

Community Advisory Committee (CAC)  
AGENDA

October 13, 2022  
6:00 – 7:30 p.m.

Virtual:  
(571) 317-3112  
Code: 194-437-133

<https://www.gotomeet.me/NFRMPO/nfrmpo-community-advisory-committee>

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**1. Call Meeting to Order, Welcome, Introductions**

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**Discussion Topics:**

**2. RideNoCo Trip Discovery Tool**

Cory Schmitt, NFRMPO Mobility Manager, will review the RideNoCo program and the launch of the trip discovery tool.

**3. LinkNoCo**

Alex will review the recommendations from the LinkNoCo study.

**4. Public Comment Opportunities Q&A**

The group will have the opportunity to ask questions about the current Public Comment Opportunities. Information about each item is available on the public comment page of the NFRMPO website: <https://nfrmpo.org/public-comment/>

- [Transportation Demand Management Action Plan](#)
  - [2022 Public Involvement Plan](#)
  - [LinkNoCo Report](#)
- 


**Next Meeting: November 10, 2022**

**For any questions or accommodations, please contact AnnaRose Cunningham  
at [arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org) or (970) 419-9497.**



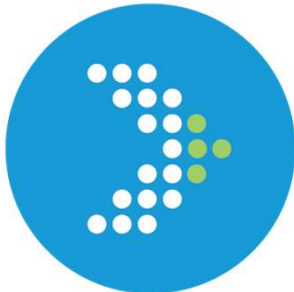

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**Connecting You & Northern Colorado**



**Connecting You & Northern Colorado** embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for older adults, individuals with disabilities, lower income individuals, and people who may not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.





**RIDE NOCO**  
CONNECTING YOU & NORTHERN COLORADO

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## Phased Roll Out



### Phase 1

### 2021

### Phase 2

### 2022

### Phase 3

### 2023

**Website + Call Center**

- Introduction of RideNoCo
- Central hub to identify transportation options across region and beyond

**Trip Discovery**

- Ability to find and plan trips on public transit and human service providers in region
- Utilizing GTFS-Flex technology


**Trip Scheduling**

- Long-term vision to find, plan, and book ride in one place across multiple providers
- Laying foundation for coordination as region grows by exploring Transactional Data Specifications (TDS)

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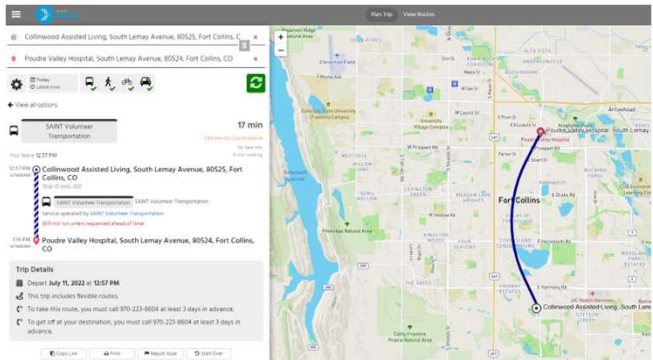
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## Phase 2: Trip Discovery Tool



- Utilizes GTFS-Flex to incorporate “demand-response” providers into trip planner**
- Providers in Planner:**

Transfort	City of Loveland Transit (COLT)
Greeley-Evans Transit (GET)	Berthoud Area Transportation System (BATS)*
Bustang	Estes Transit
SAINT*	RAFT*
60+ Ride*	Via Mobility
RTD	SPIN e-scooters/e-bikes
Rocky Mountain National Park Shuttles	



\*GTFS-Flex Databases created by Trillium as part of Trip Discovery project

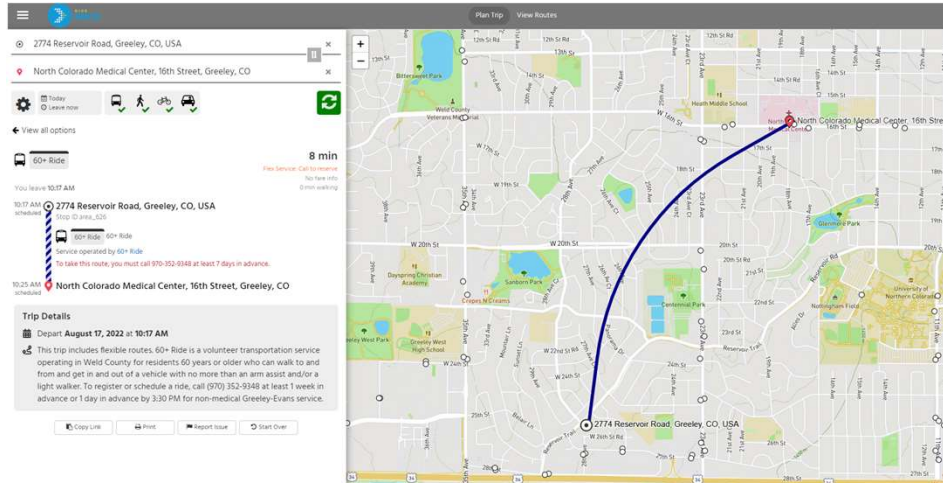
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# Trip Discovery Tool Demo



- Inclusion of volunteer providers alongside public transit agencies is a first-of-its-kind in US



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# Connect with the RideNoCo Team



**Cory Schmitt**  
 Mobility Manager  
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 (970) 999-0072

**Hanna Johnson**  
 Mobility Coordinator  
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**Sheereen Ibtesam**  
 Outreach Specialist  
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**RideNoCo**  
 8am-5pm, Monday-Friday  
[mobility@nfrmpo.org](mailto:mobility@nfrmpo.org)  
 (970) 514-3636



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# LINKNoCo

UNITING THE NORTH FRONT RANGE



# LINKNoCo

UNITING THE NORTH FRONT RANGE

## Community Advisory Committee (TAC)




October 13, 2022



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



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



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 older adults**

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

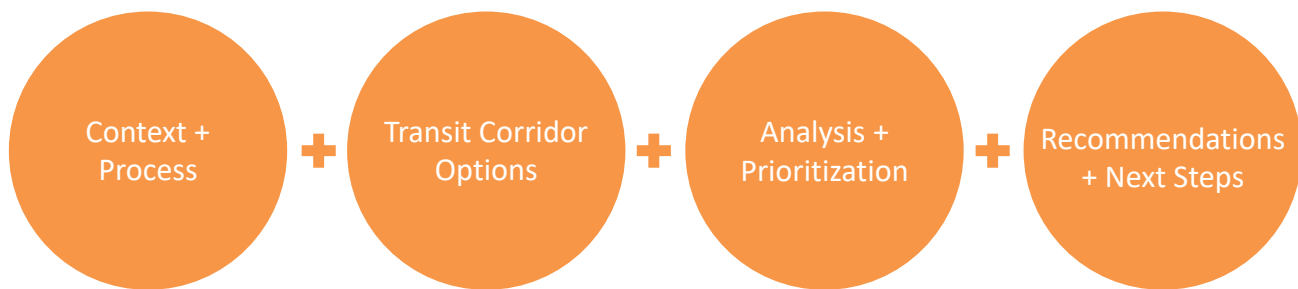
**Growth in congested roadways**

1% 2015

7% 2045

**Goal to reduce per capita VMT**

24 miles per person each day



Initial Screening | Final Evaluation

Funding and Governance Analysis

Ongoing Public Engagement, Information Distribution, and Communications

Jun 2021

Nov/Dec 2021

May 2022

Jul/Aug 2022

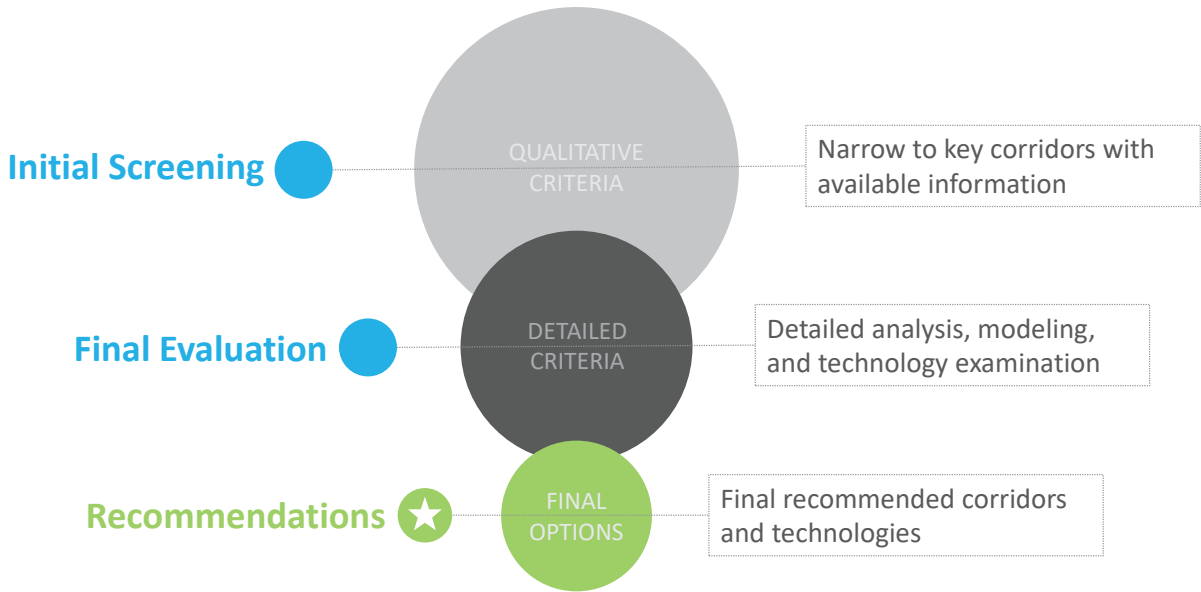
Oct 2022

Questionnaire

Online Open House

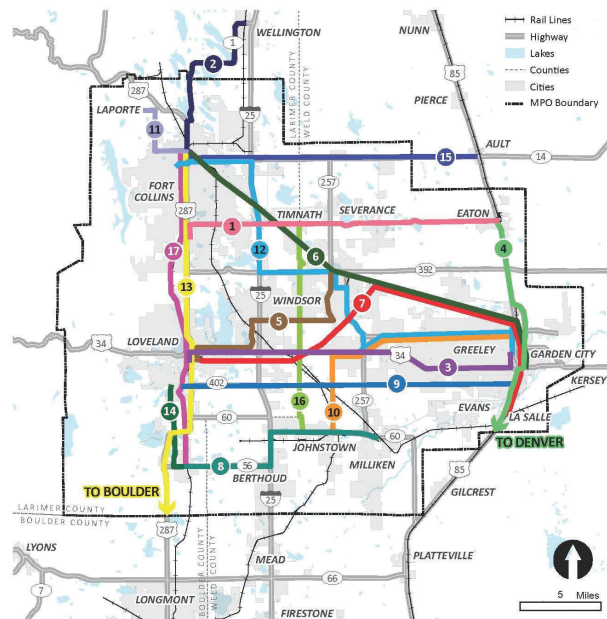
Recommendations

# Screening and Advancing Corridors



# Initial Screening Corridors

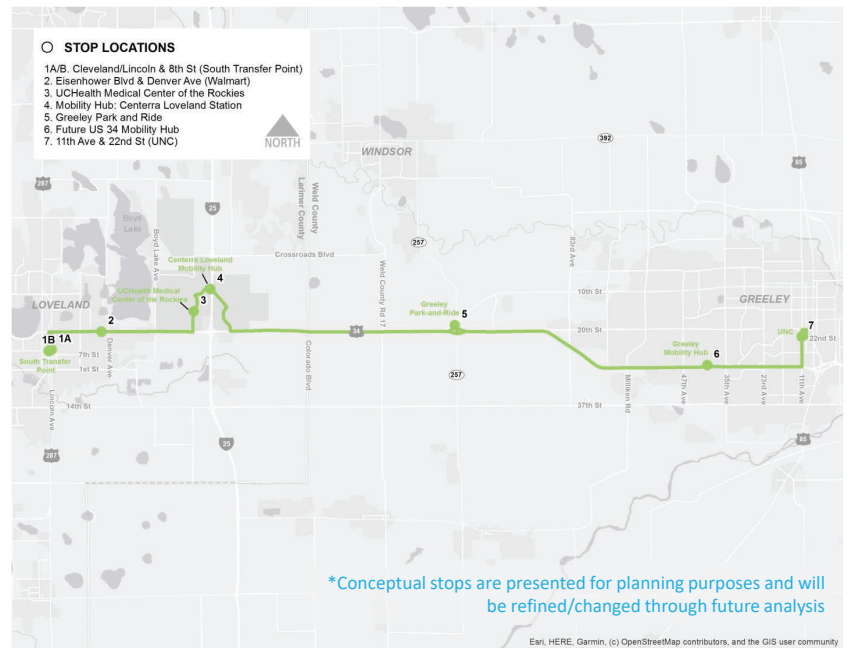
- 17 total corridors evaluated
- Initial screening: narrow to priority alignments



## Loveland to Greeley (US 34)

### Foundational Project Assumptions

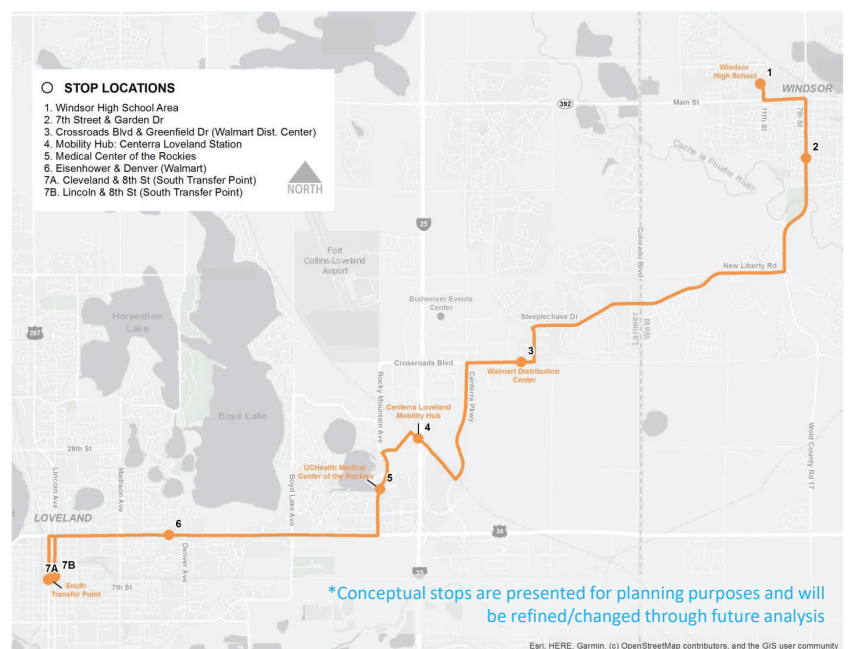
- Details: Enhanced express bus service between Greeley (UNC) and Loveland (Civic Center)
  - On NFRMPO 10-year plan
  - Anticipates improvement to US 34
  - Builds on knowledge from 34-Xpress
  - Assumes Kendall Parkway connection
- 30-min conceptual service plan
- Operating cost estimate ~\$3.9m to \$4.7m (annually) + fleet



## Windsor to Loveland (WCR 17/US 34)

### Foundational Project Assumptions

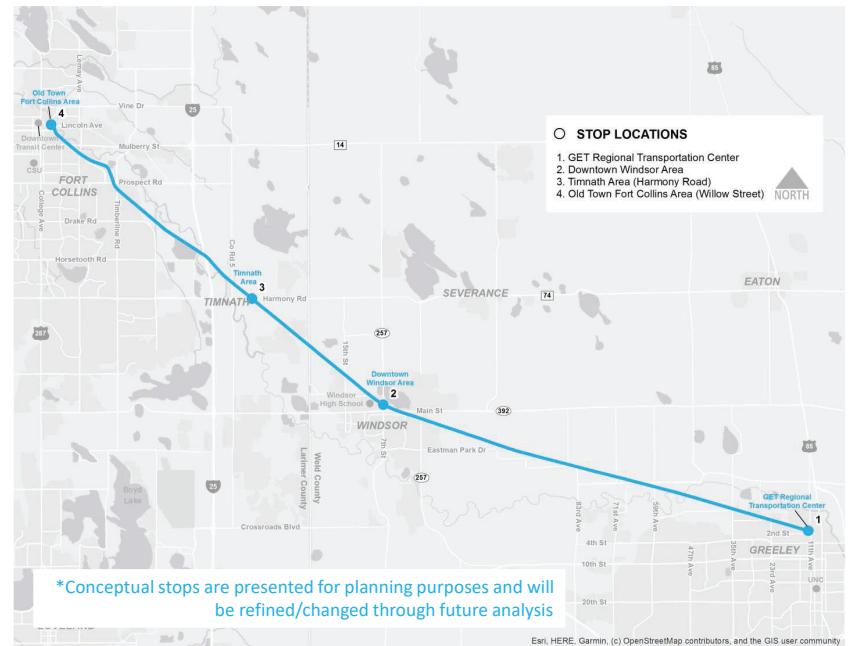
- Enhanced express bus service rapidly developing Windsor communities and Loveland (Civic Center)
  - Connection major existing/future employment and residential
  - Assumes Kendall Parkway connection
  - Expansion opportunity to Severance
- 30-min service conceptual service plan
- Operating cost estimate ~\$2.7m - \$3.9m (annually) + fleet



## Greeley to Fort Collins (Great Western)

### Foundational Project Assumptions

- Build market through improvements to Poudre Express while advancing commuter rail corridor
  - Coordination with OMNITrax
  - Likely higher cost and longer schedule
- Conceptual Service Plan: Peak direction 2-5 trains (varies) peak periods
- Initial Poudre Express enhancements operating cost estimate ~\$857K (annually) + fleet



## Infrastructure Options – Queue Jump

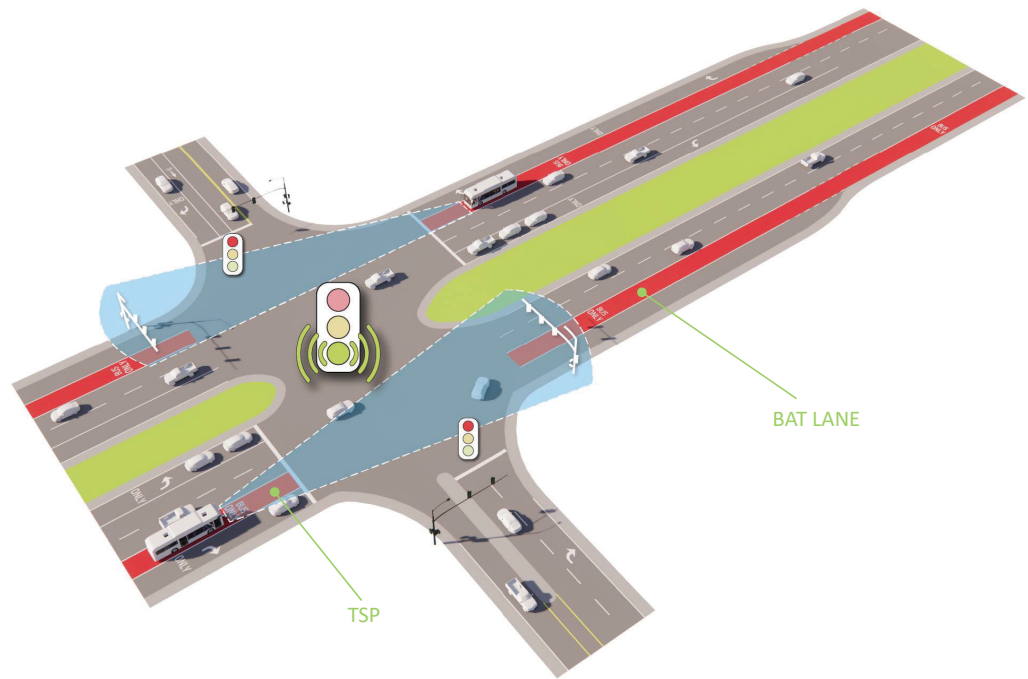
- Increases bus reliability
- Uses existing turn lanes and priority signals to advance buses
- Organizes bus/vehicle interactions

QUEUE JUMP



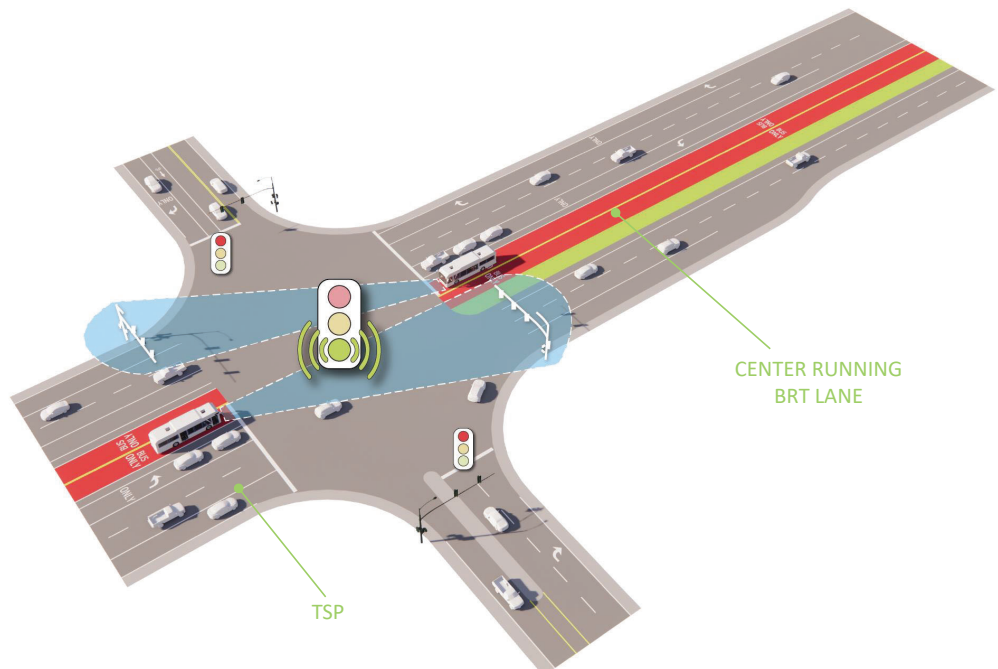
## Infrastructure Options – BAT Lanes

- Increases bus reliability
- Outside business access and transit lanes
- Can be retrofitted to existing streets
- Incorporates transit signal priority system
- Improves overall operations



## Infrastructure Options – BRT Lanes

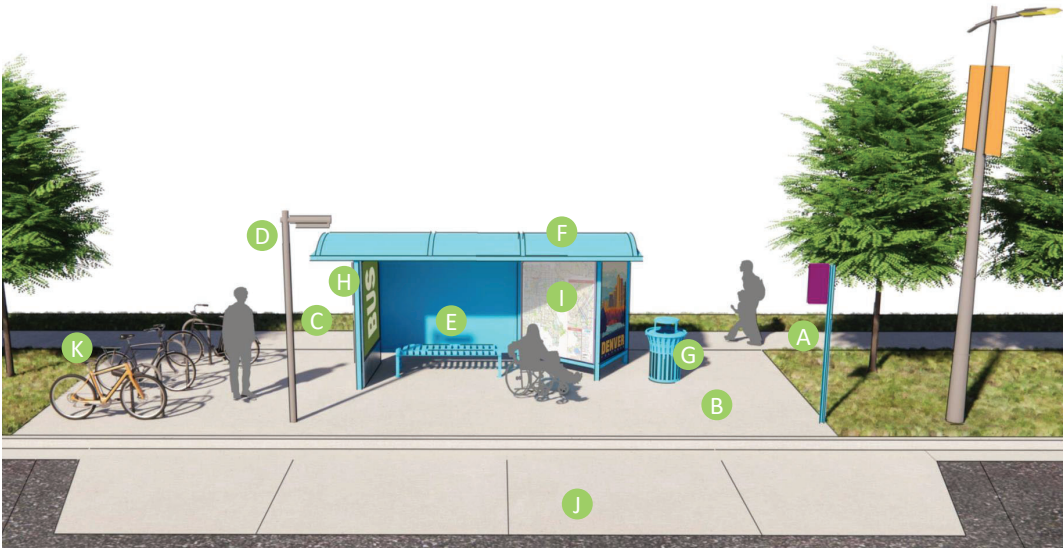
- Increases bus reliability
- Uses existing turn lanes and priority signals to advance buses
- Organizes bus/vehicle interactions



## Infrastructure Options – Commuter Rail



## Infrastructure Options – Stop Enhancements



ELEMENT

- A Sign
- B Pedestrian Pad
- C Accessible Sidewalk
- D Lighting (as needed)
- E Bench
- F Shelter
- G Trash Bin
- H Real Time Information
- I System Map
- J Bus Pad
- K Bike Rack



## Governance Options - IGA

### Option Simple IGA

- Number of entities involved
- Level of effort required and complexity
- Administration and operational costs

### Option Complex IGA

- Single dedicated, dependable source of funding
- Contracting and financing complexity beyond the capacity of one partner
- Timely, consistent commitments from local partners

### Option Independent Entity Created by IGA

- Agreement on a regional approach
- Required for federal/state funding
- Growth beyond the three priority alignments
- Greater return on funding with a regional agreement
- Funding requires a public vote



## Funding and Finance Opportunities

### Option Simple IGA

### Option Complex IGA

### Option Independent Entity Created by IGA

#### FEDERAL

- Capital Investments Grants (CIG) – Small Starts
- Local and Regional Project Assistance (Previously known as: RAISE/BUILD/TIGER)
- National Infrastructure Project Assistance (MEGA)

#### STATE

- Multimodal Transportation and Mitigation Options Fund (MMOF)
- FASTER Transit Grants Program (S.B. 09-108)

#### LOCAL

- Local Funding (Potential)

- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- CIG – New Starts
- INFRA Grants/Nationally Significant Multimodal Freight and Highway Projects
- Local and Regional Project Assistance
- MEGA

- Local Funding (Potential)



