

SUBJECT

Resolution 2012-041 Making an Appointment of Steering Committee Members for the North Front Range Transit Vision Project.

EXECUTIVE SUMMARY

The Cities of Loveland and Fort Collins, the Town of Berthoud, Larimer County, and the North Front Range Metropolitan Planning Organization (NFRMPO) are conducting a study to develop a recommendation for regional decision making and funding structure for regional transit services. This study will take place between now and early 2013, and will ultimately provide a recommendation based on Steering Committee and other stakeholder direction. Each agency will have three representatives to serve on the Steering Committee which will include one elected official and two citizens.

This Resolution confirms the appointment of Councilmember Ben Manvel and Fort Collins citizens Yvonne Myers and Gary Thomas, as Steering Committee members to direct the project's progression and ultimately provide a recommendation based on the Steering Committee and other stakeholder direction. The citizen members recommended for participation on the Steering Committee have expressed an interest in Public Transportation or served as members of the Citizen Financial Advisory Committee during the 2009 Transfort Strategic Operating Plan.

BACKGROUND / DISCUSSION

Following the 2000 US Census, Fort Collins became part of a Transportation Management Area (TMA) with a population of over 200,000 residents. The current Governor at that time appointed the City of Fort Collins as the designated recipient for federal funds within the TMA. The original TMA included LaPorte, a non-incorporated community north of Fort Collins, as well as Loveland and Berthoud to the south. Following the 2010 Census, the TMA boundary was adjusted to include portions of Windsor, Timnath, and Johnstown. There are three separate transit operations within the current TMA boundaries. These operations include:

1. The City of Fort Collins, branded as Transfort;
2. The City of Loveland, branded as COLT (City of Loveland Transit);
3. Town of Berthoud, branded as Berthoud Area Transit Service (BATS)

The 2009 process to update the Transfort Strategic Operating Plan (TSOP) was a collaborative effort between Fort Collins, Loveland and the Poudre School District. While the 2009 TSOP Update included separate plans to ease the adoption process, considerable effort went into identifying coordination opportunities and future potential for a regional transit service provider. As a part of the TSOP update, a Financial Advisory Committee (FAC) was organized. The eight-member FAC consisted of residents from Fort Collins and Loveland, and represented a broad range of public and private interests. The FAC was tasked with making a recommendation to the governing councils with regard to funding mechanisms to support the implementation of the TSOP.

While the committee recommended a combination of funding strategies, it also recommended a subsequent study to explore the feasibility of the formation of a regional transit provider to serve as the administration, organization, and consolidation of transit operations for Fort Collins and Loveland. In 2011, the Cities of Fort Collins and Loveland, the Town of Berthoud, Larimer County, and the North Front Range MPO agreed to pursue the feasibility study. In early 2012, a contract was awarded to consultant Steer Davies Gleave to manage the North Front Range Transit Vision feasibility study.

Purpose of the North Front Range Transit Vision Project

The purpose of the North Front Range Transit Vision project is to help develop options and a recommendation for a consolidated regional transit governance and decision-making model for North Front Range communities of Berthoud, Fort Collins, Larimer County, and Loveland, as well as a related funding and operational structure. The Project will include a public outreach process focused on stakeholders, transit users, and the general public to develop a

recommendation on a path forward for potential transit service consolidation in Larimer County with improved service and cost-effectiveness. The project will address:

- Transit service area boundaries of a potential regional service entity, as well as the process to expand the service area in the future.
- A process to define and maintain a core of transit services for participating communities.
- A range of governance structure options, identifying the benefits and limitations of each, along with a final recommendation on a governance structure for the region.
- Analysis of the potential of the recommended structure to support the development of the transit network into an overall regional transportation plan.
- The identification of funding issues and approaches for a successful transition into a consolidated regional transit system along with recommended sustainable funding approaches for the long-term.

Potential Outcomes/Benefits of the Study

There are several potential outcomes or benefits of consolidated transit service in the area that will be evaluated as part of this study, including:

- **Economies of scale/increased efficiency:** Currently, there are eight jurisdictions in the TMA. One provider in the service area could potentially be more efficient with limited funding by reducing administrative and operating costs and redundant capital infrastructure costs.
- **Equalization of resources and knowledge:** Consolidation of services could potentially make resources and transit industry knowledge and expertise available and consistent to all jurisdictions in the TMA.
- **Standardized service:** A consolidated system could potentially standardize operating and administrative policies and procedures, fare structures, and overall delivery of service throughout the TMA.
- **Increased levels of service:** A consolidated system could potentially better meet local and regional travel patterns, bridge gaps in current services, and provide a centralized system for travel planning, paratransit scheduling, and dispatching.
- **Increased ridership:** A consolidated service's major focus is the potential for increasing ridership throughout the TMA, reducing reliance on the single-occupant auto and providing more travel options for local citizens.

The Role of the Steering Committee

To address the funding and political challenges associated with the consolidation of transit operations for these communities, the study's Project Management Team (PMT) is seeking the assistance of community leaders to serve on a Steering Committee. The PMT recommends that the Steering Committee be represented by one elected official along with two citizens from each community or entity to advise the project team on the issues being discussed. The members of the Steering Committee, which is scheduled to meet five times during the course of the one-year project, will serve as an information linkage to their individual communities and will provide the project team with important policy-level guidance on project issues, options, and findings and recommendations.

Key Project Activities

The project, which officially started on March 1, 2012, is scheduled for twelve months, with final recommendations to be made in February 2013.

Steering Committee Members

This Resolution confirms the below listed elected official and two Fort Collins citizens as Steering Committee members to direct the projects progression and ultimately provide a recommendation based on the Steering Committee and other stakeholder direction. The citizen members recommended for participation on the Steering Committee have expressed an interest in Public Transportation or served as members of the Citizen Financial Advisory Committee during the 2009 Transfort Strategic Operating Plan.

Elected Official

Ben Manvel, Councilmember for City of Fort Collins

- Fort Collins representative on the Planning Council for the North Front Range Metropolitan Planning Organization (NFRMPO)
- Boardmember on the Regional Air Quality Council

Fort Collins Residents

Yvonne Myers, Health Systems Director for Columbine Health Systems

- Member of the Larimer County Mobility Council
- Serves on the Board of Directors for the Fort Collins Area Chamber of Commerce

Gary Thomas, Executive Director of SAINT (Senior Alternatives in Transportation)

- Former Chair of Fort Collins Transportation Board
- Member of the Citizen Financial Advisory Committee, 2009 Transfort Strategic Operating Plan

FINANCIAL / ECONOMIC IMPACTS

This study is intended to examine the economies of scale and increased efficiency that a regional entity could provide the North Front Range area in the way of transit. Currently, there are eight jurisdictions within the TMA. One provider in the service area could potentially be more efficient with limited funding by reducing administrative and operating costs and redundant capital infrastructure costs.

The project budget has been set at \$175,000, and funding for the contract amount comes from Federal Transit Administration (FTA) Section 5307 (\$110,000), FTA Section 5304 (\$30,000), and a local match of \$35,000. The local match is provided by a combination of commitments from the local participating entities.

ENVIRONMENTAL IMPACTS

Transit is not just bus service; it embodies the City of Fort Collins' commitment to sustainability. Sustainability, by definition, means taking a broad look at how decisions and actions affect the environment, economy, and social health. Expanding regional transit options positively impact the environment, economy, and social health and further Fort Collins as a leader in sustainable development. Transit allows North Front Range citizens the ability to travel safely and conveniently to key areas in Northern Colorado and the Denver Metropolitan Area, providing access to work centers, shopping areas, medical facilities, and recreation facilities without the need of a car. As people utilize alternative modes, congestion and pollution levels in our City and region will decrease, which means less CO₂ (one of the key measures used in evaluating the environmental health) will be emitted in the community.

STAFF RECOMMENDATION

Staff recommends adoption of the Resolution.

ATTACHMENTS

1. Project Summary and Schedule



North Front Range Transit Vision

Background

The Cities of Loveland and Fort Collins, the Town of Berthoud, Larimer County, and the North Front Range Metropolitan Planning Organization (NFRMPO) are conducting a study to explore the feasibility of a regional decision-making and funding structure for regional transit services. Following the 2000 US Census, Fort Collins became part of a Transportation Management Area (TMA) with a population of over 200,000 residents, and the Governor appointed the City of Fort Collins as the designated recipient for federal funds within the TMA. The TMA includes LaPorte, a non-incorporated community north of Fort Collins, as well as Loveland and Berthoud to the south. There are three separate transit operations within the TMA boundaries. The operations include:

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Purpose of This Project

The purpose of the North Front Range Transit Vision project is to help develop options and a recommendation for a consolidated regional transit governance and decision-making model for North Front Range communities of Berthoud, Fort Collins, Larimer County, and Loveland, as well as a related funding and operational structure. The project is to include a public outreach process focused on stakeholders, transit users, and the general public to develop a recommendation on a path forward for potential transit service consolidation in Larimer County with improved service and cost-effectiveness. The project will address:



- Transit service area boundaries of a potential regional service entity, as well as the process to expand the service area in the future
- A process to define and maintain a core of transit services for participating communities
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Costs and Funding

The project budget has been set at \$175,000, and funding for the contract amount comes from Federal Transit Administration (FTA) Section 5307 (\$110,000), FTA Section 5304 (\$30,000), and a local match of \$35,000. That local match will be provided by a combination of commitments from the local participating entities.

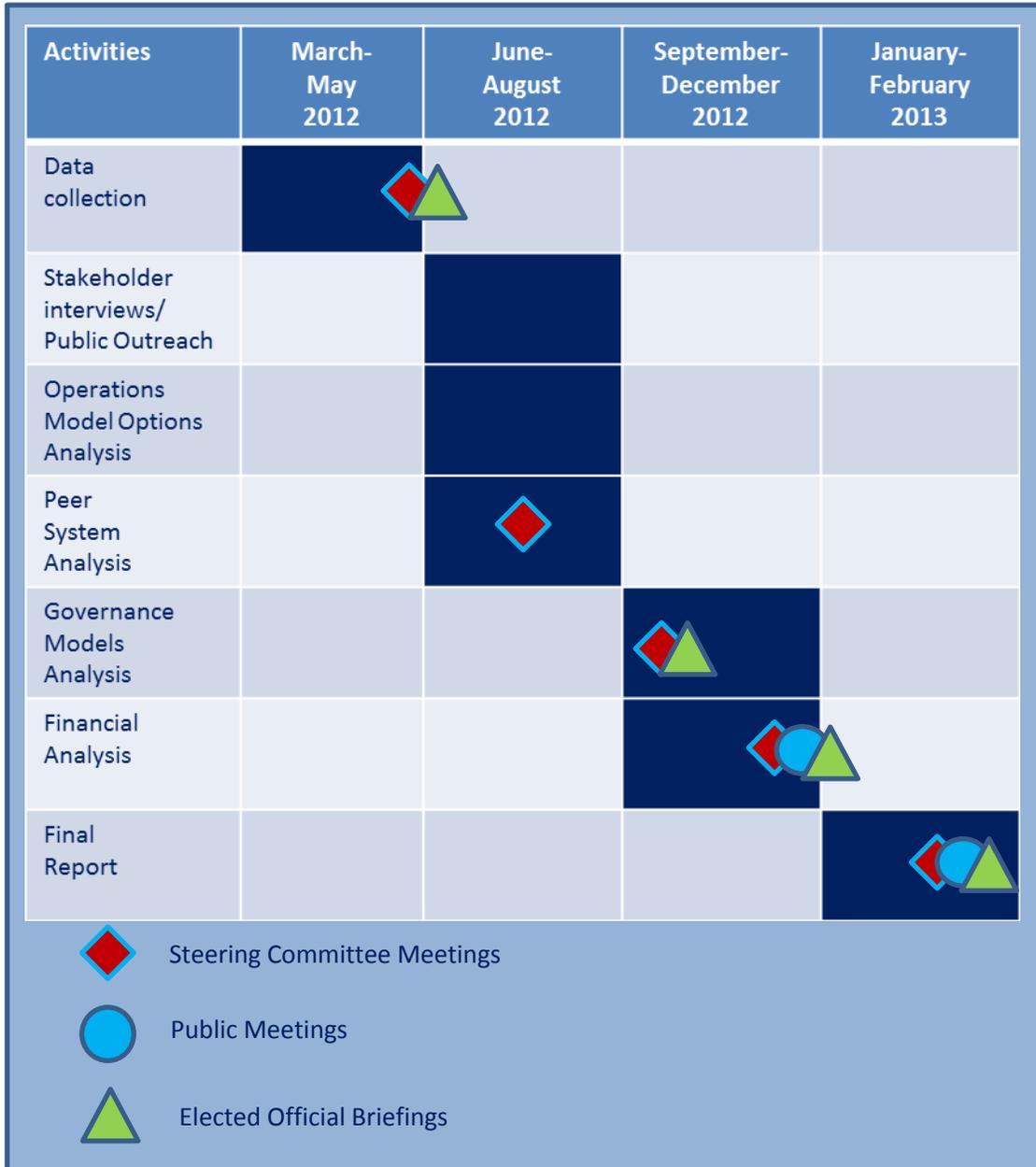
The Role of the Steering Committee

To address the funding and political challenges associated with the consolidation of transit operations for these communities, the study's Project Management Team is seeking the assistance of community leaders to serve on a Steering Committee. The PMT recommends that the Steering Committee be represented by one elected official along with two citizens from each community or entity to advise the project team on the issues being discussed. The members of the Steering Committee – which is scheduled to meet five times during the course of the one-year project – will serve as an information linkage to their individual communities and will provide the project team with important policy-level guidance on project issues, options, and findings and recommendations.

Key Project Activities

The project, which officially started on March 1, 2012, is scheduled for twelve months, with final recommendations to be made in February 2013. The chart below summarizes the overall schedule and major tasks of the project.

Key Project Activities Schedule



RESOLUTION 2012-041
OF THE COUNCIL OF THE CITY OF FORT COLLINS
MAKING AN APPOINTMENT OF STEERING COMMITTEE MEMBERS
FOR THE NORTH FRONT RANGE TRANSIT VISION PROJECT

WHEREAS, the cities of Loveland and Fort Collins, the Town of Berthoud, Larimer County, and the North Front Range Metropolitan Organization (“NFRMPO”) are conducting a study to develop a recommendation for regional consolidated decision making and funding structure for regional transit services; and

WHEREAS, this study will include a public outreach component and will be concluded in early 2013 and will provide a recommendation based upon Steering Committee and other stakeholder direction; and

WHEREAS, each agency will have three representatives to serve on the Steering Committee which will address funding and political challenges associated with the consolidation of transit operations for the communities involved in the study, which Steering Committee will include one elected official and two citizens; and

WHEREAS, Councilmember Ben Manvel has served as the Fort Collins representative on the Planning Council for the NFRMPO for many years; and

WHEREAS, local citizens Yvonne Meyers and Gary Thomas have both expressed a key interest in public transportation issues and, with respect to Mr. Thomas, has served on the Citizen Financial Advisory Committee of the City and also has served on the City’s Transportation Board; and

WHEREAS, the City Council has determined that the City’s representatives on the Steering Committee for the North Front Range Transit Vision Project Steering Committee should be Councilmember Ben Manvel, Yvonne Meyers and Gary Thomas.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS that the Fort Collins delegation for the North Front Range Transit Vision Project Steering Committee shall be composed of Councilmember Ben Manvel, Yvonne Meyers and Gary Thomas.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 5th day of June A.D. 2012.

Mayor

ATTEST:

Interim City Clerk