



**Lunch Served at 12:30 p.m.**

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA  
December 18, 2019  
1:00 – 3:30 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of November 20, 2019 Meeting Minutes (Page 2)**

**CONSENT AGENDA**

- |   |                |
|---|----------------|
| 1) FY2019 TIP Project Delay Review (Page 8)                                   | Karasko        |
| 2) Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision (Page 11) | Dave Klockeman |

**ACTION ITEM**

- |                                  |         |
|----------------------------------|---------|
| 3) Election of 2020 TAC Officers | Karasko |
|----------------------------------|---------|

**PRESENTATIONS**

- |  |           |
|--|-----------|
| 4) Poudre Express                                      | GET Staff |
| 5) Expansion of NFRMPO Mobility Program (Page 15)      | Gordon    |
| 6) Southwest Chief & Front Range Passenger Rail Update | Karasko   |

**DISCUSSION ITEM**

- |   |         |
|---|---------|
| 7) 10-Year List of Strategic Projects (Page 20) | Karasko |
|---|---------|

**OUTSIDE PARTNER REPORTS**

- |  |                       |
|--|-----------------------|
| 8) NoCo Bike & Ped Collaborative (Page 35) | <b>Written Report</b> |
| 9) Regional Air Quality Council            |                       |
| 10) Regional Transit Agencies              |                       |
| 11) Senior Transportation                  |                       |

**REPORTS**

- |   |         |
|---|---------|
| 12) 2020 TAC Meeting Calendar (Page 36) | Karasko |
| 13) Roundtable                          | All     |

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month’s Agenda Topic Suggestions**
- 6. Next TAC Meeting: January 15, 2020**

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Windsor Recreation Center - Pine Room  
250 North 11<sup>th</sup> Street  
Windsor, CO  
November 20, 2019  
1:03 – 3:29 p.m.**

**TAC MEMBERS PRESENT:**

Dave Klockeman, Chair – Loveland  
Mitch Nelson, Vice Chair – Severance  
Allison Baxter – Greeley  
Amanda Brimmer – RAQC  
Brad Buckman – Fort Collins  
Omar Herrera – Windsor  
Mark Oberschmidt – Evans  
Elizabeth Relford – Weld County alternate  
Karen Schneiders – CDOT  
Eric Tracy – Larimer County

**NFRMPO STAFF:**

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

**TAC MEMBERS ABSENT:**

Stephanie Brothers – Berthoud  
Aaron Bustow – FHWA  
Marco Carani – Johnstown  
Rick Coffin – CDPHE-APCD  
Eric Fuhrman – Timnath  
Pepper McClenahan – Milliken  
Jeff Schreier – Eaton  
Ranae Tunison – FTA  
Town of LaSalle

**IN ATTENDANCE:**

Darren Davis – GET  
Candice Folkers – COLT  
Katie Guthrie – Loveland  
Nicole Hahn – Fort Collins  
Tamara Keefe – FHU  
Annie McFarland – FHU  
Annabelle Phillips – Transfort  
Jake Schuch – CDOT

**CALL TO ORDER**

Chair Klockeman called the meeting to order at 1:03 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE OCTOBER 16, 2019 TAC MINUTES**

Nelson moved to approve the October 16, 2019 TAC minutes. Relford seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**November 2019 TIP Amendment** – Davis stated the Poudre Express project local funding should be revised from \$0.6M to \$1.095M. Oberschmidt moved to approve the November 2019 TIP Amendment with the proposed revision. Relford seconded the motion, which was approved unanimously.

**Multimodal Options Fund (MMOF)** – Karasko stated feedback from the October 16, 2019 TAC meeting and November 7, 2019 Planning Council meeting was incorporated into the 2019 NFRMPO MMOF Call for Projects Guidelines and MMOF Application.

Relford suggested increasing the weight of the safety scoring criterion. Klockeman suggested the Project Readiness scoring criterion be removed and instead included as an eligibility requirement. Nelson suggested Project Readiness be retained with a reduced weight to maintain emphasis on using MMOF funds expeditiously.

Malette asked if the Safety point value should be increased to 20 and Project Readiness decreased to 10. TAC agreed to this change.

Relford asked if rail projects are eligible within the MMOF. Schneiders stated while rail projects are not prohibited, it is up to the project sponsor to make a strong case that the project aligns with the language in Colorado Senate Bill (SB) 2018-001 and the Transportation Commission's (TC) Resolution.

Buckman asked how project sponsors submitting a study can demonstrate the safety benefits of the project in their application. Schneiders suggested referencing historic safety conditions along the corridor.

Malette stated the NFRMPO plans to request the Planning Council set aside \$600,000 from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project if TAC agrees. The project sponsor would be the NFRMPO. TAC agreed to support this request.

Klockeman suggested TAC members discuss the updated scoring criteria and definitions with their Planning Council representative prior to the December 5, 2019 Planning Council meeting.

Malette clarified TAC is recommending increasing the Safety scoring criterion to 20 points and reducing the Project Readiness criterion to 10 points, as well as setting aside \$600,000 from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project. Schneiders moved to approve the MMOF Call for Projects process with the proposed revisions. Nelson seconded the motion, which was approved unanimously.

## **DISCUSSION ITEMS**

**Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision** – Klockeman stated the CNG Fast Fill Station CMAQ Grant from the 2016 Call for Projects, initially awarded to Larimer County for two stations, was transferred to Loveland as the result of an Alternative Fuels Study and Fort Collins' decisions to construct a shared station using separate funds. The Loveland station costs are higher than anticipated and the City needs to use the full funding amount. The station will allow Loveland to convert municipal vehicles to CNG and will be open to Larimer County and CDOT vehicles.

Karasko asked TAC to discuss whether to support the scope change and whether the scope change is significant enough to go to Planning Council for Discussion.

Relford asked if the emissions benefits for the unfunded 2016 CMAQ project applications have been calculated using the updated emissions methods. Bornhoft stated they have not. Relford suggested NFRMPO staff prepare the calculations prior to the December 5, 2019 TAC meeting.

Baxter asked if the original application dramatically underestimated the cost of a station or if the cost of a station has risen significantly. Malette stated the station in the revised scope is much larger than in the original scope and station costs have generally risen over time.

Malette asked if the station will include any electric vehicle chargers. Klockeman stated it will not.

Malette asked if TAC supports the scope revision and if the item should go to Planning Council for Discussion. TAC agreed to support the project and requested it be discussed at the December 5, 2019 Planning Council meeting.

**2016-2020 NFRMPO Targets for Safety Performance Measures** – Cunningham stated DOTs and MPOs are federally required to set targets for five safety performance measures annually. CDOT set 2016-2020 targets based on a five year rolling average in August and the NFRMPO must either set its own targets or agree to support the State’s targets by February 29, 2020. Cunningham stated the crash rates in the NFRMPO region have typically been higher than the State’s rates and explained some of the factors contributing to the rise. From 2011-15 fatalities increased in the NFRMPO region by 46 percent while fatalities increased statewide by 25 percent. Malette stated crash rates in rural areas are typically higher than in urban areas.

Cunningham asked TAC to discuss supporting the statewide safety targets because NFRMPO staff are still processing 2013-2018 data for the region. Relford stated unless the region-specific data can be processed in time, she recommends supporting the statewide targets.

Baxter asked if the NFRMPO has set region-specific targets in the past. Karasko stated the NFRMPO has set region-specific targets for areas other than safety. Under the current federal legislation, the NFRMPO has only supported the statewide safety targets.

Relford asked what the repercussions are for the NFRMPO if it does not meet its targets. Cunningham stated there is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting targets. Karasko stated the targets must be incorporated into the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) and the NFRMPO must program projects that will contribute to target achievement.

Klockeman asked if NFRMPO staff should continue processing the 2013-18 crash data if the NFRMPO is going to support the statewide targets. NFRMPO staff stated the crash data will be useful for other projects beyond target setting.

Phillips asked if there is any benefit to setting region-specific targets. Karasko stated it would help planning partners better understand crash trends and patterns and it could help the region when competing for safety-related funding opportunities.

TAC indicated support for adopting the State’s targets if regionally specific data cannot be processed in time.

**FY2019 TIP Project Delay Review** – Bornhoft stated seven projects or project components with STBG, CMAQ, or TA funding have a delay according to the FY2019 TIP Delay Review. The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a second extension, TAC may either recommend Planning Council issue a second extension or recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

Bornhoft stated NFRMPO staff recommends TAC provide first extensions to projects whose sponsors anticipate going to advertisement in FY2020 and recommending Planning Council provide second extensions to projects whose sponsors anticipate going to advertisement in FY2020.

Folkers asked if the second delay status applies to the COLT CNG Replacement Project if the notice to proceed is expected very soon. Bornhoft stated it will be because the delay applies to the previous fiscal year, which ended in October.

Phillips stated Transfort expects to place bus orders by the second quarter of 2020 for the eBus & Charger Purchase project with a first delay.

Klockeman stated the advertisement date for Loveland's CNG Fast Fill Station project with a first delay is still August 2020 pending Planning Council approval of the scope change.

Relford stated the Weld County's FY2019 CNG Vehicles purchase with a first delay is completed, and Relford will send Bornhoft updated figures to update its status.

TAC agreed to extend the two projects identified for first delay.

Relford stated Weld County is not requesting an extension for the remaining two components of the CNG Vehicles project with a second delay and plans to return funds to the pool due to the Buy America waiver suspension.

Folkers stated the order was submitted on November 20, 2019 for the COLT CNG Bus Replacement project with a second delay.

Schuch stated the Larimer County and Berthoud LCR17 Expansion project with a second delay should be approved for advertisement by the end of 2019, while Loveland's US287 & US34 VMS Signs project has not been approved for advertisement. Klockeman stated the City should know in a couple months and will work with NFRMPO Staff if the project requires an extended second extension.

Bornhoft stated the TIP Delay Procedure does not specify the length of a second extension. Schneiders suggested extensions run through the end of CDOT's Fiscal Year.

TAC indicated support for Planning Council granting extensions through June 30, 2020 for the Larimer County LCR17 project and the Loveland VMS sign project. Loveland's COLT project is no longer delayed.

**10-Year Strategic Pipeline of Projects** – Karasko stated Planning Council will hold a Work Session on December 13 to discuss criteria for ranking projects in the Pipeline. At their November 7, 2019 meeting, the Planning Council requested TAC create a list of ranked projects along six State Highway System corridors. NFRMPO Staff compiled a list of 41 projects from the 2045 Regional Transportation Plan, US85 and US34 Planning and Environmental Linkages (PEL) studies, and the Region 4 2018 Ballot Project List. Karasko highlighted the preliminary criteria created by the Transportation Commission (TC) and asked TAC members to review the attached list of projects and provide feedback

Relford asked if the projects in the Pipeline are also identified in the TIP. Bornhoft stated some of them are in the TIP but the Pipeline only reflects the remaining funding need, not the programmed amount in the TIP.

TAC members discussed using the TC preliminary criteria as a starting point for ranking projects, incorporating local funding commitments, and measuring the statewide significance of a project.

Malette stated there is currently no anticipated State or Federal funding associated with the Pipeline but asked if TAC members want to rank projects within each corridor. The Planning Council would like TAC to provide a prioritized list for the January 9, 2020 Planning Council meeting. The Planning Council Executive Committee's recommendation is to have Planning Council set the project prioritization and ranking framework for TAC to carry out.

Baxter recommended scoring and ranking the projects based on preliminary TC criteria and adding a criterion to account for the local financial commitment of a project.

Relford stated the Upper Front Range Transportation Planning Region has hired a consultant to score projects based on the preliminary TC criteria and outputs from statewide travel demand model. Rankings can then be adjusted by stakeholders based on additional considerations.

Buckman asked if there will there be a TAC Work Session following the December 5, 2019 Planning Council meeting to ensure a prioritized list is ready for the January 9, 2020 Planning Council meeting. TAC agreed to consider scheduling a Work Session in December or early January if necessary.

Malette asked where the Front Range Passenger Rail service remaining funding need came from. Karasko stated the \$622.5M estimate is from the North I-25 Commuter Rail Study, but the project still needs a feasibility study.

Relford suggested project descriptions and funding need to be limited to the NFRMPO boundaries. Bornhoft stated NFRMPO staff will work with CDOT to get NFRMPO-specific cost estimates for larger projects such as the US85 projects extending from Wyoming to the Denver region.

Baxter asked if individual projects from the US34 PEL Study are identified. Bornhoft stated several projects from the US34 PEL are consolidated into a single project.

#### **OUTSIDE PARTNERS REPORTS (verbal)**

**NoCo Bike & Ped Collaborative** – Dusil reported several NFRMPO member communities are considering submitting bicycle and pedestrian projects to the Multimodal Options Fund (MMOF) and/or CDOT Region 4 Transportation Alternatives Program (TAP) Calls for Projects.

**Regional Air Quality Council** – Brimmer stated reclassification from Moderate to Serious Nonattainment for the Denver-North Front Range 8-Hour Ozone Nonattainment Area is expected by early 2020. RAQC is currently working on modeling for the Serious Area Ozone State Implementation Plan (SIP). The next RAQC Control Strategy Committee meeting will be Wednesday, December 11 at 9:30 a.m. at the RAQC office.

**Regional Transit Agencies** – Phillips stated Fort Collins City Council recently approved authorization for an Intergovernmental Agreement (IGA) with Greeley for operation of the Poudre Express. Transfort expects delivery of three new buses in the next month and will hold its annual public meeting in December.

Schneiders stated the ridership figures for CDOT's Elkstang bus service between Denver and Estes Park are not final yet, but she will bring them to TAC when they are ready. CDOT's Snowstang bus service from Denver to select ski resorts will be starting up soon.

Folkers stated Loveland is working with CDOT and Centerra Metro District on the Bustang station design at Kendall Parkway. COLT is also preparing to purchase some new buses.

Davis stated Greeley and other Poudre Express regional transit route partners are staring to market information about service beginning January 2, 2020. Bus stops are being constructed now and drivers are in training. Malette asked if the buses look different from a typical GET buses. Davis stated they look the same on the outside, but have upgraded features inside, including Wi-Fi and more comfortable seats.

**Senior Transportation Items** – Gordon reported the Larimer County Board of Commissioners adopted the Larimer County Senior Transportation Implementation Plan. The Plan will go back to Planning Council for discussion in December.

## **REPORTS**

**Roundtable** - Karasko stated NFRMPO staff phone numbers have all changed.

Schneiders stated the CDOT Region 4 TAP Call for Projects is open and applications are due to Schneiders on December 2, 2019. TAP projects touching the State Highway System had to be submitted already for CDOT concurrence. Schneiders stated the Union Pacific (UP) Big Boy train will be in Greeley on Tuesday, November 26 at 11:15 a.m. as it returns from a cross-country tour. Jan Rowe has transferred to Region 1.

Herrera stated Windsor is updating its Transportation Master Plan, which should be adopted in early 2020. The Town is currently advertising for a new Traffic Engineer

Malette stated the NFRMPO is still looking for a Finance Manager.

Nelson stated Severance's Comprehensive Plan and Transportation Plan efforts will start soon. The Town recently received its first traffic signal at the intersection of WCR74 and WCR21.

Bornhoft stated she will be out on maternity leave for several months starting sometime in December.

Buckman stated the Vine Drive bridge at I-25 has opened.

Relford stated Weld County partnered with UP Railroad to construct a new road connecting to WCR52. Weld County is preparing to award a bid for irrigation on the County's first roundabout at WCR54 and WCR17. As part of its Transportation Plan update, the County is working with Alliance Transportation Group (ATG) on travel demand modeling using CDOT's statewide model. Weld County and local agencies are working on an Access Control Plan (ACP) for WCR74. The County also has a grant through CDOT to geocode crash data.

Klockeman stated Loveland's Transportation, Bicycle and Pedestrian, and Transit Plans should be adopted in April 2020.

## **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month's Agenda Topic Suggestions** – Karasko stated the agenda will include a holiday lunch, FY2019 TIP Project Delay Review will return for Action, the 10-Year Strategic Pipeline of Projects will return for Discussion, and there will be an election of 2020 TAC officers.

**Meeting adjourned at 3:29 p.m.**

**Meeting minutes submitted by:** Ryan Dusil, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, December 18, 2019 at the Windsor Recreation Center, Pine Room. Holiday lunch will be served at 12:30 p.m.**

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 18, 2019	FY2019 TIP Project Delay Review **CONSENT**	Becky Karasko
<b>Objective/Request Action</b>		
<p>To discuss TIP projects subject to the TIP Delay Procedure, including:</p> <ul style="list-style-type: none"> <li>• Whether or not TAC should grant 1<sup>st</sup> extensions to projects with a 1<sup>st</sup> delay,</li> <li>• Whether or not to recommend Planning Council grant 2<sup>nd</sup> extensions to projects with a 2<sup>nd</sup> delay, and</li> <li>• Consideration of Loveland’s request for an extended 2<sup>nd</sup> extension.</li> </ul>		<ul style="list-style-type: none"> <li><input type="checkbox"/> Report</li> <li><input type="checkbox"/> Work Session</li> <li><input type="checkbox"/> Discussion</li> <li><input checked="" type="checkbox"/> Action</li> </ul>
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• In October and November 2019, sponsors provided project status information for projects initially programmed in FY19 or earlier, summarized in <b>Table 1</b>.</li> <li>• 13 projects are subject to the FY2019 delay review. As shown in the attached table, there are seven projects or project components with a delay: <ul style="list-style-type: none"> <li>○ Three projects or project components have a 1<sup>st</sup> delay,</li> <li>○ Three projects or project components have a 2<sup>nd</sup> delay, and</li> <li>○ One project that received a 2<sup>nd</sup> extension in the FY2018 Review is still delayed and is requesting the extension continue through the end of FY2020.</li> </ul> </li> </ul>		
<b>Committee Discussion</b>		
<p>This is the second time TAC will see the FY2019 TIP Project Delay Review. This was a discussion item at the December 5, 2019 Planning Council meeting.</p>		
<b>Supporting Information</b>		
<p>The TIP Delay Procedure is identified in the <i>FY2019-2022 Transportation Improvement Program</i> (TIP). “Delay” is defined as:</p> <ul style="list-style-type: none"> <li>• when a construction-related project is not advertised during the fiscal year assigned in the TIP; or</li> <li>• when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP.</li> </ul>		
<p>The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a 2<sup>nd</sup> extension, TAC may either (1) recommend Planning Council issue a 2<sup>nd</sup> extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.</p>		
<b>Advantages</b>		
<p>The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.</p>		



**Disadvantages**

None noted.

**Analysis/Recommendation**

- Staff requests TAC members recommend Planning Council approve the extended 2<sup>nd</sup> extension at their January 9, 2020 meeting.

**Attachments**

- FY2019 Project Status Report

**Table 1. FY2019 Delay Review - TIP Projects Requesting Extensions from Planning Council**

SPONSOR	PROJECT NAME	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	PROJECT STATUS COMMENTS	Federal Funds Programmed in TIP (in thousands)	2017 Review Outcome	2018 Review Outcome	2019 Delay Status
Larimer County/ Berthoud	LCR 17 Expansion	STBG	FY18	This project is awaiting concurrence to advertise from CDOT. We anticipate that happening in the next few weeks and we plan to go to ad in December or January.	\$1,866	N/A	1 <sup>st</sup> Extension	<b>2<sup>nd</sup> Delay</b>
Loveland	US 287 & US 34 VMS Signs	CMAQ	FY15	Final IGA Draft received from CDOT 11/1/2019. City approval anticipated by 1/1/2020. Delays in IGA due to CDOT developing updated criteria and policies. Loveland would like to extend the 2nd extension because circumstances were out of our control. Ad date anticipated 5/1/2020.	\$497	1 <sup>st</sup> Extension	<b>2<sup>nd</sup> Delay</b>	<b>DELAYED</b>

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 18, 2019	Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision **CONSENT**	Dave Klockeman City of Loveland
<b>Objective/Request Action</b>		
Revise CNG Fast Fill Station CMAQ Grant Award from 2016 Call For Projects to fund one (1) station in Loveland as costs are higher than initially anticipated and other station in Fort Collins previously proposed as part of award has been completed using other funding. Outcome is still two (2) new CNG Fast Fuel Stations.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>CNG Fast Fill Station CMAQ Grant from 2016 Call For Projects initially awarded to Larimer County was transferred to Loveland. The initial application included two (2) locations, one in Fort Collins and one in Loveland. Fort Collins has constructed a shared station using separate funds. Loveland station costs are higher than previously anticipated and needs to use all of the grant funding. Construction in 2020 would align with the Loveland project to replace fuel farm. In addition, the City has completed an alternate fuel study and identified additional future CNG fueled vehicles.</p>		
<b>Committee Discussion</b>		
<p>This item was discussed at the November 20, 2019 TAC meeting and at the December 5, 2019 Planning Council meeting.</p>		
<b>Supporting Information</b>		
<p>In 2017, the City of Loveland Fleet Management Division retained the services of consultant WIH Resource Group to provide a cost-benefit analysis for how best to convert substantial segments of the City's fleet of 750 vehicles/equipment to cleaner, more cost-effective alternative fuels/power. <i>WIH Resource Group placed a significant emphasis on the potential benefits of converting most of the City's heavy-duty truck and bus fleets from diesel fuel to CNG fuel, as older vehicles are retired.</i></p>		
<p>WIH Resource Group also made other specific recommendations for converting light/medium duty gas and diesel vehicles to gas-electric hybrids, plug-in electrics, and cleaner bio-diesel fuel blends. The results of their work is included in the "Study for Alternative Fuels/Alternative Power – Final Report" prepared for the City.</p>		
<p>Also during this 2017-18 timeline, Loveland staff participated in a regional CNG Coalition Group led by Larimer County, along with the City of Fort Collins, Colorado State University, CDOT Region 4, Thompson School District and Poudre School District. Larimer County received a Congestion Mitigation Air Quality (CMAQ) grant award for the construction of two CNG fueling stations – one in the Fort Collins area and one in the Loveland area. After considering different locations within the Loveland area, the group determined that the City of Loveland's Municipal Service Center was the most viable location for a south-county, shared fueling station. Larimer County then transferred its CNG grant award of \$828,000 to the City of Loveland. In this same timeframe, the Fort Collins constructed a new CNG station on East Vine Drive, with an offer to allow Larimer County and CDOT to fuel their CNG vehicles there also. Larimer County has utilized this location for fueling their Road and Bridge Department vehicles located at their nearby facility.</p>		
<p>Until now, the primary challenge for adding CNG to the City fleet has been the relatively large, one-time capital investment of \$1.2M needed to construct the required CNG Fueling Infrastructure as there currently are no privately owned CNG fueling stations in the Loveland area.</p>		
<p>Due to Larimer County's leadership and generosity in transferring to Loveland its two CMAQ grant awards totaling \$828,000, Fleet Management can now begin converting a significant segment of its heavy-duty truck and bus fleet to cheaper and cleaner CNG fuel, as older vehicles are</p>		

replaced. As per the grant award terms, Larimer County and CDOT will also be allowed to fuel their CNG vehicles at the Loveland CNG station.

The total funding of \$1,200,000 includes \$828,000 in CMAQ funds, \$172,000 in Local Match Funds, and \$200,000 in Local Overmatch Funds, which is the same amount of federal, local match, and overmatch as the original project. These costs include a new connection to a high-pressure gas main as well as retrofitting an existing facility to accommodate CNG fueling.

### **Advantages**

CNG Fast Fill Station is constructed on west side of I-25, accessible to the City of Loveland, Larimer County and CDOT in an area where there are no other facilities. Allows for Loveland to add CNG vehicles to fleet for replacement and/or additional stock, improving air quality.

### **Disadvantages**

None.

### **Analysis/Recommendation**

Loveland requests TAC recommend Planning Council approval of the proposed project scope change.

### **Attachments**

- Original and revised emissions benefits
- Map of proposed station location

Rev. 11/28/2018

### Original Emissions Benefits for the SH402 CNG Fueling Station for Larimer County

Method: EPA Diesel Emissions Quantifier

Data Item	NOx	VOC
Short-term reduction (KG in Year 1)	24,741	3,606
Long-term reduction (KG in Years 2-5)	98,965	14,424
Cost	\$600,000	\$600,000
Cost per KG over 5 Years	<b>\$5</b>	<b>\$33</b>

### Revised Emissions Benefits for the SH402 CNG Fueling Station for Larimer County

Method: 2018 AFLEET

Data Item	NOx	VOC
Short-term reduction (KG in Year 1)	1,103	639
Long-term reduction (KG in Years 2-5)	8,574	3,755
Cost	\$600,000	\$600,000
Cost per KG over 5 Years	<b>\$62</b>	<b>\$137</b>

### Emissions Benefits for the CNG Fueling Station for Loveland

Method: 2018 AFLEET

Data Item	NOx	VOC
Short-term reduction (KG in Year 1)	1,158	639
Long-term reduction (KG in Years 2-5)	9,261	3,754
Cost	\$1,200,000	\$1,200,000
Cost per KG over 5 Years	<b>\$115</b>	<b>\$273</b>



## Larimer County: Road Info Locator

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Printed: 9/9/16



## MEMORANDUM

**To:** Technical Advisory Committee (TAC)  
**From:** Alex Gordon  
**Date:** December 18, 2019  
**Re:** Expansion of Mobility Program

### Background

The NFRMPO has worked in partnership with the Partnership for Age-Friendly Communities (PAFC), Larimer County Office on Aging (LCOA), Larimer County Department of Health and Environment Built Environment program, Larimer County Engineering Department, Foothills Gateway, and Berthoud Rural Alternative for Transportation (RAFT) to study and implement recommendations from the [Larimer County Senior Transportation Needs Assessment](#) (2017). These efforts have included forming a work group, conducting interviews and research, and applying for grants.

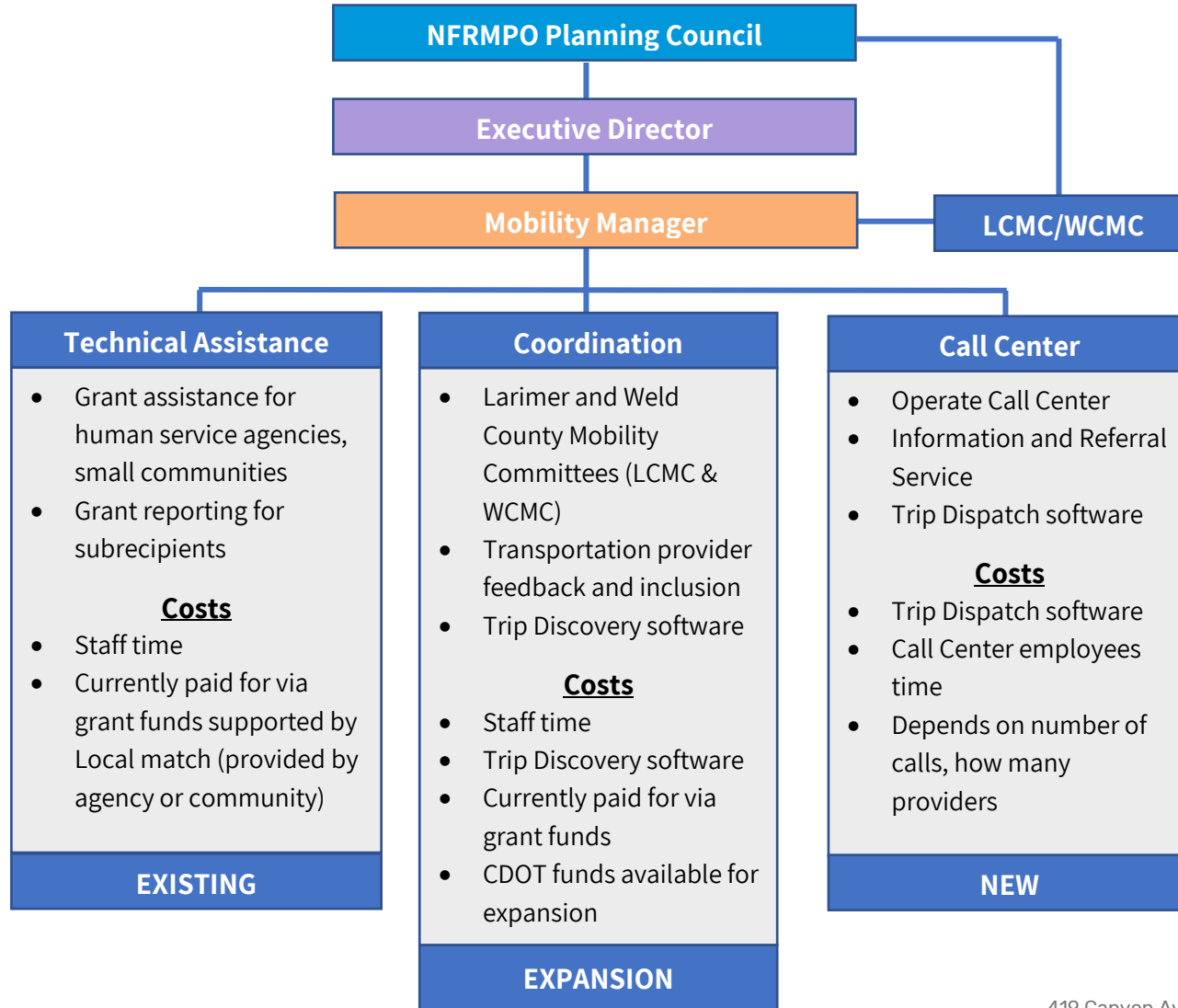
The grants received for this project so far have totaled nearly \$150,000, including local match from Larimer County. These have funded the creation of an expert panel, a proof-of-concept project, and an Implementation Plan to act as a strategic plan for the creation of an expanded NFRMPO Mobility Coordination Program, **Table 1**.

NFRMPO staff presented on the project at various times, including in Washington, D.C. to the Assistant Secretary of Aging. At this presentation, the National Aging and Disability Transportation Center debuted a video highlighting the work the NFRMPO and other grantees have completed as part of the grant.

### Action

This is an informational item, and no action is needed.

Table 1: **Mobility Management Organization Chart**







# Mobility Program Expansion

TAC Meeting



December 18, 2019

1



## Larimer County Efforts

- Larimer County Strategic Plan
- Larimer County Senior Transportation Needs Assessment
- Larimer County Senior Transportation Work Group

## Grants

- NADTC Getting Ready to Innovate Grant
- NADTC Innovations in Accessible Mobility Implementation Grant
- CDOT/FTA §5304 grant



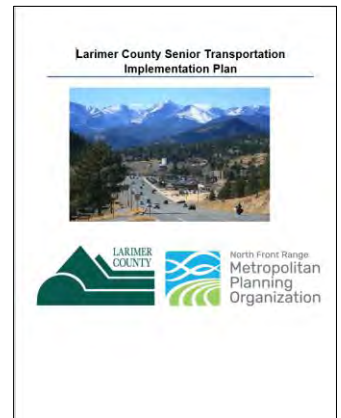
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Next Steps



- **Larimer County Senior Transportation Implementation Plan**
- **Multimodal Options Fund and other grants**
  - Potential funding for three years (with Planning Council approval)
  - Partnerships
  - Hire Mobility Manager
- **Expansion to Weld County, Colorado**
  - Collective Impact at United Way of Weld County

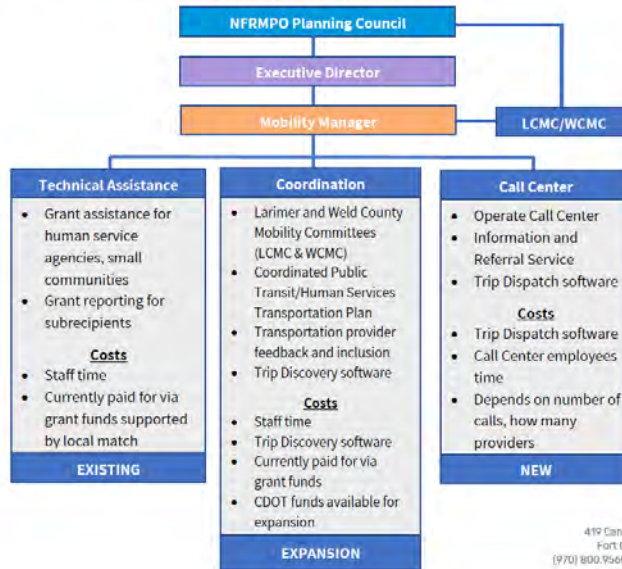


TAC Meeting



Recommendations

Mobility Management Organization Chart



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Questions and Contact Info



**Alex Gordon, PTP**  
 Transportation Planner II/Mobility Coordinator  
 (970) 289-8279  
[agordon@nfrmpo.org](mailto:agordon@nfrmpo.org)

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TAC Meeting

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## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: Becky Karasko**

**Date: December 18, 2019**

**Re: 10-Year Strategic Pipeline of Projects**

### Background

CDOT is in the process of developing a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change.

Like the CDOT STIP, the NFRMPO has the Planning Council-adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2020-2023, which will be included in the first four years of CDOT's new 10-Year Strategic Pipeline of Projects.

At the October 3, 2019 Planning Council meeting, a Work Session on the 10-Year Strategic Pipeline of Projects was held. During this Work Session, NFRMPO staff received direction from Planning Council to focus on I-25, the US highways, and other roadways of statewide significance within the region and to use the potential criteria the Transportation Commission discussed at their September meeting to create a list of projects for the NFRMPO region for incorporation into CDOT's List. Additionally, projects on statewide significant corridors and Regionally Significant Corridors (RSCs) within the region were included.

Following this direction, a Work Session was held during the October 16, 2019 TAC meeting where the following list of six priority corridors for the NFRMPO region was developed:

- I-25
- US34
- US85
- US287
- SH392
- SH14



This list was presented to Planning Council at their November 7, 2019 meeting to request their approval. At that time, Planning Council requested TAC create a list of ranked projects along these corridors for Planning Council to review.

NFRMPO Staff compiled a list of 41 projects along these six corridors from the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, and the Region 4 2018 Ballot Project List. Staff requested TAC members review the projects ahead of the November 20, 2019 TAC meeting to ensure:

- All known projects on the six corridors including roadway, bike & ped, and transit projects are included;
- All known phases of the projects are included;
- All project costs shown are the most current local estimates; and
- The Local Match amounts shown are correct for those projects which have Local Match funds identified.

Following the November 20, 2019 TAC meeting and Discussion, Staff requested TAC members review the projects within their communities to ensure the project information was correct and to provide any changes by Tuesday, December 3, 2019. The updated project list will be provided to Planning Council members prior to the December 5, 2019 meeting. At that meeting it was requested that the Work Session be moved to January 2020. NFRMPO staff is working to determine the date, time, and location of this Work Session.

## Action

Staff requests TAC members review the updated list of projects on the six identified corridors and the proposed criteria for project ranking, and provide feedback at the December 18, 2019 meeting.

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Roadway Projects</b>				
I-25	WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	\$325.0 <sup>1</sup>	\$0
	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	\$29.9 <sup>1</sup>	\$0
	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	\$74.0	\$0
	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	\$63.2	\$0
I-25/US34	Interchange at I-25 / US34 and US34/Centerra	Interchanges	\$171.4	\$0
I-25/SH14	Interchange	Interchange reconstruction	\$52.2	\$0
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	\$10.6	\$0
	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 lanes to 6 lanes	\$6.6	\$0
	Rocky Mountain Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	\$19.2	\$4.3
	US34 and 35 <sup>th</sup> Ave	New interchange	\$30.0	\$15.0
	US34 and 47 <sup>th</sup> Ave	New interchange	\$30.0	\$15.0
	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	\$170.0	\$0
	US34 and 83 <sup>rd</sup> Ave	Interchange	\$30.0	\$0
	US34 and 17 <sup>th</sup> Ave	Add a third eastbound lane and a channelized T	\$5.0	\$0
	US34 and Promontory Parkway	SPUI or Interchange	\$33.1	\$0
	US34 and 65 <sup>th</sup> Ave	SPUI or Interchange	\$34.0	\$0
	US34 and 11 <sup>th</sup> Ave	Phase 1 of US34/US85 Interchange Improvements	\$68.0	\$0
	US34 and WCR 17	Interchange	\$27.8	\$0
	Greeley to Loveland	Other improvements identified in the PEL	\$226.2	\$0
US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	\$8.1	\$0
US34/US85	Interchange	Interchange reconfiguration	\$170.0	\$0

<sup>1</sup> Cost within NFRMPO TBD

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Roadway Projects, Continued</b>				
US85	US85 and 22 <sup>nd</sup> St	Texas turnaround	\$19.6	\$0
	US85 and 18 <sup>th</sup> St	Texas turnaround	\$14.6	\$0
	US85 and 16 <sup>th</sup> St	Texas turnaround	\$16.9	\$0
	US85 and 13 <sup>th</sup> St	Texas turnaround	\$16.5	\$0
	US85 and 8 <sup>th</sup> St	Texas turnaround	\$23.5	\$0
	US85 and 5 <sup>th</sup> St	Texas turnaround	\$17.7	\$0
	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	\$10.9	\$0
	WCR46 to WCR78	Other improvements identified in the US85 PEL	\$26.5	\$0
US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	\$19.5	\$0
	SH402 to 1 <sup>st</sup> St	Widen from 4 lanes to 6 lanes	\$17.0	\$0
	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	\$10.5	\$0
	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	\$5.0	\$0
	29 <sup>th</sup> St to LCR30	Widen from 4 lanes to 6 lanes	\$9.1	\$0
	US287 (College Ave) and Drake Rd	Intersection improvements	\$5.9	\$0
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	\$29.7	\$0
	SH14 and WCR23	Intersection improvements	\$2.0	\$0
SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	\$4.0	\$0
	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	\$3.2	\$0
	17 <sup>th</sup> St to Westgate Dr	Widen from 2 lanes to 4 lanes	\$17.7	\$2.5
	I-25 to US287	Widen from 2 lanes to 4 lanes	\$19.1	\$0
<b>Roadway Projects Total</b>			<b>\$1,873.2</b>	<b>\$37</b>

## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Transit Projects<sup>2</sup></b>				
I-25, US85, or US287	Front Range Passenger Rail (within the NFR)	New rail service	TBD <sup>3</sup>	\$0
Various	North Front Range Regional Rail	New rail service	TBD	\$0
US34	Greeley to Fort Morgan	New bus service	\$1.7 / \$1.0	\$0
	Loveland to Estes Park	New bus service	\$1.7 / \$0.7	\$0
	Loveland to Greeley	New bus service	\$1.5 / \$1.2	\$0
US85	Eaton to Denver Region	New bus service	\$3.2 / \$2.4	\$0
US287	Fort Collins to Longmont/Boulder	Increased bus frequency	\$4.5 / \$3.0	\$0
	US287 and 37 <sup>th</sup> St	COLT North Transit Center	\$2.9	\$0
<b>Transit Projects Total</b>			<b>\$23.8</b>	<b>\$0</b>

<sup>2</sup> Costs for transit service are presented as initial capital / one-year operating

<sup>3</sup> Cost and alignment TBD following Feasibility Study Completion



## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need in Millions (2019 \$)
<b>Non-Motorized Projects</b>				
I-25	RNMC #2: Little Thompson River	Trail crossing	\$0	\$0
	RNMC #3: Big Thompson River	Trail underpass	\$0	\$0
	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated crossing	TBD	\$0
	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	TBD	\$0
US34	RNMC #11: US34 Non-motorized from 65 <sup>th</sup> Ave to 95 <sup>th</sup> Ave	Trail construction	\$2.80	\$0
	RNMC #11: US34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave	Trail construction	\$0.75	\$0.75
	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95 <sup>th</sup> Avenue to Ashcroft Draw	Trail construction and crossing	TBD	\$0
US85	RNMC #6: Poudre River Trail	Trail underpass	TBD	\$0
SH392	RNMC #9: Johnstown/Timnath Trail Crossing at County Line Road and SH392	Trail crossing	TBD	\$0
<b>Non-Motorized Projects Total</b>			<b>\$3.6</b>	<b>\$0.75</b>
<b>Project Candidate Total</b>			<b>\$1,900.6</b>	<b>\$37.6</b>



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**Timeline—Discussions To-Date**

- **October 3—Planning Council Discussion**
- **October 16—TAC Discussion**
- **November 7—Planning Council Discussion**
- **November 20—TAC Discussion**
- **December 5—Planning Council Discussion**
- ~~**December 13—Planning Council Work Session on Criteria**~~
- **December 18—TAC Work Session on Project Ranking** ←

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## Timeline—Moving Forward



- **January 9—Planning Council Discussion of Criteria and Projects**
- **January TBD—Planning Council Work Session on Criteria & Projects**
- **February 6—Planning Council Action**
- **February 20—Transportation Commission Discussion**
- **March 19—Transportation Commission Adoption**

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## Timeline—Moving Forward



- **January 9—Planning Council Discussion of Criteria and Projects**
- **January TBD—Planning Council Work Session on Criteria & Projects**
- **February 6—Planning Council Action**
- **February 20—Transportation Commission Discussion**
- **March 19—Transportation Commission Adoption**


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 <b>TC Criteria</b>					
 <b>Safety</b>	 <b>Mobility</b>	<b>Economic Vitality</b> 	<b>Asset Management</b> 	 <b>Strategic Nature</b>	<b>Regional Priority</b>
<b>Potential Criteria</b>	<b>Potential Criteria</b>	<b>Potential Criteria</b>	<b>Potential Criteria</b>	<b>Potential Criteria</b>	<b>Potential Criteria</b>
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>	<b>TC Guiding Principle</b>
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits	Economic Impacts Statewide Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these? Regional flexibility / related smaller scale projects

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TC Criteria: Safety

 <b>Safety</b>
<b>Potential Criteria</b> Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues
<b>TC Guiding Principle</b>
Safety

- **TC Definition:**
  - Known safety issue(s)
  - Level of Safety Service (LOSS) of 3 or 4
- **NFRMPO Definition:**
  - Should we use the TC definition?
  - Criteria based on Federal Performance Measures?

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TC Criteria: Safety

**Safety**

**Potential Criteria**  
 Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

**TC Guiding Principle**

Safety

- **Federal Safety Performance Measures**
  - Number of Fatalities
  - Fatality Rate per 100 Million VMT
  - Number of Serious Injuries
  - Serious Injury Rate per 100 Million VMT
  - Number of Non-Motorized Fatalities and Serious Injuries

Measure	2016-2020
Fatalities	618
Fatality Rate	1.143
Serious Injuries	3,271
Serious Injury Rate	6.075
Non-Motorized Fatalities and Serious Injuries	670

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TC Criteria: Mobility

**Mobility**

**Potential Criteria**  
 Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

**TC Guiding Principle**

Mobility  
 Programs and projects leveraging new technology development  
 Integrated System Impacts and Benefits

- **TC Definition:**
  - **Mobility Benefits include congestion reduction, improved reliability, new or improved connections, elimination of gaps or continuity issues, new or improved multimodal facilities, improved efficiency.**
- **NFRMPO Definition:**
  - **Should we use the TC definition?**

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TC Criteria:  
Economic Vitality

**Economic Vitality**

*Potential Criteria*

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

*TC Guiding Principle*

Economic Impacts  
Statewide Equity

- **TC Definition:**
  - The extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job or other significant activity centers.
- **NFRMPO Definition:**
  - Same as TC's, just reworded
  - The extent to which a project supports freight, agricultural, or energy needs, or provides or improves access to employment, tourism, military, recreation, or other significant activity centers

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TC Criteria:  
Asset Management

**Asset Management**

*Potential Criteria*

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

*TC Guiding Principle*

Asset Management / Preservation Benefits  
Impact of Asset Management decision on asset life and function

- **TC Definition:**
  - **Asset Management:**
    - Asset life
    - Improving Low Drivability Life pavement
    - Structures rated poor
- **NFRMPO Definition:**
  - Same (These are similar to the Federal Performance Measures)

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TC Criteria:  
Strategic Nature

**Strategic Nature**

**Potential Criteria**  
 Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

**TC Guiding Principle**

Financial Leverage, Financial innovation, and Partnerships  
  
 Short term projects vs. Accommodating Long-Term Projects trends  
  
 How does the system look in 30 years and how does this project fit in?

- **TC Definition:**
  - **Strategic Nature of the project, regional or statewide significant, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.**
- **NFRMPO Definition:**
  - **Should we use the TC definition?**

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TC Criteria:  
Regional Priority

**Regional Priority**

**Potential Criteria**  
 Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

**TC Guiding Principle**

Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?  
  
 Regional flexibility / related smaller scale projects

- **TC Definition:**
  - **Priority with the CDOT Region based on planning partner input, including priorities expressed in RTPs.**
- **NFRMPO Definition:**
  - **Projects on the six Planning Council approved corridors:**
    - I-25
    - US287
    - US34
    - SH14
    - US85
    - SH392

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## Additional Criteria



- **Readiness**
  - Local match available?
  - Environmental studies items identified and are able to be mitigated?
  - ROW required/acquired?
- **Others?**



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## Draft Scoring Weighting



Criteria	Weight	Multiplier	TOTAL
Safety	25	0 – 4	0 – 100
Mobility	20	0 – 4	0 – 80
Economic Vitality	10	0 – 4	0 – 40
Asset Management	10	0 – 4	0 – 40
Strategic Nature	15	0 – 4	0 – 60
Regional Priority	10	0 – 4	0 – 40
Project Readiness	10	0 - 4	0 – 40
<b>TOTAL</b>	<b>100</b>		<b>0 – 400</b>

- 4 Major Factor / Minimal Economic or Environmental Impact
- 3 Large Factor / Minor Economic or Environmental Impact
- 2 Factor / Some Economic or Environmental Impact
- 1 Minor Factor / Large Economic or Environmental Impact
- 0 Not a Factor / Major Economic or Environmental Impact

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## Projects



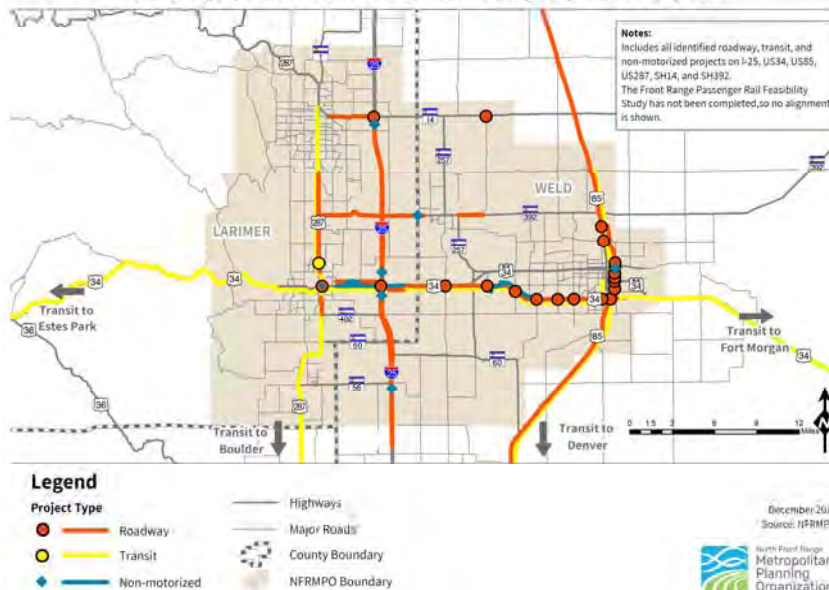
- **Six Regionally Significant Corridors (RSC)**
  - I-25, US34, US85, US287, SH14, and SH392
- **Total of 58 projects**
  - **3 categories (Roadway, Transit, and Non-Motorized)**
  - **Projects from 2045 RTP Unconstrained Projects List, 2045 RTE, 2018 Ballot List, US34 and US85 PEL Studies, 10-Year Development List, and TAC members**
  - **Total Cost of \$2.5 Billion**

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## Draft Project Candidates

Draft Project Candidates for the 10-Year Strategic Pipeline of Projects



Please refer to list attached to memo in your packet.

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## Ranking



- **To be completed at January Workshop**
- **Please pre-rank projects / talk to your Planning Council members**

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## Questions?



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Transportation Planning Director  
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(970) 289-8281

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# **Northern Colorado Bike & Ped Collaborative**

**Executive Summary – Wednesday, December 11, 2019**

**Windsor Recreation Center, Buckeye/Redwood Room**

**250 11th St. Windsor, CO 80550**

## **2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Timeline**

Dusil stated the Call for Projects is now open and December 20<sup>th</sup> is the deadline for communities to submit their match relief request (if applicable) to the NFRMPO so they can be considered by the Colorado Transportation Commission (TC) in January 2020.

## **Draft NoCo Bike & Ped Collaborative Values and Operating Guidelines**

NoCo discussed the Draft document created by a subcommittee of six NoCo members. The document incorporates feedback from NoCo's three facilitated discussions held in 2019. The document updates NoCo's existing vision, mission, goals, and objectives, and formalizes the membership, leadership and voting structure, decision making process, meetings and reports schedule, and funding norms. NoCo's suggested changes included a minimum attendance of 10 for voting items, a note stating scoring guidelines will be set on a case by case basis with each Call for Projects, identifying specific voting members, alternates, and empty voting slots in Appendix A, and other minor structural changes to the document. The Values and Operating Procedures were adopted unanimously with the proposed changes. Nelson and Guthrie expressed interest in serving on the Leadership Team.

Dusil will update the Voting Membership Structure based on interest and recent attendance and send a request to NoCo members for self-nominations for the remaining Leadership Team slots. In early 2020, NoCo will generate a promotional sheet highlighting the value of the group to stakeholders, give a NoCo Bike & Ped 101 presentation to TAC, and discuss the Values and Operating Procedures with them.

## **Future Agenda Items**

Future agenda items may include an NFRMPO 101 Presentation, Voting Member and Leadership Team Appointments, Connect Loveland Scenario Results, Larimer County Multimodal Index, and Weld and Larimer County Community Health Survey Results. The January 8, 2020 meeting will be held at the Loveland Public Works Administration Building at 2525 W 1st Street, Loveland, CO 80537 (Rooms 202 and 203). Parking is limited so attendees are encouraged to carpool or bike. Sign-in at the front desk is required by all and a conference call line will be available.



## **2020 TAC Meeting Dates**

**Windsor Community Recreation Center  
250 North 11<sup>th</sup> Street – Pine Room  
3<sup>rd</sup> Wednesday of the month  
1:00 p.m. – 3:30 p.m.**

January 15, 2020

February 19, 2020

March 18, 2020

April 15, 2020

May 20, 2020

June 17, 2020

July 15, 2020

August 19, 2020

September 16, 2020

October 21, 2020

November 18, 2020

December 16, 2020