

DATE: February 11, 2013

TO: North Front Range Governing Bodies (Berthoud, Fort Collins, Larimer County, Loveland, NFRMPO)

FR: North Front Range Transit Vision Project Management Team

RE: Status of the North Front Range Transit Vision Regional Transit Feasibility Study

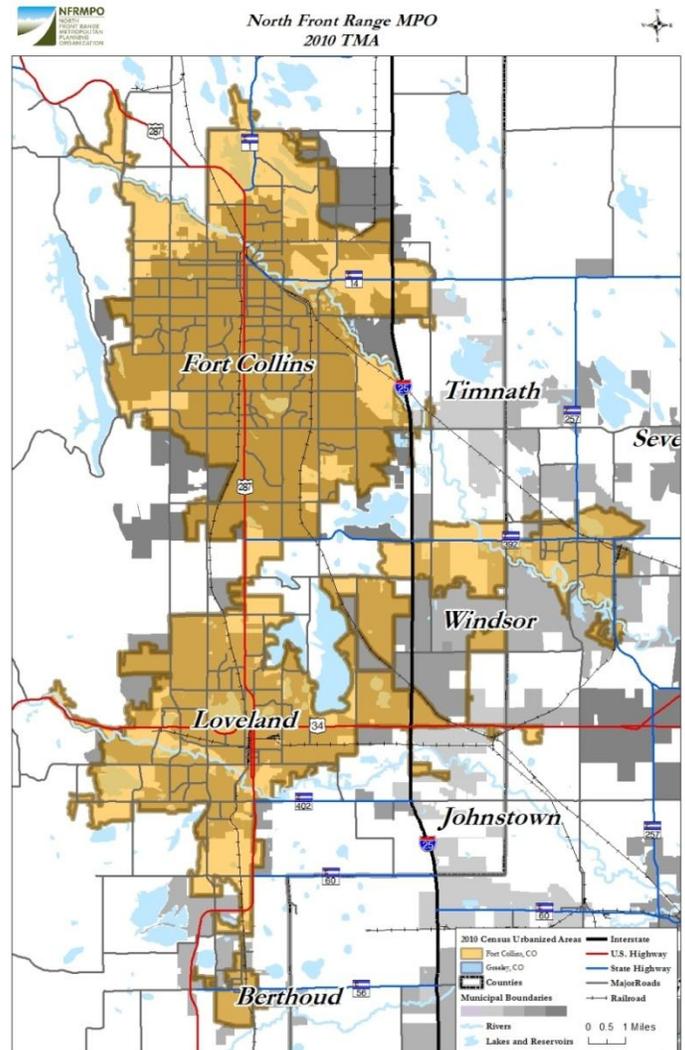
Purpose:

This memo is intended to update the regional jurisdiction's governing bodies on the status of the North Front Range Transit Vision (NFRTV) Regional Transit Feasibility Study, here after referred to as the Study. The Study was initiated in spring of 2012 by the Cities of Fort Collins and Loveland, the Town of Berthoud, Larimer County and the North Front Range MPO. The study's intent is to assess the feasibility of transit consolidation in the North Front Range 2010 Transportation Management Area (TMA) boundaries, depicted in the adjacent map.

After a nearly yearlong process of data collection and analysis, public outreach, alternative evaluation and focused discussions between the regional transit providers, the project management team and steering committee have identified a recommendation regarding consolidation of regional transit operations.

Preliminary Recommendations (Supported by Steering Committee on January 15th) (See overview on 2nd page)

1. Pursue Consolidation of both Fixed Route and Paratransit Operations for Loveland and Fort Collins
2. Utilize an Intergovernmental Agreement (IGA) to form an "Authority"
 - a. Ensure IGA allows for additional entity participation



Next Steps

1. Present recommendations to regional governing entities (See outreach schedule to follow)
 2. Facilitate community and local agency dialogue
 3. If some or all recommendations are accepted develop Joint Task Force to begin drafting IGA
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Evaluation Overview of Fixed-route and Paratransit Operations Consolidation

Increased Efficiency – Medium to High Benefit

Short-term

- Consolidate Paratransit Operations – saving approximately \$50,000 annually for Loveland

Long-term

- Consolidate Staffing – reduce redundancies and cost savings will occur through attrition
- Consolidate route planning and dispatching – may improve route timing which could result in cost savings
- Consolidate capital planning and joint procurement – consolidate activities related to all purchasing will result in significant savings in the long run both in reduced staff time and increased purchasing power
- Consolidate training activities – sharing costs for training personnel and or contracted training will result in long-term cost savings

Increased Customer Benefit and Ridership – High Benefit

Short-term

- Enhanced usability – a single regional system increases the ease of regional trips, no transferring between systems
- Unified customer interface – branding, website, call center, schedules, and fare media are all the same benefiting customers greatly
- Cross-jurisdictional trips – offers the opportunity for paratransit trips between communities
- Increased Ridership – Likely increase in ridership due to enhanced usability for users for both the fixed-route and paratransit systems

Long-term

- Long-term ridership increases – all short-term benefits would also be long-term benefits for customers increasing ridership interest over time

Improve Regulatory Compliance – High Benefit

Short-term

- Eliminate redundancies – consolidation would consolidate all regulatory compliance activities under one entity improving overall compliance
- Reduced liability – reduces local municipality liability associated with compliance with federal funds

Long-term

- All short-term improvement would also be long-term improvements

Improve Ability to Implement Regional Plans – High Benefit

Short-term

- Improve coordination activities – consolidation would improve the ability to coordinate coordinate and implement state and regional plans
- Consolidate FLEX IGA – consolidation would ease the implementation of the FLEX route and future regional routes

Long-term

- Improve the ability to implement regional routes – CDOT and Regional plans that identify regional routes do not identify an operator, a regional provider would provide for ease of implementation

Political and Community Support and Financial Sustainability – Medium to High Benefit

Short-term

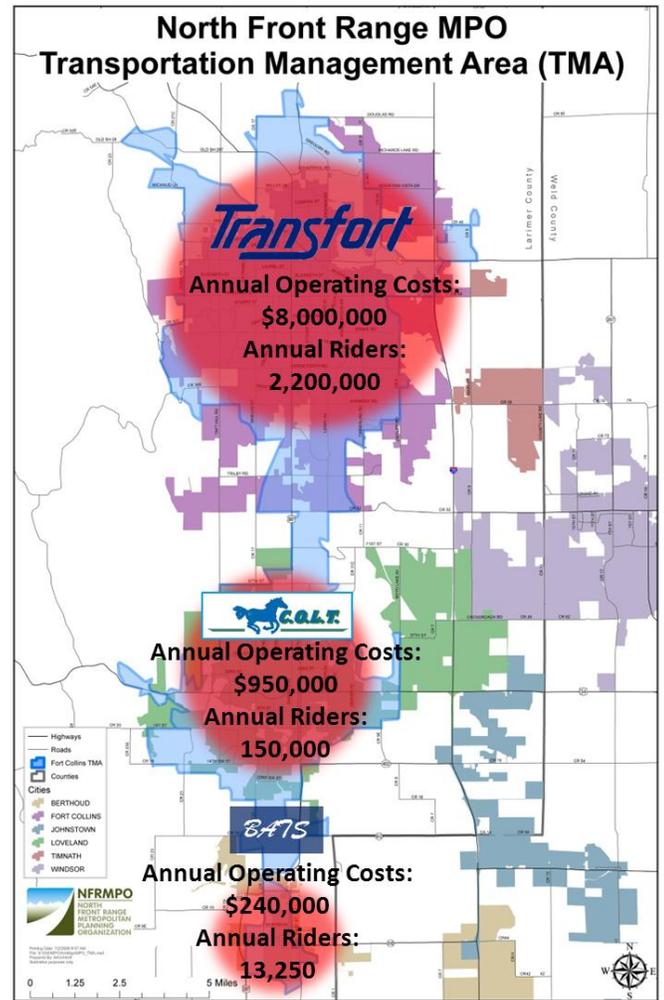
- Maintaining municipal entity anonymity – The IGA governance structure proposed offer the most flexibility and oversight by participating entities, compared to other options
- Community benefit - High level of community interest in having cross-jurisdictional trips available for paratransit patrons
- No taxing power – IGA does not include taxing abilities

Long-term

- All short-term benefits would also be long-term benefits

Background – A History of Collaboration:

1997	First Regional Route Established between Fort Collins and Loveland – FoxTrot
2000	Fort Collins became recipient of Federal Funds for the Transportation Management Area (TMA)
2008	Joint Strategic Plan Updates <ul style="list-style-type: none"> – Transfort – COLT (Loveland Transit) – Poudre School District Financial Advisory Committee (FAC) Established to guide updates
2009	Strategic Plans Approved Locally FAC Recommends follow-up study to assess feasibility of consolidated regional service provider
2010	TMA expanded to include parts of Timnath, Windsor and Johnstown Regional Route Extended to Longmont – Renamed FLEX. Jointly funded by: <ul style="list-style-type: none"> – Berthoud – Loveland – Boulder County – Longmont – Fort Collins – CDOT Grant – Larimer County (through 2012)
2011	Fort Collins, Loveland, Berthoud, Larimer County and the NFRMPO jointly pursue the North Front Range Feasibility Study



North Front Range Transit Vision – Study Purpose:

Within the bounds of fiscal sustainability, explore and analyze options for potential consolidated regional transit services and operations, governance, and decision-making with the aims of:

- Improving services,
- Increasing ridership, and
- Improving transit cost-effectiveness.

Project Management Team:

- Fort Collins
- Loveland
- Berthoud
- Larimer County
- NFRMPO
- Consultant Team

Steering Committee

- Two citizens and one elected official from each community
- Information linkage back to communities
- Provide oversight on findings and recommendation

Public Input and Data Review Highlights:

- Existing and growing demand for paratransit service
 - Gap in service between Fort Collins and Loveland
 - Growing Senior Population
- Regional Growth Patterns
 - Population
 - Employment
 - Healthcare
- Large number of intra-regional trips
 - Focus on 287 corridor
- Long-term funding uncertainty
- Regional air quality improvement goals
- Outlying community interest in transit service
 - LaPorte area (Unincorporated Larimer County)
 - Timnath
 - Windsor
 - Etc.

Study Need Statements/Evaluation Criteria (Statements 1, 2, and 5 were given double weight by the Steering Committee):

1. Need to increase operational efficiency
2. Need to increase customer benefit and ridership
3. Need to standardize procedures to improve regulatory compliance
4. Need to establish a service model that is capable of implementing regional service plans
5. Need for political and community support and financial sustainability

Study Focus:

1. Consolidation Options
2. Governance Structure Options

Consolidation Options:

1. Status Quo
 - Maintains operations as they are currently functioning, independent of one another
2. Fixed-Route Operation Consolidation
 - Considers the consolidation of only fixed-route operations, which includes Transfort and COLT:
 - Services and operations
 - Scheduling
 - Administrative services
 - Customer service
 - Dispatching
 - Branding
 - Capital planning and purchasing
3. Paratransit Operation Consolidation
 - Considers the consolidation of only paratransit operations, which includes:
 - Transfort's Dial-A-Ride
 - COLT's paratransit services
 - BATS paratransit services
 - Modelled after Transfort's current contract for the operations of Dial-A-Ride
 - Includes opportunity to provide cross-jurisdiction trips
4. Fixed-Route and Paratransit Operation Consolidation
 - Considers the consolidation of both fixed and paratransit operations
 - Combining options 2 and 3 described above
5. Maintenance Consolidation
 - Considers consolidation of maintenance activities for all three entities

6. Fares, Passes and Customer Information Consolidation

- Considers consolidation of fare policies, fare media, branding, printing and all customer information such as: websites, call-centers and other customer interface

Consolidation Options Evaluation:

Evaluation Criteria	Consolidation Options					
	Status Quo	Fixed-Route Operations	Paratransit Operations	Fixed Route and Paratransit Operations	Maintenance	Fares, Passes and Customer Information
Increase operational efficiency (weighted x 2)	LOW (2)	MED (6)	MED-HIGH (8)	MED-HIGH (8)	LOW-MED (4)	MED (6)
Increase customer benefits and ridership (weighted x 2)	LOW (2)	MED-HIGH (8)	MED-HIGH (8)	HIGH (10)	N/A	HIGH (10)
Standardize procedures	LOW (1)	MED-HIGH (4)	MED (3)	HIGH (5)	HIGH (5)	MED-HIGH (4)
Service model to implement regional plans	LOW (1)	HIGH (5)	LOW (1)	HIGH (5)	N/A	LOW (1)
Political, community, and financial sustainability (weighted x 2)	MED (6)	MED-HIGH (8)	LOW-MED (4)	MED-HIGH (8)	MED (6)	HIGH (10)
Overall Evaluation	LOW-MED (12)	MED-HIGH (31)	MED (24)	HIGH (36)	LOW-MED (15)	MED-HIGH (31)

Evaluation Criteria and weighting came from Steering Committee input
Options are rated on a 1 - 5 scale
Weighted options receive double points

Governance Options:

1. Status Quo
 - Maintains governance functions as they currently exist, independent of one another
2. Intergovernmental Agreement (IGA)
 - IGA is an agreement that involves or is made between two or more governments to work together in some distinct way
 - IGAs are administratively approved by each participating entity
 - Budgets are approved annually as agreed upon by each participating entity
3. Regional Service Authority (RSA)
 - RSA is a form of government designed to provide a specified service on a regional basis
 - RSAs are voter approved
 - RSAs may levy property tax as approved by the voters
4. Regional Transportation Authority (RTA)
 - RTA is a form of government that may be formed to provide a range of transportation services
 - RTAs are voter approved
 - RTAs may levy sales tax as approved by the voters
5. Special District
 - A Special District is a quasi-municipal corporation organized to provide specified functions
 - Special Districts are voter approved
 - Special Districts may levy property tax as approved by the voters
6. Special Statutory District
 - Special Statutory District is a corporate body that may be established by state statute

- Special Statutory Districts are voter approved
- Special Statutory Districts may levy sales tax as approved by the voters

Governance Options Evaluation:

Evaluation Criteria	Governance Options					
	Status Quo	IGA	RSA	RTA	Special District	Special Statutory District
Increase operational efficiency (weighted x 2)	LOW (2)	MED-HIGH (8)	MED-HIGH (8)	MED-HIGH (8)	MED-HIGH (8)	MED-HIGH (8)
Increase customer benefits and ridership (weighted x 2)	LOW (2)	HIGH (10)	HIGH (10)	HIGH (10)	HIGH (10)	HIGH (10)
Standardize procedures	LOW (1)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)
Service model to implement regional plans	LOW (1)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)	HIGH (5)
Political, community, and financial sustainability (weighted x 2)	MED (6)	MED-HIGH (8)	LOW-MED (4)	LOW-MED (4)	LOW-MED (4)	LOW-MED (4)
Overall Evaluation	LOW-MED (12)	HIGH (36)	MED-HIGH (32)	MED-HIGH (32)	MED-HIGH (32)	MED-HIGH (32)

Evaluation Criteria and weighting came from Steering Committee input
Options are rated on a 1 - 5 scale
Weighted options receive double points

Outreach Schedule:

- o January
 - Loveland Transportation Board
 - Fort Collins Transportation Board
 - Fort Collins Commission on Disability
- o February
 - Fort Collins Senior Advisory Board
 - 287 Coalition
 - Loveland City Council Work Session
- o March
 - Berthoud Town Trustee Work Session
- o April
 - Fort Collins Senior Transportation Coalition
 - Fort Collins Transportation Board
- o May
 - Fort Collins City Council Work Session