

2015 Executive Director Goals Annual Report – August 2015

Bold = Goal

Regular Text = accomplishment or plan

Communities

- ***Make annual presentations to local community boards, councils and commissions. Focus on the value the MPO provides or can provide to the local communities through planning support as well as land use and travel modeling.***
 - Loveland – July 21
 - Berthoud – July 28
 - Greeley – August 11
 - Milliken – August 12
 - Eaton – August 20
 - Timnath – August 25
 - La Salle – September 8
 - Severance – September 21
 - Windsor – TBD
 - Weld County – TBD
 - Larimer County – TBD
 - Fort Collins – TBD
 - Johnstown - TBD
- ***Provide assistance to the I-25, US 287, and US 85 coalitions as needed***
 - Attended I-25 meetings, present funding options at August meeting
 - Attended US 287 meeting, initiate inventory in October 2015
 - Attended US 85 Executive meetings provide reviews as needed
- ***Meet individually with all new TAC and Council members within three months of appointment***
 - None to date
- ***Work with Planning Council and TAC to address Northern Colorado Transportation Issues as directed by Council***
 - Worked with Hill N Park on three occasions
 - Met with CU and Community Foundation of Northern Colorado
- ***Meet with Northern Colorado managers at least 8 times annually –***
 - Attended all but one of the manager's meeting held during 2015

- ***Make presentations to community groups at least 12 times annually***
 - Presented to Seratoma Club
 - Presented to NCLA
 - Worked with Larimer County Collaboration Team
 - Provided assistance to the Front Range on Track (FRONT) for November Summit

Finance

- ***Work with Finance Manager to establish appropriate capital and operating reserve levels for VanGo with Finance Committee approval and Council concurrence***
 - Drafted Reserve policies to Finance Committee in July, Finance Committee recommendation to Council in August, Planning Council Action expected in September
- ***Work with Finance Manager to establish appropriate operating reserve for NFRMPO reserve with Finance Committee approval and Council concurrence***
 - Drafted Reserve policies to Finance Committee in July, Finance Committee recommendation to Council in August, Planning Council Action expected in September
 - Researched other Colorado MPO reserve policies
- ***Change payroll system to eliminate need to redo biweekly payroll, keep track of time off and need to correct tax filings and W-2s***
 - Worked with Finance Manager to evaluation options, prepare RFP, obtain new payroll provider
 - Expect to complete by year end

Staff

- ***Provide \$5,000 annual budget to train new transportation staff and report on progress***
 - Three days of training – October 19-21 Transportation and Land Use – Four Transportation Staff
 - Two days Training – October 1-2, Freight Research Users Workshop – One staff
 - One and a half day training – June 24-25 Environmental Justice Training
 - Researched conference opportunities for all new staff
- ***Identify professional development plan for long term staff and report on progress annually***

- The VanGo staff attended the Association of Commuter Transportation (ACT) Conference July 26-July28 and attended a specialized social media training as part of the conference
- The Mobility Coordinator attended the Person-Centered Training – January 28-29; the Spring CASTA Conference – May 12-13; and the DriveSmart Colorado Conference - June 4-5
- The Finance Director and the Account Clerk attended the Cirsa General Membership meeting – June 17-18
- ***Complete annual survey of staff to gage moral and report to Planning Council***
 - Draft survey in review by supervisors
 - Survey will be completed by end of August and available before Executive Committee meeting with Staff in September
- ***Complete annual staff salary survey to adjust ranges as necessary reporting as part of the UPWP***
 - Received salary ranges from most of the MPO's in Colorado and several mountain states MPO's to determine whether staff are within range. Three staff are much lower than the average of those reporting. These will be adjusted starting in October with the new Fiscal year.

Federal Certifications

- ***Complete FTA Triennial review with no negative findings***
 - Six findings – cleared five by September 30, will clear vehicle inventory by December 31, 2015
 - FTA Triennial no longer required as we transition from FTA funding.
- ***Begin implementation of FHWA Certification requirements and suggested requirements***
 - Met with FHWA July 31 to review 2040 Plan compliance with MAP21 and federal certification. FHWA satisfied with 2040 Plan with minor changes which will be incorporated prior to adoption in September.
- ***Incorporate both the FHWA certification and FTA Triennial review requirements into the FY 2016 and future Unified Planning Work Programs***
 - At July 31 meeting, FHWA was satisfied with progress of FHWA certification findings in 2016 UPWP.
 - At July 27 meeting, FTA was satisfied with Triennial review submissions.



**RESOLUTION NO. 2015-10
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2040 REGIONAL TRANSIT ELEMENT (RTE)**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the Metropolitan Planning Organization (MPO) agency responsible for carrying out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) requires that MPO’s incorporate Transit in their Regional Transportation Plan (RTP) process;

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date of the Regional Transportation Plan (RTP). The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the Planning Council approves and accepts the 2040 RTE for incorporation into the 2040 RTP and submits copies for informational purposes to the Governor;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council finds that the 2040 Regional Transit Element (RTE), per Resolution No. 2015-10, is in conformance with the requirements of Titles 23 and 49 U.S.C.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of August, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

Additional CMAQ Project Allocation – FY2016 Federal Share Only			
Sponsor	Project	FY2016 Original Allocation	FY2016 Revised Allocation
Greeley (GET)	GET CNG Bus Replacement	\$764,842	\$874,270
Fort Collins (Transfort)	Transfort CNG Bus Replacement	\$1,177,857	\$1,418,013
Weld County	Weld County CNG Vehicles & Expansion	\$1,466,306	\$1,699,302

Additional TAP Project Allocation – FY2016 Federal Share Only			
Sponsor	Project	FY2016 Original Allocation	FY2016 Revised Allocation
Larimer County / Fort Collins / Loveland	Colorado Front Range Trail	\$250,000	\$255,908

2015 Congestion Management Process (CMP)

North Front Range Transportation & Air Quality Planning Council



Background

- Objectives driven, performance-based plan to reduce regional congestion
- Population expected to increase 83% between 2012 and 2040
- The 2015 CMP has an increased emphasis on:
 - Transportation Demand Management (TDM)
 - Intelligent Transportation Systems (ITS)
 - Focused performance measures

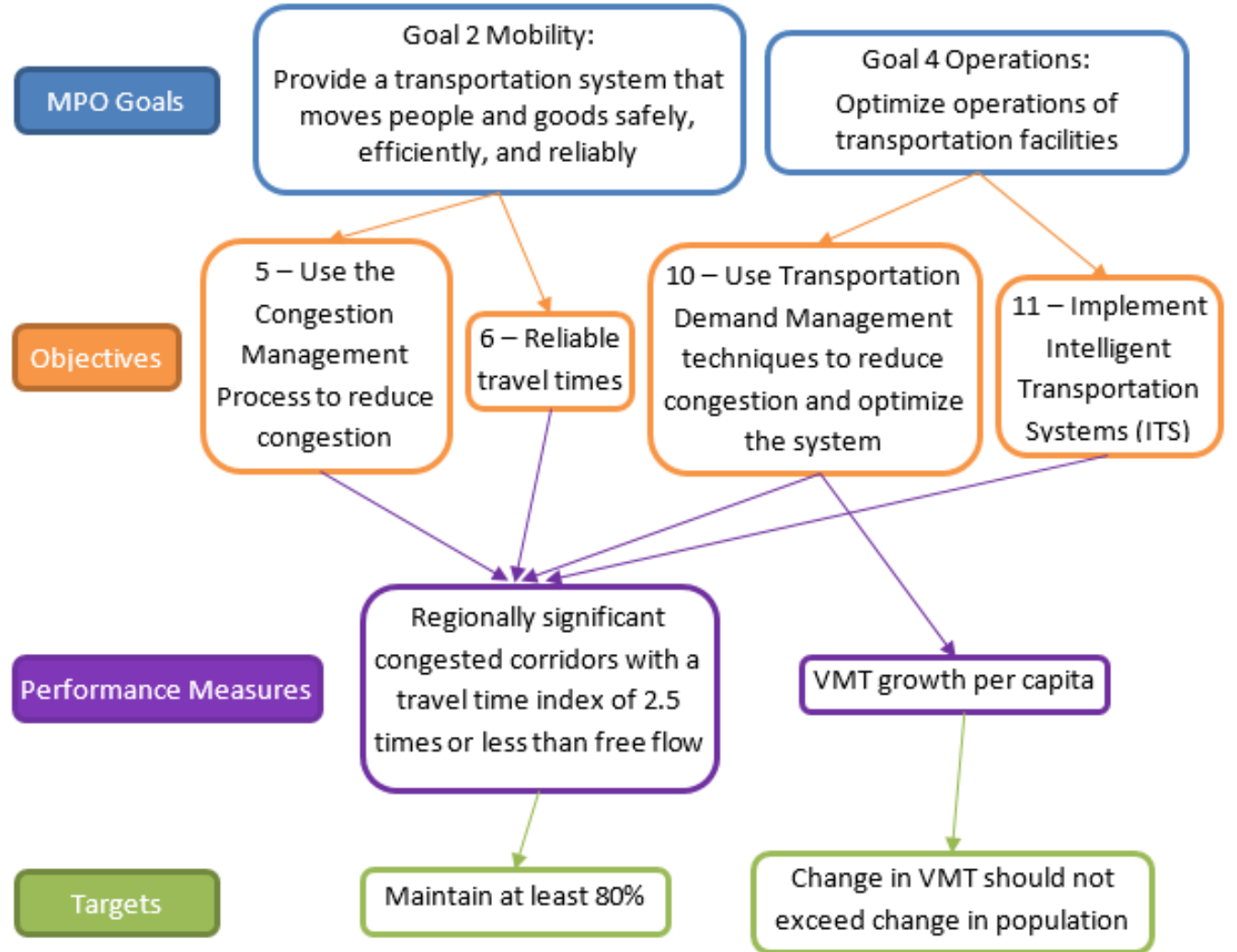
National Goals

- **Seven national goals**
- **MAP-21 requires performance measures, targets, plans, and reporting.**
- **Ensures states invest resources to achieve national goals.**

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Quantifying Congestion

- **CMP Specific Goals, Objectives, Performance Measures and Targets are from the 2040 RTP**
- **Transit Specific Performance Measures**



Types of Congestion

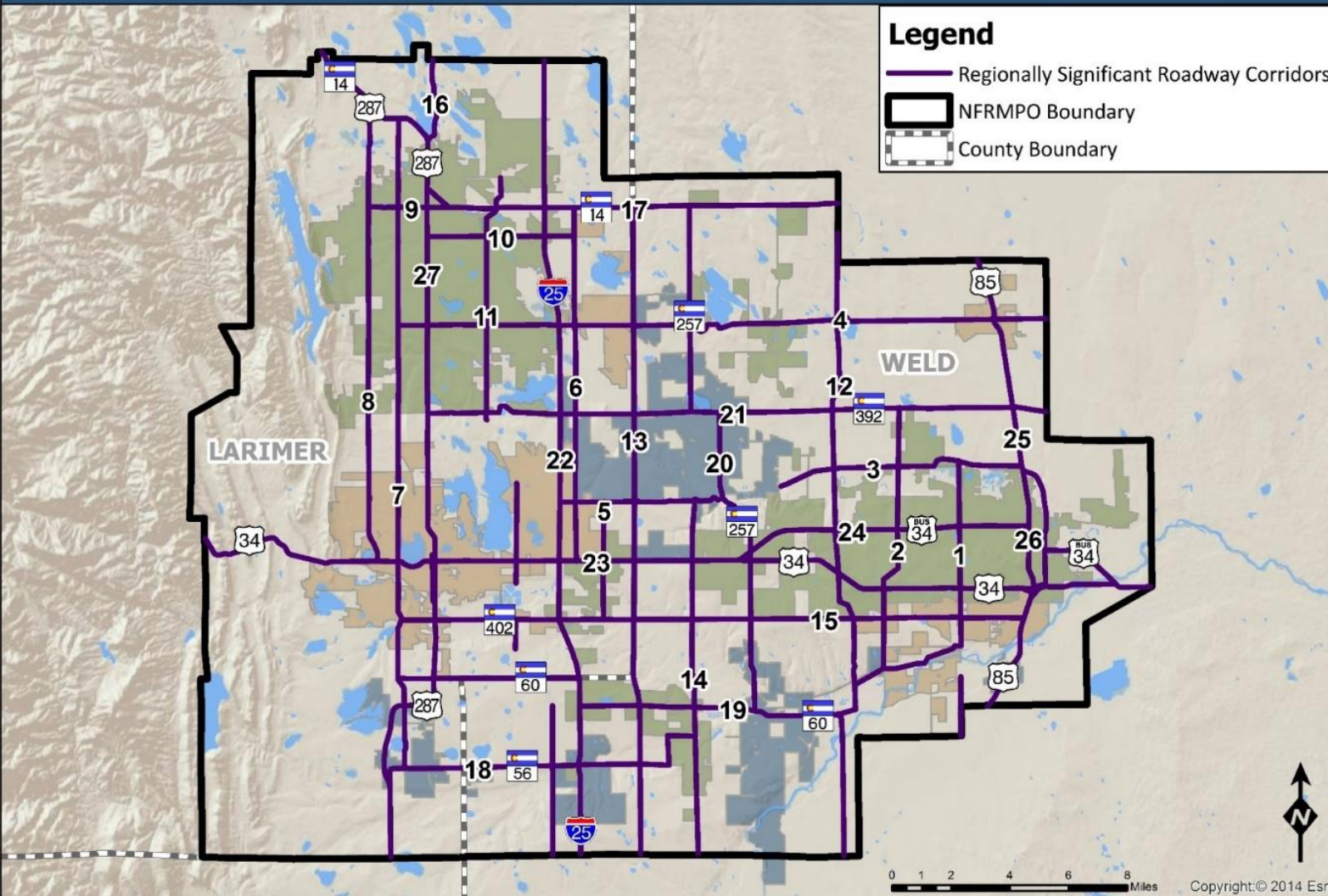
Recurring Congestion:

- Insufficient Capacity
- Unrestrained Demand
- Ineffective Management of Capacity

Non-Recurring Congestion:

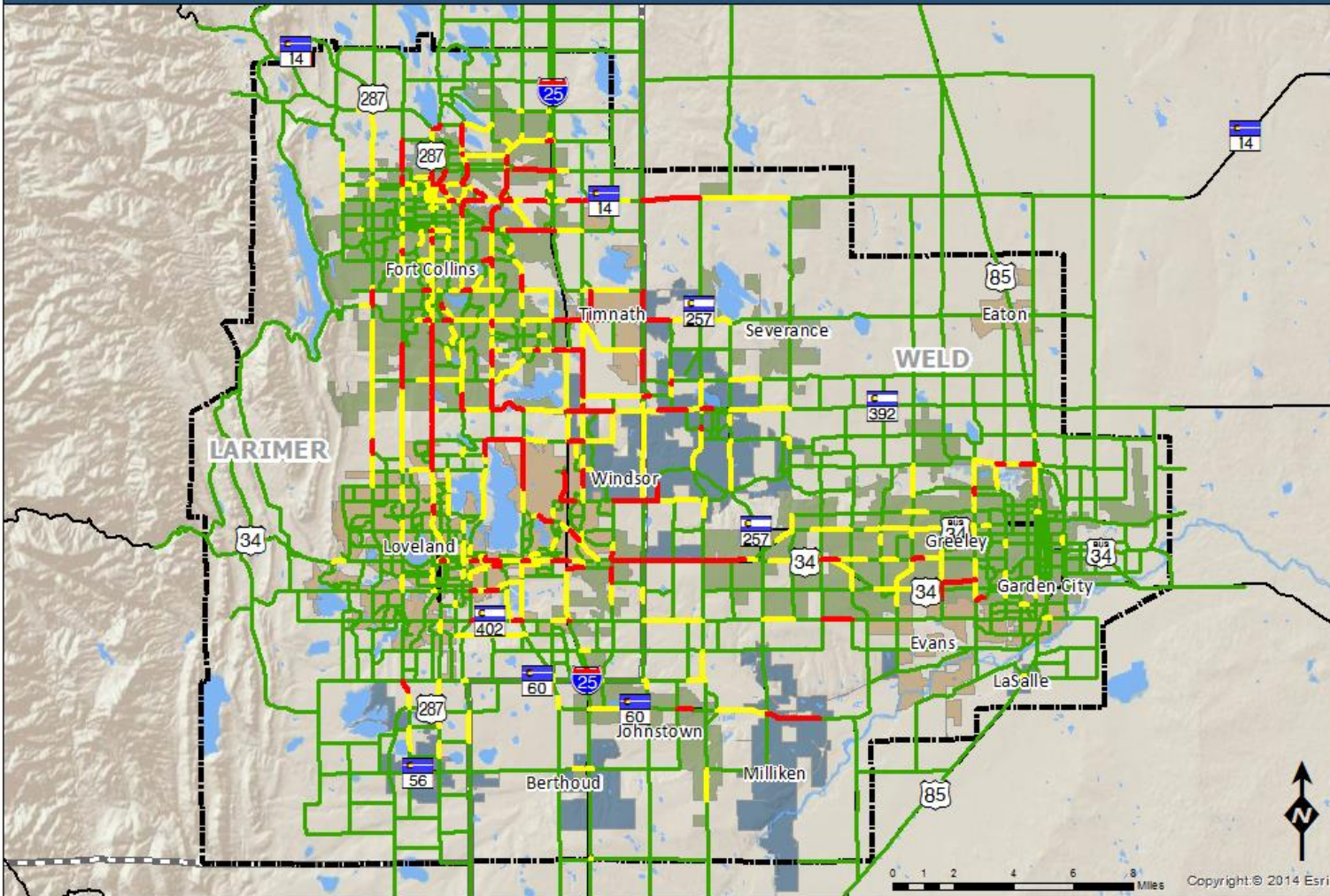
- Temporary Events
 - Traffic Incidents
 - Weather Events
 - Special Events
 - Work Zones
 - Emergencies

NFRMPO 2040 Regionally Significant Roadway Corridors






*Emphasis on congested
Regionally Significant
Corridors (RSCs)*

2040 Travel Time Index



*Travel Time Index (TTI)
calculations highlight
congested RSCs*

-  1.00 – 1.50
-  1.51 – 2.00
-  2.01 & Above

Congestion Performance Measures

CMP Performance Measures	Description
Travel Time Index	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.25 indicates that the average peak travel time is 25% longer than off peak travel times.
Vehicle Miles Traveled (VMT)	Measurement of miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips or for specific destinations including home, work, commercial, etc. A reduction in VMT can be used to show environmental benefits. Modeling VMT requires estimates of trip generation and trip length. Land use planning principles such as infill development can help reduce VMT. Using VMT a fuel use measurement can be derived.
Transit Performance Measures	On Time Performance is the percentage of time a bus remains on published schedule. Passengers per Hour per Direction indicates travel patterns and system capacity. Passengers per Mile per Gallon is a measure of transit system use and fuel efficiency.

Transit-Specific Performance Measures

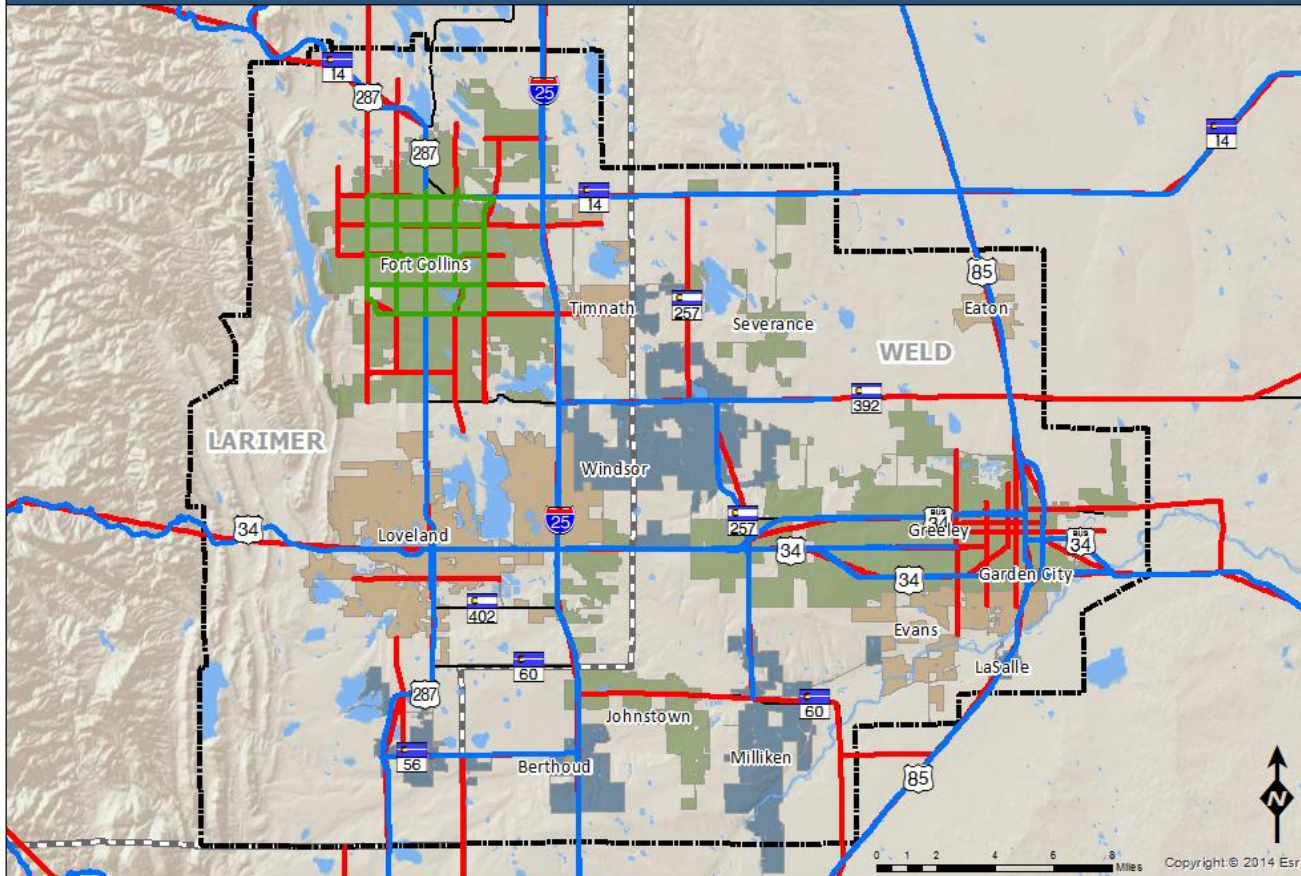
On Time Performance: The percentage of time a bus remains on its published schedule.

** These performance measures are desired and will be used when information is available.*

Passengers per Mile per Gallon: Combination of passenger per mile and mile per gallon figures.

Passengers per Hour per Direction: Combination of passengers per hour and a directional coefficient.

2015 Travel Time Data Sources



Legend

— FC Bluetooth Dataset
 — FHWA HERE Dataset
 — INRIX Dataset
 NFRMPO Boundary
 County Boundary

Jul, 2015
Sources: CDOT, 2014

Current Travel Time Data Sources:

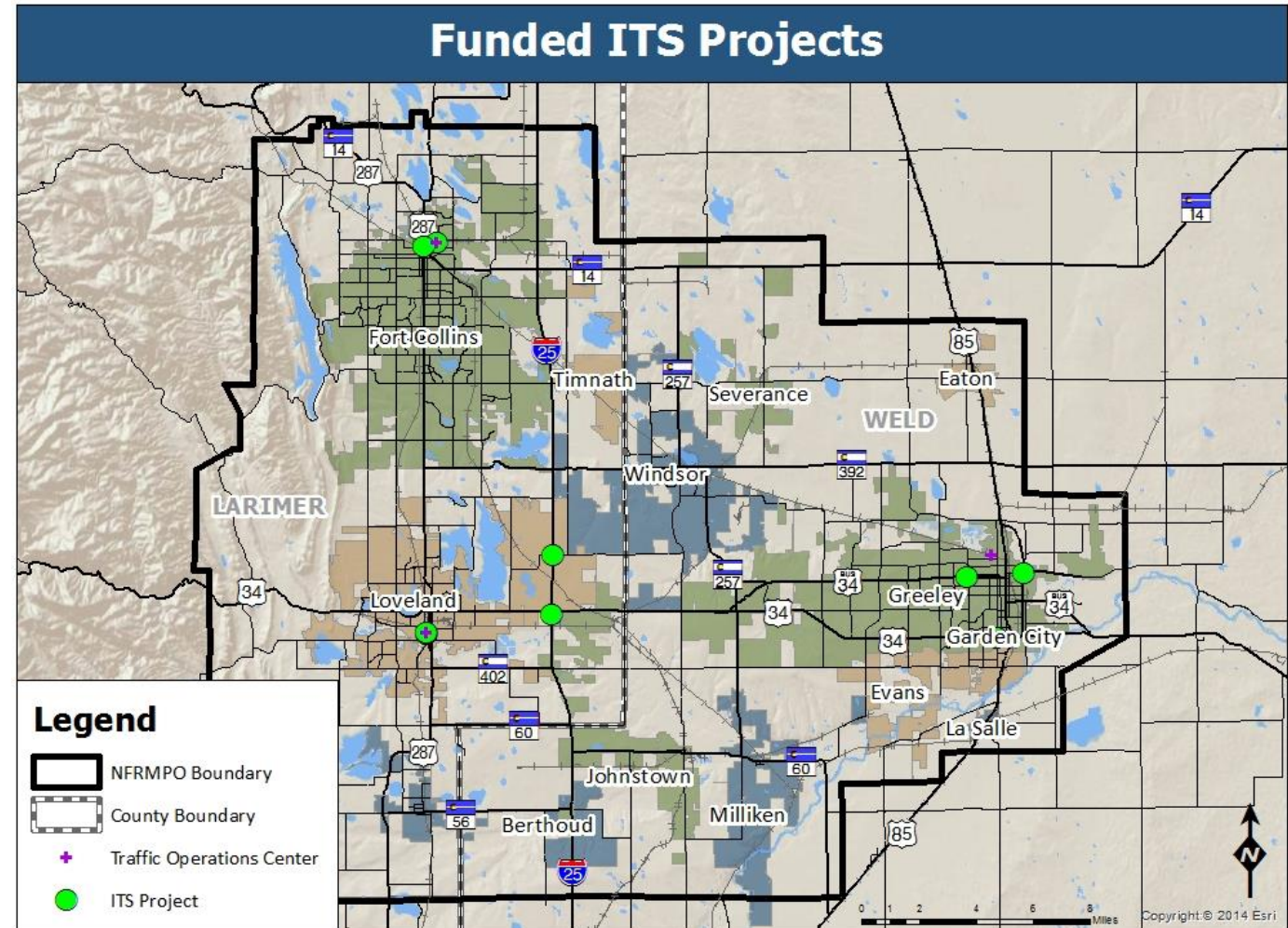
- INRIX Travel Time Dataset
- FHWA HERE Travel Time Dataset
- Fort Collins Bluetooth Travel Time Dataset
- 2040 NFRMPO Regional Travel Demand Model

Additional Travel Time Data Sources:

- Greeley Bluetooth Travel Time Dataset
- Loveland Bluetooth Travel Time Dataset
- CDOT Bluetooth Travel Time Dataset

Strategies to Alleviate Congestion

- Transportation Demand Management
- Intelligent Transportation Systems
- Transit Congestion Management Strategies
 - Bus Rapid Transit
- Traffic Incident Management



Apr, 2015

Sources: NFRMPO, CDOT, 2015

Major Changes from 2010 CMP

2010 CMP

- 18 System Performance Measures
- Only Tier 1 Regionally Significant Corridors
- Volume over Capacity Congestion Measurement

2015 CMP

- 3 System Performance Measures
- All Congested Regionally Significant Corridors
- Travel Time Index Congestion Measurement

Next Steps:

- Discussion Item at August 6th Council Meeting
- TAC recommendation for Council adoption at August 19th TAC meeting
- Adoption by Council at September 3rd Meeting
- Communities are currently evaluating Bluetooth Counter locations for future CMP reporting

For more information:

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2040 Regional Transportation Plan (RTP)

Planning Council

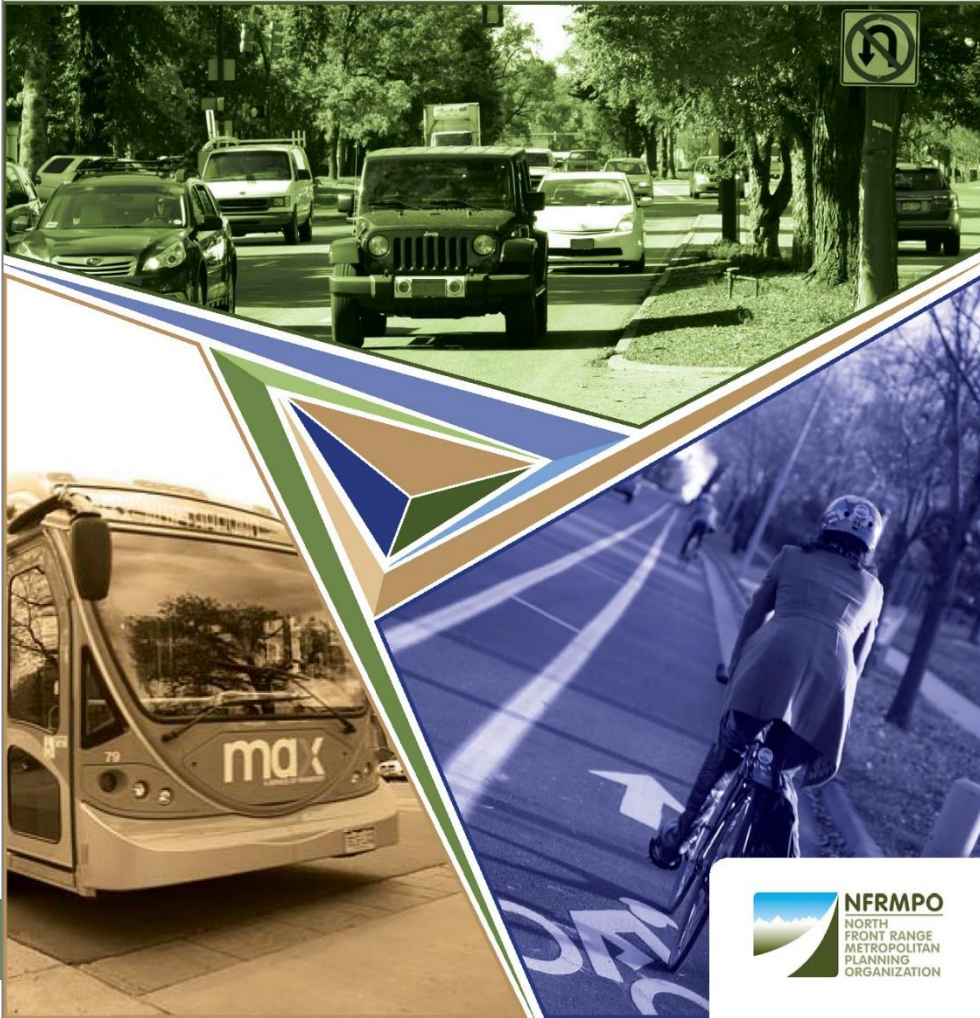


Purpose



2040 Regional Transportation Plan

North Front Range Metropolitan Planning Organization
Adopted -----, ---



Request to Council:

- Discussion of the 2040 RTP this month
- Action to adopt 2040 RTP at September 3, 2015 meeting

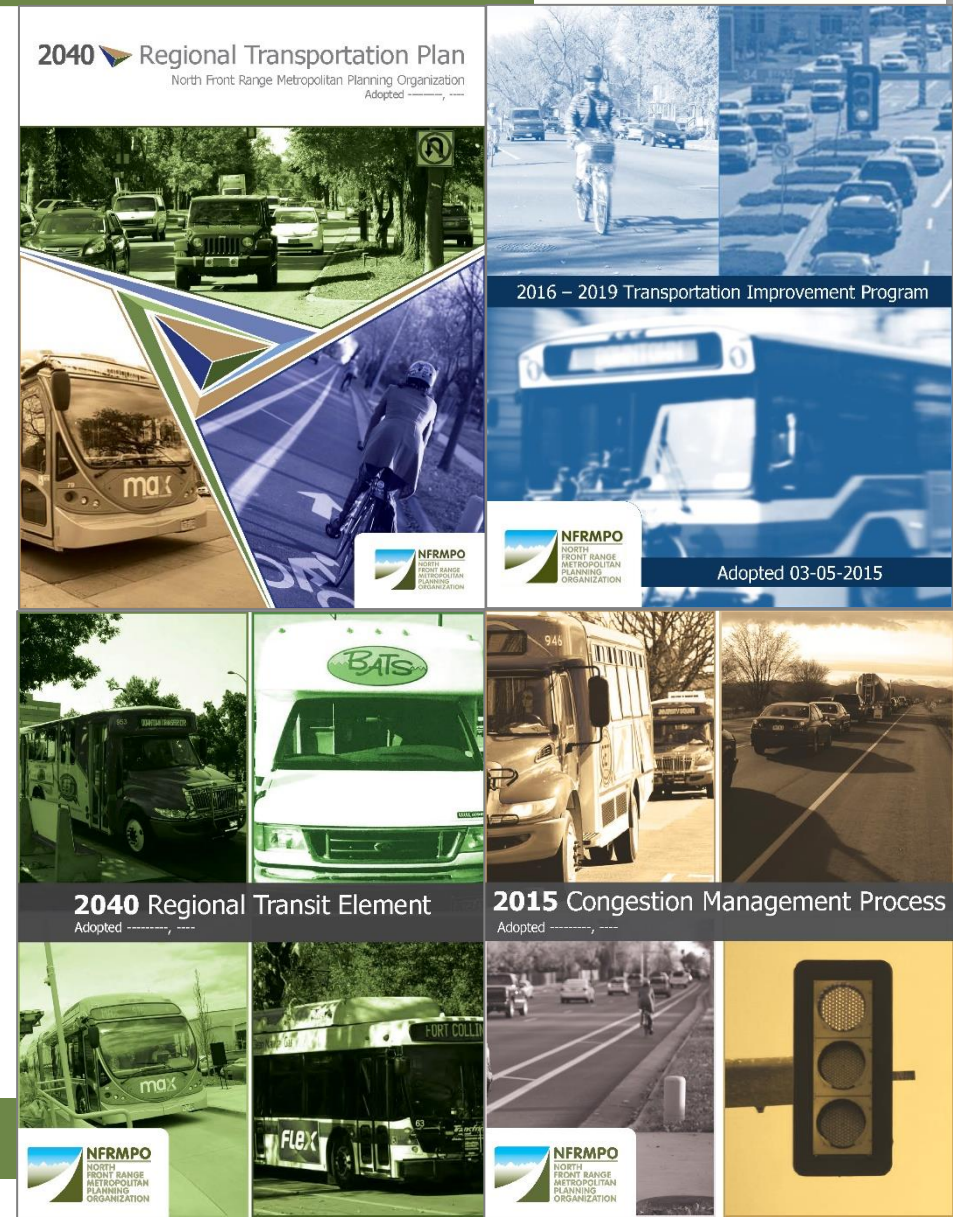


- The NFRMPO is responsible for long range regional transportation planning which allows federal transportation funds to be spent.
- The NFRMPO region has two air quality maintenance areas for carbon monoxide: Fort Collins and Greeley.
- The NFRMPO region is also included in the nine county nonattainment area for ozone.

Introduction



- NFRMPO staff developed the 2040 RTP with input from:
 - The Public
 - TAC
 - Council
- The 2040 RTP includes a long-term transportation vision for the region and incorporates:
 - 2040 RTE
 - 2015 CMP
 - FY2016-2019 TIP
 - 2040 Regional Travel Demand Model

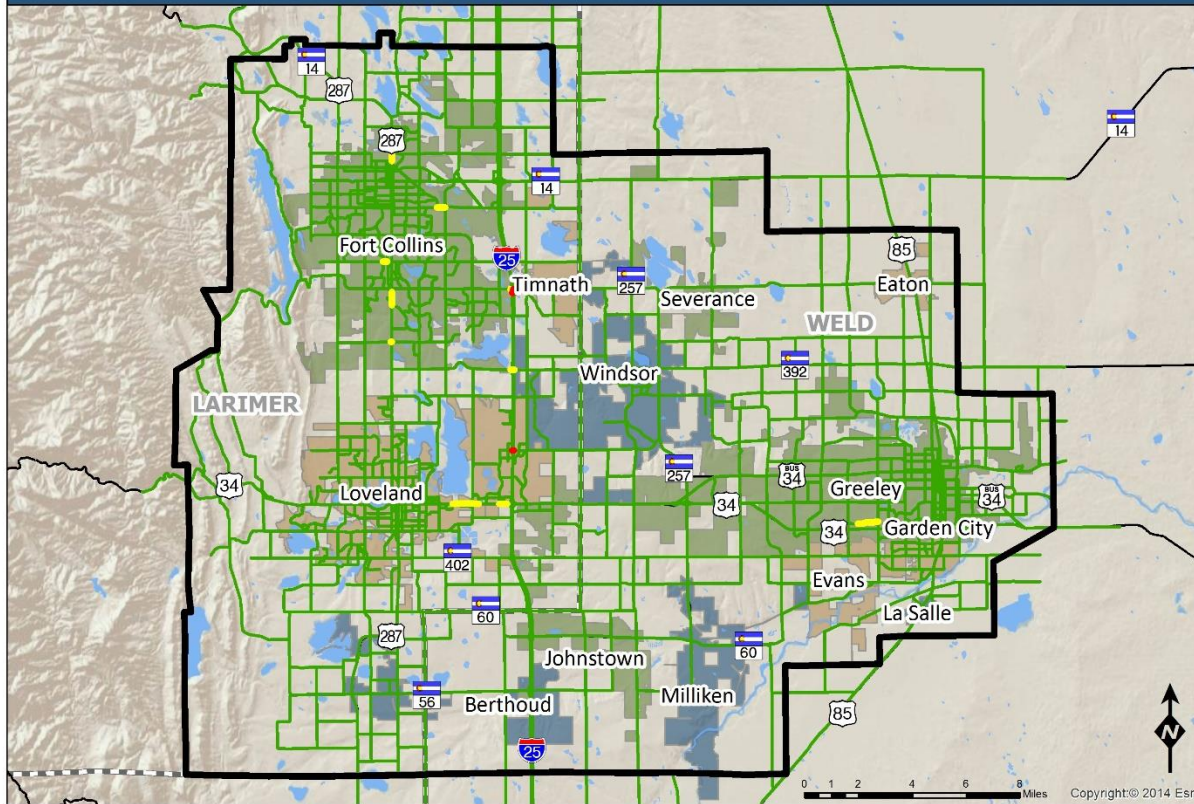


- **Twelve chapters:**
 - **1. Introduction**
 - **2. Existing Transportation System**
 - **3. Socio-Economic Profile**
 - **4. Performance-Based Planning***
 - **5. Environmental Profile**
 - **6. Transportation Safety and Security**
 - **7. Travel Demand Analysis**
 - **8. Plan Scenarios***
 - **9. Vision Plan**
 - **10. Financial Plan**
 - **11. Congestion Management Process**
 - **12. Implementation Plan**
- * = new chapter for 2040 RTP**

Travel Demand Analysis

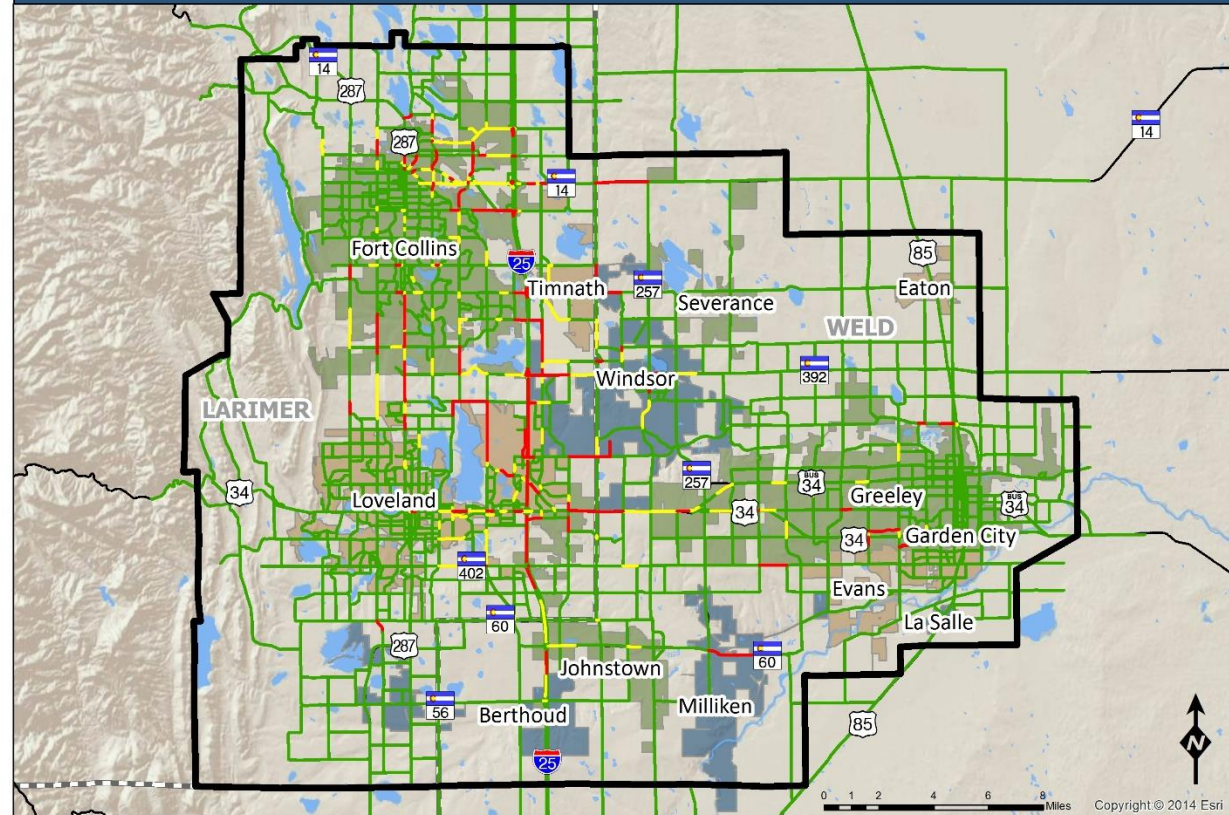


2012 Travel Time Index



May, 2015
Sources: CDOT, 2014

2040 Travel Time Index

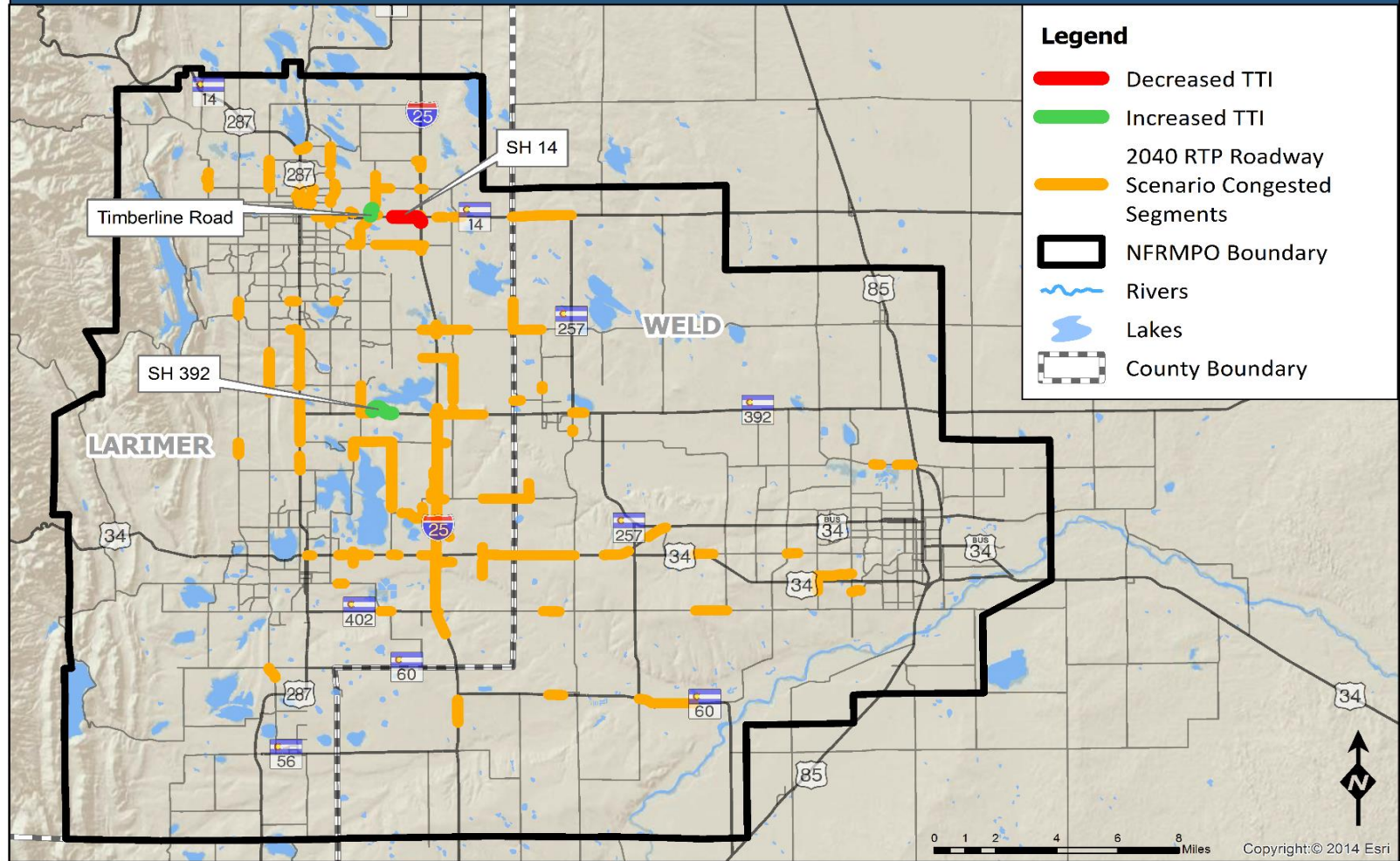


May, 2015
Sources: CDOT, 2014

2040 RTP Roadway Scenario

Widen I-25 between SH 14 and Harmony Road, including Prospect Road interchange, approximately four miles in length.

2040 RTP Roadway Scenario Travel Time Index (TTI)



Vision Plan

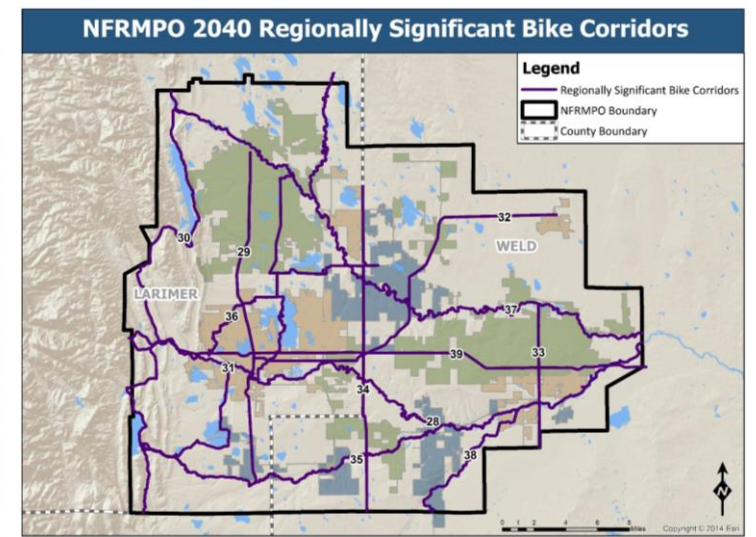
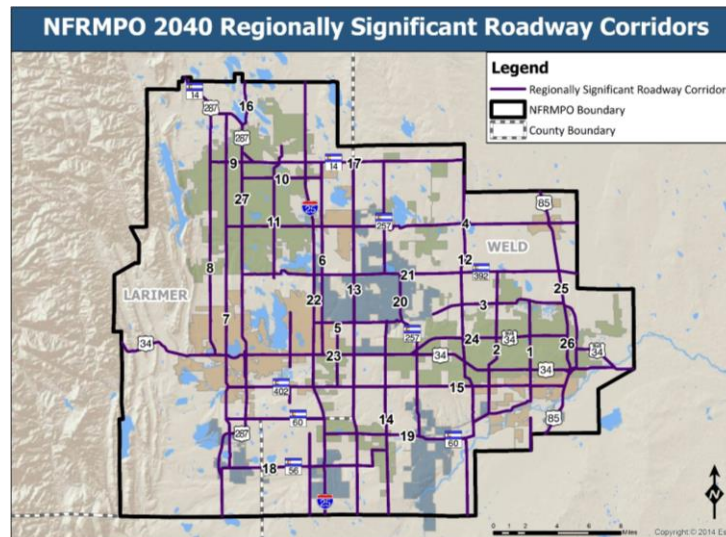
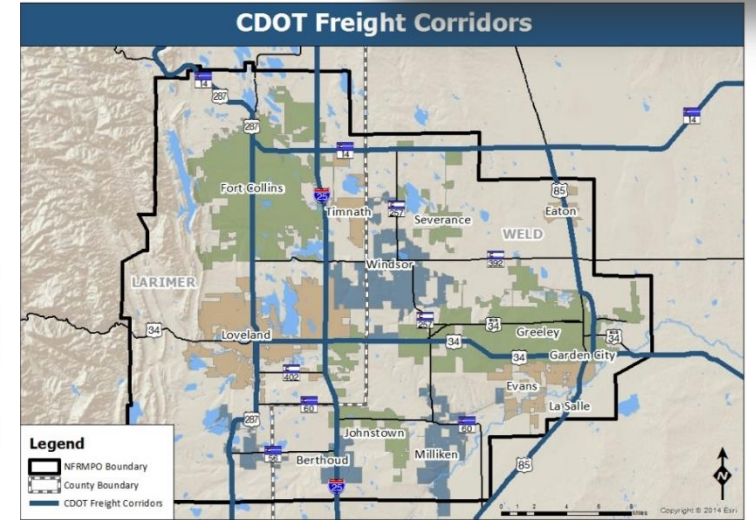
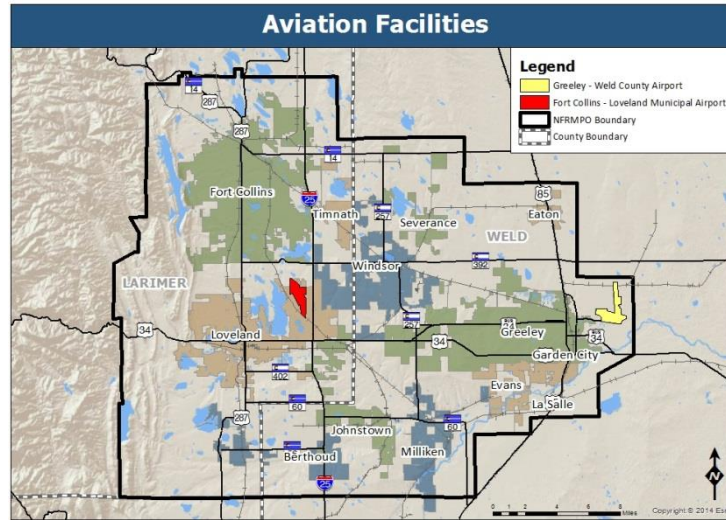
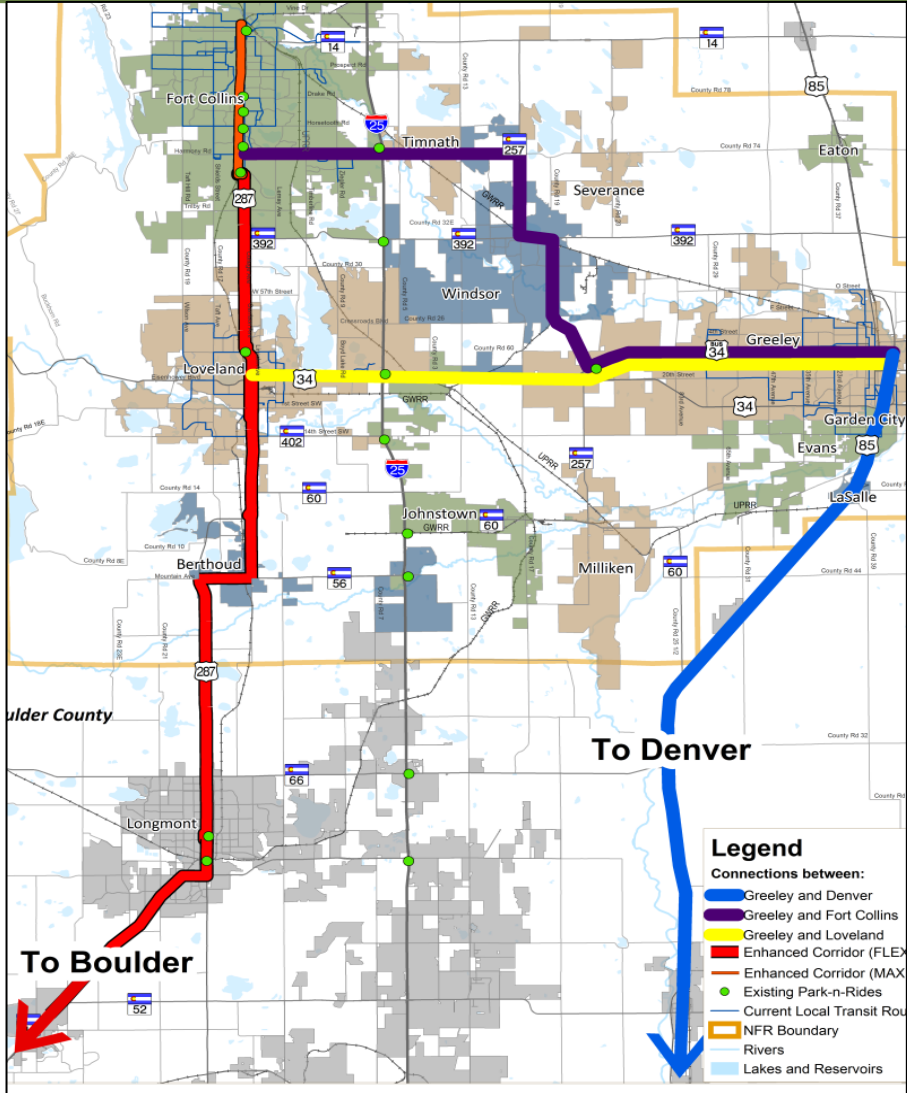
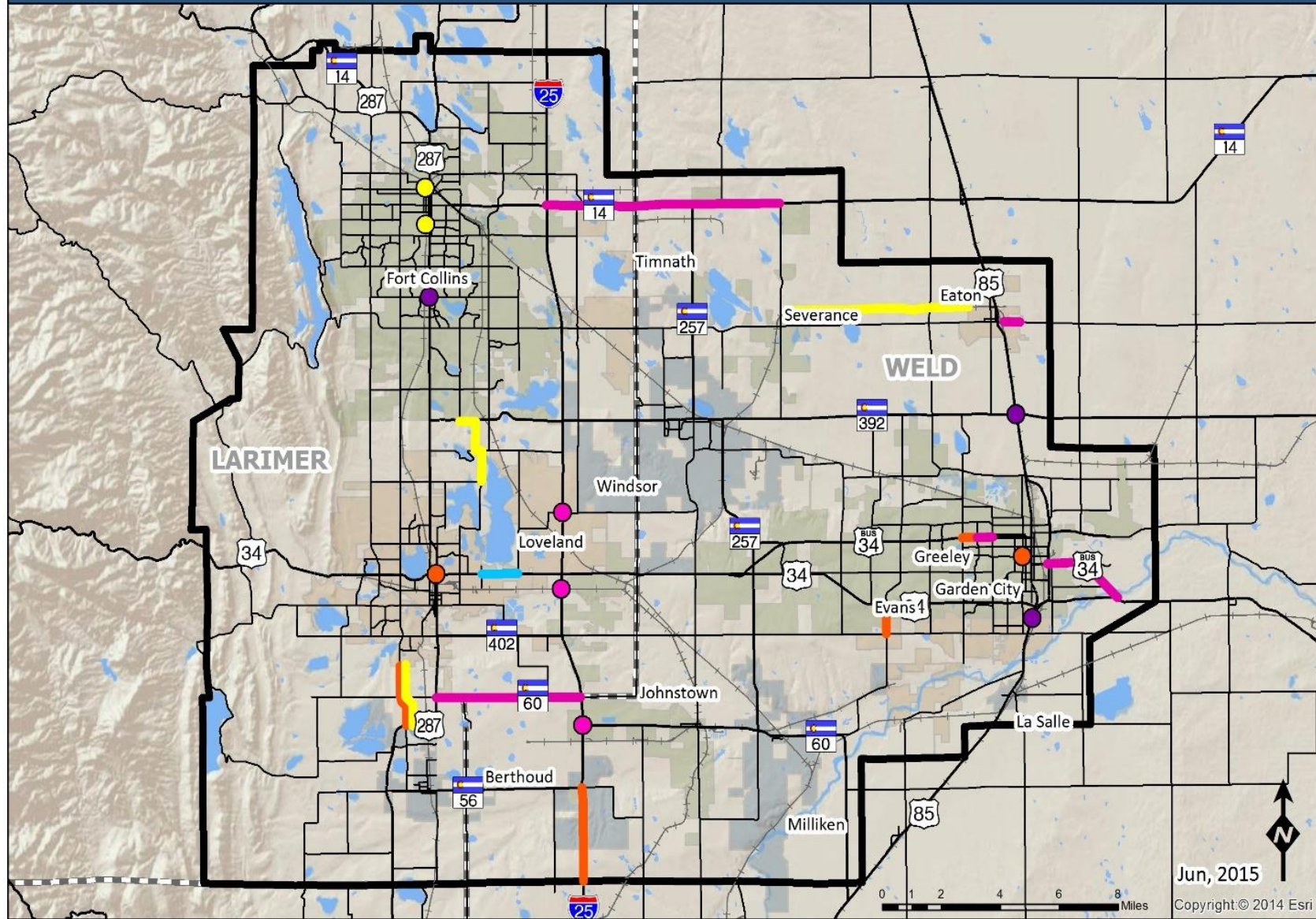


Table 10-2: Estimates of Available Funding Allocation (FY2016 \$ Shown in thousands)

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 (RPP)	\$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 Tax	\$130,032	\$16,475	\$4,321	\$31,495	\$0	\$5,982	\$0	\$188,305
Total	\$961,854	\$125,227	\$37,686	\$67,509	\$94,598	\$35,313	\$10,433	\$1,332,620
Percentage	72%	9%	3%	5%	7%	3%	1%	100%

FY2016-2019 TIP Projects

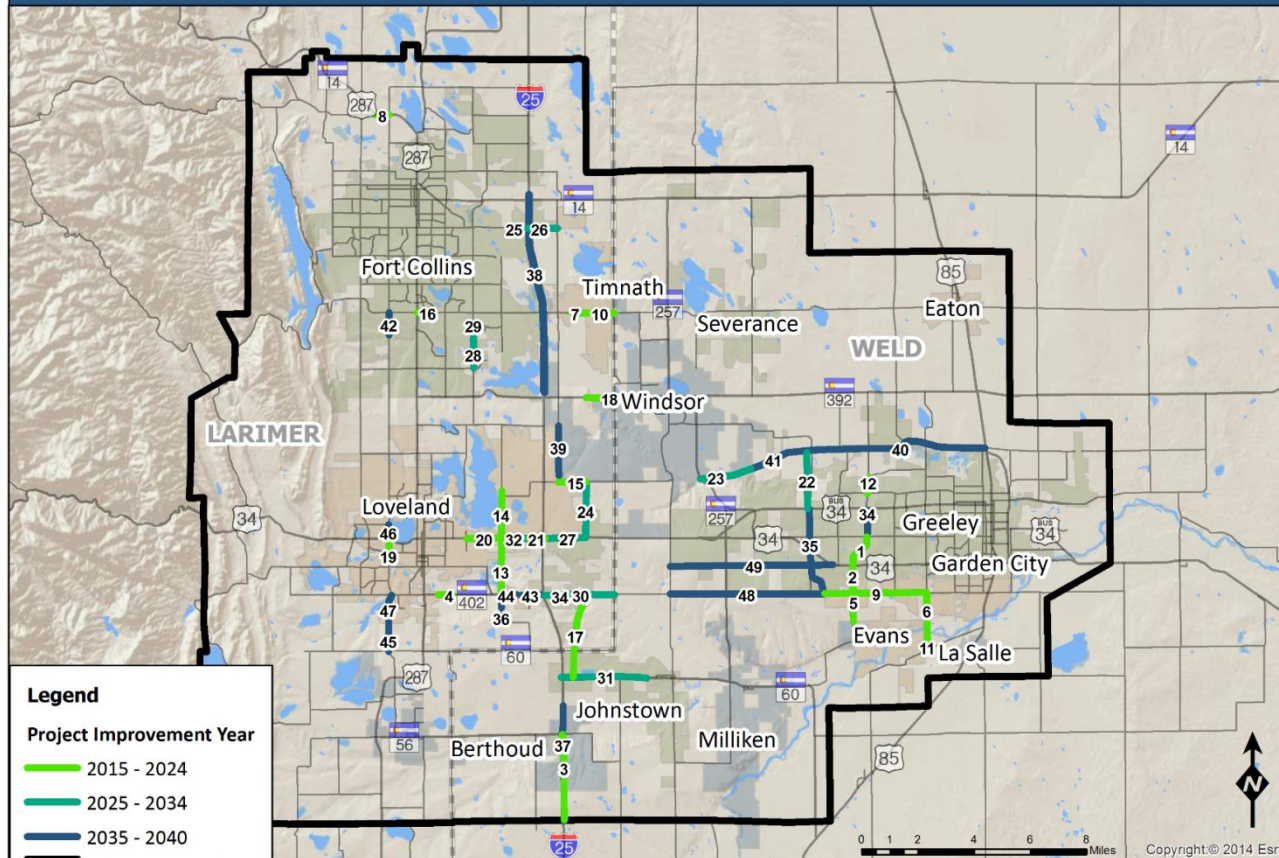


Jun, 2015
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Legend

- | | | | | | | |
|--------------|-------------------|--------------------------|-------------------|-------------------------|-----------------|-----------------|
| Project Type | Bridge Work | Operational Improvement | Capacity Change | Operational Improvement | NFRMPO Boundary | County Boundary |
| | Bike/Ped Facility | Intersection Improvement | Bike/Ped Facility | Improve Pavement | | |

2040 RTP Regionally Significant Projects

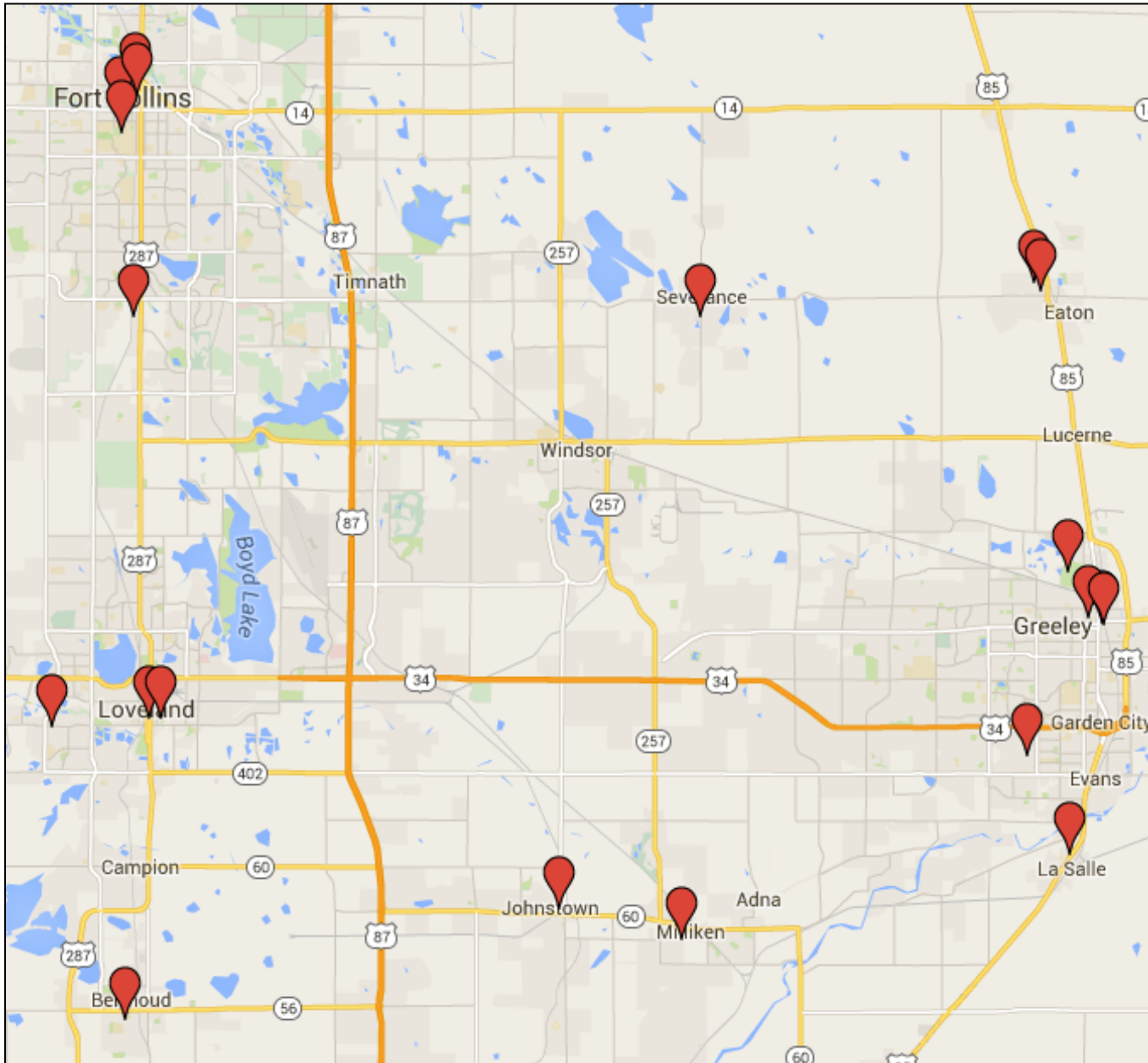


Jun, 2015
Sources: CDOT, Evans, Greeley, Johnstown, Loveland, NFRMPO, Windsor

**Table 12-1: 2040 RTP Regionally Significant Fiscal Constraint
(FY2016 \$ shown in thousands)**

Anticipated Funds for Capacity Projects	Amount
Federal and State Funds Available	\$215,109
Local Funds Available	\$368,452
Total	\$583,561
FY2016-2019 TIP Programmed Projects*	\$17,049
Remaining Capacity Funds Available	\$566,512
2040 RTP Modeled Regionally Significant Project Costs	\$566,399
Difference	\$113

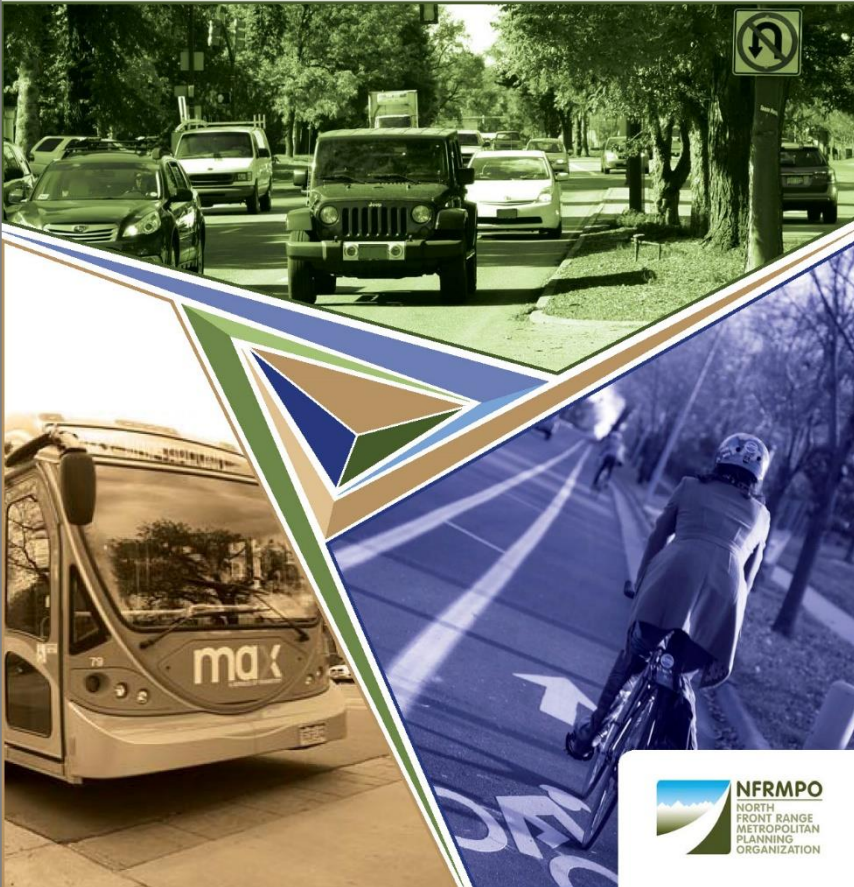
*Includes projects programmed using RPP, FASTER Safety, and/or STP-Metro funding.



- Public Outreach included:**
- Attendance at public events, Mobility Council and coalition meetings to gain feedback from public.
 - Surveys about regional transit needs, recommendations.
 - Community Remarks website.

2040 Regional Transportation Plan

North Front Range Metropolitan Planning Organization
Adopted -----, ---



- TAC will recommend Council adopt the 2040 RTP at their August 19, 2015 meeting.
- Council action to adopt the 2040 RTP at their September 3, 2015 meeting.

Questions?

DRAFT STAC Meeting Minutes
July 24, 2015

Location: CDOT Headquarters Auditorium

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

Chairman: Vince Rogalski (GV)

Attendance:

In Person – Kevin Hall (SW), Scott Hobson (PACOG), Craig Casper (PPACG), Adam Lancaster (CFR), Todd Hollenbeck (GVMPO), George Wilkinson (SLV), Rodney Class-Erickson (SUIT), Edward Box (SUIT), Terri Blackmore (NFRMPO), Thad Noll (IM), Walt Boulden (SC), Mack Loudon (SC), Jim Baldwin (SE), Sean Conway (NFRMPO), Pete Baier (GVMPO).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions / May Minutes / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • Review of May STAC Minutes 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski</p>	<ul style="list-style-type: none"> • Vince Rogalski discussed the most recent TC meeting. • Smaller group since new Commissioners have not yet been appointed to replace those leaving. • Several minor items on the consent agenda. • Bustang update – will hear more about this later in STAC. 	
<p>TPR Reports / STAC Members</p>	<ul style="list-style-type: none"> • <u>Southwest</u>: Plugging away on RAMP and other local projects; TPR meeting next week; airport planning project under development, looking for funding at this point. • <u>Pueblo</u>: Groundbreaking for I-25 ILEX RAMP project, now underway; series of 5 public meetings scheduled in coming weeks for LRTP. • <u>Pikes Peak</u>: Working on TIP amendment #1; I-25 Fillmore Interchange project now underway. • <u>Central Front Range</u>: Creating bylaws for the Regional Planning Commission; Canon City finished up US 50 plan. 	

- Grand Valley: Doug Aden (District 7 Transportation Commissioner) retired in June after 17 years of service.
- San Luis Valley: Chip seals starting next week on US 160 and US 285; TPR meeting next week.
- Denver: Board approved work program for FY16-FY17; station area master plan call for projects coming in Oct.; Board going through TIP “postmortem”, i.e. lessons learned and future improvements, might use a different model for selecting TIP projects in the next go-around.
- Southern Ute: Several SWTPR projects completed or underway: SH 314 and SH 172 intersection completed; SR 151 & SR 172 intersection in the design process (collaboration between the Tribe, CDOT, Ignacio, and La Plata County); La Plata County initiated RFP for CR 517 and SR 172 intersection improvements, midway through November completion of LRTP and Tribal Safety Plan, have concluded sub-award agreements with CDOT and La Plata County; will focus more on safety in the future than previously via a permanent subcommittee.
- North Front Range: Approved conformity for RTP/TIP, will adopt Congestion Management Process in Sept. and re-adopt 2016-2019 TIP; very successful Transportation Summit on 6/15, presented many new ideas and concepts, such as Tax Credit Proposal (used in AZ and UT), Sen. Corey Gardner attended; Weld Co. Parkway (34 to CR 6 ½) first phase of larger project that will open on 9/15 – 3rd largest county bridge in CO (nearly 1,700 ft.); Sen Bennet will do an event today to talk about federal reauthorization bill and I-25.
- Northwest: Kudos to CDOT for new signal at SH 31; attended Club20 Transportation retreat, trying to move funding forward for transportation and get it to the voters/legislature (gas tax, sales tax, or something else).
- Intermountain: First RAMP project in the TPR completed (Eagle Interchange), kudos to R3 and the contractor; SH9 and Simba Run RAMP projects both approved by TC, will bid this Winter and build in Summer; ProChallenge race August 17-20 mostly in Summit Co.; Bustang starting up on I-70 corridor, mixed ridership so far but trying to encourage in order to get a weekend route, small transit system in some parts of the area trying to bolster service to complement Bustang.

	<ul style="list-style-type: none"> • <u>South Central</u>: Working on transit center project; rock mitigation in Trinidad going well; next TPR meeting in August; Walt has taken over for Pete at the COG and will do a good job. • <u>Eastern</u>: Grenada overpass work continues; SH6 work ongoing. • <u>Gunnison Valley</u>: TPR meeting next week; hoping to schedule more frequent meetings moving forward; construction on Monarch Pass going well. 	
<p>Being the Best DOT for Our Customers / Mike Lewis, CDOT Deputy Director</p>	<ul style="list-style-type: none"> • Executive Director Bhatt has challenged CDOT leaders to take the simple mission of “Be the Best DOT” – the “North Star” – how do we actually achieve that. • Three Peaks – Our People, Utilization of Technology, Multimodal System <ul style="list-style-type: none"> ○ People – create an environment within CDOT where people want to work here, are happy to work here, feel productive here – especially the new generation; an environment that supports professional growth and improvement. ○ Technology – there is a limited amount you can do to build your way out of our transportation issues, especially in the Front Range, so we need to use technology (both present and future) to squeeze more out of the system; better data, new tools, etc. ○ Multimodal System – good condition, good reliability, incident management, winter operations (I-70 corridor). • Goal of all of these summits is to provide a better transportation experience for the user, the public. • Asking for STAC partnership to challenge us to be the best – if TPRs don’t think we’re the best, then we’re not the best. • This will be the focus for the next 3 ½ years of the Hickenlooper Administration. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Kevin Hall</u>: Since you and Shailen are new, you’re probably assessing CDOT and thinking about performance measures – what are your thoughts? • <u>Mike Lewis</u>: I’ve been very impressed by the people, their desire to do good for the state, and also by the size and complexity of the system. We’re trying to streamline performance measures to ensure that there is focus and not 	

	<p>working at cross purposes. People are busy and shouldn't be managing any initiatives that aren't productive, and we don't want to overtax people and prevent them from doing their jobs. Also, the style of open communications between regions that we see at the STAC is important and refreshing.</p> <ul style="list-style-type: none"> • <u>Craig Casper</u>: In my experience, CDOT often treats the highways, rather than the highway user, as the customer. We need to refocus that. • <u>Mike Lewis</u>: That is a spot on statement, we need to focus on the user first. 	
<p>Chief Engineer Update / Josh Laipply, Chief Engineer</p>	<ul style="list-style-type: none"> • I want to thank the group for their patience and willingness to contribute on RAMP projects that have experienced scope cuts and/or higher local match levels as a result of the cost increases that we've had to deal with. • There was some discussion during the last meeting about the Local Agency Program and difficulty in meeting the oversight/reporting requirements. We're looking to improve and make it easier for everyone, so please give us suggestions. • Also, we know that we will be getting a full SB 228 transfer of \$200 million for the first year, most of that money will be going to I-70 E but there is also a 10% transit component. Currently we're updating the SB 228 transit project list because that's where we'll probably start in terms of allocating those funds. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Karen Rowe</u>: Can the SB 228 transit requests be for local projects? • <u>Mark Imhoff</u>: These are meant to be "strategic" (i.e. larger, statewide) projects. There are other programs that could fund smaller items like local transit vans. • <u>Josh Laipply</u>: There is also the potential to partner those smaller projects with larger strategic projects, such as Bustang. • <u>Doug Rex</u>: Are you setting up a formal discussion of these Local Agency project issues? If so then we'd like to participate. Do you feel that you have a good grasp of the issues? • <u>Josh Laipply</u>: We're mostly brainstorming internally at this point, but when we get a few strategies that seem realistic we'll bring them to the group. We're just trying to get things solidified before sharing with everyone. We feel we have a good idea of the challenges that exist for Local Agencies and 	

are looking into potential to de-Federalize certain projects to simply things, looking at other states that have done so.

- Adam Lancaster: In our region, we've centralized some of the local agency work to simplify matters. A few years ago there was a CDOT outreach effort to ask locals about their needs and we don't feel that we've seen any of our recommendations taken on. Often times it's the state processes and regulations, rather than federal ones, that are causing the problems. I think you need to have local agency input early in this process so that you're not on the wrong track from the beginning – assuming that the feds are the problem may not be 100% correct.
- Mike Lewis: If you could give us some of those specific recommendations it would be very helpful.
- Kevin Hall: I agree with Adam, I just want to reiterate his point. We've done plenty of local agency projects over the years and it seems to get harder each year, not easier. Our local CDOT staff is great, but when things get sent off to Denver they just sort of disappear. I would welcome the opportunity to participate in this effort, I don't have the answers or want to point fingers, but I do want to be involved.
- Terri Blackmore: This isn't just a local agency construction issue – we see it with CPG funds (3 months non-payment), transit funds (6 months non-payment), etc.
- Vince Rogalski: I've heard this from many sources; people are competing for projects, getting awarded, and the shovels are ready but it takes a year to do the necessary contracting.
- Josh Laipply: We are aware of all of these issues and have heard the same complaints from our own RTDs and staff. We are looking to improve through better processes and technology, etc. At the same time we have FHWA telling us that we don't do enough oversight as is. We just don't have the resources to do what they're asking us to, which contributes to the delays.
- Kevin Hall: I just want to say thanks to staff, we know that you're frustrated too and we appreciate that you're working to improve things.
- Mark Imhoff: We've heard a lot of input about the need for rural medical access transit and we're looking at the potential for a "Bustang Light"-type program focused on rural transit access to key services – if you have comments please work with the regions.

<p>Federal and State Legislation Update / Ron Papsdorf, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> • The 33rd extension of MAP-21 expires on July 31st. <ul style="list-style-type: none"> ○ The House of Representatives passed a 5 month extension out to December 18th in the hope that 5 months will provide enough time to develop a 6-Year Reauthorization bill. ○ The Senate is working towards a full 6-Year Reauthorization but only have 3 months' worth of funding in their official proposal - \$317 billion over 6 years, a 5% increase over MAP-21. ○ Some controversial methods of paying for it – general funds for \$47 billion (reducing interest rates, selling SPR oil, taking fees from NTSA, etc.). ○ From a policy standpoint it's pretty similar to MAP-21, the Colorado delegation has worked with both Senate offices to soften BRT language, make changes to the TIGER program (\$2.5b over 6 years), etc. • The House is strongly opposed to the Senate bill, and there are doubts as to whether it will pass anyway given that there's only a week left to do so. • CDOT is concerned about the potential de-coupling of funding and policy – 3 years of funding but 6 years of policy – it might be better to pass a 3 year bill if you only have 3 years of funding. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: Isn't a long-term reauthorization better than another continuing resolution? • <u>Ron Papsdorf</u>: We definitely agree. • <u>Sean Conway</u>: So I would caution you not to get in the weeds on this – if we can get a reauthorization we should be pleased with that. • <u>Craig Casper</u>: Where is AASHTO on this? • <u>Ron Papsdorf</u>: Like us, they are concerned about the sub-allocation of STP funds and the small increase in overall funding. • <u>Vince Rogalski</u>: Is there any real plan for <i>increasing revenues</i> for transportation? • <u>Ron Papsdorf</u>: No, not really. There is the potential for the repatriation of corporate funds, but no real user fee or other revenue sources. 	
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<p>Bustang Update / Mark Imhoff & Mike Timlin, Division of Transit & Rail</p>	<ul style="list-style-type: none"> • We are now in the second week of operations – we launched all three routes on July 13th – CDOT is now the nation’s newest transit agency. • Ridership is higher than expected: 2,100 people in first 9 days. <ul style="list-style-type: none"> ○ Northbound Route: average 111 riders per day. ○ Southbound Route: average 91 riders per day. ○ Westbound Route: average 45 riders per day. • There are 51 seats per bus, so they’re not near capacity yet. • The next steps are to get more public input and feedback, improve the website to better provide schedules, and begin Phase II of the plan for an IGA with RTD to hook up bus electronics for automated stop announcements and more. • We did have some fare box issues at the start - we’re the first agency in the country using QR code multi-ride tickets, so we’re working out those kinks. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: Are you having challenges in meeting your timetables? If so, how are you dealing with them? We need to ensure a good experience for the riders. • <u>Mike Timlin</u>: For the long term it would be bus-on-shoulder or a managed lane, but in the short-term we built in extra time to the schedules to account for congestion. We are regularly meeting our targets, but unpredictable things like accidents can create issues. • <u>Mark Imhoff</u>: We are experiencing more delays on the westbound route due to construction projects along the corridor. • <u>Terri Blackmore</u>: Have you had many ADA riders yet? It seems like it would slow down boarding given the door’s location on the bus. • <u>Mike Timlin</u>: We have had some ADA riders and they’ve worked out well so far. 	
<p>I-70 E Project Update / Tony Devito, CDOT I-70 Project Manager</p>	<ul style="list-style-type: none"> • We’ve had a busy final quarter and have a lot to brief you on. • CDOT determined that the best way to deliver the project is by a Design-Build-Finance-Operate-Maintain agreement. <ul style="list-style-type: none"> ○ Released RFQ. ○ Received 5 team applications. ○ Will announce today the 4 teams moving into next phase. 	

	<ul style="list-style-type: none"> ○ Will have more Telephone Town Hall outreach meetings in August 18-20 ● Recent inspections found failed cables on the viaduct but it's not a safety concern, rather another sign that the age of the structure beyond its useful life. ● An IGA was completed with the City and County of Denver: <ul style="list-style-type: none"> ○ \$37 million direct contribution ○ \$47 million indirect contribution ○ Denver will be a long-term partner on this, has waived roughly \$50 million worth of fees, and has agreed to a set right-of-way fee to avoid future legal issues. ○ Working with the City for a double redundancy drainage system to avoid flooding issues. ● Funding Breakdown: <ul style="list-style-type: none"> ○ Bridge Enterprise – \$850 million ○ DRCOG – \$50 million ○ SB228 – \$180 million ○ Local – \$37 million ● Timeline: <ul style="list-style-type: none"> ○ Currently working through the environmental process. ○ Final EIS - 1/2016 ○ ROD - Summer 2016 ○ Final RFP - Spring 2016 ○ Start Construction – 2017 ● Tony Devito will return to the STAC with periodic updates as the project progresses. <p>STAC COMMENTS</p> <p><u>Sean Conway</u>: How will the possible re-do of the National Western Complex impact this, if approved?</p> <p><u>Tony Devito</u>: There are a lot of projects in this part of the city, but we don't anticipate increased competition for labor given the different project types. We will continue as planned regardless of NWC decision.</p>	
<p>Presidential Challenge for Risk & Resiliency /</p>	<ul style="list-style-type: none"> ● Colorado has experienced impacts from major events in the past 5 years and there is reason to believe that these may increase in the future. 	

<p>Johnny Olson, CDOT Region 4 and Iain Hyde, Colorado Recovery Office</p>	<ul style="list-style-type: none"> • There are opportunities to learn lessons from past disasters and chances to incorporate resiliency into business development and other daily activities moving forward. <ul style="list-style-type: none"> ○ Key goals: rebound, adapt, and thrive • Resilience is a bottom-up, community based concept and needs to be flexible based on location; perspectives need to change and the state needs to advocate for communities. • The Colorado Resiliency Framework was adopted in May 2015 and seeks to empower communities. Sectors include: <ul style="list-style-type: none"> ○ Economic ○ Community ○ Health & Social ○ Housing ○ Watersheds and Natural Resources ○ Infrastructure • Project prioritization criteria were used to quantify benefits in different categories. • The Colorado Resiliency Working Group will continue work with focus on implementation. <ul style="list-style-type: none"> ○ Annual operating plan, metrics, assessment, and reporting. ○ Will pilot local resiliency programs with 3-4 eligible areas, with facilitation and support for local efforts. ○ There is no national model for this yet. • Colorado Resiliency Partnership Fund: <ul style="list-style-type: none"> ○ PPP fund to provide a sustainable funding source for resiliency in the community development and disaster recovery processes. ○ Leveraging limited public funds available for this effort. • National Disaster Resilience Competition (by US Department of Housing and Urban Development): <ul style="list-style-type: none"> ○ Phase I application submitted in March – CO selected as a finalist (along with 40 other applicants) ○ Phase II application due October 27th ○ Need to demonstrate needs and scope projects ○ Projects should address multiple sectors 	
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	<p>STAC COMMENTS <u>Sean Conway</u>: Did you say that there are 40 states as finalists? <u>Iain Hyde</u>: There were 67 states, territories, and municipalities that applied - primarily states, but also a mix of others. They all have very different scopes of disaster and funding asks. We're one of the larger applicants. <u>Johnny Olson</u>: We are bringing this to the STAC because we'll need to tie planning into this holistic approach, and it will be even more important in the future. Doing so will make us more successful in receiving grants and in delivering to the public.</p>	
<p>FMIS 5 Update / Jamie Collins, CDOT Office of Financial Management and Budget</p>	<ul style="list-style-type: none"> • USDOT / FHWA are updating their financial software, impacting all 50 states and territories. • The update will occur at the end of their fiscal year in October, so CDOT won't be able to submit any authorizations or reimbursements during the period of 9/25-10/25. • Any projects going to ad in October or early November should ideally be submitted to OFMB by 9/11 in order to get through CDOT process and submitted to FHWA by 9/25. • We will keep you posted moving forward. <p>STAC COMMENTS <u>Karen Rowe</u>: Are there any emergency procedures being developed for this? <u>Jamie Collins</u>: FHWA is developing emergency procedures, but these may be on the scale of natural disasters, not just high priority projects.</p>	
<p>Other Business</p>	<p>The upcoming Freight Advisory Council Meeting will be held at the DRCOG offices on Thursday, July 30th from 1:00 PM – 4:00 PM.</p>	