



419 Canyon Avenue, Suite 300
 Fort Collins, Colorado 80521
 (970) 221-6243
 (800) 332-0950 (VanGo)
 FAX: (970) 416-2406
www.nfrmpo.org
www.VanGoVanpools.org

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MPO Staff

*Suzette Mallette
 Interim Executive Director*
*Becky Karasko
 Regional Transportation Planning
 Director*
*Renae Steffen
 Administrative Director*
*Crystal Hedberg
 Finance Director*

Next Council Meeting
March 1, 2018
Larimer County Offices Bldg.
Carter Lake/Boyd Rooms
200 W. Oak Street
Fort Collins, CO

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

February 1, 2018

**Weld County Admin. Bldg.
 1150 O Street
 Greeley, 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 on the Agenda)*

Anyone in the audience will be given time to speak to items 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 all other items prior to Council action being taken.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-January 4 & 25, 2018 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division (APCD) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

4. Report of the Chair Tom Donnelly 5 min
 - RAQC Assignment
5. TAC (Pg. 12) (Written Report)
6. Quarterly TIP Modification Update (Pg. 13) (Written Report)

CONSENT ITEMS:

7. January 2018 TIP Amendment (Pg. 18) Medora Kealy
8. 2014-18 NFRMPO Targets for Safety Performance Measures (Pg. 22) Medora Kealy

ACTION ITEM:

9. NoCo Bike & Ped TA Funding Recommendations (Pg. 26) Tom Jones 10 min

PRESENTATIONS:

10. North I-25 Express Lanes Project Rees/Paddock 30 min
11. US 34 PEL Chad Hall 20 min

DISCUSSION ITEMS:

12. NoCo Bike and Ped Letter to CDOT (Pg. 27) Marilyn Hilgenberg 20 min

COUNCIL REPORTS:

15 min

- Transportation Commission/ CDOT Region 4 I-25 Update Gilliland/Olson Horak/Mallette
 STAC/TC Memo-Potential 2018 Ballot Question (Pg. 33) **Becky Karasko**
 Host Council Member Report Julie Cozad

MEETING WRAP-UP:

5 min

Next Month's Agenda Topic Suggestions

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL
January 25, 2018**

**Larimer County Offices Building
Commissioner's Conference Room, 2nd Floor
200 W. Oak Street
Fort Collins, CO**

Voting Members Present:

Tom Donnelly - Chair -Larimer County
Jennifer Baker -Berthoud
Kevin Ross -Eaton
Mark Clark -Evans
Gerry Horak -Fort Collins
Troy Mellon -Johnstown
Dave Clark -Loveland
Linda Measner -Milliken
Don Brookshire -Severance
Aaron Pearson -Timnath
Kathy Gilliland -Transportation Commission
Sean Conway -Weld County

Voting Members Absent:

Chris Colclasure -CDPHE
Robb Casseday -Greeley
Paula Cochran -LaSalle
Kristie Melendez -Windsor
*No appointed member -Garden City

MPO Staff:

Suzette Mallette, Interim Executive Director; Renae Steffen, Administrative Director

In Attendance:

Julie Cozad, Marni Nathan Kloster, Steven Olson, Ginger Robitaille, Jed Scott

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

Donnelly stated the meeting would have one action item and would then go into an Executive Session and recess, no action would follow the session. All in attendance introduced themselves for the record.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE MEETING AGENDA:

*ROSS **MOVED** TO APPROVE THE JANUARY 25, 2018 MEETING AGENDA. The motion was **seconded** and **passed** unanimously.*

Metropolitan Planning Organization (MPO) Agenda

Chair Donnelly opened the MPO portion of the meeting.

ACTION ITEM:

Human Resource Committee Assignment

Mallette distributed the Human Resource (HR) Committee Charging Statement to the Council. Donnelly reviewed the statement and requested suggestions and volunteers to serve on the

committee. Ginger Robitaille, COO/HR Generalist, Turning the Corner (TTC), LLC, as the MPO HR Consultant. Robitaille explained TTC represents many industries, non-profit and government agencies providing on-demand HR services to those without full-time HR support.

TTC services include compliance, staff and leadership communications, employee engagement, on-boarding and off-boarding and performance management. D. Clark asked if TTC worked with both public and private organizations. Robitaille replied they did. D. Clark asked if this was a new committee for the MPO and if it was being established in light of recent events. Mallette explained the MPO had not had an official HR resource in place for staff, Executive Director, Executive Committee or the Council to rely on since the contract with City of Fort Collins had been revised several years prior. She added having a consultant with professional credentials would allow MPO matters to be properly evaluated through TTC prior to any action being taken, making them an extremely beneficial resource for the organization as a whole.

Donnelly added the cost of hiring TTC would be counteracted by the benefits offered during the facilitation of the new Executive Director hiring process as well as ensuring the MPO does not make mistakes that cause unnecessary loss of staff or exorbitant legal expenses, noting the HR committee would partner with TTC to become a conduit between staff and the Council, when appropriate. Following a comprehensive discussion regarding whether TTC should report to the Executive Committee or an HR committee and the advantages and disadvantages of having a standing HR committee versus a temporary HR subcommittee, the Council decided a temporary subcommittee would be formed and then reviewed in six months to determine its contribution to the organization and need for continuance. The Human Resource Subcommittee was assigned as follows: Chair- Dave Clark; Vice Chair-Julie Cozad; Member- Don Brookshire.

CONWAY *MOVED* TO APPROVE CREATING A TEMPORARY HUMAN RESOURCE SUBCOMMITTEE WITH DAVE CLARK AS CHAIR, JULIE COZAD AS VICE CHAIR AND DON BROOKSHIRE AS MEMBER. THE SUBCOMMITTEE SHALL SERVE FOR SIX MONTHS AND THEN BE REVIEWED BY COUNCIL TO DETERMINE CONTINUANCE. The motion was **seconded and **passed** unanimously.**

EXECUTIVE SESSION:

Chair Donnelly announced the Council would be going into an Executive Session pursuant to: (1) C.R.S. § 24-6-402(4)(b) of the Colorado Revised Statutes in order for the Council to seek legal advice regarding a contract, and (2) C.R.S. § 24-6-402(4)(e)(I) to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators. He clarified the Council would not reconvene in open session following the Executive Session and no action would be taken.

ROSS *MOVED* TO GO INTO AN EXECUTIVE SESSION PURSUANT TO: (1) C.R.S. § 24-6-402(4)(b) OF THE COLORADO REVISED STATUTES IN ORDER FOR THE COUNCIL TO SEEK LEGAL ADVICE REGARDING CERTAIN MATTERS, AND (2) C.R.S. § 24-6-402(4)(e)(I) TO DETERMINE POSITIONS RELATIVE TO MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING A STRATEGY FOR NEGOTIATIONS, AND INSTRUCTING NEGOTIATORS. The motion was **seconded and **passed** unanimously.**

Council entered Executive Session at 6:55 p.m. The session lasted approximately one hour.

The meeting was adjourned at 8:00 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

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

February 2018

The Air Quality Control Commission:

- On January 18, the Commission approved a revision to Colorado's sulfur dioxide (SO₂) interstate transport State Implementation Plan (SIP) demonstrating that SO₂ emissions from Colorado do not significantly contribute to nonattainment or interfere with maintenance of the federal SO₂ standard in any other state.
- The Commission heard a presentation on ozone source apportionment modeling. The modeling indicates that at the four monitoring sites in the nonattainment area with the highest ozone concentrations in 2017, on 40 days that were analyzed, 66-86% of the ozone was due to sources outside of Colorado. The modeling also indicates that reducing emissions of nitrogen oxides (NO_x) will have greater ozone benefits than reducing volatile organic compounds (VOCs) at the same four monitors.

The Air Pollution Control Division:

- Colorado was formally designated as a beneficiary of the Volkswagen environmental mitigation trust on January 30, 2018. The Division proposed a spending plan, known as a Beneficiary Mitigation Plan, in the fall of 2017 for public comment. The Division expects to publish the final plan in February. The Division will enter contracts with the Regional Air Quality Council, Colorado Department of Transportation, and Colorado Energy Office, who will solicit grant applications from the public.
- The Division, in conjunction with the Colorado Energy Office, Colorado Department of Transportation, and Regional Air Quality Council, finalized the Colorado Electric Vehicle Plan. The plan includes a goal of 940,000 light duty EVs and 500 electric transit vehicles in Colorado by 2030. Highway vehicles are Colorado's largest source of nitrogen dioxide, a key ingredient of ozone, and the transportation sector is the largest source of carbon dioxide in America. The GHG emissions from generating the electricity to drive an EV in Colorado are equivalent to the GHG emissions from a car that gets 35 MPG or better.

This number will get even better as utilities generate more renewable electricity.

- The Division contributed to the 2018 Colorado Climate Plan update, <http://cwcb.state.co.us/environment/climate-change/Pages/main.aspx>, which Governor Hickenlooper unveiled on January 31, 2018. The plan addresses strategies to reduce greenhouse gas emissions and adapt to the effects of a changing climate.





RESOLUTION NO. 2018-02
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL **TO SET TARGETS BY SUPPORTING THE 2014-2018**
TARGETS ESTABLISHED BY CDOT FOR THE SAFETY PERFORMANCE
MEASURES

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

WHEREAS, the Colorado Department of Transportation (CDOT) set the following targets in the *2018 Integrated Safety Plan* in August 2017 for the 2014-2018 five year average:

- (1) Number of Fatalities – 610
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.20
- (3) Number of Serious Injuries – 3,350
- (4) Rate of Serious Injuries per 100 million VMT – 6.790
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 586; and

WHEREAS, the CDOT set its 2014-2018 safety targets with a data-driven approach and in collaboration with planning partners; and

WHEREAS, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region;

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees **to set targets by** supporting the CDOT statewide safety targets for 2014-2018 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.


Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February, 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Interim Executive Director





COLORADO
Department of
Transportation



EXPRESS LINES NORTH
I-25
Johnstown to Fort Collins

Overall Improvements Include:

- Rehabilitate or Reconstruct General Purpose Lanes
- Add Express Lanes
1) northbound and 1) southbound (widening to the middle)
- Construction of inside and outside shoulders in both directions

2

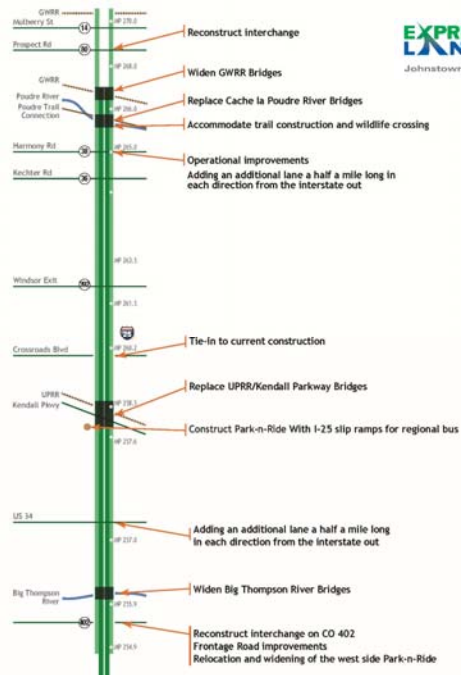
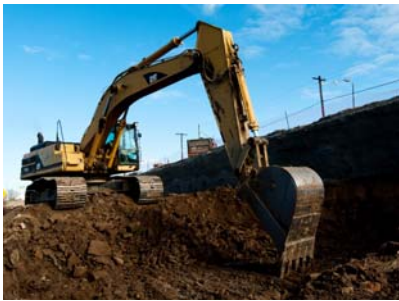
OVERALL IMPROVEMENTS INCLUDE

Rehabilitate or Reconstruct General Purpose Lanes

Add Express Lanes

- 1) northbound and 1) southbound (widening to the middle)

Construction of inside and outside shoulders in both directions



3

Contractor Negotiations:

- Were able to cut budget without cutting significant scope items
- We are still using all the funding being provided by our local partners
- Interchanges
- US 34 Expansion
- Poudre River Bridge
- Kendall Parkway

EXPRESS LANES

WHY EXPRESS LANES? - CHOICE

- Reduce delay on most seriously congested corridors
- Use toll pricing to manage congestion
- Maintain reliable travel times now and in the future
- Promote transit and carpooling (where viable)
- Always offered along free general purpose lanes

5

Benefits

CDOT Express Lanes Deliver Operational Improvements

- Corridors with CDOT's Express Lanes see benefits from the operational improvements across all lanes
- Benefits include:
 - Reduced travel time
 - Faster and more consistent speeds for all lanes on CDOT's Express Lane corridors (US 36, I-70 and I-25 North Express Lanes)

Express lanes – What they are not

Express Lanes are not:

- Toll roads where every driver must pay to use any of the lanes. **Express Lanes are a choice and always offered by the free general purpose lanes.**
- Owned by privately-held companies. **CDOT always owns the road.**
- Autobahn Race Tracks. **Law enforcement patrol these corridors and drivers must obey the laws.**

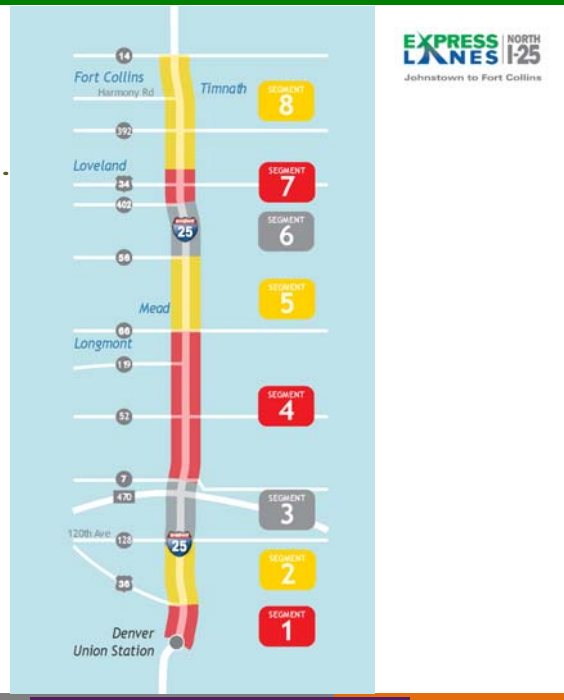
Construction Phasing and Impacts

- During the daytime, two lanes of travel will remain open to ensure travel reliability to motorists
- Motorists can expect lane closures at nighttime, when travel volumes are lower
- Construction at the interchanges, particularly SH 402 and Prospect Road, will result in detours and impacts to the driving public
- Work is scheduled to begin this summer
- Work is anticipated to start at US-34 and on I-25 from Crossroads Blvd to SH-392
- CLOMRs are currently driving the schedule



What's Next?

- Set in place funding packages
- Next priorities:
 - Segment 5/CO 66 to CO 56
 - Segment 6/C 056 to CO 402





COLORADO

Department of
Transportation



US 34 Planning and Environmental Linkages (PEL) Study North Front Range MPO

February 1, 2018



Today's Meeting

- Introductions
- Progress and Updates
- Public and Agency Involvement
- Potential Early Action Projects
- Next Steps



Progress and Updates

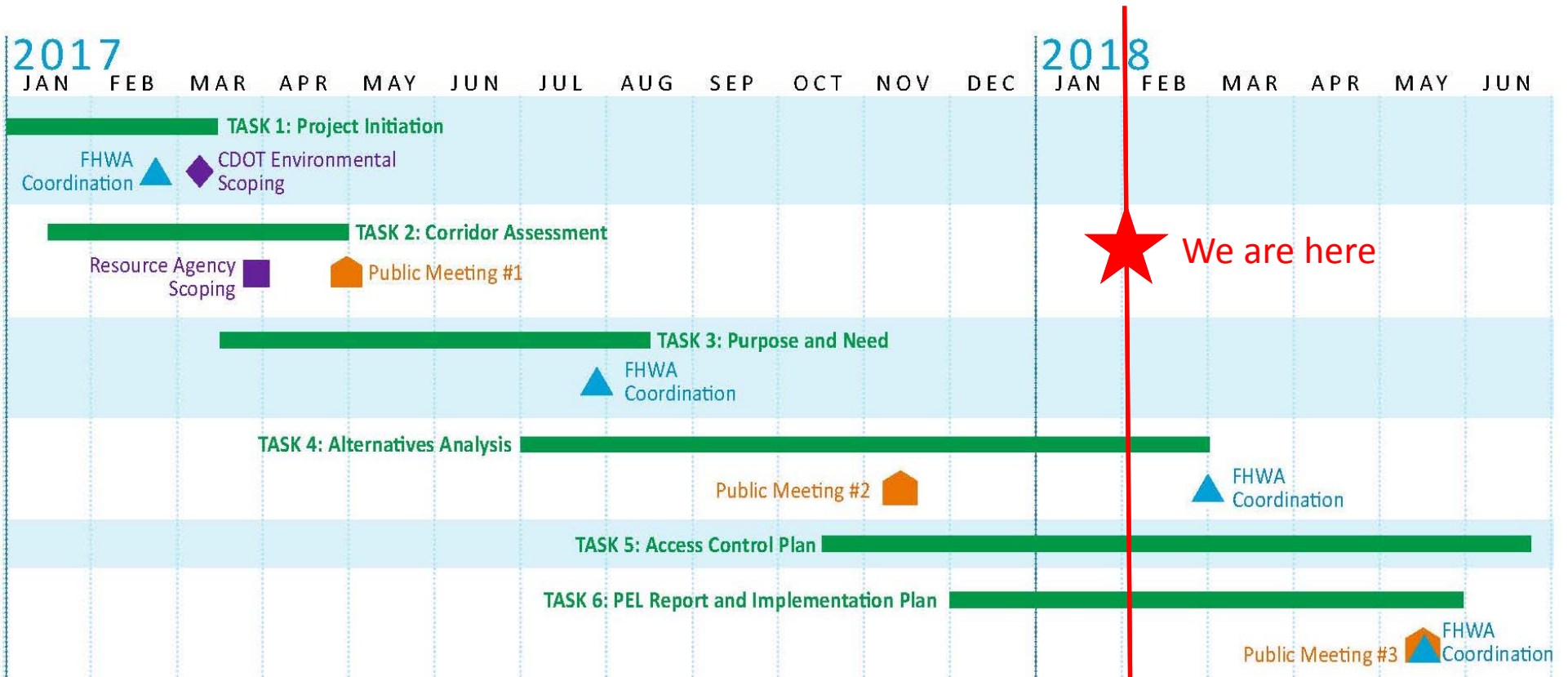


Key Milestones

- Completed
 - Established PMT and TAC teams
 - Engaged key stakeholders (Coalition & FHWA)
 - Successful public involvement campaign
 - Adopted project purpose and need
 - Completed existing conditions assessment
 - Prepared evaluation criteria
- On-going
 - Developing and evaluating alternatives
 - Access management plan activities
 - Targeted stakeholder meetings
 - Public involvement



Schedule





Public and Agency Involvement



Public and Agency Involvement

- Public
 - Held four public meetings, two remaining:
 - May 9th and 23rd
 - Maintained and updated project website
- Agency
 - PMT, TAC, and Coalition meetings
 - Next TAC meetings February 21st & March 21st
 - Targeted agency meetings
 - Greeley and Loveland Transportation Advisory Boards
 - ACP workshops scheduled
 - February 6th & 13th
 - Key messages distributed regularly and available online:
<https://www.dropbox.com/home/US%2034%20PEL%20Process/Coalition%20Key%20Messages>



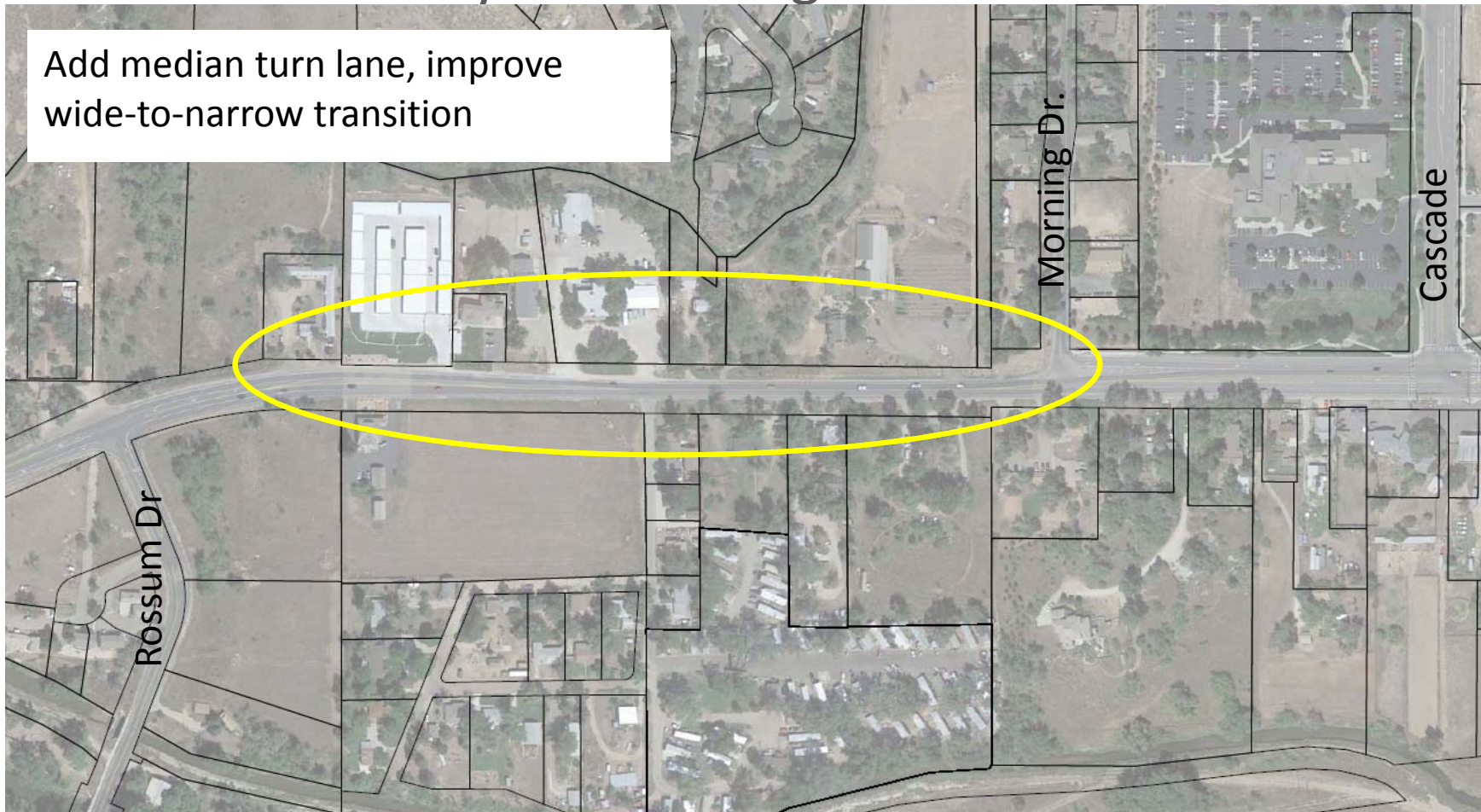
Potential Early Action Projects



Rossum Drive to Morning Drive

- Add turn lane, improve shoulder
- Address safety and drainage issues

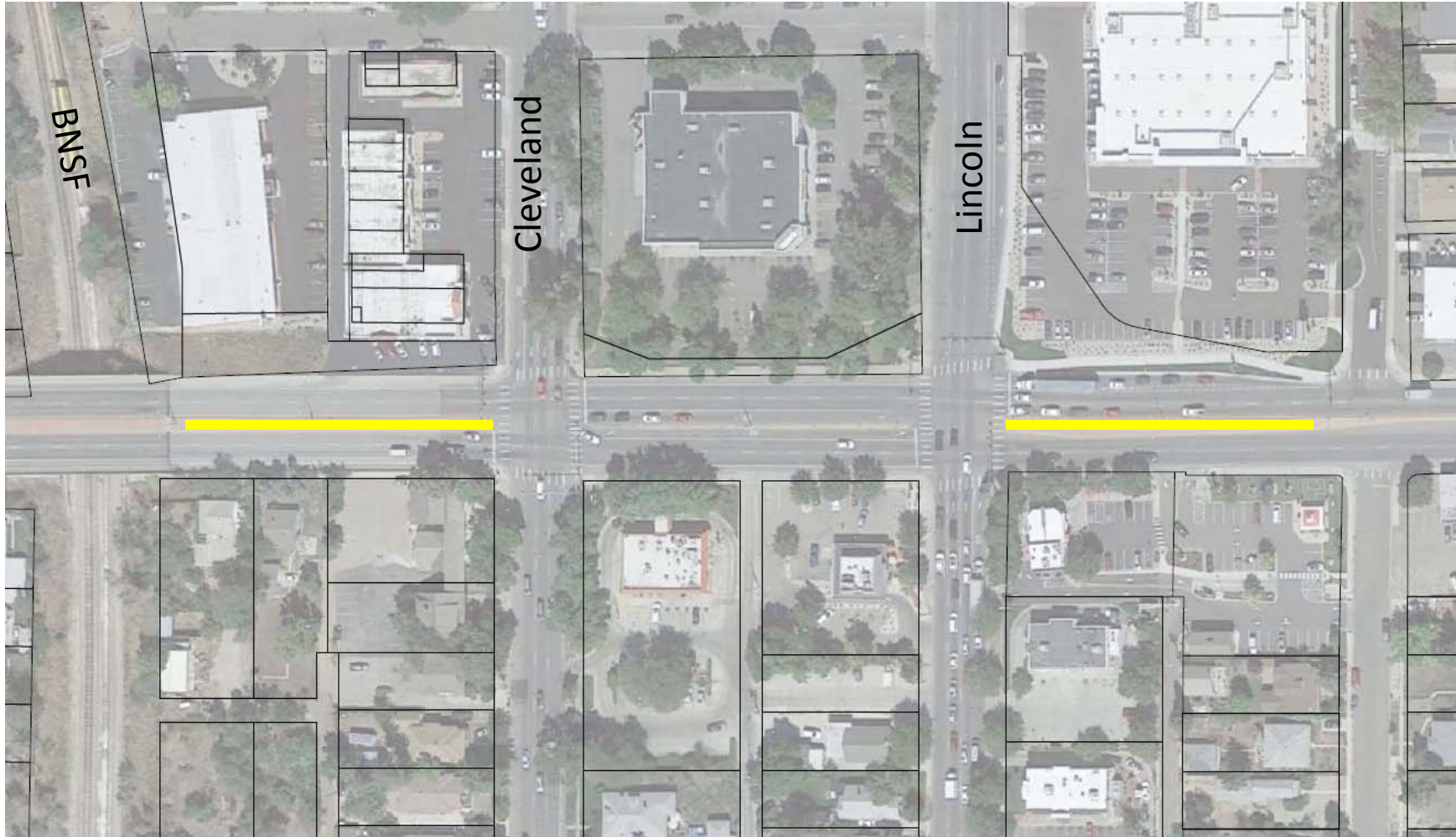
Add median turn lane, improve wide-to-narrow transition





Cleveland - Lincoln

- Lengthen turn lane storage in existing median





County Road 17

- Add northbound left turn lane
- ITS solutions – signal timing, signal warning, etc.





Other Potential Early Actions

- Pedestrian crossing treatment near Lake Loveland
- Truck turning mitigation for Kelim frontage road
- ITS and advance warnings at WCR 13
- Southbound & northbound turn lanes at 83rd
- Lane adjustments and cross-pan removal-north side of 23rd interchange (on west 27th)



Next Steps



Next Steps



- Complete Level 2 evaluation
- Package and prioritize alternatives (Level 3)
- Develop implementation plan and funding strategies
- Conduct final public involvement and agency meetings
- Prepare PEL report

Questions?





Study Area vs. Project Limits

- Study Limits LCR 29 to WCR 53
- Project Limits LCR 27 to WCR 49
- NFRMPO Boundary WCR 47 ½
- WCR 47 ½ is limited access.
WCR 49 is full movement.
- CDOT’s PEL process requires logical termini and independent utility
- No improvements planned outside of the NFRMPO boundary



Table 3-1 Information Developed through Long-Range Transportation Planning and Applicability to the PEL Study Process

Element of the NEPA Environmental Review Process		Does Long-Range Planning help to Define the PEL Process?
Establish Logical Termini	The termini of the project should be determined during the earliest phases of the project. As defined by FHWA, logical termini are rational end points for a transportation improvement project and a review of the potential environmental impacts.	Yes. The SWP, RTPs, and STIP broadly define the areas identified for improvement. Limits would need to be revisited and defined once a PEL study is identified, particularly in areas where it is clear that improvements are needed but consensus regarding potential solutions has not been reached. The PEL study may identify multiple projects with logical termini within the broad corridors defined in the long-range transportation planning process.
Develop Purpose and Need	The purpose and need provide the justification for the project and drive development of the range of alternatives.	Potential. The SWP provides a corridor vision that has information about the corridor’s transportation needs, which can help frame the project’s purpose and need.
Develop and Analyze Alternatives	Developing and evaluating alternatives are the heart of the NEPA process, identifying one or more solutions to satisfy transportation needs and protect environmental and community resources.	Potential. The SWP neither directly identifies or evaluates alternatives nor conducts a fatal flaw analysis. However, the SWP and RTPs do discuss potential solutions that could serve as the starting point for the development of a range of alternatives.
Document Affected Environment	Documenting the existing resources and condition of the environment helps prioritize impact analysis and identify important constraints. The affected environment discussion should include the existing social, economic, and environmental settings surrounding the project. It should also identify environmentally sensitive features in the project corridor.	Potential. The RTP provides general demographic information, corridor conditions, and environmental information that support the characterization of the affected environment. However, specific data related to many of the resources are not provided and would need to be developed as part of the PEL study or future NEPA processes.
Identify Environmental Constraints and Impacts	This analysis identifies the potential impacts, both beneficial and adverse, of project alternatives. This information is used to compare the impacts of project alternatives, develop reasonable mitigation measures, and aid in decision making.	Potential. The SWP and, more specifically, the RTP identify general corridor conditions and provide environmental information and constraints that can help prioritize environmental impact analyses.
Identify Mitigation Measures	Mitigation must be considered for all impacts, regardless of their significance. The potential measures that could be taken to mitigate project impacts should be described in detail.	Potential. Although project-specific impacts are not evaluated in the SWP and RTPs, mitigation strategies are included in the plans in some instances.
Conduct Public Involvement and Agency Coordination	Public and agency involvement is required at various steps in the NEPA process and is a cornerstone of NEPA.	Yes. The SWP includes public and stakeholder participation. Those involved in planning efforts include TPRs and MPOs, the Statewide Transportation Advisory Committee (elected or appointed officials), FHWA, state and federal agencies, advocacy groups, tribal governments, and the public.



Study Area vs. Project Limits





Support of Memorandum to CDOT

NOCO BIKE & PED COLLABORATIVE MEMO TO CDOT REGARDING
TRAIL CONNECTIVITY AND I-25 EXPANSION

The NoCo Bike & Ped Collaborative represents jurisdictions, agencies, community organizations, and individuals in northern Colorado working together to advance the connectivity of non-motorized networks.



The Collaborative has written a memo asking CDOT to fund the installation of bicycle and pedestrian trail infrastructure to preserve safe crossings for pedestrians and bicyclists at two locations across North I-25. We ask the Planning Council to also provide a letter of support.

BIG THOMPSON RIVER (LOVELAND/JOHNSTOWN)

BOX ELDER CREEK (FORT COLLINS)

Consistent with CDOT & Regional Planning

- Colorado Department of Transportation (2009 Policy Directive-Bike & Pedestrian)
- NFRMPO Regional Bicycle Plan approved by the NFRMPO Council in 2013
- Culverts have been identified in all major regional/city planning documents
- Box Elder Crossing is identified as part of the Colorado Front Range Trail

CDOT Policy Directive

IT IS THE POLICY OF THE COLORADO TRANSPORTATION COMMISSION TO PROVIDE TRANSPORTATION INFRASTRUCTURE THAT ACCOMMODATES BICYCLE AND PEDESTRIAN USE OF THE HIGHWAYS IN A MANNER THAT IS SAFE AND RELIABLE FOR ALL HIGHWAY USERS. THE NEEDS OF BICYCLISTS AND PEDESTRIANS SHALL BE INCLUDED IN THE PLANNING, DESIGN, AND OPERATION OF TRANSPORTATION FACILITIES, AS A MATTER OF ROUTINE. A DECISION TO NOT ACCOMMODATE THEM SHALL BE DOCUMENTED BASED ON THE EXEMPTION CRITERIA IN THE PROCEDURAL DIRECTIVE

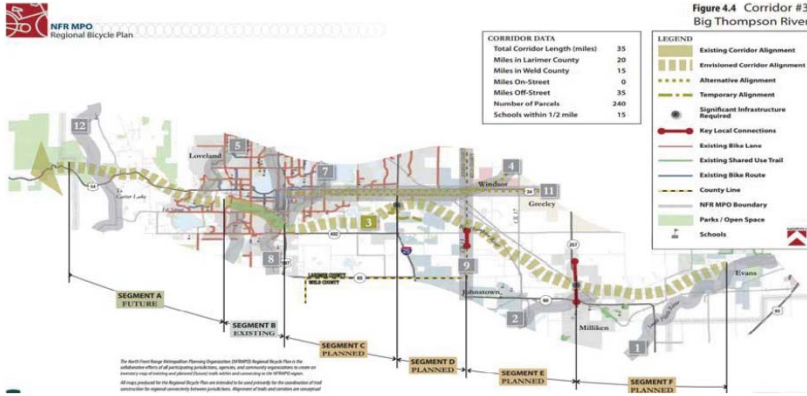
On 10/22/09, the Colorado Transportation Commission passed a policy directive¹ for CDOT to

“promote transportation choices by enhancing safety and mobility bicyclists and pedestrians on or along the state highway system.”

“We are missing the only opportunity we might have for decades to come if we don’t take the opportunity to construct these culverts with the planned CDOT construction projects”.

Mobilization and Lane Closures are major expenses saved by pairing pedestrian trail infrastructure with this expansion project

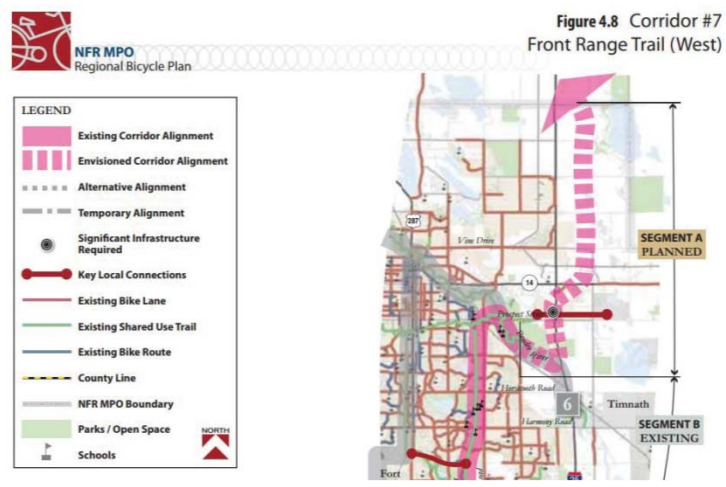
Big Thompson River



1. Connects both Larimer & Weld counties
2. Links Loveland to Johnstown, Milliken, Evans, and Greeley
3. Consistent with recent funding of Little Thompson adjacent to this trail in Johnstown

THE NFRMPO REGIONALLY SIGNIFICANT BIKE CORRIDOR #3 (BIG THOMPSON) SEGMENT C/D7 RECOGNIZES THE NEED FOR A "KEY LOCAL CONNECTION" TO CROSS I-25 FOR THIS TRAIL TO CONNECT LARIMER COUNTY AND WELD COUNTY. THE I-25 EXPANSION PROVIDES AN OPPORTUNITY TO IDENTIFY THE MOST ADVANTAGEOUS LOCATION WITHIN THE PROXIMITY OF THE RIVER AND I-25 FOR THE BOX CULVERT. LIKEWISE, IT WOULD GUIDE THE COMPLETION OF THE LOVELAND SECTION OF THIS TRAIL.

Box Elder Creek Crossing



THE NFRMPO REGIONALLY SIGNIFICANT BIKE CORRIDOR #8 (FRONT RANGE TRAIL WEST SEGMENT A) 2 WOULD FOLLOW BOX ELDER CREEK TO CONNECT FORT COLLINS TO TIMNATH AND LARIMER COUNTY.

THE FRONT RANGE TRAIL WOULD CONTINUE NORTH THROUGH THE COLORADO STATE UNIVERSITY AGRICULTURAL RESEARCH, DEVELOPMENT, AND EDUCATION CENTER (ARDEC3) TO CDOT'S I-25 WELLINGTON UNDERPASS 4. THE NFRMPO REGIONAL BICYCLE PLAN (2013) RECOGNIZES THE I-25 CROSSING A "KEY LOCAL CONNECTION".

A BOX CULVERT WOULD ACTIVATE COLORADO'S FRONT RANGE TRAIL WITH THE ULTIMATE CONNECTION TO THE COLORADO-WYOMING BORDER ADJACENT TO SOAPSTONE PRAIRIE NATURAL AREA.

Poudre School District will be constructing new schools adjacent to I-25 at Prospect. A bike lane widening on Prospect will not adequately enhance safety on a bridge carrying over 20,000 daily vehicle trips

NOCO Bike & Ped Collaborative Timeline of Action

2011	– EIS completed for North I-25
2013	– NFRMPO Regional Bike Plan adopted by Council (Over 50 public meetings yielded regional corridors)
2016	– Larimer County presentation to the Collaborative regarding effort to raise local dollars for I-25 expansion
2017 February	– NFRMPO Non-Motorized Plan adopted by Council – The Collaborative first discussed the options for including additional bike/ped facilities in the North I-25 Project
2017 August	– CDOT staff spoke at the Collaborative meeting about the bike/ped components of the North I-25 Project
2017 October	– The Collaborative sent its original memo to CDOT requesting bike/ped crossings at Box Elder Creek and the Big Thompson River
2017 November	– The Collaborative presented the memo to the NFRMPO Technical Advisory Committee (TAC)
2018 January	– City of Loveland staff discussed the Big Thompson crossing with CDOT Region 4 staff – Clarification memo sent to CDOT

Tonight

- We would like your written support for the Memorandum drafted to CDOT to include the planned bicycle and pedestrian crossings in the I-25 widening project.
- Alternatively, we would like your support in the pursuit of other funding sources for these crossings

Next Steps

- Send a copy of the Memorandum to Alex Dean, Colorado the Beautiful Manager at the State of Colorado to inquire about the applicability of trail funding from a recent oil and gas settlement for potential application towards these requested culverts
- Request a meeting with CDOT Region 4 at their offices to discuss the proposed box culverts along with CDOT's Ken Brubaker
- Strategize on alternate sources of funding
- Improve awareness of the importance of safe bicycle and pedestrian access in adopted transportation planning after an EIS is written

Questions?



DOES THE COUNCIL SUPPORT THE MEMO ASKING CDOT TO FUND TWO BOX CULVERTS TO ENHANCE REGIONAL BICYCLE AND PEDESTRIAN TRAIL CONNECTIVITY ACROSS NORTH I-25



STAC Summary – January 26th, 2018

- 1) **Introductions & December Minutes – Vince Rogalski (STAC Chair)**
 - a) December 2017 STAC Minutes approved without revisions.
- 2) **Transportation Commission Report – Vince Rogalski (STAC Chair)**
 - a) Transportation Commission
 - i) The TC discussed the potential Ballot Initiative and recognized that having STAC review the potential list after the TC is not the preferred process, although it was necessary in this case.
 - b) High Performance Transportation Enterprise (HPTE)
 - i) The HPTE has a new Board Member – Anastasia Khokhryakova, an experienced public finance attorney with Ballard Spahr LLP.
- 3) **TPR Reports – STAC Representatives**
 - a) CDOT Executive Director Mike Lewis provided an update on the Department’s outlook in terms of new project advertisements.
 - i) The dollar amount of new project ads has gradually been decreasing in recent years as we spend down the excess RAMP funds.
 - ii) In FY17-18 we are close to our \$400 million yearly target, while in FY18-19 we anticipate reaching \$653 million.
 - (1) Note that without the anticipated SB 267 and general fund surplus dollars we would be further below that target (around \$218 million), which highlights the importance of sustained, predictable funding for CDOT beyond these highly variable and temporary fixes.
 - iii) Despite the decrease in new projects going to ad, our cash expenditures are remaining steady year-to-year.
 - b) STAC Discussion: Members discussed the inefficiencies produced within the contractor community by an unpredictable construction environment year-to-year.
- 4) **Federal and State Legislative Report – Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)**
 - a) State
 - i) Hands-Free Electronics Mandate (SB 49) and Primary Seat Belt Law (SB 53) both failed in the Senate following party-line votes in the State Affairs Committee.
 - (1) STAC Discussion: Members discussed their frustration that legislators are resistant to the passage of measures that have been proven to improve safety in numerous other states. Executive Director Lewis expressed his commitment to continue advocating for common-sense safety improvements that will save lives.
 - ii) Senate Bill 1 funding discussions are also underway:
 - (1) Would dedicate 10% of sales and use tax revenue to transportation (approximately \$300 million based on last year’s budget).
 - (a) Rural / Urban split of 25% / 75%
 - (b) Highway / Transit split of 90% / 10%
 - (2) Like previous proposals, would use tax revenues to bond for major projects.
 - (3) Would also repeal SB 267.
 - (4) A few amendments currently under consideration would:
 - (a) Specify percentage of dollars that could be spent on maintenance.
 - (b) Define time period for spending funds.



- (c) Specify that CDOT cannot disqualify project vendors based on level of previous experience with a given type of project.
 - (5) STAC Discussion: Members discussed SB 1's potential for passage and agreed that there will likely not be clarity until the end of the legislative session. CDOT staff expressed the view that the Joint Budget Committee may be a more likely source of transportation legislation this year. Members concluded that a long-term funding fix is most needed, regardless of the avenue.
 - b) Federal
 - i) A leaked version of the White House's infrastructure proposal includes:
 - (1) \$200 billion in federal funds
 - (2) \$800 billion in leveraged state, local, and private funds
 - (3) 10-year timeline
 - (4) Roughly a 50% increase in current federal funding levels, but source not identified
 - (5) ½ of funds would be competitive, the other ½ formula-based
 - (6) A more detailed plan is anticipated by the end of February and will be discussed at STAC when available.
 - ii) STAC Discussion: Members expressed the hope that this proposal progresses given the bipartisan agreement that infrastructure investment is an important priority. A Transportation Commissioner in attendance noted that the \$200 billion figure is for *all* infrastructure types, not just transportation, and it remains to be seen how much funding would actually be available to CDOT under the proposed program.
- 5) **FTA 5311 Funding Distribution Methodology** – *Nate Vander Broek (CDOT Division of Transit & Rail)*
 - a) FTA 5311 funds (roughly \$8 million per year) are used to support transit operations statewide, and as the number of providers has grown a new distribution system has become necessary. A TRAC Subcommittee was formed to explore options.
 - b) Last year the TC approved a 1-year trial of the newly developed methodology but expressed concerns about the approach, asking the Subcommittee to keep working towards a better solution.
 - c) In November 2017, FASTER Transit funds were made available for operational uses, adding \$2 million additional dollars to the overall pot (a roughly 25% increase).
 - d) CDOT will use the \$2 million in FASTER funds to create a new Equity Pool, to be distributed to agencies based the following transit dependency factors drawn from census data:
 - i) Number of disabled individuals
 - ii) Number of older adults
 - iii) Number of low-income individuals
 - iv) Number of zero-vehicle households
 - e) TRAC has expressed comfort with the updated approach and recommends another review in 1 year.
 - f) DTR seeks a STAC endorsement ahead of a planned workshop with TC in February, looking towards TC approval in March.
 - g) STAC Discussion: Members expressed continued concern about the new methodology and the way in which it creates winners and losers in terms of funding levels. DTR staff recognized this and added that the additional \$2 million and the phased transition period seek to offset that issue. Members concurred that transit is increasingly important and equity is a central concern.
 - h) STAC Action: STAC endorsed DTR's recommended methodology.
- 6) **National Highway Freight Program** – *Jason Wallis (CDOT Division of Transportation Development)*
 - a) There are \$16.2 million available in NHFP funds for FY18 and 20 project applications have been submitted for consideration.
 - b) CDOT staff have developed evaluation criteria in the areas of Freight Safety, Freight Mobility, and Truck Parking (among others) for scoring potential freight projects.



- c) The STAC, Freight Advisory Council (FAC), and industry peers will all independently score the projects to develop a consensus from differing perspectives.
 - d) Once an overall list is created, individual projects will be considered based on available funds, geographic equity, project readiness, and other measures.
 - e) STAC members will receive application materials on January 26th and have until February 9th to review. A final proposed project list will be submitted by staff to the STAC on February 23rd.
 - f) STAC Discussion: Members asked whether selected projects would be included in the 10-Year Development Program and staff clarified that depending on size or phasing they may be represented as one element of a larger project.
- 7) **Potential 2018 Ballot Measure** – *Debra Perkins-Smith (CDOT Division of Transportation Development) and Herman Stockinger (CDOT Office of Policy & Government Relations)*
- a) CDOT staff are continuing to support potential Ballot Measure sponsors on a draft project list using a fiscal constraint target of \$6.2 billion.
 - i) Base Projects = \$5,743,927,000
 - ii) Fiber & Technology = \$100,000,000
 - iii) ADA Sidewalk Improvements = \$61,000,000
 - iv) Statewide Safety Shoulders / Rest Area Restoration / Small Freight Projects & Truck Parking / Wildlife Crash Mitigation = \$219,300,000
 - v) Additional Region 1 Projects (in lieu of above statewide pools) = \$120,000,000
 - b) The final Ballot Measure could vary significantly from the current version so we will need to remain flexible as the discussions continue.
 - c) We expect there will be a multimodal element included but will likely leave it to each region of the state to determine what “multimodal” means to them.
 - d) There will likely be some local match required that accounts for community size to ensure equity.
 - e) STAC Discussion: Members inquired about how the list would be scaled if the dollar amount changes, expressed concern about differing match levels for highway versus transit projects, and asked about additional opportunities to provide TPR input on the process as it develops. CDOT staff noted that the discussion will be ongoing and that a final project list will not be completed until August.
- 8) **10-Year Development Program Update** – *Debra Perkins-Smith (CDOT Division of Transportation Development) and Michael Snow (CDOT Division of Transit & Rail)*
- a) We have been planning to update our Development Program on a regular basis, but the Ballot Initiative discussion has sidetracked things a bit.
 - b) CDOT staff have developed a working draft for an updated Development Program with newly added projects as well as new project categories such as Asset Management, TSMO, RoadX, and Transit (among others).
 - c) Staff are not requesting feedback today, but in the coming months we would like to work this draft list through STAC and then bring it to the TC for approval when ready.
 - d) The Division of Transit & Rail is working to build its own Transit Development Program to facilitate proactive planning, assess the state’s transit and rail needs, and support statewide policy discussions.
 - e) There are more than 160 transit providers in Colorado and DTR is seeking to inventory unfunded capital project needs throughout the state.
 - i) \$6.2 billion identified thus far, but expected to grow significantly.
 - (1) \$2.2 billion alone is FasTracks
 - f) DTR will be conducting outreach to TPRs, transit agencies, and the public in the spring to help identify currently unknown projects and needs for inclusion in the Transit Development Program.



- g) STAC Discussion: Members expressed the importance of considering transit in *all* transportation planning discussions and encouraged CDOT staff to conduct thorough outreach to local communities since their priorities often differ from those at the state level.
- 9) **Risk & Resiliency Pilot** – *Elizabeth Kemp (CDOT Region 1) and Oana Deselnicu (CDOT Division of Transportation Development)*
 - a) Resiliency is the ability of our system to withstand the impact of physical events and to recover as quickly as possible when damaged.
 - b) In the face of the 2013 floods and 2016 Glenwood Canyon rockfall closure, CDOT embarked on an I-70 Risk & Resiliency Pilot Study to assess areas of critical risk along this major corridor.
 - i) This effort identified several areas of risk, many related to flooding and rockfall.
 - c) CDOT staff are now seeking to expand the pilot to other parts of the state through an ongoing program housed within the Systems Planning Section of DTD’s Multimodal Planning Branch.
 - i) Requesting a STAC letter of support for an FHWA grant opportunity due on February 9th.
 - ii) Will return in the future with a more detailed presentation of the pilot study findings.
 - d) STAC Action: STAC will send a letter of support for the grant application.
- 10) **Other Business** – *Vince Rogalski (STAC Chair)*
 - a) The Colorado Electric Vehicle Plan was released on January 24th and sets out goals and strategies to increase EV adoption and infrastructure across the state.
 - b) The next STAC Meeting will be held on February 23rd at CDOT Headquarters in Denver.
- 11) **STAC Adjourns**

Materials for this month’s STAC Meeting can be found at the link below:

<https://www.codot.gov/programs/planning/documents/stac-archives/2018-stac>

NFRMPO-ONLY PROJECTS from

CDOT's Preliminary Project List for New Revenue Source-based on the 10-Year Development Program Plan

1/22/2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	DRAFT Ballot & Years 3-4 of SB 267 Commitment	NFRMPO Documents/Studies	
												2040 RTP	Others (PELs, etc.)
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH7 to SH14	Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on Segments 5 (SH66 to SH56) and 6 (SH56 to SH402)	Design to Budget. Subsequent phase (not reflected in updated costs) includes: SH7 to SH66 (Express Lane) ~\$127 M SH402 to SH14 (replace interchanges and infrastructure) ~\$300 M US34 and Centerra Interchanges ~\$180 M SH14 Interchange ~\$55 M SH14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Tolling	\$200,000,000	\$353,000,000	Yes	North I-25 EIS
57	4	North Front Range	Larimer / Weld	US34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000	Yes	US34 EA, North I-25 EIS, & US34 PEL
58	4	North Front Range	Weld	US34 / US85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$113,000,000	\$0		\$0	\$113,000,000	Yes	US34 & US85 Interchange PEL
60	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	Design to Budget. Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4M TC Program Reserve	\$0	\$43,440,000	Yes	US85 PEL
77	4	North Front Range	Larimer	SH402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget.	\$20,000,000	\$0		\$0	\$20,000,000	Yes	North I-25 EIS & SH402 EA
North Front Range Totals							\$977,840,000	\$158,400,000		\$200,000,000	\$619,440,000		
Statewide Totals							\$6,551,772,000	\$687,145,000		\$763,890,000	\$5,100,737,000		

Red text indicates changes to projects made by CDOT Staff to projects originally listed in CDOT's 10-Year Development Program and included in the DRAFT 2018 Ballot List of Projects presented to the Transportation Commission on January 22, 2018 and to STAC on January 26, 2018.