

Meeting Summary

Project:	LINKNoCo
Subject:	Guidance Committee Meeting #3
Meeting Date:	Tuesday, December 14, 2021
Meeting Time:	9:00 am – 11:00 am
Meeting Location:	Virtual

Workshop #3

LINKNoCo Guidance Committee Meeting #3

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 issues, please contact Cavan Noone at cavan.noone@hdrinc.com.

Welcome, Agenda, and Meeting Goals

Alex Gordon (Project Manager NFRMPO) opened the meeting by welcoming the group and thanking everyone for their ongoing participation. Chris Proud (Consultant Lead for HDR) reviewed the meeting agenda and the goals for the meeting, which included: final Level I corridors, public engagement update, initial (Level I) corridor evaluation results, polling and discussion, and advancing Level II. Chris reviewed the progress to date on the LINKNoCo project, mentioning that the Project Team has completed the initial Level I evaluation and developed recommended corridors for advancement to Level II.

Follow-up on meeting #2 topics, including Final Level I Corridors

Chris reviewed the universe of Level I corridors, including those presented at the previous guidance committee meeting and those that were added based on feedback from that meeting. Chris reiterated that all the corridors considered have merit, but the project team's purpose was to prioritize and advance a limited number of corridors based on the budget identified.

Discussion pertaining to the Follow-up on Meeting #2/Final Level I Corridors

- Mark Peterson (Larimer County) noted that corridor 16 should be named "Johnstown to **Weld** County Road 74".

Public Engagement Update

Chrissy Breit (stakeholder and public involvement specialist for HDR) gave an update on public engagement efforts and the results of the online questionnaire. The questionnaire was open for three weeks from October 19, 2021 to November 9, 2021 and received 148 responses. Chrissy mentioned that the demographics of survey respondents was diverse, but that efforts in the

future would be made to reach out to youth and senior populations. Survey respondents cited the following corridors most frequently as needing premium transit:

1. Fort Collins to Longmont/Boulder (FLEX/US 287)
2. Loveland to Greeley (US 34)
3. Greeley to Fort Collins Regional Rail (via Great Western Railway).

Discussion pertaining to the Public Engagement Update

- Candice Folkers (COLT) mentioned that the city is working on implementing a park and ride facility that would connect to the Flex route (per the comment highlighted in Chrissy's presentation).
- Jan Rowe (CDOT) inquired about the geographic distribution of survey respondents and asked if the project team could provide the home zip code of survey respondents. Chrissy confirmed that she would provide that information.

Initial (Level I) Corridor Evaluation Results

Chris gave an overview of the Level I and II screening process and reiterated that the team is not eliminating corridors from future consideration, just prioritizing them. Cavan Noone (Transit Planner for HDR) presented the Level I criteria and the basic ratings to help the group understand how each criterion were applied and what they mean. Cavan then provided a summary of the ratings for each corridor and identified the specific corridors the project team proposed advancing to Level II.

Discussion pertaining to Level I Corridor Evaluation Results

- A question was raised about the transit connectivity rating for corridor 17 (Berthoud to Fort Collins Regional Rail). Why medium instead of high for this criterion? Myron Hora (WSP) responded that it was likely that there are connections at one terminus but not throughout the corridor.
- Jan Rowe (CDOT) had a similar question about Corridor 4 (Eaton to Lasalle with connections to Denver). Cavan explained that there are good connections beyond region, but that the evaluation focused specifically on the portion of the route within the study area.

Polling and Discussion

Chrissy gave an introduction on how the real time polling of corridors would work using menti.com. Meeting participants were then encouraged to vote on a series of questions (described below).

Discussion pertaining to the question, "On the whole, I can support three corridors being advanced to Level II"

Results: wholeheartedly support = 1; ok with advancing these corridors = 9; not sure = 0; confused/uncertain = 0

- Jan Rowe (CDOT) commented that the Windsor to Loveland route makes sense based on the criteria, generally supports the three corridors.
- Drew Brooks (Transfort) was ok with advancing the three corridors but concerned about the costs and feasibility of the rail option. He mentioned that Fort Collins is considering a ballot initiative to develop a funding source for transit investments. He confirmed that he is supportive of rail in general but has a healthy skepticism of its feasibility.
- Chris Proud (HDR, Project Team) noted the project team shares the same concerns with cost and feasibility and stated the team is touching base with Great Western Railway to make sure that they are aware the corridor is under consideration for transit service.

Discussion pertaining to the question, “What do you think of corridor #3 Loveland to Greeley (US 34) being advanced as a top corridor?”

Results: wholeheartedly support = 10; ok with advancing this corridor = 1; not sure = 0

- Allison Baxter (Greeley) commented that with growth and development planned in that corridor, it makes sense to advance this alternative.
- Jan Rowe (CDOT) commented that CDOT is fully behind the corridor and supports advancing it to Level II.
- Brooke Bettolo (Larimer County) noted that a lot of outreach over the last 10 years has been on how to get people to Greeley. This would be a good foundational corridor. Very much in line with feedback from community. Consistent with needs.
- Chris Proud (HDR, Project Team) mentioned that we need to have local support to advance corridors, regardless of whether it's a CDOT facility. Local agencies should be the drivers, using CDOT as the mechanism to get these projects built.
- Candice Folkers (COLT) echoed other comments and says that the new Veterans Medical Center will also be a big driver in the corridor.

Discussion pertaining to the question, “What do you think of corridor #5 Windsor to Loveland (US 34/Weld County Road 17) being advanced as a top corridor?”

Results: wholeheartedly support = 6; ok with advancing this corridor = 3; not sure = 1

- Chris Proud (HDR, Project Team) mentioned there is some flexibility on routing and that this option could potentially extend further north to Severance, etc.
- Brooke Bettolo (Larimer County) commented that the corridor is interesting because of terminus points and it makes sense to potentially extend further north or east. Keep growth in mind that people are moving to outlying areas because of housing affordability, but continue to commute to more high-density areas
- Cory Schmitt (NFRMPO) echoed Brooks comments, says this corridor is more about future growth.
- Chris Proud (HDR, Project Team) noted that equity was looked at, but future growth would play a larger role in the Level II analysis.
- Olivia Egen (Weld County) would have preferred to see some of the more rural areas served, not in Windsor region (Milliken, Johnstown).

- Jan Rowe (CDOT) echoed Olivia's comments and says there is not a lot of high propensity areas or disproportionately impacted (DI) communities served.
- Alex Gordon (NFRMPO, Project Manager) says that the block groups around Centerra is an EJ area. He supports the route and says the demand may focus more on the destination side rather than origins. This route was suggested as part of 2045 RTE exercise.
- Carlin Malone (Windsor) commented that the Woodward expansion, Aims Community College, and other major employers coming to Windsor would help build demand for the corridor.
- Brooke Bettolo (Larimer County) generally supports the corridor with the understanding that the project team is open to reprioritizing based on growth and expansion, since that wasn't a primary factor in Level I.

Discussion pertaining to question, "What do you think of corridor #6 Greeley to Fort Collins Regional Rail (Great Western Railway) being advanced as a top corridor?"

Results: wholeheartedly support = 2; ok with advancing this corridor = 8; not sure = 0

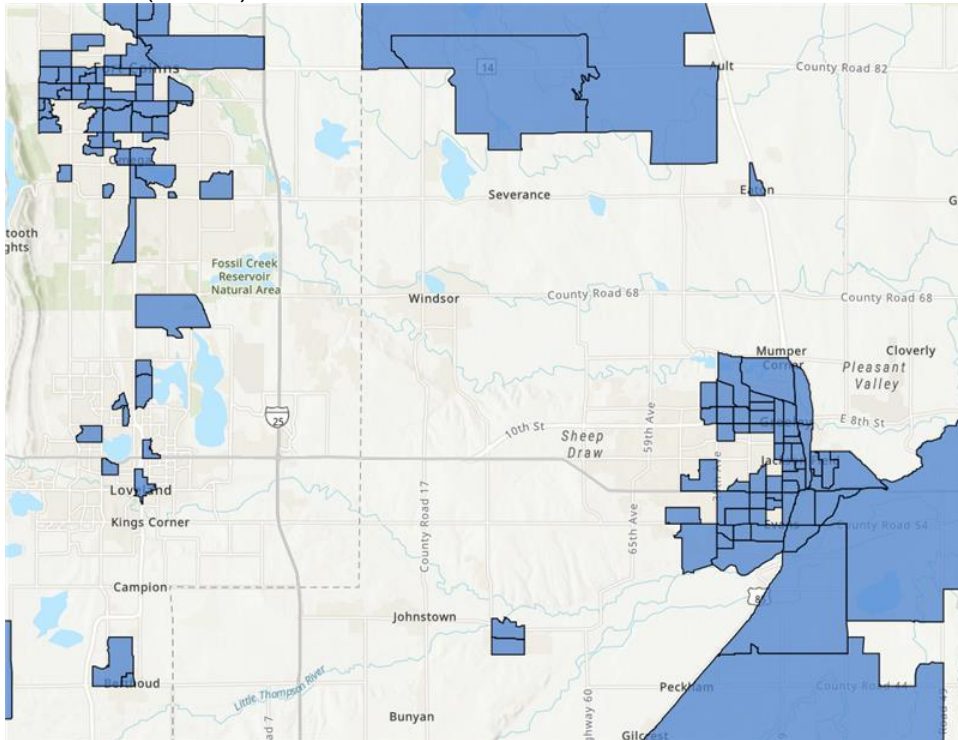
- Alex Gordon (NFRMPO, Project Manager) noted the team will keep phasing, affordability, and implementation in mind moving forward.
- Cory Schmitt (NFRMPO) commented that the corridor serves a lot of the same areas as the Poudre Express and is concerned about the cost. Jan Rowe (CDOT) echoes this thought.
- Alex Gordon (NFRMPO, Project Manager) reiterated that the corridors should be complementary, not competitive or duplicative.
- Allison Baxter (Greeley) would like to explore whether this corridor has to be rail or if it could be implemented as another mode and transition to rail.
- Carlin Malone (Windsor) commented that she has heard that there is private interest in this corridor which is why she voted "wholeheartedly support."

Discussion pertaining to whether any other evaluation criteria should be incorporated moving forward.

- Drew Brooks (Transfort) questioned how the definition of transit propensity will change over time with climate change, other factors, etc. Will we see more people using services in different ways?
- Cory Schmitt (NFRMPO) asked if there is a way to incorporate desired land use into the evaluation.
- Jan Rowe (CDOT) suggested impact on DI community as an additional criterion (several people concur).
- Alex Gordon (NFRMPO, Project Manager) talked about the multimodal index, which we can use to compare against the propensity data.
- Brooke Bettolo (Larimer County) gave an overview of the multimodal index, which focuses on historically marginalized populations that lack access to multimodality. Alex and his team are working on updating the index currently.

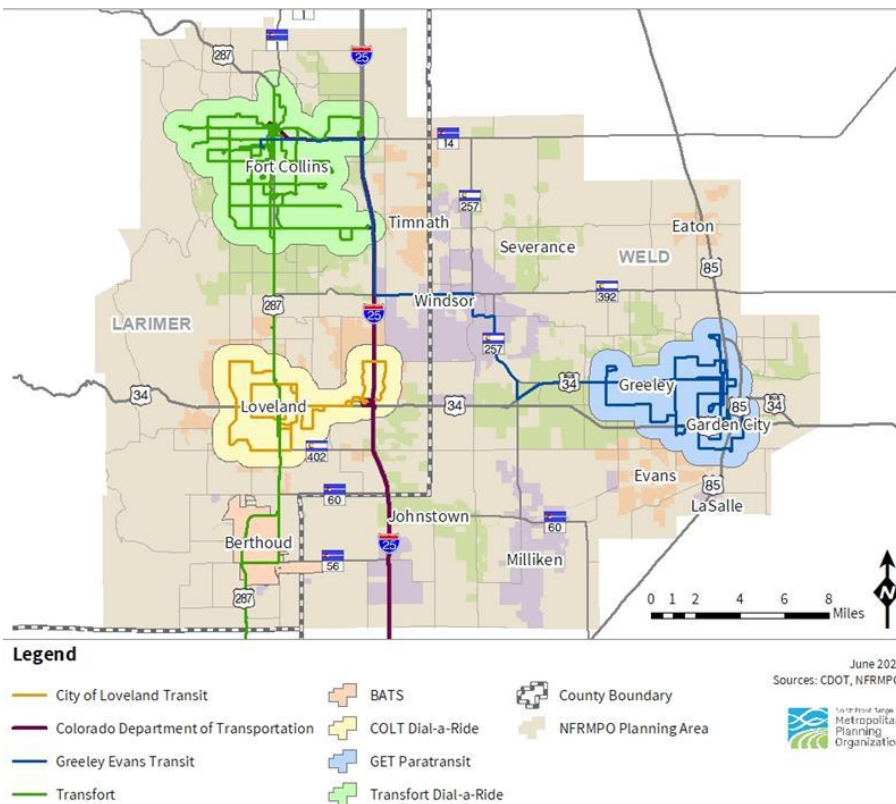
Comments from the chat box during this portion of the meeting:

- Alex Gordon (NFRMPO, Project Manager): <https://www.menti.com/ypu9wrjuz>
- Brooke Bettolo (Larimer County): Olivia, I am curious which route you would have preferred over this one?
- Jan Rowe (CDOT):



- Alex Gordon (NFRMPO, Project Manager): <https://nfrmpo.org/environmental-justice/>
 - Environmental Justice – NFRMPO What does Environmental Justice mean? The NFRMPO is expanding Environmental Justice (EJ) considerations in its transportation planning and programming processes as part of the new EJ Plan.
- Carlin Malone (Windsor): Windsor has a lot of jobs at this location and will be adding many more.
- Brooke Bettolo (Larimer County): Did you also factor in increased population in your analysis?
- Alex Gordon (NFRMPO, Project Manager): Brooke, I think that will be a bigger part of Level 2 as we go from a line on the map to digging into alignments.
- Brooke Bettolo (Larimer County): That makes sense! Thank you!
- Mark Peterson (Larimer County): Can we get a PDF exhibit with all of the current routes shown on it for future reference (or point me to where to find it)?
- Allison Baxter (Greeley): Interesting!

- Jan Rowe (CDOT):



- Chris Proud (HDR, Project Team): Mark, yes we can provide this overlaid with the existing services.
- Olivia Egen (Weld County): I have to head to another meeting, thank you - great discussion.
- Jan Rowe (CDOT): Impact on DI communities.
- Brooke Bettolo (Larimer County): second that.
- Alex Gordon (NFRMPO, Project Manager) We also have the Multimodal Index to compare to, as well!
- Drew Brooks (Transfort): Third on DI.
- Brooke Bettolo (Larimer County): In addition to impact, just prioritizing service to historically marginalized communities.
 - https://drive.google.com/file/d/10_vnScACPh175QLo8g6UTGTvytVF3qus/view
 - This is the 2019 version, Alex is updating this.
- Jan Rowe (CDOT): Very cool metric, Brooke and Alex!
- Alex Gordon (NFRMPO, Project Manager): The first run at the regional equivalent is available as a layer on the EJ map shown earlier.
- Brooke Bettolo (Larimer County): Thank you!
- Allison Baxter (Greeley): Thanks!

Advancing to Level II

Chris summarized the steps in the Level II phase which includes refining the corridors into more specific alignments, factoring in technology, etc. He informed the group that a parallel policy committee is in the works that will focus on funding opportunities and implementation strategies. This group will likely start in early 2022.

Next Steps

Chris outlined the next steps in the project and says the next meeting will likely occur sometime in February, with the Level II analysis split between two meetings.

Attachments

The polling results, committee membership and attendance, and project team attendance are included as attachments to this document.