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 Mayor Pro Tem Aaron Pearson
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 Rick Coffin
 CDPHE- Air Pollution Control Division
 Kathy Gilliland
 Transportation Commission

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

Next Council Meeting
November 1, 2018
Fort Collins Utilities Building
Colorado River Room
222 LaPorte,
Fort Collins, CO

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
MEETING AGENDA
October 4, 2018

Riverside Library & Cultural Center
3700 Golden Street
Evans, 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-Sept.7, 2018 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division (APCD) (Written Report)
4. Regional Air Quality Council (RAQC) (Written Report)

AIR QUALITY ACTION ITEMS:

5. Proposed Regulation 20 Colorado
 Low Emission Automobile Regulation Written/Mallette 10 min

Metropolitan Planning Organization (MPO) Agenda
REPORTS:

Estimated Time

6. Report of the Chair Tom Donnelly 5 min
7. Executive Director Report Suzette Mallette 5 min
8. Finance (Pg. 15) Written/Melendez 5 min
9. HR Committee (Pg. 17) Written/D Clark 5 min
10. TAC (Pg. 19) (Written Report)
11. Mobility (Pg. 20) (Written Report)

CONSENT ITEM:

12. FY2018-FY2019 UPWP Amendment (Pg. 22) Becky Karasko
13. 2045 Goals, Objectives, Performance
 Measures, and Targets (GOPMT) (Pg. 29) Sarah Martin

ACTION ITEMS:

14. Executive Director Review Process (Pg. 32) D Clark/Robitaille 15 min
15. Transit Asset Management
 (TAM) Targets (Pg. 37) Alex Gordon 5 min
16. September 2018 TIP Amendment (Pg. 40) Medora Kealy 10 min
17. 2018 Call for Projects Process (Pg. 48) Medora Kealy 10 min

PRESENTATIONS:

18. VanGo™ Update (Pg. 51) Shane Armstrong 10 min
19. Southwest Chief & Front Range
 Passenger Rail Commission Becky Karasko 10 min
20. One Call/One Click Donnelly/Mallette 10 min

DISCUSSION ITEMS:

21. 2045 Regional Transit Element (RTE) (Pg. 57) Alex Gordon 10 min

COUNCIL REPORTS:

15 min

- Transportation Commission/CDOT Region 4 Gilliland/Olson
 I-25 Update Gerry Horak
 STAC (Written Report)
 Host Council Member Report Mark Clark

MEETING WRAP-UP:

5 min

- Next Month's Agenda Topic Suggestions



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA PL112 & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAST ACT	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

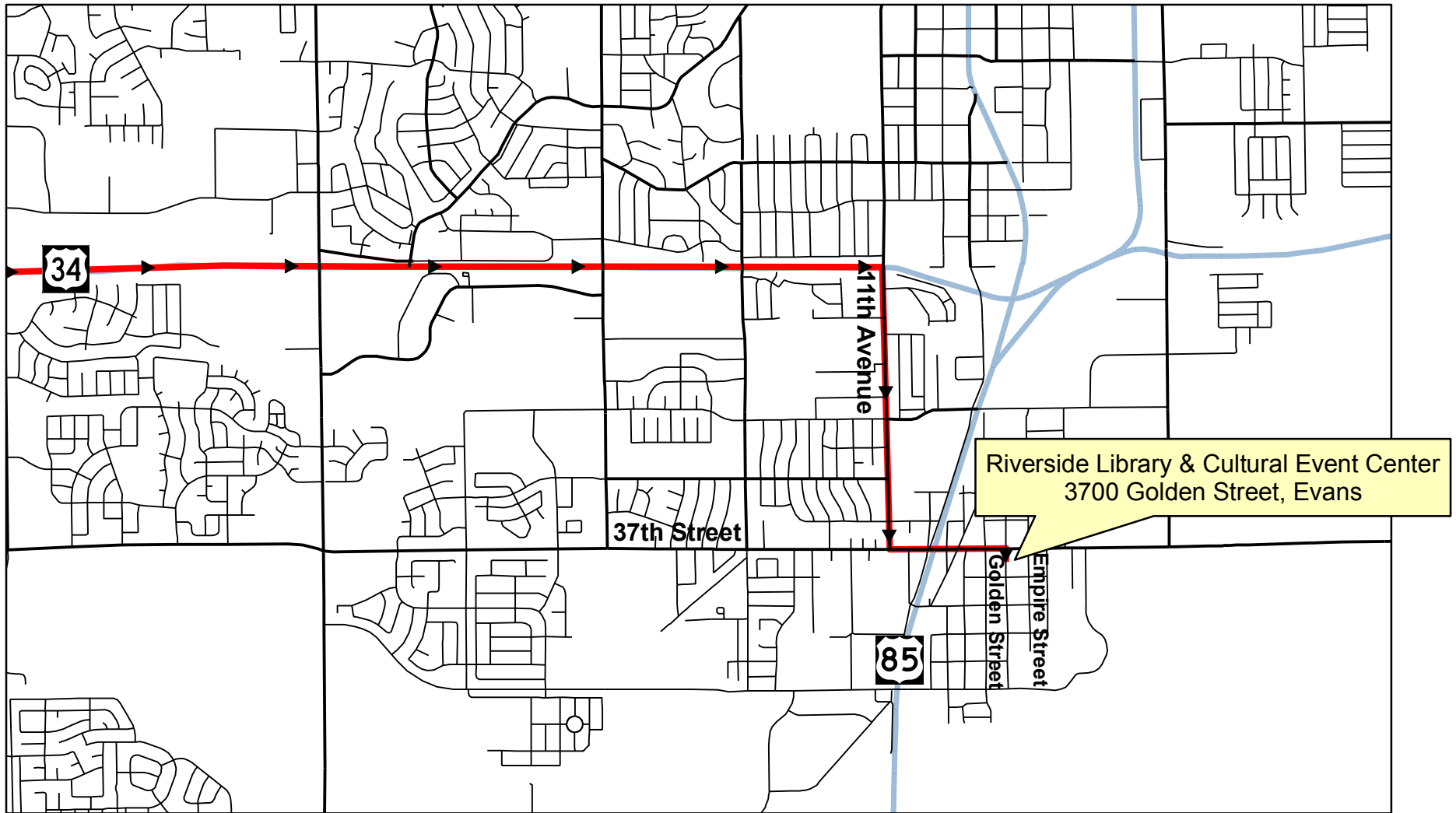
GLOSSARY (cont'd)

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone
PL112	Federal Planning (funds)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (<i>see TAP or TA</i>)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

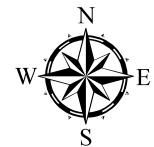
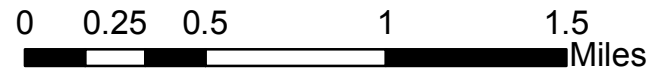
SPR	State Planning and Research (federal funds)
SRP	State Rail Plan
SRTS (<i>see TAP and TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STBG (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously TAP)	Transportation Alternatives program (a FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery a competitive federal grant program
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Directions to Riverside Library & Cultural Event Center 3700 Golden Street, Evans



Directions

Take I-25 to Exit 257
Go east on US-34 / Eisenhower Blvd
Take a right on 11th Avenue
Take a left on 37th Street
Take a right on Golden Street



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

**September 6, 2018
LaSalle Town Hall
128 N. 2nd Street
LaSalle, CO**

Voting Members Present:

Tom Donnelly - Chair -Larimer County
William Karspeck -Berthoud
Kevin Ross -Eaton
Mark Clark -Evans
Gerry Horak -Fort Collins
Robb Casseday -Greeley
Paula Cochran -LaSalle
Dave Clark -Loveland
Don McLeod -Severance
Kathy Gilliland -Transportation Comm.
Julie Cozad -Weld County
Kristie Melendez -Windsor
Aaron Pearson -Timnath
Chris Colclasure -CDPHE

Voting Members Absent:

Troy Mellon -Johnstown
Elizabeth Austin -Milliken
*No Member -Garden City

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance Director; Alex Gordon, Transportation Planner II/Mobility Coordinator; Medora Kealy, Transportation Planner II; and Sarah Martin, Transportation Planner.

In Attendance:

Dawn Anderson, Jeff Bailey, Bill Becker, Ken Bennett, Chad Crager, Jim Eussen, Randy Grauberger, Butch Hause, Joel Hemeseth, Wayne Howard, Will Jones, Will Karspeck, Alana Koenig, David May, Ken Martin, Johnny Olson, Mark Peterson, Claudia Reich, Paul Rennemeyer, Eric Richardson, Ginger Robitaille, Sandra Solin, Fred Starr, Herman Stockinger, and Robin Stoneman.

Chair Donnelly called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Ross **moved** to approve the, *September 6, 2018 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

Casseday **moved** to approve the *August 2, 2018 Council Meeting Minutes*. The motion was **seconded** and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Donnelly opened the Air Quality portion of the meeting.

Air Pollution Control Division

Chris Colclasure, APCD Deputy Director, announced it was his final MPO Council meeting as a member as he had accepted a position outside CDPHE. He presented the Summer 2018 Ozone Readings for the 4th Maximum Daily Value, citing the numbers exceeded both the 75 parts per billion (ppb) as well as the newer threshold of 70ppb, which suggests it was highly unlikely the North Front Range would be eligible for another extension in which to reach attainment, and, therefore, the region may be reclassified as "Serious" in January 2020. Gilliland asked if the above-average heat was a major contributor to the higher ozone numbers. Colclasure confirmed both heat and wind are contributors, as well as smoke from wild fires around the country, such as those currently burning in California, which also emit harmful particulates and are a health hazard.

Proposed Regulation 20, Colorado Low Emission Automobile Regulation (CLEAR), developed under Executive Order by Governor Hickenlooper in June 2018, preserves the GHG limits established in the current federal vehicle standards by adopting the California vehicle standards. Colclasure reviewed information on Colorado and Environmental Protection Agency's (EPA) Actions on Vehicle Greenhouse Gas (GHG) Standards, indicating twelve states, representing approximately 40% of US automobile market, follow California's low emission vehicle (LEV) program instead of the National Highway Traffic Safety Administration (NHTSA)/ EPA federal standards. The current federal and California LEV standards are essentially the same for GHG and criteria pollutant (non-methane organic gas plus oxides of nitrogen, i.e. NO_x and VOC's) that contribute to ozone as well as particulate matter, emission limits for model years 2017-2025. However, the EPA has signaled its intent to relax the federal GHG standards for model years 2021-2025. States have an option to follow EPA standards or California standards with Colorado currently following federal standards. Under the California standards, and current federal standards, the GHG emission limits decline through 2025. States wanting to retain the emission reductions are adopting the California standard.

There has been interest in zero emissions vehicles (ZEV) as part of the Proposed Regulation 20. The Air Quality Control Commission (AQCC) asked APCD staff to give a separate proposal in December on the ZEVs which may require some percentage of the vehicle fleet to be zero emissions.

Donnelly asked about the timeline of Commission membership. Colclasure replied appointments are for three-year term, adding Jana Milford, Ph.D., J.D. and William Toor, Ph.D. will be going off in January. Ross enquired whether the Proposed Regulation has to be voted on by the Colorado State Legislature in order to be adopted. Colclasure responded as a Colorado State Agency, the rule is adopted and expires after one year unless it is extended by the Legislature following review, but they are not involved in the writing or passing of the rule because it is not part of the State Implementation Plan (SIP). The exception would be if a legislator wanted to write a single bill for a regulation.

In conclusion, Colclasure noted with the proposed rule auto manufacturers may need to offset the higher emission vehicles with that of lower emission vehicles. This Regulation only applies to new vehicles model year 2022 and beyond. Used vehicles with over 7,500 miles are not part of this rulemaking.

Cozad asked why the rule is being considered if it does not have an air quality benefit. Colclasure replied it had GHG impact. Cozad asked for confirmation the MPO Council would need to petition for party status to have a collective voice. Colclasure confirmed that was correct, but they could comment individually by going to the State Legislature or submitting written comments. Mallette stated written comments were due by October 30th, prior to the Commission hearing November 14-

16 and party status petitions were due September 17th. Donnelly commented it may be appropriate for the MPO to apply considering the ramifications of Regulation 20.

Colclasure was recognized for his years of service and provided with a plaque and card from the Council. He thanked the Council stating he had greatly appreciated his time on the Council.

Chair Donnelly called a five-minute recess. Council reconvened at 6:26.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Donnelly opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair Donnelly did not have a report.

Executive Director Report:

Mallette provided information on the following:

- Three NFRMPO seats remain available for CDOT's Transportation Matters Summit 2018. The event is Friday, September 28th at Hyatt Regency-Denver Convention Center.
- *Southwest Chief & Front Range Passenger Rail Commission Update*
- Invitation to the I-25 North Express Lanes: Johnstown to Fort Collins Groundbreaking south of the 402 Park-n-Ride in Johnstown at 9 a.m. on September 10th.
- Invitation to October 12th, 2018 NoCo Leaders' Ride. RSVP by September 10th.
- Location of the September 7th I-25 Coalition meeting was changed to the Candlelight Theater Playhouse, 4747 Marketplace Drive in Johnstown.

Finance:

A written report was provided. Melendez commented the Finance Committee recommended approval of the *2nd Quarter Unaudited Financial Statements*. She also mentioned Crystal Hedberg, Finance Director, had added explanations to the variances under the budgets.

TAC:

A written report was provided.

Mobility:

A written report was provided.

Move to Approve Consent Agenda:

Horak **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- *2nd Quarter Unaudited Financials*
- *Approve Resolution No. 2018-15 to Set Targets by Supporting the Targets Established by CDOT for the Pavement and Bridge Condition Measures (PM2) and Performance of NHS, Freight, and CMAQ Measures (PM3) Targets.*

Action Items:

Revised NFRMPO Articles of Association

Mallette reviewed information from the Revised NFRMPO Articles of Association AIS noting the HR Committee would become a standing committee with the approval of the revised articles and the current committee would remain in place until January.

Ross **moved** to approve *Resolution No. 2018-16 to Amend the Articles of Association*. The motion was **seconded** and **passed** unanimously.

Revised NFRMPO Personnel Policies

Ginger Robitaille, HR Consultant, reviewed information from the Revised NFRMPO Personnel Policies AIS and responded to concerns expressed at the August 2 meeting. Horak asked what was meant by "should avoid" in the Distracted Driving Policy. Robitaille explained although certain distractions were not considered illegal, the message to staff was they were to drive without distractions when on MPO business to protect themselves as well as the organization. She identified this was the language suggested by the Colorado Intergovernmental Risk Sharing Agency (CIRSA) Attorney. D Clark, HR Committee Chair, noted the HR Committee had consensus that the Personnel Policies were ready to finalize. He also recognized the time commitment and efforts of Robitaille, Mallette and Steffen and thanked Committee members for their contributions.

Ross **moved** to approve *Resolution No. 2018-17 Approving Amendments to the NFRMPO Personnel Policies*. The motion was **seconded** and **passed** unanimously.

Presentations:

Ballot Initiatives 153 & 167 Analysis

Sandra Solin, Northern Colorado Legislative Alliance (NCLA) and the FIX North I-25 Business Alliance, introduced herself to the Council noting her presentation focused on North I-25 and Herman Stockinger, CDOT Director of Office Policy and Government Relations, would be presenting more of a statewide overview of the two initiatives. Solin then presented Ballot Questions: Transportation Funding & Finance-September 2018 to the Council that discussed the differences between the two initiatives.

Based on Council questions about the sales tax initiative, Stockinger said the difference between the revenue received in a local community with the statewide sales tax of .62 vs if a local community passed the same tax was a ratio of 4 to 1. However, a local sales tax would not include several hundred million dollars for North I-25 or transit dollars. In order to do a true comparison it would be necessary to compare specific transportation dollars that would come from both scenarios, citing many areas of the State would see a net gain for money contributed versus what they receive back. He then provided information from Propositions #109 & #110: CDOT Analysis, citing CDOT does not take a position on ballot questions, but they can create a factual summary that includes pros and cons. He also noted the sales tax of 20% for "City Streets" and "County Roads" had been corrected to read "Transportation Needs" since the funding is flexible.

When Stockinger completed his presentation Donnelly asked if segments 5 and 6 will be constructed to the full EIS alignment, regardless of which proposition passes. Stockinger responded he expected that to be true. Donnelly asked if the same was true for segments 7 and 8, Johnstown to Fort Collins. Stockinger replied the Transportation Commission still had to vote on it but he did not believe the CDOT staff would recommend those segments be added to the Proposition #109 list because there would not be enough revenue for those and the full builds of segments 5 and 6. Mallette stated the distinction between the two was that Initiative 167 would not build Segments 7 and 8 to the full EIS. Donnelly asked Solin which proposition NCLA was supporting. Solin replied that there was not consensus among the member organizations; therefore, members will support their initiatives independently. Donnelly asked if the Chambers had announced their positions. Solin indicated the

Fort Collins and Loveland Chambers' position is to support both; the others have not formally taken a position.

Gilliland stated one of the bigger distinctions between the two propositions is the ongoing revenue stream provided by Proposition #109 would build the continuity of a system between rural areas and allow the State to accomplish the massive projects on I-25 that have been a billion dollars short, and increasing every year, adding this was the first time she had seen an opportunity to get some real transportation system funding for Colorado. Melendez noted she was now on the Colorado Municipal League (CML) Board and their formal position was to support #110 and to oppose #109. Gilliland remarked Pro 15 and Club 20 made the same commitment. Donnelly thanked Solin and Stockinger for their presentations.

Larimer County Project Priorities

Donnelly introduced Todd Blomstrom, Larimer County Public Works Director and Community Planning and Infrastructure Director, noting Larimer County has been working on regional project priorities for some time and now with the potential of Propositions #109 or #110 passing the list may prove to be very beneficial in providing the public, especially those in smaller communities, with new transportation solutions. Blomstrom gave the Larimer County Transportation Infrastructure Funding Strategies presentation to the Council, noting one of the biggest challenges for Larimer County while creating their Master Plan was deciding which communities' projects to prioritize. They determined combining the eight municipalities' projects in order to define the region's top transportation priorities was the best approach.

Cozad praised Blomstrom and Larimer County for developing a Regional Task Force to gain perspective, citing Weld County works with multiple municipalities but this more formal approach could be very beneficial for the County as a whole. She asked if there may be opportunities to partner on their regional projects that expand into Weld County. Blomstrom said he thought regional collaboration was a great idea, but they would need to work within a local county level first. She relayed she would like to discuss potential collaboration within her district before her term ends in December. Cozad asked if Blomstrom had spoken to the communities about joint funding, which could include money from the communities, the county, developers, some grant opportunities, etc., on prioritized projects to leverage funds. Blomstrom stated they are looking at pooling funds that may come from the ballot initiatives, to invest in the prioritized projects but are still determining how to balance those funds and choose projects regardless of where the money is generated. It may be the most challenging piece of the entire effort. Their concept is to acquire a funding source that is captured not sourced out for a regional list of projects. Gilliland was impressed with their prioritization, noting how challenging it can be working with opposing opinions. Donnelly recognized elected officials and TAC members from the audience for their participation in the process with Larimer County.

Action Items:

Initiative 167 Projects

Mallette reviewed information from the Initiative 167 Projects memo with the Council. Stating that there are two projects on the list in the NFRMPO, Segment 6 on I-25 and US 34/US 85 Junction. Mallette suggested prioritizing I-25 over US 34/US 85 Junction due to the constraints identified by CDOT. Donnelly asked if the MPO had the same prioritization as CDOT. Johnny Olson, CDOT Region 4, said they were the same and reviewed the difference in total funding between the two propositions and explained the strategies which had been set up with TRP chairs in prioritizing the project development list and any other list that may go before the Transportation Commission. One of his major goals is to get a project completely finished. He noted the top CDOT commitments in order were I-25, I-70, I-76, US 85, US 34 and SH 119. Mallette informed the Council there were no amounts identified for each project in the resolution. The resolution is to approve the recommended projects and provide direction to Region 4 and the NFRMPO STAC representative. Olson proudly

stated that in 2012 there did not appear to be a way to get a budget to complete I-25 but now, only six years later there was a budget and a plan.

Ross **moved** to approve *Resolution NO. 2018-18 Approving the Draft Initiative 167 Ballot List*. The motion was **seconded** and **passed** unanimously.

RPP Formula Distributions

Karasko provided information to the Council from the RPP Formula Distributions memo. Following a brief discussion confirming which option would be most beneficial to the MPO and Region 4 as a whole, the Council came to a consensus to support Option B providing \$11,678,077 to Region 4 and \$2,518,378 to the NFRMPO, as shown on the chart in the Council packet.

Melendez **moved** to approve giving direction to the NFRMPO STAC Representative to support RPP Formula Distribution Option B. The motion was **seconded** and **passed** unanimously.

Discussion Items:

Initiative 153 -Local Funds

Mallette reviewed information from the Initiative 153 -Local Funds Let's Go Colorado and Forecast Revenue to Larimer & Weld Counties/Communities documents to the Council. She explained that because there was a significant amount of money for many of the communities it was suggested the Council discuss how these funds may be used if they become available. Horak indicated it was important as communities to state what will be done with the potential funding, noting Fort Collins planned to use some of their \$10M for an overpass that could not previously be easily financed at \$700K a year for 10-15 years. They also plan to look at their transit plan, specifically expanding Transfort routes within the base system on holidays and Sundays. They also are discussing using some on I-25 as well as other projects they are prepared to amend their budget for if the funding becomes available. M Clark said the City of Evans was not supporting the state sales tax as they need transportation funding for local projects and are asking for a 1% local sales tax increase. He also mentioned even if they received the additional funds noted on the chart, the City of Evans is \$1.3M short of what they need annually to fix local roads, therefore it is not feasible for their infrastructure needs.

Donnelly asked if communities would be willing to collaboratively fund regional projects. Horak agreed that it was important for a substantial portion of the potential funding to go to regional projects including I-25. He added Fort Collins would be willing to work collaboratively and he appreciated the opportunity to have a say in what is done and how the communities can connect, which in turn would be strong argument for the funding's continuance. Clark responded Evans is working on catching up on transportation funding they have needed for several years and will probably need to ask voters for more money; however he could see the possibility of collaborating on something for the region. Melendez said the Town of Windsor would receive almost twice what they generally do and would be very interested in partnering on projects; although she could not say how much money they could be contributed. Olson reminded Council that it is expected the funding will grow approximately 2% every year for twenty years. Melendez cited the success the MPO had with contributing funds collaboratively to I-25 and suggested that effort helped propel the corridor project to where it was currently. She added the communities working together helped optimize what could be accomplished. Cozad commented Weld County was not in support of the sales tax increase, but believed they would work regionally if the tax passes. Casseday stated the City of Greeley had two continuing tax initiatives on their 2018 ballot and had opted out of adding an additional sales tax as they supposed a state sales tax increase was likely. He believed Greeley would be open to project partnerships.

FY2018-2019 Unified Planning Work Program (UPWP) Amendment #3

Karasko reviewed information from the FY2018-2019 Unified Planning Work Program (UPWP) Amendment #3 memo with the Council noting the amendment would be an action item at the October 4 Council meeting. The items are Local Transportation Plan in the Severance area and grant funds for the Larimer County Senior Transportation Implementation Plan.

2018 Call for Projects Process

Medora Kealy, Transportation Planner II, reviewed information from the 2018 Call for Projects Process AIS and presentation with the Council. Donnelly noted his frustration with the Buy America program as it made it impossible to meet their requirements for purchasing vehicles, which in the past had been done quite regularly by Larimer County and others. He suggested that CMAQ money may be better spent elsewhere. Kealy stated the process was under review by FHWA and they were not currently accepting applications. She also called their attention to the list of project types eligible for CMAQ funds noting there was a wide variety of projects they could choose from.

Mallette noted all the modeling done for the State Implementation Plan (SIP) is done through the RAQC. The MPO has in the past contributed some funding for the benefit they receive from these models. Donnelly asked where the CMAQ funding from areas which were no longer receiving CMAQ funds due to their status improvement from non-attainment was going. Karasko replied once those areas cycle out of maintenance the funds were going into a pool and being redistributed to the NFRMPO, Upper Front Range and DRCOG, all within the ozone non-attainment area. Olson added there was a proposal for that funding to go into a statewide pool and distribution would be based on the Smart Mobility Plan (SMP). Karasko clarified \$2.5M would go to the "backbone and brain" of that system along I-25 and will not impact MPO funding for ozone non-attainment. Melendez asked if under Eligible Projects, Transit Service and Improvements was different from expansion or construction for transit stops. Kealy indicated she believed transit stops would be part of expansion. Donnelly asked if DRCOG received credit for the VanGo™ vanpooling program. Karasko said they did not. Kealy stated the Council will take action on the process at the October meeting.

2045 Goals, Objectives, Performance Measures, and Targets (GOPMT)

Sarah Martin, Transportation Planner, reviewed information from the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) AIS and presentation with the Council, noting the GOPMT was the first portion of the 2045 RTP the MPO was updating as it serves as a framework for that plan and influences the policies and recommendations that come from the RTP, as well as influencing the scoring criteria and the programming process.

Council Reports:

Transportation Commission Report /CDOT Region 4

Gilliland reminded the Council the I 25 North Express Lanes groundbreaking was Monday, September 10th at 9 a.m. south of the 402 Park-n-Ride in Johnstown.

I-25 Update

A written Project Status Update for August 22, 2018 was provided.

STAC Report

A written report was provided.

Host Council Member Report- Cochran welcomed everyone to LaSalle and thanked them for coming. She recognized Don Juan's Mexican Restaurant for catering the food and thanked Council Alternate, Mayor Pro Tem, Claudia Reich, for her assistance in setting up. She then reported on the following transportation related projects in LaSalle:

- LaSalle's Comprehensive Plan has been finalized. The Public Works Department has been busy line-locating as the town prepares to redo all of its utility mapping.
- The town continues its collaboration with Weld County and the UPRR for a new county road they hope to complete in the next couple years.

Meeting Wrap-Up:

Mayor Don McCleod invited the Council to Severance for their Town Hall Meeting with Congressman Buck on September 18th.

Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at 8:37 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Finance Committee Report

- Finance Committee met on September 18, 2018.
- Staff presented the Fiscal Year 2019 UPWP Budget Amendment #1 which added two additional grants.
 - Local Match for these grants will be paid for by Larimer County.
 - The Committee recommends that Council approve the amendment.
- Staff verbally presented a wireless communication policy to cover work-related phone costs on personal devices.
 - A written version of this policy will be presented at the next meeting.
- Staff updated the Committee on the server issues.
- Staff let the committee know that they will not be pursuing the option to move the accounting package to the cloud at this time.

Meeting Minutes of the
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

September 18, 2018

7:30 a.m.

Egg & I

1205 Main Street

Windsor, CO

Members Present

Kristie Melendez

Dave Clark

Staff Present

Suzette Mallette

Merideth Kimsey

The meeting was called to order by Chair Melendez at 7:33 a.m.

Approval of Minutes:

The minutes for the August 23, 2018 meeting were accepted.

FY 2019 UPWP Amendment #1

Kimsey presented the budget amendment for the MPO and VanGo. The amendment for the MPO added the additional funding from the NADTC and FTA Section 5304 funding. All local match for these projects will be paid by Larimer County. The amendment for VanGo increased the merchant card fees and added budgeting bad debt expense.

The committee agreed to recommend the Council accept the FY 2019 UPWP Amendment #1.

Wireless Communication Policy

Mallette briefly discussed an outline of a proposed wireless communication policy. Managers would be eligible for an MPO phone if they met certain criteria. If an employee would rather use their personal device or they are not management, they would be allowed to submit documentation detailing the use of their personal wireless devices for agency business for reimbursement.

It was decided that a written version of this policy would be brought to the next meeting.

Updates

Server. Staff let the committee know that they are still experiencing server issues and the temporary solution agreed upon with the IT consultants will be implemented. Mallette noted the benefits of moving all the MPO's servers on site as a potential long-term solution. Clark suggested staff have a third party review the solution proposed by the IT consultants when a long-term solution is presented. Staff will continue to explore options.

Great Plains Accounting Software. Kimsey let the committee know that the MPO will not be pursuing moving the accounting package to the cloud due to additional costs associated with this option. At this time the MPO will continue to use the accounting package that it currently has.

The meeting was adjourned at 8:31 a.m.

HR COMMITTEE | Meeting Minutes

Meeting date | time 9/18/2018 4:00 PM | Conference Call In #877-722-4035, guest code: 80521

Meeting facilitated by:

Ginger Robitaille – HR Consultant
Turning the Corner, LLC

Attendees

Dave Clark
Mark Clark
Renaee Steffen

AGENDA TOPICS

1. HR Committee Formation – Ginger – 4:00pm

Robitaille reviewed the HR Committee outline of the role and responsibilities of the HR Committee and defined the following:

- Meetings will be held by telephone or in person and meeting information will be noticed on the MPO website at least 24 hours in advance
- All meetings will be open to the public other than Executive Sessions.
- There will be a scheduled public comment period at the beginning of each meeting.
- HR Committee Meeting Minutes will be provided to the Council in each month's meeting packet.
- The Committee will consist of 3-5 members who are appointed by the Council Chair in January of each year. The Committee Chair will be the Immediate Past Council Chair.
- The Committee will make recommendations to the Council but have no power to act on behalf of the Council.

This was completed and there were no comments or questions from the attendees.

2. Executive Director Annual Review Discussion – Ginger – 4:10pm

Discussion:

a) Timeline for completion.

Talked through the timeline from beginning to completion of the review (October – December) that is outlined in the Executive Director contract. There were no changes or questions to the timeline.

b) Assessment Type – 360 evaluation vs. modified Executive Director Evaluation form.

The modified evaluation form is a customized version of an evaluation form that has been used in the past for other Executive Director roles.

M Clark and D Clark both agreed that the 360 evaluation was too in-depth and unnecessary for the short amount of time the Executive Director has been in the role. It was agreed that the modified Executive Director Evaluation would be recommended to the Council at the October Council Meeting on October 4th.

M Clark did recommend a change to the form to combine similar items in the "Relationship with Community" section. Ginger will make the requested changes and send the updated form for review and final approval to the committee. The final document will be sent to the NFRMPO to include in the council packet for the October meeting.

The form does include a line for the evaluator's name, but this information will be removed on the final summary report that will be provided to the Council in December. We will keep this information anonymous, as it has been in the past.

c) Who to have participate in the evaluation.

To keep the feedback valuable and undiluted by evaluators that have not had experience working with the current Executive Director, in this role, as a committee we will be recommending that the participants include only the NFRMPO Staff and Executive Committee. Due to Cozad and Mellon being unable to attend this meeting, we are asking for their concurrence on this item and/or if they think their will be any objections to this recommendation with the Council via email follow up.

Action: Decide on recommendations to present to Council at the October Council meeting for approval.

Summary: Expected recommendations and request for approval going to Council in October:

- Timeline to start evaluation process in October with final report presented in December.
- Use of modified Executive Director Evaluation Form.
- Evaluators to include: NFRMPO Staff, Executive Committee, and the Executive Director

Meeting ended at 4:30pm.

Minutes taken by Ginger Robitaille

Follow up email communications occurred to provide an opportunity for HR Committee members that could not attend the meeting to provide their input. The Executive Committee had also requested that Suzette Mallette be informed of the process and documents to be utilized to ensure she would be agreeable to these items as well.

G Robitaille had a call with S Mallette and received her agreement to the process and form with some additional edits. We will also be including all Council members in the review process

The official name of the evaluation being used is: NFRMPO Executive Director Evaluation Form 2018.

Updated Summary: Expected recommendations and request for approval going to Council in October:

- Timeline to start evaluation process in October with final report presented in December.
- Use of NFRMPO Executive Director Evaluation Form 2018.
- Evaluators to include: NFRMPO Staff, NFRMPO Council, and the Executive Director

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 19, 2018**

APPROVAL OF THE AUGUST 15, 2018 TAC MINUTES

Wagner moved to approve the August 15, 2018 TAC minutes. The motion was seconded by McDaniel and approved unanimously.

CONSENT AGENDA

FY2018-FY2019 UPWP Amendment #3 and 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) – Martin noted the percent of non-single occupant vehicle commute trips target should be 25 percent instead of 30 percent. Jones moved to recommend Planning Council approve the FY2018-FY2019 UPWP Amendment #3 and the 2045 GOPMT with the updated target. The motion was seconded by Anderson and approved unanimously.

ACTION ITEMS

September 2018 TIP Amendment – Kealy reviewed the four Amendment requests included in the TAC packet. The *I-25: SH7 to SH1* project will have its title updated to *North I-25: WCR38 to SH402*, which is within the NFRMPO Metropolitan Planning Area and reflects the project sponsor's revised project location. An updated Environmental Justice Analysis will occur prior to the Planning Council meeting. Kealy noted Transit Asset Management (TAM) targets need to be incorporated into the TIP with any amendment after October 1, 2018, and the TIP Narrative will be updated to reflect this. Schneiders moved to recommend Planning Council approve the September 2018 TIP Amendment. The motion was seconded by McDaniel and approved unanimously.

2018 Call for Projects Process – Kealy reviewed the updates to the 2018 Call for Projects process based on TAC comments at the August TAC meeting. The STBG target table was updated, STBG scoring criteria points reflect TAC input, and the Intelligent Transportation Systems (ITS) requirements and Buy America restrictions have been clarified. The RAQC set-aside for air quality modeling has been included in the STBG funding information. NoCo Bike & Ped Collaborative reviewed the Transportation Alternatives (TA) Non-Motorized Project Scoring Criteria and provided additional explanations for how non-motorized projects will be scored. Kealy stated the CMAQ formulas workshop has been delayed until October 9, 2018. TAC will hold a Work Session on the formulas between the workshop and the October TAC meeting. Kemp moved to recommend Planning Council approve the 2018 Call for Projects Process with the exception of the CMAQ formulas. The motion was seconded by Jones and approved unanimously.

PRESENTATION

CDOT Smart Mobility – Bob Fifer, CDOT, presented on the various ITS and technology initiatives CDOT is undertaking. Fifer noted the CDOT Region 4 SMART Mobility Plan meeting will be held on November 1, 2018. CDOT is working with public and private agencies and organizations to plan for and expand fiber throughout the State. Additionally, CDOT is assessing the need for fiber and other technology, especially as vehicle technology is expanding. The Smart Mobility Plan will be a component of the Statewide Transportation will address a five to 10-year vision to maximize the benefits of new technology in the transportation system.

DISCUSSION ITEMS

2045 Regional Transit Element (RTE) – Gordon reviewed the draft *2045 RTE* and noted the recommendations included in the Plan. The *2045 RTE* was distributed to TAC following the August 2018 TAC meeting for comment. Jones asked if the regional rail study will be included and Gordon noted he will add it to the recommendations. The *2045 RTE* will go to Planning Council as a Discussion Item at the October 4, 2018 Planning Council meeting.

FY2018 TIP Projects Review – Kealy noted of the 12 projects reviewed, eight are fully delayed and one has delayed components. Anderson stated the *Weld County CNG Vehicles & Expansion* project is delayed due to Buy America waiver issues, not because of Weld County. TAC discussed holding a meeting between CDOT, the NFRMPO, and communities impacted by the Buy America waivers suspension. Kealy noted the TIP Delay policy does not provide detail on what happens if a portion of a project is delayed and asked for TAC input to clarify this issue for the next TIP update in spring 2019.

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Mobility Coordination

In the North Front Range MPO



Larimer County Senior Transportation Update

Continuing the progress made during the *Larimer County Senior Transportation Needs Assessment*, the Larimer County Senior Transportation Work Group (Work Group) applied for and received two grants in summer 2018: the National Aging and Disability Transportation Center (NADTC) *Getting Ready to Innovate* grant and an FTA \$5304 grant. The Work Group is made up of staff from Berthoud Rural Alternative for Transportation (RAFT), Larimer County Community Planning Infrastructure & Resources, Larimer County Department of Public Health and Environment Built Environment Program, Larimer County Office on Aging, the NFRMPO, and the Partnership for Age-Friendly Communities (PAFC).

The NADTC grant will create an expert panel made up of advocates, transportation providers, older adults, and individuals with disabilities. Members of the expert panel will evaluate multiple software and technology toolkits, which will be used to set up a One Call-One Click Center. The One Call-One Click Center will begin as a way to connect individuals needing rides to the existing providers that will best serve the user's need(s). The project will be completed by December 2018.

The FTA \$5304 grant will build on the work done as part of the NADTC grant and create an *Implementation Plan* for the One Call-One Click Center. The project will identify partnerships, market research and outreach opportunities; design services to be implemented; develop a business and financial plan; and synthesize the strategies into an *Implementation Plan*.

Rider's Guide Updates

More than 560 users have logged onto the online service to find potential service matches since January 1, 2018, with 99.4 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023. The online Rider's Guide is available at noco.findmyride.info.

2045 Regional Transit Element

The NFRMPO has published a draft version of the *2045 Regional Transit Element* (2045 RTE). The recommendations from the *2045 RTE* include: continue and expand regional cooperation; consolidate planning efforts; invest equitably; maintain and implement CDOT's Transit Development Program; consider and develop transit technology; educate the public on existing and planned transit routes and programs; and focus on achieving targets for federally-required performance measures. The *2045 RTE* is anticipated to be adopted by the NFRMPO Planning Council at their November 1st, 2018 meeting.

Bustang Travel Training

A regional collaborative effort will bring Bustang Travel Training to the region. Through a partnership of AARP, BATS, COLT, the NFRMPO, PAFC, RTD, and Transfort, a regional travel training will show adults over 50 years of age how to ride their local transit, connect to Bustang at Harmony Transfer Center or US34 Park-n-Ride, then traverse Denver Union Station to connect to light rail, commuter rail, buses, and downtown Denver.



Mobility Management Funding

The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds.

NFRMPO mobility coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education.

Funding has been secured for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

Larimer County Mobility Committee

- Arc of Larimer County
- Berthoud Area Transportation System
- Berthoud Rural Alternative for Transportation (RAFT)
- City of Loveland Transit (COLT)
- Colorado Division of Vocational Rehabilitations
- Elderhaus
- Foothills Gateway
- Heart&SOUL Paratransit
- Larimer County Department of Health and Environment
- Larimer County Office on Aging
- Larimer County Workforce Center
- SAINT
- Transfort

Weld County Mobility Committee

- Arc of Weld County
- Colorado Division of Vocational Rehabilitation
- Connections for Independent Living
- Envision Colorado
- Greeley Center for Independence
- Greeley Evans Transit (GET)
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County



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Town of LaSalle
Dave Clark
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Kathy Gilliland
Transportation Commission*

MPO Staff

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

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: October 4, 2018

Re: FY2019 UPWP Tasks and Budget Amendment #1

Background

NFRMPO staff has updated two Tasks and Products for FY2019 in the FY2018-FY2019 Unified Planning Work Program (UPWP). The Finance Committee reviewed the FY2019 Budget Amendment on September 18, 2018.

The two updated FY2019 Tasks (*Task 2.11 Local Transportation Plan* and *Task 4.5 Larimer County Senior Transportation Implementation Plan*) are provided as an attachment to this memo. These are additions to the UPWP.

These Tasks were discussed at the August 15, 2018 TAC meeting. No comments were received from TAC members.

The full FY2018-2019 UPWP, approved by Planning Council on May 3, 2018, may be accessed here: <http://bit.ly/2FAMGQh>.

Action

TAC and Finance Committee recommends approval of the first amendment to the FY2019 tasks and budget of the FY2018-2019 Unified Planning Work Program (UPWP)

FY 2019 UPWP Amendment 3

2.11 LOCAL TRANSPORTATION PLAN

OBJECTIVE

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the NFRMPO have lacked resources to prepare transportation plans and this allows funding and NFRMPO staff support in the development of those plans.

METHOD

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. NFRMPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

OVERALL IMPACT/INTENT

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

2019 PRODUCTS

1. Attendance at Steering Committee meetings
2. Reviews of draft documents
3. Review of final document
4. Incorporation of plan in future NFRMPO planning process

FY 2019

PERSON/WEEKS: 5

2019 BUDGET:

Personnel	\$12,500
Other Direct	25,000
Indirect	<u>3,173</u>
Total	\$40,673

2019 DISTRIBUTION

Federal	
CPG (82.79%)	\$33,673
Local match (17.21%)	<u>7,000</u>
Total	\$40,673

OTHER DIRECT:

Out of State Travel	0
Consultant	25,000
Other	<u>0</u>
Total	\$25,000

4.5 LARIMER COUNTY SENIOR TRANSPORTATION IMPLEMENTATION PLAN

OBJECTIVE:

This task builds on work done by the Larimer County Office on Aging (LCOA) and Larimer County Engineering Department on the *Larimer County Senior Transportation Needs Assessment*. The Implementation Plan will craft an outreach program, draft a business and financial plan, and make recommendations about potential pilot projects based on the recommendations in the *Needs Assessment*.

METHOD:

NFRMPO staff will work with staff from the Partnership for Age-Friendly Communities (PAFC), the Larimer County Department of Health and Environment, Rural Alternatives for Transportation (RAFT), Larimer County Office on Aging, and Larimer County Community Development. The group currently meets as the Larimer County Senior Transportation Work Group.

The NFRMPO will follow agency procurement policies to issue a Request for Proposals to hire a consultant who will carry out the software evaluation and the Business/Implementation Plan. The consultant will report to the assigned project manager and the Larimer County Senior Transportation Work Group. The RFP will be written to ensure a timeline and deliverables that match the Scope of Work developed with CDOT and NADTC.

OVERALL IMPACT/INTENT:

The intent of the Larimer County Senior Transportation Implementation Plan is to develop a business and financial plan improving transportation throughout Larimer County to medical, employment, and other destinations particularly for seniors, people with disabilities, veterans, and low-income individuals.

FY2019 PRODUCTS:

1. Report recommending software/program for Inclusion in Business/Financial Plan
2. Develop inclusive outreach program
3. Business and Financial Plan
4. Final Implementation Plan

FY 2019

PERSON/WEEKS: 4

2019 BUDGET:

Personnel	\$590
Other Direct	\$80,000
Indirect	\$410
Total	\$81,000

2019 DISTRIBUTION:

Federal	
5304	\$40,000
5304 match	\$16,000
NADTC	\$20,000
NADTC match	\$5,000
Total	\$81,000

2019 OTHER DIRECT:

Out of State Travel	\$3,000
Consultant	\$76,500
Other	\$500
Total	\$80,000



RESOLUTION NO. 2018-19
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL APPROVING THE FIRST AMENDMENT TO THE FY2019 TASKS AND BUDGET OF
THE FY2018-FY2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2018 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, the NFRMPO is requesting an amendment of the FY2018-FY2019 UPWP to roll the *Local Transportation Plan* forward and to add the *Larimer County Senior Transportation Implementation Plan*; and

WHEREAS, the FY2019 budget and FY2019 UPWP were approved on May 3, 2018 and this is the First Amendment of the FY2019 portion of the UPWP; and

WHEREAS, the NFRMPO is amending the FY2019 UPWP tasks to:

- Roll the *Local Transportation Plan* funding amount of \$33,673 in Consolidated Planning Grant (CPG) funds and \$7,000 in Local Match from Severance, Eaton, and Weld County from FY2018 to FY2019 and
- Add the new *Larimer County Senior Transportation Implementation Plan* using \$20,000 in National Aging and Disability Transportation Center (NADTC) Grant funding and \$5,000 in Local Match from Larimer County; and \$40,000 in Colorado Department of Transportation (CDOT) FTA §5304 grant funding and \$16,000 in Local Match from Larimer County; and

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby approves the First Amendment to the FY2019 tasks and budget of the FY2018-2019 Unified Planning Work Program (UPWP).

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of October 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 4, 2018 Evans	2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) **CONSENT**	Sarah Martin
Objective/Request Action		
Planning Council review and approval of 2045 GOPMT for inclusion in 2045 <i>Regional Transportation Plan</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • Planning Council adopted the 2040 GOPMT as part of the <i>2040 Regional Transportation Plan (2040 RTP)</i>. The 2045 GOPMT will be updated as part of the <i>2045 RTP</i> process. • NFRMPO staff brought the 2045 GOPMT to TAC in November 2017. TAC decided to have further discussions about how to proceed once CDOT provided additional data on the federally-required performance measures. • Planning Council discussed the National Performance Measures and took action to approve the proposed measures and targets at their September 6, 2018 meeting. • NFRMPO staff has worked with TAC to design MPO-specific performance measures to measure additional aspects of the transportation system not considered under the national Transportation Performance Management (TPM) framework. 		
Committee Discussion		
<p>This is the second time Planning Council will be discussing this PC item. TAC has discussed this item five times since November 2017 and recommend the approval of the 2045 GOPMT at their September 19, 2018 meeting.</p>		
Supporting Information		
<p>TPM is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. TPM is the guiding principle for the NFRMPO as the agency updates the 2040 GOPMT framework. The GOPMT guides regional transportation planning policy, specifically the programming of projects, planning efforts, and overall coordination. The GOPMT was adopted as part of the <i>2040 RTP</i>, prior to Federal guidance for national performance measures and targets being released. The 2040 GOPMT can be downloaded at this link: https://nfrmpo.org/wp-content/uploads/2040-rtp-goals-and-objectives.pdf</p> <p>MAP-21 and the FAST Act provided further guidance on performance management, which was considered prior to NFRMPO staff bringing the GOPMT to TAC in November 2017. TAC members asked NFRMPO staff to develop a table to highlight gaps between the existing GOPMT and the new requirements. Further guidance and CDOT's adoption of performance measures made the 2045 GOPMT possible, and it is included as an attachment to this AIS.</p> <p>As an MPO, the NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act. The NFRMPO can set targets either at a regional level or decide to support the State targets. In either case, the NFRMPO must agree to plan and program projects that contribute toward the accomplishment of the adopted targets. The NFRMPO will also partner with transit agencies to set regional transit performance measures, but those will be adopted separately.</p> <p>In addition to the National Performance Measures, the NFRMPO has the ability to set its own performance measures and targets. For example, at the August 2, 2018 Planning Council meeting, Planning Councilmembers suggested measuring congestion instead of reliability. To track this, the NFRMPO is suggesting measuring Travel Time Index, which measures congested speeds to free-flow speeds.</p>		

Advantages

- Adopting the 2045 GOPMT will allow the NFRMPO to set policies to improve the transportation system in line with FHWA's TPM guidelines.
- Setting regional performance measures and targets prioritizes projects based on regional criteria, expanding on what is required by the USDOT.
- Setting regional performance measures in addition to the nationally-required ones is a sign of regional cooperation.

Disadvantages

- There are no requirements to set regional performance measures and targets, meaning there are no consequences to not achieving them.

Analysis/Recommendation

- TAC recommends Planning Council review and approve the proposed 2045 GOPMT at the October 4, 2018 Planning Council meeting.

Attachments







- Proposed 2045 GOPMT




Attachment A

Value Statement

We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users and that protects and enhances the region’s quality of life and economic vitality.

	Goal Area 1 Economic Development Quality of Life				Goal Area 2 Mobility			Goal Area 3 Multi-Modal			Goal Area 4 Operations			
MPO GOAL	Foster a transportation system that supports economic development and improves residents’ quality of life				Provide a transportation system that moves people and goods safely, efficiently, and reliably			Provide a multi-modal system that improves accessibility and transportation system continuity			Optimize operations of transportation facilities			
NATIONAL GOALS	Infrastructure Condition				Safety			Infrastructure Condition			Congestion Reduction			
	Freight movement and economic vitality				Congestion Reduction			System Reliability			Freight Movement and Economic Vitality			
	Environmental Sustainability				System Reliability						Reduced Project Delivery Delays			
OBJECTIVES	Conform to air quality requirement	Maintain transportation infrastructure and facilities		Increase investment in infrastructure	Reduce number of severe traffic crashes	Reduce congestion	Improve travel time reliability	Support transportation services for all including the most vulnerable and transit-dependent populations	Increase mode share of non-single occupancy vehicles (SOV) modes	Develop infrastructure that supports alternate modes and connectivity	Optimize the transportation system	Enhance Transit Service in the NFR region	Reduce project delivery time frame	
PERFORMANCE MEASURES & TARGETS	5	2	3	T-1 T-2 T-3	6	1	4	4	6	6	6	4	6	6

	PERFORMANCE MEASURE	STATEWIDE TARGET	NFRMPO REGION TARGET
1 	SAFETY		
	Number of Fatalities	610	
	Fatality rate per 100 million vehicle miles traveled	1.2	
	Number of serious injuries	3,350	Adopted State Targets
	Serious injury rate per 100 million vehicle miles traveled	6.79	
	Number of non-motorized fatalities and serious injuries	586	
2 	PAVEMENT CONDITION		
	Percent of pavement on interstate System in good condition	47%	
	Percent of pavement on interstate System in poor condition	1%	Potentially adopting State Targets
	Percent of pavement on non-interstate NHS in good condition	51%	
	Percent of pavement on non-Interstate NHS in poor condition	2%	
3 	BRIDGE CONDITION		
	Percentage of NHS bridges classified as in good condition	44%	
	Percentage of NHS bridges classified as in poor condition	4%	Potentially adopting State Targets
4 	RELIABILITY (System Reliability and Freight Movement)		
	Percent of person-miles traveled on Interstate system that are reliable	81%	
	Percent of person-miles traveled on non-Interstate NHS that are reliable	64%	Potentially adopting State Targets
	Truck travel time reliability index	1.5	
5 	AIR QUALITY (CMAQ)/ENVIRONMENTAL SUSTAINABILITY		
	VOC Reduction	105 kg/day	
	Carbon Monoxide (CO) Reduction	1,426 kg/day	Potentially adopting State Targets
	Nitrogen Oxides (NOx) Reduction	105 kg/day	
6 	NFRMPO-SPECIFIC		
	Population and essential destinations within paratransit and demand response service area within the MPO boundary		At least 75%
	Non-motorized facility miles		Increase by 50%
	Percent of non-single occupant vehicle commute trips		At least 25%
	Fixed-route revenue hours per capita within service areas		Increase by 10%
	Daily VMT per capita		Daily VMT per capita ≤ 24
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters		0
	Travel Time Index on RSCs		90% of RSCs have a TTI ≤ 1.5
Miles of fiber for connected roadways		250 miles	

TRANSIT PERFORMANCE MEASURE AND TYPE		Transfort ULB	Transfort Target	Statewide Tier II Plan ULB	Statewide Tier II Plan Target
 T-1	PERCENT REVENUE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK				
	Bus	15		14	20%
	Articulated Bus	17		14	-
	Cutaway	12	25%	10	7% - 20%
	Automobile	10		8	50%
	Minivan	10		8	38%
	Truck/SUV	10		8	-
 T-2	PERCENT SERVICE VEHICLES MEETING OR EXCEEDING USEFUL LIFE BENCHMARK				
	Automobile				
	Truck and other rubber tire vehicles	10	25%	8 to 14	28%
 T-3	PERCENT PASSENGER AND MAINTENANCE FACILITIES RATED BELOW CONDITION 3				
	Passenger Facility				
	Passenger Parking		25%		
	Maintenance				19%
	Administrative				



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

MEMORANDUM

To: NFRMPO Planning Council

From: HR Committee

Date: October 4, 2018

Re: Executive Director Review Process

Background

HR Committee members Dave Clark and Mark Clark met September 18, 2018 via conference call with Ginger Robitaille, HR Consultant, to discuss and consider two types of assessments for the 2018 evaluation process of Executive Director, Suzette Mallette. Conducting a 360 Evaluation was considered too comprehensive considering Director Mallette has only been in the position since June. An existing Executive Director Evaluation form supplied by MPO staff was reviewed and the following revisions were requested:

- Combined similar items in the “Relationship with Community” section
- Identified items that pertained to one group only and assigned them to the appropriate group.
- Confirmed the evaluator’s name will be deleted in the final summary to keep information confidential.

HR Committee members Julie Cozad and Troy Mellon were provided the information from the September 18th meeting and had no additional feedback.

The HR Committee is recommending the survey participants be the NFRMPO staff and Executive Committee only.

Director Mallette was informed of the document which will be used in the evaluation process and was amenable. She recommends the appropriate participants to conduct the survey are NFRMPO staff and Council members only.

The HR Committee recommends Planning Council approval of the vetted 2018 Executive Director Evaluation Process at their September 18, 2018 meeting. (A copy of the evaluation form is attached.)

Action

The HR Committee recommends approval for the Executive Committee and Staff to complete the “NFRMPO Executive Director Evaluation Form 2018” for the 2018 Executive Director Evaluation Process.

Executive Director Performance Evaluation

Executive Directors Name: _____

Evaluation Period: _____ to _____ Evaluated by: _____

Rating Scale:

- 1 = Significantly below standard, unsatisfactory performance, fails to meet established standards.
- 2 = Below standard, inconsistent performance, rarely exceeds established standards.
- 3 = Standard, satisfactory performance, consistently meets but rarely exceeds established standards.
- 4 = Above standard, above average performance, usually exceeds established standards
- 5 = Significantly above standard, exceptional performance, exceeds established standards

Directions: Put an X in the place of your selected number. If there are sections or specific items that address an area of the Executive Director’s performance that you do not have knowledge of, please select N/A (not applicable).

Relationship with the Council / Governance

	Low				High	
	1	2	3	4	5	
1 – Communicates necessary information openly and honestly in a timely and organized fashion.	1	2	3	4	5	N/A
2 – Establishes and maintains positive and effective working relationships with each member and each committee on the Council.	1	2	3	4	5	N/A
3 – Synthesizes information and frames issues and questions in a manner for the Council to make appropriate decisions.	1	2	3	4	5	N/A
4 – Makes periodic reports to the Council regarding all important aspects of the organization’s functions and operations, highlighting both achievements and areas of concern.	1	2	3	4	5	N/A

Comments:

Strategic Planning, Program Development and Management

	Low				High	
	1	2	3	4	5	
1 – Works with the Council to develop Long-term goals.	1	2	3	4	5	N/A
2 – Supervises programs and services that are consistent with the organization’s purpose.	1	2	3	4	5	N/A
3 – Supervises programs and services that meet the needs of the organization’s constituents and the community.	1	2	3	4	5	N/A
4 – Maintains a system of quality program record-keeping and documentation of all activities.	1	2	3	4	5	N/A

Comments:

Financial and Fund Management	Low				High	
1 – Oversees the preparation of regular reports to the Council regarding the financial condition and fiscal operation of the organization.	1	2	3	4	5	N/A
2 – Oversees the development and management of the organization’s funds and financial strategies in conjunction with the Council.	1	2	3	4	5	N/A
3 – Ensures the organization’s business is operated in accordance with GAAP (general accepted accounting principles) and procedures.	1	2	3	4	5	N/A
4 – Oversees the development and execution of long-range fund and resource development planning.	1	2	3	4	5	N/A

Comments:

Relationship with Staff, Leadership and Management	Low				High	
1 – Provide stability to staff; establishing clear patterns of authority, responsibility, supervision and communication.	1	2	3	4	5	N/A
2 – Establishes and maintains positive and effective working relationships with all staff; facilitating teamwork and collaboration.	1	2	3	4	5	N/A
3 – Sets clear performance expectations and goals for team members; providing coaching and feedback, as needed.	1	2	3	4	5	N/A
4 – Delegates authority and monitors results appropriately. Encouraging innovative thinking and solutions and effectively incorporating the ideas and contributions of others.	1	2	3	4	5	N/A
5 – Communicates necessary information in a timely and organized manner and invites and responds to staff needs and feedback in a timely manner.	1	2	3	4	5	N/A
6 – Develops and utilizes an effective set of personnel policies and procedures.	1	2	3	4	5	N/A
7 – Oversees and utilizes a fair process of progressive disciplinary actions when warranted by employee actions and identifies and handles personnel issues quickly and effectively.	1	2	3	4	5	N/A
8 – Demonstrates ability to foresee problems and utilize preventive problem-solving strategies.	1	2	3	4	5	N/A

Comments:

Relationship with Community

1 – Develops effective working relationships and communication with other Colorado government agencies and community groups; serving as the chief spokesperson for the organization.

Low					High	
1	2	3	4	5	N/A	

2 – Ensures the organization is marketed and positioned properly to help it achieve its mission.

1	2	3	4	5	N/A
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Comments:

Conduct of Business

1 – Ensures the organization conducts all business at the highest standard of integrity and ethics.

Low					High	
1	2	3	4	5	N/A	

2 – Ensures the organization, its staff and its programs operate in compliance with all applicable local, state, and federal laws and regulations.

1	2	3	4	5	N/A
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3 – Develops, maintains, and fulfills contracts with other organizations when required and/or appropriate.

1	2	3	4	5	N/A
---	---	---	---	---	-----

Comments:

If you have suggestions or comments on the items below, please provide details.

Goals for the Coming Year:

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Job-Related Strengths:

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Plans to Strengthen Performance:

- 1. _____
- 2. _____
- 3. _____
- 4. _____

Additional Comments (optional):



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 Town of Garden City
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 Troy Mellon
 Town of Johnstown
 Paula Cochran
 Town of LaSalle
 Dave Clark
 City of Loveland
 Mayor Pro Tem Elizabeth Austin
 Town of Milliken
 Mayor Donald McLeod
 Town of Severance
 Mayor Pro Tem Aaron Pearson
 Town of Timnath
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 Kathy Gilliland
 Transportation Commission

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

MEMORANDUM

To: NFRMPO Planning Council
From: Alex Gordon
Date: October 4, 2018
Re: Transit Asset Management (TAM) Targets

Background

In 2016, the Federal Transit Administration (FTA) published a rule requiring transit agencies receiving Federal transit assistance to create Transit Asset Management (TAM) Plans for assets including vehicles, facilities, equipment, and other infrastructure. TAM Plans are required for all transit agencies, but smaller agencies may join a group TAM Plan. In the NFRMPO region, Transfort elected to draft its own TAM Plan, while City of Loveland Transit (COLT), Greeley-Evans Transit (GET), and VanGo™ elected to join the Statewide TAM Plan.

The NFRMPO worked with CDOT and the three local transit agencies on setting regional targets as required by the Final Rule for TAM. In these discussions, the three agencies decided to keep Transfort and the State's TAM targets separate and adopt both sets of targets as the regional targets.

The TAM Targets were brought to Planning Council for Discussion as part of the overall 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) at their August and September 2018 meetings. TAM Targets were also references during the PM2 and PM3 Discussions. Once adopted, NFRMPO staff will submit the signed Resolution and a formal letter to FTA, CDOT, COLT, GET, and Transfort.

Action

NFRMPO staff requests Planning Council set TAM targets by supporting the targets established by CDOT and Transfort for TAM.



**RESOLUTION NO. 2018-20
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY
PLANNING COUNCIL TO SET TARGETS BY SUPPORTING THE TARGETS
ESTABLISHED BY CDOT AND TRANSFORT FOR TRANSIT ASSET
MANAGEMENT (TAM)**

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 Federal Transit Administration (FTA) established regulations (49 CFR Part 625) requiring transit agencies to set targets for four TAM performance measures by January 1, 2017 and annually thereafter; and

WHEREAS, three of the four TAM performance measures are applicable to the North Front Range region; and

WHEREAS, the Metropolitan Transportation Planning and Programming regulations (29 CFR Part 450) require MPOs to set targets and integrate them into updated or amended Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) adopted after October 1, 2018; and

WHEREAS, CDOT and Transfort each set their TAM targets using a data-driven approach and in collaboration with planning partners as part of their TAM Plans; and

WHEREAS, the City of Loveland (COLT), Greeley-Evans Transit (GET), and VanGo™ elected to join the Statewide TAM Plan and to adopt the associated TAM targets set by CDOT; and

WHEREAS, MPOs may set targets by incorporating each provider’s targets or by committing to region-wide targets for the MPO region;

WHEREAS, the Colorado Department of Transportation (CDOT) and Transfort set the following targets for TAM:

Measure	Type	Transfort ULB / Target	Statewide Tier II Plan ULB / Target
Percent revenue vehicles meeting or exceeding useful life benchmark (ULB)	Bus	15 / 25%	14 / 20%
	Articulated Bus	17 / 25%	14 / -
	Cutaway	12 / 25%	10 / 7-20%
	Automobile	10 / 25%	8 / 50%
	Minivan	10 / 25%	8 / 38%
	Truck/SUV	10 / 25%	8 / -
Percent service vehicles meeting or exceeding useful life benchmark	Automobile	10 / 25%	8 to 14 / 28%
	Truck and other rubber tire vehicles	10 / 25%	8 to 14 / 28%
Percent passenger and maintenance facilities rated below condition 3	Passenger Facility	25%	19%
	Passenger Parking	25%	19%
	Maintenance	25%	19%
	Administrative	25%	19%

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set targets by supporting the CDOT and Transfort TAM targets and agrees to plan and program projects to contribute toward the accomplishment of the targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of October 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																																												
October 4, 2018 Evans	September 2018 TIP Amendment	Medora Kealy																																												
Objective/Request Action																																														
To approve the September 2018 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																																												
Key Points																																														
<p>NFRMPO staff received four Amendment requests for the September 2018 TIP Amendment cycle. CDOT R4 is requesting to add one project and revise one project:</p> <ul style="list-style-type: none"> Adding the <i>North I-25: WCR38 to SH402</i> project with \$20M SB1 state funding. <p>Table 1: North I-25: WCR38 to SH402 Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$20,000</td> </tr> <tr> <td>Total</td> <td>\$20,000</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>North I-25: Design Build</i> project by adding \$6M SB267 state funding in FY19-FY21 and adding \$19M SB1 state funding in FY19. <p>Table 2: North I-25: Design Build Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$15,600</td> <td>\$0</td> <td>\$15,600</td> </tr> <tr> <td>Federal/State</td> <td>\$41,235</td> <td>\$0</td> <td>\$41,235</td> </tr> <tr> <td>State</td> <td>\$144,000</td> <td>\$25,000</td> <td>\$169,000</td> </tr> <tr> <td>Local</td> <td>\$106,000</td> <td>\$0</td> <td>\$106,000</td> </tr> <tr> <td>Total</td> <td>\$306,835</td> <td>\$25,000</td> <td>\$331,835</td> </tr> </tbody> </table> <p>The City of Fort Collins is requesting to add one project:</p> <ul style="list-style-type: none"> Adding the <i>Bus Stop ADA Upgrades</i> project with \$400K local funding in FY19-FY22. <p>Table 3: Bus Stop ADA Upgrades Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Local</td> <td>\$400</td> </tr> <tr> <td>Total</td> <td>\$400</td> </tr> </tbody> </table> <p>The NFRMPO is requesting to add one project:</p> <ul style="list-style-type: none"> Adding the <i>Larimer County Senior Transportation Implementation Plan</i> project with \$40K federal \$5304 funding and \$41K local funding in FY19. <p>Table 4: Larimer County Senior Transportation Implementation Plan Project Funding in Thousands</p> <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$40</td> </tr> <tr> <td>Local</td> <td>\$41</td> </tr> <tr> <td>Total</td> <td>\$81</td> </tr> </tbody> </table> <p>As part of the September 2018 TIP Amendment, the Transit Asset Management (TAM) targets scheduled for adoption by Planning Council at this October 4, 2018 meeting will be incorporated into the TIP narrative to meet federal requirements</p>			Funding Source	Request Total	State	\$20,000	Total	\$20,000	Funding Source	Currently Programmed	Requested Additions	Request Total	Federal	\$15,600	\$0	\$15,600	Federal/State	\$41,235	\$0	\$41,235	State	\$144,000	\$25,000	\$169,000	Local	\$106,000	\$0	\$106,000	Total	\$306,835	\$25,000	\$331,835	Funding Source	Request Total	Local	\$400	Total	\$400	Funding Source	Request Total	Federal	\$40	Local	\$41	Total	\$81
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Total	\$81																																													

Committee Discussion

This is the first and only time Planning Council will see the September 2018 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the September 2018 TIP Amendment began on September 12 and concludes on October 11.

Funding Types and Uses

FTA §5304, the Statewide Transportation Planning Program, funds a wide variety of transit planning activities, including transit technical assistance, planning, research, demonstration projects, special studies, training, and other similar projects. Funds are NOT available for capital or operating expenses of public transit systems.

SB267, enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

SB1, enacted during the 2018 legislative session, provides additional funding to the state highway fund, increases the Highway Users Tax Fund (HUTF) allocation to counties and municipalities, and creates a new multimodal fund for transit projects, operating expenses, or studies.

Advantages

Approval of the September 2018 TIP Amendment ensures available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis/Recommendation

TAC recommended Planning Council approve the September 2018 TIP Amendment at their September 19, 2018 meeting.

Attachments

- September 2018 Policy Amendment Form
- Environmental Justice Analysis
- Revised Transportation Performance Management Section of the FY2019-2022 TIP
- Resolution No. 2018-21

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Draft Policy Amendment #2018-A9

Prepared by: Medora Kealy

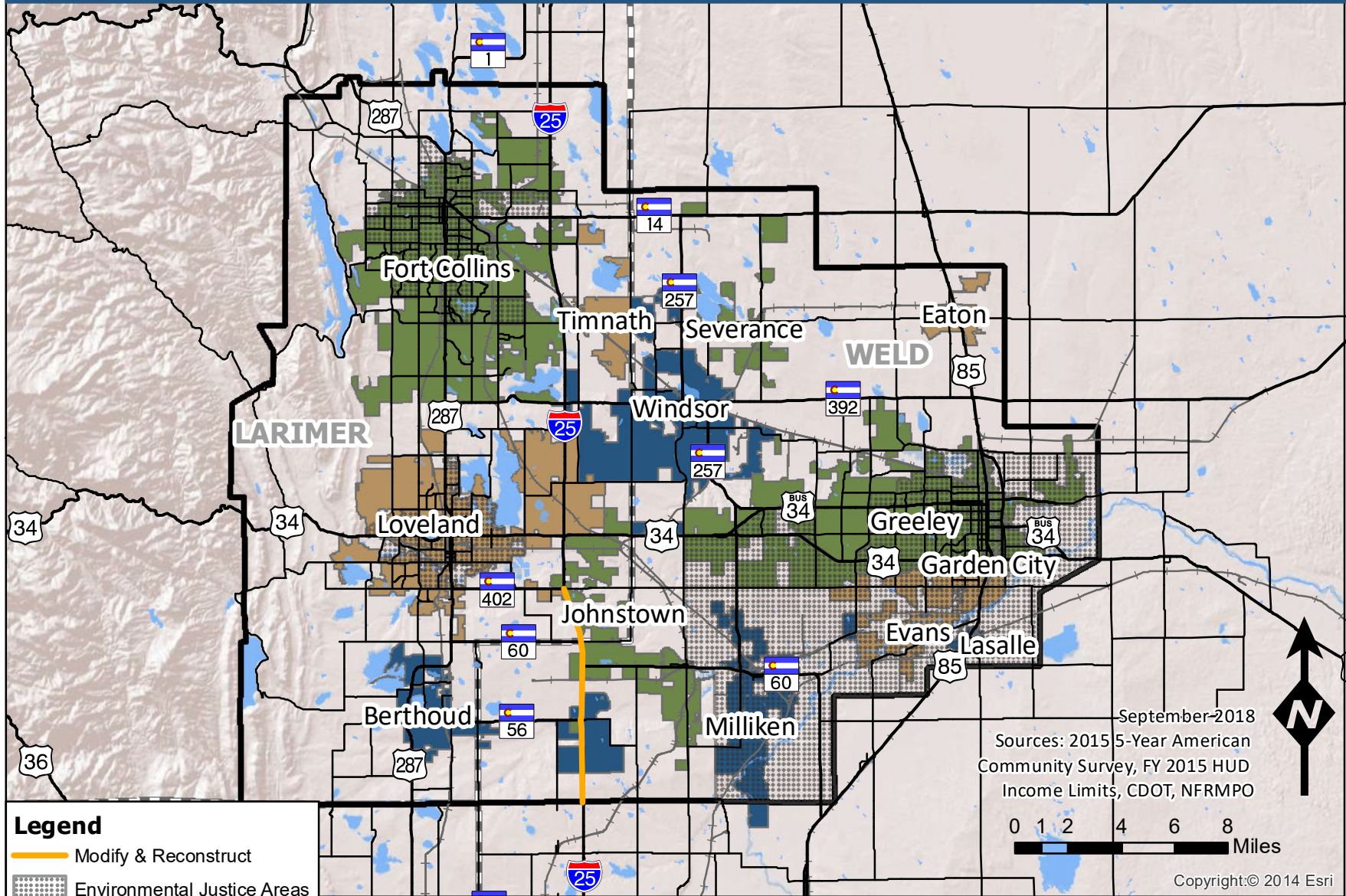
DATE: 9/20/2018

Submitted to: TAC and Planning Council for Approval






Dollars Listed in Thousands

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
Strategic													
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	5,000	-	-	10,000
					Federal	ITI	600	-	-	-	-	-	-
					Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	
					Federal/State	Permanent Water Quality	2,000	-	2,000	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	
					State	FASTER Safety	4,000	-	-	-	-	-	
					State	7PX/228	140,000	-	-	-	-	-	
					Local	Private	-	-	-	18,000	32,000	-	50,000
Local	Local	18,875	-	16,500	20,625	-	-	37,125					
Total							204,363	-	23,500	46,972	32,000	-	102,472
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements													
REVISED ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity	Federal	TIGER	5,000	-	5,000	5,000	-	-	10,000
					Federal	ITI	600	-	-	-	-	-	
					Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	
					Federal/State	RAMP/NHPP	26,888	-	-	-	-	-	
					Federal/State	Permanent Water Quality	2,000	-	2,000	3,347	-	-	5,347
					Federal/State	Surface Treatment/NHPP	-	-	-	-	-	-	
					Federal/State	Strategic Projects - Transit	5,000	-	-	-	-	-	
					State	FASTER Safety	4,000	-	-	-	-	-	
					State	SB267	-	-	2,000	2,000	2,000	-	6,000
					State	7PX/228	140,000	-	-	-	-	-	
State	SB1/HUTF	-	-	19,000	-	-	-	19,000					
Local	Private	-	-	-	18,000	32,000	-	50,000					
Local	Local	18,875	-	16,500	20,625	-	-	37,125					
Total							204,363	-	44,500	48,972	34,000	-	127,472
Project Description: One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements													
Reason: Adding \$6M SB267 state funds in FY19, 20, 21 (\$2M per year) for center loading at Kendall Park-N-Ride. Adding \$19M of SB1 state funds in FY19.													
NEW ENTRY SSP4428	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	20,000	-	-	-	20,000
					Total							-	-
Project Description: Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements													
Reason: Adding new project for post-design with \$20M SB1 state funding in FY19.													
FTA 5304 - Statewide Planning													
NEW ENTRY	2019-015	Larimer County Senior Transportation Implementation Plan	NFRMPO	Mobility	Federal	FTA 5304	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Local	NADTC	-	-	20	-	-	-	20
					Local Overmatch	Local Overmatch	-	-	11	-	-	-	11
					Total							-	-
Project Description: Create an Implementation Plan with pilot projects for a One Call/One Click Call Center serving Larimer County													
Reason: Adding new project to TIP following funding award in July 2018.													
Local													
NEW ENTRY	2019-016	Bus Stop ADA Upgrades	Fort Collins	Capital Improvements	Local	Local	-	-	100	100	100	100	400
Total							-	-	100	100	100	100	400
Project Description: Upgrading Bus Stops throughout Transfort system to meet ADA standards													
Reason: Adding new project to TIP.													

September 2018 TIP Amendment: Environmental Justice Analysis



Legend

-  Modify & Reconstruct
-  Environmental Justice Areas
-  Highways
-  Major Roads
-  NFRMPO Boundary
-  County Boundary

NFRMPO September 2018 Policy Amendment - Environmental Justice Analysis
Wednesday, September 20, 2018

North I-25: WCR38 to
 SH402, CDOT, Modify &
 Reconstruct, SB1

Project already in the TIP - Yes or No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No
Bodily impairment, infirmity, illness, or death	No
Air, noise and water pollution and soil contamination	Yes
Destruction or disruption of man-made or natural resources	Yes
Destruction or diminution of aesthetic values	No
Destruction or disruption of community cohesion or a community's economic vitality	No
Destruction or disruption of the availability of public and private facilities and services	No
Vibration	Yes
Adverse employment effects	No
Displacement of persons, business, farms or non profit organizations	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No

Note: The remaining projects in the September 2018 TIP Amendment are either not location-specific or are not impacting a new location.

Revised

Transportation Performance Management

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The application of the TPM approach is directed by federal regulations and guidance, ensuring that transportation investments are performance-driven and outcome-based.

The FHWA performance management regulation outlines major activities that State DOTs and MPOs should approach in a cooperative manner, including establishing targets, developing reporting standards, and incorporating TPM elements in the statewide and metropolitan planning processes. For more information on the federal requirements and regulations, visit the FHWA TPM website: <https://www.fhwa.dot.gov/tpm/>.

The objective of the performance and outcome-based program first identified in MAP-21 and carried forward in the FAST Act, is for planning agencies to invest resources in projects that collectively support seven specific national goal areas, detailed in **Table 4**.

Table 4: MAP-21 National Goals²

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.

National performance measures in six program areas have been established by FHWA and FTA in support of the national goals: highway safety, infrastructure condition, system performance, freight, air quality, and transit asset management. The FAST Act rules promulgation required states to set targets for the highway safety measures by August 31, 2017, and required MPOs to either support the state targets or establish their own targets within 180 days, creating a deadline of February 27, 2018. CDOT established the state targets for the highway safety measures and all MPOs within the state have either supported the state target or established their own targets.

² §1203; 23 USC 150(b)

States are required to set targets for the infrastructure condition, system performance, freight, and air quality performance measures by May 20, 2018. MPOs must either support the state targets or establish their own targets by November 16, 2018. CDOT is required to report its targets and baseline performance conditions in its Baseline Performance Period Report to FHWA on October 1, 2018. Transit agencies are required to report transit asset management (TAM) targets in their TAM plans by October 1, 2018, while MPOs are required to include TAM targets in TIPs and RTPs adopted after October 1, 2018.

As of the adoption of the [September 2018 TIP Amendment to the](#) FY 2019-2022 TIP, the NFRMPO has adopted targets for the highway safety [and TAM](#). These [highway safety](#) targets were adopted by the NFRMPO on February 1, 2018. The NFRMPO adopted CDOT’s statewide targets 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;

[The TAM targets were adopted by the NFRMPO on October 4, 2018. The targets include those adopted by Transfort and the statewide targets developed by CDOT on behalf of COLT, GET, and VanGo™ as shown in Table 5:](#)

Table 5. Transit Asset Management Targets

<u>Measure</u>	<u>Type</u>	<u>Transfort ULB / Target</u>	<u>Statewide Tier II Plan ULB / Target</u>
<u>Percent revenue vehicles meeting or exceeding useful life benchmark (ULB)</u>	<u>Bus</u>	<u>15 / 25%</u>	<u>14 / 20%</u>
	<u>Articulated Bus</u>	<u>17 / 25%</u>	<u>14 / -</u>
	<u>Cutaway</u>	<u>12 / 25%</u>	<u>10 / 7-20%</u>
	<u>Automobile</u>	<u>10 / 25%</u>	<u>8 / 50%</u>
	<u>Minivan</u>	<u>10 / 25%</u>	<u>8 / 38%</u>
<u>Percent service vehicles meeting or exceeding ULB</u>	<u>Truck/SUV</u>	<u>10 / 25%</u>	<u>8 / -</u>
	<u>Automobile</u>	<u>10 / 25%</u>	<u>8 to 14 / 28%</u>
<u>Percent passenger and maintenance facilities rated below condition 3</u>	<u>Truck and other rubber tire vehicles</u>	<u>10 / 25%</u>	<u>8 to 14 / 28%</u>
	<u>Passenger Facility</u>	<u>- / 25%</u>	<u>- / 19%</u>
	<u>Passenger Parking</u>	<u>- / 25%</u>	<u>- / 19%</u>
	<u>Maintenance</u>	<u>- / 25%</u>	<u>- / 19%</u>
	<u>Administrative</u>	<u>- / 25%</u>	<u>- / 19%</u>

The projects in the FY 2019-2022 TIP funded with CMAQ, STBG, and TA funding were selected prior to the adoption of the highway safety targets [and TAM targets](#) by the NFRMPO. However, the projects were scored and selected using the [2040 Goals, Objectives, Performance Measures, and Targets](#) (GOPMT) adopted by the NFRMPO Planning Council on September 4, 2014. The [2040](#) GOPMT were developed to meet MAP-21 requirements, with each Goal, Objective, and Performance Measure directly relating to one or more of the seven national goal areas. Each Performance Measure is associated with a Target to monitor system performance. The [2040](#) GOPMT includes [both](#) a safety Performance Measure – Five-Year Rolling Average of Injury and Fatal Crashes – [and a TAM measure – transit service vehicles within useful life parameters established by FTA](#). Project applications were scored in part on their ability to contribute to achievement of the established targets. During the 2014 and 2016 Calls for Projects, each project applicant was required to identify the applicable Performance Measure(s). **Table 6** shows TIP projects with their associated Performance Measures and Goals.



**RESOLUTION NO. 2018-21
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE SEPTEMBER 2018 AMENDMENT TO THE FY2019-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)**

WHEREAS, 49 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the FY2019-2022 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2019-2022 TIP were positive, and all of the projects are consistent with the conforming amended 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity findings on the FY2019-2022 TIP; and

WHEREAS, the FY2019-2022 TIP remains fiscally constrained; and

WHEREAS, the FY2019-2022 TIP narrative has been revised to incorporate the Transit Asset Management (TAM) targets adopted by Planning Council as required by 49 CFR §450;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2019-2022 TIP by adding or revising the following projects and funding:

- State SB1 and SB267 Funds
 - Adding CDOT’s *North I-25: WCR38 to SH402* project with \$20M state SB1 funds in FY2019.
 - Revising CDOT’s *North I-25: Design Build* project by adding \$6M state SB267 funds in FY19-FY21 and adding \$19M state SB1 funds in FY19.
- FTA §5304
 - Adding the NFRMPO’s *Larimer County Senior Transportation Implementation Plan* with \$40K federal §5304 funds and \$41K local funds in FY19.
- Local
 - Adding Fort Collins’ *Bus Stop ADA Upgrades* project with \$400K local funding in FY19-FY22.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of October 2018.

Tom Donnelly, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 4, 2018 Evans	2018 Call for Projects Process	Medora Kealy
Objective/Request Action		
Planning Council approval of the 2018 Call for Projects process with the exception of the CMAQ emissions formulas.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The 2018 Call for Projects will award FY2022 and FY2023 funding from the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs.</p> <p>Most of the process for the 2018 Call is carried forward from the 2016 Call for Projects. To meet new federal requirements, link the selection process to the region’s goals, and to accommodate planning partners’ requests, several changes are being proposed for the 2018 Call:</p> <ul style="list-style-type: none"> • Creating a \$25,000 per year STBG set-aside for four years for the Regional Air Quality Council (RAQC) to complete ozone modeling for the region. The amount of the set-aside reflects the relative population and emissions from the region compared with the Denver Regional Council of Governments (DRCOG), which is providing a \$600,000 STBG set-aside to the RAQC from their four-year FY2020-2023 Transportation Improvement Program (TIP). • Requiring all CMAQ and STBG projects to contribute toward achievement of a federally required performance measure target and adding a scoring criterion for “Contribution to Achievement of Targets”. • Adding a scoring criterion in the STBG program for “Economic Development” in recognition of the regional economic development goal and similar to the economic criterion for the TA program. • Varying the weights among the STBG scoring criteria. • Prohibiting projects which require issuance of a vehicle Buy America (BA) waiver due to the suspension of the vehicle BA waiver process. • Adding a review of ITS projects and clarifying the federal requirement for ITS projects to conform to the Region 4 ITS Architecture. <p>The CMAQ emissions formulas will be decided by TAC at their October 17, 2018 meeting following the statewide CMAQ emissions formulas workshop on October 9, 2018.</p>		
Committee Discussion		
<p>At their August meeting, TAC discussed the 2018 Call for Projects process and their feedback was incorporated into the Draft 2018 Call for Projects Guidebook. The Call for Projects Process was a Discussion item at the September Planning Council meeting and no changes to the process were requested.</p>		
Supporting Information		
<p>The 2018 Call for Projects Guidebook, available at https://www.nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook.pdf, identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program. The Guidebook includes the Call schedule, maps of eligible roadways, and the 2045 Goals and Performance Measures.</p>		

Advantages

The proposed changes related to targets allow the Call for Projects process to meet federal regulations requiring the TIP to be designed to make progress toward achieving the federally required performance measure targets. Remaining changes more clearly link the selection process to the region's goals or accommodate the requests of planning partners.

Disadvantages

None noted.

Analysis/Recommendation

At their September 19 meeting, TAC recommended Planning Council approve the 2018 Call for Projects process with the exception of the CMAQ emissions formulas.

Attachments

- Resolution No. 2018-22



RESOLUTION NO. 2018-22
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE PROCESS FOR THE 2018 CALL FOR PROJECTS

WHEREAS, 49 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, the 2018 Call for Projects will award FY2022 and FY2023 Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funding to eligible entities; and

WHEREAS, the 2018 Call for Projects Guidebook identifies eligible entities, eligible project types, project requirements, and scoring criteria for the CMAQ, STBG, and TA programs that meet federal regulations and reflect input from planning partners; and

WHEREAS, a set-aside of \$25,000 per year for four years from FY2022 through FY2025 will be created for ozone modeling of the North Front Range region by the Regional Air Quality Council (RAQC);

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the process for the 2018 Call for Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of October 2018.

ATTEST:

Tom Donnelly, Chair

Suzette Mallette, Executive Director



- 51 Active Routes
 - 2 added this year
- 260 Active Riders
- 85% Occupancy



- 10,516,523 vehicle miles saved in the last year
- 223 tons of CO kept out of Colorado's air in the last year
- 99% Customer satisfaction rate (highest ever recorded)



Challenges

- Stagnate fuel prices
- Layoffs
- People moving closer to work
- People wanting to participate but not wishing, or able, to drive
- Schedules



Opportunities

- Working closely with TMA's
- Exceptionally high customer service rating equates to increased referrals
- I-25 traffic driving people to seek alternatives



Thank you

**ANY
QUESTIONS**



AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
October 4, 2018 Evans	2045 Regional Transit Element (2045 RTE)	Alex Gordon
Objective/Request Action		
Planning Council review and feedback on the 2045 RTE.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • CDOT requires MPOs to produce an RTE as part of their <i>Regional Transportation Plan (RTP)</i> update. Data and recommendations from the 2045 RTE will be incorporated into the 2045 RTP. • NFRMPO staff worked with the three local transit agencies, CDOT, and other stakeholders to draft a Plan and recommendations. • Corridors were evaluated for ridership and demand using the 2040 <i>Regional Travel Demand Model</i>. The recommended corridors will be reevaluated using the 2045 <i>Regional Travel Demand Model</i> once it is completed in 2019 for the 2045 RTP. • The 2045 RTE was sent out for comment on August 17, 2018, and the comment period closed on August 31. Thirteen sets of comments were received and incorporated. • TAC discussed the item at their September 19, 2018 meeting. A request was made to update the Recommended Corridors to include the Great Western Railway transit alignments. The Recommendation has been updated to include studying all transit corridors shown in the Build Out Investment Scenario. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the first time Planning Council will discuss the 2045 RTE. TAC discussed the item at the September 19, 2018 TAC meeting. 		
Supporting Information		
<ul style="list-style-type: none"> • The 2045 RTE acts as the transit component of the NFRMPO's long-range 2045 RTP and will be incorporated into CDOT's <i>Statewide Transit Plan</i>. • The RTE acknowledges the local transit agencies' efforts and aims to build on these by recommending regional routes and improvements. • Projects and processes included in the 2045 RTE are better aligned to receive grant funding. • NFRMPO staff convened a Steering Committee made up of staff from COLT, GET, Transfort, the Arc of Larimer County, Larimer County Department of Public Health and Environment's Built Environment Program, the Town of Windsor, CSU's Institute for the Built Environment, and Senior Resource Services, and a volunteer driver for SAINT. The group met three times and provided input on the process, outreach, and the recommendations. • The recommendations from the 2045 RTE are to: <ul style="list-style-type: none"> ○ Continue and expand regional cooperation; ○ Consolidate planning efforts; ○ Invest equitably; ○ Maintain and implement CDOT's Transit Development Program; ○ Consider and develop transit technology; ○ Educate the public on existing and planned transit routes and programs; and ○ Focus on achieving targets for federally-required performance measures. • <i>Chapter 6: Recommendations</i> is included in this AIS for further detail, including recommended corridors for further investment. • The draft 2045 RTE was distributed to the TAC, Larimer County and Weld County Mobility Committees, the Larimer County Senior Transportation Coalition, NoCo Bike and Ped Collaborative, and other stakeholders for comments prior to the September TAC meeting. The draft discussed at the September TAC meeting incorporated these edits and comments. 		
<p>The full 2045 RTE can be downloaded at the following link: https://nfrmpo.org/wp-content/uploads/2045-rte-final-draft.pdf</p>		

Advantages

- *Regional Transit Elements* are required by CDOT as part of the Regional Transportation Plan process.
- Because the *2045 RTE* will be adopted by the Planning Council, the recommended corridors, projects, and processes can be beneficial when local entities apply for transit grants.
- The *2045 RTE* is the product of public outreach and stakeholder input.
- The recommended corridors from the *2045 RTE* will be incorporated as a scenario in the *2045 RTP*.
- Implementing the recommendations from the *2045 RTE* can help the region achieve federally-required targets.

Disadvantages

None noted.

Analysis/Recommendation

Staff recommend Planning Council members discuss the *2045 RTE* at the October Planning Council meeting.

Attachments

- *Chapter 6 - Recommendations* Chapter