

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
August 19, 2020
1:00 – 3:30 p.m.

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

No items this month.

ACTION ITEMS

- 1) NFRMPO Safety Vision: Towards Zero Deaths Policy (page 8)** Cunningham
- 2) NFRMPO Local Match Assistance Process (page 10)** Bornhoft

PRESENTATION

No items this month.

DISCUSSION ITEM

- 3) FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations (page 15)** Bornhoft

OUTSIDE PARTNER REPORTS

- 4) Planning Council (page 22)** ***Written Report***
- 5) NoCo Bike & Ped Collaborative (page 23)** ***Written Report***
- 6) Regional Transit Agencies**
- 7) Senior Transportation**
- 8) Regional Air Quality Council**

REPORTS

- 9) Roundtable** All
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: September 16, 2020**

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

Virtual Meeting

July 15, 2020

1:00 – 2:56 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
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

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

IN ATTENDANCE:

Abdul Barzak – Severance
Darren Davis – GET
Aaron Fodge – CSU
Candice Folkers – COLT
Katie Guthrie – Loveland
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Kloberdanz – CDOT
Josie Langhorst – CDOT
Annabelle Phillips – Transfort
Jake Schuch – CDOT
Liz Young Winne – LCDHE

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 MAY 20, 2020 TAC MINUTES

Klockeman moved to approve the May 20, 2020 TAC minutes. Oberschmidt seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATIONS

CDOT COVID-19 Response Funding Opportunities – Dusil explained the two grants CDOT created in response to COVID-19, Revitalizing Main Streets, and the CanDo Community Telework Program. Revitalizing Main Streets grants are for repurposing streets for biking and walking, sidewalk conversion and expansion, one-way street conversions facilitating additional pedestrian space, and other similar project types. The grant requires a 10 percent local match. The CanDo Community Telework Program provides microgrants to local governments and nonprofits to promote teleworking and other active transportation, and other transportation options. That facilitate social distancing Eligible project types include coordination with large employers and sharing best practices, marketing materials and training to encourage effective telework, and additional staff capacity to promote teleworking and other active transportation options, especially for at-risk populations. Local match is not required but is encouraged. Applications for both grant programs are reviewed on a rolling basis, and Dusil recommended applying early.

Dusil asked if any TAC members are interested in applying for either program. Baxter stated Greeley is considering applying to the Revitalizing Main Streets program for 16th St between 9th Ave and 10th Ave to temporarily increase seating area and pedestrian space. Schneiders stated the application process is not for prior projects or reimbursement, only for projects going forward. Nelson said Severance may consider applying for funds. Dusil stated the NFRMPO staff is available to help with applications.

DISCUSSION

NoCo Bike & Ped Collaborative Future Call for Projects Recommendations – Guthrie introduced a memo approved by NoCo recommending changes to the NFRMPO Call for Projects process to increase the competitiveness of non-single occupancy vehicle (SOV) projects. NoCo began discussing this collaborative effort in January. The key recommendation is to establish a competitive Bicycle & Pedestrian Project Percentages Allocation Program set-aside made up of 100 percent of the region's Transportation Alternatives (TA) funds, five to 12 percent of Congestion Mitigation & Air Quality (CMAQ) funds, and five percent of Surface Transportation Block Grant (STBG) funds. Guthrie noted NoCo's recommendation is allowable per the federal requirements for each funding source. Guthrie noted there is a mismatch of project funding to non-SOV projects and what the region's goals are. Guthrie stated the City of Loveland's Transportation Master Plan has three scenarios which need more regional funding to achieve. The NoCo Leadership Team supports this shift and noted it could benefit both small and large communities. COVID-19 has forced changes in mobility, which is supported by trail counts which are up 75 percent this year compared to last year.

Young Winne noted the Larimer County Department of Health and Environment's (LCDHE) Built Environment Program is working to include stronger language for health and equity. The Built Environment's Leadership Team supports the NoCo recommendation as shown by the letter of support included in the TAC packet. She highlighted chronic diseases are related to activity and obesity. Access to bicycle and pedestrian infrastructure eases the burden on safety and access. Young Winne also highlighted the connection to air quality.

Fodge noted TAC has flexibility for project scoring. MPOs around the country can set criteria on how projects are awarded. For example, Denver Regional Council of Governments (DRCOG) dedicates a portion of CMAQ to Transportation Demand Management (TDM) programs and staffs Transportation Management Associations (TMAs) around the Denver region.

Barzak stated the allocation could help small communities get funding that otherwise may be difficult to receive. Nelson noted the regional need for bicycle and pedestrian funding. Dusil stated the timeline for the next Call for Projects has not been established but NoCo wanted to give TAC the opportunity to review and

comment on the recommendations ahead of the next Call. Karasko noted changes to the Call for Projects process must meet FHWA requirements and be approved by Planning Council, and TAC would need to make a recommendation to Council prior to implementing changes. Bustow responded FHWA is fine with this approach because bicycle and pedestrian projects are eligible to receive funding. Bustow mentioned CMAQ has program restrictions that must be taken into account.

Klockeman asked if a roadway project with bicycle and pedestrian amenities would be eligible for this set-aside. Guthrie noted many roadway projects have bicycle and pedestrian investments, but these investments are not occurring at a rate that will help the NFRMPO region reach its non-SOV target. Investing in roads has led to a slow buildout of Regional Non-Motorized Corridors (RNMCS) because they are off-street. Non-SOV investments are needed in addition to improvements made as part of roadway projects. Fodge noted intersection improvements, which have been funded through CMAQ, have short term benefits but lead to more SOVs over time because of induced demand. Karasko asked if the percentages were solely focused on bicycle and pedestrian projects or could be used for bicycle and pedestrian infrastructure in larger infrastructure projects. Nelson responded it would go toward building out RNMCS. Dusil added that NoCo discussed a 10-year Project List at their April meeting. There were 28 projects and \$33M in need on that list of bicycle- and pedestrian-specific projects. Dusil noted if there are remaining funds in the set-aside, the funds would be put back into the regional Call for Projects pool.

Schneiders asked how setting aside funding for bicycle and pedestrian projects that might not provide as much emissions benefits would impact the NFRMPO region's reclassification to Serious. Bustow said the reclassification does not require a stricter CMAQ project selection process, but cost/benefit analysis of projects becomes more important. Fodge recommended not funding projects that induce future demand for cars. Baxter acknowledged induced demand with capacity projects but noted bicycle infrastructure is often used for recreation and not for commuting. Brimmer noted FHWA has a tool on their website comparing cost/benefit ratios by project type.

Oberschmidt asked if the development community has been brought up to speed on the RNMCS. Nelson said Severance plans around the RNMCS that passes through the Town. Dusil noted this will be a conversation during the Regional Active Transportation Plan (ATP) development process.

NFRMPO Local Match Assistance Process – Bornhoft recapped the May TAC discussion about local match impacts, which covered some of the options available to communities unable to provide local match for their approved projects. At that meeting, Bornhoft requested TAC members interested in these options contact her. No communities are currently pursuing these strategies. Bornhoft noted the process discussed at this meeting focus on NFRMPO-selected and approved projects (CMAQ, STBG, TA, and MMOF). Projects selected by other agencies will need to check with those funders. Bornhoft reviewed the five strategies included in the TAC packet: the State Infrastructure Bank, which provides low-interest loans; Toll Credits, which would potentially require a reduction in scope or an infusion of additional federal funds; Tapered Match, which delays local match to a later fiscal year; Swapping Project Funding Year, which would require the concurrence of both project sponsors and need to be funded by the same program; and Delaying the Project, which would still be subject to the NFRMPO's Delay Policy if funded with NFRMPO funds as well as subject to CDOT and FHWA deadlines.

Bornhoft explained the proposed process for requesting assistance is to let NFRMPO staff know; select a strategy; follow the CDOT and FHWA processes; and to follow existing NFRMPO procedures. These requests can be processed as either TIP Modifications or Amendments, depending on the scope of the change. Bornhoft

highlighted Toll Credits without a Scope Reduction will be held until a CDOT Region 4 reconciliation identifies unprogrammed federal funding, then brought to TAC and Planning Council, where the project(s) would be competitive with partially funded projects from the relevant Call for Projects.

Bornhoft noted there is currently \$3M in CMAQ and \$2M STBG funding unprogrammed, which will be brought to the August TAC meeting. Bornhoft requested TAC members submit requests by Friday, August 7 if they are interested in Toll Credits without Scope Reduction. This deadline will allow those projects to be included in the TAC packet.

Klockeman stated swapping funding years would be a good option if a project looks like it needs extra time and another project can be moved up. Klockeman noted there may be a dilemma if a project is moved to an out-year but funding is rescinded. Project sponsors should talk to each other to see if swaps are possible. Schneiders stated scope reductions, while typically not advised, can enable a project to move forward and are preferable to relinquishing funds.

Malette asked if there are any communities planning to pursue any of these options. Klockeman noted Loveland is waiting to decide and City staff is working to protect local match investment and may cut other projects not tied to grants. Buckman stated Fort Collins is in a similar process, identifying how to get local match secured as late as next Spring through the City's appropriations process.

NFRMPO Safety Vision: Towards Zero Deaths Policy Discussion – Karasko introduced the Towards Zero Death name change. Towards Zero Deaths is in more in line with what the region is doing, based on comments from TAC members. Cunningham noted the name change better aligns with what was highlighted in CDOT's 2020-2023 Strategic Transportation Safety Plan (STSP) and better differentiates the policy from the federally required safety performance measures and the region's Goals, Objectives, Performance Measures, and Targets (GOPMT) identified in the 2045 Regional Transportation Plan (RTP). Cunningham reviewed the updated Policy Statements. Klockeman asked to ensure the policies are written to highlight what communities are already doing and that this policy builds on those efforts. Cunningham noted this will be added as a preface.

Baxter noted she liked the policy statement changes and asked for clarification on how these policies align with the STSP. Cunningham noted the wording and ideas are based on what is in the STSP. Baxter noted she liked the policy name change. Nelson asked what the next steps are. Cunningham said with TAC's approval, this would be taken to Planning Council as a Discussion item and would come back for TAC's Recommendation in August.

NFRMPO Environmental Justice (EJ) Plan – Gordon detailed the planning efforts for the Environmental Justice (EJ) Plan, including the anticipated timeline for creating and adopting the Plan, the goals of the Plan, and stakeholders currently engaged in the planning process. Gordon invited recommendations on topics to cover in the Plan and agencies to include in the planning process. An EJ survey is available in English and Spanish. Schneiders asked if the EJ Plan would be updated based on the next Census. Gordon said he and Dusil had discussed making the EJ Plan a living document, ensuring it is as up-to-date as possible. Baxter asked how other communities would feel about including EJ as a scoring criterion in the future Calls for Projects given that Greeley has many EJ areas. Dusil noted including EJ as a scoring criterion could be focused on engagement and could be personalized to the community, helping to make sure the Call for Projects does not become more burdensome for smaller communities. Baxter suggested reaching out to the City of Greeley Communications Team.

NFRMPO Active Transportation Plan (ATP) – Dusil presented the planning efforts for the Active Transportation Plan (ATP), which will update the 2016 Non-Motorized Plan. A key update for the ATP is a review of Regional Non-Motorized Corridors (RNMCs), segment by segment with up-to-date information. RNMCs will be updated to Regional Active Transportation Corridors (RATCs). Dusil noted NFRMPO staff received feedback at two events this year: the Built Environment Learning Series and Fort Collins Transportation Fair; through a Steering Committee composed of staff from NFRMPO communities; and presentations to NoCo, the Weld County Mobility Committee (WCMC), Larimer County Mobility Committee (LCMC), and the Mobility and Access Priority Group (MAPG); and in an article in the Partnership for Age-Friendly Communities’ newsletter. From this feedback, Dusil noted the themes include equity; aligning local and regional priorities; segment-level analysis of RATCs; focus on youth, older adults, individuals with disabilities; emerging micromobility solutions; and funding outlook and strategies. Steering Committee members highlighted they would like guidance on infrastructure standards, regional wayfinding elements, and best practices for policies and programs.

Dusil noted he is developing a survey, with two key themes related to why biking or walking is not the first travel mode choice for many people and what would influence them to bike or walk more often. Dusil stated over the next several weeks (or months?) he will be presenting at the Greeley Citizens Transportation Advisory Board (CTAB), Planning Council, the Built Environment Leadership Team, the Loveland Transportation Advisory Board, and the Fort Collins Transportation Board. He will be reaching out to the Loveland Youth Advisory Board and other advisory boards in the region. Dusil highlighted the Community Remarks tool and the project webpage.

Dusil asked what would be most useful for TAC members. Baxter asked about first/last mile connections, specifically looking at active transportation on a local level. Dusil responded this could be included as guidance.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written reports were provided.

Regional Transit Agencies – Schneiders noted Bustang is operating again. Kelly noted the Around the Horn route is operating again. Davis noted GET’s fixed-route service has started on running on Saturdays again, and ridership has been about 600 to 700 people per day. Davis stated GET is sending out a ridership survey for feedback, including questions asking for feedback on the Poudre Express route timing.

Senior Transportation – Gordon highlighted Sophia Maes joined the NFRMPO staff in June and will be with the NFRMPO through December, working on the Marketing and Outreach Plan for the One Call/One Click Center. The NFRMPO is waiting for a contract from CDOT for the MMOF funding for the project.

Regional Air Quality Council – Brimmer stated the draft State Implementation Plan (SIP) is available on the RAQC website and was presented to the RAQC Board last week. The public can provide comments through the end of July, with the RAQC Board endorsing the Plan at their August 7 meeting, and submittal to the EPA in early 2021. The SIP showed the nonattainment area would attain the 75 ppb standard in summer 2020, but there have been high values and the nonattainment area now exceeds the standard for the three-year average. One monitor remains above the standard for the fourth highest value, which could mean the nonattainment area would be bumped up to Severe. If the nonattainment area is bumped up to Severe, major source emissions need to be cut in half and employee trip reduction programs are to be implemented. The Mow Down Pollution program has shifted online (mowdownpollution.org). Interested individuals who recycle old gas mowers can get a \$150 voucher toward a new battery or corded mower at participating Home Depots. Brimmer stated there was a recent court decision in the case between the Center for Biological Diversity in Boulder and

the EPA regarding the boundary of the ozone nonattainment area. The Court ruled in favor of the Center for Biological diversity and the EPA must reevaluate the Nonattainment Area boundaries, which may result in the remaining portions of Weld County being added to the Nonattainment area.

Schneiders asked for clarification about the major changes to the SIP. Brimmer explained there needs to be an enhanced vehicle Inspection and Maintenance (I&M) program, which was already in effect; new Motor Vehicle Emissions Budgets (MVEB) based on On-Road Mobile Source Inventory for 2020; transportation controls, including Conformity every three years; and Regionally Available Control Technologies (RACT) Analysis, which is analyzed by APCD and requires additional sources to do Title V Permitting. Many of these new sources are related to oil and gas. Brimmer also noted there is a Clean Fuels Fleet program, which requires fleets with 10 or more vehicles to have a certain percentage of alternative fuel vehicles.

REPORTS

Planning Council – Written report was provided.

Bike Counter Updates – Dusil noted there has been a 75 percent increase across the region’s counters compared to the same time last year. The counter data is being used by the Colorado Parks and Recreation Association.

Mobility Committee Updates – Written report was provided.

Q2 2020 TIP Modifications – Written report was provided.

CDOT Inactives Report – Schneiders stated she combined the inactives report and CDOT status into one report and is looking for feedback.

ROUNDTABLE

Anderson noted the WCR54 and WCR17 roundabout is going well with a ribbon cutting scheduled for August 7 and opening to the public on August 15. Anderson stated Weld County continues to work on the Comprehensive Plan and Transportation Master Plan, is getting ready to go out for outreach, and will be reaching out to local communities.

Kelly noted Transfort won a Transit Oriented Development (TOD) Pilot Program grant from the FTA. This will fund planning on N. College Ave to expand service north of the Downtown Transit Center.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – Karasko identified the CMAQ and STBG allocation as discussion items for next month and the Safety Vision: Toward Zero Deaths and Local Match Assistance Process as action items.

Meeting adjourned at 2:56 PM

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 19, 2020 as a virtual meeting.



MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham & Becky Karasko

Date: August 19, 2020

Re: NFRMPO Safety Vision: Towards Zero Deaths 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 regional policy towards zero deaths should be created over the next year, in addition to the data driven performance targets.

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 safety vision aimed at eliminating fatalities.

A regional Safety Vision will build off the ongoing safety work that the NFRMPO's member communities have been and continue to do. This vision will be in addition to the safety targets the NFRMPO must set annually and the Goals, Objectives, Performance Measures, and Targets (GOPMT) which were incorporated into the Regional Transportation Plan (RTP).

Following several months of discussion with TAC and a review of national examples of Towards Zero Deaths initiatives, CDOT's [2020-2023 Strategic Transportation Safety Plan](https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf)², Staff presented the following Safety Vision to Planning Council at the August 6th meeting:

- 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 or serious injuries on the road network.
- The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:

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

² <https://www.codot.gov/safety/safetydata/safetyplanning/strategictransportationsafetyplan.pdf>



- Continue prioritizing safety in future NFRMPO calls for projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP), etc.*);
- When possible, provide regionally specific crash data to compare to statewide crash data;
- Identify crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

Action

Staff requests TAC recommend Planning Council approval of the NFRMPO Safety Vision: Towards Zero Deaths.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: August 19, 2020

Re: NFRMPO Process for Local Match Assistance - Action

Background

At the July TAC meeting, TAC members discussed the proposed NFRMPO Process for Local Match Assistance. No changes were requested. To facilitate TAC Action, this memo repeats the information included in the July TAC packet with non-substantive updates to the Background and Action sections.

This memo identifies available strategies and processing steps for local match assistance for communities unable to afford local contributions for approved transportation projects due to the COVID-19 pandemic. While these strategies allow for the delay, reduction, or elimination of local contributions, there is a downside to most of the strategies. The purpose of identifying strategies for local match assistance is to maximize the delivery of projects currently included in the NFRMPO's Transportation Improvement Program (TIP) given anticipated revenue shortfalls.

NFRMPO staff is proposing to process requests for local match assistance for projects funded through NFRMPO Calls for Projects on a case-by-case basis and to use existing NFRMPO procedures to formally complete requests for assistance where necessary. To clarify how this would work, this memo outlines four steps in the process and describes how the assistance strategies align with existing NFRMPO procedures.

The process is designed for projects selected by the NFRMPO Planning Council for Congestion Mitigation and Air Quality Improvements (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and/or Multimodal Options Fund (MMOF) funding. The process is for projects already selected by the NFRMPO Planning Council and **not** for any projects that may be awarded funds in future Calls for Projects held by the NFRMPO.

Projects selected for funding by other agencies, such as CDOT, FHWA, or FTA, may be eligible for the local match assistance strategies identified in this Memo. Project sponsors must contact the funding agency to initiate a request for local match assistance.



Local Match Assistance Strategies

There are five local match assistance strategies available to NFRMPO member communities:

State Infrastructure Bank (SIB)

The Colorado SIB offers a range of loans with low interest rates and credit assistance enhancement products for state- and federally funded projects. SIB loans may be executed at any time prior to project closeout. The SIB is a well-established strategy and the rules, regulations, and application are available on CDOT's website: <https://www.codot.gov/business/budget/colorado-state-infrastructure-bank-co-sib.html>. Currently, the SIB has \$5M in funding available. The downside to financing a project is the cost of interest; however, interest payments may be less expensive than increases in construction costs due to inflation.

Toll Credits

Toll credits reduce or eliminate local match for federally funded projects. Toll credits can be applied at any time prior to project closeout. **Attachment 1**, CDOT's Toll Credit Fact Sheet, explains how toll credits work for various project scenarios. Toll credits are relatively new to the State of Colorado. Toll credits are considered "soft match" and **do not** provide any new funds, which means the project would either have to reduce scope to make up for the loss in local funding, or, if federal funds become available, receive an additional allocation of federal funds to retain the project scope. The downside of toll credits is the reduction in project scope or reduction in overall impact of federal funds within the region.

Tapered Match

The tapered match strategy allows the local match for a federally funded project to be delayed. The project must receive approval from FHWA to use tapered match prior to authorization. This strategy is not new to FHWA but is new to Colorado. Since the federal share of the project is reimbursement-based, the local agency would still need to be able to front the federal share, but the local share could be provided in a later fiscal year. For more information on tapered match, visit https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/tapered_match.aspx. A potential downside of the tapered match strategy is the local match is paid in a lump sum at the end instead of being spread out over time.

Swap Project Funding Year

Swapping the project funding year is a strategy wherein one or more project sponsors with projects funded in the same funding program but in different fiscal years agree to swap funds allowing one project to advance and another project to delay. The FY2020-FY2023 TIP allows a project funded with NFRMPO-controlled CMAQ, STBG, and/or TA funding to swap funds one time with another project awarded funding in an approved Call for Projects. There is no downside to using this strategy, although it can be difficult to find a project with which to swap.

Delay Project

Local agencies may choose to delay their project to a later fiscal year, which is also known as "rolling" a project. The project would still be subject to the NFRMPO delay policy, if applicable, and any deadlines established by FHWA and CDOT. Failure to meet deadlines could result in the loss of federal funds for the



project. The downside of delaying a project is the delay of benefits to the regional transportation network and delaying the obligation of federal funds.

At this time, the NFRMPO is **not** proposing to alter the TIP delay policy to create a special exemption for projects delayed due to COVID-19 for the following reasons:

- 1) The delay policy encourages the obligation of federal funding, which benefits the regional transportation network with timely improvements and increases the likelihood of the State receiving additional federal allocations. Other strategies are available, as identified above, to assist local agencies with local match.
- 2) The delay policy's first one-year extension and second one-year extension options remain available for projects at the discretion of TAC and Planning Council.
- 3) The FHWA end date(s) for projects that might benefit from a special exemption may have already been set.
- 4) The full financial impact of the COVID-19 pandemic is not yet known. A special exemption for COVID-19-related delays may be prudent to consider at a later date if the first and second one-year extensions do not provide enough time for projects to proceed.

Process for NFRMPO-funded Projects Requesting Assistance

Broadly, the process uses consultation with impacted agencies to select a strategy, any processing requirements of other agencies such as CDOT and FHWA, and existing NFRMPO procedures to complete requests for assistance. The reliance on existing NFRMPO procedures means that some types of requests would be processed as TIP Modifications and other types of requests as TIP Amendments. Using existing processes also means local assistance requests could be completed as necessary without establishing a specific deadline for submitting a local assistance request.

Step 1 – Notification. Local agency notifies the NFRMPO of need for local match assistance by contacting Becky Karasko and Medora Bornhoft.

Step 2 – Strategy Selection. Local agency coordinates with the NFRMPO and CDOT to discuss which, if any, strategy is applicable to the project. The local agency selects which strategy or strategies to pursue. In some cases, no strategy will be applicable to the project.

Step 3 – CDOT/FHWA Processing. Local agency follows process established by CDOT and FHWA, if applicable. The CDOT processes for the SIB, swap project funding year, and project delays are established, the process for toll credits is under development, and there currently is no process for tapered match. The FHWA must approve requests for tapered match and does not have a role for the other strategies.

Step 4 – NFRMPO Processing. Local agency communicates with NFRMPO staff on the approval/acceptance of CDOT and/or FHWA on request(s). Existing NFRMPO procedures for TIP Modifications, TIP Amendments, and/or Additional Funding Allocations are used to adjust the project in the TIP and either notify or receive approval from the NFRMPO Planning Council. The TIP Amendment and Modification Process from the



FY2020-2023 TIP, **Attachment 2**, would determine which type of TIP revision is applicable. Specifically, the requests would be processed as follows:

- **SIB** – The request is completed by the NFRMPO as a TIP Modification per the second item listed in the Administrative Modification section of **Attachment 2**.
- **Tapered Match, Swap Project Funding Year, and Delay Project** – The request is completed by the NFRMPO as a TIP Modification per the third item listed in the Administrative Modification section of **Attachment 2** or as a TIP Amendment if the delay impacts air quality conformity.
- **Toll Credits with a Scope Reduction** – The request is completed by the NFRMPO as a TIP Amendment if scope change is significant, as described in the sixth item in the Policy Amendment section of **Attachment 2**, otherwise it is completed as a TIP Modification.

Toll Credits without a Scope Reduction – The request is held until a CDOT Region 4 reconciliation identifies unprogrammed federal funding, which could be due to higher planning estimates or project forfeitures/project closeouts. The requests for toll credits would be presented to TAC and Planning Council as part of the Additional Funding Allocations process and would compete with the partially funded projects eligible for additional federal funds from the relevant Call for Projects. The reconciliations are completed quarterly, and proposed allocations would be brought to TAC and Planning Council for approval if unprogrammed federal funds are available. Project adjustments would then be amended or modified into the TIP.

Action

Staff requests TAC members approve the proposal to rely on existing NFRMPO procedures for local match assistance requests. This item will not go to Planning Council for Discussion or Action unless TAC requests changes to existing NFRMPO procedures.

Attachment 2

FY2020-2023 TIP: TIP Amendment and Modification Process

Policy Amendments

The following items require a Policy Amendment:

1. Any project, outside of a CDOT STIP funding pool, added to the TIP using federal funds including CMAQ, STBG or TA funds, or if the project is an Air Quality Significant Project (see examples above).
2. Any project that has all Federal funding removed or is deleted from the TIP.
3. The addition or deletion of \$5M or more in federal or state funds for any project.
4. A change in funding sources from local/state to include any amount of federal funds.
5. A change in the total amount of a CDOT STIP pool by \$5M or more in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
6. Any significant change in the scope of a project. A scope change is defined as any sponsor-directed alteration that requires a modification in a project's activity, location, or schedule which triggers a review of the National Environmental Policy Act (NEPA) process or air quality analysis. Common scope changes are: (1) engineering change, (2) quantity change, (3) location change, and (4) schedule change. Specifically, any schedule changes that might impact the TIP's air quality conformity as the completion date of a regionally significant project would occur in a different time frame than that modeled by APCD.

Administrative Modifications

The following items require an Administrative Modification:

1. A change between federal funding sources.
2. A change in project funding less than \$5M of state or federal funding, and does not change the scope of the project.
3. A transfer of funds between project years, with concurrence of Project Sponsors, and not impacting air quality conformity.
4. A change of less than \$5M in the total amount of a CDOT STIP pool in state or federal funding due to Transportation Commission action, including a change in the Federal resource allocation.
5. Changes in the projects included in a CDOT STIP pool due to Transportation Commission action, including a change in the state resource allocation.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 19, 2020	FY2019-FY2021 CMAQ and FY2021 STBG Additional Funding Allocations & Toll Credit Requests	Medora Bornhoft
Objective/Request Action		
To discuss the allocation of additional Congestion Mitigation and Air Quality Improvements (CMAQ) funding and Surface Transportation Block Grant (STBG) funding to partially funded projects and projects requesting toll credits without scope reductions.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The most recent CDOT reconciliation from July 1, 2020 identifies the following unprogrammed federal funds:</p> <ul style="list-style-type: none"> • FY2019-FY2021 CMAQ - \$3,302,036 • FY2021 STBG - \$2,029,115 <p>Sponsors of eligible CMAQ projects from the FY2016-2019 Call for Projects and sponsors of eligible CMAQ and STBG projects from the FY2020-2021 Call for Projects were contacted to verify their ability to obligate additional federal funds. Projects are considered eligible if they are partially funded, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.</p> <p>The reconciliation also identifies shortfalls of \$70,695 CMAQ in FY2022 and \$86,950 CMAQ in FY2023. To address the shortfalls, sponsors of CMAQ projects from the FY2022-2023 Call for Projects were asked if their project could advance to FY2021. One project, Fort Collins' <i>College and Trilby Road Intersection Improvements</i> project, can advance, which achieves fiscal constraint in FY2022 and FY2023.</p> <p>In addition, as part of the set of local assistance strategies available for COVID-19-related financial impacts, project sponsors were able to submit a request for additional federal funding to replace local match for use with the toll credit without a scope reduction strategy.</p> <ul style="list-style-type: none"> • One request was submitted for inclusion in the packet: the <i>GET CNG Bus Replacement & GET Diesel Bus Replacement</i> project with a local match of \$329,139. Greeley is requesting to use toll credits to replace the entire local match. 		
Committee Discussion		
<p>The process for awarding the FY2019 & FY2020 unprogrammed funds was discussed at the June 19, 2019 TAC meeting. Specifically, since unprogrammed FY2019 funding had not been awarded due to delays in finalizing available funding and FY2019 was the last year of the FY2016-2019 Call for Projects, TAC discussed whether the next allocation should distinguish between rolled funds and non-rolled funds so rolled funds could be awarded to eligible projects from the FY2016-2019 Call. If not, all funds would be considered FY2020 funds and allocated to eligible projects from the FY2020-2021 Call. TAC members supported distinguishing between rolled and non-rolled funds to provide eligible projects from both Calls with additional funding.</p>		
Supporting Information		
<ul style="list-style-type: none"> • The most recent CMAQ additional allocation was completed in June 2018 for FY2018 funds. The additional FY2019 and FY2020 CMAQ funds were not allocated previously due to uncertainty in the amount of CMAQ funding available. CDOT Region 4 recently updated the reconciliation process for CMAQ, which corrected the accounting issue. • The most recent STBG additional allocation was completed in May 2020 for FY2019 and FY2020 funds. 		

Supporting Information, Continued

The TIP Narrative identifies how additional funds are awarded for each Call for Projects.

The FY2016-2019 Call for Projects CMAQ additional award process: Additional funding will be assigned to the next highest ranked, partially-funded project in each category, with 13% for signal timing, 46% for bus replacement, and 41% for CNG vehicles and stations. *Source: FY2019-2022 TIP*

The FY2020-2021 Call for Projects CMAQ additional award process: Additional funding will be assigned to the next highest ranked, partially funded project. *Source: FY2020-2023 TIP*

The FY2020-2021 Call for Projects STBG additional award process: Additional funding will be split between the three partially funded large community projects. *Source: FY2020-2023 TIP*

The FY2022-2023 Call for Projects STBG additional award process: A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available. *Source: FY2020-2023 TIP*

Advantages

- The attached proposal allocates funding to eligible projects per the applicable TIP policies, achieves fiscal constraint, and provides local match assistance to one project as requested by the sponsor.
- Most of the sponsors have affirmed their ability to obligate funding and provide local match, as listed in the Notes column.

Disadvantages

- Not all sponsors of projects with proposed allocations have affirmed their ability to obligate additional federal funding and to provide local match.

Analysis/Recommendation

- Staff recommends TAC discuss allocating additional funding and advancing funding as identified in the Attachment.
- Staff proposes setting a final deadline of **Tuesday, September 8** for project sponsors to submit a request for toll credits without a scope reduction for consideration with this funding allocation.

Attachment

- Proposed Additional Allocations based on CDOT's July 1, 2020 Reconciliation

**Proposed Additional Allocations based on CDOT's July 1, 2020 Reconciliation
FY2020-2021 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on November 3, 2016

Additional FY2021 funding total:	\$2,029,115
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,202,969	\$491,633	-	-	\$2,202,969	\$491,633	\$0	Sponsor able to provide local match and obligate in FY2021
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	-
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,085,418	\$175,507	-	\$335,000	\$750,418	\$175,507	\$0	Sponsor able to provide local match and obligate in FY2021
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	-
Total		\$8,026,676	\$7,359,536	\$667,140	-	\$3,646,149	\$3,713,387	\$667,140	\$0	-

Remaining STBG Funds	\$1,361,975
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Note: Projects in gray are ineligible for additional funding.

*STBG projects in the FY2020-2021 Call were not ranked.

**The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

***The Larimer County project was fully funded with \$496K STBG and \$264K TA.

**Proposed Additional Allocations based on CDOT's July 1, 2020 Reconciliation
FY2022-2023 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on March 7, 2019

Remaining FY2021 funding total:	\$1,361,975
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	Waitlist	\$1,873,374	5	-	-	\$1,361,975	\$511,399	Sponsor able to provide local match & local overmatch to retain scope and obligate in FY2023
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	-	\$1,187,311	-
Total		\$10,466,589	\$7,405,904	\$3,060,685	-	\$3,834,025	\$3,571,879	\$1,361,975	\$1,698,710	-

Remaining STBG Funds	\$0
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Note: Projects in gray are ineligible for additional funding.

**Proposed Additional Allocations based on CDOT's July 1, 2020 Reconciliation
FY2016-2019 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on December 4, 2014

Additional FY2019 funding total:	\$2,071,348
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
Signal Timing Pool						Pool Share of 13% = \$84,925		
Greeley	Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	Traffic Optimization	\$380,000	\$380,000	\$0	4		\$0	-
Loveland	Adaptive Signals	\$770,000	Project funded in 2016 Call		6		N/A	-
CNG Bus Replacement Pool						Pool Share of 46% = \$1,159,955		
Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,625,831	\$1,267,102	5	\$1,267,102	\$0	Unknown if sponsor can provide local match and obligate funds
Fort Collins	Transfort CNG Bus Replacement and eBus*	\$3,311,600	\$3,964,989	(\$653,389)	7	-	(\$653,389)	-
Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	\$804,246	\$677,138	Sponsor able to provide local match and obligate in FY2021
CNG Equipment Pool						Pool Share of 41% = \$826,468		
Weld County	Vehicle Replacement / Facility Expansion **	\$5,303,429	\$5,303,429	\$0	2,3	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	CNG Vehicle Replacement***	\$2,343,720	\$383,147	\$1,960,573	9		\$1,960,573	-
Larimer County	CNG Vehicle Replacement****	\$1,473,662	\$383,147	\$1,090,515	10		\$1,090,515	-
Total		\$21,868,344	\$15,952,159	\$5,146,185	-	\$2,071,348	\$3,074,837	-

Note: Projects in gray are ineligible for additional funding.

* The project received an additional allocation in excess of the unfunded request in June 2018 due to the approved scope change adding an eBus.

** The project sponsor returned \$1,640,000 of the federal award (31%) due to the suspension of the Buy America waiver process.

*** The project sponsor returned \$128,000 of the federal award (33%) due to delays in establishing a local CNG fueling station.

**** The project sponsor returned \$94,000 of the federal award (25%) due to problematic up fitment configurations.

**Proposed Additional Allocations based on CDOT's July 1, 2020 Reconciliation
FY2020-2021 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on November 3, 2016

Additional FY2020-2021 funding total:	\$1,230,688
Funding Advance for FY2022-FY2023 Call:	\$387,381
Funding for FY2020-FY2021 Call:	\$843,307

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation / Toll Credit	Proposed Remaining Unfunded	Notes
						2020	2021			
Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	1	\$430,500	-	-	\$0	-
Loveland	Traffic Signal Progression Improvements - US 34	\$640,000	\$640,000	\$0	2	\$640,000	-	-	\$0	-
Larimer County → Loveland	CNG Fast Fill Stations	\$827,900	\$827,900	\$0	3	\$498,630	\$329,270	-	\$0	-
Weld County	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	4	\$1,050,000	\$1,150,000	-	\$976,400	-
Greeley	GET Diesel Bus Replacement*	\$3,027,834	\$1,513,000	\$1,514,834	5	\$756,500	\$756,500	\$843,307	\$1,514,834	Unknown if sponsor can provide local match and obligate funds
Loveland	COLT Diesel Bus Replacement	\$768,000	\$384,000	\$384,000	6	-	\$384,000	-	\$384,000	Sponsor able to obligate funding in FY2021
Loveland	Loveland Diesel Fleet Replacement**	\$663,600	\$384,000	\$279,600	7	-	\$384,000	-	\$279,600	-
Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	8	\$950,000	\$950,000	-	\$1,460,000	Sponsor unable to obligate in FY2021
Total		\$9,534,234	\$6,379,400	\$3,154,834	-	\$3,375,630	\$3,003,770	\$843,307	\$0	-

Note: Projects in gray are ineligible for additional funding.

* \$329,139 of the proposed \$843,307 award would be available to replace local match per the toll credit without a scope reduction strategy, pending approval by CDOT.

** This project swapped all awarded CMAQ funds for local funds with the North I-25: Design Build project and is now 100% locally funded.

**Proposed Fund Advancement based on CDOT's July 1, 2020 Reconciliation
FY2022-2023 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on March 7, 2019

FY2022 Shortfall:	-\$70,695
FY2023 Shortfall:	-\$86,950
Additional FY2021 Funding:	\$387,381

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Fund Advancement		Notes
						2022	2023	2021	2022	
Greeley	Citywide Signal Retiming*	\$283,000	\$273,000	\$0	1	-	\$273,000	-	-	-
Fort Collins	Transfort Electric Bus Purchase	\$4,366,593	\$4,366,593	\$0	2	\$1,253,000	\$3,114,381	-	-	-
Greeley	Phase 3 Fiber	\$2,375,653	\$2,375,653	\$0	3	\$309,013	\$2,066,640	-	-	-
Loveland	North Taft Ave & US34 Intersection Widening/Improvements	\$3,330,637	\$3,330,637	\$0	4	\$3,330,637	-	-	-	-
Fort Collins	College and Trilby Road Intersection Improvements	\$1,000,000	\$387,371	\$612,629	5	\$387,381	-	\$387,381	-	Sponsor able to obligate funding in FY2021
Total		\$11,355,883	\$10,733,254	\$612,629	-	\$5,280,031	\$5,454,021	\$387,381	\$0	-

*Project considered fully funded.

Total CMAQ Additional Allocations	\$2,585,516
Total CMAQ Toll Credits	\$329,139
Total CMAQ Advances	\$387,381
Total	\$3,302,036

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
August 6, 2020**

APPROVAL OF THE MEETING AGENDA

Ross moved to *APPROVE THE August 6, 2020 MEETING AGENDA*. The motion was **seconded** and **passed** unanimously.

APPROVAL OF THE MINUTES

Stephens moved to *APPROVE THE June 4, 2020 MINUTES*. The motion was **seconded** and **passed** unanimously.

CONSENT AGENDA:

CY2020 Q-2 Unaudited Financials

M. Clark moved to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously.

PRESENTATIONS:

Active Transportation Plan

Dusil presented on the development of the NFRMPO's *Active Transportation Plan*. He explained what Active Transportation is and why MPO staff elected to change the name from Non-Motorized to Active Transportation. He detailed the schedule for the development of the Plan, including the data collection process and when the Plan will be brought to Council. Dusil then discussed the history of active transportation planning in the North Front Range region since 2013. He detailed the public outreach currently being conducted for the Plan, stakeholders involved, the Steering Committee, and highlighted key feedback points to-date.

Environmental Justice Plan

Gordon presented on the *Environmental Justice Plan* and discussed the purpose behind this new Plan for the region. He highlighted that many of the region's communities were incorporating the best practices that will be highlighted in the Plan. Gordon discussed what Environmental Justice is, the requirements of Environmental Justice, and the difference between Environmental Justice and Title VI. He discussed the outline and timeline of the Plan and listed example recommendations the Plan may include based on feedback received from stakeholders to-date.

DISCUSSION ITEMS

VanGo™ Program Update

Malette discussed the status of the VanGo™ program and the results of the recent Vanpooler survey. She discussed the financial health of the program and the current number of vans on the road following the partial reopening that began in late May. Currently there are 25 vans on the road, which is 52 percent of the fleet. She mentioned the MPO will look at the program holistically at the end of the calendar year.

NFRMPO Safety Vision: Towards Zero Deaths

Cunningham explained the creation of the MPO Safety Vision results from a Planning Council request at the January 2020 meeting to look at a regional vision and goal of zero deaths. She clarified the difference between the Federally required performance measures and targets and the overarching regional vision. She detailed the discussions staff has had with TAC over the last several months and how this vision would fit with the federally required performance measures and targets and the 2045 RTP's Goals, Objectives, Performance Measures, and Targets. She detailed the current safety visions various communities within the region are currently implementing. She then discussed the draft policy statements developed collaboratively by staff and TAC.

MPO Boundary Discussion

Malette updated the Council on the status of the CDOT Boundary Guidebook. She stated a meeting between MPO staff, and the staff of the four other Colorado MPOs will occur on August 13 to discuss the requirements, structure, and financial implications of boundary changes. Following that discussion, MPO staff will convene a meeting between NFRMPO, the Upper Front Range TPR, Eastern TPR, and DRCOG to discuss the implications and ramifications of changes to the boundaries.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, August 12, 2020

GoToMeeting Virtual Meeting

Bike to Work Day Plans

Many communities will be promoting active transportation modes throughout the month of September, without as much focus on the traditional breakfast stations for Bike to Work Day. The City of Fort Collins will be promoting active modes through the citywide Shift campaign. Other communities are still discussing plans, but plan to use messaging similar to DRCOG and WayToGo’s “Bike to Wherever Week” campaign. CSU and others will be putting more emphasis on digital content for bicycle education, with some in-person instruction when possible.

Call for Projects Recommendations: July TAC Meeting Recap and Next Steps

The NoCo Bike & Ped Leadership Team summarized discussion at the July 22 TAC meeting. The Leadership Team plans to address comments and questions from TAC including:

- Would the percentage allocation include any project with a bike/ped component or only project on or consistent with the Regional Active Transportation Corridor (RATC) network?
- How would projects that would be used more for recreation than for commute/utilitarian trips be considered and scored?
- Are there compromises within NoCo’s original recommendations that would be amenable, given the many other recommendations up for consideration?
- What is the best way to quantify induced single-occupant vehicle (SOV) travel demand on a project-by-project basis?

Dusil stated the next steps are to consider how to account for these concerns in preparation for a larger Call for Projects discussion at TAC on September 16. The Leadership Team will prepare considerations to share with NoCo at their September 9 meeting. Heidt suggested continuing to promote NoCo and the group’s work at TAC meetings.

Regional Active Transportation Corridor (RATC) Project Updates: Corridor Segments and Local Connections

Dusil requested NoCo members update the RATC Project Pipeline with the latest project information or contact Dusil to discuss further. NoCo members discussed potential realignments to RATC #11 between 71st and 83rd Avenues in Greeley and near Kendall Parkway in Loveland, extending RATC #10 from Greeley to Eaton, and extending RATC #5 in Windsor to connect to RATC #4. NoCo members would like to establish standards for bikeable shoulders on regional routes and see improved promotion of these corridors and upcoming projects. Several NoCo members will review alignments internally and reach out to Dusil with updates. Dusil will begin scheduling meetings with community staff soon.

Future Agenda Items

- Training: How to Perform a Walking Audit
- Presentation: Pedestrian counts using data from GPS-enabled devices
- Presentation: Protected bike/ped infrastructure options
- Presentation/Discussion: Larimer and Weld County Health Survey Data