



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA

July 11, 2019

**Weld County Administration Building
1150 O Street
Greeley, CO**

Council Dinner 5:30 p.m.

MPO Council Meeting – 6:00 to 8:30 p.m.

Pledge of Allegiance

Public Comment- 2 Minutes each (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-June 6, 2019 (Pg. 8)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

- | | | |
|--|-----------|--|
| 3) Air Pollution Control Division (APCD) | (Written) | |
| 4) Regional Air Quality Council (RAQC) | (Written) | |

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|------------------------------|------------------|-------|
| 5) Report of the Chair | Dave Clark | 5 min |
| 6) Executive Director Report | Suzette Mallette | 5 min |
| 7) Finance (Pg.13) | Written/D. Clark | |
| 8) TAC (Pg.15) | (Written) | |
| 9) Mobility (Pg.16) | (Written) | |
| 10) VanGo™ Dashboard (Pg.21) | (Written) | |

PRESENTATIONS:

- | | | |
|-----------------------------|------------|--------|
| 11) MPO Air Quality Efforts | Ryan Dusil | 10 min |
|-----------------------------|------------|--------|

CONSENT ITEM:

- | | | |
|--|-----------------|--|
| 12) 2019 UPWP Budget Amendment (Pg.23)
Resolution 2019-16 | Crystal Hedberg | |
|--|-----------------|--|

ACTION ITEMS:

- | | | |
|--|---------------|--------|
| 13) 2045 Fiscally Constrained Plan (Pg.26)
Resolution 2019-17 | Becky Karasko | 10 min |
| 14) 2019 Congestion Management Process (CMP) (Pg.32)
Resolution 2019-18 | Ryan Dusil | 10 min |

DISCUSSION ITEMS:

- | | | |
|--|-----------------------|--------|
| 15) Freight Northern Colorado Plan (Pg.40) | Ryan Dusil | 15 min |
| 16) ZEV Update | Kevin Ross/Don McLeod | 10 min |

COUNCIL REPORTS:

5 min

- | | | |
|--|---------------------------------|-------|
| Transportation Commission | Kathy Gilliland/Heather Paddock | |
| I-25 Update | Dave Clark | |
| Statewide Transportation Advisory Committee (STAC) (Pg.45) | (Written) | |
| Host Council Member Report | Scott James | 5 min |

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

NEXT MPO COUNCIL MEETING:

**August 1, 2019
Town of Milliken**



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

Kristin Stephens, Mayor Pro Tem

Alternate- Wade Troxell, Mayor

Town of Garden City

Fil Archuleta, Mayor

Alternate-Alex Lopez, Councilmember

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- Frank Baszler, Trustee

Town of Timnath

Lisa Laake, Trustee

Weld County

Barbara Kirkmeyer, Commissioner

Alternate- Steve Moreno, Commissioner

CDPHE- Air Pollution Control Division

Rick Coffin, Planner

Colorado Transportation Commission

Kathy Gilliland, Commissioner

Alternate- Heather Paddock, Acting Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

GLOSSARY (cont'd)

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NO _x	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone
PL112	Federal Planning (funds)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (<i>see TAP or TA</i>)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

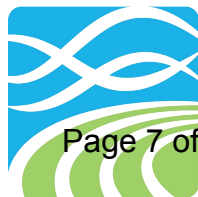
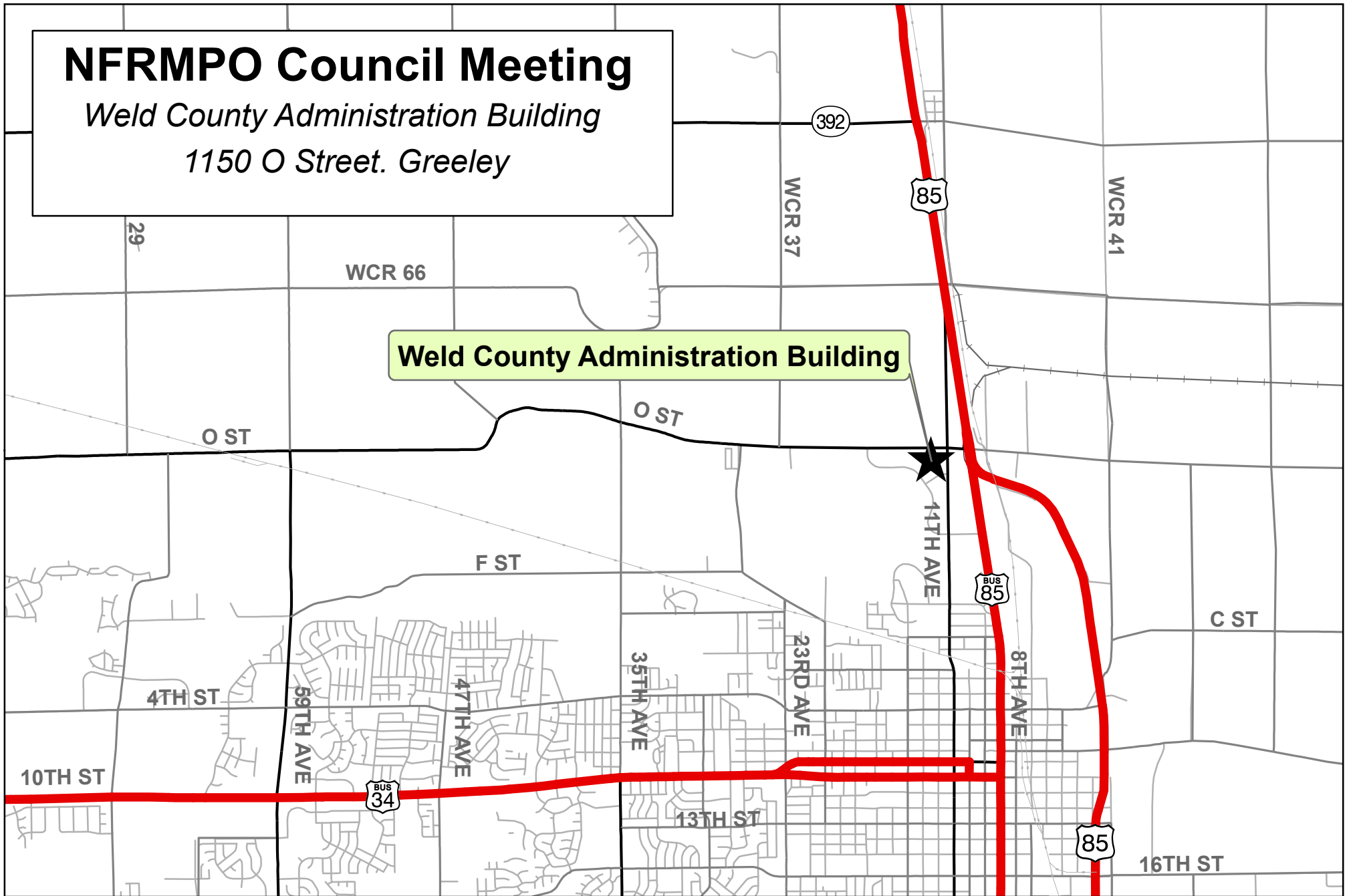
GLOSSARY (cont'd)

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

NFRMPO Council Meeting

Weld County Administration Building
1150 O Street. Greeley

Weld County Administration Building



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

**June 6, 2019
Johnstown Community Center
101 Charlotte Street
Johnstown, CO**

Voting Members Present:

Kristie Melendez - Chair	-Windsor
William Karspeck	-Berthoud
Kevin Ross	-Eaton
Mark Clark	-Evans
Kristin Stephens	-Fort Collins
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Dave Clark	-Loveland
Don McCleod	-Severance
Barbara Kirkmeyer	-Weld County
Rick Coffin	-CDPHE

Voting Members Absent:

Fil Archuleta	-Garden City
Robb Casseday	-Greeley
Elizabeth Austin	-Milliken
Aaron Pearson	-Timnath
Kathy Gilliland	-Transportation Comm.

MPO Staff:

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Crystal Hedberg, Finance Director; Renae Steffen, Administrative Director; Medora Bornhoft and Ryan Dusil Transportation Planners II.

In Attendance:

Jeff Bailey, Chad Cramer, Jim Eussen, Butch Hause, Joel Hemeseth, Wayne Howard, Will Jones, Tim Kirby, Dave Kisker, Dave Klockeman, Alana Koenig, Shoshana Lew, Dan Mattson, Rusty McDaniel, Steve Moreno, Mitch Nelson, Johnny Olson, Mark Peterson, Randy Ready, Elizabeth Relford, Karen Schneiders, Tim Singlewald, Robin Stoneman, and Dennis Wagner.

Chair Melendez called the MPO Council meeting to order at 6:10 p.m. and asked Council members to introduce themselves.

Public Comment:

There was no public comment.

Move to Approve Agenda:

Ross **moved** to approve the, *June 6, 2019 Meeting Agenda*. The motion was **seconded** and **passed** unanimously.

Move to Approve Minutes:

D. Clark **moved** to approve the *May 2, 2019 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

Public Hearing:

Becky Karasko, Transportation Planning Director, stated the purpose of the Public Hearing was to notify the public and receive input on Air Quality Conformity Determinations for the NFRMPO Region and a portion of the Upper Front Range Transportation Planning Region within the Northern Subarea of the Denver-North Front Range 8-hour Ozone Nonattainment Area. The NFRMPO is required to determine conformity of the TIP with federal and state air quality laws and regulations before federal-aid transportation projects may proceed. The FY2020-2023 TIP meets all conformity criteria and all planning requirements. No comments were received from the public on the Conformity documents during the public comment period, which opened on April 27, 2019 and closed on May 31, 2019.

Melendez opened the Public Hearing. There was no public comment.

Melendez closed the Public Hearing at 6:17 p.m.

Lead Planning Agency for Air Quality Agenda

Chair Melendez opened the Air Quality portion of the meeting.

Reports:

Air Pollution Control Division (APCD)

Rick Coffin, Air Quality & Transportation Planner for the Colorado Department of Health and Environment (CDPHE) presented the June 6, 2019 APCD Update to the Council. He noted although the suggested deadline for submitting prehearing comments regarding the Zero Emission Vehicle (ZEV) proposed mandate is July 30th, the public is able to submit their comments up to the first day of the hearing, which is August 31st. Coffin also reviewed the ZEV Timeline, 2019 Ambient Air Monitoring Network Plan, Ozone Action Alerts, and Air Quality Health Advisories and Notifications. Kirkmeyer asked when the 2018 Annual Air Quality Reports would be available. Coffin responded he believed they were recently posted on the CDPHE website and offered to follow-up with the link to that report.

Regional Air Quality Council (RAQC)

A written APCD report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Melendez opened the MPO portion of the meeting.

Reports:

Report of the Chair:

Chair Melendez reported Robb Casseday had been added to the Finance Committee.

Executive Director Report:

Mallette provided information on the following:

- *A Vision for Front Range Passenger Rail Passenger Rail* was handed out. Mallette noted a Southwest Chief & Front Range Passenger Rail Commission meeting was scheduled for June 14th at 222 LaPorte from 10 a.m.-12 noon. Agendas come out the day before the meeting.

- Public Involvement events attended by MPO staff over the last month included the Max 5-year Celebration, Berthoud Day, and Johnstown BBQ Day. MPO staff will attend Fort Collins' Open Streets event on June 16th.
- Sarah Martin, former Transportation Planner I, has taken a position in Land Use Planning for a company in Fort Collins. A new planner will be starting July 8th. A new Transportation Planning Intern was hired in May.

Finance:

A written report was provided.

TAC:

A written report was provided.

Mobility:

A written report was provided.

Presentation:

CDOT Executive Director Update

Shoshana Lew, CDOT Executive Director, presented CDOT's Planning Approach; Delivering a Safe, Efficient Transportation System to the Council. After reviewing CDOT's previous planning approach Lew explained CDOT's strategy for resetting the planning approach would include a 10-year pipeline of projects of all travel modes and transportation needs. The projects will be comprised not only of large projects, but also combined smaller projects which will help create more significant impacts; small investments making a big difference. Lew emphasized CDOT's Strategic Goals were to improve safety by improving road conditions to reduce crashes, expanding multimodal options statewide, and establishing a data-driven needs assessment for identifying and prioritizing construction projects.

CDOT plans to implement the new planning approach by mid-fall in conjunction with their fiscal budget and following a series of 4P (Project Priority Programming Process) meetings across Colorado. When asked about reviewing the priority list during the 10-year process, Lew said currently the priority list is reviewed every four years, but CDOT wants a nimbler process and will potentially consider a two or three-year review process going forward. Mallette noted the upcoming 4P meetings being held to identify the public's transportation project needs were June 24th at 2:30 in the Weld County Administration Building in Greeley and June 25th at 3:00 at the Larimer County Offices Building in Fort Collins.

Move to Approve Consent Agenda:

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

Items on the Consent Agenda included:

- *1st Quarter Unaudited Financial Statements*
- *Air Quality Conformity Resolution 2019-10*
- *2020-2023 Transportation Improvement Program (TIP) Resolution 2019-11*
- *2019 VanGo Budget Amendment Resolution 2019-12 and 2019-13*
- *FY2020-21 Unified Planning Work Program (UPWP) Resolution 2019-14*

Action Items:

May 2019 TIP Amendment

Medora Bornhoft, Transportation Planner II, reviewed information from the May 2019 TIP Amendment Agenda Item Summary with the Council noting CDOT R4 had requested revisions for the following five projects:

- North I-25: Design Build
- North I-25 WCR38 to SH402
- Weld County CNG Vehicles & Expansion
- Loveland CNG Vehicle Replacement
- Loveland Diesel Fleet Replacement

The TIP Amendment also included CDOT R4's request to add the US85 UPRR Settlement Agreement project and the NFRMPO's request to add the ADA Gas MV Replacement project.

Ross **moved** to approve *RESOLUTION NO. 2019-15 APPROVING THE MAY 2019 AMENDMENT TO THE FY2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM*. The motion was **seconded** and **passed** unanimously.

2045 Regionally Significant Corridors (RSC)

Ryan Dusil, Transportation Planner II, stated the 2045 RSC's, which comprise the major roadway network for regional travel and planning efforts, had been an item for discussion at the May 2nd Council meeting. Following that meeting MPO staff met with individual TAC members and discussed the RSC Criteria at the May 15th TAC meeting. Dusil stated they had no projects or other updates to submit and there were no proposed changes to the criteria. Following a comprehensive discussion, MPO staff agreed to work with the Town of Johnstown and Weld County on a process for reclassifying WCR13. The Council was in consensus no action would be take on the RSC's individually. They will be adopted by reference when approving the Congestion Management Program (CMP) in July.

Discussion Items:

Fiscally Constrained Plan

Becky Karasko, Transportation Planning Director, presented the 2045 RTP Fiscally Constrained Plan (FCP) to the Council explaining the MPO must complete an FCP as part of the Regional Transportation Plan (RTP) to show anticipated revenues and expenses over the life of the 2045 RTP. TAC will hold a Work Session June 7th at 1:00 at the MPO offices to review some concerns the Operations and Maintenance Costs are too high compared to Local Communities' actual expenses. Both Council and TAC are being asked for their feedback on allocating revenues to expenditures, anticipated developer revenue, and any other anticipated revenue sources. Subsequent to TAC approval, the FCP will be an action item at the July 11th Council meeting.

Council Reports:

Transportation Commission Report /CDOT Region 4

A Project Status Update for June 3, 2019 was provided. Karen Schneiders, CDOT R4 reported The Vine Drive Bridge is being replaced and will begin deconstruction on June 8th. The bridge will be closed for approximately seven months. June 19-20 the Transportation Commission would hold a workshop and then tour Northern Colorado beginning in Sterling and ending in

Boulder. A dinner will be held at Embassy Suites in Loveland at 6:30 on June 19th. Council Members and elected officials are invited to attend.

I-25 Update

D. Clark reported the Transportation Commission approved \$310M for N I25 sections 7 & 8. An additional \$60M was added to the requested \$250M to fully fund building the permanent (20-30 year) infrastructure to the full EIS. The implementation process has not been finalized. The I-25 Funding Committee is working on their 2019 Work Plan with research funding assistance from David May of FIX North I-25

US34 Coalition

Melendez reported the Coalition had unanimously passed a resolution in support of the US34 PEL. CDOT Project Engineer, Dan Mattson presented on the US34 interchanges with US85 and I 25, the 35th Avenue and 47th Avenue intersections with US 34. Mattson will present again at the Coalition meeting August 1st at the Weld County Administration Building.

STAC Report

A written report was provided.

Host Council Member Report- Mellon welcomed everyone to Johnstown. He then reported on the following transportation related projects in Johnstown:

- Johnstown is building a new community center over the next year.
- Veterans are donating both Colorado State flags and American flags and putting them up around town between Memorial Day and Veterans.
- Johnstown will be getting a railroad crossing realignment at the intersection of LCR3/US34, giving the intersection a new look.
- Flags will be up from Memorial Day to July 4th.
- Downtown business in Johnstown is thriving.

Meeting Wrap-Up:

Next Month's Agenda Topic Suggestions:

No suggestions were made.

The meeting was adjourned at 7:50 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

FINANCE COMMITTEE REPORT

- Finance Committee met on June 19, 2019
- The committee reviewed a budget amendment to the FY 2019 UPWP Budget.
 - The amendment adds \$70,000 to the budget for a project funded by The National Aging and Disability Transportation Center (NADTC) to test the call center model.
- The committee recommends Council approve this amendment

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

June 19, 2019
7:30 a.m.
Conference Call

Members Present

Dave Clark
Will Karspeck
Barbara Kirkmyer
Kevin Ross

Staff Present

Suzette Mallette
Crystal Hedberg
Merideth Kimsey

The meeting was called to order by Chair Clark at 7:35 a.m.

Approval of Minutes:

The minutes of the May 15, 2019 meeting were accepted.

FY 2019 UPWP Budget Amendment #3:

Hedberg noted this amendment would add funds (\$70,000) available from the National Aging and Disability Transportation Center (NADTC) to fund a project to test the "one call/one click" center model.

No local match for this project is required. The project runs through August 2019.

The committee recommends the Council accept this budget amendment.

The meeting was adjourned at 7:45 a.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 19, 2019**

APPROVAL OF THE MAY 15, 2019 TAC MINUTES

Schneiders moved to approve the May 15, 2019 TAC minutes. Nelson seconded the motion, and it was approved unanimously.

ACTION ITEMS

2045 Fiscally Constrained Plan – Bornhoft presented the 2045 Fiscally Constrained Plan for the 2045 RTP, which had been updated following the June 7th TAC Work Session with additional data provided by TAC members. The additional data included project funding, roadway operations and maintenance cost estimates, intersection improvement cost estimates, and local revenue estimates. The Plan is fiscally constrained by not funding the projects identified as fiscally unconstrained by the project sponsors. Additional data from the TIP and the City of Greeley will be incorporated. Kemp moved to recommend approval of the methodology of the Fiscally Constrained Plan. The motion was seconded by Baxter and approved unanimously.

2019 Congestion Management Process (CMP) – Dusil described the updates to the 2019 CMP, including updates to the Regionally Significant Corridor (RSC) network based on Planning Council’s requests to retain the 2040 RSC extents for RSC 19 and RSC 21 contingent on functional classification requests being submitted to NFRMPO staff by local agencies. Staff also removed the 2030 Travel Time Index (TTI) from the definition of a congested corridor due to the delay in completion of the 2015 Base Year Regional Travel Demand Model (RTDM) and completed the congested corridor profiles. Nelson moved to recommend approval of the 2019 CMP. The motion was seconded by Relford and approved unanimously.

DISCUSSION ITEMS

2045 Regional Transportation Plan (RTP) Draft Safety & Resiliency and Implementation Sections and Schedule – Karasko stated the Safety and Resiliency section covers the NFRMPO’s role, analysis of crash data, an overview of the CMP, hazards, and security. The Implementation Chapter covers the RTP Amendment process, which is new, with two types of revisions: Administrative Modifications for minor editorial edits and Amendments for changes to projects or funding. RTP Amendments will generally be processed on an annual basis.

2045 Regional Transportation Plan (RTP) Draft Scenarios Section – Bornhoft stated the Scenarios section includes the regional household and jobs forecast, the baseline land use scenario, and a high density in urban cores alternative scenario. The travel model forecast and scenarios will be developed once the travel model is delivered by the consultant.

FY2019 & FY2020 Additional Funding Allocations Process – Bornhoft stated an additional allocation did not take place in FY19 and there are unprogrammed funds in FY19 and FY20 that can be allocated. Project sponsors of eligible projects will determine offline if the funds should be allocated to projects from both the FY16-19 Call for Projects and FY20-21 Call for Projects or just from the FY20-21 Call for Projects.

Freight Northern Colorado (FNC) – Dusil identified the major components of the FNC, the first regional freight plan for the NFRMPO. Additional commodity flow and crash hot spot data from the State Freight Plan will be incorporated if it is received in time.

Larimer County Mobility Committee (LCMC)—MINUTES

June 17, 2019

1:36 p.m. – 3:33 p.m.

1. Call Meeting to Order, Welcome and Introductions

Attendees: Anna Russo, Transfort; Annabelle Phillips, Transfort; Jill Couch, Pro-31 Safe Driving LLC; Megan Kaliczak, zTrip; Cari Brown, Arc of Larimer County; Jim Becker, PAFC; Brian Wells, Rocky Mountain Transit; Suzette Mallette, NFRMPO; Erica Hamilton, TransitPlus; Kathy Murphey, TransitPlus; Angela Woodall, Foothills Gateway; Connie Nelson-Cleverley, SAINT; Paul Renemeier, Town of Windsor; Vera Pruznik, Citizen; Lisa Bitzer, Via

2. Review of Agenda

3. Public Comment (2 minutes each)

No public comment received.

4. Approval of May 30, 2019 Meeting Minutes

Cari moved to approve the meeting minutes. Annabelle seconded the motion, and it was approved unanimously.

DISCUSSION ITEMS

1) Introductions

2) Vision and Goals

Erica noted Cari asked to add “where appropriate” to the text and Pam had asked for more measurable goals. Jim suggested adding adaptability and Erica suggested technological adaptability. This allows the project to not be technologically obsolete within a year. Vera noted the need for flexibility of vehicles. The group discussed the difficulty with choosing the right vehicle. There are cost-savings from proper vehicles with rightsizing service. They suggested including asking about vehicle needs in the eligibility process.

3) System Specifications: Desired vs. Critical System Functionality

The group discussed what is required for the onset and what would be a perk in the future. This is reflected in an online Google Doc. The group discussed items for eligibility; whether this is a phone, web, or app-based system; and how to handle standing rides; and financial capabilities.

4) Involving Rides

Alex noted the need to involve riders in the development of the Call Center. The group suggested in-person feedback like an Open House or survey; emails and phone calls; mass mailing; public events; in-vehicle surveys; and the Advisory Boards.

5) Next Steps

The July 18 LCMC meeting will be canceled for the July 30, meeting. Emails will be sent along with goals and the OCOC website. Erica and Kathy will bring back case studies from around the country.

5. Final Public Comment (2 minutes each)

6. Next Month’s Agenda Topic Suggestions

7. Next LCMC Meeting: Monday, June 17, 2019

Weld County Mobility Committee (WCMC)—MINUTES
June 25, 2019
1:36 p.m. – 2:56 p.m.

1. Call Meeting to Order, Welcome and Introductions

Members: Leiton Powell, Greeley-Evans Transit; Steve Teets, WAND; Celeste Ewert, Envision; Julie Glover, Greeley Center for Independence; Kathy Davis, Pronto; Dori Baker, Frontier House; Janet Bedingfield, 60+ Ride; Alex Gordon, NFRMPO

Public: Robyn Upton, Greeley Citizens Bus Improvement Committee

2. Review of Agenda

3. Public Comment (2 minutes each)

4. Approval of April 23, 2019 Meeting Minutes

Leiton motioned to approve the minutes. Steve seconded the motion and it was approved unanimously.

DISCUSSION ITEMS

1) Outreach

Gordon

Alex distributed a handout with events where the NFRMPO will attend. The group suggested there be WCMC representation at the following events:

- July 13th Greeley Subaru Bike event
- Bike to Work Day (June 26)
- Project Connect (October 18)
- Active Adults Center (set up a table)

2) 2045 RTP/Statewide Transportation Plan

Gordon

Alex reviewed the 2045 RTP and its separate sections. The RTP is expected to go out for public comment between August 1 and August 31, 2019. Alex will distribute the link and paper copies as requested. Celeste noted there may be more transportation funding if the TABOR repeal happens. The group noted the need for improved services from HCPF.

Alex distributed the FAQ from the Your Transportation Plan, the statewide transportation plan, website. The group highlighted the needs in Weld County.

3) Larimer County Senior Transportation Project Update

Gordon

Alex noted the group is working on figuring out what is necessary versus what is ancillary or an add-on. Steve requested Alex continue to bring updates about the project.

GREELEY-EVANS TRANSIT NEWS AND UPDATES

Leiton provided an update on the Poudre Express. The buses are going to hit the assembly line soon and will be shipped in August. Drivers from GET have practiced the route and have the following drive times: 80 – 85 minutes from Greeley to Fort Collins and 75 minutes from Fort Collins to Greeley. GET is looking at adding a midday service. GET has been approved for 4 additional FTE to operate the route. The estimated



launch is still January 2, 2020. Discussions with Transfort and COLT continue regarding fare reciprocity. The paratransit service to UC Health's new campus is going well.

WCMC MEMBER REPORTS

Celeste is looking to hire direct care staff. Envision continues to receive a \$7,000 grant from the City of Greeley for non-reimbursed travel costs.

Dori noted Frontier House members have been successful finding jobs, but there have been some issues with finding transportation to those jobs. She will be buying more GET tickets soon.

Janet stated there is a need for volunteer drivers. 60+ Ride is working with the NFRMPO on a grant opportunity to purchase a wheelchair-accessible van and for operating funds. The Ride and Revel event is on July 20.

Steve noted Mike Timlin came to the Citizens Transportation Advisory Board meeting to discuss Bustang and Bustang Outrider. WAND continues to focus on transportation and affordable housing.

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

6. Next Month's Agenda Topic Suggestions

- Bustang discussion
- Pronto

7. Next WCMC Meeting: August 27, 2019



Statewide Transportation Plan to be multimodal

The Colorado Department of Transportation (CDOT) is undertaking the long-range Statewide Transportation Plan (STP), which will include the Statewide Transit Plan and discussions of bicycle and pedestrian needs throughout the State.

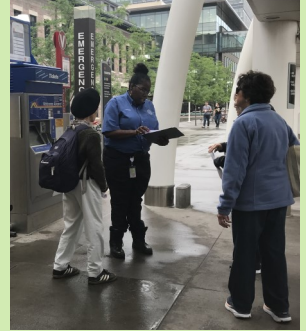
This summer, CDOT is taking a fresh look at the Statewide investment priorities. CDOT is bringing planning efforts together to create the Plan, which will identify a 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.

A survey to provide feedback on priorities is available at <https://yourtransportationplan.metroquest.com/>.



Travel Trainings Update

On June 18, Transfort and the NFRMPO teamed up to host a small Regional Travel Training. Four people attended the training, which saw the group meeting at the Downtown Transit Center in Fort Collins before proceeding to Denver Union Station via Bustang. In



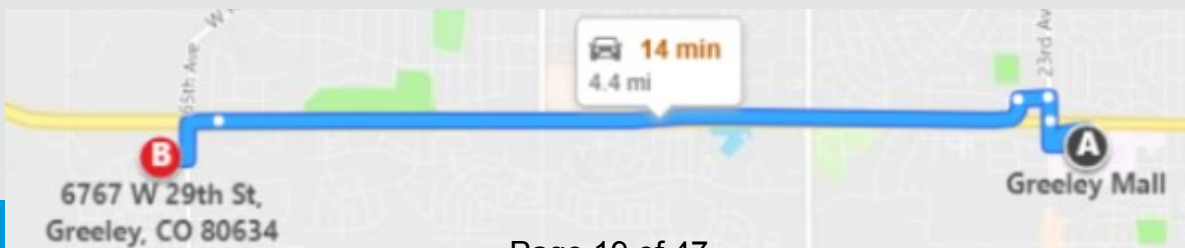
Fort Collins, the group learned how to read the bus schedules, plan a trip on different Transfort Routes, and fares. In Denver, RTD Travel Trainer Farrah Champliss met the group and provided a tour of Union Station, including ticket vending machines (TVM) to purchase fares. The Senior Transportation Coalition expects to continue the trainings, including hosting one in Spanish with the Family Center/La Familia.

City of Loveland Transit (COLT) is teaming up with the Chilson Senior Center and Transfort to host regional travel trainings. The group meets at the Chilson Senior Center, takes COLT to the FLEX, and then transfers to the MAX. In Downtown Fort Collins, the group has lunch at Austin's before heading back to Loveland. More information is available in the Loveland Parks and Recreation Summer and Fall 2019 Activity Guide.

GET serving UC Health Campus in west Greeley with Call-n-Ride Service

The new UC Health Greeley Hospital is located outside of the Greeley Evans Transit (GET) service area. GET has initiated a shuttle service for paratransit users and for the general public. For paratransit users, the service will be a door-to-door service to go to the doctor or meet other medical needs. For the general public, a standardized curb-to-curb service is offered from the Greeley Mall Transfer Center to the main entrance of the hospital. Customers wishing to use the service may call GET dispatch at least a day and up to 14 days in advance. Same day service may be available, depending on vehicle and seating availability.

Each shuttle can accommodate 11 passengers per trip, including three wheelchairs. Standing room only will not be available on the Call-n-Ride service. The trip will cost \$3 per person, each way, and bulk tickets can be purchased for \$48 for 20 rides. More information is available at <https://greeleyevanstransit.com/services/#uhealth>.



MOBILITY COORDINATION

PROGRAM UPDATES



What is the Mobility Coordination Program?— Mobility Coordination program activities are centered on education and cooperative resource-sharing to use existing transportation dollars most efficiently. NFRMPO Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education. The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) \$5310 funds. Funding has been secured for \$5310 funds from both CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud TMA.

Rider's Guide Updates—More than 300 users have logged onto the online service to find potential service matches since January 1, 2019, with 99.1 percent of users being new. To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023. The online Rider's Guide is available at noco.findmyride.info.

Upcoming Meeting Schedule

July 2019							August 2019							September 2019						
Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa
	1	2	3	4	5	6					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28	29	30	31	29	30					
LCMC Meeting			STC Meeting				WCMC Meeting													

Committee Members

Larimer County Mobility Committee	
Arc of Larimer County	Berthoud Area Transportation System
Rural Alternative for Transportation	City of Loveland Transit
CO Division of Voc. Rehab	Elderhaus
Foothills Gateway	Heart&SOUL Paratransit
LC Department of Health and Environment, Built Environment	LC Office on Aging
LC Workforce Center	SAINT
Transfort	NADTC Expert Panel

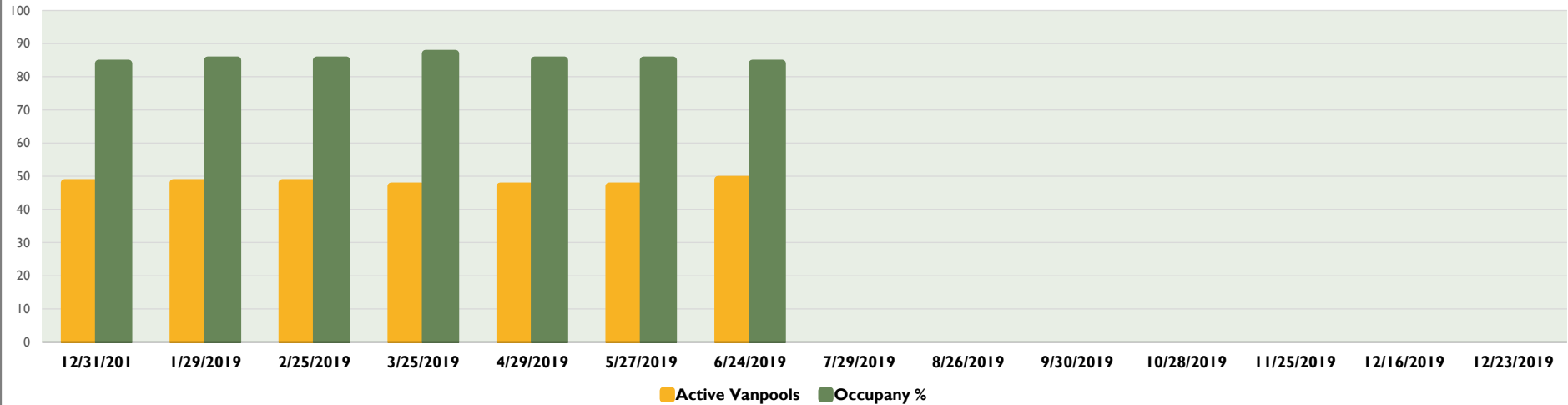
Weld County Mobility Committee	
Arc of Weld County	CO Division of Voc. Rehab
Connections for Independent Living/WAND	Envision Colorado
Greeley Evans Transit	North Range Behavioral Health
Senior Resource Services	Sunrise Community Health
United Way of Weld County	

For additional meeting details including agendas, notes & meeting location, visit nfrmpo.org/mobility.

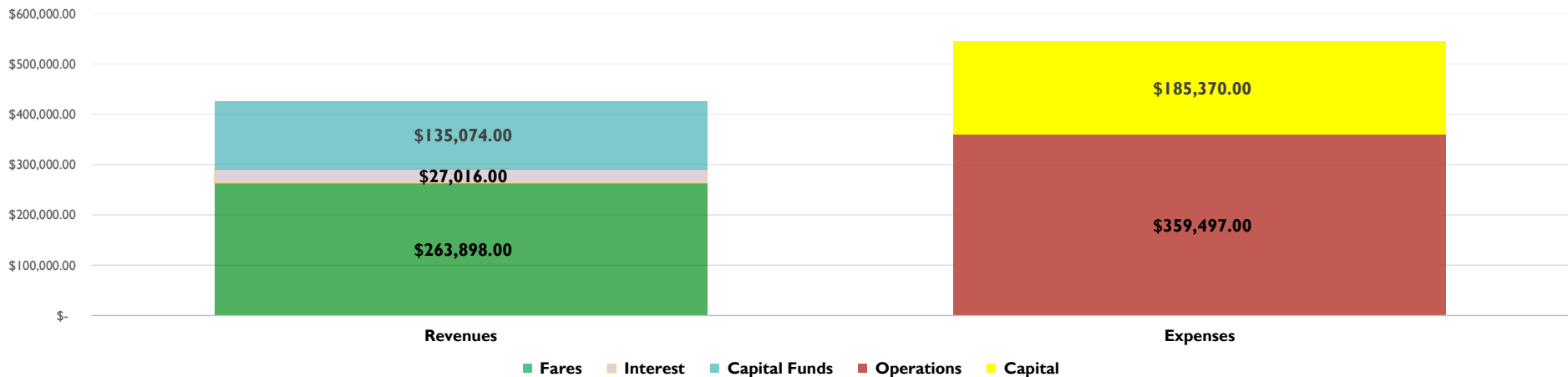
VanGo Vanpool Program 2nd Quarter Stats Year-to-Date



Active Vanpools & Occupancy Rate

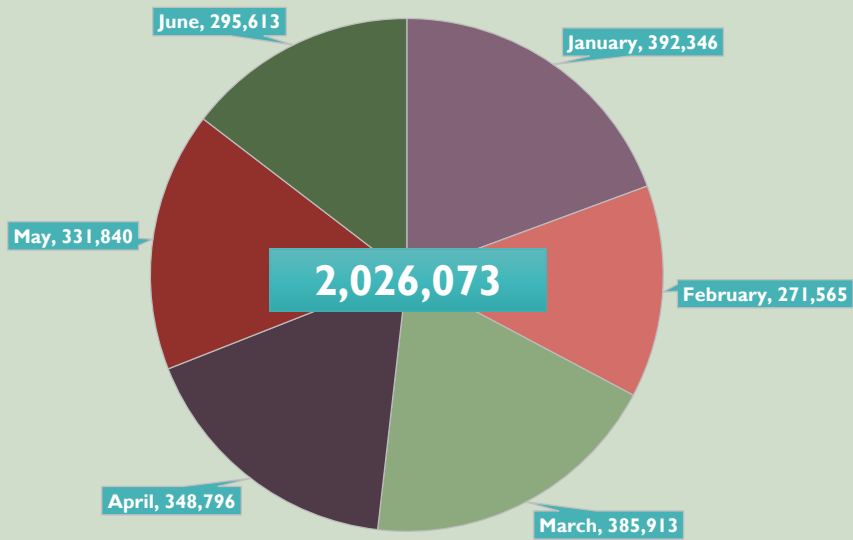


Revenue/Expenses Year-To Date

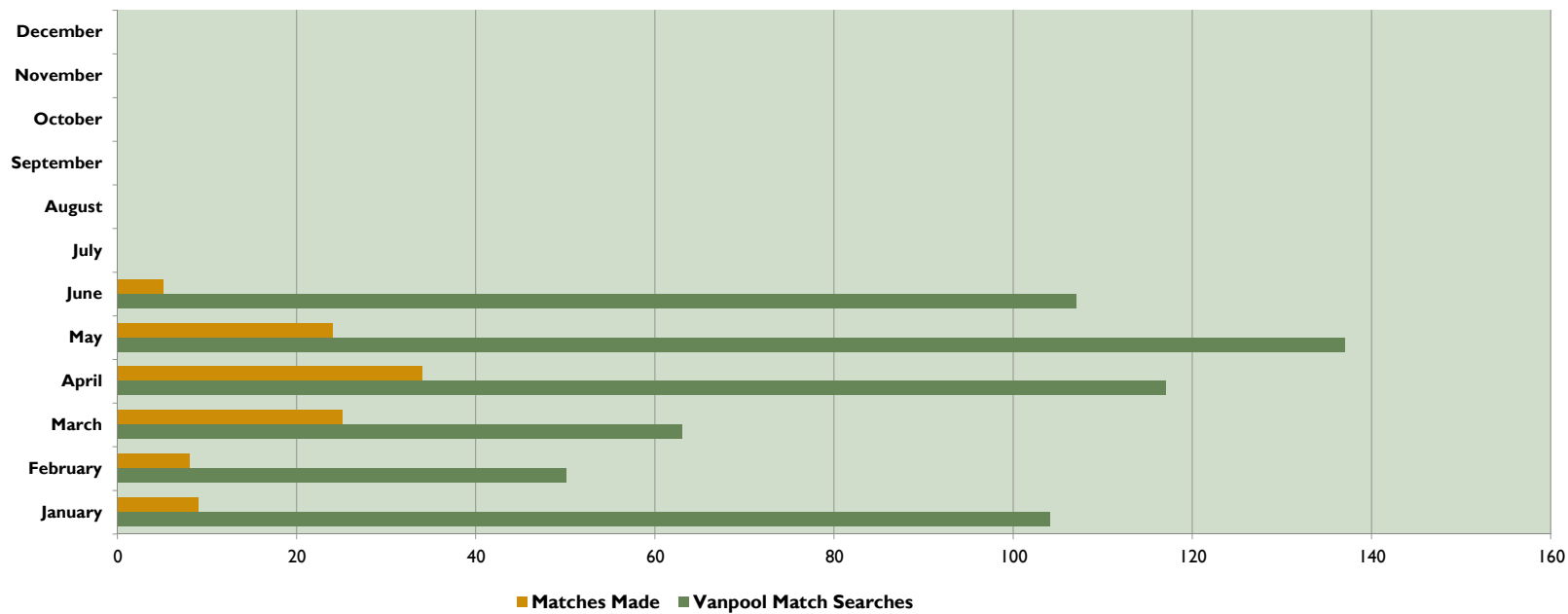


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.

Miles Saved- Year to Date:



Match Search Tracking www.vangovanpools.org



MEMORANDUM

To: NFRMPO Finance Council
From: Crystal Hedberg
Date: July 11, 2019
Re: FY 2019 UPWP Budget Amendment 3

Background

After the FY 2019 UPWP and Budget was approved by Council the MPO was notified they had been awarded an additional \$70,000 from The National Aging and Disability Transportation Center (NADTC).

The National Aging and Disability Transportation Center (NADTC) Innovations in Accessible Mobility Implementation grant is funding a joint project of the Partnership for Age-Friendly Communities in Larimer County (PAFC), the Larimer County Office on Aging (LCOA), and the NFRMPO. The project builds on work funded through an initial grant from NADTC which established an Expert Panel and initiated two “pilot” projects. This current phase of the project pays Via Mobility Services, a non-profit based in Boulder County offering transportation services in the Estes Valley, for use of their existing call center and Routematch software, while also funding local volunteer transportation services to test the call center model and providing additional funds to provide services in rural areas where few services exist. The “proof of concept” project runs through August 2019.

This budget amendment will add \$70,000 to task 4.5 Larimer County Senior Transportation Implementation Plan. No local match is required.

Attached for your review is a summary of the FY 2019 UPWP budget amendment 3.

Action

The Finance Committee recommends the North Front Range Transportation & Air Quality Planning Council approve the third FY 2019 UPWP budget amendment.

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL
(NFRMPO)
SUMMARY OF FY 2019 BUDGET AMENDMENT #3
REQUEST**

FY2019 Budget Amendment #3 To be approved by Council 07/11/19 DESCRIPTION	FY 2019 Approved Budget	Budget Adjustment	FY 2019 Amended Budget
MPO			
Revenues			
FY 2019 Approved non-local funds	\$ 1,315,234		\$ 1,315,234
NACDT Add Funding from NADCT Larimer County Senior Transportation Implementation Plan Joint project to test call center model. (Proof of concept project)	\$ 20,000	\$ 70,000	\$ 90,000
Local Match	\$ 272,566		\$ 272,566
	<u>\$ 1,607,800</u>	<u>\$ 70,000</u>	<u>\$ 1,677,800</u>
EXPENDITURES			
Other Operating Expenditures	\$ 1,425,381		\$ 1,425,381
Consultants Amend Consultants for Larimer County Senior Transportation	\$ 182,419	\$ 70,000	\$ 252,419
	<u>\$ 1,607,800</u>	<u>\$ 70,000</u>	<u>\$ 1,677,800</u>

Budget Amendment (VanGo™) # 3 Summary

This budget adjustment adds \$70,000 of cost associated with the Larimer County Transportation Implementation Plan. All addition funds are grants that have already been awarded to the MPO. There is no local match required for these funds



**RESOLUTION NO. 2019-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL
APPROVING ADMINISTRATIVE MODIFICATION TO THE FY 2019 UPWP**

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

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2019 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, funds for testing the call center model were not budgeted; and

WHEREAS, The National Aging and Disability Transportation Center (NADTC) awarded funds for testing the call center model;

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council Approves amending the FY 2019 UPWP budget by \$70,000 for a total budget MPO budget of \$1,677,800. The VanGo™ budget remains unchanged at \$1,053,659.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 11th day of July 2019.

Dave Clark, Vice Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: July 11, 2019

Re: 2045 Fiscally Constrained Plan - Action

Background

The 2045 Regional Transportation Plan (RTP) is federally required to be fiscally constrained, which means the total estimated cost of maintaining and improving the transportation system cannot exceed the reasonably anticipated forecasted revenue over the time horizon of the Plan.

The 2045 Fiscally Constrained Plan (FCP) was developed with the guidance and support of the Technical Advisory Committee (TAC). TAC recommended Planning Council approval of the FCP based on the methodology presented at their June 19, 2019 meeting. Previously, the TAC had discussed the fiscally constrained plan at the May 15, 2019 TAC meeting and June 7, 2019 TAC Work Session. Planning Council discussed the FCP at their June 6, 2019 meeting.

Reasonably Anticipated Revenues

Revenue forecasts for State and Federal Highway Administration (FHWA) funding sources were developed based on the Colorado Department of Transportation's (CDOT) 2045 Program Distribution "high revenue" scenario, which is the statewide total approved by the Transportation Commission on February 21, 2019, and the North Front Range (NFR) program amounts in the CDOT 2040 Program Distribution. Federal Transit Administration (FTA) revenue was forecasted based on revenue received by local transit agencies in 2017. Discretionary grant funding was forecasted based on funding in the FY19-22 Transportation Improvement Program (TIP) for FY19 and FY20. Reasonably anticipated developer contributions were calculated based on information from project sponsors.

Local revenue available for roadways was estimated through FY2019 budgets from each local government, or the closest year to 2019 readily available. County transportation revenues were apportioned to the NFR based on two factors, weighted equally:

- the percentage of lane miles within the NFR and
- the percentage of Vehicle Miles Traveled (VMT) in the NFR.

Based on these two factors, 61 percent of Larimer County's transportation revenue and 22 percent of Weld County's transportation revenue was considered to be reasonably anticipated to be available for the NFR region. Local revenue available for transit was forecasted based on directly generated funding and local funding for transit in 2017. Local revenue available for Regional Non-Motorized Corridors (RNMC) was forecast based on revenue devoted to trail construction and maintenance in FY2019 local government budgets, while state discretionary bicycle/pedestrian grants were forecasted based on grants received in the region from 1994 through 2019.

Revenues were classified as dedicated or discretionary based on how the funds are typically used. Dedicated funds are those that are typically used for one of four categories: roadway operations and maintenance, intersection improvements, transit, or bicycle and pedestrian. Discretionary funds are those that could be assigned to a variety of project types.

Anticipated Operations and Maintenance Costs

As federally required, the anticipated costs for operating and maintaining the transportation system were developed. Information provided by Fort Collins, Greeley, Loveland, Severance, and Larimer County was extrapolated to account for roadway operations and maintenance costs across the region. Operating costs on roadways include:

- the cost of lighting;
- traffic control; and
- snow and ice removal.

The roadway operations estimate in 2020 dollars is \$8,057 per lane mile on municipal roads, \$1,691 per lane mile on county roads, and \$6,784 per lane mile on state highways.

The roadway maintenance estimate, which represents resurfacing costs, is \$12,800 per lane mile on municipal roads, \$5,606 per lane mile on county roads, and \$11,631 per lane mile on state highways in 2020 dollars.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair as reported in the National Transit Database for the three local transit agencies and estimated for Bustang. Operations and maintenance costs for the existing transit system are estimated at \$24.8M per year in 2020 dollars.

The operations and maintenance costs for the RNMCs is \$6K per mile per year in 2020 dollars based on data provided by Fort Collins and Loveland.

The cost of intersection improvements system-wide is estimated at \$531M over the time horizon of the Plan, based on data from Fort Collins, Loveland, and Severance extrapolated to represent the NFR region.

System Expansion

The RTP is required to identify roadway capacity and major transit projects planned over the 26-year planning horizon of the 2045 RTP for which funding is reasonably anticipated to be available. The NFRMPO solicited projects from member agencies and compiled projects from local transportation plans and the most up-to-date planning studies to identify the total need.

The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) totals \$3.6B and the cost of roadway capacity projects on non-RSCs totals \$0.7B. The capital and operating costs of the 2045 Regional Transit Element (RTE) buildout projects and Front Range Passenger Rail are \$2.0B. The cost of transit system expansion planned by local agencies is incorporated into the local transit system cost of \$1.3B over the time horizon of the Plan. The cost of RNMC buildout is \$231M with an estimated maintenance cost of \$42M over the time horizon of the Plan.

Summary

All revenues and expenditures are presented in year of expenditure (YOE) dollars in accordance with federal requirements. Revenue and expenditures were inflated to YOE using a two percent inflation factor.

The total reasonably anticipated revenue over the time horizon of the 2045 RTP is \$9.1B, as shown in **Table 1**. The total anticipated need over the time horizon of the 2045 RTP is \$13.5B as shown in **Table 2**. The FCP uses dedicated and discretionary revenue to fully fund 100 percent of the following anticipated costs for the years 2020 to 2045:

- roadway operations and maintenance;
- intersection improvements;
- RNMC operations, maintenance, and expansion; and
- transit operations, maintenance, and local system expansion.

The remaining available revenue is applied to the recommended RTE corridors and the roadway capacity projects on RSCs and non-RSCs identified as fiscally constrained by the project sponsor. There is a total unmet need of \$4.5B in the NFR region which comprises the buildout RTE corridors, Front Range Passenger Rail, and the RSC and non-RSC capacity projects not identified as fiscally constrained by project sponsors.

Action

TAC requests Planning Council review and adopt the 2045 Fiscally Constrained Plan.

Table 1. Anticipated Transportation Revenue in Millions of YOE Dollars, 2020-2045

Funding Program	2020	2021	2022	2023	2024	2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL 2020-2045
Maintenance	\$26	\$29	\$24	\$21	\$22	\$22	\$109	\$117	\$122	\$124	\$617
Surface Treatment	\$22	\$24	\$19	\$16	\$16	\$16	\$79	\$85	\$84	\$86	\$447
Structures On-System	\$5	\$5	\$4	\$3	\$3	\$3	\$14	\$11	\$9	\$10	\$67
Structures Off-System	\$2	\$2	\$2	\$2	\$2	\$2	\$12	\$13	\$14	\$16	\$66
Highway Safety Investment Program (HSIP)	\$2	\$2	\$2	\$2	\$2	\$2	\$11	\$12	\$12	\$12	\$61
FASTER Safety	\$3	\$3	\$3	\$3	\$4	\$4	\$20	\$24	\$27	\$27	\$119
Transportation Alternatives (TA)	\$1	\$1	\$1	\$1	\$1	\$1	\$4	\$4	\$4	\$4	\$19
Surface Transportation Block Grant (STBG)	\$3	\$3	\$3	\$4	\$4	\$4	\$18	\$18	\$19	\$19	\$96
Congestion Mitigation/Air Quality (CMAQ)	\$4	\$4	\$4	\$4	\$4	\$4	\$21	\$22	\$22	\$23	\$112
Regional Priority Program (RPP)	\$0	\$0	\$12	\$0	\$0	\$0	\$27	\$15	\$16	\$18	\$88
New Funding Source	\$0	\$0	\$0	\$0	\$0	\$0	\$34	\$52	\$52	\$51	\$189
Federal Discretionary Grants	\$8	\$8	\$8	\$8	\$8	\$8	\$45	\$49	\$55	\$60	\$258
FASTER Transit - Transit and Rail Grants	\$1	\$1	\$1	\$0	\$0	\$0	\$2	\$3	\$3	\$3	\$14
FASTER Transit - Bustang	\$1	\$1	\$1	\$1	\$1	\$1	\$7	\$8	\$9	\$10	\$42
FTA §5304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
FTA §5307	\$7	\$7	\$7	\$7	\$8	\$8	\$41	\$45	\$50	\$55	\$236
FTA §5310	\$0	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$1	\$1	\$5
FTA §5339	\$2	\$2	\$2	\$2	\$2	\$2	\$11	\$12	\$14	\$15	\$64
Local - Transit	\$16	\$16	\$17	\$17	\$17	\$18	\$94	\$103	\$114	\$126	\$538
Local - Roadway	\$162	\$165	\$168	\$171	\$175	\$178	\$947	\$1,045	\$1,154	\$1,274	\$5,438
Local - Bike/Ped	\$3	\$3	\$3	\$3	\$3	\$3	\$15	\$16	\$18	\$20	\$85
State Discretionary Bike/Ped Grants	\$1	\$1	\$1	\$1	\$1	\$1	\$3	\$3	\$4	\$4	\$18
Developer Contributions	\$14	\$14	\$15	\$15	\$15	\$16	\$83	\$92	\$101	\$112	\$477
TOTAL	\$284	\$293	\$299	\$285	\$290	\$296	\$1,609	\$1,763	\$1,917	\$2,085	\$9,057

Table 2. Fiscally Constrained Expenditures by Category in Millions of YOE Dollars, 2020-2045					
Identified Need		Revenue		Total Funded	Total Unfunded*
Category	Cost	Dedicated	Discretionary		
Roadway Operations and Maintenance	\$5,070	\$1,339	\$3,731	\$5,070	\$0
Intersection Improvement Projects	\$531	\$99	\$432	\$531	\$0
Regional Non-Motorized Corridor (RNMC) Operations, Maintenance, and Expansion	\$273	\$122	\$151	\$273	\$0
Transit Operations, Maintenance, and Local System Expansion	\$1,339	\$951	\$388	\$1,339	\$0
Regional Transit Element (RTE) Corridors and Front Range Passenger Rail	\$2,043	\$0	\$14	\$14	\$2,029
Regionally Significant Corridor (RSC) Capacity Projects	\$3,569	\$0	\$1,348	\$1,348	\$2,221
Non-RSC Capacity Projects	\$683	\$0	\$483	\$483	\$200
TOTAL	\$13,508	\$2,512	\$6,546	\$9,057	\$4,451

***Unfunded projects include the buildout RTE corridors, Front Range Passenger Rail, and RSC and non-RSC capacity projects not identified as fiscally constrained by project sponsors**



**RESOLUTION NO. 2019-17
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FISCALLY CONSTRAINED PLAN FOR THE 2045 REGIONAL
TRANSPORTATION PLAN (RTP)**

WHEREAS, 49 CFR PART 613.100 and 23 CFR PART 450.322 require the development of a fiscally constrained Regional Transportation Plan (RTP) for Metropolitan Planning Organizations (MPOs) through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, pursuant to the aforementioned legislation, the North Front Range Transportation & Air Quality Planning Council (Planning Council) was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process and for developing and amending the RTP; and

WHEREAS, the RTP shall be reviewed and updated at least every four years in air quality nonattainment and maintenance areas; and

WHEREAS, the RTP shall address a planning horizon of no less than 20 years, with the effective date established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the 2045 Fiscally Constrained Plan meets the federal requirements of demonstrating fiscal constraint over the time horizon of the 2045 RTP; and

WHEREAS, the 2045 Fiscally Constrained Plan will be incorporated as adopted into the 2045 RTP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2045 Fiscally Constrained Plan as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 11th day of July 2019.

Dave Clark, Vice Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
July 11, 2019 Weld County	<u>2019 Congestion Management Process (CMP)</u>	Ryan Dusil
Objective/Request Action		
Planning Council adoption of the <u>2019 CMP</u> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • A Congestion Management Process (CMP) is a “systematic and regionally-accepted approach for managing congestion.”¹ • CMPs are required to be performance-based; however, federal law does not enumerate specific goals, objectives, or performance measures to include. • CMPs are required to identify and evaluate potential congestion mitigation strategies. • CMPs are required to identify an implementation schedule, responsible parties, and possible funding sources for proposed strategies. • The <u>2019 CMP</u> will replace the <u>2015 CMP</u> and will be incorporated into the <u>2045 Regional Transportation Plan (RTP)</u>. • The Draft <u>2019 CMP</u> is available for review at https://nfrmpo.org/wp-content/uploads/draft-for-adoption-2019-CMP.pdf. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the third time Planning Council is discussing the <u>2019 CMP</u>. • Planning Council discussed the draft <u>2019 CMP</u> at their May 2, 2019 and June 6, 2019 meetings. 		
Supporting Information		
<ul style="list-style-type: none"> • The 2045 Regionally Significant Corridor (RSC) network was updated to reflect Planning Council’s proposed changes at their June 6, 2019 meeting. The proposed changes are to restore the 2040 RSC extent for RSC 19: Weld County Road (WCR) 13 and RSC 21: WCR 27 / 83rd Avenue / Two Rivers Parkway. Johnstown, Severance, Weld County, and NFRMPO staff will submit functional classification change requests to CDOT for sections of these corridors currently ineligible for federal aid. The 2045 RSC Network includes these sections (See Figure 1 and Table 1). The 2045 RSC network will be adopted as part of the <u>2019 CMP</u> and incorporated into the <u>2045 RTP</u>. • Relevant Goals and Objectives from the 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) were incorporated into the <u>2019 CMP</u>. Performance Measures adapted from the 2045 GOPMT include: <ul style="list-style-type: none"> ○ Travel Time Index (TTI) ○ Vehicle Miles Traveled (VMT) ○ Travel Time Reliability (TTR) ○ Truck Travel Time Reliability (TTTR) ○ Number of Crashes ○ Weekday Transit Ridership per Capita ○ Percent of commuter trips made via a non-Single Occupant Vehicle (SOV) mode ○ Percent National Highway System (NHS) miles covered by fiber • Following guidance provided by FHWA during the 2018 NFRMPO quadrennial review, the <u>2019 CMP</u> strategies Chapter was restructured from to the <u>2015 CMP</u>. • Strategies were grouped into six Tiers, structured generally from high-efficacy and/or low cost to low-efficacy and/or high cost. High-efficacy strategies are those with a large and lasting impact on VMT and congestion. Each strategy includes a description, example(s), pros and cons, and special considerations. 		

¹ https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm

- An implementation Chapter was added to the 2019 CMP to conform with federal regulations. **Chapter 5: Implementation** identifies congested corridors, opportunities for managing congestion on these corridors, and parties responsible for implementation, per federal regulations. General recommendations for implementing the 2019 CMP and a brief discussion of funding opportunities are also included in **Chapter 5**.
- Congested Corridors are identified as any 2045 RSC with at least one segment with:
 - An average AM or PM peak period TTI greater than or equal to 1.5 in 2018
 - An average TTR Index greater than or equal to 1.5 in 2018
 - An average TTTR Index greater than or equal to 1.5 in 2018 (Interstate Only)

Advantages

Adoption of the 2019 CMP complies with federal requirements for the NFRMPO to develop and implement a CMP as an integrated part of the metropolitan transportation planning process.

Disadvantages

None noted.

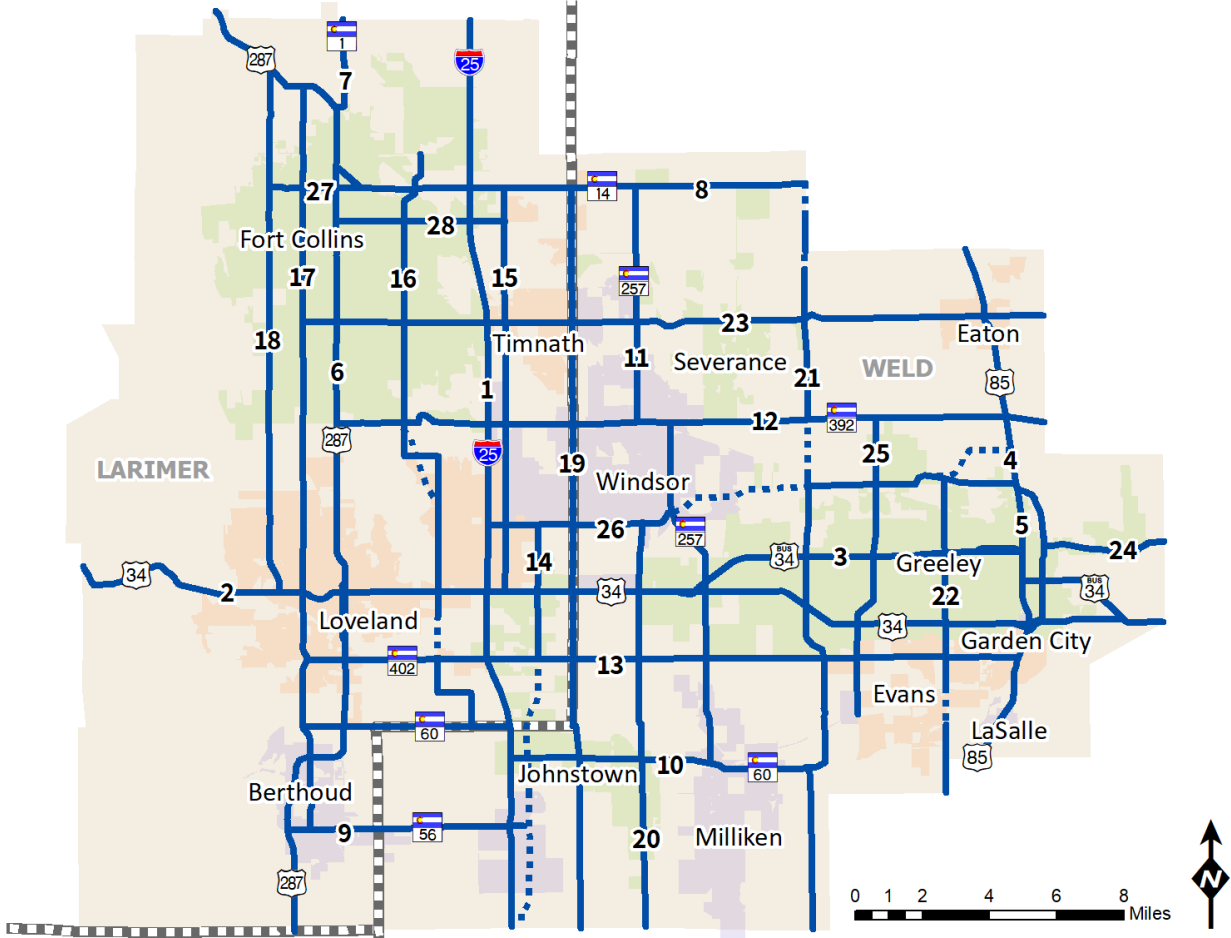
Analysis/Recommendation

NFRMPO TAC and Staff request Planning Council approve the 2019 CMP.

Attachments

- Figure 1: 2045 Regionally Significant Corridor (RSC) Network Map
- Table 1: 2045 RSC Descriptions
- 2019 CMP Presentation

Figure 1: 2045 Regionally Significant Corridor (RSC) Network



Legend

- Existing Road
- - - Proposed Road
- County Boundary
- NFRMPO Boundary

June 2019 North Front Range Metropolitan Planning Organization
 Sources: CDOT, NFRMPO

Table 1: 2045 RSC Descriptions

RSC	Name	Centerline Miles		Description
		Current	Buildout	
1	I-25	27.1	27.1	Northern MPO boundary to southern MPO boundary
2	US 34	34.4	34.4	Western MPO boundary to eastern MPO boundary
3	US 34 Business Route	15.5	15.5	US 34 MP 102 on the west to US 34 MP 115.5 on the east
4	US 85	16.3	16.3	WCR 70 on the north to WCR 48 on the south
5	US 85 Business Route	4.4	4.4	US 34 on the south to US 85 on the north
6	US 287	32.5	32.5	Northern MPO boundary to southern MPO boundary, includes Berthoud Bypass
7	SH 1	2.8	2.8	Northern MPO boundary to US 287 on the south
8	SH 14	14.2	14.2	US 287 on the west to eastern MPO boundary
9	SH 56	7	7	US 287 on the west to the RSC 14 extension on the east
10	SH 60	19.8	19.8	US 287 on the west to the southern MPO boundary
11	SH 257	18.6	18.6	SH 14 on the north to SH 60 on the south, includes offset in Windsor
12	SH 392	21.3	21.3	US 287 on the west to US 85 on the east
13	SH 402 / Freedom Parkway	21.2	21.2	LCR 17 on the west to US 85 on the east
14	Larimer County Road (LCR) 3 / Weld County Road (WCR) 9.5	4	12.1	Crossroads Boulevard on the north to southern MPO boundary
15	LCR 5	12	12	SH 14 on the north to US 34 on the south
16	LCR 7 / LCR 9 / Timberline Road	18	21.7	Vine Drive on the north to SH 60 on the south
17	LCR 17 / Shields Street / Taft Avenue	22.2	22.2	US 287 on the north to SH 56 on the south
18	LCR 19 / Taft Hill Road / Wilson Avenue	15.7	15.7	US 287 on the north to US 34 on the south
19	WCR 13	22.1	22.1	SH 14 on the north to southern MPO boundary
20	WCR 17	12.1	12.1	Crossroads Boulevard Extension on the north to southern MPO boundary
21	WCR 27 / 83rd Avenue / Two Rivers Parkway	14.9	18.1	SH14 on the north to SH 60 on the south
22	WCR 35 / 35th Avenue	8.3	9.4	O Street on the north to US 85 on the south
23	WCR 74 / Harmony Road	22.6	22.6	LCR 17 on the west to the eastern MPO boundary
24	8th Street	3.6	3.6	US 85 on the west to the eastern MPO boundary
25	59th Avenue / 65th Avenue	9.1	9.1	SH 392 on the north to 54th Street on the south
26	Crossroads Boulevard / O Street	12	18.8	I-25 on the west to US 85 on the east
27	Mulberry Street	2.7	2.7	LCR 19 on the west to Riverside Avenue (SH 14) on the east
28	Prospect Road	5	5	US 287 on the west to LCR 5 on the east

2019 Congestion Management Process (CMP)

Planning Council



July 11, 2019

Structure of the 2019 CMP



Chapter 1: Background and Purpose

Chapter 2: Goals and Objectives

Chapter 3: Quantifying Congestion

Chapter 4: Identifying Strategies to Manage Congestion

Chapter 5: Implementation

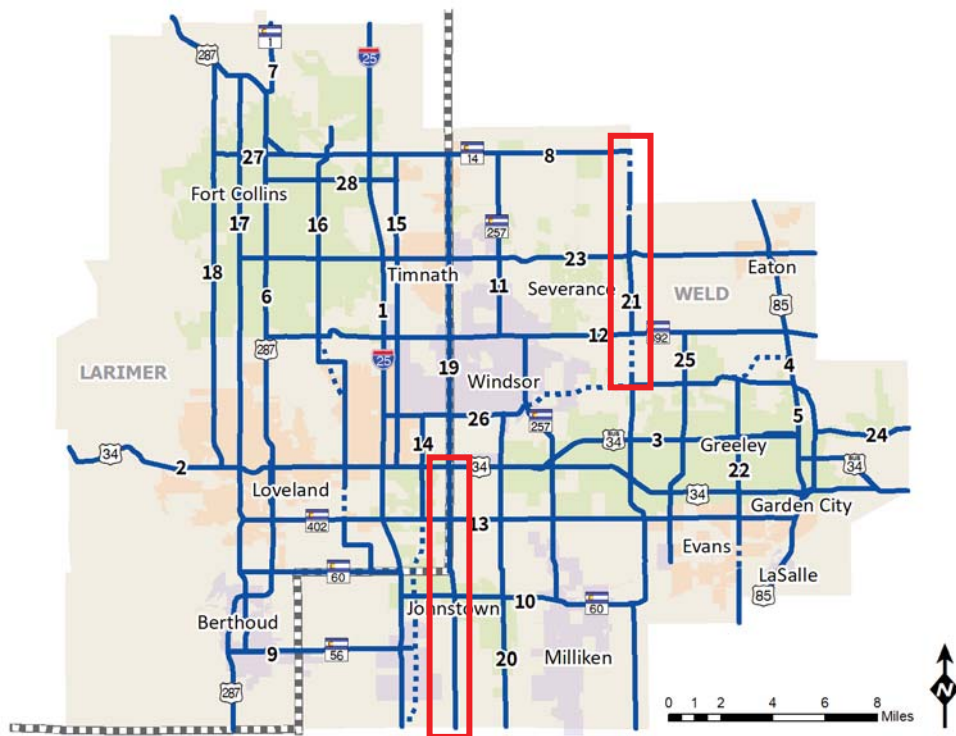
Congested Corridor Profile Maps



3

2019 CMP

Regionally Significant Corridors (RSCs)



4

Next Steps



- **September 5, 2019** – Planning Council Adoption of the 2045 RTP

5

2019 CMP

Questions?



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2019 CMP



**RESOLUTION NO. 2019-18
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2019 CONGESTION MANAGEMENT PROCESS (CMP)**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized and required to carry out the continuing, cooperative, and comprehensive (“3C”) transportation planning process that results in plans and programs that consider all transportation modes and supports community development, economic development, and social goals; and

WHEREAS, the NFRMPO was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the NFRMPO was federally designated in 2002 as the Transportation Management Area (TMA) for the Fort Collins and Greeley Urbanized Areas (UZAs); and

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act requires that all TMAs develop and implements a CMP as part of the metropolitan transportation planning process; and

WHEREAS, in accordance with the FAST Act, the NFRMPO will submit the updated CMP under the applicable provisions of Federal law to the Federal Highway Administration; and

WHEREAS, the CMP was first incorporated into the 2030 Regional Transportation Plan (RTP) and updated in the 2035 RTP and 2040 RTP;

WHEREAS, the Planning Council approves the 2019 CMP and submits copies for informational purposes to CDOT;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2019 CMP to guide future transportation planning efforts to minimize congestion and congestion related impacts in the NFRMPO.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 11th day of July, 2019.

Dave Clark, Vice Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
July 11, 2019 Weld County	Draft <u>Freight Northern Colorado (FNC)</u> Plan	Ryan Dusil
Objective/Request Action		
Staff is providing the Draft <u>FNC</u> , the region’s first freight plan, for Planning Council review and discussion.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • <u>FNC</u> is the first regionwide freight plan for the NFRMPO region. • The purpose of <u>FNC</u> is to provide a guide for the improvement of the overall freight system within the NFRMPO region. <u>FNC</u> serves as the freight component of the <u>2045 Regional Transportation Plan (RTP)</u>, providing a holistic view of freight and industry in the region and positions the region to pursue funds for freight-benefitting projects. • Creating a regional freight plan was a recommended action by the Federal Highway Administration (FHWA) in the NFRMPO quadrennial review in 2014. • FNC is organized into five chapters: 1 – Introduction, 2 – Plans, Studies, and Programs, 3 – Existing Conditions, 4 – Emerging Trends and Opportunities, and 5 – Implementation. • The Draft FNC can be found at the following link: https://nfrmpo.org/wp-content/uploads/draft-2019-fnc.pdf 		
Committee Discussion		
This is the first time the Planning is discussing the Draft <u>FNC</u> .		
Supporting Information		
<ul style="list-style-type: none"> • It is anticipated the <u>Colorado Freight Plan (CFP)</u>, Colorado’s first comprehensive multimodal freight planning effort to integrate policies and strategies across freight modes, will be adopted by the Colorado Transportation Commission (TC) in 2019. • NFRMPO staff anticipates receipt of region-specific data from development of the CFP, including: freight-industry stakeholder survey responses and truck crash “hot spot” analysis results. This data will be incorporated into <u>FNC</u>, accordingly. • The Final <u>FNC</u> will include an improved Cover Page, Acknowledgements, Executive Summary, List of Figures, List of Tables, Acronym List, standardized citations, and standardized table and figure formatting and numbering. 		
Advantages		
<ul style="list-style-type: none"> • Identifying freight-related needs and constraints as well as potential solutions and action steps allows the NFRMPO and its member agencies to improve their planning processes and remain competitive for freight-related funding opportunities. • <u>FNC</u> allows the NFRMPO and its member agencies to reaffirm the regional importance of recommendations and implementation steps identified in other recent statewide planning efforts such as the <u>Colorado Freight Plan (2019)</u>, the <u>Colorado Truck Parking Assessment (2019)</u> the <u>Statewide Freight and Passenger Rail Plan (2018)</u> as well as local agency plans with freight-related components. 		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests Planning Council review the Draft <u>FNC</u> and provide comments.		
Attachments		
Draft <u>FNC</u> Presentation		

Draft Freight Northern Colorado (FNC) Plan

Planning Council



July 11, 2019

What is FNC?



- The first regionwide Freight Plan for the NFRMPO region.
 - The freight component of the 2045 Regional Transportation Plan (RTP)
- A recommended action by the Federal Highway Administration (FHWA) in the NFRMPO Quadrennial Review in 2014.
- A guide for the improvement of the overall freight system within the NFRMPO region.
- Positions the region to pursue funds for freight-benefitting projects.



Freight Data Availability



- Transearch
- INRIX
- USDOT Freight Facts and Figures
- Colorado Farm Bureau
- 2019 Colorado Freight Plan (CFP)
- American Association of State Highway Transportation Officials (AASHTO)
- Colorado Motor Carrier Association (CMCA)
- NFRMPO Regional Travel Demand Model
- Texas A&M Transportation Institute
- American Transportation Research Institute (ATRI)
- CDOT Truck Parking Assessment
- Association of American Railroads (AAR)
- Transportation Research Board (TRB)
- Federal Railroad Administration (FRA)
- Federal Aviation Administration (FAA)
- Colorado Oil and Gas Commission (COGCC)
- 3 • USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA)
- Local Agency Plans
- NFRMPO Truck Traffic in the Northeastern Quadrant of the NFRMPO Region
- CDOT Region 4 Smart Mobility Regional Plan
- Colorado Downtown Streets
- Institute of Transportation Engineers (ITE)
- FAST Act
- MAP-21
- National Coalition on Truck Parking
- USDOT Beyond Traffic 2045
- VREF Center for Excellence for Sustainable Urban Freight Systems
- Rails-to-Trails Conservancy
- CDOT Region 4 Commercial Vehicle Signal Priority Early Deployment: Proof of Concept Report
- FHWA
- 2018 Colorado Freight and Passenger Rail Plan (SFPRP)
- BNSF Railway
- More...

Draft FNC

TAC Review and Discussion



Chapter 1: Introduction

- Do we properly set the stage?

Chapter 2: Plans, Studies, and Programs

- Are we missing important planning efforts?
- Does the local agency section capture the major freight issues in your jurisdiction?

Chapter 3: Existing Conditions

- Are we looking at the right conditions?

Chapter 4: Emerging Trends and Opportunities


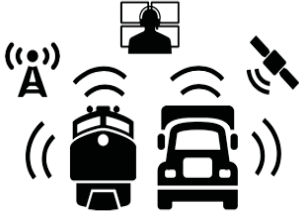

- What are we missing that could have significant implications for the future of freight movement?

Chapter 5: Implementation

- 4 • Are our guidance, resources, and recommendations appropriate?

Draft FNC

Emerging Trends and Opportunities (CH 4)

Areas of Opportunity and Emerging Trends for Freight Transportation		
Freight-Intensive Land Uses and Rights-of-Way (ROW)	Vehicle Automation and Enhanced Communication	Shifts in the Global Economy
		
Practices by local, regional, and state agencies improving freight movement by dedicating space in the built environment for freight-related uses	Advancements in how freight vehicles operate and communicate with the surrounding environment	Changes in the way goods are produced and distributed due to shifting consumer preferences and technological advancements

5

Draft FNC

Next Steps

- **Wednesday, July 17** – TAC Recommendation
- **Thursday, August 1** – Planning Council Adoption

6

Draft FNC

Questions?



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STAC Summary – May 17, 2019

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
 - a) April STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
 - a) Transportation Commission:
 - i) Budget will be presented with a different format. It will have a column with the budget from last fiscal year, so it will be important for us to review.
 - ii) Governor has requested we look at scenarios for 5% less and for 2-3% more in budget.
 - iii) Trying to put together a monthly budget report with the understanding that this is a complicated endeavor with so many funding sources.
 - iv) Three of six formula programs were approved (Metro Planning, Surface Transportation Metro, and Transportation Alternatives Program [TAP]). The remaining three will come back for consideration after the Statewide Planning process is complete
 - b) STAC Discussion: Not applicable.
- 3) **Whole System. Whole Safety.** – Johnny Olson (CDOT Deputy Executive Director)
 - a) Whole System Whole Safety looks at safety more holistically than we have in the past. We want everything now to start with “*Whole System. Whole Safety*”. This perspective looks at the overlap between the programs that are all looking at how to improve safety. The focus will be on the interaction of all these programs and strategies and user behavior. While the vision of zero deaths has not changed, our new approach is to tie all the various disparate strategies together. We want safety to be at the forefront of everything that we do and with how we engage the public. All projects and programs need to make a connection to safety and the behavioral causes of safety issues.
 - b) STAC Discussion: Representatives expressed concern about how much data can tell us about the causes of crashes and fatalities. This led to a discussion about improvements to data and reporting. While we are currently relying on data that is 1-2 years old, we are working to have access to real time data. Rebecca White raises the question of how to engage STAC on the goal of beginning each meeting with a safety focus and bringing this focus on safety to the statewide planning process. Representatives suggest leveraging community knowledge to better understand near misses in safety. Discussion about problem of people passing at dangerous times and the possibility of educating and changing policy to increase the consequences for such dangerous behavior. Ron Papsdorf from DRCOG agrees that real time data would be extremely valuable to them as well.
- 4) **Federal and State Legislative Report** – Herman Stockinger & Andy Karsian (Office of Policy & Government Relations [OPGR])
 - a) Federal: Not applicable.
 - b) State:
 - i) SB19-263: SB18-001 compromise: Modifies the ballot proposal by deferring the proposal to the 2020 ballot to protect 267 measure funds that were to be transferred to CDOT. This leaves an additional \$50 million from the general fund to be used for SB 267 debt payments.
 - ii) SB 267 funding will be split in 75/25 ratio to the Front Range and rural regions.
 - iii) SB19-263: Legislature committed \$100 million for transportation projects statewide.
 - iv) Other bills:
 - (1) Efficiency measures help with transportation funding and safety issues
 - (2) Governor is going to sign chain law bill along I-70 corridor today
 - (3) New snow plow rule (SB19-1265) protects snow plow drivers from aggressive drivers

- c) STAC Discussion: Representatives request a summary of the bills. Andy clarifies that the snow plow rule doesn't apply to a single plow, and that you can pass with caution if it is only a single plow. Concerns are raised about whether the Tax Payer Bill of Rights (TABOR) restrictions apply to the \$100 million that comes through SB18-001. Andy and Herman believe that it still does apply, but that there are still discussions to amend that through a November ballot measure.
- 5) **Upcoming Multimodal Efforts** – David Krutsinger (CDOT Division of Transit and Rail)
- a) Overview of upcoming multimodal efforts: Front Range Rail planning team is asking for RFP next week. The intent is to have a consultant on board by the beginning of August. Legislature gave money to the Front Range Rail Commission for these efforts and CDOT is matching. In the past the consultant has come in and had to build an entirely new model, but now CDOT has a model that has been built with MPO input that can be used as a resource for the planning efforts in answering questions regarding rail ridership potential.
 - b) STAC Discussion: Representative suggests these efforts be integrated with safety efforts to get people off the highway, and the importance of getting the word out about rail as a solution early in the process, and as often as possible because eventually it will have to go to the ballot and the public needs to be educated more on this topic.
- 6) **Program Distribution Update** – Tim Kirby (Division of Transportation Development)
- a) Three of six formula programs were approved at TC yesterday. TC adopted all of STAC recommendations on these programs as follows:
 - (i) Metro-PL: \$8.6 million in funding will go to MPOs.
 - (ii) STP - Metro: \$55 million in funding will be distributed based on population, so that it will be going to DRCOG, NFR, PPACG.
 - (iii) TAP: \$12.5 million will be distributed based on a complex formula that first splits it into 2 equal pots one TMA's and the other for non TMA's.
 - ii) Remaining three formula programs (FASTER, CMAQ, RPP) will be decided after Statewide Plan process is complete.
 - b) STAC Discussion: Questions were raised about how CDOT would be allocating the 50% of the TAP funds. CDOT staff responds that this will potentially be done through a call for projects, but still discussing how this will be distributed.
- 7) **Build Discretionary Grant Program** – Rebecca White (Division of Transportation Development) and Herman Stockinger (Office of Policy & Government Relations)
- a) Describes the three proposals from CDOT for BUILD grants, which are due July 15, 2019.
 - i) Military Access Mobility and Safety Improvements: This project seeks to improve connectivity and provide a safer connection from Academy Road to the south end of Fort Carson.
 - ii) Statewide Passing Lanes: This proposal would bundle together all the areas throughout the state in need of passing lanes. This includes Kenosha Pass and Red Hill.
 - iii) Statewide Cable Barrier: This project would seek to reduce head on collisions. By bundling multiple projects, we are better able to address rural concerns.
 - b) STAC Discussion: Representative asked what the process is for figuring out where money will be used for projects #2 and #3, which bundle multiple projects together. Rebecca responded that these needs are determined by crash data and where the strategy can be effective. Cable barriers, for example, are not effective in areas with high snow volumes. Question is then asked if regions can apply for BUILD grants as well. Johnny Olson responds that these will be the only 3 CDOT applications, but we are welcome to coordinate with MPOs and TPRs on their application submittals.
- 8) **Timing of STAC Meetings** – Vince Rogalski (STAC Chair) and Norm Steen (STAC Vice-Chair)

- a) Discussion about possibility of moving STAC to a time that separates it more from TC, so that members have adequate time to review information and to fulfill their statutory duty appropriately.
 - i) Consensus that in 2020 we should attempt to present a new STAC calendar that leaves 7-8 days between TC and STAC, so we will attempt to move it from the 4th week of the month to the 2nd week of the month.
 - ii) CDOT will send out a proposed calendar for 2020 that reflects STAC on the 2nd week of the month and will allow members to comment. The proposed schedule will be presented in draft form for next month's meeting.
 - b) STAC Discussion: Brief discussion with relative consensus among all members that this proposed calendar change would better allow STAC members to adequately advise TC.
- 9) **STAC Statewide Plan Working Group** – Rebecca White (Division of Transportation Development)
- a) Solicitation of participants for the STAC Statewide Plan Working Group.
 - b) Marissa showed members the new YourTransportationPlan.com website and video that was launched today. Contains a link to MetroQuest survey. Encourage STAC, attendees to take the survey and encourage others to do the same.
 - c) Discussed potential SWP outreach at regional summer events to engage people in the process.
 - d) STAC Discussion: Heather Sloop indicates that the events identified in the Northwest TPR region are not appropriate, and that she will provide alternatives for staff to consider. Karen Schneiders suggests that staff consider the Scottish Festival in Estes Park as a venue in Region 4.
- 10) **Other Business** – Vince Rogalski (STAC Chair)
- a) Chair asks STAC member and attendees for additional comments or concerns.
 - b) STAC Discussion: Rebecca White thanks everyone for attending an excellent kick-off event and expresses satisfaction with the media coverage.
- 11) **Adjourn**