

Transfort Strategic Operating Plan

Note to the Reader

Preface

This document contains an amendment that supercedes the Transfort Strategic Operating Plan adopted in June 2001.

The final chapter in the document contains summary and supporting materials that provide a description of the changes that have taken place as a result of City Council action during the 2002-2003 budget process. The purpose of this addendum to the Transfort Strategic Operating Plan is to identify and document:

- The addition of peak hour service on Routes 9W and 14 and
- The addition of evening service all year for Dial-A-Ride

to the Transfort Strategic Operating Plan.

A key outcome of the actions take by City Council in November 2002 directly affect the Transfort Strategic Operating Plan's long-range financial projections, alter the preferred split of resources between maximizing ridership (productivity) and providing transit access (coverage) regardless of the numbers of riders using the bus system, and change current and future system configuration. Those changes are documented in this addendum.

The Addendum also contains refinements to the plan that correct minor errors in service levels and cost projections for future scenarios. The Addendum's maps and spreadsheets should be considered the most current information available and be used as the basis for budgetary and operational planning and be considered to represent the current officially adopted plan.

It is strongly recommended that during the course of the implementation of the Transfort Strategic Operating Plan that an addendum be prepared for each major change that takes place. Those changes would entail increases in funding, the addition or elimination of routes, changes in the transit system's organization structure, or other events which are considered significant and represent either implementation of phases of the plan or departures from the plan.

CITY OF FORT COLLINS

Transfort Strategic Plan

Final Report

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