

ADDENDUM
January 2002

Transfort Strategic Operating Plan

ADDENDUM

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Introduction

This report amends the Transfort Strategic Operating Plan adopted in June 2001.

This is an ongoing and dynamic element of the Transfort Strategic Operating Plan process and represents the first amendment to the existing plan. Although the Transfort Strategic Operating Plan is an adopted plan, the plan should be considered a work in progress by practioners, managers, elected officials, and members of the public.

The following summary and supporting materials 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.

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.

Four Service Alternatives

Four scenarios (phases) were developed in consultation with City staff and adopted by City Council in June 2001. Three of the four phases were modified with the adoption of the 2002-2003 City Budget.

- All four of the alternatives assume the relocation of the Colorado State University Transit Center to the Lory Student Center location on the north side of the University campus, south of Meldrum and Laurel.
- Scenario 1 provides some budget growth to retain (add to the base plan) peak hour service on routes 9W and 14 and Dial-A-Ride night service for its implementation. Scenario 2 assumes the implementation of transit service in the Mason Street corridor and assumes budget growth at one and one quarter times the current 2002 budget. Scenario 3 assumes the implementation of the Mason Street corridor coupled with other service enhancements and budget growth equal to slightly less than one and three quarter times the current 2002 budget. Scenario 4 assumes

the implementation of a full transit grid and the Mason Street corridor and budget growth at roughly two and one half the current 2002 budget.

- Scenario 1 was amended on November 20, 2001 to include peak hour bus service on Routes 9W and 14 and to provide evening service on Dial-A-Ride, the City's paratransit service, throughout the year.
- In FY 2002 dollars, Scenario 1's fixed route (Transfort) element would be similar to existing service, with estimated annual operational costs at approximately \$3,790,000. The Dial-A-Ride element adds \$160,000 annually.
- Scenario 2 which adds the Mason Street Corridor bus service is estimated at \$4,790,000. Scenario 3 begins the process of transitioning to a grid system with an estimated annual operating cost of \$6,550,000. Scenario 4 is estimated at \$9,820,000, showing more than double the resources to implement the alternative.¹
- The four scenarios should be viewed as the building blocks required to achieve a productive transit system for Fort Collins.

Scenario 1: 2002 Transfort Bus System

This first no-budget growth alternative is a short-term service improvement plan. Its focus is to provide modest modifications to the existing system. This scenario is illustrated in this report in Figure 1. Some of these changes can be implemented with limited disruption. However, full implementation of this alternative effects 37% of pre-2002 system service.

Implementation of this alternative will improve the quality of Transfort operations such as on-time performance as well as increase the productivity of the Transfort system. Model analysis estimates a 17% increase in system performance (ridership). However, transit systems should expect a twelve to eighteen month adjustment period where some patrons are lost and new patrons begin using Transfort service. Transfort may experience an initial loss in ridership during this period, but expect to recover and increase ridership levels by the end of the period.

Key changes to the existing service include:

- Providing two routes to service the area along portions of existing Route 4 that connects CSU with both downtown and the residential communities currently served by the route;
- Providing service that enhances the travel connection between CSU and downtown (Route 15);
- Straightening and simplifying Route 5, setting the framework for a grid-like operation on Lemay;
- Simplifying Route 7, eliminating unproductive detours, and focusing the route on both high density residential and high density employment areas,

¹ Estimates in FY 2002 dollars.

- Eliminating low producing routes (Route 10 and the Southside Shuttle) and utilizing those resources in more productive corridors (College Avenue and the north Mason corridor),
- Reducing service on Routes 9 and 14 to peak hour service, and
- Enhancing evening demand service for Dial-A-Ride, the City's paratransit operation, by providing the service all year instead of only when CSU is in session.

Scenario 2: Minimal Redesign Plus Mason Street Corridor Service

This alternative adds the Mason Street Corridor service to the improvements made in Scenario 1 above. Implementation of this alternative will improve the quality of Transfort operations as well as increase the productivity of the Transfort system. Model analysis estimates a 66% increase in system performance (ridership) compared to the existing transit system.

Its focus is to provide the "backbone" of a future highly productive transit system serving the Fort Collins community. This scenario is illustrated in this report in Figure 2. These changes can also be implemented with limited disruption, although they do represent significant improvements to the overall operation of the system. Implementation of this alternative will improve the quality of Transfort operations and the number of people riding the system. Key changes to the existing service include:

- Providing high frequency *Bus Rapid Transit* two-way service along the Mason Street Corridor;
- Connecting downtown, the Colorado State University campus, and the south College commercial areas with high quality transit access;
- Establishing the first of three *Enhanced Travel Corridors* called for in City Plan;
- Solving operational problems such as on-time performance of Transfort buses by removing them from the congestion in the College Avenue corridor.

Scenario 3: Transition to Grid Service

This is an extensive redesign scenario, based on the principle of optimizing service within the existing service area and eliminating inefficiencies in previous service design. Implementation of this alternative continues to improve the quality of Transfort operations as well as increase the production of the Transfort system. Model analysis estimates 84% increase in system performance (ridership) compared to existing Transfort service. Figure 3 in this report shows this proposed scenario.

This scenario begins to put in place several improvements for the longer-term preferred 2010 Scenario:

- Providing University access through the campus with frequent services around the periphery of CSU, within easy walking distance of major activity centers on campus;
- Introducing crosstown services via Route 2;
- Improving service on the West Elizabeth corridor;
- Maintaining the level of service frequency in the Mason Corridor;
- Restoring service levels along West Prospect to the University;
- Maintaining the improved simplified routing identified in Scenario 1 for Route 5.
- Maintaining the current level of night service; and
- Providing 30-minute service frequencies on Laporte Avenue and Elizabeth Street.

- Retains the 9W/14 peak hour service established in 2002.
- Adds peak hour service between the South Transit Center and Hewlett Packard on Harmony Road.

Scenario 4: Proposed Route System - 2010 Transit System

While Scenario 1 provides simple modifications to the existing service, Scenario 2 adds the Mason Corridor. Scenario 3 begins the transition to a productive grid design by providing a more extensive redesign of the system based on longer-term service improvements. The improvements position Transfort for continuing growth in Fort Collins that are consistent with long-range goals. Thus, Scenario 3 is a foundation for the preferred system, Scenario 4, requiring significant budget growth.

Implementation of this alternative continues to improve the quality of Transfort operations as well as increase the production of the Transfort system. Model analysis estimates 142% increase in system performance (ridership) when compared to existing Transfort service. Figure 4 shows the proposed Scenario 4.

The emphasis of this preferred alternative is on frequency:

- Assumes the functionality of the Mason Street Corridor, including the relocation of the Southside Transit Center to Mason Street, at a yet undetermined location between Horsetooth and Swallow;
- Route 1 would be the backbone service on the Mason Street corridor, with an all-day frequency of every 7.5 minutes. During peak hours during the CSU school year, service along the entire corridor from downtown to Harmony would be every 3-4 minutes;
- Every 30 minutes, buses traveling the Mason Corridor would continue to Loveland. Other Route 1 connections would be made to the east along Harmony Road and to Front Range Community College;
- Efficiencies on Routes 5 and the crosstown grid of Route 2, identified under Scenario 3, would be maintained with greater frequency;
- New routes would provide greater coverage and frequency, with 30-minute service along Timberline, Lemay, Shields and Taft Hill;
- Service along the heavily traveled West Elizabeth corridor would be increased to headways of 7.5 minutes;
- New access points would be developed along Mason Street;
- New developments and offices along Centre and Research are served by frequent north-south service;
- General public dial-a-ride service would be available around the outer edges of the UGA, allowing fixed route resources to be dedicated to higher ridership areas.

AGENDA

OF THE

COUNCIL OF THE CITY OF FORT COLLINS, COLORADO

November 20, 2001

Proclamations and Presentations

5:30 p.m

- A. Presentation of Exemplary Citizenship Award to Ellen Long.

Regular Meeting

6:00 p.m.

PRESENTATION OF COLORS BY FALCON PACK 98.

1. CALL MEETING TO ORDER.
2. ROLL CALL.
3. CITIZEN PARTICIPATION (limited to 30 minutes)
4. CITIZEN PARTICIPATION FOLLOW-UP:

This is an opportunity for the Mayor or Councilmembers to follow-up on issues raised during Citizen Participation.

5. AGENDA REVIEW: CITY MANAGER

changes in 1999, which added the Windsor-Severence Fire Protection District and Colorado State University as signatories to the IGA.

20. Resolution 2001-157 Adopting the City of Fort Collins General Employees' Retirement Plan as Amended and Restated Effective December 31, 2001.

The City of Fort Collins General Employees' Retirement Plan (the Plan) provides retirement benefits for approximately 117 retirees and beneficiaries. The Plan has 407 active members and 114 former Members that have vested benefits as of the last valuation report.

Over the past few years the General Employees' Retirement Committee (the Committee), with assistance from the Plan's actuary and special legal counsel, identified and studied a number of changes to the Plan. The changes clarify, explain, and redefine some of the provisions of the Plan to conform to Internal Revenue Code changes, provisions of the Colorado Revised Statutes, and otherwise incorporate certain administrative practices. This is the first Plan restatement since 1992. Since that time, there have been several changes in the Internal Revenue Code however, the deadline for their implementation has been extended. Earlier this year, the Internal Revenue Service determined that, to remain tax-qualified, plans such as the City's should have the Plan changes made by the end of 2001.

The Resolution also amends the Plan for a change to the definition of Eligible Retirement Plan to include rollover distributions to other types of Plans and IRAs upon the employee's termination of employment. Under the IRS guidelines, this change cannot go into effect until 2002.

21. Resolution 2001-158 Expressing the City Council's Endorsement of the Larimer County Open Lands Master Plan and Urging the Approval of Said Plan by the Board of County Commissioners of Larimer County.

The development of the Larimer County Open Lands Master Plan has been a year-long citizen driven process. Considerable time and effort have been expended to ensure that County residents including City of Fort Collins residents had ample opportunity to give input and receive information about the master plan. This effort is reflected in the large amount of public participation received throughout the planning process.

22. Resolution 2001-159 Amending the Transfort Service Plan.

The Transfort Strategic Plan is a plan for the development of transit services from 2002 through 2010. On June 19, 2001 Council adopted the Transfort Service Plan as an Element of the Transfort Strategic Operating Plan. Staff is requesting that City Council amend the Service Plan Element to include transit services on the fixed route system of routes 9 and 14 and to include evening service on the paratransit system. Both of these changes are included in Transfort's proposed 2002-2003 budget and the implementation of these changes are contingent on City Council's adoption of the City's proposed 2002-2003 budget.



CITY COUNCIL VOTING RESULTS

November 20, 2001

ITEM	ACTION
7. Second Reading of Ordinance No. 162, 2001, Appropriating Unanticipated Revenue in the General Fund for Police Services Drunk Driving Enforcement Program.	Adopted on Consent 7-0
8. Second Reading of Ordinance No. 163, 2001, Authorizing an Option to Lease, and a Subsequent Lease of, City-Owned Property at City Park North Ballfield to Cricket Colorado Property Company, for the Location of Antenna Equipment and Related Facilities, Along With Associated Easements.	Adopted on Consent 7-0
9. Second Reading of Ordinance No. 164, 2001, Authorizing the Acquisition by Eminent Domain Proceedings of Certain Lands for a Natural Area Along Spring Creek on a Portion of Lot 1 of Shadowbrook P.U.D.	Adopted on Consent 7-0
10. Items Relating to Appropriation of Grant Revenues for Police Services.	
A. First Reading of Ordinance No. 198, 2001, Appropriating Unanticipated Revenue in the General Fund for Police Services and Authorizing the Transfer of Matching Funds Previously Appropriated in the Police Services Operating Budget to the Grant Project.	Adopted on Consent 7-0
B. First Reading of Ordinance No. 199, 2001, Appropriating Unanticipated Grant Revenue in the General Fund for Police Services for the Youth Community/Family Conferencing Program.	Adopted on Consent 7-0
11. First Reading of Ordinance No. 200, 2001, Appropriating Prior Year Use Tax Carryover Reserves for the Manufacturer's Use Tax Rebate Program.	Adopted on Consent 7-0

ITEM**ACTION**

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- | | | |
|-----|--|---|
| 12. | First Reading of Ordinance No. 201, 2001, Appropriating Prior Year Reserves Designated for Community Park Improvements in the Capital Improvement Expansion Fund and Neighborhood Parkland Fund Prior Year Reserves for Transfer to the Building Community Choices Capital Projects Fund Fossil Creek Community Park Capital Project for Use With Existing Appropriations to Construct a Maintenance Facility. | Adopted on Consent 7-0 |
| 13. | First Reading of Ordinance No. 202, 2001, Authorizing the Conveyance of Non-Exclusive Utility, Drainage and Temporary Construction Easements at Fort Collins-Loveland Municipal Airport for the Loveland-Fort Collins Industrial Airpark 9th Subdivision. | Adopted on Consent 7-0 |
| 14. | First Reading of Ordinance No. 203, 2001, Authorizing the Conveyance of Two Non-exclusive Easements in Connection with the Community Horticulture Center Project. | Adopted on Consent 7-0 |
| 15. | First Reading of Ordinance No. 204, 2001, Making Various Amendments to the City of Fort Collins Land Use Code. | Adopted on Consent 7-0 |
| 16. | First Reading of Ordinance No. 206, 2001, Amending Section 2-575 of the City Code Relating to Councilmember Compensation. | Adopted 6-1 (Nays: Councilmember Tharp) |
| 17. | First Reading of Ordinance No. 207, 2001, Amending Section 2-474 of the Code of the City of Fort Collins to Increase from Seven to Nine the Number of Commissioners of the Fort Collins Housing Authority. | Withdrawn |
| 18. | First Reading of Ordinance No. 208, 2001, Amending Section 13-23 of the City Code Concerning Appeals to the Human Relations Commission. | Adopted on Consent 7-0 |
| 19. | Resolution 2001-156 Approving the Execution of an Agreement to Modify and Amend an Intergovernmental Agreement Concerning the Implementation of an "E911" Emergency Telephone Service. | Adopted on Consent 7-0 |

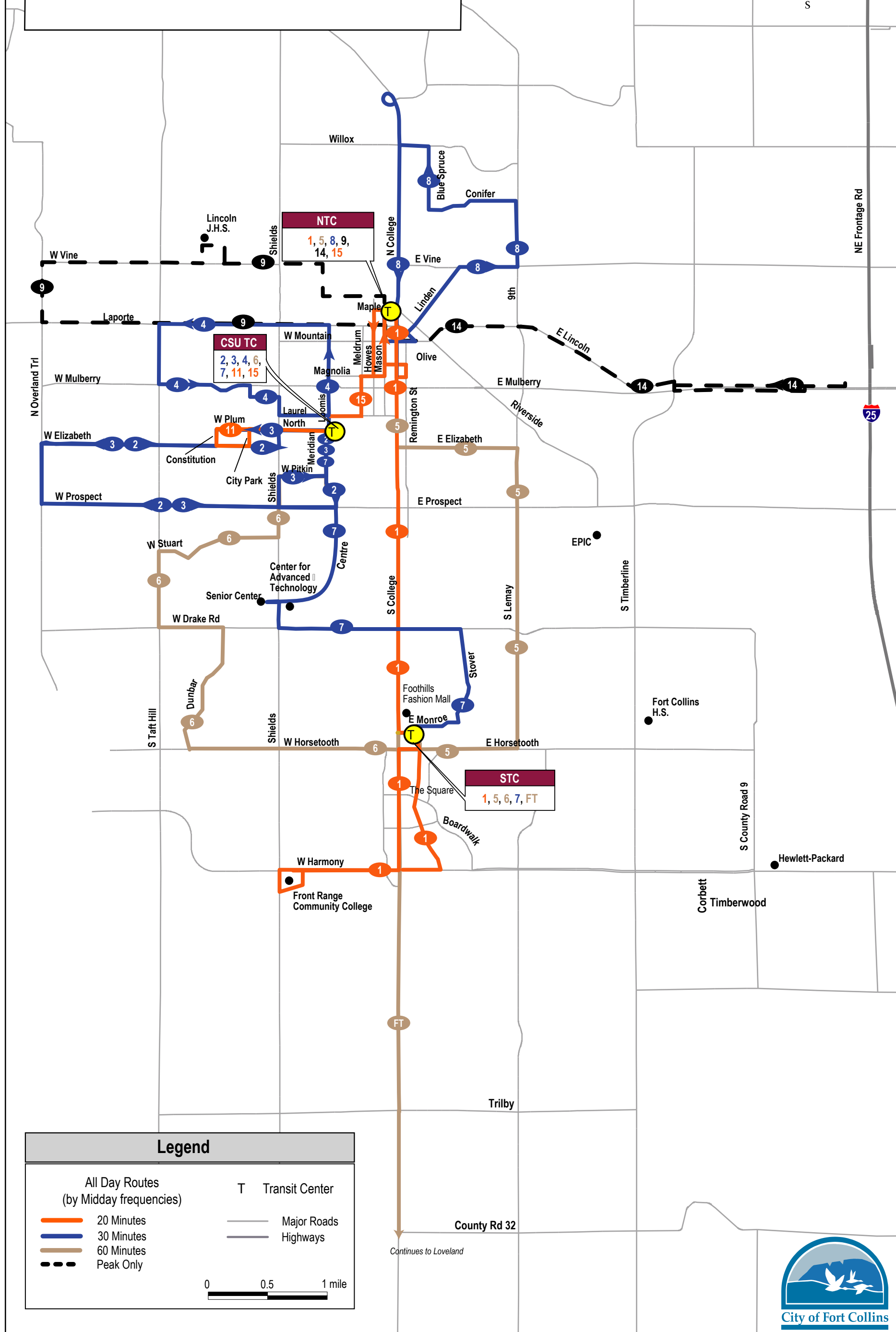
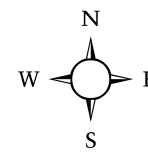
ITEM**ACTION**

- | | | |
|-----|---|------------------------|
| 20. | Resolution 2001-157 Adopting the City of Fort Collins General Employees' Retirement Plan as Amended and Restated Effective December 31, 2001. | Adopted on Consent 7-0 |
| 21. | Resolution 2001-158 Expressing the City Council's Endorsement of the Larimer County Open Lands Master Plan and Urging the Approval of Said Plan by the Board of County Commissioners of Larimer County. | Adopted on Consent 7-0 |
| 22. | Resolution 2001-159 Amending the Transfort Service Plan. | Adopted on Consent 7-0 |
| 23. | Routine Deeds and Easements. | |
| A. | Easement for construction and maintenance of public utilities to replace a failed primary electric cable, from Mary G. McVicker, located at 707 Rocky Road. Monetary consideration: \$1500. | Adopted on Consent 7-0 |
| B. | Easement for construction and maintenance of public utilities to underground overhead electric system, from William E. and Cathy L. Hoffman, located 225 Wood Street. Monetary consideration: \$125. | Adopted on Consent 7-0 |

ITEMS NEEDING INDIVIDUAL CONSIDERATION

- | | | |
|-----|--|---|
| 28. | Second Reading of Ordinance No. 190, 2001, Amending the Zoning Map of the City of Fort Collins by Changing the Zoning Classification for That Certain Property Known as the Johnson Property Rezoning. | Adopted 6-1 (Nays:
Councilmember Hamrick) |
| 29. | Resolution 2001-160 Adopting the Northern Colorado Regional Communities I-25 Corridor Plan. | Adopted 4-3 (Nays:
Councilmembers Bertschy,
Hamrick, Tharp) |
| 30. | Resolution 2001-161 Repealing Resolution 99-46 and Adopting an Amendment to the Financial Management Policies. | Adopted 5-2 ((Nays:
Councilmembers Martinez
and Weitkunat) |
| 31. | First Reading of Ordinance No. 209, 2001, Amending Section 2-581 of the City Code and Setting the Salary of the City Attorney. | Adopted 7-0 |

**Figure 1:
Transfort Bus System
January 2002**

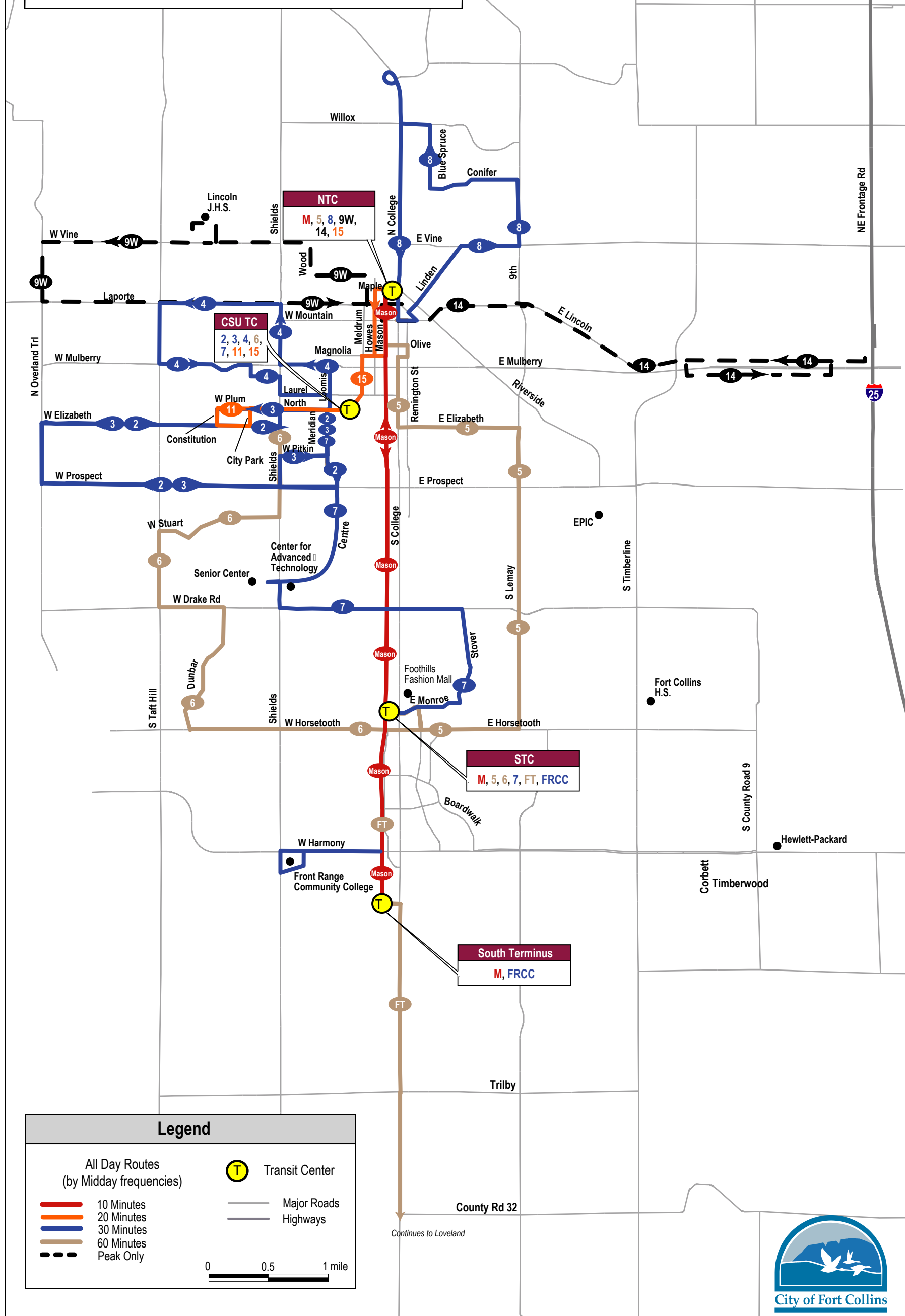
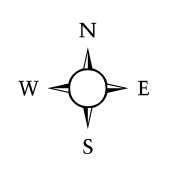


Legend	
All Day Routes (by Midday frequencies)	
	20 Minutes
	30 Minutes
	60 Minutes
	Peak Only
	T Transit Center
	Major Roads
	Highways

0 0.5 1 mile



**Figure 2:
Fort Collins Transfort
Scenario 2: Minimal Redesign
with Mason**



Legend

All Day Routes (by Midday frequencies)

- 10 Minutes
- 20 Minutes
- 30 Minutes
- 60 Minutes
- - - Peak Only

T Transit Center

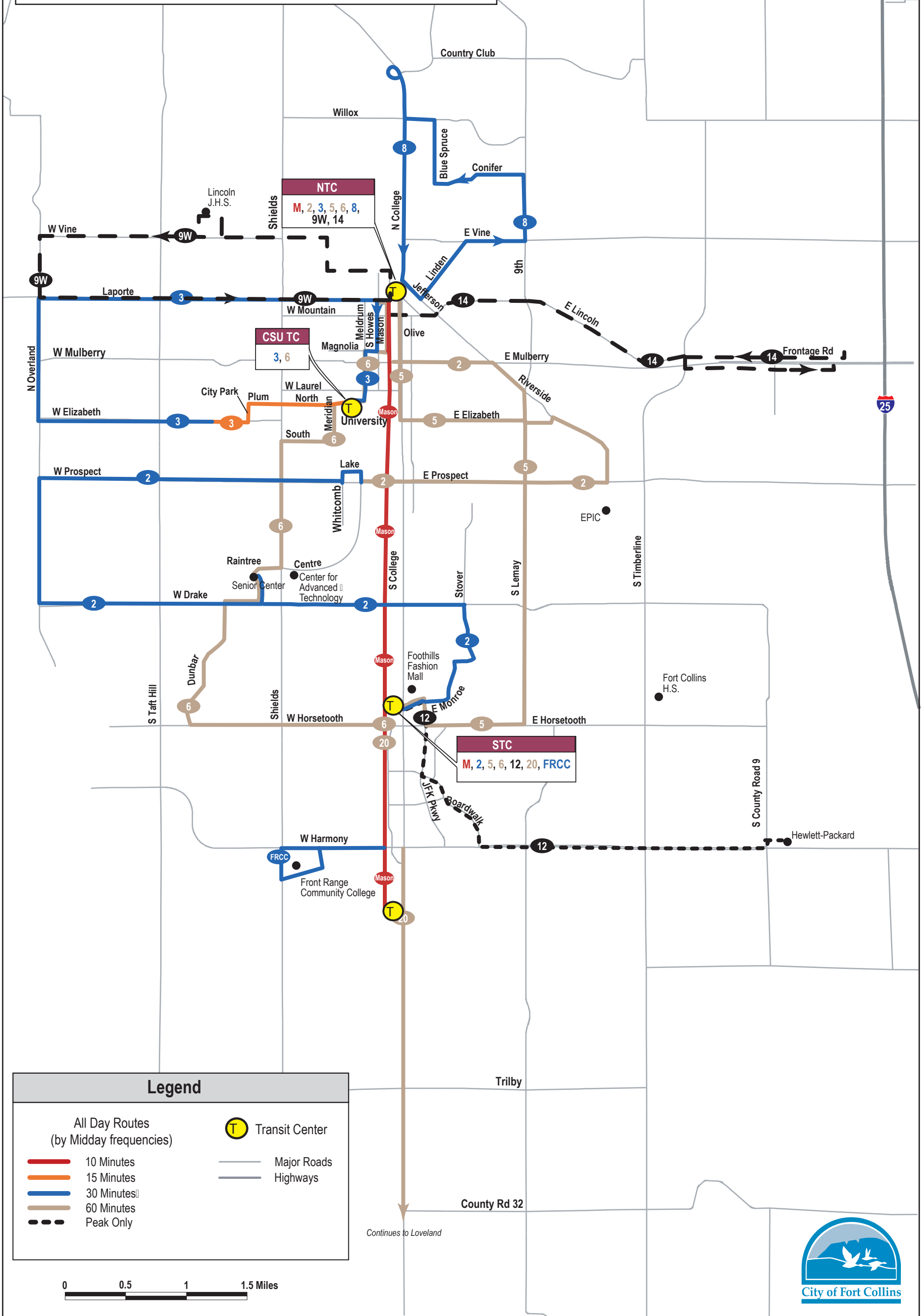
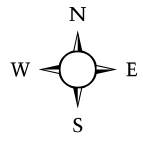
— Major Roads

— Highways

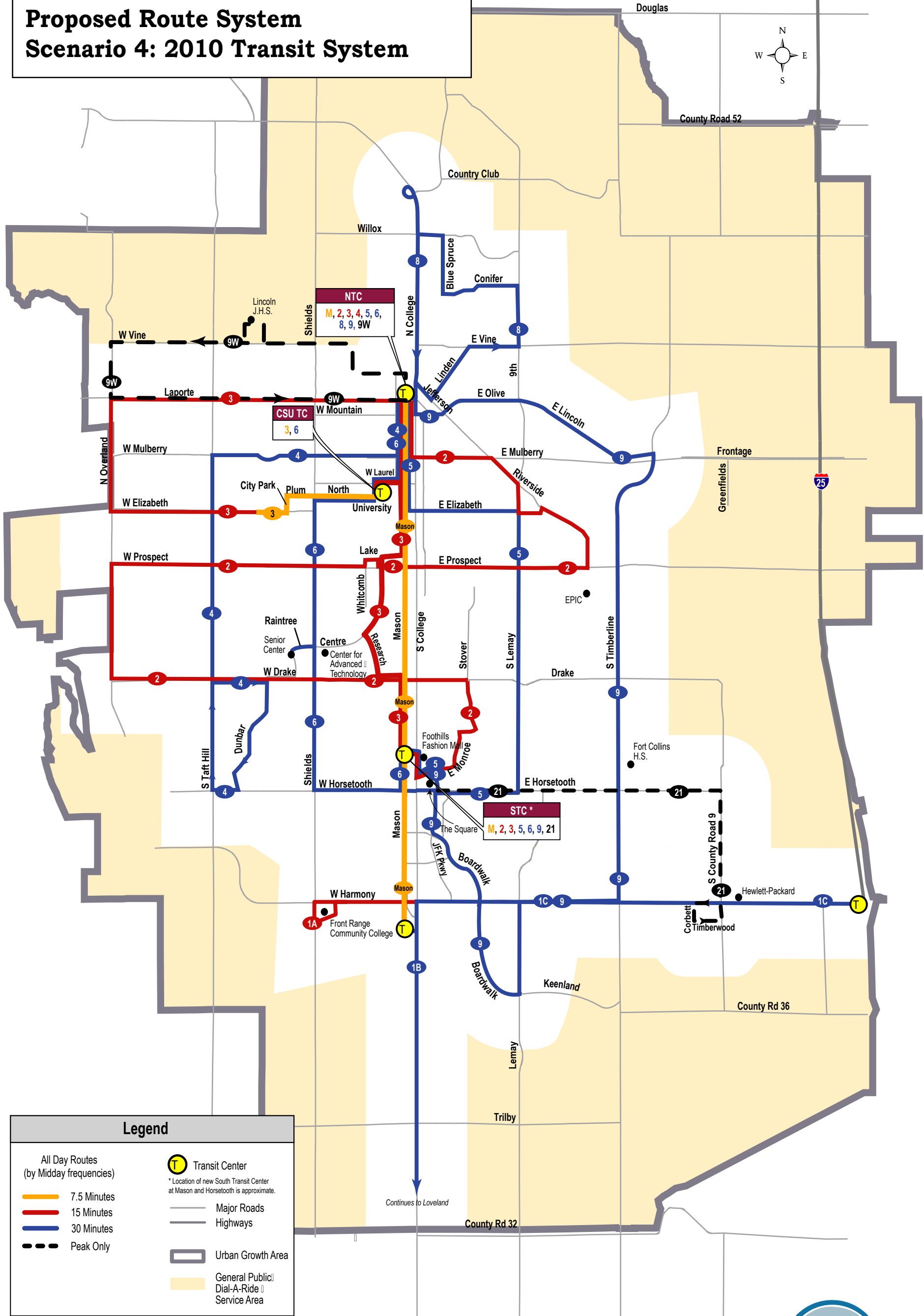
0 0.5 1 mile



**Figure 3:
Fort Collins Transfort
Scenario 3: Transition to Grid
Extensive Redesign with Mason**



**Figure 4:
Fort Collins Transfort
Proposed Route System
Scenario 4: 2010 Transit System**



Legend

All Day Routes (by Midday frequencies)	Transit Center
7.5 Minutes	* Location of new South Transit Center at Mason and Horsetooth is approximate.
15 Minutes	Major Roads
30 Minutes	Highways
Peak Only	Urban Growth Area
	General Public Dial-A-Ride Service Area



CITY OF FORT COLLINS TRANSFORT

SCENARIO 3: Transition to Grid Plus Mason

CONCEPTUAL DRAFT COSTING
City Transportation Planning

LINE	NAME	Between	And	SCHOOL WEEKDAYS												NON-SCHOOL WEEKDAY												SATURDAY											
				RND TRIP TIME excluding recovery			RND TRIP TIME including recovery			FREQUENCY			VEHICLES			HRS/WEEKDAY			WKDAY REV HRS	FREQUENCY			VEHICLES			HRS/WEEKDAY			WKDAY REV HRS										
				Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve		Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve											
1A	Mason Street	DTC	South Terminus	44	44	44	48	48	48	7	7	30	7	7	2	6.0	7.0	6.0	103.0	10	20	30	5	3	2	6.0	7.0	6.0	63.0	10	20	30	5	3	2	6.0	7.0	6.0	63.0
1B	FRCC Shuttle	STC	FRCC	25	25	25	28	28	28	30	30	30	1	1	1	6.0	7.0	6.0	19.0	30	30	30	1	1	1	6.0	7.0	6.0	19.0	30	30		1	1		6.0	7.0	6.0	13.0
2	Long Prospect/Drake	DTC	STC	100	100	100	110	110	110	15	15	60	8	8	2	6.0	7.0	6.0	116.0	60	60		2	2		6.0	6.5		25.0	60	60		2	2		6.0	6.5		25.0
3	Short W Eliz/CSU	W Eliz	DTC	54	54	54	59	59	59	30	30		2	2		6.0	7.0		26.0	60	60		1	1		6.0	6.5		12.5									0.0	
3	Mid W Eliz/Laporte	DTC	Campus TC	54	54	54	59	59	59	15	15		4	4		6.0	7.0		52.0	30	30		2	2		6.0	6.5		25.0	60	60		1	1		6.0	6.5		12.5
3	Long W Eliz	DTC	Campus TC	70	70	70	77	77	77	60	60		2	2		6.0	6.5	0.0	25.0	60	60		2	2		6.0	6.5	0.0	25.0	60	60		2	2		6.0	6.5		25.0
5**	Lemay	DTC	STC	38	38		42	42		60	60		1	1		6.0	6.0		12.0	60	60		1	1		6.0	6.5		12.5	60	60		1	1		6.0	6.5		12.5
6**	Shields/Dunbar/NE	STC	DTC	74	74	74	81	81	81	60	60	60	1	1	2	6.0	6.0	6.0	24.0	60	60		2	2		6.0	6.5		25.0	60	60		2	2		6.0	6.5		25.0
8	N. College	DTC	N. College	27	27		30	30		30	30		1	1		6.0	6.5		12.5	60	60		1	1		6.0	6.5		12.5	60	60		1	1		6.0	6.5		12.5
9	West/14	West Vine/LaPorte	DTC	Overland/Vine	54			54		60			1			6.0	0.0		6.0	60			1			6.0	0.0		6.0	60			1			6.0	0.0		6.0
9	W/T	West Vine/LaPorte	DTC	Overland/Vine	25			28		30			1			1.0	0.0		1.0							0.0	0.0		0.0						0.0	0.0		0.0	
20	STC-Loveland	STC	Loveland	54	54	54	59	59	59	60	60		1	1		6.0	6.5		12.5	60	60		1	1		6.0	6.5		12.5	60	60		1	1		6.0	6.5		12.5
21	E Horsetooth/Harmony	STC	FRCC	24			26			30			1			6.0			6.0	60			1			6.0	6.5		6.0									0.0	
NL*	NightLiTe	Downtown FC	CTC/STC																																		0.0		

Peak Bus Requirement 31 28 Revenue Hours 415.0 20 Revenue Hours 244.0 17 Revenue Hours 207.0

Total Service Days
308

Number of School weekdays
163

Number of Non-School weekdays
95

Number of Saturdays
50

Total Rev. Hours*
101,663

Total number of School Weekday Rev. Hours
67,645

Total number of Non-School Weekday Rev. Hours
23,180

Total number of Saturday Rev. Hours
10,350

Scenario 1 Service Hours 58,897

% Increase in Scenario 3 over Scenario 1 72.6%

* NightLiTe revenue hours are included in the Total Revenue Hours by assuming 8 hours a night for 61 nights (based on 1999 totals), or 488 hours. 3,952 Annual Revenue Hours added for Sunday Service on Mason Street
** Routes 5 and 6 are interlined at the NTC to compensate for the longer running time on Route 6.

Conceptual Costing based on A No Budget Growth and Various Moderate Growth Scenarios

	Projected →				
	FY 2000 Existing System	FY 2002 Scenario 1 - Minimal Redesign	FY 2006 Scenario 2 - Minimal Redesign Plus Mason	FY 2008 Scenario 3 - Transition to Grid Plus Mason	FY 2010 Scenario 4 - 2010 Restructuring
Annual Vehicle Service Hours	59,999	58,897.0	74,357.0	101,663	152,328.5
Est. Annual Cost	\$3,867,536	\$3,796,501	\$4,793,052	\$6,553,197	\$9,819,095
Weekday Base Vehicle Requirement	16	15	19	28	43
Weekday Peak Vehicle Requirement	18	20	24	31	53
Modeled Annual Total Ridership	1,545,672	1,810,483	2,567,863	2,846,084	3,742,573
Modeled Annual CSU Ridership	504,424	685,329	1,312,448	1,525,851	1,715,402
Productivity (Cost/Trip)	\$2.50	\$2.10	\$1.87	\$2.30	\$2.62

Assumptions made:

	FY 2000 Existing System	FY 2002 Scenario 1 - No Budget Growth	FY 2006 Scenario 2 - Mason Corridor	FY 2008 Scenario 3 - Transition to Grid	FY 2010 Scenario 4 - 2010 Transfort Goal
Annual Vehicle Service Hours	From Existing Cond. Report	Derived from the estimated service hours for school weekdays, non-school weekdays and Saturdays. This number is then multiplied by the number of days in each category.	Derived from the estimated service hours for school weekdays, non-school weekdays and Saturdays. This number is then multiplied by the number of days in each category.	Derived from the estimated service hours for school weekdays, non-school weekdays and Saturdays. This number is then multiplied by the number of days in each category.	Derived from the estimated service hours for school weekdays, non-school weekdays and Saturdays. This number is then multiplied by the number of days in each category.
Est. Annual Cost	From Existing Cond. Report	Calculated using the estimated Revenue Service Hours and Transfort's Variable Cost/Revenue Hour from 2002 of \$64.46	Calculated using the estimated Revenue Service Hours and Transfort's Variable Cost/Revenue Hour from 2002 of \$64.46	Calculated using the estimated Revenue Service Hours and Transfort's Variable Cost/Revenue Hour from 2002 of \$64.46	Calculated using the estimated Revenue Service Hours and Transfort's Variable Cost/Revenue Hour from 2002 of \$64.46
Weekday Base Vehicle Requirement	Calculated by dividing the actual frequency of each route by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)
Weekday Peak Vehicle Requirement	Calculated by dividing the actual frequency of each route by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)	Calculated by dividing the frequency of the proposed routes by the round trip running time (including recovery)

Estimates are in constant 2002 Dollars