

# Chapter 6: Recommendations and Implementation

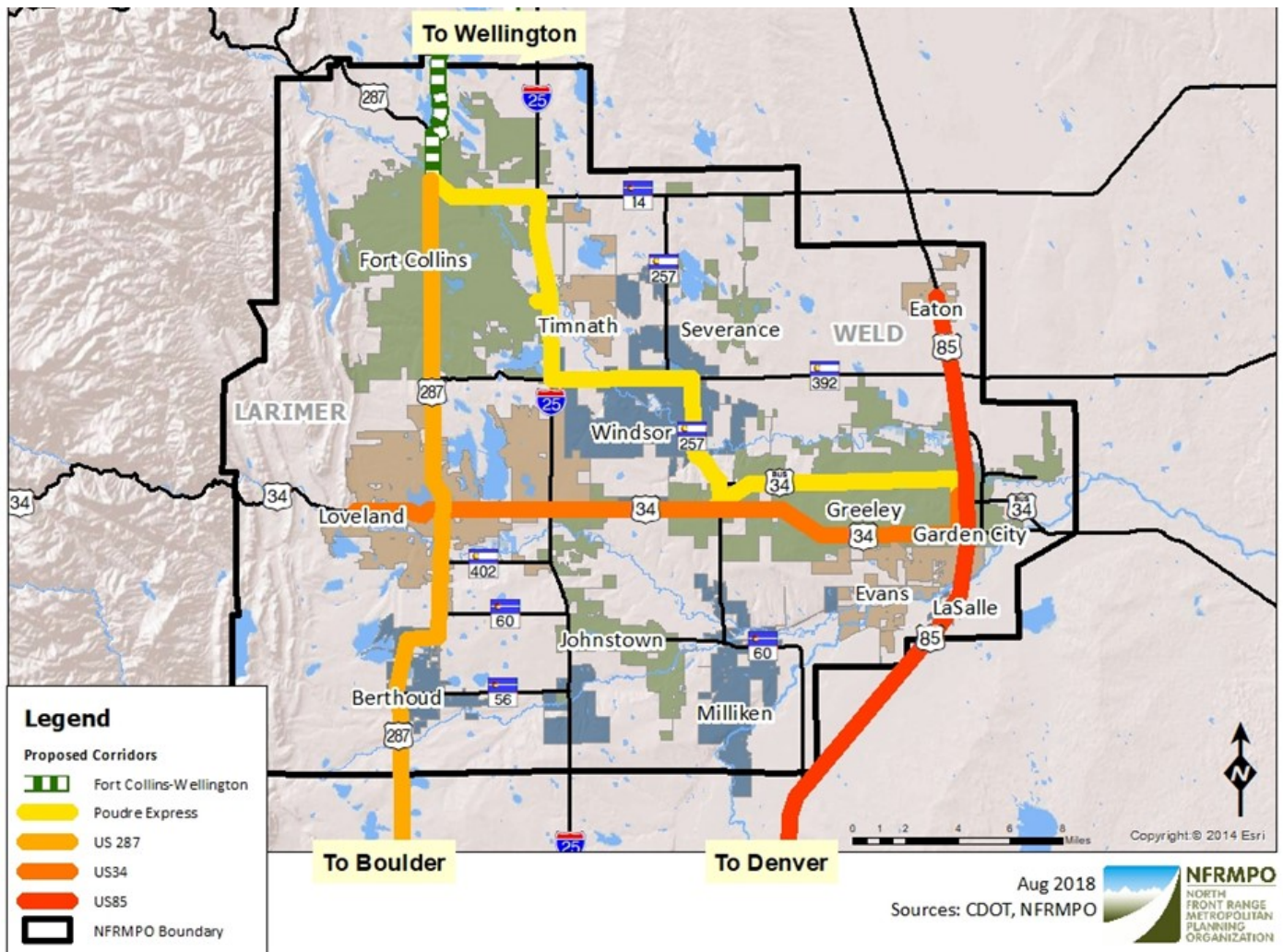
## Recommendations

The 2045 RTE expands upon the range of recommendations presented as part of the 2040 RTE. In addition to recommending routes for further consideration, the 2045 RTE includes a suite of recommendations to address coordination, operations, and technology. The following subsections detail these recommendations; a summary of all recommendations is provided at the end of this Chapter.

## Recommended Routes

Based on quantitative data analysis, travel demand modeling, and survey inputs, the 2045 RTE recommends funding the Medium Investment Scenario, as shown in **Figure 6-1**. The North Front Range region should also consider studying transit on all corridors included in the Build Out Investment scenario, including the Great Western Railway alignment.

Figure 6-1. Proposed Corridors for Investment



## Finding Local Inspiration

Providing regional transit service is not a new concept for communities and providers in the North Front Range. As the region plans for new transit connections, it may be helpful to review the processes that helped develop the current, successful regional services. In particular, the FLEX service between Fort Collins and Boulder, and the work done by GET as an agency serve as two excellent models for inter-jurisdictional collaboration.

FLEX service was formed through a partnership among town, city, and county stakeholders and is funded by subsidies from these jurisdictions. The route is operated by Transfort, due to its capacity to operate and maintain the vehicles. The municipalities meet regularly to provide input to Transfort. Transfort is the DR for FTA funding, has existing structures and capacity to operate the service, and the ability to operate and maintain the vehicles. This is not to say all future regional transit

should be operated by Transfort, but rather the process for governance and funding could be replicated. Like the FLEX, GET provides transit service to Greeley, Evans, and Garden City through an Intergovernmental Agreement (IGA). IGAs are a good way to build on existing governmental infrastructure and capacity while maximizing operational efficiency.

In addition, Transfort, COLT, and GET have all worked together on various projects. In 2017, GET provided additional capacity for Transfort during CSU football games with buses and operators. COLT contracts with Transfort for a Transit Manager position, allowing COLT access to the existing services and knowledge within Transfort. The expectation of the *2045 RTE* is that relationships like these will not just continue, but also grow.

## Consolidating Planning Efforts

On December 7, 2017 the NFRMPO Planning Council adopted the *2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)*. The Coordinated Plan is updated every four years as part of the NFRMPO's long-range planning process. The *2017 Coordinated Plan* serves as the strategic plan for the NFRMPO's Mobility Coordination program through 2021. Specifically, it seeks to guide the improvement of transportation for vulnerable populations, including older adults and individuals with disabilities. This process is conducted in accordance with requirements for entities receiving FTA §5310 funds.

The *2017 Coordinated Plan* kicked off in October 2016 with a joint public meeting of the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC). Over the subsequent year, LCMC and WCMC provided guidance at their bi-monthly

meetings. In addition, NFRMPO staff attended community meetings, senior lunches, and community events throughout the region to discuss the issues facing these population in transportation. Throughout this process, transportation needs in the unincorporated areas remained one of the most commonly cited needs.

Currently, the *Coordinated Plan* and *RTE* are developed separately, though there exists significant overlap between key stakeholders, outreach processes, and content. Given these inherent similarities, it is recommended the *Coordinated Plan* and *RTE* be consolidated into one plan and plan process moving forward. Consolidation would prevent duplicative work, reduce demand on stakeholders, and enable the *RTE* to more holistically address transit needs within the region. Additionally, the *Coordinated Plan* could be expanded to act as the short-range plan.

## Equitable Investment

Equity arose as a central theme during the *2045 RTE* outreach process. Equity, in the context of providing transit service, means providing everyone the service they need, rather than providing everyone uniform service. For example, providing fixed-route services within a half-mile walkshed of every person in the region may provide equal service, but this service may not be equitably accessible to users requiring paratransit, older adults, individuals dependent on transit for transportation, and youth.

Though financial constraints restrict achievement of completely equal and equitable service, transit investment should strive to prioritize equity, ensuring populations of all abilities, ages, and income levels have the same access to transportation opportunities that fit their specific needs.

## Statewide Transit Development Program

The Transit Development Program (TDP) was developed as planning tool containing a comprehensive, Statewide list of capital transit projects. Transit stakeholders within Each Transportation Planning Region (TPR) and MPO across the State contributed to provide CDOT with a list of unfunded capital projects and priorities.

Each MPO and TPR was provided an estimate of potential future funding and asked to prioritize projects to be included in the Tier 1 Development Program. As funding becomes available, projects within the Tier 1 Development Program should be considered for funding first. The TDP and the Tier 1 Development Program are both living documents and are subject to revision as new planning needs and funding opportunities arise.

The TDP was developed in anticipation of several potential new funding opportunities, including funds from SB18-001, statewide transportation funding initiative SB 17-267 and multiple transportation funding ballot initiatives. At the publication of the *2045 RTE*, the status of these funding opportunities is unclear; however, the TDP will remain a valuable tool to reference as funding opportunities arise. The *2045 RTE*

recommends using the TDP as a starting point for further identifying and prioritizing any transportation projects for funding. The full list of projects identified for the NFRMPO portion of the TDP can be found in **Appendix C**.

## Technological Considerations

Given the horizon of the *2045 RTE*, it is difficult to predict the trajectory of technological advancements that may impact the feasibility and performance of regional transit. The *2045 RTE* recommends prioritizing investment in technologies that are expected to enhance user experience or improve mobility. Specifically, the *2045 RTE* recommends studying the feasibility of a singular, regional (universal) transit pass accepted by all major transit providers. A Universal Pass would facilitate intercity transfers for existing regional routes, like the FLEX, and for future regional routes, like the Poudre Express. A Universal Pass may also facilitate coordinated data collection efforts to better quantify boardings between all partnering providers, allowing for data-driven prioritization of routes based on demand.

Additionally, the *2045 RTE* recommends the development of a regional transit web-based or mobile-based app that would enable users to quickly plan the most efficient route between communities, accounting for transfers, wait times, etc. To be as accessible to all users as possible, the app may include features to accommodate users with limited sight abilities and limited English proficiency.

## Education

Rider education remains one of the most prominent barriers to increasing ridership. During the *2045 RTE* outreach process, several community members marked a lack of knowledge as their primary reason for not using transit. The *2045 RTE* recommends the development of a regional transit education program including how to plan a trip, payment options, how to transfer, how to request a stop, how to load and unload a bike, and the economic, health, and environmental benefits of riding transit. In addition to a coordinated rider and potential rider

education program, the 2045 RTE recommends expanding the existing Travel Training Program to give potential riders the hands-on experience they may need to confidently ride transit. All educational materials

should be made accessible to users of all abilities, including users with limited sight and hearing, as well as users with limited English proficiency.

## Implementation

Developing a useful plan requires the identification of actionable steps capable of achieving established goals and objectives. The following sections present suggested actions for the 2045 RTE and metrics to help track the implementation of this Plan.

### 2045 RTE Action Plan

**Table 6-1** provides a high-level overview of the action steps required to implement the recommendations detailed in the beginning of this Chapter, including approximate timeline and responsible parties.

*Table 6-1. 2045 RTE Action Plan*

Action	Timeframe	Responsibility
<b>Route Recommendations</b>		
Support the funding and development of the Poudre Express	2021	Fort Collins, Greeley, Windsor
Invest in transit along US34, US85, and US287	2045	Transit Agencies
<b>Coordinated Planning</b>		
Consolidate the Coordinated Plan and RTE planning process	2022	MPO Staff
Coordinate the RTE planning process with other regional transit planning processes	2022	MPO Staff
<b>Equitable Investment</b>		
Coordinate with local human services providers to identify transit need for vulnerable populations	Ongoing	MPO Staff and Transit Agencies
Coordinate with local transit providers to address identified paratransit needs	Ongoing	MPO Staff and Transit Agencies
Work with local transit providers to increase fixed-route transit accessibility to vulnerable populations	Ongoing	MPO Staff and Transit Agencies
<b>Transit Development Plan</b>		
Use the TDP as a starting point for further prioritizing any transportation projects for funding	Ongoing	Planning Council with TAC support
<b>Technological Considerations</b>		
Study the feasibility of Universal Pass accepted by all major transit providers	2030	Transit agencies with MPO staff support
Develop a regional transit app	2030	Transit agencies with MPO staff support
<b>Education</b>		
Develop a regional transit education program	Ongoing	MPO staff with transit agencies' support
Expand the existing Travel Training Program	Ongoing	MPO staff and local transit agencies
<b>Performance Measures</b>		
Coordinate with local transit agencies to develop targets for federally required performance measures	2018	MPO staff and local transit agencies
Track and report progress toward established targets annually	Ongoing	MPO staff and local transit agencies

## Measuring Performance

In addition to looking at potential future needs, the 2045 RTE should address the needs to maintain the existing system. A renewed focus on analyzing and maintaining existing assets has been a priority for the USDOT since the signing of MAP-21 in July 2012. In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards to help transit agencies keep their systems operating smoothly and efficiently. According to the FTA, TAM is a business model which prioritizes funding based on the condition of transit assets, to achieve or maintain transit networks in a state of good repair (SGR)<sup>1</sup>. The NFRMPO works with COLT, GET, and Transfort to coordinate regional transit performance measures. As of June 2018, Transfort and CDOT (on behalf of Tier II agencies from across the State) are the

only two agencies with Transit Asset Management (TAM) Plans in the NFRMPO region. See Appendix D for a summary of Transfort TAM targets. COLT and GET elected to join the Statewide *Transit Asset Management Plan* (TAM Plan), while Transfort will set their own targets. In accordance with Federal requirements, the 2045 RTP will report on three Transit Asset Management Performance Measures and seven Transit Safety performance measures as shown in **Table 6-2**. Additional transit performance measures will be considered as part of the 2045 RTP. The NFRMPO will continue to work with local transit agencies and CDOT to identify transit asset and safety needs, assist with funding opportunities, and act as the regional steward of target-setting and achievement.

*Table 6-2. 2045 RTE Performance Measures*

	Performance Measure
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale
Transit Safety	Number of reportable fatalities by mode
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode
	Number of reportable injuries by mode
	Rate of reportable injuries per TVRM by mode
	Number of reportable safety events by mode
	Rate of reportable safety events per TVRM by mode
	Mean distance between major mechanical failures by mode

## The Highlights

- Based on quantitative data analysis, travel demand modeling, and survey inputs, the *2045 RTE* recommends funding the Medium Investment Scenario
- Based on survey and outreach integrations, the *2045 RTE* recommends considering equitable investment amongst all riders, improving rider education, and investigating new technologies
- Staff additionally recommends the consolidation of the *Coordinated Plan* and *RTE* and the consideration of projects included in the Transit Development Program as funding becomes available
- Implementation should occur through delineation of responsibilities for individual action steps
- Tracking progress toward plan goals will remain an important facet of the NFRMPO's long-range planning process

## References

1. <https://www.transit.dot.gov/TAM>