



**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**

**REVISED MEETING AGENDA**

**January 3, 2019  
Berthoud Town Hall  
807 Mountain Ave.  
Berthoud, 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-December 1, 2018 (Pg.8)

**Lead Planning Agency for Air Quality Agenda**

Estimated Time

**COUNCIL REPORTS:**

- |  |                  |        |
|--|------------------|--------|
| 3. Air Pollution Control Division (APCD) |                  |        |
| 4. Regional Air Quality Council (RAQC)   | Mike Silverstein | 15 min |

**Metropolitan Planning Organization (MPO) Agenda REPORTS:**

Estimated Time

- |                                  |                  |        |
|----------------------------------|------------------|--------|
| 5. Report of the Chair           | Kristie Melendez | 15 min |
| • STAC and Committee Assignments |                  |        |
| 6. Executive Director Report     | Suzette Mallette | 5 min  |
| 7. Finance Committee (Pg.13)     | (Written Report) | 5 min  |
| 8. TAC (Pg.15)                   | (Written Report) |        |
| 9. HR Committee                  |                  |        |
| 10. Mobility (Pg.16)             | (Written Report) |        |

**CONSENT ITEM:**

- |                                    |                 |       |
|------------------------------------|-----------------|-------|
| 11. 2018 Reserve Exemption (Pg.18) | Crystal Hedberg | 5 min |
|------------------------------------|-----------------|-------|

**ACTION ITEM:**

- |  |                |       |
|--|----------------|-------|
| 12. December 2018 TIP Amendments (Pg.20) | Medora Kealy   | 5 min |
| 13. I-25 Crossroads Reallocation (Pg.26) | J Olson Letter | 5 min |

**DISCUSSION ITEMS:**

- |   |              |        |
|---|--------------|--------|
| 14. 2015-2019 NFRMPO Targets for Safety Performance (Pg.27) | Medora Kealy | 5 min  |
| 15. 2045 Regional Transportation Plan Strategies (Pg.29)    | Sarah Martin | 10 min |

**COUNCIL REPORTS:**

**5 min**

- |  |                  |  |
|--|------------------|--|
| Transportation Commission                          |                  |  |
| I-25 Update  | (Written Report) |  |
| Statewide Transportation Advisory Committee (STAC) | (Written Report) |  |
| Host Council Member Report                         | Will Karspeck    |  |

**MEETING WRAP UP:**

Next Month's Agenda Topic Suggestions

**EXECUTIVE SESSION:**

To consider personnel matters, pursuant to C.R.S.§24-6-402(4)(f), regarding the annual evaluation of the Executive Director and possible amendment to the Executive Director's employment contract and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies that do not require the discussion of matters personal to particular employees. 60 min

**EXECUTIVE SESSION ACTION:**

- |                                 |                  |       |
|---------------------------------|------------------|-------|
| 16. Executive Director Contract | Kristie Melendez | 5 min |
| 17. Executive Director Goals    | Kristie Melendez | 5 min |

**NEXT COUNCIL MEETING:**

**February 7, 2019  
Town of Eaton**

419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221.6243 FAX: (970) 416.2406  
[nfrmpo.org](http://nfrmpo.org)



## **MPO Planning Council**

### ***Town of Windsor***

**Kristie Melendez, Mayor - Chair**

Alternate- Ken Bennett, Mayor Pro Tem

### ***City of Loveland***

**Dave Clark, Councilmember- Vice Chair**

Alternate- Steve Olson, Councilmember

### ***Larimer County***

**Tom Donnelly, Commissioner – Past Chair**

Alternate- Steve Johnson- Commissioner

### ***Town of Berthoud***

**William Karspeck, Mayor**

Alternate-Jeff Hindman, Mayor Pro Tem

### ***Town of Eaton***

**Kevin Ross, Mayor**

Alternate- Glenn Ledall, Trustee

### ***City of Evans***

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

### ***City of Fort Collins, Transfort***

**Gerry Horak, Mayor Pro Tem**

Alternate-Bob Overbeck, Councilmember

### ***Town of Garden City***

### ***City of Greeley***

**Robb Casseday, Mayor Pro Tem**

Alternate-John Gates, Mayor

### ***Town of Johnstown***

**Troy Mellon, Councilmember**

### ***Town of LaSalle***

**Paula Cochran, Trustee**

Alternate-Claudia Reich, Mayor Pro Tem

### ***Town of Milliken***

**Elizabeth Austin, Mayor Pro Tem**

### ***Town of Severance***

**Donald McLeod, Mayor**

Alternate- Mathew Gordon, Mayor Pro Tem

### ***Town of Timnath***

**Aaron Pearson, Mayor Pro Tem**

### ***Weld County***

**Barbara Kirkmeyer, Commissioner**

Alternate- Steve Moreno, Commissioner

### ***CDPHE- Air Pollution Control Division***

**Rick Coffin, Planner**

### ***Colorado Transportation Commission***

**Kathy Gilliland, Commissioner**

Alternate- Johnny Olson, Region 4

Joseph D. Flanigan  
5801 Mangrove Ct  
Loveland, CO 80538

January 3, 2019

North Front Range Metropolitan Planning Organization (NFRMPO)  
419 Canyon Avenue, Suite 300 I  
Fort Collins, CO 80521  
Office: (970) 416-2315 I Fax: (970) 416-2406  
Website: nfrmpo.org

Reference: MPO Planning Council  
January 3, 2019  
Public Comment

Subject: Skin Versus Steal II

A. Negligence lawsuits from personal injury due to politicians and a bureaucrat's compliance failure to the Law.

- Automatic no win for the government
- Physically easy to prove failure
- Authority irresponsibility – application ignorance of the law
- Breach of taxpayer trust – dollars and safety
- Lack of quality assurance program

B. Negligence threat zone

- Standards are a negligence threat zone
- Council members are top level risk managers
- Negligence avoidance is a valid management strategy
  - Compliance failure cost
  - Negligence is the "defective parts cost" of government

C. Quality Assurance Government

- Eliminate negligence
- Assure compliance authorly
- Matrix management by job description
- Veto warranty
- Performance dismissal for cause
- Contractor performance excellence provisions

D. Action Plan

- Discussion. Scope. Goals. Targets. Responsibility.

Thank you

Joseph Flanigan  
Larimer County Resident

## NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

December 19, 2018

Public Comment – Joseph Flanigan, Larimer County Resident

### Agenda

- Who is the authority to claim project is ADA (DOJ), DOT, DOH compliant?
- Government agency that claim compliance or fail to be compliant will have negligence lawsuits.
  - Automatic no win for the government
  - Validate the authority making the claim
    - Design
    - Construction
    - Inspection
  - Design reviews for architecture compliance
- How to validate authority
  - Problem – industry wide
  - Education
- The power of the authority
  - absolute veto
  - but, but, but the budget – change design
- Funding
  - Grants
  - Tax projects
- Education
  - What is certification
  - State
  - CSU
- Challenge
  - 170 pages Guidance on the 2010 ADA Standards for Accessible Design

# Federal ADA and Disability Resources

## AGENCIES WITH ADA RESPONSIBILITIES

*Employment: U.S. Equal Employment Opportunity Commission [1]*

*Transportation: U.S. Department of Transportation, Federal Transit Administration [2]*

*Telephone Relay Service: Federal Communications Commission [3]*

*ADA Guidelines: U. S. Access Board [4]*

*Education: U.S. Department of Education [5]*

*Health Care: U.S. Department of Health and Human Services [6]*

*Labor: U.S. Department of Labor [7]*

*Housing: U.S. Department of Housing and Urban Development [8]*

*Parks and Recreation: U.S. Department of the Interior [9]*

*Agriculture: U.S. Department of Agriculture [10]*

## OTHER FEDERAL ADA AND DISABILITY RESOURCES

*Federal Emergency Management Agency (FEMA): Office of Disability Integration & Coordination [11]*

*Official Federal Web Portal with Access to Information and Services: usa.gov [12]*

### **Employment**

*Job Accommodation Network: askjan.org [13]*

*Federal Employment of People with Disabilities: opm.gov/disability [14]*

*Department of Labor: Office of Disability Employment Policy [15]*

### **Local and Regional Information and Technical Assistance on the ADA**

*ADA National Network: [adata.org](http://adata.org)<sup>[16]</sup>*

## ***Business***

*Small Business Administration: [sba.gov](http://sba.gov)<sup>[17]</sup>*

*Small Business Administration (Disabilities): [sba.gov/content/people-with-disabilities](http://sba.gov/content/people-with-disabilities)<sup>[18]</sup>*

*SBA Office of the National Ombudsman: [sba.gov/ombudsman](http://sba.gov/ombudsman)<sup>[19]</sup>*

## ***Wounded Warriors***

*U.S. Department of Justice: [servicemembers.gov](http://servicemembers.gov)<sup>[20]</sup>*

*Federal Portal for Wounded Warriors: National Resource Directory. Gov <sup>[21]</sup>*

*Warrior Care Blog: [warriorcare.dodlive.mil](http://warriorcare.dodlive.mil) <sup>[22]</sup>*

## ***Victims of Crime***

*U.S. Department of Justice Office for Victims of Crime: <https://ojp.gov/ovc/><sup>[23]</sup>*

### Links

1. <http://www.eeoc.gov/laws/types/disability.cfm>
2. <http://www.fta.dot.gov/ada>
3. <https://www.fcc.gov/general/telecommunications-relay-services-trs>
4. <http://www.access-board.gov/>
5. <http://www.ed.gov/about/offices/list/ocr/index.html>
6. <http://www.hhs.gov/ocr/index.html>
7. <http://www.dol.gov/oasam/programs/crc>
8. [http://portal.hud.gov/hudportal/HUD?src=/program\\_offices/fair\\_housing\\_equal\\_opp/](http://portal.hud.gov/hudportal/HUD?src=/program_offices/fair_housing_equal_opp/)
9. <https://www.doi.gov/pmb/eeo/Public-Civil-Rights>
10. <https://www.fsis.usda.gov/wps/portal/informational/aboutfsis/civil-rights>
11. <http://www.fema.gov/office-disability-integration-coordination/office-disability-integration-coordination/office-1>
12. <http://www.usa.gov/>
13. `javascript:exitWinOpen('http://askjan.org');`
14. <https://www.opm.gov/disability/>
15. <https://www.dol.gov/odep/about/>
16. `javascript:exitWinOpen('http://www.adata.org');`
17. <http://www.sba.gov/>

18. <http://www.sba.gov/content/people-with-disabilities>

19. <https://www.sba.gov/ombudsman>

20. [https://www.justice.gov/crt/spec\\_topics/military/](https://www.justice.gov/crt/spec_topics/military/)

21. <https://www.nrd.gov/>

22. <http://warriorcare.dodlive.mil/>

23. <https://ojp.gov/ovc/>

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## Regional Air Quality Council

**RAQC is the lead planning agency for the Denver Metro/North Front Range Ozone Nonattainment Area**

- NFRT&AQPC is the LPA for Ft. Collins & Greeley (carbon monoxide)

**Governor appoints the RAQC Board**

**Primary responsibilities:**

- Planning to meet air quality standards
- Conduct public education and awareness programs
- Implement public/private projects to reduce emissions
- Represent and assist local governments in the air quality planning process

Wyoming  
Colorado

Legend:  
 - Upper Front Range Transportation Planning Region (UFRTPR)  
 - Denver Regional Council of Governments (DRCOG)  
 - North Front Range Metropolitan Planning Org. (NFRMPO)  
 - Ozone Nonattainment

1/3/2019 Ozone Planning Update - NFR

**RAQC**  
REGIONAL AIR QUALITY COUNCIL

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## Denver Metro/North Front Range Air Quality Status

<b>Fine Particulates (PM<sub>2.5</sub>)</b>	<b>Never Violated</b>
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>	<b>Denver Attained in mid '80's</b>
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>	<b>Never Violated</b>
<b>Lead (Pb)</b>	<b>Denver Attained in mid '80's</b>
<b>Carbon Monoxide (CO)</b>	<b>Denver, Longmont, Ft. Collins, Greeley Attained in 1990's - Maintenance Areas</b>
<b>Coarse Particulates (TSP&amp;PM<sub>10</sub>)</b>	<b>Denver Attained in 1993 – Maintenance Area</b>
<b>Ozone (O<sub>3</sub>)</b>	
1979 1-hour standard: 125 ppb	Denver Attained 1987 (Standard Revoked)
1997 8-hour standard: 84 ppb	Region Attained in 2009 (Standard Revoked)
2008 8-hour standard: 75 ppb	Region Out of compliance
2015 8-hour standard: 70 ppb	Region Out of compliance

1/3/2019

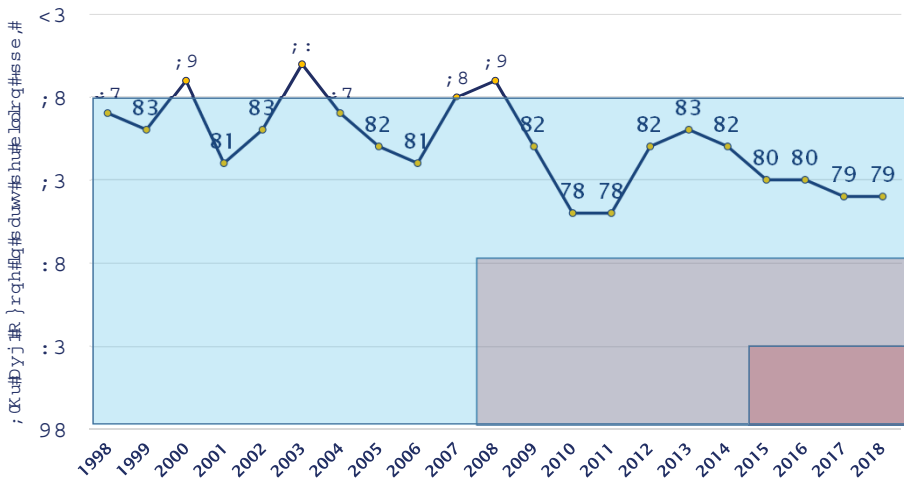
Ozone Planning Update - NFR



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## 8-Hour Ozone Trends and Federal Standards

3-Year Design Values in the Denver Metro/North Front Range



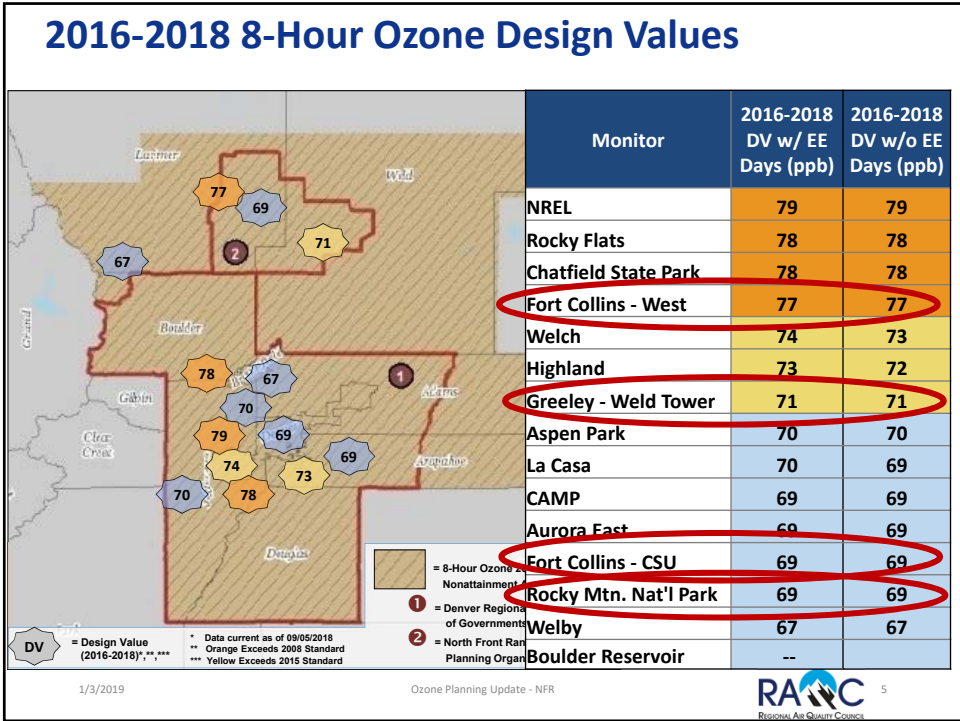
8-Hour Ozone Standard: Based on a three-year average of the annual fourth-highest daily 8-hour maximum ozone concentration. Current as of 9/4/18.

1/3/2019

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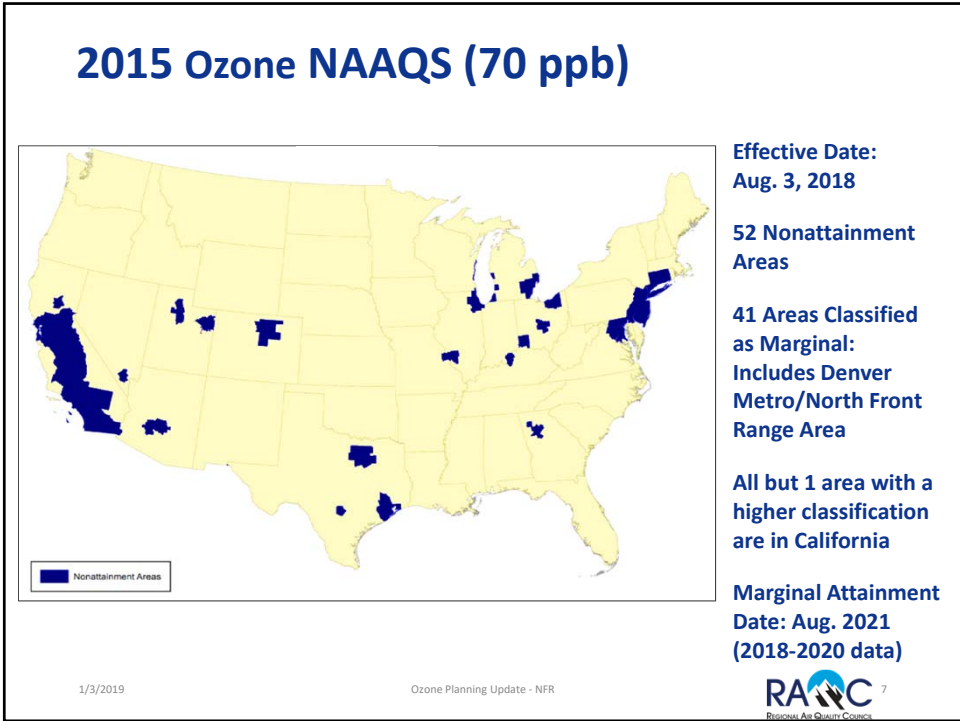
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### 2008 Ozone NAAQS (75 ppb)

<b>Marginal: Attaining</b>			<b>16 Areas</b>
Allentown-Bethlehem, PA-NJ	Knoxville, TN	San Luis Obispo, CA	
Baton Rouge, LA	Lancaster, PA	Seaford, DE	
Charlotte-Concord, NC-SC	Memphis, TN	St. Louis, MO	
Cincinnati, OH	Pittsburgh, PA	Upper Green River Basin, WY	
Cleveland, OH	Reading, PA		
Columbus, OH	San Francisco-Oakland, CA		
<b>Moderate: Attaining</b>			<b>3 Areas</b>
Atlanta, GA	Baltimore, MD	Mariposa County, CA	
<b>Marginal: Not Attaining/Incomplete Data</b>			<b>6 Areas</b>
Calaveras County, CA	Philadelphia, PA	Washington-Arlington, DC-VA	
Dukes County, MA	Pechanga Band of Luiseno		
Jamestown, NY	Mission Indians, CA		
<b>Moderate: Not Attaining - 1-Year Extension</b>			<b>2 Areas</b>
Denver/North Front Range, CO	Sheboygan, WI		
<b>Moderate: Not Attaining - Bump-Up to Serious</b>			<b>9 Areas</b>
Chicago, IL	Houston, TX	New York-New Jersey, NY-NJ	
Dallas-Fort Worth, TX	Imperial County (El Centro), CA	Phoenix, AZ	
Hartford, CT	Nevada County (Truckee), CA	San Diego, CA	
<b>Serious and Above: Not Attaining</b>			<b>8 Areas</b>
Kern County, CA	Morongo Band of Mission Indians, CA	Riverside-San Bernardino, CA	
Los Angeles-South Coast Basin, CA		Ventura County, CA	
San Joaquin, CA	Los Angeles-San Bernardino, CA	Sacramento Metro, CA	

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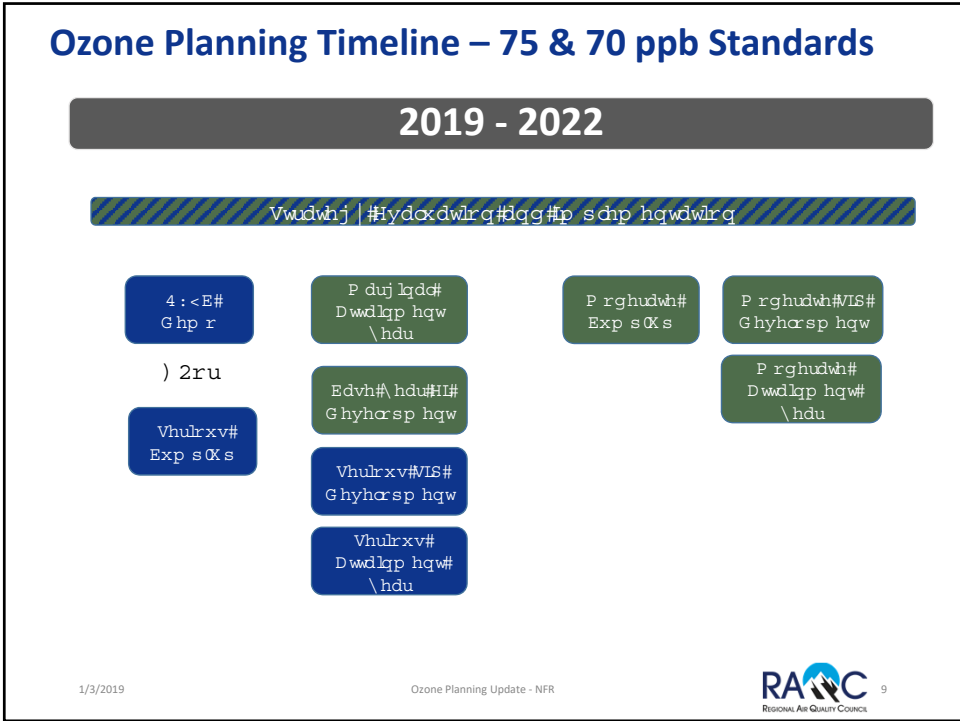
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### Air Quality Planning Process for Ozone

- Identify sources of emissions
  - Nitrogen Oxides (NO<sub>x</sub>)
  - Volatile Organic Compounds (VOC)
- Determine relative contributions from sources and geographic regions
  - Field studies
  - Air quality modeling
- Identify and develop emission reduction strategies and determine effectiveness
- Demonstrate future attainment
  - Air quality modeling and “Weight of Evidence”
- Implement measures and track progress

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## Numerous Emissions Control Programs Already in Place

- New vehicle emission standards
- Inspection and maintenance program
- Gasoline and diesel fuel standards and requirements
- National small engine, non-road and off-road limits
- Industrial source permitting and emission controls
- Numerous standards for commercial solvents/paints/coatings supplies and use
- Architectural and industrial maintenance coatings and consumer products
- Oil and gas industry regulations
- Transportation planning and transit
- Public education and outreach

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## 2019 Ozone Work

### Technical Analyses

- Emissions inventory improvements
- Project future concentrations for both standards utilizing complex modeling
- “What if” modeling scenarios to evaluate strategies
- Analyze the impacts of international emissions

### Strategy Analyses

- Low Reid Vapor Pressure (RVP) gasoline & clean diesel
- Low Emission Vehicles (LEV)/Zero Emission Vehicles (ZEV)
- Construction equipment
- Lawn and garden equipment
- Low-VOC architectural and industrial maintenance (AIM) coatings and consumer products
- Industrial and area sources
- Agriculture and marijuana grow operations
- Education and outreach approaches

1/3/2019

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## QUESTIONS?

**Mike Silverstein**  
**Executive Director**  
**(303) 629-5450 x 250**  
**[msilverstein@raqc.org](mailto:msilverstein@raqc.org)**  
**[raqc.org](http://raqc.org)**



1/3/2019

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**COLORADO**  
Department of  
Transportation



Johnstown — Fort Collins

## CO 402 and I-25 Interchange Reconstruction

Timeline: Fall 2018 - Summer 2020

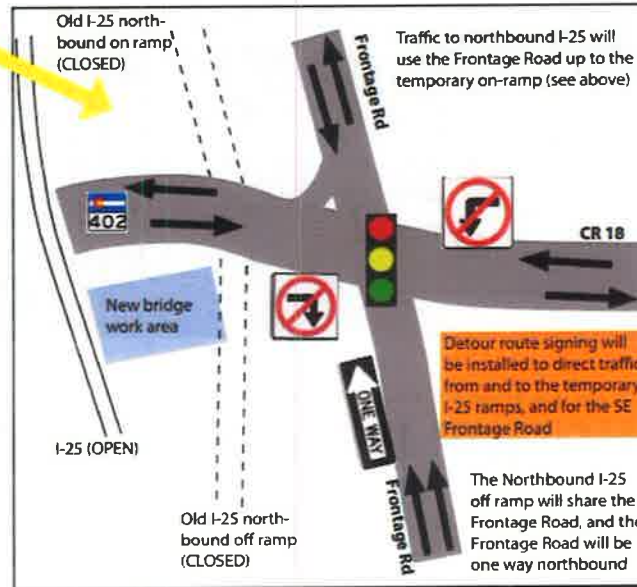
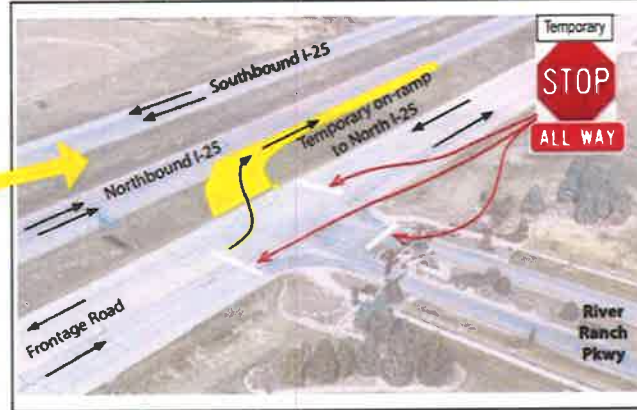
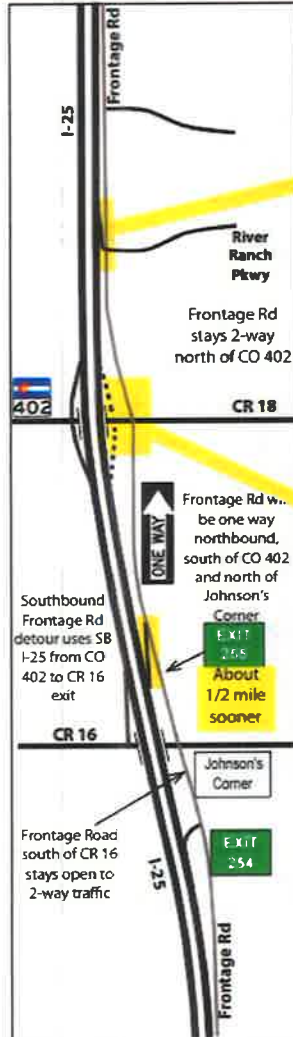
- Flip interchange so that CO 402 will pass over I-25
- Shift I-25 to the east to eliminate sharp curve
- New frontage road constructed to the east of the interchange to eliminate bottlenecks between CO 402, Frontage Road and ramp traffic
- Closure of CO 402 from northbound ramps to southbound ramps summer 2019 to fall 2019 (120 Days)



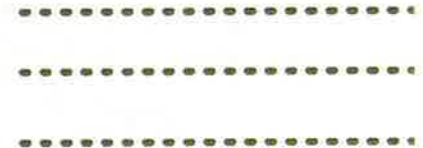


**COLORADO**  
Department of  
Transportation

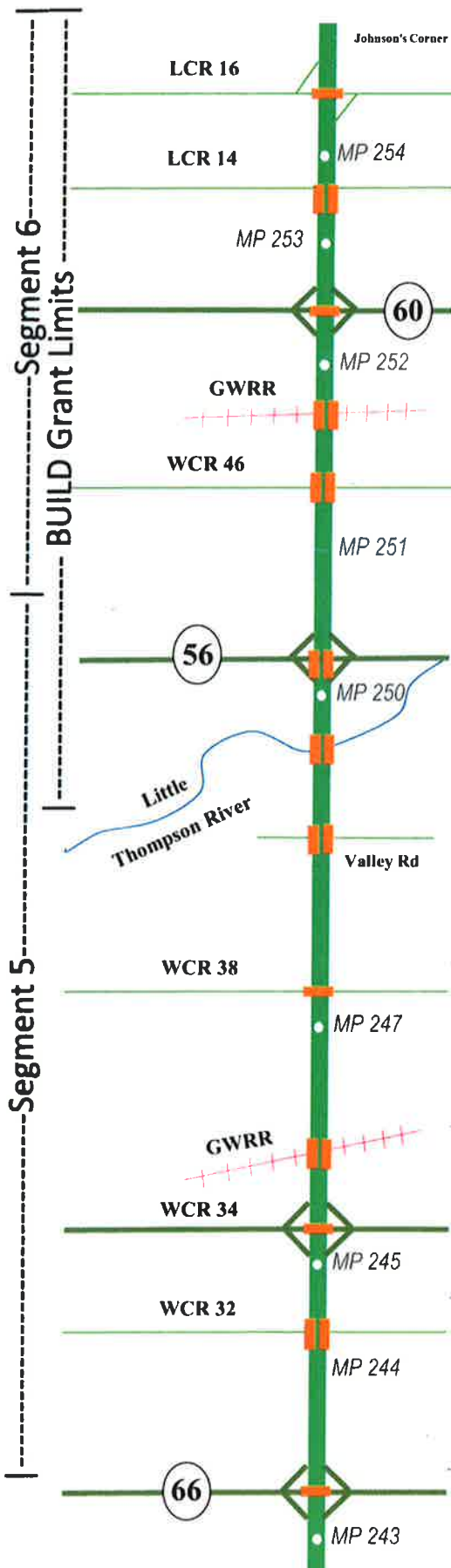
# SE Frontage Rd. Temporary Detour for CO 402 Work



Johnstown – Fort Collins



Scenarios



Description	Roadway Work	Structures Work	Scenarios		
			EIS Design ~\$650M	BUILD Grant with DTR Funding ~\$263M	BUILD Grant Funding ~\$250M
Segment 6-2b N/O LCR 16 To N/O LCR 14	-Approx. 1.2 miles of I-25 reconstruction from north of LCR 14 to north of LCR 16 interchange -Construction of full diamond interchange at LCR 16 -Reconstruction of LCR 16 -Approx. 1.2 miles of E. and W. frontage road realignment/reconstruction	-NB and SB bridges over LCR 16 -Retaining Walls			-Replace-in-kind (partial interchange) of LCR 16 with safety improvements -Frontage road improvements limited to resurfacing and reconstruction where necessary due to alignment changes
Segment 6-2a N/O LCR 14 To N/O SH 60B	-Approx. 0.5 miles of I-25 reconstruction from north of SH 60 interchange to 0.25 miles north of LCR 14 -Reconstruction of SH 60A / LCR 14 -Approx. 0.5 miles of E. frontage road realignment/reconstruction -Approx. 0.25 miles of W. frontage road reconstruction	-NB and SB bridges over LCR 14			-Minimal reconstruction of SH 60A / LCR 14 -Frontage road improvements limited to resurfacing and reconstruction where necessary due to alignment changes
Segment 6-1b N/O SH 60B To N/O WCR 46	-Approx. 1.5 miles of I-25 reconstruction from north of WCR 46 to north of SH 60 interchange -Reconstruction of SH 60B interchange -Reconstruction of WCR 48 / SH 60B -Approx. 1.5 miles of E. frontage road realignment/reconstruction -Reconstruction of carpool lot	-NB and SB I-25 bridges over GWRR -SH 60 bridge over I-25 -Retaining Walls			-Frontage road improvements limited to resurfacing and reconstruction where necessary due to alignment changes
Segment 6-1a N/O WCR 46 To N/O SH 56	-Approx. 0.6 miles of I-25 reconstruction from north of SH 56 to 0.25 miles north of WCR 46 -Reconstruction of WCR 46 -Approx. 0.6 miles of E. frontage road reconstruction	-NB and SB I-25 bridges over WCR 46 -Retaining Walls			-Minimal reconstruction of WCR 46 -Frontage road improvements limited to resurfacing
Segment 5-3 N/O SH 56 To N/O WCR 42	-Approx. 1.4 miles of I-25 reconstruction from 0.25 miles north of Valley Road to north of SH 56 interchange -Reconstruction of SH 56 / WCR 44 -Construction of a new Park-n-Ride lot -Construction of median bus stop -Centerline shift to the east at SH 56 -Approx. 1.4 miles of E. frontage road realignment/reconstruction -Construction of approx. 1000 ft of W. frontage road	-NB and SB I-25 bridges over Little Thompson River -NB and SB bridges over SH 56 (flip) -Pedestrian crossing of I-25 for Park-n-Ride -Construction of CBC under I-25 -Retaining Walls			-SH 56 bridge over I-25 (non-flip) -Frontage road improvements limited to resurfacing and reconstruction where necessary due to alignment changes
Segment 5-2b N/O WCR 42 To N/O WCR 38	-Approx. 1.4 miles of I-25 reconstruction from 0.9 miles north of WCR 38 to 0.25 miles north of Valley Road (WCR 42) -Construction of approx. 1.4 miles of W. frontage road -Approx. 1.4 miles of E. frontage road reconstruction -Reconstruction of Valley Road under I-25	-NB and SB I-25 bridges over Valley Road			
Segment 5-2a N/O WCR 38 To N/O GWRR	-Approx. 2.2 miles of I-25 reconstruction from just north of GWRR crossing to 0.9 miles north of WCR 38 -Reconstruction of WCR 38 -Approx. 2.2 miles of E. frontage road realignment/reconstruction	-WCR 38 bridge over I-25 -Construction of CBCs under I-25			
Segment 5-1b N/O GWRR To N/O WCR 32	-Approx. 1.5 miles of I-25 reconstruction from 0.25 miles north of WCR 32 to just north of the GWRR crossing -Reconstruction of WCR 34 interchange -Reconstruction of WCR 34 -Approx. 1.5 miles of E. frontage road realignment/reconstruction	-WCR 34 bridge over I-25 -NB and SB I-25 bridges over GWRR -Construction of CBCs under I-25 -North Creek crossing at E. frontage road -Retaining walls			
Segment 5-1a N/O WCR 32 To N/O SH 66	-Approx. 0.5 miles of I-25 reconstruction from SH 66 interchange to 0.25 miles north of WCR 32 -Reconstruction of WCR 32 -Approx. 0.5 miles of E. frontage road realignment/reconstruction	-NB and SB I-25 bridges over WCR 32 -Retaining Walls			

EIS 2+1 Rural Configuration  
Includes full interchanges

Scope Reduction  
See associated notes



# 2045 RTP Strategies

NFRMPO Planning Council



North Front Range  
Metropolitan  
Planning  
Organization

January 3, 2018

# 2040 Regional Transportation Plan

## Goals, Objectives, Performance Measures, and Targets

### 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.

Adopted on:  
September 4, 2014

	Goal 1 ECONOMIC DEVELOPMENT/QUALITY OF LIFE			Goal 2 MOBILITY			Goal 3 MULTI-MODAL			Goal 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 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	Conforms to air quality requirement 1	Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation 2	Investment in infrastructure 3	Reduce number of severe traffic crashes 4	Use the Congestion Management Process (CMP) to reduce congestion 5	Reliable travel times 6	Support Transportation services for all including the most vulnerable and transit dependent populations 7	Implement RTE, Regional Bicycle Plan, and North I-25 EIS 8	Develop infrastructure that supports alternate modes and connectivity 9	Use Transportation Demand Management techniques to reduce congestion and optimize the system 10	Implement Intelligent Transportation Systems (ITS) 11	Enhance transit service in the NFR 12	Reduce project delivery time frame 13

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

	1	2, 3	3	4	5, 6, 10, 11	7	8, 9	8, 12	9	10	12
PERFORMANCE MEASURE	Air quality conformity tests on plans and programs	Number of facility samples with poor surface condition	Bridges with a sufficiency rating below 50.0	Five-year rolling average of injury and fatal crashes	Regionally significant congested corridors with a travel time index of 2.5 times or less than free flow	Population and essential destinations within para-transit and demand response service area within the MPO boundary	Non-motorized facilities per capita	Fixed-route revenue hours per capita within service areas	Transit service vehicles within useful life parameters established by FTA	VMT growth per capita	Fixed-route ridership per capita within service areas
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%	Change in VMT should not exceed change in population	Increase by 10%
2040 RTP PLAN POLICY	3 Support freight performance in partnership with CDOT	13 Process TIP amendments on a quarterly schedule									

**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.

	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	6	1	4	4	6	6	6	4	6	6
				T-2										
				T-3										



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

2045 RTP Draft Strategies												
6. Partner with CDOT to advance teen and elderly driver safety programs.				●								
7. Support efforts and agencies that encourage non-single occupancy vehicle travel.	●				●	●		●				
8. Implement the CMP on a corridor and/or project specific basis to reduce travel delays.	◐				●	●						
9. Evaluate federally-funded projects administered by the NFRMPO for effective consideration and inclusion of Transportation Demand Management (TDM).	●				●	●		◐	◐	●		
10. Encourage the use of a percentage of project funds to implement TDM strategies during construction to alleviate congestion and related air emissions.	●				●	●		◐	◐	●		
11. Support efforts to develop and implement local TDM programs by encouraging applications for CMAQ funding.	●				●	●		◐	◐	●		
12. Include fiber optic cables for new signals, roadways, and as part of other ITS projects to help develop the North Front Range Fiber Network.	◐		●	◐	●	●				●		
13. Ensure adequate funding for regional paratransit providers that serve disabled and elderly populations.							●					
14. Encourage complete street design, especially between neighborhoods and activity centers to facilitate safe and convenient travel for all modes and all abilities.	◐		◐	◐			●	●	●		◐	

2045 RTP Draft Strategies												
15. Promote the development of bicycle and pedestrian facilities that use best practices guidance from FHWA, NACTO, and CDOT.	◐		◐					●	●			
16. Reference the Colorado ADA Transition Plan when developing new projects or conducting maintenance on existing infrastructure.		◐					●		●			
17. Identify qualified partners and/or seek training to earn necessary qualifications to ensure compliance with ADA through design and construction.							●					
18. Partner with local agencies to help identify where ADA retrofits are needed most.		◐					●		●			
19. Continue to use the 2016 Non-Motorized Plan as a tool to prioritize bicycle and pedestrian projects for future funding.								●	●			
20. Coordinate with local and state partners to collect, maintain, and publicize bicycle and pedestrian facility and user data.								●	●			
21. Support traveler information technology, such as real-time messages on incidents, congestion, and travel time to improve system reliability.	◐				●	●				●		
22. Support a Great Western Railway feasibility study that compares regional rail to similar regional bus routes.					◐			◐			●	
23. Support and/or host transit education programs to help first-time users incorporate transit as a viable mode of transportation.	◐				◐			◐			●	
24. Ensure investments in transit are adequate to keep the current fleet in a state of good repair and to maintain operations.	◐	●			●						●	

# 2045 RTP Draft Strategies Cont'd

2045 RTP Draft Strategies												
25. Encourage regional cooperation between transit agencies and CDOT to increase ease of transfers between systems.					●				●		●	
26. Coordinate with CDOT to ensure proper project close-out protocol are followed.												●
27. Ensure projects can be completed during the time frame required to receive federal funding.												●
28. Process TIP amendments on a bi-monthly schedule.												●
29. Coordinate with local planning partners and reference existing plans to maximize efficiency of project design and delivery.												●



- Are there strategies missing?
- Should any be removed?
- Do any need to be amended or expanded?
- Are connections between strategies and objectives logical?
- Are there any missing or excessive connections?



## North Front Range MPO Area - Project Status Updates (12/31/2018)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14/US287 Flood Repair NW of Fort Collins	<i>Spring 2019 construction</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Advertise Spring 2019</i>
<b>I-25</b>	
Design /Build	<i>Construction is underway.</i>
Wellington to WYO Cable Rail	<i>Ad Spring 2019</i>
Vine Drive Bridge	<i>Advertise Dec 2018. Construct Spring 2019</i>
<b>US34</b>	
Big Thompson Canyon Flood Repair	<i>Roadway is open. Under construction</i>
PEL Study	<i>Final report releasing Jan 2019</i>
34 Business Rt Overlay & Bridge Work (Flood)	<i>In Construction</i>
<b>SH60</b>	
WCR 40 Intersection Improvements	<i>Construction is underway.</i>
SH257 (Flood) – Little Thompson Structures	<i>Construction complete</i>
Over the South Platte River	<i>Construction is underway.</i>
<b>SH263</b>	
US85 to Greeley Airport- Devolution	<i>Complete</i>
<b>US287</b>	
SH1 to LaPorte Bypass	<i>Construction continues.</i>
Foothills Parkway Intersection	<i>Early 2019 advertisement</i>
<b>ADA Curb Ramp Program</b>	
Greeley ADA Curb Ramps Phase 1	<i>Construction is underway</i>
Loveland ADA Curb Ramps Phase 1	<i>Construct Spring 2019</i>



## **STAC Summary – December 7, 2018**

- 1) **Introductions & October Minutes – Vince Rogalski (STAC Chair)**
  - a) October 2018 STAC Minutes approved without revisions.
- 2) **Transportation Commission Report – Vince Rogalski (STAC Chair)**
  - a) Highlighted the TC discussions about the Rest Area Study, Multimodal Options Fund, and the 2045 Statewide Transportation Plan (SWP).
  - b) Vince attended his first meeting of the Transportation Commission SWP Committee as a committee member.
    - i) The committee spent some time discussing how CDOT could integrate development of the transit and transportation plans better, and the meaning of plan integration. The TC also discussed Proposition #110 and passed a resolution in support of the measure.
  - c) STAC Discussion: None
- 3) **Federal Lands Access Program – Jerad Esquibel (Director CDOT Project Support)**
  - a) STAC is entitled to one representative on the three-person Programming Decision Committee that reviews applications for Federal Lands Access Program (FLAP) funds.
  - b) The committee will convene after the March 2019 call for projects. The committee disburses about \$15 million-\$16 million every year.
  - c) These funds are to improve transportation facilities owned or maintained by non-federal agencies that provide access to, are adjacent to, or are located within federal lands.
  - d) **STAC ACTION: STAC elected Bentley Henderson as the representative and Keith Baker as the alternate.**
- 4) **Low Emission Vehicle Standards – Debra Perkins-Smith (CDOT Division of Transportation Development)**
  - a) The previous administration raised the Corporate Average Fuel Economy (CAFE) standards, and the current administration has rolled the standards back. Twelve states, including California, have elected to follow the higher standards.
  - b) Increasing the miles per gallon standard not only would save energy, but help to reduce vehicle emissions (Vehicle emissions are among the contributors to greenhouse gas).
  - c) The Regional Air Quality Council (RACQ) discussed the idea in November, and heard a considerable amount of testimony for and against it.
  - d) STAC Discussion: STAC discussed the effects of the CAFE standards on the wide array of vehicles that exist within the state (e.g. SUVs, agricultural equipment, etc.) and acknowledged that CAFE standards only apply to new vehicles.
- 5) **Where Does Colorado Rank – Debra Perkins-Smith (CDOT Division of Transportation Development)**
  - a) Discussed a graph showing where Colorado ranks compared to the other states on these national performance standards: interstate/NHS condition, interstate/NHS bridge condition, interstate/NHS system reliability, interstate freight reliability, and statewide fatality rate.
  - b) The graph shows Colorado ranks highest in being bike friendly (6th in nation), transit utilization (12th), and bridge condition (13th).
  - c) Colorado's other rankings are for interstate/NHS system reliability (39th), interstate/NHS pavement condition (38th), interstate freight reliability (29th), and statewide fatality rate (21st).
  - d) Mike Lewis had these observations:
    - i) Colorado has an extensive rural transit system, reporting more ridership than the rural transit system in California.
    - ii) There is a direct correlation between investment and the ranking of Colorado among the 50 states.



- iii) Thanks to the Bridge Enterprise Fund, Colorado's bridges rank high. Completion of the Central 70 project, which will include replacing the viaduct, should cause the state's bridges to rank even higher.
  - iv) CDOT calculates that it is \$200 million short each year in pavement improvements, which explains the low ranking in pavement condition.
  - e) STAC Discussion: STAC discussed the unique financial constraints that exist with Colorado and the tradeoffs associated with making investment decisions. STAC also pointed out that the adjacent states of Kansas and Utah both rank higher than Colorado and we all know how competitive Mike Lewis is about comparisons with Utah.
- 6) **2045 Statewide Plan Kickoff** – *Marissa Gaughan (CDOT Multimodal Planning Branch)*
- a) Discussed high-level overview of the development of the 2045 statewide transportation plan (SWP).
  - b) TransPlanning Partnership also included development of the Transportation Planning Toolkit accessible from the planning webpage that describes the five stages of project development: idea, planning, funding, selection, and improvement. All connect with the Planning Manual. The toolkit is a quick and easy way for the public and CDOT planning partners to get information on the planning process.
  - c) Key themes of the 2045 SWP and RTP will be technology, quality of life, all travel modes, and economic vitality.
  - d) STAC Discussion: STAC discussed the release date of the Revenue Projections and Program Distribution.
- 7) **Smart Mobility Plan** - *Bob Fifer and Ryan Rice (Mobility Operations Division)*
- a) Discussion of Smart Mobility Plan.
  - b) Smart Mobility is using technology to solve mobility problems across Colorado and especially in the rural areas.
  - c) Five regional workshops throughout the state conducted October through November.
  - d) The workshops highlighted regional priorities and site-specific solutions.
  - e) STAC Discussion: STAC discussed the need for information security as the top priority of Smart Mobility, retrofitting old vehicles with new technology, and need for a strong fiber optics network.
- 8) **Rest Area Program** - *Marissa Gaughan (Multimodal Planning Branch)*
- a) Discussed CDOT's Rest Area Program and the recent study that is informing it.
  - b) The key findings of the study are that the CDOT-owned rest areas should remain open because they contribute to highway safety, tourism and economic development, and are part of the way the public views CDOT.
  - c) Another finding is that CDOT needs to be a separate asset program within asset management.
  - d) STAC Discussion: STAC discussed the overwhelming importance of Rest Areas in the state and asked how the program could be funded. FHWA commented on the limitations partnering with private companies.
- 9) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) The next STAC Meeting will be held on January 25<sup>th</sup> at CDOT Headquarters (2829 W. Howard Place, Denver) from 9:00 AM – 12:00 PM.
- 10) **STAC Adjourns**