

Meeting Summary

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| Project: | LINKNoCo |
| Subject: | Guidance Committee Meeting #2 |
| Meeting Date: | Wednesday, September 22, 2021 |
| Meeting Time: | 1:00 pm – 2:30 pm |
| Meeting Location: | Virtual |

Workshop #2

LINKNoCo Guidance Committee Meeting #2

This summary reflects the general notes and action items for this meeting to the best of the knowledge of the note taker. If you have any questions or find any errors, please contact Meghan Boydston at meghan.boydston@hdrinc.com.

Welcome, Agenda, and Meeting Goals

Chris Proud, Consultant Project Manager for HDR, opened the meeting and Alex Gordon, Project Manager for the NFRMPO, welcomed everyone. Chris reviewed the meeting agenda and the goals for the meeting, which included: purpose and need finalization, evaluation process and criteria, technology, range of corridors review and discussion. Chris reviewed the progress to date on the LINKNoCo project, mentioning that the Project Team is beginning the step where transit corridor options will be determined and evaluated.

Purpose and Need Finalization

Chris reviewed the definition of the Purpose and Need and how it fits into the process. He provided an overview of the Purpose and Need that was developed with input from the Guidance Committee and detailed in the LINKNoCo Corridor Inventory and Context Memorandum.

The following is a summary of the discussion pertaining to the Vision, Purpose, and Need:

- Aaron Iverson (Fort Collins): This might be embedded in the Governance and Operations, but shouldn't the purpose also cover how to fund regional transit, including both startup capital and long-term operations? Funding will be on many people's minds. Needs are very clear but there will be concern on how to fund premium transit and how it will be operated in the long term. All cities and communities will be interested in the governance and funding.
Chris Proud (Project Team): This project will examine the governance structure later in the process. The governance committee will meet and look at options.

- Allison Baxter (Greeley): Allison's suggestions for additions to the purpose and need include integrating with local transit network and integrating with emerging trends like Mobility as a Service (MaaS).
Chris Proud (Project Team): Allison's suggestions could be incorporated into the purpose statement. MaaS will be important in this study. The local agencies are critical to the success of LINKNoCo and should be explicitly mentioned.
- Elizabeth Relford (Weld County) –The LINKNoCo plan needs to be above and beyond implementation of the RTE. The Guidance Committee should think regionally. Preserving right of way should take precedence over discussions of transit technology. The proposed Level 1 corridors are following CDOT's system. Maybe the team needs to look at other corridors beyond the RTE? Other questions we should be asking are – What is the minimum width we need for the transit corridor? Does the region have structures set up to support transit?
Chris Proud (Project Team): These comments are valid. LINKNoCo is based off the RTE to some degree, but the goal of this project is to move beyond the RTE. LINKNoCo will develop a governance structure. It will explore how to develop and build a system. It is a process and as we narrow corridors can look at impacts and widths, etc.
Elizabeth Relford (Weld County): Elizabeth does not agree with the project vision. LINKNoCo is tasked with evaluating and preserving regional transit and connectivity. LINKNoCo should not evaluate transit in each community, that was already done in the RTE.
Chris Proud (Project Team): Notes are being taken and the Project Team will have discussions to make sure your feedback is being heard and we are achieving the goals of study. The project team will reach out to Elizabeth for a follow up conversation.
- Myron Hora (Project Team): In Level 1, we have defined corridors that are origin and destination pairs. Defining these corridors will come later in the process.
- Chris Proud (Project Team): The project team is open to additional corridors. The project team is looking to stakeholders to identify the additional corridors.
- Jan Rowe (CDOT): CDOT is trying to identify structures for BRT and are finding constraints for platforms. Land use planning is very important.

Evaluation Process and Criteria

Chris provided an overview of the process of screening and advancing corridors. This will include Level 1 and Level 2, and will result in a set of recommendations. Chris also reviewed the draft Level 1 and Level 2 criteria with the Guidance Committee.

Technology

Chris reviewed transit technology options. He explained that transit technology will be analyzed at Level 2 and provided an overview of how corridors will be evaluated for technology. The Level 1 corridors could entertain a variety of different technologies. BRT provides an exclusive space for bus to travel in. Tram and light rail are similar and typically run on an exclusive space on a track, although a tram can run in mixed traffic. Tram can fit in more constrained spaces. Light rail can accommodate more people, depending on how long it is. The A Line service to the airport in Denver is an example of commuter rail, and passenger rail is being studied in Colorado with Front Range Passenger Rail. Commuter rail or passenger rail are options for the freight rail corridors in the North Front Range. There are also non-traditional transit types like

subway, gondola, and emerging technologies. The non-traditional transit types will be evaluated to see if they are a good fit before eliminating.

At Level 2, the project team will examine the technologies and analyze what technologies are consistent with past planning and community feedback. Feasibility for transit technology will also be considered.

Range of Corridors Review

Chris explained the depth of analysis and level of detail of Level 1 corridors. At Level 1, the corridors are origin-destination pairs without defined routes or stops. Level 1 utilizes qualitative criteria at a higher level. At Level 2 the corridors will be further defined and will be considered alignments. It will include a detailed analysis of the structure of the corridor. Meghan provided a summary of each of the 13 proposed Level 1 corridors. The summary included the origin, destination, general corridors that would connect the two, and key destinations that could be served.

Corridor Reactions and Discussion

Each Guidance Committee member had the opportunity to discuss and provide feedback on the Level 1 corridors. The following is a summary of the discussion.

- Aaron Iverson (Fort Collins): The Level 1 corridors presented are a good set of corridors. He is interested in Fort Collins to Loveland and Fort Collins to Windsor and Greeley. Aaron is intrigued by the GW Railroad corridor. Aaron is also interested in improvements to the FLEX system because it has already proven to be successful. The Fort Collins to Wellington corridor may be a growing need. Aaron will share the list of corridors with Transfort and see if anything is missing. Aaron's number one corridor choice is improvements to FLEX. His second choice is the Great Western Railway corridor because it passes a lot of communities that are trip exchanges for Fort Collins.
- Adam Olinger (Berthoud): What technology is being considered for corridors?
Chris Proud (Project Team): The transit corridors are technology agnostic in Level 1. We will pair technology to corridors in Level 2. At some point in future, the technology could be updated depending on how they perform.
Adam Olinger (Berthoud): The Berthoud to Milliken and Johnstown corridor may not be popular because there is not a lot of travel between these cities. Berthoud may not be large enough to have an extended travel area to get to the station. The project team should consider an alternative route than I-25. It does not make sense to take a bus to get on another bus.
- Adam Olinger (Berthoud): Why is the BNSF not identified? This could be a good option.
Chris Proud (Project Team): This corridor is being considered for Front Range Passenger Rail, which could be used to make connections in the region.
- Adam Olinger (Berthoud): Residents from Berthoud travel to Loveland and use Taft or Berthoud Parkway. It makes sense to consider a corridor between Berthoud and Loveland along Berthoud Parkway.
- Katie Guthrie (Loveland): Development is already occurring at one corner of intersection where a mobility hub was proposed at SH 402 and US 287, so Katie is concerned that a mobility hub may not be feasible in future. Loveland is also considering a mobility hub on SH 402 a little bit west of US 287 that could service the FRPR line on SH 402.

- Chris Proud (Project Team): In the next phase, the project team will need the Guidance Committee's help deciding the Level 2 transit alignments.
 - Allison Baxter (Greeley): Allison supports the Level 1 corridors. Greeley is interested in the Great Western Rail Line. Greeley is evaluating the potential for BRT or enhanced transit along 10th Street. Allison would need to understand demand before choosing a top corridor.
 - Carlin Malone (Windsor): Carlin supports the Level 1 corridors. She is interested in the Greeley to Fort Collins corridor on the Great Western Rail Line. Carlin agrees that the Loveland to Greeley corridor is important.
 - Cory Schmitt (Specialized Transportation/NFRMPO Representative): The Level 1 corridors capture the potential options. The service gaps, like US 34 between Loveland and Greeley, should be a priority. This corridor is his top choice.
 - Elizabeth Relford (Weld County): Elizabeth suggests that the Level 1 corridors avoid state highways and focus on regional corridors. The Highway 14 corridor outside of the I-25 area is growing significantly, with connections to Sterling. The UP at Lasalle needs a connection. CDOT may not have enough right of way to implement transit on its corridors. LINKNoCo should prioritize interregional vs. intraregional. Corridors on Larimer County Roads 17 and 54 should be considered. The North Front Range does not have the ability to implement local control for land use. It falls on each community to preserve right of way in their land use.
 - Evan Pinkham (Weld County): The corridors should consider where the growth is going to be occurring. Evan agrees with Elizabeth Relford and thinks that LINKNoCo corridors should think beyond corridors like US 34 and US 287 and look at where growth is going to be happening.
- Chris Proud (Project Team): The corridors that are being studied by CDOT have "attention" so LINKNoCo could include corridors that aren't getting the same level of attention.
- Jan Rowe (CDOT): The most important corridor according to Jan is the connection to Greeley along US 34. CDOT does have plans along many corridors, such as US 85. There is a possibility that Bustang could be considering implementing transit on US 85. The Greeley to Sterling route is a planned Bustang Outrider route and US 34 is a potential Bustang Outrider routes. It is still to be decided how much CDOT will implement transit.
 - Adam Olinger (Berthoud): There is a possibility for multiple systems to run along the same rail line, so the BNSF rail line should not be ruled out simply because Front Range Passenger Rail might use it.
 - Katie Guthrie (Loveland): Katie would prioritize the connection from Loveland to Greeley on either corridor. Katie would also support adding a corridor connecting Loveland and Berthoud on Taft Avenue. This could be a more local option for FLEX. The corridors between Berthoud and Loveland are heavily traveled, so it could be assumed that some people would choose transit if it were available.
 - Mark Peterson (Larimer County) – There should be a corridor included that is a parallel arterial along I-25. The Larimer County Road 5 providing access to fairgrounds in Timnath could be considered. The Level 1 corridors are focused on east to west connections and should include more north to south connections. The LINKNoCo corridors could tie into the Northern Colorado Regional Airport. Wellington could be a transit connection so demand should be studied there.

- Olivia Egen (Weld County Public Health): Olivia agrees with Cory about the Loveland to Greeley corridor. LINKNoCo should consider connections to smaller towns in Weld County, including Milliken, Firestone, etc, especially if growth continues in those towns.
- Chris Proud (Project Team): The Project Team will consider regional modeling and real time information about where people are traveling to and from. This will include an evaluation of future data and new businesses. The Project Team will be following up one-on-one with some members of the Guidance Committee following this meeting.

Comments from the Chat Box

- Katie Guthrie (Loveland): A new VA facility is planned for the airport area also - definitely an important destination to consider.
- Alex Gordon (NFRMPO/Project Team): I'd also highlight that these corridors don't have to be built this year, this could be something to consider over the next two decades.
- Cory Schmitt (Specialized Transportation/NFRMPO Representative): I noticed that the Milliken-Berthoud Corridor is one of the few that doesn't really connect with other Level 1 Corridors.

Conclusion and Next Steps

Chris noted that the project team will send out the slides and meeting notes to the committee members and will provide a comment period when Guidance Committee members can provide additional feedback about the corridors. The next meeting is anticipated for November 10th which will cover initial Level 1 screening. The project team will be launching an online questionnaire and will look to Guidance Committee members for promotion support.

Attachments

Committee membership and attendance, project team attendance, and meeting presentation.

Guidance Committee

| Community/Organization | Member | Role | Attended |
|---|----------------------|--|----------|
| Berthoud Rural Alternative for Transportation (RAFT) | Ruth Fletcher-Carter | RAFT Representative | No |
| CDOT Region 4 | Jan Rowe | CDOT Region 4/CDOT transit Representative | Yes |
| City of Fort Collins | Aaron Iverson | City of Fort Collins Representative | Yes |
| City of Greeley | Allison Baxter | City of Greeley Representative | Yes |
| City of Loveland | Katie Guthrie | City of Loveland Representative | Yes |
| City of Loveland Transit (COLT) | Candice Folkers | COLT Representative | Yes |
| Greeley Evans Transit | Leiton Powell | Greeley Evans Transit Representative | No |
| Greeley Evans Transit | Michelle Johnson | Greeley Evans Transit | Yes |
| Larimer County | Mark Peterson | Larimer County Representative | Yes |
| Larimer County Public Health | Brooke Bettolo | Larimer County Public Health Representative | No |
| Museo de las Tres Colonias | Betty Aragon | Diversity, Equity, and Inclusion Representative | No |
| NFRMPO | Cory Schmitt | Specialized Transportation/NFRMPO Representative | Yes |
| NoCo Bike and Ped | Gary Odehnal | Multimodal Advocate | No |
| Southwest Chief & Front Range Passenger Rail Commission | Spencer Dodge | Southwest Chief and FRPR Representative | Yes |
| Town of Berthoud | Adam Olinger | Town of Berthoud Representative | Yes |
| Town of Severance | Mitch Nelson | Town of Severance Representative | Yes |
| Town of Windsor | Carlin Malone | Town of Windsor Representative | Yes |
| Transfort | Drew Brooks | Transfort Representative | No |
| UC Health | Stephanie Booco | Emergency Services General Representative | No |
| UC Health | Julie Bower | Emergency Services General Representative | No |
| Weld County | Evan Pinkham | Weld County Representative | Yes |
| Weld County | Dawn Anderson | Weld County Representative | No |
| Weld County | Elizabeth Relford | Weld County Representative | Yes |
| Weld County Public Health | Olivia Egen | Weld County Public Health Representative | Yes |

Project Team

| Organization | Member | Role | Attended |
|--------------|-----------------|--|----------|
| NFRMPO | Alex Gordon | MPO Project Manger | Yes |
| HDR | Chris Proud | Consultant Project Manager | Yes |
| HDR | Meghan Boydston | Consultant Deputy Project Manager | Yes |
| WSP | Myron Hora | Agency Coordination & Local Outreach Liaison | Yes |
| HDR | Chrissy Breit | Stakeholder and Public Involvement | No |

LINKNoCo

UNITING THE NORTH FRONT RANGE



LINKNoCo

UNITING THE NORTH FRONT RANGE

Guidance Committee Workshop #2

September 22, 2021



Agenda



1. Welcome, agenda review, and meeting goals
2. Follow-up on meeting #1 topics and purpose and need
3. Evaluation process and criteria
4. Potential range of corridor options
5. Next steps





1

Welcome



Introductions

- Welcome
 - Alex Gordon, Project Manager: North Front Range Metropolitan Planning Organization (NFRMPO)



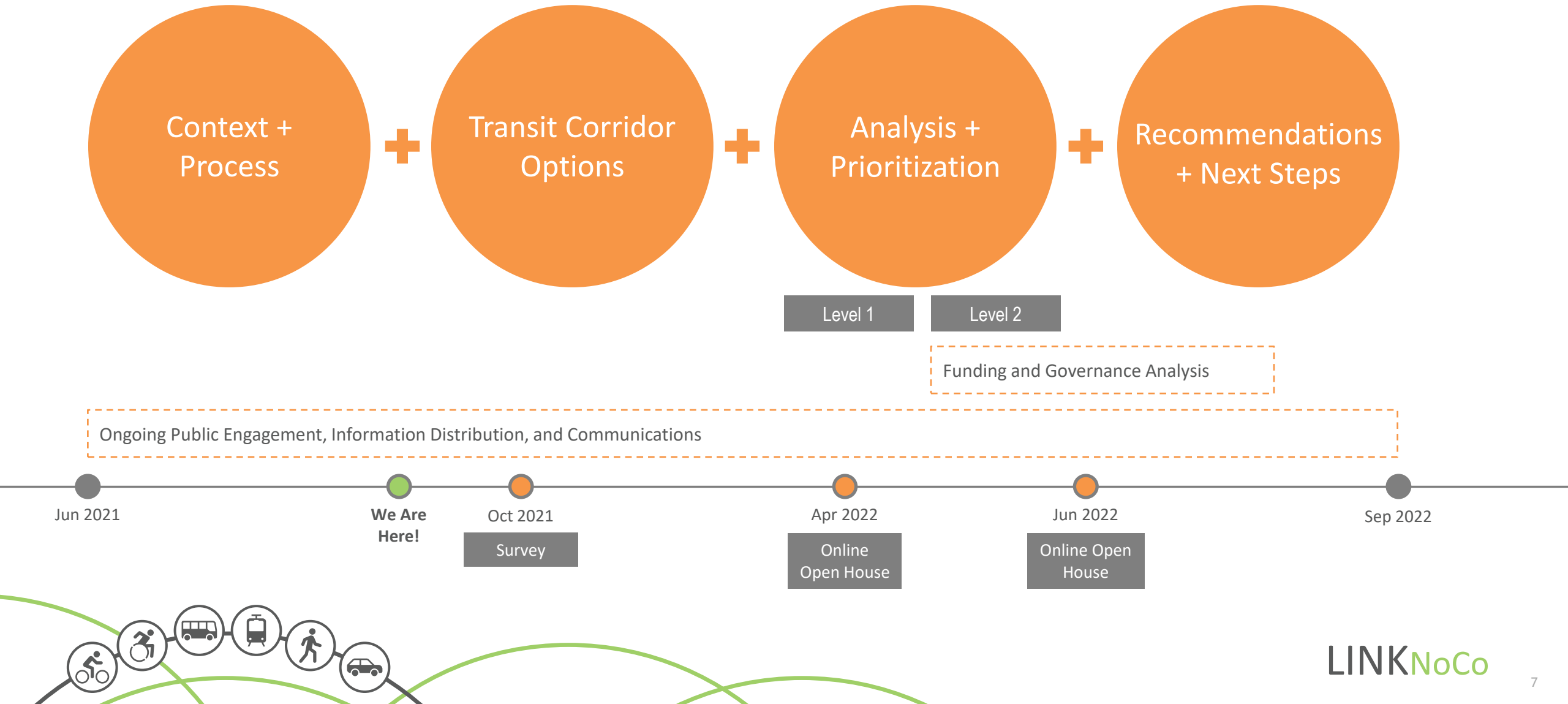


Meeting Goals and Outcomes

- Concurrence on the purpose and need
- Identify initial evaluation criteria
- Review range of corridor options (add/adjust as needed)



Our Progress to Date



2 Follow-up, Purpose, and Need

What is the Purpose and Need?

- PURPOSE – WHAT ARE WE TRYING TO ACCOMPLISH?
 - Broadly defines the problem to be solved and the desired transportation outcome of the project.
- NEED – WHY IS IT NECESSARY?
 - Supports the purpose with a quantifiable explanation of the transportation deficiencies



Purpose

The purpose of the LINKNoCo project is to...



Identify those future frequent, reliable, and high-quality premium transit corridors



Focus on building robust regional transit network for North Front Range communities



Build on the 2045 Regional Transit Element (RTE) and recent/ongoing mobility and transit plans

- Provide greater transit access
- Improve regional connectivity
- Support a frequent, regional transit network
- Support the connectivity for residents, workers, and visitors
- Integrate multimodal options
- Support regional traffic congestion reduction
- Support regional air quality and GHG reduction
- Enhance safety
- Identify a governance and operational structure



Need

The needs for the development of LINKNoCo are indicated by the following...

MEET THE TRANSIT NEEDS OF EXISTING AND FUTURE LOCAL/REGIONAL RESIDENTS, BUSINESSES, AND VISITORS

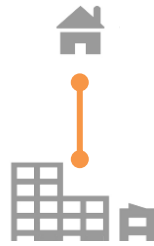
Population

 83% by 2045

Employment

 67% by 2045

Growing
distance
from
home and
work



MEET THE MOBILITY NEEDS OF UNDERSERVED COMMUNITIES

Growth in seniors

78%

2040 Larimer Cty.

134%

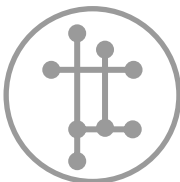
2040 Weld Cty.

Current
population =
5% to 12%
persons with
disabilities



ENHANCE THE CONNECTIVITY BETWEEN SIGNIFICANT ORIGIN AND DESTINATION POINTS WITHIN THE REGION

Growth in
Origin and
Destination
Pairs



Greeley — Fort Collins
Loveland — Fort Collins
Greeley — Loveland

REDUCE VEHICLE MILES TRAVELED (VMT) AND SUPPORT CONGESTION REDUCTION AND AIR QUALITY IMPROVEMENT

Growth in congested
roadways

1%  2015

7%     2045

Goal to reduce per
capita VMT



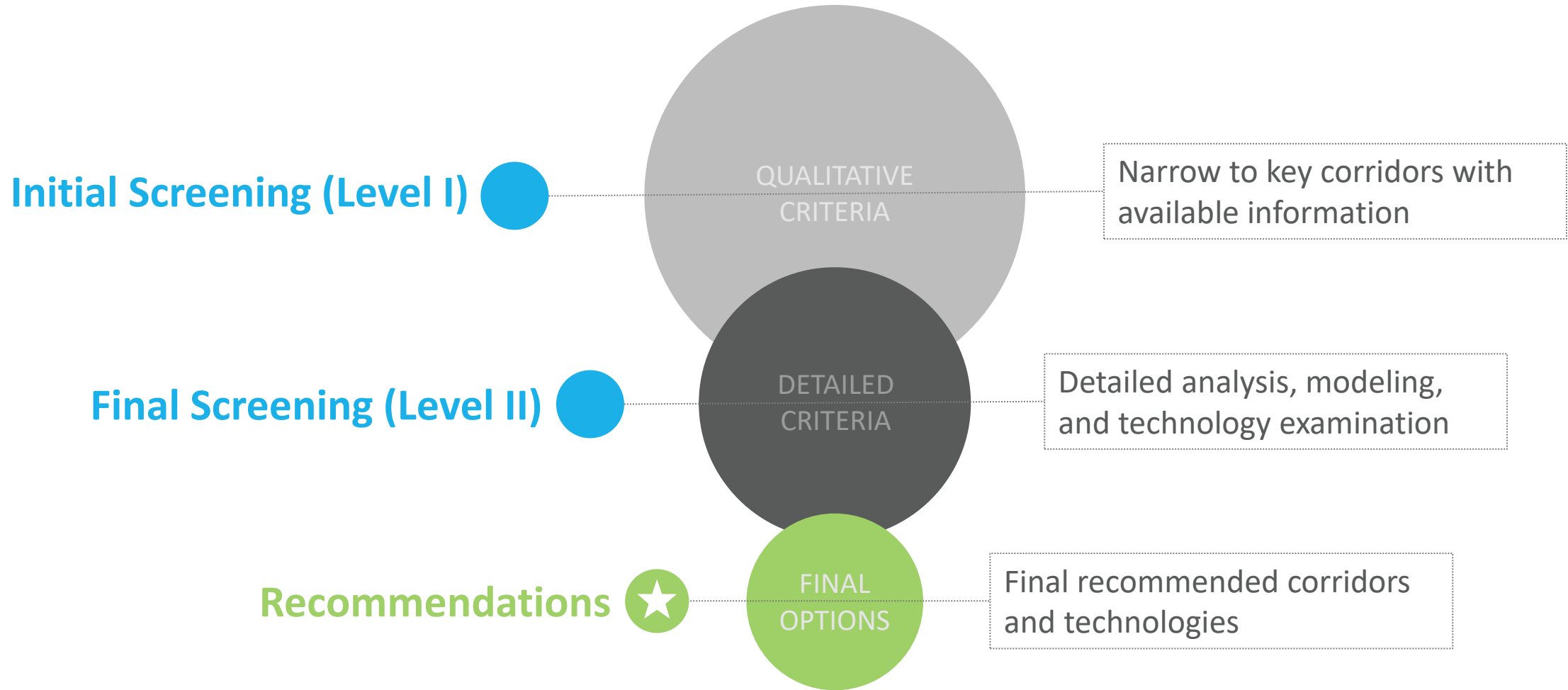
24 miles
per person
each day

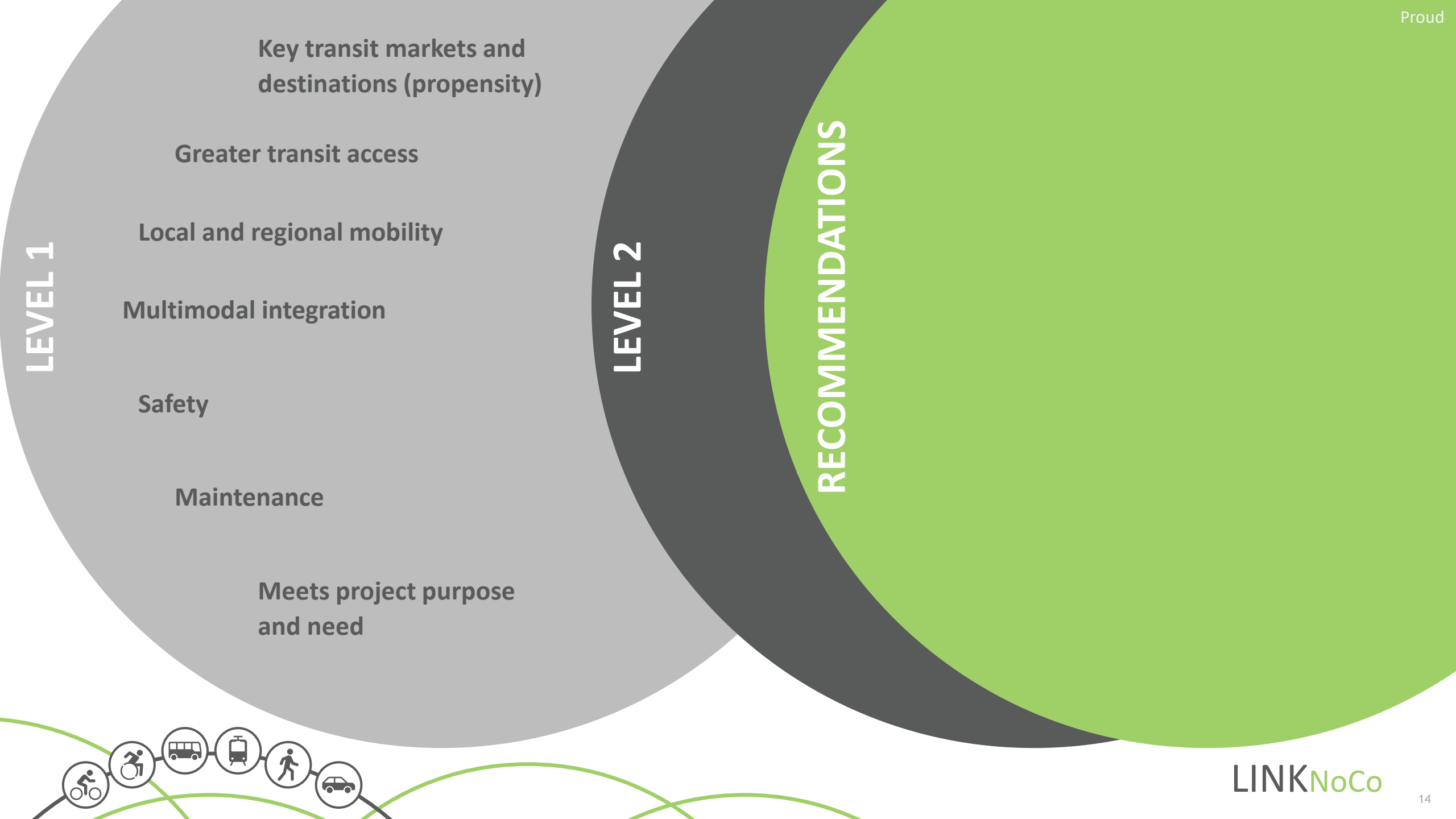
LINKNoCo



Evaluation Process and Criteria

Screening and Advancing Corridors





LEVEL 1

LEVEL 2

RECOMMENDATIONS



Regional connectivity and change in VMT



Community and agency support



Potential property and construction impact



Transit demand, speed, reliability, and travel time



Capital and operating costs



Multimodal access to transit stations



Equity and access for underserved communities





Range of Technologies



Enhanced Bus



Bus Rapid Transit



Tram



Commuter/Passenger Rail



Light Rail



Non-Traditional Transit Modes

ANALYSIS

CONSISTENCY WITH
LOCAL/REGIONAL
PLANS

COMMUNITY
SUPPORT

CAPITAL AND
OPERATING COSTS

ENGINEERING AND
OPERATIONAL
FEASIBILITY





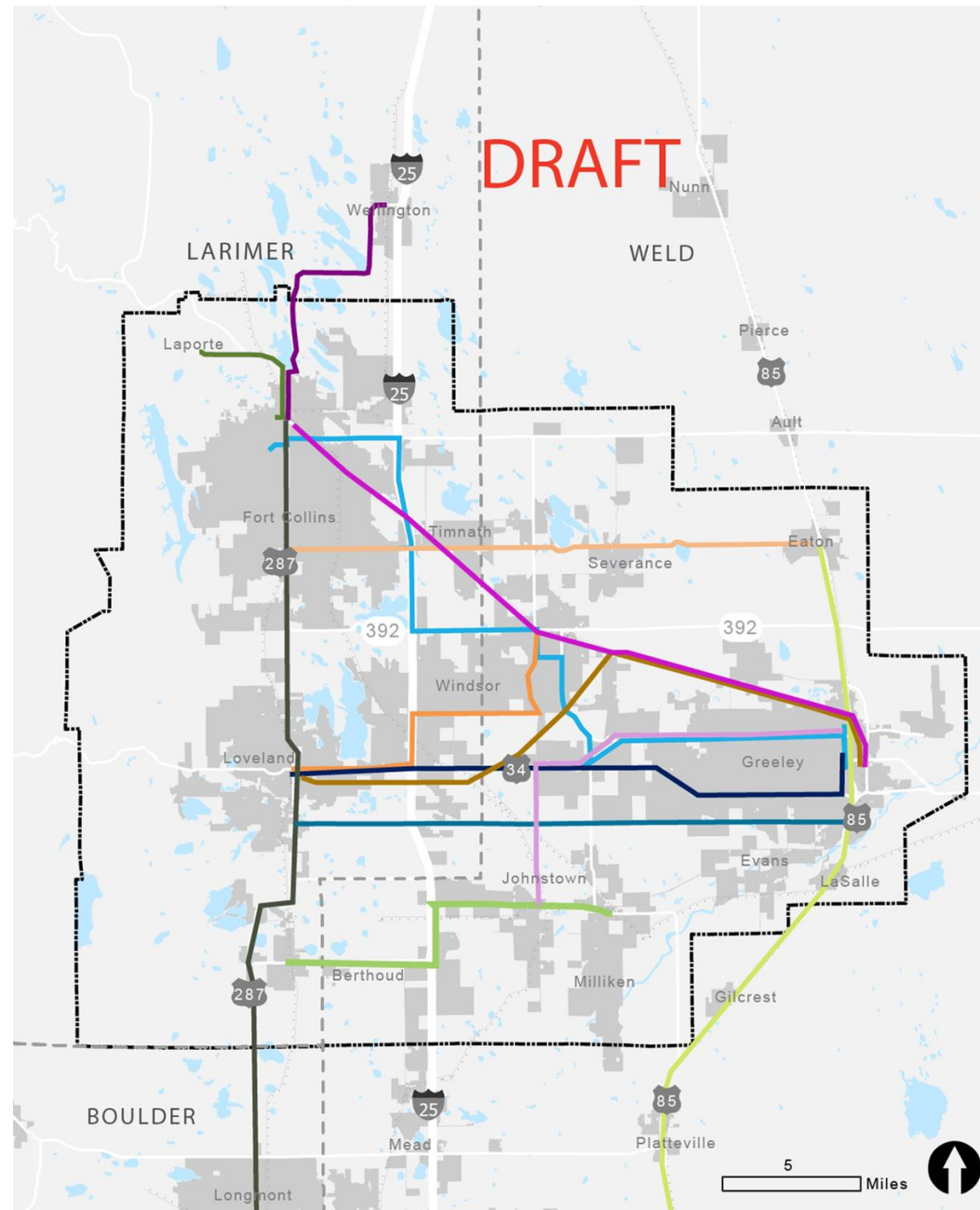
Potential Range of Corridors



Range of Corridors

- Level I corridors
- Initial termini and routing
- Level II alignments
- Comment period





- Fort Collins to Eaton (Harmony Road/Weld County Road 74) ●
- Fort Collins to Wellington (SH1) ●
- Loveland to Greeley (US 34) ●
- Eaton to Denver Region (US 85) ●
- Windsor to Loveland (US 34/Weld County Road 17) ●
- Greeley to Fort Collins Regional Rail (Great Western Railway) ●
- Greeley to Loveland Regional Rail (Great Western Railway) ●

- Milliken to Berthoud (SH 60, I-25, and SH 56)
- Loveland to Evans (SH402 - Freedom Pkwy)
- Greeley to Johnstown (Weld County Road 17 and US34)
- Fort Collins to Laporte (Laporte Avenue and Overland Trail)
- Fort Collins to Windsor to Greeley (Poudre Express)
- Fort Collins to Longmont/Boulder (FLEX/US 287)



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Fort Collins to Wellington (SH1)



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Eaton to Denver Region (US 85)



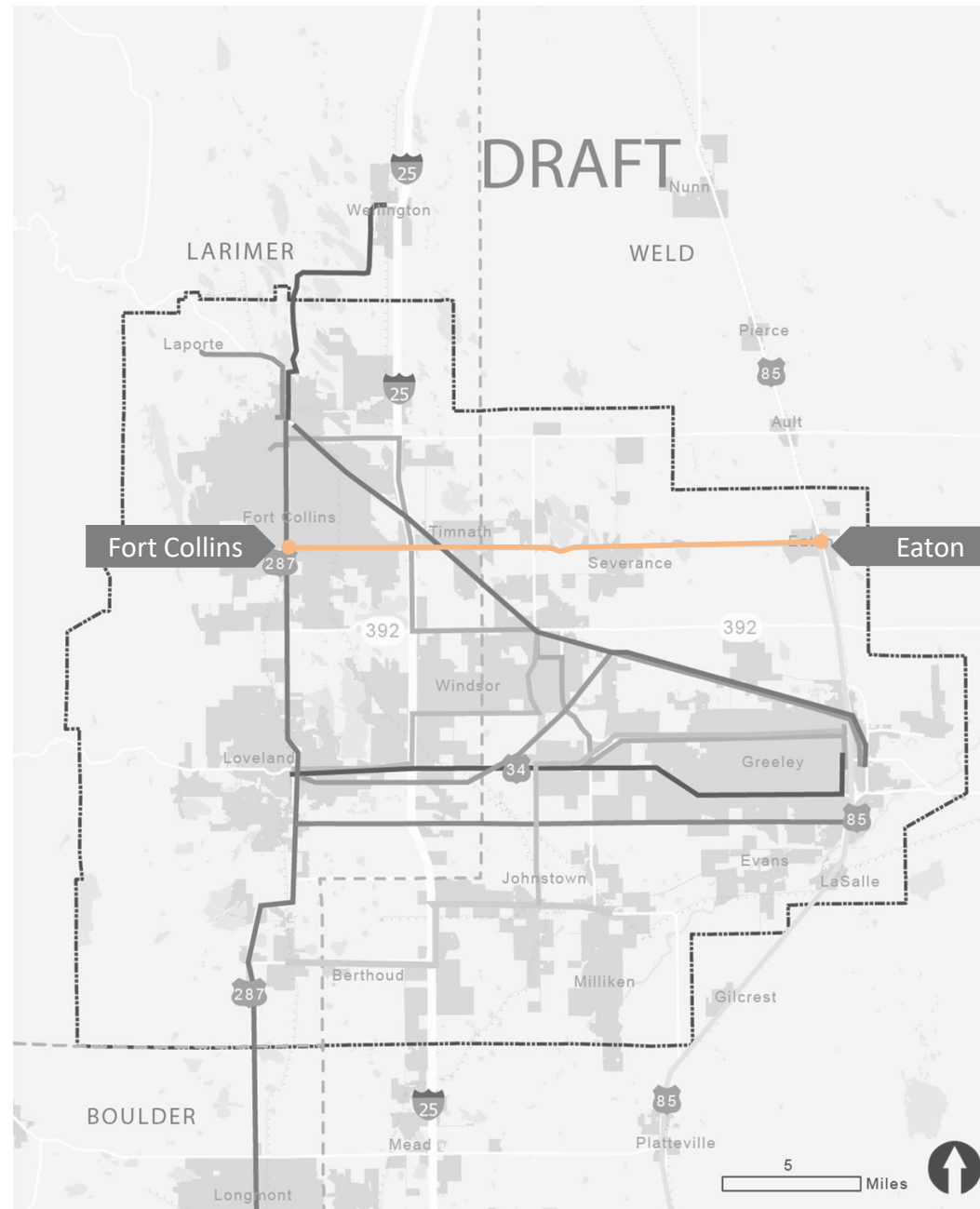
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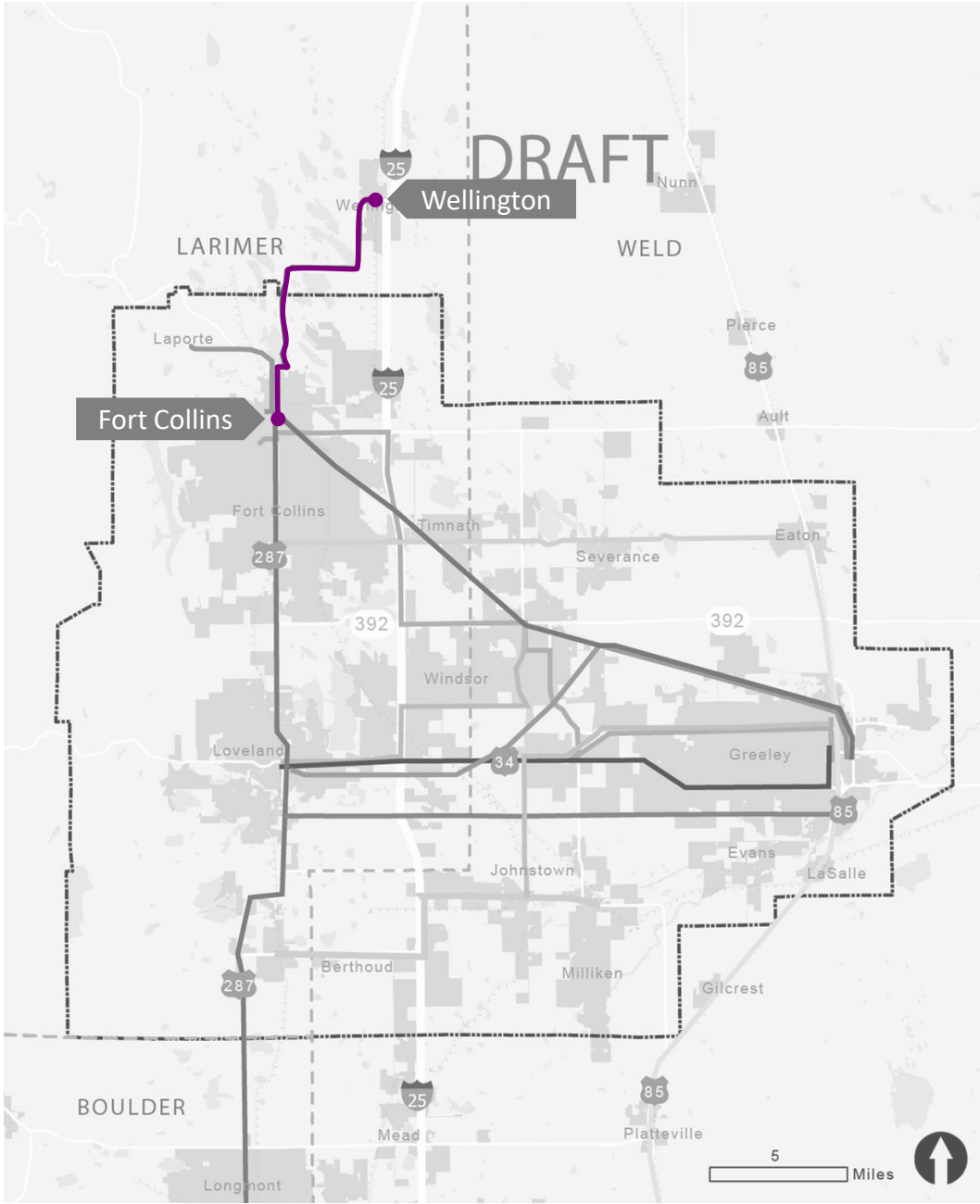
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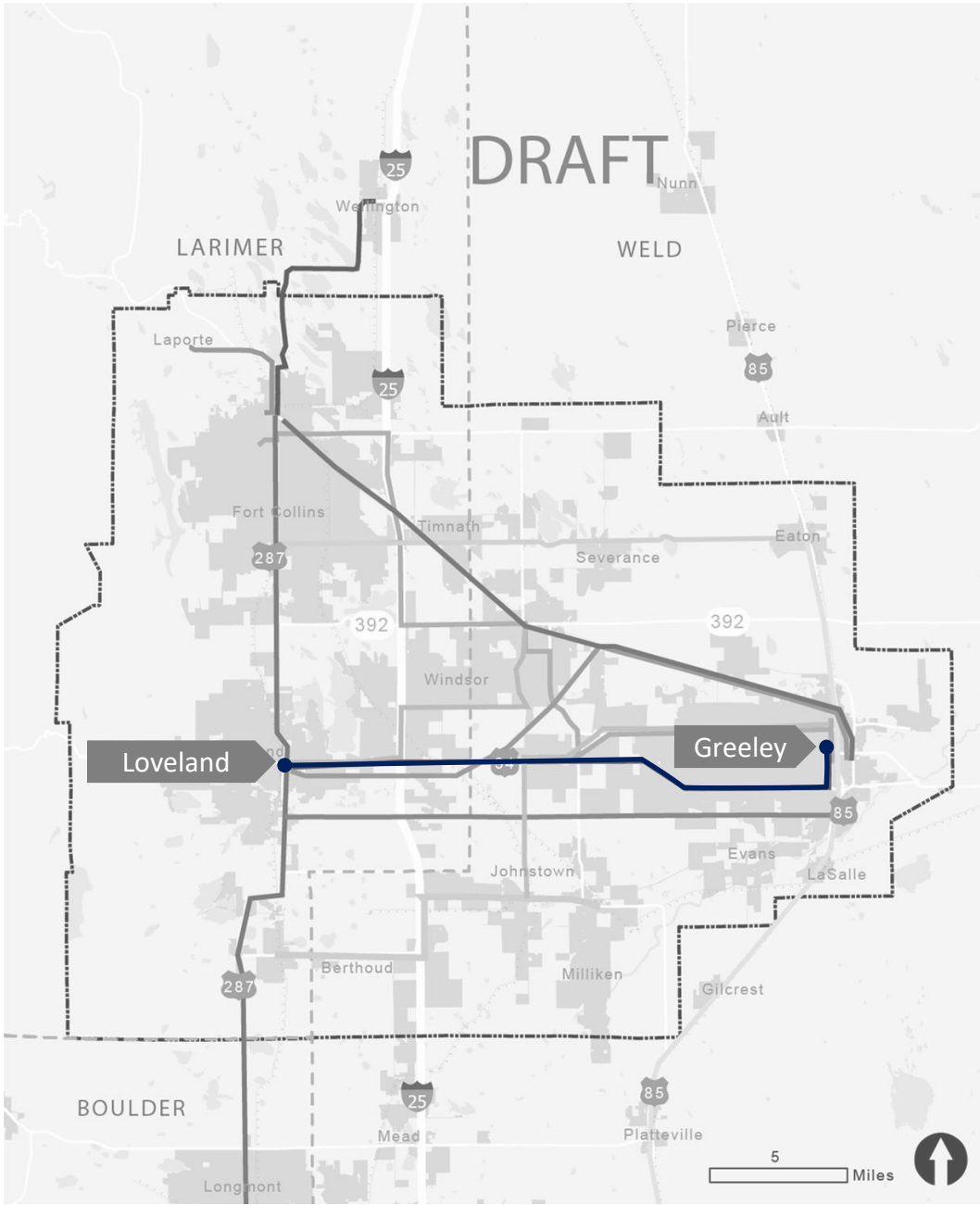
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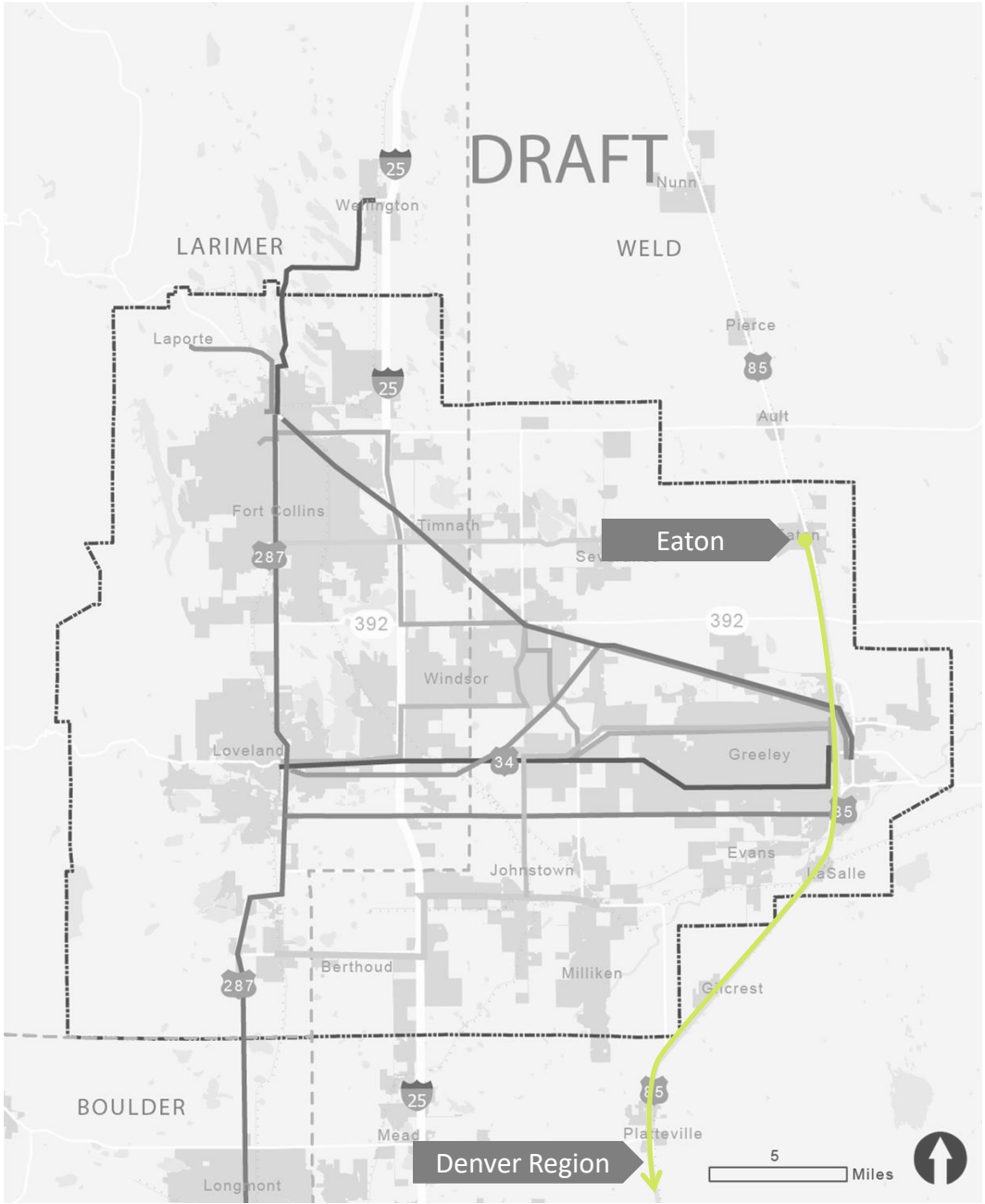




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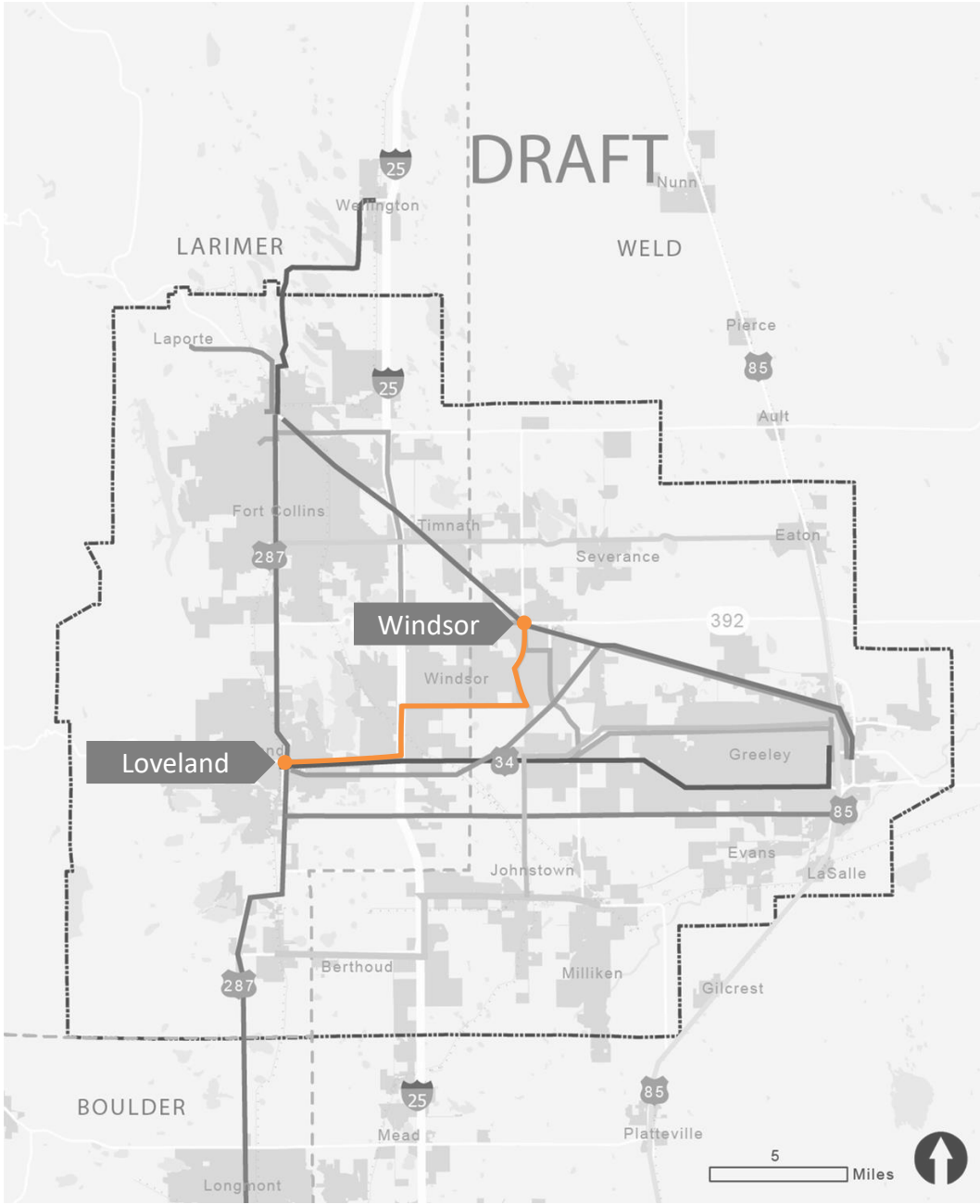




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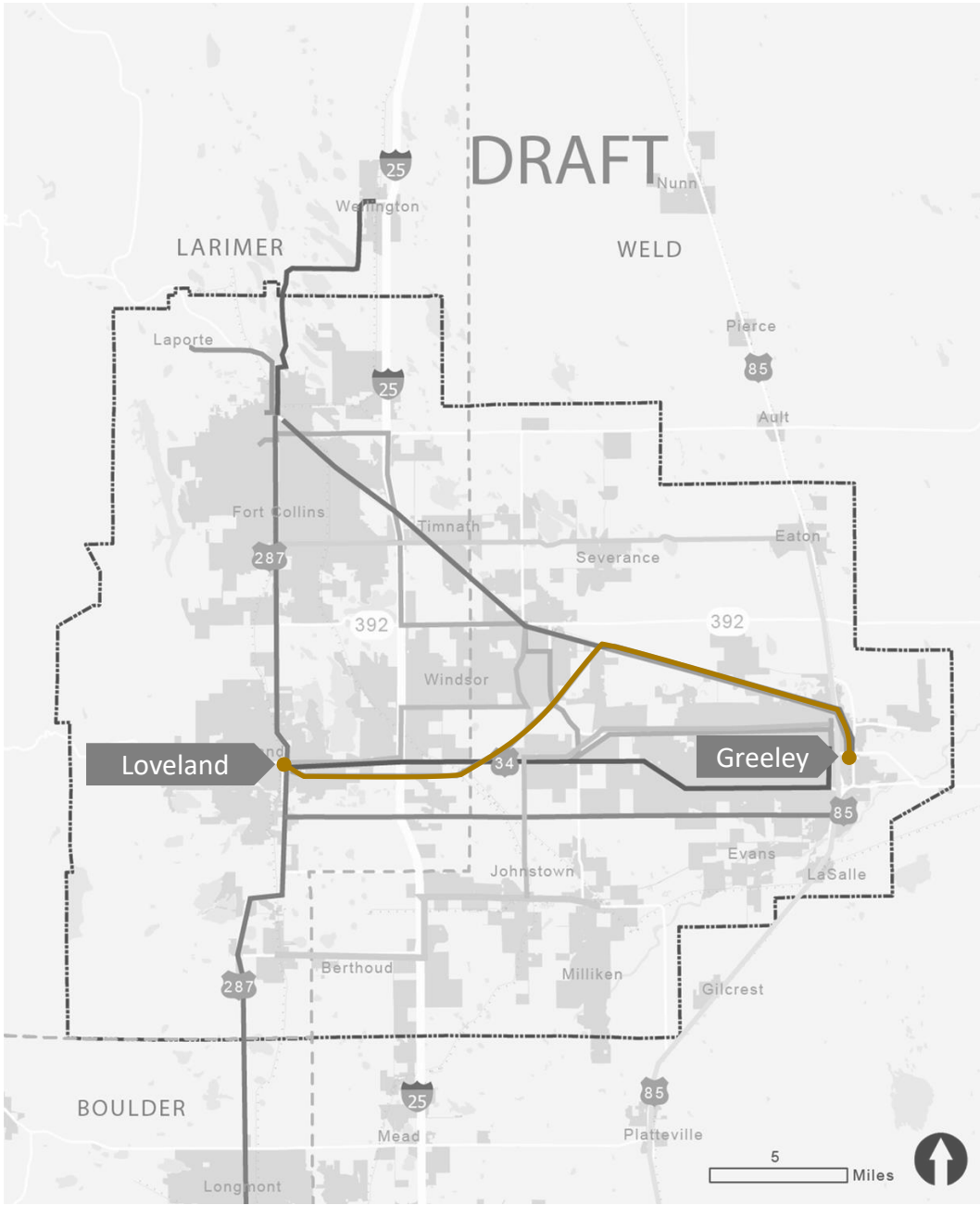
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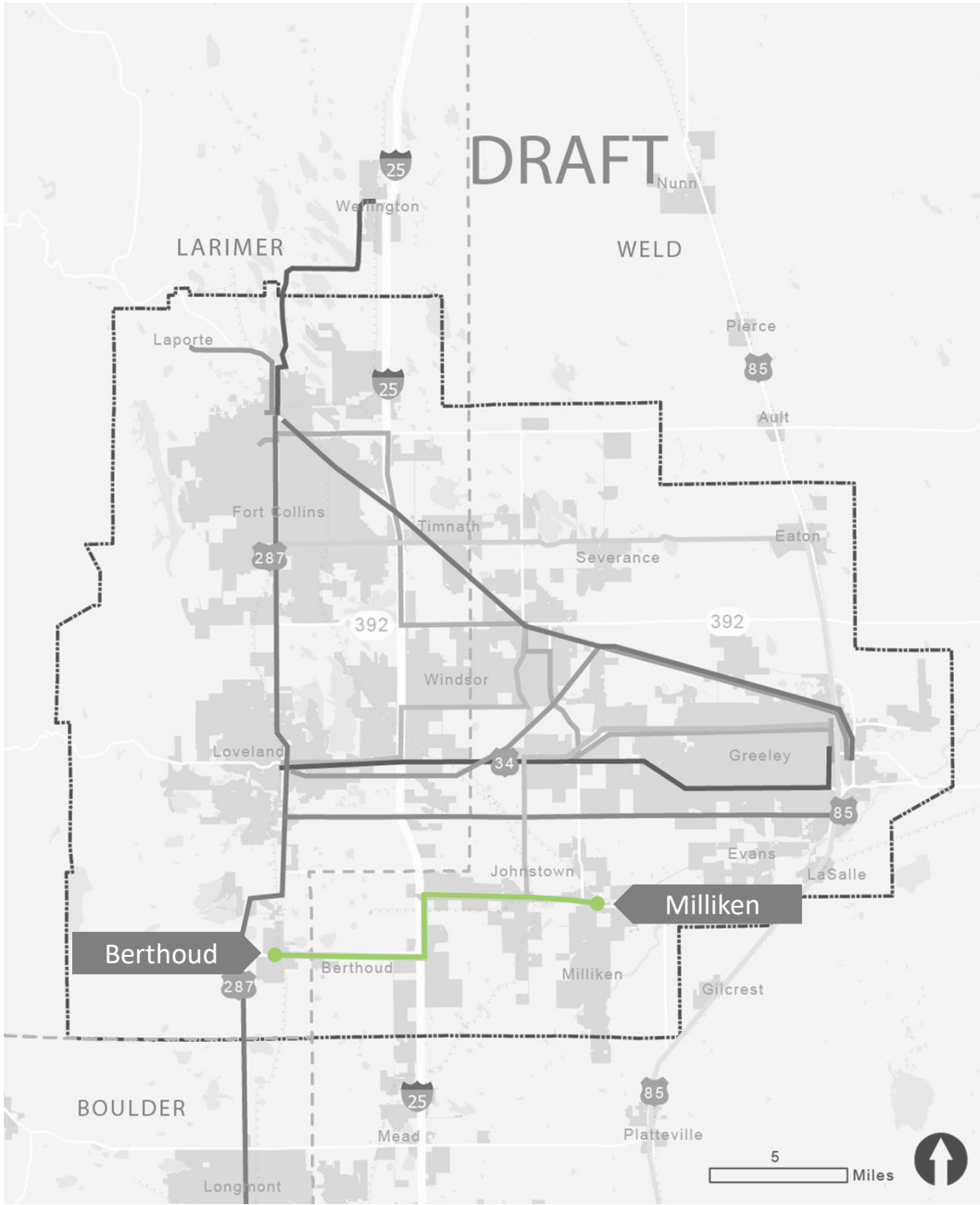




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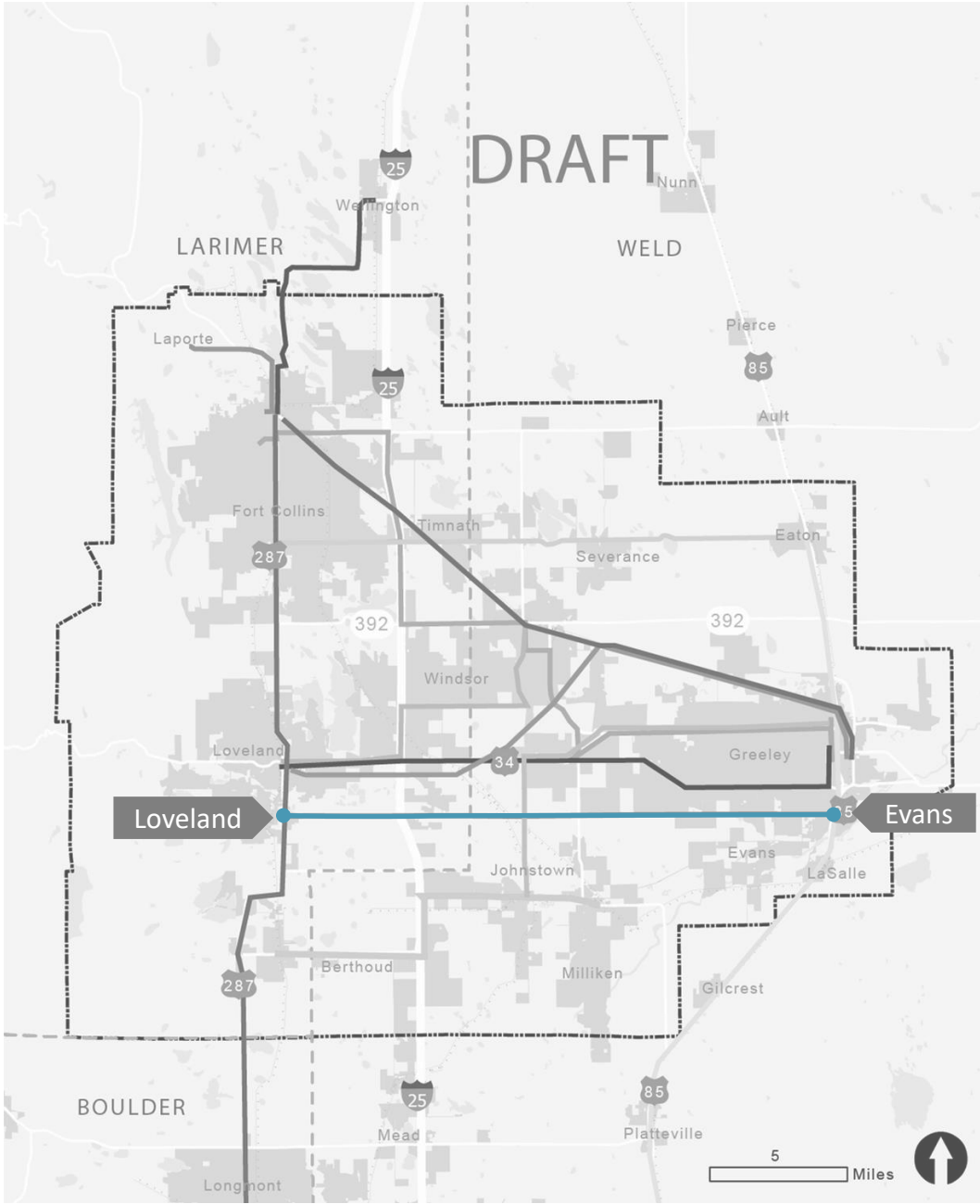




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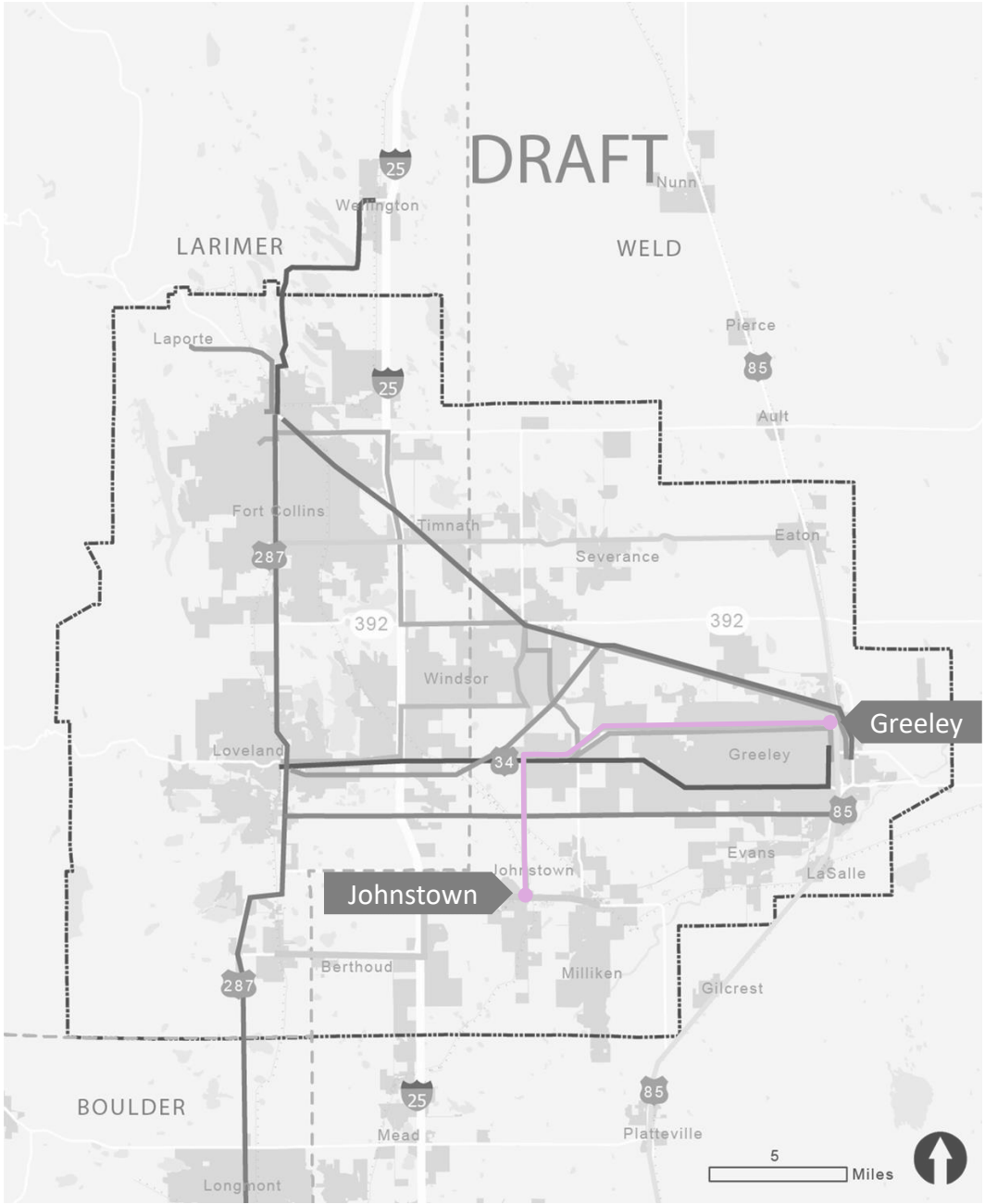




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- Fort Collins to Longmont/Boulder (FLEX/US 287)

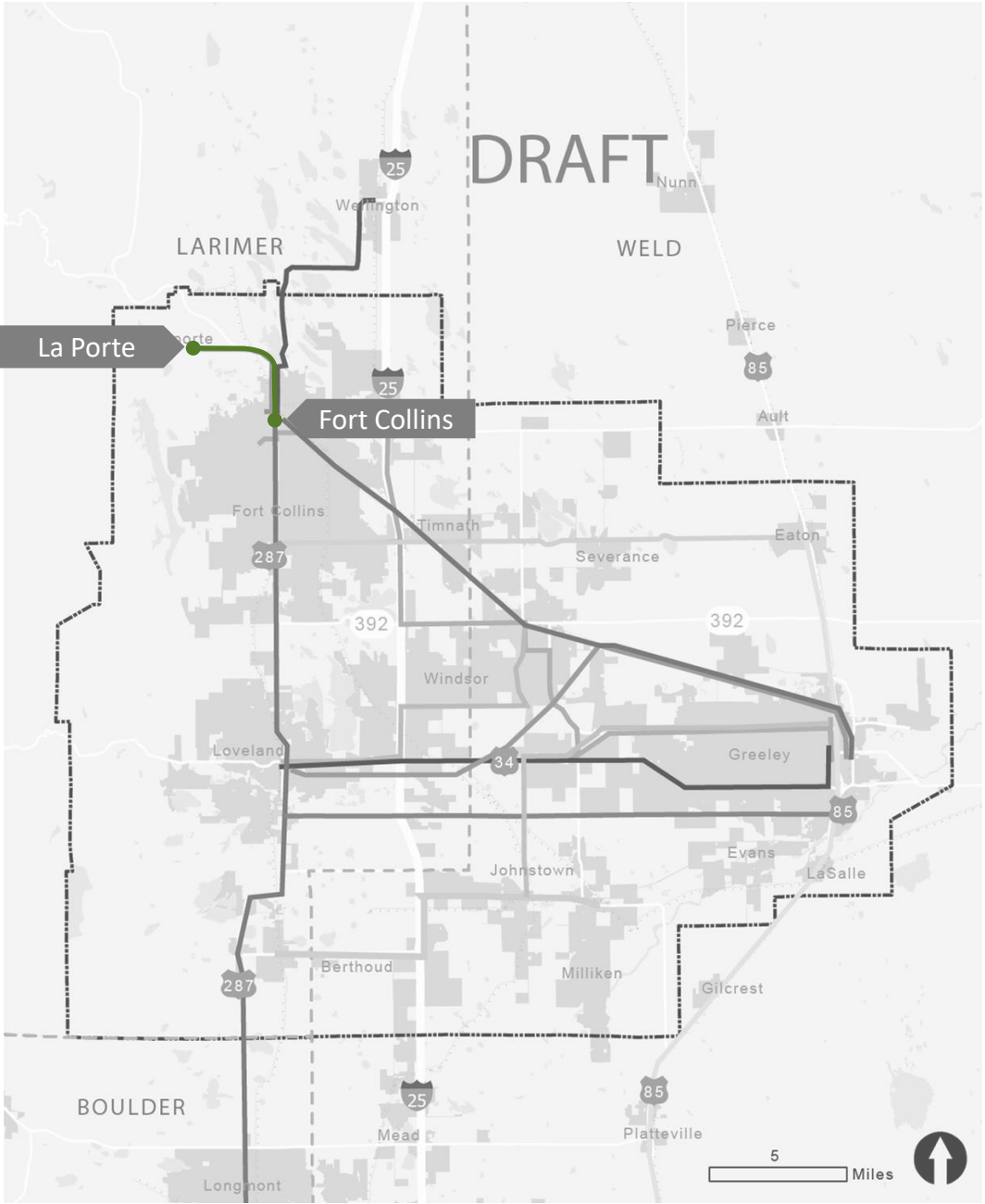




- Fort Collins to Eaton (Harmony Road/Weld County Road 74)
- Fort Collins to Wellington (SH1)
- Loveland to Greeley (US 34)
- Eaton to Denver Region (US 85)
- Windsor to Loveland (US 34/Weld County Road 17)
- Greeley to Fort Collins Regional Rail (Great Western Railway)
- Greeley to Loveland Regional Rail (Great Western Railway)

- Milliken to Berthoud (SH 60, I-25, and SH 56)
- Loveland to Evans (SH402 - Freedom Pkwy)
- Greeley to Johnstown (Weld County Road 17 and US34)
- Fort Collins to Laporte (Laporte Avenue and Overland Trail)
- Fort Collins to Windsor to Greeley (Poudre Express)
- Fort Collins to Longmont/Boulder (FLEX/US 287)

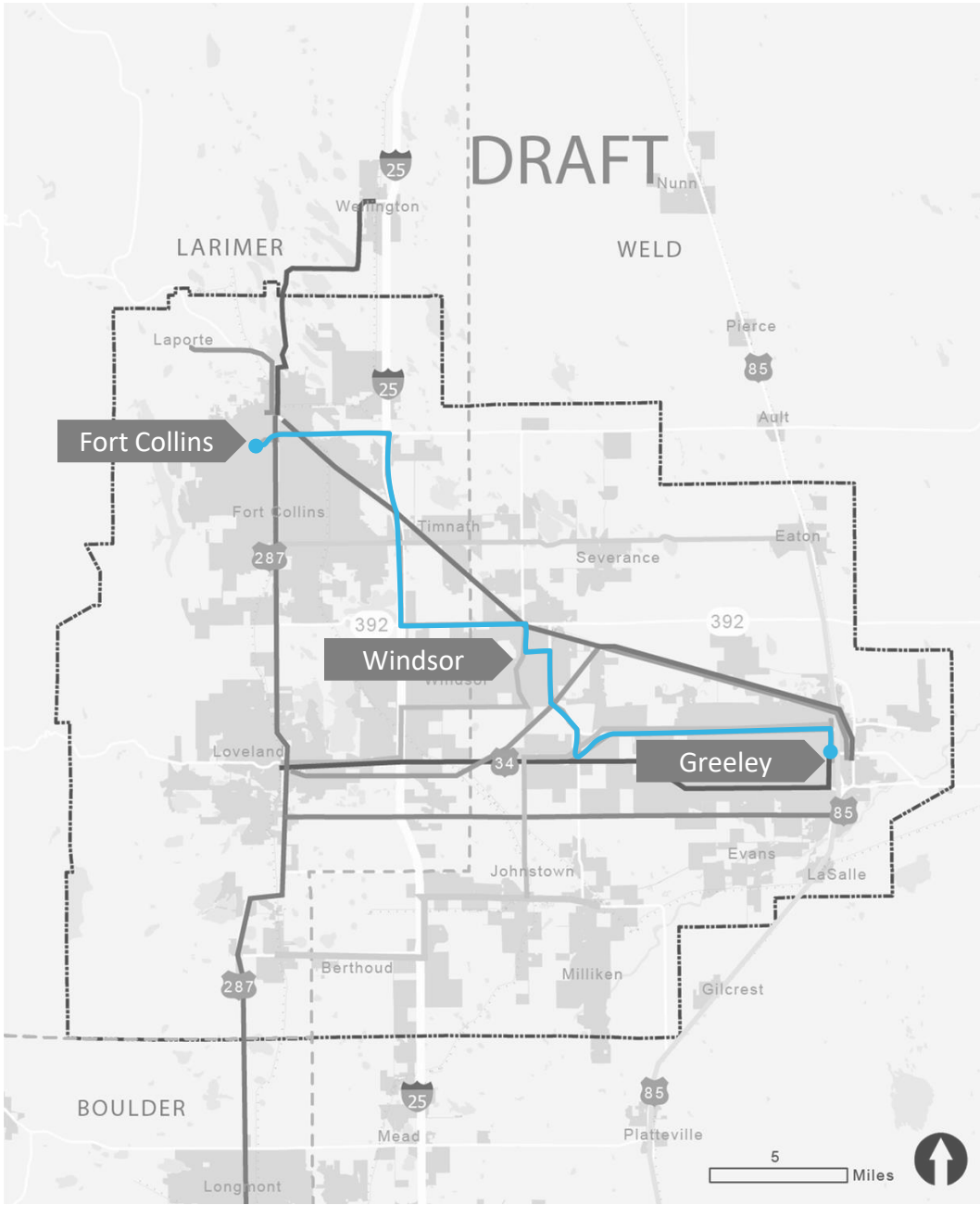




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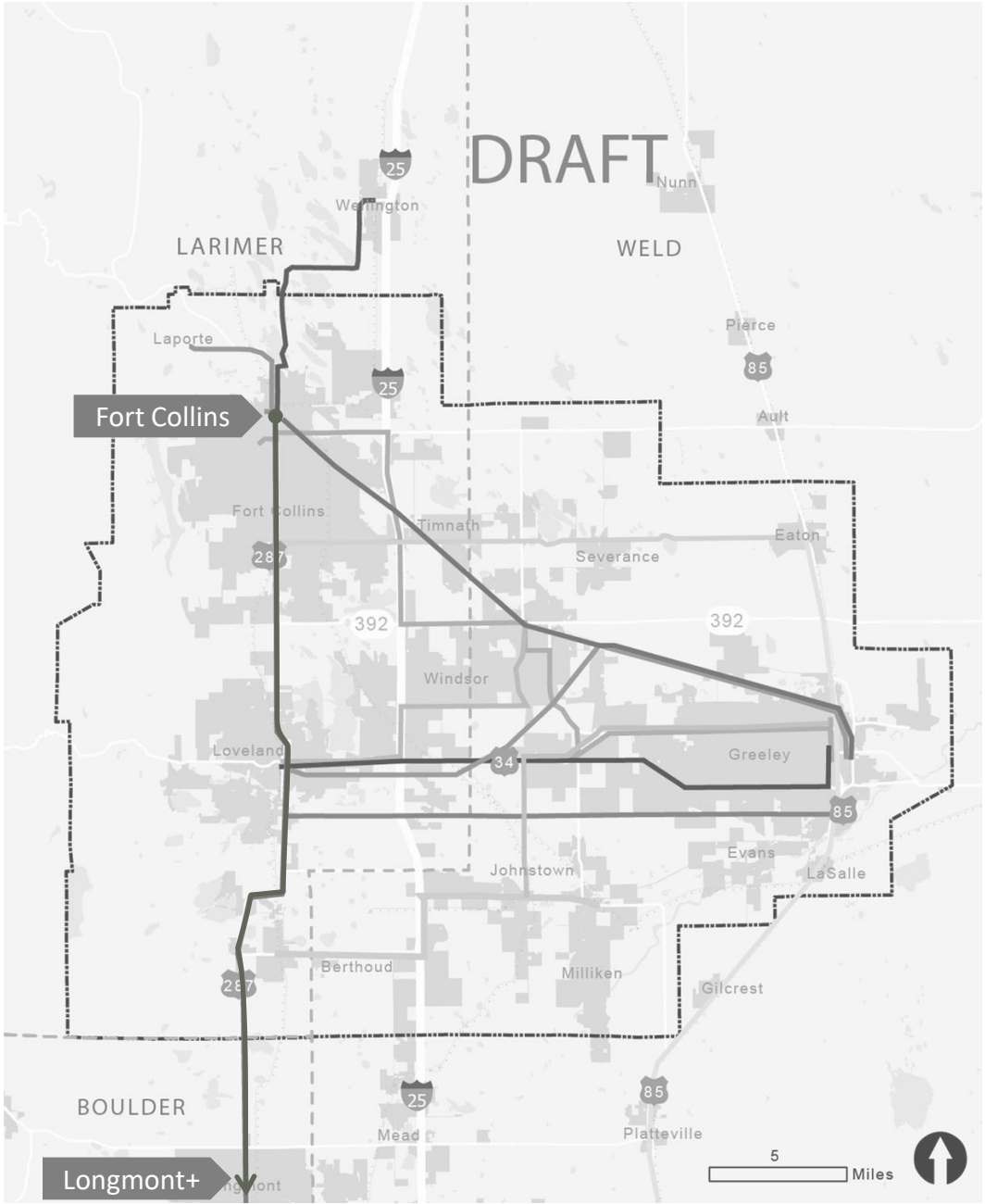




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Corridors Discussion

- Open discussion
- Initial reactions to range of options:
 - What is missing?
 - Duplication of corridors?
 - Initial thoughts on key corridors?





Closeout and Next Steps



Next Steps

- Corridors comment period
- Meeting notes and documentation
- Online questionnaire promotion support
- Set next meeting:
 - Nov 10th (tentative)
 - Initial screening (Level I)

Thank you and we look forward to seeing you at the next meeting!



LINKNoCo

UNITING THE NORTH FRONT RANGE