

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA March 4, 2021

Call-in Number: [+1 \(646\) 749-3312](tel:+16467493312)

Access Code: 353-381-469

<https://www.gotomeet.me/NFRMPO/march-2021-council-meeting>

For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Request for Public Comment (Page 7)

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes-Lead Planning Agency for Air Quality/MPO- February 4, 2021 (Page 24)

Lead Planning Agency for Air Quality Agenda

Est. Time

REPORTS:

- | | | | |
|--|---|-----------|------|
| 3) Air Pollution Control Division (APCD) | (Written) | | |
| 4) Regional Air Quality Council (RAQC) | (Written) | | |
| 5) NFRMPO Air Quality Program Updates | Medora Bornhoft - Transportation Planner II | (10 min.) | 6:05 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | | |
|--------------------------------|--|-----------|------|
| 6) Report of the Chair | Don McLeod - Council Chair — Town of Severance | (10 min.) | 6:15 |
| • MPO Training Video | | | |
| 7) Executive Director Report | Suzette Mallette - Executive Director | (10 min.) | 6:25 |
| 8) Finance Committee (Page 28) | (Written) | | |
| 9) TAC (Page 30) | (Written) | | |
| 10) Mobility | (Written) | | |

ACTION ITEMS:

- | | | | |
|---|---|-----------|------|
| 11) City of Evans 37 th Street Widening Project Scope Changes Resolution 2021-05 (Page 31) | Medora Bornhoft & Mark Oberschmidt - City Engineer, City of Evans | (10 min.) | 6:35 |
| 12) NFRMPO Comments on the RAQC's Employer-Based Trip Reduction Program (ETRP) (Page 34) | Medora Bornhoft | (15 min.) | 6:45 |

DISCUSSION ITEMS:

- | | | | |
|--|--|-----------|------|
| 13) Transit Safety Targets (Page 39) | AnnaRose Cunningham — Transportation Planner I | (10 min.) | 7:00 |
| 14) Draft <i>Environmental Justice (EJ) Plan</i> (Page 41) | Ryan Dusil - Transportation Planner II | (25 min.) | 7:10 |
| | | (10 min.) | 7:35 |

COUNCIL REPORTS:

- | | | | |
|----------------------------|---|----------|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | | |
| CDOT R4 Update (Page 49) | Heather Paddock - CDOT R4 Transportation Director | | |
| STAC Report (Page 50) | (Written) | | |
| I-25 Coalition | Scott James — Weld County Commissioner | | |
| Host Council Member Report | Lisa Laake — Trustee Town of Timnath | (5 min.) | 7:45 |

MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 7:50 |
|---------------------------------------|------|

NEXT MPO COUNCIL MEETING: April 1, 2021- Host TBD



MPO Planning Council

Town of Severance

Donald McLeod, Mayor - Chair

Alternate- Frank Baszler, Trustee

Town of Berthoud

William Karspeck, Mayor - Vice Chair

Alternate- Maureen Dower, Mayor Pro Tem

City of Loveland

Dave Clark, Councilmember - Past Chair

Alternate- TBD

Town of Eaton

Lanie Isbell, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor Pro Tem

Alternate- Brian Rudy, Mayor

City of Fort Collins

Wade Troxel, Mayor

Alternate- Susan Gutowski, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley

Brett Payton, Councilmember

Alternate- John Gates, Mayor

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Elizabeth Austin, Mayor

Town of Timnath

Lisa Laake, Trustee

Weld County

Scott James, Commissioner

Alternate- Perry Buck, Commissioner

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

To: North Front Range Metropolitan Planning Organization

The Citizen Bus Improvement Committee and a lot of the community(ies) believe that there is a very much needed Regional Bus System for many reasons. We also believe that by now (as has progressively evolved over the last 20 years) there should have been a 34-Regional from Loveland to Greeley in operation for the last 15 years. Also in the last 15 years, we should have had a route from Eaton to Brighton via Highway 85. We also believe that Fort Collins to Greeley should be re-routed with better timings. At this time (2021), the Fort Collins to Greeley route isn't too important or feasible. The most important regional routes would be from Loveland to Greeley via Highway 34, and from Eaton to Brighton via Highway 85. Also, because of fast population growth, we also believe that having a regional route system from Windsor to Johnstown and Milliken via Highway 257 in the near future is important. For this area, a regional route bus system is profitable and a worthwhile investment. The population growth is rapid and traffic is horrible. The traffic is almost as bad as in Denver or Los Angeles. So the question becomes, "How are we to curtail the horrible traffic of cars?" If we don't do something soon, things are going to end up a mess. So what are we going to do? This question so defines the purpose of giving this proposal for a regional bus system as a solution. If you have any comments or questions let us know.

Respectfully,



Steve Teets

Chairman

Citizens' Bus Improvement Committee

AND WEB ADVOCACY NETWORK ON DISABILITY

Contact Information: P.O. Box 92
Greeley, CO 80632

(970) 381-3181

REGIONAL BUS ROUTE SYSTEM SUGGESTIONS

From: The Citizens' Bus Improvement Committee

October 19th, 2020

34-REGIONAL ROUTE---OPTION 1

LOVELAND TO GREELEY ROUTE/ BUS STOPS:

- 1.) Start Loveland Transfer Center (Connectivity To The FLEX and COLT Systems)
- 2.) GO To HWY 287, To Eisenhower (HWY 34)
- 3.) A Bus Stop At Boise St. & Eisenhower
- 4.) Loveland Wal*mart On Eisenhower Should Have A Bus Stop There
- 5.) HWY 34 And I-25 Park-N-Ride (Busstang connection)
- 6.) Then To HWY 34 And HWY 257 Park-N-Ride
- 7.) Then To 70th Ave. & 10th Street (In Greeley) Bus Stop
- 8.) Greeley Golf Course On 10th Street (Across From Wal*mart) Bus Stop
- 9.) Kentucky Fried Chicken Bus Stop On 10th Street
- 10.) Greeley North Transfer Center (Connects G.E.T. Bus Routes)

GREELEY TO LOVELAND

- 1.) Start North Greeley Transfer Center To 11th Avenue
- 2.) 11th Ave. To 9th St./ 10th St. Greeley Police Station Bus Stop (10th St.)
- 3.) Greeley 10th St. Wal*mart Bus Stop
- 4.) 70th Ave. & 10th St. Bus Stop (McDonalds)
- 5.) HWY 34 & HWY 257 Park-N-Ride
- 6.) HWY 34 & I-25 Park-N-Ride
- 7.) Loveland Target Bus Stop On Eisenhower
- 8.) Eisenhower And Boise Street
- 9.) Go To HWY 287 From Eisenhower Avenue
- 10.) HWY 287 North To Loveland Transfer Center (Connection w/ Colt & Flex Systems)

34-REGIONAL ROUTE---OPTION 2

LOVELAND TO GREELEY ROUTE/ BUS STOPS:

- 1.) Start Loveland Transfer Center (Connection To FLEX & COLT Routes)
- 2.) Go To HWY 287 & Turn Left On Eisenhower Avenue
- 3.) Loveland Wal*mart Bus Stop On Eisenhower Ave.
- 4.) Should Have A Bus Stop Close To Eisenhower And Boise Street
- 5.) HWY 34 & I-25 Park-N-Ride (Connect To The Busstang Route)
- 6.) HWY 34 & HWY 257 Park-N-Ride
- 7.) Promontory HWY 34 Business (10th St.)(In Greeley)
- 8.) 10th St. And 70th Ave. King Soopers Bus Stop
- 9.) 10th St. Greeley Golf Course Bus Stop (Across From Wal*mart)
- 10.) Ambriso Restaurant 10th St. Bus Stop
- 11.) 10th St. Kentucky Fried Chicken Bus Stop
- 12.) 10th St. To 11th Ave. (Turn Left)
- 13.) 11th Ave. Going North On 11th Ave. To Greeley North Transfer Ctr.

GREELEY TO LOVELAND

- 1.) G.E.T. North Transfer Ctr. To 11th Ave.
- 2.) 11th Ave. Right On 9th St./10th St.
- 3.) Greeley Police Station Bus Stop On 10th St.
- 4.) 10th St. & 35th Ave. (Taco Bell) Bus Stop
- 5.) 10th St. Greeley Wal*mart Bus Stop
- 6.) 10th St. & 70th Ave. Bus Stop (McDonalds)
- 7.) 10th St. Promontory—10th St. Bus Stop
- 8.) HWY 34 & HWY 257 Park-N-Ride
- 9.) HWY 34 & I-25 Park-N-Ride (Connecting To Busstang Route)
- 10.) Loveland Target Bus Stop On Eisenhower
- 11.) Should Be A Bus Stop Close To Eisenhower & Boise Streets
- 12.) Loveland Bus Transfer Center (Connection To Colt & FLEX Systems)

34-REGIONAL ROUTE---OPTION 3

LOVELAND TO GREELEY ROUTE/ BUS STOPS:

- 1.) Start Loveland Transfer Center To HWY 287 (Connection To FLEX & Colt Systems)
- 2.) HWY 287 To Eisenhower Ave. (HWY 34)
- 3.) Need A Bus Stop At Eisenhower Ave. & Boise St.
- 4.) Loveland Wal*mart Bus Stop On Eisenhower
- 5.) I-25 And HWY 34 Park-N-Ride (Connection To Busstang)
- 6.) HWY 34 And HWY 257 Park-N-Ride
- 7.) Take Hwy 34 Through Promontory. Have Bus Stop @ JB's or State Farm, Then To Bus. 34
- 8.) Then Have A Bus Stop On The Corner Of Business 34/10th St. & Promontory
- 9.) Then On 10th St. (Business 34 To 70th Ave. And 10th St. Bus Stop (King Soopers)
- 10.) Greeley Golf Course 10th St. Bus Stop (Across From Wal8mart)
- 11.) Ambriso Restaurant Bus Stop On 10th Street
- 12.) 10th St. Kentucky Fried Chicken Bus Stop
- 13.) 10th St. To 11th Ave., Then Turn Left
- 14.) 11th Ave. North To North Greeley Transfer Ctr. (Connection To G.E.T. System

GREELEY TO LOVELAND

- 1.) Greeley North Transfer Station To 11th Ave. (South)
- 2.) 11th Ave. To Right On 9th St./10th St.
- 3.) 10th St. Greeley Police Station
- 4.) 10th St. 35th Ave. Bus Stop (Taco Bell)
- 5.) 10th St. Wal*mart Stop
- 6.) 10th St. & 70th Ave. Bus Stop
- 7.) 10th St./ Business 34 Through Promontory. Have Bus Stop @ JB's or State Farm
- 8.) Promontory To HWY 34 & HWY 257 Park-N-Ride
- 9.) HWY 34 & I-25 Park-N-Ride (Connection To Busstang)
- 10.) Loveland Target Stop On Eisenhower Avenue
- 11.) Need A Bus Stop On Eisenhower And Boise Street
- 12.) Eisenhower Ave. To HWY 287 North
- 13.) HWY 287 North To Loveland Transfer Ctr.(Connection To Colt & FLEX Systems)

TIMING FOR 34-REGIONAL ROUTES---OPTION 1

6:00 A.M. ----- 9:00 A.M. (Once An Hour)
12:00 P.M.
4:00 P.M. -----8:00 P.M. (Once An Hour)

TIMINGS FOR 34-REGIONAL ROUTE---OPTION 2

6:00 A.M. -----8:00 P.M. (Once An Hour)

PRICE FARES AND PASSES

- 1.) Regular Fare -----\$1.25
- 2.) Elderly/Disabled And Under 18 -----\$.60
- 3.) One-Month Pass -----\$25.00
- 4.) Three-Month Pass -----\$60.00
- 5.) One-Year Pass -----\$100.00
- 6.) One-Month Discount Pass -----\$12.50
- 7.) Three-Month Discount Pass -----\$30.00
- 8.) One-Year Discount Pass -----\$50.00

REASONS WE NEED A HIGHWAY 34 REGIONAL ROUTE BUS SYSTEM

- 1.) Highway 34 traffic is horrible (It is close to as bad as that on Interstate 25).
 - A.) What is it going to be like in the future if we don't do something about it now?
 - B.) A Highway 34 Regional route would cut down traffic on Highway 34 & 10th St. Bus. 34;
 - C.) 'Also possible less traffic in Greeley and Loveland areas on roads.
 - I.) 'It would also help other communities be more connected.
 - II.) 'Commuter traffic between Loveland and Greeley continues to rise.
 - D.) Businesses have recently been built along Highway 34 (including the new hospital, St. Michaels' area in Greeley-Evans) increasing prospective ridership needs.
 - E.) If more buildings are built (homes and/or businesses) along Highway 34 in the future, what is it going to be like without alternatives for transportation (like bus routes)?
 - F.) 'Also would be a safer way to travel and get around.
- 2.) A good 34-Regional route would help connectivity to other routes ['like FLEX Route, BUSTANG, COLT (Loveland bus routes), and future routes].
 - A.) A good regional route system would encourage people to take regional routes, as well as 'local routes.
 - B.) It would help other cities to be connected to Weld County ('and Larimer County).
 - C.) It would help benefit other communities—even in rural areas.
- 3.) 'Results would include less maintenance on roads, less spent on roads and fewer deaths.
- 4.) 'Results would also include more opportunities for jobs and education.
 - A.) If a good transit system exists (city and/or regional), jobs are provided.
 - I.) The relaxation of not having to drive helps commuters to prepare for work in the morning, and to rest (unwind) after work on the way home.
 - II.) People don't have to mess with traffic.
 - III.) 'Less "road rage."
 - IV.) 'Fewer traffic accidents--'fewer people getting hurt--'fewer deaths.
 - V.) 'Less air pollution from cars ('that includes manufacturing them).
 - VI.) 'Less traffic would help our environment be less polluted.
- 5.) The above promotes good health.
 - A.) Walking to the bus stop provides healthy exercise.
- 6.) A regional bus system would aid persons who don't have cars to get around.
 - A.) A regional bus system would also help those who have cars by cutting their travel expenses.
 - I.) Riding a bus is less expensive than driving an automobile.
 - II.) Some insurance companies offer discounts in premiums for car insurance when driving less.
- 7.) Regional bus routes would also allow riders to visit family/friends in other cities along the Front Range.
 - A.) 'It gives accessibility to attend functions in other communities (cities).
 - B.) 'It also provides better accessibility to medical care.
 - C.) People have more accessibility to a quality life style.
- 8.) Regional bus routes would also encourage better tax revenue flow.
- 9.) 'Due to the population explosion we have incurred over the last 20 (or more) years, transportation needs have seemingly gotten out of hand--'all leading to the bottom line inferring that regional bus routes are better than cars, safer and less expensive.
 - A.) We need to meet the communities' transit (bus) needs.
 - B.) We need "effective," "efficient," and "reliable" regional and local bus routes.
- 10.) ---It just makes sense ("no brainer") to have a 34-Regional Route from Loveland to Greeley-Evans, and back.

HWY 85 REGIONAL ROUTE---OPTION 1

EATON TO BRIGHTON ROUTE/ BUS STOPS:

- 1.) Start Somewhere In Eaton Close To HWY 85 (Example: Eaton Library)
- 2.) Then Down HWY 85 To Lucerne. Have A Bus Stop Close To Hotel On HWY 85
- 3.) Then Down HWY 85 To North Greeley Transfer Center (Connect To G.E.T. System)
- 4.) Then From North Greeley Transfer Ctr. To Needed Evans Bus Stop @ 37th St. & HWY 85
- 5.) Then From Evans To LaSalle Park On HWY 85. Need A Bus Stop There.
- 6.) Then From LaSalle To Gilcrest On HWY 85. Need A Bus Stop At The Gas Station.
- 7.) Then From Gilcrest To Platteville. Need A Bus Stop Close To Highways 85 & 66
- 8.) Then From Platteville To Ft. Lupton. Need A Bus Stop Close To HWY 85
- 9.) Then From Ft. Lupton (HWY 85) To Brighton Bus Stop Connecting To R.T.D. Regional

BRIGHTON TO EATON

- 1.) From Brighton To Regional Route Bus Stop To Ft. Lupton On HWY 85
- 2.) Then From Ft. Lupton To Platteville (Need A Bus Stop Close To HWY's 85 & 66)
- 3.) Then From Platteville To Gilcrest (Need A Bus Stop Along HWY 85)
- 4.) From Gilcrest To LaSalle Town Hall Complex (Need A Bus Stop There)
- 5.) From LaSalle To Evans @ Bus Stop Close To HWY 85 & 37th St. (Connecting To G.E.T.)
- 6.) Then From Evans To Greeley North Transfer Ctr. (Connecting To G.E.T. System)
- 7.) Then From Greeley North Transfer Ctr. To Lucerne (Need Bus Stop Along HWY 85)
- 8.) From Lucerne To Eaton Bus Stop (Example: Eaton Library)

HWY 85 REGIONAL ROUTE---OPTION 2

EATON TO BRIGHTON ROUTE/ BUS STOPS:

- 1.) Start Some Place In Eaton Close To HWY 85 (For Ex.: Eaton Library)
- 2.) Go To HWY 85, Then To Greeley North Transfer Center (Connecting To The G.E.T. System)
- 3.) From Greeley North Transfer Ctr. To A Bus Stop In Evans Close To 37th St. & HWY 85
- 4.) From Evans To LaSalle Park On HWY 85 In LaSalle
- 5.) Then From LaSalle To Gilcrest (Need A Bus Stop Close To The Gas Station)
- 6.) Then From Gilcrest On HWY 85 To Platteville (Need A Bus Stop Close To HWY's 85 & 66)
- 7.) Then From Platteville To Ft. Lupton (Need A Bus Stop Close To HWY 85)
- 8.) From Ft. Lupton On HWY 85 To Brighton "R.T.D. Regional" Bus Stop

BRIGHTON TO EATON

- 1.) From Brighton "R.T.D. Regional" Bus Stop To Ft. Lupton (Need 'Bus Stop Close To HWY 85)
- 2.) Ft. Lupton To Platteville (Need A Bus Stop Close To HWYS 85 & 66)
- 3.) From Platteville To Gilcrest (Need A Bus Stop In Gilcrest By HWY 85)
- 4.) From Gilcrest To LaSalle (Need A Bus Stop By The LaSalle Town Hall Complex)
- 5.) From LaSalle To Evans (Need A Bus Stop Close To HWY 85 & 37th St. ('Connects To G.E.T.)
- 6.) From Evans To Greeley Transfer Ctr. ('Connects To G.E.T.)
- 7.) From Greeley Transfer Ctr. To Eaton Bus Stop (Ex.: Eaton Library)

HWY 85 REGIONAL ROUTE---OPTION 3

EATON TO BRIGHTON ROUTE/ BUS STOPS:

- 1.) Start Somewhere Close To HWY 85 (Ex.: Eaton Library)
- 2.) Then Down HWY 85 To Lucerne (Need A Bus Stop Close To The Hotel On HWY 85)
- 3.) Then Down HWY 85 To North Greeley Transfer Ctr. ('Connects To G.E.T. System)
- 4.) Then From North Greeley Transfer Ctr. To 11th Avenue
- 5.) Then On 11th Avenue To A Bus Stop In Front Of Carl's Jr. (Near 11th Ave. & 26th St.)
- 6.) Continue On 11th Ave. To 37th St.
- 7.) Turn Left On To 37th St. (Need A Bus Stop In Front Of ENVISION 'Connects To G.E.T.)
- 8.) 37th St. Right On To HWY 85
- 9.) From Evans To LaSalle Park (Bus Stop) In LaSalle On HWY 85
- 10.) LaSalle To Gilcrest On HWY 85 (Bus Stop Close To Gas Station)
- 11.) Gilcrest To Platteville (Need Bus Stop Close To HWY's 85& 66)
- 12.) Platteville To Ft. Lupton (Need Bus Stop Close To HWY 85)
- 13.) Ft. Lupton To Brighton "R.T.D. Regional" Route Bus Stop

BRIGHTON TO EATON

- 1.) From Brighton "R.T.D. Regional" Bus Stop To Ft. Lupton (Need Bus Stop Close To HWY 85)
- 2.) Ft. Lupton To Platteville (Need Bus Stop Close To HWYS 85 & 66)
- 3.) From Platteville To Gilcrest (Need Bus Stop Close To HWY 85)
- 4.) From Gilcrest To LaSalle Town Hall Complex Need Bus Stop There
- 5.) From LaSalle To Evans (Need A Bus Stop @ 37th St. & HWY 85)
- 6.) Evans 37th St. Turn Right On 11th Ave. (Connect To G.E.T.)
- 7.) Continue On 11th Ave. (Bus Stop In Front Of Walgreens (Connect To Rte. 5 of G.E.T.)
- 8.) Continue On 11th Ave. To North Greeley Transfer Ctr. (Connect To Routes 1,3,4,5,6)
- 9.) Greeley North Transfer Ctr. To Lucerne (Need A Bus Stop Along HWY 85)
- 10.) Lucerne To Eaton (Bus Stop Close To HWY 85 (Ex.: Eaton Library)

TIMING FOR HWY 85 REGIONAL ROUTE—OPTION 1

6:00 A.M. ----- 9:00 A.M. (Once An Hour)
12:00 P.M. And 1:00 P.M.
4:00 P.M. ----- 8:00 P.M. (Once An Hour)

PRICE FARES AND PASSES

- 1.) Regular Fare ----- \$1.25
- 2.) Elderly/Disabled And Under 18 ----- \$.60

PASSES

- 1.) One Month Pass ----- \$25.00
- 2.) Three Month Pass ----- \$60.00
- 3.) One Year Pass ----- \$100.00
- 4.) One Month Discount Pass ----- \$12.50
- 5.) Three Month Discount Pass ----- \$30.00
- 6.) One Year Discount Pass ----- \$50.00

Why Have A Highway 85 Regional Route System

- 1.) Cut Down (Less) Traffic (Automobiles) on Highway 85
 - A.) Don't have to mess with traffic
 - B.) Makes roads safer
 - C.) Less road maintenance required
 - D.) Less road rage
 - E.) Less air pollution--Better for the environment
- 2.) Rural Areas Would Have Better Accessibility to Other Place (Cities)
 - A.) Work to other places/ Better opportunities for jobs (Denver—Greeley--Evans)
 - B.) Better accessibility to medical appointments
 - C.) More able to visit family/friends in other cities
 - D.) More able to attend activities in other cities
 - E.) Better connectivity to other communities
 - F.) More able to improve quality of life
- 3.) Healthier For People To Take The Bus
 - A.) Walk to bus stop (Less use of cars)
 - B.) People can sit back and enjoy the ride/ prepare oneself for work (or activities)
 - C.) When getting off work (or finished with activities of the day), one can unwind
- 4.) Travel Expenses Would Be Less By Bus
 - A.) Bus fares and passes are less than traveling expenses (upkeep) of automobiles
 - I.) Some insurance companies give discounts for using automobiles less
 - B.) The less one spends on gas, the less maintenance is required on the car
- 5.) A Regional System Would Be An Investment and Profitable To All The Communities it goes by or through
 - A.) It would benefit and help the tax revenue flow in the communities

POUDRE EXPRESS---OPTION 2

GREELEY TO FORT COLLINS ROUTE/ BUS STOPS:

- 1.) Greeley North Transfer Ctr. To 11th Ave. (Turn South)
- 2.) Continue On 11th Ave. & turn Right (West) On 9th St./10th St.
- 3.) Continue On 10th St. Bus Stop At Greeley Police Department
- 4.) Then Continue On 10th St. To Bus Stop At 10th St. & 35th Ave. (Taco Bell)
- 5.) Then Continue On 10th St. To Wal*mart Bus Stop
- 6.) Then Continue On 10th St. To 70th Ave. Bus Stop (McDonalds)
- 7.) Then Continue On 10th St./Business 34 To Promontory ('Need A Bus Stop At JB's Or State Farm Ins.)
- 8.) Promontory Bus Stop At JB's Or State Farm Ins. To HWY 34 & HWY 257 Park-N-Ride (via HWY 34)
- 9.) HWY 34 & HWY 257 Park-N-Ride To Windsor Main Street (HWY 392)
- 10.) Then Turn Left On Main St. (HWY 392) To King Soopers Bus Stop
- 11.) Main Street (HWY 392) To HWY 287 (Turn Right—North)
- 12.) HWY 287 To Ft. Collins South Transfer Ctr. ('Connects With Ft. Collins Bus System & FLEX ROUTE)
- 13.) Ft. Collins South Transfer Ctr. To HWY 287 (College Ave.) To Harmony Road Bus Stop ('Connects With Routes 12 & 19)
- 14.) College Ave. & Harmony To College Ave & Drake Bus Stop ('Connect To Route 7)
- 15.) College Ave. To C.S.U. Transfer Center

FORT COLLINS TO GREELEY

- 1.) C.S.U. To College Ave. (Turn South) To Drake ('Need A Bus Stop),('Connects To Route 17)
- 2.) Then Continue On College Ave. To Harmony Road Bus Stop ('Connect To Routes 12 & 19)
- 3.) Continue On College Ave. To Ft. Collins South Transfer Ctr. ('Connects To FLEX & Ft. Collins Bus Systems)
- 4.) South Transfer Ctr. To HWY 287 & HWY 392
- 5.) Turn Left On HWY 392 To Windsor Main St. Safeway Stop
- 6.) Windsor Main St. (HWY 392) To HWY 257
- 7.) Turn Right On HWY 257 And Go To HWY 257 & HWY 34 Park-N-Ride
- 8.) HWY 257 & HWY 34 Park-N-Ride (via HWY 34) To Promontory Bus Stop At JB's Or State Farm Ins.
- 9.) Promontory To Business HWY 34/10th St. 'Going East
- 10.) Business 34/10th St. To 10th St. & 70th Ave. (King Soopers Bus Stop), ('Connects To Route 1 Of The G.E.T. System)
- 11.) Then Continue On 10th St. To Greeley Golf Course Bus Stop
- 12.) Then Continue On 10th St. To Ambriso Bus Stop
- 13.) Then Continue On 10th St. To Kentucky Fried Chicken Bus Stop
- 14.) Then Continue On 10th St. To 11th Ave. And Turn Left (North)
- 15.) 11th Ave. To Greeley Evans Transit Transfer Ctr. ('Connects To G.E.T. System)

TIMINGS FOR POUDRE EXPRESS ROUTE

- 1.) 6:00 A.M. ----- 9:00 A.M.
- 2.) 12:00 P.M.
- 3.) 4:00 P.M. ----- 7:00 P.M.

PRICES

Fare -----	\$1.25
Discount Fare -----	\$.60
One Month Pass -----	\$25.00
Three Month Pass -----	\$60.00
Year Pass -----	\$100.00
One Month Discount Pass -----	\$12.50
Three Month Discount Pass -----	\$30.00
Year Discount Pass -----	\$50.00

- 'Near future recommendations involve having a regional route system from Windsor to Johnstown/Milliken via HWY 257.
- 'Also in the future, when more regional bus routes ('such as the HWY 34 Regional, HWY 85 Regional and Poudre Express Regional Routes) exist, it would be expedient to have a regional bus pass that would cover all of the bus routes.
- 'Recommended Prices For Passes To Cover All Regional Routes:
 - 1.) One Month Pass ----- \$50.00
 - 2.) Three Month Pass ----- \$120.00
 - 3.) Year Pass ----- \$200.00
 - 4.) One Month Discount Pass ----- \$25.00
 - 5.) Three Month Discount Pass ----- \$60.00
 - 6.) Year Discount Pass ----- \$100.00

SUGGESTED FUNDING FOR BUS SYSTEMS---REGIONAL

- 1.) Regional Transportation Authority (R.T.A. Or An R.T.D.)
- 2.) Have each entity that the route goes through pitch in funding
- 3.) Grants from state and/or federal government
- 4.) C.M.A.Q. Funding
- 5.) Faster funds
- 6.) Elderly & Disabled grants

MILEAGE TO CERTAIN CITIES

- 1.) Greeley To Loveland ----- 20 miles (34 Regional Route)
- 2.) Fort Collins To Greeley ----- 31 miles (Poudre Express Route) ---\$.75 to \$1.50
- 3.) La.'vette To Littleton ----- 31 miles (R.T.D.) ----- \$1.50 to \$3.00
- 4.) Downtown Denver To Idaho Springs - 33 miles (Busstang) ----- \$3.75 to \$5.00
- 5.) Ft. Collins To Longmont ----- 41 miles (FLEX System) ----- \$.60 to \$1.25
- 6.) Eaton To Brighton ----- 42 miles (85 Regional Route)
- 7.) Longmont To Littleton ----- 46 miles (R.T.D.) ----- \$2.50 to \$5.00
- 8.) Downtown Denver To Ft. Collins ---- 63 miles (Busstang) ----- \$10.00
- 9.) Downtown Denver To Colorado Spgs- 80 miles (Busstang)
- 10.) Pueblo To Lamar ----- 109 miles (Busstang)
- 11.) Downtown Dnvr. To Glenwood Spgs - 200 miles (Busstang)
- 12.) Downtown Dnvr. To Grnd Jct. ----- 325 miles (Busstang)

Jan 28, 21

to whom it may concern:

Our community's newest addition to the medical field here at Greeley, U.C. hospital, as well as all of St. Michaels and the new Junior High, are a wonderful and welcome neighborhood. They have become an essential revenue to this city and county.

My concern is for folks who cannot drive, but who do not have an option for transportation to the hospital there in case of illness or emergency.

There is a trail from 35th Avenue to 65th Avenue along highway, but if a person is ill, he or she will not be able to take that long walk. Neither will an elderly person.

It is a puzzle to me that our Greeley Transit system can travel all the way to Ft. Collins, yet cannot provide daily (including

transportation
Sunday to St. Michaels and
UC Hospital. It should be free.
Please consider this and
find a satisfactory solution
as it is an extremely
urgent issue for many
seniors, poor, and disabled.

Thank You

Judith Ormiston
2830 W 27th St Apt C-303
Greely CO 80634
970-988-1989

Meeting Minutes of the NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

February 4, 2021
Virtual Meeting

Voting Members Present:

Don McLeod- CHAIR	-Severance
Elizabeth Austin	-Milliken
Dave Clark	-Loveland
Mark Clark	-Evans
Paula Cochran	-LaSalle
Kristen Stephens	-Larimer County
Lanie Isbell	-Eaton
Scott James	-Weld County
Will Karspeck	-Berthoud
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Wade Troxell	-Fort Collins

Voting Members Absent:

Fil Archuleta	-Garden City
Kathleen Bracke	-Transportation Commission
Dena Wojtach	-CDPHE

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Merideth Kimsey, Interim Accounting Manager; Cory Schmitt, Mobility Manager; Alex Gordon, Transportation Planner III; Medora Bornhoft, Transportation Planner II; and AnnaRose Cunningham, Transportation Planner I

In Attendance:

Dawn Anderson, Jeff Bailey, Abdul Barzak, Darin Barrett, Frank Baszler, Allison Baxter, Bill Becker, Drew Brooks, Rich Christy, James Eussen, Jamie Grim, Josie Hadley, Butch Hause, Omar Herrera, Myron Hora, Wayne Howard, Will Jones, Katlyn Kelly, Katrina Klobberdanz, Dean Klingner, Mitch Nelson, Mark Oberschmidt, Heather Paddock, Mark Peterson, Randy Ready, Mike Silverstein, Sandra Solin, Robin Stoneman, Eric Tracy, James Usher, Kaley Zeisel

Chair McLeod called the MPO Council meeting to order at 6:00 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Stephens moved to approve the *February 4, 2021 Meeting Agenda as Submitted*. The motion was **seconded** by Karspeck and **passed** unanimously.

Move to Approve 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 Agenda

Chair McLeod opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)
A written report was provided.

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 commuting. ETRP programs have been deployed across the country. In 2020, transportation was a significant contributor to ozone, accounting for 17 percent of volatile organic compounds (VOC) emissions and 33 percent of nitrous oxides (NOx) emissions. The goal of the program is to decrease employees single-occupant vehicle (SOV) commuting trips and reduce ozone. Silverstein noted many Front Range organizations and local governments have resources to take voluntary action, including the VanGo™ program. The State is proceeding with a similar approach for reducing vehicle trips as part of the Greenhouse Gas Pollution (GHG) Reduction Roadmap. RAQC and the State will combine efforts into one collaborative initiative. Silverstein stated he expects the Air Quality Control Commission (AQCC) will review the rulemaking in May.

The ETRP Work Group started by looking at employers with more than 250 employees at one site, which would reach 500,000 employees at 800 employers. The ETRP's target is to reduce SOV trips to no more than 75 percent commute trips per site by 2023 and 60 percent by 2025. Silverstein noted employers need to develop employee trip reduction plan, appoint employee transportation coordinators, and complete periodic surveys of employees to ensure compliance with the rule. The State and the ETRP are working on outreach support to help employers implement ETRP efforts. Silverstein highlighted RAQC can only make recommendations, it cannot enforce rules; as a result, the State would be responsible for compliance. It is expected the trips in SOV commute trips would lead to large decreases in VOCs, NOx, CO, and GHGs. The ETRP Work Group has been working on a proposal for six months and is looking to implement the rule in late 2022 to early 2023.

James asked what stakeholders were engaged. Silverstein said he can send the list to NFRMPO staff. James asked if there is an incentive-based program/strategy. Silverstein said there are tax incentives in place, but RAQC and the State are discussing this as part of the outreach effort. James asked what it costs the business to comply with the rule. Silverstein responded he does not know but this question has been discussed in the Work Group. James asked if there is reimbursement for complying with the regulations. Silverstein said businesses will bear the burden of compliance. James asked how the rule will this be enforced. Silverstein noted initial conversations are happening now. Silverstein does not expect that the State intends to have a heavy hand in enforcement if businesses show a concerted effort to comply.

D. Clark asked how businesses like hospitals with multiple shifts can comply. Silverstein noted the program needs to start slow and consider different employer types. He expects more enforcement over time as the State implements the rule. Clark asked why the previous requirement ended. Silverstein stated compliance was low with no enforcement.

Mallette asked how CDPHE, CDOT, and RAQC's efforts will work together. Silverstein noted there is one effort on this rule. CDOT deferred to CDPHE/APCD to develop this program.

McLeod asked if RAQC could host a work session with the Planning Council to discuss this topic. Silverstein said RAQC would be willing to host a discussion with the Planning Council.

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 NFRMPO staff asked to have DRCOG do interviews in the NFRMPO region. Bornhoft reached out to Chambers of Commerce to try to find employers, but the quick turnaround time meant there were no interviews in the NFRMPO region. Bornhoft noted the NFRMPO is advocating to find other ways to have focused input sessions.

Metropolitan Planning Organization (MPO) Agenda

Chair McLeod opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair McLeod stated he is interested in incorporating more training for Council members into the Council meetings. Cunningham played the "What is an MPO?" training.

Executive Director Report

Mallette noted the Request for Proposals (RFP) is available for the North Front Range Premium Transit Analysis, which is funded using \$125,000 in Multimodal Options Funds matched by VanGo™ sales tax exchange funds. Mallette stated the RFP closes March 1st. Mallette highlighted the Cory Schmitt, Mobility Manager, is fast-tracking the One Call/One Click Center to help coordinate transportation to vaccinations in Larimer County in partnership with the Larimer County Office of Emergency Management, transportation providers, health providers, and other stakeholders.

Finance Committee

A written report was provided.

TAC

A written report was provided.

Q4 2020 TIP Modifications

A written report was provided.

Mobility

A written report was provided.

CONSENT AGENDA:

No items on the consent agenda.

ACTION ITEMS:

Transfort Program of Projects (POP)

Katlyn Kelly, Transfort Compliance Specialist, presented the FY2021 Program of Projects for the Fort Collins Transportation Management Area (TMA). Fort Collins is the designated recipient for Federal Transit Administration (FTA) funds in the TMA, which also includes BATS, COLT, and the NFRMPO. Kelly briefly reviewed the three updated FTA Sections 5307, 5310, and 5339 apportionments for the region. No negative comments were received during any of the opportunities for public comment.

Troxell **moved** to *APPROVE RESOLUTION 2021-02 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

AnnaRose Cunningham, Transportation Planner I, stated the amendment includes three requests to modify the FY2020-2023 TIP. The 30-day public comment period opened January 13, 2021 and closes February 11, 2021. 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 ITEMS:

City of Evans 37th Street Widening Project Scope Changes

Bornhoft reviewed the Planning Council discussion at the January 7, 2021 meeting. Planning Council members discussed setting a precedent for project changes, how the project would score using STBG scoring, and how developers contributed funds to the project. Bornhoft stated Table 1 in the packet showed projects funded in the 2018 Call for Projects. TAC members discussed the project details and reached consensus that the roundabout would provide similar benefits and score similarly to the original project.

Oberschmidt noted traffic is expected to increase in the approaches to the roundabout. Evans has budgeted local funds to expand the road, constructing 47th Avenue to Sienna Avenue with federal funds and Sienna Avenue to 35th Avenue with local funds. This phased approach allows Evans to complete the design, and begin and complete construction sooner. Oberschmidt highlighted the developer of an apartment complex at the intersection will contribute \$200,000 to the project and \$600,000 in Traffic impact Fees. Development of other parcels near the intersection could further contribute to Traffic Impact Fees.

Stephens asked how funding could be used if Evans returned funds. Bornhoft noted Evans could return funds, and other projects on the list could be eligible. Bornhoft also noted additional stimulus funds could fund the unfunded projects on the list. Stephens, James, and D. Clark noted their support for the project because the funding remains on the same corridor and supports the same project.

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. Projects were initially identified for CDOT to incorporate into the STIP and Statewide Transportation Plan. The initial 10-Year Strategic Pipeline of Projects included 57 projects along Regionally Significant Corridors (RSCs) compiled from the Regional Transportation Plan, the US34 and US85 Planning and Environmental Linkages (PEL) studies, the CDOT Region 4 ballot project list, and TAC and Council members. Projects were divided into three tiers, and the Tier 1 list of projects was sent to CDOT. Tier 2 and 3 lists were created from the remaining list of projects but were not prioritized. NFRMPO staff reviewed the list of projects with TAC at their January 20 meeting. Karasko noted there is no deadline for completing this exercise but had asked for feedback by February 5. Troxell stated there is a need to keep revisiting list, especially as communities consider additional criteria and move toward more data-driven analyses. Karasko noted the metrics can be discussed at TAC.

COUNCIL REPORTS:

Transportation Commission Report
No report.

CDOT R4 Update

Paddock provided updates on I-25 construction, including big travel lane shifts. CDOT is working to straighten the Big Thompson bridge, where two major crashes shut down the interstate. CDOT is working to mitigate risks, including adding signage to the corridor. Paddock stated US34 will switch onto the new bridge in March, and the Prospect Road Bridge will be complete this spring. Bridge work will occur outside of the right-of-way at SH60. CDOT has refined the construction packages for Segment 6, and is waiting for the full Mobility Hub package. Paddock noted CDOT will be part of the 10-Year Pipeline of Projects discussion. Troxell asked for the NoCo Regional Airport be part of conversation about the mobility hub.

STAC report

A written report was provided.

I-25 Coalition

James stated Senator Faith Winter and Representative Matt Gray attended the meeting to discuss transportation initiatives being discussed in the General Assembly. James noted rail, mobility, and equity have been big parts of the conversation, and there is hesitancy to change the Highway Users Tax Fund. Funding priorities will rely on the 10-Year Pipeline of Projects. Mallette noted the General Assembly is not planning to fund construction of the Front Range Passenger Rail but wants to ensure the project is ready to compete for federal and/or local funds.

Host Council Member Report

M. Clark noted there was a ribbon cutting for 23rd Avenue between 37th Street and Quay Street to expand the road from two lanes to four lanes. M. Clark also noted 37th Street from 17th Avenue to US85 was widened and includes sidewalks and gutters.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions
None

The meeting was adjourned at 7:55 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

FINANCE COMMITTEE REPORT

- Finance Committee met on February 18, 2021
- Suzette Mallette updated the committee on VanGo's proposed COVID policy:
 - As of July 1, 2021, VanGo is offering a part-time ridership of 5 days a month at 30% their normal fare.
 - The committee approved the policy unanimously.
- The committee was updated on the progress of the audit by Merideth Kimsey:
 - The staff is working to provide accurate and timely information while continuing communication with the audit firm.

Meeting Minutes of the
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

February 18, 2021
3:00 p.m.
Microsoft Teams

Members Present

William Karspeck
Kristin Stephens
Paul Rennemeyer
Scott James
Lanie Isbell

Staff Present

Suzette Mallette
Merideth Kimsey
Barbara Bills

The meeting was called to order by Chair Karspeck at 3:04 p.m.

Approval of Minutes:

Rennemeyer made the motion to approve and it was seconded by Stephens. The minutes of January 21, 2021 were accepted.

Update on VanGo COVID Policies:

Mallette gave an update on VanGo's proposed policy to begin July 1, 2021 that allows members to ride 5 days a month at 30% of their regular fare. This will provide more flexible options to the riders and help keep vans on the road as customers begin to return to their offices. The policy was approved by the committee.

Update on Audit Schedule:

Kimsey updated the committee on the status of the audit to let them know that preparations are continuing to move forward and that open lines of communication continue between staff and the NFRMPO audit firm, MHP, LLP.

The meeting was adjourned at 3:19 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
February 17, 2021**

APPROVAL OF THE JANUARY 20, 2021 TAC MINUTES

Oberschmidt moved to approve the January 20, 2021 TAC minutes. Buckman seconded the motion, which was approved unanimously.

ACTION ITEMS

City of Evans 37th Street Widening Project Scope Changes – Anderson moved to approve the *City of Evans 37th Street Widening Project Scope Changes*. Klockeman seconded the motion, which was approved unanimously.

Employer Based Trip Reduction Program (ETRP) Comments – Bornhoft highlighted the ETRP proposal timeline, major elements, and NFRMPO staff comments. TAC members stated they do not feel comfortable acting on the NFRMPO staff comments with the limited available information. TAC members raised concerns about the limited employer outreach conducted to date, proposed exemptions based on industry, cost-benefit analysis for employers, applying the program statewide versus only in the Ozone Nonattainment Area, and program enforcement. TAC members stated they will discuss their concerns with their Planning Council representative prior to the March 4, 2021 Planning Council meeting.

Rick Coffin, CDPHE-APCD, stated he would send additional information on a DRCOG analysis of 70-80 local, regional, and state ETRP programs across the nation. Jessica Ferko, RAQC, stated she would follow up with additional information requested by Planning Council members regarding employer outreach efforts and other proposal elements.

DISCUSSION ITEMS

Transit Safety Targets – Cunningham stated the Federal Transit Administration (FTA) requires certain operators of public transportation systems receiving federal funds to develop Public Transportation Agency Safety Plans (PTASP), which include targets for transit safety performance measures. In the North Front Range region, this applies to Transfort, Greeley-Evans Transit (GET), and City of Loveland Transit (COLT). Cunningham stated the NFRMPO is recommending maintaining each transit agency's targets separately. TAC members indicated support for the Transit Safety Targets set by the three providers.

Draft Environmental Justice (EJ) Plan – Dusil highlighted the NFRMPO's requirements for addressing Environmental Justice (EJ), background describing the EJ Plan development process, stakeholders engaged, major feedback themes, and the nine recommendations within the Draft EJ Plan. Dusil and Gordon expanded on four recommendations specifically impacting the NFRMPO's Call for Projects, Transportation Improvement Program (TIP), performance measurement, and the creation of a Community Advisory Community (CAC).

10-Year Strategic Pipeline of Projects Revisited – Karasko requested TAC members review the three updated tiers of projects on the six identified corridors and provide updated project information. Anderson stated the two US34/WCR17 projects should have Greeley and Windsor listed as the community instead of Weld County. Anderson requested clarification on why the US34/US85 interchange project was moved down the Tier 1 list by CDOT Region 4. Hadley responded the ranking was developed based on existing congestion, safety needs, and areas anticipated for growth and development. TAC members will direct further CDOT-related questions to Hadley. TAC members expressed interest in reviewing the list in more detail at a later meeting with more objective information on the needs and impacts associated with various projects.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
March 4, 2021	City of Evans 37 th Street Widening Project Scope Changes	Medora Bornhoft
Objective/Request Action		
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/2021-02-council-packet.pdf#page=68. A presentation on the project scope change request is available at https://nfrmpo.org/wp-content/uploads/2021-02-council-packet.pdf#page=64. 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> <p>At the TAC meeting on February 17, 2021, TAC members recommended Planning Council approve the request.</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/2021-02-council-packet.pdf#page=63>.
- 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/2021-02-council-packet.pdf#page=77>.

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

At their meeting on February 17, 2021, the TAC recommended Planning Council approve the proposed project change.

Attachments

- **Resolution #2021-05**

Rev. 11/28/2018

RESOLUTION NO. 2021-05
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE CITY OF EVANS 37th STREET WIDENING PROJECT SCOPE CHANGES

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 CFR §450.326 requires MPOs to develop a fiscally constrained Transportation Improvement Program (TIP); and

WHEREAS, the City of Evans was awarded \$1,118,565 in federal Surface Transportation Block Group (STBG) funding in the NFRMPO’s 2018 Call for Projects for the *37th Street Widening* project; and

WHEREAS, the City of Evans is requesting to remove federal funding from a portion of the *37th Street Widening* project, specifically the portion between 35th Avenue and Sienna Street, and to complete that portion of the widening project using 100 percent local funds and to use the federal 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; and

WHEREAS, the City of Evans submitted an application for STBG funding for the *37th St and 47th Ave Roundabout and 37th St Widening* project in place of the *37th Street Widening* Project; and the NFRMPO Technical Advisory Committee (TAC) supports the project change as the proposed project is on the same corridor as the original project and provides similar benefits; and

WHEREAS, Weld County was originally identified as a partner agency providing a share of local funds on the *37th Street Widening* project and has agreed to remain a partner agency on the roundabout project; and

WHEREAS, the recommended project is consistent with the adopted 2045 Regional Transportation Plan adopted September 5, 2019 and will be incorporated into the FY2020-2023 TIP.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council approves the City of Evans STBG project change.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of March 2021.

Donald McLeod, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: March 4, 2021

Re: NFRMPO Comments on the RAQC's Employer-Based Trip Reduction Program (ETRP)

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 goal of the ETRP is to reduce ozone by decreasing single occupancy vehicle (SOV) trips by commuters. After the completion of the State's Greenhouse Gas Pollution Reduction Roadmap in January 2021, the Air Pollution Control Division (APCD) joined the RAQC's effort to develop an ETRP rule with the goal of reducing GHGs statewide.

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 either apply throughout the Ozone Nonattainment area or statewide.

At the Planning Council meeting on February 4, the RAQC's Executive Director, Mike Silverstein, provided a report on the ETRP proposal. 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 has compiled a set of comments for the Planning Council to consider for submission to the RAQC (**see attached letter**). The Technical Advisory Committee (TAC) discussed the ETRP and NFRMPO staff comments at their meeting on February 17, 2021 but opted to not provide a recommendation to the Planning Council.

The latest version of the ETRP regulatory proposal is available at https://raqc.egnyte.com/dl/sLqyw0NhAK/ETRP_Draft_Regulation_Version_6.pdf. The proposal includes the following elements:

- Applies to large employers, defined as employers with 250 or more full-time employees at a single worksite who begin their regular workday between 6:00 am and 12:00 pm.
- Requires large employers to assign an employee transportation coordinator (ETC) to implement, promote, and administer the organization's ETRP efforts. The ETC may be an internal employee or an outside entity contracted by the employer.
- Requires large employers to conduct surveys of employee commute behavior every two years, beginning in spring 2022.



- Requires large employers to develop an ETRP plan to reduce the number of measurable vehicle miles driven by employees commuting to and from work by requiring employers to implement strategies designed to reduce the employee SOV commute rate.
- Specifies the following reduction requirements:
 - By January 1, 2023, or within one year of becoming an ETRP-affected large employer, large employers are to achieve a SOV employee commute rate of no greater than 75 percent. This translates to 25 percent of employees are not commuting to the worksite alone on any given workday.
 - By January 1, 2025 or within three years of becoming a ETRP-affected large employer, large employers are to achieve a SOV employee commute rate of no greater than 60 percent. This translates to 40 percent of employees are not commuting to the worksite alone on any given workday.
- Exempts employers from completing an ETRP plan if they can demonstrate a non-SOV commute rate that exceeds the required percentage (25 percent in 2023 and 40 percent in 2025).
- Specifies the survey response rate must be at least 75 percent.
- Allows employers to submit an alternative compliance demonstration for equivalent emissions reductions achieved via on-site equipment or process improvements, corporate vehicle fleet electrification, corporate vehicle use, or other Division-approved approaches.
- Identifies possible exemptions or delayed compliance for certain types of employers, such as for hospitals, schools, or case-by-case hardship determinations.

The RAQC intends to hold further discussions with the ETRP Work Group on employer exemptions and on a possible tiered approach to setting SOV commute rate targets. A tiered approach could account for differences in land use and transportation infrastructure throughout the region by setting more stringent targets in downtown zones and less stringent targets in rural zones. The RAQC also intends to begin phase one of the outreach plan, which includes contacting large employers to inform them of the upcoming decision points and solicit feedback on the ETRP proposal.

Action

NFRMPO staff requests Planning Council review and discuss the draft comment letter, attached, and agree on a set of comments about the proposed regulatory ETRP to provide to the RAQC in early March.



March 5, 2021

Mike Silverstein
Executive Director
Regional Air Quality Council (RAQC)
1445 Market Street #260
Denver, Colorado 80202

Re: NFRMPO Comments on the RAQC's Employer-Based Trip Reduction Program (ETRP)

Mr. Silverstein,

Thank you for the opportunity to provide comment on the RAQC's proposal for an Employer-Based Trip Reduction Program (ETRP). The North Front Range Transportation & Air Quality Planning Council, also known as the NFRMPO, is comprised of 15 elected officials representing portions of Larimer and Weld counties and is a member of the RAQC Board. The NFRMPO understands the importance of clean air in our region and State since the NFRMPO region is part of the Denver Metro-North Front Range (DM/NFR) 8-hour Ozone Nonattainment Area.

The proposed ETRP could benefit the region by improving air quality; however, the NFRMPO submits the following suggestions for consideration by the RAQC to ensure the ETRP is cost effective and successful.

Incorporate Feedback from Large Employers

To date, no outreach has been conducted among the large employers located in the NFRMPO region or within the Northern Subarea of the DM/NFR Ozone Nonattainment Area. The NFRMPO strongly encourages the RAQC and Air Pollution Control Division (APCD) to conduct outreach with large employers and to not endorse a proposal until feedback from large employers can be collected, considered, and incorporated into the ETRP. Incorporating feedback from large employers is the best way to develop an achievable and effective ETRP.

Use Exemptions to Maximize Cost Effectiveness

The ETRP should be tailored to exclude employers that are not able to implement a cost effective ETRP. Specifically, the ETRP should:

- Exclude field workers, defined as employees whose work duties involve driving (e.g., law enforcement personnel), and seasonal workers from the count of employees at a single worksite;
- Create an exemption for construction sites; and
- Create an exemption for employers where at least 75 percent of the workforce perform physical labor on-site, such as at manufacturing facilities and warehouses.

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Fort Collins, Colorado 80521
(970) 800-9560
nfrmpo.org



Accurately Assess Cost Effectiveness and Air Quality Impact

Prior to consideration by the RAQC Board, additional information on the proposal's cost effectiveness for large employers, cost effectiveness for the State, and economic impact should be developed and made available. The air quality impact of the proposal should be updated so that it does not assume a baseline single occupancy vehicle (SOV) rate of 100 percent because that overstates the benefits of the ETRP.

Set Achievable and Equitable SOV Commute Rate Reduction Requirements

The current ETRP proposal sets a uniform SOV commute rate requirement applicable to each employer. A uniform SOV commute rate is neither achievable nor equitable, as it does not account for the diversity of available transportation infrastructure, surrounding land uses, and business needs for large employers throughout the region and state.

The NFRMPO recommends using a dual approach for setting SOV commute rate reduction requirements, which allows employers to comply in one of two ways: 1) Achieving a context-specific SOV commute rate (also known as the "tiered approach") or 2) Achieving a specified reduction in the SOV commute rate relative to the employer's baseline. The dual approach provides flexibility by encouraging employers to make progress while acknowledging the success of employers that have already achieved low SOV commute rates for their geographic location.

Ensure Funding for Compliance Assistance and Employer Incentives

A successful ETRP will require state funding for program administration and compliance assistance to large employers by the APCD. In addition, the NFRMPO recommends providing incentives to employers for achieving SOV commute rate requirements.

In addition to the suggestions noted above, the NFRMPO **supports** the following revisions included in version 6 of the ETRP:

- Defining large employers based on the number of full-time employees instead of the total number of full-time and part-time employees.
- Setting a narrower timeframe for the workday start time (6:00 am to 12:00 pm instead of 6:00 am to 6:00 pm) to target the regulation to employers with 250 or more full-time employees arriving for a single shift.
- Providing flexibility with an alternative compliance option that allows employers to demonstrate equivalent reductions via on-site equipment or process improvements, corporate vehicle fleet electrification, corporate vehicle use, or other Division-approved approaches.
- Not penalizing employers for failing to meet the SOV commute rate reduction requirement.



The NFRMPO appreciates the time and effort the RAQC ETRP Work Group has committed to developing an ETRP proposal to improve the region's air quality. We respectfully request your consideration of the comments submitted and we look forward to continuing the collaboration of the NFRMPO with the RAQC and APCD in this effort. If you have any questions, please contact Medora Bornhoft at mbornhoft@nfrmpo.org.

Sincerely,

Donald McLeod, NFRMPO Chair

DRAFT

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: March 4, 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, the NFRMPO will submit the established targets to the Federal Transit Authority (FTA) and the Colorado Department of Transportation (CDOT) upon approval. MPOs are also required to reference the safety performance targets and agency safety plans in their Transportation Improvement Programs (TIPs) and Regional Transportation Plans (RTPs) that are adopted or amended after July 20, 2021.



Action

Staff requests Planning Council 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 Planning Council



Meeting Date	Agenda Item	Submitted By
March 4, 2021	Draft <i>Environmental Justice (EJ) Plan</i>	Ryan Dusil
Objective/Request Action		
To 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		
Planning Council discussed the <i>EJ Plan</i> in August 2020 when the plan was in early stages of development. This is the first time Planning Council 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>

The Technical Advisory Committee (TAC) discussed the *Draft EJ Plan* at their February 17, 2021 meeting. TAC members asked about the recommendations specifically impacting the Call for Projects and Transportation Improvement Program (TIP). NFRMPO staff stated these recommendations are intentionally broad to allow for robust discussion with TAC and Planning Council during the development of the 2021 Call for Projects Guidebook and the FY2022-2025 TIP. NFRMPO staff has identified several examples from other MPOs and is committed to pursuing strategies that fit the context of the NFRMPO region.

Additionally, NFRMPO staff elaborated on the recommendation to create a Community Advisory Committee (CAC). The CAC would report directly to NFRMPO staff, allowing NFRMPO staff to collect more direct and diverse feedback from community members, build and maintain stronger partnerships, evaluate program effectiveness, and gauge support for proposed initiatives before discussing them with TAC and Planning Council.

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 Planning Council discuss the *Draft EJ Plan* and consider changes to be incorporated into the final version.

Attachments

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

Environmental Justice (EJ) Plan

North Front Range Transportation & Air Quality Planning Council



North Front Range
Metropolitan
Planning
Organization

March 4, 2021

Environmental Justice (EJ)



North Front Range
Metropolitan
Planning
Organization

“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>

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

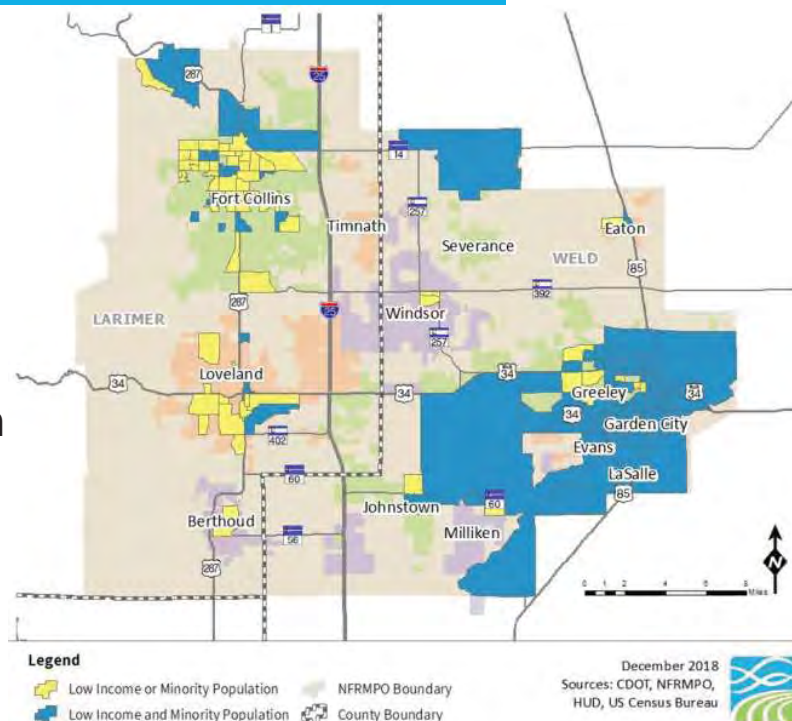
<https://www.transportation.gov/civil-rights/civil-rights-awareness-enforcement/faqs>

Draft EJ Plan

Current Efforts: EJ Analysis



Conduct 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 for minority populations and low-income populations**



4

EJ Plan Goals

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



5

Draft EJ Plan

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

6

Draft EJ Plan



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

Public Comment

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)
- NFRMPO Technical Advisory Committee (TAC)

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.

11

Project Contacts



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Transportation Planner III

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CDOT Can Do Grants

FUNDS ARE STILL AVAILABLE!

Multiple projects can be awarded to one entity.

<https://www.codot.gov/programs/communitychallenge>

Timeline:

- Applications are reviewed weekly.
- Grants are issued with Purchase Orders (POs), not IGAs.
- Projects need to begin within 30 days of the PO being executed

Revitalizing Main Streets up to \$50k



Community Telework up to \$10k





STAC Summary – February 12, 2021

- 1) **Welcome & Introductions – Vince Rogalski (STAC Chair)**
 - a) January 2021 STAC Minutes approved with a correction noting that new STAC member Ashley Stolzman is from Louisville.
- 2) **CDOT Update on Current Events (Informational Update) – Shoshana Lew, CDOT Executive Director**
 - a) In addition to other 10-year program projects over the past year, CDOT has completed the state's largest ever investment in rural roads, Central I-70 and I-25 North projects, as well as Revitalizing Main Streets and Safer Main Streets program that have boosted the state's economy through hundreds of local projects.
- 3) **Federal and State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)**
 - a) Potential exists for another \$1.8 trillion federal stimulus package that includes \$30 billion for transit; the specific highway program funding proposals are not yet known.
 - b) Funding of other federal competitive programs are also likely and staff are preparing to identify strong candidate projects should they become available.
 - c) State legislature resumes this week under strict pandemic protocols and is likely to be considering several emerging technology fees, including EV and transportation network company fees (e.g., Uber, Lyft), as well as possible index fees atop the existing gas tax.
 - d) CDOT is pushing for an increase of the existing \$150k spending limit to \$500k to allow more CDOT flexibility and efficiencies especially in rural maintenance operations. These increases are not intended to supplant existing urban maintenance contracts, but will most benefit rural areas where material transportation costs are very high and road maintenance is an excessive patchwork.
 - e) Quantifying and budgeting of Greenhouse Gas emissions are being considered to mitigate the impact of transportation construction projects.
 - f) Bills are also to be considered in the utilization of green materials in both horizontal and vertical construction.
- 4) **FY2022 Annual Budget Allocation Plan - Jeff Sudmeier, Chief Financial Officer**
 - a) The proposed FY2022 budget reflects approximately \$47 million reduction in HUTF revenues from original projections due to COVID impacts.
 - b) The TC will review the draft budget next week and adopt a final budget in March; final budgets due to the Governor's Office by April 15.
 - c) Including adjustments made from the draft budget presented in December and FY2021 roll-forwards, a deficit remains of approximately \$8.4 million.
 - d) Staff presented several options to balance the budget, including capital and operational program budget reductions and/or use of reserve or contingency funds to backfill existing shortfalls.
 - e) Should additional federal stimulus funds be issued post-adoption, staff will propose to backfill existing shortfalls and amend in projects that fit within the intent of those stimulus programs.

STAC Discussion: STAC discussion sought to distinguish the different potential effects of staff's recommendations, including program reductions that may only temporarily defer capital purchases or facility maintenance while others such as the NHFP reduction, which reduces the amount available for future selection of projects. Ultimately, STAC chose not to make specific recommendations to TC, but agreed with the menu of options assembled by staff to be considered by the Commission.
- 5) **SB 267 Recap - Rebecca White, Director, Division of Transportation Development; Kay Kelly, Chief, Office of Innovative Mobility; and David Krutsinger, Director, Division of Transit and Rail**
 - a) Staff presented an overview of the changes in funding amounts that have occurred over the past year and a half along with the highway and transit project funding amounts region-by-region.
 - b) In March, staff will present STAC with options to consider for use of the SB267 Year COP funds. In April and May, STAC will finalize the project list, which is about the time we expect the Year 3 funds to be issued.
 - c) The goal is to achieve overall regional equity in the SB267 program through the assignment of Year 3 COP funds to projects considering that projects in some regions such as the North I-25 project have advanced in earlier phases.



- d) While the existing federal stimulus funds have advanced many projects within the original 10-year program of projects, those funds were allocated equitably across the state irrespective of the SB267 program, so as to achieve the stimulus programs goal of boosting the economy statewide.

STAC Discussion: Some concern was raised as to the continued use of the RPP formula for ongoing distribution of subsequent new funding sources. While the SB267 funds distribution has sought to balance old and new versions of the RPP formula which alternately favor rural or urban areas, it is not used directly as the distribution for SB267 funds. Rural stakeholders continue to express desire to look at making changes to the RPP formula for one that more favors rural parts of the state. Meanwhile, STAC and staff acknowledge the long history of developing this formula and the extensive efforts it would require to reach agreement on a new one.

6) **Greenhouse Gas Roadmap Update - Kay Kelly, Director of Innovative Mobility and Theresa Takushi, Greenhouse Gas Climate Action Specialist**

- a) The Greenhouse Gas Reduction Roadmap was issued in January.
- b) Staff presented an overview of CDOT's recommendations for implementing the strategies and directives in the roadmap and are conducting outreach to seek input on its priorities and strategies.
- c) Staff will ensure that STAC members are notified by email of the upcoming outreach meetings to seek stakeholder input, particularly programs that target large employers in the state.

STAC Discussion: Some parts of the state are concerned that some programs will be detrimental to more rural parts of the state that do not have access to the same alternative transportation choices available in large urban areas. CDOT intends to find a balance in these policies that acknowledges where these alternative choices may not exist while not incentivizing people who do have alternative choices to locate far from those alternative choices

7) **Other Business – Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair**

- a) Next STAC meeting will be March 12 (virtual attendance only).