

LINKNoCo

UNITING THE NORTH FRONT RANGE



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Governance and Finance Policy Advisory Committee (GFPAC) Meeting #2

May 17, 2022



Agenda



1. Welcome, agenda review, and meeting goals
2. GFPAC purpose and roles
3. Committee updates
4. LINKNoCo project status
5. Governance
6. Funding/financing options
7. Next steps





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Welcome



Introductions

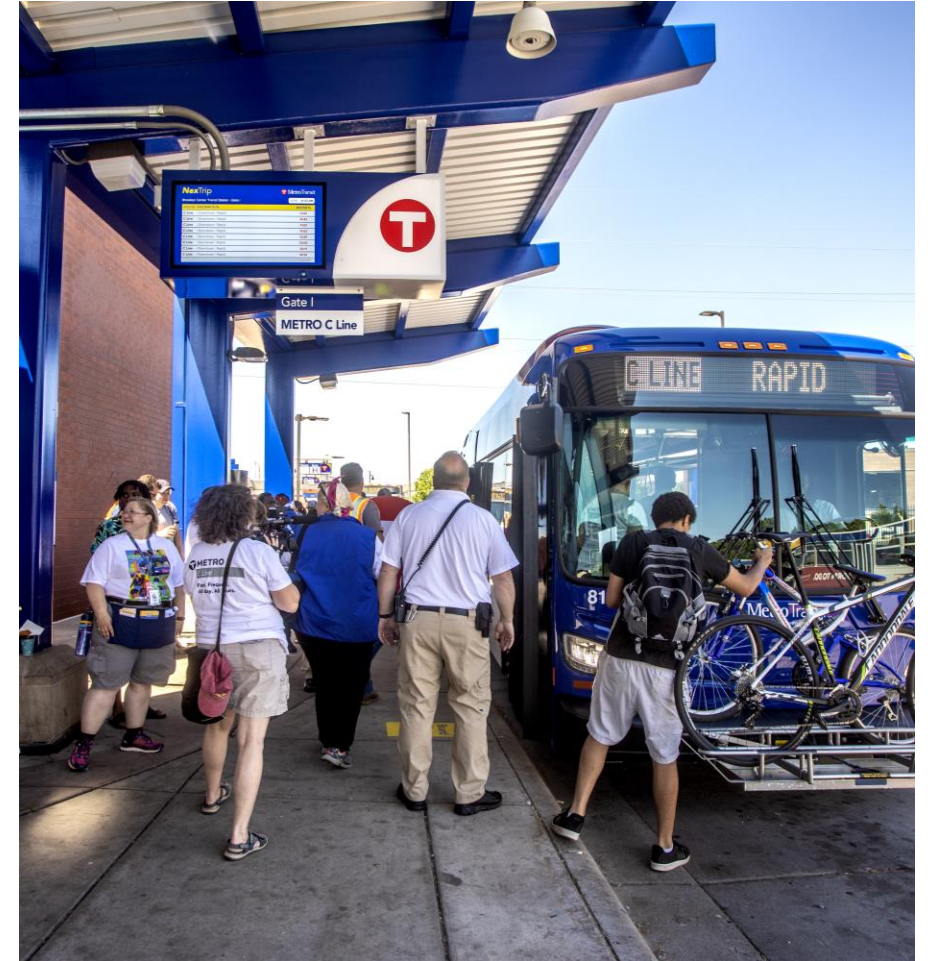
- Welcome
 - Alex Gordon, Project Manager: North Front Range Metropolitan Planning Organization (NFRMPO)
 - Self introductions





Meeting Purpose

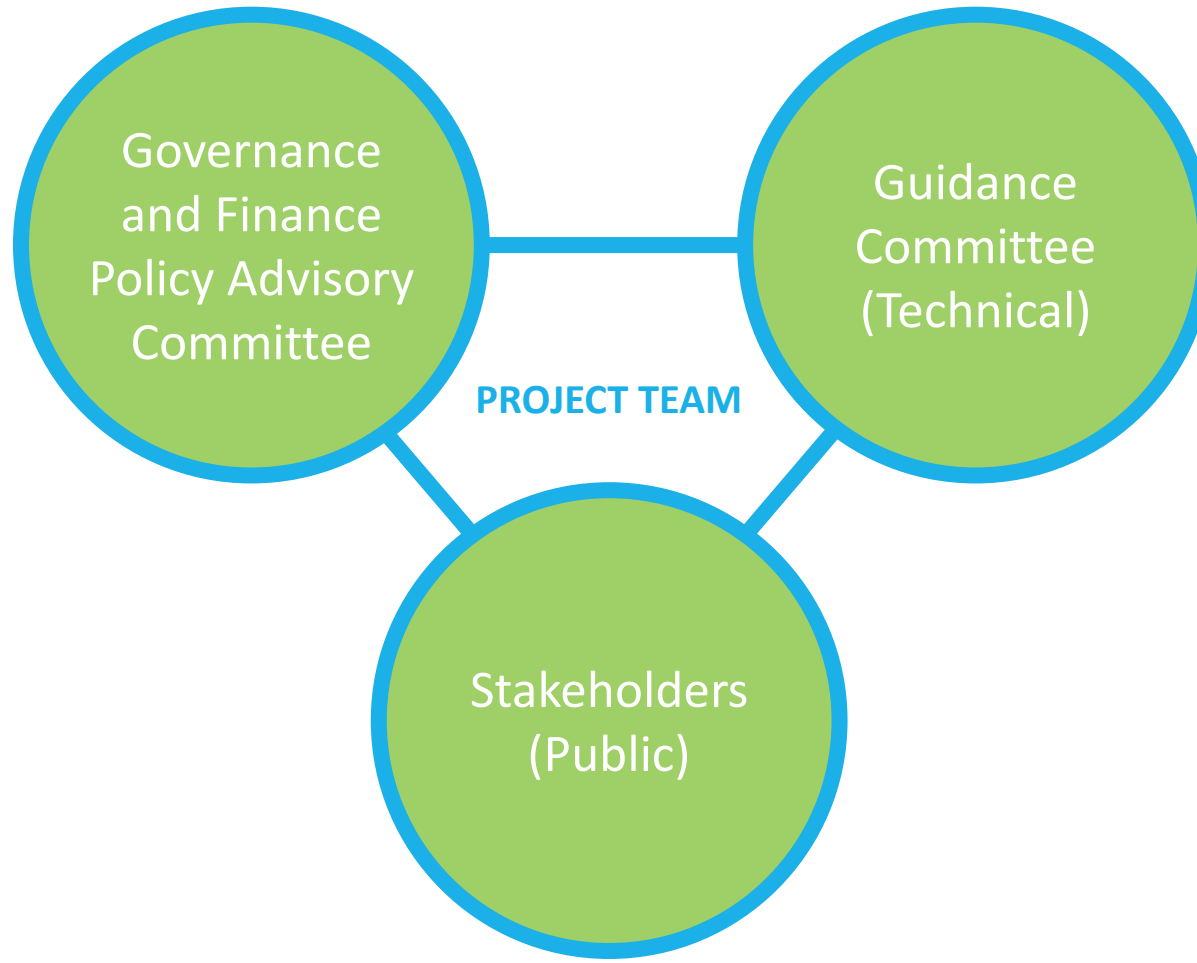
- Update on key takeaways from small group meetings
- Review how governance discussion is evolving
- Priority transit corridor's project phases
- Decision required for each phase
- Seek input on roles and responsibilities
- Explore thresholds for governance structures
- Introduce funding and financing options and methodology



2 GFPAC Purpose and Role



GFPAC Purpose and Roles



- Guide consideration of governance structures
- Review funding and finance options to support each corridor
- Reality check – red flags
- Strategic opportunities
- Recommendations to Planning Council



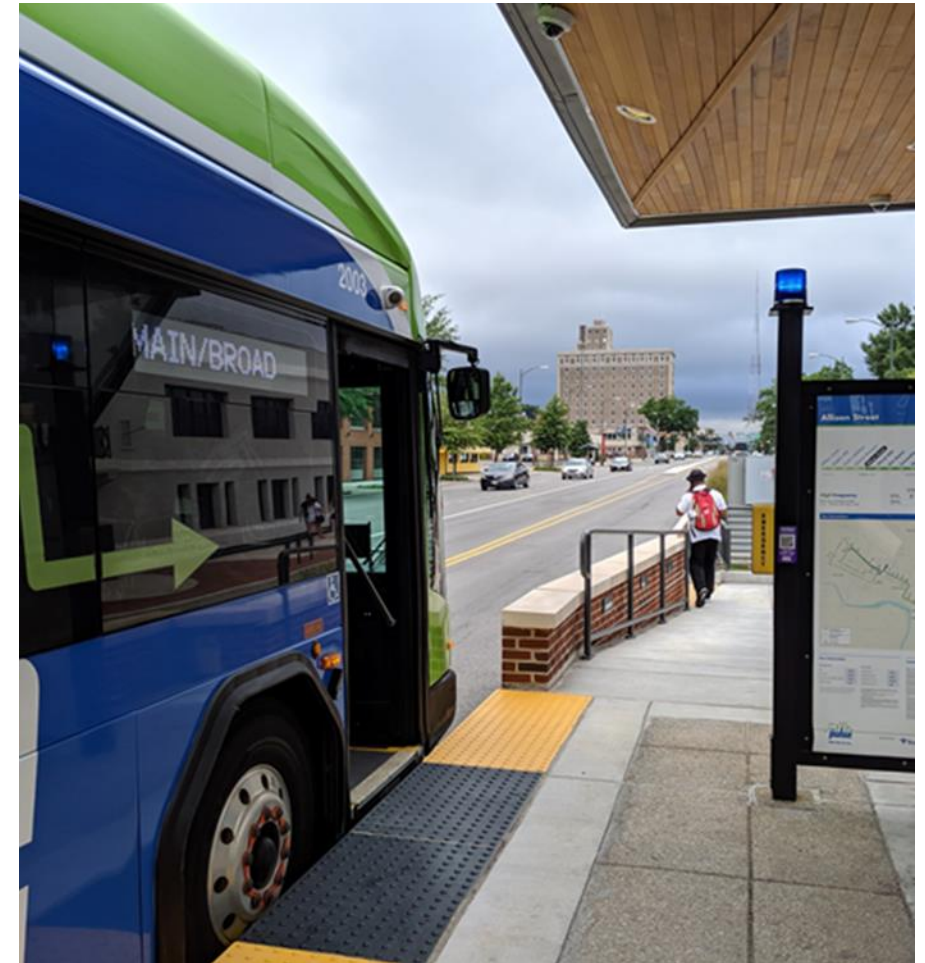


Committee Updates



Committee Updates

- Requested small group discussions:
 - Weld County
 - Larimer County
 - CDOT
- Key themes and information learned
- Focus on funding over governance
- Shaping GFPAC analysis
- Open to additional discussions as desired





Questions

Clarifying questions on topics discussed so far?





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LINKNoCo Project Status



Our Charge

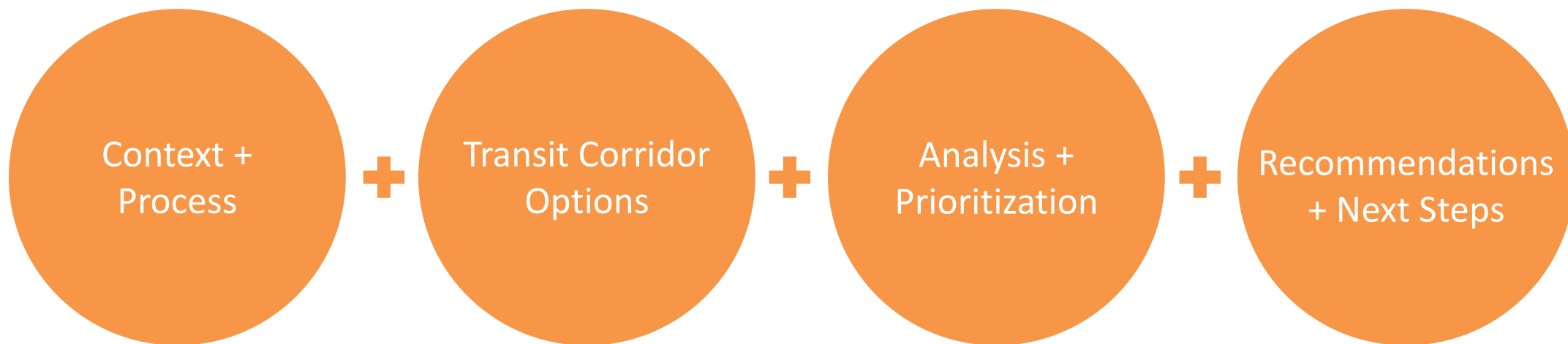


- Define a North Front Range premium transit network to link regional (North Front Range) communities
- Advance the most promising corridors and begin to build the network
- Provide inclusive and accessible stakeholder engagement





Our Progress to Date



Level I

Level II

Funding and Governance Analysis

Ongoing Public Engagement, Information Distribution, and Communications

Jun 2021

Nov/Dec 2021

Survey

May 2022

Online
Open House

We Are
Here!

Jul/Aug 2022

Recommendations

Sep 2022





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

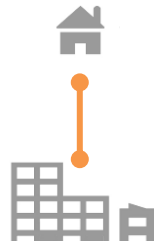
Population

 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%

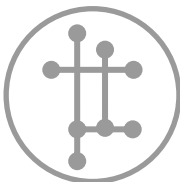
2040 Weld Cty.

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



Screening and Advancing Corridors

Initial Screening (Level I)



QUALITATIVE
CRITERIA

Narrow to key corridors with
available information

Final Screening (Level II)



DETAILED
CRITERIA

Detailed analysis, modeling,
and technology examination

Recommendations



FINAL
OPTIONS

Final recommended corridors
and technologies





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

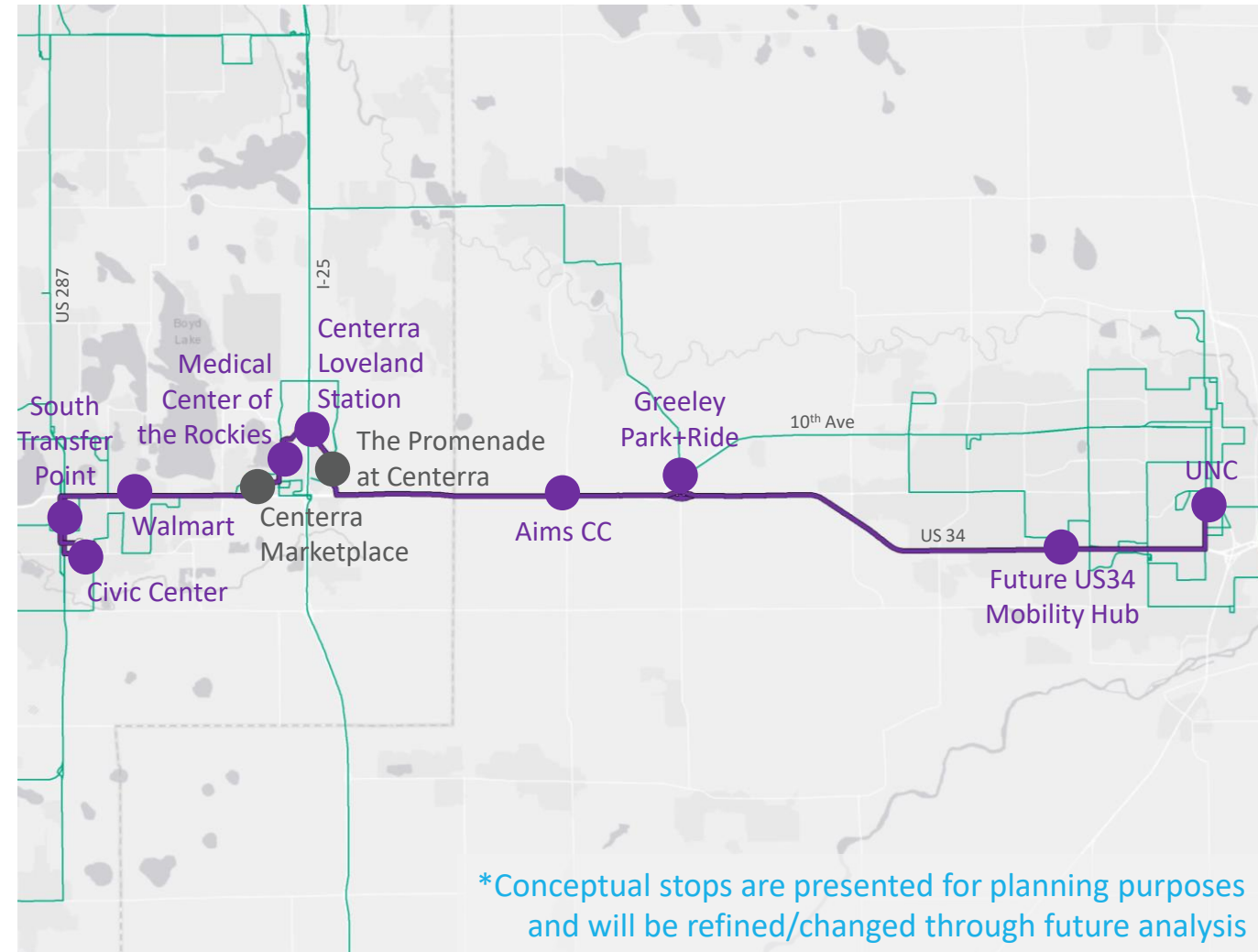




Greeley to Loveland (US 34)

Conceptual Alignment Assumptions (to be refined)

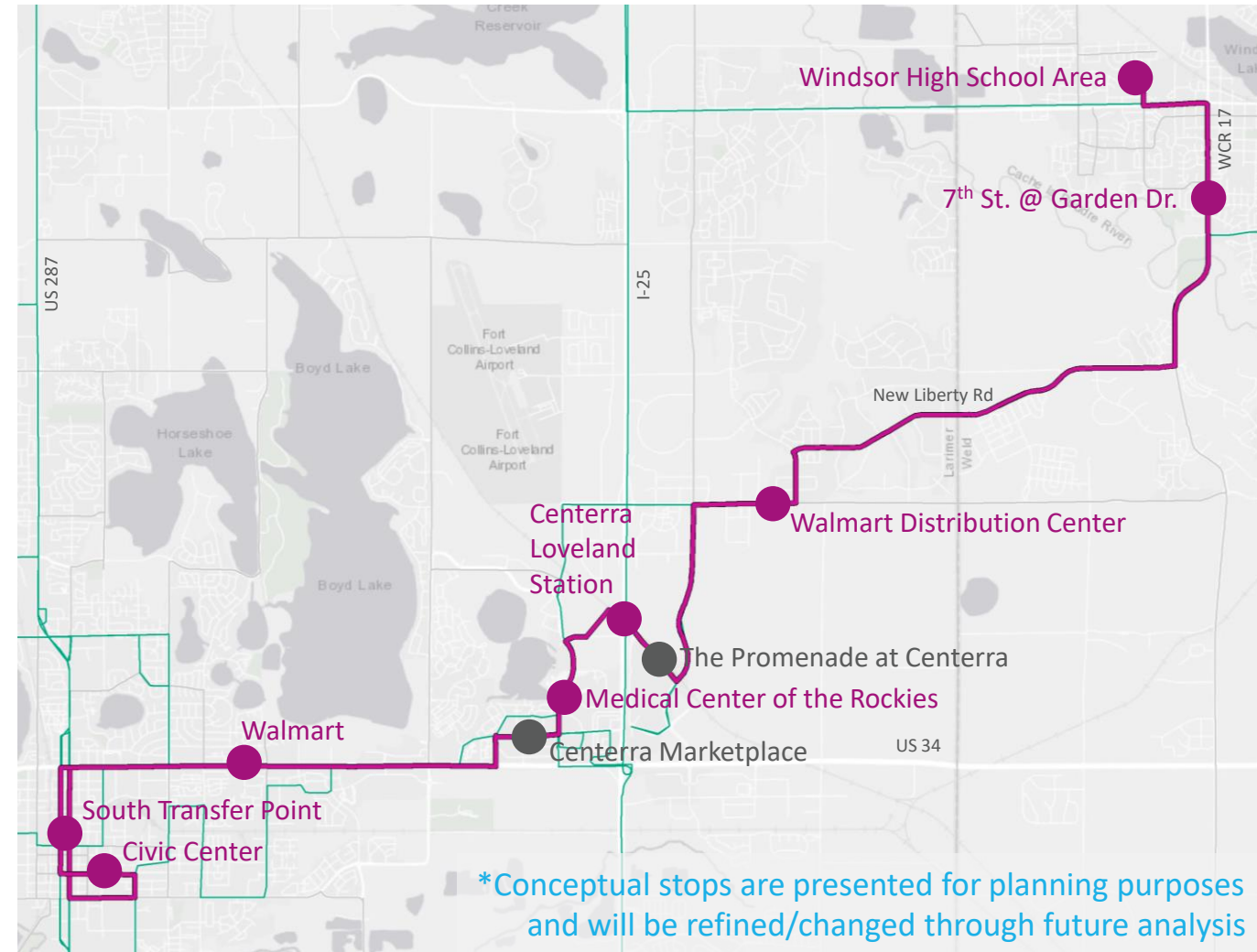
- Technology: Enhanced bus – similar to Poudre Express
- Conceptual Service Plan: 30 min service plan
- Details: Express bus service between Greeley (UNC) and Loveland (Civic Center)
 - On NFRMPO 10-year plan
 - Anticipates improvement to US 34
 - Builds on knowledge from 34-Xpress
 - Connects to I-25 mobility hub
 - Assumes Kendall Parkway connection



Windsor to Loveland (WCR 17/US 34)

Conceptual Alignment Assumptions (to be refined)

- Technology: Enhanced bus – similar to Poudre Express
- Conceptual Service Plan: 30 min service plan
- Details: Express bus service rapidly developing Windsor communities and Loveland (Civic Center)
 - Connection major existing/future employment and residential
 - Connects to I-25 mobility hub
 - Assumes Kendall Parkway connection



Greeley to Loveland (Great Western)

Conceptual Alignment Assumptions (to be refined)

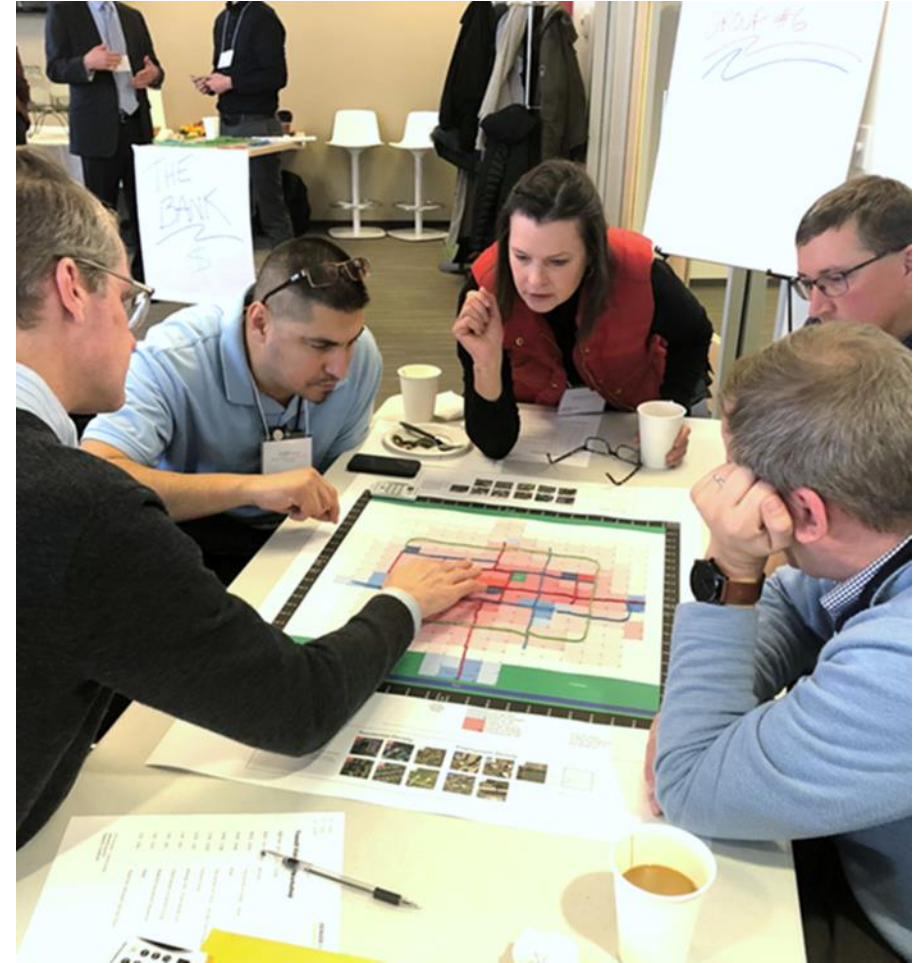
- Technology: Enhanced bus (Poudre Express) – advancing to commuter rail
- Conceptual Service Plan: Peak direction 2-5 trains (varies) each (am peak/mid/pm peak)
- Details: Building market through Poudre Express while advancing commuter rail corridor
 - Connection the two largest regional centers with direct service
 - Coordination with Omnitrac
 - Likely higher cost and longer schedule





Questions

Clarifying questions
related to the project
status?





5 Governance



Governance

Purpose of the analysis:

- To lay out options for decision-makers to determine the most appropriate approach to planning, developing, implementing, and operating premium transit service of the three selected alignments.
 - Examine each corridor governance needs independently
 - Program to project decision making
 - Inter-governmental agreements (IGA)



Stakeholder Input - Key Take-Aways

IGA FOCUS

- Learn from current IGAs
- Utilize IGAs to the limit
- Identify ways to improve the IGA process/structure
- When IGAs reach their limit (define threshold), be prepared with alternative approach

ADDITIONAL FEEDBACK

- Look at corridor needs independently
- Identify corridor ROW limitations
- Look to coordinate with DTR on prioritization of Bustang service
- Potential for future CDOT grant assistance (possibly US 34)
- Update Windsor on the GFPAC
- Consider Northern Colorado Regional Airport



Decision Making by Phases



Project Planning



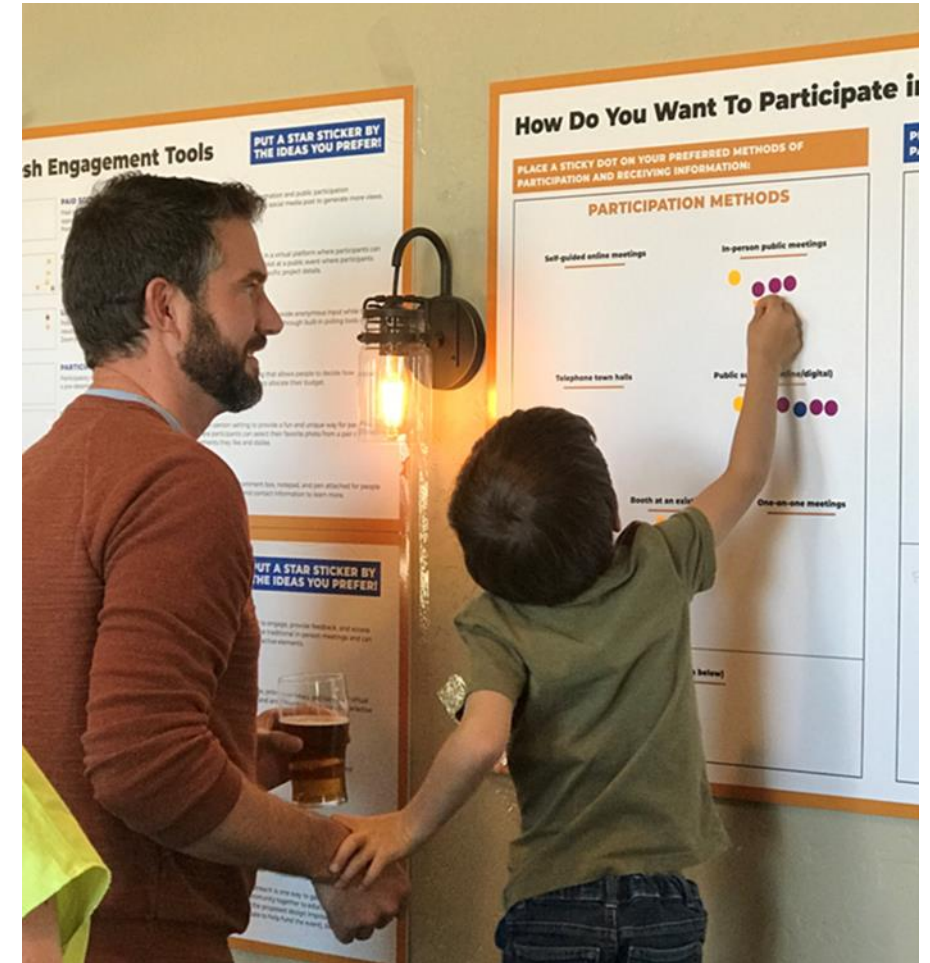
Project Development



Project Implementation



Operations + Maintenance





Corridor Approach

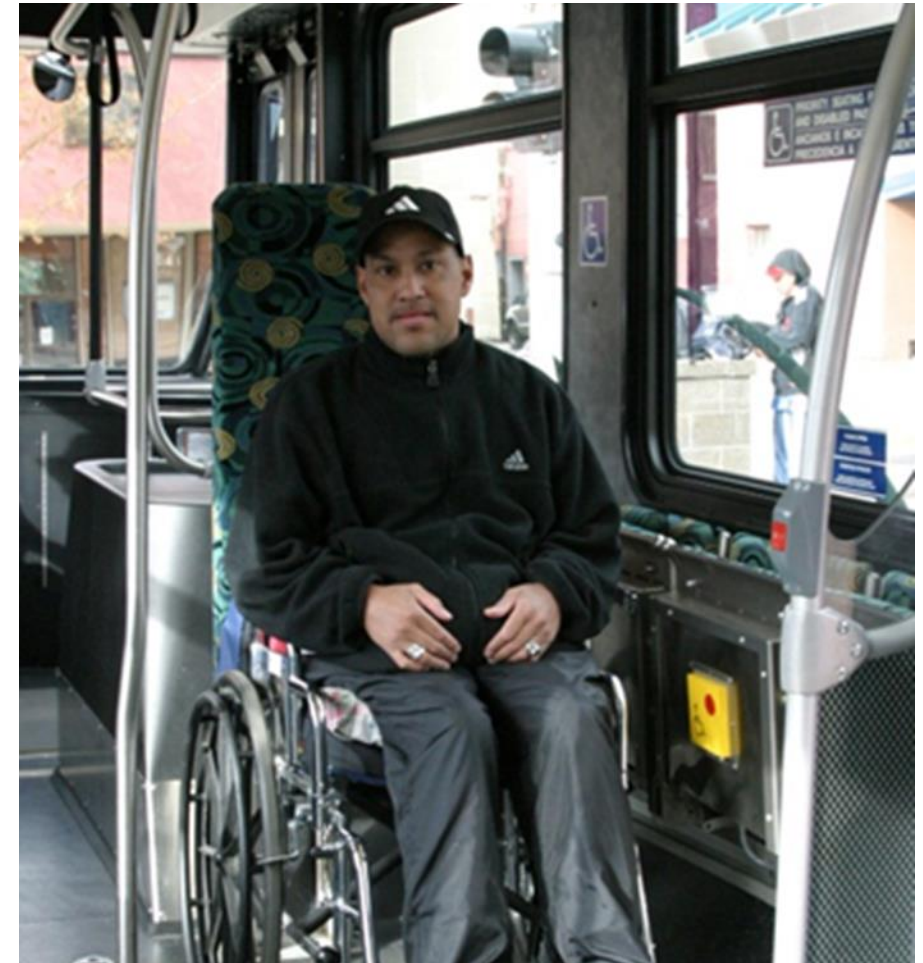
- Identify activities by phase
- Decision making requirements
- Roles and responsibilities
- Funding options
- Considerations from other projects
- Example of organizational structure by phase
- Threshold considerations
- Recommendations





Questions

Clarifying questions on governance?





6

Funding and Financing



Methodology of Funding and Financing

- Approach and research
 - Researched various applicable federal, state, regional, and local funding and financing options available for the NFR
- Organization - funding and financing matrix “tool”
 - Provides a universal list of the available federal, state, and local funding and financing options
 - Developed in Excel for ease of use
 - Results in tailored and organized funding options by applicant and mode
 - Provides details on all relevant options



FUNDING AND FINANCING TOOL

- 1 Research and understanding of options
- 2 Organize and align projects with options
- 3 Identify proponents and advance funding requests



Funding and Financing Options

FEDERAL

- USDOT Local and Regional Project Assistance (RAISE grants)
- FTA Capital Investment Grants (CIG)
- FHWA Surface Transportation Block Grants
- Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Grants

STATE

- Colorado State Infrastructure Bank (SIB) Loan Program
- FASTER Transit Grants Program (S.B. 09-108)
- Multimodal Transportation and Mitigation Options Fund (MMOF)
- Senate Bill 228 Transit

LOCAL

- Sales and Use Tax (potential funding that can be established under a Regional Transportation Authority)
- Local Funding Contribution (potential funding that can be established under an interlocal governance/funding agreement)
- Annual motor vehicle registration fees (potential funding that can be established under a Regional Transportation Authority)





Example: Greeley to Loveland Alignment

Funding Options	Applicant	Pros	Cons	Other Considerations
USDOT Local and Regional Project Assistance (RAISE grants) Discretionary	<ul style="list-style-type: none">• State• Municipality• Local government• Tribal government• Public agency/transit agency• Special purpose district	<ul style="list-style-type: none">• Amount of available funding increased to \$1,500 million per year (FY22-26).	<ul style="list-style-type: none">• <i>A competitive grant program</i> so NFRMPO cannot rely on this grant.	<ul style="list-style-type: none">• Project must demonstrate project readiness and cost effectiveness.• Federal share of the project may not exceed 80 percent.
Colorado State Infrastructure Bank Loan	<ul style="list-style-type: none">• Local government• Public agency/transit agency• Local public agency• Non-provide organization• Private entity	<ul style="list-style-type: none">• Low interest loan.	<ul style="list-style-type: none">• The payback period for assistance may not be more than ten years.	<ul style="list-style-type: none">• A wide array of potential uses possible for application (i.e., right of way acquisitions, maintenance, safety, and other project types).
Sales and Use Tax	<ul style="list-style-type: none">• Regional transportation authority (RTA)	<ul style="list-style-type: none">• Potential dedicated funding source.	<ul style="list-style-type: none">• A regional transportation authority must be created to levy its own sales and use tax.	





Funding and Financing Next Steps

- Continue to refine this tool specific to the North Front Range
- Identify draft list of funding and financing options
- Refine and advance options based on:
 - Scope of work:
Is the project shovel-ready?
 - Proponent/applicant:
Which entity will champion the request?
 - Other pros/cons:
Is there a high-level of local match required? etc...etc...





Polling and Discussion

- Real time polling:
 - Go to www.menti.com on your mobile phone
 - Input code [2345 3957](https://www.menti.com/join/23453957)
- Open discussion and input





6 Closeout and Next Steps



Next Steps



- Refinements of governance options
- Refinements of funding options
- Additional individual conversations to advance
- Promote upcoming online public engagement
- Next meeting – tentatively July 2022
- Closing comments – Alex Gordon

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



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