



Mobility Coordination

In the North Front Range MPO

Quarterly Newsletter

Fall 2011

Funding for Mobility Management

The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) Section 5310 funds.

The goal of Section 5310 is to improve mobility for elderly individuals and individuals with disabilities. The NFRMPO receives 5310 funding through the Colorado FTA grant application process.

The activities of the NFRMPO mobility coordination program are centered on education and cooperative resource sharing in order to utilize existing transportation dollars in the most efficient way possible.

Examples include travel training, cooperative research and program implementation, public forums, FTA grant administration, and public education.

- Travel Training - Greeley-Evans Area Cooperative Program

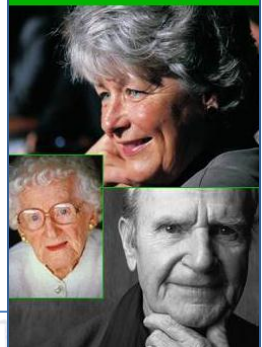
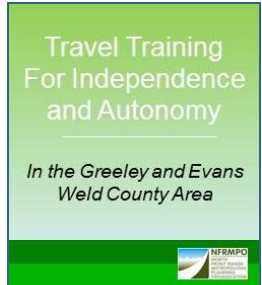
Individuals gain independence through greater mobility in their communities

Currently there are seven agencies with staff that have gone through training to help their clients navigate the fixed route bus system in the Greeley-Evans area.

The Weld County Mobility Council (WCMC) Train the Trainer event was held on July 16th at UNC. 25 people attended and are helping implement a larger program of training people to use the transit system.

Individuals that have received training are already using their new skills to get to work and doctors appointments with their children.

Since the agencies have a primary goal of helping clients attain independence, travel training is another strategy to help with that goal. The NFRMPO will be tracking the travel training program successes and challenges as well as assisting agencies with their travel training program needs.



The Greeley-Evans travel training brochure is available at GET and multiple agencies and public locations in the Greeley-Evans area.

Mobility Coordination Goals

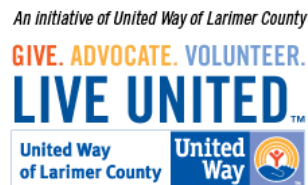
The Larimer and Weld Mobility Council's guiding principles are to:

Make sure people who need transportation have access to the service they need for self sufficiency and to live independently.

In serving the larger community, the council will look for ways to provide transportation in the most cost effective and efficient manner possible.

Larimer County Mobility Council and the United Way of Larimer County Working together on the Pathways Past Poverty (P3) Initiative's Transportation Goal to help tackle transportation barriers in Larimer County.

Poverty is complex and groups of committed community members are working to identify the biggest barriers people face when trying to get out of poverty. United Way of Larimer County and the Larimer County Mobility Council (LCMC) are working on the P3 Initiative's Transportation Goal. The coordinated effort has helped to identify the barriers and potential solutions, and now in 2011, the group is working on strategy implementation to tackle the barriers.



The group through research and interviews with other community agencies, has developed nine strategies that have potential to effect change in Larimer County. From new transportation options in small neighborhood communities to larger planning efforts the group has begun the process of working on three of the nine strategies that address transportation barriers for low-income individuals.

The first three strategies include working towards establishing a residential community shuttle, working on employer based incentives and general outreach and education will be pursued starting this fall. For more information on the coordinated work between the LCMC and

United Way P3 transportation goal visit www.nfrmpo.org/MobilityCoordination.

Larimer County Mobility Council Pathways Past Poverty Transportation Strategies						
CONCEPT	RESEARCH	IMPLEMENTATION OPTIONS	COST \$ - \$\$ - \$\$\$	FUNDING SOURCE	TEMPLATE AVAILABLE	NEXT STEPS ACTION
Car Sharing	Presentation from local start-up company - full spectrum environmentally based concept.	Grow from campus based operations to larger community wide application. Utilize as complement/grow to transit operations. Could possibly serve low-income individuals as work option but currently unusable for family transportation option.	\$8-\$55 \$100,000 start-up	Private - profit based Possibly TANF funding		
Residential Community Shuttle	Existing program - campus based used by residents only of high-density complex.	Vehicle donation to start program - residential community issues - outside agency tracks trips. Trip destination based on community need. Initial exploration with larger mobile home community was not successful - might need to start with another community/complex.	\$-\$55 Dependent on insurance	Private and/or Public Possible FTA assistance		
JARC Vanpool Program	Interview with program administrator, JARC (in-kind funding) - vans agency owned - HS agencies provide referrals. Job training oriented.	Workforce partnership/Widespread HS Agency support to tie in with program goals. Primarily a job-training program that could be tied in with workforce or non-profit programs.	\$-\$55 Self-funded once established	Private and/or Public FTA, JARC		
Employer Based Incentives	Most employers not concerned about transportation options for employees and unaware of true cost of employee turnover. Inadequate incentive/assistance from community planners for transit services and parking. Current economy places pressure on workforce to resolve transportation problems - in turn community & local government needs to resolve transportation issue.	Education to employer of incentive benefits - <ul style="list-style-type: none"> Preferred carpool parking Transit passes Shuttle services that alleviate parking problems Incentives to encourage bike racks, bike lockers, gift certificates and other bike incentives Work with existing regional TDM program to include benefits of employee retention when low income employees are part of workforce. Reinforce potential turnover costs associated with transportation related job loss issues.	Employer savings after implementation	Private Local & Corporate Involvement	Local, State and Federal programs Federal Tax Incentives available	Important strategy for reaching those needing transportation to jobs. Potential to dovetail/assist with current Passport program in Fort Collins. Will focus on employer oriented outreach and explore partnership options.

Education to employer of Incentive benefits -

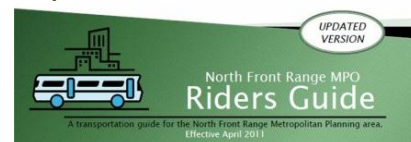
- Preferred carpool parking
- Transit passes
- Shuttle services that alleviate parking problems
- Incentives to encourage.....

...strategy for reaching those needing transportation to jobs. Potential to dovetail/assist with current Passport program in Fort Collins. Will focus on employer oriented outreach and explore partnership options.

Census: Aging population changing Larimer County

Residents aged 60 to 64 make up the single-fastest growing age group in Larimer County according to the latest U.S. census data. The 60-64 age group grew at nearly 110 percent in the county from 2000 to 2010, compared to an overall county growth rate of about 19 percent.

The second-fastest growing age group were those people aged 55 to 59 years old, at 82 percent. By 2020, the number of 60-plus residents in Larimer County is expected to number more than 74,000. Transportation planning for the needs of the rapidly expanding senior population requires that planners look beyond solutions that rely on people driving their own vehicles.



Options are available including local government transit services, taxi's, & volunteer driver programs. For more information on the types of services available pick up a copy of the NFRMPO Riders Guide available around the North Front Range area or online at www.nfrmpo.org/MobilityCoordination

What is Mobility Coordination?

It's about creating partnerships between Human Service and Transit Agencies...



To ensure accessible transportation for everyone with an emphasis on assisting people with disabilities, low income individuals & the elderly

To maximize existing funding for human service transportation

To communicate transit options and ideas to the public.

Mobility Council Meetings

**Larimer County
Mobility Council**
Third Thursday of each month
1:30 p.m. – 3:00 p.m.
NFRMPO Offices

**Weld County
Mobility Council**
Fourth Tuesday of each month
1:30 p.m. – 3:00 p.m.
Greeley Recreation Center

For additional meeting details including agendas, meeting notes and location visit www.nfrmpo.org



Americans with Disabilities Act (ADA)

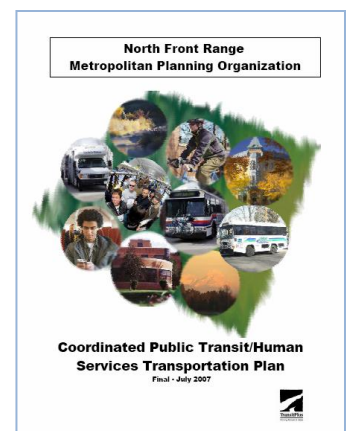
Legislation recently amended to increase transportation equality for individuals with disabilities

The Americans with Disabilities Act was enacted on January 23, 1990 and gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications.

On September 19, 2011, the U.S. Department of Transportation issued a Final Rule amending its regulations for the transportation provisions of the Americans with Disabilities Act of 1990 (ADA). The amendments affect new and altered intercity, commuter, and high-speed rail station platforms; remove the operational use of the "common wheelchair" concept; codify the existing DOT mechanism for issuing ADA guidance and make minor technical changes to the Department's ADA rules. The effective date of these amendments is October 19, 2011. For projects not already under construction or in final design the effective date is February 1, 2012.

NFRMPO Coordinated Transit/Human Service Transportation Plan

The North Front Range MPO Coordinated Public Transit/Human Services Transportation Plan was created through a collaborative effort in both Larimer and Weld Counties. The process involved more than 30 local and state agency representatives along with the general public. Input gathered over a six month period at eight meetings and open houses contributed to the process of identifying existing transportation issues and needs of human service and transit agencies in the North Front Range area.



Since the creation of the plan progress has been made towards achieving the goals in the plan and the work is on-going. To learn more about and the goals and strategies of the mobility councils visit www.nfrmpo.org or contact Mary Warring, NFRMPO Mobility Coordinator at 970-416-2023 or email mwarring@nfrmpo.org

Interested in Mobility Coordination and how it could benefit your agency?

Information and Presentations Available

One of the goals of mobility coordination is to help agencies maximize their funding for transportation for their clients. Agencies working together towards solutions to transportation issues can have a greater effect than one agency at a time trying to resolve what is often a common challenge – transportation for their clients.

The NFRMPO Mobility Coordination program supports the coordination efforts of the Larimer and Weld Mobility Councils and encourages other agencies to learn about what resources are available.

To learn more about mobility coordination in the NFRMPO contact Mary Warring at 970.416.2023 or mwarring@nfrmpo.org

Public Transit Services

in the NFRMPO

Loveland (COLT)

Fixed Route
(970) 221-6620

Paratransit
(970) 224-6066

Fort Collins (Transfort)

Fixed Route
(970) 221-6620

Dial-A-Ride
(970) 224-6066

FLEX – To Longmont

(970) 221-6620

Berthoud (BATS)

(970) 532-3049

Greeley-Evans (GET)

Fixed Route
(970) 350-9287

Paratransit
(970) 350-9290

Weld County

(970) 304-6403

“All that is valuable in human society depends upon the opportunity for development accorded the individual.” Albert Einstein



NFRMPO
NORTH
FRONT RANGE
METROPOLITAN
PLANNING
ORGANIZATION

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