

## EXECUTIVE SUMMARY

This 2040 Regional Transit Element (RTE) provides a long-range vision for regional transit services; however, the focus of the recommended actions is for the short-term. The region has had success in implementing regional transit, as shown by the FLEX route and the partnerships funding Greeley-Evans Transit (GET). It is through comprehensive analysis, cooperative action, and cohesive partnerships that a regional transit vision will become a reality. The 2040 RTE recommendation includes:

- Further study into the proposed transit connections between and the possible development of services using previously successful processes:
  - Fort Collins and Greeley/Evans area;
  - Greeley/Evans area and Loveland; and
  - Greeley/Evans area and Denver.
- Additional service and investment along the US 287 corridor provides the most promising opportunities for regional transit expansion at this time.

The entire North Front Range region will see significant population growth, with 84 percent more residents in 2040 than in 2010. Population and employment growth are occurring fastest within the I-25 sub-region. Population in the I-25 sub-region is expected to grow the greatest, resulting in 183 percent higher population in 2040 than in 2010. Other important demographic changes include:

- Fort Collins will remain the largest community, but will have the smallest rate of growth, adding 52 percent more people.
- Greeley will become larger than Fort Collins is today.
- Loveland will become larger than Greeley is today.

Employment will increase in the I-25 sub-region at the highest percentage, nearly double that of any other area in the North Front Range. The more developed and built out the sub-region, the less population and employment growth is projected to occur. Other factors impacting employment in the region include:

- The current population growth rate in the region outpaces the growth rate of jobs, this imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65+ will increase from 18 percent of the population in 2010, to 26 percent of the population by 2040. This may mitigate the number of residents traveling outside the region to employment.
- There will likely need to be intraregional movement for population and employment balance which will either result in added congestion or provide the opportunity to shift these trips to transit.

Ultimately, the best transit service plan will balance technical feasibility, social need, and political support. The region should:

- Assist smaller communities within the region with senior transit services for essentials, such as medical and grocery trips;
- Evaluate service between communities and to transit centers considered a priority;
- Develop service standards for each corridor; and
- Continue work set out in the previously completed feasibility studies.