

US 34 Transit Plan

NFRMPO Technical Advisory Committee Meeting

Wednesday, May 15, 2024

2024-05-15



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Agenda

- 01 Project Overview
- 02 Schedule
- 03 NFRMPO TAC Support
- 04 Transit Research/Existing Conditions
- 05 Transit Operations
- 06 Public Engagement

US 34 Transit Plan

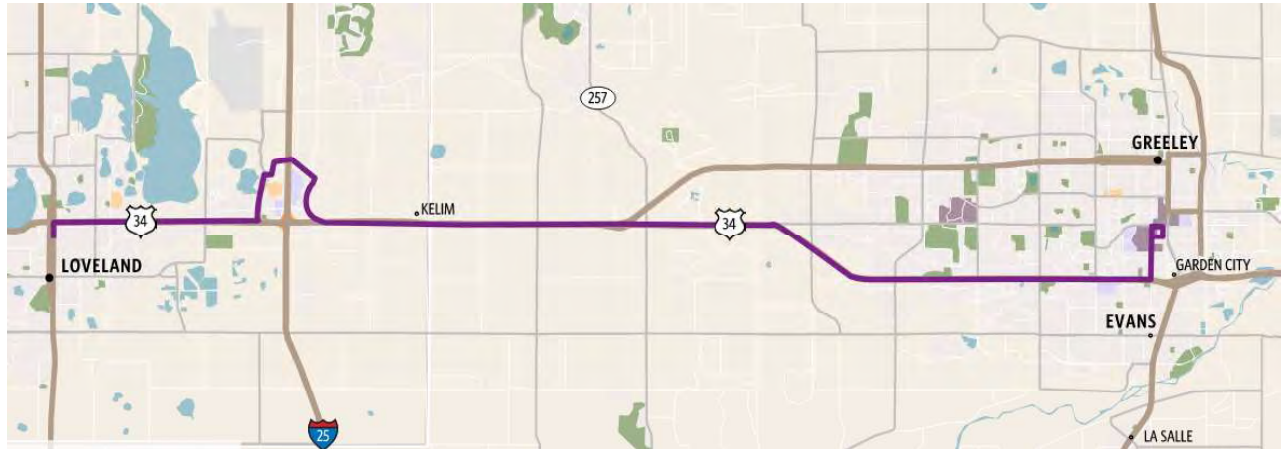


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Project Location

US 34 Transit Plan



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Project Overview

US 34 Transit Plan

LinkNoCo Phase I

- Approved in October 2022
 - Recommended 3 priority corridors (Feasibility of Service)
 - Loveland to Greeley via US 34
 - Loveland to Windsor via Kendall Parkway Mobility Hub
 - Fort Collins to Greeley – convert Poudre Express route to bus rapid transit and eventually commuter rail



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Project Overview

US 34 Transit Plan

LinkNoCo Phase II: US 34 Transit Plan

- Premium transit from Loveland to Greeley via US 34
- Identify operating scenarios, capital investments, and phasing options
- Guiding document for service development and capital investment
- Expectations
 - Fast, reliable, and efficient service
 - Premium transit option with limited stops
 - Bus lanes, queue jumps, transit signal priority (TSP)



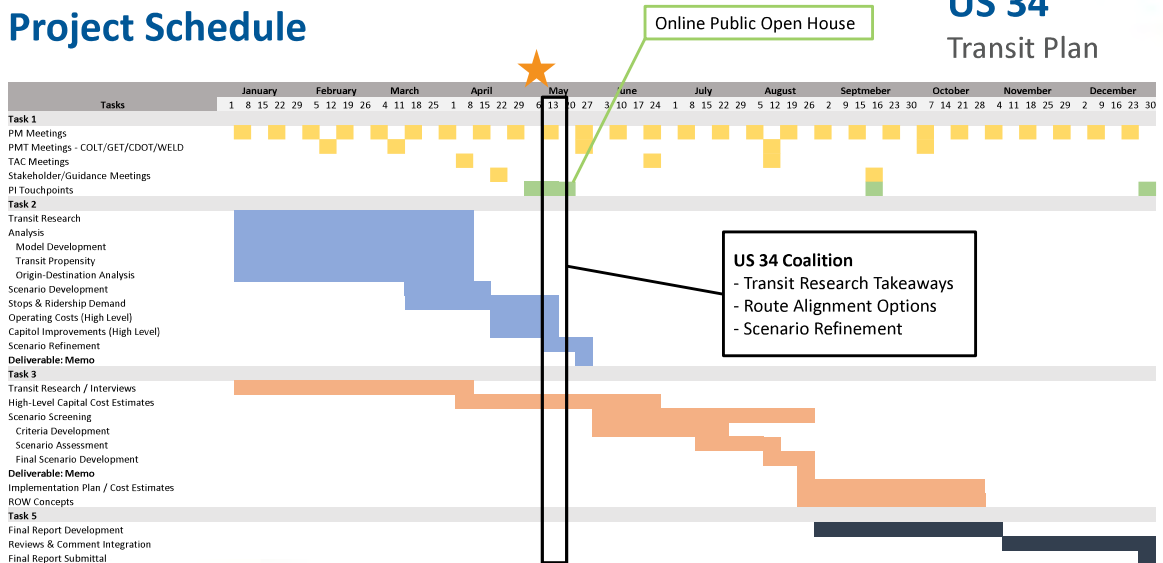
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Project Schedule

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NFRMPO Technical Advisory Committee



How can the NFRMPO TAC help?



Provide feedback.



Connect us with others that should be involved.



Spread the word about engagement opportunities.



Transit Research/Interviews



Project team analyzed similar transit services in Colorado and across the nation to identify lessons learned and best practices.

Transit Service

5 Peers Reviewed:

- VelociRFTA BRT, Roaring Forks Transportation Authority
- Utah Valley Express (UVX), Utah Transit Authority
- BusPlus Red Line, Capital District Transportation Authority, Albany NY
- CO 119 BRT, Longmont to Boulder, RTD
- The West Valley Connector (WVC) – San Bernardino County Transportation Authority

Capital Projects

3 Peers Interviewed (focus on BRT alignment and capital improvements):

- VelociRFTA BRT, RFTA
- Utah Valley Express (UVX)
- BusPlus Red Line, CDTA



Transit Research/Interviews

US 34 Transit Plan



Transit Service Takeaways:

- **Increased Ridership:** Premium transit services attract more riders
- **Enhanced User Experience:** Most BRT projects work in conjunction with:
 - Pedestrian/bike improvements
 - Station upgrades
 - Park-and-ride facilities
 - Improved amenities
- **Diversified Funding:** Leverage federal & state grants with other sources for financial viability
- **Best Practices:** Integrate TSP & queue jump lanes from the beginning
- **Data-Driven Planning for Station Locations:** Consider ridership data, industry spacing standards, and suitability for new infrastructure
- **Bus Roadway Operations Selection:** Choose alignments based on:
 - Availability of dedicated off-street ROW
 - Suitability of arterial streets for BRT lane integration (width, continuity, traffic flow)
 - Seamless connection with existing transit services.



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Transit Research/Interviews

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Transit Cost Takeaways:

Most peers encountered the following associated costs:

- Improvements to local roadways to handle increased traffic from BRT
- New/replaced signals along the corridor:
 - New signals at unsignalized intersections for safer crossings
 - Replacing signals due to new technology/equipment load capacity
- Construction of at-grade stations



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Existing Conditions & Alternative Development



Project team analyzed existing conditions along the corridor to assist in development of alignment options and to screen alternatives.

- Transit propensity
- Review of existing transit characteristics & performance (COLT & GET)
- Replica data analysis
- Alignment alternatives
- Initial screening



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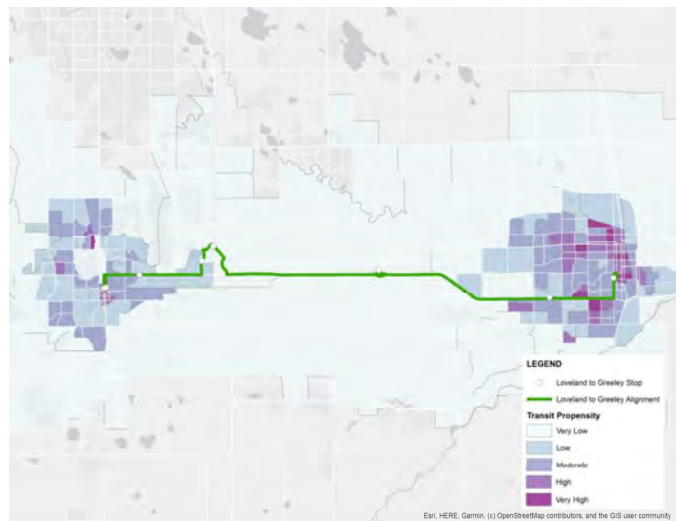


Existing Conditions



Transit Propensity

- Combines several demographic variables that contribute to transit dependency
- Data sources: ACS 2022 5-year estimates; LEHD 2022



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

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Existing Conditions



Existing Transit Characteristics & Performance

COLT

- 7 routes with 30- to 60-minute frequency
- No Sunday service
- Average weekday boardings: ~ 420
- Highest ridership route: Route 1 (125 avg WD boardings)
- Facilities: South Transfer Point, Loveland Transit Center, Centerra Loveland Mobility Hub

GET

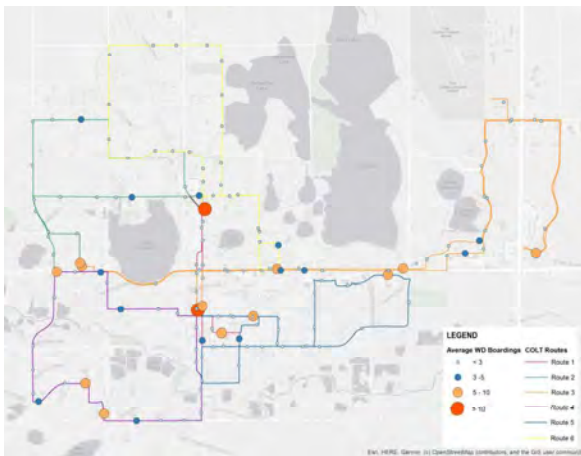
- 8 routes with 10- to 60-minute frequency
- No Sunday service
- Average weekday boardings: ~ 2,800
- Highest ridership route: Route 1 (1,050 avg WD boardings)
- Facilities: Greeley Mall Transfer Center, Greeley Evans Regional Transportation Center, Centerplace Mobility Hub (Future)



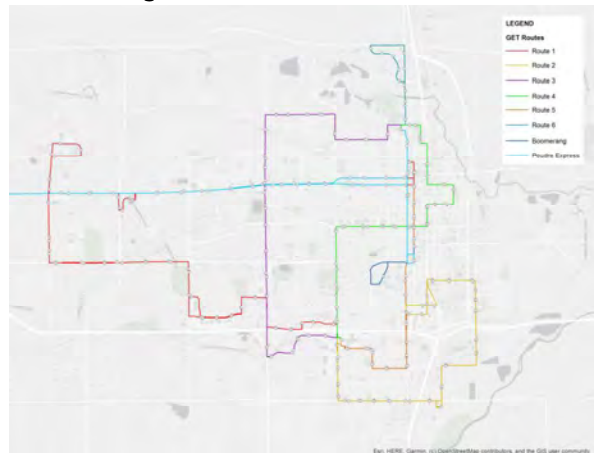
Existing Conditions



COLT Existing Transit Network



GET Existing Transit Network

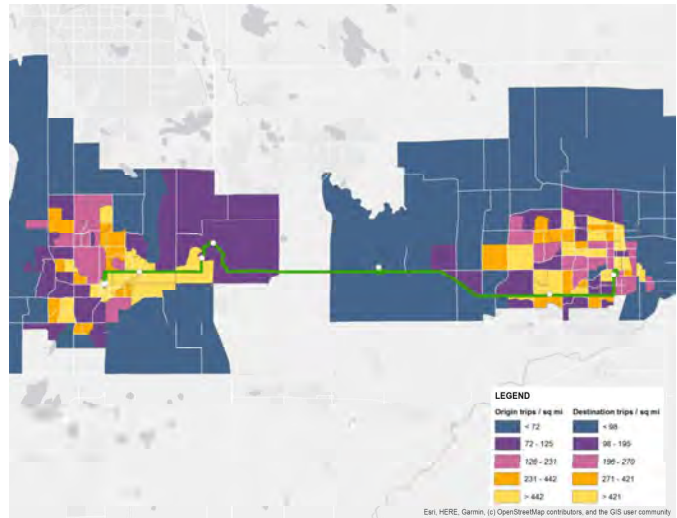


Existing Conditions

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Replica Data

- All trips for Private auto, auto passenger, and taxi/TNC modes (Spring 2023)
- Origin/destination block group
- Directional trends:
 - Eastbound: highest demand in AM peak
 - Westbound: highest demand in PM peak



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Alignment Development

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Initial Alignment Alternatives

- Alternative routes developed based on the initial route alignment identified in LINKNoCo Phase I
- Alignments all generally follow US 34 from Loveland to US 34/US 34 Business Loop interchange
- Corridor Alternatives:
 - Option 1 – US 34
 - Option 2 – US 34, 20th St, & 16th St
 - Option 3 – US 34 & 10th St
- Route termini options analyzed further in detailed screening



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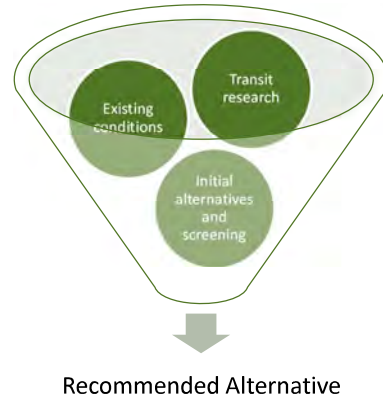


Alignment Development

Evaluation Criteria

Initial Alternative Screening (High-Level):

- **Key Destinations:** Connect to major local/regional destinations
- **Transit Connectivity:** Connections to major transit facilities
- **Ridership Potential:** Qualitative assessment of transit propensity, travel market, and transit performance data
- **Consistency with Local/Regional Plans:** Identified in previous plans or studies
- **Agency/Jurisdiction & Community Support:** Feedback/support from agencies & the Technical Advisory Committee (TAC)



Alignment Development

Alignment Option 1

Analysis:

- High ridership potential
- Highest level of transit connectivity (due to Centerplace Mobility Hub)
- High level of agency support
- Consistent with local/regional plans (e.g., NFRMPO 2045 RTE, LINKNoCo Phase I, Greeley on the Go 2045 TMP, etc.)

Recommendation: Advanced for further detailed screening



Alignment Development

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Alignment Option 2

Analysis:

- High ridership potential
- Duplicates service provided by GET Routes 1 & 4
- Moderate agency support
- Not identified in local/regional plans

**Recommendation: Not advanced
for further analysis**



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Alignment Development

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Alignment Option 3

Analysis:

- High ridership potential
- 10th St identified as future BRT corridor, but duplicates service provided by GET Route 1 & Poudre Express
- Moderate agency support
- Not identified in local/regional plans

**Recommendation: Not advanced
for further analysis**



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Alignment Development

Recommended Alignment:

Alignment Option 1

Potential Stop Locations:

1. COLT South Transfer Point
2. COLT Loveland Transit Center
3. US 34 & Denver Ave (Wal-Mart)
4. UC Health Medical Center of the Rockies
5. CDOT's Centerra Loveland Station at I-25
6. Centerra Pkwy & Kendall Pkwy
7. Johnstown Plaza
8. UC Health Greeley (US 34/65th Ave)
9. Centerplace Mobility Hub
10. Greeley Mall Transfer Center*
11. UNC
12. GET Transportation Center

** Interim stop. Future stop location will be Centerplace Mobility Hub*

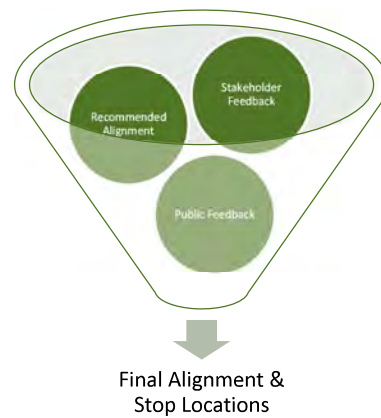


Alignment Refinement

Evaluation Criteria

Detailed Screening (Iterative)

- Population/employment densities (existing & future)
- Service equity
- Transit connectivity
- Non-motorized access (bike/ped)
- Operational considerations
- Traffic considerations
- Ridership estimates (STOPS)
- Cost estimates (operating & capital)
- Stakeholder/community support



Community Engagement

- Plan updates and opportunities for engagement will be promoted via:
 - Eblast
 - Social media
 - Media releases
 - Flyers
- Stakeholder involvement:
 - Project Management Team
 - Technical Advisory Committee
 - US 34 Coalition

US 34 Transit Plan

Phase	Engagement
Project initiation and transit research	Website (Complete) Stakeholder meetings (April/May) Self-guided online meeting (May) Existing event attendance (May)
Scenario screening and prioritization	Stakeholder meetings Self-guided online meeting In-person open house Existing event attendance
Final report	Stakeholder meetings Digital promotion



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Upcoming Target Dates

US 34 Transit Plan

May	June	July
<ul style="list-style-type: none"> • May 15: NFRMPO TAC Presentation • May 15 – May 31: Online Public Open House 	<ul style="list-style-type: none"> • Early June: <ul style="list-style-type: none"> • PMT Meeting • Existing Conditions/ Alignment Memo • Public Engagement Open-House Results • Late June: <ul style="list-style-type: none"> • US 34 Transit Plan TAC Meeting 	<ul style="list-style-type: none"> • Early July: US 34 Coalition Engagement



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Questions?



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Feedback Please!

Do you generally support the recommended route alignment?



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Feedback Please!

US 34 Transit Plan



What locations should be considered for a stop?

Stop Locations:

1. COLT South Transfer Point
2. COLT Loveland Transit Center
3. US 34 & Denver Ave (Wal-Mart)
4. UC Health Medical Center of the Rockies
5. CDOT's Centerra Loveland Station at I-25
6. Centerra Pkwy & Kendall Pkwy
7. Johnstown Plaza
8. UC Health Greeley (US 34/65th Ave)
9. Centerplace Mobility Hub
10. Greeley Mall Transfer Center*
11. UNC
12. GET Transportation Center

* Interim stop. Future stop location will be Centerplace Mobility Hub





MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: AnnaRose Cunningham

Date: May 15, 2024

Re: MMOF Call for Projects Discussion #1

Background

The NFRMPO is preparing to hold a Call for Projects to award funding for the State Multimodal Transportation and Mitigation Options Fund (MMOF) in 2024. Most policies for the MMOF Call for Projects will be carried forward from the 2022 Call for Projects into the 2024 Call. Staff will review the following during the TAC meeting:

- MMOF program goals
- Anticipated Call timeline
- MMOF program scoring criteria
- Match Rates
- CDOT involvement in the application process

CDOT is recommending revisions of the MMOF program guidance including updates to the Match Reduction formula and CDOT involvement in the application process. Staff will review these recommendations with the TAC.


Funding years and amounts for the 2024 MMOF Call for Projects are not available at this time. NFRMPO Staff anticipate presenting the funding estimates at a future TAC meeting.

Action

Staff requests TAC members be prepared to discuss updates to the MMOF Call for Projects.



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		<h2>MMOF Goals</h2>	 <p>North Front Range Metropolitan Planning Organization</p>
<ul style="list-style-type: none">• Benefits seniors by making aging in place more feasible;• Benefits residents of communities, in rural and disproportionately impacted communities, by providing them with more accessible and flexible public transportation services;• Provides enhanced mobility for persons with disabilities;• Provides safe routes to school for children; and• Increases access to and/or usage of transit or multi-use facilities.• Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change and, and adverse human health effects			

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Proposed Timeline	Activity	Date
	Initial TAC Discussion on MMOF	May 15
	STAC Discussion on TPR Funding Allocations/Projections	June 6
	TAC Discussion on MMOF Availability	June
	Planning Council Discussion on MMOF Availability	July
	CDOT Webinar Training for Applicants	June-July
	TAC Discussion on MMOF Call Process	July
	Planning Council Discussion on MMOF Call Process	August
	TAC Recommendation on MMOF Call Process	August
	Planning Council Action on MMOF Call Process	September 5
	Call for Projects Opens	September 6
	MMOF Applicant Workshop	September 9
	Draft Applications due to NFRMPO for CDOT Review	September 27
	CDOT & NFRMPO provide responses to applicants	TBD
	Applications Due to NFRMPO (6 weeks open)	October 18
Scoring Meeting	November 5	
TAC Discussion of Recommended Projects – Staff Presentation	November 13	
Council Discussion of Recommended Projects – Applicant Presentations	December 5	
3	TAC Recommendation on MMOF Awards	December 18
	Council Action on MMOF Awards	January 9

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Match Rate	Match Rate	Community	<p style="margin-top: 0;"><u>Match Reduction Formula</u></p> <ul style="list-style-type: none"> • Updating to use criteria data from 2021 to align with the program distribution formulas <ul style="list-style-type: none"> • Percent above poverty • Percent under 65 years • Medium Household Income • Medium Home Value • TC will consider approval on May 16 • TC may approve additional match alleviation on a project-by-project basis
	50 percent	Berthoud	
		Eaton	
		Fort Collins	
		Johnstown	
		LaSalle	
		Milliken	
		Severance	
		Timnath	
		Weld County	
		Windsor	
	25 percent	Evans	
		Greeley	
		Loveland	
		Larimer County	
0 percent	Garden City		
4			

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MMOF Project Types & Categories




Category A: Quantifiable GHG Reducing Projects
Operating costs for new fixed- route transit
Capital costs for fixed-route transit
Transportation Demand Management (TDM) programs
Multimodal mobility projects enabled by new technology
Greenhouse Gas Mitigation Projects
Bicycle and pedestrian projects

- A Greenhouse Gas Mitigation Project, as defined in SB21-260 is “a project that helps achieve compliance with federal or state laws or rules that regulate transportation-related greenhouse gas emissions by reducing vehicle miles traveled or increasing multimodal travel.”

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MMOF Project Types & Categories



Category B: Non-Quantifiable or Non-GHG Reducing Projects
Operating costs for existing fixed-route transit
Operating and capital costs for on-demand transit
Multimodal transportation studies
Modeling tools

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2022 MMOF Scoring Criteria



2022 MMOF Scoring Criterion	Category A	Category B
Strategic Connections, Multimodal Improvements, & Network Connectivity: Increases access to an activity centers or schools, parks, libraries, transit stations, park and rides, etc. Closes gap between two existing facilities or extends existing facility.	25	30
Community Benefits: Enhance Safety, Quality of Life, and/or Improve Public Health,	20	30
Provide Transportation Equity: Includes consideration for EJ, COC, DI, documentation of benefits and burdens, and community outreach	10	15
GHG Emissions reductions: Cost effectiveness of GHG emissions reductions	20	-
Integration with Local and Regional Plans: Including 2045 RTP, Performance measures, and other local plans	20	20
Partnerships (Each partner must contribute at least 2% of total project cost for full points)	5	5
TOTAL	100	100

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CDOT Review & Support




- Ensuring project eligibility and compliance with regulations
- Providing an applicant webinar on grant requirements and the local agency process (recommended for **ALL** applicants)
- Requiring CDOT staff to review Draft & Final applications to provide expert feedback

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Next Steps




- **May 16**
 - Anticipated TC approval of Match Rate Formula Update and Distribution Formula
- **June 19**
 - CDOT presentation on MMOF Program Updates
 - NFRMPO staff to present potential funding estimates
 - Scoring Criteria review

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Questions?



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Available Funding and Set Asides



	Federal (FY2022)	State (FY2023)	Total
NFRMPO MMOF Allocation	\$7,746,791	\$7,711,195	\$15,457,986
Set Asides			
I-25 Segment 6	\$5,000,000	\$0	\$5,000,000
NFRMPO			\$600,000
<i>Travel Demand Model LBS Data</i>	\$100,000	\$0	
<i>TMO Startup Funds</i>	\$0	\$75,000	
<i>RideNoCo Sustainable Funding</i>	\$0	\$300,000	
<i>Link NoCo</i>	\$125,000	\$0	
Available for Allocation	\$2,521,791	\$7,336,195	\$9,857,986

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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, May 8, 2024

GoToMeeting Hybrid Meeting

Climate Smart and Future Ready Plan

Pruess gave an overview of Larimer County's Climate Smart Future Ready Plan and discussed which strategies the group would like to begin working on. Pruess reminded the group that this is a five-year plan, so not all these strategies need to be worked on all at once. The group discussed how the work being done with the 2025 Active Transportation Plan coincides with the actions in the Climate Smart and Future Ready Plan. The group agreed to begin focusing on working with the county to conduct community assessments of transportation barriers. The group will continue to work with Larimer County on their planning efforts.

League Cycling Instructor (LCI) Certification Discussion

Nagle stated the League Cycling Instructor Certification is a certification program that teaches participants how to teach bicycle comfort and safety. Nagle noted LCI instructors work with the city's Bike Buddy program, lead bike rides, teach the Smart Cycling curriculum. Safe Routes to School instructors are required to have their LCI certification. The City of Fort Collins offers LCI certification courses multiple times a year. The course is \$500, and the prerequisites are to pass the Smart Cycling Complete Class with an 85% or better and be a member of the League of American Bicyclists.

SRTS Conference Fundraising

Rouser noted the Safe Routes to School Subcommittee discussed planning a fundraiser activity to raise funds for the Safe Routes to School Conference. The subcommittee developed a preliminary concept of a walking and biking event on the Great Western Trail. The target audience for this event is both the public and local elected officials. The subcommittee will continue to work to plan this event.

Bike Month

The group discussed bike month events throughout the region. Loveland has many events planned for Walk & Bike Month in June, including guiding walking tours, bike tours, and the Loveland Bike & Trails Day event on June 2nd. The Greeley Bikes group filmed bicycle safety videos and will share them with the group when those videos are completed. Fort Collins will be hosting a Bike Fixapaloosa on May 18th. The group discussed other bike month events, including Bike to Work/Everywhere Day events throughout the region.

Roundtable

Rouser noted the 2025 ATP Survey is now translated in Spanish. Rouser stated the NFRMPO has received the new Travel Demand Model and has begun working on the Regional Bicycle Level of Service Maps. Rouser noted the NFRMPO attended the Great Western Trail Grand Opening on April 20th and stated the June NoCo Bike & Ped Meeting will be held at the Windsor Public Service Facility.

Fodge stated the City of Fort Collins has a very user friendly online engagement tool for the Strategic Trails Plan.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Brooke Bettolo

Date: May 15, 2024

Re: Mobility Program Update

Background:

Per the direction of the Technical Advisory Committee, NFRMPO staff give updates to the Committee on matters related to transportation for older adults and individuals with disabilities.

Updates:

- At the recent Larimer County Mobility Committee meeting, Mobility staff and community partners identified transportation gaps in Larimer County. Despite expanded service areas for transportation providers in the region, affordable wheelchair-accessible transportation is not available for individuals in all communities. Specifically, residents outside of the paratransit service areas of Transfort and COLT are unable to access affordable wheelchair-accessible vans for transportation. There is some availability across the County with zTrip, but the lack of vehicles and drivers is a significant barrier to access. Very few volunteer transportation providers can provide wheelchair accessible trips, and those that can have relatively small service areas and capacity. The group will continue to look for funding opportunities to fill these gaps in the upcoming Northern Colorado Mobility Committee Meeting.
- The Mobility Team attended the Partnership for Age Friendly Communities' Round Table event, where over 100 community members met to have facilitated discussions about the issues impacting older adults in the region. Mobility staff were present for discussions about transportation and there were several innovative ideas on how to make the transportation system more accessible to older adults. Mainly, more education is needed to help familiarize older adults and their caregivers with the transportation system, how to get signed up for paratransit or volunteer transportation, and how to utilize existing community groups to provide fill gaps for transportation providers. A partnership opportunity was raised with faith communities to provide additional services in Larimer County on an as-needed basis, so Mobility staff and community partners will be following up.



- The Mobility Program continues to work on the RideNoCo Phase 3: Transactional Data Specifications (TDS) Project. This project will allow cross-platform communication for RideNoCo and three local transportation providers. Ultimately, this phase of the project will allow participating providers to exchange client and trip information to share and coordinate rides. Staff continue to work through software compatibility issues to streamline the project before it goes live with 60+ Ride, SAINT, and RAFT. Staff are hoping to pilot the new technology in Quarter 3 of 2024.
- Via Mobility Services' expanded transportation service area in Weld County has seen significant ridership since launching in August 2023. From August of 2023 to present, a total of 1,327 trips occurred. Of those trips, 71%, or 949 rides, took place within participating NFRMPO communities in Weld County. Via Ridership within the NFRMPO service area has increased by an average of 11% each month the service has been available.

Action:

NFRMPO staff is providing an update to the TAC. No action is required. More information about the above items can be found in the Mobility Committee Meeting Minutes in the TAC Packet