Creating a Regional Transit Element

1. Inventory

An inventory of existing conditions identifies transit providers and available transit services in the region

Providers may include general public providers, school districts, and specialized providers. Services may include demand-response, paratransit, volunteer programs, intercity bus lines, passenger rail, shuttles, and taxi services.

2. Identify

Identifying transit-dependent populations and transit destinations lays the groundwork for robust analysis

Transit-dependent populations may include zero-vehicle households, mobility-impaired persons, seniors, and low-income households. Transit destinations may include employment centers and activity centers. The NFRMPO and transit providers both use models to help forecast regional population and transit destinations into the future.

3. Analyze

A Transit Needs Analysis helps to identify gaps in service that may cause mobility barriers to transit users

This analysis uses data from Step 1 and 2 in addition to qualitative input provided through community outreach to understand where and why mobility gaps are most prevalent.

Performance Measures provide a snapshot of transit activity in the region:

- **Cost per operating hour**
- **Passengers per operating hour**
- **Cost per passenger-trip**
- **Subsidy per passenger-trip**
- **Fare-box recovery**
- **Percent of estimated need being met**
- **Vehicles per capita**
- **Ridership per capita**

Planning future routes means understanding the composition and distribution of our future population. Applying current distributions to a modeled, future population can help estimate the location and magnitude of transit need 25 years into the future.

Defining Key Terms—

1. Need for Transit: the Number of Trips that would be taken without any constraints caused by the level of available service.

2. Mobility Gap: the difference in household trip rates between households with automobiles and households without automobiles.

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4. Compare

An Alternatives Analysis helps to determine the best projects to address identified needs.

Once service needs are identified, transit providers help to identify potential alternative solutions. Alternatives should address geographic scope, they type of service, and projected cost. Performance measures, like those identified in Step 1, should be used to assess each projects anticipated impact.

Effective Engagement— alternatives should be jointly identified by:

1. **Members of the community**
2. **Transit operators**
3. **Planning staff and**
4. **Elected officials**

5. Plan

As part of the Long-Range Element, a vision is developed to help guide transit development over the next 25 years.

From the vision, region-specific goals are identified. Strategies and evaluated alternatives intended to effectively support progress towards each goal are included as part of the Long-Range Element.

To encourage the development of a realistic plan, the Long-Range Element must include a Fiscal Plan.

*A **Fiscal Plan** identifies projected revenues for the next six years, to be included in the region's Transportation Improvement Program (TIP).*

6. Prioritize

A Short-Range Element provides a six-year plan for growing regional transit.

Each transit agency in the region provides a six-year plan for transit investment.

The projects prioritized for the Short-Range Element should

1. Be included in the Transportation Improvement Program (TIP) or
2. Be reasonably expected to receive grant funding.