

## NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

### 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) | (Written Report) |        |
| 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/D Clark  | 5 min  |
| 8. TAC (Pg.15)                   | (Written Report) |        |
| 9. HR Committee                  | Written/D Clark  | 5 min  |
| 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) | Johnny Olson | 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                          | Gilliland/Olson  |  |
| I-25 Update  | Gerry Horak      |  |
| 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**



## ***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***

**TBD, Commissioner**

Alternate- TBD, Commissioner

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

**Rick Coffin, Planner**

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

**Kathy Gilliland, Commissioner**

Alternate- Johnny Olson, Region 4



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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

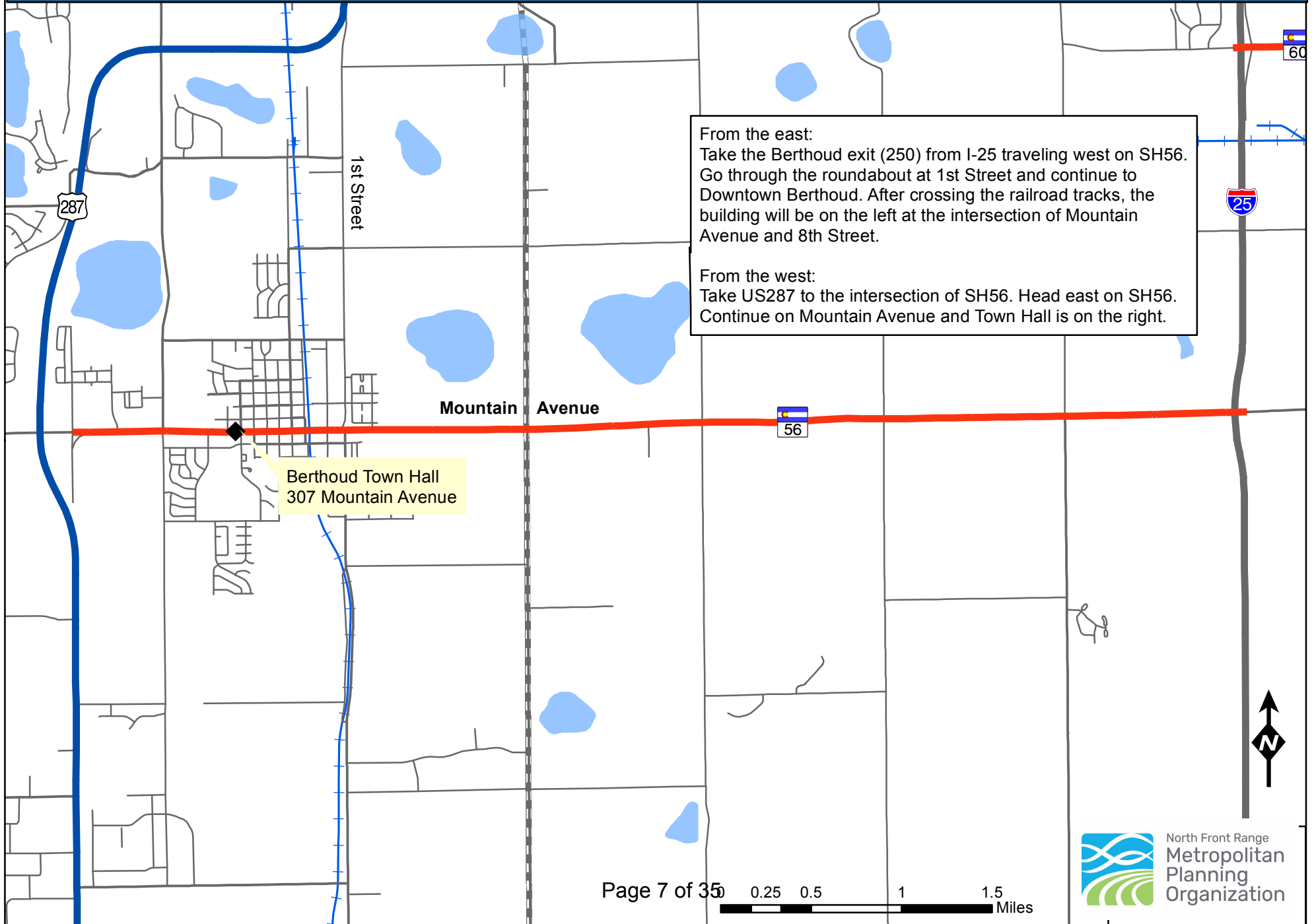
**GLOSSARY (cont'd)**

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

**GLOSSARY (cont'd)**

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

# Directions to Berthoud Town Hall (807 Mountain Avenue)



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

**December 6, 2018  
Timnath Administration Building  
4800 Goodman Street  
Timnath, CO**

**Voting Members Present:**

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

**Voting Members Absent:**

Rick Coffin -CDPHE  
Robb Casseday -Greeley  
Troy Mellon -Johnstown  
Elizabeth Austin -Milliken  
\*No Member -Garden City

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance Director.

**In Attendance:**

Dawn Anderson, Everett Bacon, Ken Bennett, Kendra Carberry, Chad Crager, Jim Eussen, Joseph Flannigan, Butch Hause, Joel Hemeseth, Wayne Howard, Mark Jackson, Will Jones, Will Karspeck, Dave Kissker, Jeff Kullman, Ken Martin, Mitch Nelson, Johnny Olson, Heather Paddock, Randy Ready, Eric Richardson, Ginger Robitaille, Robin Stoneman, Phil von Hake,

Chair Donnelly called the MPO Council meeting to order at 6:00 p.m.

**Public Comment:**

Joseph Flannigan of Loveland commented he has Multiple Sclerosis and has a concern about the lack of knowledge many engineers have when it comes to the requirements for pedestrians under the Americans with Disabilities Act (ADA). He quoted "skin before steel" noting there is too much emphasis on steel. He indicated the appropriate widths for roads, bike lanes, and sidewalks combined is sixty-four feet and that measurement should be allowed with the planning and construction of every new road. It was his opinion, engineering departments had no one certified in ADA Certification compliance and law suits were a possibility unless someone could confirm ADA Requirements were being met. He feels there needs to be a way to certify people that make plans which adhere to ADA. He complained he cannot get out of his neighborhood near LCR 28 using his power chair or cane, or any other physical aid. He said power chairs are like bikes and need three feet of road width. He pleaded with the Council to please pay attention and not put cars before people, they will get run over. Donnelly noted Flannigan was a good citizen of Loveland and thanked him for his comments.

**Move to Approve Agenda:**

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



### Move to Approve Minutes:

Cozad **moved** to approve the *November 1, 2018 Council Meeting Minutes*. The motion was **seconded** and **passed** unanimously.

### **EXECUTIVE SESSION:**

Chair Donnelly announced the Council would be going into an Executive Session with NFRMPO HR Consultant, Ginger Robitaille and Legal Counsel, Kendra Carberry and Kathryn Sellars. He noted action from the session would take place at the January 3<sup>rd</sup> meeting in Berthoud.

Ross **moved** to approve going into an *Executive Session 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 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*. The motion was **seconded** and **passed** unanimously.

*The Council entered into an Executive Session that lasted approximately twenty-nine minutes.*

*Chair Donnelly reopened the regular meeting at 6:41 p.m.*

### **Lead Planning Agency for Air Quality Agenda**

Chair Donnelly opened the Air Quality portion of the meeting.

#### Air Pollution Control Division (APCD)

Phil von Hake, APCD Mobile Sources Program, presented *A Zero Emission Vehicle Rule for Colorado* to the Council, explaining the proposed Zero Emission Vehicle (ZEV) Rule had not been part of Governor Hickenlooper's Executive Order which committed Colorado to adopting a Low Emission Vehicle (LEV) standard, also referred to as the California standard. Hickenlooper's LEV action, which continues the current trajectory of air control standards in Colorado and helps the state meet its goal of reducing greenhouse gas emissions of 26 percent by 2025, was approved unanimously by AQCC on November 16<sup>th</sup>. That same meeting brought about extensive public comment supporting ZEV standards leading AQCC to schedule a separate Request for Hearing regarding a ZEV proposed rule. The AQCC Executive Committee rescheduled the Request for Hearing from December 2018 to May 2019.

Some Council members questioned whether mandating standards for an increasing percentage of all light-and-medium-duty vehicles sold, was right for Colorado. When the question was raised regarding whether the cost of non-electric vehicles would have to go up to encourage more sales of electric vehicles, it was noted sales of EV's in Colorado is already high for the country. Also, the growth rate of incentives for the purchase of electric vehicles has doubled since 2017. It was noted agricultural and construction vehicles are not included in either LEV or ZEV standards for Colorado.

#### Regional Air Quality Council (RAQC)

A written report was provided. Donnelly confirmed Don McCleod had turned in the necessary paperwork to be considered for appointment by the Governor as the NFRMPO RAQC representative, noting Cozad's term as Weld County Commissioner was ending in December.

### **Metropolitan Planning Organization (MPO) Agenda**

Chair Donnelly opened the MPO portion of the meeting.

## Reports:

### Report of the Chair:

Chair Donnelly reported Senator Gardner had contacted him earlier in the day regarding North I-25 being awarded \$20M through the Better Utilizing Investments to Leverage Development (BUILD) Grant. He complimented Olson and staff's efforts in obtaining the grant. He also recognized Olson's dedication to Region 4 and securing funding for I-25's Segment 6, noting his hope for segment 5 to also get funded. Donnelly recognized the December meeting as Commissioner Cozad's final meeting as a Council Member. He commended her efforts over her many years of service noting it had been an honor to work in partnership with her on several regional efforts she spearheaded. Cozad was also complimented for her leadership through challenging times, having a heart to always want to do the right thing, having small community power and her work on the NFRMPO and the Weld County Commission. Cozad thanked the Council, MPO staff and others for their work with her, stating it takes everyone together to work regionally. Cozad was presented with a plaque recognizing her years on the NFRMPO Council.

It was also recognized Donnelly was leading his final meeting as MPO Chair. He was thanked by Council members for his dedication and leadership and presented with a plaque bearing a golden gavel, a reward for his total of three years as a chair in his time on the Council.

*Donnelly called for a brief break.*

*The MPO portion of the meeting reconvened at 7:27 p.m.*

### Executive Director Report:

Mallette provided a draft letter of support for the methodology, process, and results of the US 34 PEL study addressed to Chad Hall and CDOT Region 4.

D Clark **moved** to approve the *Letter of Support for US34 PEL Study Recommendations*. The motion was **seconded** and **passed** unanimously.

Mallette reported the 2018 Call for Projects, which opened October 12<sup>th</sup>, would be closing Friday, December 21<sup>st</sup>. She also noted the NFRMPO's new logo had been revealed and could be seen on the website, marketing materials, and throughout the Council packet.

### HR Committee:

A written report was provided. Cozad noted there would be an opening on the HR Committee starting in January.

### Finance:

A written report was provided. Melendez noted the Finance Committee recommended approval of the 3<sup>rd</sup> Quarter Unaudited Financial Statements.

### Freedom Parkway Access Control Plan

Cozad described her passion for the road project in Weld County which acquired many names over time including, SH-402, LCR18, WCR 54, 37<sup>th</sup> Street, and finally Freedom Parkway. She explained it began with her meeting with Mayor John Morris and the City of Evans back in 2014 on matching design standards, and speed limits, etc. Their goal was to protect the road as an arterial, additionally Cozad's vision was to work collaboratively with all the communities involved. Dawn Anderson, Development Review Manager, Weld County Public Works, and Everett Bacon, Weld County Transportation Planner, also provided portions of the presentation, highlighting the projects regional long-term planning efforts. There is currently an Intergovernmental Agreement (IGA) in place and all jurisdictions have approved the plan which will be adopted December 12<sup>th</sup> with completion by the end of the year. Additional information is available on the Weld County website. Donnelly complimented Cozad and others involved with the project calling it an incredible proactive effort.

### **Move to Approve Consent Agenda:**

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

Item on the consent agenda included:

- *3<sup>rd</sup> Quarter Unaudited Financial Statements*

### **Action Items:**

#### Amended Investment Policy

Crystal Hedberg, Finance Director, explained the amendment made changes to the policy to match Colorado law and what was currently being done. She then highlighted the revisions with the Council.

*Ross **moved** to approve RESOLUTION NO. 2018-24 AMENDING THE INVESTMENT POLICY.*

Horak requested the amendments be attached to the resolution.

*Ross **amended** his motion as requested.*

*The motion was **seconded** and **passed** unanimously.*

#### 2019 Officer Elections

Chair Donnelly explained the Officer Election Process and opened nominations for 2019 MPO Chair.

*Ross **nominated** Melendez. There were no other nominations.*

*Cozad **moved** to close nominations.*

*M Clark moved to elect Melendez. D Clark **seconded** the nomination. The Council **voted unanimously for Melendez as MPO Chair for 2019.***

Chair Donnelly opened nominations for 2019 MPO Vice-Chair.

*Melendez **nominated** D Clark. There were no other nominations.*

*Cozad **moved** to close nominations.*

*Ross moved to elect D Clark. Cozad **seconded** the nomination. The Council **voted unanimously for D Clark as MPO Vice Chair for 2019.***

Donnelly congratulated Melendez and D Clark and informed the Council that Chair Melendez would assign a STAC Representative and name new Finance and HR Committee members at the January 2019 meeting. The Articles of Association state the immediate Past Chair will become the Chair of the HR Committee and the Vice Chair becomes the Chair of the Finance Committee.

### **COUNCIL REPORTS:**

#### Transportation Commission Report /CDOT Region 4

Olson reported on the following:

- Rerouting of SH 392 and SH 257 - CDOT met with the Town of Windsor and decided a feasibility study should be done, funding will be discussed later.
- Potential rerouting of US 287 – the plan would be done in two phases and reroute freight truck traffic off US 287 and onto I-25, avoiding the urban areas. In exchange, CDOT would abandon the section of US 287 from SH 119 south of Longmont to Owl Canyon north of Fort Collins, turning that portion of highway and its (extensive) maintenance costs back to local community control. CDOT will contribute \$350k toward the six-month feasibility study from which they will determine not only cost, but also local buy-in from affected communities. Negotiations will occur and there will be many opportunities for public involvement. The other option is a business route.
- I-25 Segment 6- funds from the BUILD Grant will help I-25's Segment 6 (section between SH 402 and SH 56) obtain the addition of an express toll lane in each direction, but approximately \$5M more funding is still needed. CDOT is committed to making that whole and meeting the grant requirements.
- I-25 Segments 7 & 8- the goal is still to take these to the full EIS which includes the preparation for the addition of a fourth lane, but potentially excludes the SH14 and US 34 interchanges. Approximately \$290M (increased cost assumption) can be saved by getting the project completed before 2028.
- A commitment from the NFRMPO is needed for design purposes of sections 7 & 8 of the corridor, by January or early February at the latest, funding discussions will occur later. It is imperative the Council share their issues or concerns to ensure there is alignment with what Olson is pitching to the commission.

#### I-25 Update

Horak reported the next I-25 Funding Committee meeting was at 12:30 December 7<sup>th</sup> at the Candlelight Dinner Playhouse in Johnstown.

#### STAC Report

No report was provided.

Host Council Member Report- Pearson welcomed everyone to Timnath and thanked them for coming. He recognized Fiona's Catering for providing the food and reported Timnath's new Town Center Building which will house the administration offices, was scheduled for completion in April 2019.

### **MEETING WRAP-UP:**

#### Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at 8:30 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

## **Finance Committee Report**

- Finance Committee met on December 18, 2018
- The Finance Committee recommends that the excess 2018 dues not be moved into reserves.
  - This is to cover the costs of the large amount of indirect costs this year that will not be recouped until 2020.
  - These costs are due to unexpected expenses associated with the previous executive director.
- The MPO will move its servers to FRII, this action is within the current budget.

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

December 18, 2018

7:30 a.m.

Conference Call: 877-722-4035

Access Code: 80521

Members Present

Kristie Melendez

Dave Clark

Paula Cochran

Staff Present

Suzette Mallette

Crystal Hedberg

Merideth Kimsey

The meeting was called to order by Chair Melendez at 7:40 a.m.

Approval of Minutes:

The minutes of the November 20, 2018 meeting were accepted.

2018 Remaining Local Match. Hedberg notified the committee that the MPO had approximately \$100,000 of expenses associated with the former executive director leaving that were only allowable as part of indirect costs. These costs will be reimbursed but not until 2020 which will result in a cash flow shortage. To cover this shortage, staff request that the excess dues for 2018, which are estimated at \$97,000 not be allocated to the operating reserves, which is an exception to the current MPO Operating Reserve Policy.

The Committee agreed to recommend to Council that the MPO forgo funding the operating reserve for 2018 to cover the cash flow shortage.

Server. Mallette let the committee know that she had met with Scott Gattis from CorKat Data Solutions to get a second opinion on what to do with our servers. His recommendations matched what our current IT providers have suggested for the long term. After the first of the year, the MPO will co-locate their servers with the City of Fort Collins at FRII which will address the need to vacate the current location and fix the server stability issues. This action is within the budget.

The meeting was adjourned at 7:58 a.m.

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

**PUBLIC COMMENT**

Joseph Flanigan requested the NFRMPO work to improve ADA compliance in the region, specifically by creating a certification program. He suggested the program could be funded through a tax on new projects and/or other grants.

**APPROVAL OF THE OCTOBER 17, 2018 TAC MINUTES**

Anderson moved to approve the October 17, 2018 TAC minutes. The motion was seconded by Jones and approved unanimously.

**ACTION ITEMS**

**Election of 2019 TAC Officers** – Karasko stated Jones would step down as Vice-Chair. Jones nominated Klockeman to serve as TAC Chair for a second year. The motion was seconded by Nelson and approved unanimously. Klockeman nominated Nelson to serve as TAC Vice-Chair. The motion was seconded by Jones and approved unanimously.

**December TIP Amendment** – Kealy stated there were six TIP Amendment requests. No public comment has been received. Kemp moved to recommend Planning Council approve the TIP Amendments. The motion was seconded by McDaniel and was approved unanimously.

**DISCUSSION ITEMS**

**2045 Regional Transportation Plan (RTP) Strategies** – Martin presented an updated version of proposed 2045 RTP Strategies. The 2045 RTP Strategies build on the Goals, Objectives, Performance Measures, and Targets (GOPMT) adopted by the Planning Council at the October 4, 2018 meeting. TAC members will review the strategies and send comments to Martin by January 2, 2019.

**2015-2019 NFRMPO Targets for Safety Performance** – Kealy reviewed the NFRMPO Targets for Safety Performance, which need to be updated annually. For the 2014-2018 Targets, the NFRMPO elected to set targets by supporting CDOT's statewide targets. Kealy asked if TAC would like to again support CDOT's targets. TAC agreed to support the statewide targets.

**OUTSIDE PARTNER REPORTS**

**Regional Transit Agencies** – Folkers reported COLT updated its route system in November 2018, leading to a 14 percent increase in ridership from November 2017. COLT has an RFP out for a new website, app, and installation of Automatic Passenger Counters (APCs) on their buses.

Jones reported GET has hired a new Transit Manager who will start January 10, 2019. GET is working with Transfort and COLT on a fare reciprocity agreement. Buses which will operate the Poudre Express have been ordered.

Kemp stated Transfort is working with the Engineering Department to implement a \$1.5M grant to upgrade bus stops to be ADA-compliant.

Klockeman stated there has been much discussion regarding the Kendall Parkway Park-N-Ride project, which is part of the overall *I-25 Expansion Project*. A major consideration is passenger experience as they wait for Bustang at the station.

**Senior Transportation** – Gordon reported the NADTC Expert Panel continues to meet. The group received a presentation from Cambridge Systematics regarding the 1-Click and RidePilot software. There will be a presentation from RouteMatch on December 21. Gordon also reported the FTA \$5304 project is waiting for a contract from CDOT.

**RAQC** – Brimmer stated EPA supports granting a one-year extension to meet the 2008 Ozone Standard. There was a public comment period, where some organizations requested a public hearing. AQCC adopted the LEV standards in November and have postponed passing ZEV regulations until spring 2019.

Larimer County Mobility Committee (LCMC)—MINUTES  
December 20, 2018  
1:35 p.m. – 3:12 p.m.

---

**1. Call Meeting to Order, Welcome and Introductions**

*Attendees:* Anna Russo, Transfort; Katy Mason, Larimer County Office on Aging; Connie Nelson-Cleverley, SAINT; Tim McLemore, Elderhaus; Liz Young, Larimer County Department of Health and Environment; Angela Woodall, Foothills Gateway; Alex Gordon, NFRMPO.

**2. Review of Agenda**

**3. Public Comment (2 minutes each)**

**4. Approval of September 25, 2018 Meeting Minutes**

Katy moved to approve the meeting minutes. Connie seconded the motion and it was approved unanimously.

**DISCUSSION ITEMS**

**1) Larimer County Senior Transportation Project Update**

**Expert Panel**

Alex reviewed the progress of the National Aging and Disability Transportation Center (NADTC) grant, specifically the last Expert Panel meeting. The group saw a presentation from Cambridge Systematics regarding the 1-Click and RidePilot apps. The Expert Panel was able to ask questions, which provided background, context, and concerns. The group will hear a presentation from RouteMatch tomorrow and will be able to ask questions. Some of the concerns that have been brought up relate to the need to call in where internet is not readily available; what happens if a ride cannot be provided; can the systems talk to existing software; and how will this help provide service where there currently is not any. Alex mentioned this program could be good for figuring out where gaps are and help make arguments for further investments. Liz mentioned this could also be good to collect data on whether people follow through with the trips they search for. The system should be as helpful as possible, being a one-stop shop (connecting users to information, etc.).

**2) 2045 Regional Transportation Plan (RTP)**

**Gordon**

Alex stated the NFRMPO is currently working on the long-range transportation plan, the 2045 RTP. The 2045 Regional Transit Element, which was presented to the LCMC previously, was approved in November and is the transit component of the long-range plan. Alex distributed a short survey, which will be used to create and run a scenario in the NFRMPO's Regional Travel Demand Model. Alex will forward the survey so LCMC members can distribute it.

**3) Bustang Travel Training**

**Gordon**

Alex reviewed the written Bustang Travel Training Report and Bustang Travel Training Guide, which are available on the NFRMPO website.

**4) 2019 Work Plan and Meeting Schedule**

**Gordon**

Alex presented a draft 2019 meeting schedule, which would shift which months the LCMC meets. The group agreed. Due to a scheduling conflict for the NFRMPO's Large Conference Room, the January 17, 2019 meeting will be held at 10AM, not at the usual time. The group discussed projects for the next year with the understanding projects can be added as the need arises. Katy suggested having LCMC members give presentations about their agencies to inform the group of what they do. Dump the Pump Day will come back as a discussion item to gauge interest.





## **LCMC MEMBER REPORTS**

Anna stated there are new Dial-a-Taxi informational cards. Additionally, there was an email that was distributed to say Greyhound and Bustang are working together to allow Greyhound customers to ride Bustang buses between Fort Collins and Denver.

**5. Final Public Comment (2 minutes each)**

**6. Next Month's Agenda Topic Suggestions**

- Dump the Pump Day 2019
- Presentation on Larimer County Office on Aging
- Bustang Travel Training Video (if available)

**7. Next LCMC Meeting: January 17, 2019**

## MEMORANDUM

To: MPO Council  
From: Crystal Hedberg  
Date: January 3, 2019  
Re: Use of remaining 2018 local match

### Background

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) reserve policy states that “Assets for the Operating Reserve accounts will come from current savings and investments, and contributions by members of the North Front Range Transportation Council, using the same calculation used for local match.” During the September 2015 Council meeting it was confirmed that only excess dues would be used to create the reserve fund.

During 2018 the MPO had approximately \$100,000 of expenses associated with the former executive director leaving that were only allowable as part of indirect costs. These costs will be reimbursed as part of indirect costs, but not until 2020 which will result in a cash flow shortage. (See Note 1 ). It is estimated that excess dues at year end will be approximately \$97,000. Staff requests the excess dues for 2018 not be allocated to the operating reserves in order to cover this cash flow shortage.

### Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council forgo funding the operating reserve for 2018 to cover the cash flow shortage.



Note 1

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2020 indirect cost rate will be calculated using the 2018 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																									
January 3, 2019 Berthoud	December 2018 TIP Amendment	Medora Kealy																									
<b>Objective/Request Action</b>																											
To approve the December 2018 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																									
<b>Key Points</b>																											
<p>NFRMPO staff received six Amendment requests for the December 2018 TIP Amendment cycle.</p> <p>CDOT R4 is requesting to revise two projects and add one project:</p> <ul style="list-style-type: none"> <li>Revising the <i>North I-25: Design Build</i> project by reducing \$19M SB1 state funding in FY19.</li> </ul>																											
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## 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 in FY19.

Funding Source	Request Total
Federal	\$759
Local	\$190
<b>Total</b>	<b>\$949</b>

- Adding the *GET 2019 Operating* project funded with \$40K state FASTER funding and \$10K local funding in FY19.

Funding Source	Request Total
State	\$40
Local	\$10
<b>Total</b>	<b>\$50</b>

## Committee Discussion

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

## Supporting Information

The 30-day Public Comment period for the December 2018 TIP Amendment began on December 12, 2018 and concludes on January 10, 2019. No public comments have been received as of December 20, 2018.

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**

Approving the Amendment 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**

At their December 19, 2018 meeting, TAC recommended Planning Council approval of the December 2018 TIP Amendment to the FY2019-2022 TIP. The approval is contingent on no public comment by January 10, 2019.

**Attachments**

- December 2018 Policy Amendment Form
- Resolution No. 2019-01

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

*Dollars Listed in Thousands*

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
<b>Strategic</b>													
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
						<b>Total</b>	<b>204,363</b>	<b>-</b>	<b>44,500</b>	<b>48,972</b>	<b>34,000</b>	<b>-</b>	<b>127,472</b>
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
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					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
						<b>Total</b>	<b>204,363</b>	<b>-</b>	<b>25,500</b>	<b>48,972</b>	<b>34,000</b>	<b>-</b>	<b>108,472</b>
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
						<b>Total</b>	<b>-</b>	<b>-</b>	<b>20,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20,000</b>
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
						<b>Total</b>	<b>-</b>	<b>-</b>	<b>204,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>204,000</b>
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
						<b>Total</b>	<b>-</b>	<b>-</b>	<b>900</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>900</b>
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.													
<b>FTA 5339 - Bus and Bus Facilities Program</b>													
PREVIOUS ENTRY SST7064.023	2018-19	E-Faring Project	Fort Collins	Capital Purchase	Federal	FTA 5339	-	51	-	-	-	-	51
					Local	Local	-	13	-	-	-	-	13
						<b>Total</b>	<b>-</b>	<b>64</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>64</b>
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
						<b>Total</b>	<b>-</b>	<b>-</b>	<b>665</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>2,162</b>
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
						<b>Total</b>	<b>-</b>	<b>28</b>	<b>665</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>2,190</b>
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**

Submitted to: TAC and Planning Council for Approval

DATE: 12/12/2018

							<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.											

<b>FASTER Transit</b>													
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.											



**RESOLUTION NO. 2019-01**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE DECEMBER 2018 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT**  
**PROGRAM (TIP)**

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

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

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

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

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

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

- State SB1 and SB267 Funds
  - Revising CDOT’s *North I-25: Design Build* project by reducing \$19M state SB1 funds in FY19.
  - Revising CDOT’s *North I-25: WCR38 to SH402* project by adding \$19M SB1 state funding in FY19, adding \$165M SB267 state funding in FY19, and revising the scope to include express lanes in Segment 6.
  - Adding CDOT’s *I-25 Parallel Road – WCR 9.5* project with \$900K SB1 state funding in FY19.
- FTA §5339
  - Combining Fort Collins’ *E-Faring* project with the *Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology* and reducing the rolled FTA §5339 federal funding by \$28K and the rolled local funding by \$8K.
  - Adding Greeley’s *GET 2017 Vehicle Replacement* project funded with \$759K federal FTA 5339(b) funding and \$190K local funding in FY19.
- FASTER
  - Adding Greeley’s *GET 2019 Operating* project funded with \$40K state FASTER funding and \$10K local funding in FY19.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of January 2019.

\_\_\_\_\_  
Kristie Melendez, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director



**COLORADO**

Department of Transportation

Region 4

Regional Director's Office  
10601 W. 10th Street  
Greeley, CO 80634-9000

December 20, 2018

North Front Range MPO Council Officials

RE: I-25/Crossroads Blvd. Savings and Recommendation

Region 4 of the Colorado Department of Transportation (CDOT) is seeking input from the North Front Range Metropolitan Planning Council (NFR MPO) on re-allocating previously programmed funds. The Crossroads Blvd. Interchange Expansion project recently closed, leaving \$2M of Regional Priority Program (RPP) unspent.

**BACKGROUND:**

Interstate 25 (I-25) plays a significant role in the quality of life and economic vitality of a growing northern Colorado, from US 36 in the Denver metro area to CO 1 in Wellington. According to the State Demography Office, the population of Larimer County—currently 316,000—is expected to increase 52 percent by 2040. Similarly, Weld County's population of 268,400 is expected to increase 111 percent by 2040.

CDOT forecasts that this population growth will increase the number of vehicles making daily trips along the I-25 corridor by 60 percent in 2040. To provide the same, or preferably better, quality of life and economic vitality for the future, improvements are needed on I-25. The North I-25 project has a strategy to provide modern and effective multi-modal transportation solutions for residents, businesses, employees, freight, and visitors traveling between Denver and Wyoming.

The NFR MPO Council is a strong supporter of the North I-25 corridor plan. In March 2014, the Council declared North I-25 as their highest priority project. This level of support was re-iterated when the four Transportation Planning Regions, including the NFR MPO, affirmed North I-25 as the top priority for CDOT Region 4. A pledge of annual RPP investment for North I-25 in the NFR area further acknowledged the corridor's significance. Crossroads Blvd. Interchange was one of the first to receive RPP funding.

**ANALYSIS:**

The Crossroads Blvd. Interchange project is complete, with \$2M of RPP funding unspent due to lower than anticipated bids. With the I-25 Segments 7 & 8 project queuing up, redundant scope items shifted out of Crossroads Blvd. and to the larger project.

**RECOMMENDATION:**

NFR MPO Council declared North I-25 to be their highest priority. Therefore, CDOT would suggest to move the resulting \$2M into Segment 6, SH 56 (Berthoud Exit) to SH 402 (Johnstown/Loveland Exit), in order to responsibly ease the projected \$5M deficit. Thank you for your consideration.

Sincerely,

Johnny Olson, P.E.  
Region 4 Director

JWO:KAS:mbc



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 3, 2019 Berthoud	2015-2019 NFRMPO Targets for Safety Performance Measures	Medora Kealy
<b>Objective/Request Action</b>		
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
<b>Key Points</b>		
<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"> <li>A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or</li> <li>B. Set targets specific to the NFRMPO region.</li> </ul> <p>The statewide targets set by CDOT for the 2015-2019 time period are for crashes on all public roads and include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – 644</li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.20</li> <li>• Number of Serious Injuries – 2,909</li> <li>• Rate of Serious Injuries per 100M VMT – 5.575</li> <li>• Number of Non-motorized Fatalities and Serious injuries – 514</li> </ul>		
<b>Committee Discussion</b>		
This is the first time Planning Council 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 (See Table 1).		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• 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.</li> <li>• The NFRMPO and CDOT must set targets for the five safety performance measures annually.</li> <li>• 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).</li> <li>• 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.</li> </ul>		
<b>Advantages</b>		
Adopting the state's targets aligns the NFRMPO with the statewide targets and requires less staff time than setting targets specific to the NFRMPO.		
<b>Disadvantages</b>		
The state safety targets do not reflect performance specific to the NFRMPO region.		
<b>Analysis/Recommendation</b>		
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.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• Highway Safety Performance Measure Statewide Targets</li> </ul>		

**Table 1. Highway Safety Performance Measure Statewide Targets**

<b>Performance Measure</b>	<b>2014-2018 Target Set by CDOT &amp; NFRMPO</b>	<b>2015-2019 Target Set by CDOT</b>
Number of Fatalities	610	644
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	1.20	1.20
Number of Serious Injuries	3,350	2,909
Rate of Serious Injuries per 100M VMT	6.790	5.575
Number of Non-motorized Fatalities and Serious injuries	586	514

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 3, 2018 Berthoud	<i>2045 Regional Transportation Plan (RTP) Strategies</i>	Sarah Martin
<b>Objective/Request Action</b>		
To discuss draft strategies for the <i>2045 RTP</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• The 2040 Goals, Objectives, Performance Measures, and Targets (GOPMT) included two Policies linked to two Objectives in the GOPMT framework.</li> <li>• The <i>2040 RTP</i> included an implementation plan, which focused on supporting plans, processes, and programming, but did not link additional strategies or policies to the Objectives.</li> <li>• 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.</li> <li>• The <i>2045 RTP Strategies</i> were developed to serve as part of the <i>2045 RTP</i> implementation plan.</li> </ul>		
<b>Committee Discussion</b>		
<p>TAC provided feedback on the draft Strategies during their December 19, 2018 meeting. All input from that meeting was incorporated into the attached framework. Strategies will come back to TAC for action January 16, 2019. This is the first time Planning Council is seeing the draft Strategies. The Strategies may come back to Council for Action in February.</p>		
<b>Supporting Information</b>		
<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"> <li>1. Support freight performance in partnership with CDOT</li> <li>2. Process TIP amendments on a quarterly schedule</li> </ol> <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 <i>2045 RTP</i>. 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 28 potential strategies for inclusion in the <i>2045 RTP</i>. 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

- Strategies provide more flexibility 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 Planning Council regarding the draft *2045 RTP Strategies*, including whether strategies should be added, removed, or amended.

### Attachments

- 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
	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
OBJECTIVES	Environmental Sustainability	System Reliability	System Reliability	Reduced Project Delivery Delays
	Conform to air quality infrastructure 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
PERFORMANCE MEASURES & TARGETS	5	1	6	4
	2 3 T-1 T-2 T-3	4	6	6
	5	4	6	6
	6	4	6	6
	6	4	6	6



Figure 2. 2040 GOPMT

**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.*

		Goal 1 ECONOMIC DEVELOPMENT/QUALITY OF LIFE				Goal 2 MOBILITY				Goal 3 MULTI-MODAL				Goal 4 OPERATIONS				
MPO GOAL	NATIONAL GOAL	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				
		Safety, congestion reduction, system reliability								Infrastructure condition, system reliability				Congestion reduction, freight movement and economic vitality, project delivery				
OBJECTIVE		1	2	3	4	5	6	7	8	9	10	11	12	13				
		Conforms to air quality requirement	Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation	Investment in infrastructure	Reduce number of severe traffic crashes	Use the Congestion Management Process (CMP) to reduce congestion	Reliable travel times	Support Transportation services for all including the most vulnerable and transit dependent populations	Implement RTE, Regional Bicycle Plan, and North I-25 EIS	Develop infrastructure that supports alternate modes and connectivity	Use Transportation Demand Management techniques to reduce congestion and optimize the system	Implement Intelligent Transportation Systems (ITS)	Enhance transit service in the NFR	Reduce project delivery time frame				
		Each measure (and target) or policy is associated with one or more objectives indicated by the corresponding numbers																
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	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 paratransit 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	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		3																
		Support freight performance in partnership with CDOT	Process TIP amendments on a quarterly schedule															



























# 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

● = Direct relationship with objective    ◐ = Indirect relationship with objective

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.	◐		◐	◐			●	●	●		◐	
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												
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.												●