



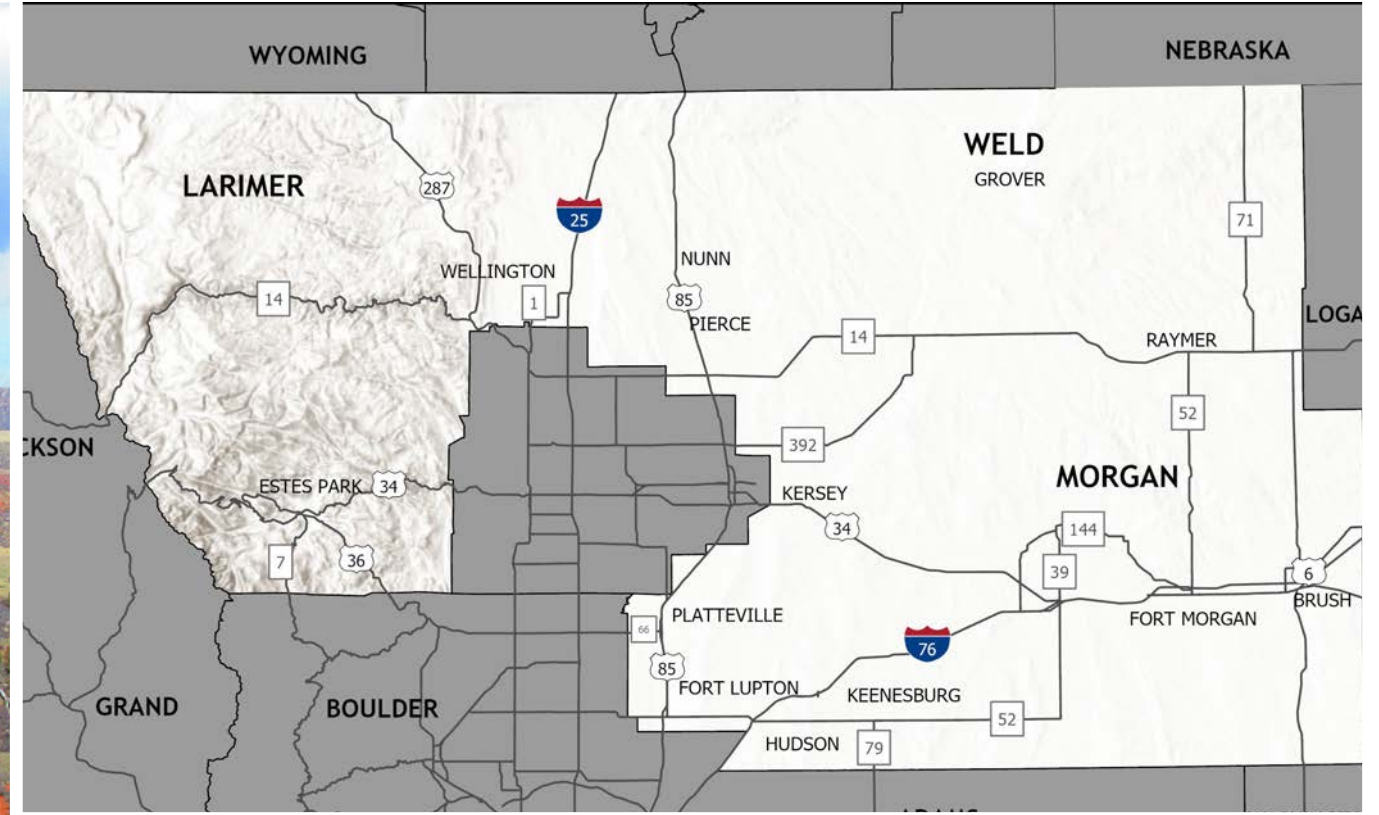
COLORADO
Department of Transportation

YOUR
TRANSPORTATION
PLAN
CONNECTION. CHOICE.
COLORADO FOR ALL.

UPPER FRONT RANGE Coordinated Public Transit & Human Services Transportation Plan

Adopted September 2020

Red Mountain Open Space
Photo Credit: Jim Janicki



Upper Front Range Coordinated Public Transit & Human Services Transportation Plan

The Upper Front Range (UFR) Transportation Planning Region (TPR) includes Larimer, Morgan, and Weld Counties, excluding the urbanized areas in Larimer and Weld Counties. The Region includes more than 20 incorporated towns with Estes Park, Fort Morgan, Fort Lupton, and City of Brush! being the largest. Public transit and human services transportation play an integral role in the Region's multimodal transportation network by providing mobility and promoting personal independence to residents in the Region. Transit improves quality of life and supports public health by providing access to jobs, schools, shopping, food, medical care, senior centers, social services, and recreation in the Region while also providing connectivity to goods and services in nearby major activity centers.

Every four to five years, Colorado Department of Transportation (CDOT), in coordination with regional planning partners, updates regional transit plans in all rural regions of the state. This Plan serves as the Coordinated Public Transit and Human Services Transportation Plan for the UFR TPR and establishes a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans. CDOT's Division of Transit and Rail (DTR), in coordination with the UFR TPR members and transit agencies, took input from the general public to develop this Plan in accordance with all CDOT and Federal Transit Administration (FTA) planning requirements. The TPR will use this Plan to prioritize transit investments and work towards the long-term implementation of the Region's unique transit vision and goals.

UFR Transit Vision

To improve regional mobility for all residents through effective coordination, planning, and delivery of transit services.

UFR Transit Goals

1. Preserve and expand the existing transit systems and infrastructure
2. Provide regional connections
3. Improve regional coordination
4. Coordinate with rail

Regional Snapshot

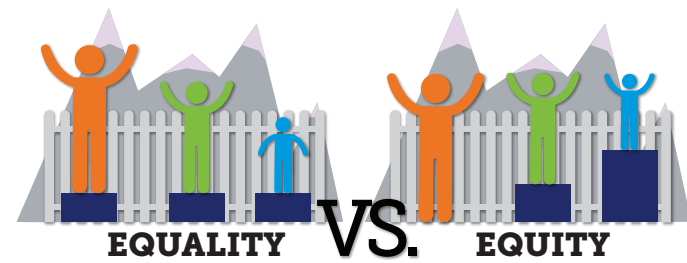
Transportation - whether walking, biking, taking transit, vanpooling, carpooling, or driving a car - is a critical element of everyone's daily life and well-being. Providing access to safe and reliable transportation for all, regardless of who they are or where they come from, results in the creation of accessible and inclusive communities, healthier lifestyle choices, and improved economic prosperity.

When considering the UFR TPR's mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network. Populations that often have a higher than average need for transit and/or have limited access to transportation services and facilities include:

- Older adults (65+)
- People with disabilities
- Communities of color
- Low-income residents
- People with limited English proficiency
- Households without a car

Equality vs. Equity of Colorado's Transportation Network

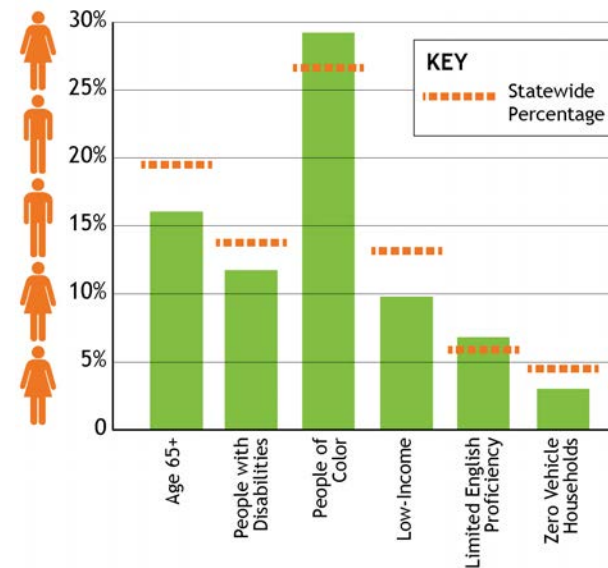
Colorado's statewide transit planning efforts consider the needs of all people - not only from an equality perspective, but also through the lens of equity. An equitable transportation network offers convenient and affordable access to jobs, medical services, education, grocery shopping, and social/recreational activities. Access results in opportunities that can often positively influence personal health and quality of life.



When everyone is treated the same

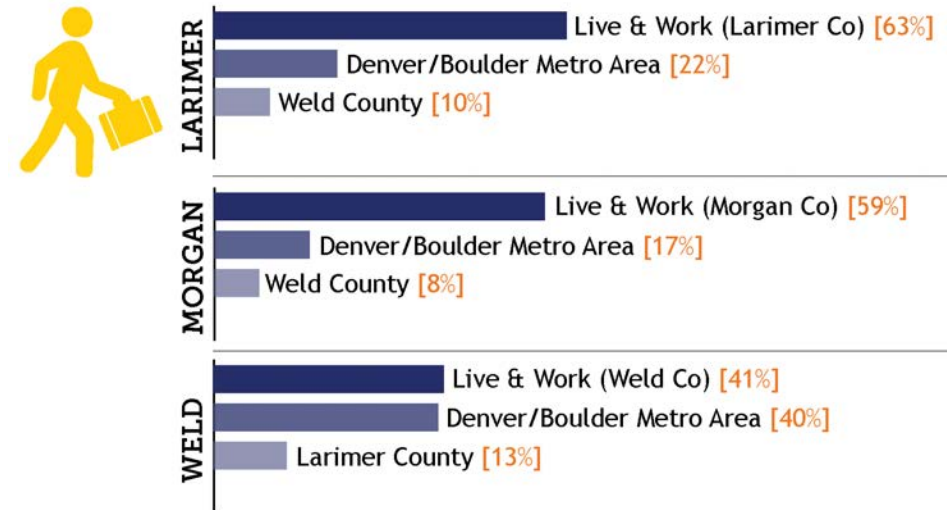
When everyone is given what they need to be successful

UFR TPR Historically Underrepresented Populations



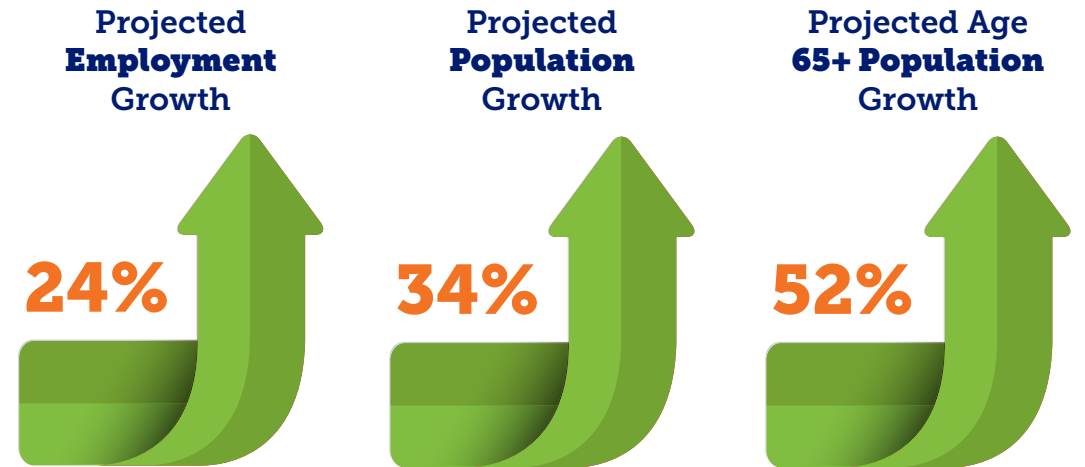
Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates

Where People Travel to Work (by County)

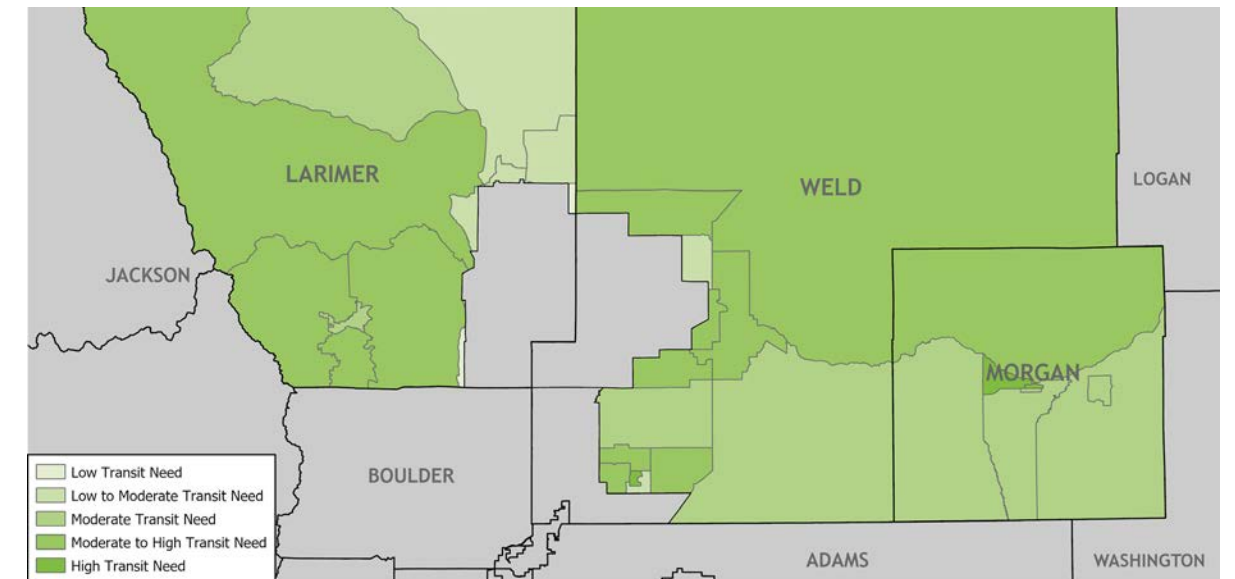


Source: US Census Bureau Longitudinal-Employer Household Dynamics, 2015; Data for Larimer and Weld includes both the rural and urbanized portions of each county

Population & Employment Projections through 2045



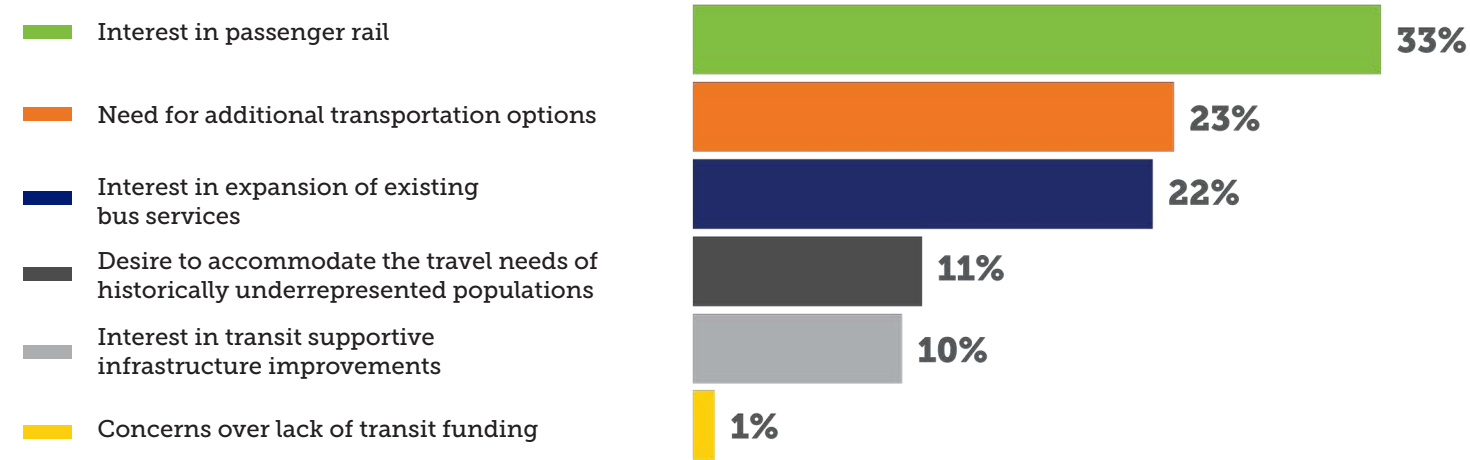
Identified Transit Needs



Source: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates; Includes Older Adults, People with Disabilities, People of Color, Low-income Residents, People with Limited English Proficiency, and Zero Vehicle Households

What We Heard

CDOT conducted a comprehensive stakeholder and public engagement effort to gather input from elected officials, stakeholders, and community members about transportation needs - including transit and human services transportation - in the UFR through one-on-one meetings, online surveys, participation in community events, and small group meetings. There were 99 transit specific comments in the UFR TPR. The highest priority transit trends and issues in the UFR that emerged from this outreach included:



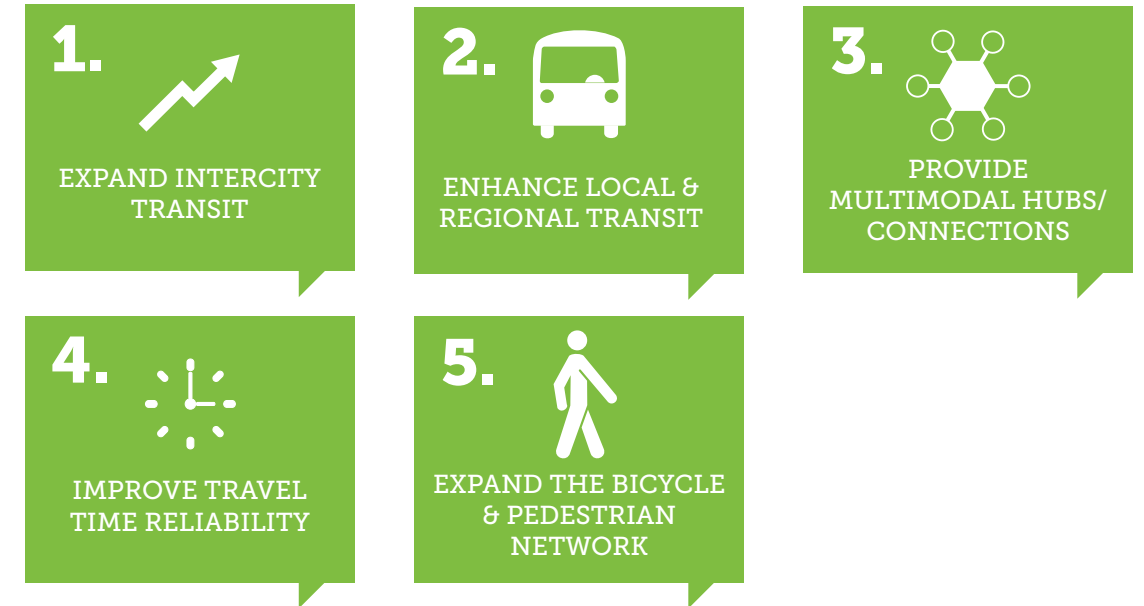
Source: 2019 Your Transportation Plan Public Input



Ranking of Potential Travel Option Improvements

Your Transportation Plan online survey respondents were asked to identify how much they value five potential multimodal transportation strategies that could help improve travel options in the UFR TPR.

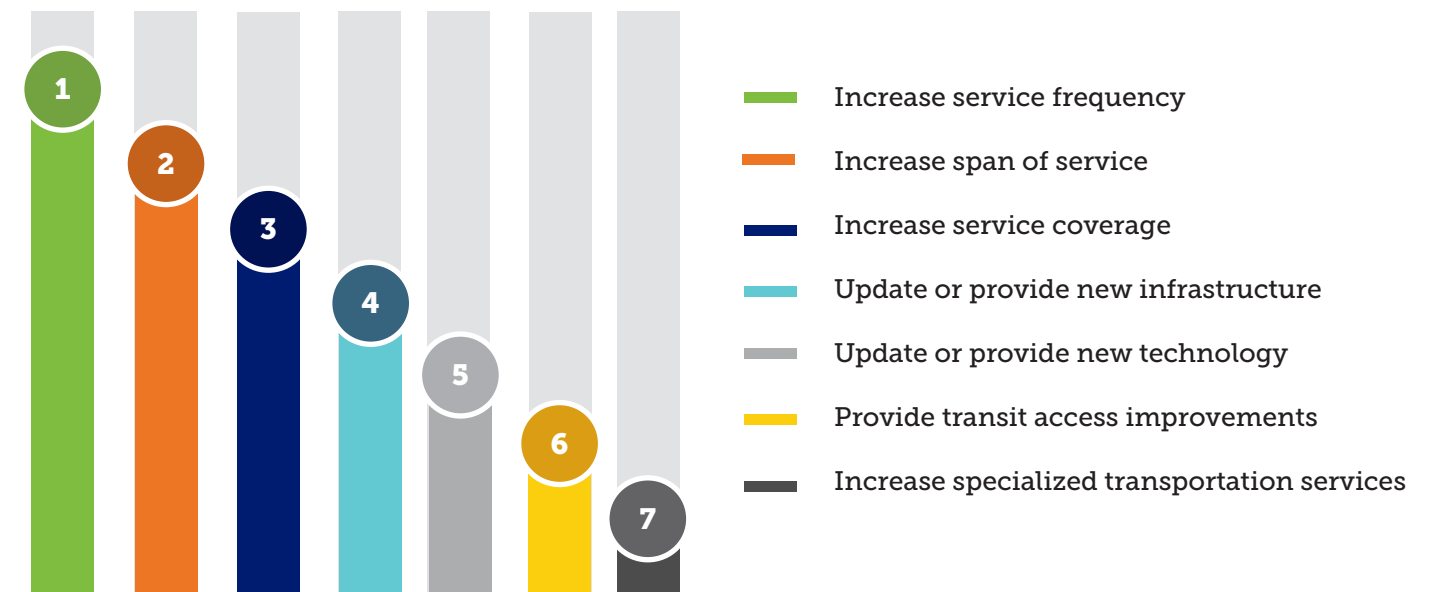
Preferred Travel Option Improvement Strategies:



Source: 2019 Your Transportation Plan MetroQuest Online Survey

Transit Provider Desired Transit Improvements

In fall 2019, a survey was distributed to transit and human services agencies in the UFR TPR. One of the survey questions asked providers what improvements are most needed in the Region. As shown below, UFR TPR providers indicated that increasing service frequency and span of service are the most desired improvements.



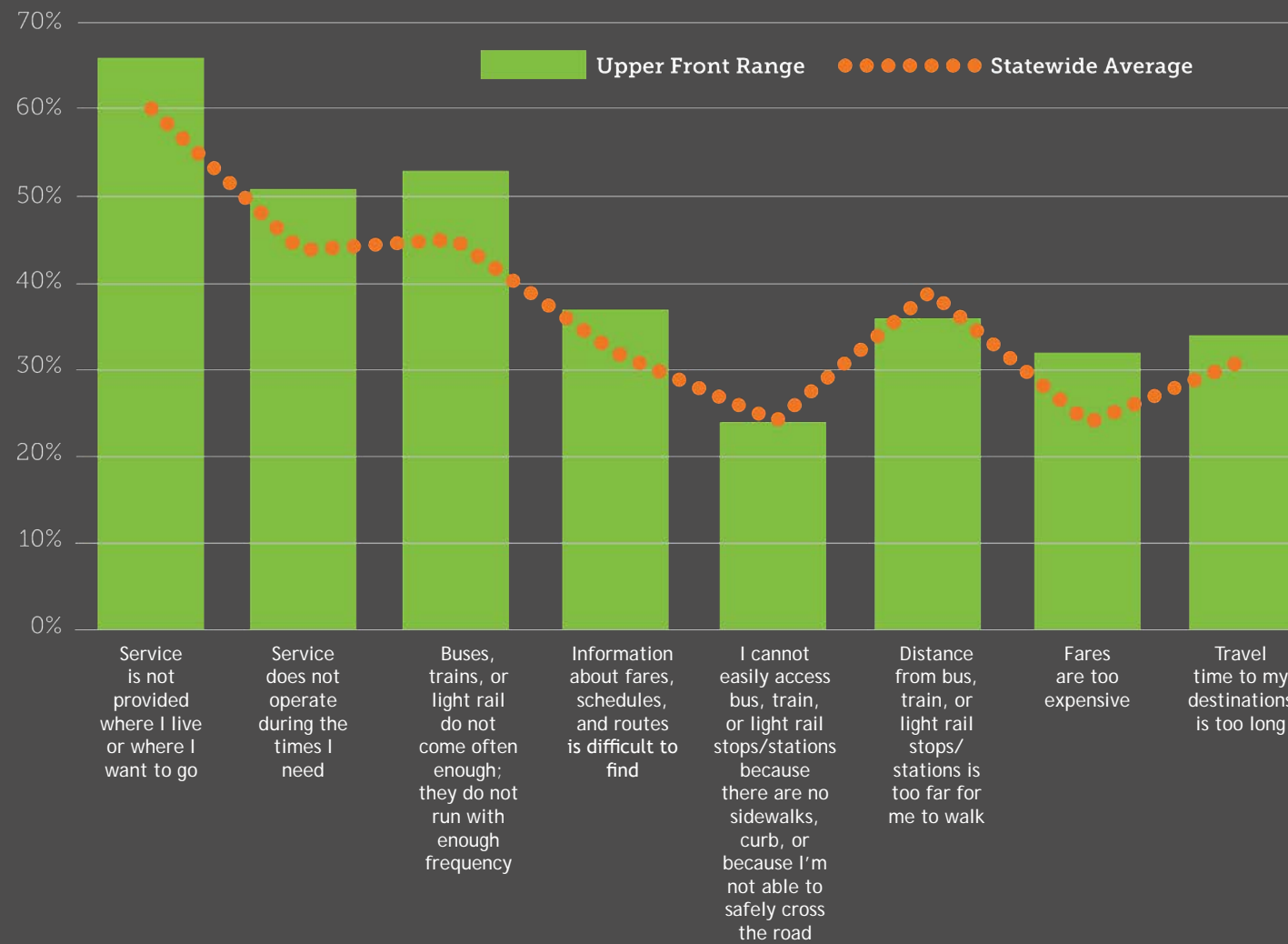
Source: 2019 Statewide Transit Plan Provider Survey

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

UPPER FRONT RANGE

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Since 2014, the data indicate a significant decrease in need for trips to get to medical appointments and shopping/pharmacy trips. However, there was an increase in need to get to work, religious services, recreation, and visiting family and friends.

Barriers to Using Public Transportation Services

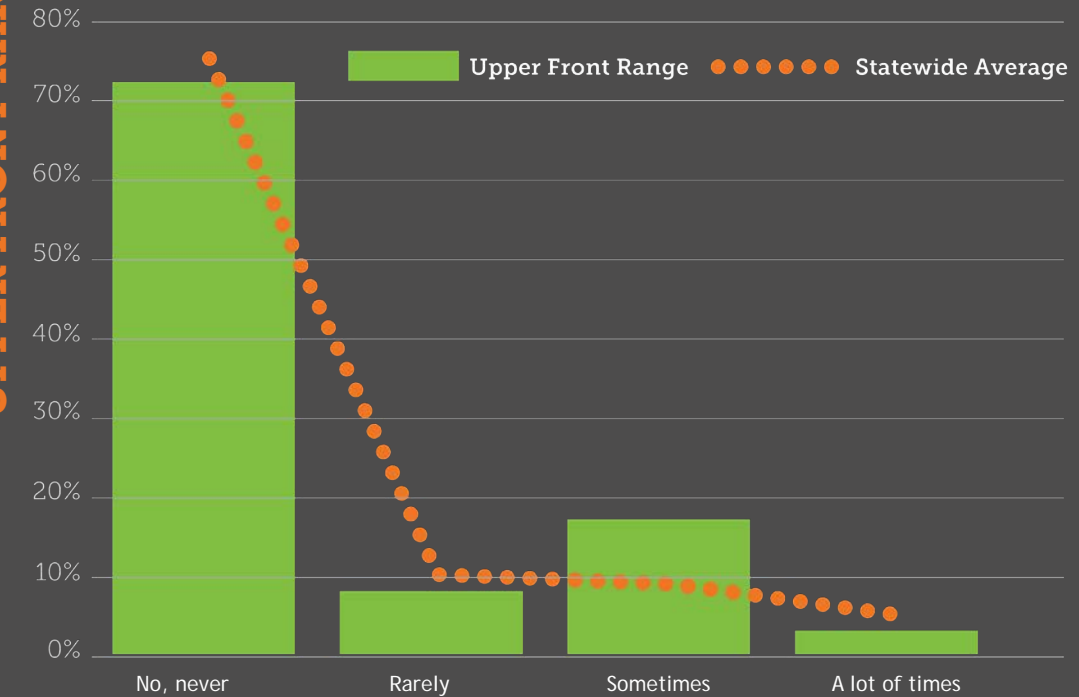


Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The most common barrier identified in the UFR TPR related to public transportation was coverage of existing services. Other common barriers included insufficient frequency of service and span of service. The survey results from people in the UFR TPR are consistent with most of the statewide averages.

Do you ever have trouble finding transportation for trips you want or need to make?

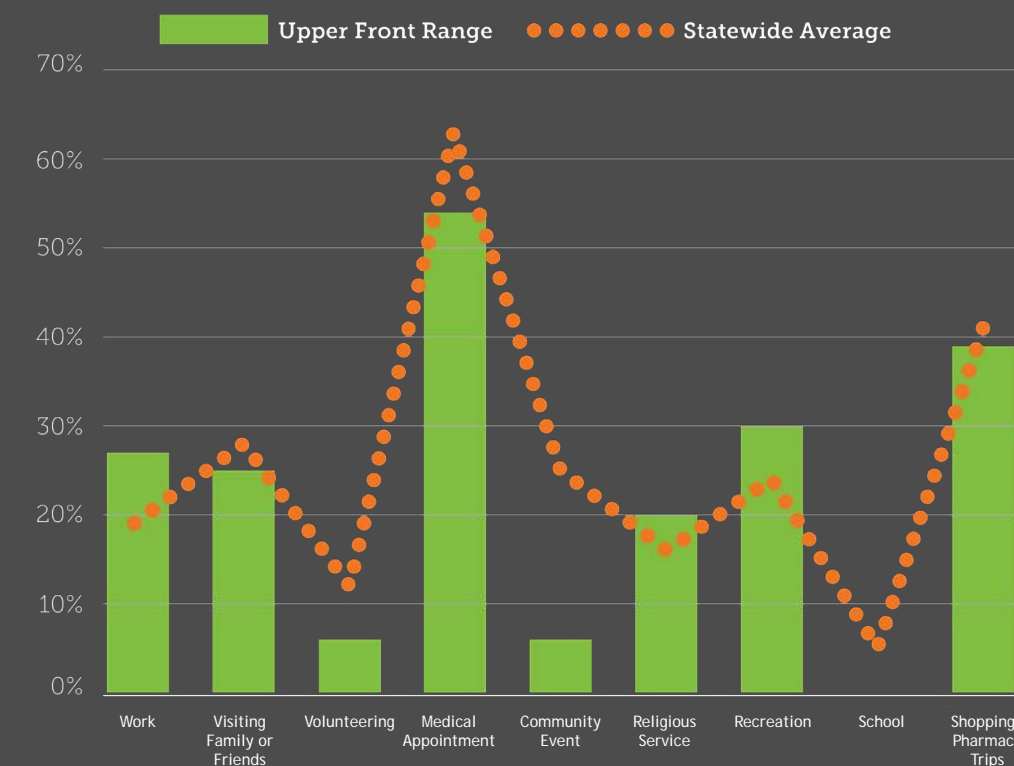
UPPER FRONT RANGE



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Compared to the statewide average, the UFR TPR survey respondents had a higher proportion of people who said they sometimes have trouble finding transportation for trips. All other category results are consistent with the statewide averages.

For what types of trips do you need transportation but have trouble finding transportation?



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The UFR TPR survey respondents said they have the most trouble finding transportation for medical appointments and shopping/pharmacy trips. However both categories ranked lower than the statewide average.

Existing Providers & Coordination Activities

All transit service provider information and associated data for the UFR TPR were collected from the 2019 Statewide Transit Plan Provider Survey, National Transit Database, previous plans, CDOT's Division of Transit and Rail, and internet research. While extensive efforts were made to collect information about all providers, the information may not be comprehensive.

Bustang and Bustang Outrider

Bustang, CDOT's interregional express bus service, is funded by CDOT and operated through a contract with a local transit provider.

Bustang to Estes Park Route - In fall 2019, Bustang piloted a new route between Denver and Estes Park. Service included two runs to Estes Park in the morning and two return trips from Estes Park to Denver in the late afternoon. This service connects the Upper Front Range TPR to the Greater Denver Area. This service will continue in 2020, and will operate from May through September.

Upper Front Range TPR stop: Estes Park

Bustang Outrider - Bustang Outrider is an interregional bus service funded by CDOT. CDOT is planning to add a daily Bustang Outrider line in 2021 between Sterling and Denver, with a stop in Greeley. The service will make stops in rural Weld and Morgan Counties and will most likely be operated by a local provider.



Bustang in Estes Park
Photo Credit: Jeff Prillwitz

Intercity Transit

Amtrak

Amtrak operates the daily California Zephyr between Chicago, Illinois and San Francisco, California providing connectivity to the national transit network. Amtrak operates one train per day on this route with six stops in Colorado.

Upper Front Range TPR stop: Fort Morgan - Westbound at 5:05AM, Eastbound at 8:25PM

DEFINITIONS Transit Service Types

Demand Response: Typically door-to-door service where you call ahead to schedule a trip (e.g., Dial-a-Ride, Call-n-Ride, Access-a-Ride).

Deviated Fixed-Route: Transit service that follows a defined route and schedule but will deviate off route within a defined area to pick up passengers upon request.

Fixed-route: Transit service that operates on a defined route and schedule.

Vanpools: Service that is organized in advance by a group of people who travel to and from similar locations at the same time.

Transit Service Categories

Human Services Transportation: Service provided by a human services agency that is typically for a specific population, such as older adults, people with disabilities, and veterans.

Intercity Transit: Open to the general public and connects to the national transit network.

Interregional Public Transit Service: Open to the general public and connects one region/TPR of the state to another region/TPR.

Local Transit Service: Open to the general public and operates primarily within a city, town, or community.

Private For-Profit Transportation: Services that are operated privately and can include taxis, resort transportation, ridehailing services (Uber, Lyft), etc.

Regional Transit Service: Open to the general public and connects communities and counties within a region/TPR.

Interregional, Regional, & Local Transit Providers

The UFR TPR has a range of interregional, regional, and local public transit providers that operate fixed-route, deviated fixed-route, commuter bus, and on-demand services.

Provider	Service Area	Types of Service	Span of Service	Fares	2018 Annual Ridership	2018 Ops & Admin Budget	2018 Vehicle Revenue Miles	2018 Vehicle Revenue Hours
Northeast Colorado Association of Local Governments (County Express and Prairie Express)	Interregional: Upper Front Range and Eastern TPRs		M-F (6:30AM - 4:30PM)	\$1 - \$3+	133,324	\$1,683,932	745,722	48,066
Town of Estes Park (Estes Transit)	Town of Estes Park		Daily (7:00AM-7:30PM)	Free	82,096	\$443,309	69,300	4,774
National Parks Service	"Hikers Express" Shuttle from Estes Park to Rocky Mountain National Park		Daily from May - October (7:30 AM - 8:00 PM)	Included in park entrance pass	Not available	Not available	Not available	Not available

Note: Ridership, budget, revenue miles, and revenue hours include all service types. Data is from the FTA National Transit Database and the Town of Estes Park.

Source: 2018 National Transit Database and 2019 CDOT Statewide Transit Plan Provider Survey

Legend

Fixed Route Bus

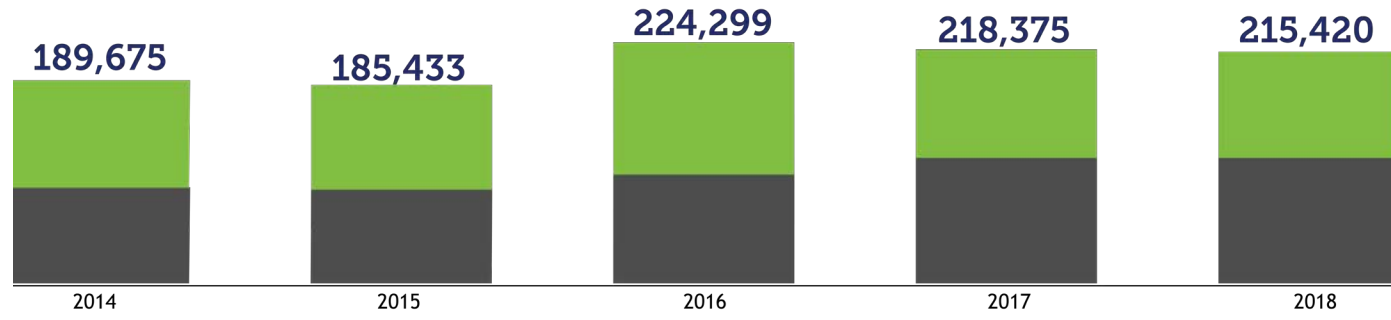
Demand Response

Deviated Fixed-Route Bus

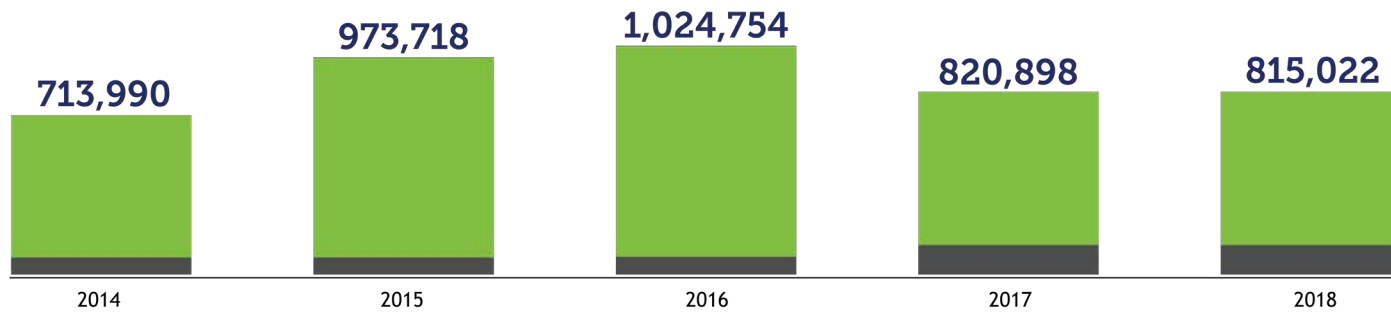
5-Year Historic Operating Data

Five-year historic trends for key transit operating metrics (ridership, revenue miles, and revenue hours) for all local and regional public transit service providers in the UFR TPR show that overall ridership, revenue miles, and revenue hours have increased since 2014.

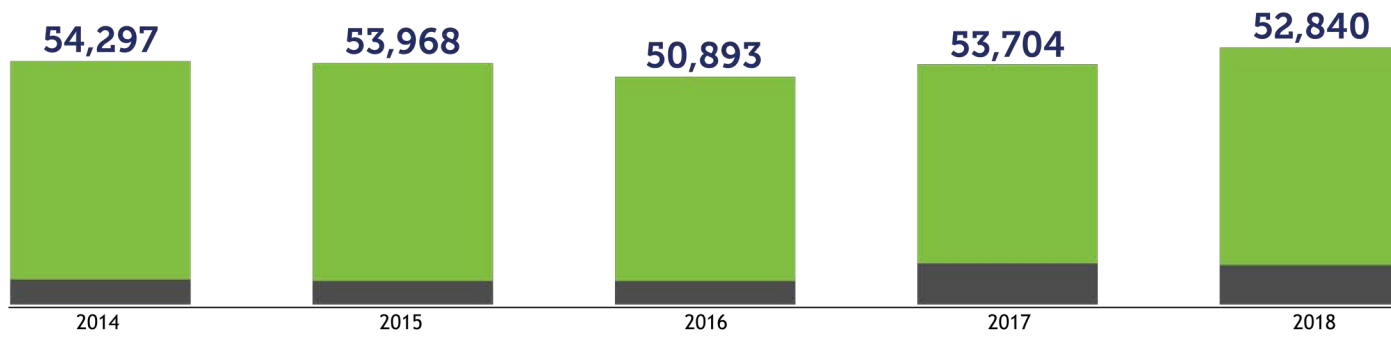
Total TPR Annual Ridership



Total TPR Vehicle Revenue Miles



Total TPR Vehicle Revenue Hours



Legend: Demand Response (Green), Fixed-Route Bus (Dark Grey)

Source: 2014 -2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

Sunset near Fort Morgan
Photo Credit: Library of Congress



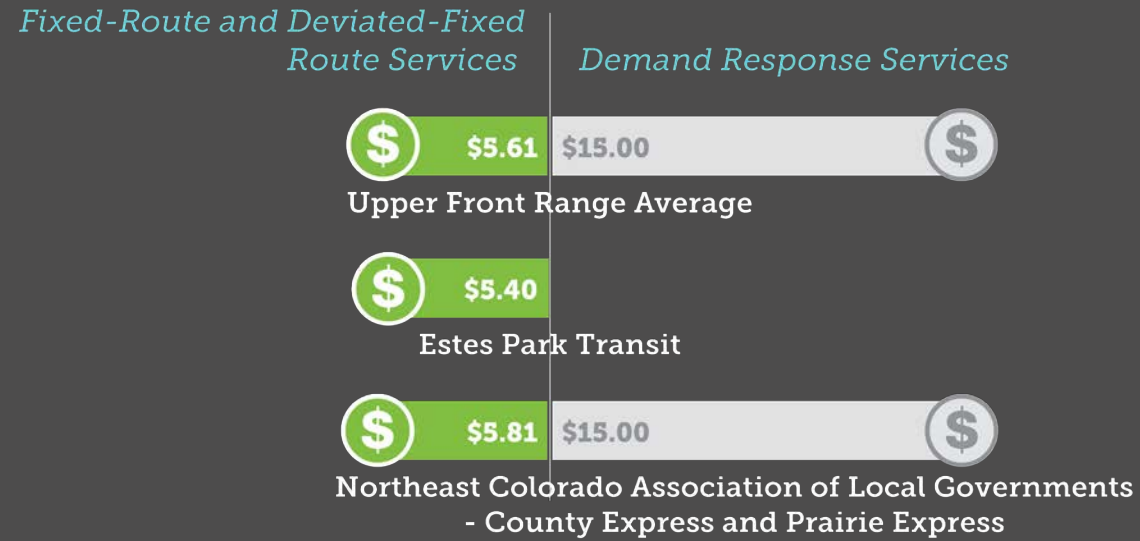
Rocky Mountain National Park Visitors Shuttle
Photo Credit: Rachel Williams, National Park Service



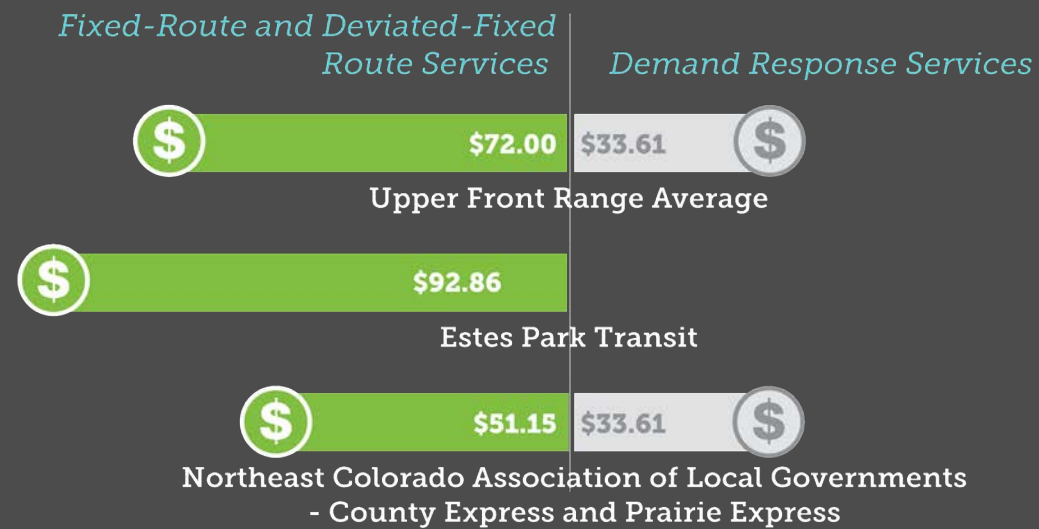
Transit Provider Service Performance Metrics

Key performance data indicate the efficiency of an agency's service operations. UFR cost/trip, cost/revenue hour, and cost/revenue mile are shown below.

ANNUAL COST/TRIP

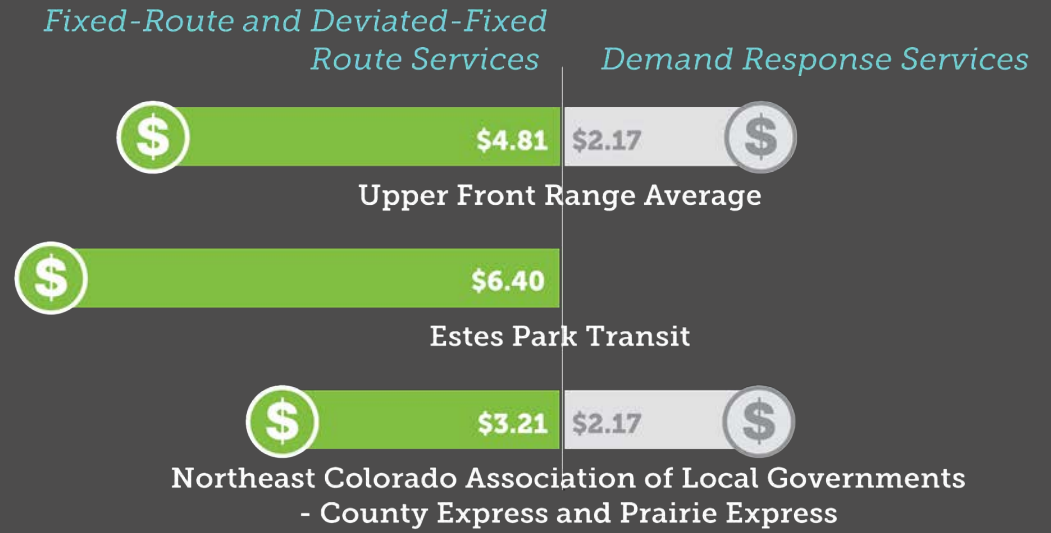


ANNUAL COST/REVENUE HOUR

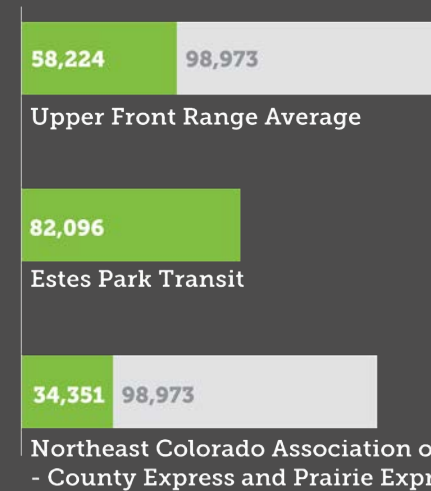


Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey

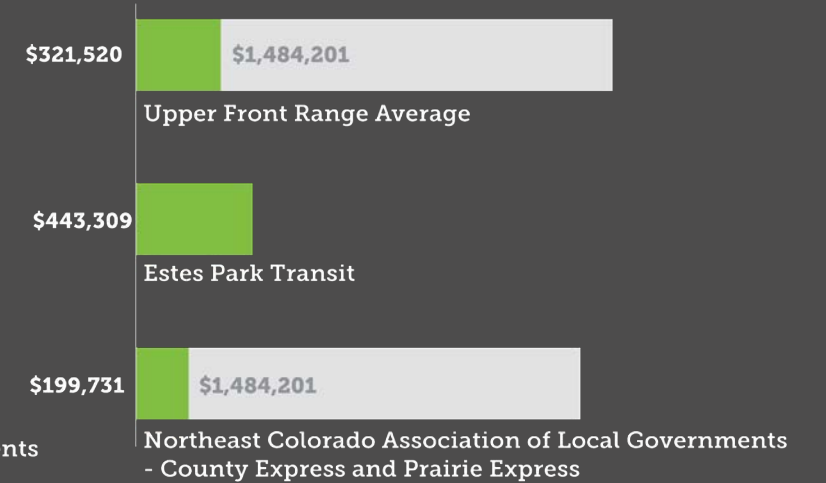
ANNUAL COST/REVENUE MILE



ANNUAL RIDERSHIP




















ANNUAL OPERATING COSTS



Source: 2018 National Transit Database and 2019 Statewide Transit Plan Provider Survey



Human Services Transportation Providers

Several human services agencies operate in the UFR TPR; however, for many of these providers, transportation is only one of the services they provide. The table below identifies human services agencies in the Region that provide transportation services and the populations they serve. The list below is limited to those that responded to the 2019 Statewide Transit Plan Provider Survey and may not be comprehensive.

Provider	Service Area	Days of Service	Passenger Eligibility	Types of Service	Approximate Passenger Trips/Year
Foothills Gateway	Larimer and Weld Counties	M-F	People with developmental disabilities	  	403,500
Heart & Soul Paratransit	Larimer and Weld Counties	Daily	Older adults (65+) and people with disabilities		13,000
Town of Platteville	Municipality	Based on available resources and client needs	Older adults (65+)		Not available
Wellington Senior Resource Center	Larimer County (10-mile radius of Senior Resource Center)	M, W, F	Older adults (65+)		Not available
Envision	Weld County	Daily	People with developmental disabilities	 	Not available
Senior Resource Services (60+ Ride)	Weld County	Daily	Older adults (65+)		Not available
Disabled American Veterans	Larimer County	M-F	Veterans		Not available
A Little Help	Larimer County	Daily	Older adults (65+)		Not available
Turning Point Center for Youth and family Development Inc.	Statewide	Daily	Patients receiving mental health and substance abuse treatment at Turning Point Center	  	Not available
Via Mobility Services	Larimer and Weld Counties	Daily	Paratransit eligible		Not available
Triangle Cross Ranch	Weld County	Based on available resources and client needs	Residents at assisted living center		Not available
Weld County Area Agency on Aging	Weld County	Based on available resources and client needs	People with disabilities, older adults (65+), Medicaid recipients		Not available

Source: 2019 CDOT Statewide Transit Plan Provider Survey

Legend

-  Fixed Route Bus
-  Vouchers or Reimbursement
-  Bus Passes or Tickets
-  Contract with other Providers
-  Specialized Services
-  Demand Response

Other Human Services Providers

Other human services providers may not offer transportation services but may offer transportation related services, fund transportation programs, or simply coordinate with transportation providers in the Region. Human service providers in the Region include Connections for Independent Living, Health of Northern Larimer County, and Larimer County Human Services. The list is limited to those who responded to the 2019 Statewide Transit Plan Provider Survey.

Private Transportation Providers

The UFR TPR has limited private, for-profit transportation providers. The existing known providers include Groome Transportation (formerly Green Rides), Dash About Town Taxi, All Seasons Transportation, and Uber and Lyft offer service in the UFR TPR.

State of Good Repair Data

CDOT's DTR comprehensive Transit Asset Management Plan meets federal requirements and was last updated in fall 2018. The Plan identifies the condition of assets funded with state or federal funds to guide optimal prioritization of investments to keep transit systems in Colorado in a state of good repair. Currently, 57 percent of CDOT tracked transit vehicles in the UFR TPR are beyond their state of good repair.

Agency	Total Revenue Vehicles	Vehicles Beyond State of Good Repair	Percentage of Vehicles Beyond State of Good Repair	Cost of Backlog
Northeast Colorado Association of Local Governments (NECALG)	62	32	52%	\$2,605,800
Town of Estes Park	5	1	20%	\$423,100
Town of Platteville	1	1	100%	\$32,100
TOTAL - Upper Front Range TPR	68	34	57%	\$3,061,000

Source: CDOT Statewide Transit Asset Inventory, July 2019

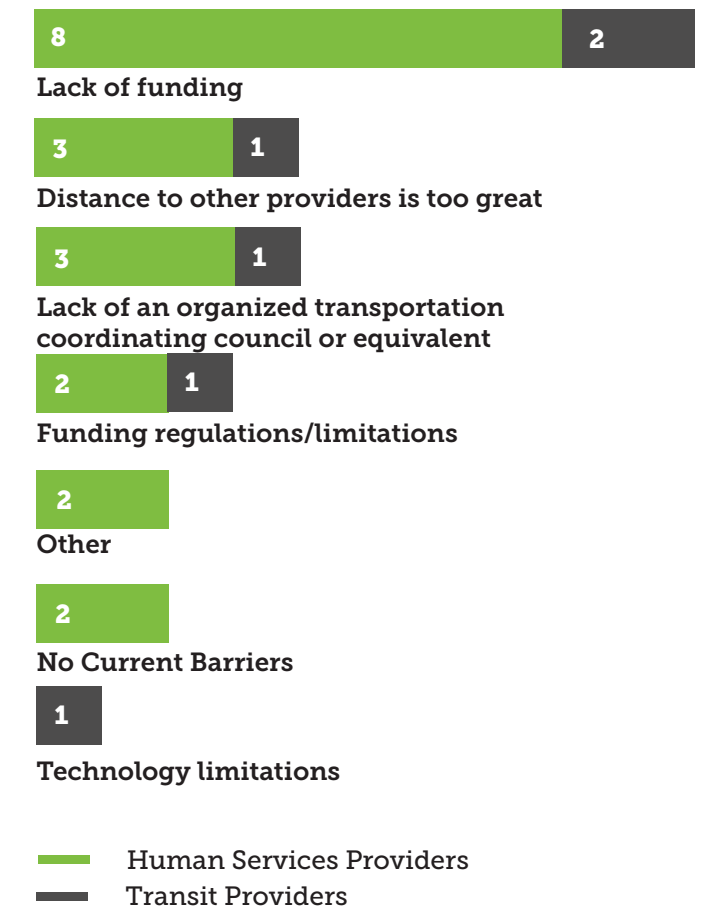
Regional Coordination Activities

Coordination of transportation services, funding sources, information, vehicles and equipment is paramount when looking for ways to minimize service duplication, create more efficient and productive systems, and provide trips to as many people as possible. A variety of existing coordination activities are occurring between transit providers and human services agencies in the UFR TPR. The 2019 Statewide Transit Plan Provider Survey gathered information from providers in the UFR TPR about coordination to better understand current activities and identify barriers.

Current Coordination Activities



Barriers to Coordination Activities



█ Human Services Providers
█ Transit Providers

Local/Regional Coordinating Council

The UFR TPR does not have a Regional Coordinating Council. However, Weld and Larimer Counties have Local Coordinating Councils. Both coordinating councils meet six times per year, with more meetings added as necessary. Additionally, the Senior Transportation Coalition of Larimer County coordinates services to ensure older adults can access medical appointments, shopping, and reach other destinations.

Coordinating Services/Schedules

Via Mobility Services is a significant stakeholder in the UFR TPR coordination efforts. Via Mobility promotes coordination by providing travel training services to agencies to help ensure clients of human services agencies across the Region can access a variety of transportation services. They also provide group travel training, mobility options information, referrals, and individual travel planning services. Via Mobility participates in the Local Coordinating Councils within their service area, including Larimer and Weld Counties.

Via Mobility also brokers trips in Weld County to the Senior Resource Services Center. By using taxis and other organizations' volunteer drivers, Via Mobility saves operating funds by offsetting the need for additional routes and vehicles while increasing the number of rides it provides. Their services have allowed other human services providers to reduce or eliminate the need to operate their own vehicles and programs, leading to reduced operating expenses, reallocated staff, and reduction of duplicate services.

Via Mobility's travel training program educates its trainees on how to use fixed-route public transit. This results in clients taking thousands of trips annually on public fixed-route services instead of demand response. This opens up trip availability for high need clients and results in overall cost savings.

In addition, Connections for Independent Living, Foothills Gateway, Heart & Soul Paratransit, and the City of Fort Morgan all participate in their Local Coordinating Council.

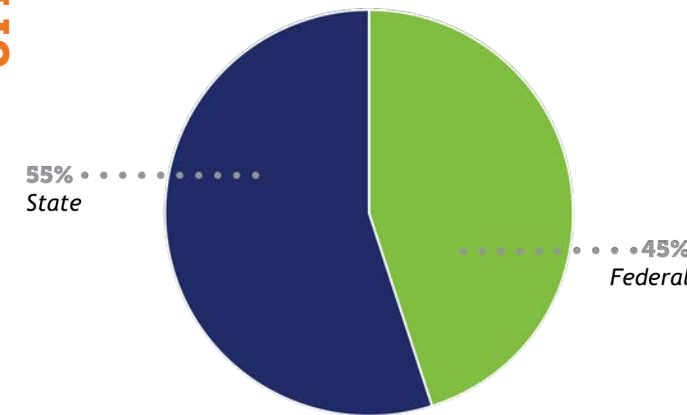
Vehicle/Facility Sharing

A Little Help shares transportation resources with other providers to serve older adults in the Region. The Town of Estes Park allocates funding to Via Mobility Services to provide on-demand rides for older adults and people with disabilities.

Financial Snapshot

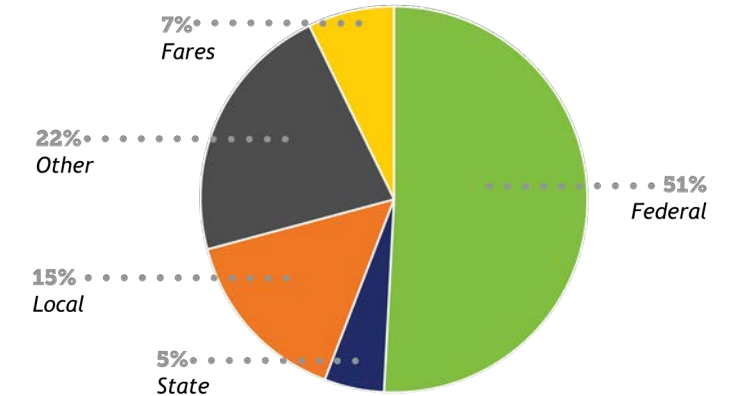
Transit funding is complex and Colorado providers typically use a patchwork funding approach that includes federal, state, local fares, donations, and/or tax revenues. Public funds are primarily used to support transit and transportation services in rural parts of Colorado, with most agencies relying on federal funds from the FTA. Based on 2014-2018 budget data, 45 percent of the UFR TPR's capital revenues and just over half of its operating revenues were from federal sources. Operating revenues were supplemented by state and local funds, fares, donations, and partnerships.

Capital Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

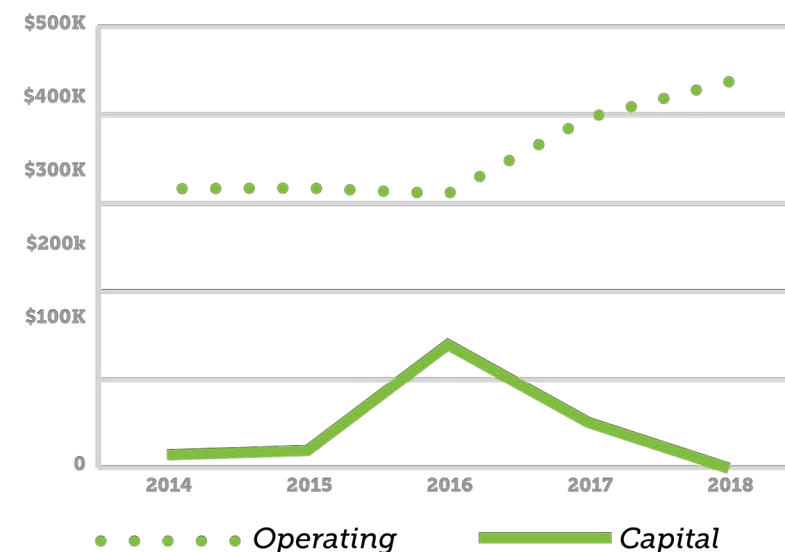
Operating Revenue Sources



Source: National Transit Database 2014-2018 5-Year Averages and 2019 Statewide Transit Plan Provider Survey

Historic Revenue Data

The chart below shows five-year UFR operating and capital funding trends. Operating funds increased by over 35 percent over the five-year period with capital funding flat except for in 2016 and 2017.



Source: National Transit Database 2014-2018 and 2019 Statewide Transit Plan Provider Survey

Additional 10-Year Capital & Operating Needs

Additional capital and operating projects were identified by UFR TPR participants, transportation providers, CDOT staff, and other key transit stakeholders throughout the Region. Project needs identified do not include any anticipated fleet replacement funds needed to maintain all assets in a state of good repair. See page 23 for the full list of additional project needs.

Capital Project Needs: \$11.8M
Operational Project Needs: \$32.8M
Total Identified Need: \$44.6M

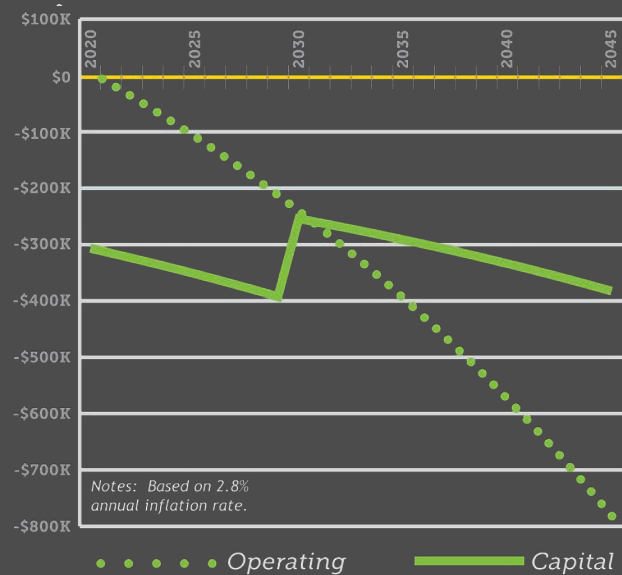
Regional Transit Revenue Trends

Annual Operating/Capital Projections

Annual operating and capital funding projections for the UFR TPR provide a framework for planning for transit in the future. However, while planning projections are informative, they are in no way predictions of the future. Many factors influence revenue projections, including: (1) availability and allocation of federal, state, and local funds; (2) economic volatility; and (3) the rate of inflation. To provide a foundation for future planning, annual operating and capital projections for the UFR TPR were developed based on 2018 National Transit Database data and survey responses from the 2019 Statewide Transit Plan Provider Survey.

Scenario 1: Maintain the Status Quo

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 1 assumes that no additional operating or capital funds are available for transit through 2045. Due to inflation, operating funds continue to diminish over the 25-year planning horizon. Capital revenue declines through 2029 with a spike in revenues in 2030. This is due to the annual investment required to retire the current backlog of vehicles operating beyond their useful lives by 2029 and ensuring that all other vehicles are replaced on time to maintain a state of good repair. While capital projections are still in a deficit, the impact is more gradual after 2030.

Scenario 2: Maintain the Status Quo + New State Funding

Projected Surpluses/Deficits 2020-2045



Source: CDOT

Scenario 2 builds on Scenario 1 by assuming an additional \$50 million in state funds are allocated to transit each year through 2045. The projection is based on the SB-267 funding allocation formula. The Region's allocation of state transit funding from 2023-2045 is split 50/50 between capital and operating. New state funding positively impacts capital revenues over time and also boosts operating through 2035. After 2035, operating revenues continue to decline due to inflation and will require additional revenue sources to maintain service over time.

Funding Programs & Opportunities

Federal funding is the primary revenue source for transit and human services providers in the State of Colorado for both operating and capital projects. CDOT serves as the designated recipient for rural transit funds and allocates Grants for Rural Areas (5311) funding based on a Colorado-defined rural funding allocation methodology. CDOT allocates Bus and Bus Facilities (5339) and Planning (5304) funds through an annual competitive grant application process open to rural providers in the State.

Historically, limited funding for operating and capital transit needs has been available. In 2017, the state legislature approved Senate Bill 267 (SB-267), which allocates \$500 million in general funds for each of four years to address transportation needs. SB-267 mandates that at least 10 percent, or \$50 million, is allocated to transit capital projects annually. Twenty-five percent of the SB-267 transit funds are allocated to CDOT projects, including Bustang; approximately 50 percent of funds are to be allocated to CDOT and partner agency projects; and 25 percent of funds are allocated to local agency transit improvement projects. SB-267 is only a four-year program; for the funding to continue, the state legislature would have to approve such legislation.

Given the limited state funding for transit, many transit agencies in the state rely heavily on local funds to support their service, especially operating dollars. Alternative funding sources to support transit services locally and regionally include:

- General funds
- Lodging taxes
- Parking fees
- Property taxes
- Public-private partnerships
- Rural transportation authorities
- Sales and use taxes
- Sponsorships/donations
- Tourism taxes
- Utility taxes
- Utility taxes/fees
- Vehicle fees

Federal Transit Administration Funding Programs

- Accelerating Innovative Mobility - 5310
- Access and Mobility Partnerships - 5310
- Bus and Bus Facilities Discretionary Program - 5339(b)
- Capital Investment Grant - 5309
- Enhanced Mobility of Seniors and Individuals with Disabilities - 5310
- Grants for Buses & Bus Facilities - 5339(a)
- Grants for Rural Areas - 5311
- Human Resources & Training - 5314
- Integrated Mobility Innovation - 5310
- Low or No Emission Vehicle Program - 5339(c)
- Mobility for All Pilot Program Grants - 5310
- Mobility on Demand (MOD) Sandbox Demonstration Program - 5312
- Pilot Program for Transit-Oriented Development Planning 20005(b)
- Planning Grants - 5304
- Public Transportation Innovation - 5312
- Rural Transportation Assistance Program - 5311(b)(3)
- State of Good Repair Grants - 5337
- Technical Assistance & Standards Development - 5314(a)

UPPER FRONT RANGE TPR SENATE BILL-267 PROJECTS

CDOT's Transportation Commission approved SB-267 transit projects in December 2019, with \$4.63 million allocated to the UFR TPR over four years. Projects include:

- Outrider stop and shelter improvements in Brush!, Fort Morgan, Lochbuie, and Hudson
- Partner/capital call for projects (TBD)

Implementation Strategies

Implementation actions are meant to be near-term, practicable measures related to the TPR's transit vision and goals and to support the implementation of identified transit projects in the Region.

- Advocate for stable funding to maintain the operation of existing transit services
- Advocate for full funding of TPR-identified transit capital, operating, and planning projects (see project list on page 23)
- Maintain all assets in a state of good repair and seek funding for storage and maintenance facilities to extend the useful life of vehicles
- Advocate for interregional service along US 85 connecting to the Regional Transportation District in the Denver Metro area
- Advocate for regional transit service along US 34 connecting Estes Park with I-25
- Maximize existing and seek new funding sources to expand local and regional services to include additional days, hours, and geographic coverage
- Improve transit amenities in the Region, through increased signage and shelters, and more inclusive and accessible street design
- Consider ways to integrate transit and improve access to transit along main streets for residents, employees, and visitors
- Consider transition of transit fleets to electric vehicles or other alternative fuels or technologies

Transit Project List

Based on findings from public input, data about gaps and needs, and input from stakeholders, UFR TPR members identified a list of projects for the Region. The TPR will determine priorities based on available funding, grant opportunities, agency needs, etc.

Legend

- Public Health
- Quality of Life
- Asset Management
- Mobility
- Tourism
- Bike/Ped
- Safety
- Economic Vitality

Planning Project ID	Project Name	Project Description	Capital Cost (\$M)	10-Year Operating Cost (\$M)	Project Benefits
1019	Essential Bus Service between Sterling, Fort Morgan, and Greeley (Proposed Outrider Service)	Outrider bus service between Sterling-Fort Morgan-Greeley; assumes one roundtrip per day 365 days/year, purchase of two vehicles; cost based on \$4.20 per mile	\$0.85	\$1.39	
1396	New Interregional Service between Estes Park and I-25	Regional service along US 34 connecting Estes Park with I-25; three days per week (1,250 annual hours)	\$0.08	\$1.00	
1426	New Local Fixed Route Service in Fort Morgan	Shuttle fixed route in Ft. Morgan; two vehicles; 6 days/week	\$0.12	\$2.20	
1427	New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)	Fixed-route service between Brush, Fort Morgan, Log Lane, Wiggins, Snyder; 5 days/week, 8-5pm, one vehicle	\$0.06	\$2.00	
1460	Expansion of NECALG's County Express Demand Response to Connect to Outrider	Additional operating dollars and vehicles to expand County Express Demand Response service to provide "first/last mile" connections to Outrider (project costs include annual operating at \$20,000/year, two cutaway vehicles at \$80,000 each)	\$0.16	\$0.20	
1461	Bustang Bus Service between Greeley and Denver	Bustang bus service between Greeley and Denver, assumes 10 roundtrips per weekday and 2 roundtrips on weekends and major holidays, purchase of four vehicles	\$2.52	\$14.47	
1768	Regional Fixed-Route Transit Service from Wellington to Fort Collins	New regional fixed-route (or deviated fixed-route) transit service between Wellington and Fort Collins; one round trip, one day per week	\$0.80	\$0.04	
1802	North I-25 Transit Service	Interregional bus service from Fort Collins to Cheyenne; One round trip per day 365 days/year, one new vehicle	\$0.50	\$1.55	
1824	Bustang Service from Boulder-Lyons-Estes Park	Operational information will be determined at a later date	---	---	
2465	Essential Bus Service between Sterling and Denver (Proposed Outrider Service)	Outrider bus service between Denver and Sterling; assumes one roundtrip 5 days per week 52 weeks per year; purchase of 2 vehicles; cost based on \$4.20 per mile	\$0.85	\$2.77	
2490	Outrider Improvements at Brush!, Fort Morgan, Lochbuie, and Hudson	Stop and shelter improvements at Brush!, Fort Morgan, Hudson, and Lochbuie to support new Outrider service from Sterling to Greeley set to begin operating in 2021	\$0.32	---	
2525	Estes Park Electric Trolley / Bus Barn	Install charging station and storage building for electric trolley (January 2020,) plan for another electric trolley in fall/winter 2020. Project assumes building will go on Elm Road property	\$0.32	TBD	
2526	Charging Station for Estes Park Battery-Electric Trolley	Two FTA grants received for electric trolley vehicles and charging stations for Estes Transit fleet (via 5339b funding)	\$0.01	TBD	
2527	Estes Park Transit Stop Improvements	Design, produce, and install semi-permanent stop signage and bus shelters for Estes Park Transit Service.	\$0.15	TBD	
2528	Estes Park Transit Access Control Gates	Installation of BOR-required equipment and safety measures to allow reinstatement of the Green Route. Project cost includes design, material, and construction	\$0.06	TBD	
2529	Estes Park Public Restroom Facilities at Events Complex Park-N-Ride & Transit Hub	Install public restroom facilities near the bus pull-out and shelter on Manford Avenue	\$0.04	TBD	
2530	Estes Park Transit Improvements	Various transit improvements to the Estes Park Visitor Center and other transit enhancements	\$2.07	TBD	
2543	NECALG Facilities Needs Study	Determine needs, location, and alternatives for bus storage and admin facility for NECALG transit	TBD	\$0.05	
2544	NECALG Bus Barn Design and Construction	Identify preferred site location and alternatives for bus storage and administration facility for NECALG transit	\$2.50	\$2.50	
2606	Region 4 Mobility Hubs		TBD	TBD	
2700	One Call/One Click Center	Operate a call center in Larimer and Weld counties at the North Front Range MPO coordinating rides for human service and transit agencies, provide local and technical assistance for the purchase of vehicles/expansion of services, and provide support for increased partnerships and relationships through local coordinating councils	\$0.06	\$4.67	



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