

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

**Virtual Meeting  
419 Canyon Ave, Suite 300  
Fort Collins, CO 80521**

**March 18, 2020  
1:00 – 2:08 p.m.**

**TAC MEMBERS PRESENT:**

Mitch Nelson, Chair – Severance  
Eric Tracy, Vice Chair – Larimer County  
Dawn Anderson – Weld County  
Allison Baxter – Greeley  
Amanda Brimmer – RAQC  
Brad Buckman – Fort Collins  
Aaron Bustow – FHWA  
Marco Carani – Johnstown  
Rick Coffin – CDPHE-APCD  
Omar Herrera – Windsor  
Mark Oberschmidt – Evans  
Dave Klockeman – Loveland  
Karen Schneiders – CDOT

**NFRMPO STAFF:**

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

**TAC MEMBERS ABSENT:**

Stephanie Brothers – Berthoud  
Eric Fuhrman – Timnath  
Pepper McClenahan – Milliken  
Jeff Schreier – Eaton  
Town of LaSalle  
Ranae Tunison – FTA

**IN ATTENDANCE:**

Candice Folkers – COLT  
Katie Guthrie – Loveland  
Butch Hause – Ranger Station Studio  
Myron Hora – WSP  
Katrina Klobberdanz – CDOT  
Tamara Keefe – FHU  
Josie Langhorst – CDOT  
Annabelle Phillips – Fort Collins/Transfort  
Corey Stewart – CDOT  
Keith Wakefield – CDOT

**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 FEBRUARY 19, 2020 TAC MINUTES**

Klockeman moved to approve the February 19, 2020 TAC minutes. Baxter seconded the motion, which was approved unanimously.

**CONSENT AGENDA**

**Multimodal Options Fund (MMOF) Call for Projects** – Schneiders moved to approve the Consent Agenda. Anderson seconded the motion, which was approved unanimously.

## **ACTION ITEMS**

**March 2020 TIP Amendment** – Bornhoft explained the TIP Amendments submitted to the NFRMPO, including revising the funding for the *North I-25: Design Build* project to reduce State funding by \$6.97M and change funding programs for other State funds; removing the *US287 and US34 VMS Signs* project and returning the \$497K to the CMAQ pool; and adding the 13 MMOF projects scheduled to be approved by Planning Council in April. Bornhoft requested recipients of MMOF contact her if there are any issues with their funding in the TIP Amendment. An Environmental Justice (EJ) Analysis was completed and was included in the TAC packet. The public comment period opened March 11, 2020, and no comments have been received to date. Baxter asked where the returned CMAQ funding would go. Bornhoft explained NFRMPO staff will consider other eligible projects from the relevant Call for Projects and bring a recommendation to TAC for discussion once the funds have been returned. Klockeman moved to approve the TIP Amendment. Buckman seconded the motion, which was approved unanimously.

## **PRESENTATIONS**

**Northern Colorado Mobility Study** – Keith Wakefield, CDOT Region 4, explained the *Northern Colorado Regional Mobility Plan*. The *Plan* began under the previous Region 4 Transportation Director, who proposed devolving US287 from Longmont to Fort Collins. CDOT staff wanted to work with the Northern Integrated Supply Project (NISP), which will require US287 to be moved north of Laporte. The NISP project has funding to relocate US287, but CDOT wanted to do a wholesale review of alternatives considering the full road system. The *Northern Colorado Regional Mobility Plan* focused on Owl Canyon Road, one of a few east-west corridors north of Fort Collins, to identify potential projects and determine the feasibility of transportation improvements. Larimer County is improving Owl Canyon Road, which has led to an increase in average daily traffic (ADT). CDOT staff considered existing US287 traffic patterns, crash data, and used the NFRMPO's Regional Travel Demand Model. Data from Streetlight showed a split traffic flow, where the majority of passenger vehicles traveled to Fort Collins, while trucks traveled to I-25.

CDOT staff considered four alternatives: no change; a reroute of US287; Alignment F, which is the NISP Environmental Impact Statement (EIS) Preferred Alternative; and the Modified J alignment. Wakefield explained the routes using maps included in his presentation. The alternatives were considered based on potential devolution of US287 in the future. Wakefield stated Alignment F is CDOT's chosen alternative, because there was not much savings using Alignment J. The "no change" alternative was not feasible.

Malette asked about funding for Glade Reservoir and how it impacts this project. Wakefield said funding for relocating US287 is from the Northern Water Conservancy District, so CDOT wanted to consider whether it could use those funds for a different alternative. CDOT ultimately decided to proceed with the NISP EIS Preferred Alternative. Klockeman asked what the next steps are. Wakefield explained there are no funds or plans to move forward with US287 devolution. Based on this study, CDOT found it was not feasible to move forward with US287 devolution.

**North I-25 Project Update** – Corey Stewart, CDOT Region 4, stated there was originally only enough funding to complete the interim solution on I-25 Segments 7 and 8, but additional funds in 2019 allowed CDOT to move forward with the permanent Final EIS (FEIS) alignment. CDOT is going through the change order process to modify the existing construction contract. These modifications include additional interchanges, bridge replacements, and pavement reconstruction. The new funding will address construction and program costs. The Executive Management Team wanted a competitive project, which means they will do an Integrated Construction Contract (ICC). The ICC will allow them to bid out parts or all of the project, and have these new projects be handled as by subcontractors to the Primary Contractor. Stewart reported the contract and process

had been approved by FHWA. The new scope elements include the first phase of the US 34 interchange, six I-25 bridge replacements, five overpass bridge replacements, three railroad bridge replacements, eight additional miles of full depth pavement reconstruction, and the relocation of the Port of Entry. The SH14 interchange and US34 full build are not included in the ICC. Stewart said there will be closures on LCR20/East Frontage Road, GWRR, US34, UPRR, Prospect, and West Frontage Road at LCR 30 within the next year. A Communications Plan will be drafted as these projects come up. Klockeman asked if West Frontage Road at LCR30 will open in the next few days. Stewart said it will be open within the next two weeks.

## **DISCUSSION**

**NFRMPO Vision Zero Policy Discussion** – Karasko introduced the Vision Zero Policy discussion from the January 2020 Planning Council meeting. Planning Council members discussed the idea of an MPO policy which would go beyond the federal requirements. NFRMPO staff presented the federally required Safety Performance Measures. Cunningham presented an analysis of geocoded crashes between 2014 and 2018 within the NFRMPO region. Cunningham noted trends between the NFRMPO region and Colorado overall have been consistent. Karasko asked if TAC was interested in pursuing a regional Vision Zero Policy. Baxter supported the idea but did not know how the MPO would implement the policy. Karasko suggested it could be incorporated into the TIP and Call for Projects. Baxter stated tracking progress toward a Vision Zero Policy would be good and asked to clarify where the crash data came from. Cunningham responded the data is from CDOT, but NFRMPO staff geocoded it. Cunningham is hopeful to get 2019 data soon.

Malette stated the Planning Council was more interested in creating a local goal and clarifying the region is not comfortable with the number of crashes occurring. The Vision Zero Policy should address both issues, as well as what the NFRMPO has the ability to control. Baxter said it could encourage partnerships between communities. Staff will bring back an outline and example policies at the next TAC meeting.

## **OUTSIDE PARTNERS REPORTS**

**NoCo Bike & Ped Collaborative** – Written report was provided.

## **ROUNDTABLE**

Karasko stated Transportation Commission is studying the expansion of Bustang, and Commissioner Bracke asked for the regional priorities for expansion. TAC will discuss these suggestions in April. Karasko noted NFRMPO staff will be working remotely starting March 19, 2020 and to email staff if needed.

## **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – There were no additional suggestions.

**Meeting adjourned at 2:08 p.m.**

**Meeting minutes submitted by:** Alex Gordon, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, April 22, 2020 at a location to be determined.**