



LINKNoCo

UNITING THE NORTH FRONT RANGE

Governance and Finance Policy Advisory Committee

Meeting #1

March 2, 2022



Agenda



1. Welcome, introductions, and meeting goals
2. LINKNoCo overview
3. Project progress to date
4. Governance and Finance Policy Advisory Committee (GFPAC) roles and responsibilities
5. Governance and finance approaches
6. Closeout and next steps





Meeting Format

- Meeting is being recorded
- Please stay on mute
- Raise your hand or use the chat

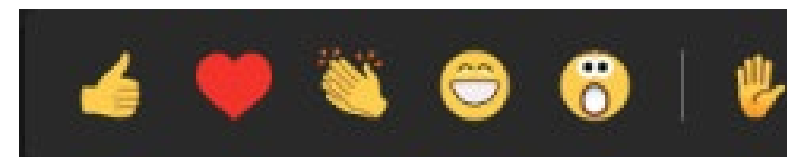


Chat

Reactions Tool Practice Run:

How long have you been in Colorado?

- **Less than 5 years:** Thumbs Up
- **5 – 10 years:** Heart
- **11-20 years:** Clapping Hands
- **More than 20 years:** Raise Hand



Reactions

Raise
Hand





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Welcome



Introductions

- Welcome
 - Alex Gordon, Project Manager: North Front Range Metropolitan Planning Organization (NFRMPO)
- Self introductions
 - Briefly state name and organization



Meeting Goals

- Learn about the project and progress to date
- Understand Governance and Finance Policy Advisory Committee role
- Explore governance approaches
- Introduce funding and finance options
- Begin evaluation conversation



2 LINKNoCo Overview

Project Background

- 2045 Regional Transit Element (RTE) adopted (2018)
- NFRMPO Planning Council request to study regional transit to complement Front Range Passenger Rail (2019)
- Premium transit is anything above local bus (bus rapid transit, express bus, rail, etc.)
- Focus on community connections





Project Vision



- Define a North Front Range premium transit network and advance to most promising corridors
- Link regional (North Front Range) communities
- Promote ease of use and safety, focusing on all users equitably
- Offer a competitive alternative to driving to help reduce regional traffic congestion and greenhouse gas emissions
- Provide inclusive and accessible stakeholder engagement





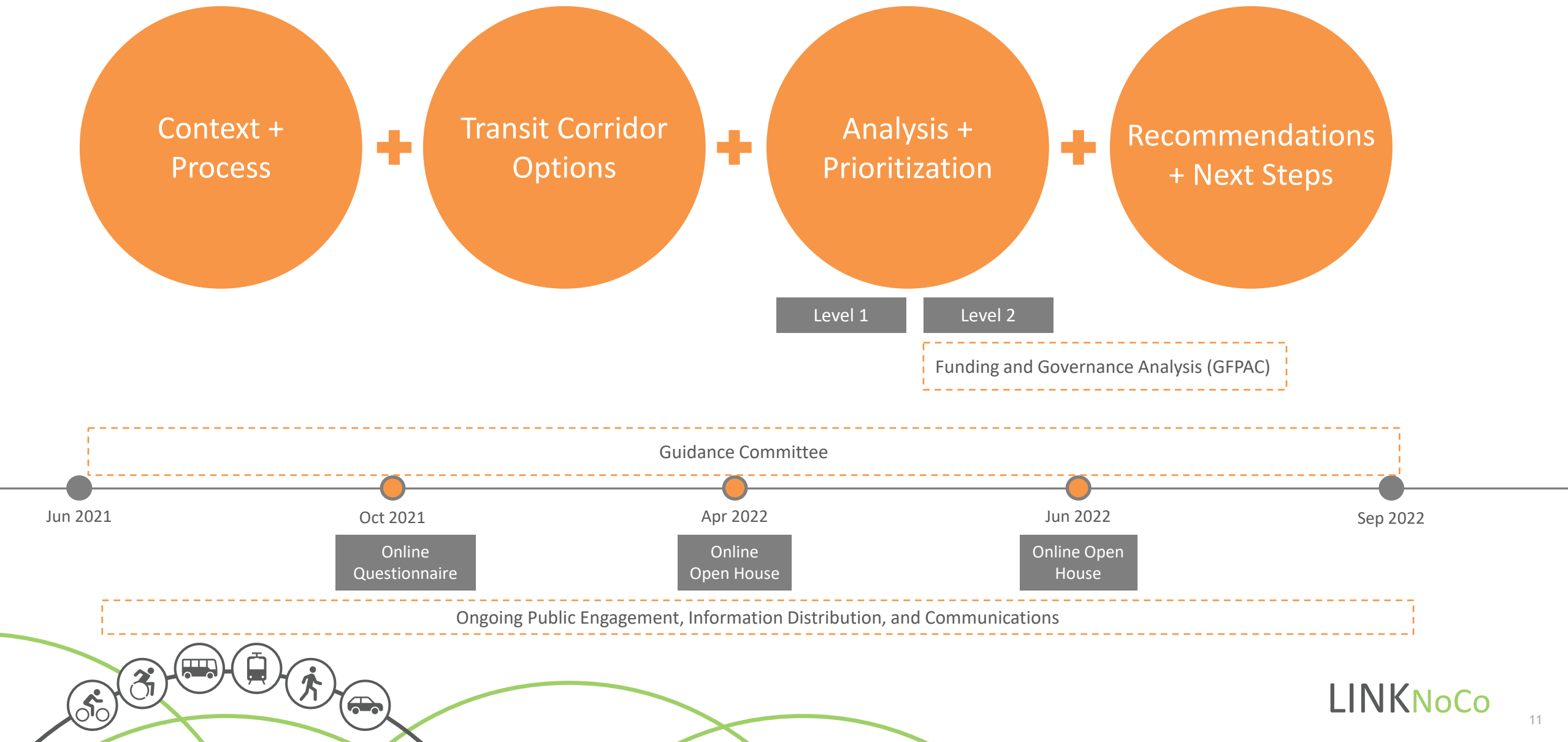
Stakeholder Coordination



1. Stakeholder Interviews
2. Technical Advisory Committee (existing)
3. Guidance Committee
4. Governance and Finance Policy Advisory Committee



Project Development Process





What is Premium Transit?

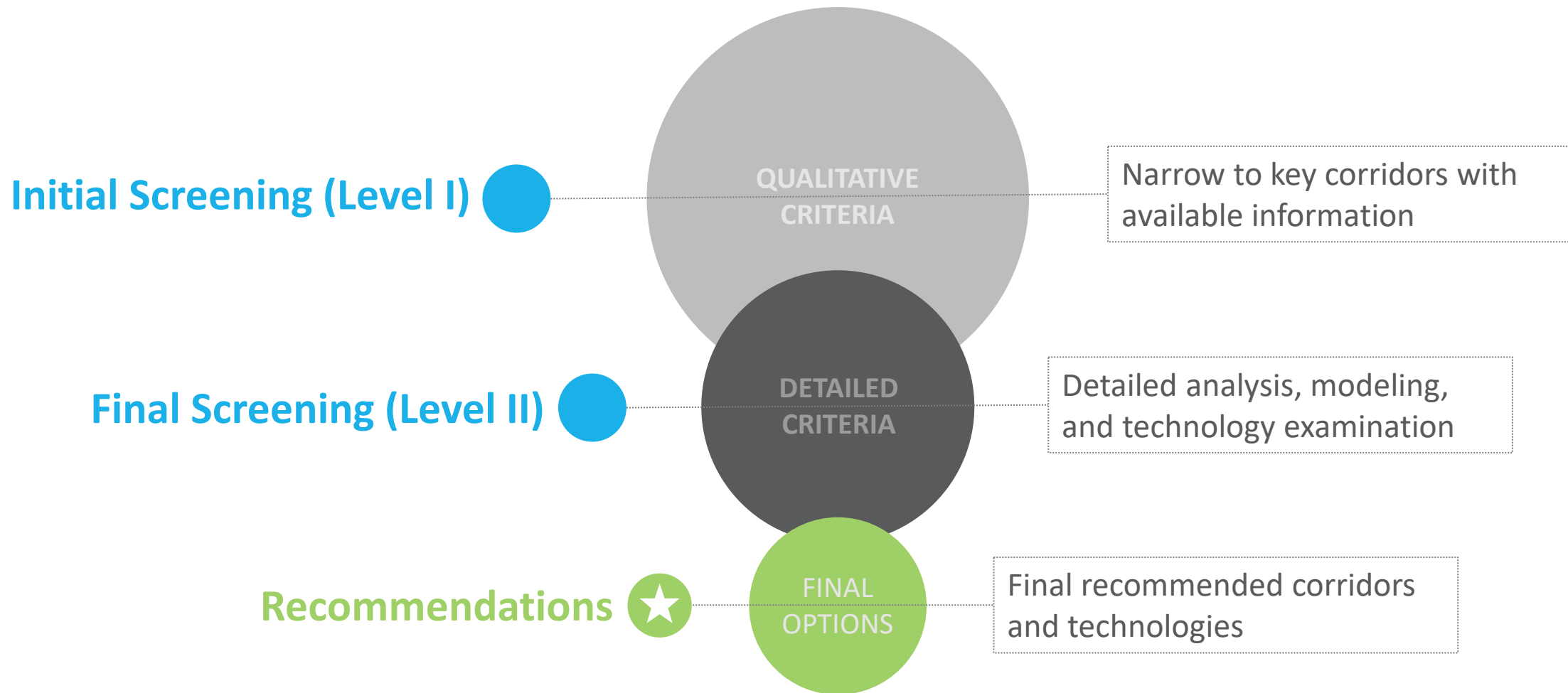




Project Progress to Date



Screening and Advancing Corridors



Transit Propensity Analysis

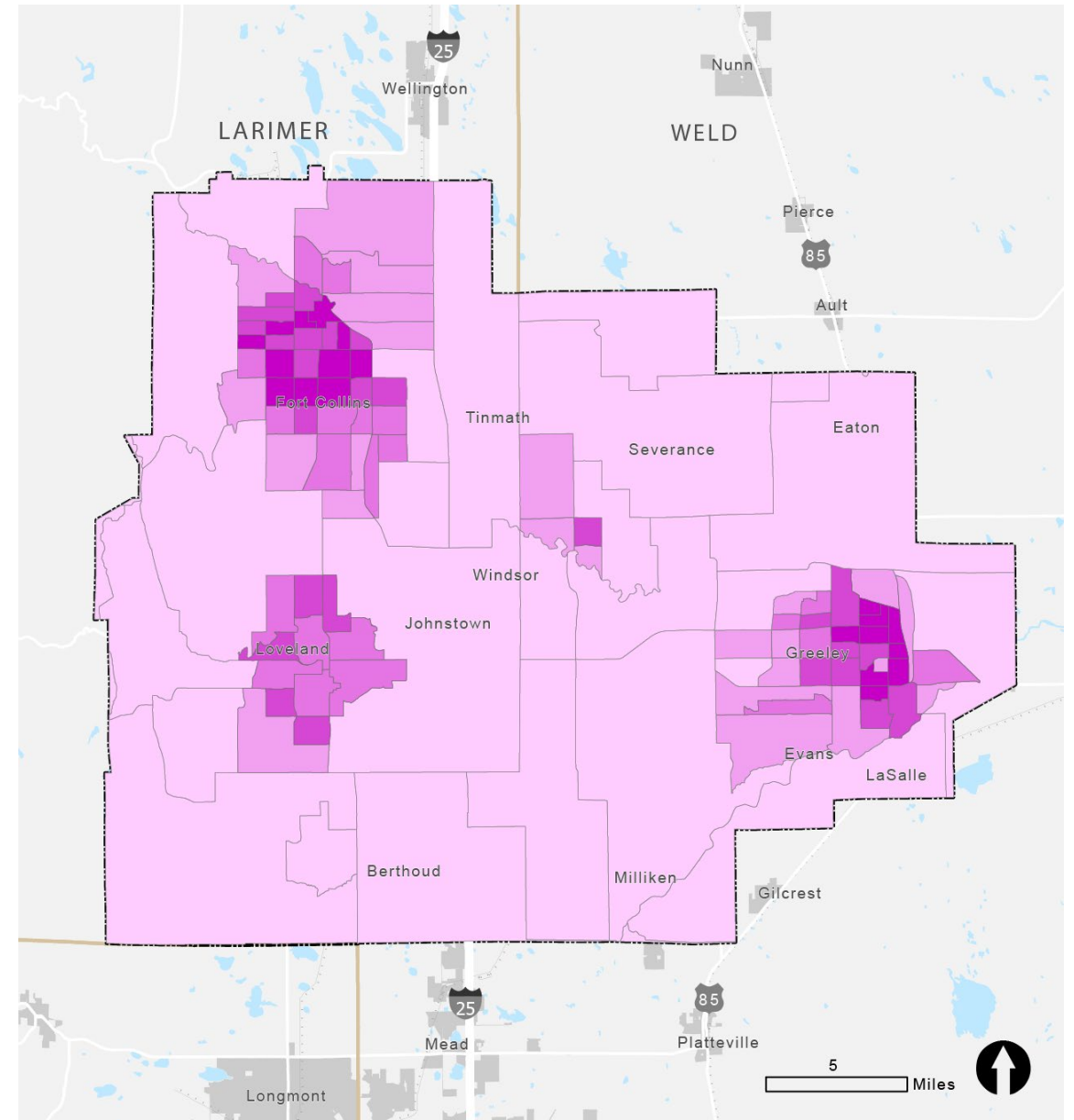
- Methodology
 - Zero vehicle households, population with a disability, senior (60+) population, population below federal poverty level, college aged population (18-24)
- Results
 - Highest propensity within Fort Collins and Greeley, Evans, Loveland, and Windsor

Legend

--- NFRMPO Boundary

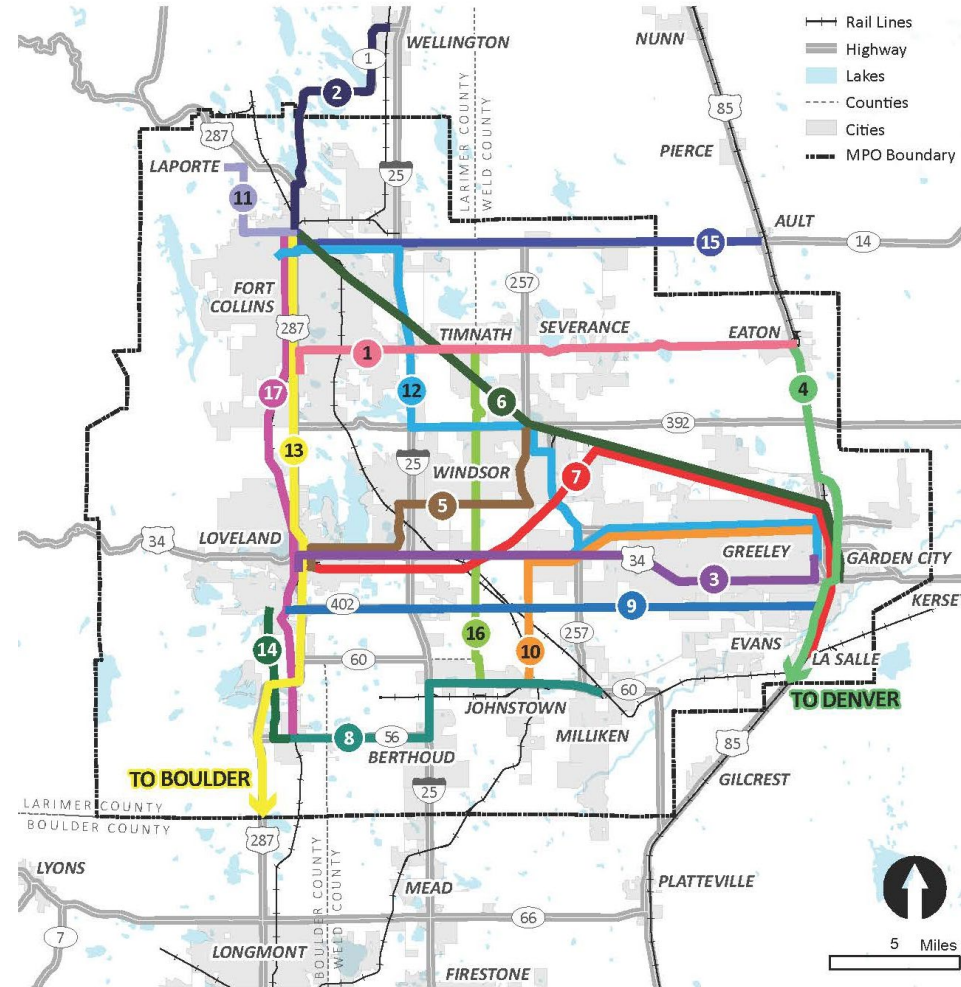
— County Boundary

- High Propensity
- Medium-High Propensity
- Medium Propensity
- Low-Medium Propensity
- Low Propensity



Corridors Evaluated

- 1 Fort Collins to Eaton (Harmony Road/Weld County Road 74)
- 2 Fort Collins to Wellington (SH1)
- 3 Loveland to Greeley (US 34)
- 4 Eaton to Denver Region (US 85)
- 5 Windsor to Loveland (US 34/Weld County Road 17)
- 6 Greeley to Fort Collins Regional Rail (Great Western Railway)
- 7 Lasalle to Loveland Regional Rail (GW & UPRR)
- 8 Milliken to Berthoud (SH 60, I-25, and SH 56)



- 9 Loveland to Evans (SH402 - Freedom Pkwy)
- 10 Greeley to Johnstown (Weld County Road 17 and US34)
- 11 Fort Collins to Laporte (Laporte/ Taft Hill Rd/US 287B)
- 12 Fort Collins to Windsor to Greeley (Poudre Express)
- 13 Fort Collins to Longmont/Boulder (FLEX/US 287)
- 14 Berthoud to Loveland (Berthoud Pkwy/Taft Ave)
- 15 Fort Collins to Ault (SH 14)
- 16 Johnstown to County Road 74 (Colorado Blvd)
- 17 Berthoud to Fort Collins Regional Rail (BNSF)



- Bilingual online questionnaire to gain community insight on the range of corridors for evaluation
- Mid-October through mid-November
- Primary Questions:
 - Three corridors that most need premium transit?
 - Community connections missing from the map?
 - Biggest obstacles to using transit right now?
 - Desired future transit improvements?
- 148 Responses

Online Questionnaire

COMMUNITY'S PRIORITY CORRIDORS



Most questionnaire votes for top priority...

**FORT COLLINS TO
LONGMONT/BOULDER
(FLEX/US 287)**



Runner up for top priority...

**LOVELAND TO GREELEY
(US 34)**



Third place...

**GREELEY TO FORT
COLLINS REGIONAL RAIL
(VIA GREAT WESTERN
RAILWAY)**





Corridors Advancing to Level II

3

ADVANCE

Loveland to Greeley (US 34)

- Integration with existing transit services (GET, COLT, CDOT & Transfort FLEX)
- High transit propensity and projected ridership

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ADVANCE

Windsor to Loveland (US 34/Weld County Road 17)

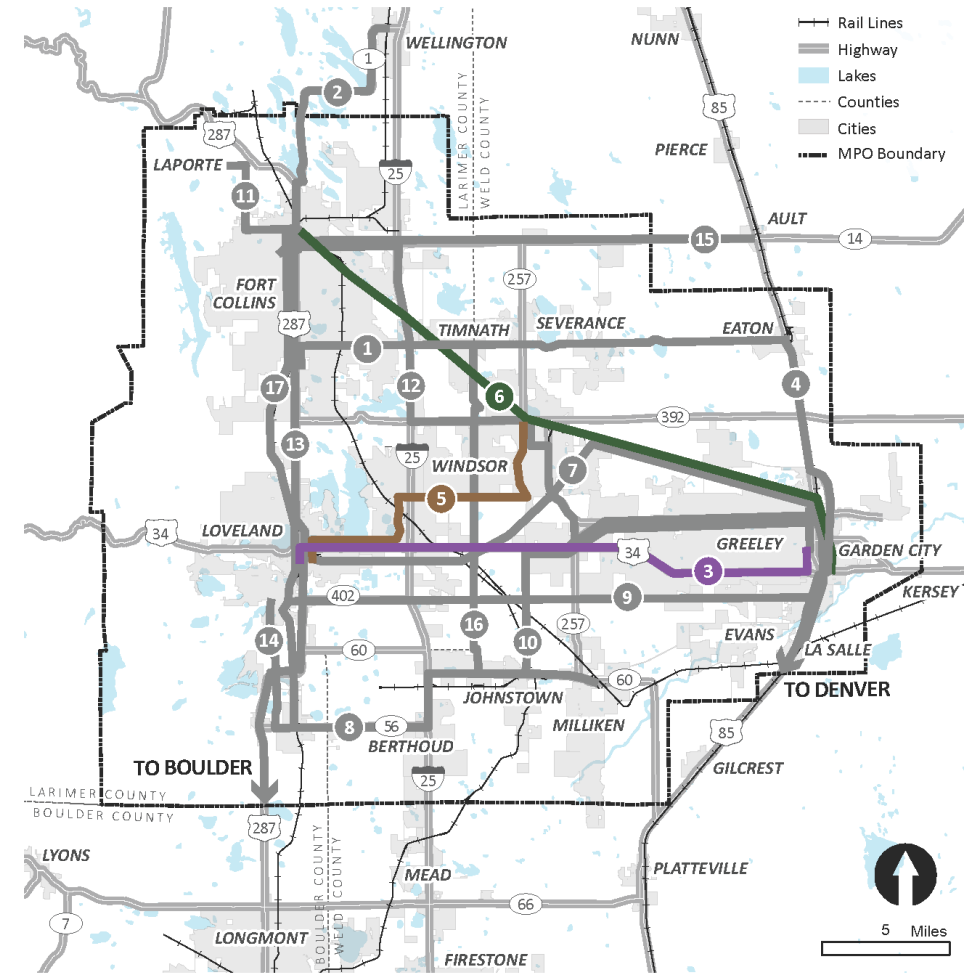
- Integration with existing transit service (COLT, Transfort FLEX, CDOT, Poudre Express)
- Serves new destinations at low conceptual cost

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ADVANCE

Greeley to Fort Collins Regional Rail (Great Western Railway)

- Connects to major activity centers (Downtown Fort Collins, University of Northern Colorado)
- Integration with existing transit services (Transfort & GET services)



LEVEL I

LEVEL II



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

RECOMMENDATIONS





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Committee Roles and Responsibilities



North Front Range
Metropolitan
Planning
Organization

GFPAC Membership

- Who is part of the GFPAC?
 - Key policymakers who are current members of the NFRMPO Planning Council
 - Executive representation from current transit providers in the region
 - Large academic institutions
 - Representatives for regional employers



TRANSFORT



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GFPAC Charge



- **What is our charge?**
 - Guide in the formulation of governance and funding/finance recommendations that will be presented to the full NFRMPO Planning Council for approval





GFPAC Roles and Expectations



- **What are the expectations and roles?**
 - Attendance at 3 meetings (March to June 2022)
 - Open and honest perspectives and insights
 - Discuss strategic opportunities and red flags
 - Consensus is the goal
 - Community Ambassadors - Share GFPAC information with your communities, be part of the conversation
 - Recommendation resource for the Planning Council





Governance and Finance Approaches



Identified Approaches - 1

- **Metropolitan District**
 - Petition and vote of electors in district boundary creates new Metropolitan District
 - Ex: **Centerra Metro District**
- **Regional Service Authority**
 - Majority of counties decide to create a new entity, with transportation as an eligible service option
 - **No RSA currently provides transit**
- **Regional Transportation Authority**
 - MPO acts as a Regional Transportation Authority
 - **New authority under SB21-260**





Identified Approaches - 2

- **Political Subdivision**
 - State Legislature creates new entity
 - Ex: **Front Range Passenger Rail District, RTD**
- **Leverage Existing Entity within City/County Authority**
 - City/County creates an improvement district or existent City/County body takes on the responsibility to construct, operate or maintain transit service
 - Ex: **Extend existing service**
- **Intergovernmental Agreement**
 - State/local entities agree to exercise powers they already have (i.e. own and operate streets and other transportation facilities) in legal coordination
 - Ex: **FLEX, Poudre Express**





Governance Options Discussion

- Do you need clarification on the options?
- Are these the right options?
 - Any we should skip?
 - Any we should add?





Potential Evaluation Criteria - 1

- Does this structure grant **sufficient legal authority** to construct, operate and maintain bus or regional rail?
- How is the **body governed**?
- Is a **vote required** for formation?
- What **type of transit system** does this support? (single line, multiple corridors, regional system)
- Would this governance structure **allow for the preservation of right of way**?
- How would this governance structure **interact with existing transit services**?



Potential Evaluation Criteria - 2

- Does governance structure enable **geographic equity**?
- Would this governance structure come with a **dedicated revenue source**?
- Would this governing structure enable **eligibility to pursue and accept state and federal funding**?
- Does the entity have **bonding authority and the ability to issue debt**?
- Can the entity use **alternative delivery methods (CMGC/DB/P3)**?





Evaluation Criteria Discussion

- Do you need clarification on any of the criteria?
- Are these the right criteria?
 - Any we should skip?
 - Any we should add?
- Should we prioritize them?





Next Step

	Legal Authority	Vote Requirement	Transit System Type	Governing Body Structure	Geographic Equity	Dedicated Revenue Source	Eligible for State/Federal \$	Bonding Authority	Alternative Delivery Methods	Other
Metropolitan District										
Regional Transportation Authority										
Regional Service Authority										
Political Subdivision										
Existing Entity within City/County Authority										
Intergovernmental Agreement										





Funding and Finance Options Approach

- High-level review of potential funding options
- Three phases
 - Outline specific funding options to research
 - Research options and requirements
 - Organize information into reader-friendly format





Funding and Finance Options Analysis

- Developing a **matrix of applicable funding sources**, that includes the following list and level of info:
 - **Funding source** (i.e., FTA, FHWA, etc.)
 - **Funding type** – federal (discretionary/formula), state/local
 - **High-level estimate of the potential revenues** to be derived from the source - \$X million dollars
 - **Match Requirements** – % federal/state/local match, <y population, etc.
 - **Eligible Applicants** – municipalities, state, or local entities
 - **Eligible Modes / Projects** – transit/rail/transportation/etc.
 - **Eligible Project Phases** – design/environmental/construction/planning
 - **Other applicable Eligibility Requirements**
 - **Next step in pursuing funding option** – date of NOFO (if available)
 - **Source links** – websites





Funding and Finance Options Discussion

- Do any of these options need clarification?
- Are we evaluating the right level of information for each funding option?
- Are there additional eligibility requirements that we should consider?
- How could we evaluate these options?





Funding and Finance Options Analysis

Funding Option	Funding Source	Funding Availability	Match Requirements	Eligible Applicants	Eligible Modes / Projects	Eligible Project Phases	Other Eligibility Requirements	Next Steps	Source	Contact	Misc. Notes
Funding Option A											
Funding Option B											
Funding Option C											
...											
...											
...											





Closeout and Next Steps



Next Steps



- Summarize meeting discussion
- Meeting notes and recording added to NFRMPO's project website
- Fill-in and distribute evaluation matrix
- Develop funding matrix
- Set next two meetings:
 - Meet every 6-8 weeks
 - Doodle poll to establish preferred day/time of week

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



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UNITING THE NORTH FRONT RANGE

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

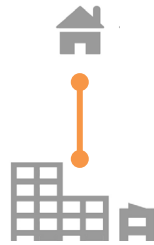
Population

 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%

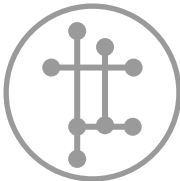
2040 Weld Cty.

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