North Front Range Transit Vision
How did we get here?

- 1997 - FoxTrot
- 2000 - Became an Urban Area following US Census
- 2009 - Loveland/Fort Collins Transit Strategic Plan resulting in Citizen Advisory Committee recommending study to consolidate transit services
- 2010 - US Census expands TMA and regional partnership to launches FLEX service to Longmont
- 2012 - Regional partnership to evaluate feasibility of consolidating regional transit services
Study area
Current transit services

Berthoud Area Transportation Services

Annual Operating Costs: $210,000
Annual Riders: 10,000

Transfort

Annual Operating Costs: $8,700,000
Annual Riders: 2,200,000

CO.L.T.

Annual Operating Costs: $1,100,000
Annual Riders: 130,000
Project Purpose

Explore and analyze options for potential integrated regional transit services and operations, governance, and decision-making with the aims of:

- Improving service
- Increasing ridership
- Improving transit cost-effectiveness
Inputs

- NFRMPO Long Range Transportation Plan
- Peer City Research
- Public review
- Stakeholder comments
- Steering Committee
- Study Area Data
- Transit Strategic Operating Plan
- Local and regional projects
- Final recommendations

Stakeholder comments

NFRMPO
Long Range Transportation Plan

Peer City Research

Public review

Study Area Data

Steering Committee

Transit Strategic Operating Plan

Local and regional projects

Final recommendations

What have we learned?

- Existing and growing demand for paratransit service
  - Gap in service between Fort Collins and Loveland
  - Growing senior population
  - Preference toward localized “personal touch” service

- Regional growth patterns (population, employment and health care)

- Large number of intra-regional trips (especially on 287 Corridor)

- Long-term funding uncertainty

- Regional air quality improvement goals

- Outlying communities’ interest in transit service (Laporte and Windsor)
Need Statements

1. Increase Operational Efficiency*
2. Increase Customer Benefit and Ridership*
3. Improve Regulatory Compliance
4. Implementation of Regional Plans
5. Political Support and Fiscal Sustainability*

* - Steering Committee designated higher priority
Options Explored

Integration Options:
- Fixed-route
- Paratransit
- Total System
- Maintenance
- Other options

Governance Options:
- Intergovernmental Agreements
- Regional Service Authorities
- Regional Transportation Authorities
- Special districts
- Special statutory districts
## Operations Integration Options Evaluation

<table>
<thead>
<tr>
<th>Status Quo</th>
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**Overall Evaluation**

| LOW-MED (12) | MED-HIGH (31) | MED (24) | HIGH (36) | LOW-MED (15) | MED-HIGH (31) |
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### Estimated Cost Savings:

- **Fixed Route**: Short term - none; long-term: $240,000 +/- annually
- **Paratransit**: Short-term and long-term: $50,000 +/- annually
Integration of fixed-route and paratransit has significant user benefits beyond immediate cost savings (coordinated schedules, website, etc.).
Integration Options: Highlights

- **Short-term financial savings** for Paratransit ($52,000)

- Fixed-route and paratransit integration options offer **long-term savings potential** (total approaching $300,000 annually)
  - Shared overhead
  - Administrative personnel savings over time

- Maintenance integration could increase costs initially but could result in long-term savings

- No apparent immediate operational cost savings for BATS to integrate but should be studied further
### Governance Options Evaluation

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**Political Feasibility**
Governance Options Highlights

- Low political feasibility for governance options that reduce local oversight

- IGAs allow for ease of formation
  - Allow for phased integration if needed
  - Each participating entity maintains budgetary authority
Study Conclusions

- Ultimate integration of all regional Fixed-Route and Paratransit Operations would provide long-term cost savings and short-term benefits to users.
- Initial short-term integration of Fort Collins and Loveland operations could be accomplished through IGA.
- IGA would need to allow for Larimer County, Berthoud, Windsor, Timnath, NFRMPO and others to join IGA if desired.
Steering Committee Recommendation

- Pursue integration of Fixed Route and Paratransit service through IGA

- Be sure to include all parties interested in participation

- Formal Letter of Recommendation to come
Next Steps

- No formal action at this time; presenting goals/recommendations to governing entities
- Facilitate community and local agency dialogue
- If some or all recommendations are accepted, develop Joint Task Force to begin drafting IGAs