

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

March 17, 2021

1:00 – 3:30 p.m.

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- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of February 17, 2021 Meeting Minutes (Page 2)**
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CONSENT AGENDA

- 1) Transit Safety Targets (Page 7)** Cunningham

ACTION ITEMS

- 2) Environmental Justice (EJ) Plan (Page 9)** Dusil
- 3) March 2021 TIP Amendment (Page 11)** Cunningham

PRESENTATIONS

- 4) Fort Collins Earth Day Challenge (Page 14)** Nick Heimann
- 5) Project Spotlight: 37th Street (Page 23)** Mark Oberschmidt, Evans
- 6) Transportation Conformity 101 (Page 31)** Bornhoft

DISCUSSION ITEMS

- 7) TAC Air Quality Structure (Page 40)** Mallette/Karasko
- 8) Draft FY2022-2025 TIP (Page 42)** Cunningham
- 9) Draft FY2022-2023 UPWP Tasks (Page 44)** Karasko
- 10) Employee Traffic Reduction Program (ETRP) Update (Page 45)** Coffin/Ferko/Bornhoft

PARTNER REPORTS

- 11) NoCo Bike & Ped Collaborative (Page 46)** **Written Report**
- 12) Regional Transit Agencies**
- 13) Senior Transportation Updates**
- 14) Regional Air Quality Updates**

REPORTS

- 15) March Planning Council Meeting Summary (Page 47)** **Written Report**
- 16) Roundtable** All

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- 4. Final Public Comment (2 minutes each)**
 - 5. Next Month's Agenda Topic Suggestions**
 - 6. Next TAC Meeting: April 21, 2021**

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

Virtual Meeting

**February 17, 2021
1:00 p.m. – 3:25 p.m.**

TAC MEMBERS PRESENT:

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

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Becky Karasko
Suzette Mallette
Cory Schmitt

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Marco Carani – Johnstown
Jeff Schreier – Eaton
Town of LaSalle
Ranae Tunison – FTA

IN ATTENDANCE:

Cassie Archuleta – Fort Collins
Scott Ballstadt – Windsor
Abdul Barzak – Severance
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Dan Joseph – Weld County
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Klobberdanz – CDOT
Lauren Light – Weld County
Randy Ready – Evans
Taylor Robinson – Weld County
Danielle Serna – Weld County
Elizabeth Relford – 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 JANUARY 20, 2021 TAC MINUTES

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

CONSENT AGENDA

No items this month.

ACTION ITEMS

City of Evans 37th Street Widening Project Scope Changes – Bornhoft stated the Planning Council indicated their support for the scope changes at the February 4, 2021 Planning Council meeting. Oberschmidt stated the City of Evans anticipates \$1.5M in impact fees from development at the northeast corner of the project and construction is expected to begin in 2022. 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. 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. 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.

Ferko added the Air Pollution Control Division (APCD) has joined the RAQC's effort to develop an ETRP because the State of Colorado's Greenhouse Gas Pollution Reduction Roadmap identifies an ETRP as a strategy.

Anderson asked if there has been a response from Mike Silverstein, RAQC Executive Director, on questions raised by Planning Council members. Mallette stated she has not heard back from Silverstein. Ferko stated she would follow up and provide updates where possible.

Bornhoft stated there are 70-80 employers in the North Front Range region with 250 employees or more that could potentially be impacted by the ETRP; however, employee start times, worksite locations, and full-time/part-time status among those employers are still unknown.

Ferko stated the RAQC will be increasingly focused on options for a tiered approach and potential exemptions at its upcoming meetings.

Baxter asked if there is analysis available on the effectiveness of similar programs in California. Ferko stated the RAQC has information on its website about programs in Seattle and Los Angeles.

Baxter asked if there is concern about being able to attract large employers with the proposed regulations. Ferko stated the RAQC is currently looking into this.

Baxter asked when the geographic extent of the regulations will be decided. Ferko stated the decision will be made by the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD) prior to the May rulemaking request.

Baxter asked if Electric Vehicles (EVs) would count toward meeting the commute rate in the proposed regulation. Ferko stated employee use of EVs would not count as SOV since the focus is reduced emissions.

Anderson asked if there are lessons learned from previous Colorado ETRP efforts and what the proposed enforcement plan is in this proposal. Ferko stated RAQC is looking closely at historic efforts. RAQC is not an enforcement agency and is only looking at the structure of the regulations at this point. Nelson stated he would like to hear more about enforcement plans.

Baxter asked why the business community has not been engaged yet. Ferko stated the RAQC is increasing outreach and engagement efforts now. In the Denver metropolitan area, they are working closely with the Transportation Management Associations (TMAs). Bornhoft stated in July 2020 the NFRMPO used data from

the State to identify potentially impacted employers but was restricted from using the dataset to contact them. Buckman stated feedback from area employers on the proposed exemptions would be helpful.

Mallette stated a cost-benefit analysis (CBA) is usually conducted for these types of proposed programs. TAC members agreed a CBA would be helpful for the region.

Coffin stated he would send additional information on a DRCOG analysis of 70 to 80 local, regional, and state ETRP programs across the nation.

TAC members stated they were not comfortable acting on the NFRMPO staff comments with the limited available information. TAC members will discuss their concerns with their Planning Council representative prior to the March 4, 2021 Planning Council meeting.

PRESENTATIONS

No items this month.

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), including targets for transit safety performance measures. The targets for each mode of service include total fatalities, fatality rate, total injuries, injury rate, total safety events, safety event rate, and system reliability/major mechanical failures. In the North Front Range region, these requirements apply 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. Transit providers explained the justification for their agency's Transit Safety Targets and TAC members indicated support for the targets.

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).

Baxter asked if the examples presented from other regions are the preferred methods among NFRMPO staff. Dusil stated the examples are presented to illustrate options and NFRMPO staff would discuss the examples and other options further with TAC members as part of each individual initiative.

Klockeman asked how local agency planning efforts on a given project would be factored into the Call for Projects recommendation. Gordon stated NFRMPO staff would like information on what the planning process was, who was involved, and/or an explanation of how the community's support for the project is captured.

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 asked 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.

Mallette asked if projects further down the list could be funded before projects higher on the list. Hadley stated they could, depending on future funding and partnership opportunities.

Karasko asked if any projects in the list cannot be realistically completed within the 10-year horizon. Klockeman stated although the City of Loveland does not currently have the funding to complete their projects, they are hopeful to secure it and would like the projects to remain in the list. Other TAC members agreed.

Anderson stated the two US34/WCR17 projects should have Greeley and Windsor listed as the community instead of Weld County.

TAC members expressed interest in reviewing the list and rankings in more detail at a later meeting with more objective information on the needs and impacts associated with various projects.

TAC members will direct further CDOT-related questions to Hadley. As needed, CDOT Region 4 staff may provide additional information on their prioritization and ranking decisions at a future TAC meeting.

OUTSIDE PARTNERS REPORTS

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

Regional Transit Agencies – Davis stated a survey about the Poudre Express Survey is now available on the GET home page. Gordon stated the NFRMPO Premium Transit Analysis Request for Proposals (RFP) is open through March 1, 2021.

Senior Transportation – Schmitt stated NFRMPO staff are moving forward on branding and phase one website procurement for the One Call-One Click Center / RideNoCo project. RideNoCo service has been fast-tracked to provide rides to and from COVID-19 vaccine appointments in Larimer and Weld counties.

Regional Air Quality Updates – Bornhoft stated the Colorado Energy Office (CEO) has an EV Fast-Charging Plazas Grant Program open until April 16, 2021. Air quality conformity analysis on the FY2022-2025 TIP will be discussed at a TAC meeting this spring. CDPHE's next greenhouse gas stakeholder listening session is scheduled for Thursday, February 25, 2021, but may be rescheduled.

REPORTS

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

ROUNDTABLE

Hadley stated the two Can Do Colorado grant programs are accepting applications on a rolling basis. The Telework program developed to support communities in the creation of innovative Transportation Demand Management (TDM) tools. A local match is encouraged but not required and grant requests must be under \$10,000. The Revitalizing Main Streets Program supports activities that improve safety and create new community spaces to encourage healthy activity and mobility. A 10 percent local match is required and grant

requests must be under \$50,000. For both programs, activities must begin within 30 days of an executed contract.

Klockeman stated the City of Loveland has a job posting for Civil Engineer II. Connect Loveland was discussed at Loveland City Council study session last week and the draft document is available for comment on the city's website. Klockeman suggested doing a periodic project spotlight for projects in the TIP at future TAC meetings.

Oberschmidt stated the City of Evans Transportation Master Plan is moving forward, with a stakeholder meeting scheduled in a few weeks. Oberschmidt thanked the City of Greeley for working with Xcel Energy to move utilities underground as part of the 47th Avenue project.

Buckman stated construction of an overpass at Vine Drive and Lemay Avenue in Fort Collins will begin this year. The City of Fort Collins will be posting a Civil Engineer II position in March.

Anderson stated Weld County is wrapping up design on the WCR74/WCR33 roundabout and the 35th Avenue/O Street roundabout. The County is looking to do an impact fee study update.

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 Project Spotlight presentation on the 37th Street project in Evans, Transit Safety Targets, the Environmental Justice (EJ) Plan, and a TIP Amendment.

Meeting adjourned at 3:25 PM.

Meeting minutes submitted by: Ryan Dusil, NFRMPO Staff

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

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: March 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, 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 TAC recommend Planning Council adopt 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
March 17, 2021	<i>Environmental Justice (EJ) Plan</i>	Ryan Dusil
Objective/Request Action		
Approve the final <i>Environmental Justice (EJ) Plan</i> .		<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 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 and closed on March 4, 2021. In total, the NFRMPO received nine public comments which were generally positive. The comments included acknowledging additional community resources, appreciating historical and regional context for EJ communities, and suggesting grammatical and formatting improvements. 		
Committee Discussion		
TAC discussed the draft <i>EJ Plan</i> at the February 17, 2021 meeting. Planning Council discussed the draft <i>EJ Plan</i> at their March 4, 2021 meeting.		

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

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), and the Weld County Family Leadership Commission.
- Public comment period between February 3, 2021 and March 4, 2021.

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 recommend Planning Council adoption of the *EJ Plan*.

Attachments

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

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 17, 2021	March 2021 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council approve the March 2021 Transportation Improvement Program (TIP) Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The March 2021 TIP Amendment includes one revision request from the City of Loveland and two requests from the City of Evans:</p> <ul style="list-style-type: none">• Separating the <i>37th St Widening</i> project into two projects by splitting out the scope and funding.• Adding new project <i>Widening and Roundabout at 37th St and 47th Ave</i> with \$1,119K Federal and \$2,251K Local funding.• Revising the South Boyd Lake Trail project by removing \$2,725K Local in-kind match which is being completed by outside partners. <p>The attached March 2021 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
This is the first and only time TAC is scheduled to see the March 2021 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the March 2021 TIP Amendment begins on March 10, 2021 and concludes on April 8, 2021.</p> <p><u>Funding Types and Uses</u></p> <p>Surface Transportation Block Grant (STBG) is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.</p> <p>Multimodal Options Fund (MMOF) is a funding source established by the State through Senate Bill (SB) 18-001 to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, and bicycle and pedestrian projects.</p>		
Advantages		
<ul style="list-style-type: none">• TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained.		
Disadvantages		
<ul style="list-style-type: none">• None noted.		
Analysis/Recommendation		
<ul style="list-style-type: none">• Staff supports adding the March 2021 TIP Amendment to the FY2020-2023 TIP.		
Attachments		
<ul style="list-style-type: none">• March 2021 Policy Amendment Form		

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2021-A3

Submitted to: TAC and Planning Council

Prepared by: AnnaRose Cunningham

DATE: 3/10/2021

Surface Transportation Block Grant (STBG)

PREVIOUS ENTRY

Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	-	-	-	1,119	1,119
STIP ID:	SNF5788.050	Local	L	-	-	-	-	-	-	233	233
TIP ID:	2023-004	Local	LOM	-	-	-	-	-	-	11,934	11,934
Type:	Widening		Total	-	-	-	-	-	-	13,285	13,285

Air Quality: Included in conformity analysis

Description: Widen from 2-lanes to 4-lanes between 35th Ave and 47th Ave including median, turn lanes, and detached multi-use paths.

REVISED ENTRY

Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans	Local	Local	-	-	-	-	-	-	9,916	9,916
STIP ID:	SNF5788.050		Total	-	-	-	-	-	-	9,916	9,916

TIP ID: 2023-004

Type: Widening

Air Quality: Included in conformity analysis

Description: Widen from 2-lanes to 4-lanes between 35th Ave and Sienna Ave including median, turn lanes, and detached multi-use paths.

Revision: Separating project into two projects by splitting out scope and funding. The revised project is a locally funded widening project.

NEW ENTRY

Title:	Widening and Roundabout at 37th St and 47th Ave	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	-	-	-	1,119	1,119
STIP ID:	Unassigned	Local	L	-	-	-	-	-	-	233	233
TIP ID:	2023-006	Local	LOM	-	-	-	-	-	-	2,018	2,018
Type:	Intersection Improvement and Widening		Total	-	-	-	-	-	-	3,370	3,370

Air Quality: Exempt from conformity analysis

Description: Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including median, turn lanes, and detached multi-use paths.

Revision: Separating 37th St Widening project (STIP ID: SNF5788.050) into two projects by splitting out scope and funding. The revised project is a federally funded intersection improvement and widening project.

Multimodal Options Fund (MMOF)**PREVIOUS ENTRY**

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725
STIP ID:	SR47020.038	State	MMOF	-	-	-	500	-	-	-	500
TIP ID:	2020-023	Local	L	-	-	-	2,850	-	-	-	2,850
Type:	Bike/Ped Facility		Total	-	-	-	3,350	325	400	-	4,075
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										

REVISED ENTRY

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725
STIP ID:	SR47020.038	State	MMOF	-	-	-	500	-	-	-	500
TIP ID:	2020-023	Local	L	-	-	-	125	-	-	-	125
Type:	Bike/Ped Facility		Total	-	-	-	625	325	400	-	1,350
Air Quality:	Exempt from conformity analysis										
Description:	Construct 1.8 miles of trail										
Revision:	Decreasing Local Match by \$2,725K to to remove in kind match being completed by outside partners.										



JOIN THE
SHIFT **FOCO**
EARTH
DAY **CHALLENGE**

Have Fun
 -
Have an
Impact
 -
Shiftfoco.com

1



What are we doing today?

1. Let's play a game!
2. Learn about the Earth Day Challenge
3. Join the challenge, make a team, and take action



SHIFT
Shift to what matters most.

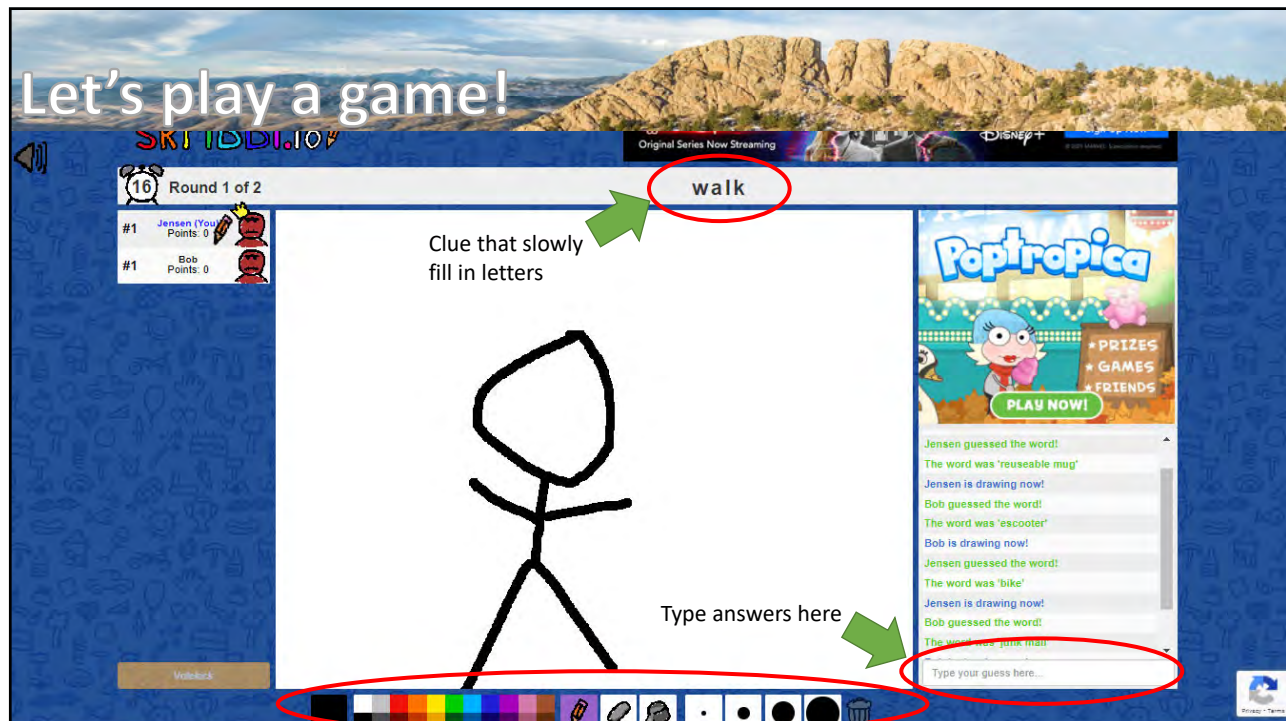
2

Let's play a game!

- We're going to play a game called "Shift Your Skribbl"
- Follow the link posted in the chat – it will open up a new browser window
- It is essentially Pictionary, but sustainability-related
- Take turns drawing and guessing to earn points




3



4

Lightbulb Activity

- In your home or the room you're in, how many light bulbs do you have?



5

What is Shift?




80%









6

How does it work?



Lose 5,000 Pounds – Earn 5,000 Points

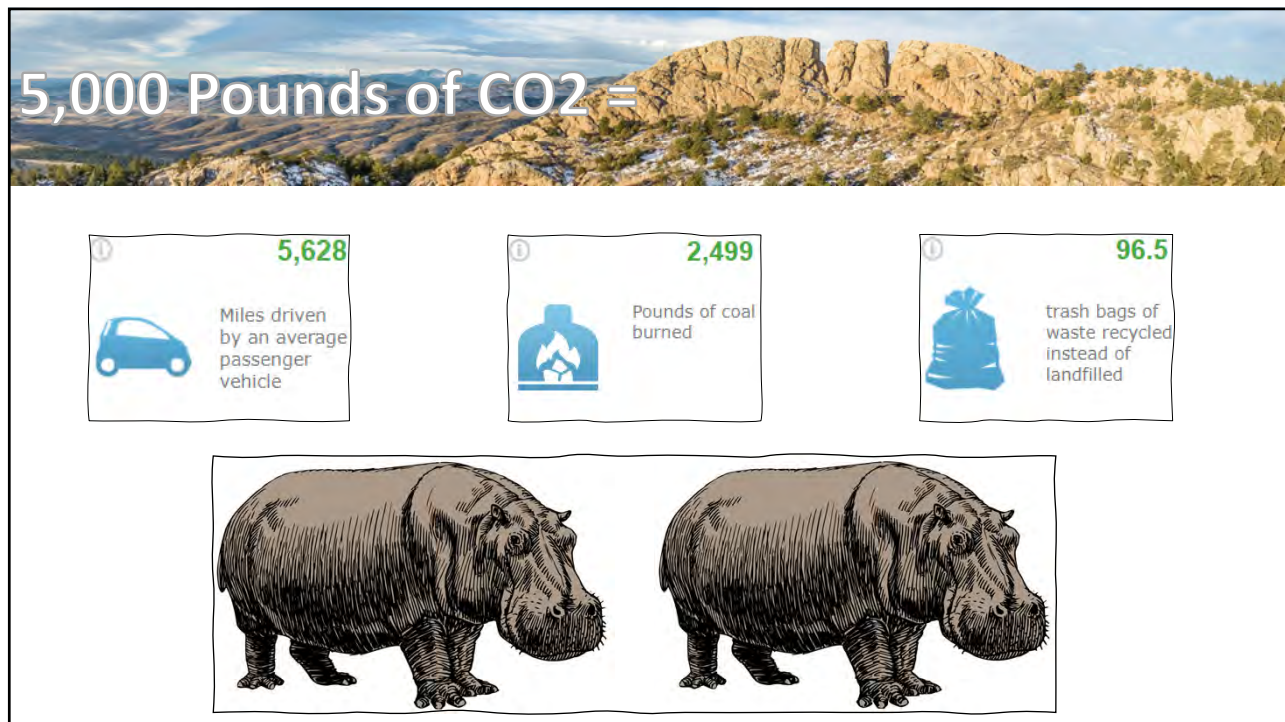
7

How does it work?



1,500 Households – 1,000 Tons CO2

8



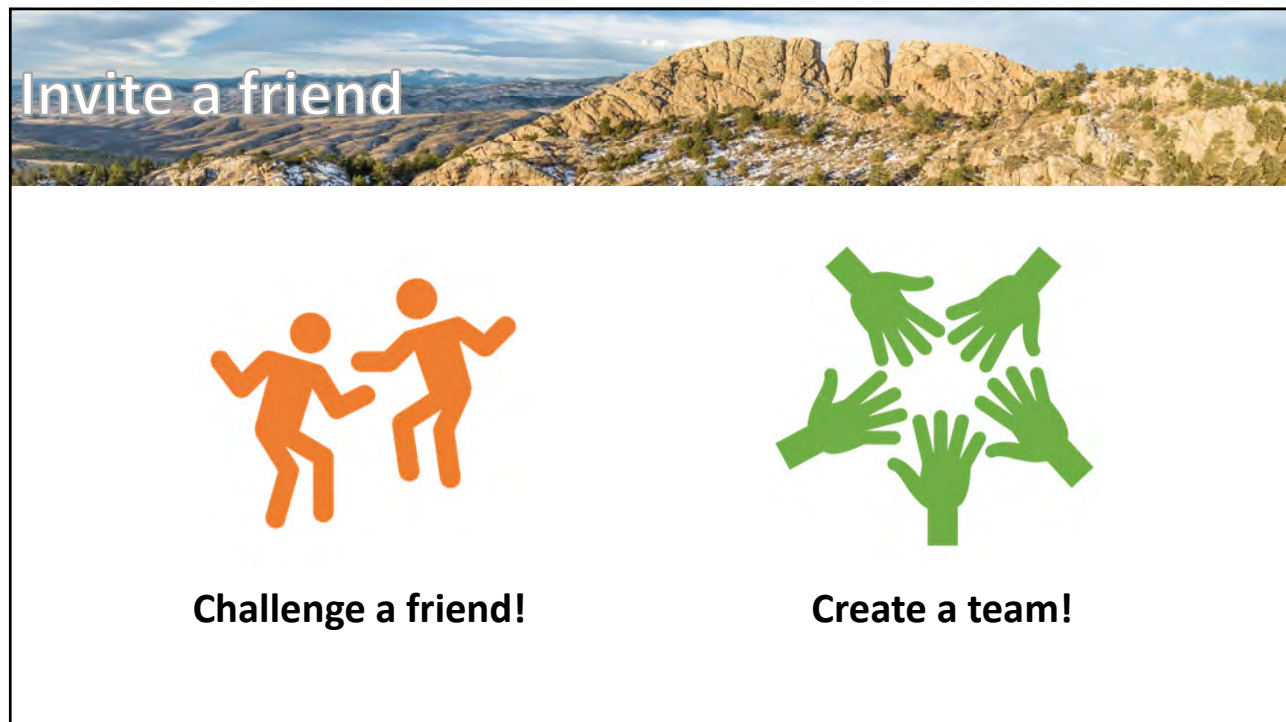
9

How does it work?

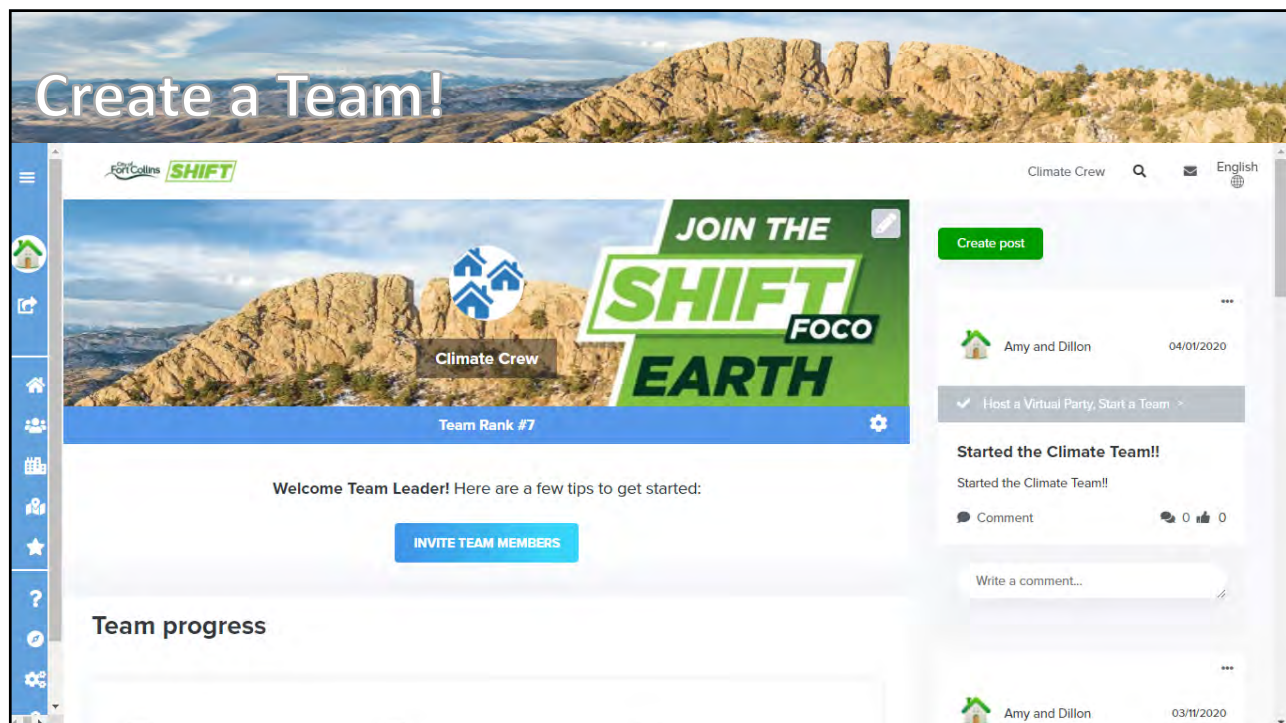
JOIN THE **SHIFT** **FOCO** **EARTH DAY** CHALLENGE

Start by creating an account at shiftfoco.com

10



11



12

Last Year's Winner



FCMoD – Losin' Crew



5 Teammates



Reported reducing
CO₂ = 4,134 gallons
of gasoline avoided

13

The Maxey Family - Example



Eat Lower Down the Carbon Chain

Investment: \$
Savings: \$\$
Carbon Impact/Yr:
1,380 lbs - 1,380 points



Home Energy Checkup

Investment: \$\$
Savings: \$\$
Carbon Impact/Yr:
1,000 lbs – 1,000 points



Reduce and Reuse

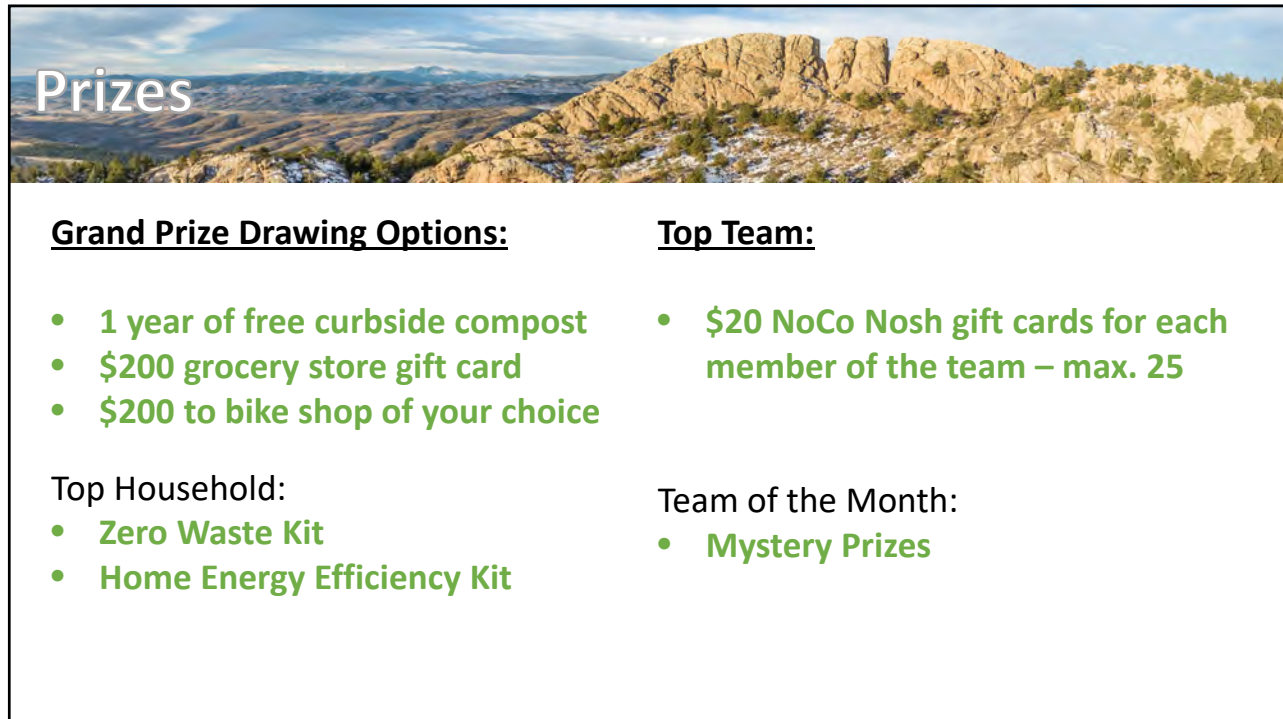
Investment: \$
Savings: \$\$
Carbon Impact/Yr:
1,750 lbs – 1,750 points



Shift your Ride

Investment: \$\$\$
Savings: \$\$\$\$
Carbon Impact/Yr:
1,500 lbs – 1,500 points

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Prizes

<p><u>Grand Prize Drawing Options:</u></p> <ul style="list-style-type: none"> • 1 year of free curbside compost • \$200 grocery store gift card • \$200 to bike shop of your choice <p>Top Household:</p> <ul style="list-style-type: none"> • Zero Waste Kit • Home Energy Efficiency Kit 	<p><u>Top Team:</u></p> <ul style="list-style-type: none"> • \$20 NoCo Nosh gift cards for each member of the team – max. 25 <p>Team of the Month:</p> <ul style="list-style-type: none"> • Mystery Prizes
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Join the Shift FoCo Challenge!

[JOIN THE CHALLENGE](#)

[WHY JOIN? →](#)

 <p>1,500 HOUSEHOLDS BY APRIL 2021 PARTICIPATION GOAL</p>	 <p>1,000 TONS OF CO₂ BY APRIL 2021 REDUCTION GOAL</p>	<p>TOP COMMUNITY GROUP Fort Collins Museum of Discovery</p> <p>TOP TEAM FCMoD - Losin' Crew</p>
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Learn more about the challenge at fcgov.com/shift

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Start a Team Today!

Start a team today!



37th Street Overlay Road to Success



NFR MPO TAC

1

37th Street Overlay Scope

- R & R
Curb/Gutter/Sidewalks
- R & R ADA Ramps
- Mill and Overlay 1.25 miles
 - 23rd Ave to RR Crossing East of 85
- Reconstruct Failing Sections
- Stripe 37th Street



2

37th Street Team

- Owner - Evans
- Design - JUB / Ditesco
- Construction - Asphalt Specialties / Thoutt Bros.
- CM/CA - Ditesco
- Testing - Ground Engineering



J-U-B ENGINEERS, INC.



J-U-B FAMILY OF COMPANIES



3

37th Street Overlay Success

MET / EXCEEDED EXPECTATIONS & GOALS

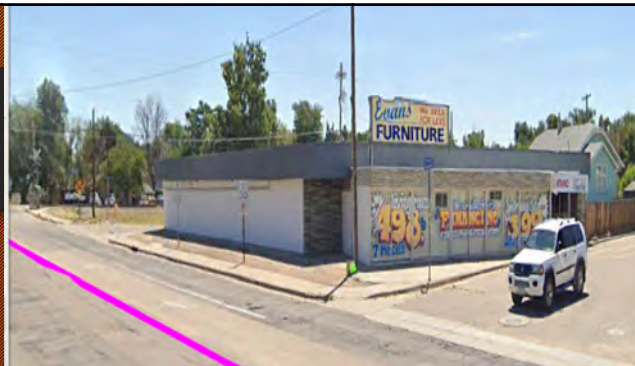
TEAM LISTENED TO AFFECTED RESIDENTS / BUSINESSES/SCHOOLS/GET/EVANS FIRE

CHANGES KEPT TO A MINIMUM

PROBLEMS SOLVED IN AN EFFICIENT, CONSTRUCTIVE, & POSITIVE MANNER

AHEAD OF SCHEDULE

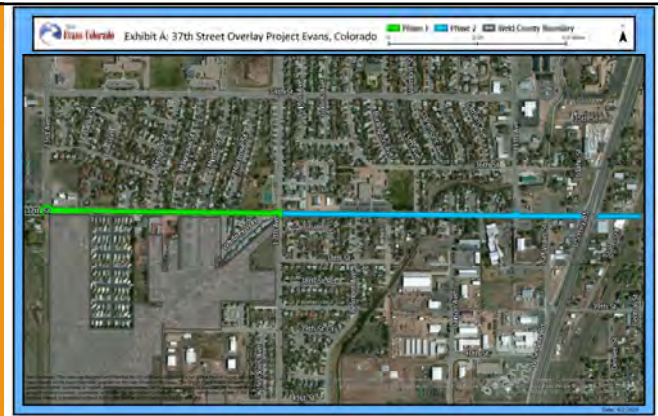
UNDER BUDGET



4

37th Street Overlay

- COORDINATION WITH
 - CENTENNIAL SCHOOL
 - EVANS FIRE DEPARTMENT
 - EVANS FURNITURE
- 3 MAJOR INTERSECTIONS
 - 23rd Ave
 - 17th Ave
 - 11th Ave
- CO HWY 85
- UPRR ROW

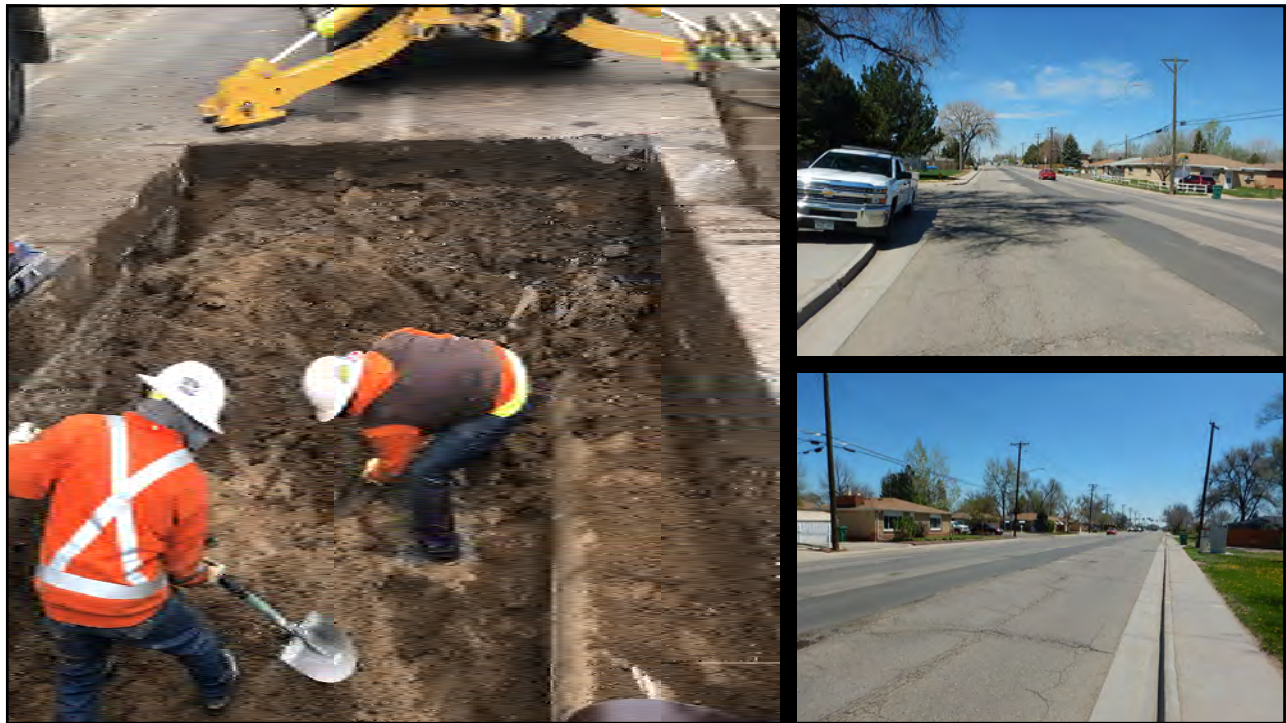


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BEFORE



6



7



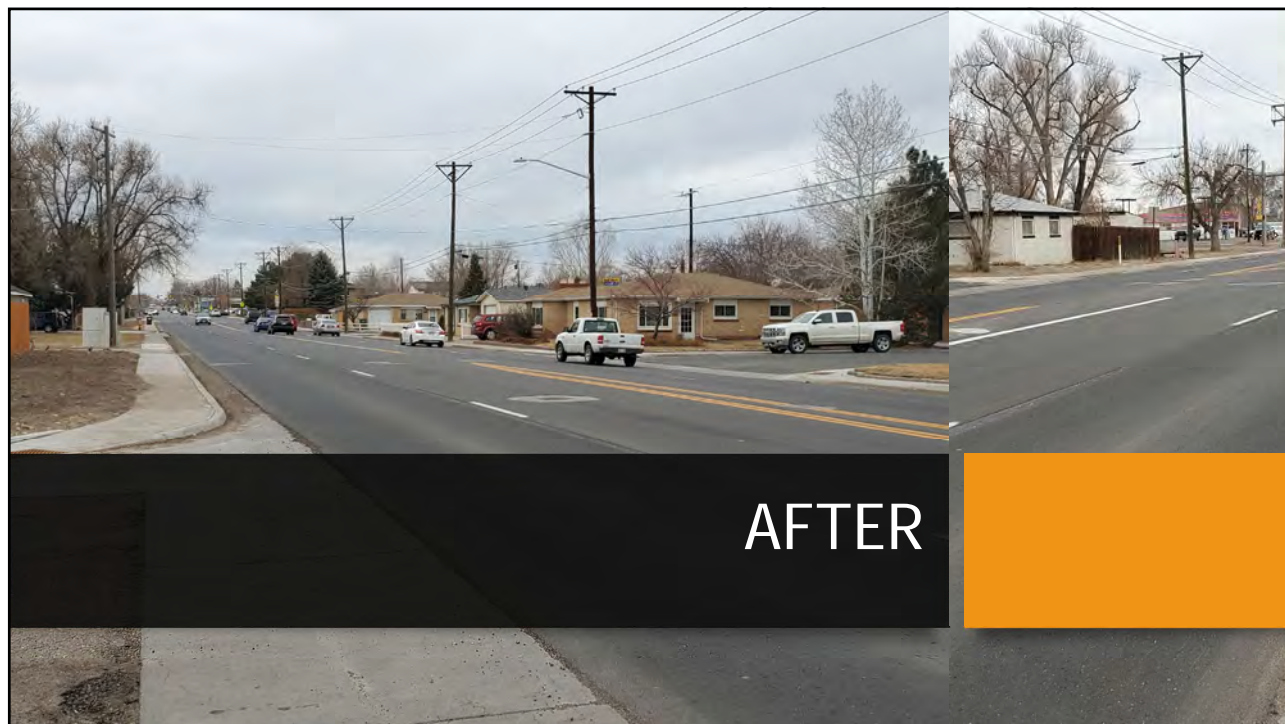
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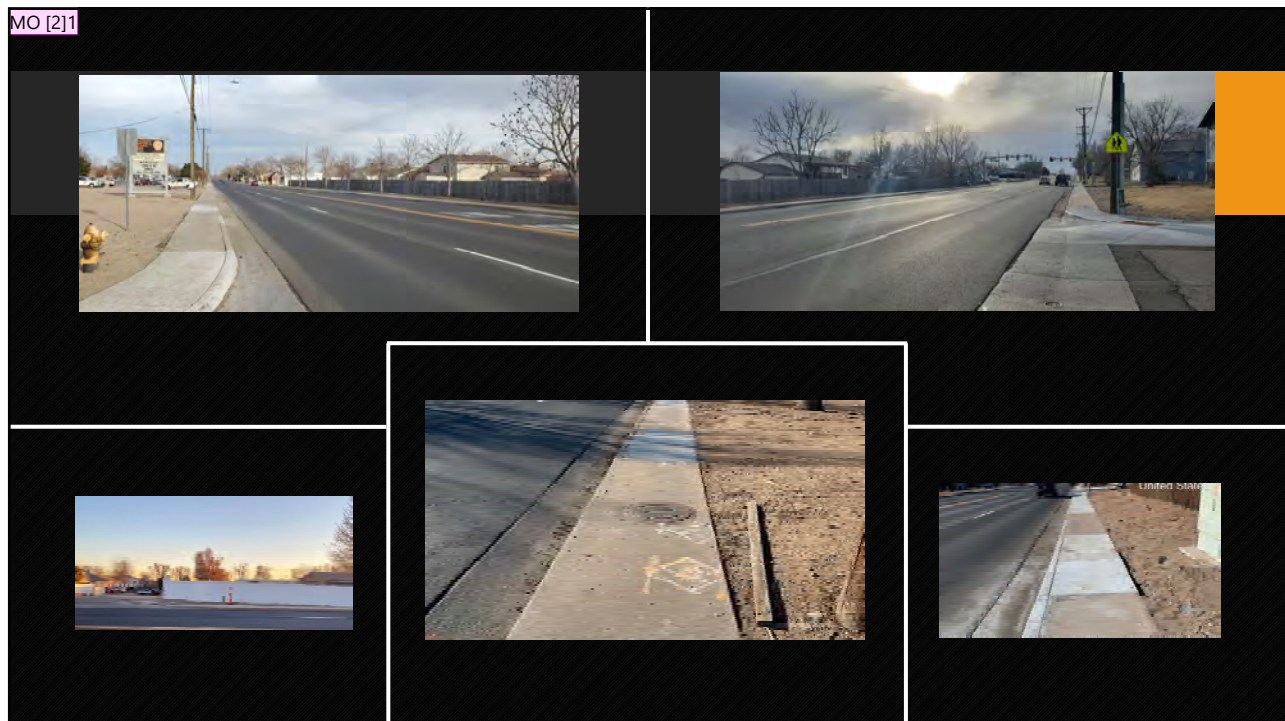
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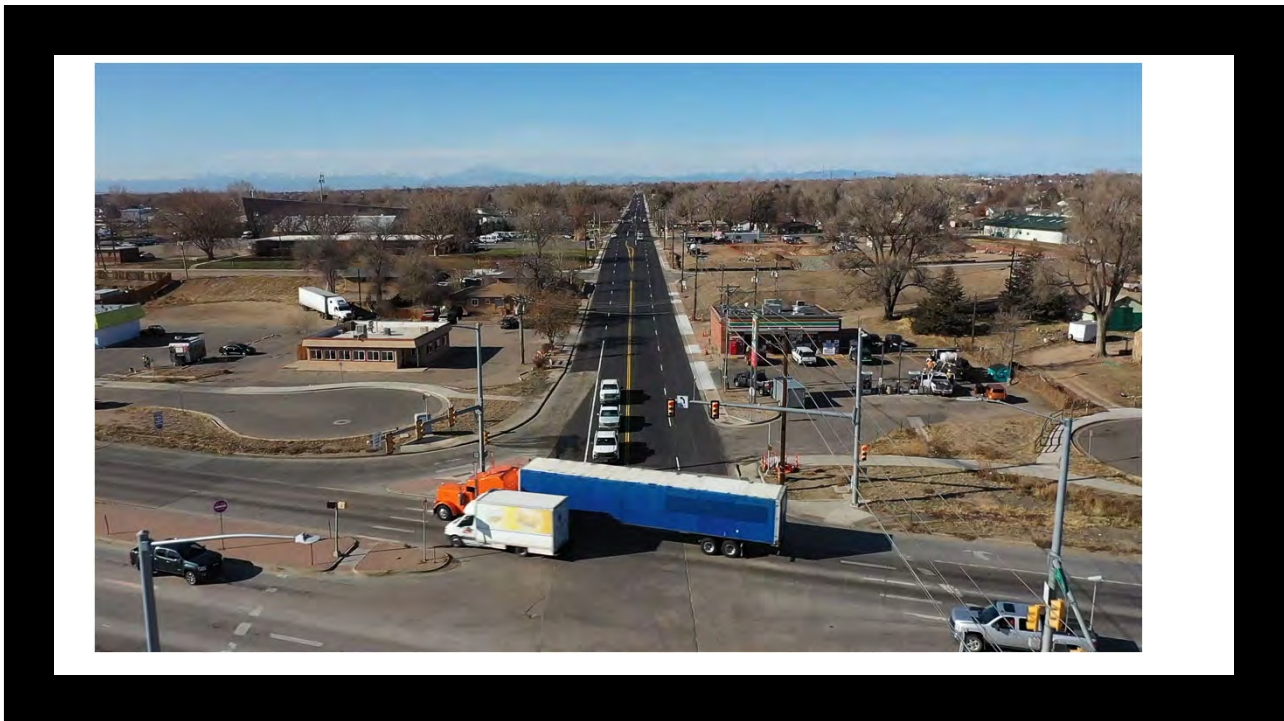
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Questions & Thank you

Transportation Conformity 101

NFRMPO Technical Advisory Committee (TAC)



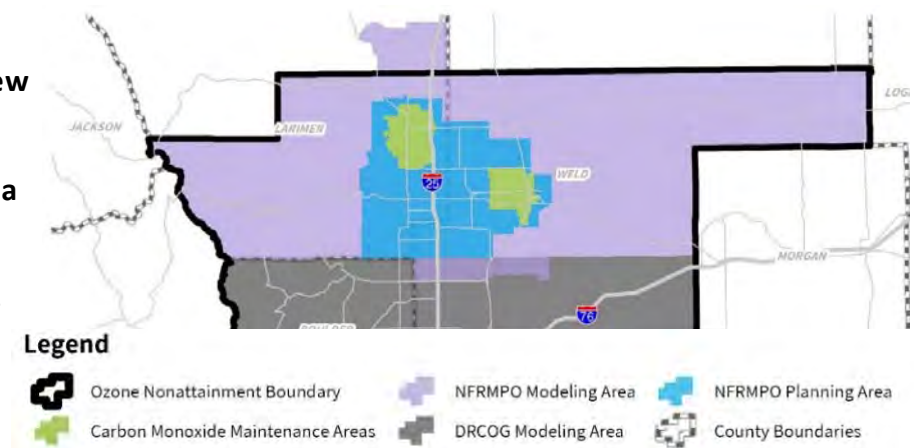
North Front Range
Metropolitan
Planning
Organization

March 17, 2021

Agenda



1. Conformity Overview and Requirements
2. Nonattainment Area Designations
3. Conformity Process
4. TAC Role



What is Transportation Conformity?



Transportation Planning

Regional Transportation Plan (RTP)
& Transportation Improvement
Program (TIP)



Conformity



Air Quality Planning

State Implementation
Plan (SIP)

Conformity to the SIP means the fiscally constrained RTP and TIP will not:

- cause new air quality violations
- worsen existing violations, or
- delay timely attainment of the National Ambient Air Quality Standards (NAAQS)

3

Transportation Conformity 101

Law, Regulations, & MOAs



- Federally required for nonattainment and maintenance areas
 - Clean Air Act (CAA) Section 176(c)
 - EPA's 40 CFR Part 93
- Regulated at State level by AQCC's Regulation 10
 - Requires APCD or AQCC approval
- Roles and responsibilities of NFRMPO, RAQC, UFR TPR, DRCOG, CDOT identified in 2008 Memorandum of Agreement (MOA) and 2015 MOA

4

Transportation Conformity 101

Interagency Consultation



Interagency Consultation Group (ICG) Membership

- MPOs, State and local air quality planning agencies, State and local transportation agencies, and other organizations with responsibilities for developing, submitting, or implementing provisions of a SIP

ICG Responsibilities

- Select models, methods, and assumptions
 - Determine which projects to include in analysis
 - Definition of “regionally significant”
- Inclusion of otherwise exempt projects
- Propose Motor Vehicle Emissions Budgets (MVEBs) based on the MPO(s) travel demand model(s) outputs

UPPER FRONT RANGE TRANSPORTATION PLANNING REGION



DENVER REGIONAL
COUNCIL OF GOVERNMENTS



COLORADO
Department of Transportation



COLORADO
Department of Public
Health & Environment



5

Transportation Conformity 101

Regional Emissions Analysis (REA)



- The **Regional Emissions Analysis** (REA), or “budget test”, forecasts future on-road mobile source emissions and compares these with SIP emission budgets for the relevant pollutant(s).
- **SIP emission budgets** (aka motor vehicle emissions budgets, MVEBs)
 - portion of allowable emissions in the SIP allocated to on-road mobile sources, such as cars, trucks, and buses
 - budgets are set in the SIP and approved by EPA
- REA completed for multiple **staging years**:
 - No more than 10 years apart
 - First year no more than 10 years from base year of travel model
 - Air quality attainment year if in the timeframe of RTP and conformity
 - Horizon year of RTP

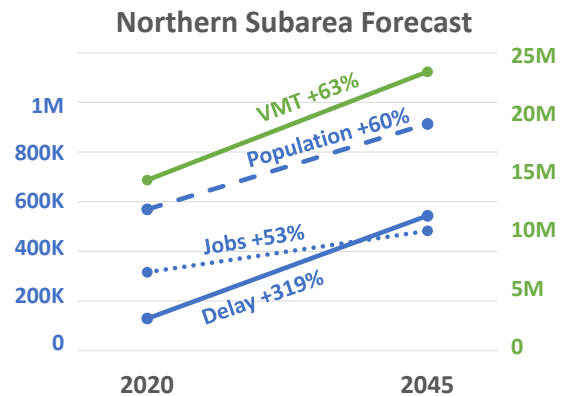
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Transportation Conformity 101

Regional Emissions Analysis (REA)



- **Latest planning assumptions**
 - Estimates of current and future population, employment, travel, and congestion
- **Latest emissions model:** EPA's MOtor Vehicle Emission Simulator (MOVES)
- **Projects must be fiscally constrained**
- **Includes all regionally significant roadway and transit projects**
 - "...at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel." - 40 CFR Part 93.101



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Transportation Conformity 101

Air Quality Significant Projects



- Adding at least two (2) lane miles, or completes a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade separated intersections;
- Major improvements to existing interchanges excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;
- Regional transit projects on fixed guideways that offer a significant alternative to regional highway travel;
- Addition or deletion of major bus routes with 3,000 transit patrons per day, taking into account existing service levels.

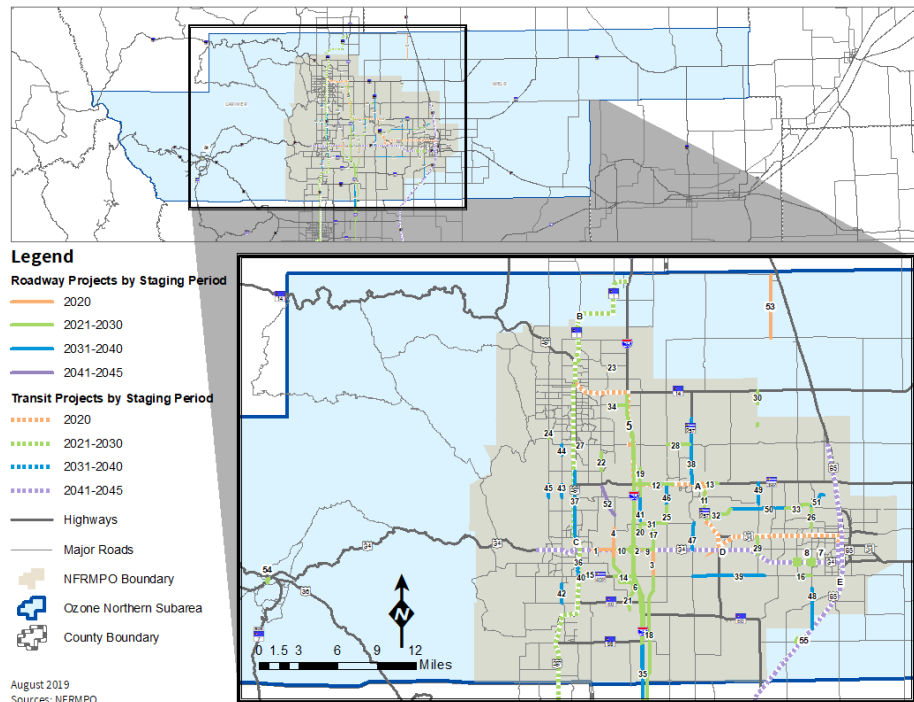
<https://nfrmpo.org/wp-content/uploads/air-quality-significant-projects-2019.pdf>

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Transportation Conformity 101

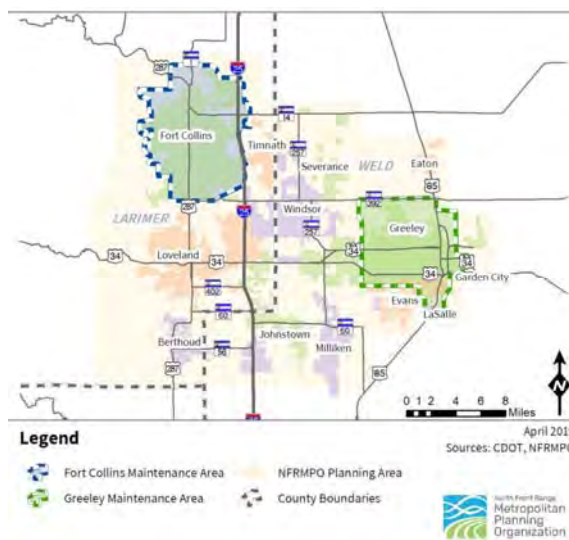
Northern Subarea Fiscally Constrained Projects

9



Carbon Monoxide (CO) Maintenance Areas

10



Greeley CO Maintenance Area

- Last violation in 1988
- Designated maintenance in 1999
- Completed its 2nd 10-year maintenance period in May 2019
- Conformity no longer required
- Awaiting redesignation to attainment by APCD

Fort Collins CO Maintenance Area

- Last violation in 1991
- Designated maintenance in 2003
- 2nd 10-year limited maintenance plan through 2023
- Regional emissions analysis not required

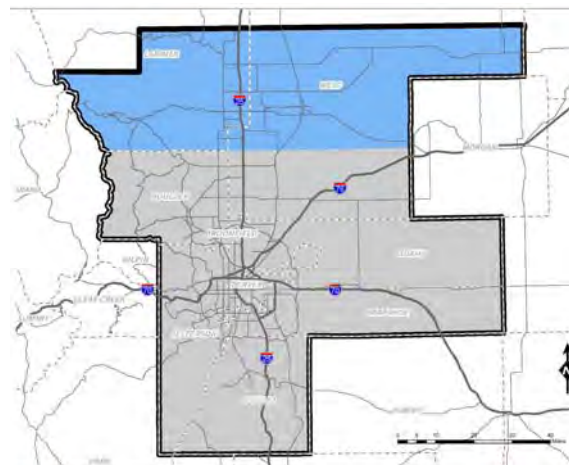
Ozone Nonattainment Area



- The nine county Denver Metro-North Front Range 8-hour Ozone Nonattainment Area is currently designated by the EPA as:

- Serious** for the 2008 ozone standard of 75 parts per billion (ppb) – 2020 attainment year
- Marginal** for the 2015 ozone standard of 70 ppb – 2020 attainment year

- The NFRMPO determines conformity for the Northern Subarea

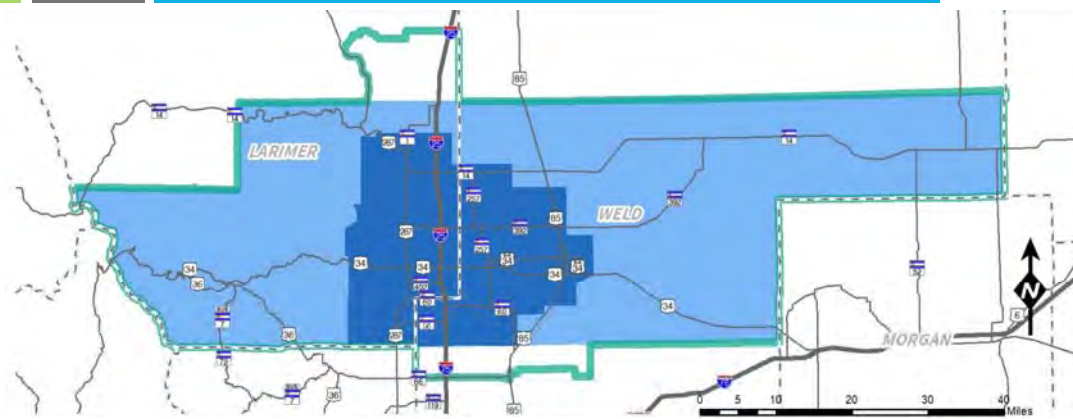


Legend

- Northern Subarea
- Southern Subarea
- Ozone Nonattainment Area
- County Boundaries

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Northern Subarea



Legend

- NFRMPO Modeling Area
- NFRMPO Planning Area
- Northern Subarea
- County Boundaries

April 2019
Sources: CDOT, NFRMPO



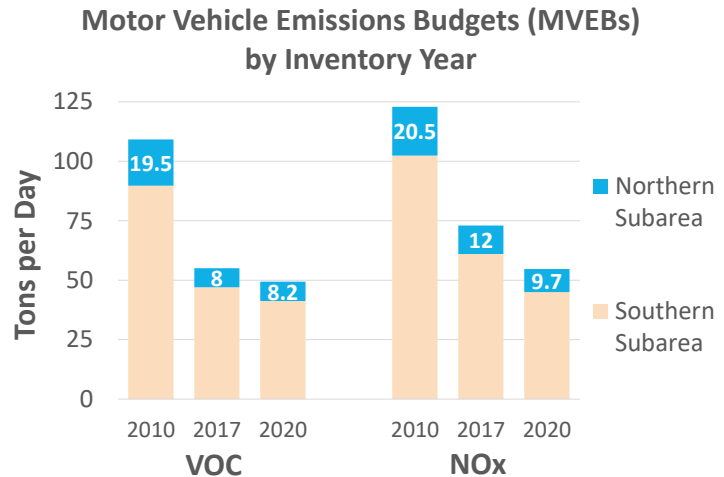
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Transportation Conformity 101

Ozone Precursor MVEBs



- Two ozone precursors
 - Volatile Organic Compounds (VOC)
 - Nitrogen Oxides (NOx)
- MVEBs set in SIP based on updated mobile source emissions inventories
- Current budgets set in Moderate Ozone SIP based on 2017 inventory
- Serious SIP budgets based on 2020 inventory; EPA approval expected in late 2021



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Transportation Conformity 101

Budget Test



8-Hour Ozone Conformity for Denver-North Front Range Northern Subarea (Emission Tons per Day)						
	2017 SIP Budgets (2008 Ozone Standard)	2020	2030	2040	2045	Pass/Fail
Volatile Organic Compounds (VOC)	8	8	6	5	5	PASS
Oxides of Nitrogen (NOx)	12	10	6	4	4	PASS

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Transportation Conformity 101

8-Hour Ozone Northern Subarea Modeling Summary		
	2020 (1st Horizon Year)	2045 (Last Horizon Year)
Socioeconomic Data		
Population	569,393	913,574
Employment	316,316	482,771
VMT-Weighted Speed by Roadway Type		
Interstate	71.3	66.6
Expressway	48.7	41.8
Principal Arterial	35.5	32.0
Minor Arterial	38.9	33.6
Collector	33.1	28.6
Ramp	38.1	27.8
Frontage Road	41.6	36.8
Centroid Connector	29.2	28.6
Average	42.9	37.9
Daily VMT		
Interstate	2,123,429	3,248,143
Expressway	2,138,913	3,086,750
Principal Arterial	4,061,056	6,479,110
Minor Arterial	3,265,158	5,600,471
Collector	1,235,135	2,404,986
Ramp	116,531	169,726
Frontage Road	141,621	271,590
Centroid Connector	1,241,758	2,145,046
Total	14,323,601	23,405,823
Lane Miles by Roadway Type		
Interstate	274	333
Expressway	429	431
Principal Arterial	907	1,026
Minor Arterial	1,163	1,257
Collector	2,222	2,326
Ramp	21	22
Frontage Road	100	100
Centroid Connector	2,704	2,700
Total	7,821	8,196
<small>Source: NFRMPO 2015 Regional Travel Demand Model, 2010 Land Use Allocation Model</small>		

Conformity Determination Process



1. New or Amended RTP and/or TIP drafted
 - Amendments require conformity redeterminations if air quality significant projects are added, deleted, and/or moved to a new staging period
2. ICG concurs on assumptions and process
3. Typically, a new Regional Emissions Analysis (REA)* is required:
 - NFRMPO staff run the Travel Model using project information from sponsors
 - CDPHE staff run the EPA MOVES model based on travel model outputs
 - Emissions in each staging year must be **at or below budgets**
4. Public Hearing
5. Planning Council approval of conformity determination
6. APCD/AQCC concurrence (routine/non-routine)
7. USDOT approval

TAC Role



- Recommend Planning Council approval of positive conformity determination as part of action to recommend approval of new or Amended TIPs and RTPs
 - Note: Most TIP Amendments do not require conformity redeterminations
- Key sections of conformity document for review
 - Included projects by staging period
 - Reasonableness of travel model outputs
 - Budget test results

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Transportation Conformity 101

Questions?



Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
(970) 289-8283

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Transportation Conformity 101

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Becky Karasko & Suzette Mallette

Date: March 17, 2021

Re: TAC Air Quality Structure

Background

Due to an increase in air quality topics and proposals that impact the North Front Range MPO, NFRMPO staff have redistributed work tasks to provide better coverage on air quality tasks. In December 2020, Staff requested TAC members provide the names of other local agency staff working on environmental and/or air quality items to be added to the TAC Packet distribution list and to be invited to TAC meetings.

Given the increase in technical air quality items and feedback requests from the NFRMPO Planning Council and NFRMPO RAQC representative, staff is proposing a more structured approach to providing technical input. Staff is proposing two options and would like to hear feedback from TAC members.

The first is a creation of an Air Quality Advisory Group as a committee of the TAC. This group would be comprised of those individuals already recommended by TAC members as well as any other interested local agency staff with air quality expertise. This group would provide technical expertise, input, and recommendations to the TAC. The members of this group would provide updates at the TAC meetings through either a verbal or written report and could educate TAC members on the technical aspects of air quality items and their potential impact to the region. TAC would still make any formal recommendation(s) to NFRMPO Planning Council.

The second option is to create a separate portion for Air Quality Items on the TAC agenda similar to the NFRMPO Planning Council meeting agendas. During this portion of the meeting, the air quality members, identified above, would provide updates, feedback, and recommendations as needed. All TAC members and alternates would be able to participate in the discussion with the local air quality experts. Recommendations to NFRMPO Planning Council would still come from the TAC as we only have one voting TAC member per community.



Action

Staff will be asking for TAC member's feedback on the potential air quality structure and how best to engage the TAC in these items at the March 17, 2021 meeting.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 17, 2021	Draft FY 2022-2025 Transportation Improvement Program (TIP)	AnnaRose Cunningham
Objective/Request Action		
To review and discuss the Draft FY 2022-2025 TIP.		<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 FY 2022-2025 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2022 through 2025. All projects with funding in FY 2022-2023 in the current FY 2020-2023 TIP were carried forward to the Draft FY 2022-2025 TIP. The Draft FY 2022-2025 TIP includes projects and roll-forwards submitted during the January 29 – February 12, 2021 submission window. Additional roll-forwards of unbudgeted FY 2021 funding into FY 2022 funding will occur in the summer. The policies and procedures in the FY 2022-2025 TIP are carried forward from the FY 2020-2023 TIP. However, the following has been updated: <ul style="list-style-type: none"> Revision of the Air Quality Significant project definitions. Updated requirements for policy amendments and administrative modifications. Added a description and processes for project scope changes for NFRMPO selected projects. Clarification of the Project Milestone dates for vehicle purchase projects. Added Transit Safety Targets adopted by transit operators in the NFRMPO. Inclusion of the transit safety Federal Performance Measures and TIP Project Impact evaluation. 		
Committee Discussion		
<ul style="list-style-type: none"> This is the first time the TAC is discussing the Draft FY 2022-2025 TIP. 		
Supporting Information		
<ul style="list-style-type: none"> The Draft FY 2022-2025 is available for TAC review the following links: <ul style="list-style-type: none"> Draft: https://nfrmpo.org/wp-content/uploads/fy2022-2025-tip-draft.pdf Draft with changes highlighted: https://nfrmpo.org/wp-content/uploads/fy2022-2025-tip-draft-markup.pdf Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the Draft TIP as the information becomes available. The Draft Conformity Determination for the FY 2022-2025 TIP demonstrates conformity with the applicable air quality requirement and is available at the following link: https://nfrmpo.org/wp-content/uploads/2021-conformity-tip-draft.pdf. Staff requested the Interagency Consultation Group (ICG) provide concurrence by March 15, 2021 on the following two elements of the conformity determination: <ul style="list-style-type: none"> Relying on the previous regional emissions analysis (REA) conducted for the <i>2045 Regional Transportation Plan</i> (RTP) conformity determination. Using the routine conformity process identified in the Air Quality Control Commission's (AQCC's) Regulation 10. The public comment period for the Draft FY 2022-2025 TIP will open on April 2, 2021 and close on May 3, 2021. 		
Advantages		
<ul style="list-style-type: none"> Approval of the TIP will ensure the timely merger of projects into the Statewide Transportation Improvement Program (STIP) so budget processes can occur at the beginning of the State FY 2022 on July 1, 2021. 		

Disadvantages
<ul style="list-style-type: none"> • None.
Analysis/Recommendation
Staff requests TAC review and discuss the Draft FY 2022-2025 TIP Narrative and Tables and associated conformity determination.
Attachments
<ul style="list-style-type: none"> • None.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: March 17, 2021

Re: FY2022-2023 Unified Planning Work Program (UPWP) Tasks

Background

The NFRMPO staff has drafted the Tasks and Products for the FY2022-2023 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2022 Budget on April 22 and it is anticipated they will recommend Planning Council approval at the May 6, 2021 meeting. The FY2022-2023 UPWP and FY2022 Budget will go to Planning Council for their approval at their May 6, 2021 meeting to allow CDOT and FHWA approval prior to October 1, 2021.

The draft FY2022-2023 UPWP Tasks are provided at the link below, and comments are requested by **Wednesday, March 31, 2021**.

The full FY2022-2023 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2022-2023-upwp-draft-tasks.pdf>.

Action

NFRMPO staff requests TAC review the FY2020-2021 UPWP and provide comments to Becky Karasko at bkarasko@nfrmpo.org by **5:00 p.m. on Wednesday, March 31, 2021**.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: March 17, 2021

Re: Employee Traffic Reduction Program (ETRP) Update

Background

At their meeting on March 4, 2021, Planning Council approved a set of comments to submit to the Regional Air Quality Council (RAQC) and Air Pollution Control Division (APCD) on the proposed Employee Traffic Reduction Program (ETRP), formerly known as the Employer-based Trip Reduction Program. At the TAC Discussion on March 17, 2021, staff from APCD, RAQC, and the NFRMPO will share updates on the current status of the ETRP proposal.

The ETRP proposal originated from the RAQC as a strategy to reduce ozone in the nonattainment area by decreasing single occupancy vehicle (SOV) trips by commuters. The RAQC's ETRP Work Group formed in April 2020 to develop a regulatory ETRP for consideration by the RAQC Board which could then be submitted to the Air Quality Control Commission (AQCC) for a rulemaking hearing. 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 Greenhouse Gases (GHGs) statewide. As of late February, the APCD is now taking the lead on developing the ETRP and will submit the proposed rule language to the AQCC, with the RAQC ETRP Work Group and Board continuing to develop an ETRP framework for consideration by APCD.

The AQCC is scheduled to hold a rulemaking hearing request on the ETRP in mid-May and a rulemaking hearing in mid-August. The RAQC's ETRP Work Group and ETRP Rule Subgroup have several meetings in March. In addition, APCD has several listening sessions scheduled for March. Additional information on the ETRP is available at the following links:

- <https://cdphe.colorado.gov/reducing-greenhouse-gas-emissions-from-transportation>
- <https://raqc.org/etrp-resources>
- <https://raqc.org/control-strategy-committee-Information/>

Action

TAC members will receive an update on the ETRP proposal and have the opportunity to discuss any technical considerations or issues that could help inform the ETRP proposal.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, March 10, 2021

GoToMeeting Virtual Meeting

Regional Trail Wayfinding Signage

NoCo members discussed regional wayfinding needs and next steps. The group agreed wayfinding signage across communities should provide users with consistent messaging and information, but design should be left up to local agencies so long as certain principles are incorporated and the signs are compliant with the MUTCD. Some regional standardization is desired on corridors of regional and statewide significance.

The group agreed next steps should involve identification of high-priority wayfinding needs along and connecting to the Poudre River Trail corridor. Focusing on this corridor takes aligns with storytelling requirements as part of a Great Outdoors Colorado (GOCO) grant received by Larimer County to complete remaining trail gaps and is consistent with initial wayfinding conversations between the City of Greeley, Town of Windsor, Poudre Trail, Inc., and Poudre Heritage Alliance. NoCo members will add wayfinding needs to a shared interactive map; start internal discussions on design considerations, including the adaptability of the City of Fort Collins signage templates; review the Draft Wayfinding Guidance Appendix of the Regional Active Transportation Plan (ATP); continue discussing regional wayfinding signage as a standing NoCo agenda item; and conduct an in-person wayfinding workshop on the Poudre River Trail in May or June to ground truth needs identified in the interactive map. Various resources will be disseminated to the group. These exercises will help inform conversations on other corridors.

Manual on Uniform Traffic Control Devices (MUTCD) Proposed Amendments

The Leadership Team shared a link for NoCo members to add in their comments on the MUTCD proposed amendments. The Collaborative plans to submit the comments to the USDOT by the May 15, 2021 deadline.

The document can be found at:

<https://docs.google.com/document/d/1I823J31Tok8OrJ8KT9aqtegX5nOR37kNDfNeQij8rjo/edit?usp=sharing>

Upcoming Agenda Items

- Local plans for Bike to Work Day, Bike and Walk to School Day, and Bike/Walk Month
- Colorado Front Range Trail updates: Loveland to Berthoud
- Regional Wayfinding Signage
- MUTCD Comments
- NFRMPO One Call/One Click Center Project (RideNoCo)
- Fort Collins Hampshire Bikeway Project
- Innovative bike/ped ideas and highlights from local plans

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

APPROVAL OF THE MEETING AGENDA

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

APPROVAL OF THE MINUTES

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

LEAD PLANNING AGENCY FOR AIR QUALITY

Air Pollution Control Division (APCD)

Wojtach highlighted opportunities to provide public comment on the Greenhouse Gas (GHG) Inventory Report and the draft Climate Equity Framework.

Regional Air Quality Council (RAQC)

A written report was provided

NFRMPO Air Quality Program Updates

Bornhoft stated NFRMPO staff have been working on the Employer-Based Trip Reduction (ETRP), GHG Pollution Standards, and the GHG Inventory and Climate Equity Framework

REPORT OF THE CHAIR

Gordon played the NFRMPO Transportation Improvement Program (TIP) training video.

ACTION ITEMS

City of Evans 37th Street Widening Project Scope Changes

James **moved** to *APPROVE RESOLUTION NO. 2021-05 APPROVING THE CITY OF EVANS 37TH STREET WIDENING PROJECT SCOPE CHANGES*. The motion was **seconded** by D. Clark and **passed** unanimously.

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

Bornhoft highlighted NFRMPO staff comments on the ETRP, including support for changes included in the latest proposal. Planning Council member expressed concerns that employer outreach in the NFRMPO region has not yet begun, the ETRP does not currently include a quantifiable program target, the name of the program is not aligned with its intent, potential compliance issues with Federal Labor Standards Act if employers do not have purview over employee commute habits, and the lack of regulatory accountability if no penalties will be issued. Planning Council members suggested adding comments to the NFRMPO staff letter regarding Federal Labor Standards Act compliance, a request to delay the process to allow for more employer engagement and adding military personnel to the law enforcement exemption. Stephens **moved** to *APPROVE THE NFRMPO COMMENTS ON THE RAQC'S EMPLOYER-BASED TRIP REDUCTION PROGRAM (ETRP)* with the proposed additions. The motion was **seconded** by Karspeck and **passed** unanimously.

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), including targets for transit safety performance measures. In the North Front Range region, these requirements apply 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.

Draft Environmental Justice (EJ) Plan

Dusil highlighted the NFRMPO's requirements for addressing Environmental Justice (EJ), background and timeline of the *EJ Plan* development process, stakeholders engaged, major feedback themes, and the nine recommendations within the Draft EJ Plan. Planning Council members indicated support for the draft *EJ Plan*.