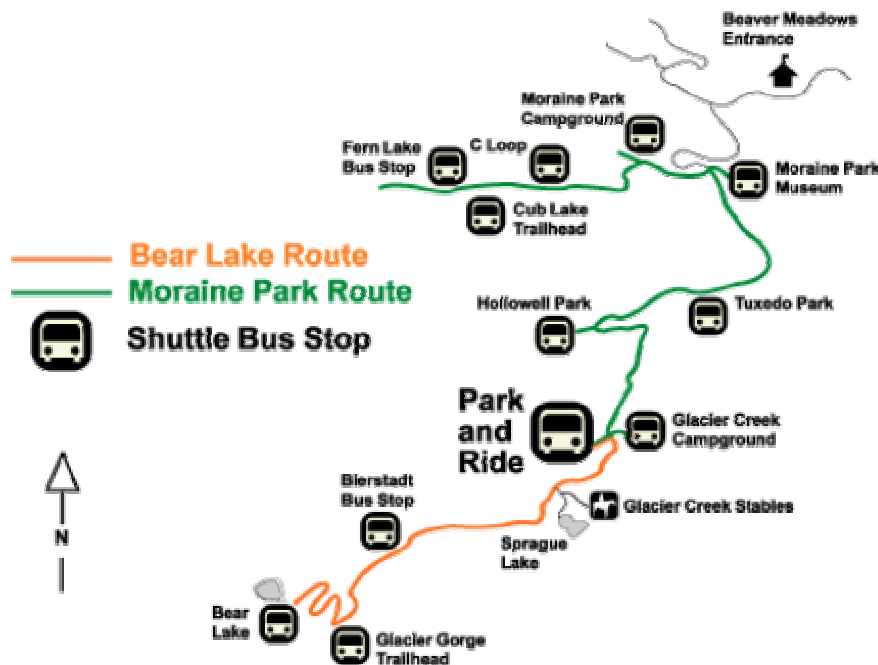
Rocky Mountain National Park

The fourth fixed-route system operating in the region is the service operated by Rocky Mountain National Park. The Rocky Mountain National Park service is funded from a different source of federal funds than the Federal Transit Administration and so does not routinely participate in the same planning process as FTA funded systems. However, the system is an important publicly funded one and integration between the Park Service operation and community or regional services will become more important in the outlying years of this plan.

The shuttle bus service runs along the Bear Lake Road corridor in the summer months as shown in Figure 12. It generally begins operation in mid-June. During peak periods, this service operates seven days a week through the weekend following Labor Day. After that, the shuttle bus service operates only on Fridays, Saturdays and Sundays through Columbus Day. The shuttle bus service does not operate in the winter months. There is no charge for the service.

The Rocky Mountain National Park service is operated by a contractor, and many of the drivers are school bus drivers in Estes Park during the school year.

Figure 12. Rocky Mountain National Park Service



Source: <http://www.nps.gov/romo/images/visit/BLRshuttle.gif>

Population Served

The Park Service system serves tourists to Rocky Mountain National Park. The system is geared towards reducing cars in the Park and the majority of its riders are people visiting for one or more days.

The Bear Lake route operates from 5:00 A.M. to 10:00 P.M., every 30 minutes daily. The Moraine Park Route makes the roundtrip between the Park and Ride and the Fern Lake bus stop every 20 minutes from 7:00 A.M. to 7:00 P.M., then hourly until 10:00 P.M. From mid-September to mid-October, this shuttle operates on Saturdays and Sundays only.

The Park is planning for increases in service as Park visitation increases. These increases include additional service within the Park and connections to Estes Park, enabling visitors to leave their vehicles outside Park boundaries. Service to Estes Park would enable the system to serve more of the general public, including Park employees. It is recognized that in the longer planning horizon of the Regional Transportation Plan, peak season connections to Loveland and Boulder will also need to be planned for. This would reduce the traffic on US 34 and US 36 into the Park.

Operating Statistics

The system carries 2,500 passengers daily, in the May-September season for an estimated annual total of 355,000 passengers. It is estimated that 14,000 service hours and 83,000 service miles are operated annually. The cost of this system is \$1,000,000 annually.

Performance Measures

Estimated performance measures for Rocky Mountain National Park service are listed in Table 20. Unlike other systems, the estimated costs include capital expenses.

Table 20. RMNP Performance Measures

System-wide Performance Measures - 2003	Fixed Route
Cost per/Operating Hour	\$71.43
Passengers/Operating Hour	25.4
Cost/Passenger Trip	\$2.82
Fare Box Recovery	N/A

Facilities

Rocky Mountain National Park has been upgrading facilities to provide for more effective transit service. A park-and-ride lot is located opposite the entrance to Glacier Creek Campground. This serves as the main boarding point for the shuttle services.

In 2003, the Park widened Bear Lake Road by two feet, improved the road surface to accommodate shuttle buses, improved safety and engineering of the road, built bus shelters, improved restrooms, and created formal parking spaces.

Berthoud Area Transportation Services (BATS)

The Berthoud Senior Center operates demand response service, not only within Berthoud but also for the surrounding rural area, within the limits of the Berthoud Rural Fire Protection District (see Figure 13). This district, most of which is still classified as “rural”, includes portions of Boulder and Weld Counties as well as Larimer County.

Demand-response service is operated from 7:00 A.M. to 4:00 P.M., Monday through Friday. The fare for local service is \$0.50 per ride. The suggested donation for out-of-town trips is \$2 to \$5, depending on income. Rides can be scheduled seven days in advance, but must be scheduled at least 24 hours ahead of time.

BATS operates service to the RTD station in Longmont where riders can connect to services in Denver and Boulder. BATS also operates to Loveland’s transfer center where riders can connect to COLT or the Foxtrot that travels to Fort Collins.

Population Served

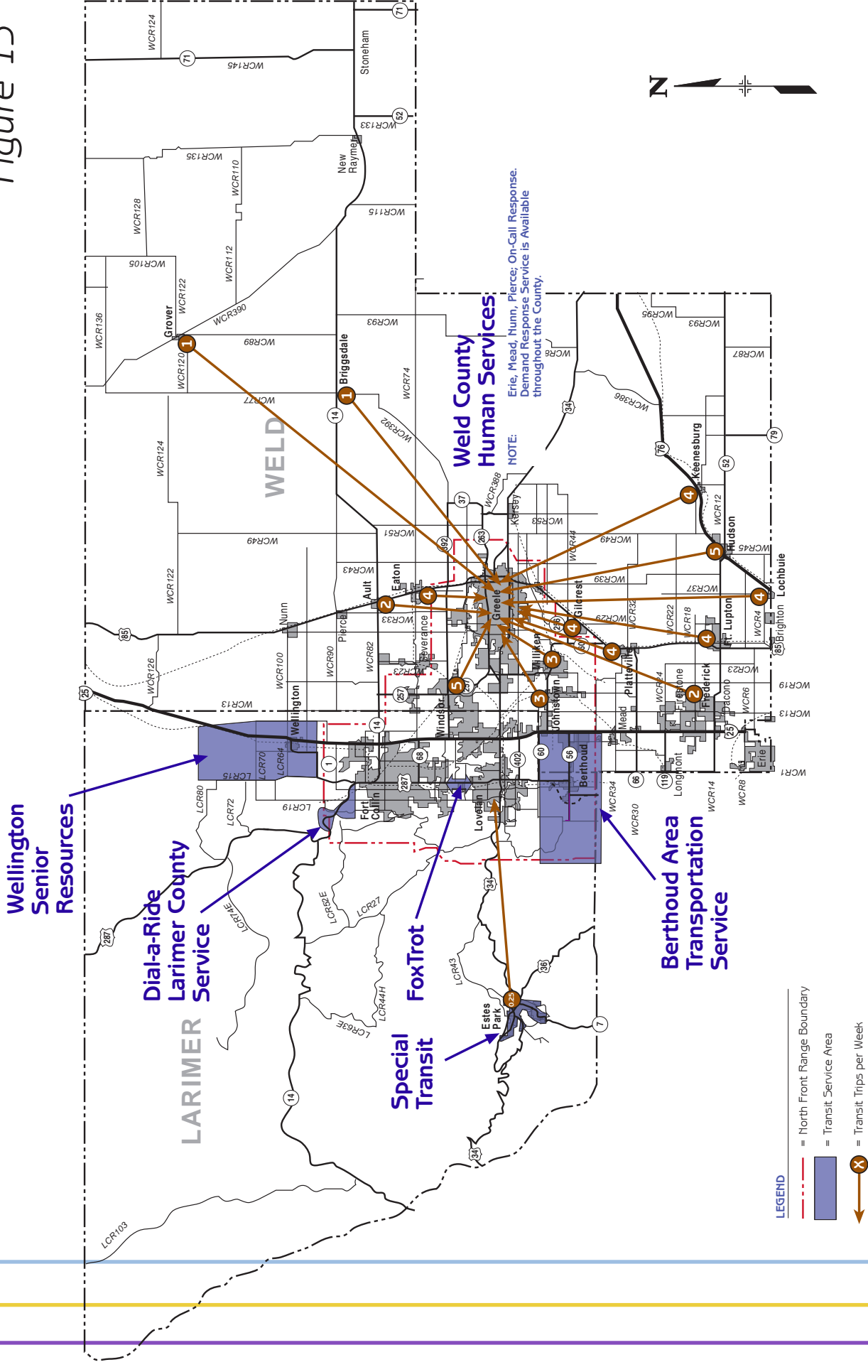
BATS finds that about 70% of its passengers reside in the urban area and 30% reside in the rural area. BATS is used by seniors to attend congregate meals at the Berthoud Senior Center. It is also used by students and other members of the general public for local trips and to connect to the COLT, Transfort and RTD systems. While seniors continue to make up a major part of the ridership, use of the transportation service is growing among the general public, particularly young students.

BATS has been in operation for over ten years, and has grown steadily in response to increased demand. The population in the BATS service area continues to grow. Today BATS is positioning itself for the long-term so it can respond to the demand it faces and so it will be a stable ongoing service.

The Town of Berthoud is taking a more active role than in the past, providing almost half of the BATS funding. The Berthoud Area Transportation Services can play a key role in serving the rural needs in the southern part of Larimer County.

RURAL TRANSIT SERVICES

Figure 13



Operating Statistics

Table 21 illustrates the operating statistics for BATS.

Table 21. BATS Operating Statistics (Demand Response) 1999-2003

	1999	2000	2001	2002	2003
Ridership	12,095	11,253	12,081	11,669	12,773
Annual Vehicle Miles	42,883	41,293	41,971	42,138	57,911
Annual Vehicle Hours	2,400	2,507	2,765	2,887	4,078
Annual Operating Cost (\$)	N/A	N/A	N/A	N/A	\$147,029
Annual Fares (\$)	7,469	6,842	5,582	4,144	5,115
Source: BATS N/A = Not available					

Performance Measures

Table 22 provides information on BATS performance measures. These are used to determine how well resources are being use and whether the services are cost-effective.

Table 22. BATS Performance Measures

System-wide Performance Measures - 2003	System Total (Demand Response)
Cost per/Operating Hour (\$)	\$36.05
Passengers/Operating Hour	3.13
Cost/Passenger Trip (\$)	\$11.51
Subsidy/Passenger Trip (\$)	\$11.11
Farebox Recovery (\$)	\$5,115
Ridership per Capita	0.75
Cost per Capita (\$)	\$8.65
Source: BATS	

Financing

Both federal and local financial support are the foundation of the service, with \$40,000 in local funds from the Town of Berthoud, \$16,444 in federal rural transportation funds (Section 5311) and \$35,150 in federal urban transportation funds (Section 5309). They are also supported with a variety of grant funds, Older Americans Act funds, and Golden Links contributions.

Vehicles

Berthoud has a fleet of three vehicles, a 1992 Plymouth Voyager, a 1998 Ford Terra, and a 2003 Ford Goshen. Plans are to add a vehicle in 2004 and to trade in one vehicle in 2004 and one in 2005 for fleet replacements.

Facilities

BATS operates out of the Senior Center. It is working with the Town to purchase a building that will be used as an operations center and as a garage. BATS has applied for Federal Section 5309 funding through the Colorado Transit Coalition for these funds.

Ester Park – Special Transit

Special Transit has been serving Estes Park since 1999 with door-to-door specialized transit services. The service operates a single transit vehicle in Estes Park which seats up to 12 ambulatory and 2 wheelchair passengers. The service operates four days per week in Estes Park and operates once per month between Estes Park and Loveland.

Fares within Estes Park are \$1.25 per ride. Fares between Estes Park and Loveland are \$3.00 per ride. Passengers call in advance for the service and may schedule trips as much as two weeks in advance.

Populations Served

This service operates in Estes Park and Estes Valley, primarily serving people who are transit dependent, especially the large senior population. Estes Park had one of the highest percentages of seniors in the region in the 2000 Census with 21% of the population over age 65.

The service has grown steadily as the community has been able to raise funding and obtain grants to support the system. The level of service and ridership for each year that the service has been in operation is illustrated in Table 23.

Table 23. Ridership and Level of Service in Estes Park

Year	Days of Service per Week	Annual Ridership
1999	1	1,045
2000	2	2,430
2001	3	3,863
2002	4	4,302
2003	4	3,004 – thru Sept.

In working with community groups, two basic needs have been identified for the Special Transit service in Estes Park. One is for more frequent service to Loveland and the other is for the operation of a general public call-and-ride service that would target a broader sector of the population with curb-to-curb service. Ideally this would operate 5-6 days a week and would be operated in addition to the specialized door-to-door service that is now operated.

Performance Measures

Special Transit carried 4,302 passengers in 2002, operating 1,760 hours of service. This equates to 2.44 passengers per hour. The average cost per hour of the Special Transit service in Estes Park is \$52.00, so the cost per passenger is \$21.27.

Financing

Financing comes from fare revenues, local funds and federal funds. Special Transit applies for Federal 5311 funds as part of its Boulder County application submitted through the Denver Regional Council of Governments. Older Americans Act funds are also received from Larimer County. Local funds are provided by the Town of Estes Park and other donations are received for the service.

Vehicles

The Estes Park Special Transit service operates with a single transit vehicle in Estes Valley which seats up to 12 ambulatory and 2 wheelchair passengers. Back-ups are provided by Special Transit if needed.

Weld County Human Services Transportation Program

The Weld County Transportation Program is a branch of the Weld County Human Services Department. It serves the general public and special populations through a variety of federally funded contracts, including:

- ▶ Employment Services of Weld County
- ▶ Head Start
- ▶ Senior Nutrition Program
- ▶ Migrant Head Start Program
- ▶ Summer Youth
- ▶ Mini-bus Program

The system operates approximately 40 vehicles, and travels nearly 600,000 vehicle miles in serving Weld County with trips to Greeley. The service focuses on providing connections between local communities and services in Greeley. Service is also provided to Boulder County, north Denver, Loveland, Fort Collins and Fort Morgan, as needed. In addition, a volunteer program provides subsidies for persons providing trips to the elderly and disabled using personal vehicles.

The Weld County program has the advantage of being well-coordinated as both general public and human service transportation programs are combined. In addition, the Weld County program coordinates with The Bus in Greeley as both programs take people to services within Greeley and the urbanized area. Many local communities in Weld County also provide volunteer-based services, primarily oriented towards seniors. These local services may take people to nutrition sites or for local shopping and services.

Population Served

Figure 13 also illustrates the scheduled trips between Weld County communities. Demand response service is also provided throughout the county as resources allow. The Weld County program operates in a demand response mode and primarily provides regional or long-distance trips. The average distance passengers travel is significantly longer than many locally based demand response services.

Operating Statistics and Performance Measures

Operating statistics for the Weld County program in 2002 show a cost of \$8.50 per passenger, \$1.53 per mile, 0.18 passenger boardings per mile, and 1.01 passenger boardings per capita.

In reviewing the performance measures, note that Weld County only tracks the miles traveled – a unit of measure that reflects the long-distance nature of the service. Service hours are not available.

Financing

The Weld County Human Services Transportation Program has an annual budget of approximately \$1,000,000. This is funded through a combination of fares, federal funds from a variety of sources, and county funds. Weld County Department of Human Resources uses funds from all of its transportation programs to provide a comprehensive system that meets the needs of both clients and the general public rider.

Vehicles

Weld County operates with a fleet of 40 vehicles. A complete roster is contained in Appendix B. The transportation program replaces an average of three vehicles annually.

Summary Public Transit Providers

System Performance Measures

Fixed-Route Services

The systems providing fixed-route service illustrate a wide range of services and performance. Much of the fixed-route service in Fort Collins, Greeley, and Loveland serves people who do not have the option of driving. Transfort, in Fort Collins, also serves a large number of students, both in making trips to and from campus and, for many students, the other travel needs of this population. Student ridership is also significant in Greeley, although The Bus has only one primary route oriented to university trips. Greeley has an important orientation to serving people with disabilities, and carries many passengers who use wheelchairs on its fixed-route service.

Table 24. Fixed-Route Performance Measures

	Larimer County			Weld County
	Transfort	COLT	RMNP	The Bus
Cost/Service Hour (\$)	\$60.84	\$41.23	\$71.43 est.	\$53.30
Passengers/Service Hour	24.8	7.3	25.4 est.	15.1
Cost/Passenger Trip (\$)	\$2.45	\$5.68	\$2.82 est.	\$3.52
Cost per Capita (\$)	\$29.60	\$5.53	n/a	\$15.08

Comparing performance on fixed routes, there is a wide range that reflects the markets served and effectiveness of the routes.

Demand Response Services

There are six demand response services available. They are Berthoud, Estes Park, COLT, Transfort, The Bus and Weld County. Table 25 compares the performance measures of the demand response services.

Table 25. Demand Response Performance Measures

	Larimer County				Weld County	
	Berthoud	Estes Park	COLT	Transfort	The Bus	Weld County
Cost/ Service Hour (\$)	\$36.05	\$52.00 est.	\$34.30	\$48.06	\$38.47	N/A
Passengers/Service Hour	3.13	2.4 est.	1.3	2.2	2.1	N/A
Cost/Passenger Trip (\$)	\$11.51	\$21.27 est.	\$25.42	\$22.38	\$18.68	\$8.65
Cost/Capita (\$)	\$8.65	N/A	\$6.90	\$13.80	\$5.59	\$8.56
N/A = Not Available						

Other Transit Providers – Regional Services

Regional transit services are limited, with the Foxtrot providing connections between Fort Collins and Loveland and rural services providing some connections between outlying rural communities and urban area services. VanGo provides regional vanpool services. Other regional transit services today are provided by the private sector. Two private operators provide regional services: Greyhound/TNM&O and Shamrock Airport Express. The Foxtrot and rural services were described in the previous section. VanGo and private services are described below.

VanGo Services

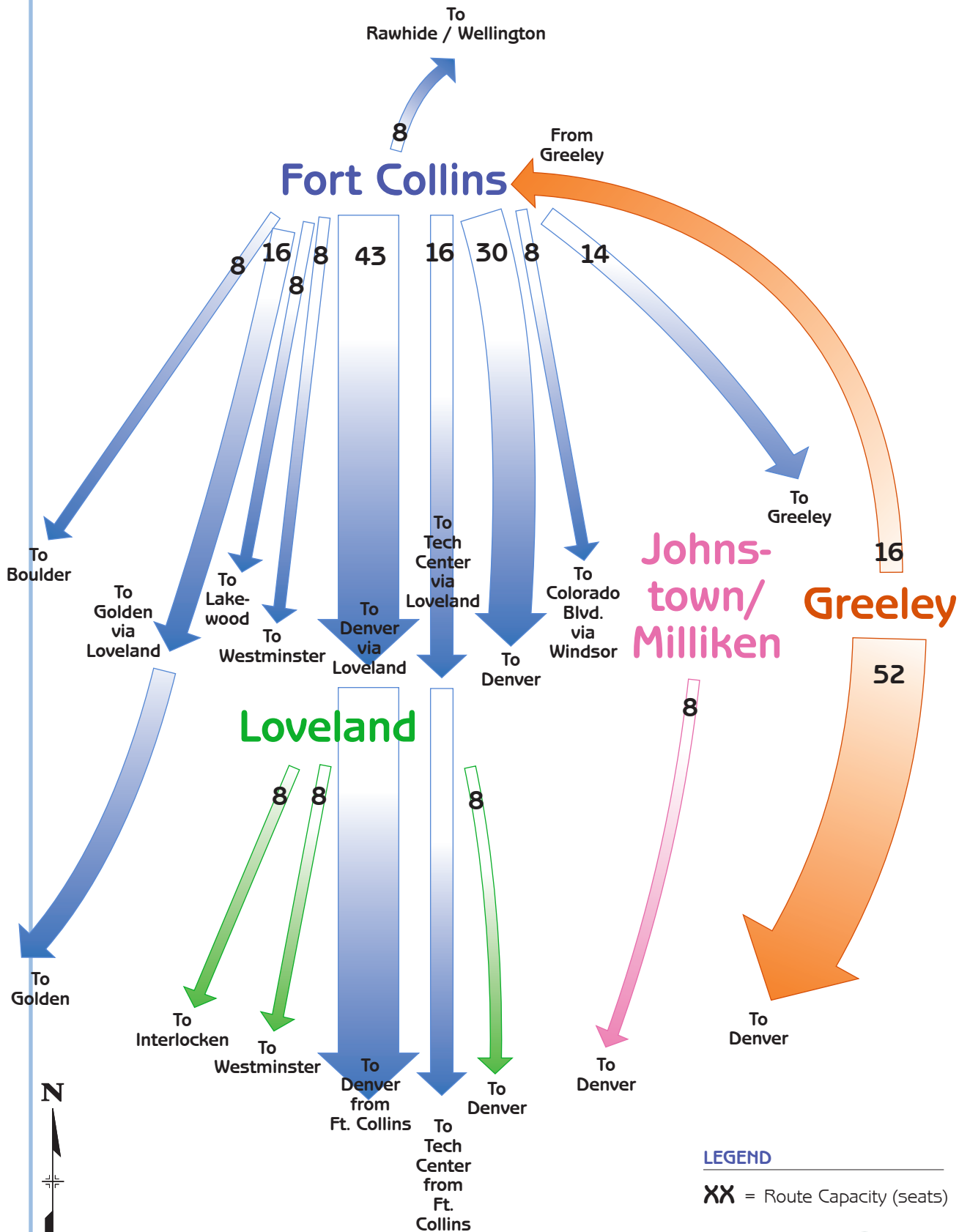
The North Front Range MPO operates a vanpool program providing intra-and inter-regional trips. These services provide an indication of demand for transit service to regional destinations and serve an important role in helping to build shared-ride ridership. When regional bus service is initiated, it is anticipated that some vanpool riders will choose to switch to fixed route intercity services. Table 26 lists the VanGo service levels and Figure 14 schematically illustrates the existing routes and capacities.

Table 26. VanGo Service Levels and Capacities

ORIGIN	DESTINATION														TOTAL
	Downtown Denver	Boulder	Rocky Flats	DTC	I-25 and 120th Ave	Colorado Blvd.	Greeley—Banner Health	Rawhide/ Wellington	Lakewood	Interlocken/ Louisville	Golden-Denver West	I-25 and 84th Ave	CSU	HP Fort Collins	
Fort Collins															
Vans	9	1	1	1	2	1	1	1	1	2	1	1	0	0	22
Persons	51	4	6	7	10	6	5	6	6	12	6	3	0	0	122
Greeley															
Vans	5	0	0	0	0	0	0	0	0	0	0	0	1	1	7
Persons	43	0	0	0	0	0	0	0	0	0	0	0	6	n/a	49
Loveland															
Vans	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Persons	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Vans	15	1	1	1	2	1	1	1	1	2	1	1	1	1	30
Total Persons	100	4	6	7	10	6	5	6	6	12	6	3	6	n/a	177
Source: June 2004 NFRMPO/Van Go Vanpool Services															

VANGO VAN POOL ROUTES

Figure 14



Greyhound and TNM&O Bus Service

TNM&O Coaches, Inc. is a subsidiary of Greyhound Lines, Inc. Both Greyhound and TNM&O operate intercity bus service in the North Front Range, but TNM&O is the primary operator in the region. This service is geared to a wide range of intercity travelers, not the commuter market. Table 27 on the following page lists the trips made connecting cities in the North Front Range to each other and to Denver.

Today, five trips connect Fort Collins to Denver. In the reverse direction there are also five trips that connect Denver to Fort Collins. Two of these trips connect Fort Collins to Denver directly without any stops, one in the AM and one in the PM. The other three trips have stops in Greeley and Loveland and then continue on to Longmont and Denver. It is more useful to consider the segments of service that are provided as few people would ride this service between Fort Collins and Denver unless they were connecting to the national intercity network operated by Greyhound/TNM&O.

Typical one-way fares are:

- ▶ Fort Collins – Greeley: \$9.50
- ▶ Greeley – Loveland: \$8.50
- ▶ Loveland – Fort Collins: \$8.50
- ▶ Loveland – Longmont: \$8.50

While these fares are high compared to typical public transit fares, when one considers they cover the full cost of the trip (capital and operating) and include a profit they begin to seem quite reasonable. For a limited number of trips, it may be possible to subsidize the cost of tickets on the existing service.

The schedules are not particularly conducive to the types of trip demand that occurs in the region, although some segments are better suited than others. For example, the trip times from Fort Collins to Greeley are fair: departing Fort Collins at approximately 8 a.m., noon, and 6 p.m. and arriving in Greeley about 35 minutes later. However, travel from Greeley to Fort Collins is more problematic with trips leaving Greeley at 10 a.m., 8 p.m. and 11:30 p.m. Similarly, the trip times from Greeley to Loveland and Loveland to Longmont/Denver are suitable for a good number of trips, but the return times are difficult.

Table 27. Greyhound/TNM&O Schedule

	Departs	Arrives	Travel Time
Fort Collins to Denver	7:40 PM	8:55 PM	1 Hr 15 m
Denver to Fort Collins	10:45 PM	12:01 AM	1 Hr 16 m
Loveland to Greeley	9:35 PM	10:00 AM	25 m
	7:15 PM	7:50 PM	35 m
Greeley to Loveland	8:30 AM	9:10 AM	40 m
	1:30 PM	2:00 PM	30 m
	6:50 PM	7:20 PM	30 m
Fort Collins to Greeley	7:55 AM	8:30 AM	35 m
	12:55 PM	1:30 PM	35 m
	6:10 PM	6:45 PM	35 m
Greeley to Fort Collins	10:05 AM	10:45 AM	40 m
	7:50 PM	8:30 PM	40 m
	11:30 PM	12:05 AM	35 m
Loveland to Longmont	9:10 AM	9:40 AM	30 m
	2:00 PM	2:30 PM	30 m
	7:20 PM	7:50 PM	30 m
Longmont to Loveland	9:05 AM	9:35 AM	30 m
	6:45 PM	7:15 PM	30 m
Denver to Greeley	10:30 PM	11:35 PM	1 Hr 05 m

Shamrock Airport Express

The Shamrock Airport Express shuttles to Denver International Airport pick up passengers in Fort Collins between 3:25 A.M. and 5:55 P.M. The cost to ride the shuttles is \$21 for adults and \$10 for children 10 and under.

In Fort Collins the buses stop at:

- ▶ Transit Center at Colorado State University at 25 minutes past the hour.
- ▶ University Park Holiday Inn, 425 W. Prospect Road, on the half hour.
- ▶ Fort Collins Marriott, 350 E. Horsetooth Road, at 15 minutes before the hour.
- ▶ I-25 and Harmony Road Park-n-Ride, 10 minutes after the hour.
- ▶ Courtyard by Marriott, 1200 Oakridge Drive, 5 minutes before the hour.

In Loveland, buses stop at:

- ▶ Showtime Video, Hwy 34 and Van Buren at 50 minutes past the hour.
- ▶ The Egg and I, 25th and Lincoln, at 5 minutes after the hour.
- ▶ Hampton Inn, Hwy 34 and I-25, at 25 minutes past the hour.

From the Hampton Inn, the trip to DIA is one hour and twenty minutes.

Buses depart DIA every hour between 6:00 A.M. and 11:00 P.M.

Client-Specific Transportation Services

A wide range of entities provide client-specific services in Larimer and Weld Counties. Many of these are entities, such as nursing homes, assisted living facilities, senior centers, and other entities (such as a youth club) that have only a single vehicle for outings. The largest of these are the Community-Centered Boards serving people with developmental disabilities. Foothills-Gateway in Larimer County and CDSI in Weld County each provide extensive programs for the developmentally disabled populations.

In 2002, the Colorado Mobility Coalition surveyed human service organizations in Larimer County and found that 24 “non-transit” agencies provide transportation for their clients. There were nine nursing homes, five assisted living facilities, three senior centers, nine agencies providing disabled services and one miscellaneous organizations reporting that they provide client services. Together they operate 70 vehicles, 30 of which are accessible. The majority of these agencies use their vehicles only 2-5 hours a day. Of the 40 agencies replying to the survey, 20 reported having trouble securing transportation for clients and 13 do not. The biggest problems are that service isn’t available on the day needed or the time needed. Service to rural areas is perceived as the biggest unmet need and a lack of transportation between communities was mentioned several times.

In Weld County, many senior centers in small communities provide local transportation services as the county-wide services focus on providing transportation that connects these rural communities with Greeley or the nearest major city with needed services.

A list of the major entities with vehicles and transportation services provided to clients follows.

Foothills – Gateway

Foothills – Gateway serves as the Community-Centered Board in Larimer County, providing a broad range of services to people with developmental disabilities. The agency operates about 40 vehicles in providing transportation services for individuals between their home and program/work settings. Depending on the needs of the individual, transportation may be provided by FGI or contracted with other service providers.

The agency tries to use public transit alternatives (both fixed-route buses and paratransit services) as much as possible. Clients use Dial-A-Ride operated by Fort Collins, COLT, Loveland’s Mini Bus, and BATS.

CDSI - Envision

CDSI / Envision is the Community-Centered Board in Weld County, serving 700-800 individuals in the adult program. A broad range of services are provided to people with development disabilities. Comprehensive services include residential (24-hour) services, day services in the community, and employment services. More limited Supported Living Services (SLS) are provided to other clients.

Transportation is provided "home to program" and "program to home" for people in adult day programs. Transportation is also provided to participate in scheduled activities within the community. CDSI /Envision uses a fleet of 24 vehicles to operate this service. In addition, they purchase bus passes for clients who are able to use The Bus or Paratransit services.

CDSI / Envision faces the challenge of trying to make its resources go as far as possible. One of the most efficient ways to provide quality services is through "host home" providers. These are individual families that host one or possibly two clients. Host home providers located in outlying areas where housing is less expensive can stretch resources the farthest – but that generally requires that CDSI provide transportation to outlying areas. The agency may have to limit the number of homes they serve in rural areas – or require that the host families provide transportation to a central pick-up point – because of the cost of transportation services.

A transportation problem faced by CDSI / Envision is getting public transportation to the new businesses, such as Target, that are building on the west side of Greeley. CDSI / Envision has been able to place clients in jobs in these businesses, but regular public transportation is needed to these locations.

Wellington Senior Center

The Wellington Senior Center has provided limited service to seniors in Wellington for several years. The Senior Center, with the support of the Town of Wellington, has considered expanding this service and making it available to the general public, if Section 5311 funds are available for the expansion. The Wellington Senior Center provides services to rural residents who wish to come into Wellington (four days each week). They also operate between Wellington and Fort Collins once a month. In 2004 this is planned to increase to once every two weeks.

Windsor Senior Services

The Town of Windsor provides senior transportation services Monday through Friday from 8 AM to 6 PM. The service uses a sedan-style vehicle with paid drivers. The service provides seniors with rides to doctors' appointments in Greeley, Fort Collins and Loveland on Mondays and Tuesdays at a cost of \$4 a roundtrip. Wednesday, Thursday and Friday rides are provided in town to the grocery store, appointments and senior's lunches at town hall.

Summary of Other Transit Providers

Private sector regional services are available along I-25 to DIA and provide limited service between major communities in Larimer and Weld counties. The hourly service to DIA is a solid level of service and with the E-470 connection the travel time is reasonable. The intercity network, while it does a reasonable job given the market and operating economies, does not provide adequate services either between cities in the region or to major cities outside the region. To serve a larger market, more direct service between major communities is needed. Those trips that do provide direct connections between Fort Collins and Denver do so with reasonable travel times. However, most service zig-zags through the region, taking two to three times as long as an automobile trip. In order to improve intercity service through the private sector, some level of public support will be needed.

Limited connections are available between the private services and public services. Greyhound/TNM&O serves the Multi-Modal Downtown Transit Center in Fort Collins. Airport Express serves the transit center at Colorado State University and Harmony Road park-and-ride.

Specialized services in the region vary significantly between Larimer and Weld counties. In part this is due to the geography of the counties and in part due to the historical development of transit services. In Weld County, the primary transportation providers are Weld County, CDSI-Envision, and the various senior centers in rural communities. In Larimer County, Fort Collins, Loveland, Berthoud and Estes Park each serve the outlying rural areas. In addition, Foothills-Gateway is a major provider of service and a variety of smaller organizations provide services to their clients.

4. DEMAND FOR TRANSIT SERVICES

Introduction

Demand for transit services is based on many factors and is related to the level of service that is provided in a community or region. The more viable and effective a service is, the more demand for the service will be manifested, as people chose transit over other modes. To understand the factors that affect transit demand, it is useful to look at the different functions and markets that transit serves.

Public transit services provide a means of mobility for people who do not have the option to drive – perhaps because of age (under 16 or the elderly who cannot safely maintain a driver's license), disability, or they cannot afford an automobile. The foundation of the Greeley, Weld County, Berthoud, Loveland, and Estes Park transit services is to provide a basic level of mobility to transit dependent residents.

Public transit also is effective in congested areas, where people may wish to use transit to avoid peak hour traffic or because parking is difficult or expensive. An example of this is the emphasis of the Fort Collins service on serving university students. Other areas where peak hour transit service may be appropriate are for special event service or peak hour commuter service to Denver. At present, the commuter demand is addressed through VanGo services, but not with fixed-route transit.

Transit can also be used as a tool to provide mobility in an area where it is desirable to limit automobile congestion. The seasonal transit service operated in Rocky Mountain National Park is an example.

The two primary functions of transit – providing a basic level of mobility to transit dependent residents and providing an effective alternative to automobiles in congested areas can both be considered in assessing demand.

Another factor that affects demand is the density and character of an area. Rural areas typically have much lower levels of demand than urban areas. Residents typically depend more heavily on automobiles as other modes are not practical.

This chapter will assess demand based for urban and rural services, including regional trip-making. Attention will be given to potential new or developing services.

In general, existing per capita ridership levels are used as the basis for projecting future demand. A reasonable range of ridership on a per capita basis is identified. The per capita ridership is based on both historical ridership levels in Weld and Larimer county systems as well as experience in other communities.

The ranges will allow for variations in the level of transit service that is provided in a community or travel corridor. They will also allow for changes in demographics – such as a larger proportion of seniors in the population. The low end of the range would reflect demand if services are limited or the demographics suggest a lower demand (younger population, higher income). The higher end of the range would reflect demand where services are more extensive or the demographics reflect a larger transit-dependent population. These ridership ranges will then be applied to future population levels to determine the demand in 2030.

Existing Ridership Levels

Ridership levels, by type of service, are reflected in Table 28. Ridership levels have been determined for urban and rural services, and within these categories for fixed-route and demand responsive services. The population base that is used in determining the per capita ridership is that developed by the Colorado State Demographer. It is recognized that these populations do not reflect the actual service area of each system, but they are the basis upon which population growth projections are made.

There is considerable range in the current urban fixed-route services, with a low of 1.0 trip per capita in Loveland to a high of 12.1 trips per capita in Fort Collins. The service in Greeley is typical with 4.2 riders per capita. The City of Loveland Transit Business Plan contains a current peer comparison illustrating the fixed-route demand for five systems serving communities between 34,000 and 129,000 in population. The average number of rides provided on the fixed-route services was 4.3 rides per capita. It is typical for small and medium urban area systems to carry between 3.0 and 6.0 passengers per capita.

Loveland is considering a change to a system that has more deviation, and it is likely that such a change bring the ridership and level of service into better balance. One would expect productivity levels that are more similar to those in Berthoud on such a system. Loveland's Transit Business Plan projects 90,000 annual trips in ten years. This is a rate of 1.2 trips per capita – about the same rate as at present for the combined fixed-route and demand response service.

The demand response services in urban areas range from 0.3 to 1.8 trips per capita. While this does not have as much variation as the fixed-route services, Berthoud at the top end of the range shows a well developed demand responsive system which serves as the only service in an area with urban densities.

The demand responsive services in the rural areas range from 0.3 to 1.0 trips per capita. The Estes Park number is on the high side as some population is also served in Estes Valley. In reality, the level may be closer to 0.5 trips per capita.

Table 28. Ridership per Capita

	2003		Riders per Capita
	Ridership	Population	
URBAN			
FIXED ROUTE			
Fort Collins (1)	1,504,683	124,650	12.1
Loveland	53,437	54,975	1.0
Greeley	398,841	95,862	4.2
DEMAND RESPONSE			
Fort Collins (2)	76,835	124,650	0.6
Loveland	14,911	54,975	0.3
Greeley	27,931	95,862	0.3
Berthoud (2)	8,941	5,000	1.8
RURAL			
FIXED ROUTE			
Rocky Mountain National Park (3)	355,000	2,228,361	0.16
DEMAND RESPONSE (5)			
Berthoud	3,832	12,000	0.3
Estes Park (2002 data)	4,302	5,586	0.77
Weld County (2002 data)	107,939	107,000	1.01
Notes:			
1. Fort Collins fixed route service has a strong component oriented to students that raises their average riders per capita.			
2. Some of Fort Collins and Berthoud's demand response service is for rural Larimer County. The Berthoud service in the urban area reflects 70% of its riders; the rural area reflects 30%.			
3. RMNP ridership per capita are based on annual visitation levels - so this is riders per park visitors from June through Sept.			
4. Demand response services in rural communities includes local and regional trips. Regional trips are longer with less deviation over fairly long stretches than local trips.			

Fort Collins' present rate of 12.1 trips per capita reflects the high level of student ridership. The City also has an aggressive plan to strengthen transit as a mode of travel, and as the system develops it will provide an effective mode for more trips in the region. At the same time, while the general population is expected to increase, no major increases are expected in the student population.

Demand Projections

Based on current service levels, the following ranges are used to determine future demand levels:

- Fixed-Route Services: 3.5 to 10.0 riders per capita
- Demand Response Services: 0.3 to 1.0 riders per capita

Table 29 reflects the number of trips that would be generated at these trip rates, based on the split of urban and rural population projected in Chapter 2. As the population grows, it is anticipated that more of the population will be in communities with urban densities. As such, the range for the rural trips may be low for that portion of the rural population that develops with more urban characteristics.

Table 29. Annual 2030 Transit Demand Projections

		Larimer County			Weld County	
		Fort Collins	Loveland	Rural	Greeley / Evans	Rural
	2030 Population	211,139	93,120	141,947	230,707	259,377
Fixed-Route	At 3.5 trips/capita	739,000	325,900	na	807,500	na
	At 10.0 trips/capita	2,111,000	651,800	na	2,308,000	na
Demand Response	At 0.3 trips/capita	63,300	27,900	42,600	69,200	77,800
	At 1.0 trips/capita	211,100	93,100	141,900	230,700	259,400

na = Fixed-route not applicable in rural areas.

Unmet Demand

Unmet need for transit services is a phrase used to identify the gap between transit services that are funded and those that would meet the mobility needs of the population. It is a difficult concept to put a number upon because most people have a variety of choices (transit, walking, bicycling, carpooling or private auto). Also, the portion of trips served by the transit mode is based on policy decisions. Some communities may wish to only serve people who have no other mobility choice; other may wish to encourage transit use to reduce traffic congestion. Finally, as is described in the next section, the funding resources used to provide transit services are not keeping pace with the cost of service. This means that there may not be adequate funding in the future to provide the service levels that are operated today.

Based on current policies, only Fort Collins is anticipated to need transit services at a level of 1-trips per capita in 2030. Fort Collins is anticipated to have an unmet need of 600,000 annual fixed-route trips and 135,000 annual demand response trips. Using the lower trip rates, the rest of the region is anticipated to have an unmet demand of 580,000 annual fixed-route trips, 54,000 annual urban demand response trips, and 191,000 annual rural trips.

5. ISSUES AND CHALLENGES

The North and Upper Front Range Transportation Planning Regions are in the midst of significant growth and transition. There are important trends that will affect the provision of transit services in both the six-year period the Transit Element covers and the longer 25-year planning horizon of the regional transportation plan. This chapter contains a description of key trends and their impacts on transit services.

Demographic and Land Development Trends

Population Growth and Increasing Urbanization

Both the growth in population and the distribution of the population will have impacts on transit services. By 2030, the Fort Collins/Loveland/Berthoud TMA will be well over 300,000 in population. The Greeley/Evans urbanized area population is estimated to be nearly 250,000. The rural populations also grow significantly, with rural Larimer County population estimated at 142,000 and rural Weld County population estimated at 259,000.

While this rural/urban split is defined based on communities that are currently rural or urban, the growth will result in increasing urbanization with the communities growing towards Interstate 25. It will also result in significant growth in many smaller communities, particularly in Weld County. Growth is anticipated in the majority of the Weld county communities, particularly those along major highways and in the southern part of the county. In Larimer County, Wellington is also anticipated to have major growth.

The population growth is projected to change the balance between Larimer and Weld counties, with Weld County becoming the one with the larger population.

Aging of Population

At the same time the population is growing, the percentage of elderly will increase. This is especially true in Larimer County where today “young” retirees are moving in. The growth in people aged 65 to 74 is expected to triple in the next twenty years, increasing from 24,000 to 71,000 in the two-county area. The growth in people aged 75 and over is expected to increase by 2.5 times, increasing from 20,000 to 50,000 people. Larimer County will continue to have more elderly than Weld County.

Commuting Patterns

The trend in commuting patterns is a significant increase in lengthy trips as people decide it is worth living in the community of their choice even if it includes a commute to another area where they can find a suitable job. The Census showed a significant increase in long commutes between 1990 and 2000. This trend is anticipated to continue, as employment centers in Denver and Boulder continue to draw workers from Weld and Larimer counties.

Impact of Demographic and Development Trends on Transit Services

Transit services will be impacted by the above trends, both in the short-term and the long-term. In the next six years, local transit services are anticipated to be needed in the Tri-town area, Johnstown, and Windsor, as the needs in these communities outstrip the ability of volunteers to provide a safety net of services. By 2010, Milliken will also pass this threshold. In Larimer County, Wellington is already finding a need for services beyond what the Senior Center can provide.

As all the small communities grow, the volunteer services provided to seniors will become more important. It will be more critical to provide an umbrella under which these services can be operated. Activities to assure that these volunteer services are effective as long as possible may be as simple as joint marketing or providing back-up vehicles for the single-vehicle operations that are needed in many small towns.

A hard look at what services are provided to rural residents – seniors and the rest of the population – is warranted in light of the anticipated growth in rural areas.

The need for regional services will grow, both within the region and to cities outside the two-county area. Peak hour services between major communities, for the longer trips, is a solid market for transit services. Provision of such service can significantly reduce the vehicle-miles traveled by commuters and students.

Financing of Transit Services

Funding Availability

In 2004 the existing transit services are already finding that federal support is limited. As both the services offered in communities and the number of communities offering transit services expand, this problem will become more critical. It will be important to have a mechanism to assure that developing areas have access to federal transit funds for new services. This will assist in providing coordinated services – as the new services will more likely coordinate if there is a financial reason to do so – and for reasons of equity.

The Fort Collins Transportation Management Area has crossed the 200,000 population threshold and it is anticipated that it will no longer be able to use federal funds for operating expenses. This alone requires re-thinking how services are funded, particularly for the smaller systems in Loveland and Berthoud, as well as for services funded by Larimer County.

Increase in the Number of Urban Areas

Throughout the country, population growth is resulting in new urban areas over 50,000 in population. This was apparent in the 2000 Census, and we may see additional communities reaching the 50,000 level in 2005 when communities have the option to do a Special Census. Certainly by 2010 there will be many more small and large urban areas across the nation.

Federal funding for small and large urban areas is made available in funding pots, with one pot for small areas and one for large areas. These “pots” are then divided among all eligible urban areas. If the number of urban areas doubles, the funding available for each urban area is halved. Unless the size of the funding pots for urban areas is increased dramatically by 2010, there will be a significant impact on the transit funding received in the urban areas in the two-county region.

Impact of Funding on Transit Services

The limits on federal funding mean that local funds will play the key role in decisions to provide new service, particularly in the urban areas. At present, local communities are finding that local funding for transit services is limited as well. The limitations on funding also mean that the most efficient means of providing mobility will be needed. Given the anticipated changes in travel patterns, the most effective use of resources may be different than in the past.

Providing Mobility in a Changing Environment

Regional Services

The demand for regional services is anticipated to continue to increase for all trips, with work trips and special event / recreational trips having the most demand that can be readily served by transit. The two areas where regional service has the highest initial demand are in the local travel corridors between Fort Collins, Greeley and Loveland and for trips outside the region, primarily to Denver and Boulder. The “Regional Transit Framework” provides a foundation for regional services. A more detailed examination is warranted in the top two or three corridors, with attention given to service planning and financing options. In addition, providing trips from outlying rural communities to regional centers will gain in importance as the rural population grows.

Multi-modalism

It is anticipated that multi-modalism will continue to gain importance. The region's overall objectives of increasing mobility while reducing automobile congestion will result in an increased emphasis on multi-modal trips. Pedestrian and bicycle improvements are important to the transit mode. As it becomes easier for pedestrians to access transit services and a variety of businesses, transit will be a more viable alternative. The combination of bikes and buses has been successful for transit systems in Greeley and Fort Collins.

Providing transfer centers and park-and-ride lots to serve rural communities will increase the ability of people to make effective connections to regional services. Due to the land use patterns in the region, transit services in the area have multiple hubs. Today, Weld County provides rural transportation between most outlying communities and Greeley. In the future, some of the need may be served by transfer connections to a more broadly designed system of regional transit services. This is especially appropriate for the general public who can readily transfer between vehicles.

Regionalism

Thinking Regionally, Acting Locally.

For some time the region has recognized the importance of considering regional impacts of land use and transportation decisions while honoring the differences in localities. The communities have distinct differences which are valued. From a transit perspective, the differences in the role of transit service in each community, and the type of service provided is a reflection of these differences. It is anticipated that services in each local community will continue to reflect the values, demographic characteristics, and preferences of each community.

At the same time, it is clear that travel patterns are becoming more regional in nature. Responding to this shift will be important to keeping transit services vital in the region, and in turn building support for maintaining and developing the transit mode. A mechanism is needed to provide an umbrella for transit services that (a) supports the development of regional services and (b) helps people in the region to begin to think about transit services within a regional framework. It is valuable for people to identify local services as unique and valuable to their community. At the same time, it is important to start building a bridge so that residents see local services as connected to a broader regional network.

Marketing to the Region

A simple and effective way to aid people in beginning to think about regional connections is through marketing transit services on a regional level. There are many regional services available already – including transit services operated by public entities (Weld County services, the Foxtrot), those operated by the private sector (such as Airport Express and Greyhound / TNM&O), and van pool services for commuters. In addition, providing an umbrella for information on local services would help an increasingly mobile population understand the local connections that are available if they choose to use regional transit services.

Coordinating Resources

Coordinating resources will become more viable as time goes for two reasons. The first is the growing limits on resources – fewer resources and greater demands are projected in the future. The second is that as the two-county region grows, it will be able to support more services, particularly between rural communities and urban centers. Once a certain threshold is crossed and service can be provided on a regular schedule, it becomes easier for both agencies and individuals to modify their schedules to take advantage of it.

In addition, there is growing recognition at the federal level that coordination of services will be necessary to reduce duplication and help federal resources meet more needs. Coordination may receive more emphasis in future planning requirements at the MPO level. Regardless, coordination often makes good sense. At the same time, it is recognized that coordination of services can be very time-consuming at the front-end. Providing a decision-making framework that encourages coordination and recognizes opportunities for effective sharing of resources will be in the best interest of the residents of the region in the long-term.

Conclusion

The next few years provide an excellent opportunity for entities operating transit services to begin to lay a foundation for regional connections that will serve the two-county region for many years. Decisions regarding current and future transit services need to be made in light of the tremendous growth that is occurring in the region.

The schism between growing demand and reduced funding needs attention. The formulas that worked in the past to establish and fund service no longer work – there are simply not the federal or local funds available to expand service that will meet identified demands. Consideration of how best to leverage the available federal funds and how to develop adequate local funds will be important activities in the next few years.

6. LONG-RANGE AND SHORT-RANGE TRANSIT ELEMENT PROJECTS

Long-range Transit Element

The Long-range Transit Element includes a discussion of three types of services: Urban Transit Services, Regional Transit Services, and Rural Transit Services. These divisions describe the major markets for services. There is a good degree of overlap as the operators do their best to provide coordinated services that serve the natural travel patterns between rural and urban residents.

This chapter begins with a general discussion of the projects and directions being taken by each of the existing systems for urban, regional, and rural services. Note that the section on rural services is more detailed than the urban and regional discussion because there is no comprehensive planning document for rural services. The individual transit systems in the urban area have their own planning documents and the “Regional Transit Framework” addresses the regional services in more detail.

Table 30 lists transit projects that cover the North Front Range and associated rural services. The list has been evaluated and prioritized along with projects in all modes based on the methodology described in the [North Front Range 2030 Regional Transportation Plan](#). The existing services are held harmless – they are funded as top priorities for each community. Projects listed above the heavy line are included in the fiscally constrained plan.

In determining the projects that are funded within the fiscally constrained plan, the following control totals for Federal Transit Administration funds were applied:

5307 Urban Formula	\$ 66,370,371
5309 Discretionary	\$ 51,152,458
5310 E&D Capital	\$ 2,111,779
<u>5311 Rural</u>	<u>\$ 5,984,758</u>
Total	\$125,619,366

In addition, local funds, operating revenues, and other funds (human service transportation funding, university funding etc.) provide an additional \$x between 2004 and 2030. Total funding for transit services in the constrained plan is \$426,000,000. Note that the Mason Transportation Corridor is outside the resource allocation for the plan. A tax referendum will need to be passed to raise the necessary local fund fore this project can be implemented.

Table 30. North Front Range Transit Projects

(U)rbans (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
ON-GOING SERVICE									
U	T1001	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2005	\$424,000	\$424,000		\$424,000	\$424,000
U	T1002	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2006-07	\$717,500	\$1,141,500		\$717,500	\$1,141,500
U	T1003	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2008-10	\$537,000	\$1,678,500		\$537,000	\$1,678,500
U	T1004	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 20010-12	\$193,000	\$1,871,500		\$193,000	\$1,871,500
U	T1006	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2005.	\$3,091,031	\$4,962,531		\$3,091,031	\$4,962,531
U	T1007	City of Fort Collins	City of Fort Collins	Replacement of 14 transit vehicles for the period 2006-2007.	\$4,613,000	\$9,575,531		\$4,613,000	\$9,575,531
U	T1008	City of Fort Collins	City of Fort Collins	Replacement of 6 transit vehicles in the period 2008-2010.	\$1,935,500	\$11,511,031		\$1,935,500	\$11,511,031
U	T1009	City of Fort Collins	City of Fort Collins	Replacement of 6 transit vehicles in the period 2010-2012.	\$2,151,324	\$13,662,355		\$2,151,324	\$13,662,355
U	T1010	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2015.	\$3,026,602	\$16,688,957		\$3,026,602	\$16,688,957
U	T1011	City of Fort Collins	City of Fort Collins	Replacement of 36 transit vehicles in 2018.	\$6,323,808	\$23,012,765		\$6,323,808	\$23,012,765
U	T1012	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2022.	\$6,781,316	\$29,794,081		\$6,781,316	\$29,794,081
U	T1017	City of Fort Collins	City of Fort Collins	Continuation of existing Transfort level of service 2005-2030.		\$29,794,081	\$164,596,050	\$164,596,050	\$194,390,131
U	T1018	City of Fort Collins	City of Fort Collins	Construction of indoor transit center on CSU campus.	\$8,500,000	\$38,294,081	\$30,000	\$8,530,000	\$202,920,131
U	T1019	City of Fort Collins	City of Fort Collins	Facilities upgrades/improvements - 2005	\$303,220	\$38,597,301		\$303,220	\$203,223,351
U	T1020	City of Fort Collins	City of Fort Collins	Facilities upgrades/improvements - 2006-07	\$720,477	\$39,317,778		\$720,477	\$203,943,828
U	T1021	City of Fort Collins	City of Fort Collins	Facilities upgrades/improvements - 2008-10	\$702,321	\$40,020,099		\$702,321	\$204,646,149
U	T1022	City of Fort Collins	City of Fort Collins	Facilities upgrades/improvements - 2010-12	\$61,804	\$40,081,903		\$61,804	\$204,707,953

Table 30. North Front Range Transit Projects (Continued)

(U)rban (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
U	T1031A	City of Greeley	City of Greeley	2005-2009 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$215,607,953
U	T1031B	City of Greeley	City of Greeley	2010-2014 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$226,507,953
U	T1031C	City of Greeley	City of Greeley	2015-2019 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$237,407,953
U	T1031D	City of Greeley	City of Greeley	2020-2024 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$248,307,953
U	T1031E	City of Greeley	City of Greeley	2025-2030 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$259,207,953
U	T1032A	City of Greeley	City of Greeley	2005-2009 replacement & refurbishment of the bus transit revenue vehicles.	\$2,167,000	\$42,248,903		\$2,167,000	\$261,374,953
U	T1032B	City of Greeley	City of Greeley	2010-2014 replacement & refurbishment of the bus transit revenue vehicles.	\$1,060,000	\$43,308,903		\$1,060,000	\$262,434,953
U	T1032C	City of Greeley	City of Greeley	2015-2019 replacement & refurbishment of the bus transit revenue vehicles.	\$1,046,000	\$44,354,903		\$1,046,000	\$263,480,953
U	T1032D	City of Greeley	City of Greeley	2020-2024 replacement & refurbishment of the bus transit revenue vehicles.	\$1,500,000	\$45,854,903		\$1,500,000	\$264,980,953
U	T1032E	City of Greeley	City of Greeley	2025-2030 replacement & refurbishment of the bus transit revenue vehicles.	\$1,500,000	\$47,354,903		\$1,500,000	\$266,480,953
U	T1047A	City of Greeley	City of Greeley	2005-2009 replacement of The Bus support equipment.	\$70,000	\$47,424,903		\$70,000	\$266,550,953
U	T1047B	City of Greeley	City of Greeley	2010-2014 replacement of The Bus support equipment.	\$40,000	\$47,464,903		\$40,000	\$266,590,953
U	T1047C	City of Greeley	City of Greeley	2015-2019 replacement of The Bus support equipment.	\$40,000	\$47,504,903		\$40,000	\$266,630,953
U	T1047D	City of Greeley	City of Greeley	2020-2024 replacement of The Bus support equipment.	\$40,000	\$47,544,903		\$40,000	\$266,670,953
U	T1047E	City of Greeley	City of Greeley	2025-2030 replacement of The Bus support equipment.	\$40,000	\$47,584,903		\$40,000	\$266,710,953
U	T1063	City of Loveland	City of Loveland	Continue providing operating assistance to transit service to elderly, disabled, low-income, and general population.		\$47,584,903	\$18,463,350	\$18,463,350	\$285,174,303
U	T1067	City of Loveland	City of Loveland	Continue funding for access to jobs for the disabled and low-income.		\$47,584,903	\$5,500,000	\$5,500,000	\$290,674,303
U	T1068a	City of Loveland	City of Loveland	Replacement of rolling stock (vehicles) as needed.	\$250,000	\$47,834,903		\$250,000	\$290,924,303

Table 30. North Front Range Transit Projects (Continued)

(U)rban (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
R	T1073	NFR&AQPC	Larimer County	Continuing existing service for Larimer County rural transit.	\$100,000	\$47,934,903	\$2,375,000	\$2,475,000	\$293,399,303
R	T1078	NFR MPO	Weld County/Larimer County	Vehicle replacement used by transportation of elderly and disabled individuals	\$50,000	\$47,984,903	\$510,000	\$560,000	\$293,959,303
U/R	T1084	NFRT&AQPC	Berthoud	Replacement vehicles for general public transit services in the Berthoud area.	\$165,000	\$48,149,903		\$165,000	\$294,124,303
U/R	T1085	NFRT&AQPC	Berthoud	Demand responsive general public transit services in the Berthoud area.		\$48,149,903	\$5,000,000	\$5,000,000	\$299,124,303
R	T1086	NFRT&AQPC	Berthoud	Replacement vehicles for human service provided in Larimer County.	\$200,000	\$48,349,903		\$200,000	\$299,324,303
R	T1090	Weld County	Weld County	Continuing existing service for Weld County rural transit.	\$8,250,000	\$56,599,903	\$25,675,000	\$33,925,000	\$333,249,303
U	T1091	NFRT&AQPC	North Front Range	Ongoing one time large expenditures - transfer centers	\$60,000,000	\$116,599,903		\$60,000,000	\$393,249,303
U	T-1088	NFRT & AQPC	North Front Range	VanGo Vanpool	\$646,100	\$117,246,003	\$11,182,500	\$11,828,600	\$405,077,903
NEW OR EXPANDED SERVICE									
U	T1023	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor 2006-2007	\$65,950,000	*	\$4,000,000	\$0	\$0
U	T1024	City of Fort Collins	City of Fort Collins	2006-2007 new and expanded service.	\$2,765,862	\$2,765,862	\$4,162,980	\$6,928,842	\$6,928,842
U	T1025	City of Fort Collins	City of Fort Collins	2008-2010 new and expanded service.	\$0	\$2,765,862	\$5,186,724	\$5,186,724	\$12,115,566
U	T1026	City of Fort Collins	City of Fort Collins	2010-2012 new and expanded service.	\$1,440,880	\$4,206,742	\$4,780,140	\$6,221,020	\$18,336,586
U	T1027	City of Fort Collins	City of Fort Collins	2013-2017 Phase 1 Service Expansion.	\$5,694,850	\$9,901,592	\$109,428,175	\$115,123,025	\$133,459,611
U	T1028	City of Fort Collins	City of Fort Collins	2022-2030 Phase 3 Service Expansion.	\$5,694,850	\$15,596,442	\$218,856,359	\$224,551,209	\$358,010,820
U	T1029	City of Fort Collins	City of Fort Collins	2018-2021 Phase 2 Service Expansion.	\$5,694,850	\$21,291,292	\$87,542,540	\$93,237,390	\$451,248,210
U	T1082	NFRT & AQPC	North Front Range	VanGo Vanpool Expansion	\$1,200,000	\$22,491,292	\$16,500,000	\$17,700,000	\$468,948,210
U	T1080	NFRT&AQPC	City of Loveland	Loveland to Fort Collins Service	\$300,000	\$22,791,292	\$13,097,500	\$13,397,500	\$482,345,710

Table 30. North Front Range Transit Projects (Continued)

(U)rban (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
U	T1049	City of Greeley	City of Greeley	Call n Ride Service	\$122,000	\$22,913,292	\$6,675,000	\$6,797,000	\$489,142,710
U	T1081	NFRT&AQPC	Region-wide	Regional Service Coordination with Automatic Vehicle Location	\$1,000,000	\$23,913,292		\$1,000,000	\$490,142,710
U	T1072	NFRT&AQPC	City of Fort Collins	Fort Collins-Denver express transit service	\$900,000	\$24,813,292	\$9,168,750	\$10,068,750	\$500,211,460
U	T1079	NFRT&AQPC	City of Fort Collins	Fort Collins-Longmont express transit service	\$600,000	\$25,413,292	\$7,556,250	\$8,156,250	\$508,367,710
U	T1069	NFRT&AQPC	City of Greeley	Greeley-Denver express transit service	\$600,000	\$26,013,292	\$8,608,750	\$9,208,750	\$517,576,460
U	T1070	NFRT&AQPC	City of Loveland	Loveland-Greeley peak hour service	\$600,000	\$26,613,292	\$6,548,750	\$7,148,750	\$524,725,210
U	T1074	NFRT&AQPC	City of Fort Collins	Fort Collins-Greeley peak hour service	\$600,000	\$27,213,292	\$6,548,750	\$7,148,750	\$531,873,960
U	T1045	City of Greeley	City of Greeley	Automatic Vehicle Location System	\$290,000	\$27,503,292	\$715,000	\$1,005,000	\$532,878,960
U	T1051A	City of Greeley	City of Greeley	2005-2009 Providing additional para transit services.	\$61,000	\$27,564,292	\$442,750	\$503,750	\$533,382,710
U	T1051B	City of Greeley	City of Greeley	2010-2014 Providing additional para transit services.	\$61,000	\$27,625,292	\$442,750	\$503,750	\$533,886,460
U	T1051C	City of Greeley	City of Greeley	2015-2019 Providing additional para transit services.	\$61,000	\$27,686,292	\$442,750	\$503,750	\$534,390,210
U	T1051D	City of Greeley	City of Greeley	2020-2024 Providing additional para transit services.	\$61,000	\$27,747,292	\$442,750	\$503,750	\$534,893,960
U	T1051E	City of Greeley	City of Greeley	2025-2030 Providing additional para transit services.	\$61,000	\$27,808,292	\$442,750	\$503,750	\$535,397,710
U	T1053	City of Greeley	City of Greeley	E & D Shuttles	\$0	\$27,808,292	\$300,000	\$300,000	\$535,697,710
U	T1013	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2005	\$138,230	\$27,946,522		\$138,230	\$535,835,940
U	T1014	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2006-07	\$176,980	\$28,123,502		\$176,980	\$536,012,920
U	T1015	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2008-10	\$144,480	\$28,267,982		\$144,480	\$536,157,400
U	T1016	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2010-12	\$144,480	\$28,412,462		\$144,480	\$536,301,880

Table 30. North Front Range Transit Projects (Continued)

(U)rban (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
U	T1035A	City of Greeley	City of Greeley	2005-2009 bus stop accessibility improvements.	\$75,000	\$28,487,462		\$75,000	\$536,376,880
U	T1035B	City of Greeley	City of Greeley	2010-2014 bus stop accessibility improvements.	\$75,000	\$28,562,462		\$75,000	\$536,451,880
U	T1035C	City of Greeley	City of Greeley	2015-2019 bus stop accessibility improvements.	\$75,000	\$28,637,462		\$75,000	\$536,526,880
U	T1035D	City of Greeley	City of Greeley	2020-2024 bus stop accessibility improvements.	\$75,000	\$28,712,462		\$75,000	\$536,601,880
U	T1035E	City of Greeley	City of Greeley	2025-2030 bus stop accessibility improvements.	\$75,000	\$28,787,462		\$75,000	\$536,676,880
R	T1076	NFR MPO	Johnstown	Johnstown transit service	\$50,000	\$28,837,462	\$3,510,000	\$3,560,000	\$540,236,880
R	T1077	NFR MPO	Windsor	Windsor transit service	\$50,000	\$28,887,462	\$3,510,000	\$3,560,000	\$543,796,880
U	T1037A	City of Greeley	City of Greeley	2005-2009 additional passenger shelters.	\$60,000	\$28,947,462	\$22,500	\$82,500	\$543,879,380
U	T1037B	City of Greeley	City of Greeley	2010-2014 additional passenger shelters.	\$60,000	\$29,007,462	\$22,500	\$82,500	\$543,961,880
U	T1037C	City of Greeley	City of Greeley	2015-2019 additional passenger shelters.	\$60,000	\$29,067,462	\$22,500	\$82,500	\$544,044,380
U	T1037D	City of Greeley	City of Greeley	2020-2024 additional passenger shelters.	\$60,000	\$29,127,462	\$22,500	\$82,500	\$544,126,880
U	T1037E	City of Greeley	City of Greeley	2025-2030 additional passenger shelters.	\$60,000	\$29,187,462	\$22,500	\$82,500	\$544,209,380
U	T1046	City of Greeley	City of Greeley	Transit traveler information Phase I	\$46,000	\$29,233,462	\$115,000	\$161,000	\$544,370,380
U	T1040	City of Greeley	City of Greeley	Automated passenger trip planning	\$35,000	\$29,268,462	\$125,000	\$160,000	\$544,530,380
U	T1050	City of Greeley	City of Greeley	Shopper Shuttle 23rd Ave	\$60,000	\$29,328,462	\$2,062,500	\$2,122,500	\$546,652,880
U	T1056	City of Greeley	City of Greeley	Shopper Shuttle DOWNTOWN Greeley	\$250,000	\$29,578,462	\$3,237,500	\$3,487,500	\$550,140,380
U	T1057	City of Greeley	City of Greeley	Swift & Co Plant Employee Tripper	\$0	\$29,578,462	\$1,175,000	\$1,175,000	\$551,315,380
U	T1058	City of Greeley	City of Greeley	Evans Route expansion	\$110,000	\$29,688,462	\$4,075,000	\$4,185,000	\$555,500,380

Table 30. North Front Range Transit Projects (Continued)

(U)rban (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
U	T1059	City of Greeley	City of Greeley	West Greeley Route	\$110,000	\$29,798,462	\$4,075,000	\$4,185,000	\$559,685,380
U	T1060	City of Greeley	City of Greeley	Greeley Weld County Airport Route	\$110,000	\$29,908,462	\$4,075,000	\$4,185,000	\$563,870,380
U	T1087	City of Greeley	City of Greeley	4th Street Route	\$110,000	\$30,018,462	\$4,075,000	\$4,185,000	\$568,055,380
U	T1066	City of Loveland	City of Loveland	Provide architectural design/study and construction of transit facility.	\$3,000,000	\$33,018,462	\$18,463,350	\$21,463,350	\$589,518,730
U	T1052A	City of Greeley	City of Greeley	2005-2009 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$589,818,730
U	T1052B	City of Greeley	City of Greeley	2010-2014 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$590,118,730
U	T1052C	City of Greeley	City of Greeley	2015-2019 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$590,418,730
U	T1052D	City of Greeley	City of Greeley	2020-2024 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$590,718,730
U	T1052E	City of Greeley	City of Greeley	2025-2030 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$591,018,730
U	T1030	City of Greeley	City of Greeley	Additional services on Route 1	\$220,000	\$33,238,462	\$8,150,000	\$8,370,000	\$599,388,730
U	T1005	City of Fort Collins	City of Fort Collins	Transfort facility expansion 2006-07	\$12,496,000	\$45,734,462		\$12,496,000	\$611,884,730
U	T1055	City of Greeley	City of Greeley	UNC Ross Hall/Gunter Hall Route	\$290,000	\$46,024,462	\$2,137,500	\$2,427,500	\$614,312,230
U	T1044	City of Greeley	City of Greeley	Transit two-way communications upgrade	\$88,000	\$46,112,462	\$87,500	\$175,500	\$614,487,730
U	T1048	City of Greeley	City of Greeley	Location transmitters for bus stop announcements	\$100,000	\$46,212,462	\$125,000	\$225,000	\$614,712,730
U	T1054	City of Greeley	City of Greeley	Greeley Mall transfer Center Improvements	\$40,000	\$46,252,462	\$100,000	\$140,000	\$614,852,730
U/R	T1083	NFRT&AQPC	Berthoud	Berthoud Transit Service expansion	\$500,000	\$46,752,462		\$500,000	\$615,352,730
U	T1064	City of Loveland	City of Loveland	Additional service bay for bus maintenance.	\$75,000	\$46,827,462	\$18,463,350	\$18,538,350	\$633,891,080
U	T1034	City of Greeley	City of Greeley	Expansion of transit administration facility.	\$150,000	\$46,977,462	\$125,000	\$275,000	\$634,166,080

Table 30. North Front Range Transit Projects (Continued)

(U)rban (R)ural	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost
U	T1068b	City of Loveland	City of Loveland	Addition of rolling stock (vehicles) as needed.	\$250,000	\$47,227,462	\$18,463,350	\$18,713,350	\$652,879,430
U	T1065	City of Loveland	City of Loveland	Provide fencing, on-board computers, fare boxes, 800 MHz radio system and on-board cameras for security.	\$180,000	\$47,407,462	\$18,463,350	\$18,643,350	\$671,522,780
U	T1039	City of Greeley	City of Greeley	Electronic farebox capable of accepting small cards	\$160,000	\$47,567,462	\$400,000	\$560,000	\$672,082,780
U	T1033	City of Greeley	City of Greeley	Lighting at bus passenger shelters.	\$80,000	\$47,647,462	\$300,000	\$380,000	\$672,462,780
U	T1041	City of Greeley	City of Greeley	Fixed route planning and scheduling software	\$60,000	\$47,707,462	\$150,000	\$210,000	\$672,672,780
U	T1042	City of Greeley	City of Greeley	Destination and run signs	\$210,000	\$47,917,462	\$175,000	\$385,000	\$673,057,780
U	T1043	City of Greeley	City of Greeley	Installation of emergency switches on vehicles	\$55,000	\$47,972,462	\$550,025	\$605,025	\$673,662,805
U	T1038	City of Greeley	City of Greeley	Video surveillance on revenue vehicles on 22 fixed route and paratransit vehicles.	\$135,000	\$48,107,462	\$300,000	\$435,000	\$674,097,805
LISTED NOT SCORED									
U	T1061	City of Greeley	City of Greeley	Provide transit service on Hwy. 85 between Greeley and Denver.			\$386,600		

* Funds for Mason Corridor projects would be outside of the resource allocation for this Plan, totaling approximately \$66 million
 _____ = Fiscally Constrained Line

Source: North Front Range 2030 Regional Transportation Plan

Urban Transit Services

Urban transit services are provided by four entities: The City of Greeley in Weld County and the cities of Fort Collins, Loveland, and Berthoud in Larimer County. Berthoud serves both rural and urban residents, so projects have been listed in both sections. Fort Collins and Loveland both provide some services to rural residents through contractual arrangements with Larimer County. However, the urban section focuses on those services provided to the urban residents in each community.

Beginning with Larimer County, Fort Collins desires to expand transit services in line with their phased strategic plan. In addition to the continuation of existing services and routine replacement of vehicles, the City of Fort Collins has submitted projects for:

- ▶ ITS upgrades
- ▶ Construction of an indoor CSU transit center
- ▶ Facility upgrades and improvements
- ▶ Construction of the Mason Street Corridor
- ▶ Bus stop accessibility upgrades

Loveland is completing a transit business plan to guide their future system development. This plan, once complete, will define the continuation of service projects for the City of Loveland. In addition, Loveland has submitted projects for the continuation of access to jobs funding for the system, for a transit facility, and for an additional service bay for transit vehicles.

Berthoud is working on transitioning from an organization that is highly dependent on volunteer staff to a self-supporting service that can continue to provide transit services in southern Larimer County. This is reflected in the costs of the continuation of service projects. Berthoud is also requesting funds for a facility and service expansion. A building has been located near the Senior Center and Berthoud is applying for funds to purchase and renovate the building as a transit operations facility.

Greeley recognizes the need to adjust routes in response to the development of the City. In addition to projects for the continuation of service and replacement of vehicles, the City of Greeley has submitted a variety of projects including call-and-ride service, ITS and passenger shelters.

Regional Services

There is significant demand for regional services and it is anticipated that the need for regional transit services will grow over the planning period of the long-range plan. The regional transit service needs are for both within the region (Larimer and Weld Counties) and for routes serving the Denver/Boulder area.

Fort Collins is also the operator of the one existing regional route connecting Fort Collins and Loveland. It is jointly funded by Fort Collins, Loveland, and Larimer County.

Projects have been submitted for the following regional services:

- ▶ VanGo Vanpool Expansion
- ▶ Loveland to Fort Collins Service Expansion
- ▶ Regional Service Coordination with Automatic Vehicle Location
- ▶ Fort Collins-Denver express transit service
- ▶ Fort Collins-Longmont express transit service
- ▶ Greeley-Denver express transit service (via Hwy 85)
- ▶ Loveland-Greeley peak hour service
- ▶ Fort Collins-Greeley peak hour service

Rural Transit Services

Transit systems provide local services within communities and regional connections between small communities and larger cities. Because most of the communities in the Upper Front Range Transportation Planning Region are relatively small, the most important role of transit has been to connect residents of rural communities to nearby cities that offer necessary shopping, medical, and other services.

In Weld County, comprehensive regional transit services are operated by the Weld County Division of Human Services. In addition, limited local services are provided by many senior centers. In Larimer County, services for rural residents are provided by the three transit operators in the County (Berthoud Area Transportation Services (BATS), City of Loveland Transit (COLT), and Transfort). In addition, Wellington Senior Center provides limited services to seniors in North County.

Transit services play another important role in the Upper Front Range Transportation Planning Region. Rocky Mountain National Park operates extensive transit service within the Park, carrying 2,500 park visitors daily in the summer visitor season (May-September). While this is funded from National Park funding, it is useful to identify these services in the Transit Element. Visitor and employee connections to Rocky Mountain National Park transit services will become more and more important over the period of this plan, especially to the community of Estes Park. In order to address congestion issues, a partnership between Estes Park and RMNP may be valuable to both entities. One opportunity for a partnership is in the provision of transit

services between Estes Park and RMNP. In the Estes Valley Transportation Study, such service is identified, along with parking for 500 cars. There is not yet consensus on whether a parking lot or if a fixed route serving the hotels and motels would work more effectively. RMNP is pursuing the development of services to Estes Park in 2005 or 2006. The park-and-ride lot has been included in the Transit Element but not submitted as a specific project for the Upper Front Range Transportation Plan as a final decision has not been made on what alternative will be the most effective. RMNP also plans significant increases to its shuttle services within the Park in response to increases in visitation. As visitation increases, transit will be more important as a way to reduce traffic congestion on Highway 34.

Rural Transit Project 2004 – 2030

Transit projects have been identified for the existing operators as well as for areas where services are anticipated to be warranted as populations grow. There are communities today that are considering the need for additional transit services. Three areas in Weld County that have adequate population to warrant general public local transit services are the Tri-Town area, Johnstown, and Windsor. While all three are considered “rural” and eligible for rural transportation funds, only the Tri-Town area is in the Upper Front Range Transportation Planning Region. Northern Larimer County, in Wellington and the surrounding area, also has enough population to warrant some general public transit services.

The amount of service warranted in a given community will depend on many factors, including

- ▶ the services available in the community
- ▶ how close the homes are to the services
- ▶ distance to nearest major community
- ▶ demographics of the community

Over the period of this plan, communities will grow at different rates. A major housing development can double the size of a small community, while another nearby community may lose population due to out-migration. Applying average statistics – whether it is the rate of growth or the level of transit service – can only provide a general sense of how services may need to be increased over the period of the plan. Beyond the initial six year planning cycle, the projects should be considered only as estimates of the level of service that will be warranted with the understanding that the actual growth may occur in other places than identified here.

The Regional Transit Framework prepared for the North Front Range identifies average levels of transit service for rural communities, as identified in Table 31.

Table 31. Type of Service and Frequency of Rural Service

Community Size	Type of Service and Frequency				
	Local Specialized Transit	Specialized Transit to Major City	Service Route	Call-and Ride	Regional Service Connections
Less than 2,500	1-2 days weekly	1 day per week			
2,500 to 5,000	3-5 days weekly	2-3 days weekly			
5,000 to 10,000	5 days weekly	3-5 days weekly	3 days weekly	5 days weekly	
10,000 to 20,000	5-6 days weekly	3-5 days weekly		5 days weekly	5 days weekly
20,000 to 50,000	5-6 days weekly	3-5 days weekly		5-6 days weekly	5-6 days weekly

Applying these standards to the communities in rural Larimer and rural Weld counties results in both service growth for existing operators and new transit operations in areas that now do not have transit service. Tables 32 and 33 list these projects, with one table for Larimer County and one for Weld County. Tables 34 and 35 identify their costs, again with one table for each county. More detailed information, broken out by year, is included in Appendix C. Some comments are important in these tables. First, these tables cover rural services because discussing, at one time, all the services eligible for rural funding is a useful strategy. The operators that also serve the urban areas are listed here and under the North Front Range projects (Table 30).

Second, an important function of rural transit services is to take residents from rural areas into urban areas for services and supplies. Most of the operators serve both rural and urban residents. Since Weld County Human Service Department primarily brings rural residents into the urban area, their costs are all identified as eligible for rural general public transit funding. The costs for Berthoud Area Transportation Services (BATS) are based on 30% of the total costs as this is the amount eligible for rural general public transit funding. Approximately 30% of BATS service is for residents of the rural area and the balance is for residents who live inside the urban area boundary.

Finally, in planning for the transit mode, two thresholds are important. One is the availability of federal funding for transit services and equipment. The other is the availability of local matching funds. On average, a community should anticipate funding about 25% of the costs of providing local services. As the area population growth continues to outstrip the available federal funding, more of the cost of service will need to be picked up by local entities.

Table 32. Summary of Rural Transit Services – Weld County

Rural Transit Services	Project Description
Operation of Coordinated Regional Services	
Weld County Human Resources Dept.	
Operation of Existing Regional Services	Maintain existing services.
Operation of Expanded Regional Services	Expand services in response to population growth.
Fleet Replacement for Existing Services	Routine replacement of vehicles with an average of three vehicles replaced each year.
Fleet Expansion	Expansion vehicles and ancillary equipment for new service.
Operation of Local Services - Rural Weld County	
Operation of Existing Local Services	
Existing Senior Programs (20 hrs/wk/town)	Maintain existing senior transportation programs.
Replacement of Vehicles	Replace about one vehicle per year.
Expansion of Local Transit Services	
Tri-Town Area Operation of Service Purchase of Vehicles & Other Equipment	Begin operation of service in 2006 with 3,120 service hours annually. Increase as area grows, with more hours added in 2010 and 2020. Purchase one vehicle for service in 2006 and a second in 2010.
Johnstown Operation of Service Purchase of Vehicles & Other Equipment	Begin operation of service in 2008 with 3,120 service hours annually. Increase as area grows, with more hours added in 2012 and 2020. Purchase one vehicle for service in 2008 and a second in 2012.
Windsor Operation of Service Purchase of Vehicles & Other Equipment	Begin operation of service in 2008 with 3,120 service hours annually. Increase as area grows, with more hours added in 2012 and 2020. Purchase one vehicle for service in 2008 and a second in 2012.
Expansion of Services-Growing Communities	
Milliken	Establish service in these communities as the population growth and demand warrant. It is estimated that service would start in Milliken and Fort Lupton in 2010, in Eaton in 2016, and in Erie, Lochbuie, and Platteville in 2026.
Fort Lupton	
Eaton	
Erie	
Lochbuie	
Platteville	
Vehicles for Expanded Service	Purchase vehicles as needed for new service.
Equipment Needs in Towns from 2.5 K to 5K	Replace approximately one vehicle each year for small town transportation services.

Table 33. Summary of Rural Transit Services – Larimer County

Rural Transit Services	Project Description
Berthoud Area Transit Services (1)	
Operation of Existing Services	Maintain existing services.
Operation of Expanded Services	Expand services based on population growth.
Fleet Replacement for Existing Services	Routine vehicle replacement for existing services.
Fleet Expansion	Expansion vehicles and ancillary equipment.
Operation of Estes Park/Estes Valley Services	
Operation of Existing Services - local ST	Maintain existing local services in Estes Park and Estes Valley.
Operation of Existing Services - regional ST	Maintain existing regional services to Loveland.
Operation of Existing Services - RMNP (2)	Maintain existing Park shuttle services.
Operation of Expanded Services	
Expanded specialized - ST	Increase local specialized services in response to demand.
Expanded regional - ST	Increase regional trips to one per week by 2005 with additional increases around 2014.
Expanded curb-to-curb call-n-ride - ST	Establish curb-to-curb call-and-ride service in 2006 (5-6 days per week)
Expanded RMNP Services (2)	Establish limited service between Park and Estes Park in 2005/06. Increases in Park shuttle service in response to increases in visitation, around 2010 and 2016.
Fleet Replacement for Existing ST Services	Routine replacement of vehicle.
Fleet Expansion - ST	Expansion of fleet as service increases.
Park-n-ride and Transfer Center (2)	Construction of 500 parking spaces in Estes Park to serve as hub for Park visitors.
Operation of Local Services - Rural Larimer County	
Operation of Existing Local Services	
Existing Services in North County	Maintain existing service level, with transitions in 2011 as Urban Area Boundary changes.
Existing Services outside Loveland	Maintain existing service levels.
Replacement of Vehicles	Routine replacement of vehicles.
Expansion of Services in Local Communities	
North County	Grow services in response to population growth and demand for transit services.
Other unincorporated Larimer County	Grow services in response to population growth and demand for transit services.
Expansion of Vehicles-Local Communities	Provide additional vehicles as service grows and a larger fleet is required.
<p>(1) These service hours represent the 30% of BATS transit service that serves rural residents. The remaining 70% serves residents of the urban area. As BATS primarily serves the urban area, the total system is included as a project in the NFR Regional Transportation Plan.</p> <p>(2) These services or projects have not been submitted as projects in the Regional Transportation Plan but are identified in the Transit Element. Service hours for Rocky Mountain National Park have been based on a cost of \$60 per service hour, covering both operations and vehicles.</p>	

Table 34. Summary of Rural Transit Costs – Weld County (Continued)

Project List	First Six Years						Sub-total First 6 Years	Years 2010 to 2030	Grand Total
	2004	2005	2006	2007	2008	2009			
Costs in Millions of Dollars									
Expansion of Services-Growing Communities									
Milliken	-	-	-	-	-	-	\$0.00	\$3.10	\$3.10
Fort Lupton	-	-	-	-	-	-	\$0.00	\$3.10	\$3.10
Eaton	-	-	-	-	-	-	\$0.00	\$2.20	\$2.20
Erie	-	-	-	-	-	-	\$0.00	\$0.74	\$0.74
Lochbuie	-	-	-	-	-	-	\$0.00	\$0.74	\$0.74
Platteville	-	-	-	-	-	-	\$0.00	\$0.74	\$0.74
Subtotal – Growing Communities	-	-	-	-	-	-	\$0.00	\$10.62	\$10.62
Vehicles for Expanded Service	-	-	-	-	-	-	\$0.00	\$0.80	\$0.80
Equipment Needs in Towns from 2.5 K to 5K	-	-	\$0.05	\$0.10	\$0.05	\$0.10	\$0.30	\$1.70	\$2.00
TOTAL OPERATING COSTS	\$1.25	\$1.27	\$1.44	\$1.47	\$1.78	\$1.81	\$9.02	\$61.60	\$70.62
TOTAL CAPITAL COSTS	\$0.20	\$0.20	\$0.35	\$0.30	\$0.35	\$0.35	\$1.75	8.45	\$10.20

Table 35. Summary of Rural Transit Costs – Larimer County

Project List	First Six Years						Sub- total First 6 Years	Years 2010 to 2030	Grand Total
	2004	2005	2006	2007	2008	2009			
	Costs in Millions of Dollars								
Berthoud Area Transit Services (Rural svc only)									
Operation of Existing Services	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.36	\$1.16	\$1.52
Operation of Expanded Services	-	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.10	\$0.90	\$1.00
Fleet Replacement for Existing Services	-	-	\$0.05	-	-	\$0.05	\$0.10	\$0.35	\$0.45
Fleet Expansion	-	-	-	-	-	-	-	\$0.25	\$0.25
Operation of Estes Park/Estes Valley Services									
Operation of Existing Services - local ST	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.48	\$1.68	\$2.16
Operation of Existing Services - regional ST	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.06	\$0.21	\$0.27
Operation of Existing Services - RMNP	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$6.00	\$21.00	\$27.00
Operation of Expanded Services	-	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.10	\$0.42	\$0.52
Expanded specialized - ST	-	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.10	\$0.76	\$0.86
Expanded regional - ST	-	-	\$0.09	\$0.09	\$0.09	\$0.09	\$0.36	\$1.89	\$2.25
Expanded curb-to-curb call-n-ride	-	\$0.14	\$0.14	\$0.14	\$0.14	\$0.14	\$0.70	\$21.00	\$21.70
Expanded RMNP Services	-	\$0.05	-	-	-	-	\$0.05	\$0.20	\$0.25
Fleet Replacement for Existing Services	-	-	\$0.05	\$0.05	-	-	\$0.10	\$0.45	\$0.55
Fleet Expansion	-	-	-	\$0.05	-	-	\$0.10	\$0.45	\$0.55
Park-n-ride and Transfer Center	-	-	-	-	-	-	-	\$1.75	\$1.75

Table 35. Summary of Rural Transit Costs – Larimer County (Continued)

Project List	First Six Years						Sub- total First 6 Years	Years 2010 to 2030 2006	Grand Total 2007
	2004	2005	2006	2007	2008	2009			
Costs in Millions of Dollars									
Operation of Local Services - Rural Larimer County									
Operation of Existing Local Services									
Existing Services in North County	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.42	\$0.87	\$1.29
Existing Services outside Loveland	\$0.03	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.38	\$0.87	\$1.25
Replacement of Vehicles	-	-	\$0.05	-	\$0.05	\$0.05	\$0.15	\$0.65	\$0.80
Expansion of Services in Local Communities									
North County	-	-	\$0.04	\$0.04	\$0.04	\$0.04	\$0.16	\$1.44	\$1.60
Other unincorporated Larimer County	-	-	-	-	-	-	\$0.00	\$0.90	\$0.90
Expansion of Vehicles-Local Communities	-	-	-	-	-	-	\$0.00	\$0.35	\$0.35
TOTAL OPERATING COSTS	\$1.25	\$1.49	\$1.62	\$1.62	\$1.62	\$1.62	\$9.22	\$53.10	\$62.32
TOTAL CAPITAL COSTS	\$0.00	\$0.05	\$0.10	\$0.05	\$0.05	\$0.10	\$0.40	\$4.00	\$4.40

* Rocky Mountain National Park (RMNP) Services are funded through fund sources not included in the regional transportation planning process. These amounts include operating and capital dollars.

Most communities develop a mix of federal transit funds, social service program funding (including Older Americans Act), foundation funding and local general fund dollars. In the end, setting priorities among these projects is done through the grant application process. The communities need to show they have the local funding, the community support, and the management infrastructure in place to operate transit services successfully to obtain federal funding for transit services.

The projects identified here are based on anticipated demand for services as determined by population growth. In the communities that do not, at present, have service, operational and financial planning will be necessary to refine and firm up the projects. By identifying the new projects in the Transit Element, the opportunity to apply for federal transit funding will exist.

Within the first six years, new local services have been identified for the Tri-Town area, for Johnstown, and for Windsor. These have been identified primarily on the basis of population. It is understood that these communities will need to determine what service is appropriate for each community. They will also have to develop sources of local matching funds, apply for funding, participate in coordination efforts, and show that their proposed services will meet basic standards of productivity. The timing and costs identified here are estimates.

In Weld County, other expansion services include:

- ▶ Increasing the regional services operated by Weld County Division of Human Services;
- ▶ Providing for vehicle replacement in towns with populations between 2,500 and 5,000 (about one per year); and,
- ▶ Establishing local general public transit services in growing towns with populations between 5,000 and 10,000 (Milliken in 2010; Fort Lupton and Eaton in 2016; and Erie, Lochbuie, and Platteville in 2026).

In Larimer County, expansion of services is anticipated throughout the County, with much of the expansion among existing providers. So, for example, the services provided by the Berthoud Area Transportation Services are anticipated to approximately double. An operator focused on providing local services in Northern Larimer County (perhaps centered on the Wellington area) is envisioned to serve the growing population in the rural area.

Other major expansion plans are focused on Estes Park, Estes Valley, and Rocky Mountain National Park as identified in the Estes Valley Transportation Study. Services in Estes Park and Estes Valley are anticipated to grow to provide a fifth day of specialized transportation service and to increase regional services to one day per week. The development of a general public call-and-ride service is programmed as early as 2008, although it is recognized that the timing of each of these expansions will be dependent on being able to provide the needed local matching funds.

Major expansions of the service in Rocky Mountain National Park are also included. This includes the expansion of service within the Park and to Estes Park and the establishment of a park-and-ride lot in Estes Park. The timing of these improvements are uncertain so they have been placed beyond the first six years of the plan. More refinement will be needed to determine the size and location of the parking lot(s) or whether service should be designed to utilize existing parking in Estes Park, primarily at lodging facilities.

Short-Range Transit Element

The projects included in Table 30 cover all of the projects for which funding is available except for continuation of services in Estes Park (ongoing operational and capital replacement) and continuation of service in Rocky Mountain National Park.

Note that some projects are planned to be funded through other sources. These are the Mason Street Corridor Project and Rocky Mountain National Park Transit Services. In addition, funds are being requested for the Berthoud transit facility through the Colorado Transit Coalition, but they have not yet been awarded.

Table 36 identifies the financing plan for the Short-Range Transit Plan, between 2005 and 2010. This plan includes moderate increases in 5311 funds for expanded services in rural communities. The service increases are for Estes Park (expanded regional service and institution of a general public call-n-ride service), the Tri-town area, Johnstown, and Windsor. It is recognized that these applications for increased services will need to be ranked with other applications for funding in the region and the level of funding received will ultimately be based on how the regional application for 5311 funding compares to others in the State. Other fund sources also need to be increased in order to provide additional services. The ability of these communities to raise the local funds necessary for service and to develop the necessary funding sources will determine which services are increased, the amount of increase, and when new or improved services are implemented.

Table 36. Short-Range Transit Element Financing Plan

	WELD COUNTY				LARIMER COUNTY (1)				
	Greeley	Weld Co.	New Ops(5)	Other E&D	Ft. Collins	Loveland	Berthoud	Larimer Co.	Estes Park
2005									
Operating Revenues	\$280	\$20	\$0	\$0	\$810	\$70	\$5	(4)	\$5
FTA - 5307 - Oper. Assistance	\$753	\$0	\$0	\$0	\$519	\$334	\$37	\$5	\$0
FTA - 5307 - Vehicles	\$0	\$0	\$0	\$0	\$1,074	\$0	\$0	\$0	\$0
FTA 5307 - Other Capital (2)	\$426	\$0	\$0	\$0	\$1,349	\$0	\$0	\$0	\$0
FTA - Rural - 5311	\$0	\$93	\$0	\$0	\$0	\$13	\$20	\$20	\$30
FTA - Discretionary - 5309	\$479	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0
FTA - E&D Capital - 5310	\$0	\$53	\$0	\$48	\$0	\$0	\$0	\$84	\$0
STP Metro (Vehicles, capital)	\$334	\$0	\$0	\$0	\$260	\$0	\$0	\$0	\$0
Job Access/Reverse Commute	\$0	\$0	\$0	\$0	\$0	\$110	\$0	\$0	\$0
Foundation / Private Funds	\$0	\$0	\$0	\$12	\$0	\$0	\$0	\$0	\$40
Local Funds	\$1,062	\$328	\$0	\$0	\$11,998	\$445	\$73	\$70	\$35
Other (3)	\$0	\$500	\$0	\$0	\$0	\$0	\$20	\$20	\$20
TOTAL	\$3,334	\$994	\$0	\$60	\$18,410	\$972	\$155	\$199	\$130
2006									
Operating Revenues	\$294	\$21	\$10	\$0	\$851	\$74	\$5	\$0	\$10
FTA - 5307 - Oper. Assistance	\$783	\$0	\$0	\$0	\$535	\$344	\$38	\$5	\$0
FTA - 5307 - Vehicles	\$88	\$0	\$0	\$0	\$3,364	\$48	\$48	\$0	\$0
FTA 5307 - Other Capital	\$432	\$0	\$0	\$0	\$1,231	\$0	\$0	\$0	\$0
FTA - Rural - 5311	\$0	\$93	\$30	\$0	\$0	\$10	\$20	\$23	\$50
FTA - Discretionary - 5309	\$303	\$0	\$0	\$0	\$9,600	\$0	\$80	\$0	\$0
FTA - E&D Capital - 5310	\$0	\$53	\$48	\$48	\$0	\$0	\$0	\$48	\$39
Foundation / Private Funds	\$0	\$0	\$12	\$12	\$0	\$0	\$0	\$12	\$50
Local Funds	\$990	\$99	\$100	\$0	\$9,448	\$357	\$105	\$70	\$71
Other	\$0	\$60	\$10	\$0	\$0	\$0	\$15	\$20	\$40
TOTAL	\$2,890	\$326	\$210	\$60	\$25,029	\$833	\$311	\$178	\$260
2007									
Operating Revenues	\$309	\$22	\$11	\$0	\$852	\$77	\$6	\$0	\$11
FTA - 5307 - Oper. Assistance	\$815	\$0	\$0	\$0	\$552	\$355	\$40	\$6	\$0
FTA - 5307 - Vehicles	\$88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307 - Other Capital	\$954	\$0	\$0	\$0	\$976	\$0	\$48	\$0	\$0
FTA - Rural - 5311	\$0	\$93	\$60	\$0	\$0	\$0	\$0	\$20	\$50
FTA - Discretionary - 5309	\$0	\$0	\$0	\$0	\$326	\$48	\$160	\$0	\$0
FTA - E&D Capital	\$0	\$53	\$96	\$48	\$0	\$0	\$0	\$0	\$0

Table 36. Short-Range Transit Element Financing Plan (Continued)

	WELD COUNTY				LARIMER COUNTY (1)				
	Greeley	Weld Co.	New Ops(5)	Other E&D	Ft. Collins	Loveland	Berthoud	Larimer Co.	Estes Park
Foundation / Private Funds	\$0	\$0	\$24	\$12	\$0	\$0	\$0	\$0	\$50
Local Funds	\$1,075	\$99	\$200	\$0	\$12,482	\$367	\$121	\$70	\$59
Other	\$0	\$60	\$20	\$0	\$0	\$0	\$0	\$20	\$40
TOTAL	\$3,241	\$327	\$411	\$60	\$15,188	\$847	\$375	\$116	\$210
2008-2010									
Operating Revenues	\$971	\$69	\$23	\$0	\$2,763	\$243	\$17	\$0	\$28
FTA - 5307 - Oper. Assistance	\$2,586		\$0	\$0	\$1,767	\$1,136	\$127	\$18	\$0
FTA - 5307 - Vehicles	\$194		\$0	\$0	\$4,882	\$53	\$53	\$48	\$0
FTA 5307 - Other Capital	\$1,993		\$0	\$0	\$3,912	\$0	\$0	\$0	\$0
FTA - Rural - 5311		\$307	\$99	\$0	\$0	\$0	\$44	\$69	\$143
FTA - Discretionary - 5309	\$860		\$0	\$0	\$13,559	\$53	\$80	\$0	\$0
FTA - E&D Capital		\$175	\$158	\$158	\$0	\$0	\$0	\$145	\$43
Foundation / Private Funds	\$367		\$40	\$26	\$286	\$0	\$0	\$13	\$110
Local Funds	\$2,272	\$218	\$330	\$0	\$24,123	\$917	\$269	\$166	\$143
Other		\$132	\$33	\$0	\$0	\$0	\$0	\$20	\$132
TOTAL	\$7,912	\$1,079	\$683	\$132	\$57,435	\$2,337	\$835	\$400	\$555
Sources: NFRT&AQPC State FY 2005 thru FY 2010 TIP and Transit Element documentation of services and projected plans.									
Notes:									
1. Rocky Mountain National Park is not included in this table as the funds come from other sources.									
2. For more detail on projects, refer to the TIP. The "other capital" item includes capital maintenance expenses.									
3. Other funds include Older Americans Act funds and Community Partnership funds, a portion of which are used as matching dollars. Weld County Transportation also uses a wide variety of matching funds, and they are included in this category.									
4. No operating revenues are shown for Larimer County as all service is contracted and revenues accrue to individual operators.									
5. New operators include the Tri-town area, Johnstown, and Windsor. The order in which these services are initiated may vary based on local demand and support. Their applications for 5311 funds will be considered as part of the local review process.									

Appendix A 2000 Census Data for Communities

Table A-1 Elderly Population by Place

Geography	Total Population	65 years and over	% over 65 years	Population over age 65		
				65 to 74 years	75 to 84 years	85 years and over
Larimer County	251,494	24,037	9.6%	12,810	8,289	2,938
Berthoud town, Colorado	4,839	417	8.6%	236	133	48
Estes Park	5,413	1,118	20.7%	630	377	111
Fort Collins	118,652	9,330	7.9%	4,544	3,412	1,374
Laporte CDP	2,691	225	8.4%	125	80	20
Loveland	50,608	6,324	12.5%	3,192	2,321	811
Red Feather Lakes CDP	525	131	25.0%	105	23	3
Timnath	223	16	7.2%	7	4	5
Wellington	2,672	135	5.1%	79	45	11
Rest of County, estimated	65,871	6,341	9.6%	3,892	1,894	555
Weld County	180,936	16,240	9.0%	8,767	5,489	1,984
Ault	1,432	171	11.9%	90	57	24
Dacono	3,015	280	9.3%	168	88	24
Eaton	2,690	344	12.8%	181	128	35
Erie	6,291	219	3.5%	138	55	26
Evans	9,514	587	6.2%	342	189	56
Firestone	1,908	88	4.6%	58	20	10
Fort Lupton	6,787	449	6.6%	260	138	51
Frederick	2,467	122	4.9%	78	29	15
Garden City	357	24	6.7%	13	11	0
Gilcrest	1,162	65	5.6%	44	16	5
Greeley	76,930	7,811	10.2%	3,804	2,830	1,177
Grover	153	31	20.3%	12	13	6
Hudson	1,565	76	4.9%	41	26	9
Johnstown	3,827	287	7.5%	164	100	23
Keenesburg	855	100	11.7%	65	25	10
Kersey	1,389	114	8.2%	64	34	16
La Salle	1,849	192	10.4%	97	61	34
Lochbuie	2,049	157	7.7%	109	45	3
Mead	2,017	87	4.3%	53	23	11
Milliken	2,888	157	5.4%	101	43	13
Nunn	471	55	11.7%	43	10	2
Pierce	884	97	11.0%	61	30	6
Platteville	2,370	153	6.5%	90	50	13
New Raymer	91	17	18.7%	7	7	3
Severance	597	20	3.4%	15	5	0
Windsor	9,896	768	7.8%	354	303	111
Rest of County, estimated	37,482	3,769	10.1%	2,315	1,153	301

Source: 2000 US Census, Summary File 1 - 100% Count; Table QT-P1

Notes:

1. Towns are reported in the county in which most of their population resides. There are 35 Berthoud residents in Weld County; 350 Windsor residents in Larimer County; and 68 Johnstown residents in Larimer County.
2. The "Rest of the County" figures are calculated by subtracting the sum of the counts for communities from the total County numbers. These estimates do not account for the number of residents identified above for those towns that have some residents living across county lines.

Table A-2 Disability Status by Community

	Population 5 years and over			Disabilities by Type					
	Total	With a Disability	Percent with a Disability	Sensory	Physical	Mental	Self-care	Going Outside the Home	Employment
Larimer County	234,685	31,107	13.3%	6,567	13,768	8,836	3,523	8,607	12,153
Berthoud	4,574	795	17.4%	134	274	189	73	213	365
Estes Park	5,002	738	14.8%	176	383	133	69	146	284
Fort Collins	110,290	12,727	11.5%	2,570	5,319	3,974	1,523	3,503	4,715
Laporte	2,588	469	18.1%	163	181	182	50	73	196
Loveland	46,783	7,258	15.5%	1,503	3,556	1,975	809	2,083	2,819
Red Feather Lakes	442	146	33.0%	54	78	44	15	15	42
Timnath	198	19	9.6%	4	9	4	2	2	11
Wellington	2,440	379	15.5%	71	162	110	57	92	188
Rest of County, est.	62,368	8,576	13.8%	1,892	3,806	2,225	925	2,480	3,533
Weld County	165,208	29,497	17.9%	5,633	11,495	6,768	3,094	9,899	13,544
Ault	1,331	296	22.2%	78	132	77	13	97	135
Dacono	2,814	576	20.5%	119	322	141	99	190	259
Eaton	2,520	418	16.6%	84	143	53	24	140	238
Erie	5,730	591	10.3%	89	166	186	50	170	325
Evans	8,414	2,024	24.1%	276	634	536	176	730	1,032
Firestone	1,668	248	14.9%	40	102	71	32	81	109
Fort Lupton	6,547	1,490	22.8%	222	484	333	113	423	713
Frederick	2,306	298	12.9%	47	134	55	36	111	158
Garden City	323	107	33.1%	18	36	16	15	72	71
Gilcrest	1,073	259	24.1%	47	62	44	25	84	154
Greeley	69,783	13,075	18.7%	2,578	4,907	3,075	1,382	4,515	5,810
Grover	122	48	39.3%	12	19	19	6	16	14
Hudson	1,396	256	18.3%	50	56	32	19	119	152
Johnstown	3,351	591	17.6%	95	250	114	91	184	293
Keenesburg	754	123	16.3%	26	65	12	8	24	51
Kersey	1,235	202	16.4%	67	107	52	25	70	37
La Salle	1,762	316	17.9%	81	148	43	23	91	123
Lochbuie	1,925	425	22.1%	92	183	74	51	143	203
Mead	1,846	141	7.6%	29	62	27	13	44	51
Milliken	2,594	395	15.2%	73	170	79	40	135	209
Nunn	446	67	15.0%	13	36	11	10	20	11
Pierce	819	176	21.5%	27	79	38	25	54	74
Platteville	2,143	377	17.6%	85	192	99	46	114	167
New Raymer	110	18	16.4%	8	8	1	2	4	2
Severance	555	54	9.7%	8	16	17	5	1	18
Windsor	9,114	928	10.2%	215	416	213	108	200	306
Rest of County, est.	43,641	6,926	15.9%	1,369	2,982	1,563	765	2,267	3,135

Source: 2000 US Census, Summary File 3, Table QT-P21

Notes: 1. 350 Windsor residents in Larimer County; and 68 Johnstown residents in Larimer County.
2. The "Rest of the County" figures are calculated by subtracting the sum of the counts for communities from the total County numbers. These estimates do not account for the number of residents identified above for those towns that have some residents living across county lines.

Table A-3 Families Below Poverty Level

Geography	Total Number of Families	Number of Families Below poverty level	Percent of Families Below Poverty Level
Larimer County	63,682	2,712	4.3%
Berthoud	1,358	23	1.7%
Estes Park	1,498	48	3.2%
Fort Collins	25,925	1,417	5.5%
Laporte	740	36	4.9%
Loveland	14,214	571	4.0%
Red Feather Lakes	158	5	3.2%
Timnath	52	4	7.7%
Wellington	702	36	5.1%
Rest of County, estimated	19,035	572	3.0%
Weld County	45,535	3,660	8.0%
Ault	371	22	5.9%
Dacono	783	28	3.6%
Eaton	767	26	3.4%
Erie	1,807	20	1.1%
Evans	2,345	229	9.8%
Firestone	485	23	4.7%
Fort Lupton	1,679	190	11.3%
Frederick	677	31	4.6%
Garden City	66	11	16.7%
Gilcrest	269	25	9.3%
Greeley	17,864	1,810	10.1%
Grover	25	9	36.0%
Hudson	392	27	6.9%
Johnstown	1,006	59	5.9%
Keenesburg	238	12	5.0%
Kersey	385	31	8.1%
La Salle	508	53	10.4%
Lochbuie	530	23	4.3%
Mead	555	4	0.7%
Milliken	723	66	9.1%
Nunn	116	20	17.2%
Pierce	238	11	4.6%
Platteville	583	40	6.9%
New Raymer	27	4	14.8%
Severance	145	4	2.8%
Windsor	2,745	106	3.9%
Rest of County, estimated	12,951	882	6.8%

Source: 2000 US Census, Summary File 3 - Table QT-P35

Notes:

1. Towns are reported in the county in which most of their population resides. There are 35 Berthoud residents in Weld County; 350 Windsor residents in Larimer County; and 68 Johnstown residents in Larimer County.
2. The "Rest of the County" figures are calculated by subtracting the sum of the counts for communities from the total County numbers. These estimates do not account for the number of residents identified above for those towns that have some residents living across county lines.

Table A-4 Vehicle Availability by Household

	Owner Occupied Housing Units					Renter Occupied Housing Units				
	Owner-occupied houses	Zero Vehicles	One Vehicle	Two or More	Vehicles/household	Renter-occupied houses	Zero Vehicles	One Vehicle	Two or More	Vehicles/household
Larimer County	65,744	1,265	14,285	50,194	2.2	31,420	2,580	13,240	15,600	1.6
Berthoud	1,462	21	277	1,164	2.3	388	24	175	189	1.7
Estes Park	1,514	26	491	997	2.0	991	66	582	343	1.4
Fort Collins	26,152	626	6,564	18,962	2.0	19,676	1,708	8,178	9,790	1.7
Laporte	728	6	109	613	2.5	360	6	176	178	1.8
Loveland	13,717	259	3,221	10,237	2.1	6,011	647	2,689	2,675	1.5
Red Feather Lakes	207	0	42	165	2.0	31	0	18	13	1.7
Timnath	67	2	13	52	2.1	20	0	4	16	1.8
Wellington	780	19	146	615	2.3	152	6	63	83	1.8
Rest of County	21,117	306	3,422	17,389	N/A	3,791	123	1,355	2,313	N/A
Weld County	43,428	1,097	8,855	33,476	2.3	19,819	2,446	8,098	9,275	1.6
Ault	385	10	90	285	2.2	160	15	89	56	1.4
Dacono	898	21	173	704	2.2	192	28	73	91	1.6
Eaton	757	17	128	612	2.2	287	31	149	107	1.4
Erie	2,012	33	282	1,697	2.3	226	4	98	124	1.8
Evans	2,058	73	492	1,493	2.1	1,216	108	485	623	1.6
Firestone	507	12	84	411	2.4	97	11	33	53	1.7
Fort Lupton	1,464	88	290	1,086	2.2	692	132	333	227	1.2
Frederick	735	13	144	578	2.2	116	10	40	66	2
Garden City	20	2	8	10	2.0	108	27	50	31	1.1
Gilcrest	291	11	49	231	2.3	33	2	10	21	1.7
Greeley	16,170	424	4,104	11,642	2.1	11,472	1,793	5,017	4,662	1.4
Grover	46	2	16	28	1.9	25	5	19	1	0.8
Hudson	394	9	102	283	2.3	94	3	46	45	1.6
Johnstown	1,067	31	201	835	2.1	236	22	121	93	1.5

	Owner Occupied Housing Units				Renter Occupied Housing Units					
	Owner-occupied houses	Zero Vehicles	One Vehicle	Two or More	Vehicles/household	Renter-occupied houses	Zero Vehicles	One Vehicle	Two or More	Vehicles/household
Keenesburg	250	6	40	204	2.3	60	17	21	22	1.3
Kersey	359	7	70	282	2.2	113	9	57	47	1.5
La Salle	531	18	127	386	2.1	132	7	49	76	1.8
Lochbuie	552	23	87	442	2.3	95	5	32	58	1.8
Mead	624	8	69	547	2.5	25	0	10	15	2.1
Milliken	720	10	150	560	2.3	148	14	55	79	1.6
Nunn	129	0	32	97	2.3	33	0	7	26	2.6
Pierce	265	3	62	200	2.1	37	6	15	16	1.5
Platteville	603	32	110	461	2.2	176	16	79	81	1.6
New Raymer	33	2	10	21	1.8	2	0	0	2	4
Severance	162	3	24	135	2.3	36	0	12	24	1.8
Windsor	2,865	10	510	2,345	2.2	732	53	356	323	1.5
Rest of County	12,396	239	1,911	10,246	N/A	4,008	181	1,198	2,629	N/A

Source: 2000 US Census, Summary File 3, Table QT-H11

Notes:

1. Towns are reported in the county in which most of their population resides. There are 35 Berthoud residents in Weld County; 350 Windsor residents in Larimer County; and 68 Johnstown residents in Larimer County.
2. The "Rest of the County" figures are calculated by subtracting the sum of the counts for communities from the total County numbers. These estimates do not account for the number of residents identified above for those towns that have some residents living across county lines.

Table A-5 Mode of Transportation to Work - Workers Age 16 and Over

	Workers Age 16+	Drove Alone		Carpooled		Public Transportation		Bicycle		Walked		Other*		Worked at Home	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Larimer County	134,615	104,182	77.4%	14,765	11.0%	1,150	0.9%	3,217	2.4%	3,688	2.7%	758	0.6%	6,855	5.1%
Berthoud	2,747	2,321	84%	264	10%	8	0.3%	0	0.0%	40	1.5%	12	0.4%	102	3.7%
Estes Park	2,763	1,904	69%	376	14%	7	0.3%	58	2.1%	182	6.6%	7	0.3%	236	8.5%
Fort Collins	64,531	48,609	75%	6,575	10%	994	1.5%	2,836	4.4%	2,353	3.6%	376	0.6%	2,801	4.3%
Laporte	1,643	1,337	81%	199	12%	0	0.0%	0	0.0%	30	1.8%	5	0.3%	72	4.4%
Loveland	25,812	21,293	82%	2,775	11%	34	0.1%	111	0.4%	411	1.6%	160	0.6%	1,028	4.0%
Red Feather Lakes	146	72	49%	38	26%	0	0.0%	0	0.0%	32	21.9%	0	0.0%	4	2.7%
Timnath	115	93	81%	8	7%	0	0.0%	3	2.6%	2	1.7%	0	0.0%	9	7.8%
Wellington	1,403	1,107	79%	225	16%	0	0.0%	0	0.0%	28	2.0%	14	1.0%	29	2.1%
Rest of County, est.	35,455	27,446	77%	4,305	12%	107	0.3%	209	0.6%	610	1.7%	184	0.5%	2,574	7.3%
Weld County	86,210	67,702	78.5%	10,958	12.7%	321	0.4%	395	0.5%	2,481	2.9%	732	0.8%	3,621	4.2%
Ault	668	556	83%	76	11%	2	0.3%	0	0.0%	14	2.1%	6	0.9%	16	2.4%
Dacono	1,352	1,148	85%	160	12%	9	0.7%	5	0.4%	11	0.8%	0	0.0%	19	1.4%
Eaton	1,313	1,158	88%	91	7%	0	0.0%	10	0.8%	15	1.1%	0	0.0%	39	3.0%
Erie	3,574	2,972	83%	347	10%	57	1.6%	6	0.2%	36	1.0%	27	0.8%	129	3.6%
Evans	4,336	3,463	80%	723	17%	10	0.2%	0	0.0%	23	0.5%	24	0.6%	93	2.1%
Firestone	968	759	78%	172	18%	3	0.3%	0	0.0%	10	1.0%	2	0.2%	22	2.3%
Fort Lupton	3,050	2,250	74%	607	20%	0	0.0%	0	0.0%	69	2.3%	0	0.0%	124	4.1%
Frederick	1,350	1,041	77%	221	16%	8	0.6%	0	0.0%	40	3.0%	6	0.4%	37	2.7%
Garden City	135	62	46%	45	33%	0	0.0%	4	3.0%	21	15.6%	3	2.2%	0	0.0%
Gilcrest	519	385	74%	108	21%	2	0.4%	0	0.0%	8	1.5%	4	0.8%	12	2.3%
Greeley	35,734	28,061	79%	4,433	12%	129	0.4%	328	0.9%	1,383	3.9%	426	1.2%	974	2.7%
Grover	36	22	61%	2	6%	0	0.0%	0	0.0%	10	27.8%	0	0.0%	2	5.6%
Hudson	702	522	74%	143	20%	0	0.0%	3	0.4%	23	3.3%	0	0.0%	11	1.6%
Johnstown	1,775	1,428	80%	234	13%	0	0.0%	0	0.0%	33	1.9%	4	0.2%	76	4.3%
Keenesburg	392	311	79%	30	8%	2	0.5%	0	0.0%	18	4.6%	2	0.5%	29	7.4%
Kersey	697	562	81%	84	12%	0	0.0%	6	0.9%	14	2.0%	5	0.7%	26	3.7%
La Salle	918	749	82%	147	16%	0	0.0%	0	0.0%	3	0.3%	2	0.2%	17	1.9%

	Workers Age 16+		Drove Alone		Carpooled		Public Transportation		Bicycle		Walked		Other*		Worked at Home	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Lochbuie	848	75%	639	75%	178	21%	9	1.1%	0	0.0%	12	1.4%	2	0.2%	8	0.9%
Mead	1,045	79%	824	79%	153	15%	11	1.1%	0	0.0%	0	0.0%	14	1.3%	46	4.4%
Milliken	1,331	74%	985	74%	274	21%	5	0.4%	0	0.0%	8	0.6%	23	1.7%	36	2.7%
Nunn	212	74%	156	74%	35	17%	0	0.0%	0	0.0%	16	7.5%	2	0.9%	3	1.4%
Pierce	406	85%	346	85%	31	8%	0	0.0%	0	0.0%	9	2.2%	9	2.2%	11	2.7%
Platteville	1,029	79%	810	79%	168	16%	7	0.7%	0	0.0%	21	2.0%	0	0.0%	23	2.2%
New Raymer	40	85%	34	85%	4	10%	0	0.0%	0	0.0%	2	5.0%	0	0.0%	0	0.0%
Severance	312	79%	247	79%	52	17%	1	0.3%	0	0.0%	5	1.6%	0	0.0%	7	2.2%
Windsor	5,387	84%	4,506	84%	497	9%	0	0.0%	27	0.5%	75	1.4%	32	0.6%	250	4.6%
Rest of County, est.	18,081	75.8%	13,706	75.8%	1,943	10.7%	66	0.4%	6	0.0%	602	3.3%	139	0.8%	1,611	8.9%

Source: 2000 US Census, Summary File 3, Table P30

Notes:

1. Towns are reported in the county in which most of their population resides. There are 35 Berthoud residents in Weld County; 350 Windsor residents in Larimer County; and 68 Johnstown residents in Larimer County.
2. The "Rest of the County" figures are calculated by subtracting the sum of the counts for communities from the total County numbers. These estimates do not account for the number of residents identified above for those towns that have some residents living across county lines.

Appendix B Vehicle Rosters

Transfort Fixed-Route Vehicle Roster

Fixed Route Fleet Roster					
Unit Number	Make/Model	Year	Funding Source	Replacement Year	Replacement Funding Source
17	Bluebird Citybus	1983	Historical Bus	n/a	
26	Gillig Phantom	1993	5309	2005	5309
28	Gillig Phantom	1993	5309	2005	5309
29	Gillig Phantom	1993	5309	2005	5309
30	Gillig Phantom	1993	5309	2005	5309
31	Gillig Phantom	1993	5309	2005	5309
32	Gillig Phantom	1993	5309	2005	5309
33	Gillig Phantom	1994	5307	2006	5309
35	Ford Mini Bus	1994	5309	n/a	5309
39	Gillig Phantom	1997	5309	2009	5309
40	Gillig Phantom	1997	5309	2009	5309
41	Gillig Phantom	1997	5309	2009	5309
42	Gillig Phantom	1997	5309	2009	5309
43	Gillig Phantom	1997	5309	2009	5309
44	Gillig Phantom	1998	5309	2010	5309
45	Gillig Phantom	1998	5309	2010	5309
46	Gillig Phantom	1998	5309	2010	5309
47	Gillig Phantom	1998	5309	2010	5309
48	Gillig Phantom	1998	5311	2010	5309
49	TBD	n/a	n/a	2013	5309
50	TBD	n/a	n/a	2013	5309
51	TBD	n/a	n/a	2013	5309
52	TBD	n/a	n/a	2013	5309
53	TBD	n/a	n/a	2013	5309
54	TBD	n/a	n/a	2013	5309

Transfort DAR Vehicle Roster

Dial A Ride Fleet Roster					
Unit Number	Make/Model	Year	Funding Source	Replacement Year	Replacement Funding Source
2674	Ford Senator	1997	5307	2004	5309/5307
2687	Ford E350	1993	5309	2003	5309/5307
2689	Ford E350	1993	5309	2003	5309/5307
2642	Ford E-450	1999	5307	2005	5309/5307
2644	Ford E-450	1999	5307	2005	5309/5307
2646	Ford E-450	1999	5307	2005	5309/5307
2647	Ford E-450	1999	5309	2005	5309/5307
2648	Ford E-450	1999	5309	2005	5309/5307
2661	Ford Braun Van	1999	5307	2004	5309/5307
2662	Ford Braun Van	1999	5307	2004	5309/5307
2663	Ford Braun Van	1999	5307	2004	5309/5307
20400	Ford Braun Van CNG	2000	5310	2006	5309/5307
20401	Ford E-450	2001	5307/5309	2007	5309/5307
20402	Ford E-450	2001	5307/5309	2007	5309/5307
20403	Ford E-450	2001	5307/5309	2007	5309/5307
20404	Ford E-450	2001	5307/5309	2007	5309/5307
20405	Ford E-450	2001	5307/5309	2007	5309/5307
20406	Ford E-450	2001	5310	2007	5309/5307
35	Ford E350	1994	5309	2004	5309/5307

COLT Vehicle Roster

Dial A Ride Fleet Roster					
Unit Number	Make/Model	Year	Funding Source	Replacement Year	Status
7001	Dodge	1999	FTA	2004	Active
8008	Ford	1992	FTA	2003	Active BU
8010	Ford	1999	FTA	2003	Active
8012	Ford	2001	FTA	2005	Active
8014	Thomas	2002	FTA	2005	Active
8016	Thomas	2002	FTA	2005	Active
8018	Thomas	2002	FTA	2005	Active
8040	Thomas	2001	FTA	2005	Active
8050	Bluebird	1999	FTA	2004	Active BU

BATS Vehicle Roster

Dial A Ride Fleet Roster					
Make/Model	Year	Seating	Mileage	Replacement Year	Accessible
Ford Goshen	2003	21	19,150		Yes
Ford Terra	1998	25	113,264	2006	Yes
Plymouth Voyager	1992	4	159,500	2005	Yes
New	2004				

The new vehicle being purchased in 2004 will expand the fleet to four vehicles.

**City of Greeley
 Transit Fleet Vehicle Roster**

Unit #	Service Type	Model	MY	In Service Date
903	PARATRANSIT	SUPREME	93	19-Jul-93
904	PARATRANSIT	SUPREME	96	1-Dec-95
905	PARATRANSIT	GOSHEN	99	18-Jun-99
906	PARATRANSIT	GOSHEN	99	18-Jun-99
907	PARATRANSIT	GOSHEN	99	18-Jun-99
908	PARATRANSIT	THOMAS	02	28-Jun-02
915	FIXED ROUTE	CITIBIRD	82	28-Dec-81
929	FIXED ROUTE	THOMAS	03	16-Jul-03
930	FIXED ROUTE	PHANTOM	93	20-Oct-93
931	FIXED ROUTE	PHANTOM	93	20-Oct-93
932	PARATRANSIT	SUPREME	95	28-Jul-95
933	FIXED ROUTE	PHANTOM	95	31-Oct-95
934	FIXED ROUTE	PHANTOM	95	31-Oct-95
935	FIXED ROUTE	C1SE2509	97	22-Oct-97
936	FIXED ROUTE	C1SE2509	97	22-Oct-97
937	FIXED ROUTE	C1SE2509	97	22-Oct-97
938	FIXED ROUTE	C1SE2509	97	22-Oct-97
939	FIXED ROUTE	Q-BUS	97	4-Nov-97
940	FIXED ROUTE	Q-BUS	97	4-Nov-97
941	FIXED ROUTE	Q-BUS	97	31-Dec-97
942	FIXED ROUTE	Q-BUS	97	31-Dec-97

Appendix C Rural Transit Services

Appendix C1

Rural Transit Service Hours by Year - Weld County (2 pages)

Rural Transit Service Hours by Year – Larimer County (2 pages)

Appendix C2

Cost by Year - Weld County (2 pages)

Cost by Year – Larimer County (2 pages)

Appendix C1. Rural Transit Service Hours by Year - Weld Co.

Rural Transit Services		First Six Years						2nd Six Years					
		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Operation of Coordinated Regional Services													
Weld County Human Resources Dept.													
	Operation of Existing Regional Services	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
UFR	Operation of Expanded Regional Services	600	1,200	1,800	2,400	3,000	3,700	4,400	5,100	5,800	6,500	7,200	7,900
	Fleet Replacement for Existing Services	3	3	3	3	3	3	3	3	3	3	3	3
	Fleet Expansion			1			1			1			1
Operation of Local Services - Rural Weld Cty													
Operation of Existing Local Services													
UFR	Exist Non-profit Programs (20 hr/wk/town)	7,280		7,280		7,280		7,280		7,280		7,280	
	Replacement of Vehicles	1		1		1		1		1		1	
Expansion of Local Transit Services													
UFR	Tri-Town Area	0		3,120		3,120		4,160		4,160		4,160	
	Operation of Service					0.11		0.15		0.15		0.15	
	Purchase of Vehicles & Other Equipment			1-E				1E		1R			
NFR	Johnstown					3,120		3,120		4,160		4,160	
	Operation of Service					\$0.11		\$0.11		\$0.15		\$0.15	
	Purchase of Vehicles & Other Equipment					1-E				1E		1R	
NFR	Windsor					3,120		3,120		4,160		4,160	
	Operation of Service					\$0.11		\$0.11		\$0.15		\$0.15	
	Purchase of Vehicles & Other Equipment					1-E				1E		1R	
Expansion of Services-Growing Communities													
	Milliken							3,120	3,120	3,120	3,120	3,120	3,120
	Fort Lupton							3,120	3,120	3,120	3,120	3,120	3,120
	Eaton												
	Erie												
	Lochbuie												
	Platteville												
UFR and NFR	TOTAL HOURS							6,240	6,240	6,240	6,240	6,240	6,240
	TOTAL COST							\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22
	Vehicles for Expanded Service							2					
Equipment Needs in Towns from 2.5 K to 5K				\$0.45	\$0.90	\$0.45	\$0.90	\$0.45	\$0.90	\$0.45	\$0.90	\$0.45	\$0.90
	Number of Communities in Weld County	7	7	7	7	7	7	7	7	7	7	7	7

Appendix C1. Rural Transit Service Hours by Year - Larimer Co.

Rural Transit Services	First Six Years						2nd Six Years					
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Berthoud Area Transportation Service (1)												
NFR & UFR	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229
Operation of Existing Services							450	450	450	450	450	450
Operation of Expanded Services		450	450	450	450	450						
NFR & UFR			1			1			1			1
Fleet Replacement for Existing Services							1					
Fleet Expansion								1				
Operation of Estes Park/Estes Valley Services												
UFR	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664
Operation of Existing Services - local ST							96	96	96	96	96	96
Operation of Existing Services - regional ST	96	96	96	96	96	96						
Operation of Existing Services - RMNP (2)	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700
Operation of Expanded Services												
Expanded specialized - ST		416	416	416	416	416	416	416	416	416	416	416
Expanded regional - ST		320	320	320	320	320	320	320	320	320	832	832
Expanded curb-to-curb call-n-ride			2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080
Expanded RMNP Services - (2)		2,300	2,300	2,300	2,300	2,300	8,300	8,300	8,300	8,300	8,300	8,300
Fleet Replacement for Existing Services											1	
Fleet Expansion		1	1					1	1			1
Park-n-ride and Transfer Center (2)							500 spaces					
Operation of Local Services - Rural Larimer Cty												
UFR	1,400	1,400	1,400	1,400	1,400	1,400	1,400	800	800	800	800	800
Operation of Existing Local Services												
Existing Services in North County	1,400	1,400	1,400	1,400	1,400	1,400	600	600	600	600	600	600
Existing Services outside Loveland	600	600	600	600	600	600						
Replacement of Vehicles			1		1	1		1	1			1
Expansion of Services in Local Communities												
North County			800	800	800	800	800	1,400	1,400	1,400	1,400	1,400
Other unincorporated Larimer County											1,000	1,000
Expansion of Vehicles-Local Communities				1				1			1	

- (1) These service hours represent the 30% of BATS transit service that serves rural residents. The remaining 70% serves residents of the urban area. As BATS primarily serves the urban area, the total system is included as a project in the NFR Regional Transportation Plan.
- (2) These services or projects have not been submitted as projects in the Regional Transportation Plan but are identified in the Transit Element. Service hours for Rocky Mountain National Park have been based on a cost of \$60 per service hour, covering both operations and vehicles.

Appendix C1. Rural Transit Service Hours by Year - Weld County, continued

Rural Transit Services		Outlying Years of Plan														
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Operation of Coordinated Regional Services																
Weld County Human Resources Dept.																
	Operation of Existing Regional Services	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
	Operation of Expanded Regional Services	8,700	9,500	10,300	11,100	11,900	12,700	13,600	14,500	15,400	16,300	17,200	18,100	19,100	20,100	21,100
UFR	Fleet Replacement for Existing Services	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Fleet Expansion			1			1			1			1			1
Operation of Local Services - Rural Weld Cty																
Operation of Existing Local Services																
	Exist Non-profit Programs (20 hr/wk/town)	7,280		7,280		9,360		9,360		9,360		7,280		7,280		4,160
UFR	Replacement of Vehicles	1		1		2		2		2		1		1		1
Expansion of Local Transit Services																
	Tri-Town Area	4,160		4,160		6,240		6,240		6,240		6,240		6,240		6,240
UFR	Operation of Service	0.15		0.15		0.22		0.22		0.22		0.22		0.22		0.22
	Purchase of Vehicles & Other Equipment	1R		1R		1E		1R		1R		1R		1R		1R
	Johnstown	4,160		4,160		4,160		4,160		4,160		4,160		4,160		4,160
NFR	Operation of Service	\$0.15		\$0.15		\$0.15		\$0.15		\$0.15		\$0.15		\$0.15		\$0.15
	Purchase of Vehicles & Other Equipment			1R		1R				1R		1R				1R
	Windsor	4,160		4,160		6,240		6,240		6,240		6,240		6,240		6,240
NFR	Operation of Service	\$0.15		\$0.15		\$0.22		\$0.22		\$0.22		\$0.22		\$0.22		\$0.22
	Purchase of Vehicles & Other Equipment			1R		1E,1R				1R		2R				1R
Expansion of Services-Growing Communities																
	Milliken	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120
	Fort Lupton	3,120	3,120	3,120	3,120	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160
	Eaton	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120
	Erie											3,120	3,120	3,120	3,120	3,120
	Lochbuie											3,120	3,120	3,120	3,120	3,120
	Platteville											3,120	3,120	3,120	3,120	3,120
	TOTAL HOURS	9,360	9,360	9,360	9,360	10,400	10,400	10,400	10,400	10,400	10,400	19,760	19,760	19,760	19,760	19,760
	TOTAL COST	\$0.33	\$0.33	\$0.33	\$0.33	\$0.36	\$0.36	\$0.36	\$0.36	\$0.36	\$0.36	\$0.69	\$0.69	\$0.69	\$0.69	\$0.69
	Vehicles for Expanded Service	3				1		3				4		3		
Equipment Needs in Towns from 2.5 K to 5K																
	Number of Communities in Weld County	7	7	7	7	9	9	9	9	9	9	7	7	7	7	4

Appendix C1. Rural Transit Services by Year - Larimer County, continued

Rural Transit Services	Outlying Years of Plan														
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Berthoud Area Transportation Service (1)															
UFR	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229	1,229
UFR	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450
NFR			1			1			1			1			1
NFR	1						1				1				1
Operation of Estes Park/Estes Valley Services															
UFR	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664
UFR	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
UFR	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700	16,700
UFR	416	416	416	416	416	416	416	416	416	416	416	416	416	416	416
UFR	832	832	832	832	832	832	832	832	832	832	832	832	832	832	832
UFR	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080
UFR	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
UFR				1					1					1	
UFR	1				1	1				1	1				1
UFR															
Operation of Local Services - Rural Larimer Cty															
UFR	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
UFR	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
UFR	1		1	1		1	1		1	1		1	1		1
UFR	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
UFR	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
UFR			1		1			1			1			1	

Appendix C2. Cost by Year - Weld County

Rural Transit Services		First Six Years						2nd Six Years					
		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Operation of Coordinated Regional Services													
Weld County Human Resources Dept.													
		\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
UFR		\$0.03	\$0.05	\$0.08	\$0.11	\$0.14	\$0.17	\$0.20	\$0.23	\$0.26	\$0.29	\$0.32	\$0.36
		\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
				\$0.05		\$0.05			\$0.05			\$0.05	
Operation of Local Services - Rural Weld Cty													
		\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22
UFR		\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
				3,120	3,120	3,120	3,120	4,160	4,160	4,160	4,160	4,160	4,160
UFR				\$0.14	\$0.14	\$0.14	\$0.14	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19
				\$0.05		\$0.05		\$0.05		\$0.05		\$0.05	
						3,120	3,120	3,120	3,120	4,160	4,160	4,160	4,160
NFR						\$0.14	\$0.14	\$0.14	\$0.14	\$0.19	\$0.19	\$0.19	\$0.19
						\$0.05		\$0.05		\$0.05		\$0.05	
						3,120	3,120	3,120	3,120	4,160	4,160	4,160	4,160
NFR						\$0.14	\$0.14	\$0.14	\$0.14	\$0.19	\$0.19	\$0.19	\$0.19
						\$0.05		\$0.05		\$0.05		\$0.05	
								3,120	3,120	3,120	3,120	3,120	3,120
UFR and NFR								3,120	3,120	3,120	3,120	3,120	3,120
								3,120	3,120	3,120	3,120	3,120	3,120
								6,240	6,240	6,240	6,240	6,240	6,240
								\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28
								\$0.10		\$0.10		\$0.10	
Equipment Needs in Towns from 2.5 K to 5K				\$0.05	\$0.10	\$0.05	\$0.10	\$0.05	\$0.10	\$0.05	\$0.10	\$0.05	\$0.10
		7	7	7	7	7	7	7	7	7	7	7	7

Appendix C2. Cost by Year - Larimer County

Rural Transit Services		First Six Years						2nd Six Years					
		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Berthoud Area Transit Services (Rural svc only)													
NFR & UFR	Operation of Existing Services	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06
	Operation of Expanded Services		\$0.02	\$0.02	\$0.02	\$0.20	\$0.02	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03	\$0.03
NFR & UFR	Fleet Replacement for Existing Services			\$0.05			\$0.05			\$0.05			\$0.05
	Fleet Expansion							\$0.05					
Operation of Estes Park/Estes Valley Services													
UFR	Operation of Existing Services - local ST	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08
	Operation of Existing Services - regional ST	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01
	Operation of Existing Services - RMNP	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Operation of Expanded Services												
	Expanded specialized - ST		\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02
	Expanded regional - ST		\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.04	\$0.04
	Expanded curb-to-curb call-n-ride			\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09
	Expanded RMNP Services - Op and Capital		\$0.14	\$0.14	\$0.14	\$0.14	\$0.14	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
	Fleet Replacement for Existing Services						\$0.05					\$0.05	
	Fleet Expansion		\$0.05	\$0.05				\$0.05	\$0.05				\$0.05
Park-n-ride and Transfer Center							\$1.75						
Operation of Local Services - Rural Larimer Cty													
Operation of Existing Local Services													
	Existing Services in North County	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04
	Existing Services outside Loveland	\$0.03	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04
	Replacement of Vehicles			\$0.05		\$0.05	\$0.05		\$0.05	\$0.05			\$0.05
Expansion of Services in Local Communities													
	North County			\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07
	Other unincorporated Larimer County										\$0.05	\$0.05	\$0.05
Expansion of Vehicles-Local Communities									\$0.05			\$0.05	

Appendix C2. Cost by Year - Weld County, continued

Rural Transit Services		Outlying Years of Plan														
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Operation of Coordinated Regional Services																
Weld County Human Resources Dept.																
	Operation of Existing Regional Services	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
	Operation of Expanded Regional Services	\$0.39	\$0.43	\$0.46	\$0.50	\$0.54	\$0.57	\$0.61	\$0.65	\$0.69	\$0.73	\$0.77	\$0.81	\$0.86	\$0.90	\$0.95
UFR	Fleet Replacement for Existing Services	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
	Fleet Expansion			\$0.05			\$0.05			\$0.05			\$0.05		\$0.05	
Operation of Local Services - Rural Weld Cty																
Operation of Existing Local Services																
	Existing Senior Programs	\$0.22	\$0.22	\$0.22	\$0.22	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.22	\$0.22	\$0.22	\$0.22	\$0.12
UFR	Replacement of Vehicles	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.10	\$0.05	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
Expansion of Local Transit Services																
	Tri-Town Area - Annual Service Hours	4,160	4,160	4,160	4,160	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240
	Operation of Service	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28
	Purchase of Vehicles & Other Equipment	\$0.05		\$0.05		\$0.05		\$0.05		\$0.05		\$0.05		\$0.05		\$0.05
UFR	Johnstown - Annual Service Hours	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160
	Operation of Service	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19	\$0.19
	Purchase of Vehicles & Other Equipment			\$0.05		\$0.05				\$0.05		\$0.05		\$0.05		\$0.05
NFR	Windsor - Annual Service Hours	4,160	4,160	4,160	4,160	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240
	Operation of Service	\$0.19	\$0.19	\$0.19	\$0.19	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28	\$0.28
	Purchase of Vehicles & Other Equipment			\$0.05		\$0.10				\$0.05		\$0.10		\$0.10		\$0.05
Expansion of Services-Growing Communities																
	Milliken	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120
	Fort Lupton	3,120	3,120	3,120	3,120	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160	4,160
	Eaton	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120
	Erie											3,120	3,120	3,120	3,120	3,120
	Lochbuie											3,120	3,120	3,120	3,120	3,120
	Platteville											3,120	3,120	3,120	3,120	3,120
UFR and NFR	TOTAL HOURS	9,360	9,360	9,360	9,360	10,400	10,400	10,400	10,400	10,400	10,400	19,760	19,760	19,760	19,760	19,760
	TOTAL COST	\$0.42	\$0.42	\$0.42	\$0.42	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.47	\$0.89	\$0.89	\$0.89	\$0.89	\$0.89
	Vehicles for Expanded Service	\$0.15				\$0.05		\$0.15			\$0.20		\$0.15		\$0.15	
Equipment Needs in Towns from 2.5 K to 5K		\$0.05	\$0.10	\$0.05	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.05	\$0.10	\$0.05	\$0.10	\$0.05
Number of small communities in Weld County		7	7	7	7	9	9	9	9	9	9	7	7	7	7	4

Appendix C2. Cost by Year - Larimer County, continued

Rural Transit Services	Outlying Years of Plan														
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Berthoud Area Transit Services (Rural svc only)															
NFR & UFR															
Operation of Existing Services	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06
Operation of Expanded Services	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.06	\$0.06
Fleet Replacement for Existing Services			\$0.05			\$0.05			\$0.05			\$0.05			\$0.05
Fleet Expansion	\$0.05						\$0.05				\$0.05				\$0.05
Operation of Estes Park/Estes Valley Services															
UFR															
Operation of Existing Services - local ST	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08	\$0.08
Operation of Existing Services - regional ST	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01	\$0.01
Operation of Existing Services - RMNP	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Operation of Expanded Services															
Expanded specialized - ST	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02	\$0.02
Expanded regional - ST	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04
Expanded curb-to-curb call-n-ride	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09	\$0.09
Expanded RMNP Services - Op and Capital	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20
Fleet Replacement for Existing Services				\$0.05						\$0.05				\$0.05	
Fleet Expansion	\$0.05				\$0.05	\$0.05					\$0.05	\$0.05			\$0.05
Park-n-ride and Transfer Center															
Operation of Local Services - Rural Larimer Cty															
Operation of Existing Local Services															
Existing Services in North County	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04
Existing Services outside Loveland	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04	\$0.04
Replacement of Vehicles	\$0.05		\$0.05	\$0.05		\$0.05	\$0.05		\$0.05	\$0.05		\$0.05	\$0.05		\$0.05
Expansion of Services in Local Communities															
North County	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07
Other unincorporated Larimer County	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
Expansion of Vehicles-Local Communities		\$0.05			\$0.05			\$0.05			\$0.05			\$0.05	