

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>

1. Call Meeting to Order, Welcome, Introductions

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 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.



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Phased Roll Out



Phase 1

2021

Website + Call Center

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

Phase 2

2022

Trip Discovery

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

Phase 3

2023

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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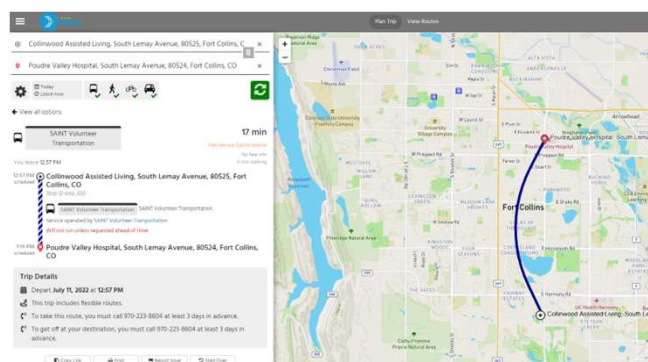
Phase 2: Trip Discovery Tool



- 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



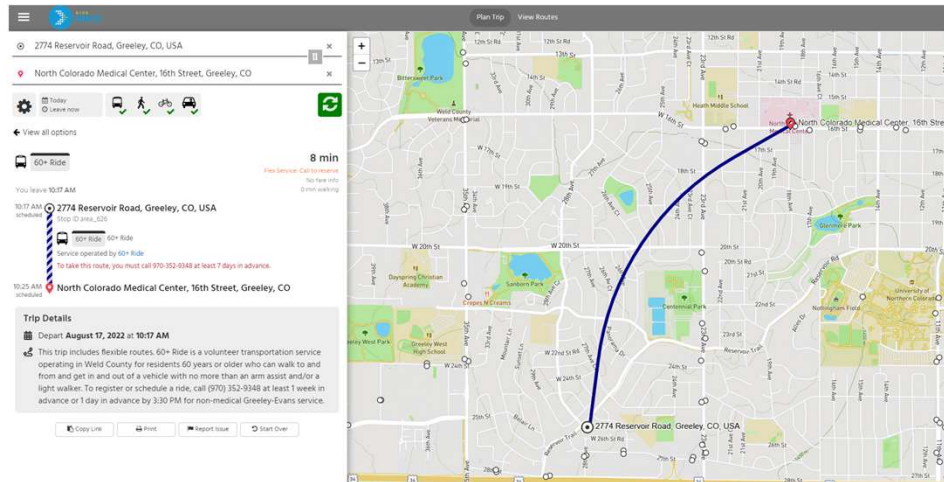
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Trip Discovery Tool Demo



- 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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Hanna Johnson
Mobility Coordinator
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Sheereen Ibtesam
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RideNoCo
8am-5pm, Monday-Friday
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



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

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



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

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Context +
Process



Transit Corridor
Options



Analysis +
Prioritization



Recommendations
+ Next Steps

Initial Screening

Final Evaluation

Funding and Governance Analysis

Ongoing Public Engagement, Information Distribution, and Communications

Jun 2021

Nov/Dec 2021

Questionnaire

May 2022

Online
Open House

Jul/Aug 2022

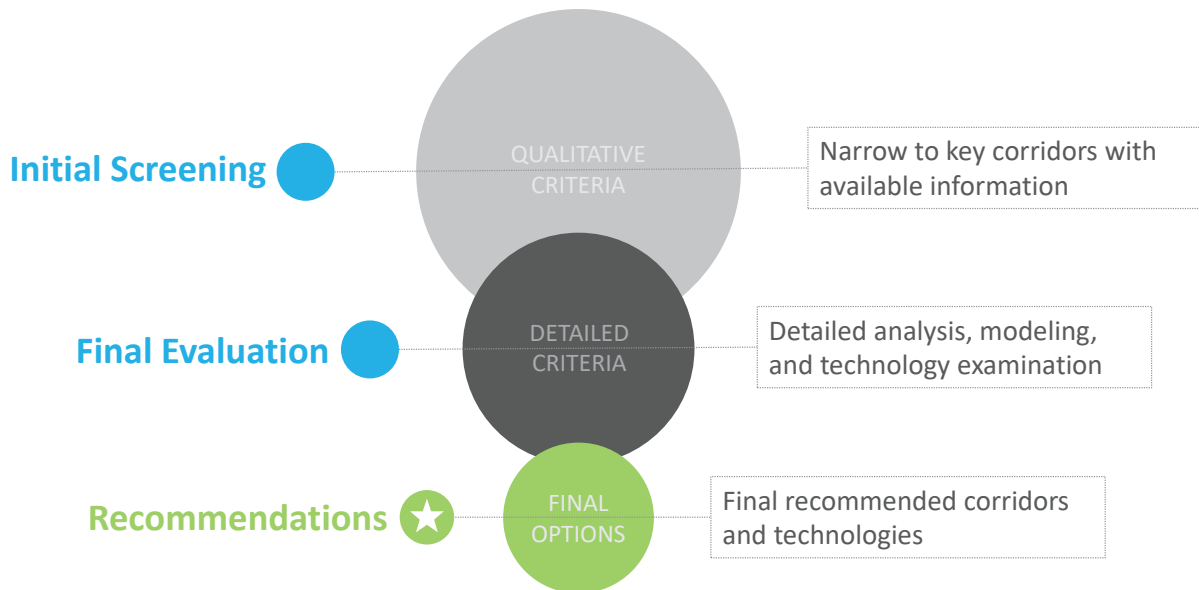
Recommendations

Oct 2022

LINKNoCo

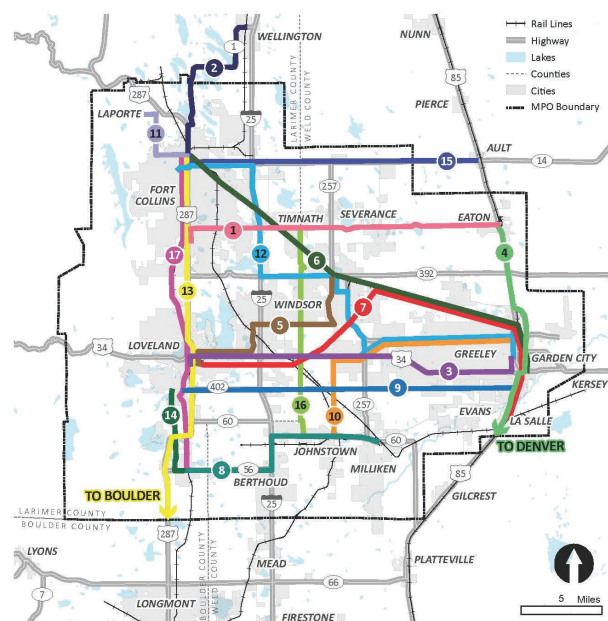
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Screening and Advancing Corridors



Initial Screening Corridors

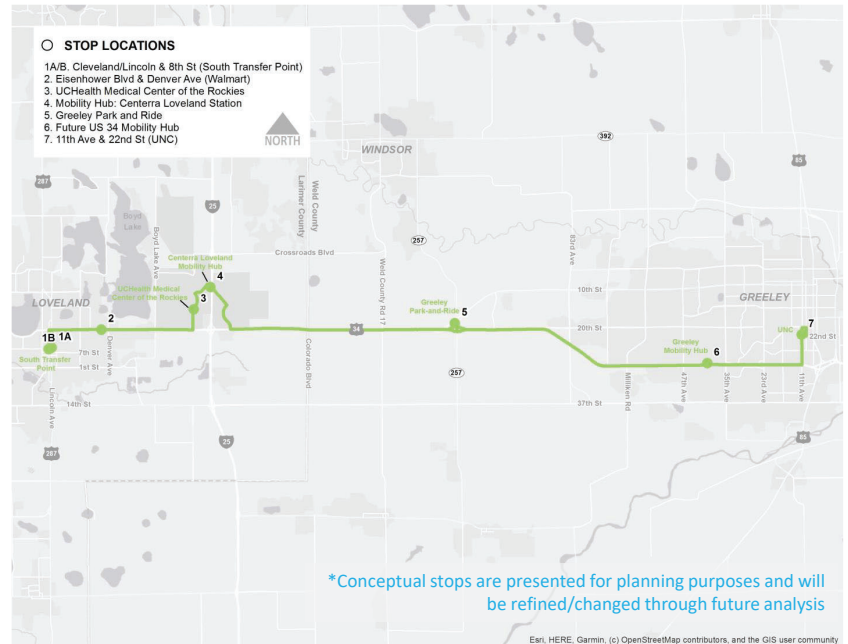
- 17 total corridors evaluated
- Initial screening: narrow to priority alignments



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



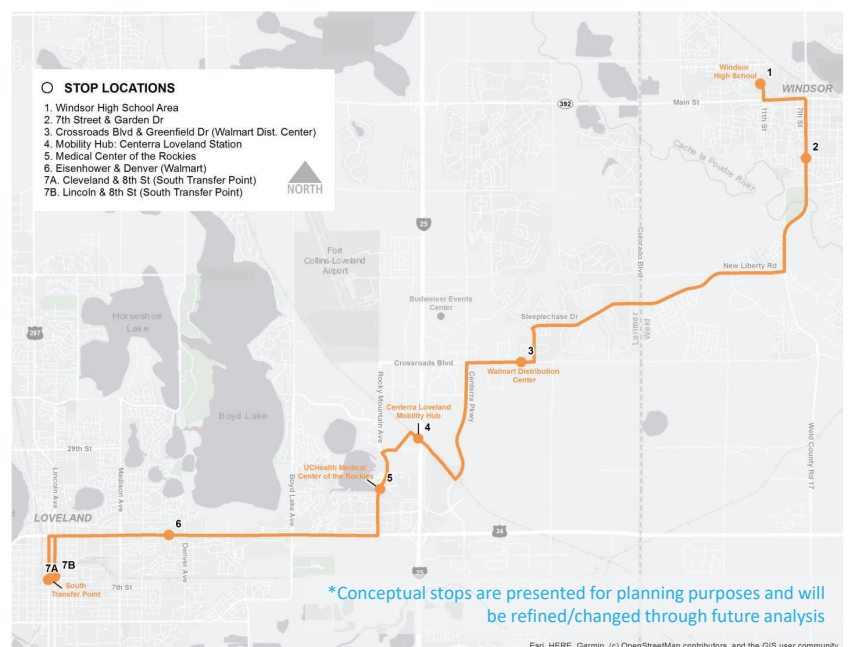
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Windsor to Loveland (WCR 17/US 34)

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



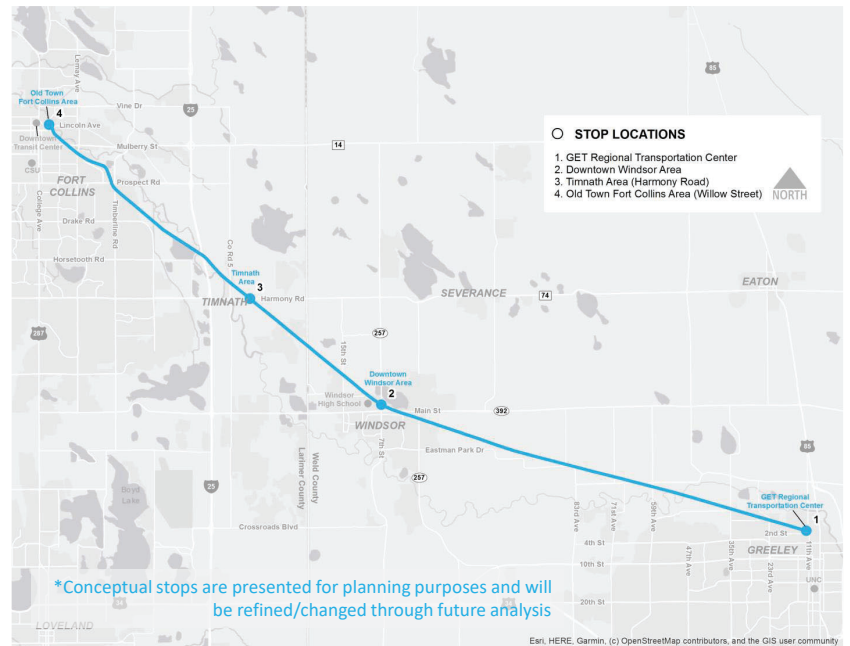
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Greeley to Fort Collins (Great Western)

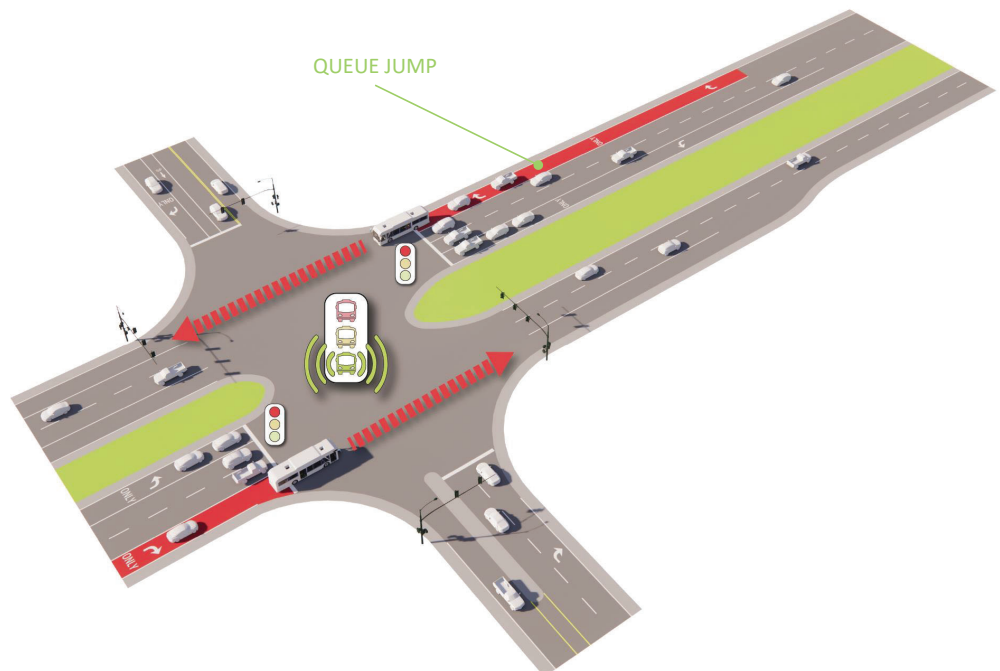
Foundational Project Assumptions

- 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



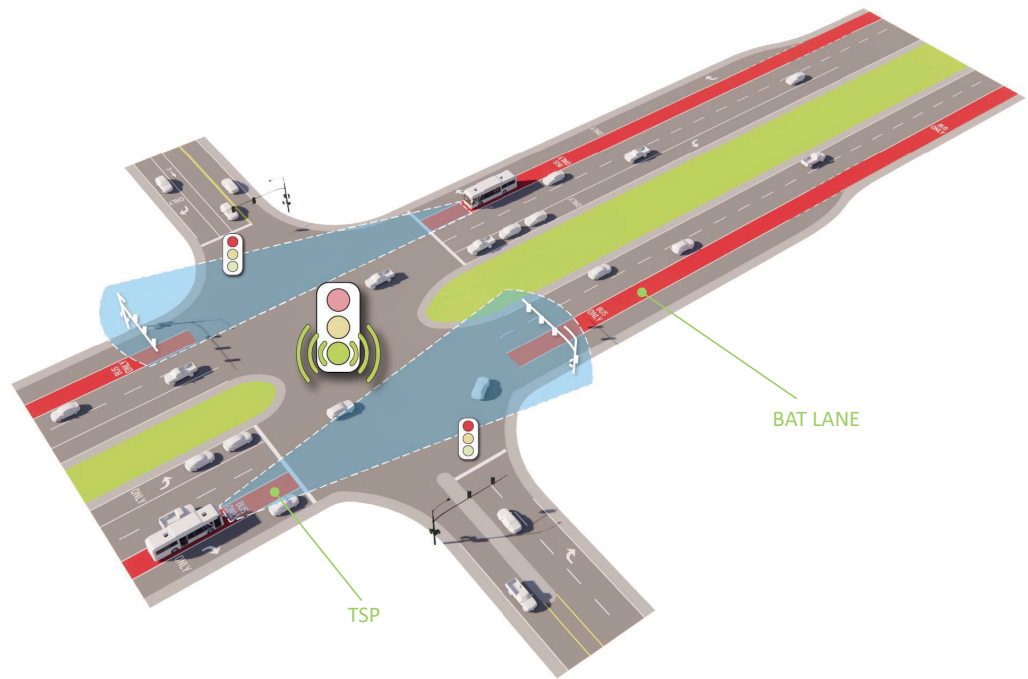
Infrastructure Options – Queue Jump

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



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

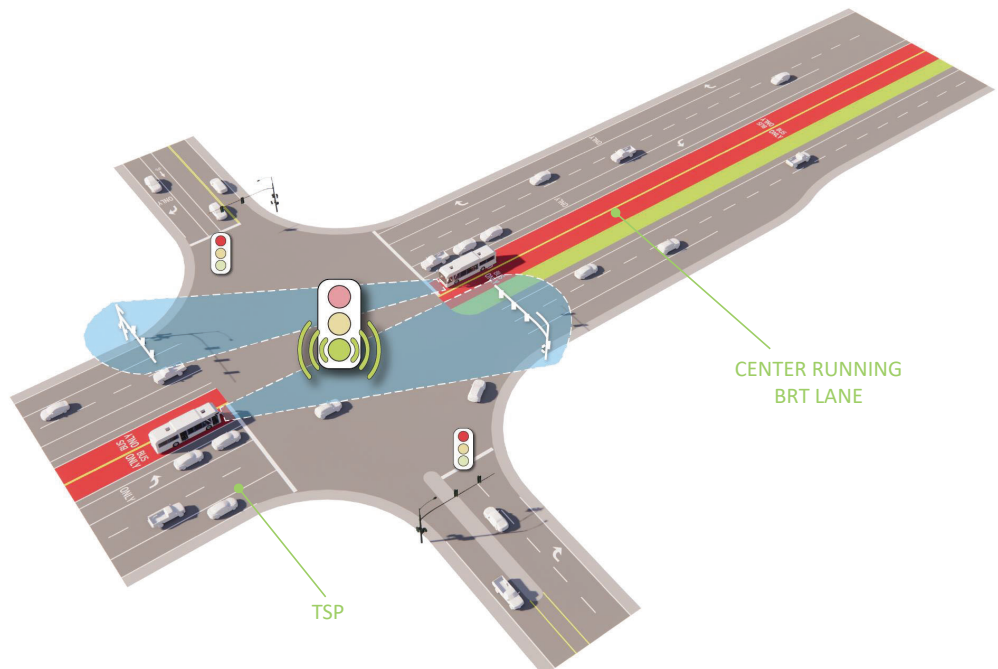


LINKNoCo

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Infrastructure Options – BRT Lanes

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



LINKNoCo

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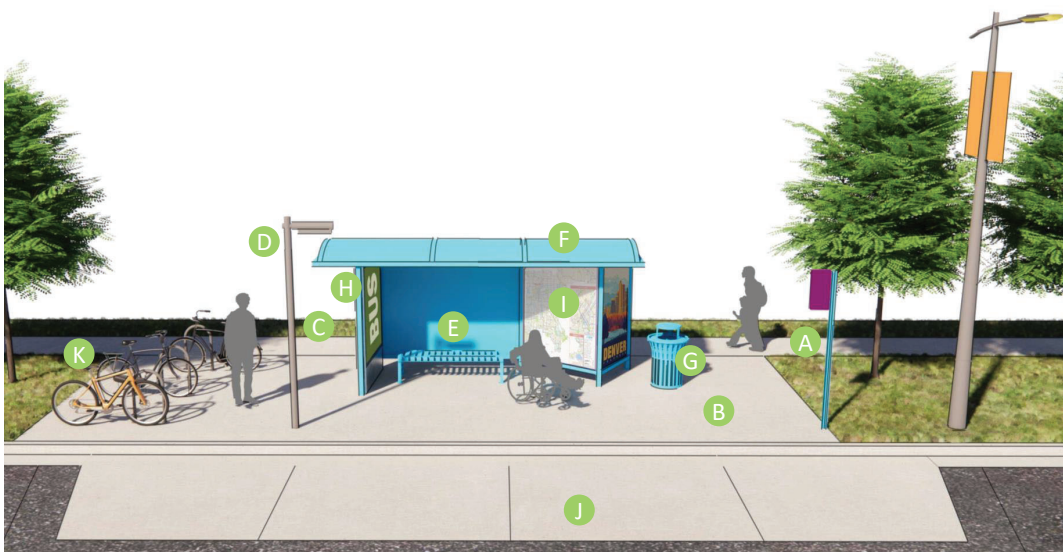
Infrastructure Options – Commuter Rail



LINKNoCo

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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

LINKNoCo

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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)





Next Steps

Planning + Project Development

- Final planning and community engagement
- Final definition of projects, confirming operations and infrastructure

Partnerships for Governance + Funding

- Build on the work of the GFPAC to create a coalition of partners
- Finalize commitments for IGA governance structure and continue planning

Advancing New Service, Design, + Construction

- Continue to build the transit markets and demand
- Advance new bus services as soon as funding is available
- Design and build major infrastructure (rail)

Operations + New Opportunities

- Operate and refine the service based on the data
- Adjust services as necessary to best meet the users needs
- Prioritize and advance new corridors/alignments

