



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

February 17, 2021

1:00 – 3:30 p.m.

-
- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (*2 minutes each*)**
 - 3. Approval of January 20, 2021 Meeting Minutes (*Page 2*)**
-

CONSENT AGENDA

No items this month.

ACTION ITEM

- | | |
|---|-------------------------|
| 1) City of Evans 37 th Street Widening Project Scope Changes (<i>Page 7</i>) | Mark Oberschmidt, Evans |
| 2) Employer Based Trip Reduction Program (ETRP) Comments (<i>Page 13</i>) | Bornhoft |

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

- | | |
|--|------------|
| 3) Transit Safety Targets (<i>Page 14</i>) | Cunningham |
| 4) Draft Environmental Justice (EJ) Plan (<i>Page 16</i>) | Dusil |
| 5) 10-Year Strategic Pipeline of Projects Revisited (<i>Page 24</i>) | Karasko |

PARTNER REPORTS

- | | |
|---|------------------------------|
| 6) NoCo Bike & Ped Collaborative (<i>Page 31</i>) | <i>Written Report</i> |
| 7) Regional Transit Agencies | |
| 8) Senior Transportation Updates | |
| 9) Regional Air Quality Updates | |

REPORTS

- | | |
|--|------------------------------|
| 10) February Planning Council Meeting Summary (<i>Page 32</i>) | <i>Written Report</i> |
| 11) Roundtable | All |

-
- 4. Final Public Comment (*2 minutes each*)**
 - 5. Next Month's Agenda Topic Suggestions**
 - 6. Next TAC Meeting: March 17, 2021**

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Virtual Meeting

January 20, 2021

1:00 – 3:12 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Stephanie Brothers – Berthoud
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Josie Hadley – CDOT
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Marco Carani – Johnstown
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Town of LaSalle
Ranae Tunison – FTA

IN ATTENDANCE:

Cassie Archuleta – Fort Collins
Scott Ballstadt – Windsor
Abdul Barzak – Severance
Darren Davis – GET
James Eussen – CDOT
Candice Folkers – COLT
Katie Guthrie – Loveland
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Klobberdanz – CDOT
Lauren Light – Weld County
Evan Pinkham – Weld County
Randy Ready – Evans
Taylor Robinson – Weld County
Danielle Serna – Weld County

CALL TO ORDER

Chair Nelson called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE DECEMBER 16, 2020 TAC MINUTES

Oberschmidt moved to approve the December 16, 2020 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

Transfort Program of Projects (POP) – Katlyn Kelly, Transfort, described the Federal Fiscal Year (FFY) 2021 Program of Projects (POP) for the Fort Collins Transportation Management Area (TMA). As the designated recipient for the TMA, each year Transfort prepares a POP that meets all Federal Transit Administration (FTA) requirements. The City of Loveland Transit (COLT) is a direct recipient of FTA \$5307 and \$5339 funding and therefore COLT's projects under those funding programs are not included in the Transfort POP. Transfort's funding exchange with Berthoud, NFRMPO, and COLT \$5310 funds remains in effect.

The POP includes seven projects funded with FTA \$5307, \$5310, and \$5339 funding. Kelly noted the funding amounts in the TAC packet were estimates and will be updated to reflect the official amounts announced on January 19, 2021 by FTA; however, the projects included in the TAC packet will remain the same. Transfort conducted the required public comment processes, and no negative comments were received. Klockeman moved to approve the Transfort POP. Baxter seconded the motion, which was approved unanimously.

January 2021 TIP Amendment – Cunningham identified the two project revisions and one project addition included in the January 2021 TIP Amendment. The revisions include increasing funding for the *North I-25 Design Build* project and the *North I-25: WCR38 to SH402* project and adding Greeley's *83rd Avenue Roadway Improvements* project. Oberschmidt moved to approve the TIP Amendment. Klockeman seconded the motion, which was approved unanimously.

Projects Recommended for Stimulus Funding – Cunningham explained federal stimulus funding for highway infrastructure was signed into law on December 27, 2020. The NFRMPO anticipates receiving \$4M, with another \$28M available for projects selected by CDOT Region 4. The Executive Committee, NFRMPO staff, and CDOT staff worked collaboratively to identify projects to receive funding. The deadline for obligating the funds is September 30, 2024; however, CDOT is requiring a more expedited timeline and expects projects to go to ad in summer 2021.

NFRMPO staff contacted project sponsors to identify projects that could use the funding quickly. Three projects previously selected in NFRMPO Calls for Projects were recommended for stimulus funding, which will free up to \$4M in funding for allocation in the upcoming Call for Projects later this year. In addition, CDOT Region 4 selected another project within the NFR region: the Berthoud Mobility Hub at SH 56 and I-25 with \$6.5M in stimulus funding.

TAC members discussed using the freed-up funds for partially funded projects from the 2018 Call for Projects instead of rolling the funds into the upcoming Call. Mallette noted it is unclear how much funding will return to the NFRMPO, because the original estimate of \$4M to the NFRMPO was revised downward to \$1.8M. The statewide total, meanwhile, was not lowered. Despite the reduced allocation, CDOT is following through on its commitment to provide the original estimates of stimulus funding to each TMA. Once it is known how much funding is freed-up, the TAC can decide how to allocate the funds.

TAC members requested more information on how the projects were selected and the approval status of the list. Cunningham explained the three recommended projects were the only ones with Surface Transportation Block Grant (STBG) funding able to go to ad by June 2021. Mallette explained although the Colorado Transportation Commission (TC) approved the NFRMPO's projects at their special meeting on January 4, 2021, it is still possible to make changes. Per the NFRMPO's TIP policy, the funding swap for the three projects will be processed with a TIP Modification, while the funding for the Berthoud Mobility Hub is included in the January TIP Amendment.

Oberschmidt moved to approve the three projects recommended for the NFRMPO's stimulus funding, noting the decision of how to award the freed-up funding would be made later. Buckman seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

City of Evans 37th Street Widening Project Scope Changes – Bornhoft recapped the Discussion at the November TAC meeting and January Planning Council meeting and asked TAC to consider how the proposed roundabout project would score compared to other STBG projects submitted in the 2018 Call for Projects. Mark Oberschmidt, City of Evans, presented the request to move the awarded federal funding to the western end of the project location to fund a roundabout and widening, noting a roundabout would be constructed in either scenario. The widening from two lanes to four lanes also would occur in either scenario. The City of Evans is providing a substantial local overmatch to the project, and local funds have already been budgeted.

TAC discussed whether the proposal constituted a new project or simply a subset of the original project. Bornhoft clarified the original project application was for widening along 37th Street between 35th Avenue and 47th Avenue, not for intersection improvements, and therefore the request constituted a different project. Baxter noted 37th Street is a regionally significant corridor, and the project would benefit the region.

Klockeman asked about the status of current and future developer contributions. Oberschmidt explained there is no development currently happening along 37th Street. The development at 47th Avenue north of 37th Street is not directly adjacent to the roundabout, but is contributing \$200K for sidewalk, streetlighting, and road improvements. Klockeman recommended clarifying with Planning Council why the developer is not contributing to the roundabout and about how future developments would pay impact fees for roadways.

Anderson stated Weld County is a financial partner for the originally submitted project. Weld County supports the proposed roundabout and has agreed their contribution can be applied to the project. Anderson requested additional information on the design, noting it will be important to ensure the design serves regional needs. Oberschmidt stated he was not sure if the roundabout will have free right turns. Anderson asked if ROW acquisition could delay the project. Oberschmidt stated one ROW acquisition is in progress and is not anticipated to cause any delays.

Klockeman stated he supports the proposal because it meets the intent of the original submittal and the City is still committed to completing the entire project. Nelson noted since the project is not asking for additional money or moving to a different corridor, approving the request would not set a precedent.

For the upcoming Council discussion, Nelson recommended identifying how the project was submitted and what is being changed. Mallette also recommended clarifying the role of developer contributions and what about the scope was changing.

10-Year Strategic Pipeline of Projects Revisited – Karasko described the purpose and development of the NFRMPO's 10-Year Strategic Pipeline of Projects, which was approved in early 2020. The list includes 57 projects in three tiers for each of three modes: roadway, transit, and non-motorized. The first tier identifies the highest priority projects in rank order for the purpose of advocating for additional funding. Tier 1 projects will be the first considered for any new funding made available to the region. However, projects do not need to be in Tier 1 to receive funding, as funding could come from other sources. Karasko explained the purpose of revisiting the list is to ensure it is up to date and reflects the region's priorities.

Prior to the meeting, Tier 1 project sponsors were asked for updated funding estimates and project status updates so that completed projects could be removed from the list. Submitted updates are included in the handout. For the non-motorized projects, the packet contains the most up to date project information.

CDOT Region 4 provided several suggestions for moving projects from one tier to another, including moving the third general purpose lane projects on I-25 to Tier 2, instead of their current status of Tier 1 and Tier 3. Mallette asked if TAC supported the proposed changes. TAC members requested additional time to consider the project priorities comprehensively and requested including Planning Council in the prioritization process.

On the transit list, Baxter and Folkers confirmed the projects in their communities have not yet been completed and should remain on the list.

Karasko noted the review is planned to conclude in April, although the review process could be extended if needed as there is no imposed deadline for updating the list. Karasko requested sponsors provided updated information by February 5, 2021 and stated the goal is to complete project updates prior to requesting Planning Council's input on priorities.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – A written report was provided.

Regional Transit Agencies – Davis stated the Poudre Express is operating and serving as a connection between UNC-Windsor-CSU.

Senior Transportation – Karasko stated Cory Schmitt, NFRMPO Mobility Manager, is building a website for the One Call/One Click Center for launch in summer 2021. Gordon and Schmitt are working on transportation services for seniors to vaccination sites in Larimer County.

Regional Air Quality Council – Bornhoft reported the Air Quality Control Commission (AQCC) adopted the Serious SIP in December 2020, including the Motor Vehicle Emissions Budgets (MVEB) proposed by the RAQC and supported by the NFRMPO. The NFRMPO reached out to local Chambers of Commerce to recruit large private sector employers, defined as those with 100 or more employees, to participate in interviews being conducted via a DRCOG contract to obtain employer input on the proposed Employer-Based Trip Reduction (ETRP) program. The Colorado Energy Office (CEO) opened the Charge Ahead Colorado Grant Application for electric vehicle charging station funding of up to 80 percent. Grants are available through the CEO for any area of the state outside of Denver Metro. Applications are due February 16, 2021. The final Greenhouse Gas (GHG) Roadmap was released and some of the NFRMPO's comments were addressed. NFRMPO staff will attend CDPHE's listening session on January 28, 2021 to provide input on GHG reductions in the transportation sector.

REPORTS

January Planning Council Meeting Summary – A written report was provided.

Bike & Ped Counter Updates – A written report was provided.

Mobility Committee Updates – A written report was provided.

Q4 TIP Modifications – A written report was provided.

CDOT Inactives Report – A written report was provided.

NFRMPO Annual Report – A written report was provided.

ROUNDTABLE

Karasko noted the packet includes updates on the two CanDo Colorado grant programs. The Premium Transit Analysis RFP was released on January 18, 2021 and can be found on the NFRMPO website.

Cunningham stated the *FY2022-2025 Transportation Improvement Program* (TIP) is in development. The project submission window for funded projects will open on January 29, and she will email TAC members to request project information for federally funded projects and locally funded regionally significant projects.

Dusil stated the Association of Metropolitan Planning Organizations (AMPO) is spotlighting the NFRMPO's social media accounts during the week of February 1, 2021. NFRMPO staff will be posting about ongoing and upcoming projects in the region, including reposting items from local community's social media pages. TAC members can contact him or Alex Gordon if there is any content they would like included.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated next month's agenda will include a Discussion on the 10-Year Pipeline and the Evans' project request, hopefully for Action.

Meeting adjourned at 3:12 PM.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, February 17, 2021 as a virtual meeting.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
February 17, 2021	Evans STBG Project Change Request	Medora Bornhoft
Objective/Request Action		
Recommend Planning Council approve the project change request submitted by the City of Evans to use the STBG funds awarded for a capacity project on 37 th Street between 35 th Avenue and 47 th Avenue for a roundabout at 37 th Street and 47 th Avenue.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The City of Evans submitted the <i>37th Street Widening</i> project in the NFRMPO's 2018 Call for Projects. <ul style="list-style-type: none"> The project was awarded \$1,118,565 in FY2023 Federal Surface Transportation Block Grant (STBG) funds, which was 100 percent of the funding request. As awarded, the scope of the project is widening 37th Street between 35th Avenue and 47th Avenue from two lanes to four lanes. The City of Evans is requesting to remove federal funding from a portion of the <i>37th Street Widening</i> project, specifically the portion between 35th Avenue and Sienna Street, and to complete that portion of the widening project using 100 percent local funds. Local funds are budgeted for this portion of the project in 2022. The City of Evans is also requesting to use the \$1,118,565 Federal STBG award to complete a double-lane roundabout at 37th Street and 47th Avenue along with the widening of 37th Street from two lanes to four lanes between Sienna Street and a couple hundred feet west of 47th Avenue. An application for the <i>37th St and 47th Ave Roundabout and 37th St Widening</i> project is available at https://nfrmpo.org/wp-content/uploads/2021-01-tac-packet.pdf#page=30. Weld County is a partner agency providing a share of local funds on the <i>37th Street Widening</i> project and would remain a partner agency on the roundabout project, if approved. 		
Committee Discussion		
<p>The Technical Advisory Committee (TAC) discussed the City of Evans' project change request at their meeting on November 18, 2020. TAC members expressed support for the proposed change but determined the project sponsor should present the proposed changes to the Planning Council.</p> <p>At their meeting on January 7, 2021, Planning Council discussed whether approving the change would set a precedent for allowing a project sponsor to use awarded funds for other purposes. Criteria-level scores from the STBG applications in the 2018 Call for Projects were requested. As noted in Table 1, the Scoring Committee compiled each voting member's total score to develop the final project score for the STBG projects selected during this Call, and criteria-level scoring information is not available. In addition, Council requested the City of Evans provide information on financial contributions from developers.</p> <p>At the TAC meeting on January 20, 2021, TAC discussed the design, ROW needs, status of current and future developer contributions, and the regional importance of the project. Noting the proposed project is on the same corridor as the originally submitted project and provides similar benefits, TAC members expressed support for the project change.</p> <p>At the Planning Council meeting on February 4, 2021, Planning Council discussed the request and indicated their intent to approve the change.</p>		

Supporting Information

- Of the six STBG applications submitted to the 2018 Call for Projects, four received full funding, one received partial funding, and one was waitlisted, as shown at <https://nfrmpo.org/wp-content/uploads/2021-01-tac-packet.pdf#page=25>.
- The total amount of unfunded STBG requests from the 2018 Call is \$1,698,710.
- The STBG requirements and scoring criteria from the 2018 Call for Projects is available at <https://nfrmpo.org/wp-content/uploads/2021-01-tac-packet.pdf#page=39>.

Advantages

- Provides similar benefits as the originally submitted widening project, as determined by TAC.
- Improves an intersection with an identified need by the City of Evans.
- Widens a section of 37th Street included in the original application.
- Aligns with construction schedules, since 47th Avenue is currently being widened in anticipation of the roundabout construction.

Disadvantages

- Federal funds would not be awarded to the waitlisted or partially funded STBG projects from the 2018 Call for Projects, which is what would happen if Evans opted to return the federal funding.

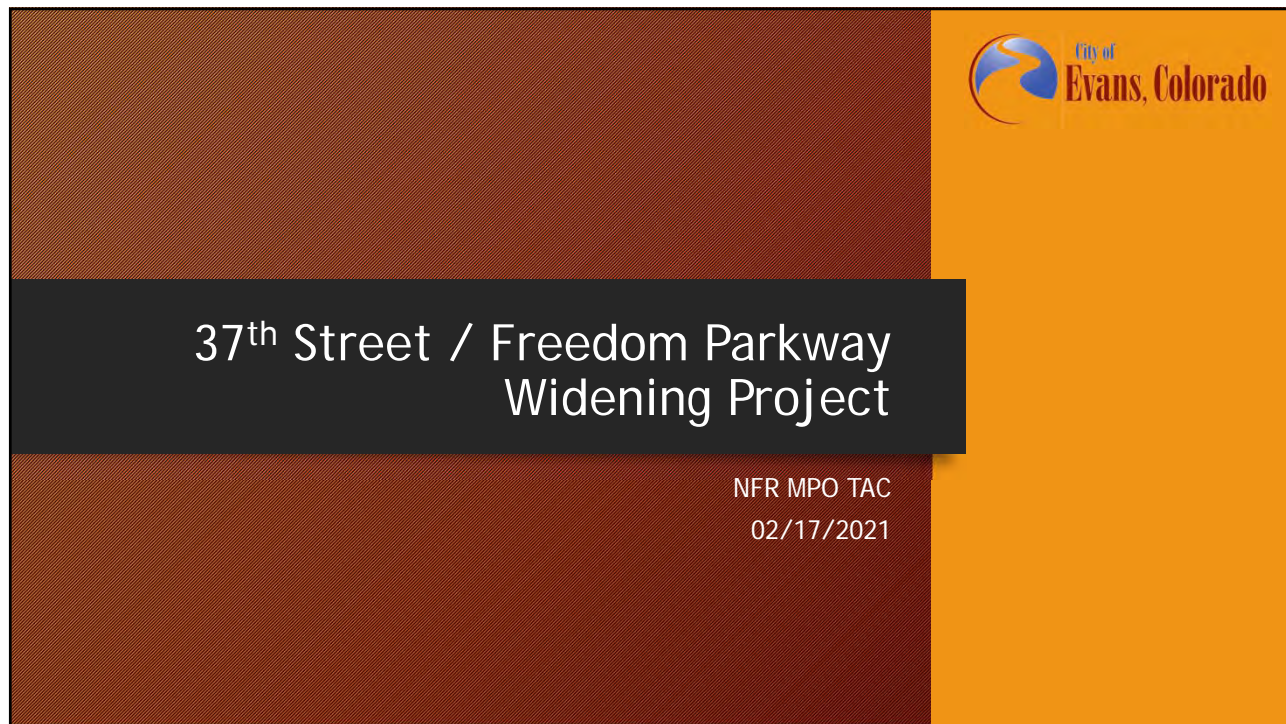
Analysis/Recommendation

Staff requests TAC recommend Planning Council approve the proposed project change.

Attachments

- “37th St Widening Project” Presentation

Rev. 11/28/2018



1



2

Evans 37th Street / Freedom Parkway Project Overview

- Widen 2 lane segment to 4 lane arterial
- NOT a new project
- Construct 47th to Sienna in ORIGINAL PROJECT corridor with Federal/Local \$
- Construct Sienna to 35th in ORIGINAL PROJECT corridor with Local \$
- WIDENING project with Roundabout in either scenario



3



4



5

Phase 1 Funding Request Summary

- WIDENING PROJECT with a roundabout in either scenario
- Western section of SAME PROJECT in SAME CORRIDOR
- Replaces Traffic Signal with SAFER Roundabout
- ELIMINATES CONGESTION Point
- Evans Financial contribution is the same for ENTIRE PROJECT
 - \$1.1M STBG
 - \$12.2M Evans/Weld

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Phase 1 Request Rationale

- COMPLETES federally-funded section of project IN ONE CONSTRUCTION SEASON
- TACKLES MOST SERIOUS CONGESTION POINT FIRST
- COORDINATES with locally-funded widening of 47th Ave.
- RESPONDS TO GROWTH occurring north of project along 47th Avenue
- In sync with local funding availability in 2022 and 2023



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MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: February 17, 2021

Re: Employer-Based Trip Reduction Program Feedback

Background

The RAQC's Employer-Based Trip Reduction Program (ETRP) Work Group has been meeting since April 2020 to develop a regulatory ETRP for consideration by the RAQC Board. The RAQC Board is scheduled to discuss the ETRP at their meeting on March 5 and to consider endorsement on April 2. If endorsed by the RAQC, the ETRP would be submitted to the Air Quality Control Commission (AQCC) for their consideration at a rulemaking hearing request in May and a rulemaking hearing in August. The ETRP would apply throughout the Ozone Nonattainment area with the goal of improving air quality through reduced single occupancy vehicle (SOV) trips by commuters.

At their meeting on February 4, the Planning Council received a report on the ETRP proposal from the RAQC's Executive Director, Mike Silverstein. Discussion from Planning Council members indicated some support for the proposal as well as some concern about regulatory burden.

NFRMPO staff have been involved in the RAQC's ETRP Work Group and will be soliciting feedback from Planning Council on the ETRP at their meeting on March 4 to submit to the RAQC.

The latest version of the ETRP proposal is available at https://raqc.egnyte.com/dl/fwt3WzGOvj/GEN_2021_ETRP_Draft_Regulatory_Approach_draft_5.pdf. The next meeting of the ETRP Work Group is scheduled for February 16, during which the ETRP is expected to be updated and refined. Stakeholder participation at the Work Group meetings is welcomed and encouraged, and registration is available at <https://raqc.org/etrp-work-group-feb-16-2021/>.

NFRMPO staff will provide an updated memo to the TAC on February 17 explaining the outcome of the February 16 ETRP Work Group meeting to allow TAC to discuss the most current ETRP proposal.

Action

NFRMPO staff invites TAC to provide a recommendation to Planning Council on feedback for the RAQC ETRP Work Group's proposed regulatory ETRP.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: February 17, 2021

Re: Transit Safety Targets

Background

On July 19, 2018, the Federal Transit Authority (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans which include targets for transit safety performance measures. There are three public transportation agencies within the North Front Range which were subject to this rule: Transfort (City of Fort Collins), Greeley-Evans Transit (GET), and City of Loveland Transit (COLT). Public transportation agencies are required to set the following performance targets for each mode of service provided:

- Total Fatalities
- Fatality Rate (per 100,000 Vehicle Revenue Miles (VRM))
- Total Injuries
- Injury Rate (per 100,000 VRM)
- Total Safety Events
- Safety Event Rate (per 100,000 VRM)
- System Reliability/Major Mechanical Failures (VRM/Failures)

Targets set by each public transportation agency are included in **Table 1: NFRMPO Transit Safety Targets**.

The NFRMPO is required to set performance targets for each of the specified performance measures. These targets must be established 180 days after the transit agencies have established their targets. MPOs are required to reference the safety performance targets and agency safety plans in their Transportation Improvement Plans (TIPs) and Regional Transportation Plans (RTPs) that are adopted or amended after July 20, 2021.



Action

Staff requests TAC review and discuss supporting the Transit Safety Targets set by the regional public transportation agencies for incorporation into the NFRMPO's plans and programs.

Table 1: NFRMPO Transit Safety Targets

Agency	Measure	Total Fatalities	Fatality Rate*	Total Injuries	Injury Rate*	Total Safety Events	Safety Event Rate*	System Reliability (VRM/failures)
GET	Fixed Route Bus, Paratransit, Demand Response	0	0	1	0	0	0	1.5
COLT	Fixed Route Bus	0	0	0	0	0	0	0
	ADA/Paratransit	0	0	0	0	0	0	0
Transfort	Fixed Route Bus (Directly Operated)	0	0	0	0	0	0	0
	Bus Rapid Transit (Directly Operated)	0	0	0	0	0	0	0
	Fixed Route Bus (Purchased Transportation)	0	0	0	0	0	0	0
	Demand Response (Purchased Transportation)	0	0	0	0	0	0	0
	Demand Response, Taxi (Purchased Transportation)	0	0	0	0	0	0	0

**Per 100,000 Vehicle Revenue Miles (VRM)*

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
February 17, 2021	Draft <i>Environmental Justice (EJ) Plan</i>	Ryan Dusil
Objective/Request Action		
Discuss the contents of the <i>Draft EJ Plan</i> , especially the recommendations included in Part II.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The USDOT defines EJ as the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.¹ The NFRMPO must analyze the EJ impacts of its programs because the agency receives federal funding. Although an <i>EJ Plan</i> is not a federal requirement, it is considered a best practice for better inclusion of traditionally underserved populations. The purpose of the <i>EJ Plan</i> is to identify ways the NFRMPO can make its transportation planning processes more equitable and assist local agencies in doing the same. The <i>Draft EJ Plan</i> consist of the following parts: <ul style="list-style-type: none"> Part I / Environmental Justice Report: Describes demographics of the region and identifies current methods for EJ analysis, acknowledging strengths, weaknesses, and targeted areas for improvement. Part II / Recommendations: Contains recommended local and regional actions that can improve EJ in Northern Colorado. This section includes recommendations for the NFRMPO and its member agencies within various time horizons. Many are adapted from best practices around the country and will require the commitment of additional resources and/or other changes to business as usual. Appendix A / Best Practices and Additional Guidance Highlights various best practices from across the region, state, and nation. The examples focus on improving EJ considerations through engagement and outreach, analysis and assessment, and effective use of technology. It also includes books, guides, groups, articles, and videos for further exploration. These resources can be referenced by local partners and NFRMPO staff to better integrate equity into public processes. Appendix B / Community Resources Inventory: Provides additional information about community-specific resources and stakeholders to engage across the NFRMPO region. Appendix C / List of Acronyms & Glossary: Lists acronyms commonly used in the field of transportation planning. During the NFRMPO's Certification Review in 2018, FHWA and FTA identified a need for the NFRMPO to evaluate its public outreach and track how the agency interacts with low income, minority, and other traditionally underserved populations. The <i>Draft EJ Plan</i> was released for public comment on February 3, 2021. The 30-day public comment period will close March 4, 2021. Please share this link with others: https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan-draft.pdf 		
Committee Discussion		
TAC discussed the <i>Draft EJ Plan</i> in July 2020 when the plan was in early stages of development. This is the first time TAC is discussing a completed draft of the <i>EJ Plan</i> .		

¹ <https://www.transportation.gov/transportation-policy/environmental-justice#:~:text=Innovation%20Resource%20Directorate-Environmental%20Justice,environmental%20laws%2C%20regulations%20and%20policies>

Supporting Information

Table 1: Timeline of Events for EJ Plan Development

Period	Tasks
Spring 2018	FHWA and FTA recommended the NFRMPO evaluate its public outreach and track how the agency interacts with low income and minority populations.
Summer 2019	The EJ Plan was adopted as a work task in the NFRMPO's FY2020-2021 Unified Planning Work Program (UPWP)
Fall 2019	The NFRMPO <i>2045 Regional Transportation Plan</i> (RTP) was adopted with acknowledgement of plans to develop an <i>EJ Plan</i>
Winter and Spring 2020	Collected and analyzed available data, engaged important stakeholders, and planning partners, reach out to public
Summer 2020	Continued engagement efforts and summarized and compiled feedback, resources, and findings
Fall 2020	Continued with tasks listed above, as needed, and created the <i>EJ Plan</i> document
Winter 2020/2021	Finalize the <i>EJ Plan</i> with TAC and Planning Council
Spring 2021	Adopt the <i>EJ Plan</i> and begin implementing short-term recommendations

Public and stakeholder engagement for the *EJ Plan* included:

- Two public events in early 2020 (before the COVID-19 pandemic)
- Digital *EJ Plan* survey
- Discussions with the NFRMPO committees including the Larimer County Mobility Committee (LCMC), the Weld County Mobility Committee (WCMC), TAC, and Planning Council
- Discussions with additional planning partners including Larimer County Department of Health and Environment (LCDHE) staff and partners, various staff at the City of Fort Collins, the City of Evans, and the Weld County Department of Public Health and Environment (WCDPHE), Greeley-Evans School District 6, local non-profit agencies like La Familia/The Family Center, Diverse Fort Collins, United Way of Weld County, the Northern Colorado Health Alliance (NCHA), the Weld County Family Leadership Commission,

Advantages

The *EJ Plan* can improve equity considerations and public involvement in local and regional transportation planning processes.

Disadvantages

None noted.

Analysis/Recommendation



NFRMPO Staff requests TAC discuss the *Draft EJ Plan* and consider changes to be incorporated prior to discussion at the March 4, 2021 Planning Council meeting.

Attachments


- *Draft EJ Plan* presentation slides
- *Draft EJ Plan* link: <https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan-draft.pdf>



1



Environmental Justice (EJ)



“The fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies.”

- The US Department of Transportation (USDOT)
<https://www.transportation.gov/transportation-policy/environmental-justice#:~:text=Innovation%20Resource%20Directorate-Environmental%20Justice,environmental%20laws%2C%20regulations%20and%20policies>

2

EJ Plan

2

Environmental Justice (EJ)



USDOT Order 5610.2(a) applies to all policies, programs, and other activities that are undertaken, funded, or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other USDOT components:

- Policy Decisions
- Systems Planning
- Metropolitan and Statewide Planning
- Project Development
- Environmental Review
- Preliminary Design
- Final Design Engineering
- Right-of-Way
- Construction
- Operations and Maintenance

3

<https://www.transportation.gov/civil-rights/civil-rights-awareness-enforcement/faqs>

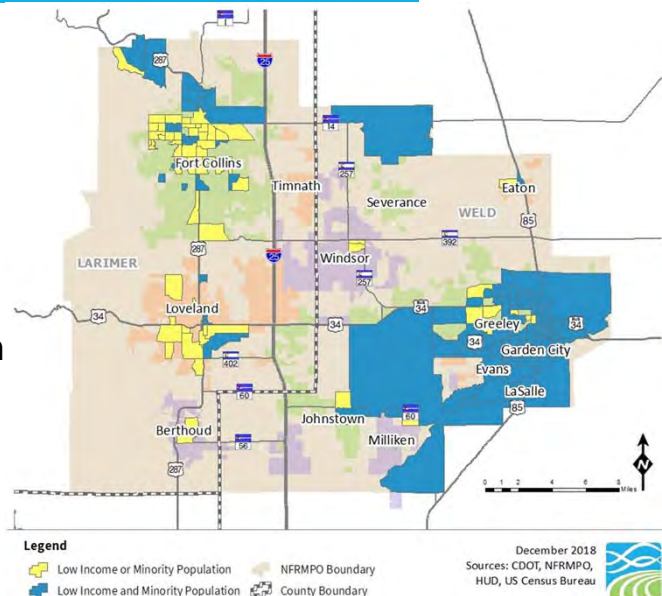
EJ Plan

3

Current Efforts: EJ Analysis



EJ analysis on projects within the NFRMPO Transportation Improvement Program (TIP) determines whether an activity will result in a **disproportionately high and adverse effect on human health or the environment**.



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EJ Plan Goals



- Make the NFRMPO transportation planning process more equitable and accessible
- Provide resources and support to help local agencies do the same



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EJ Plan

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EJ Plan Background and Timeline



Period	Tasks
Spring 2018	In the NFRMPO's Certification Review, FHWA and FTA recommended the NFRMPO evaluate its public outreach and track how the agency interacts with low income and minority populations.
Summer 2019	The EJ Plan was adopted as a work task in the NFRMPO's FY2020-2021 Unified Planning Work Program (UPWP)
Fall 2019	The NFRMPO 2045 Regional Transportation Plan (RTP) was adopted with acknowledgement of plans to develop an <i>EJ Plan</i>
Winter and Spring 2020	Collected and analyzed available data, engaged important stakeholders and planning partners, reach out to public
Summer 2020	Continued engagement efforts and summarized and compiled feedback, resources, and findings
Fall 2020	Continued with tasks listed above, as needed, and created the <i>EJ Plan</i> document
Winter 2020/2021	Finalize the <i>EJ Plan</i> with TAC and Planning Council
Spring 2021	Adopt the <i>EJ Plan</i> and begin implementing short-term recommendations

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EJ Plan

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What We Heard



Top Comments

- Adapt outreach strategies to the needs of the community
- Dedicate time and effort to maintaining public and stakeholder relationships
- Centralize resources and information
- Increase the accessibility, transparency, and adaptability of public processes
- Evaluate the effectiveness of implemented strategies through an equity lens



Credit: INCOG



Part I / Environmental Justice Report

Part II / Recommendations

Appendix A / Best Practices and Additional Guidance

Appendix B / Community Resources Inventory

Appendix C / List of Acronyms and Glossary

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EJ Plan

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Public Comment Period Open: February 3, 2021 – March 4, 2021

So far we have heard from:

- Colorado State University (CSU)
- Weld County Planning Department
- City of Evans Community Development Department
- The Arc of Larimer County
- City of Fort Collins Social Sustainability Department
- Federal Highway Administration (FHWA)

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EJ Plan

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- R1: Develop a digital equity planning tool.
- R2: Create a Community Advisory Committee.
- R3: Integrate EJ and equity into the NFRMPO Call for Projects process.
- R4: Conduct more detailed EJ analysis in the NFRMPO Transportation Improvement Program (TIP).
- R5: Develop equity-related performance measures and targets.
- R6: Incorporate equity-related outputs into the Regional Travel Demand Model (RTDM) and Land Use Allocation Model.
- R7: Retain and expand the use of video conferencing and other digital engagement tools for ease of public meeting attendance and involvement.
- R8: Expand NFRMPO outreach presence around the region.
- R9: Expand the LCDHE's Multimodal Index (MMI) tool and explore other datasets to improve understanding of the nexus between equity and the built environment.

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Project Contacts



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EJ Plan

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MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Becky Karasko

Date: February 17, 2021

Re: 10-Year Strategic Pipeline of Projects Revisited

Background

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into the Statewide Transportation Improvement Program (STIP) and *2045 Statewide Plan*.

To ensure the NFRMPO's regional priorities were reflected in CDOT's list, NFRMPO Planning Council and TAC members prioritized projects in the region at a January 16, 2020 Work Session. Prior to this Work Session, a list of 57 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, was compiled from a variety of sources, including: the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their *2045 Statewide Plan*. Additionally, a Tier 2 and Tier 3 list were created from those projects not selected during the Workshop.

To ensure the NFRMPO's 10-Year list continues to reflect the region's priorities and remains a living document, NFRMPO Staff has begun the process of reviewing the Tier 1 list to ensure any changes to the projects' status are accurately reflected and that the projects on the list are still the region's top priorities. As this is a NFRMPO driven process, there is no deadline for completing this update.

Staff reviewed the lists of projects with TAC at their January 20, 2021 meeting and requested updated project information from project sponsors by Friday, February 5, 2021. Staff also discussed the review process with the Planning Council at their February 4, 2021 meeting.

Action

Staff requests TAC members review the updated three tiers of projects on the six identified corridors. Staff will be asking for TAC member's feedback on the projects in the lists as well as potential to prioritize the Tier 2 projects at the February 17, 2021 meeting.

ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	325*	89.09	<u>\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR.</u> Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	87.00	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	82.91	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	80.00	City of Greeley has committed \$15M for construction of this interchange.
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/Berthoud/Larimer County	74.00	79.55	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.
	US34/US85	Interchange	Interchange reconfiguration	Greeley	170.00	79.55	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	US34	US34 and 47 th Ave	New interchange	Greeley	40.00	73.36	City of Greeley has committed \$15M for construction of this interchange.
	US34	US34 and WCR 17	Interim operational safety improvements	Weld County	35.00	73.36	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	15.60	71.91	Cost corrected to reflect current esitmate.
	US34	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	15.20	71.09	Denver Avenue to Boyd Lake Avenue section currently funded and under construction with completion in late Spring 2021.

*\$325M is for the full Segment 5 project, not just the 2.5 miles within the NFR.

ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	325.00	1	\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR. Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	15.60	2	Cost corrected to reflect current estimate.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	15.20	3	Denver Avenue to Boyd Lake Avenue section currently funded and under construction with completion in late Spring 2021.
	US34*	US34 and WCR 17	Interim operational safety improvements	Weld County	5.00	4	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange.
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	6	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	7	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	8	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	9	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	US34	US34 and WCR 17	Interchange	Weld County	30.00	10	Split the US34 and WCR17 line item to be broken out by
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	11	Final construction for the ultimate interchange configuration
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/Berthoud/Larimer County	74.00	12	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2019 \$M)	Project Sponsor Comments
TIER 2 (NOT PRIORITIZED)	US34	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$34.0	
	US34	US34 and 11 th Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	
	US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$9.0	Cost corrected to reflect current estimate.
	US85	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	Greeley/Weld County	\$10.9	
	US85	WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/ Greeley/Evans/LaSalle	\$26.5	
	US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$19.5	
	US287	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	
	SH14	SH14 and WCR23	Intersection improvements	Larimer County/Weld County	\$2.0	
	SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$4.0	
	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$3.2	Recommend the funding be adjusted to \$3.6M to account for inflation. The \$3.2M was based on Windsor's 2017 Roadway Improvement Plan.
	SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$19.1	Can the priority be revisited?

ROADWAY PROJECTS

Facility	Project Limits	Improvement Type	Community	Funding needed (2019 \$M)	Project Sponsor Comments
I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Larimer County	\$29.9	
I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	
US34	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	
US34	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	
US34	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	
US34	US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	
US34	US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$33.1	
US85	US85 and 22 nd St	Texas turnaround	Greeley	\$19.6	
US85	US85 and 18 th St	Texas turnaround	Greeley	\$14.6	
US85	US85 and 16 th St	Texas turnaround	Greeley	\$16.9	
US85	US85 and 13 th St	Texas turnaround	Greeley	\$16.5	
US85	US85 and 8 th St	Texas turnaround	Greeley	\$23.5	
US85	US85 and 5 th St	Texas turnaround	Greeley	\$17.7	
US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	Loveland	\$18.1	Cost corrected to reflect current esitmate.
US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	
US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	
US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$29.7	This one seems too low, can the priority be revisited?
SH392	17 th St to Westgate Dr	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$17.7	CDOT recommends this be moved to Tier 1 or 2 list. Project Limits need to be adjusted. Windsor is funding the SH392 widening improvements between REA Pkwy and Westgate Dr. Windsor had a consultant perform a conceptual design and an opinion of probable costs to complete the remaining widening work between REA Pkwy and 17th St. Their estimate came in at \$21.2M. It should be noted the \$17.7M for the entire sectionwas based on Windsor's 2017 Roadway Improvement Plan and didn't account for the bridge improvements over the Cache La Poudre River and multimodal improvements.

TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton / Weld County	\$3.2 (C) \$2.4 (O)	70.27	
TIER 2	Various	North Front Range Regional Rail	New rail service	TBD	TBD		
	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
TIER 3	US34	Greeley to Fort Morgan	New CDOT Bustang service	Greeley / Weld County	\$1.7 (C) / \$1.0 (O)		
	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		

NON-MOTORIZED PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	Johnstown not part of project.
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	SH392	RNMC #9: Johnstown/ Timnath Trail Crossing at County Line Road and SH392	Grade-separated trail crossing	Windsor / Larimer County	COMPLETED	64.55	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave	Trail construction	Loveland	LOVELAND AND MMOF FUNDING		Funding from City of Loveland and MMOF Grant.
	US85	RNMC #6: Poudre River Trail	Grade-separated trail crossing	Greeley	TBD		
TIER 3	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
FUNDED	I-25	RNMC #2: Little Thompson River	Grade-separated trail crossing	Berthoud	CDOT FUNDED		
	I-25	RNMC #3: Big Thompson River	Grade-separated trail crossing	Loveland / Larimer County / Johnstown	LOVELAND AND JOHNSTOWN FUNDED		Loveland and Johnstown provided funds to CDOT for adding this to I-25 Widening Project.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, February 10, 2021

GoToMeeting Virtual Meeting

Manual on Uniform Traffic Control Devices (MUTCD) Proposed Amendments

The group discussed proposed changes to the MUTCD and how to submit comments. Initial comments included support for:

- Loosening restrictions on colors and patterns that can be used for crosswalks, curb extensions, and other streetscape features
- Removing standards for trail or bike signage design and placement on facilities that are within a certain distance of a state highway
- Strengthening signage standards and guidance for at-grade crossings between trails (paved and unpaved) and roadways
- Removing “Share the Road” signage from MUTCD due to unclear messaging
- Clarifying the preferred design CDOT is using versus what the MUTCD is showing for “motorists must give 3 feet clearance” signs
- Reducing restrictions on pedestrian hybrid beacon (PHB) placement
- Allowing bicycle wayfinding signage to include travel time information (i.e. “3 minutes to downtown”)
- Removing the language that, “Bicycle routes are designated under the presumption that extensive pre-trip planning is done by the bicyclist.”

Group members agreed to develop a memo describing how proposed changes unduly inhibit bikeability or walkability by offering specific scenarios and alternative language. The group will compile comments in a shared document and discuss how to submit the comments in April or May.

Regional Wayfinding Signage

Group members discussed the needs for regional wayfinding signage across communities. The group agreed individuals should talk within their organizations to identify community needs. General consensus was that prescribing a specific design across communities is not a desirable outcome; rather, guidance on general design elements, placement, and other principles that are consistent across communities would be appropriate. For future meetings, the group is urged to consider desired updates and additions to Appendix J: Wayfinding Template from the NFRMPO’s [2016 Non-Motorized Plan](#). This appendix was based on guidance included in the [Fort Collins Bicycle Wayfinding Network Master Plan](#).

Upcoming Agenda Items

- NFRMPO One Call/One Click Center Project (RideNoCo)
- Colorado Front Range Trail updates: Loveland to Berthoud
- Regional Wayfinding Signage Plan
- MUTCD Comments
- Employer-Based Trip Reduction Program (ETRP)
- Fort Collins Hampshire Bikeway Project
- Innovative bike/ped ideas and highlights from local plans
- Equestrian regulations and challenges on trails

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
February 4, 2021**

APPROVAL OF THE MEETING AGENDA

Stephens **moved** to *APPROVE THE FEBRUARY 4, 2021 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Karspeck and **passed** unanimously.

APPROVAL OF THE MINUTES

Karspeck **moved** to approve the *January 7, 2021 Council Meeting Minutes as submitted*. The motion was **seconded** by Troxell and **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

Regional Air Quality Council (RAQC)

Mike Silverstein, RAQC Executive Director, discussed the RAQC's Employer-Based Trip Reduction Program (ETRP) Work Group efforts to address approaches for reducing work trip commuting for employer of 250 employees or more. RAQC and the State combined efforts into one collaborative initiative. Silverstein stated he expects the Air Quality Control Commission (AQCC) will review the rulemaking in May. The ETRP's target is to reduce SOV trips to no more than 75 percent of commute trips per site by 2023 and 60 percent by 2025. Silverstein noted employers need to develop an employee trip reduction plan, appoint employee transportation coordinators, and complete periodic surveys of employees to ensure compliance with the rule.

NFRMPO Air Quality Program Updates

Bornhoft reviewed NFRMPO involvement in the ETRP and GHG Pollution Reduction Roadmap, including which of the NFRMPO's comments were incorporated into the document. Bornhoft noted DRCOG undertook surveys of large employers in the Denver region, and the NFRMPO is advocating to find other ways to have focused input sessions in Northern Colorado.

REPORT OF THE CHAIR

Chair McLeod noted an interest in increasing training for Councilmembers and a video from the NFRMPO website was watched.

ACTION ITEMS

Transfort Program of Projects (POP)

Katlyn Kelly, Transfort Grants Compliance Specialist, presented the FY2021 Program of Projects (POP) for the Fort Collins Transportation Management Area (TMA). No negative comments were received during any of the opportunities for public comment. Troxell **moved** to *APPROVE RESOLUTION 2021-03 ADOPTING AN AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY21*. The motion was **seconded** by James and **passed** unanimously.

January 2021 TIP Amendment

Cunningham stated the amendment includes three requests to modify the FY2020-2023 TIP. No comments have been received to date, and Council action is contingent on no comment being submitted. Karspeck **moved** to *APPROVE RESOLUTION 2021-04 APPROVING THE JANUARY 2021 AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEM

City of Evans 37th Street Widening Project Scope Changes

Bornhoft noted Council's concerns about setting a precedent for project changes, how the project would score using the STBG scoring, and how developers contributed funds to the project. Bornhoft noted TAC discussed how the project would score and reached consensus the updated scope would score similarly to the original scope. Oberschmidt noted Evans' phased approach will allow the City to begin and complete construction sooner. Oberschmidt highlighted the developer of an apartment complex at the intersection will contribute funds. The City of Evans 37th Street Widening Project Scope Changes will return as an Action item in March.

10-Year Strategic Pipeline of Projects Revisited

Karasko stated the NFRMPO is working with TAC and CDOT to update the 10-Year Strategic Pipeline of Projects. Karasko noted there is no deadline for completing this exercise but asked for feedback by February 5.