

Northern Colorado Bike & Ped Collaborative

Meeting Minutes – Wednesday, January 8, 2020

Loveland Public Works Administration Building

2525 W 1st Street, Loveland, CO 80537



1. Introductions

- ❖ **Aaron Fodge**, Colorado State University
- ❖ **AnnaRose Cunningham**, NFRMPO
- ❖ **Brian Stone**, City of Evans
- ❖ **Dave Dixon**, Bike Fort Collins
- ❖ **Dave Klockeman**, City of Loveland Public Works
- ❖ **Evan Pinkham**, Weld County Public Works
- ❖ **Katie Guthrie**, City of Loveland Public Works
- ❖ **Kelly Zuniga**, City of Loveland Open Lands
- ❖ **Leslie Beckstrom**, Weld County Department of Public Health and Environment
- ❖ **Liz Young Winne**, Larimer County Department of Health and Environment
- ❖ **Mitch Nelson**, Town of Severance
- ❖ **Piep van Heuven**, Bicycle Colorado
- ❖ **Ryan Dusil**, NFRMPO
- ❖ **Shelley Aschenbrenner**, City of Loveland Public Works
- ❖ **Steve Bagley**, Great Western Trail Authority
- ❖ **Zac Wiebe**, Larimer County Department of Natural Resources

2. NFRMPO 101 Presentation

Dusil presented on what MPOs are, why they exist, and how they operate across the U.S., as well as how the NFRMPO operates within the context of northern Colorado. Dusil outlined who the TAC and Planning Council representatives are for each community, other partner agency representation, and how NoCo fits in the NFRMPO's decision-making process. The NFRMPO must approve a long-range Regional Transportation Plan (RTP), distribute certain federal and state transportation dollars, approve and maintain and four-year Transportation Improvement Program (TIP), and maintain a Regional Travel Demand Model (RTDM) for air quality conformity demonstration. NFRMPO staff also engage in various other analysis and local assistance efforts for special projects or partner agency initiatives.

Aschenbrenner asked what federal funding sources the NFRMPO relies on and how allocation amounts are figured for MPOs. Dusil stated the funding comes mainly from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The amount of funding is dependent on the regional population and miles of transportation infrastructure.

Zuniga asked what happens when regions that are not in attainment of national air quality standards fail to meet their emissions budgets. Dusil responded the region would be at risk of losing funding or approval for certain kinds of projects.

Dusil stated 2020 NFRMPO initiatives that NoCo could be involved in include Multimodal Options Fund (MMOF) awards, the region's 8-10-year Strategic List of Projects, the Environmental Justice (EJ) Plan, the Non-Motorized Plan update, public outreach events, and the biennial Call for Projects in the fall.

3. 2020 NoCo Bike & Ped Leadership Team, Voting Appointments, and Meetings

Dusil distributed a 2020 TAC and Planning Council meeting sign-up sheet and a draft of NoCo's 2020 membership structure, with representatives and alternatives identified for as many organizations as possible, based on demonstrated attendance and/or interest. Representatives were not identified for organizations that do not typically attend meetings. Dusil requested NoCo members submit any changes or suggestions for representatives to him. Representatives from organizations representing more than one community, such as trail authorities, may be able to represent any of the communities along the route with consensus from NoCo on a case by case basis. NoCo members are encouraged to reach out to organizations without a representative using NoCo's promotional materials once they are finalized. Anyone interested in attending a TAC or Planning Council meeting on behalf of NoCo or serving on NoCo's Leadership Team in 2020 should contact Dusil.

4. NoCo Bike & Ped Promotional Materials

Beckstrom distributed a trifold brochure and a 4-page Fact Sheet that can be used to promote the value of the group to colleagues, elected officials, prospective members, and the general public. The brochure contains a succinct summary of the group's vision, mission, other basic information. The Fact Sheet contains more details related to the benefits of active transportation, the benefits of participating with NoCo, and examples of initiatives or projects NoCo has been involved with in recent years. Beckstrom requested NoCo members review the documents and send comments to Dusil. The Leadership Team will work to address the comments and have finalized promotional materials members can begin distributing in February.

5. Connect Loveland Update

Klockeman presented on the Connect Loveland initiative, an update to the City's 2012 Bicycle and Pedestrian Plan, 2012 Transportation Plan, and 2009 Transit Master Plan. The Connect Loveland vision is for a multimodal transportation network that is safe, accessible, and connected for users of all ages and abilities. The planning effort aims to address emerging trends and shifting community needs and preferences. The City is looking at three different funding scenarios that facilitate varying levels of strategy implementation across the different travel modes and have policy and land use components. The scenarios have significant implications for mode splits and vehicle miles travelled (VMT) in 2040. The City is currently developing and testing alternatives as well as developing the draft Plan.

Aschenbrenner asked how Connect Loveland addresses developments that have a disproportionate impact on the transportation system compared with surrounding land uses. Klockeman stated the City addresses this through impact fees and that the Plan will focus on the alternatives for creating low stress routes and minimizing conflicts for the most vulnerable users in those areas.

Fodge stated is important for City staff to communicate to the public that transit service has been traditionally underfunded and that investment in higher quality service is a precursor to increased ridership. It should also be stressed that the three funding scenarios are not set packages of alternatives, but more of an a la carte menu from which the City can build a preferred scenario. The components can be mixed and matched. Connect Loveland should also emphasize the necessity for strong partnerships with CDOT along state-owned corridors.

Pinkham stated it is important for such planning efforts to consider the future of connectivity between communities since east-west commuting patterns are growing throughout northern Colorado.

6. Future Agenda Items

February's meeting will include a discussion of lessons learned from the first few months of e-scooters in Fort Collins and possibly a similar discussion of the City's one-year trial period allowing e-bikes on paved trails. In late spring or early summer, NoCo hopes to have a discussion of results from the community health surveys in Larimer and Weld Counties.