



Holiday Lunch Served at 12:30

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
December 19, 2018
1:00 – 3:30 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of October 17, 2018 Meeting Minutes (Page 2)**

CONSENT AGENDA

No items this month.

ACTION ITEMS

- | | |
|---|---------|
| 1) Election of 2019 TAC Officers | Karasko |
| 2) December TIP Amendment (Page 7) | Kealy |

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

- | | |
|--|--------|
| 3) 2045 Regional Transportation Plan (RTP) Strategies (Page 12) | Martin |
| 4) 2015-2019 NFRMPO Targets for Safety Performance (Page 17) | Kealy |

OUTSIDE PARTNER REPORTS

- | | |
|---|-------------------------------|
| 5) NoCo Bike & Ped Collaborative (Page 19) | <i>Written Reports</i> |
| 6) Regional Transit Agencies | |
| 7) Senior Transportation | |
| 8) Regional Air Quality Council | |

REPORTS

- | | |
|---|------------------------------|
| 9) Bike/Ped Counters Updates (Page 20) | <i>Written Report</i> |
| 10) 2045 Regional Transportation Plan (RTP) Projects (page 25) | |
| 11) 2019 TAC Meeting Schedule (Page 27) | |
| 12) Roundtable | |

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month’s Agenda Topic Suggestions**
- 6. Next TAC Meeting: January 16, 2019**

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

**Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**October 17, 2018
1:01 – 3:24 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Tim Kemp – Fort Collins
Ken Martin – Evans
Rusty McDaniel – Larimer County
Mitch Nelson – Severance
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Suzette Mallette

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Jennifer Gardner – Milliken
Jessicca McKeown – LaSalle
Ranae Tunison – FTA

IN ATTENDANCE:

Allison Baxter – Greeley
Candice Folkers – COLT
Marissa Gaughan – CDOT
Sara Goodwin – RAQC
Alana Koenig – CDOT
Diego Lopez – Northern Colorado Clean Cities
Sheble McConnellogue – Northern Colorado
Clean Cities
Kelly Smith – Loveland
Jeanie Vetter – Loveland
Kaley Zeisel – Fort Collins/Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE SEPTEMBER 19, 2018 TAC MINUTES

McDaniel moved to approve the September 19, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

CONSENT AGENDA

2045 Regional Transit Element (RTE) – Schneiders moved to approve the Consent Agenda. The motion was seconded by McDaniel and approved unanimously.

ACTION ITEMS

2018 Call for Projects CMAQ Emissions Formulas – Kealy explained the purpose of CMAQ emissions formulas for the 2018 Call for Projects and recapped the previous discussions at the June and July TAC meetings. Kealy stated CDOT convened a workshop on October 9, 2018 to identify recommended CMAQ emissions formulas and promote consistency across the state. The outcomes of the workshop were discussed at the TAC Work Session on October 11, 2018. At the Work Session,

TAC discussed allowing sponsors of similar project types to review inputs to ensure they are comparable and realistic. A revised memo was sent to TAC on October 15, 2018 identifying the staff recommendation, example calculations, a comparison of benefits across tools, and two project calculations from the 2016 Call.

NFRMPO staff recommended using the tools identified at the CDOT workshop, except for the FHWA tool, which would be replaced with the MDOT form for non-motorized projects, as the FHWA tool has not been released. Brimmer noted the example included for diesel repower should have been calculated with the GREET/AFLEET tool. Kealy concurred and pointed out the example used the wrong tool, but the table of recommended tools is correct. Brimmer asked if the motion could be modified to use the FHWA tool for non-motorized projects once it is released, and Kealy said the staff recommendation is to approve tools that currently exist.

Schneiders moved to approve the staff-recommended formulas for use in the 2018 Call for Projects. The motion was seconded by Kemp and approved unanimously.

PRESENTATION

Where is the Funding and What are the Costs of Switching? – Diego Lopez, Northern Colorado Clean Cities (NCCC), explained the NCCC is part of the U.S. Department of Energy's (DOE's) Clean Cities Coalition network, which works to cut petroleum use in transportation through training, identifying funding opportunities, sharing best practices, and connecting fleet managers with fuel providers and industry partners. The NCCC is also part of the Colorado Energy Office's (CEO's) Refuel Colorado Fleet Coaching program.

The NCCC provides information on funding opportunities, such as the ALT Fuels Colorado program, which is administered by the Regional Air Quality Council (RAQC) and awards CMAQ funding for up to 80 percent of incremental cost. The program recently expanded to award the new settlement funding, which covers up to 25-40 percent of vehicle cost. Fueling stations are eligible for up to \$500K per station. The Charge Ahead Colorado program provides funding for electric vehicles and charging stations.

Mallette asked how the ALT Fuels Colorado program is addressing the lack of Buy America (BA) waivers. McConnellogue stated it is an issue, but RAQC already has waivers for a certain number of vehicles and hopefully there will be a change soon. The Transportation Energy Partners (TEP), a nonprofit that works with Clean Cities Coalition members, is advocating for reinstating BA waivers. Bustow stated there has been no update on the waivers since the April 2018 notification that stated the program is being revisited and re-established under the new administration. Currently, there is no process for submitting waivers for vehicles. Gaughan stated CDOT is not anticipating waivers to be issued and is asking entities to not award projects that require waivers. Kealy asked if the settlement funding requires a BA waiver. McConnellogue explained the settlement funding has different requirements, such as scappage, but does not require a BA waiver.

Lastly, Lopez stated local businesses can apply for charging stations and "group buys" can be used to receive discounted pricing on vehicles.

Regional Ozone Planning and Outreach Update – Brimmer presented the ozone trends in the Denver Metro/North Front Range Nonattainment Area. The Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (EPA) to revisit air quality standards at least every five years. The test of attainment is the design value, which is the three-year average of the fourth highest value each year. The Nonattainment area attained the 1997 ozone standard of 85 parts per billion (ppb). Now there are two standards in effect. The area is classified as Moderate Nonattainment under the 2008 ozone standard of 75 ppb and was supposed to attain the standard by 2017. The area is also classified as Marginal Nonattainment under the 2015 ozone standard of 70 ppb with an attainment year of 2020.

One-year extensions are available if all monitors are at or below the standard. For 2017, a one-year extension was received in conjunction with an exceptional event demonstration due to wildfire events. However, another one-year extension is not feasible due to the number of high ozone days in 2018. Previously, it was thought the 2008 ozone standard would be revoked, but the South Coast Air Quality

Management District v. EPA federal court decision found the EPA did not have adequate anti-backsliding measures in place when it revoked the 1997 ozone standard. Due to the ruling, even if the 2008 ozone standard is revoked, the classification would stay in place. The Nonattainment Area will be bumped up to Serious for the 2008 ozone standard unless a 179B Demonstration is conducted and approved, which would show the region would have attained the standard but for international emissions. If the Area does not attain the 2015 ozone standard by 2020, the Area would be bumped up to Moderate in 2022 with an attainment year of 2023. Brimmer explained the next steps include modeling, emissions inventory development, and strategy analyses to prepare for two State Implementation Plans (SIPs) that may be required. Mallette asked if there is enough time for proposed strategies to contribute to attaining the standards by the deadlines. Brimmer noted RAQC is starting the analysis now since it will take time to implement strategies and achieve an impact.

Sara Goodwin, Regional Air Quality Council (RAQC), presented ozone outreach strategies used in summer 2018, including paid media, earned media, stakeholder partnerships, and community outreach and sponsorships. The public education and outreach campaign was rebranded as “Simple Steps. Better Air.” (SSBA) in 2017. The TV Meteorologist Advisory Group uses RAQC materials to communicate on ozone. The ozone action alert is one of the most visible outreach programs and is distributed through email and CDOT highway signs. The RAQC is test piloting a text alert service. The NFRMPO has shared SSBA materials at outreach events, and communities can request outreach materials including the digital toolkit, social media assets, graphics, and more.

2018 Call for Projects – Kealy reported Planning Council approved the Call for Projects process at their October meeting with extended deadlines to accommodate the November 6, 2018 election. Kealy reviewed the changes to the process as compared with the 2016 Call, identified the Call timeline, and explained the application forms. Schneiders stated agencies should notify CDOT in the next few days if they will be requesting funding for their project. Only projects that are in line with identified funding sources, such as bridge funds, will be eligible for state funding.

The primary resource for applicants is the Guidebook, which is available on the NFRMPO website at <https://nfrmpo.org/tip/call-for-projects/>. Applicants can receive application assistance and data from NFRMPO staff. The estimated federal funding amounts were updated to more closely match the anticipated 2045 program distribution, and the presentation showing the updated funding amounts will be emailed to TAC. Each application must include a project location map, a detailed cost estimate, and a letter of support from the project sponsor to show financial commitment to the project. Kealy described the current TIP project delay procedure and encouraged sponsors to consider the policy when developing their project applications.

Schneiders stated the role of CDOT is to ensure sponsors are complying with all requirements for receiving federal funds. Federalizing a project impacts the cost, scope, and schedule of a project. CDOT staff can provide guidance on creating a realistic project schedule, such as allowing two to six months for an IGA. Dollars spent before the IGA and Notice to Proceed are not reimbursable, and bills received after the FHWA end date will not be paid. Applicants are encouraged to contact CDOT early and often. To receive federal fund reimbursement for design consultant costs, check with CDOT before issuing the RFP to ensure all requirements are met.

Sponsors should plan for right-of-way acquisition and utility agreements, including the 811 legislation. Federal funds trigger the National Environmental Policy Act (NEPA) including Section 4(f) Historic for buildings over 50 years old and Section 4(f) Parks & Recreation. Additional requirements apply to CDOT roadways including noise analysis, air analysis, archaeo/paleo, and hazardous materials. Local agencies must have a soils/materials engineer to complete required testing. Sponsors should ensure they can allocate sufficient local agency staff and resources to manage and document the project.

DISCUSSION

2045 Regional Transportation Plan (RTP) Scenarios – Kealy stated model scenarios are used to inform policy choices and represent alternative future conditions caused by external factors. Travel model scenarios were included in the *2040 Regional Transportation Plan (RTP)* to assess impacts of

programming funds toward I-25 or toward transit. Kealy presented the land use and travel model scenarios discussed by the Model Steering Team (MST) for use in the 2045 RTP. Kealy asked if any scenarios should be removed or added, and no suggestions were made. Martin asked if all the scenarios will be fiscally constrained. Kealy stated there may be some unconstrained scenarios to demonstrate the impacts of completing all illustrative projects. Mallette stated it may be interesting to look at increased prices in water, gas, or construction materials. Schneiders requested the regional land use maps from the 2045 land use model be shared.

Staff are proposing to narrow the number of scenarios to six. NFRMPO staff will send an online survey to TAC members to identify their preferred scenarios. Public outreach on proposed scenarios will be conducted and the scenarios will be brought to Planning Council as an information item.

Regional Rail Concept – Jones provided an update to the June 2018 TAC presentation by Randy Grauberger, WSP, concerning the Great Western Railway alignment from Greeley to Fort Collins and Loveland. Jones asked for TAC feedback on whether and how to move forward with the concept. TAC discussed which entity could champion the project if it moves forward. TAC members suggested postponing the conversation until after the November 2018 elections or after the Poudre Express launches in January 2020.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – A written report was included in the TAC packet.

Regional Transit Agencies – Schneiders stated the Bustang schedule has changed due to contractor driver issues. The updated schedule is available on the Bustang website. Zeisel reported Transfort received a \$1.5M grant for ADA bus stop upgrades. Jones reported the City of Greeley's first reading of the 2019/2020 budget was approved, including Greeley's portion of the Poudre Express. Additionally, CDOT awarded a grant for the route. Folkers reported route adjustments for COLT will take effect November 5, 2018 and is the first route adjustment in 10 years.

Senior Transit Items – Gordon reported the Bustang travel training held October 4, 2018 had 40 participants and was successful. The first meeting was held for the one-call one-click center and an expert panel will be developed. An RFP is under development for the \$5304 grant.

REPORTS

Mobility Committee Updates – A written report was included in the TAC packet.

Public Involvement 2018 Summary – A written report was included in the TAC packet.

TIP Modification Updates – A written report was included in the TAC packet.

Federal Inactives Report – A written report was included in the TAC packet.

Transportation Ballot Initiatives Update – Jones reported Greeley's Quality of Life Tax renewal is on the ballot.

ROUNDTABLE

Dusil stated the NoCo Bike & Ped Collaborative held the 2018 NoCo Leaders' Ride on October 12, 2018. There were 40 participants and the event was successful.

Karasko reported there is no November TAC meeting. The next TAC meeting is December 19, 2018 starting at 12:30 p.m. with lunch. The next Model Steering Team meeting is October 25, 2018 at 10:00 a.m.

Schneiders reported the Safe Routes to School (SRTS) Call for Projects is open. Leslie Feuerborn, CDOT, is retiring at the end of this month. Schneiders is providing application reviews. Mallette stated the MPO needs to receive the short description of the project so the MPO can report to CDOT awareness of the project and intent to include the project in the TIP if awarded.

Wagner stated Harmony Road between County Line Road and WCR15 will be closed for a week starting October 22, 2018.

Klockeman reported Loveland hired Fehr & Peers to update the Transportation Plan, Bicycle and Pedestrian Plan, and Transit Master Plan.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – Election of 2019 TAC Officers

Meeting adjourned at 3:24 p.m.

Meeting minutes submitted by:

Medora Kealy, NFRMPO Staff

The next meeting will be held at 12:30 p.m. on Wednesday, December 19, 2018 at the Windsor Recreation Center, Pine Room.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 19, 2018	December 2018 TIP Amendment	Medora Kealy

Objective/Request Action

To recommend Planning Council approval of the December 2018 TIP Amendment to the FY2019-FY2022 TIP.

- Report
- Work Session
- Discussion
- Action

Key Points

NFRMPO staff received six Amendment requests for the December 2018 TIP Amendment cycle.

CDOT R4 is requesting to revise two projects and add one project:

- Revising the *North I-25: Design Build* project by reducing \$19M SB1 state funding in FY19.

Funding Source	Currently Programmed	Requested Reductions	Request Total
Federal	\$15,600	\$0	\$15,600
Federal/State	\$41,235	\$0	\$41,235
State	\$169,000	\$19,000	\$150,000
Local	\$106,000	\$0	\$106,000
Total	\$331,835	\$19,000	\$312,835

- Revising the *North I-25: WCR38 to SH402* project by adding \$19M SB1 state funding in FY19 and adding \$165M SB267 state funding in FY19.

Funding Source	Currently Programmed	Requested Additions	Request Total
State	\$20,000	\$184,000	\$204,000
Total	\$20,000	\$184,000	\$204,000

- Adding the *I-25 Parallel Road - WCR 9.5* project with \$900K SB1 state funding in FY19.

Funding Source	Request Total
State	\$900
Total	\$900

The City of Fort Collins is requesting to revise one project:

- Combining the E-Faring project with the Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology and reducing the rolled federal funding by \$28K and the rolled local funding by \$8K.

Funding Source	Currently Programmed	Requested Reductions	Request Total
Federal	\$1,780	\$28	\$1,752
Local	\$446	\$8	\$438
Total	\$2,226	\$36	\$2,190

Key Points, Continued

The City of Greeley is requesting to add two projects:

- Adding the *GET 2017 Vehicle Replacement* project funded with \$759K federal FTA 5339(b) funding and \$190K local funding.

Funding Source	Request Total
Federal	\$759
Local	\$190
Total	\$949

- Adding the *GET 2019 Operating* project funded with \$40K state FASTER funding and \$10K local funding.

Funding Source	Request Total
Federal	\$40
Local	\$10
Total	\$50

Committee Discussion

This is the first and only time TAC will see the December 2018 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the December 2018 TIP Amendment begins on December 12, 2018 and concludes on January 10, 2019.

An environmental justice analysis is not required because the projects are either not location-specific or are not impacting a new location.

Funding Types and Uses

FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

FASTER Transit Local funds are awarded competitively by CDOT regional offices for projects such as purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

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

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis/Recommendation

Staff supports the December 2018 TIP Amendment to the FY2019-2022 TIP.

Attachments

- December 2018 Policy Amendment Form

Rev. 11/28/2018

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2018-A12

Prepared by: Medora Kealy

DATE: 12/12/2018

Submitted to: TAC and Planning Council for Approval

							<i>Dollars Listed in Thousands</i>						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
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
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-
					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													
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
				Modify & Reconstruct	Federal	ITI	600	-	-	-	-	-	-
					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	-	-	-	-	-	-	-
					Local	Private	-	-	-	18,000	32,000	-	50,000
					Local	Local	18,875	-	16,500	20,625	-	-	37,125
						Total	204,363	-	25,500	48,972	34,000	-	108,472
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: Shift \$19M of SB1 state funding in FY19 to North I-25: WCR38 to SH402.													
PREVIOUS 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	-	-	20,000	-	-	-	20,000
Project Description: Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.													
REVISED ENTRY SSP4428	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	State	SB1	-	-	39,000	-	-	-	39,000
					State	SB267	-	-	165,000	-	-	-	165,000
						Total	-	-	204,000	-	-	-	204,000
Project Description: One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.													
Reason: Revise project scope to include express lane in Segment 6 (SH56 to SH402). Shift \$19M of SB1 state funding in FY19 from North I-25: Design Funds to North I-25: WCR38 to SH402. Adding \$165,000K in FY19 100% state SB267 funding for construction.													
NEW ENTRY	2019-017	I-25 Parallel Road - WCR 9.5	CDOT Region 4	Pre-construction	State	SB1	-	-	900	-	-	-	900
						Total	-	-	900	-	-	-	900
Project Description: Up to 30% Design for future I-25 parallel road on WCR 9.5, construction TBD.													
Reason: Add new project to FY19-FY22 TIP: \$900K in FY19 100% state SB1 funding.													
FTA 5339 - Bus and Bus Facilities Program													
PREVIOUS ENTRY SST7064.023	2018-19	E-Faring Project	Fort Collins	Capital Purchase	Federal	FTA 5339	-	51	-	-	-	-	51
					Local	Local	-	13	-	-	-	-	13
						Total	-	64	-	-	-	-	64
Project Description: Design and implementation of electronic faring system for the Transfort Fixed Route System													
PREVIOUS ENTRY SST7066.028	2019-012	Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Operations	Federal	FTA 5339	-	-	532	399	399	399	1,729
					Local	Local	-	-	133	100	100	100	433
						Total	-	-	665	499	499	499	2,162
Project Description: Funding will go toward projects to repair, replace and/or enhance existing rolling stock, facilities and technology (hardware and software)													
REVISED ENTRY SST7066.028	2019-02	Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Capital Purchase	Federal	FTA 5339	-	23	532	399	399	399	1,752
					Local	Local	-	5	133	100	100	100	438
						Total	-	28	665	499	499	499	2,190
Project Description: Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software)													
Reason: Combining the E-Faring project (2018-19) with the Repair/Replace/Enhance... project (2019-02) and decreasing the rolled federal funding by \$28K and rolled local funding by \$8K.													

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2018-A12

Prepared by: Medora Kealy

DATE: 12/12/2018

Submitted to: TAC and Planning Council for Approval

							<i>Dollars Listed in Thousands</i>						
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
NEW ENTRY	2019-018	GET 2017 Vehicle Replacement	Greeley	Vehicle Replacement	Federal	FTA 5339(b)	-	-	759	-	-	-	759
					Local	Local	-	-	190	-	-	-	190
					Total		-	-	949	-	-	-	949
Project Description:		Vehicle Replacements using 2017 5339(b) Competitive Grant Award											
Reason:		New Project funded with \$759K 2017 5339(b) award and \$190K local funding from FY17.											

FASTER Transit													
Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
NEW ENTRY	2019-019	GET 2019 Operating	Greeley	Operating	State	FASTER	-	-	40	-	-	-	40
					Local	Local	-	-	10	-	-	-	10
					Total		-	-	50	-	-	-	50
Project Description:		GET 2019 FASTER Award											
Reason:		New Project funded with \$40K FASTER and \$10K local funding in FY19.											

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 19, 2018	2045 Regional Transportation Plan (RTP) Strategies	Sarah Martin
Objective/Request Action		
To discuss potential strategies for the 2045 RTP.		<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"> The 2040 GOPMT included two Policies linked to two Objectives in the GOPMT framework. The 2040 RTP included an implementation plan, which focused on supporting plans, processes, and programming, but did not link additional strategies or policies to THE Objectives. At the July 18, 2018 TAC meeting, TAC agreed the policy section should be removed from the GOPMT and expanded to address all Objectives defined in the 2045 GOPMT. The 2045 RTP Strategies were developed to serve as part of the 2045 RTP implementation plan. 		
Committee Discussion		
<p>This is the first time TAC is seeing the 2045 RTP Strategies. Strategies will come back at the January TAC meeting for Discussion or Action. Strategies will go to Council for Discussion in January.</p>		
Supporting Information		
<p>The 2045 Goals Objectives, Performance Measures and Targets (GOPMT) framework (Figure 1) was discussed and developed over five TAC meetings in 2018. The 2045 GOPMT, as adopted by Planning Council at the October 2018 meeting, carried over many of the Goals and Objectives from the 2040 GOPMT (Figure 2). In addition to Goals, Objectives, Performance Measures, and Targets, the 2040 GOPMT included two policies, which corresponded with Objective #3 and #13 in Figure 2. The policies included in the 2040 GOPMT are, respectively:</p> <ol style="list-style-type: none"> Support freight performance in partnership with CDOT Process TIP amendments on a quarterly schedule <p>During the July 18 TAC meeting, TAC was asked to discuss whether these two policies should be removed, carried forward, or expanded upon in the 2045 RTP. TAC agreed the policies should be carried forward and expanded upon such that each Objective corresponded with at least one policy. The attached 2045 Strategies Framework provides 25 potential strategies for inclusion in the 2045 RTP. Unlike policies, strategies are intended to be flexible. Rather than prescribing a specific course of action, strategies present a variety of options, which if implemented, could help the region achieve the Targets, and thereby Goals and Objectives adopted by Planning Council in October 2018.</p>		
Advantages		
<ul style="list-style-type: none"> Strategies provide a more flexible than policies, serving as guidance, rather than required action The Strategies are part of a larger framework to help the region achieve federally-required and regionally-specific targets. 		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests input from TAC regarding the draft 2045 RTP Strategies, including whether strategies should be added, removed, or amended.		
Attachments		
<ul style="list-style-type: none"> Figure 1. 2045 GOPMT Figure 2. 2040 GOPMT Figure 3. Draft list of 2045 RTP Strategies 		

Rev. 11/28/2018

Figure 1. 2045 GOPMT

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

MPO GOAL	Goal Area 1 Economic Development Quality of Life	Goal Area 2 Mobility	Goal Area 3 Multi-Modal	Goal Area 4 Operations
NATIONAL GOALS	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
	Infrastructure Condition	Safety	Infrastructure Condition	Congestion Reduction
	Freight movement and economic vitality	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality
OBJECTIVES	Environmental Sustainability	System Reliability	System Reliability	Reduced Project Delivery Delays
	Conform to air quality requirement	Reduce number of severe traffic crashes	Support transportation services for all including the most vulnerable and transit-dependent populations	Optimize the transportation system
	Maintain transportation infrastructure and facilities	Improve travel time reliability	Increase mode-share of non-single occupancy vehicles (SOV) modes	Enhance Transit Service in the NFR region
	Increase investment in infrastructure	Reduce congestion	Develop infrastructure that supports alternate modes and connectivity	Reduce project delivery time frame
PERFORMANCE MEASURES & TARGETS	5	4	6	6
	2	4	6	6
	T-1	4	6	6
	T-2			
	T-3			
	3			
	6			
	1			

2040 Regional Transportation Plan Goals, Objectives, Performance Measures, and Targets

Value Statement

Adopted on:
September 4, 2014













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













MPO GOAL	Goal 1 ECONOMIC DEVELOPMENT/QUALITY OF LIFE			Goal 2 MOBILITY			Goal 3 MULTI-MODAL			Goal 4 OPERATIONS			
	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 GOAL	Infrastructure condition, freight movement and economic vitality, environmental sustainability			Safety, congestion reduction, system reliability			Infrastructure condition, system reliability			Congestion reduction, freight movement and economic vitality, project delivery			
OBJECTIVE	1 Conforms to air quality requirement	2 Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation	3 Investment in infrastructure	4 Reduce number of severe traffic crashes	5 Use the Congestion Management Process (CMP) to reduce congestion	6 Reliable travel times	7 Support Transportation services for all vulnerable and transit dependent populations	8 Implement RTE, Regional Bicycle Plan, and North I-25 EIS	9 Develop infrastructure that supports alternate modes and connectivity	10 Use Transportation Demand Management techniques to reduce congestion and optimize the system	11 Implement Intelligent Transportation Systems (ITS)	12 Enhance transit service in the NFR	13 Reduce project delivery time frame
PERFORMANCE MEASURE	1 Air quality conformity tests on plans and programs	2, 3 Number of facility samples with poor surface condition	3 Bridges with a sufficiency rating below 30.0	4 Five-year rolling average of injury and fatal crashes	5, 6, 10, 11 Regionally significant congested corridors with a travel time index of 2.5 times or less than free flow	7 Population and essential destinations within para-transit and demand response service area within the MPO boundary	8, 9 Non-motorized facilities per capita	9, 12 Fixed-route revenue hours per capita within service areas	10 VMT growth per capita	11 Transit-service vehicles within useful life parameters established by FTA	12 Fixed-route ridership per capita within service areas	13 Change in VMT should not exceed change in population	13 Increase by 10%
TARGET (over 4 years)	Passes Conformity	Reduce by 1%	Less than 5% of bridges	No increase in crashes	Maintain at least 80%	At least 85%	Increase by at least 2%	Increase by 30%		Maintain 75%			
2040 RTP PLAN POLICY	3 Support freight performance in partnership with CDOT	13 Process TIP amendments on a quarterly schedule											













Each measure (and target) or policy is associated with one or more objectives indicated by the corresponding numbers

Figure 3. 2045 RTP Draft Strategies

The following strategies were drafted to serve as a framework for NFRMPO partners to guide progress toward the Goals, Objectives, Performance Measures and Targets (GOPMT) adopted by Planning Council in September 2018. Below are the 12 Objectives identified in the GOPMT. The associated icons are used in the table to link strategies to objectives, some strategies may achieve multiple objectives.

-  Conform to air quality requirements
-  Maintain transportation infrastructure and facilities
-  Increase investment in infrastructure
-  Reduce number of severe crashes
-  Reduce congestion
-  Improve travel time reliability
-  Support transportation service 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

2045 RTP Draft Strategies	2045 GOPMT Objectives											
												
Provide financial support to Regional Air Quality Council (RAQC) in modeling impacts of transportation on air quality.	X											
Continue to partner with RAQC to include both on-road and non-road air quality education and during summer outreach events.	X											
Prioritize rehabilitating and replacing aging infrastructure over system expansion.		X										
Encourage submittal of a maintenance plan including identified funding sources for operations and maintenance for all capacity projects.		X										
Support freight performance in partnership with CDOT.			X		X							

2045 RTP Draft Strategies												
Partner with CDOT to advance teen and elderly driver safety programs.				X								
Support efforts and agencies that encourage non-single occupancy vehicle travel.	X				X	X		X				
Implement the CMP on a corridor and/or project specific basis to reduce travel delays.	X				X	X						
Include fiber optic cables for new signals, roadways, and as part of other ITS projects to help develop the North Front Range Fiber Network.					X	X				X		
Ensure adequate funding for regional paratransit providers that serve disabled and elderly populations.							X					
Encourage complete street design, especially between neighborhoods and activity centers to facilitate safe and convenient travel for all modes and all abilities.							X	X	X			
Promote the development of bicycle and pedestrian facilities that use best practices guidance from FHWA, NACTO, and CDOT.								X	X			
Reference the Colorado ADA Transition Plan when developing new projects or conducting maintenance on existing infrastructure.							X		X			
Partner with local agencies to help identify where ADA retrofits are needed most.							X		X			
Continue to use the 2016 Non-Motorized Plan as a tool to prioritize bicycle and pedestrian projects for future funding.								X	X			
Coordinate with local and state partners to collect, maintain, and publicize bicycle and pedestrian facility and user data								X	X			
Support traveler information technology, such as real-time messages on incidents, congestion, and travel time to improve system reliability.					X	X				X		
Support a Great Western Railway feasibility study that compares regional rail to regional transit.											X	
Support and/or host transit education programs to help first-time users incorporate transit as a viable mode of transportation.											X	
Ensure investments in transit are adequate to keep the current fleet in a state of good repair and to maintain operations.		X			X						X	
Encourage regional cooperation between transit agencies and CDOT to increase ease of use between systems					X				X		X	
Coordinate with CDOT to ensure proper project close-out protocol are followed.												X
Ensure projects are “shovel-ready” as a prerequisite for receiving federal funding.												X
Process TIP amendments on a bi-monthly schedule.												X
Coordinate with local planning partners and reference existing plans to maximize efficiency of project design and delivery.												X

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 19, 2018	2015-2019 NFRMPO Targets for Safety Performance Measures	Medora Kealy
Objective/Request Action		
To discuss supporting the 2015-2019 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required highway safety performance measures by agreeing to plan and program projects to contribute toward accomplishment of those targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five highway safety performance measures for the 2015-2019 time period by February 27, 2019. CDOT set statewide targets for 2015-2019 for the national safety measures in August 2018. To set targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or B. Set targets specific to the NFRMPO region. <p>The statewide targets set by CDOT for the 2015-2019 time period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 644 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.20 • Number of Serious Injuries – 2,909 • Rate of Serious Injuries per 100M VMT – 5.575 • Number of Non-motorized Fatalities and Serious injuries – 514 		
Committee Discussion		
<p>This is the first time TAC is discussing the 2015-2019 safety targets. The 2014-2018 safety targets set by CDOT were approved by the NFRMPO Planning Council at their February 1, 2018 meeting and included:</p> <ul style="list-style-type: none"> • Number of Fatalities – 610 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.20 • Number of Serious Injuries – 3,350 • Rate of Serious Injuries per 100M VMT – 6.790 • Number of Non-motorized Fatalities and Serious injuries – 586 		
Supporting Information		
<ul style="list-style-type: none"> • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The MPO could be penalized administratively via Certification Reviews for not meeting targets. • The NFRMPO and CDOT must set targets for the five safety performance measures annually. • The NFRMPO’s targets for 2015-2019 will be included in the FY2020-FY2023 Transportation Improvement Program (TIP) and the <i>2045 Regional Transportation Plan</i> (RTP). • The CDOT targets for the national performance measures are not aspirational targets, such as those established in the <i>2014 Colorado Strategic Highway Safety Plan</i>. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required targets are established for the purposes of national target setting and are done so with the Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for target setting. 		
Advantages		
Adopting the state’s targets aligns the NFRMPO with the statewide targets and requires less staff time than setting targets specific to the NFRMPO.		
Disadvantages		
The state safety targets do not reflect performance specific to the NFRMPO region.		

Analysis/Recommendation

Staff recommends setting targets by supporting the CDOT statewide safety targets for the 2015-2019 time period and agreeing to plan and program projects to contribute toward accomplishment of those targets.

Attachments

- None

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, November 14, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

NoCo Bike & Ped Fiduciary Agreement and Group Structure

The group discussed options for whether to pursue a more formal organizational structure such as 501(c)(3) non-profit status or trying to become a committee or subcommittee of the NFRMPO. The group has had this discussion in the past and is revisiting it, in part, due to funds generated from past workshops that are inaccessible due to the group's informal structure. Suzette Mallette explained how the group dynamic may need to change under different structures. The group agreed to look at examples, discuss pros and cons, and outline their short- and long-term mission at a future meeting to decide which avenue to pursue. This meeting would potentially include NoCo members, NFRMPO leadership, and TAC leadership. Ryan Dusil will work offline with these stakeholders to coordinate a facilitated meeting.

Trust for Public Land Discussion

Jake Houston and Justin Strong described the mission and type of work the Trust for Public Land (TPL) does in Colorado. The non-profit conservation group has a new program focused on increasing bike/ped infrastructure connectivity. TPL can provide financial and facilitation assistance to bring partners together on a project and close critical gaps in the network. TPL is interested in projects along Colorado's Front Range. NoCo will keep TPL in the loop as communities submit projects to the NFRMPO's 2018 Call for Projects and to CDOT's 2019 Statewide Bicycle and Pedestrian Plan.

2018 Call for Projects

Wade Willis invited NoCo members to share with the group the projects they intend to submit for Transportation Alternatives (TA) funding. Katie Guthrie stated Loveland will likely submit a project for a trail underpass at Wilson Avenue. Nancy Nichols stated the City of Fort Collins Parks Department may be preparing an application for the Power Trail or Poudre River Trail. Willis stated Windsor will likely submit a project connecting the Greeley No. 2 Ditch Trail to the Poudre Trail. Dusil stated there is not a requirement for projects to be at any specific point in project design, but the funds can only be used for construction or implementation in FY2022 and FY2023. Projects touching a Regionally Significant Corridor (RSC) are also eligible for Surface Transportation Block Grant (STBG) or Congestion Mitigation and Air Quality (CMAQ) funding.

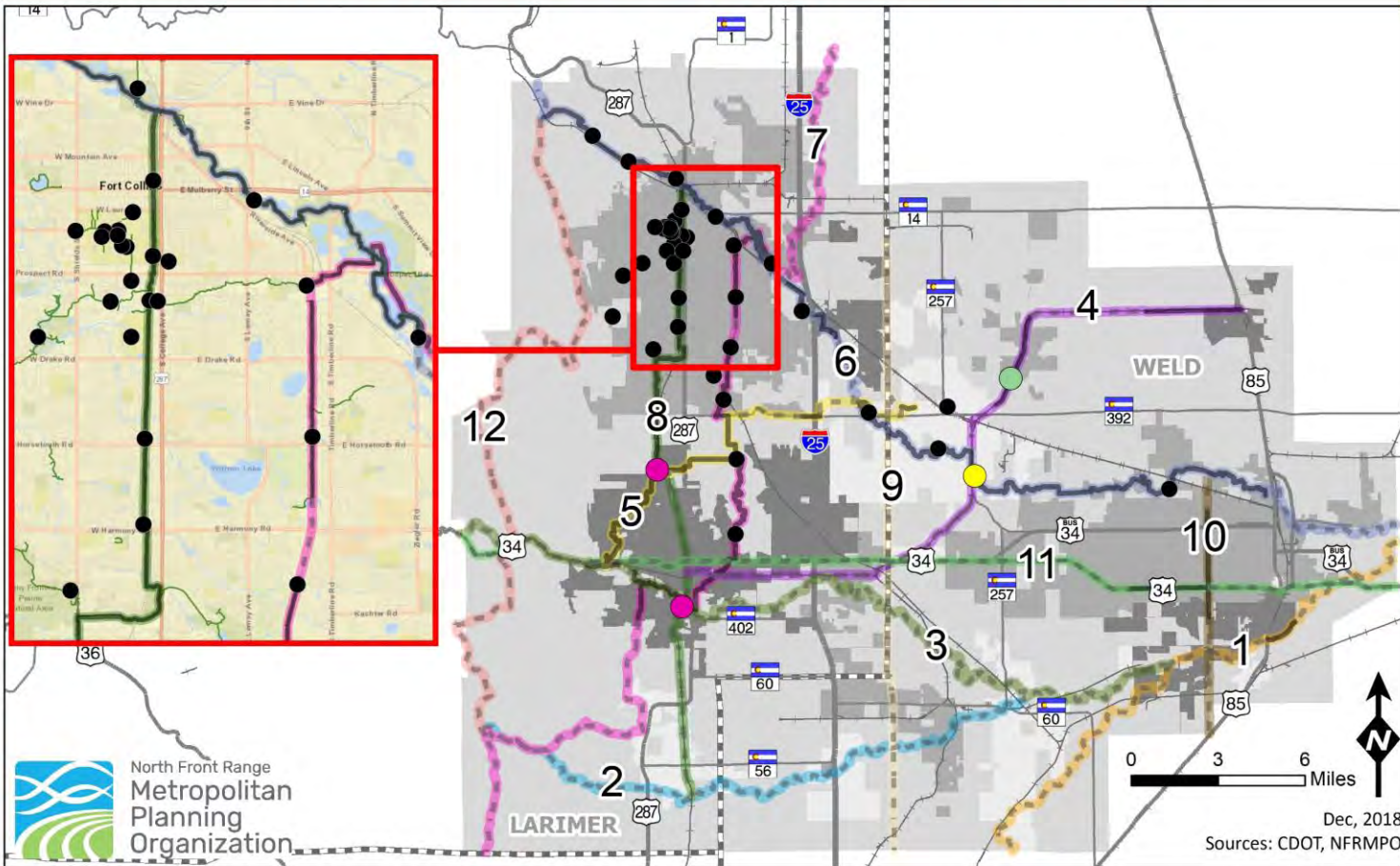
Counter Data Trends

Buckley stated CSU is piloting its first A/C-powered counter. CSU is also swapping one of its count sites with an Eco-Totem counter to bring more visibility to bike/ped transportation on campus. Guthrie reported there are over 1,000 bikes per week at the Sunset Vista Natural Area count location.

Future Agenda Items

- 2045 RTP Strategies
- NoCo Bike & Ped Organizational Structure: Facilitated Discussion
- Electric Scooter and Electric Bike Regulation
- Colorado Senate Bill 144 (Bicycle Safety Stop / Idaho Stop Law)

Non-Motorized Counter Locations



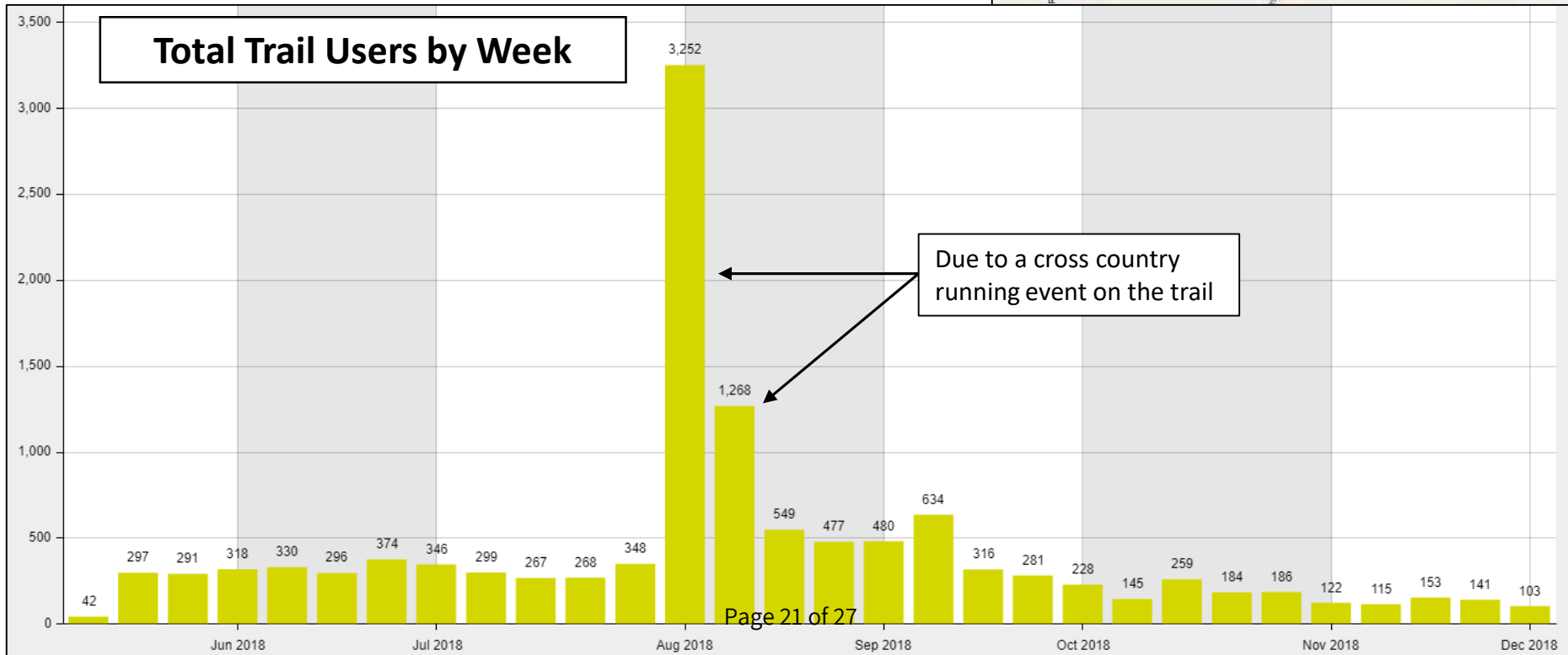
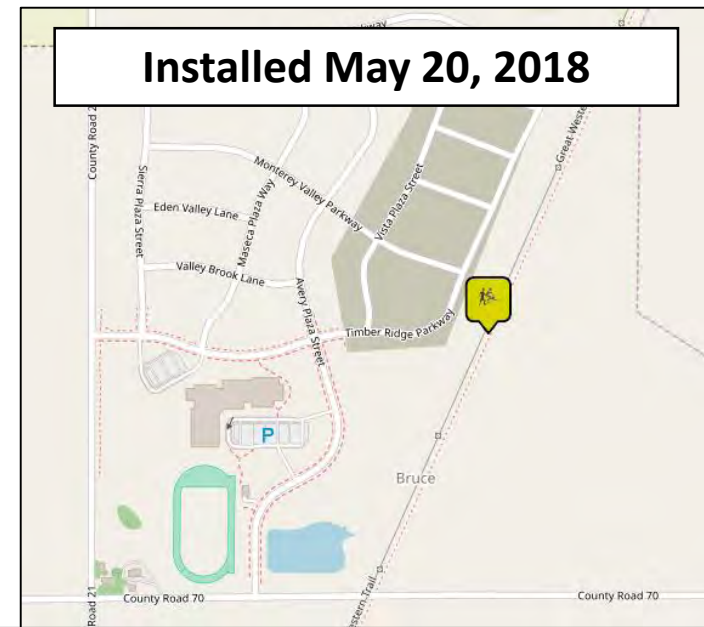
Legend

- | | | | |
|-----------------------------------|--|--------------------------------------|-----------------------------|
| ● Non-Motorized Counter | Regional Non-Motorized Corridors | 7: Front Range Trail (West) | — Existing Regional Trail |
| Counters Installed in 2018 | 1: South Platte/American Discovery Trail | 8: BNSF Fort Collins/Berthoud | - - - Future Regional Trail |
| ● Great Western Trail Authority | 2: Little Thompson River | 9: Johnstown/Timnath | ▭ County Boundary |
| ● Loveland | 3: Big Thompson River | 10: Greeley/LaSalle | ▭ NFRMPO Boundary |
| ● Windsor | 4: Great Western/Johnstown/Loveland | 11: US 34 Non-motorized | |
| | 5: North Loveland/Windsor | 12: Carter Lake/Horsetooth Foothills | |
| | 6: Poudre River Trail | | |

Great Western Trail

East of Severance Middle School

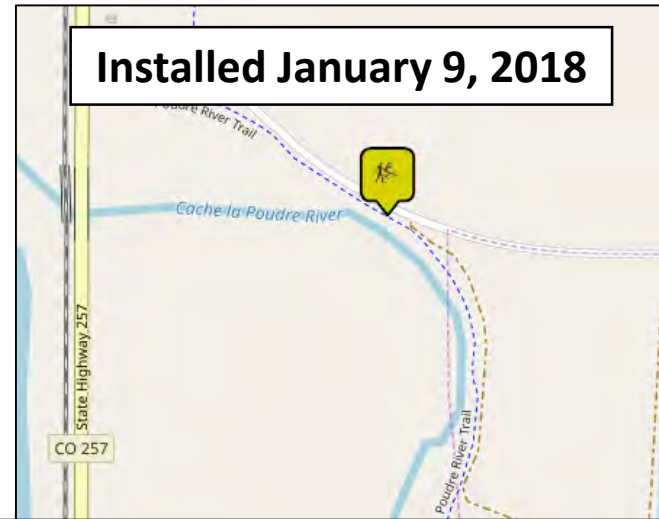
Average Daily Trail Use	Direction	Trail User Type
Weekday: 63 users Weekend: 56 users Busiest Day of the Week: Tuesday	Northbound: 68% Southbound: 32%	Pedestrians: 88% Cyclists: 12%



Poudre River Trail

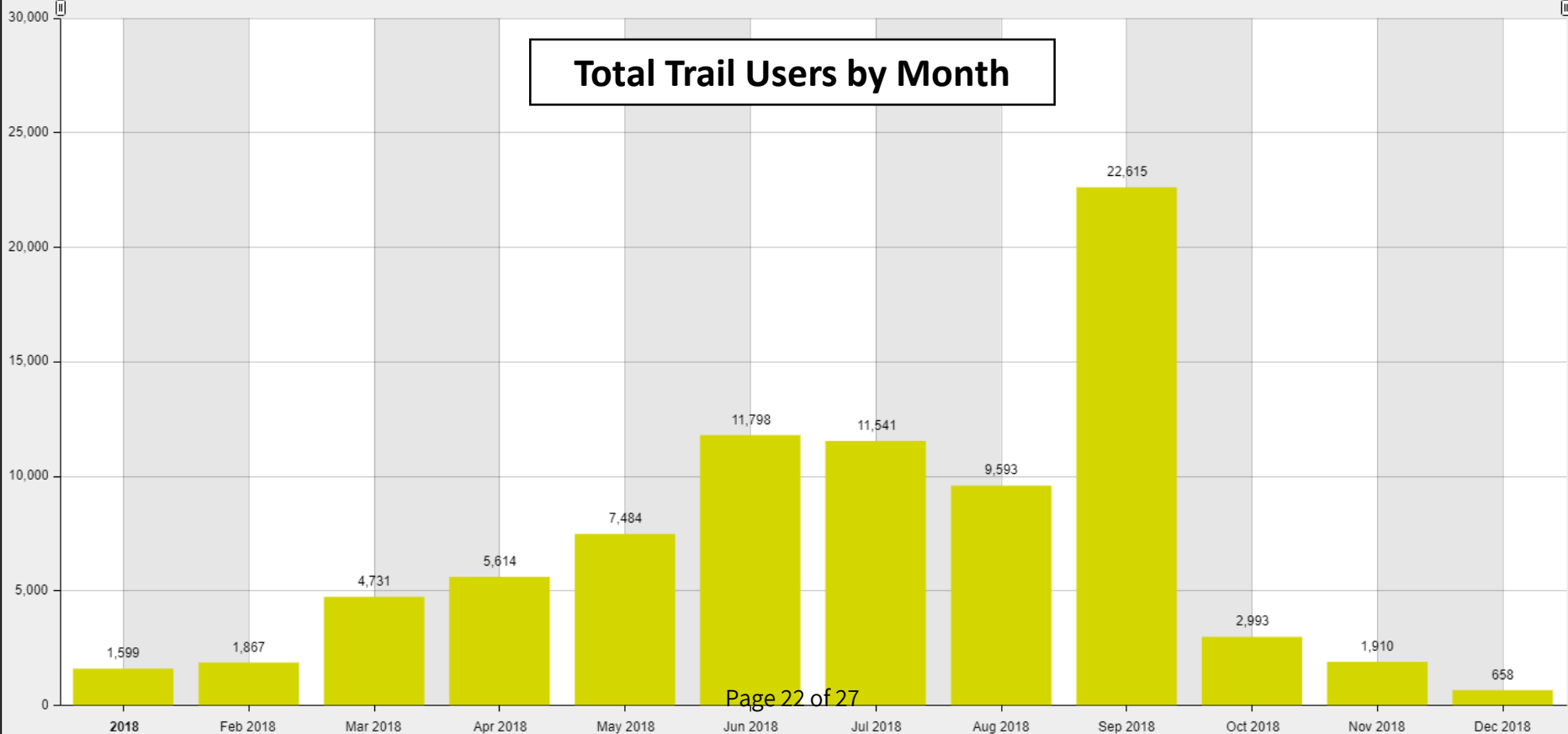
East of SH257 - Windsor

Installed January 9, 2018



Average Daily Trail Use	Direction	Trail User Type
Weekday: 216 users	Northbound: 64%	Pedestrians: 55%
Weekend: 320 users	Southbound: 36%	Cyclists: 45%
Busiest Day of the Week: Sunday		

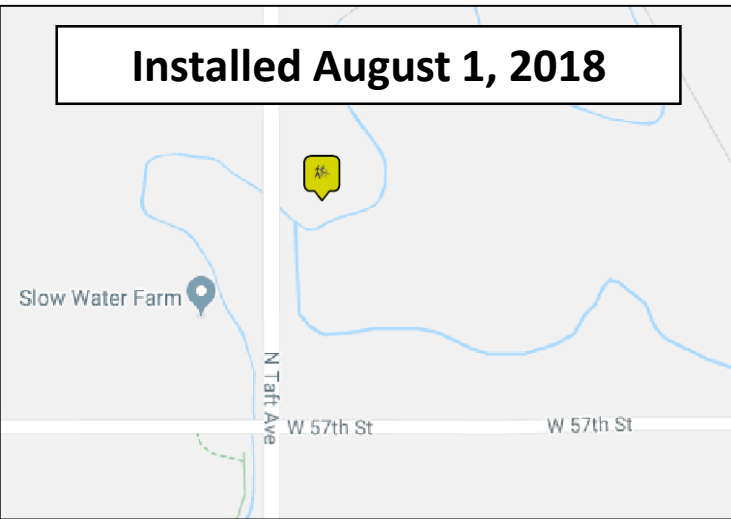
Total Trail Users by Month



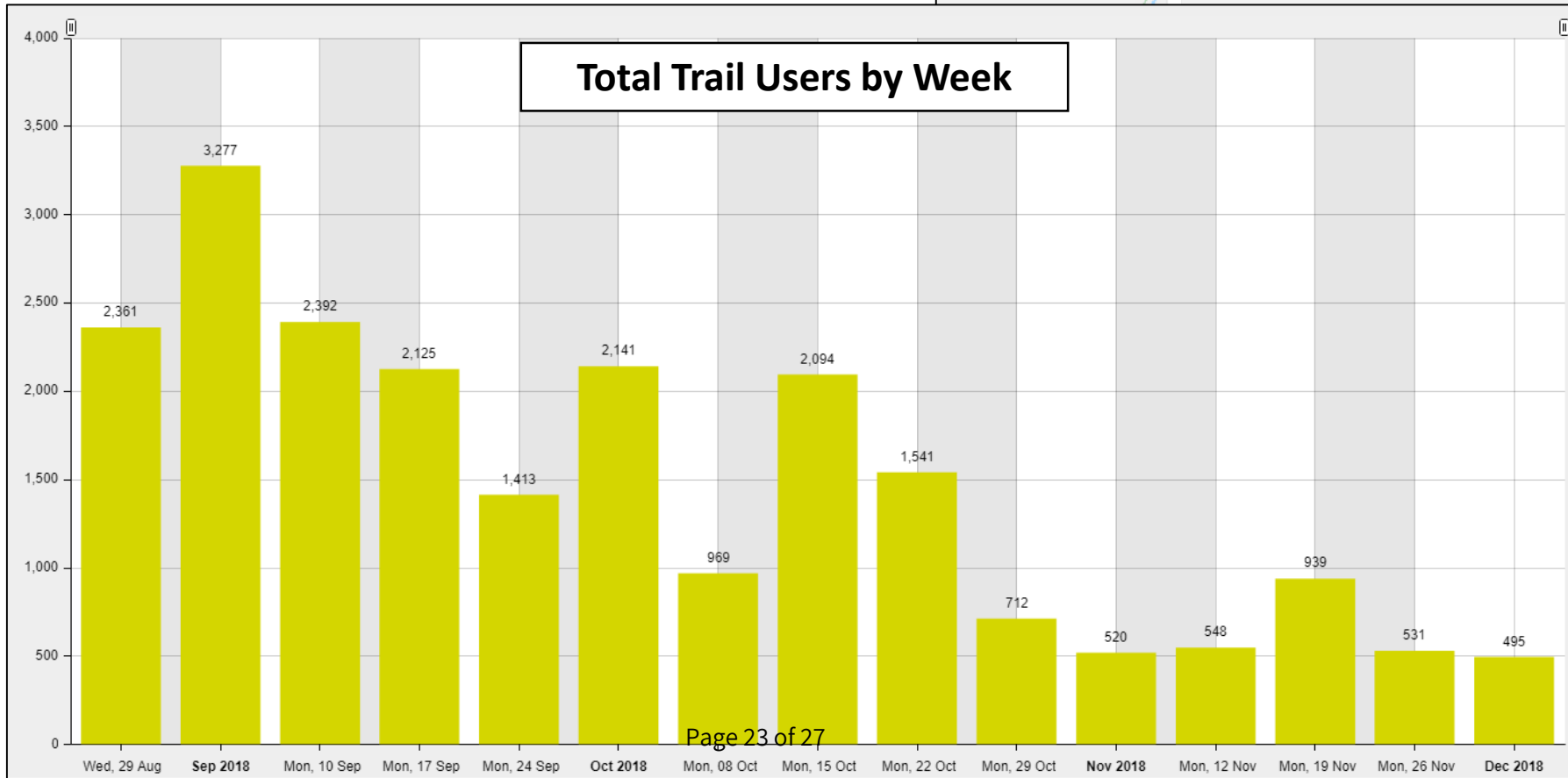
Long View Trail

Sunset Vista Natural Area - Loveland

Installed August 1, 2018



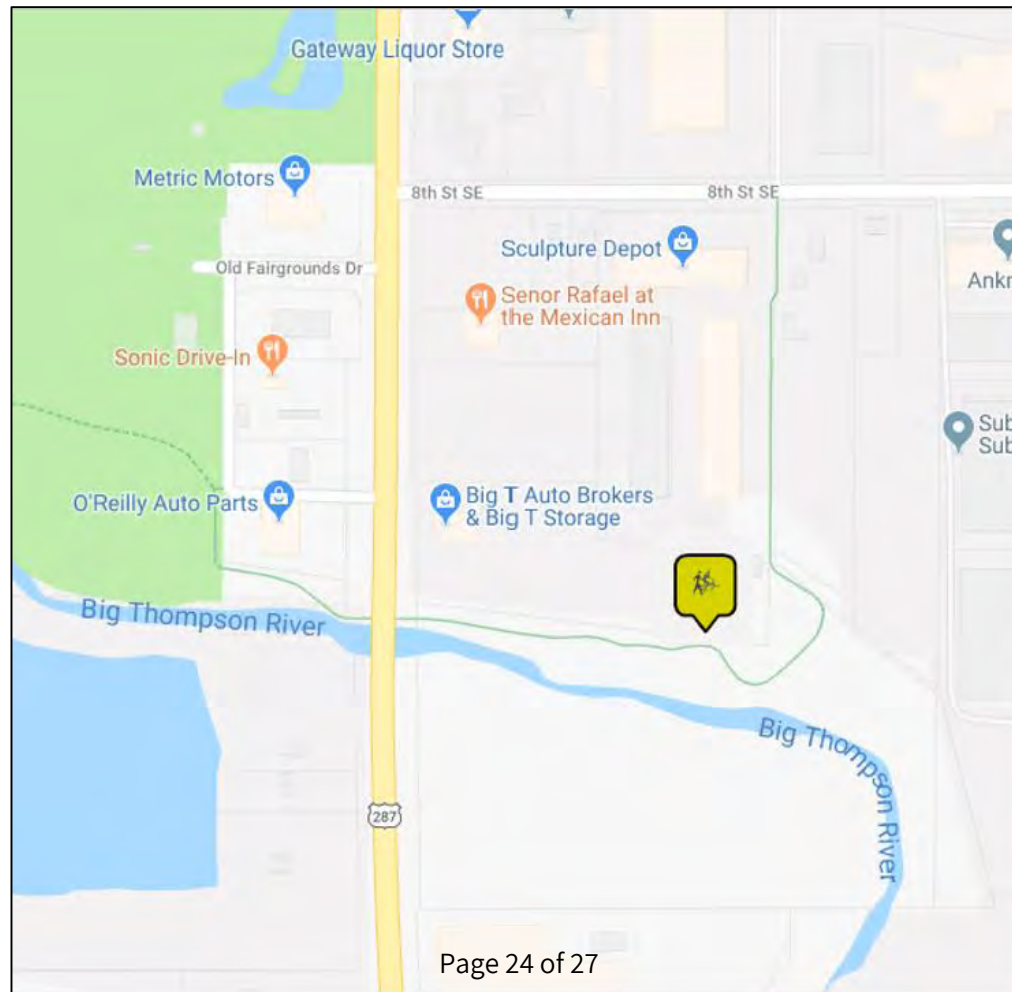
Average Daily Trail Use	Direction	Trail User Type
Weekday: 226 users Weekend: 345 users Busiest Day of the Week: Saturday	Northbound: 56% Southbound: 44%	Pedestrians: 42% Cyclists: 58%



Loveland Recreation Trail

Fairgrounds Park

Installed December 2018 – No data to report



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Medora Kealy
Date: December 19, 2018
Re: 2045 Regional Transportation Plan (RTP) Projects

Background

Transportation capacity projects on roads classified as collectors or above were requested from NFRMPO member agencies in May 2018. Capacity projects will be included in the 2045 Regional Travel Demand Model (RTDM) and the *2045 Regional Transportation Plan (RTP)*. The draft list of capacity projects needs to be completed by January 11, 2019 for sensitivity testing in the 2045 RTDM. The capacity project list must be finalized by April 19, 2019 for inclusion in the air quality conformity analysis for the 2045 RTP.

Table 1 identifies the agencies that have provided projects, including the number of capacity projects and the fiscal constraint status of those projects. Three of the agencies that responded to the data request did not have capacity projects (e.g. new through lane, paving an unpaved road). The agencies that are not listed in the table have not yet provided projects for inclusion in the RTDM and RTP.

Table 1. Capacity Projects Submitted by Member Agencies for the 2045 RTDM and 2045 RTP

Agency	Number of Capacity Projects	Fiscal Constraint Status
CDOT	11	Not identified
Eaton	0	N/A
Greeley	26	6 Constrained 20 Unconstrained
Johnstown	23	Not Identified
Loveland	92	Not Identified
Milliken	0	N/A
Severance	1	Not Identified
Windsor	27	27 Constrained
Larimer County	3	Not Identified
Weld County	0	N/A

Action

Agencies not listed in **Table 1** need to submit their draft capacity project list by **January 11, 2019**. Once the projects are entered in the RTDM network by NFRMPO staff, all agencies will need to confirm and review their projects prior to the **April 19, 2019** finalization deadline. After the finalization of the CDOT 2045 Program Distribution, which is anticipated in the next few months, the fiscal constraint status for all submitted projects will be finalized with agencies.

2019 TAC Meeting Dates

**Windsor Community Recreation Center
250 North 11th Street – Pine Room
3rd Wednesday of the month
1:00 p.m. – 3:30 p.m.**

January 16, 2019

February 20, 2019

March 20, 2019

April 17, 2019

May 15, 2019

June 19, 2019

July 17, 2019

August 21, 2019

September 18, 2019

October 16, 2019

November 20, 2019

December 18, 2019