

## Meeting Summary

Project:	LINKNoCo
Subject:	Guidance Committee Meeting #4
Meeting Date:	Thursday, May 19, 2022
Meeting Time:	9:00 am – 11:00 am
Meeting Location:	Virtual

## Workshop #4

### LINKNoCo Guidance Committee Meeting #4

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](mailto:cavan.noone@hdrinc.com).

#### Welcome, Agenda, and Meeting Goals

Chris Proud, Consultant Project Manager for HDR, provided some opening remarks and reviewed the agenda. Chris introduced Alex Gordon, Project Manager for the NFRMPO, who thanked everyone for attending and spoke briefly about the project. Chris led the group through self-introductions and then discussed the primary purpose of the meeting, which included providing details and gaining feedback on the alignments development and promoting the upcoming online public engagement.

#### Project Update

Chris gave a brief overview of the project and the work completed to date and said the team is currently at the analysis and prioritization process. He reviewed the primary goals of the project, which include defining the premium regional transit network in the North Front Range, advancing the most promising corridors, and continuing to engage with stakeholders and transit users. He added that since the last meeting the team has been working on defining the alignments, advancing the Level 2 analysis, and preparing for public input. A self-driven public meeting website will open at the end of the month to gather additional feedback from the community, with the team moving towards unveiling final recommendations at the end of the summer.

Chris also gave an update on the Southern Wyoming - Northern Colorado Transit Analysis, which is a joint project between CDOT, WYDOT, and the Cheyenne MPO that is looking at potential transit connections between northern Colorado and southern Wyoming. Jan Rowe (CDOT) is actively involved in the project and stated that the team is just starting the data analysis phase.

Chris discussed the work of the Governance and Finance Policy Advisory Committee (GFPAC), which has been tasked with identifying potential governance structures and funding strategies to support the implementation of the alignments. He mentioned that several key themes have emerged, including utilizing IGAs to the limit, identifying ways to improve the IGA process/structure, and defining thresholds and alternative strategies for when IGAs reach their limit. Chris stated that the team is also researching federal, state, regional, and local funding options and developing a dynamic tool (Excel-based) that agencies could use to identify funding sources tailored to the characteristics of a project (agency type, transit mode, etc.).

### **Public Engagement Update**

Chrissy Breit, Stakeholder and Public Involvement Lead for HDR, gave an overview of the public engagement activities to date including the initial survey conducted in the fall, which asked for feedback on the Level 1 corridors. She mentioned the team will be launching an online self-guided meeting at the end of the month (initially scheduled for May 31 - June 10, revised to June 1 - 14) and will be asking for the agencies' help promoting it. Chrissy continued that the team has limited scope for additional outreach beyond the online meeting but could provide supporting materials to agencies if they want to conduct further outreach.

Chris Proud (HDR) stated that Alex Gordon (NFRMPO) has presented to numerous agencies and stakeholder groups to keep them up to date as the project alignments progress. Alex added that he was happy to present to other groups upon request, if the Guidance Committee members had any ideas or suggestions.

### **Transit Alignments Review**

Chris providing a detailed explanation of the Level 2 alignments. He mentioned that the stop locations and service plans may evolve through further stages of planning, but that the team needed to make some assumptions for the purpose of the evaluation.

- **Greeley to Loveland (US 34)** – this alignment would operate from the UNC area in Greeley to the Civic Center area in Loveland at 30-minute frequencies, primarily along the US 34 corridor. The proposed technology is enhanced bus, similar to the Poudre Express. This project is in the NFRMPO 10-year plan and assumes the extension of Kendall Parkway under I-25 in Loveland.
- **Windsor to Loveland (WCR 17/US 34)** – this alignment would operate from the Windsor High School area to the Civic Center area in Loveland at 30-minute frequencies. The proposed technology is enhanced bus, similar to the Poudre Express. This alignment connects to major existing and future employment and residential areas and assumes the extension of Kendall Parkway under I-25 in Loveland.
- **Greeley to Loveland (Great Western)** – this alignment would operate from the Greeley Evans Regional Transportation Center area to the Old Town Fort Collins area along the Great Western corridor. A phased approach is recommended for this alignment, with

additional service on the Poudre Express in the interim to build the travel market before advancing to commuter rail.

Chris said that one thing the team heard when they presented the alignments to the GFPAC earlier in the week was to limit the number of stops and avoid overlapping with local service. Alex Gordon (NFRMPO) added that another suggestion from the GFPAC meeting was to take advantage of the mobility hubs and have local services connect to those points or serve the locations between the stops.

Chris said the team is in the process of developing conceptual costs, timetables and travel time, and potential priority measures for each alignment. The team is also conducting a market analysis using both Streetlight data (based on existing cell phone data) and the regional travel demand model to understand basic existing travel patterns and demand.

Chris paused for clarifying questions:

- Jan Rowe (CDOT) asked if the Loveland to Greeley service was dependent on the proposed Greeley Mobility Hub. He said CDOT has committed \$8M, but the project will require at least an additional \$20M.
- Chris responded that there may also be lower cost options at that site that require less infrastructure. He mentioned that there is also the transfer center at Greeley Mall, which can be a backup if the mobility hub development doesn't occur.

### **Polling and Discussion**

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

#### ***Discussion pertaining to the question "Do the alignments generally follow reasonable routing?"***

Results: Yes, I agree = 4; Maybe, but I have some minor tweaks: 5; No, we have other suggestions: 0

- Cory Schmitt (NFRMPO) inquired as to why downtown Windsor was not identified as a stop location.
- Chris Proud (HDR) responded that there is flexibility in the stop locations. The stop at 7<sup>th</sup> & Garden Dr was proposed because of connectivity with Poudre Express. Cory responded that there is a lot of opportunity in the downtown area.
- Jan Rowe (CDOT) echoes what Cory said in terms of downtown Windsor connection and added that the route is going to serve high growth areas.
- Abdul Barzak (Town of Severance) spoke in support of a potential future connection to Severance, adding that the Town is projecting substantial growth and so they want to keep that extension on the radar.
- Elizabeth Relford (Weld County) asked why the Windsor to Loveland route deviates from Crossroads Blvd. If it's an express route, Crossroads Blvd might be more appropriate.

- Chis Proud (HDR) responded that the rationale for that portion of the route was that it more directly served residential areas, and thus stops could potentially be added to this segment in the future (park and ride, standard stop, etc.).

***Discussion pertaining to the question “Do you generally agree with the number and distribution of the tentative stops?”***

Results: Yes, I agree = 2; Maybe, but I have some minor tweaks: 6; No, we have other suggestions: 0

- Candice Folkers (COLT) suggested adding a stop in the vicinity of 7<sup>th</sup> St & New Liberty on the Windsor to Loveland route.
- Chris Proud (HDR) asks Candice if she thought the route should stay on Crossroads Blvd or come across New Liberty. Candice responded that there was a case to be made for both routing options, but that New Liberty could actually be shorter and faster.
- Olga Gonzales (Weld County) commented that the east side of Greeley (east of 85) lacks transit options. Is it possible to extend any of the alignments into that area?
- Chris Proud (HDR) responded that the original idea for the Great Western rail corridor option was to continue south into central Greeley, but the rail corridor doesn't formally extend that far. He also added that the team is having ongoing conversations with GET to provide services to these underserved areas and to connect into the express/premium services proposed in the LINKNoCo project.
- Cory Schmitt (NFRMPO) asked what the rationale was for having fewer stops in Greeley versus Loveland.
- Chris Proud (HDR) responded that the team wasn't trying to balance stop locations by jurisdiction. Instead, the focus was on creating an express service that serves select key destinations.
- Alex Gordon (NFRMPO) added that when the team sent out the initial alignments, Greeley provided a lot of feedback on stop locations. So, the locations shown reflect where the city wanted them.
- Jan Rowe (CDOT) stated that it was important to learn the lessons of the former US 34 Express and not provide too many stops.
- Chris Proud (HDR) stated that the team is currently working on travel times and that they may adjust the stop locations or frequency of stops based on the findings.

**Alignments Analysis**

Chris discussed the alignments analysis and evaluation and summarized the process, range of technologies considered, and key considerations. He also presented results for each corridor based on select criteria and explained that the purpose of the final screening was not to advance one alignment and eliminate the others, but to identify ways to improve each alignment.

***Discussion pertaining to the question “Are the alignments advancing in a positive direction?”***

Results: Yes, I agree = 6; Maybe: 0; No, let's discuss: 0

- Cory Schmitt (NFRMPO) said he supported the corridors that are advancing
- Eric Tracy and Mark Peterson (Larimer County) said that though they worked in engineering and were not directly involved in transit operations, the alignments do appear to serve high growth areas.
- Olga Gonzales (Weld County) commented that though she was new to the project, she was excited about the alignments.
- Jan Rowe (CDOT) stated that he was excited to hear about the alignments and thought things were moving in the right direction.

### **Closeout and Next Steps**

Chris provided closing comments and discussed next steps, which include incorporating feedback from the Guidance Committee, promoting the upcoming online engagement, and developing final recommendations. He noted that the next meeting was tentatively scheduled for July.


### **Attachments**

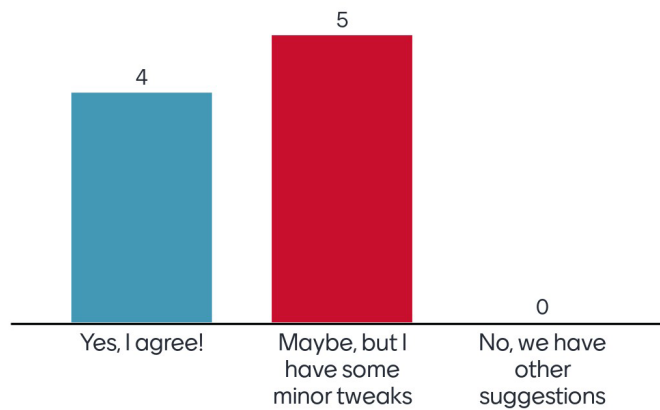
The polling results, committee membership and attendance, and project team attendance are included as attachments to this document.

## Guidance Committee Meeting #4 Attachments

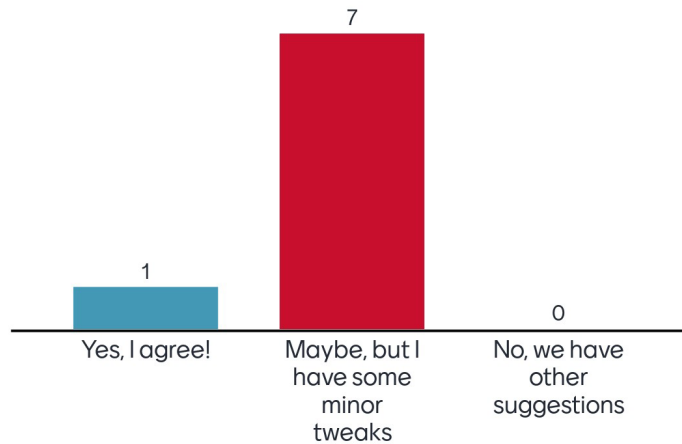
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### Polling Results

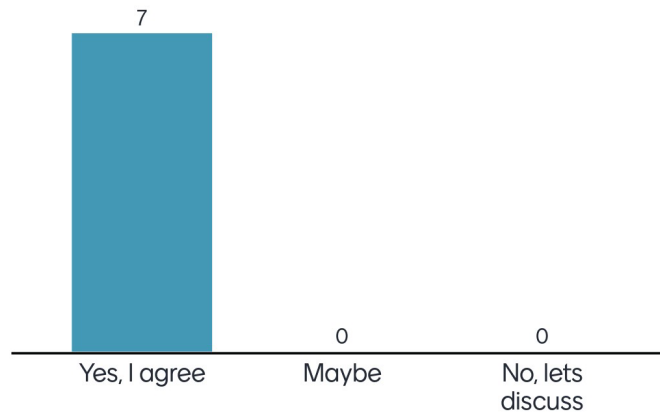
Do the alignments generally follow reasonable routing? 



Do you generally agree with the number and distribution of the tentative stops?



Are the alignments advancing in a positive direction?



**Guidance Committee**

<b>Community/Organization</b>	<b>Member</b>	<b>Role</b>	<b>Attended</b>
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	No
City of Greeley	Allison Baxter	City of Greeley Representative	No
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	No
Larimer County	Mark Peterson	Larimer County Representative	Yes
Larimer County	Eric Tracy	Larimer County Representative	Yes
Larimer County Public Health	Brooke Bettolo	Larimer County Public Health Representative	Yes
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	No
Town of Berthoud	Adam Olinger	Town of Berthoud Representative	No
Town of Severance	Mitch Nelson	Town of Severance Representative	No
Town of Severance	Abdul Barzak	Town of Severance Representative	Yes
Town of Windsor	Carlin Malone	Town of Windsor Representative	No
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	No
Weld County	Dawn Anderson	Weld County Representative	No
Weld County	Elizabeth Relford	Weld County Representative	Yes
Weld County	Olga Gonzalez	Weld County Representative	Yes



<b>Community/Organization</b>	<b>Member</b>	<b>Role</b>	<b>Attended</b>
Weld County Public Health	Olivia Egen	Weld County Public Health Representative	No

### **Project Team**

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