

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
May 20, 2020
1:00 – 3:30 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of April 15, 2020 Meeting Minutes (Page 2)**
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CONSENT AGENDA

- 1)** FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks (Page 6) Karasko

ACTION ITEM

- 2)** May 2020 TIP Amendment (Page 7) Bornhoft

PRESENTATION

- 3)** Estimating the Impact of COVID-19 on Local Transportation Revenues (Page 15) Bornhoft

DISCUSSION ITEM

- 4)** NFRMPO Vision Zero Policy (Page 17) Karasko/Cunningham

OUTSIDE PARTNER REPORTS

- 5)** NoCo Bike & Ped Collaborative (Page 19) Dusil
a) Benefits of Active Transportation Document (Page 20)
- 6)** Regional Transit Agencies
- 7)** Senior Transportation
- 8)** Regional Air Quality Council

REPORTS

- 9)** Planning Council (Page 28) **Written Report**
- 10)** Roundtable All
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: June 17, 2020**

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

Virtual Meeting

**April 15, 2020
1:01 – 2:55 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
Eric Fuhrman – Timnath
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
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Town of LaSalle
Ranae Tunison – FTA

IN ATTENDANCE:

Abdul-Kareem Barzak – Severance
Richard Christy – CDOT
Daren Davis – GET
Candice Folkers – COLT
Jamie Grim – CDOT
Katie Guthrie – Loveland
Myron Hora – WSP
Lindsey Jones – CPYI
Katlyn Kelly – Fort Collins/Transfort
Tamara Keefe – FHU
Katrina Kloberdanz – CDOT
Dan Mattson – CDOT
Annabelle Phillips – Fort Collins/Transfort
Eric Salemi – CDOT
Jake Schuch – CDOT

CALL TO ORDER

Chair Nelson called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MARCH 18, 2020 TAC MINUTES

Oberschmidt moved to approve the March 18, 2020 TAC minutes. Schneiders seconded the motion, which was approved unanimously.

CONSENT AGENDA

No Items this month.

ACTION ITEMS

FY2019 & FY2020 STBG Additional Funding Allocations – Bornhoft explained there is \$1.4M additional Surface Transportation Block Grant (STBG) funding available to be allocated to projects which were partially funded in the relevant call for projects and have not been completed. There are two projects from the FY16-19 Call for Projects eligible to receive the funding: Greeley’s *10th Street Access Control Implementation* project and Fort Collins’ *US 287 Intersection Improvements* projects. Bornhoft explained 98 percent of the funding is from FY19, and NFRMPO staff is recommending to allocate all funds to projects from the FY16-19 Call instead of allocating two percent to projects from the FY20-21 Call. Specifically, staff recommends allocating \$538,135 to Greeley’s project and \$876,816 to Fort Collins’ project. Bornhoft stated there is additional Congestion Mitigation and Air Quality Improvements (CMAQ) funding which will be brought back to TAC once the exact amount is known. Baxter asked what the timeline would be for receiving these funds. Bornhoft explained the Greeley project can be completed with an administrative modification to the TIP after Planning Council approves the award at their May meeting as it is adding funds to an existing project. The Fort Collins project will be amended into the TIP in June as a new project Klockeman moved to approve the Additional Funding Allocation. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

US34/US85 Update - Dan Mattson, CDOT, presented the preferred alternative for the US34 and US85 interchange in Greeley that will address safety, update aging bridges, and improve connectivity. Mattson outlined the ultimate configuration, the phased implementation plan, and the cost estimates. The implementation plan consists of six phases with phase one being signing and striping to help improve short term functionality and phases two through six being full buildout of the interchange. Mattson emphasized the phased approach will evolve as funding becomes available. The total cost estimate is \$170M, but funding has not yet been identified to complete the project. Mallette noted the US34/US85 intersection is part of the Ten-Year Pipeline of Projects that Planning Council approved earlier in the year.

DISCUSSION

FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks – Karasko explained Planning Council will approve the UPWP budget for FY2021 at their June meeting along with any additional tasks to be added for FY2021. Karasko outlined and described the four tasks being changed or newly added: the *2020 Household Survey* which is being moved from 2020 to 2021; the addition of the *Greeley Multimodal Transportation Plan*; and splitting the *Mobility Management* and *One Call/One Click* into separate projects. She noted any comments or changes must be submitted to her by 5:00 p.m. on Monday, April 27, 2020. Schneiders asked if the *Evans Transportation Master Plan* and the *West Elizabeth Corridor Study*, which received NFRMPO Multimodal Options Fund (MMOF) awards, needed to be added to the UPWP. Karasko noted the projects can be included and will work with TAC members to get the tasks and products written up and included.

NFRMPO Vision Zero Policy Discussion – Karasko recapped the discussion at the March 18 TAC meeting about the possibility of adopting a Vision Zero policy for the NFRMPO. Upon direction from TAC, NFRMPO staff researched best practices from MPOs around the country for adopting Vision Zero policies. Cunningham presented two examples of MPO Vision Zero or safety plans, both of which address the desire to go above and beyond the federally required safety performance measures: DRCOG’s *Taking Action on Regional Vision Zero* and the Central Lane MPO *Transportation Safety Action Plan*. TAC discussed the examples presented and recommended staff further research how rural crashes and crashes caused by human behavior can be addressed. Karasko noted that staff will continue to do more research, looking into how CDOT’s Strategic Highway Safety Plan addressed these issues, and stated this will be brought back to TAC for discussion at the May meeting.

NFRMPO Bicycle & Pedestrian Pipeline of Projects – Dusil outlined the Non-Motorized Pipeline of Projects, which includes any project on or connecting to one of the Regional Non-Motorized Corridors (RNMC). Dusil noted this is similar to the Pipeline of Projects completed by the NFRMPO for CDOT earlier in the year and the bike and pedestrian projects included in the NFRMPO’s overall list are also included in this list. He noted the list will be updated as needed by either NFRMPO staff, NoCo Bike & Ped Collaborative members, or TAC members. The purpose of the list is to prepare the region for the Call for Projects and any grant opportunities which may arise and to ensure there is current information going into the upcoming update for the *Regional Non-Motorized Plan*. Anderson asked if the list is prioritized, and Dusil answered the list is currently not prioritized but could be in the future. Baxter asked if TAC members should work on creating estimates where they do not currently exist. Dusil stated any available estimates are helpful as a starting point but recognizes many projects will have missing information.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Dusil stated there was not a NoCo meeting in April, the Severance Walk Audit previously planned for April 3 was postponed indefinitely, and the May meeting will be held virtually.

Regional Transit Agencies – Davis stated GET suspended fixed-route service including the Poudre Express, but has been providing around 100 rides a day with the Call-n- Ride Service.

Phillips stated Transfort has reduced service during the week and suspended service on Sundays. Transfort is developing a Demand Response service for people who still require transportation outside of the reduced service times.

Schneiders stated Bustang will be shut down until at least April 26.

Senior Transportation – Gordon stated they have received award letters for two grants which will go towards funding the software for the One Call/One Click Center and purchasing a new wheelchair-accessible van for 60+ Ride in Greeley. Gordon also noted that many of the service providers are offering other services including grocery delivery and other resources during the COVID-19 crisis.

Regional Air Quality Council - Brimmer reported that the RAQC Control Strategies Committee has developed three workgroups: Clean Air Funding, Vehicle Inspection Maintenance and Fuel Formulations, and Employer Based Trip Reduction Programs. These workgroups will start meeting in May to develop strategies moving forward to identify who the stakeholders are for each initiative and determining the best voluntary and regulatory programs for implementation. 2020 is a critical year for the region to meet air quality standards and although air quality is better due to lower VMT currently it is too soon to know the extent of the impact. Brimmer also noted the first week of May is Air Quality Awareness Week and there will be more messaging available under the Simple Steps, Better Air program during this time.

REPORTS

CDOT Inactives Report - Schneiders reported the CDOT Inactives Report will be replacing the FHWA Federal Inactive Project Report. The new report is streamlined and will include the FHWA end dates, be organized by payment dates, and be brought to TAC on a quarterly basis. Schneiders noted the report in the TAC packet was an earlier draft and NFRMPO staff would email the revised report to TAC members after the meeting.

Planning Council – Written report was provided.

Bike Counter Updates - Dusil stated although the data is preliminary, counters across the region are showing significant increases in bicycle and pedestrian counts since the COVID-19 outbreak began impacting Colorado, between mid-March and Mid-April. The counts were compared to the same time period in previous years. Large year-over-year increases across all counters are atypical. Weekdays during the analysis period

show larger increases than weekends and usage has been more dispersed across the day than in the past. NFRMPO staff will continue to monitor the trends.

Mobility Committee Updates – Written report was provided.

Q1 2020 TIP Modifications – Written report was provided.

ROUNDTABLE

Karasko stated the *CDOT Statewide Plan* will be out for public comment starting April 20. Staff will be reviewing it to ensure accuracy of the *10 Year Pipeline of Projects* and the *RTP*. TAC is encouraged to review the plan as well to ensure the issues and priorities are reflected accurately. The Alt Fuels Call for Projects opened today and will be sent to TAC after the meeting.

Gordon noted preliminary reporting of response rates for the 2020 Census show that Larimer and Weld counties are above the statewide average. Given the current situation he has been evaluating ways to conduct public outreach, one of which has been to create coloring pages that are available on the website. Additionally, informational brochures are currently being translated into Spanish and will be available on the website.

Bornhoft reported there is a new section on the website for fact sheets which will be updated as more fact sheets are created. As requested by Planning Council, NFRMPO staff is providing a Legislative Update for any items that go through the legislature and are relevant to the NFRMPO. An updated report will be sent out once the Legislature is back in session which is anticipated to happen on May 18.

Oberschmidt reported Evans will be bringing the *47th Avenue Widening* project to bid in May or June, are working on the RFP for the Transportation Master Plan and are working with Weld County and CDOT on an IGA for the *37th Street Overlay Project*.

Baxter reported Greeley is partnering with Great Western Railroad on crossing improvements. Crossings at 35th Avenue, 59th Avenue, and O Street are now operating with crossing arms and visibility improvements. Greeley also completed vendor selection for the Advanced Traffic Management System (ATMS) project that was awarded CMAQ funding.

Schneiders reported CDOT has formed a working group to determine the best way to proceed with contracting for the MMOF projects. The MMOF funding is now being incorporated into the STIP as the transfers from headquarters happened the previous week. Schneiders noted the process for new IGAs is currently delayed. Mallette noted it was reported during STAC the IGA process would be completed in May.

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 2:55 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 20, 2020 as a virtual meeting.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: May 20, 2020

Re: FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks

Background

The NFRMPO staff has drafted the Tasks and Products for FY2021 the *FY2020-2021 Unified Planning Work Program (UPWP)*. The Finance Committee will approve the FY2021 Budget on May 20 and it is anticipated they will recommend Planning Council approval at their June 4, 2020 meeting. The *FY2020-2021 UPWP* and FY2021 Budget will go to Planning Council for their approval at their June 4, 2020 meeting to allow CDOT and FHWA approval prior to the beginning of the Federal Fiscal Year (FFY) 2021 October 1, 2020.

The new or modified *FY2021 UPWP* Tasks, which were not included in the *FY2020-2021 UPWP* when it was adopted on June 6, 2019, are:

- **Task 2.8: 2020 Household Survey**
- **Task 2.11: Greeley Multimodal Transportation Plan**
- **Task 2.12: Transfort—West Elizabeth Multimodal Transportation Study**
- **Task 2.13: Evans Transportation Master Plan**
- **Task 4.4: Mobility Management**
- **Task 4.6: One Call/One Click**

The full updated *FY2020-2021 UPWP* can be accessed here: <https://nfrmpo.org/wp-content/uploads/draft-fy2021-upwp-tasks.pdf>.

Action

NFRMPO staff requests TAC recommend Planning Council approval of the FY2021 UPWP Tasks.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
May 20, 2020	May 2020 TIP Amendment	Medora Bornhoft
Objective/Request Action		
To recommend Planning Council approve the May 2020 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 May 2020 TIP Amendment includes the following requests:</p> <ul style="list-style-type: none"> • Adding two projects funded with Surface Transportation Block Grant (STBG) and local funds that were previously approved by Planning Council, including: <ul style="list-style-type: none"> ○ Fort Collins' <i>US 287 Intersection Improvements</i> project, which was awarded STBG funds in May 2020; and ○ The Regional Air Quality Council's <i>Regional Ozone Planning, Modeling, and Analysis</i> project, which was awarded STBG funds in October 2018. The project is being added to the TIP to ensure proper accounting of regional STBG funds. • Adding new projects awarded by CDOT in the 2020 Consolidated Call for Projects, including: <ul style="list-style-type: none"> ○ NFRMPO's <i>Vehicle Expansion</i> project with FTA \$5310 federal funds and local funds; ○ Greeley's <i>Bus Expansion</i> project with FTA \$5339(a) federal funds and local funds; ○ Easter Seals' <i>Vehicle Replacement</i> project with FASTER state funds and local funds; and ○ Fort Collins' <i>Vehicle Replacement: Electric Bus and Charger</i> project funded with FASTER state funds, Settlement state funds, and local funds. • Adding the City of Loveland's Program of Projects (POP) for FTA \$5307 and FTA \$5339 funding. <p>The attached May 2020 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 May 2020 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the May 2020 TIP Amendment begins on May 13, 2020 and concludes on June 11, 2020. The public involvement process for this TIP Amendment fulfills the public participation requirements established in 49 U.S.C. §5307 for the POP.</p> <p>An environmental justice analysis is included for the location-specific project in the Amendment.</p>		
<p><u>Funding Types and Uses</u></p> <p>Surface Transportation Block Grant Program (STBG) provides flexible federal funding for projects to preserve and improve any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.</p> <p>FTA \$5307, the Urbanized Area Formula Program, is federal funding distributed by formula to transit agencies in urban areas over 50,000 in population and can be used for transit studies, capital investment in buses and fixed guideway systems, construction and maintenance of passenger facilities, and security equipment. \$5307 can cover operating costs in urban areas with populations under 200,000 and small bus systems operating in larger areas.</p>		

Supporting Information, Continued

FTA §5310, the Enhanced Mobility of Seniors and Individuals with Disabilities Program, provides federal funds to projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

FASTER Transit Local funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

Settlement funds are awarded by CDOT to replace 2009 or older conventional diesel transit vehicles with zero-emissions vehicles.

Advantages

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

None noted.

Analysis/Recommendation

Staff supports adding the May 2020 TIP Amendment to the FY2020-2023 TIP.

Attachments

- May 2020 Policy Amendment Form
- Environmental Justice Analysis

Rev. 11/28/2018

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/13/2020

Surface Transportation Block Grant (STBG)

NEW ENTRY

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
US 287 Intersection Improvements	Federal	STBG	-	-	-	877	-	-	877
Sponsor: Fort Collins	Local	L	-	-	-	182	-	-	182
STIP ID: Unassigned		Total	-	-	-	1,059	-	-	1,059
TIP ID: 2021-002									
Type: Operations									
Air Quality: Exempt from conformity analysis									
Description: Address traffic signal deficiencies at three intersections along US287 (College Ave): Swallow Road, Pitkin Street and Rutgers Avenue.									
Revision: Add project from FY16-19 Call for Projects awarded funding on May 7, 2020.									

NEW ENTRY

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Regional Ozone Planning, Modeling, and Analysis	Federal	STBG	-	-	-	-	25	25	50
Sponsor: Regional Air Quality Council	Local	L	-	-	-	-	5	5	10
STIP ID: Unassigned		Total	-	-	-	-	30	30	60
TIP ID: 2022-006									
Type: Modeling									
Air Quality: Exempt from conformity analysis									
Description: Ozone planning, including modeling, control strategy analysis, and State Implementation Plan (SIP) development, to help the region attain federal ozone standards.									
Revision: Adding project which was awarded funding in October 2018 to the TIP.									

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/13/2020

FTA 5307 - Urbanized Area Formula Program

NEW ENTRY

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	312	312	312	312	1,248
STIP ID:	Unassigned	Local	L	-	-	312	312	312	312	1,248
TIP ID:	2020-033	Total		-	-	624	624	624	624	2,496
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	COLT fixed route operations including security projects									
Revision:	New project from COLT Program of Projects (POP)									

NEW ENTRY

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	228	228	228	228	912
STIP ID:	Unassigned	Local	L	-	-	341	341	341	341	1,364
TIP ID:	2020-034	Total		-	-	569	569	569	569	2,276
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service									
Revision:	New project from COLT Program of Projects (POP)									

NEW ENTRY

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5307	-	-	248	248	248	248	992
STIP ID:	Unassigned	Local	L	-	-	62	62	62	62	248
TIP ID:	2020-035	Total		-	-	310	310	310	310	1,240
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Maintenance, repair and replacement of fleet, facilities and other assets.									
Revision:	New project from COLT Program of Projects (POP)									

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/13/2020

FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program

NEW ENTRY

Title:	Vehicle Expansion	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	NFRMPO	Federal	FTA 5310	-	-	38	-	-	-	38
STIP ID:	Unassigned	Local	L	-	-	9	-	-	-	9
TIP ID:	2020-036		Total	-	-	47	-	-	-	47
Type:	Capital									

Air Quality: Exempt from conformity analysis

Description: Vehicle purchase for 60+ Ride.

Revision: Project awarded in CDOT 2020 CCCP with \$38K federal FTA 5310 and \$9K local funds in FY20.

FTA 5339 - Bus and Bus Facilities Program

NEW ENTRY

Title:	Bus Expansion	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	FTA 5339(a)	-	-	1,043	-	-	-	1,043
STIP ID:	Unassigned	Local	L	-	-	261	-	-	-	261
TIP ID:	2020-037		Total	-	-	1,304	-	-	-	1,304

Type: Vehicle Purchase

Air Quality: Exempt from conformity analysis

Description: Two (2) 40' buses

Revision: Project awarded in CDOT 2020 CCCP with \$1,043K federal FTA 5339(a) funds and \$261K local funds in FY20.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A5**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 5/13/2020

NEW ENTRY

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Loveland	Federal	FTA 5339	-	-	92	92	92	92	368
STIP ID:	Unassigned	Local	L	-	-	23	23	23	23	92
TIP ID:	2020-038		Total	-	-	115	115	115	115	460
Type:	Capital Improvements									
Air Quality:	Exempt from conformity analysis									
Description:	Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment									
Revision:	New project from COLT Program of Projects (POP)									

FASTER Transit

NEW ENTRY

Title:	Vehicle Replacement	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Easter Seals (Loveland)	State	FASTER	-	-	-	62	-	-	62
STIP ID:	Unassigned	Local	L	-	-	-	16	-	-	16
TIP ID:	2021-003		Total	-	-	-	78	-	-	78
Type:	Vehicle Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	One accessible vehicle									
Revision:	Project awarded in CDOT 2020 CCCP with \$62K state FASTER funds and \$16K local funds in FY21.									

NEW ENTRY

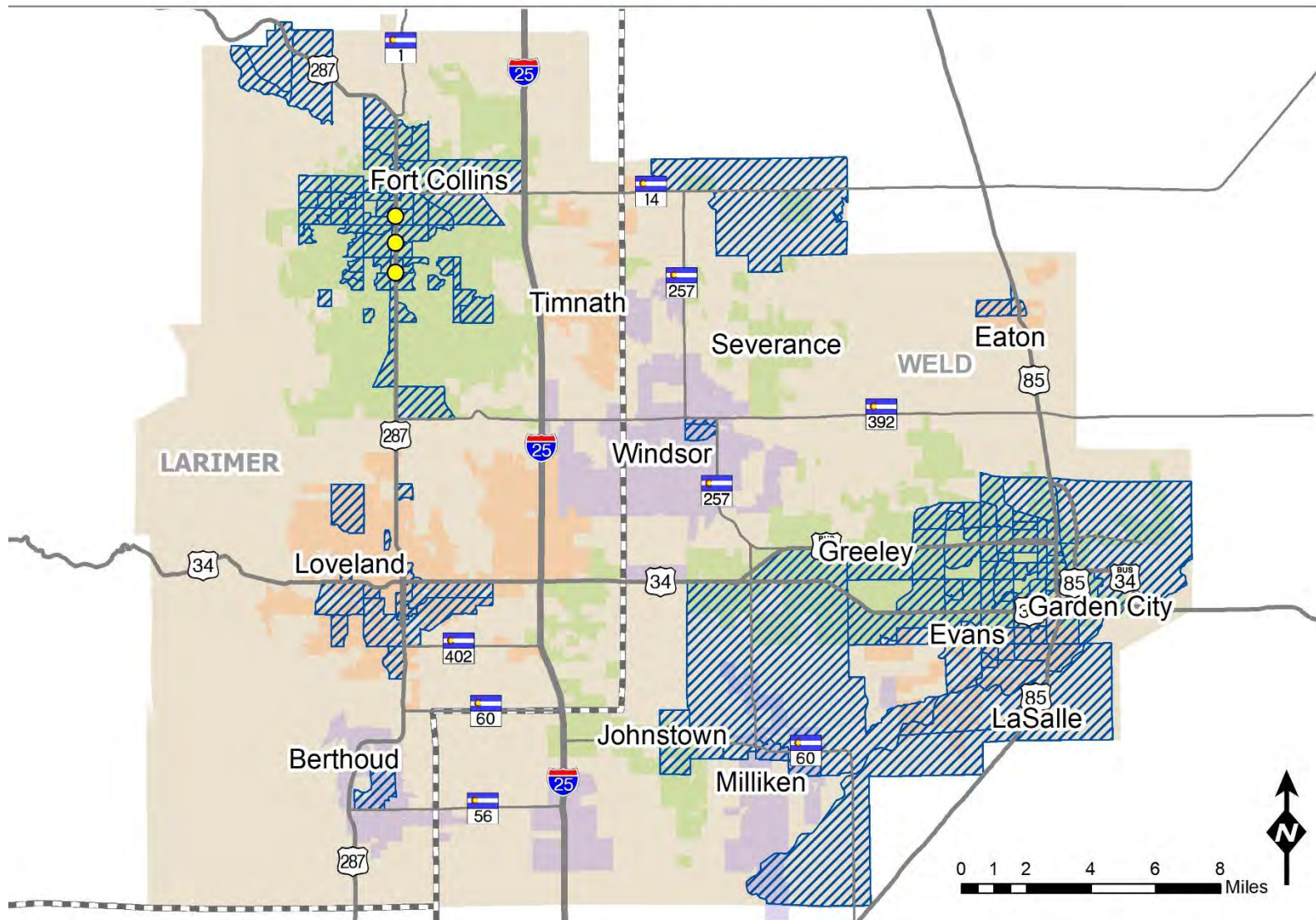
Title:	Vehicle Replacement: Electric Bus and Charger	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	State	FASTER	-	-	-	200	-	-	200
STIP ID:	Unassigned	State	Settlement	-	-	-	652	-	-	652
TIP ID:	2021-004	Local	L	-	-	-	50	-	-	50
Type:	Vehicle Replacement	Local	LOM	-	-	-	150	-	-	150
Air Quality:	Exempt from conformity analysis									
Description:	35' electric bus and charger									
Revision:	Project awarded in CDOT 2020 CCCP with \$200K state FASTER transit, \$652K state settlement, and \$50K local funds in FY21.									

May 2020 TIP Amendment Environmental Justice Analysis

Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program

Criteria	Fort Collins, US 287 Intersection Improvements Project, Operations, STBG
Project Information	
Project included in the FY 2019-2022 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Benefits	
Decrease in travel time	Yes
Improved air quality	Yes
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No

Environmental Justice Areas and May 2020 TIP Amendment Projects



Legend

- Intersection Improvements
- Environmental Justice Areas
- County Boundary
- NFRMPO Planning Area

May 2020
Sources: CDOT, NFRMPO



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: May 20, 2020

Re: Estimating the Impact of COVID-19 on Local Transportation Revenues

Background

Staff developed estimates of the impact of COVID-19 on local non-transit transportation revenues. The estimates use data from the State, local budget documents, and TAC members’ responses to the April 20th email requesting estimated reductions in sales tax revenues for transportation due to COVID-19. Estimates were created for low, medium, and high reduction scenarios and reflect the combined impact for municipalities within the North Front Range (NFR) Metropolitan Planning Area (MPA), Larimer County, and Weld County for a one-year time period beginning in March 2020. Transit revenues were excluded from the analysis due to the availability of CARES Act funding for transit agencies.

Table 1 presents the pre-COVID annual non-transit transportation revenue estimates for the local governments in our region. The estimates are categorized by source, including the Highway Users Tax Fund (HUTF), sales tax, and “other sources”, which include impact fees, intergovernmental transfers, and mineral/severance taxes, among others. The purpose of this table is to identify the typical amount of funding from the HUTF and sales tax for local non-transit transportation.

Table 2 identifies three scenarios for reduced non-transit transportation revenue for March 2020-February 2021 by applying forecasted reduction percentages to the HUTF and sales tax revenues in **Table 1**. In the Low Estimate Scenario, the region’s local governments will face a 6% loss in revenue for non-transit transportation totaling around \$15M. The High Estimate Scenario forecasts a 16% loss in revenue totaling around \$45M. No reductions are estimated for the “Other Sources” category of funding.

Table 1. Annual Transportation Revenue Estimate by Source, Pre-COVID-19 for Municipalities within the NFR MPA, Larimer County, and Weld County

	HUTF	Sales Tax	Other Sources	Total Revenue
Revenue Estimate	\$37,828,033	\$65,557,124	\$170,262,260	\$273,647,417
Percent of Revenue	14%	24%	62%	100%



Table 2. Estimated Impact for March 2020-February 2021 by Revenue Source

	HUTF	Sales Tax	Other Sources	Total Reduction	HUTF Reduction Source	Sales Tax Reduction Source	Other Reduction Source
Community-Provided Reduction Estimates							
Amount	\$0	\$3,000,000	\$2,800,000	\$5,800,000	N/A	Windsor	Larimer County
Budget Total	\$0	\$6,000,000	\$53,200,000	N/A			
Reduction - Low Estimate Scenario							
Percent	3.39%	13%	--	6%	CDOT FY21 Estimate	CO Revenue Forecast - May 2020	N/A
Amount	\$1,282,415	\$7,993,734		\$15,076,149			
Reduction - Medium Estimate Scenario							
Percent	10%	25%	--	9%	CO Revenue Forecast - May 2020	Johnstown	N/A
Amount	\$3,760,785	\$14,889,281		\$24,450,066			
Reduction - High Estimate Scenario							
Percent	25%	50%	--	16%	Windsor	Windsor	N/A
Amount	\$9,457,008	\$29,778,562		\$45,035,570			

Table 1 and a previous version of **Table 2** were provided to the Transportation Recovery Working Group, which reports to the Governor’s Council on Economic Stabilization and Growth (CESG). The CESG was formed on March 20, 2020 by Governor Polis to explore the full scope of economic impacts of COVID-19 and make recommendations for mitigating impacts. The Working Group was formed to expedite the economic recovery of the state through transportation infrastructure work. NFRMPO Executive Director Suzette Mallette serves on the Transportation Recovery Working Group.

Action

Staff requests TAC members review the estimated financial impacts and provide recommendations for improving the analysis.

In addition, staff requests TAC members discuss whether any local funding commitments to projects in the Transportation Improvement Program (TIP) are vulnerable to cuts due to reductions in transportation revenue.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham & Becky Karasko

Date: May 20, 2020

Re: NFRMPO Vision Zero Policy Discussion

Background

At the January 9, 2020 Planning Council meeting, NFRMPO Staff presented the NFRMPO's 2016-2020 Safety Performance Targets. As in previous years, NFRMPO staff and TAC recommended the support of the State's targets over the creation of regionally specific targets due to the lack of availability of data in a timely manner. Some Planning Council members felt a policy towards zero deaths should be created over the next year, along with the data driven performance target.

The initial direction from Planning Council was to look at a policy that would embrace moving towards no fatalities. A Vision Zero Policy, which is *"a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all"*¹, is an aspirational goal, while the Federal Safety Performance Measures and Targets must be data driven. The Federal Performance Measures do not prevent the MPO from having a separate and overarching Vision Zero Policy.

Two questions arose during the April TAC meeting Discussion:

- How to address behavioral causes for crashes and
- How to address rural crashes.

Behavioral Causes

The Vision Zero approach to eliminating traffic deaths addresses behavioral causes of crashes in a variety of ways. One way is through the 5 E's: Engineering, Enforcement, Evaluation, Education, and Encouragement. This approach focuses on being multidisciplinary and engaging with various stakeholders including law enforcement and education professionals.

Additionally, the Vision Zero Network provides this statement in when addressing crashes: "People will make mistakes; we will not solve the road safety problem simply by improving road users. Even without deliberately taking risks people make mistakes."² This is addressed through the Safe Systems approach which focuses on how the roadway system can be designed to mitigate conflicts by ensuring that when a crash does happen, it does not result in a fatality or serious injury.

¹ <https://visionzeronetwork.org/about/what-is-vision-zero/>

² <https://visionzeronetwork.org/safe-systems-the-foundation-of-vision-zero/>



The Collaborative Sciences Center for Road Safety (CSCRS) identifies the following four principles of Safe Systems:

1. Adapt the structure and function of the transportation system to the complexities of human behavior.
2. Manage the kinetic energy transferred among road users.
3. Treat road user safety as the foundation of all system interventions.
4. Foster the creation of a shared vision and coordinated action.³

Rural Crashes

Rural areas present unique challenges versus crashes in urban areas and there is not a one size fits all approach to address these issues. One way to identify and address more specific needs in rural areas is through Local Road Safety Plans (LSRP). CDOT identifies LSRPs as part of their Proven Safety Toolbox Strategies in the *2020-2023 Colorado Strategic Transportation Safety Plan (STSP)*. The development of an LRSRP brings together local stakeholders who will identify specific safety improvements on local and rural roads as well as determine how improvements will be prioritized, implemented, monitored, and updated.⁴

Action

Staff has drafted a list of recommended policy statements below.

- The NFRMPO acknowledges the importance of setting data driven targets for safety as the federal requirement for performance-based planning and programming.
- The NFRMPO recognizes there is a strong desire in the region to set more aspirational goals regarding road safety and there is no acceptable number of deaths and serious injuries on the road network.
- To work towards eliminating serious injuries and deaths by:
 - Prioritizing safety in future MPO calls for projects;
 - Analyzing CDOT crash data to help member communities make more informed decisions for safety related projects;
 - Integrating safety in future planning initiatives (Environmental Justice Plan, Active Transportation Plan, etc.);
 - When possible, provide region specific data to compare to statewide data;
 - Identify crash types which are most prevalent in the region as well as best practices to mitigate those specific crash types.

Staff requests TAC members review the statements and be prepared to discuss whether this is what the role of the NFRMPO should be regarding safety in the region and provide feedback at the May 20, 2020 TAC meeting.

³ <https://www.ite.org/publications/ite-journal/speed-kinetic-energy-and-the-safe-systems-approach-to-safer-roadways/>

⁴ https://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, May 13, 2020

GoToMeeting Virtual Meeting

COVID-19 Roundtable

All agencies monitoring bike/ped volumes reported higher volumes, more resident awareness of neighborhood connectivity features or gaps, increased local efforts to promote active transportation digitally, and/or successfully shifting programs and grand openings to an online format. Some agencies reported dramatic changes to trail maintenance due to staffing reductions or differing regulations between counties (CDOT), while others say maintenance has not been impacted. Some agencies anticipate most or all new trail construction will be halted due to budget cuts and the focus will shift to maintenance for the next few years. Several agencies are actively promoting their low-stress on-street bike networks to encourage social distancing and encouraging teleworking internally and community wide. CSU's Bike Buddy program will help employees navigate a safe commute route to encourage a shift towards bike commuting instead of single-occupant vehicle (SOV) commuting, given uncertainties around transit service.

All agencies who operate Bike to Work Day programs will be celebrating the events on Tuesday, September 22 this year, instead of in June. Colorado Bike Month will still be celebrated in June and some agencies will promote competitions throughout June, such as Loveland's "Keep Moving NoCo" Campaign.

NFRMPO Regional Active Transportation Plan (ATP) Steering Committee Recruitment

NFRMOP staff are still looking for additional members for the ATP Steering Committee. The commitment level is anticipated to be 2-4 online meetings in 2020 to provide guidance on the direction of the ATP. The Committee currently consists of the Larimer County Department of Health and Environment, City of Loveland Public Works, Town of Severance, City of Fort Collins FC Moves and Safe Routes to School (SRTS), City of Greeley Public Works, and CSU. Anyone interested should contact Ryan Dusil at rdusil@nfrmpo.org or 970-422-1096.

Benefits of Active Transportation Document

The Collaborative recommended adding an introduction to the document to highlight its value and how it can be used. Members agreed the facts are sound and the document is comprehensive. The information included is well established and having it organized into one document is helpful for decisionmakers. The Leadership Team will try to add more data specific to COVID-19 in the Health and Community Resiliency categories. The document will be updated periodically with new information and can be found in **Attachment A** or under Resources at nfrmpo.org/bike-ped/noco/.

NFRMPO Call for Projects Recommendations

The Collaborative suggested including more information comparing how funds are typically spent by project category within the NFRMPO and other regions, including broader language about the value of new and innovative Transportation Demand Management (TDM) strategies, and drawing linkages to the information contained in the *Benefits of Active Transportation* document. The Recommendations will be finalized at the NoCo Bike & Ped Collaborative's June 10, 2020 meeting and presented for discussion at the June 17, 2020 TAC meeting.

Future Agenda Items

June: NFRMPO Call for Projects Recommendations, COVID-19 Counter Trends Analysis



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Northern Colorado (NoCo) Bike & Ped Collaborative

Date: May 20, 2020

Re: Benefits of Active Transportation Document

Background

The NoCo Bike & Ped Collaborative has developed a *Benefits of Active Transportation* document listing various benefits of investing in active (bicycle and pedestrian) transportation. The document serves as a resource for planning partners involved in the development transportation infrastructure. The document underscores the benefits of investing in active transportation, many of which may be overlooked in transportation decision-making processes. The document can be referenced early and often in these processes and shared with other technical staff and decisionmakers. The benefits listed are drawn from various case studies, surveys, research, and other initiatives at various geographic scales. Several of the benefits are quantified specifically to Colorado. The *Benefits of Active Transportation* document is organized into the following categories:

- Health
- Safety
- Equity
- Air Quality and Climate
- Economy
- Congestion
- Community Resiliency

The benefits are consistent with the NFRMPO's *2045 RTP Goals Objectives, Performance Measures, and Targets (GOPMT)*. Many of the sources cited contain more detail than what is listed in the document and all links are clickable for further exploration. The *Benefits of Active Transportation* document, **Attachment A**, will be updated periodically and can also be found under "Resources" at nfrmpo.org/bike-ped/noco.

Action

The NoCo Bike & Ped Collaborative requests TAC members consider the *Benefits of Active Transportation* document when engaging in local, regional, and state transportation planning conversations.



ATTACHMENT A DRAFT

Why Invest in Active Transportation?

Health

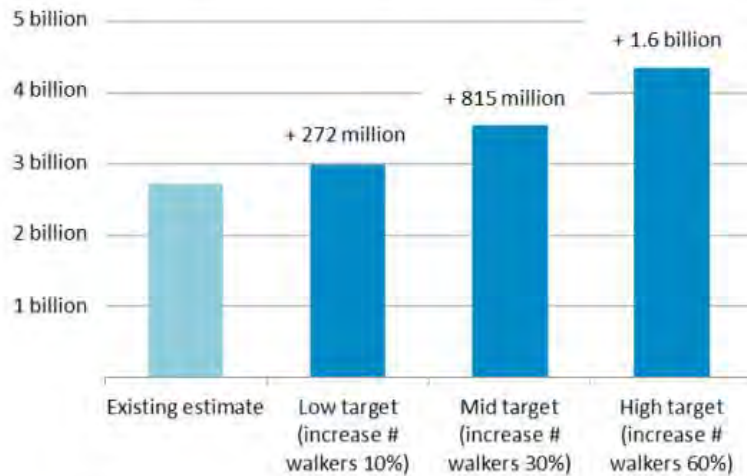
- Walking is the most common form of physical activity; community and street scale designs that improve walking and bicycling infrastructure lead to increases in physical activity rates ([Center for Disease Control](#), 2015)
- It is estimated that obesity costs the U.S. healthcare system \$147 billion a year; improvements that promote walking and bicycling may help to reduce that cost by improving rates of obesity and obesity-related diseases like heart disease, stroke, type 2 diabetes, and certain types of cancer ([Center for Disease Control](#), 2015; [more CDC Obesity info](#))
- “Health benefits such as reduced pedestrian and cyclist injury, increased physical activity, decreased obesity, and increased social connectivity are associated with safe, attractive, and accessible transportation systems that prioritize active transportation” ([BC Centre for Disease Control](#), 2017).
- The [Community Preventive Services Task Force](#) is a group of public health and prevention experts appointed by the director of the Centers for Disease Control (CDC). These experts recommend changes to the built environment that combine improvements in the transportation system (street connectivity, sidewalk and trail infrastructure, bicycle infrastructure, and public transit infrastructure and access) with land use changes (mixed land uses, access to parks and recreation facilities) to make physical activity easier and more accessible to Americans.
 - Why is physical activity so important? Less than half of American adults and only 3 of 10 high school students get the recommended daily amounts of physical activity ([CDC 2014](#)). Regular physical activity is important for health because it helps control weight, reduces risk of cardiovascular (heart) disease, reduces risk for type 2 diabetes, reduces risk of some cancers, strengthens bones and muscles, and improves mental health and mood ([CDC, 2015](#)).
 - From a comprehensive review of evidence, CPSTF found that physical activity increased among residents in a community with new or improved projects or policies that combined transportation with land use and design components. Built environment improvements were associated with higher levels of using active modes (walking, bicycling, and using transit) for transportation and recreation ([CPSTF, 2017](#)).
- To promote physical activity, the Centers for Disease Control (CDC) encourages communities to support health using approaches like implementing Complete Street Policies, updating comprehensive/master plans, aligning zoning to influence community designs, and promoting safe routes for all ages and abilities to access destinations. ([CDC](#))
- Bicycling is a relatively low-impact aerobic means of exercise ([American Council on Exercise](#), 2012 via [Bicycle Colorado](#), 2020).
- Physical activity has been shown to improve learning in children and bicycle commuting is linked to higher levels of mental health in commuters compared with their colleagues commuting by car ([CityLab](#), 2012 and [State Smart Transportation Initiative](#), 2020 via [Bicycle Colorado](#), 2020).
- According to the 2016 report, [2016 Economic and Health Benefits of Bicycling and Walking](#):



Why Invest in Active Transportation?

- A 10 percent increase in bicycling and walking in Colorado would prevent an additional 30-40 deaths per year and lead to \$258-\$387M in additional annual health savings to the state. A 30 percent increase could equal up to \$2 billion in additional health savings.
 - Bicycling currently contributes \$511M in health benefits to the State of Colorado annually and prevents an estimated 50 deaths

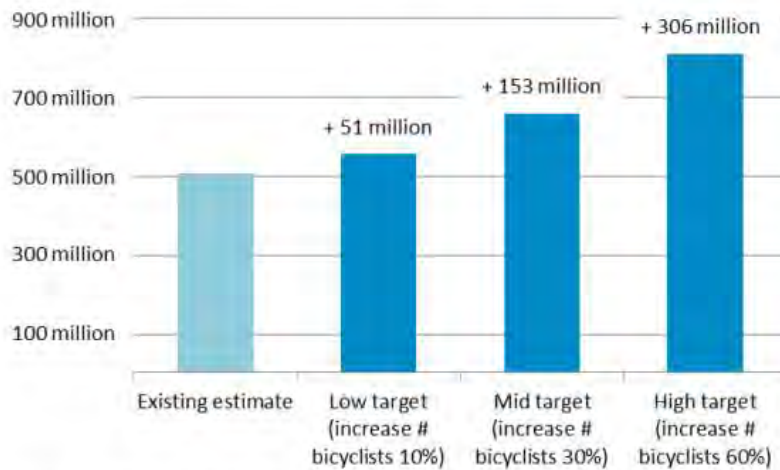
Estimated mean annual health benefits from walking



Source: BBC Research & Consulting and Alta Planning and Design from WHO HEAT walking output.

- Walking currently contributes \$2.7B in health benefits to the State of Colorado annually and prevents an estimated 285 deaths

Estimated mean annual health benefits from bicycling



Source: BBC Research & Consulting and Alta Planning and Design from WHO HEAT bicycling output.

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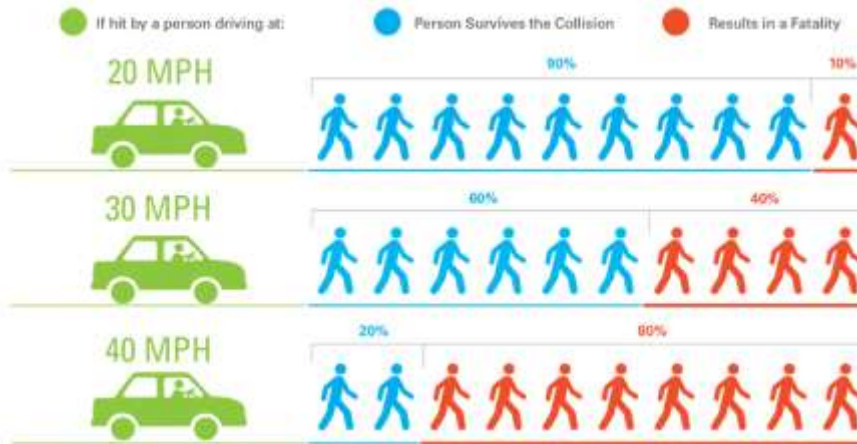
Why Invest in Active Transportation?

- Additional sources to be included:

- <http://onlinepubs.trb.org/onlinepubs/sr/sr282.pdf>
- <https://www.cdc.gov/healthyplaces/docs/hcdi-data-on-healthy-community-design.pdf>
- <https://www.cdc.gov/nccdphp/dch/programs/healthycommunitiesprogram/tools/pdf/SDOH-workbook.pdf>

Safety

- Pedestrian fatalities are 17% of all traffic fatalities in 2019 and pedestrian fatalities have increased by 50% in the past 10 years ([Governor's Highways Safety Association](#) [GHTSA], 2017).
- Road diets, defined as removing travel lanes from a roadway and utilizing the space for other uses and travel modes, lead to fewer and less severe bicycle and pedestrian crashes. This is due to pedestrians spending less time crossing travel lanes, bicyclists having new or better dedicated facilities, and vehicle speeds being reduced. The Federal Highway Administration (FHWA) suggests roads under 20,000 vehicles per day (vpd) may be good road diet candidates. Other studies suggest a maximum of 24,000 vpd ([Road Diet Informational Guide](#), FHWA 2014).
- Lower speeds limits, design that discourages high speeds, and/or physical separation between vehicle traffic and bicyclists or pedestrians lower the risk of serious injury or death:



Source: Institute of Transportation Engineers, 2015

Equity

- The percent of people 16-24 with a driver's license peaked in 1983 and is now at its lowest rate since 1963. ([Protected Bike Lanes Mean Business](#), PeopleForBike, 2014)
- According to [PeopleForBikes](#), people of color are more likely to:
 - Ride bicycles (for recreation or transportation)

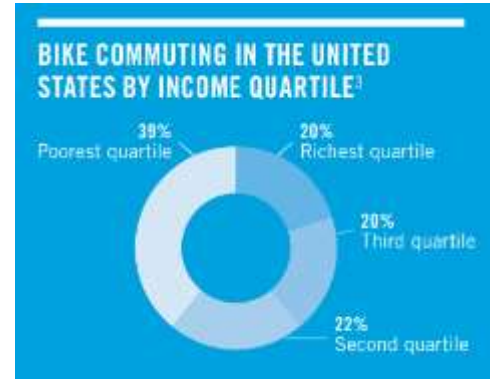
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Page 3



Why Invest in Active Transportation?

- Be regular riders
- Want to bike more than they currently do
- Say protected bike lanes would make them ride more
- People in the lowest income quartile are more likely to commute by bike ([Building Equity](#), PeopleForBikes 2015).
- [The New Majority: Pedaling Towards Equity](#), League of American Bicyclists 2013
 - Compared to White bicyclists, the fatality rate for bicyclists is 23 percent higher for Hispanic bicyclists and 30 percent higher for African American bicyclists.
 - Families with an annual income below \$50,000 spend 30 percent of their income on transportation, on average. Average annual operating costs:
 - Bike = \$308
 - Car = \$8,200



Source: PeopleForBikes

- Additional sources to be included:
 - ITE Journal, February 2020, p39, "How to place equity at the center of our work." Shift "3 E's" from engineering, education and enforcement to ethics, equity and empathy.
 - Per APA PAS Memo, March/April 2020 -- An equity approach is critical for creating transportation systems that meet the needs of all people. Transportation equity should pursue equal outcomes/options. Transportation equity should balance the distribution of benefits and burdens tied to transportation improvements. This approach should allocate resources based on the need to correct existing differences and also works to remove the effects of past discrimination.

Air Quality and Climate

- Replacing two vehicle trips each week by walking, riding a bike or taking public transportation can keep 14 pounds of ozone-causing emissions out of our air each year ([Regional Air Quality Council](#), 2019).
- Bicyclists and pedestrians are often exposed to less air pollution than occupants of motor vehicles due to less time spent directly behind vehicles and taking less congested roads, on average ([Monitoring Ambient Air](#), University of Leeds, 2018).
- Six percent of total urban miles traveled are by bike/e-bike. If this grew to 14 percent by 2050, there would be an 11 percent reduction in carbon emissions worldwide ([A Global High Shift Scenario](#), Institute for Transportation and Development Policy, 2015).
- Average grams of CO2 emitted per mile per driver/passenger:
 - Car = 169g
 - Bus = 63g
 - Bike = 10g (due to typical additional caloric intake of bike commuters)
 - Source: [European Cyclists Federation](#), 2013 via [Our Streets MPLS, 2018](#)



Why Invest in Active Transportation?

Economy

- Several studies have found those who bike or walk to or through business districts spend more money in the local economy and are more likely to shop than those who drive
 - People who arrive to a business on bike spend less per visit but visit more often, resulting in more money spent each month ([Protected Bike Lanes Mean Business](#), PeopleForBikes, 2014).
 - By Bike: \$10.66/trip, \$75.66/month
 - By Car: \$13.70/trip, \$61.03/month
 - Other sources with similar findings
 - [Biking, On-Street Parking, and Business](#) - Clean Air Partnership, 2009
 - [Business Cycles: Catering to the Bicycling Market](#) - Clifton, Morrissey, and Ritter, 2012
 - [Measuring the Street](#) - NYCDOT, 2012
- For every dollar spent to build new separated bike lanes, cities could save as much as \$24 thanks to lower health care costs and less pollution and traffic. ([The Societal Costs and Benefits of Commuter Bicycling: Simulating the Effects of Specific Policies Using System Dynamics Modeling](#), MacMillan, Connor, Witten, Kearns, Rees, Woodward, 2014)
- According to the 2016 Colorado-specific report, [2016 Economic and Health Benefits of Bicycling and Walking](#):
 - Bicycling has a \$1.1B annual economic impact on the Colorado economy, including \$484M from out-of-state visitors (excluding health benefits)
 - Walking has a \$497M annual economic impact on the Colorado economy (excluding health benefits)
- Replacing a car trip with a bike trip saves individuals and society \$2.73 per mile in costs related to congestion reduction, roadway cost savings, vehicle cost savings, parking cost savings, air pollution reduction, energy conservation, and traffic safety improvements. ([Biking, On-Street Parking, and Business](#) - Clean Air Partnership, 2009)
- In the 2020 report, [Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility: A Multi-City, Multi-Approach Exploration](#), 14 corridors were analyzed across six cities (Portland, Seattle, San Francisco, Memphis, Minneapolis and Indianapolis). Bicycle and pedestrian infrastructure had either positive or non-significant impacts on the local economy as measured through sales and employment, including:
 - “Bike lanes were installed on Central Avenue in Minneapolis by reducing the width of the travel lane and removing parking lanes. Retail employment increased by 12.64% — significantly higher than the 8.54% increase calculated in the control study area a few blocks away. The same corridor also recorded a dramatic 52.44% increase in food sales, which more than doubled the 22.46% increase in the control area.”



Why Invest in Active Transportation?

- “A protected bike lane along Broadway in Seattle that was completed in 2014 was accompanied by a significant 30.78% increase in food service employment compared to 2.49% and 16.17% increases in control areas.”
- “Business owners can fit 10 cyclist customers in a parking space, as opposed to one automobile customer.” (Bicycle Colorado - [Benefits of Bicycling in Colorado](#))
- “70% of real estate agents surveyed use trails as selling points for homes, and over 80% thought that they would make a home easier to sell” ([Active Transportation and Real Estate: The Next Frontier](#), Urban Land Institute, 2016).
- Additional sources to be included:
 - Is there more out there on return on investment?

Congestion

- According to the Texas A&M Transportation Institute’s (TTI) [2019 Urban Mobility Report](#):
 - Congestion costs the Fort Collins-Loveland Urbanized Area \$119M annually, or \$414 and 21 hours of delay per commuter
 - Congestion costs the Greeley Urbanized Area \$58M annually, or \$485 and 23 hours of delay per commuter.
- The capacity of a single 10-foot lane (or equivalent width) by mode at peak conditions with normal operations:
 - Private Motor Vehicles Only: 600-1,600/hr
 - Mixed Traffic with Frequent Buses: 1,000-2,800/hr
 - Two-Way Protected Cycleway: 7,500/hr
 - Sidewalk: 9,000/hr
 - Source: [Transit Street Design Guide](#), National Association of City Transportation Officials (NACTO), 2016

Resiliency

- [Bicycling is compatible with social distancing](#) (Bicycle Colorado, 2019). Investing in low-stress bicycle and pedestrian infrastructure allows users to maintain safe physical distance, increasing options commuting, exercise, and other trips in times such as the Spring 2020 COVID-19 outbreak:
 - During the first month of the Spring 2020 COVID-19 Stay-At-Home Order in Colorado the average daily trail counts increased 172% on weekday and 122% on weekends across Northern Colorado compared to the same period in 2019.
- [Gas Prices and Bicycling](#) - Bikes Belong, 2008
 - In 2008, when gas prices peaked to \$4.11/gallon:
 - Bike commuting increased 15% nationally and 23% in the 31 largest bicycle-friendly cities (BFCs) compared to 2007



Why Invest in Active Transportation?

- 73 percent of retailers said they were selling more transportation-related bicycles and 95 percent had customers citing high gas prices as the reason for their purchases
- 15 percent of older adults said they had ridden a bicycle more frequently since gas prices had risen; yet, only 4 in 10 said they thought their neighborhood had adequate bicycle accommodations.

DRAFT

EXECUTIVE SUMMARY
North Front Range Transportation and Air Quality Planning Council
May 7, 2020

APPROVAL OF THE MEETING AGENDA

Ross **moved** to *APPROVE THE MAY 7, 2020 MEETING AGENDA*. The motion was **seconded** and **passed** unanimously.

APPROVAL OF THE MINUTES

Ross **moved** to *APPROVE THE April 2, 2020 MINUTES*. The motion was **seconded** and **passed** unanimously.

ACTION ITEMS

Resolution Corrections:

Karasko explained there had been an error on Severance's WCR23/Great Western Trail Pedestrian Connection dollar amount on the following items at the April 2, 2020 Council meeting. Both resolutions were revised from "\$600" to "\$600K".

a) Multimodal Options (MMOF) Fund -Call for Projects-Revised

Ross **moved** to *APPROVE REVISED RESOLUTION NO. 2020-12 ADOPTING THE 2019 MULTIMODAL OPTIONS FUND (MMOF) CALL FOR PROJECTS*. The motion was **seconded** and **passed** unanimously.

b) March TIP Amendment-Revised

Stephens **moved** to *APPROVE REVISED RESOLUTION 2020-13 APPROVING THE MARCH 2020 AMENDMENT TO THE FY2020-2023 TIP*. The motion was **seconded** and **passed** unanimously.

FY2019 & FY2020 STBG Additional Funding Allocations

Bornhoft recapped the additional \$1.4M in funds from the latest CDOT reconciliation. She reviewed information on the two projects from the FY2016-2019 Call for Projects; Fort Collins US 287 Intersection Improvements, and Greeley's 10th Street Access Control Implementation Plan, that are eligible to receive the funding.

Ross **moved** to *APPROVE RESOLUTION 2020-12 APPROVING ADDITIONAL ALLOCATIONS OF FY2019 & FY2020 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS TO PROJECTS SELECTED IN THE 2014 CALL FOR PROJECTS*. The motion was **seconded** and **passed** unanimously.

FY2019 Audited Financials

Wayne Herr, CPA, CGMA, Partner, MCGee, Hearne & Paiz, LLP gave a presentation of the 2019 Audited Financials, which resulted in the best ranking possible "pass with no findings", or an "unmodified opinion". Director Mallette, Lisa Gagliardi, Accounting Manager and Merideth Kimsey, Accounting Clerk III, were highly praised for their efforts and excellence in preparing for and presenting the audit.

Karspeck **moved** to *ACCEPT THE 2019 AUDITED FINANCIAL STATEMENTS AS PRESENTED*. The motion was **seconded** and **passed** unanimously.

PRESENTATIONS:

CDOT Transportation Recovery Group

Shoshana Lew, CDOT Executive Director, gave a presentation on CDOT funding regarding to *Senate Bill 267- Regional Equity and Scenario Planning*. She explained that approximately \$1.25B in SB 267 transportation funding was at risk over the next three years due to the COVID-19 pandemic. There is interest from members of the Transportation Commission to move outyear funding on North I-25 to Regions 1, 2 and 3. Lew stated they are not changing priorities as established in the long range transportation plan, but do want to sequence, or tier projects while considering potential cost cutting. She specified CDOT plans to stay true to the \$1.6B transportation plan funding and complete North I-25 and other projects, but it will be a matter of how much can be spent and when, with a focus on projects that yield capital and jobs, and help stimulate Colorado's economic recovery. She said CDOT intends to plan for a much smaller base program, which they will then build back up as funds become available.

Bracke commented on the importance of staying focused on the goals and the plan. The \$56M provided by the NFRMPO local communities remain committed and have been used to leverage federal funds in a systematic process. CDOT will continue to look for ways to obtain additional funding, such as low-interest loans and federal funds as well as considering scope reduction options. Donnelly and Ross expressed their concerns that if funds are moved out of the North I-25 project, they may never be returned and implored CDOT to advocate more strongly for Colorado's Transportation Funding.

There is a newly formed Transportation Recovery Workgroup supplying information into the larger statewide effort titled the Governor's Council on Economic Stabilization and Growth (CESG). CDOT has a draft outline of the report and has asked MPO's for data and feedback. NFRMPO supplied data on the calculated decrease of local funds going to transportation.

DISCUSSION ITEMS

FY2020-2021 UPWP and FY2021 Budget

Mallette reviewed the Unified Planning Work Plan with the Council, highlighting some of the FY 2020-21 projects, including the first year of the Statewide Household Travel Survey, 2050 Land Use Allocation Model (LUAM), Active Transportation Plan (previously Non-Motorized Plan), North Front Range Premium Transit analysis (MMOF and VanGo™ reserves), and the Implementation of the One Call/One Click Center's first full year, contracted to begin October 1st. Gagliardi gave a high-profile overview of the FY 2021 UPWP Draft Budget, noting there will be a 2020 budget adjustment for the Transit Analysis which will be moved to 2021. She will be providing the Finance Committee with a Fare Analysis/Reserve Analysis later this year to determine what changes may need to be made to 2021 VanGo™ fares and whether any reserves will need to be used. It is anticipated CARES Act funding for the VanGo™ program will also be added to the current draft before it is finalized. The Council will be asked to adopt the budget at the June 4th Planning Council meeting.

NFRMPO Boundary Focus Group

Jamie Grim, CDOT Government Liaison, stated the guidebook for the MPO Boundary Process is now being done in-house. CDOT is approximately halfway through their portion and still expected to be done in June. The Scope of Work for the consultant portion is not complete but on track for completion this summer. Focus groups will be starting as soon as possible.