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- Kevin Ross
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Town of Severance
- Paul Steinway
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Chris Colclasure
 CDPHE- Air Pollution Control Division
 Kathy Gilliland
 Transportation Commission

MPO Staff

- Terri Blackmore
Executive Director
- Becky Karasko
Regional Transportation
Planning Director
- Rena Steffen
Administrative Director
- Crystal Hedberg
Finance Manager
- Mary Warring
Mobility Coordinator

**NORTH FRONT RANGE TRANSPORTATION &
 AIR QUALITY PLANNING COUNCIL
 MEETING AGENDA**

**June 4, 2015
 Milliken Town Hall
 1101 Broad Street
 Milliken, CO**

Council Dinner 5:30 p.m.

MPO Council Meeting – 6:00 to 8:30 p.m.

*Pledge of Allegiance/2-Minute Public Comment (accepted on items not for Action)
 Anyone in the audience will be given time to speak to any item on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the Regular Agenda. Members of the public will be given an opportunity to speak to the item before the Council acts upon it.*

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO- May 7, 2015 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

- | | | |
|--|------------------|--------|
| 3. Air Pollution Control Division Report (Pg.14) | Chris Colclasure | 15 min |
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Metropolitan Planning Organization (MPO) Agenda

- | | | |
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| Executive Director Report (Pg. 16) | Terri Blackmore | 10 min |
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COMMITTEE REPORTS:

- | | | |
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| 5. TAC (Pg.19) | (Written Report) | |
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CONSENT ITEM:

- | | | |
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| 6. RAQC Memorandum of Agreement (Pg.21) | Terri Blackmore | |
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ACTION ITEM:

- | | | |
|---|-------------|-------|
| 7. Executive Director Evaluation Process (Pg. 27) | Troy Mellon | 5 min |
|---|-------------|-------|

DISCUSSION:

- | | | |
|---|-------------------|--------|
| 8. 2040 Regional Transportation Plan
Financial Plan (Pg. 29) | Karasko/Johnson | 30 min |
| 9. Regional Transit Recommendations (Pg. 34) | Karasko/Blackmore | 15 min |

COUNCIL REPORTS:

- | | | |
|----------------------------------|------------------|--|
| Transportation Commission Report | Kathy Gilliland | |
| CDOT Region 4 Report | Johnny Olson | |
| STAC Report (Pg.38) | (Written Report) | |
| North I-25 | Joan Shaffer | |
| Host Council Member Report | Jordan Jemiola | |
| Other Council Members Reports | Council Members | |

MEETING WRAP-UP:

- | | | |
|---------------------------------------|--|-------|
| Final Public Comment (2 minutes each) | | 5 min |
| Next Month's Agenda Topic Suggestions | | |

**Next Council Meeting
 July 9, 2015
 Severance Town Hall
 3 S Timber Ridge Parkway
 Severance, CO**



**MPO MEETING
PROCEDURAL INFORMATION**

1. The order of the agenda will be maintained unless changed by the Planning Council Chair.
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the Chair, come and stand before the Council and state name and address for the record. (All proceedings are taped.)
4. For each Action agenda item, the order of business is as follows:
 - MPO staff presentation
 - Planning Council discussion
 - Public input on the agenda item
 - Planning Council questions
 - Planning Council action
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

1310	State funds for surface transportation
5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5316 (see 5307 or 5311)	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
5317 (see 5310)	FTA program funding for “New Freedom” (a pre-MAP-21 program)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AQTC	Air Quality Technical Committee
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA & FTA planning funds)
DOT	(United States) Department of Transportation

DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone
PL	Planning (funds)
PPP (also P3)	Public Private Partnership

R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP)	Recreational Trails Funds - FHWA Environment funds
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Replaced by MAP-21)
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (funds)
SRP	State Rail Plan
SRTS (see TAP)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STE (see TAP)	Surface Transportation Program funds (FHWA) for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program)
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STP-Metro	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
TAC	Technical Advisory Committee (of the NFRMPO)
TAP	Transportation Alternatives Program (a FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TE	Surface Transportation Program funds for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program; now see TAP)
TEA-21	Transportation Equity Act for the 21st Century (replaced by MAP-21)
TIP	Transportation Improvement Program
Title VI	Refers to the U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Milliken Town Hall

Exit 252
Highway 60 East

Johnstown

Milliken

Town Hall
1101 Broad Street (Highway 60)
Milliken



May 7, 2015 Council Meeting Minutes

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**May 7, 2015
6 p.m.
LaSalle Town Hall
128 N. 2nd Street
LaSalle, CO**

Voting Members

Present

Kevin Ross -Eaton
John Morris -Evans
Gerry Horak -Fort Collins
Tom Norton -Greeley
Tom Donnelly -Larimer County
Paula Cochran -LaSalle
Jordan Jemiola -Milliken
Paul Steinway -Timnath
Kathy Gilliland -Trans. Commission
Sean Conway -Weld County
Myles Baker -Windsor

Absent

Jan Dowker -Berthoud
Troy Mellon -Johnstown
Brian Seifried -Garden City
Joan Shaffer -Loveland
Don Brookshire -Severance
Chris Colclasure -APCD

MPO STAFF:

Terri Blackmore, Crystal Hedberg, Merry Anne Hood, Renae Steffen, Mary Warring

IN ATTENDANCE:

Eric Bracke, Leah Browder, Joel Hemesath, John Holdren, Myron Hora, Tyra Litzau, Janet Lundquist, Suzette Mallette, Bob Sakaguchi, Fred Starr, Gary Thomas, Steve Tool.

Chair Conway called the MPO Council meeting to order at 6:02 p.m.

PUBLIC COMMENT:

There was no public comment.

1. ACCEPTANCE OF THE MEETING AGENDA:

The agenda was accepted as presented.

2. APPROVAL OF THE MINUTES:

The March 5, 2015 Minutes were approved as submitted.

Lead Planning Agency for Air Quality Agenda

Chair Conway opened the Air Quality portion of the meeting.

3. Air Pollution Control Division Report – A written report was provided.

4. Regional Air Quality Council – A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Conway opened the MPO portion of the meeting.

5. Executive Director Report: Terri Blackmore, Executive Director, reviewed the March 2015 Director’s Report and May 2015 Director’s Report Addendum with the Council and noted that both reports should read May, not March.

COUNCIL DISCUSSION:

Donnelly asked how often the VanGo™ vans are seen by the MPO staff and/or maintenance crews.

Blackmore replied that about half of the vans are in attendance at either the Larimer County or Greeley annual safety meeting and all of the vans receive maintenance at Transfort or Greeley at least twice a year.

Donnelly inquired about how vanpool coordinators are notified of their routine maintenance schedule.

She explained that maintenance notices are provided on stickers that are placed on the vans near the odometer. A backup van is provided during the service time. The FTA will now require a log showing when each van was inventoried and either VanGo™ or Transfort or Greeley staff will record its condition.

Norton expressed his concern regarding Steve Teet’s request for reinstatement of 34-Xpress bus service because there does not appear to be enough ridership and/or connections to justify the cost.

Blackmore indicated that the transit agencies have been working with staff on the Regional Transit Element (RTE) recommendation and have recommended a full analysis of service options between Loveland and Greeley to determine the practicality of service there. It would not be called the 34-Xpress .

Norton asked for confirmation that it would be part of the Regional Transit Recommendation.

Blackmore confirmed that it would be one of several possible recommendations, including service between Greeley and Loveland; Greeley and Fort Collins; Greeley and Denver and improved service on Fort Collins/Loveland Express (FLEX). There were still questions regarding how service may be done in conjunction with Bustang.

Blackmore requested that all Council members complete and sign a current Conflict of Interest Agreement at the meeting.

COMMITTEE REPORTS:

6. Transportation Advisory Committee (TAC) - A written report was provided.

7. Mobility – There was no report as the April meeting had been cancelled due to weather.

8. Finance- Kevin Ross, Finance Committee Chair, briefly reviewed the Finance Committee Report and Finance Committee Minutes from April 15th.

ACTION ITEMS:

9. 2014 Unaudited Financial Statements- Crystal Hedberg

Crystal Hedberg, Finance Manager, introduced Tyra Litzau, Audit Director for Anton Collins Mitchell LLP. Litzau briefly reviewed the Financial Statements & Independent Auditor’s Report For Year Ended December 31, 2014 and the Audit Wrap Up: May 7, 2015 with the Council.

Ross made a motion to approve the 2014 Audited Financial Statements. The motion was seconded and it passed unanimously.

10.Planning Council Designation of FTA- Mary Warring

Mary Warring, Mobility and FTA Grants Coordinator, briefly reviewed the information from the Designation of Signature Authority Memo with the Council.

Gilliland moved to approve Resolution 2015-07 Authorizing the Execution and Filing of an Application for Federal Transit Administration Funds. The motion was seconded and passed unanimously.

11. Transportation Summit- Sean Conway

Conway handed out the Transportation Summit 2015 informational flyer draft to the Council and asked if they were in agreement that the MPO be a sponsor of the event and added that there was no fee to do so.

Norton made a motion to approve the North Front Range MPO sponsorship of the Transportation Summit 2015. The motion was seconded and passed unanimously.

COUNCIL DISCUSSION:

Conway informed the Council that sponsorship included a booth space and invited every entity to participate in the June 15th exhibit at Island Grove in Greeley.

Norton thanked Conway and Weld County for his efforts in putting the very timely, relevant conference together adding that this was one way to get transportation funding the consideration it needs.

12. TRANS Bonds – Sean Conway

Conway said his original intent was to have the Council take action on the Transportation Revenue Anticipation Notes (TRANS Bonds) as a ballot initiative, but the bill was not passed through the Colorado Legislature. He introduced Steve Tool, Northern Colorado Legislative Alliance (NCLA), and asked him to speak to the Council about the TRANS Bond program.

Tool briefly outlined of the history of the first TRANS ballot initiative (TRANS I) approved by the Colorado General Assembly in 1999. He explained that TRANS I provided a financing mechanism allowing CDOT to issue bonds to accelerate 24 strategic transportation projects across the state, commonly referred to as 7th Pot Projects, and included the expansion of I-25 north to Hwy 66. The bonds were used to fund portions of these

projects statewide and are scheduled to be paid off in 2016. In March of this year, NCLA held a meeting with members of Governor Hickenlooper's staff and CDOT Executive Director, Shailen Bhatt, to discuss Senate Bill 272, also known as TRANS II, which would have utilized 50% of federal gas tax revenue (approximately \$220M annually) for a 20 year bonding program to generate approximately \$3.5B in funding. Projects funded by TRANS II would have been various sizes and located throughout the State. Governor Hickenlooper's office opposed the bill because they had reservations about CDOT's lack of long-term funding and Senate Bill 228's lack of success.

Tool explained that although TRANS II passed the Senate, it was assigned by Speaker Dickie Lee Hullinghorst to the State Affairs Committee, where it died on a party-line 6-5 vote on May 4th. Political polling conducted by Magellan Strategies identified that although 61% of the people of Colorado were supportive of the bill they are basically opposed to an increase in the gas tax and tolling on the I-25 corridor. Tool believes that even though TRANS II did not pass, awareness was raised on the need for transportation funding. He thanked Johnny Olson, Myron Hora and Kathy Gilliland for their efforts and said NCLA is still dedicated to finding \$3.5B in funding to aid the in the completion of the 60+ projects around Colorado.

COUNCIL DISCUSSION:

Gilliland recognized the willingness of the MPO Council to help fund I-25 and the additional lane and said she hopes the discussions will continue with a very open dialog and she believed the upcoming Transportation Summit 2015 would provide that opportunity. She clarified that CDOT was in favor of TRANS bonds as an option but there are other sources for consideration. She thanked the FIX I-25 Alliance staff for the work they had done.

Tool reminded the Council that FIX I-25 Alliance was formed by members of NCLA.

There was a lengthy discussion regarding the pros and cons of TRANS Bonds and the immediate need for transportation funding.

Conway thanked Tool, NCLA staff and members of CDOT for their efforts on TRANS, affirming that now the State Legislature can start the discussions that will begin the change because they now have a clear idea of what the issues for transportation really are. It is imperative that a viable solution is agreed upon directly.

DISCUSSION ITEMS:

13. RAQC Memorandum of Agreement – Terri Blackmore

Blackmore briefly reviewed information from the Draft MOA NFRMPO and Regional Air Quality Council (RAQC) Memorandum.

COUNCIL DISCUSSION:

Morris noted that the date would need to be changed.

14. Executive Director Evaluation Process- Troy Mellon

Conway handed out the Executive Director Evaluation Process Draft to the Council as Troy Mellon, Articles of Association Committee Chair, was not in attendance. He requested that Council members review the document and email any concerns, question or revisions to Mellon. He indicated that the Committee would hold a formal, noticed meeting prior to the June 4th Council meeting. The process will be on the June agenda for discussion

and July agenda for adoption. The Articles of Association Committee includes, Mellon, Shaffer, Brookshire, Jemiola and Blackmore.

COUNCIL DISCUSSION:

Jemiola requested that the meeting be scheduled after 5p.m.

Blackmore agreed to send out a scheduling poll to all the Committee members with that timeframe.

COUNCIL REPORTS:

Transportation Commission: Kathy Gilliland, Transportation Commissioner, District 5, announced that the date for Bustang's service launch was set for July 13th, with a maiden voyage from Fort Collins set for June 9th at 10 a.m. An invitation will be sent to all Council members with the details. They are working on how to set policies for Park n Rides to address the current issues in Fort Collins and Loveland, many will be required to now park in other locations.

Hora added that flyers outlining the new parking enforcement will be handed out throughout the month of May and staff will begin physically monitoring on-site in June.

CDOT Region 4: Myron Hora, CDOT R4, handed out the CDOT Project Status Updates (May 7, 2015) handout and reviewed it with the Council. He also reported on the following:

- The new Deputy Executive Director for CDOT is Mike Lewis from Rhode Island.
- Chief Operating Officer, Scot Cuthbertson, left CDOT in pursuit of other opportunities.
- Shailen Bhatt held an Ice Cream Social at the Larimer County Courthouse building in honor of Public Service Employee Appreciation week.
- Correction to status of US 287 resurfacing project from Harmony Road to Mulberry Street in Fort Collins. The project will move forward with the single bid provided thanks to new legislation that was passed that allows contracts that come in above the anticipated amount upon further review and approval by the Executive Director as long as the costs can be justified.
- The dangerous intersection at 71st Avenue and US 34 will become right in/right out (RI/RO) only.

Statewide Transportation Advisory Committee (STAC) Report: Blackmore indicated that the Draft STAC Meeting Minutes had been provided in the packet for March 27th. Conway reported that there had been a very spirited conversation about TRANS Bonds at the April 24th meeting. Blackmore added that it was announced that STAC is finally forming a greatly-needed Freight Committee. There is a concern that if only STAC members are allowed on the committee they will not have the expertise needed to make appropriate decisions. She would like to recommend Becky Karasko, Regional Transportation Planning Director and asked for the Council's input.

The Council as a whole agreed that it would be beneficial to have Karasko represent the MPO on the Freight Committee since she had extensive freight knowledge.

Gilliland said she would pass the Council's recommendation on to STAC and added that it was often difficult to bring all of the right people to the same table but they do plan to engage a very broad contingent across the State.

Host Council Member Report: Cochran welcomed everyone to LaSalle and recognized Jessica McKeown for the doing a great job on the room set up and Don Juan's Mexican Restaurant who provided the dinner. She invited everyone to attend LaSalle Days, July 17-19 and thanked CDOT for laying the strips and conducting the studies in preparation for putting turn signals on US 85 this summer.

Other Council Reports:

Eaton- Ross announced the recent opening of the newly renovated Eaton Public Library and looks forward to hosting the MPO Council there in October.

Milliken- Jemiola reported that Milliken is very appreciative of intersection improvements at SH 60 and SH 257 that were part of a grant received from the MPO. A contractor will be chosen soon for the Johnstown/Milliken Trail which will be either recycled asphalt or concrete.

Fort Collins- Horak informed the Council that Fort Collins is currently working with Loveland to possibly create a police training facility at the Fort Collins/Loveland Airport for shooting, explosives and driving track and is looking for other municipalities who are interested in partial ownership.

Evans- Morris announced that there is a lot of road construction starting in the next 4-6 weeks in Evans, as well as a \$75M structure for ARB Midstream going up just west of LaSalle and a large 1200 unit housing development going up in west Evans.

Greeley- Norton reported Greeley has approximately four times the single/multi-family development than Greeley had last year.

Windsor – Baker reported that Windsor is currently working on their Comprehensive Plan, the Pelican Fest Triathlon, scheduled for May 23rd, and expansion on the Windsor Rec Center, which will begin this summer. There is an MS Walk on Saturday, May 9th at Boardwalk Park.

Timnath- Steinway informed the Council that concrete had been laid for the Poudre River Trail and completion through Timnath is scheduled for later this year.

Weld County- Conway reported that the Parkway Project, which is the bridge over the Poudre and Platte Rivers, is on schedule for late August or early September and there will be a dedication ceremony with Governor Hickenlooper. He will update the Council once the date is finalized.

Blackmore announced that she was scheduling times and dates to meet with each community on the topic of their choice, and would bring her list to each meeting in hopes of getting everyone on the schedule in the next couple of months.

Final Public Comment: There was no final public comment.

FINAL WRAP-UP:

Next Month’s Agenda Topic Suggestions: There were no suggestions.

The meeting was adjourned at 7:48 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: June 2015

Monthly Report from CDPHE to the North Front Range Transportation and Air Quality Planning Council

May 2015

The Air Quality Control Commission:

- The AQCC last met on May 21st. Agenda items included:
 - A briefing on the administrative and technical elements of ozone State Implementation Plans, presented by staff from the Division and the Regional Air Quality Council (RAQC).
- The Commission's next meeting is scheduled for June 18 & 19, 2015 in Craig, CO.
 - This is the Commission's annual retreat. The Commission will hold a forum where citizens are encouraged to comment on air quality matters of concern.
- Information on the Commission's past and planned activities can be found on their website at: <https://www.colorado.gov/pacific/cdphe/aqcc>

The Air Pollution Control Division:

- Is participating in RAQC subcommittee meetings the week of May 25th to evaluate potential ozone control measures. Subcommittee meetings are open to the public and will continue through the fall of 2016. See <http://raqc.org/calendar/category/our-meetings> for more information.
- The Division's Transportation Planner is retiring on June 3rd. The Division has begun the hiring process to fill this position.

The Colorado Department of Public Health and Environment:

- Received EPA's Clean Air Excellence Award for Regulatory and Policy Innovations for reducing oil and gas emissions. Colorado adopted a new requirement to detect and repair leaks using infrared cameras or other innovative technologies, and became the first state in the nation to regulate methane emissions from oil and gas production facilities.

Executive Director Report: June 2015

June 2015 Director's Report

RTP, RTE and CMP adoption

- The Regional Transportation Plan (RTP) must be adopted prior to October to meet Federal Highway's deadline for a non-attainment area.
- Both the Regional Transit Element (RTE) and the Congestion Management Process (CMP) must be updated prior to the adoption of the RTP.
- The TAC is holding extra meetings in May and June to ensure that the schedule is met so that no projects are delayed.
- Chair Conway has asked Planning Council members make a special effort to attend during the next few months or send their alternates to ensure that we meet the federal deadlines so that all construction projects move forward.

Changes to the June Agenda

- Due to scheduling difficulties, the Finance Committee was unable to meet in May so the 1st Quarter Financial Statements and the FY 2016 Budget have been delayed to the July Planning Council meeting.

Air Quality Conformity

- The NFRMPO will run air quality conformity on the following plans and programs and will release the plans for public comment on May 30.
 - NFRMPO Fiscally Constrained 2040 Regional Transportation Plan
 - FY 2016-2019 Transportation Improvement Program
 - Upper Front Range 2040 Regional Transportation Plan
 - FY 2016-2019 Colorado Statewide Transportation Improvement Program for the Upper Front Range Transportation Planning Region

Mobility Coordination

- The NFRMPO Online Transit Guide is live @ noco.findmyride.info. The online guide provides information with direct links for transit services and connections within the MPO region and destinations to the south including Longmont and Denver.

RTE

- TAC reviewed the draft RTE Recommendation developed with the transit providers using input from the public and it is provided in the packet for Planning Council's preliminary consideration as part of the RTE.

VanGo™

- The VanGo™ program will be sending four vans to auction in June.
- The VanGo™ program met with the Wyoming MPO to discuss vanpools that cross the Wyoming border. They would pay an insurance premium.

Public Outreach Schedule

- The NFRMPO is still hoping to schedule outreach events in Timnath, Windsor, and Larimer County prior to Planning Council adoption on September 3. If you have a recommendation, please contact Alex Gordon at 970.416.2025 or agordon@nfrmpo.org.

Community	Event	Date
Fort Collins	PDT Open House	May 6, 2015
Johnstown	Johnstown BBQ Day	June 6, 2015
Berthoud	Berthoud Day	June 6, 2015
Greeley/Weld County	Transportation Summit	June 15, 2015
Eaton	Eaton Days	July 11, 2015
LaSalle	LaSalle Day	July 18, 2015
Milliken	Beef N Bean Day	August 8, 2015
Evans	Community Safety Day	August 8, 2015
Severance	Severance Day	August 15, 2015
Loveland	Old Fashioned Corn Roast Festival	August 22, 2015

COMMITTEE REPORT: TAC – May 20, 2015

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
May 20, 2015**

APPROVAL OF THE APRIL 15, 2015 TAC MINUTES:

The April 15, 2015 meeting minutes were approved unanimously.

ACTION ITEM:

2040 Regional Transit Element Chapters 3-7 and Appendices B-C – Karasko discussed updates to Chapters 3-7 of the Regional Transit Element since the previous TAC meetings. Wilkinson motioned to move forward with continued work on Chapters 3-7 and Appendices B and C with the general approach taken at the meeting. The motion was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal):

NoCo Bike & Ped Collaborative – Boring reported the NoCo Bike & Ped Collaborative is continuing to plan for their conference in November. He also presented *Ride* magazine which featured local staff members discussing the collaboration on bicycle and pedestrian issues in the region and their work with TAC on the Call for Projects.

Regional Transit items – Jones stated GET ridership has increased due to the Ride Free with ID program, which will continue through the summer.

Ravenschlag reported Fort Collins is studying West Elizabeth Street as the next Enhanced Travel Corridor.

PRESENTATIONS:

Super Circular Presentation – Andre Compton, FHWA and Steve Markowitz, CDOT presented information about the new federal Super Circular, effective on December 26, 2014. The Super Circular impacts all projects funded with federal grants by requiring end dates for each phase of the project.

Poudre River Trail Update – Boring presented information about the Poudre River Trail in Larimer and Weld counties. He discussed possible ways to cross I-25 to connect the two separate parts of the trail.

DISCUSSION ITEMS:

2040 Regional Transit Element Recommendation – Karasko presented the 2040 Regional Transit Element Recommendation. TAC requested the proposed recommendation be presented to Planning Council at their June meeting prior to making a final recommendation on the full RTE.

2040 Regional Transportation Plan Chapter 4 and 7 – Karasko presented the updates to Chapters 4 and 7 of the 2040 Regional Transportation Plan. TAC discussed edits needed for each chapter.

2040 Regional Transportation Plan Chapter 10 – Karasko and Johnson presented the updates to Chapter 10 of the 2040 Regional Transportation Plan. TAC discussed the edits needed for the chapter and requested be presented to the Planning Council at their June meeting prior to adoption of the full RTP.

CONSENT ITEM: RAQC Memorandum of Agreement

MEMORANDUM OF AGREEMENT

FOR

COORDINATING AIR QUALITY AND TRANSPORTATION PLANNING

BY AND BETWEEN

THE REGIONAL AIR QUALITY COUNCIL

AND THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

THIS MEMORANDUM OF AGREEMENT (“Agreement”) is made this fifth day of June, 2015, effective June 5, 2015, by and between the executive directors of the Regional Air Quality Council (“RAQC”) and the North Front Range Transportation & Air Quality Planning Council (aka “NFRMPO”).

WITNESSETH:

WHEREAS, the improvement of air quality and provision of an efficient transportation system in the North Front Range region are matters of substantial regional and state concern;

WHEREAS, improvements in air quality and to the transportation system will require cooperation among public and private sectors and all sectors and all levels of government (local, regional, state and federal);

WHEREAS, the Clean Air Act, 42 U.S.C. §§ 7401 – 7671q (2015), and its implementing rules and regulations require the U.S. Environmental Protection Agency (EPA) to develop National Ambient Air Quality Standards (NAAQS) to identify air pollutants from numerous or diverse sources that contribute to air pollution and which may endanger the public health or welfare;

WHEREAS, in order to meet the Clean Air Act’s directive, the EPA sets primary and secondary NAAQS air quality standards that must be met nationwide;

WHEREAS, through the oversight of the EPA, each state must adopt state implementation plans (SIPs) for meeting air quality standards in any NAAQS “nonattainment” area;

WHEREAS, federal law authorizes the Governor of the State of Colorado (“Governor”), after consultation with elected officials of affected local governments to designate an entity to prepare state implementation plans for meeting air quality standards in any nonattainment area; and

WHEREAS, the Governor has designated the RAQC, by Executive Order, as the lead agency for air quality planning for the Denver metropolitan area and the Denver Metro/North Front Range Ozone Nonattainment Area and has empowered the RAQC to prepare SIPs and to coordinate and advocate other measures to enhance regional air quality;

WHEREAS, NFRMPO is an established organization of local government elected officials which performs planning functions for the North Front Range including transportation planning as the designated Metropolitan Planning Organization (MPO) for the region, and land use analysis;

WHEREAS, Colorado Air Quality Control Commission Regulation No. 10 establishes the minimum requirements for interagency consultation in the air quality and transportation planning processes and resolution of conflicts;

WHEREAS, a Memorandum of Agreement (MOA) defining coordination protocols for ozone transportation conformity was signed in March 2008 by the Colorado Department of Public Health and Environment (CDPHE), Colorado Department of Transportation (CDOT), RAQC, NFRMPO, Upper Front Range Transportation Planning Region (URF TPR), Denver Regional Council of Governments (DRCOG) under the requirements of Federal Transportation Regulations at 23 C.F.R. § 450.314 (b) and EPA regulations 40 C.F.R. § 93.105;

WHEREAS, Federal Transportation Regulations at 23 C.F.R. § 450.314 require a written agreement between the MPO and the designated air quality planning agency identifying their mutual responsibilities in carrying out air quality related transportation planning; and

WHEREAS, coordinating the planning and other functions of RAQC and NFRMPO staffs will enhance the air quality and transportation planning processes by improving the integration of air quality planning and transportation planning; facilitating coordination among the various local, regional, state, and federal agencies with air quality and transportation planning responsibilities; increasing the involvement and commitment of local elected officials in the air quality planning process; and providing a sound technical basis for recommendation of air quality and transportation strategies.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants contained herein, the executive directors of RAQC and the NFRMPO agree to the following terms, and conditions:

1.0 Purposes and Declaration

- 1.1 To integrate the work of RAQC with NFRMPO's transportation and comprehensive regional planning for the efficient growth and development of the North Front Range region, ensure that air quality factors are addressed in such regional planning, and provide region-wide representation, it is deemed desirable that the work of RAQC and NFRMPO staff be accomplished in a partnership and with the involvement of the state transportation and air quality agencies.

1.2 This Agreement is established between RAQC, the lead agency for air quality planning in the Denver Metro/North Front Range Ozone Nonattainment Area, and NFRMPO, an organization of elected officials of local governments and the lead agency for regional transportation planning, for the purpose of accomplishing air quality planning pursuant to 42 U.S.C. § 7504, and to address ozone pollution and other relevant regional air quality issues. This Agreement specifies the relationship between RAQC and NFRMPO staffs, as well as other relationships important to the air quality and transportation planning processes. This Agreement is intended to facilitate work of the respective organizations that will provide a sound technical basis for the recommendation and implementation of air quality plans and strategies, regional transportation plans and programs, and to ensure coordination of air quality planning with other regional planning efforts, particularly transportation planning.

2.0 Responsibilities

2.1 RAQC is responsible for the direction and implementation of the continuing, comprehensive air quality planning process in the Denver Metro/North Front Range Ozone Nonattainment Area, in accordance with the terms of its Executive Order. RAQC shall prepare ozone SIP recommendations; work with NFRMPO, CDPHE and other agencies and organizations to implement ozone SIP measures as appropriate; and prepare plans and implement programs for improving air quality in general.

2.2 NFRMPO shall provide technical support in areas of transportation and regional planning and prepare plans and programs associated with improving air quality. NFRMPO may commit funding for a portion of the transportation work associated with air quality through its Unified Planning Work Program (UPWP) process. The NFRMPO may also through an agreement with the RAQC and CDPHE extend RAQC's educational outreach in the North Front Range area as mutually agreed upon annually through the UPWP.

3.0 RAQC/NFRMPO Staff Coordination

3.1 RAQC staff and NFRMPO staff shall provide for coordination between the work of RAQC and NFRMPO's regional and transportation planning activities. To this end, RAQC and NFRMPO staffs shall communicate regularly with each other on relevant planning issues and activities.

3.2 In addition, NFRMPO staff shall be given the opportunity to review and comment on the SIPs, motor vehicle emission budgets, and any other products prepared by RAQC. Likewise, RAQC staff shall be given the opportunity to review and comment of

transportation plans and programs, conformity determinations, and other air quality related products prepared by NFRMPO.

- 3.3 NFRMPO and RAQC, through their staff and board representatives, shall also cooperate in establishing effective coalitions to encourage public support of appropriate transportation and air quality activities, programs, regulations and legislation.
- 3.4 The NFRMPO shall participate in an Air Quality Interagency Consultation Group (ICG) established by RAQC and DRCOG to oversee the execution of the work programs and to clarify responsibilities of relevant agencies thereto. The ICG shall be composed of appropriate staff of the key governmental agencies with air quality and transportation related responsibilities, including RAQC, DRCOG, NFRMPO, the Air Pollution Control Division (APCD) of the CDPHE, the Colorado Department of Transportation (CDOT), the EPA, and the U.S. Department of Transportation (USDOT). Additional members may be added or participate as necessary. The ICG shall coordinate the interagency components of the air quality work program, ensure maintenance of the established work schedules, review sufficiency of funding for necessary activities, and provide for effective staff communication and coordination.
- 3.5 The respective staffs of RAQC and NFRMPO will meet on a regular, scheduled basis with the ICG to coordinate transportation and air quality planning.
- 3.6 To facilitate the technical work required by RAQC, technical review groups shall be established by RAQC as necessary. Such technical groups shall be composed of technical staff of DRCOG, NFRMPO, APCD, EPA, CDOT, USDOT, and other agencies and organizations as necessary. Technical groups shall provide peer review of all technical work, and provide a forum for interagency and stakeholder input on the necessary work activities.
- 3.7 RAQC staff shall be afforded representation on all appropriate NFRMPO technical advisory committees, task forces, or work groups that deal with transportation and air quality. Likewise, NFRMPO staff shall be afforded representation on all appropriate RAQC technical advisory committees, task forces, or work groups that deal with transportation and air quality.

4.0 Termination

- 4.1 This Agreement may be terminated upon the mutual written agreement of all parties hereto. Any such termination shall become effective upon the latest date that a party hereto has executed its written agreement regarding such termination.

4.2 Additionally, either party may terminate the Agreement at any time and for any reason by giving written notice as specified herein to the other party, which notice shall be given at least thirty (30) days prior to the effective date of the termination.

5.0 Miscellaneous Provisions

5.1 Colorado Law to Govern. This Agreement shall be governed by and construed in accordance with the substantive and procedural laws of the State of Colorado.

5.2 Modifications. This Agreement may not be amended or modified except by means of a written copy executed by all parties and expressly stating that it is an amendment or modification to this Agreement.

5.3 No Third Party Beneficiary. This Agreement is for the benefit of the parties only, and conveys no rights upon persons not a party to it.

5.4 Appropriation. The obligations hereof regarding the expenditure of funds are subject to annual appropriation and budgeting of the governing bodies of the parties, and nothing herein is intended to confer any multiple fiscal year obligations beyond what each respective governing body allows.

The undersigned parties hereby agree to the responsibilities and procedures described above.

Kenneth H. Lloyd
Executive Director
Regional Air Quality Council

Date

Terri L Blackmore
Executive Director
North Front Range Metropolitan Planning Council

Date

ACTION ITEM: Executive Director Evaluation Process

ARTICLE XI – STAFFING AND SUPPORT **DRAFT**

1. The administration and coordination needs of the Council shall be provided by the Council staff.
2. To provide for the operation of the Council activities, the Council shall appoint an Executive Director. The Executive Director shall hire and assign titles and duties to the staff for the completion of the activities of the Council.
3. The Council shall review the performance of the Executive Director annually using the following procedure:
 - a. August- The Executive Director will provide an annual goals and accomplishments report to the Executive Committee for review one week prior to the August Council meeting. The Executive Committee will share the report with the Council at the August meeting.
 - b. September- The Executive Committee will meet informally with the MPO staff to determine which evaluation process is appropriate for that year. (Internal, 360, staff only, Council only, etc.)
 - c. October- Run survey chosen by the Executive Committee at the beginning of the month in order to provide results at the November Council meeting.
 - d. November- Provide ED survey results to the ED Council.
 - e. December- Hold Executive Session at the December Council meeting to complete the evaluation process and finalize any negotiations.
 - f. January (of the following year)- Approve of the Executive Director Evaluation and contract as appropriate. *If the Planning Council fails to take action on the Executive Director's contract at the January meeting, the maximum amount approved for salary increases approved as part of the annual budget when the previous Unified Planning Work Program and Budget was approved will go into effect on the Executive Director's anniversary date.

DISCUSSION ITEM: 2040 Regional Transportation Plan
Financial Plan

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 4, 2015 Milliken	2040 Regional Transportation Plan Financial Plan	Becky Karasko
Objective/Request Action		
TAC requests Council review the Financial Plan Information for the 2040 Regional Transportation Plan (RTP) and provide feedback to TAC and staff.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> TAC and MPO staff are developing the 2040 RTP, scheduled for September 2015 Council approval The 2040 RTP includes a long term transportation vision for the region 		
Committee Discussion		
<p>This is the first time Council has seen the financial plan. At their May 20, 2015 meeting and May 27 Work Session, TAC reviewed the draft Financial Plan staff developed. Staff plans to incorporate TAC's comments and recommendations into the draft Financial Plan.</p>		
Supporting Information		
<p>The 2040 RTP is a fiscally constrained federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2040 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes the first four years of projects included in the adopted FY2016-2019 TIP and a corridor plan for the future.</p> <p>The 2040 RTP Financial Plan includes a forecast of funds reasonably expected to become available over the life of the plan. The estimates are based on the 2040 Program Distribution approved by the Colorado Transportation Commission on February 20, 2014, and on discussion with local communities. The attached tables and figure include FY2016-2040 Funding Estimates, Estimated Funding Allocation, and North I-25 Project Specific Funding. Allocation estimates were derived from historical funding trends in the FY2010-2013, the FY2012-2017, and the FY2016-2019 TIPs.</p>		
Advantages		
<ul style="list-style-type: none"> Approval of this Financial Plan provides guidance to the TAC for their final recommendation to Planning Council for adoption of the 2040 RTP. Approval of the 2040 RTP allows the NFRMPO member agencies to meet FHWA's October 24, 2015 deadline for the Conformity Determination on the 2040 RTP and the FY2016-2019 TIP and continue to fund local projects with federal funds. 		
Disadvantages		
<p>Not having a Financial Plan reviewed and approved for the 2040 RTP could cause the MPO to miss FHWA's October 24, 2015 deadline for the Conformity Determination on the 2040 RTP and FY2016-2019 TIP delaying the implementation of approved federally funded local projects and the two I-25 projects.</p>		
Analysis/Recommendation		
<p>TAC requests Council review the 2040 RTP Financial Plan and provide feedback and comments on the recommendation to TAC and staff.</p>		
Attachments		
<p>RTP Financial Plan:</p> <ul style="list-style-type: none"> Table 10-1: FY2016-2040 Funding Estimates Table 10-2: Estimates of Available Funding Allocation <p><i>(Any changes made at the May 27 TAC Work Session will be brought to the Council Meeting)</i></p>		<ul style="list-style-type: none"> Figure 10-1: 2040 RTP Estimates of Available Funding Allocation Table 10-3: North I-25 Project Specific Funding

Table 10-1: FY2016-2040 Funding Estimates (shown in FY2016 \$)		
	Funding Program	Amount (thousands)
Federal / State Funds	Regional Priority Program	\$54,230
	FASTER Safety	\$70,569
	FASTER Bridge Enterprise	\$11,631
	Highway Safety Investment Program	\$37,601
	Transportation Alternatives Program (TAP)	\$11,153
	Surface Transportation Program – Metro (STP-Metro)	\$59,381
	Congestion Mitigation and Air Quality (CMAQ)	\$68,485
	FASTER Transit Local	\$1,794
	Asset Management – Maintenance	\$242,415
	Asset Management – Surface Treatment	\$178,285
	Asset Management – Structures On-System	\$31,731
	FTA 5307	\$86,129
	FTA 5310	\$10,433
	FTA 5311	\$3,250
FTA 5339	\$8,786	
Local Funds	Local Impact Fees	\$158,642
	Local General Funds	\$109,800
	Local Sales Tax	\$85,955
	Fort Collins Building on Basics 2.0	\$38,600
	Fort Collins .25% Sales Tax	\$26,250
	Total	\$1,295,120

Figure 10-1: 2040 RTP Estimates of Available Funding Allocation*

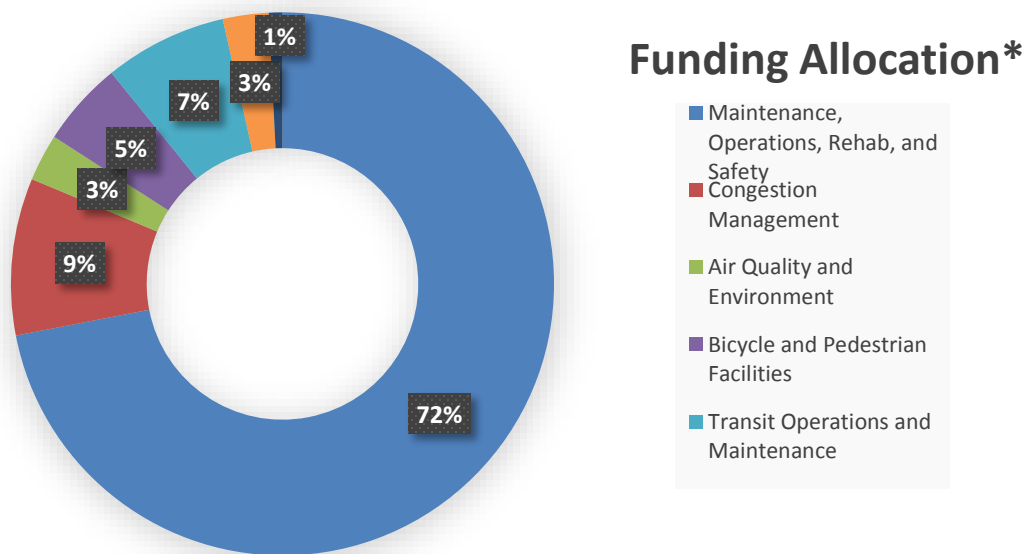


Table 10-2: Estimates of Available Funding Allocation (FY2016 \$ shown in thousands) *

Funding Program	Roadway Maintenance, Operations, Rehab, and Safety	Congestion Management	Air Quality and Environment	Bicycle and Pedestrian Facilities	Transit Operations and Maintenance	Bus Capital	Paratransit Capital	Total
Regional Priority Program	\$24,950	\$29,280	\$0	\$0	\$0	\$0	\$0	\$54,230
FASTER Safety	\$50,669	\$19,760	\$0	\$140	\$0	\$0	\$0	\$70,569
FASTER Bridge Enterprise	\$11,631	\$0	\$0	\$0	\$0	\$0	\$0	\$11,631
Highway Safety Investment Program	\$37,601	\$0	\$0	\$0	\$0	\$0	\$0	\$37,601
TAP	\$0	\$0	\$0	\$11,153	\$0	\$0	\$0	\$11,153
STP-Metro	\$39,785	\$13,064	\$0	\$6,532	\$0	\$0	\$0	\$59,381
CMAQ	\$0	\$17,120	\$23,970	\$3,425	\$3,425	\$20,545	\$0	\$68,485
FASTER Transit Local	\$0	\$0	\$0	\$0	\$1,794	\$0	\$0	\$1,794
Asset Management – Maintenance	\$242,415	\$0	\$0	\$0	\$0	\$0	\$0	\$242,415
Asset Management – Surface Treatment	\$178,285	\$0	\$0	\$0	\$0	\$0	\$0	\$178,285
Asset Management – Structures On-System	\$31,731	\$0	\$0	\$0	\$0	\$0	\$0	\$31,731
FTA 5307	\$0	\$0	\$0	\$0	\$86,129	\$0	\$0	\$86,129
FTA 5310	\$0	\$0	\$0	\$0	\$0	\$0	\$10,433	\$10,433
FTA 5311	\$0	\$0	\$0	\$0	\$3,250	\$0	\$0	\$3,250
FTA 5339	\$0	\$0	\$0	\$0	\$0	\$8,786	\$0	\$8,786
Local Impact Fees	\$126,915	\$17,450	\$5,552	\$8,725	\$0	\$0	\$0	\$158,642
Local General Funds	\$87,840	\$12,078	\$3,843	\$6,039	\$0	\$0	\$0	\$109,800
Local Sales Tax	\$68,764	\$9,455	\$3,008	\$4,728	\$0	\$0	\$0	\$85,955
Fort Collins BOB 2.0	\$5,018	\$2,895	\$0	\$24,705	\$0	\$5,982	\$0	\$38,600
Fort Collins .25% Sales Tax	\$26,250	\$0	\$0	\$0	\$0	\$0	\$0	\$26,250
Total	\$931,854	\$121,102	\$36,373	\$65,447	\$94,598	\$35,313	\$10,433	\$1,295,120
Percentage	72%	9%	3%	5%	7%	3%	1%	100%

Table 10-3: North I-25 Project Specific Funding (FY2016 \$ shown in thousands)

Project Name	Funding Program	Federal	State	Local	Total
North I-25 Corridor (Denver to Fort Collins)	Regional Priorities Program (RPP)	\$1,090			\$34,090
	RAMP		\$28,000		
	FASTER Safety		\$5,000		
I-25 Post EIS Design & ROW	RPP	\$3,203	\$801		\$4,004
I-25 Truck Climbing Lane	STP-Metro	\$3,000			\$3,000
I-25 / Crossroads Boulevard	STP-Metro	\$2,000			\$2,000
Total:					\$43,094

DISCUSSION ITEM: Regional Transit Recommendations

AGENDA ITEM SUMMARY (AIS)

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

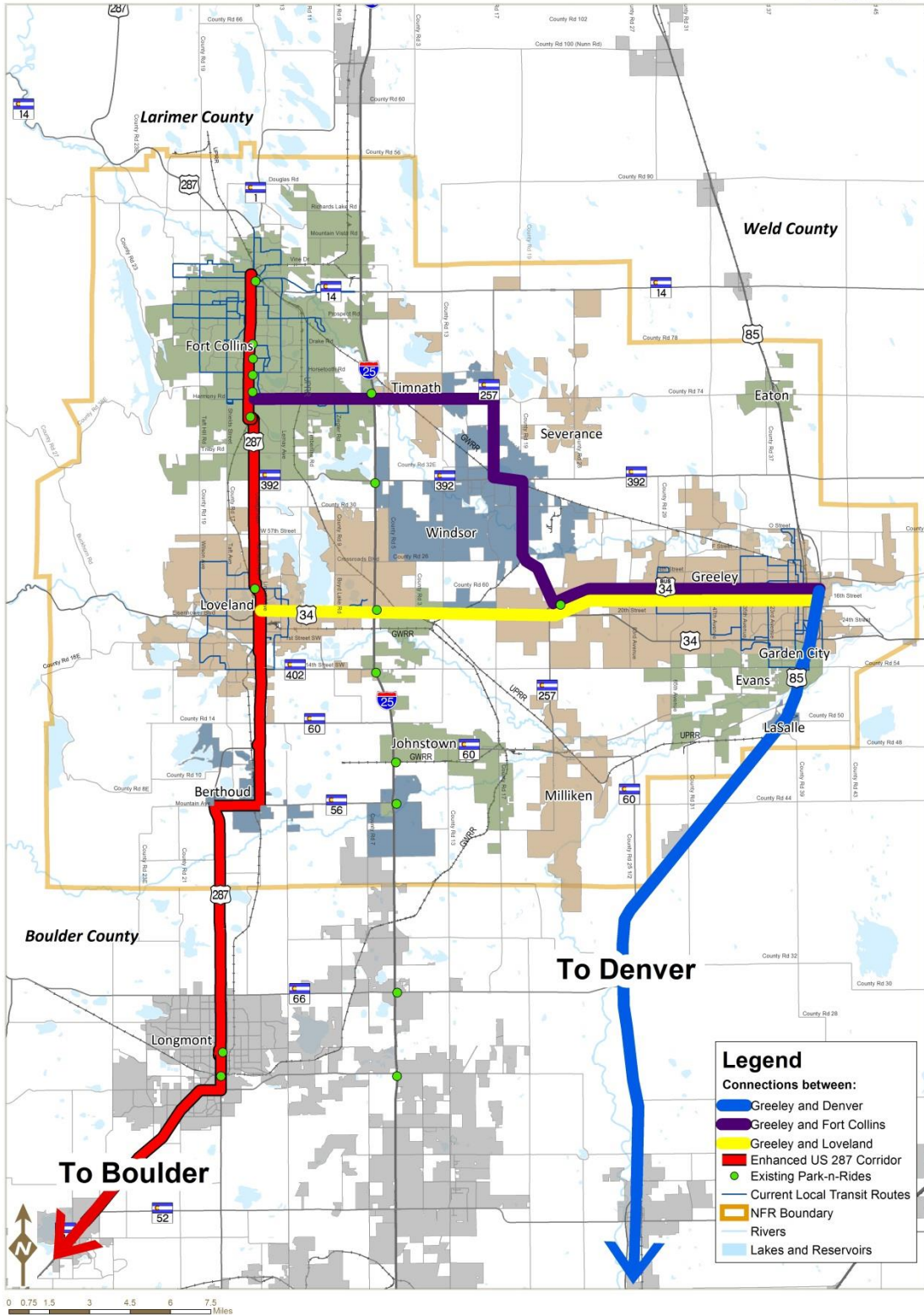


Meeting Date	Agenda Item	Submitted By
June 4, 2015	2040 Regional Transit Element Recommendation	Becky Karasko/ Terri Blackmore
Objective / Request Action		
TAC is requesting a preliminary Planning Council review of the draft 2040 Regional Transit Element (RTE) recommendation, developed with input from the local transit agencies and public input.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> On April 30, 2015 staff met with the three local transit agencies to discuss a recommendation for the 2040 RTE TAC reviewed the RTE recommendation at their May 20 and further refined the recommendation 		
Committee Discussion		
<p>At the May 20, 2015 meeting, TAC discussed the 2040 RTE Recommendation. The MPO Executive Committee met on April 23, 2015 and requested TAC provide a recommendation for the 2040 RTE. In response, Staff met with the local transit agencies and developed a recommendation. Council's discussion of and feedback on this recommendation is being requested.</p>		
Supporting Information		
<p>The 2040 RTE recommendation includes:</p> <ul style="list-style-type: none"> Further study into the transit connections between: <ul style="list-style-type: none"> Fort Collins and Greeley/Evans area; Greeley/Evans area and Loveland; and Greeley/Evans area and Denver. Additional service and investment along the 287 corridor. 		
Advantages		
<p>Having the three local transit agencies develop a recommendation for the 2040 RTE with NFRMPO staff allows the agencies who will be operating future transit services in the region to formulate the vision for those services. A draft recommendation provides a starting point for Planning Council discussions on the RTE recommendation.</p>		
Disadvantages		
None noted.		
Analysis /Recommendation		
<p>TAC requests Planning Council review the community connections shown in the map and the draft recommendation listed in Supporting information and provide comments.</p>		
Attachment		
<ul style="list-style-type: none"> 2040 RTE Recommendation 2040 RTE Recommendation Map 		

For the 2040 RTE, the NFRMPO recommendations are based on discussions with the three local transit agencies, TAC, and input received during the public outreach phase. Staff also considered results from the transit portion of the travel model and previously completed studies, specifically the 2013 North Front Range Transit Vision Feasibility Study. The 2040 RTE recommendation includes:

- Further study into the transit connections between:
 - Fort Collins and Greeley/Evans area;
 - Greeley/Evans area and Loveland; and
 - Greeley/Evans area and Denver.
- Additional service and investment along the US 287 corridor.

2040 Regional Transit Element Recommendation



Legend

Connections between:

- Greeley and Denver
- Greeley and Fort Collins
- Greeley and Loveland
- Enhanced US 287 Corridor
- Existing Park-n-Rides
- Current Local Transit Routes
- NFR Boundary
- Rivers
- Lakes and Reservoirs

STAC REPORT: May 2015

DRAFT STAC Meeting Minutes
April 24, 2015

Location: CDOT Headquarters Auditorium

Date/Time: April 24, 9:00 a.m.-11:30 a.m.

Chairman: Thad Noll (for Vince Rogalski)

Attendance:

In Person – Thad Noll (IM), Pete Baier (GVMPO), Kevin Hall (SW), Scott Hobson (PACOG), Norm Steen (PPACG), Andy Pico (PPACG), Craig Casper (PPACG), Doug Rex (DRCOG), Elise Jones (DRCOG), George Wilkinson (SLV), Barbara Kirkmeyer (UFR), Sean Conway (NFRMPO), Rodney Class-Erickson (SUIT), Gary Beedy (EA), Pete Fraser (SC), Mack Loudon (SC), Chuck Grobe (NW), Jim Baldwin (SE), Stephanie Gonzales (SE).

By Phone – Buffie McFadyen (PACOG).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions / March Minutes / Thad Noll</p>	<ul style="list-style-type: none"> • Review of March STAC Minutes 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Thad Noll</p>	<ul style="list-style-type: none"> • Thad Noll discussed the most recent TC meeting. • Last meeting included opportunity for public comment on the STIP – no comments received. • TC passed a resolution to approve a new Scenic Byway called Tracks Across Borders which runs from Durango to Chama, NM and passes through the Southern Ute Reservation. 	<p>No action taken.</p>
<p>TPR Reports/ STAC Members</p>	<ul style="list-style-type: none"> • <u>Grand Valley</u>: Held an open house on corridor in the RTP which was well attended and the project is moving forward; ribbon cutting occurred on biogas operation to fuel trash trucks, buses, etc. that should save \$200,000 a year within two years as the fleet is converted; Mark Imhoff attended opening for west transit facility that will improve service in the valley. • <u>Southwest</u>: Not much to report; last TPR meeting was spent talking about STAC and TC; Stand Up for Transportation event was held in Durango with good media coverage; RAMP project in Durango continuing with good weather. • <u>PACOG</u>: Approved the FY16 - FY19 TIP at yesterday's meeting; 3 projects 	<p>No action taken.</p>

	<p>currently in construction: US 50 eastbound lane, improvements to SH 7, and Dillon Interchange; CDOT hosted an open house for the I-25 ILEX project with 130 in attendance; Pueblo held a Stand Up For Transportation event with good media coverage but not so many attendees.</p> <ul style="list-style-type: none"> • <u>PPACG</u>: Currently working on TIP amendments; two new staff members recently hired; COG is monitoring current legislation such as TRANS II, which CCI is supporting; also watching TABOR refund bill. • <u>DRCOG</u>: Celebrated its 60th anniversary with a big event attended by Governor Hickenlooper and Executive Director Bhatt; approved the TIP at April Board Meeting; continuing to work on Metro Vision with planned adoption in the summer; staff is also working on unified planning work program. • <u>San Luis Valley</u>: No meeting held since last STAC; starting to get some projects going and gearing up for construction season, with Trout Creek Pass being the largest project on the agenda. • <u>Upper Front Range</u>: No meeting held since last STAC; as previously mentioned UFR completed the first RAMP project and conditionally approved the RTP pending freight revisions; waiting on FHWA to approve Buy America waiver to buy more CNG vehicles using CMAQ funds; held North I-25 Coalition meeting attended by Congressman Jared Polis, who is very supportive of the projects in the area. • <u>North Front Range</u>: No meeting held in April; will be hosting a Transportation Summit on June 15th from 8:00 to 1:30 at Island Grove Park in Greeley, free event that includes breakfast and lunch and will feature a keynote by Senator Cory Gardner (with Governor Hickenlooper also invited), expecting some great speakers lined up and hoping for some interesting transportation solutions. • <u>Southern Ute Indian Tribe</u>: Three major projects on the SR 172 Ignacio Corridor, all are La Plata County / City of Ignacio / SUIT Tribal collaborations, all three are in design, under construction, or complete; Tribe is updating their LRTP and developing a new Tribal Safety Plan, hoping that these will result in additional collaboration in Southwest Colorado. • <u>Eastern</u>: Discussed funding at last meeting, hoping to maintain the local system and get some new construction; rest area issue is still being examined to determine how it will affect the Region 4 budget. 	
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	<ul style="list-style-type: none"> • <u>South Central</u>: Pete Frasier has received inquiries about crews being pulled off of certain projects and put on new ones with the per diem charged to the original project, hoping someone at CDOT can check on that; staying on course with regional TPR meetings; transit is being very quick with the grants and starting to become inundated with them; starting on FY2016 – FY2019 STIP items as some money is available early; Pete Frasier’s projected retirement date is July 31st, beginning to search for replacement and would like to gauge interest in a meeting of rural TPRs to help bring new staff up to speed. • <u>Northwest</u>: Approved the RTP at last meeting; SH 9 project just started and delays will be minimal for the next three weeks but increase to 30 minutes during the summer; the resurfacing of Berthoud Pass will start in May and create other delays in the area. • <u>Southeast</u>: Grenada Bridge US 50 Overpass project is underway, Las Animas Safe Routes project is starting next month, Lamar Downtown Design Plan is still being completed, the Haswell project is getting underway next week; the next TPR meeting is set for June 24th; an Open House with Senator Bennett will be held in Lamar as well. • <u>Intermountain</u>: Last TPR meeting was canceled; Summit County and Grand County are working together to maintain detour routes in relation to the aforementioned SH 9 and Berthoud Pass projects; the SH 9 project further south is finishing up after two years, now doing final re-vegetation; looking for FOR on SH 9 RAMP project by next week so we can move forward; CNG meeting with Copper Mountain in the next few weeks to see about putting in a station on I-70. 	
<p>CDOT Organizational Update / Herman Stockinger</p>	<ul style="list-style-type: none"> • As requested at the last STAC meeting, an updated CDOT organizational chart is included in the packet. • The Director of Highway Maintenance was formerly under the Chief Engineer but is now under the Chief Operating Officer. <ul style="list-style-type: none"> ○ This was the only item affected by the recent legislation. • Another change is that DTD and DTR are now under the Chief Engineer. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Barbara Kirkmeyer</u>: How does the Division of Highway Maintenance interact with the RTDs? 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • <u>Herman Stockinger</u>: Is there an RTD that would like to answer that? • <u>Johnny Olson</u>: Scott Cuthbertson is our direct supervisor and we meet monthly to coordinate with him. • <u>Barbara Kirkmeyer</u>: If you have issues with maintenance in the region do you have to go through his division to get help with them? • <u>Johnny Olson</u>: We deal with day-to-day maintenance issues at the regional level. We only go up to the Division of Highway Maintenance for budgetary issues. • <u>Karen Rowe</u>: Maintenance staff in each region still report directly to the RTD. 	
<p>State and Federal Legislative Update / Herman Stockinger</p>	<ul style="list-style-type: none"> • We are expecting a new federal authorization bill within the month. There is a lot of interest in using repatriated funds as a short-term funding solution, but not much interest in raising new transportation revenue at this time. • Both Georgia and Idaho have taken steps to increase transportation funding. <ul style="list-style-type: none"> ○ Georgia is instituting a hotel fee, a weight tax on trucks, and changing the gas sales tax to an excise tax. Combined these are estimated to produce \$900 million extra per year. ○ Idaho is raising its gas tax by 7 cents. • Solutions are also being sought in Colorado. One is Governor Hickenlooper's Five Point Plan that would ensure SB228 transfers. The other is the TRANS Bonds II Proposal. CDOT supports the Governor's proposal but not TRANS Bonds II. Regardless of the proposals, what we should care about most is that the Legislature is talking about transportation issues. • Not sure if TRANS Bonds II will make it out of the House or if the Governor's proposal will gain support, but there's still time for something positive to happen before the end of the legislative session. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: – I have a comment about what's going on in Arizona – the tax credit bill. It's not a traditional approach to raising revenue. Representatives from Arizona will be at our upcoming summit and they are leaders in transportation funding. • <u>Thad Noll</u>: Did people want to discuss and possibly vote on the TRANS Bonds II proposal? 	<p>Vote on motion to table TRANS Bonds II discussion and vote until more information is available.</p> <p>Motion Passes 9-5.</p>

- Barbara Kirkmeyer: The STAC supported TRANs Bonds I in 1999 – I think that as people who understand the transportation system in Colorado and care about the condition of the economy, we should be in support.
- Kevin Hall: Could we get a summary of what it involves?
- Thad Noll: Essentially it is a re-do of TRANs Bonds I. The debt service on those bonds are almost paid off, so the question is whether we should renew that and use future maintenance funds for bonding.
- Barbara Kirkmeyer: As was the case before, ½ of CDOT's expected federal funding would be used to bond \$3.5 billion in new projects. The legislation would put a request to allow bonding on the November ballot for voters to approve. The list of projects associated with TRANs Bonds II is based on CDOT's SB 228 list, with some revisions.
- Sean Conway: The bill will be in front of the Senate next week. It allows the voters to weigh in on the discussion – we've had the SB 228 plan for a while but no money for it. Any opportunity to educate the voters is something we should do. Most constituents don't have a good understanding of these issues. In a statewide survey presented to the Legislature yesterday, results showed that there is no appetite for a tax increase, and other funding sources also poll poorly, but this idea polls well.
- Elise Jones: This doesn't ultimately solve the problem because it doesn't create any new revenue. If you go to the voters with a solution that doesn't resolve the problem then you can't go back later, they won't bite the apple twice. This proposal takes almost \$500 million away from maintenance that we're counting on for the future, while adding new capacity that we also don't have money to maintain. We need to generate new revenues for transportation moving forward.
- Pete Fraser: What do you mean it will use future CDOT maintenance dollars?
- Debra Perkins-Smith: The money for bonding would come from existing funds for surface treatment, capital maintenance, etc. It would not impact road crews, snow & ice removal, etc.
- Pete Fraser: How much would the debt service be?
- Debra Perkins-Smith: Roughly \$170m per year – currently these are targeted at system maintenance but would be reduced to pay for debt service.
- Peter Baier: Our TPR is in full support – the logic is that any money that

	<p>goes to transportation is good. We don't disagree that a revenue solution is needed. Would any of the TRANS I projects be complete today without that bonding? It's not a bad idea to let the voters decide.</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: We are strongly against it – we already have a giant deficit in capital maintenance – to build more capacity that requires even more maintenance dollars when we can't pay for what we already have feels like a Ponzi Scheme. There need to be new dollars or a funding backfill to CDOT. In 1999, when TRANS Bonds I passed, we had never felt the effects of TABOR. We had the idea then that maintenance dollars would continue to grow, but now we know that that's not true with TABOR. People like the notion of saying yes to new projects, but may not understand all the implications of taking money away from maintaining the existing system. • <u>Barbara Kirkmeyer</u>: If maintenance is such a big issue, why didn't we focus more on that with RAMP? It's not all capacity – there are transit projects, maintenance projects, etc. I don't believe that we're going to have no maintenance money in the future. • <u>Sean Conway</u>: We're at record low interest rates that aren't likely to stay. Your concerns are valid, but the issue is that in 1999 we came together. Northern Colorado's economy is at risk and I-25 N has been ignored for 40 years – under current plans a widening is not scheduled until 2075. It's up to the voters to decide – if it fails it fails, but you can't deny the voters the opportunity. • <u>Norm Steen</u>: The CCI recommendation was to support the bill, but without a specific list of projects. Has that been done? • <u>Barbara Kirkmeyer</u>: I think that the bill doesn't have a specific list associated with it – they're trying to gain support via edits to the eventual list. • <u>Elise Jones</u>: If this body is interested in weighing in on a bill that produces new revenues, then the Governor's Five Point Plan is a better avenue for that by shaking loose the SB 228 funds. • <u>Pete Fraser</u>: What would the interest rate be? • <u>Sean Conway</u>: It would depend on the rate at the time of approval. • <u>Barbara Kirkmeyer</u>: I would like to propose a motion to support TRANS Bonds II, but without a project list. • <u>Elise Jones</u>: To clarify, the bill does include a project list. • <u>Andy Pico</u>: You're raiding maintenance funds to get more money in the short-term. It's a trap! You're creating a big wave of maintenance projects 	
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	<p>downstream. We're going through that now and it's not a good idea.</p> <ul style="list-style-type: none"> • <u>Kevin Hall</u>: I have a procedural objection since this is not on the agenda and we have no background material available. I have no confidence in making a recommendation on behalf of five counties with no information. • <u>Thad Noll</u>: What do we do? I have the same concerns. • <u>Barbara Kirkmeyer</u>: That's not true, we can add something to the agenda if we choose to. • <u>Elise Jones</u>: I would like to make a substitute motion to table this until we have time to consider and discuss. • <u>Thad Noll</u>: We will take the substitute motion first. • <u>Sean Conway</u>: The timeline for the Legislature is short, so if we don't get involved now it will be over before we can weigh in. Voting in favor of the concept gets us at the table for the next 12 days. • <u>Barbara Kirkmeyer</u>: The original motion was not to support the bill or support the list, but to support the concept of this as a potential solution. If we do that then we can weigh in on the issue with the Legislature. • <u>Elise Jones</u>: I am still in favor of tabling, because the 12 day period is so short that I don't think we even have a way to be involved as a group anyway. • Vote on Motion to Table the Discussion – The Ayes Have It – Tabled (9-5 in favor) 	
<p>Governor's Working Group on Resiliency / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • <u>Johnny Olson</u>: The Colorado Resiliency Working Group will post a draft on its statewide framework (high level, strategic) for public comments on the Colorado United Website. We will email it to the group on Monday or Tuesday of next week. 	<p>No action taken.</p>
	<p>BREAK</p>	
<p>Introduction to CDOT Executive Director / Shailen Bhatt</p>	<ul style="list-style-type: none"> • First time at STAC and I'm excited to be here. • I have been on the job for about 75 days and starting to learn. Trying to listen and learn and lead all at the same time. Coming from the outside you have some disadvantages, but you also come in with fresh eyes. You can tell a lot about an organization by the way they keep the equipment in the yard. You can tell a lot about a state by the condition of their highways. Driving on I-70 and I-25 you see some issues with the condition, and that 	<p>No action taken.</p>

	<p>doesn't even touch on the capacity issues.</p> <ul style="list-style-type: none"> • The Department is great and has a lot of great people. Also a great partnership with FHWA. I'm excited that people are having a legitimate conversation on transportation issues in this state, be it TRANs Bonds II or the Governor's Five Point Plan. Our job is to help guide that conversation to help the political folks make the right decisions. I think the job of the DOT is economic development and safety. My goal is to make CDOT the #1 DOT in the US. We have the right people in place, we just need some money. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Craig Casper</u>: Prior to the last occupant, the attendance of the Executive Director was monthly at the STAC. Executive Director Hunt attended I think twice. Will you be a more regular presence here? • <u>Shailen Bhatt</u>: I'll tell you in 10 minutes. Seriously, I think that my job is to make sure I am listening to the organizations that you represent. So to the extent that it's practical I want to be here. • <u>Gary Beedy</u>: The rural parts of the state are less populous but very important economically. Surrounding states have 4-lane roads coming into Colorado. We finally got a Super Two on US 287. Something the state needs to look at is offering an alternative to the freight traffic on I-25 via more capacity when people arrive in Colorado, so they don't have to stay only on the Front Range. • <u>Shailen Bhatt</u>: The rural-urban divide is not unique to Colorado. We as a DOT need to recognize the importance of the rural parts of the state. Rural folks also need to recognize the goods and commerce flowing in the interstates and urban areas. We need a regional conversation because you're only as strong as your weakest link. It really comes down to money – we need more of it and I would love for you to have a 4-lane but we need to decide where the limited funds go. • <u>Kevin Hall</u>: Thank you for coming down to visit Region 5. The staff there from Kerri on downward are great and I want you to know that. • <u>Shailen Bhatt</u>: Thank you, it says something to hear about how good CDOT staff are. Government is a monopoly but shouldn't behave that way – we need to focus on customer service. • <u>Peter Baier</u>: I agree with your economic development and safety focus for the DOT. 	
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	<ul style="list-style-type: none"> • <u>Shailen Bhatt</u>: We are in an economic competition with the entire world. We have to consider why someone wouldn't want to locate a company here in Colorado. It's a great state, the mountains look like paradise, but if I can't get there then that will factor into the decision about where to locate. I don't say this lightly – we are at a critical juncture between being a region that continues to prosper and one like Dallas that chokes on its own growth. • <u>Elise Jones</u>: I've lost track of the number of events that I've seen you at in the last 75 days. People really appreciate that you're taking the time to visit and listen. • <u>Shailen Bhatt</u>: I think that a big part of this job is to get out and listen to people, not just come to them when you need help. • <u>Barbara Kirkmeyer</u>: – What is your vision for Colorado so that we don't become like Dallas? • <u>Shailen Bhatt</u>: I don't think that you ever build your way out of congestion. On US 36 we're adding a lane but we'll still have congestion. We're adding Peak Period Shoulder Lanes on I-70 and we'll still have a congestion. We can add a lane on I-25, that's the big thing in TRANs Bonds II, but we'll still have congestion. We are using a 20th century approach on a 21st century problem. I am not an anti-construction person, but we're at a point where technology is accelerating so quickly that we need to recognize it. I think there is a leap that is about to occur and I want to make Colorado a test bed for this quantum leap so we can lead the way. An example: everyone says that you need 12-foot lanes everywhere, but what if we have connected vehicles that don't need that much space? Are we at peak road right now? Can we shrink the footprint? We're not going to win the lane arms race with Utah, even with more money, but can we beat them by being more innovative? • <u>Barbara Kirkmeyer</u>: I would like to know how you see that playing into the movement of goods, because that's very important for our economy. • <u>Shailen Bhatt</u>: Another example: I was in Germany and saw on the Autobahn, they had freight trucks in a caravan 6-inches apart, all controlled by the lead vehicle. It takes up much less real estate and boosts efficiency. Another potential application would be having sensors in the wheels of cars going up Floyd Hill showing when traction control kicks in so we know when to apply salt. Safety is the big concern with new technologies of course, but the existing system kills 30,000 people nationwide and 500 in Colorado 	
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	<p>each year. 80% of those are based on human error, so technology could potentially be a game changer there.</p> <ul style="list-style-type: none"> • <u>Norn Steen</u>: Broadband is an emerging economic issue nationwide and CDOT owns a lot of fiber that local municipalities don't have access to. That's something we need to look at. • <u>Shailen Bhatt</u>: That could also be a revenue source. Our Right of Way more generally is extremely desirable, and we need to see how we can work with folks on using that to its maximum advantage. 	
<p>TIGER VII Grants / Ron Papsdorf</p>	<ul style="list-style-type: none"> • Thanks to whoever put me on right after ED Bhatt - he's hard to follow. • On April 16th, the TC endorsed the three proposed CDOT submissions to TIGER VII: I-25 Bus-on-Shoulder, I-70, and Vail Simba Run. • The NOFA has been released for this round – pre-applications must be submitted by May 4th, 2015. Ron Papsdorf (ron.papsdorf@state.co.us) is a willing resource for anyone that is interested and needs support. FHWA also a good resource at www.dot.gov/tiger. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Elise Jones</u>: We discussed last time the potential to prioritize the three recommended projects. Are we still planning to do so? • <u>Ron Papsdorf</u>: We have heard that US DOT likes prioritization and that it may be an advantage. We may ask the TC to do that in the future, but we are still finalizing some details at this time. We are pretty sure we'll submit the two I-70 projects, whereas I-25 has some outstanding issues that we need to work out before ultimately deciding. There are a few potentially significant pinch points on the roadway to contend with – the solution may be as simple as restriping or as complex as significant bridge work, which would add significant cost to the project. Not ready yet to say whether we're prepared enough on the I-25 project to make it competitive. • <u>Doug Rex</u>: You mentioned previously that CDOT may submit a letter of support for locally-submitted applications – what are the criteria for that? • <u>Ron Papsdorf</u>: We would look at them case-by-case as to whether they support the overall statewide goals. We've heard from US DOT in the past that Colorado has not done as well as we could have because there were too many projects in the pot and no clear sense of priority for them. Our goal is maximize our results, wherever the project comes from. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • <u>Peter Baier</u>: If this is TIGER VII, can we expect a TIGER VIII? If so, any project that doesn't make it this time could be ready in time for the next. • <u>Jon Cater</u>: We expect that there will be future rounds. • <u>Ron Papsdorf</u>: We are hoping that any potential reauthorization at the federal level would continue the TIGER program and significantly expand the funding. If I-25 Bus-on-Shoulder isn't ready for this round we would hope to submit it next year. • <u>Barbara Kirkmeyer</u>: Do we know in terms of all the TIGER rounds, what percentage of the money we've received? Why are we supportive of TIGER if we don't do well with it? • <u>Herman Stockinger</u>: We would prefer formula funds to TIGER, but TIGER is better for us than the old earmark system given the junior nature of our state's Congressional delegation. But you are right that currently we are not getting what we should, based on our percentage of the overall population. 	
<p>State Highway Freight Plan / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • Jason Wallis is not available this month – he's on annual leave and looking at freight policies in Europe as part of his graduate studies. • We're here today looking for some input on the status of Phase I and how you want to proceed with Phase II. • We received comments from DRCOG, PPACG, Grand Valley, and FHWA. We plan to compile a response to those comments and share with the group in May. We'll talk now about some key themes that we heard in the comments. John, can you talk about how the freight plan relates to MAP 21? • <u>Jon Cater</u>: FHWA doesn't approve the freight plan – we just verify that it is in accordance with MAP 21. Phase I looks at the highway system, while Phase II will put all the modes together. MAP 21 talks about an increased federal share for freight projects that's available to those states that complete a freight plan. This doesn't mean more money coming to Colorado – you would potentially get a 90% match rather than 82%, but you would still have the same amount of money overall, you're just burning through it faster. It's a useful tool for freight projects but not new money. • Some other general themes: with the list of potential project areas, FHWA recommended being less specific with those and, talking at a corridor or program level to increase flexibility down the road. We discussed whether that list is static once we complete it, and the answer is no, we could review 	<p>No action taken.</p>

and update it annually. We also heard some questions about Off-System roads and intermodal connectors and the inclusion of NHS facilities that are not on the State System. We recommend saving that discussion for Phase II. Another suggestion was made to more clearly link the Statewide Plan and RTPs to the freight plan and highlight that connection.

- The Transportation Commission will have a presentation and workshop next month that incorporates these comments.
- Elise Jones: What's the deadline for comments?
- Jeff Sudmeier: We're trying to get STAC another draft next month and also prepare for the TC, so getting all comments by the end of next week would help us do that.
- As requested last month, we've also brought an overview of past planning participants (FAC and otherwise) who might be potential stakeholders that we want to approach for participation in Phase II. We'd like to know whether STAC has additional people to consider and how would STAC like to participate in the FAC and Phase II more generally.

STAC COMMENTS

Sean Conway: US DOT has national freight corridors. I think the only one in Colorado is I-25 North. Is that right?

Jon Cater: That system is hamstrung because it's limited to 27,000 miles nationwide, which is not even enough to cover the interstates. We're holding back on national freight corridors as we try to get a fix for that limitation. It's in draft format now. We are hoping they will fix it.

Sean Conway: But there will be a higher priority on freight in the next federal authorization?

Jon Cater: There are competing proposals right now but I think that we will see an emphasis on freight. The issue is that they need to define a network, and right now that part of it is broken. We're waiting on that to get fixed.

Debra Perkins-Smith: There is some pushback from western states on this to get a solution.

Barbara Kirkmeyer: What is the plan in regards to the FAC? When will it start? I think there should be STAC participation and I don't know why it would be limited to just a few representatives.

Thad Noll: That's what we're soliciting ideas for next month. Should we form a sub-committee, have direct participation, etc.

	<p><u>Barbara Kirkmeyer</u>: I think we should actually be on the committee, not part of a sub-committee. In May we'll discuss the FAC and then we won't get started until after that. I think it's taking too long. Whoever wants to be on the FAC should be on there.</p> <p><u>Thad Noll</u>: So if you want to be on the FAC, email Tim Kirby.</p> <p><u>Craig Casper</u>: Is the TC going to be adopting this? When?</p> <p><u>Debra Perkins-Smith</u>: No, the TC will not adopt anything.</p> <p><u>Craig Casper</u>: We haven't been involved in the State Highway Safety Plan, the Freight Plan, etc. Are there any others in the works right now that we should know about? TSMO?</p> <p><u>Debra Perkins-Smith</u>: TSMO is working on corridor plans now.</p> <p><u>Craig Casper</u>: Can we be involved in the ones for our region?</p> <p><u>Debra Perkins-Smith</u>: They're working on the Mountain Corridor right now.</p> <p><u>Jeff Sudmeier</u>: Lisa Streisfeld is working on TSMO plans now so she'll be handing the coordination with regional partners.</p>	
<p>Draft FY 2016 – FY 2019 STIP / Jamie Collins</p>	<ul style="list-style-type: none"> • Held a public hearing with the TC last week – no public comments received there. • A few comments received via email from MPOs and TPRs, mostly technical corrections. • Public Comment period closes May 8. • Going back to TC in May with summary of comments and changes. • Asking TC to adopt STIP in May. • Will hand off to FHWA and FTA in time for official STIP to begin on July 1st. 	<p>No action taken.</p>
<p>Bustang Opening Day / Mark Imhoff</p>	<ul style="list-style-type: none"> • Service will begin July 13th (Monday after Independence Day). • Starting to advertise and publicize, things are coming together very well. • As noted at previous STAC, the operating company was sold but we are pleased with the new owners. <ul style="list-style-type: none"> ○ They are hiring and training drivers as we speak. ○ Driving around town to train drivers and identify warranty issues. • Currently working on some Access Agreements with local entities – working towards final review. • Harmony Road Park-n-Ride is still a moving target – City of Ft. Collins is offering to work with CDOT on parking enforcement via an IGA. • Communications, PR, and Outreach Plan will get started around Memorial Day to lead up to the opening. 	<p>No action taken.</p>

	<p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: I talked with a representative from Loveland and they're not aware of what's going on related to the Park-n-Ride, so you might want to circle back with them. Also, how can you have a start date if you haven't reached an agreement with the City of Ft. Collins? • <u>Mark Imhoff</u>: We are working with them in good faith to have it settled before the start date, but if that doesn't occur then we can still begin service, just without parking enforcement. • <u>Norm Steen</u>: You said before that we'll be monitoring ridership and fare box recovery over time to see if adjustments are needed. What are the decision points for that? • <u>Mark Imhoff</u>: We'll be monitoring daily and making at least yearly assessments to see if we're on track. If we're filling buses then we'll need to buy more, and the fare box recovery will allow that, but you need some lead time. • <u>Norm Steen</u>: Currently the route between Colorado Springs and Denver is a Denver-bound commute, not the other way. When would we potentially add a route in the other direction? • <u>Mark Imhoff</u>: It would depend on the ridership and demand. It would probably require additional buses, so we'll have to assess based on the existing routes. 	
Other Business	<ul style="list-style-type: none"> • A reminder that the Statewide MPO Meeting will be held at 1:00 PM in Room 225. 	No action taken.
	<ul style="list-style-type: none"> • ADJOURN 	