

Upper Front Range Coordinated Public Transit and Human Services Transportation Plan

Larimer County
Weld County



Upper Front Range Coordinated Public Transit and Human Services Transportation Plan

Prepared for:

Upper Front Range Transportation Planning Region

and

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Introduction

PLAN PURPOSE

This Upper Front Range Coordinated Public Transit Human Services Transportation Plan will serve as the planning document for the included providers, which will meet all Federal Transit Administration (FTA) and Colorado Department of Transportation (CDOT) requirements and guidelines for funding eligibility. The North Front Range MPO is also preparing its own Human Service Transportation Plan for Larimer County, Weld County, and the urban area in the North Front Range. This document will incorporate the information and findings for these two independent study processes.

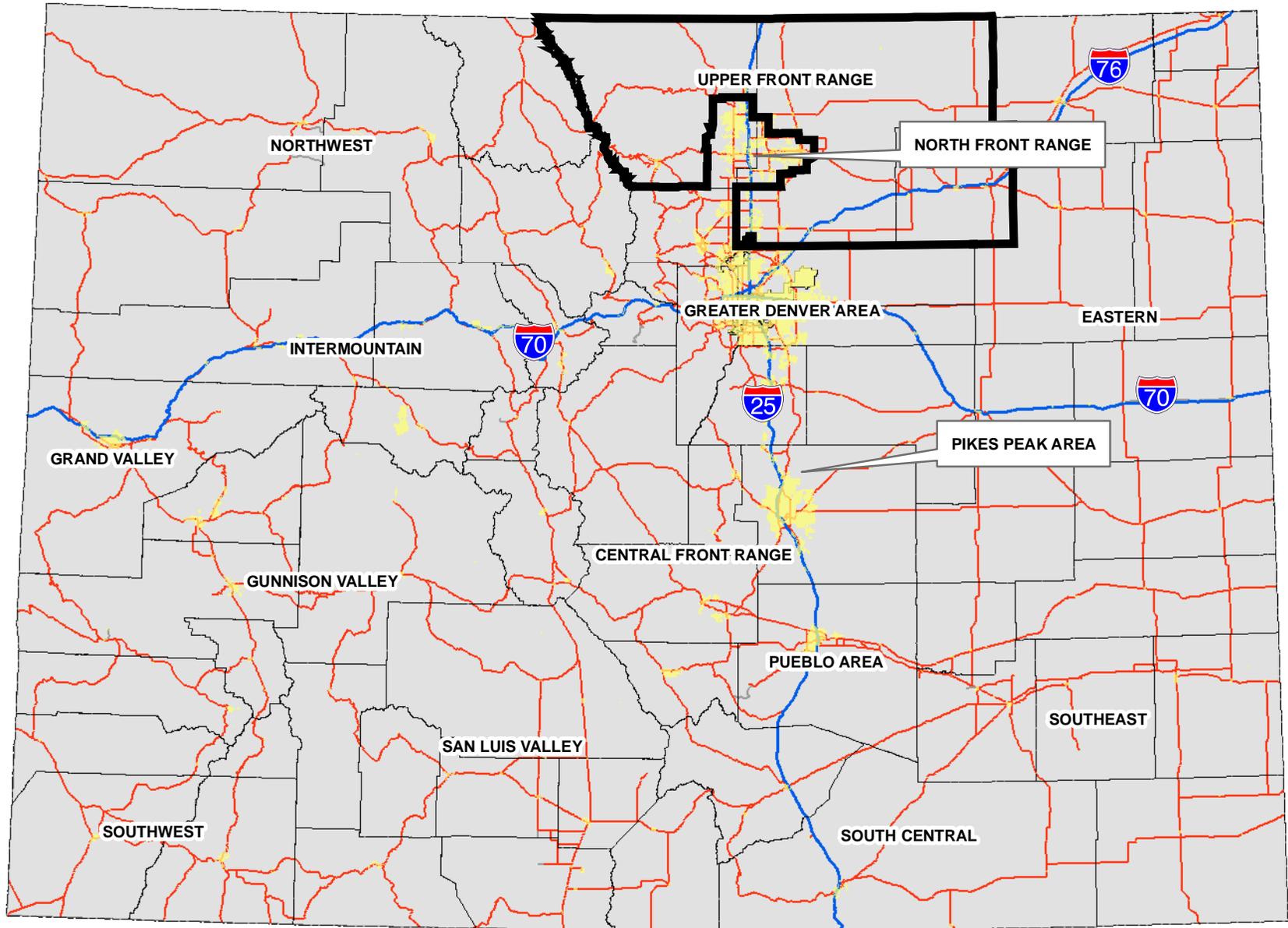
This Local Plan will be incorporated into the 2035 Regional Transportation Plan and will serve as the planning document for this local area. CDOT will use this Plan in evaluating and approving grant applications for capital and operating funds from the FTA, as well as other available funds. The Upper Front Range Regional Planning Commission (RPC) will use the summary information provided for the 2035 Plan for allocating available funds and project prioritization.

This plan specifically focuses on transit services provided and planned within the boundaries of the Upper Front Range Transportation Planning Region (TPR). Figure I-1 illustrates the area of concern. There are several transportation providers in the region which currently receive FTA grant funding. The basis for this local plan is described in the next section, which discusses the new federal and state requirements that dictate how a locally-developed human services transportation plan is derived. This plan is in response to those requirements.

Federal and State Requirements

On August 10, 2005 President Bush signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), providing \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs—a 46 percent increase over transit funding guaranteed in the Transportation Efficiency Act for the 21st Century (TEA-21).

Figure I-1
Location of Upper Front Range TPR



SAFETEA-LU builds on many of the strengths of rural transit's favorable treatment in TEA-21 and the Intermodal Surface Transportation Efficiency Act (ISTEA)—the two preceding highway and transit authorizations). Some of the desirable aspects of the rural transit program are brought into other elements of federal transit investment, and an increased share of the total federal transit program will be invested in rural areas under this new legislation.

SAFETEA-LU requires that projects selected for funding under Section 5310, Job Access Reverse Commute (JARC), and New Freedom programs be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representation of public, private, and nonprofit transportation and human services providers.” The following section briefly outlines those funding sources requiring this local plan.

FTA Section 5310 Capital for Elderly and Disabled Transportation Funding Program

The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. Funds may be used only for capital expenses or purchase-of-service agreements. States receive these funds on a formula basis.

FTA Section 5316 Job Access and Reverse Commute Funding Program

This program, funded through SAFETEA-LU, has an emphasis on using funds to provide transportation in rural areas currently having little or no transit service. The list of eligible applicants includes states, metropolitan planning organizations, counties, and public transit agencies, among others. A 50 percent non-Department of Transportation match is required; however, other federal funds may be used as part of the match. FTA gives a high priority to applications that address the transportation needs of areas that are unserved or underserved by public transportation.

FTA Section 5317 New Freedoms Funding Program

This program is a new element of the SAFETEA-LU authorization with the purpose of encouraging services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). To encourage coordination with other federal programs that may provide transportation funding, New Freedoms grants will have flexible matching share requirements.

LOCAL SERVICE AREA

The Upper Front Range Region Human Services Transportation Coordination Plan is a locally-developed plan with the assistance of LSC, North Front Range MPO, Collaborative Group Dynamics, and Transit Plus Inc. The geographic service area of the Upper Front Range TPR is based on the current service areas of the transit providers in this region. There are several transportation providers in the region which primarily serve elderly and disabled individuals. Morgan County is not included in this plan, but is covered in the Eastern TPR. This is due to the origin of the providers in Morgan County.

The Upper Front Range TPR is in the northern portion of the state, east of the Front Range and just south of the Wyoming border. The region is approximately 6,615 square miles in size. Major activity centers in the Upper Front Range Region are limited to several medium to small-size communities along Interstate 25; US Highways 85, 287, 34, and 36; and State Highway (SH) 14. The communities listed below are those outside the urban areas of the North Front Range, which include the cities of Fort Collins, Loveland, Greeley, and Windsor. These cities are not included in the study areas for this plan. Only the rural areas of Larimer and Weld Counties are included. The following communities are the main activity centers:

- Briggsdale
- Dancono
- Estes Park
- Firestone
- Frederick
- Johnstown
- Livermore
- Red Feather Lakes
- Stoneham
- Timnath
- Wellington



Transit Needs Assessment

INTRODUCTION

This chapter presents an analysis of the need for transit services in the Upper Front Range Region based upon standard estimation techniques using demographic data and trends, and needs identified by agencies. The transit need identified in this chapter was used throughout the study process. LSC outlined these methodologies in a memorandum to Colorado Department of Transportation (CDOT). For more specifics on these methodologies, please refer to that document. Two methods are used to estimate the maximum transit trip need in the Upper Front Range TPR area:

- Mobility Gap
- Rural Transit Demand Methodology

Feedback from the local transit providers and the residents within the community also plays a critical role in the planning process. The Forum meetings, the coordination meetings, and the transit provider information received helped identify the qualitative needs for this process.

TRANSIT NEEDS AND DEMAND ANALYSIS

Mobility Gap Methodology

This mobility gap methodology developed by LSC identifies the amount of service required in order to provide equal mobility to persons in households without a vehicle as for those in households with a vehicle. The estimates for generating trip rates are based on the 2001 National Household Travel Survey (NHTS) data and Census STF3 files for households headed by persons 15-64 or 65 and over in households with zero or one or more vehicles.

After determining the trip rates for households with and without vehicles, the difference between the rates is defined as the mobility gap. The mobility gap trip rates range from 1.42 for age 15-64 households and 1.93 for age 65 or older households. By using these data, the mobility needs of the region may be estimated as shown in Table II-1.

Table II-1 Transit Need for General Public in the Upper Front Range Region								
County	Total Households						Total Daily Need	Total Annual Need
	HH 15-64 No veh	Mobility Gap	Transit Need	HH 65+ No Veh	Mobility Gap	Transit Need		
Larimer (rural areas only)	127	1.42	181	82	1.93	159	339	123,812
Weld (rural areas only)	547	1.42	778	301	1.93	582	1,360	496,432
TOTAL Upper Front Range Region							1,699	620,244
<i>Census 2000, NPTS 2001, LSC, 2006.</i>								

The annual transit need for the Upper Front Range TPR, using the Mobility Gap Methodology is approximately 620,000 annual trips. This should be seen as an upper bound of the need and not reflective of the actual demand for a particular level of service.

Rural Transit Demand Methodology

The Rural Transit Demand Method was developed by SG Associates, Inc. and LSC through the Transit Cooperative Research Program (TCRP) Project B-3: Rural Transit Demand Estimation Techniques. The TCRP Methodology is based on permanent population. Thus, the methodology provides a good look at transit demand for the Upper Front Range TPR. Knowing this information, the LSC Team presents the transit demand for 2006 and for 2035, based on population projections from the Colorado Department of Local Affairs. This method uses a two-factor approach to estimate the need and demand, given a level of service.

The method includes the following two factors:

- “Program demand” which is generated by transit ridership to and from specific social service programs, and
- “Non-program demand” generated by other mobility needs of elderly persons, persons with disabilities, and the general public, including youth. Examples of non-program trips may include shopping, employment, and medical trips.

Non-Program Needs

Applying this feasible maximum service density to the permanent population of the Upper Front Range TPR yields the 2006 estimated transit demand for the general population including youth, as well as the elderly and mobility-limited populations. The 2006 potential demand for the Upper Front Range TPR is as follows:

- Elderly transit need is 104,290 annual trips;
- Disabled need is 16,940 annual trips; and
- General public need is 43,540 annual trips.

Total non-program total transit demand for 2006 is 164,770 annual trips.

This amount would be desired by the elderly, mobility-limited, and general public if a very high level of transit service could be provided. The demand would be concentrated in the larger communities.

- Total non-program demand for 2035 is estimated to be 452,420 one-way, annual passenger-trips for the Upper Front Range TPR.

Details on the transit demand estimates for 2006 and 2035, using the TCRP methodology, are provided in Appendix A.

Program Trip Needs

The methodology for forecasting demand for program-related trips involves two factors.

- Determining the number of participants in each program.
- Applying a trip rate per participant using TCRP demand methodology.

The program demand data for the Upper Front Range TPR were estimated based on the methodology presented in TCRP Report 3. The available program data include the following programs: Developmentally Disabled, Head Start, job training, mental health services, sheltered workshops, nursing homes, and Senior Nutrition.

Using the participant numbers for each program, the existing program trip demand is approximately 541,311 annual trips.

Summary of TCRP Methodology

Combining the program estimates and non-program estimates—the total current transit need for the Upper Front Range TPR, using the TCRP Methodology, is approximately 706,081 annual trips.

Transit Needs Summary

Various transit demand estimation techniques were used to determine overall transit need and future transit need. The various methods for estimating current need are summarized below. It should be noted that these techniques give a picture of the needs and estimations in the region.

Table II-2 provides a summary of the Upper Front Range TPR transit need using the Mobility Gap and the TCRP Model. Transit need using these methods estimates an approximate **need** of:

- A total annual need of approximately 1,522,000 annual one-way passenger-trips was estimated for the Upper Front Range TPR.

This was calculated by adding the mobility gap methodology and from the TCRP methodology, the program trips, and the mobility-limited population trips to calculate the need based on the *permanent* population.

Methodology	Estimated Annual Need
Mobility Gap	620,240
Rural Need Assessment	558,250
Total Annual Need	1,178,490
<i>Annual Trips Provided</i>	117,000
Need Met (%)	10%
Unmet Need (%)	90%

Note 1: Estimates updated from the Transit Needs and Benefits Study (TNBS), 1999
 Source: LSC, 2006.

Based upon information from the local transit providers, approximately 117,000 annual trips are being provided. Based upon the information presented in this chapter, a reasonable level of need can be estimated for the area. Nearly **90 percent** of the demand is not being met. This is not to say that transportation providers are not doing everything in their power to provide the highest levels of service possible. However, given the constraints of funding and other extraneous factors, it is impossible to meet all the need that could possibly exist in any area. This section has presented estimates of transit need based upon quantitative methodologies. The results are not surprising or unrealistic given LSC's past work in similar areas. As stated, no area can meet 100 percent of the transit need; however, every attempt should be made to meet as much of the demand as possible, in both a cost-effective and efficient manner.

NEEDS IDENTIFIED BY AGENCIES AND THE PUBLIC

This section addresses the qualitative needs of this area based on information we received through the forums and transportation providers. The first section is the input for the individual agencies on their capital and the operational needs. The next section is the needs as they were stated at the public forum and the coordination meeting.

Fleet and Facilities

The following are the fleet and facilities needs that were identified by the local providers and through the public forum process:

- Larimer and Weld Counties will need vehicle replacement in the short and long term.
- BATS needs a new bus facility.

Services

The following are the service needs that were identified by the local providers and through the public forum process:

- The need for regional and links to Denver have been identified.
- Flexible Dial-A-Ride service.
- A need for a Transit District.
- Need to serve the north end of the county and the communities of Windsor and Timnath.
- Increase the link to accessible housing.
- Increase access to employment centers in both Larimer and Weld Counties.
- Improve overall service to elderly and special human service clients/ individuals throughout the region.
- Need service in southwestern Weld County in the communities of Frederick, Firestone, and Dacono.

Public Forums

Information from the Regional Transportation Forum, held in Greeley, discusses both the lack of intercity bus service as well as county services in Larimer County and portions of Weld County.

Coordination Meetings

The major concern that was identified from the coordination meeting was the need to create coordination between the rural and urban areas of the Upper Front Range and North Front Range. Also discussed was a plan to operate the existing service in Larimer County in terms of types of service and the funding source. Also identified at the coordination meeting was the need for the cities and counties to work together, increased fiscal

Transit Needs Assessment

responsibility, increased level of service, and coordination for mobility-limited individuals and their aids (i.e., guide dogs and wheelchairs). There was additional discussion on the existing gaps in service between the rural and urban areas of the region, and the lack of service in Larimer County (in the north portion of Larimer County and some portions of Weld County).



Inventory of Existing Services

EXISTING PROVIDERS

This section reviews the existing transportation providers within the Upper Front Range region service area. Currently, the Upper Front Range has several providers in the region that are eligible for transit FTA Section 5310 and 5311 Grant Recipient.

OVERVIEW OF LOCAL AREA

The Upper Front Range region has several urban and rural providers. The main focus of this document is the transit service provided by the providers that serve the rural areas. The region is made up of two rural counties—Larimer and Weld. The major communities are Wellington, Briggsdale, Estes Park, Dacono, Firestone, Frederick, Johnstown, Livermore, Timnath, and Red Feather Lakes.

The region's transit agencies are the Transfort, Berthoud Area Transportation Services (BATS), Estes Park, Wellington Senior Center, Larimer County Health and Human Services Division, Larimer County Department of Community Corrections, Foothills-Gateway, and Weld County Transportation. The service areas are presented in Figure III-1. Note that Transfort service in rural Larimer County is provided by Larimer Lift as of April 2007.

Another transit agency in Weld County is Envision, which provides extensive transportation service to developmentally-disabled individuals. The transit providers in Morgan County have been included in the Eastern Human Services Transportation Coordination Plan.

Figure III-1 Upper Front Range Service Area

UFR Provider Areas

- Weld County Transportation
- Berthoud Area Transportation Services
- Estes Park Shuttle



TRANSPORTATION INVENTORY

A limited number of transportation providers exist within the Upper Front Range region. The following sections provide information on those agencies.

Berthoud Area Transportation Service (BATS)

The BATS system was started by the Berthoud Senior Center in 1991 and developed into a solid demand-response system serving Berthoud and people within the fire district. Recently the Town of Berthoud—which had been providing a significant amount of funding—took over operation of the service. It is a very unique client-based transportation system. As a transportation service comprised of five part-time drivers in a small community, BATS strives to provide very personal transportation assistance while priding itself in never turning down a ride request.

Service Area

The service is generally operated from 7:00 a.m. to 4:00 p.m., Monday through Friday, with scheduled special trips on evenings and weekends. The service area includes Berthoud and Champion, Loveland, Fort Collins, Longmont, west to Carter Lake, south into northern Boulder County, and east into western Weld County. Most of the passengers live in the rural areas surrounding Berthoud. Transportation is provided on a 24-hour advance reservation basis. BATS transit provided 5,545 revenue-hours and 79,000 revenue-miles of service in 2005.

Current Operating Costs and Revenues

The agency rural operating cost and revenue information is provided in Table III-1. As shown, total operating costs are approximately \$230,311 annually for FY2005-2006. Revenues are provided through a variety of sources. The agency receives funds from FTA Sections 5307 and 5311 for operations and capital replacement, the Older Americans Act, fares/donations, contract service, and local taxes.

Table III-1	
BATS Operating Cost and Revenues (2006)	
Line Item	Amount
Labor	\$87,000
Administration	\$17,053
Office Overhead	\$10,500
Material and Supplies	\$ -
Utilities	\$2,000
Insurance/Licenses/Taxes	\$15,000
Maintenance	\$9,500
Fuel/Lubricants/Tires	\$33,500
Other (Bus Facilities)	\$152,296
Service Contacts	\$ -
Total Operating Admin Cost	\$326,849
Capital Costs	
Vehicles	\$47,108
Facilities	\$ -
Equipment	\$ -
Total Capital Outlay	\$47,108
Sources of Revenue	
Sources of Revenue	Amount
Fares/Donations	\$9,693
Title III	\$ -
Grants (FTA)	\$72,382
Local Funds	\$70,000
Contract Services	\$35,736
Other	\$754
In-Kind	\$ -
Total Revenues	\$188,565
<i>Source: BATS, 2006.</i>	

Fleet and Facility Information

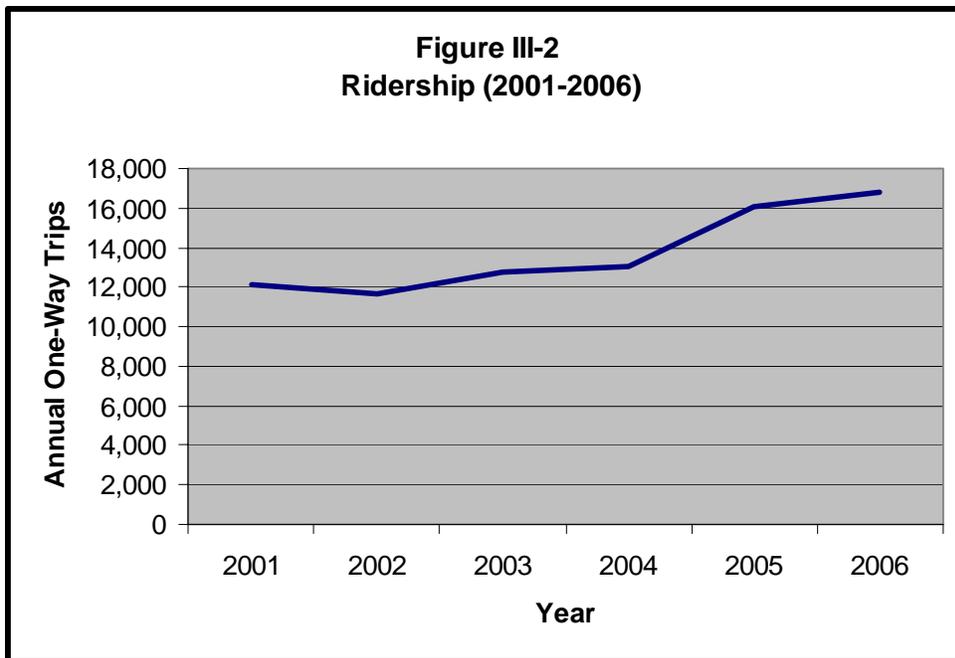
BATS operates four vehicles—one 1997 15-passenger van and a 1998 25-passenger bus, which is wheelchair accessible. The agency also has two new vehicles—a 2003 and a 2004 Goshen. All but the 1997 vehicle have wheelchair tie-downs. Table III-2 details the fleet of this agency.

Table III-2 Transit Service Fleet							
Make	Model	Seating	Year	Replacement Year	Wheelchair Tie-down	Condition	Unit
Dodge	Care-a-Van	6	1997		0	Good	1
Ford	Terra Transit	24	1998	2007	2	Poor	1
Ford	Goshen	21	2003		2	Good	1
Ford	Goshen	21	2004		2	Good	1

Source: BATS, 2006.

Ridership

Ridership data were provided for the last five years, with estimates provided for 2006. Ridership has increased over the past few years, with annual one-way trips ranging from 12,000 in 2001 to 16,000 in 2005. Figure III-2 illustrates the ridership trends since 2001.

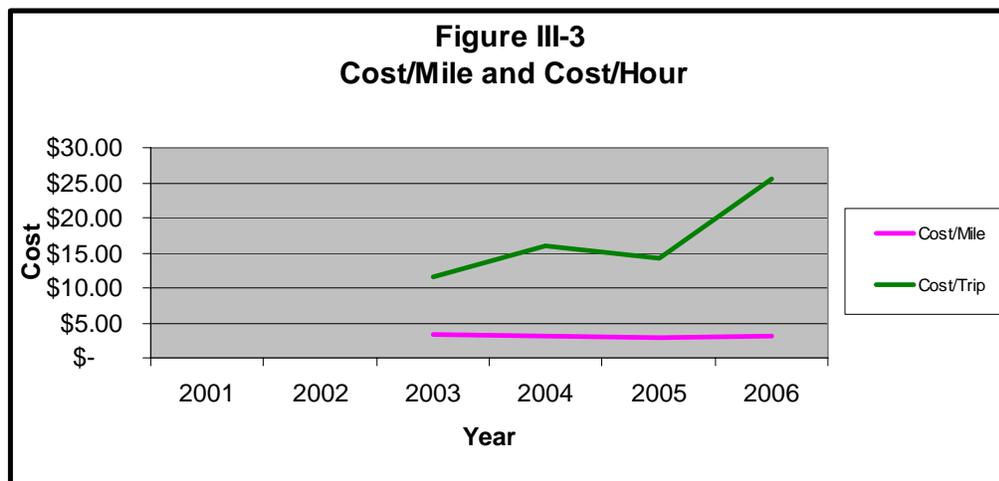


Performance Measures

The following performance measures were calculated for the rural BATS service from reported costs and ridership information. Figure III-3 illustrates the performance measure trends from FY 2006.

- Annual cost: \$326,849
- Cost per hour: \$42.23
- Cost per passenger-trip: \$19.46

- Cost per mile: \$3.05
- Passenger-trips per hour: 2.2
- Passenger-trips per mile: 0.16



ADDITIONAL PROVIDERS

The information in the above sections is from the Rural Transportation Services Report conducted by Larimer County, the 2030 Upper Front Range Transit Element, and the North Front Range Transit Coordination Plan. The following Upper Front Range providers did not submit a provider survey for the 2035 Transportation planning process.

Estes Park

Special Transit has been serving Estes Park since 1999. The service operates a single transit vehicle in Estes Park, with service five days per week in town and twice a month between Estes Park and Loveland. In 2005, about 5,000 riders used the service.

Larimer County Health and Human Services Division

Larimer County, through the Department of Health and Human Services, contracts with other providers to operate limited rural general public transportation. Through this program, support is given to Berthoud and Loveland to offset their costs for transporting both the general public and older adults. DAR statistics for the rural north part of the county include:

- 546 rural rides
- 503 rural ambulatory
- 26 rural non-ambulatory

- 115 rural disabled riders over 60
- 358 rural disabled under 60
- 52 rural non-disabled over 60

Table III-3 presents the total vehicle for public service in rural Larimer County.

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Table III-3 Larimer County Vehicle Inventory							
Name of Facility	Vehicle Type and Number	Year	Wheelchair Accessible?	Seating Capacity	Wheelchair Capacity	Condition	Dedicated Drivers?
Public Transit Services							
Town of Estes Park - Special Transit	One Ford van - no specific van is assigned to Estes Park	2000-2007	Lift	17	2	Good	Yes
Town of Berthoud	Van	1997	No	6	0	Fair	Yes
	Body-on-chassis	1998	Lift	24	2	Poor	Yes
	Body-on-chassis	2003	Lift	21	2	Good	Yes
	Body-on-chassis	2004	Lift	21	2	Good	Yes
City of Fort Collins - TransFort	19 transit buses / 18 minibuses	Various	Yes - lifts	Various	2	Varies	Yes
City of Loveland Transit	Thomas	2001	Low Floor	25	2		
	Dodge Caravan	1999		3	1		
	Bluebird CIF2509	1999		25	2		
	Ford E-450	1999		14	2		
	Ford E-450	2001		16	2		
	Ford E-450	2002		21	2		
	Ford E-450	2002		21	2		
	Ford E-450	2002		21	2		
	Chevy C5500	2005		24	2		
	Chevy - delivery in May 2007			8	2		
Larimer Lift - operated by Larimer Community Corrections	Chevy Uplander	2007	Yes	5	2	Excellent	Yes
	Toyota Prius	2001	No	3	0	Fair	Yes
Recreational Activities							
Boys & Girls Clubs of Larimer County	Minibus	2005	No	20		Good	1
	Bus	1980	No	35		Fair	1
Ft. Collins Senior Center	Ford van	2004	Lift	14	2	Excellent	Staff/Volunteer
	Ford van	2004	No	14		Excellent	Staff/Volunteer
CSU	Has five MCI and Neoplan buses the public can charter	1970s	No	47 and 53		Fair	Yes
Rocky Mountain National Park	10 Thomas-Dennis Buses	2000-20006	Ramps	28	2	Good	
Assisted Living / Rehabilitation / Nursing Homes							
Alterra Sterling House - Loveland	Ford Windstar	1997	No	6		Good	2
Big Thompson Manor II	Ford Aero Star	1998	No	8		Fair	Staff
Carmel Community Living	Ford Aero Star minivan	1995	No	7		Good	Staff
	Unknown	1991	Ramp	5	1	Good	Staff
Columbine Health Care Services	Buses - 3		Ramp	14	3	Good	Yes
	Minivan - 1		No	4		Good	
	Vans - 7	1999-03	Ramp	4 to 7	2	Good	
Disabled American Vets	Ford van	2004	No	8		Good	Staff
	Chevy van	2000	No	8		Fair	Staff
Elderhaus	Ford van 100-350	1992	Lift	10	2	Good	Staff
	Ford van E-250	1996	No	11		Good	Staff
	Ford van E-450	2001	Yes	8	3	Good	Staff
	Ford van	1995	Yes	8	2	Good	Staff
Loveland Good Samaritan Village	Ford (being replaced with a 2004, 2-wheelchair/5-passenger van; low mileage; excellent condition)	1984	Lift	5	3+1	Fair	1
	Ford van	2000 (100k)	Lift	8	2	Good	1
	Ford van	2005 (20k)	Lift	12	2	Good	1
	Minibus	1995 (100k)	Lift	24	1	Good	1
REM	Ford Free Star	2005	No	7		Excellent	1
	Ford Free Star	2006	No	7		Excellent	1
	Ford E-350	2004	Lift	6	1	Excellent	1
	Ford van	2005	No	15		Excellent	1
	Ford van	2004	No	12		Excellent	1
Ft. Collins Health Care Center	EconoLine 350	1995	Lift	7	1	Fair	Staff
	EconoLine 350	2001	Lift	6	1	Good	1
Parkwood Estes	Ford Shuttle Bus	1999	No	20		Good	1
Sunbridge Care and Rehabilitation Center	Ford van	1996	Lift	20	2	Good	1
Salvation Army	Dodge minivan	1997	No	8		Fair	Staff
	Dodge van	1999	No			Good	Staff
	Ford van	2007	No	15		Excellent	Staff
	Ford van	2002	No	12		Good	Staff
Ft. Collins Good Samaritan Village	Ford - bus	1995	Lift	12	2	Fair	2
	Ford - bus	2004	Lift	12	2	Good	2
Wellington Assisted Living	Personal car	2006		4		Good	1
Alterra Sterling House - Ft. Collins	Bus		Lift	14	1	Good	1
	Chrysler van	2007		6		Excellent	1
The Wexford (to eventually come under the Columbine umbrella)	Ford conversion van	1996	No	14		Good	Staff
Spring Creek Health Care Center	Ford	1993	Lift	7	1	Fair	1
	Ford	1995	Lift	7	1	Fair	1
	Ford	1995	Lift	7	1	Fair	1
Sierra Vista	Ford E-350 van	1998	Lift	5	1	Fair	1
	Ford E-350 van	2002		11		Excellent	Staff
Blue Grouse Health Care	Ford Aerolite	2000	Lift	16	2	Good	1
Collinwood Assisted Living	Ford Winstar	2000	No	7	0	Fair	2
Merril Gardens - Loveland	Ford minibus	1997	Lift	12	2	Good	2
Mountain Crest	GMC bus	2007	No	15	0	Excellent	Available Staff
	Dodge van	2000	No	7	0	Good	Available Staff
Program Transportation							
Wellington Senior Center	Van		Lift	8	1	Poor	Yes
Foothills-Gateway	58 minibuses, vans, etc.	Various	Majority	Various	2+	Average	Available Staff
Mosaic	Dodge Ram 250	1995	Lift	Unknown	Unknown	Fair	Available Staff
	Unknown (named "Trash Trailer")	2000	No			Good	Available Staff
	F150 pickup	1998	No	Unknown		Good	Available Staff
	Ram 350 Maxi	1996	Lift	Unknown	Unknown	Fair	Available Staff
	Chevy Express 3500	2006	Lift	Unknown	Unknown	New	Available Staff
	Ford E450	2005	Lift	Unknown	Unknown	Good	Available Staff
	Plymouth Grand Voyager	1999	No	Unknown	Unknown	Good	Available Staff
	Ford E350	1999	Lift	Unknown	Unknown	Good	Available Staff
	Chevy Uplander	2007	No	Unknown	Unknown	Good	Available Staff
	Dodge Grand Caravan	1996	No	Unknown	Unknown	Fair	Available Staff
	Ford Taurus	2001	No	Unknown	Unknown	Good	Available Staff
	Ford Windstar	1999	No	Unknown	Unknown	Good	Available Staff
	Dodge Grand Caravan	1999	No	Unknown	Unknown	Good	Available Staff
	Chevy Astro van	1998	No	Unknown	Unknown	Good	Available Staff
	Ford E350	2002	Lift	Unknown	Unknown	Good	Available Staff
	Chevy Uplander	2006	No	Unknown	Unknown	New	Available Staff
	Ford E350 van	1999	Lift	Unknown	Unknown	Good	Available Staff
	Dodge Caravan	2002	No	Unknown	Unknown	Good	Available Staff
	Ford Taurus wagon	2002	No	Unknown	Unknown	Good	Available Staff
	Chevy Express	2006	Lift	Unknown	Unknown	New	Available Staff
Chevy Venture	2001	No	Unknown	Unknown	Good	Available Staff	
Chevy Uplander	2006	No	Unknown	Unknown	Good	Available Staff	
Chevy Express van	1998	No	Unknown	Unknown	Fair	Available Staff	
Chevy Lumina	1999	No	Unknown	Unknown	Good	Available Staff	
Larimer Community Corrections	Chevy Impala sedan	2006	No	2		Excellent	Yes
	Dodge Ram passenger van	2002	No	10	Unknown	Good	Yes
	Dodge Ram passenger van	2002	No	10	Unknown	Good	Yes
	Chevy Astro van	2003	No	6	Unknown	Good	Yes
Medical Facilities							
Poudre Valley Hospital	Minivan	1996	Lift	8	1	Good	Staff
	Minivan	2007	Lift	15	1	Excellent	Staff
Agencies Reporting No Vehicles							
Columbine Health Services	Ambulances. Relies on other facilities to send transport for patients.						
McKee Medical	Ambulances only. Relies on other facilities to send transport for patients.						
Thompson Valley EMS	Relies on other facilities to send transport for patients.						
Elder Care Network	Has no vehicles; they work for other agencies.						
Inter-Faith Network	None of the churches surveyed so far has vehicles for transporting parishioners.						
Prospect Park - Estes Park	Uses Special Transit System buses.						
Island Grove	No vehicles/ uses public transportation.						
Hatfield Chilson Recreation Center	Uses city bus services.						
Hatfield Chilson Senior Center	Uses city bus services.						

Inventory of Existing Services

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Weld County Transportation

The Weld County Transportation Program operates an extensive transportation service for Weld County residents. Nearly all of the service is for specific transit-dependent user groups, developmentally-disabled persons, seniors, and others.

The Transportation Program is a branch of Weld County's Human Services Department. The organization is responsible for a wide range of public assistance programs. Many of these programs require transportation services for clients, food, and supplies. The Transportation Program is one method to provide a cost-effective way to meet these mobility needs. The Transportation Program is headed up by the Transit System Administrator under the direct leadership of the Executive Director of Human Services. The day-to-day operations are managed by the Operations Coordinator under the direct supervision of the Transit System Administrator. In 1994, the Weld County Transportation Program began using PTMS, a computer-aided scheduling software.

The Weld County Human Services Department has a wide variety of federally-funded programs. Brief descriptions of these programs follow, many of which are served by Weld County Transportation.

Employment Services of Weld County provides placement services at no cost to either the clients or the employer. Some clients on subsidized programs are provided with transportation to job training or education sites. Client residences are widely scattered across the county, making these trips relatively difficult to provide. In addition, transportation needs often do not fall within normal business hours (i.e., evenings and weekends).

Head Start is a federally-funded preschool education program for children ages three, four, and five. Transportation is provided to both morning and afternoon sessions, to special events, and for special services such as testing and health services. In addition, transportation is provided to the members of the Head Start Parent Policy Board. Program sites are located in Greeley, Evans, Hudson, Milliken, Gilcrest, Platteville, and Frederick.

Senior Nutrition program delivers hot meals to 25 congregate sites throughout the county for the elderly (age 60 plus). Lunches are prepared on the University of Northern Colorado campus in Greeley and transported to all 25 sites around the county.

Summer Youth provides six to eight weeks of training for youth each summer. Clients are picked up at centralized sites in communities throughout the county and transported to sites in Greeley and Fort Lupton. The Workforce Investment Act (WIA) and TANF provide funds for this program.

Interoffice Trips include those trips made for office and administrative purposes for the Department of Human Services.

Inventory of Existing Services

Volunteer Program provides a subsidy for persons providing trips to the elderly and disabled using personal vehicles. Volunteer drivers using private vehicles are reimbursed at the rate of 30.5 cents per mile for approved trips.

Mini Bus program provides transportation service to the elderly (age 60 plus) and handicapped residents of Weld County outside the Greeley city limits. Some trips are arranged through the Senior Center sites in the county. This service is a true demand-response type of service with limited schedules or routes. The Community Services Block Grant and Federal Transit Administration monies provide funds for Mini Bus.

The Mini Bus service is available at various times within the county. Following is a list of days and hours of service. However, the clients must secure the van with a telephone call to the transportation office 48 hours before the appointed time. Rides will be scheduled with the request from one person:

Ault -	2 x per week	10:00 a.m. – 3:00 p.m.
Dacono/Tri -	2 x per week	9:00 a.m. – 4:00 p.m.
Eaton -	2 x per month	10:00 a.m. – 3:00 p.m.
Ft. Lupton -	4 x per week	9:30 a.m. – 3:00 p.m.
Gilcrest -	4 x per week	9:30 a.m. – 3:30 p.m.
Hill N Park -	2 x per week	9:30 a.m. – 2:30 p.m.
Hudson -	2 x per month	9:00 a.m. – 3:00 p.m.
Johnstown -	3 x per week	9:30 a.m. – 2:30 p.m.
Keenesburg -	2 x per month	9:00 a.m. – 3:00 p.m.
Kersey -	3 x per week	9:00 a.m. – 3:30 p.m.
Lochbuie -	2 x per month	9:00 a.m. – 3:00 p.m.
Milliken -	3 x per week	9:30 a.m. – 3:30 p.m.
Platteville -	3 x per week	9:00 a.m. – 3:30 p.m.
Windsor -	4 x per week	9:30 a.m. – 3:30 p.m.

On call at various times - Erie, Severance, Nunn, Grover, Briggsdale, Mead

Wheelchair clients are provided with demand-response service, which operates at varied times depending on the client location and destination.

In terms of service allocation among the various programs, the largest portions of Transportation Program vehicle-miles are expended in the Head Start program with approximately 330,288 annual miles. The second largest program is the Mini Bus program with approximately 96,068 annual miles and 8,630 passenger-trips.



OTHER PROVIDERS

There are several other providers in addition to the public transit providers including the Larimer County Community Corrections program, Foothills-Gateway, and the school districts. The first two are described in this section. Finally, Shamrock Taxi is a private for-profit transportation provider, with local taxi and airport shuttle services. At present they also are under contract to provide a portion of Dial-A-Ride trips.

Wellington Senior Center

Currently the Wellington Senior Resource Center provides daily rides to and from the center for those living in the general area for the Monday, Wednesday, and Friday noon lunches. Twice per month, trips are provided into Fort Collins for shopping and medical appointments. The driver also home delivers seven to ten lunches on each of the three days the Center is open.

Larimer County Department of Community Corrections

On April 1, 2007, Community Corrections began operating Larimer Lift which provides paratransit services for north Larimer County. These services replace services formerly provided by Transfort/Dial-A-Ride in Fort Collins. Until March 31, the County Health and Human Services Division contracted with Dial-A-Ride to provide these services. At that time, Dial-A-Ride ceased providing rural services and Larimer Lift commenced providing the same services.

Foothills-Gateway

Foothills-Gateway, as a nonprofit 501(c)(3) corporation, provides a broad range of services to approximately 250 Larimer County individuals with developmental disabilities. Their services are funded through federal Medicaid funds, state matching funds, and a mill levy passed by Larimer County voters.

Utilizing 58 vehicles, Foothills Gateway provides transportation throughout all of Larimer County for people with developmental disabilities including 250 Medicaid-eligible adults over the age of 18 qualifying for comprehensive services (24-hour) and an additional 250 adults who qualify for support services. Peak hours for transporting are between 7:30 and 9:30 a.m. and 2:30 to 4:30 p.m. Monday through Friday. There are no weekend or holiday transit services through Foothills-Gateway except for infrequent special programs. For their clients who work on weekends, Shamrock Taxi provides the transportation. The majority (95 percent) of riders live within Fort Collins and Loveland. Other clients needing transportation live in the following communities:

Inventory of Existing Services

- Glen Haven – 1 person
- La Porte – 2 people
- Red Feather – 1 person
- Wellington – 9 people
- Berthoud – 2 people

Foothills Gateway also contracts with seven additional agencies to provide transportation. Those are:

- ALTRA
- Carmel
- Community Advantage
- Good Shepherd
- MOSAIC
- REM
- Spectrum

Envision

Envision provides transportation services to individuals with developmental disabilities in Weld County. Envision currently has 30 to 40 part-time drivers operating 28 vehicles seven days per week from 7:00 a.m. to 6:00 p.m. The funding for this service is provided through developmental disabilities grants, which restricts the types of transportation services provided. This agency did partially complete the provider survey, but did not include any financial information.



Gaps and Duplication in Service

DEFINING GAPS AND DUPLICATION

This section presents a brief analysis of the service gaps and identified service duplication for Upper Front Range Region. As mentioned previously, there are many agencies and programs providing transportation service for the elderly and disabled individuals. These identified gaps and duplication of services were used in identifying service improvements for the area.

Identified Service Gaps

Gaps in service for this area relate to both the availability of funding and the lack of additional services. Gaps in transportation service are both geographic in nature, as well as related to various market segments. Identified service gaps include the following. A more detailed list of needs is in 2007 Larimer County Rural Transit Service Report.

Geographic Service Gaps

There are many areas throughout the rural portions of the Upper Front Range Region which do not receive any type of transportation services. These areas include:

- The western portion of Larimer County.
- The eastern portions of Weld County.
- Regional links between rural and urban areas.
- Need for improved coordination between transportation planning and land use development.

Service Type Gaps

The largest gap is a lack of any general public transit providers in the areas of the region. The identified service gaps are as follows:

- Limited hours and days of service provided by existing providers in the rural areas, with no evening or weekend service.

Gaps and Duplication in Service

- Rural seniors in remote areas need more transportation for a variety of purposes.
- Trips are not only needed for seniors, but other segments such as the low-income population and children.
- Increased need for regional links to Fort Collins, Loveland, and Greeley for medical trips.
- The limited general public service in both Larimer and Weld Counties.
- Need to continue the study and development of the Front Range Commuter Rocky Mountain Rail Authority feasibility study.
- Need to continue the North I-25 EIS.

Identified Service Duplication

There are few service duplications due to the limited supply of transportation providers. There is limited duplication of service in the urban areas, but in rural Larimer and Weld Counties there is little to no duplication of agency services.

There are no duplications in regard to agencies which receive federal or state funding.



Strategies to Eliminate Gaps and Duplication

INTRODUCTION

Strategies which can lead to the elimination of gaps and duplications are divided into two main sections—additional services and coordination opportunities. The strategies are discussed in this section, while Chapter VI presents the general priorities and recommended strategies which could be implemented. General strategies which may be appropriate for the Upper Front Range Region are presented in the following discussion.

GENERAL STRATEGIES TO ELIMINATE GAPS

As mentioned in Chapter IV, there are geographic gaps in existing services as well as gaps in types of services.

Appropriate Service and Geographic Gap Strategies

Below are a few strategies that can mitigate the transit service gap in the region. A more detailed list of strategies was developed through the other planning processes that Larimer County and the North Front Range MPO conducted. The general service gap strategies to meet the needs in the Upper Front Range Region include the following:

- Expansion of service to the western portion of the region by operating a demand-response system for the communities of Estes Park and Red Feather Lakes.
- Expand service to the southwest portion of Weld County.
- Increase the level of service in the morning hours for the Larimer County area of the region.
- Link transit trips to centers of employment and medical providers throughout the region.
- Increase regional service to and from the urban areas of the North Front Range.
- Obtaining additional local and FTA funding in order to implement the expanded services.
- Use minivans to supply the expanded service to the rural areas of the region.

GENERAL STRATEGIES TO ELIMINATE DUPLICATION

As stated in Chapter IV, there is very little duplication of services in the region. Many of the agencies/organizations which provide their own transportation are restricted due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. The real issue is a lack or gap in transportation, not a duplication of service.

COORDINATION STRATEGIES FOR FURTHER DISCUSSION

There may be general coordination strategies which could ultimately improve services in the area. The following discussion represents appropriate strategies which could be done within the region. More information is presented in the 2007 Larimer County Rural Transit Service Report and the North Front Range Transit Coordination Plan.

Coordinating Council

Similar to a coalition, a coordinating council is made up of myriad agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allow the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increase in the integration of transit planning within the region.

Implementation Steps

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Councils have been formed for both Larimer and Weld Counties.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.

- Timing: 1 to 3 years.

Joint Planning with Marketing and Decision Making

This level of coordination involves agencies working cooperatively with other similar agencies or a local provider in order to take care of the needs of their clients and become involved in the local planning and marketing of services. For example, several local human service agencies may meet with local transit planners in an area to develop operation plans and marketing which attempt to meet the needs of the agencies' clients.

Benefits

- Reduction in the need for expensive planning documents for each transit agency.
- Allows for more complex coordination in capital development and operational functions.
- Reduction in the duplication of service among the coordinating agencies.

Implementation Steps

- Coordinating agencies meet with regional transit and transportation planners to develop a scope of work for the planning process.
- The scope of work should identify the goals and objectives.
- A timeline should be developed for the completion of the planning document.
- The planning and marketing documents should develop recommendations for making decisions on the operation of service, capital, funding, coordination process, and administration functions.

One-Call Center

This is a shared informational telephone line that provides potential users with the most convenient access to information on all transportation services in the area or region.

Benefits

- Reduction in the administrative costs for the participating agencies.
- First step to centralized dispatching.
- Users only need to call one number in order to obtain all the transit information they need, thereby improving customer service.

Implementation Steps

- Agencies need to meet in order to determine which agency will house the call center, how the call center will be funded, and what information will be provided to the customer.
- Set up the telephone line and purchase the needed communication equipment.
- Develop a marketing brochure that details the purpose of the call center, hours of service, and telephone number.

Contracts for Service

Contracts for service are created with another human service agency or a public provider to provide needed trips. This can be done occasionally on an as-needed basis or as part of scheduled service. One example is a local Head Start contracting for service with a local public transportation provider. The contract revenue can then be used as local match for the local public transportation provider, using the same drivers and vehicles as used previously. Many times the drivers are also Head Start aides or teachers.

Benefits

- Increase the amount of local match that can be used to pull additional state and federal funding for transit services into the region.
- Reduce the duplication of transportation services in the region, thereby creating an economy of scale and improving the overall transit performance level.

Implementation Steps

- Agencies should meet and identify the needs and capacity of the contract parties.
- Develop a contract that details the responsibility of each party.
- Timing: 3 to 6 years or longer.

Consolidated Transportation Program

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.

- Increase in the level of local match funding available to obtain federal funding through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the inter-governmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer.



Priorities for Implementation

INTRODUCTION

The Upper Front Range Region held a local coordination meeting in Fort Collins, Colorado on October 30, 2006. Appendix B provides a summary of the attendees for that meeting. This local meeting was held to discuss service gaps, needs, and coordination strategies, which could be done to improve service among providers. The local agencies and a CDOT representative facilitated this meeting. Four additional meetings were held in both Larimer and Weld Counties. This section provides a summary discussion of those meetings and the outcomes. Information from the local meetings was used to develop an implementation plan in Chapter VII.

DISCUSSION AND PRIORITY OF STRATEGIES

General Discussion of the Issues

Local providers in the Upper Front Range discussed several transportation issues such as the following:

- Time and distance limit transit service opportunities.
- Limited funding resources for the provision of transportation.
- Lack of connectivity in the area to regions outside the Upper Front Range region.
- Coordination of agencies in terms of contract services.
- The level of marketing of the transportation services that is currently being conducted in the region.
- Level of transit service in the rural portions of Larimer and Weld Counties.

Local Service Priorities

The following are the service improvement potentials and priorities for the Upper Front Range region. Please note that following section is mainly based on the provider survey, Larimer County Rural Transporta-

Priorities for Implementation

tion Service Report #1, gaps analyses conducted by LSC, and a provider meeting that was conducted in the summer of 2006.

Short-Term (1 to 5 Years)

- Larimer Lift will purchase one replacement bus.
- BATS will purchase one replacement bus.
- BATS will invest in a \$400,000 new bus facility.
- Increase rural service in Larimer County in Windsor, Timnath, Wellington, La Porte, Estes Park, and Berthoud by increasing revenue-hours for a total of 4,000. This would include level of service for two new buses.
- Larimer County and partners to purchase two new buses.
- Larimer County to develop a rural service at an annual cost of \$650,000.

Long-Term (6 to 15 Years)

- Larimer Lift will purchase three replacement buses for the rural service.
- Peak service for regional links to Fort Collins and Greeley for medical trips and employment should be 4,000 revenue-hours.
- Improve links to Denver on a multi-day basis (three times a week) of an estimated 1,500 to 2,000 revenue-hours.

Coordination Potential and Priorities

There was limited discussion on potential coordination potential and priorities. The strategies that were discussed by the group:

- Coordination Council.
- Contract transit services.
- Center dispatching.
- Additional coordination on marketing of the transit services in the region.
- Development of contract services between local human service programs.

Local Priorities

- Create a coordination council.
- Develop joint grant through the council.
- Vehicle sharing for regional service to the urban areas for medical and employment trips.
- Develop contract service between human service providers, or Inter-government Agreements.

These priorities are presented as alternatives in Chapter VII. Planning level cost estimates for additional service and capital requirements for sustained and possible increased service are provided.



Implementation Plan

INTRODUCTION

This chapter presents a six-year detailed financial plan for operations and capital for the transit providers within the Upper Front Range service area. These financial plans will be used by CDOT to review and award funding for all transit programs administered by CDOT.

- Larimer Lift
- Berthoud Area Transit Services (BATS)

The Upper Front Range has several rural transit providers. Other agencies provide some level of transportation in the area and may be potential coordination partners. However, due to limited information, a detailed financial plan could not be prepared for these services. This includes:

- Service in Estes Park is provided by Special Transit from facilities located in Boulder.
- Larimer County Health and Human Services Division is operating through Department of Health and Human Service contracts. Several agencies assist with providing service.
- Weld County Transportation, a branch of Weld County's Human Service Department, operates an extensive program for Weld County residents.
- Wellington Senior Resource Center provides transportation to and from senior center activities.
- Larimer County Department of Community Corrections provides transportation for both residential and non-residential clients using three vans and one car.
- Foothills-Gateway provides transportation throughout Larimer County for people with developmental disabilities. Foothills-Gateway also contracts with seven other care facilities to provide transportation.
- Envision provides transportation service to individuals with developmental disabilities in Weld County.

Securing funding for any transit service is an ongoing challenge. The critical factor in providing needed transit services is to develop funding that allows a transit provider to operate reliably and efficiently within a set of clear goals and objectives, and accomplish long- and short-range plans. Dependable resources to fund transit service are important in developing reliable service that will encourage ridership.

Local Agency Plans

As part of the coordination process, existing transportation providers completed an inventory of the current services being provided. Providers met to discuss gaps and duplication of services, strategies to eliminate these gaps, and identified priorities to implement service improvements and coordination options. A Short-Range Transit Plan, with a budget including both expenses and revenues, has been developed for the six-year period 2008 to 2013. Long-term service needs are included in the budget for 2014 and beyond.

Budget estimates have been escalated at a rate of 10.0 percent annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. Budget requests from other transportation planning documents and funding resources have been included when available.

Larimer Lift to La Porte and Wellington Only

The Short-Range Transit Plan Budget for demand-response services provided to Wellington and La Porte by Larimer Lift has been developed based on an inventory of current services and community input. Two potential service expansions have been identified in the long term, creating new peak service between Fort Collins and Greeley and improving service links to Denver. Table VII-1 indicates the Larimer Lift service Six-Year Operating and Capital Plan.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on current annual operating and administrative costs of approximately \$57,400, will cost approximately \$76,300 in 2008 based on an annual escalation factor of 10 percent.
- **Additional service hours** would add 2,000 revenue-hours at a cost of \$127,000 in 2014. Service would provide multi-day links from Fort Collins to Denver. A new large vehicle would be required.
- **New service** would add 4,000 revenue-hours at a cost of \$254,700 in 2014 to provide peak-hour service between Fort Collins and Greeley for medical trips and employment. Two new large vehicles would be required.

- **Replacement vehicles** would be requested for the Larimer Lift service in 2008.
- **New vehicles** would be purchased to support the additional and new services proposed in the Long-Range Plan.

Anticipated revenues include:

- **FTA 5310** funding would be requested to provide replacement DAR vehicles.
- **Other grant funding** is provided from FTA 5307 program funds.
- **Fares** are expected to generate \$3,300.
- **Local operating and capital funds** are provided by Larimer County and the City of Loveland.

**Table VII-1
Short-Range Transit Plan
Larimer Lift: Dial-A-Ride to La Porte/Wellington Only**

EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 76,349	\$ 83,984	\$ 92,382	\$ 101,620	\$ 111,782	\$ 122,961
<i>Expanded Service</i>	\$ -		\$ -	\$ -	\$ -	\$ -
<i>Additional Service Hours</i>		\$ -	\$ -	\$ -	\$ -	\$ -
<i>New Services</i>		\$ -	\$ -	\$ -	\$ -	\$ -
<i>Coordination Service</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 76,349	\$ 83,984	\$ 92,382	\$ 101,620	\$ 111,782	\$ 122,961
Capital						
REPLACEMENT VEH						
Large Bus Replacement #						
Small Bus Replacement #	1					
Large Bus Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Small Bus Replacement	\$ 57,245	\$ -	\$ -	\$ -	\$ -	\$ -
Replace Vehicles	\$ 57,245	\$ -	\$ -	\$ -	\$ -	\$ -
NEW VEH						
Large Bus New						
Small Bus New						
New Vehicle Large	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicle Small	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities			\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 57,245	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 133,594	\$ 83,984	\$ 92,382	\$ 101,620	\$ 111,782	\$ 122,961

Notes: Assumed 10.0% Inflation Rate for Operations and Revenue

Assumed Small Vehicle cost at \$57,245 in 2008 dollars



Berthoud Area Transportation Services (BATS)

The Short-Range Transit Plan Budget for BATS, serving the Berthoud Fire Protection District, has been developed based on an inventory of current services. As of November 2006, the service was taken over by the Town of Berthoud. Table VII-2 indicates the Six-Year Operating and Capital Plan for BATS.

Budget expenditures for operating and administrative expenses include:

- **Existing service**, based on annual operating and administrative costs of approximately \$188,000 in 2005, is projected to cost approximately \$250,200 to maintain current operations in 2008 based on an annual escalation of 10 percent.
- **Expanded service** would increase rural service beginning in 2008. 4,000 service hours are planned at the 2005 cost of \$42/revenue-hour.
- **Replacement vehicles** are planned for 2008 to replace the Dodge Care-a-Van, in 2010 to replace the 2003 Goshen, and in 2011 to replace the 2004 Goshen.
- **New vehicles** are planned to support the expanded rural service.
- **New facility** – construct a new bus barn at a cost of \$400,000 in 2013.

Anticipated revenues include:

- **Title III** funding for senior services is anticipated to generate \$45,701 in revenue.
- **FTA 5310** grant funding will be requested to purchase vehicles for rural service.
- **FTA 5311** funds are anticipated to be \$49,600.
- **Other grant funding** from the FTA 5307 program will generate \$46,700 in revenue.
- **Fares/donations** under Title III requirements will generate \$12,900.
- **Local operating and capital funds** will provide the remainder of revenue.

Table VII-2 Short-Range Transit Plan Berthoud Area Transportation Service						
EXPENSES						
	2008	2009	2010	2011	2012	2013
Services						
Existing Services	\$ 250,228	\$ 275,251	\$ 302,776	\$ 333,053	\$ 366,359	\$ 402,995
Expanded Service	\$ 193,600	\$ 212,960	\$ 234,256	\$ 257,682	\$ 283,450	\$ 311,795
Additional Service Hours	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Coordination Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 443,828	\$ 488,211	\$ 537,032	\$ 590,735	\$ 649,809	\$ 714,789
Capital REPLACEMENT VEH						
Large Bus Replacement #						
Small Bus Replacement #	1		1	1		
Large Bus Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Small Bus Replacement	\$ 68,694	\$ -	\$ 78,648	\$ 84,153	\$ -	\$ -
Replace Vehicles	\$ 68,694	\$ -	\$ 78,648	\$ 84,153	\$ -	\$ -
NEW VEH						
Large Bus New						
Small Bus New	2					
New Vehicle Large	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicle Small	\$ 137,388	\$ -	\$ -	\$ -	\$ -	\$ -
New Vehicles	\$ 137,388	\$ -				
Facilities		\$ -	\$ -	\$ -	\$ -	\$ 400,000
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 206,082	\$ -	\$ 78,648	\$ 84,153	\$ -	\$ 400,000
Total	\$ 649,910	\$ 488,211	\$ 615,680	\$ 674,888	\$ 649,809	\$ 1,114,789
Notes: Assumed 10.0% Inflation Rate for Operations and Revenue						
Assumed Small Vehicle cost at \$57,245 in 2008 dollars						



Other Transit Needs

During public forums, several transit needs were identified that are not specifically addressed in the current plans. Alternatives to implement these strategies will remain a goal of the partners.

- Create a coordination council. In addition to developing shared programs, this group could submit a joint grant application.
- Vehicle sharing for regional service to urban areas for medical and employment trips until new service is started.
- Develop contract service between human service providers.

2008-2013 Fiscally-Constrained Plan

The Fiscally-Constrained Plan is presented in Table VII-3. The Fiscally-Constrained Plan presents the short-range transit projected funding for FTA and CDOT programs. This is anticipated funding which may be used to support services. It should be noted that this total constrained amount is only an estimate of funding. As funds are appropriated in future federal transportation bills, these amounts will likely fluctuate. Capital requests are anticipated for future vehicle requests for the 5310 and 5311 providers over the course of the next six years. Additionally, the local funding amounts are based on existing funding levels and any additional service identified by the local transit providers, plus the rate of inflation. The operating plan has an estimated cost of approximately \$8.8 million, with a capital cost of approximately \$1.3 million. Total FTA funding is approximately \$5.1. The remainder of funding will need to be generated from local funding; this amount is estimated at \$9.5 million over the short term. This amount includes an additional \$715,000 in local funding to cover operations and capital.

Table VII-3 Upper Front Range EXPENSES						
	2008	2009	2010	2011	2012	2013
Operating Costs						
Larimer County	\$ 600,000	\$ 660,000	\$ 726,000	\$ 798,600	\$ 878,460	\$ 966,306
Weld County	\$ 470,000	\$ 517,000	\$ 568,700	\$ 625,570	\$ 688,127	\$ 756,940
Larimer Lift	\$ 76,349	\$ 83,984	\$ 92,382	\$ 101,620	\$ 111,782	\$ 122,961
Subtotal	\$ 1,146,349	\$ 1,260,984	\$ 1,387,082	\$ 1,525,790	\$ 1,678,369	\$ 1,846,206
Capital Needs						
Mid-Sized Bus Replacement						
Larimer County						
Weld County	\$ 180,000	\$ 192,600	\$ 206,082	\$ 220,508	\$ 235,943	\$ 252,459
Larimer Lift	\$ 57,245	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 237,245	\$ 192,600	\$ 206,082	\$ 220,508	\$ 235,943	\$ 252,459
Van Replacement						
Larimer County						
Weld County	\$ 70,000	\$ 74,900	\$ 80,143	\$ 85,753	\$ 91,756	\$ 98,179
Larimer Lift	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 70,000	\$ 74,900	\$ 80,143	\$ 85,753	\$ 91,756	\$ 98,179
Replace Vehicles Subtotal	\$ 237,245	\$ 192,600	\$ 206,082	\$ 220,508	\$ 235,943	\$ 252,459
TOTAL OPERATING COSTS	\$ 1,146,349	\$ 1,260,984	\$ 1,387,082	\$ 1,525,790	\$ 1,678,369	\$ 1,846,206
TOTAL CAPITAL COSTS	\$ 237,245	\$ 192,600	\$ 206,082	\$ 220,508	\$ 235,943	\$ 252,459
TOTAL COSTS	\$ 1,383,594	\$ 1,453,584	\$ 1,593,164	\$ 1,746,298	\$ 1,914,313	\$ 2,098,666
REVENUES						
Grant Funding						
SB-1 Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ 163,728	\$ 171,887	\$ 176,079	\$ 186,235	\$ 195,463	\$ 204,450
FTA 5311	\$ 631,777	\$ 649,697	\$ 647,180	\$ 682,982	\$ 701,564	\$ 717,313
FTA New Freedom	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA JARC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 795,506	\$ 821,584	\$ 823,259	\$ 869,217	\$ 897,028	\$ 921,763
Local Funding						
Constrained Local Funding Available	\$ 612,787	\$ 651,392	\$ 692,430	\$ 736,053	\$ 782,424	\$ 831,717
Fares	\$ 16,650	\$ 17,699	\$ 18,814	\$ 19,999	\$ 21,259	\$ 22,598
Total Constraint Funding	\$ 1,424,942	\$ 1,490,675	\$ 1,534,503	\$ 1,625,269	\$ 1,700,711	\$ 1,776,079
ADDITIONAL LOCAL FUNDING REQUIRED	\$ -	\$ -	\$ 58,661	\$ 121,029	\$ 213,602	\$ 322,587
TOTAL FUNDING	\$ 1,424,942	\$ 1,490,675	\$ 1,593,164	\$ 1,746,298	\$ 1,914,313	\$ 2,098,666

Ten-Year Financial Plan

The ten-year vision for project costs is based upon inflation, new and additional services, a capital plan based upon five- or seven-year replacement of vehicles, and known information on agency operations. Table VII-4 provides the estimated ten-year cost (2008-2018) costs for the Upper Front Range TPR. In addition, LSC staff used the information from the 2030 Regional Transit Element Plan in order to substitute missing information from the rural services in Larimer and Weld Counties. Larimer County has developed a transit plan, and information from that plan has been included in this document.

As shown, total cost estimates show a need of approximately \$37.2 million over ten years. Of this total, approximately 72 percent is dedicated for system maintenance, or continuation of existing services. About 18 percent is for new or expanded services. A total of ten percent is for capital requests, of which 26 percent is for replacement of vehicles for system maintenance, while 63 percent of the capital is for vehicles for new service. Eleven percent of the total capital request is for facilities.

Table VII-4 Ten-Year Financial Plan												
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Operating												
Existing Operational Costs	\$ 1,456,577	\$ 1,602,235	\$ 1,762,458	\$ 1,938,704	\$ 2,132,574	\$ 2,345,832	\$ 2,580,415	\$ 2,838,456	\$ 3,122,302	\$ 3,434,532	\$ 3,777,985	\$ 26,992,068
Expanded Service	\$ 193,600	\$ 212,960	\$ 234,256	\$ 257,682	\$ 283,450	\$ 311,795	\$ 342,974	\$ 377,272	\$ 414,999	\$ 456,499	\$ 502,149	\$ 3,587,634
Additional Service Hours	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,329	\$ 140,062	\$ 154,068	\$ 169,475	\$ 186,423	\$ 777,357
New Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 546,966	\$ 376,586	\$ 414,244	\$ 455,669	\$ 501,236	\$ 2,294,700
Coordination Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 1,650,177	\$ 1,815,195	\$ 1,996,714	\$ 2,196,385	\$ 2,416,024	\$ 2,657,626	\$ 3,597,684	\$ 3,732,376	\$ 4,105,613	\$ 4,516,174	\$ 4,967,792	\$ 33,651,760
Capital												
Replace Vehicles	\$ 125,939	\$ -	\$ 78,648	\$ 84,153	\$ -	\$ -	\$ 395,183	\$ -	\$ 118,029	\$ 126,291	\$ -	\$ 928,243
New Vehicles	\$ 137,388	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,138,303	\$ -	\$ -	\$ -	\$ -	\$ 2,275,691
Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 263,327	\$ -	\$ 78,648	\$ 84,153	\$ -	\$ 400,000	\$ 2,533,485	\$ -	\$ 118,029	\$ 126,291	\$ -	\$ 3,603,934
Grand Total	\$ 1,913,504	\$ 1,815,195	\$ 2,075,362	\$ 2,280,538	\$ 2,416,024	\$ 3,057,626	\$ 6,131,169	\$ 3,732,376	\$ 4,223,642	\$ 4,642,466	\$ 4,967,792	\$ 37,255,693



Appendix A: Transit Demand and Demographic Maps



**2006 Estimated Public Transit Demand using the TCRP Method
Upper Front Range**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Larimer	13.01	2	1,130	140	1,270	240	1,510	6	3.0%	2
	13.01	4	1,250	30	1,280	910	2,190	9	4.3%	1
	19.03	1	1,710	80	1,790	80	1,870	7	3.7%	0
	19.03	2	990	180	1,170	390	1,560	6	3.1%	0
	19.03	3	1,890	380	2,270	90	2,360	9	4.7%	0
	23	3	1,310	60	1,370	220	1,590	6	3.1%	0
	24	1	2,660	80	2,740	330	3,070	12	6.1%	0
	24	2	2,330	120	2,450	320	2,770	11	5.5%	0
	24	3	770	40	810	390	1,200	5	2.4%	0
	24	4	650	0	650	60	710	3	1.4%	0
	25	3	310	220	530	30	560	2	1.1%	0
	25	4	810	140	950	390	1,340	5	2.7%	9
	25	5	1,000	120	1,120	680	1,800	7	3.6%	13
	25	6	1,110	110	1,220	550	1,770	7	3.5%	0
	25	7	1,340	110	1,450	720	2,170	9	4.3%	0
	28	1	3,650	40	3,690	130	3,820	15	7.6%	0
	28	2	1,860	60	1,920	180	2,100	8	4.2%	1
	28	3	6,750	320	7,070	380	7,450	29	14.7%	1
	28	4	5,640	270	5,910	670	6,580	26	13.0%	7
	28	5	2,210	170	2,380	430	2,810	11	5.6%	5
28	6	1,060	50	1,110	200	1,310	5	2.6%	1	
Subtotal Larimer County			40,430	2,720	43,150	7,390	50,540	198		
Weld	7.02	4	770	30	800	330	1,130	4	1.0%	0
	15	1	1,550	250	1,800	290	2,090	8	1.8%	0
	15	2	1,580	440	2,020	470	2,490	10	2.2%	36
	15	3	2,330	400	2,730	640	3,370	13	3.0%	25
	16	1	2,100	190	2,290	1,630	3,920	15	3.4%	0
	16	2	860	90	950	100	1,050	4	0.9%	23
	16	3	1,920	280	2,200	980	3,180	12	2.8%	0
	17	3	950	540	1,490	1,510	3,000	12	2.6%	1
	17	4	1,190	330	1,520	1,230	2,750	11	2.4%	0
	18	1	1,920	310	2,230	850	3,080	12	2.7%	0
	18	2	1,910	370	2,280	1,290	3,570	14	3.1%	11
	19.02	1	2,310	200	2,510	790	3,300	13	2.9%	0
	19.02	2	2,420	630	3,050	1,110	4,160	16	3.6%	18
	19.03	1	260	160	420	1,140	1,560	6	1.4%	1
	19.03	2	1,040	270	1,310	1,290	2,600	10	2.3%	34
	19.03	3	1,750	320	2,070	550	2,620	10	2.3%	42
	19.03	4	2,440	900	3,340	1,480	4,820	19	4.2%	1
	19.03	5	1,230	220	1,450	1,000	2,450	10	2.1%	1
	19.04	1	1,730	300	2,030	1,060	3,090	12	2.7%	1
	19.04	2	2,210	1,280	3,490	3,070	6,560	26	5.7%	9
	20.01	1	1,650	660	2,310	1,260	3,570	14	3.1%	15
	20.01	2	1,070	230	1,300	600	1,900	7	1.7%	8
	20.01	3	1,120	90	1,210	390	1,600	6	1.4%	0
	20.01	4	1,610	450	2,060	600	2,660	10	2.3%	0
	20.01	5	830	70	900	140	1,040	4	0.9%	0
	20.02	1	530	100	630	350	980	4	0.9%	14
	20.02	2	940	420	1,360	300	1,660	7	1.5%	69
	20.02	3	1,710	370	2,080	470	2,550	10	2.2%	15
	20.02	4	580	60	640	310	950	4	0.8%	0
	20.03	1	1,950	180	2,130	580	2,710	11	2.4%	0
	20.03	2	760	150	910	730	1,640	6	1.4%	12
	21	5	3,270	680	3,950	880	4,830	19	4.2%	0
	23	1	1,360	170	1,530	420	1,950	8	1.7%	3
23	2	960	30	990	310	1,300	5	1.1%	0	
23	3	2,100	390	2,490	920	3,410	13	3.0%	4	
23	4	740	50	790	580	1,370	5	1.2%	0	
25.01	1	3,900	730	4,630	2,240	6,870	27	6.0%	0	
25.01	2	1,630	260	1,890	1,020	2,910	11	2.5%	0	
25.02	1	1,040	690	1,730	1,200	2,930	11	2.6%	1	
25.02	2	1,810	330	2,140	710	2,850	11	2.5%	0	
25.02	3	1,830	600	2,430	1,330	3,760	15	3.3%	0	
Subtotal Weld County			63,860	14,220	78,080	36,150	114,230	448		8
Upper Front Range Transit Demand Total			104,290	16,940	121,230	43,540	164,770	646		8

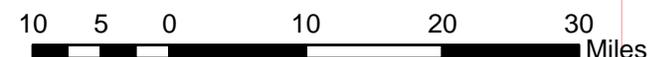
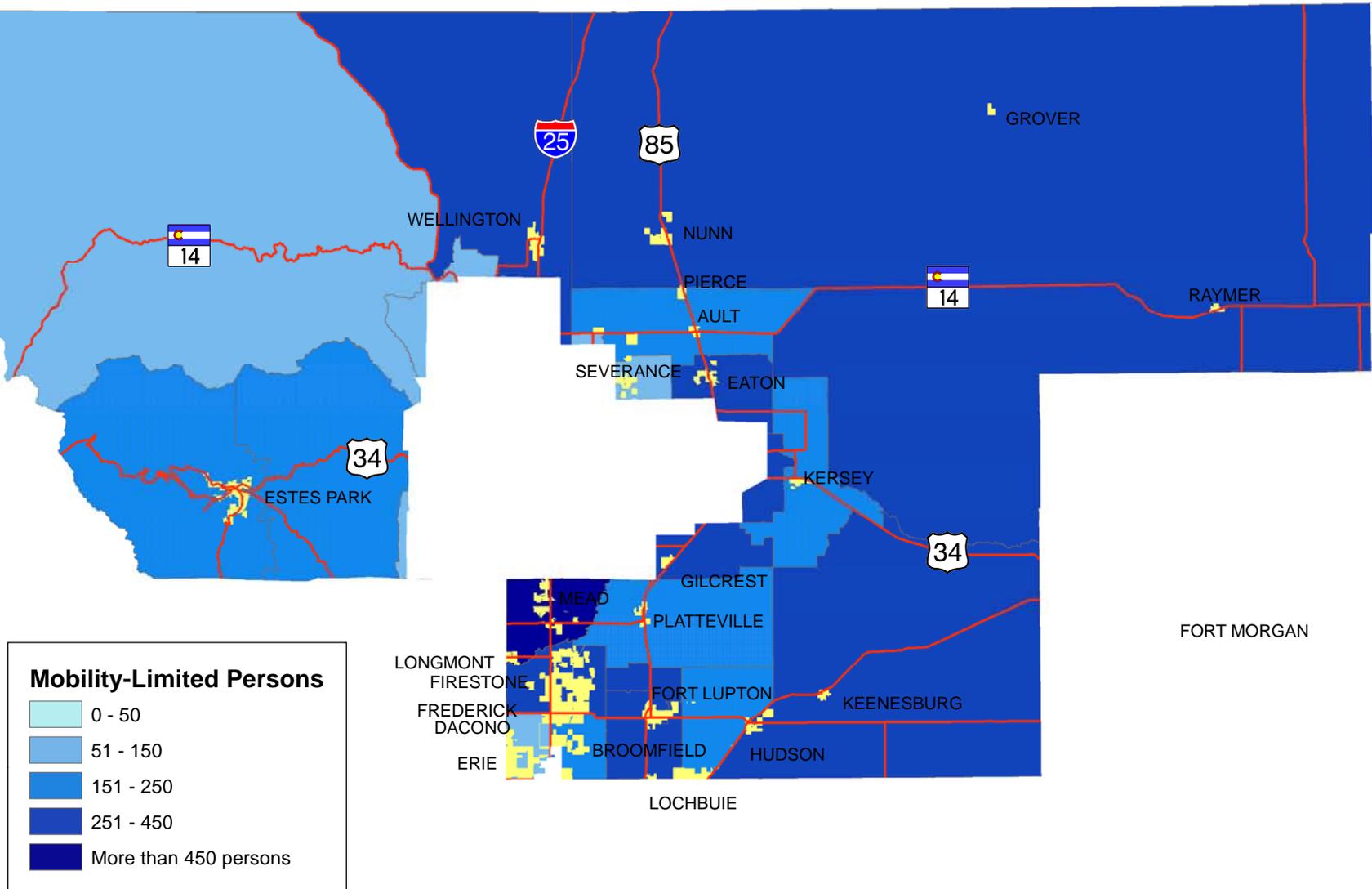
Source: Based on 2000 Census and Dept. of Local Affairs Population Projections.

**2035 Estimated Public Transit Demand using the TCRP Method
Upper Front Range**

County	Census Tract	Census Block Group	Estimated Annual Passenger-Trip Demand					Estimated Daily Transit Demand		Daily Demand Density (Trips per Sq. Mile per Day)
			Elderly	Mobility Limited	Elderly + Mobility Limited	General Public	TOTAL	#	%	
Larimer	13.01	2	3,000	240	3,240	410	3,650	14	2.9%	4
	13.01	4	3,330	60	3,390	1,560	4,950	19	4.0%	1
	19.03	1	4,540	140	4,680	130	4,810	19	3.8%	0
	19.03	2	2,650	310	2,960	670	3,630	14	2.9%	0
	19.03	3	5,030	650	5,680	150	5,830	23	4.7%	0
	23	3	3,480	110	3,590	370	3,960	16	3.2%	0
	24	1	7,080	130	7,210	560	7,770	30	6.2%	0
	24	2	6,200	200	6,400	540	6,940	27	5.6%	0
	24	3	2,050	80	2,130	680	2,810	11	2.2%	0
	24	4	1,740	0	1,740	110	1,850	7	1.5%	0
	25	3	820	370	1,190	60	1,250	5	1.0%	0
	25	4	2,160	230	2,390	670	3,060	12	2.4%	20
	25	5	2,660	200	2,860	1,170	4,030	16	3.2%	29
	25	6	2,960	180	3,140	950	4,090	16	3.3%	1
	25	7	3,570	190	3,760	1,230	4,990	20	4.0%	0
	28	1	9,720	70	9,790	220	10,010	39	8.0%	0
	28	2	4,960	110	5,070	310	5,380	21	4.3%	4
	28	3	17,960	560	18,520	660	19,180	75	15.3%	2
	28	4	15,020	460	15,480	1,150	16,630	65	13.3%	18
	28	5	5,890	300	6,190	730	6,920	27	5.5%	11
28	6	2,810	90	2,900	350	3,250	13	2.6%	2	
Subtotal Larimer County			107,630	4,680	112,310	12,680	124,990	490		
Weld	7.02	4	2,530	80	2,610	770	3,380	13	1.0%	1
	15	1	5,070	590	5,660	690	6,350	25	1.9%	1
	15	2	5,170	1,030	6,200	1,110	7,310	29	2.2%	105
	15	3	7,650	940	8,590	1,500	10,090	40	3.1%	76
	16	1	6,880	450	7,330	3,820	11,150	44	3.4%	1
	16	2	2,810	220	3,030	240	3,270	13	1.0%	72
	16	3	6,280	650	6,930	2,300	9,230	36	2.8%	1
	17	3	3,100	1,280	4,380	3,550	7,930	31	2.4%	1
	17	4	3,890	790	4,680	2,890	7,570	30	2.3%	1
	18	1	6,290	720	7,010	2,000	9,010	35	2.8%	0
	18	2	6,250	870	7,120	3,030	10,150	40	3.1%	31
	19.02	1	7,570	480	8,050	1,860	9,910	39	3.0%	1
	19.02	2	7,930	1,480	9,410	2,610	12,020	47	3.7%	51
	19.03	1	860	370	1,230	2,680	3,910	15	1.2%	2
	19.03	2	3,410	640	4,050	3,020	7,070	28	2.2%	91
	19.03	3	5,740	750	6,490	1,290	7,780	31	2.4%	126
	19.03	4	7,990	2,110	10,100	3,470	13,570	53	4.1%	3
	19.03	5	4,040	510	4,550	2,350	6,900	27	2.1%	2
	19.04	1	5,660	690	6,350	2,490	8,840	35	2.7%	2
	19.04	2	7,230	3,000	10,230	7,210	17,440	68	5.3%	25
	20.01	1	5,410	1,540	6,950	2,960	9,910	39	3.0%	41
	20.01	2	3,490	550	4,040	1,410	5,450	21	1.7%	22
	20.01	3	3,670	220	3,890	910	4,800	19	1.5%	1
	20.01	4	5,270	1,050	6,320	1,400	7,720	30	2.4%	1
	20.01	5	2,730	170	2,900	320	3,220	13	1.0%	1
	20.02	1	1,740	230	1,970	820	2,790	11	0.9%	41
	20.02	2	3,070	980	4,050	710	4,760	19	1.5%	199
	20.02	3	5,610	860	6,470	1,110	7,580	30	2.3%	45
	20.02	4	1,910	140	2,050	720	2,770	11	0.8%	0
	20.03	1	6,400	430	6,830	1,350	8,180	32	2.5%	1
	20.03	2	2,480	360	2,840	1,710	4,550	18	1.4%	33
	21	5	10,720	1,590	12,310	2,060	14,370	56	4.4%	1
	23	1	4,450	400	4,850	980	5,830	23	1.8%	8
23	2	3,160	60	3,220	720	3,940	15	1.2%	0	
23	3	6,890	900	7,790	2,150	9,940	39	3.0%	13	
23	4	2,420	110	2,530	1,370	3,900	15	1.2%	0	
25.01	1	12,770	1,710	14,480	5,250	19,730	77	6.0%	0	
25.01	2	5,350	600	5,950	2,400	8,350	33	2.6%	0	
25.02	1	3,410	1,620	5,030	2,810	7,840	31	2.4%	3	
25.02	2	5,920	790	6,710	1,670	8,380	33	2.6%	0	
25.02	3	6,000	1,420	7,420	3,120	10,540	41	3.2%	0	
Subtotal Weld County			209,220	33,380	242,600	84,830	327,430	1,284		24
Upper Front Range Transit Demand Total			316,850	38,060	354,910	97,510	452,420	1,774		24

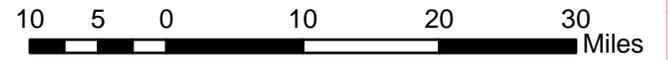
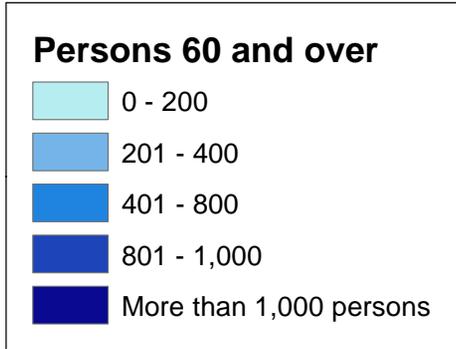
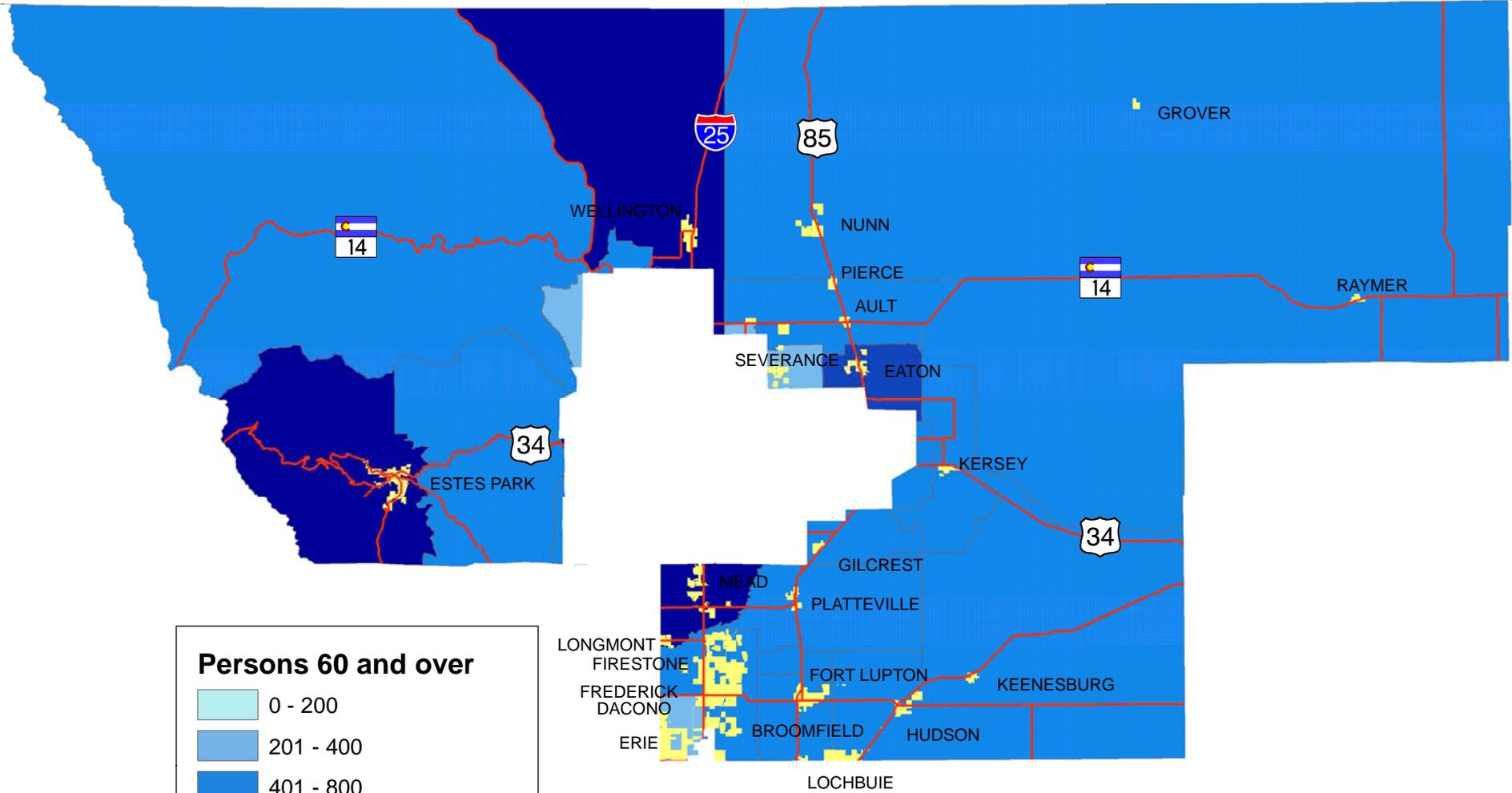
Source: Based on 2000 Census and Dept. of Local Affairs Population Projections.

Number of Mobility-Limited Persons

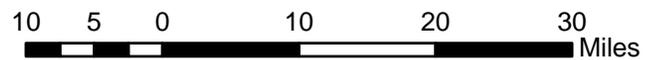
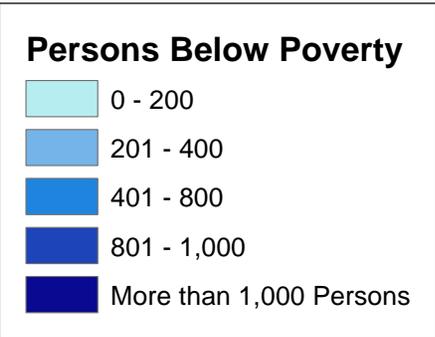
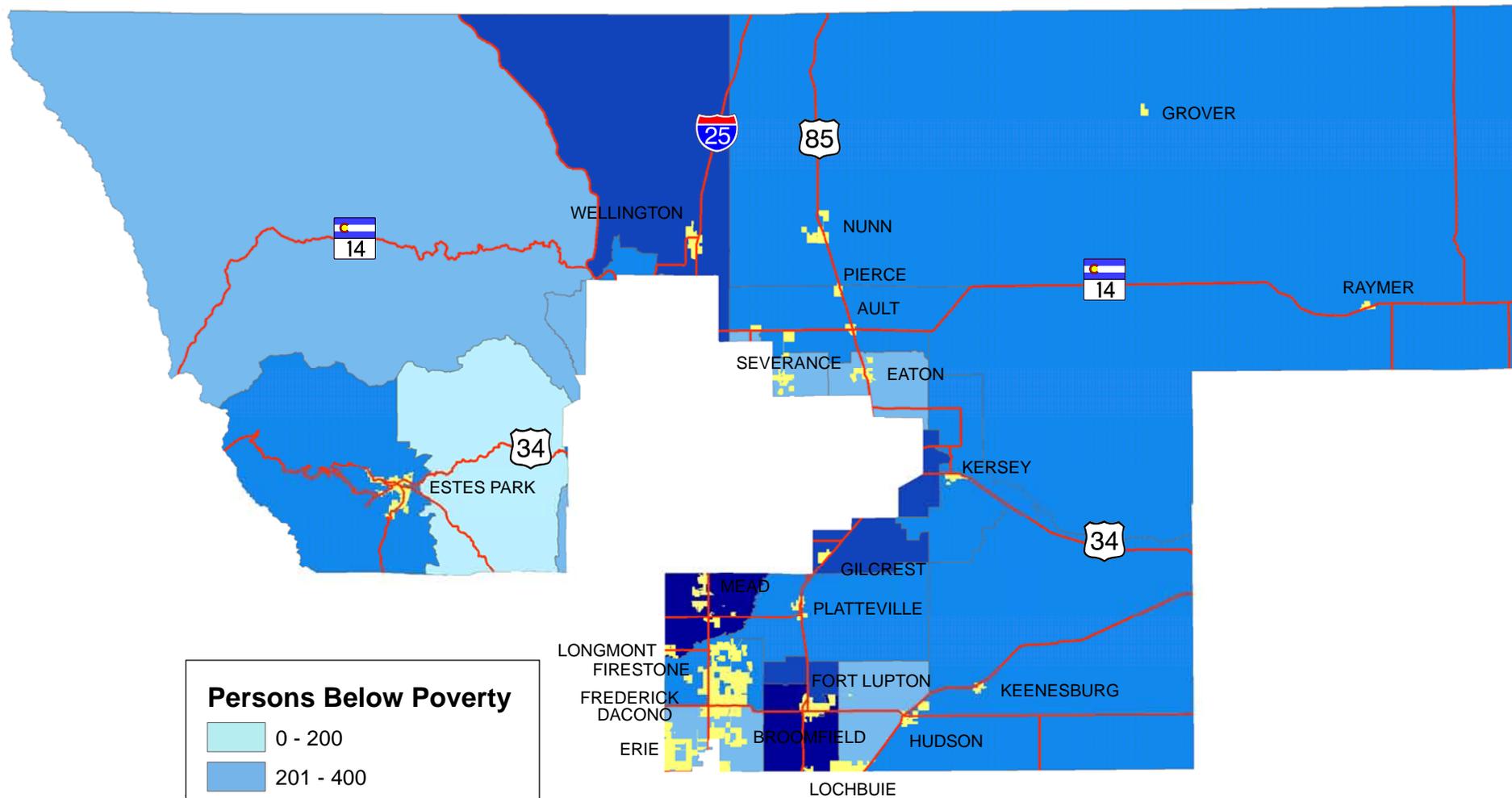




Number of Persons Aged 60 and Over



Number of Persons Below Poverty



Appendix B: Coordination Meeting Attendees



Larimer County Health & Human Service Transportation Plan Stake Holders Meeting Monday October 30th

Attendees:

Ella Gifford	LC Workforce Center
Erin Eulenford and Eva Bower	Foothills Gateway, Inc.
Maggie Murray	Project Self Sufficiency
Dave McDaniel	Disabled Resource Services
Hal Mansfield	Loveland Disabilities Advisory Commission
Joe Ferrando	LC Community Corrections
Patty Hilker	Health District of Northern LC /Connections
Gordon Thibedeau	United Way
Margaret Long	LC Human Services
Averill Strand	LC Department of Health and Environment
Gary Thomas	SAINT
Antoinette Lueck	Dial-A-Ride TAC
Maggie Murray	Women's Resource Center
Nancy Lefler	N. Colorado Kidney Dialysis

Staff:

Richard Guest	Larimer County Human Resources
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The meeting started with introductions and each individual identified the organization they represented and whether they received and/or provided transportation funding.

A few volunteered to offer their connections and working relationships with others at the meeting. A map is attached which shows some of the existing relationships between agencies.

Next, a brief overview of the North Front Range Metropolitan Planning Organization's responsibilities along with the federally mandated work of the plan was presented. Survey results were then presented and all agreed that they seemed representative of the group as a whole.

Survey results:

Number of agencies surveyed –

Surveyed : 28

Responses: 25 (received from 21 agencies)

Time of day with greatest transportation need –

A.M. – 53%

P.M. – 47%

Transportation needs of clients –

To Agency - 90% (responded yes)

To Employment- 100%

To Medical - 100%

Other destinations include –

School

Shopping

Court mandated appointments

Other agencies

Clients with Special transportation needs –

Yes – 90%

No – 5%

Of agencies that provide transportation –

Number of Vehicles – 18

Number of Drivers – 131 (primarily SAINT)

Agency transportation provisions –

Agency assists with costs: Yes – 20%
No – 80%

Agency provides information - Yes – 65%
No – 35%

Agency provides fare assistance - Yes – 70%
No – 30%

The remainder of the meeting was spent discussing the issues and concerns regarding client transportation needs. The following primary concerns were identified and ranked by the group.

Concerns: (participants ranked each by placing colored dots next to those of greatest importance)

- Bus Service limited both geographically and hours - adds up to 4 hours to travel time connections between routes – transfers and connections – frequency – evening service

- City & County need to work together
- Fiscal responsibility
- Service gap between Loveland and Fort Collins
- Transit District
- Time Needed for round trip
- Transit Cost & accessibility for guide dogs and wheelchairs
- North end of county, Windsor, Timberline
- Dial A Ride is not flexible
- No Service to Denver
- Accessible housing is out of transit range
- Long trips hard on elderly
- Court clients need access to transit services

From this list MPO staff came up with five primary areas of concern.

1. Bus Service is limited. Geographically, routes do not reach many of the agencies that serve a large number of clients. Additionally, many clients are unable to get to other necessary services and employment. The north end of the county, the town of Windsor and the Timberline area were mentioned as areas of particular concern.
No service to Denver is of concern for many medical patients and lack of evening service is a problem for those with unconventional work schedules.
2. The need for the cities & County to work together is felt to be a separate and very important issue.
3. The cost of transportation specifically transit fares are an issue. This relates to who should assume the fiscal responsibility for providing affordable service. The idea of Transit District was discussed with most expressing interest in the formation of a taxing district which supported transit in the greater Loveland/Fort Collins area.
4. The service gap between Loveland and Fort Collins makes transfers and connections especially difficult. Accessible housing, out of transit range, was mentioned as a growing problem that will only intensify as population increases in the area.
5. Creating a user friendly system that makes clients feel comfortable is very important. Accessibility for guide dogs and wheelchairs is an important issue. Another concern is that Dial-A-Ride is not flexible and that long trips are hard on clients, particularly the elderly, with some trips adding as much as 4 hours travel time to a trip.

The meeting concluded with an agreement to keep everyone informed of meeting minutes and future events through email.