

# Transfort Optimization Implementation

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## ⊘ Service Eliminations

- Routes **10, 11, 12**: suspended ➡ removed
- **Sunday** service: Fixed Route + Dial-A-Ride
- Bus-Stop-to-Bus-Stop service removed

## ➤ Service Enhancements

- **Network Enhancements:**
  - Route Realignment: 2, 3/32, 8, 14, 16, 18, 81
  - New Service: Timberline, East Prospect, CSU Campus Connections, East Mulberry

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- **Frequency Improvements (minutes):**
  - **MAX**: 10 peak/20 off-peak ➡ 15 all day
  - Routes **5, 9, 14**: 60 ➡ 30 peak/60 off-peak
  - Route **8**: 30 min ➡ 20 min

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- **Improved Bus Operator Schedules**

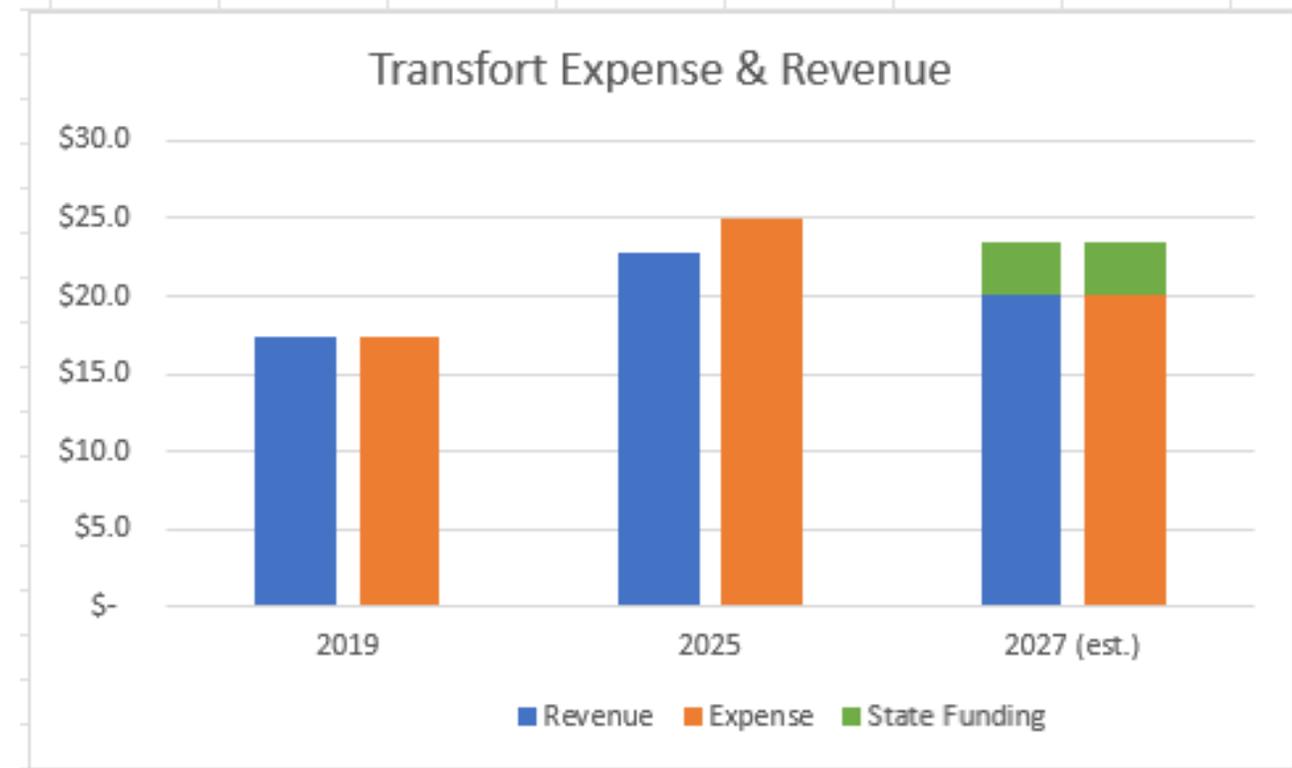
Shifting resources from low-performing services to more **frequent** and **reliable** core routes, while improving bus operator schedules

## Expenses

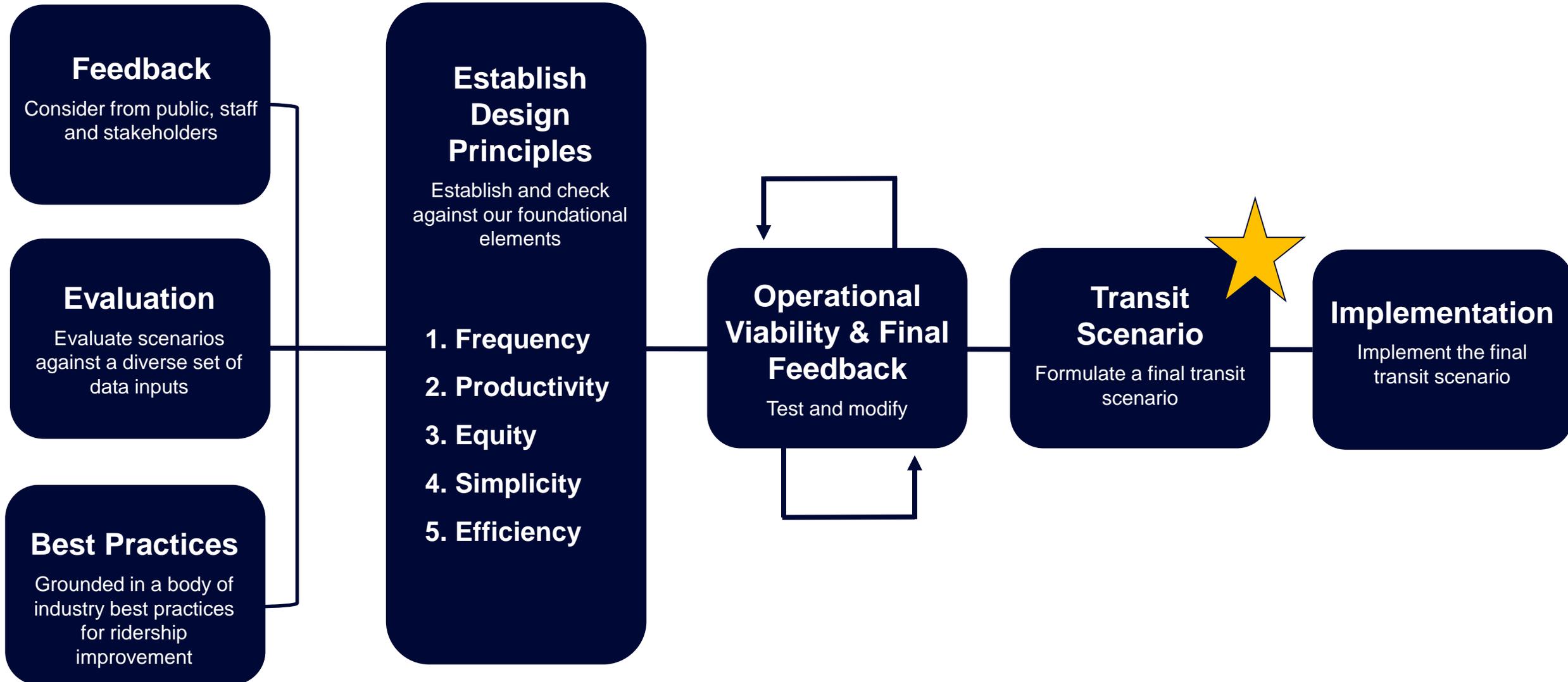
- Transit industry expenses have grown 50-70% since 2019
- Fort Collins projects a ~50% increase (2019–2026)
- Major cost drivers: personnel, vehicle repair, and contracted transportation services

## Revenue

- Revenue growth has occurred primarily at the City level (General Fund and 2050 Tax)
- Key external losses: FLEX, FASTER
- Expense growth continues to outpace revenue increases
- Anticipated new State funding source in 2026 (SB24-230)



# Path to the Recommended Transit Scenario



## Outreach at a Glance

**574**

Survey Responses

**41**

Meetings

**8**

Events

**4**

Open Houses

### Additional Outreach Channels

- Website & Social Media
- Newsletters & On-Board Flyers
- Boards, Commissions, Committees

## What We Heard

### 1. Equity & Access Concerns

- Route eliminations (6, 9, 10)
- Impacts transit dependent riders

### 2. Frequency > Coverage

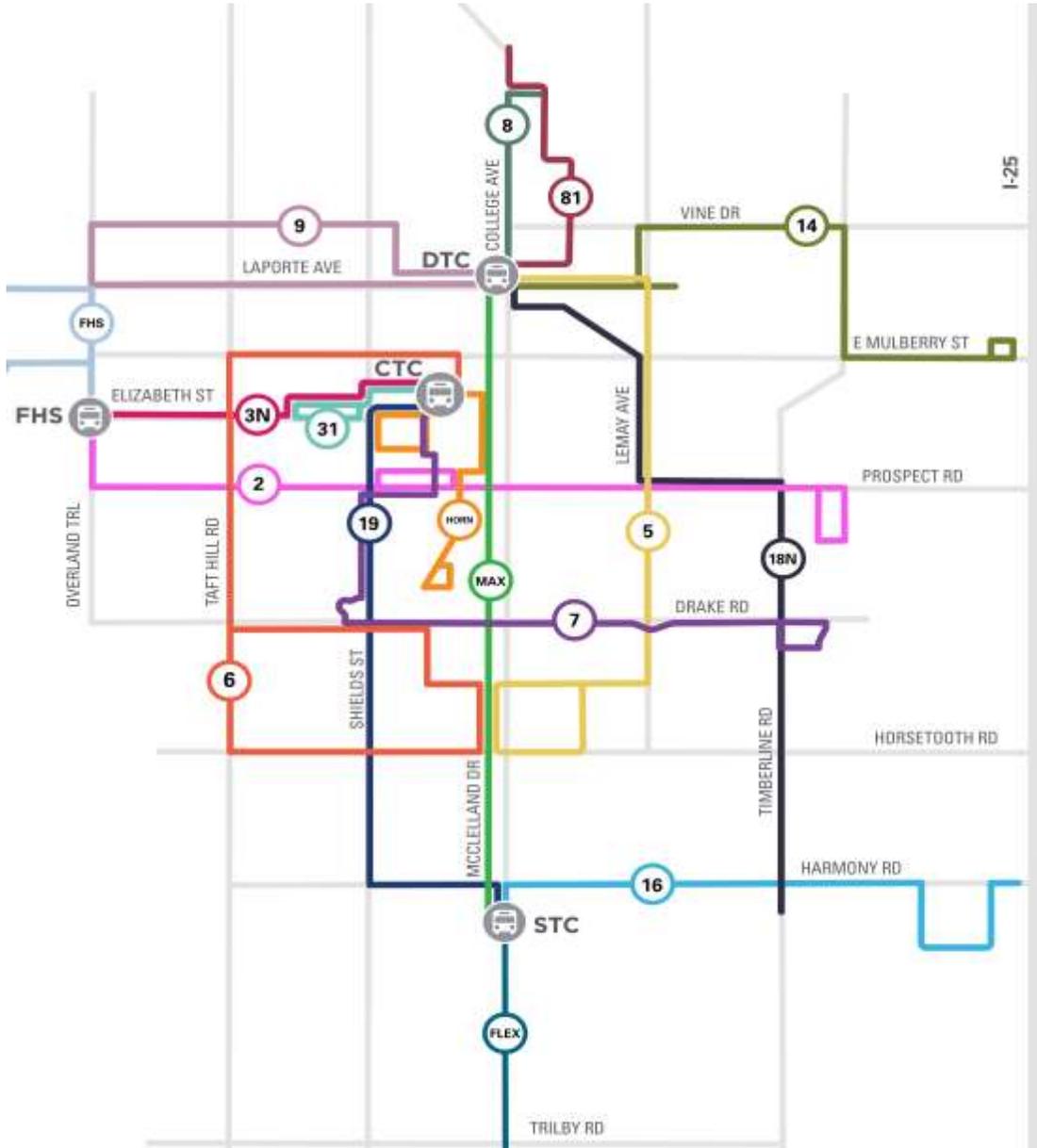
- Strong support for higher frequency

### 3. Education Connectivity Matters

- PSD ↔ FRCC ↔ CSU connections critical

### 4. Communication & Safety

- Communication is critical for positive outcomes
- Safety/accessibility concerns



## Key Changes



### Route 7: Realignment

- Adjust service to connect into CSU Transit Center



### Route 2: Connection to Lake Street

- Connect eastbound into Lake Street



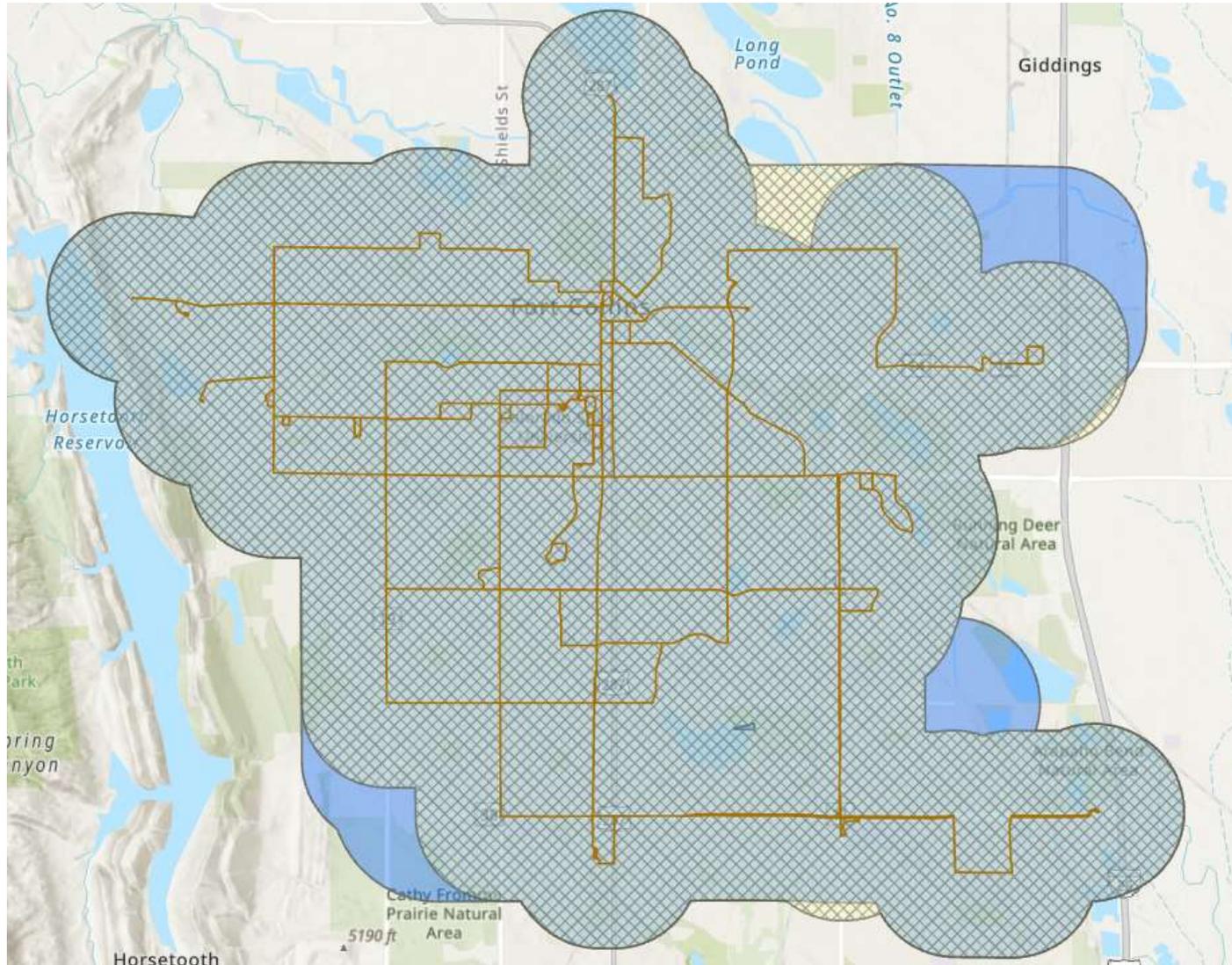
### Route 9: Maintain Service

- Preserve service on Laporte Avenue
- Removal of additional DTC to CTC connection



### Route 6: Maintain Service

- Preserve service on Taft Hill Road
- Additional resources available through retiming



## Dial-A-Ride Service Area Expanded

The final service area is larger than initially proposed due to the addition of Routes 6 and 9.

## Impact Mitigation Actions

- Legacy access preserved for existing clients who fall outside of the new service
- **Dial-A-Taxi voucher program** updated to support riders outside of the service area
  - Service area expanded to Growth Management Area
  - Service available any time of day, any day of the week

### Map Key

- Areas that will no longer be included in the service area
- Areas where the service area will increase
- New Dial-A-Ride service area

## Phase 1 – August 2026



### August 2026

- Majority of system changes implemented
- Route, service hours, and frequency adjustments go live
- Bus-Stop-to-Bus-Stop service ends
- Sunday Dial-A-Ride service ends

## Phase 2 – 2027 (Anticipated)



### 2027 (Anticipated)

- Route 14 and Route 18 new alignments implemented
- Requires ADA-compliant bus stop construction
- Timeline dependent on right-of-way needs and stop construction

**Most service changes occur in August 2026, with Routes 14 and 18 following once ADA bus stop construction is complete.**



**Questions?**

## FREQUENT NETWORK

High-frequency routes (every 20 minutes or better) that form the backbone of the system.



## CORE NETWORK

Reliable 30-minute service that connects neighborhoods and feeds into the frequent network.



## LOCAL NETWORK

Lower-frequency routes that provide essential access to neighborhoods outside the busiest corridors.

