

0

# Executive Summary



Image 1: RAFT vehicle at local parade. Image Credit: RAFT

## Background

The purpose of the **2025 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)** is to identify transportation issues, service overlaps, and gaps affecting vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities, across urban and rural areas of Larimer and Weld counties. This plan also outlines goals and strategies to address these identified issues.

As a recipient of Federal Transit Administration (FTA) §5310 funds, the North Front Range Metropolitan Planning Organization (NFRMPO) updates the **Coordinated Plan** every four years with input from the Larimer and Weld County Mobility Committees, the joint Northern Colorado Mobility Committee, local stakeholders, transportation providers, and the public. All stakeholders acknowledge the need for improved transportation for older adults, individuals with disabilities, low-income individuals, and other underserved communities. It remains a persistent issue in both large and small, urban, and rural communities within the NFRMPO region. Current programs and strategies are inadequate to meet this increasing demand and require additional support.

## Purpose and Scope

The **2025 Coordinated Plan** identifies transportation needs, service gaps, and overlaps for vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities across Larimer and Weld counties. It provides a strategic framework to guide the efficient use of limited transportation resources and improve mobility and quality of life for these populations.

## Development Process

The **2025 Coordinated Plan** was developed through a collaborative and inclusive process that included public outreach and surveys, input from the Larimer and Weld County Mobility Committees and the joint Northern Colorado Mobility Committee, engagement with local transit agencies, non-profits, and stakeholders, and coordination with regional and state transportation plans.

## Key Issues Identified

Throughout the development of the **2025 Coordinated Plan**, stakeholders identified several key issues, such as:

- Limited cross-jurisdictional transportation options
- High transportation costs
- Volunteer driver shortages
- Insufficient support for temporarily disabled individuals
- Challenges in recruiting and retaining transit drivers
- Lack of awareness about existing services
- Inadequate transportation options and access in rural areas or new developments

## Recommended Strategies

The **2025 Coordinated Plan** serves as a strategic framework to ensure that limited transportation resources are used effectively, while maximizing independence and quality of life for those who rely on specialized transportation services. The following recommended strategies were drafted to address these concerns:

- **Strategy 1: Coordination**
- **Strategy 2: Education**
- **Strategy 3: Collaboration**
- **Strategy 4: Infrastructure and Funding**
- **Strategy 5: Non-Mobility Improvements**

### *Strategy 1: Coordination*

**Coordination** highlights the importance of collaboration among local transportation providers, human service agencies, stakeholders, the public, and other community organizations. The goal of **Coordination** is to assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public. This joint effort aims to eliminate barriers to transportation access, with initiatives such as *RideNoCo*, the NFRMPO's One Call/One Click Center program, serving as models for this strategy.

### *Strategy 2: Education*

**Education** emphasizes the importance of a proactive approach in informing the community about transportation options. The goal of **Education** is to raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations. This includes strategic investments in travel training, presentations, cross-promotion, outreach events, and educational campaigns such as the *Rider's Guides* and *Rack Cards*.

### *Strategy 3: Collaboration*

**Collaboration** demonstrates how transportation providers, human service agencies, stakeholders, the public, and other community groups can work together most effectively through partnership. The goal of **Collaboration** is to promote collaboration among transportation and human service providers to improve service and resource delivery. Face-to-face or digital networks can help share strategies and address regional needs. Examples include the Larimer County, Weld County, and Northern Colorado Mobility Committees, which meet quarterly.

### *Strategy 4: Infrastructure and Funding*

**Infrastructure and Funding** are both vital to the services essential to achieving the goals of the **Coordinated Plan**. The goal of **Infrastructure and Funding** is to address the backlog of

infrastructure upgrades, expansions, and state-of-good-repair projects. Programs such as Dial-A-Taxi (DAT), Dial-A-Ride (DAR), acquiring new and replacement vehicles for local agencies, and assisting with grant applications can be effective tools for improving services for vulnerable populations.

#### ***Strategy 5: Non-Mobility Improvements***

**Non-mobility Improvements** are key strategies for addressing issues caused by bureaucracy, which can hinder effectively meeting the needs of vulnerable populations. The goal of **Non-mobility Improvements** is to address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities. Approaches such as enhancing transportation access during zoning, exploring options for active transportation to boost public health, and implementing other strategies not focused solely on transportation can help decrease the demand for specialized services.

#### **Performance Measures**

Success will be evaluated using metrics such as the number of shared trips, the number of volunteer drivers, customer satisfaction, outreach participation, infrastructure improvements, ridership data, service coverage, and other performance measures stated in the **2025 Coordinated Plan**.

#### **Funding Context**

The **2025 Coordinated Plan** leverages FTA §5310 funds and encourages braiding of federal, state, and local funding sources. The **2025 Coordinated Plan** also highlights opportunities through programs such as the Older Americans Act, the Older Coloradans Act, the Carbon Reduction Program (CRP), the Clean Transit Enterprise (CTE), Medicaid, Medicare, Veterans initiatives, and other funding options.