



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

MPO Planning Council
 Commissioner Tom Donnelly- Chair
 Larimer County
 Mayor Kristie Melendez-Vice Chair
 Town of Windsor
 Jennifer Baker
 Town of Berthoud
 Mayor Kevin Ross- Past Chair
 Town of Eaton
 Mark Clark
 City of Evans
 Mayor Pro-Tem Gerry Horak
 City of Fort Collins, Transfort
 Town of Garden City
 Robb Casseday
 City of Greeley
 Troy Mellon
 Town of Johnstown
 Paula Cochran
 Town of LaSalle
 Dave Clark
 City of Loveland
 Mayor Pro-Tem Linda Measner
 Town of Milliken
 Mayor Don Brookshire
 Town of Severance
 Aaron Pearson
 Town of Timnath
 Commissioner Julie Cozad
 Weld County
 Chris Colclasure
 CDPHE- Air Pollution Control Division
 Kathy Gilliland
 Transportation Commission

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

Next Council Meeting
May 3, 2018
Milliken Town Hall
1101 Broad Street
Milliken, CO

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

April 5, 2018

Greeley Family FunPlex
1501 65th Avenue
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-March 1 & 15, 2018 (Pg. 7&13)
3. **EXECUTIVE SESSION:**
Pursuant to C.R.S. § 24-6-402(4)(e)(I) (i.e., to determine positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and instructing negotiators), and C.R.S. § 24-6-402(4)(b) (i.e., to seek the advice of the Council's attorney on said matters), the Council's agenda will include an Executive Session to consider: (1) correspondence received from the MPO's former Executive Director, and (2) the matter of a contract with a new Executive Director.

30 min

4. Executive Session Action Tom Donnelly 10 min

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

5. Air Pollution Control Division (APCD) (Pg. 15) (Written Report)
6. Regional Air Quality Council (RAQC) (Pg. 17) (Written Report)

Metropolitan Planning Organization (MPO) Agenda
REPORTS:

Estimated Time

7. Report of the Chair Tom Donnelly 5 min
8. Interim Executive Director Report Suzette Mallette 10 min
9. Finance (Pg. 18) Kristie Melendez 10 min
10. TAC (Pg. 20) (Written Report)
11. Mobility (Pg. 21) (Written Report)

CONSENT ITEMS:

12. CDOT Planning Memorandum of Agreement (MOA) (Pg. 23) Becky Karasko
13. CDOT Draft 2018 Ballot Project List (Pg. 44) Becky Karasko

ACTION ITEM:

14. March 2018 TIP Amendment (Pg. 47) Medora Kealy 10 min

DISCUSSION ITEMS:

15. Draft FY2019-2022 Transportation Improvement Program (TIP) (Pg. 51) Medora Kealy 10 min
16. Updated FY2018-2019 Unified Planning Work Program (UPWP) Tasks (Pg. 52) Becky Karasko 10 min

COUNCIL REPORTS:

15 min

- | | |
|--|------------------|
| Transportation Commission/ CDOT Region 4 I-25 Update | Gilliland/Olson |
| STAC (Pg. 53) | Gerry Horak |
| Host Council Member Report | (Written Report) |
| | Robb Casseday |

MEETING WRAP-UP:

5 min

- Next Month's Agenda Topic Suggestions

The FAST Act also modified the planning factors, increasing them from eight to 10. The planning factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The Planning Factors are addressed in the NFRMPO's UPWP by work program tasks in FY2018-2019 as shown in *Table 1*. The NFRMPO will also be incorporating these planning factors into future Regional Transportation Plans (RTP).

Table 1: NFRMPO Planning Factors

Tasks	1. Economic	2. Safety	3. Security	4. Accessibility & Mobility	5. Environment & Energy	6. Multimodal Connectivity	7. Management & Operations	8. Preserve Existing System	9. Improve resiliency & reliability of system & reduce stormwater	10. Enhance travel & tourism
1.1 Data Collection & Analysis	x	x	x	x	x	x	x	x		
1.2 Safety & Security		x	x						x	
1.3 Local Plan Reviews				x		x				
1.4 CMP		x		x	x	x	x	x	x	x
1.5 Perf. Measurement & Report	x	x	x	x	x	x	x	x	x	x
2.1 RTP Mgmt.	x	x	x	x	x	x	x	x	x	x
2.2 TAZ Update				x	x					
2.3 LU Model Development				x	x					
2.4 Trans. Model Update & Mgmt.	x			x	x	x		x		x
2.5 Freight Plan	x	x		x		x		x		
2.6 RTE		x		x	x	x	x		x	
2.7 PC & TAC Support	x	x	x	x	x	x	x	x	x	x
2.8 UPWP	x	x	x	x	x	x	x	x	x	x
2.9 Transfort-Transit Master Plan		x	x	x	x	x	x		x	x
2.10 GET Regional Transit Study		x	x	x	x	x	x		x	x
2.11 Local Transportation Plan	x	x	x	x	x	x	x	x	x	x
3.1 Special Participation	x	x	x	x	x	x	x	x	x	x
3.2 Outreach/Communications	x	x	x	x	x	x	x	x	x	x
3.3 Local Assistance with SRTS		x	x	x		x				
4.1 Project Assistance	x	x	x	x	x	x	x	x	x	x
4.2 TIP	x	x	x	x	x	x	x	x	x	x
4.3 Federal Funds Mgmt.	x	x	x	x	x	x	x	x	x	x
4.4 Mobility Mgmt.				x		x	x			
5.1 Program Mgmt.	x						x			
5.2 Grant Reporting & Mgmt.	x	x	x	x	x	x	x	x	x	x
5.3 HR/IT	x						x			
6.1 Vanpool Services	x	x		x	x		x		x	
6.2 VanGo™ Billing & Outreach	x						x			
6.3 Vehicle Acquisition & Mgmt.	x						x			
6.4 VanGo™ Grant Mgmt.	x						x			
6.5 VanGo™ Grant Reporting	x	x		x	x		x			



North Front Range MPO Area - Project Status Updates (2 April 2018)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
US287 PR at Ted's Place	<i>Project is complete</i>
US287 to I-25 Surface Treatment	<i>Construction begins April 2018</i>
I-25	
Crossroads Blvd Interchange / Bridges	<i>Construction is underway</i>
Design /Build	<i>Design is underway. Construction Summer '18</i>
Fort Collins North Cable Rail	<i>July 2018 construction advertisement</i>
US34	
Big Thompson Canyon Flood Repair	<i>Road will reopen by end of May</i>
US34 Business in Greeley Surface Treatment	<i>In Design</i>
PEL Study	<i>Progressing</i>
SH60	
WCR 40 Intersection Improvements	<i>In Design. Summer '18 construction</i>
SH257 PR (Milliken) – Little Thompson Structures	<i>Construction is underway</i>
US287	
SH1 to LaPorte Bypass	<i>Construction continues</i>
Foothills Parkway Signal Upgrade	<i>Advertise for construction Summer 2018</i>
SH392	
US85 Intersection	<i>Project is wrapping up</i>
ADA Curb Ramp Program	
Greeley ADA Curb Ramps Phase 1	<i>In Design. Summer 2018 Advertisement</i>
Loveland ADA Curb Ramps Phase 1	<i>In Design. Summer 2018 Advertisement</i>



STAC Summary – March 23rd, 2018

- 1) **Introductions & February Minutes – Vince Rogalski (STAC Chair)**
 - a) February 2018 STAC Minutes approved without revisions.
- 2) **Transportation Commission Report – Vince Rogalski (STAC Chair)**
 - a) Transportation Commission
 - i) The TC approved the updated FTA 5311 distribution after 2 years of work by the Committee. Transit agencies will now be able to anticipate their funding for the next 6 years.
 - b) High Performance Transportation Enterprise (HPTE)
 - i) HPTE is running a series of focus groups with the public to better understand what transportation means to them. One telling finding is that they are largely unaware of how transportation is funded in Colorado – a significant disconnect.
- 3) **TPR Reports – STAC Representatives**
- 4) **Governor’s Senior Advisor on Aging – Wade Buchanan (Governor’s Office)**
 - a) Wade Buchanan introduced himself in the new role of Senior Advisor on Aging to the Governor and solicited the STAC’s support in working with him on aging issues moving forward.
 - b) There is a dramatic shift occurring due to growing life expectancies, with the percentage of Americans over 60 increasing from 5% in 1900 to 25% by 2050. However, all of our societal systems (housing, transportation, business, etc.) are designed for the past, not the future.
 - c) The #1 and #2 reasons that older Americans leave their preferred communities are social isolation and lack of mobility – both issues related to transportation.
 - d) The role of the Senior Advisor on Aging is to raise attention to key issues, break down agency silos, and identify key strategies to prepare for the future. Wade will reach out to members of the STAC to contribute to these efforts in the future and thanks them for their support.
 - e) STAC Discussion: STAC members concurred with the important role that transportation plays in maintaining people’s independence and expressed support for the effort.
- 5) **Federal and State Legislative Report – Herman Stockinger & Andy Karsian (CDOT Office of Policy & Government Relations)**
 - a) Federal
 - i) Congress has approved a new federal authorization bill to fund the government through September, which includes several changes pertaining to transportation:
 - (1) Approximately \$29 million in additional funds for Colorado.
 - (2) Expansion of TIGER funding from \$500 million to \$1.5 billion.
 - (3) Expansion of transit funding for New Starts, Small Starts, and other programs.
 - (4) CDOT will provide a bill summary to STAC members electronically.
 - b) State
 - i) Debate on SB 1 is ongoing and several changes have occurred:
 - (1) Previously used a 10% diversion from the General Fund with subsequent ballot measure to decide whether bonding would occur.
 - (2) New proposal is a one-time \$500 million transfer to CDOT, \$248 million annual transfer to the State Highway Trust Fund, and a subsequent ballot measure to approve/reject bonding up to \$3.5 billion.
 - (a) Legislature would refer a ballot measure for CY 2019.
 - (3) Also includes an amendment that would restrict the use of new funds for any managed lanes, toll lanes, or public-private partnerships (P3s) unless every other option has been ruled invalid.
 - (a) This is the most significant CDOT concern about the bill.



- (4) The planned SB 267 transfer for FY19 would be protected for one year, then eliminated.
- (5) CDOT staff will monitor the progress of the bill and provide updates to the group as needed.
- c) STAC Discussion: STAC members inquired how binding the commitment to a 2019 ballot measure could be if the Legislature will have different members at that future date. Representatives also discussed the potential downside of the prohibition on managed lanes, tolls, and P3s as tools that the DOT may use to improve mobility and whether the new restriction would affect major projects already in development (such as N I-25 and S I-25).
- 6) **Safe Routes to School Program** – *Leslie Feuerborn (CDOT Division of Transportation Development)*
 - a) The purpose of the Safe Routes to School (SRTS) program is to increase the number of children walking and biking to school safely.
 - b) In 2015, the Transportation Commission approved an annual allotment of \$2.5 million in federal funds to fund the program. Prior to 2015, the annual allotment was determined by the FHWA.
 - i) A 50% cash match is required from successful applicants.
 - c) Since 2005, the SRTS program has funded:
 - i) 114 infrastructure projects
 - ii) 141 non-infrastructure projects
 - iii) \$25.5 million awarded towards \$62 million requested in total
 - d) Project locations since 2005 have been 69% in MPOs and 31% in TPRs.
 - i) 64% of Colorado counties have participated in some SRTS activity – grants, Walk to School Day, Bike to School Day, or others.
 - e) For 2018, 10 infrastructure projects and 5 non-infrastructure projects have been awarded – 7 from new communities that haven’t participated in the past.
 - f) CDOT staff are also making progress on the SRTS 5-year strategic plan, namely by demonstrating the impact of the program and establishing a user-friendly grant-making process.
 - i) Developing an online application system and moving towards a 2-year call-for-projects.
 - g) CDOT staff request nominations for two new members of the SRTS Advisory Committee, one representing an MPO and one representing a TPR.
 - h) STAC Discussion: One STAC member inquired whether school districts are represented on the Advisory Committee and CDOT staff responded that an Educator, broadly defined, is included.
 - i) STAC Action: STAC members nominated Emily Lindsey from DRCOG and Heather Sloop from NWTPR to participate in the Advisory Committee.
- 7) **CDOT Network Breach** – *Johnny Olson (CDOT Region 4)*
 - a) As most of you know, CDOT experienced a cyber-attack last month from which we are still recovering.
 - b) A recent survey of CEOs across the country identified cyber-attacks as one of their top three threats.
 - c) CDOT was hit on February 21st by a ransomware attack called SAMSAM. The breach was not through an email nor the result of employee error, but a hole in our system that was exploited.
 - d) Between February 21st and 27th the main response was chasing down the virus and containing it from spreading further within our network. Once that was done we thought we could get back online, but soon realized that we needed to shut down again.
 - i) The Governor declared a disaster and at that point the FBI and National Guard came in to support alongside OIT.
 - e) From March 5th to March 9th we went from 0% service up to 25%.
 - f) Between March 10th and 15th we achieved 50% service.
 - g) By the end of today (March 23rd), we will be at 80%.
 - h) Systems are being restored back to their status on February 17th, so some data has been lost but not everything.
 - i) If you receive a contaminated file that reads “IMSORRY”, the file is bad but it cannot infect your system. Simply delete it.



- j) STAC Discussion: STAC members inquired about the level of confidence they should have in interacting with CDOT sites and email, and were assured that it is now safe. However, Johnny emphasized that there are many malicious actors out in the world and that everyone should exercise caution. He also explained that no money or information was taken by the virus, which relies on ransom payments to make money. He urged people never to pay such a random since it rarely results in recovered data and frequently funds criminal enterprises and even terrorism. Finally, STAC representatives requested a Lessons Learned report on the cyber-attack and incident response at a future date and CDOT staff agreed to share information to the best of their ability.
- 8) **Transit Development Program – Michael Snow (CDOT Division of Transit & Rail)**
- a) Staff from DTR will be visiting every month for a little while as we work through the Transit Development Program together.
 - b) The original Transit Development Program was focused only on local transit and interregional bus needs but is now expanded to include a full statewide inventory of transit project needs.
 - i) DTR staff started by compiling all the transit projects identified in existing planning documents.
 - ii) We are now gathering regional stakeholder input to additional projects beyond those. There is no deadline for submitting that information and no gatekeeper deciding which projects are included.
 - iii) Once a comprehensive list is developed, we will need to determine the best method of prioritizing a Tier 1 sub-set.
 - iv) From that Tier 1 list, we will need to identify those projects that would potentially be appropriate for bonding as part of the proposed 2018 Ballot Measure.
 - v) This Transit Development Program has been broken out from the (now separate) Intercity Rail Development Program, given their very different needs and project scales.
 - c) The development of a comprehensive and detailed Transit Development Program is a long-term planning benefit, but the most urgent need to identify projects appropriate for bonding (given the timeline of the Ballot Measure).
 - i) DTR staff will be visiting all of the TPRs and MPOs in the near future to discuss local project needs and be sure that we represent them in the Transit Development Program and bonding list, as appropriate.
 - ii) A Transit & Rail Advisory Committee (TRAC) subcommittee (which includes STAC members) will develop and recommend planning targets for the Tier 1 list, study potential regional allocation criteria and formulas, and finalize the recommended Tier 1 list for STAC and TC approval.
 - d) DTR staff are requesting permission to post the draft Transit Development Program on CDOT's website to solicit feedback and are also requesting nominations for STAC members to serve on the TRAC Subcommittee.
 - e) STAC Discussion: STAC members inquired whether freight rail projects would be eligible under the proposed Ballot Measure. CDOT staff responded that they would seek clarification and bring that back to the group. Representatives also discussed the types of transit projects that would be most appropriate for bonding, namely those with a lifecycle longer than the 20-year bond term.
 - f) STAC Actions: The STAC gave permission to post the Transit Development Program and designated Vince Rogalski, Thad Noll, Gary Beedy, and Walt Boulden to represent STAC on the TRAC subcommittee.
- 9) **SWP Subcommittee on Formula Programs – Tim Kirby (CDOT Division of Transportation Development)**
- a) CDOT staff inquired whether the STAC would like to form a subcommittee to build on the Revenue Projections work from last year and work through CDOT formula programs.
 - i) If so, staff request a minimum of 6-7 STAC participants (though the entire STAC is welcome).
 - b) Meetings would be held following STAC and prior to the Statewide MPO meeting (with lunch).



- c) CDOT staff will send out a follow-up email to the group and interested members can respond to that.
- 10) **Statewide Travel Demand Management Plan** – *Lisa Streisfeld (CDOT Division of Transportation Systems Management & Operations)*
- a) Phase I of CDOT’s Statewide Travel Demand Management (TDM) Plan has been completed and is included in the STAC Packet.
 - b) The Division of Transportation Systems Management & Operations (TSMO) is the WD 40 of CDOT – it keeps things moving smoothly.
 - c) The Statewide TDM plan identifies Core Strategies, Support Strategies, and Emerging Strategies and then assesses them across modes, regions, and travel markets throughout Colorado.
 - i) Analyzed factors such as Park & Ride utilization, average daily transit trips, commuting patterns, program participation, program costs, cost effectiveness per emissions reduction by ton, and more.
 - ii) Developed a matrix of cost per VMT reduction by project category to identify key investments.
 - d) In Phase II, CDOT staff will be conducting a gap analysis of areas with high congestion but without TDM interventions.
 - i) Will use this data to guide conversations with TPR and MPO stakeholders and recommend potential new programs with high benefit-cost ratios before finalizing the document this summer and feed into the upcoming Statewide Transportation Plan effort.
 - e) STAC Discussion: STAC members discussed the TDM benefits of rural broadband, since it allows for telecommuting and improved traveler information, and requested CDOT support for building out conduit and sharing existing fiber capacity. They also encouraged staff to consider the impacts of online shopping on the number of trips saved versus generated as that segment of the economy continues to grow.
- 11) **Autonomous Mobility Task Force** – *Amy Ford (CDOT Chief of Advanced Mobility)*
- a) Amy Ford has a new role as the Chief of Advanced Mobility, seeking to institutionalize CDOT’s work in TSMO, RoadX, and other emerging technologies across divisions and state agencies.
 - b) SB 17-213 states that if an autonomous vehicle (AVs) is able to follow all the rules of the road then it may operate without any special license; however if not then it must be reviewed and approved by the Autonomous Mobility Task Force.
 - i) CDOT, Colorado State Patrol, and the Department of Revenue have been collaborating on these issues since the 2016 autonomous truck delivery pilot.
 - ii) The Attorney General and Governor’s Office are also closely involved.
 - c) The law states that local jurisdictions *may not* restrict the operation of AVs – this authority resides at the state, and the Autonomous Mobility Task Force is working on these broader policy questions in order to achieve the long-term safety improvements promised by AVs without creating short-term risks.
- 12) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) **The next STAC Meeting will be held on April 27th at the new CDOT Headquarters in Denver.**
 - i) The address is **2829 W. Howard Place, Denver, CO 80204.**
 - ii) A list of nearby hotels is included in this month’s STAC Packet.
- 13) **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>