

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
August 21, 2019
1:00 – 3:30 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of July 17, 2019 Meeting Minutes (Page 2)**
-

CONSENT AGENDA

- | | |
|--|----------|
| 1) Readoption of FY2020-2023 Transportation Improvement Program (TIP) (Page 8) | Bornhoft |
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ACTION ITEMS

- | | |
|---|---------|
| 2) 2045 Regional Transportation Plan (RTP) (Page 9) | Karasko |
|---|---------|

PRESENTATION

- | | |
|--|---|
| 3) CDOT Video Sharing Alliance Project (Page 10) | Matt Becker, CDOT
Bruce Coltharp, Navjoy |
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DISCUSSION ITEMS

- | | |
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| 4) Call for Projects Planning Council Work Session Follow-Up (Page 15) | Karasko |
| 5) Multimodal Options Fund (Page 16) | Karasko |

OUTSIDE PARTNER REPORTS

- | | |
|--|-----------------------|
| 6) NoCo Bike & Ped Collaborative (Page 26) | Written Report |
| 7) Regional Air Quality Council | |
| 8) Regional Transit Agencies | |
| 9) Senior Transportation | |

REPORTS

- | | |
|---|-----------------------|
| 10) Bike/Ped Counters Updates (Page 27) | Written Report |
| 11) Roundtable | All |
-

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: September 18, 2019**

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

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

**July 17, 2019
1:03 – 2:27 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Aaron Bustow – FHWA
Jessica Ferko – RAQC
Omar Herrera – Windsor
Tim Kemp – Fort Collins
Karen Schneiders – CDOT
Eric Tracy – Larimer County

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Stephen Haas
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Pepper McClenahan - Milliken
Kim Meyer – Johnstown
Randy Ready – Evans
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Meghan Boydston – HDR
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Jeff Prillwitz – CDOT
Jake Schuch – CDOT
Dennis Wagner – Windsor
Kaley Zeisel – Fort Collins/Transfort

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JUNE 19, 2019 TAC MINUTES

Kemp moved to approve the June 19, 2019 TAC minutes. Nelson seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

July 2019 Transportation Improvement Program (TIP) Amendment – Bornhoft stated five Amendment requests were submitted for the FY2019-2022 TIP, which is still the current TIP until CDOT approves the FY2020-

2023 TIP. The requests include deleting the NFRMPO vehicle project, which is changing funding sources; changing the scope of Transfort's E-Bus/Compressed Natural Gas (CNG) project by separating the project into separate E-Bus and CNG projects; adding State Settlement funds received by Transfort; and adding a new cutaway vehicle project for GET. No comments have been received from the public comment period, which opened July 10 and closes August 8.

Schneiders asked for clarification about CMAQ emissions calculations on the Transfort E-Bus project. Bornhoft responded the emissions were calculated when Transfort applied for the vehicles and did not need to be updated. Nelson moved for TAC to recommend Planning Council approve the July 2019 TIP Amendment. Kemp seconded the motion, which was approved unanimously.

Freight Northern Colorado (FNC) – Dusil stated this is the third time FNC has been presented to TAC. Dusil highlighted the following changes: the addition of regionally specific survey results from the Colorado Freight Plan, truck volume projections from the NFRMPO's Regional Travel Demand Model (RTDM), references to the Congestion Mitigation Process (CMP), and the incorporation of TAC comments. Wagner moved to recommend Planning Council adopt FNC. Anderson seconded the motion, which was approved unanimously.

PRESENTATION

Proposed Bustang Outrider Presentation – Jeff Prillwitz, CDOT, and Meghan Boydston, HDR, introduced Bustang Outrider, which is the rural regional transit service started at the beginning of 2018. CDOT is looking to expand routes throughout Colorado using the Bustang Outrider service. Bustang Outrider differs from regular Bustang because it connects to smaller towns and has different funding sources. HDR and CDOT have analyzed 21 potential Outrider routes across the State. Currently, CDOT and HDR are meeting with TPRs and MPOs to discuss the methodology, potential routes, and to identify local concerns and priorities. The goal is to implement new Bustang Outrider routes by Fall 2019. Boydston noted three routes were considered in the NFRMPO region: Greeley to Fort Morgan and Sterling; Greeley to Denver; and Greeley to Fort Collins. Only the first route was carried forward for Bustang Outrider analysis; the other two routes were determined to be more appropriate for Bustang service because they connect urban centers. Boydston explained the analysis process, which included implementation feasibility data analysis; geographic and social equity data analysis; and ridership forecasts. Boydston noted the next steps include selecting routes and developing service plans based on outreach, analysis, and overall feedback. New routes will be implemented by fall 2019.

Schneiders said the Greeley to Sterling route seems to benefit Fort Morgan and Sterling residents and should not be a daily commuter service. Prillwitz said this service is more appropriate for the Outrider program than Bustang. Schneiders noted the I-25 Final Environmental Impact Statement (FEIS) included an express commuter route from Greeley to Denver. Dusil asked if Estes Park was included in this analysis. Prillwitz said they are doing a pilot program on Bustang from Denver to Estes Park in August; the proposed schedule is on CDOT website.

Anderson asked how high, medium, and low implementation and social equity ratings were defined in the scoring analysis. Boydston said they were defined by organizing the routes' results into three categories, not by pre-defined thresholds. Boydston stated she would send the ranges and calculations for more detail in how the categories were assigned. Anderson asked if the routes have been prioritized. Boydston said they are not prioritized but the scoring summary is shown for informational and discussion purposes. The feedback from TPRs and MPOs will be used in combination with the scores to select routes.

Tracy asked how a route would need a \$700 subsidy. Boydston and Prillwitz explained the proposed route between Craig and Idaho Springs has low forecasted ridership and a low implementation rating. Currently there is an existing indirect service operated by Greyhound which has low ridership and is operated at inopportune times.

Davis asked how much service would potentially be provided on the proposed routes. Boydston explained the assumption was one to two round trips per day. Davis noted Greeley presumes additional connections to the transit system are good and beneficial to overall connectivity. Baxter asked how Sterling was chosen. Prillwitz said they considered the location of existing service, the location of need and demand, and additional input from the Division of Transit and Rail (DTR). Prillwitz noted Lamar to Pueblo was the first Bustang Outrider route and ridership has increased significantly since opening. Baxter asked how riders would get from the Greeley Regional Transportation Center to the new UCHHealth Greeley Hospital. Prillwitz said they are looking into this, including the number and location of stops.

Malette asked if these trips would be paid for by CDOT. Prillwitz said Bustang Outrider is funded through FTA §5311(f) funds, unsubsidized miles on Greyhound, and other resources.

Anderson asked if there will be additional public outreach. Prillwitz said there will be extensive outreach once routes have been chosen.

DISCUSSION

2045 Regional Transportation Plan (RTP) – Karasko introduced the full 2045 RTP. Bornhoft sent out updated versions of the 2045 RTP Scenarios and Plan Projects sections on July 16 and presented on the major components of each section. The sections were delayed due to the late completion of the updated Regional Travel Demand Model (RTDM). Karasko requested TAC members submit comments by July 31 so they can be incorporated into the August 1 Planning Council presentation.

Klockeman noted many of the most congested roads in the Build and No-Build scenarios are on the periphery of the communities and that it is important to fund projects connecting communities. Malette asked if there can be more gradation in Travel Time Index (TTI) on the map to help set priorities for which projects to fund. TAC members suggested looking at segments with the highest 10 percent of TTI or with a TTI above 2.5 to identify the corridors with the greatest congestion. Baxter asked why there is not a greater decrease in VMT despite a growth in transit ridership in the high density scenario. Malette stated it could be caused by a change in population. Bornhoft did not provide an adequate answer to the question nor provide to follow up, but in retrospect wishes she had said a six percent decline in VMT compared to the baseline scenario is not insignificant.

Readoption of FY2020-2023 TIP – Bornhoft noted the FY2020-2023 TIP has been adopted, but it was adopted under the 2040 RTP. Bornhoft noted the FY2020-2023 TIP must be brought back to be adopted under the 2045 RTP, which is scheduled for adoption in September. The public comment period will run from August 1 to August 31. Bornhoft noted the FY2020-2023 TIP will come back next month for Action.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil reported NoCo has been reviewing its essential functions and organizational structure. NoCo came to a consensus on its essential functions at its July 10 meeting. The next meeting will look into how NoCo can formalize its structure. Currently, the format for the discussion is undetermined. Dusil noted meeting notes from July will be sent with the next TAC packet.

Air Quality – Ferko noted the region is currently in attainment of the 2008 ozone standard of 75 ppb. The AQCC Reg 21 hearing will be held on July 18, 2019. The Zero Emission Vehicles (ZEV) hearing will be held in August. Malette noted Planning Council received party status for the ZEV hearing. The ZEV Pre-hearing meeting is July 17, 2019. Malette noted the Planning Council will discuss two major issues: ZEV vehicles pay a \$50/year fee, with only \$30 going to the Highway Users Tax Fund, which is significantly lower than the average paid by gas vehicles; tied to California standard.

Regional Transit Agencies – Prillwitz stated the Estes Park to Denver Bustang pilot schedule is on the Bustang website. There will be Bus Ambassadors to assist with the pilot project.

Zeisel noted Transfort, COLT, and GET are working together to implement two regional passes by the end of the year: Unlimited Fort Collins and Loveland and Unlimited Fort Collins, Loveland, and Greeley. The three agencies are also working together to adopt a Mutual Aid Intergovernmental Agreement, allowing the agencies to share services and resources.

Folkers noted COLT added an extra hour of service and youth passes as of July 1, 2019. Folkers can provide more data next month.

Davis stated GET is waiting for the buses for the Poudre Express, which should arrive at the end of August. GET will begin recruiting and training new drivers. The buses will be slightly different than existing buses because they will have Wi-Fi and more comfortable seating.

Senior Transit Items – Gordon noted there is continued work on the Larimer County Senior Transportation Implementation Plan. The NADTC grant wraps up in August, and around 150-200 rides have been provided through the grant to-date.

REPORTS

Federal Inactives Report – Schneiders reported the SH1 to Laporte Bypass project has finished construction. Klockeman noted the Loveland project was under construction and a bill will be submitted.

ROUNDTABLE

Karasko noted next month's TAC meeting will be at the Windsor Public Works Service Facility, not the Windsor Recreation Center. There will be a public comment period from August 1 to August 31 for the 2045 RTP, FY2020-2023 TIP, and Air Quality Conformity documents. Karasko noted NFRMPO staff will attend LaSalle Day on Saturday, July 20.

Schneiders noted Jan Rowe has been hired as a Planner at CDOT. He will be working on the STIP and financial side of things. Governor Polis has released a list of appointees, including the region's new Transportation Commissioner – Kathleen Bracke. Schneiders noted there is still no Regional Transportation Director or Traffic Engineer for Region 4.

Wagner noted this is his last meeting because he will retire in August.

Anderson noted there will be a US85 Coalition meeting on July 18, 2019 at the CDOT Region 4 building to discuss the Traffic Incident Management (TIM) Plan and Spaghetti Junction (US34 and US85). Weld County will add an Oil and Gas Department, opening on August 5. Weld County will begin updating its Comprehensive and Transportation Plans.

Baxter stated Advanced Traffic Management System funding was approved through the Greeley City Council and expects the bid to be released by March.

Ferko noted RAQC's Alt Fuels applications will be available in the fall.

Bustow noted the Advanced Transportation and Congestion Management Technologies Deployment grant application deadline has been extended.

Gordon will send out a flyer for the Northern Colorado Transportation Discussion on July 31 in Windsor.

Klockeman noted Bill Hange retired and Matt Ruder is the new Loveland Traffic Engineer.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the agenda will include the 2045 RTP and readoption of the FY2020-2023 TIP.

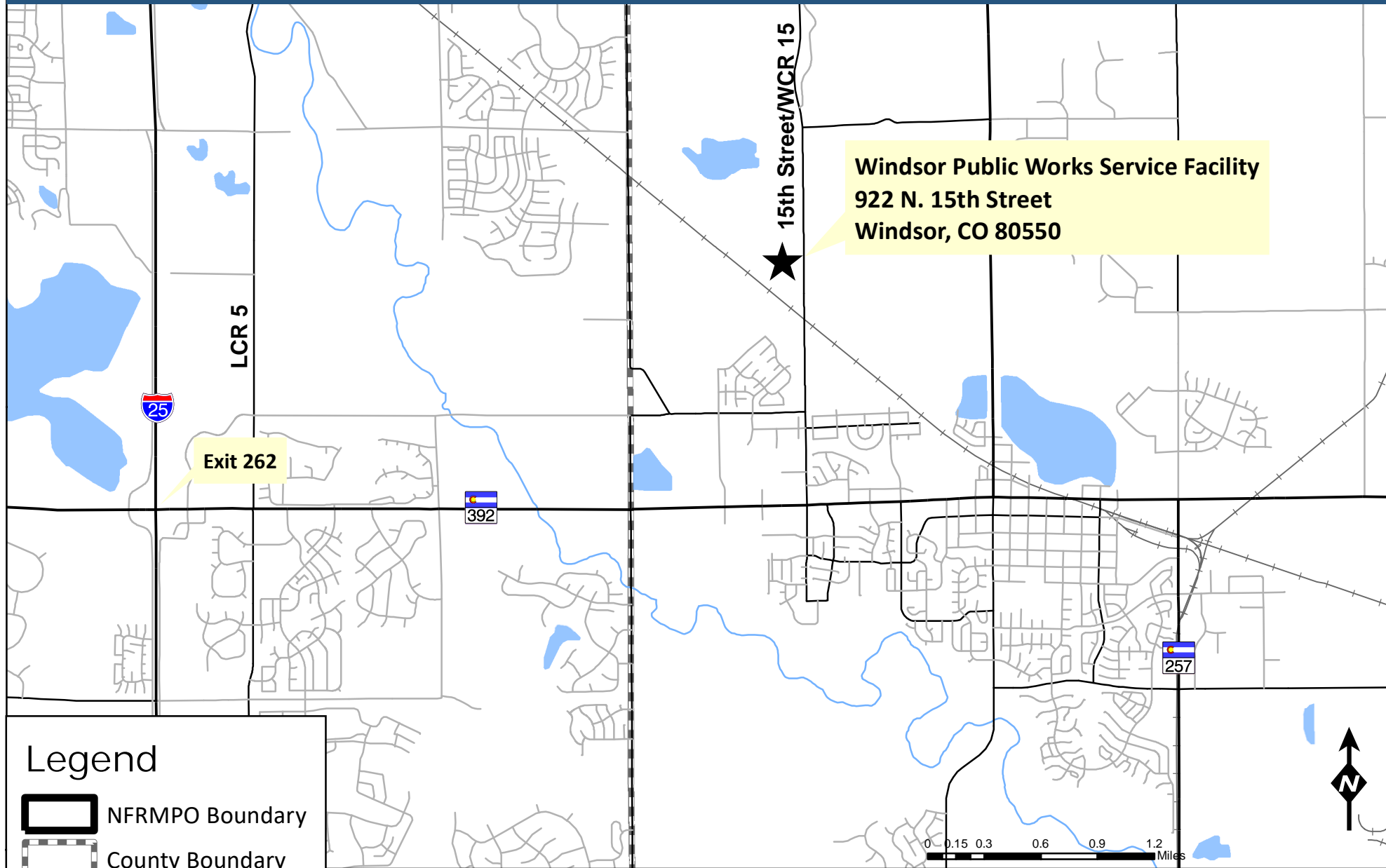
Meeting adjourned at 2:27 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 21, 2019 at the Windsor Public Works Service Facility.

NFRMPO Technical Advisory Committee Meeting

Wednesday, August 21, 2019
Windsor Public Works Facility - 922 N. 15th Street



Legend

- NFRMPO Boundary
- County Boundary
- Rivers
- Lakes

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 21, 2019	FY2020-2023 Transportation Improvement Program (TIP) Readoption	Medora Bornhoft
Objective/Request Action		
To recommend Planning Council readopt the FY2020-2023 TIP.		<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"> The FY2020-2023 TIP must be readopted to be fiscally constrained under the <u>2045 Regional Transportation Plan (RTP)</u>. The NFRMPO Planning Council is scheduled to readopt a final version of the FY2020-2023 TIP, pending final public comment, at their September 5, 2019 meeting. 		
Committee Discussion		
<ul style="list-style-type: none"> The Planning Council adopted the FY2020-2023 TIP as fiscally constrained under the <u>2040 RTP</u> on June 6, 2019. 		
Supporting Information		
<ul style="list-style-type: none"> The FY2020-2023 is available at https://nfrmpo.org/wp-content/uploads/fy20-23tip-for-readoption.pdf. The projects in the TIP are based on information as of March 13, 2019. TIP Amendments and Modifications completed between March 13, 2019 and the effective date of the FY2020-2023 TIP will be incorporated into TIP following the completion of the TIP approval process by the State. Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the TIP as the information becomes available. The public comment period for the Draft FY 2020-2023 TIP opened on August 1, 2019 and closes on August 30, 2019. No comments have been received as of August 13, 2019. 		
Advantages		
<ul style="list-style-type: none"> Approval of the TIP will ensure the timely merger of projects into the CDOT STIP. 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
Staff requests TAC review and discuss the FY2020-2023 TIP Narrative and Tables.		
Attachments		
<ul style="list-style-type: none"> None. 		

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 21, 2019	2045 Regional Transportation Plan (RTP)	Becky Karasko
Objective/Request Action		
Staff is requesting TAC approval of and recommendation to Planning Council to adopt the 2045 Regional Transportation Plan at their September 5, 2019 meeting.		<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"> • MPO staff is developing the 2045 RTP, scheduled for September 5, 2019 Planning Council adoption. • The 2045 RTP includes a long-term transportation vision for the region. • Projects included in the TIP must be included in the 2045 RTP to move forward and be funded. 		
Committee Discussion		
<p>TAC began their review of the 2045 RTP chapters in February 2019 and will complete them in July 2019. The RTP was presented to Planning Council at their August 1, 2019 meeting as a Discussion Item. There was robust discussion regarding the RTP and comments were incorporated as appropriate. The 30-day public comment period opened on Thursday, August 1, 2019 and closes on Saturday, August 31, 2019. Any public comments received will be incorporated into the 2045 RTP.</p>		
Supporting Information		
<p>The RTP is a federally mandated plan for MPOs and includes a long-term transportation vision for the region. The 2045 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally constrained corridor plan. The full 2045 RTP can be accessed here: https://nfrmpo.org/wp-content/uploads/2045-rtip-public-comment.pdf</p>		
Advantages		
<p>Having TAC review the full 2045 RTP prior to Planning Council discussion allows TAC to maximize their time and input for review prior to final 2045 RTP recommendation at the August 21, 2019 TAC meeting for Council adoption at their September 5, 2019 meeting.</p>		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members recommend Planning Council adopt the 2045 RTP at their September 5, 2019 meeting.		
Attachments		
None.		

Statewide Video Sharing Alliance Project

Introduction

Colorado Department of Transportation (CDOT) is undertaking a project to improve traffic camera video sharing capability, functionality, uniformity and interoperability. The Statewide Video Sharing Alliance Project (“the Project”) will work with statewide stakeholders that are: (i) currently operating or interested in operating traffic cameras/platforms, and (ii) willing to or interested in accessing CDOT, and other local agencies, traffic camera images and sharing its traffic camera images with CDOT and other local agencies.

Need for the Statewide Video Sharing Alliance Project

CDOT owns and operates about 700 traffic cameras statewide that it uses to monitor traffic and roadway conditions, and CDOT shares access to its traffic cameras with numerous public transportation and law enforcement agencies. The need for public transportation agencies to have greater awareness of traffic conditions and roadway related situations in neighboring jurisdictions is essential in order to mutually coordinate and quickly implement traffic/incident measures to mitigate the situation. However, agencies use different traffic camera video management systems/platforms that have varying levels of functionality, which make sharing video between and among agencies very challenging or in some cases not possible at all.

Goals and Objectives of the Statewide Video Sharing Alliance Project

The Project will identify functional and business-related video requirements and other relevant information that will be used to solicit and procure a video management system/platform, which CDOT intends to initiate in fall 2019. The goal is that the selected video management system/platform will satisfy the needs of most stakeholders by identifying and addressing issues related, but not limited to:

- applicability for users,
- interface with different video platforms/systems,
- interface with other types of video platforms/systems, e.g., automated incident and wrong-way detection,
- levels and capability needed for integration,
- equipment compatibility and interoperability,
- network, fiber and Cloud services,
- initial and annual cost including possible cost sharing option(s),
- benefit and efficacy of the investment,
- video sharing platforms/systems and technology life cycles, and
- agreements that may be necessary between agencies.

A Concept of Operations and System Requirements will be developed including video sharing use cases to illustrate video sharing examples. Also, Verification and Validation Plans will be developed to ensure that the system requirements and user needs are met. CDOT envisions and intends that the Video Sharing Alliance stakeholder group will be a “living” organization that meets on a regular, yet to be determined, basis to exchange information to enhance and improve video sharing among the stakeholders.

Utilizing MPOs to Facilitate the Statewide Video Sharing Alliance Project

To perform the Project, CDOT intends to work with each of the five Metropolitan Planning Organizations (MPOs) to engage their local member agencies to conduct workshop meetings as efficiently as possible. Small urban and rural agencies not part of the MPO, but within adjacent Transportation Planning Regions (TPRs) will be notified and provided the opportunity to participate with the MPO working group in their respective area. Also, the Regional Transportation District (RTD) and other transit providers will be provided the opportunity to participate.

Project Schedule and Work Product for the Statewide Video Sharing Alliance Project

CDOT intends to initiate the Project in August and complete the Project in October. CDOT anticipates that one 4-hour workshop meeting will be conducted in each MPO with an optional workshop if necessary. CDOT believes that the workshop should be attended by both agency IT personnel and business/operator personnel in order to identify and collect functional and business requirements related to both areas. CDOT will develop and provide all related documents and materials prior to conducting the workshop so that the stakeholders can be prepared and will prepare and provide workshop meeting minutes.

Statewide Video Sharing Alliance Project North Front Range MPO Meeting

August 21, 2019



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Agenda

- Need for the Project
- Purpose, Goals and Objectives
- Project Approach
- Project Schedule
- Project Deliverables
- Questions



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Need for the Project

- **CDOT and local transportation agencies and transit agencies use video to:**
 - Support traffic operations including monitoring, incident management, emergency/disaster response and coordination, etc.
 - Provide to media, law enforcement, traveling public and other private providers
 - Share (very limited) between and among agencies to coordinate and leverage activities
- **Agencies are deploying more cameras**
 - CDOT owns and operates about 700 traffic cameras statewide
 - Fort Collins, Greeley, Loveland, Longmont and other agencies as well as transit also have traffic cameras
- **Sharing video is currently very challenging and in many cases not feasibly possible**
 - Different video management systems/platforms
 - Different systems, networks, licensing and other requirements
 - Cost prohibitive



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Purpose, Goals and Objectives

- **Engage Statewide Stakeholders**
 - Operating or interested in operating traffic cameras
 - Willing to or interested in sharing streaming video
- **Identify User Needs and System Requirements for Video Management Platform**
 - Capture user needs and expectations with respect to how video management system will be used (Concept of Operations)
 - Identify system requirements that are linked to user needs (System Requirements)
- **Develop Scope of Work (SOW) for Procurement Process**
 - Ensure that user needs and expectations will be met
 - Improve confidence of vendors that they will clearly understand and be able to meet stated requirements
 - Require vendor to provide system, services, licensing, etc. at the same cost to all agencies statewide throughout contract period



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Project Approach

- **Work with NFR MPO**
 - Include interested persons from Upper Front Range
 - Include interested local transit agencies within MPO and TPR area
- **Meeting to Summarize/Explain Project**
- **Conduct Workshop to Gather Users Needs and Identify System Requirements**
 - Workshop – 4 hours divided into two sessions including operators and traffic engineers (business requirements) and IT staff (technical requirements) to discuss/gather information
 - Provide information to stakeholders to review to ensure accuracy and completeness, and to provide comments
 - Optional Meeting/Workshop – if needed to discuss and resolve items that require additional attention



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Project Schedule

- **Meeting to Summarize/Explain Project**
 - August 21, 2019
- **Conduct Stakeholder Workshop**
 - September
- **Develop and Complete SOW**
 - November



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Project Deliverables

- **Project Related Materials**
 - Workshop materials, other related documents and meeting minutes
- **Concept of Operations and System Requirements**
 - Identifies user needs and requirements to meet those needs including use-case scenarios
- **Verification and Validation Plans**
 - Verification Plan defines verification testing that will demonstrate that requirements are met
 - Validation Plan defines validation testing that will demonstrate that the system meets user needs
- **SOW**
 - Identifies comprehensive statewide user needs and system requirements
 - Provides economy of scale by requiring vendor to provide same pricing to all agencies statewide



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Questions???



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MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: August 21, 2019

Re: Call for Projects Planning Council Work Session Follow-Up

Background

During the March 4, 2019 Planning Council meeting a presentation and in-depth conversation on the Call for Projects process was requested.

At the August 1, 2019 Planning Council meeting, NFRMPO Staff held a Work Session with Planning Council members on the Call for Projects process for the last three Calls. During the Work Session, the major themes raised by Planning Council members included whether the funding was being allocated equitably among communities and whether the selected projects addressed regional priorities. Planning Council members requested a special Work Session be held dedicated to this topic, which is expected to occur in late September or early October.

NFRMPO Staff is conducting additional analyses and data collection related to the previous Calls held in 2014, 2016, and 2018.

Action

Staff requests TAC discuss the pros and cons of the current Call for Projects process as well as any improvements and/or changes they would like to see implemented.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)
From: Becky Karasko
Date: August 21, 2019
Re: Multimodal Options Fund

Background

Senate Bill (SB) 18-001 included a provision which established a Multimodal Options Fund (MMOF). The MMOF has \$96.75M in dedicated revenue, of which \$2.5M is dedicated to the Southwest Chief & Front Range Passenger Rail Commission. The remaining \$94.25M is split between CDOT (15 percent or \$14.13M) and local governments (85 percent or \$80.12M).

As directed by the State Legislature, the Transportation Commission established a distribution formula for the local portion of the funds. CDOT convened a MMOF Committee, which developed the following recommendations:

- 5 percent off the top (\$4M of \$80.12M) for administration, reporting, environmental/design reviews. This can be adjusted later based on actual project selection.
- 81 percent of the remaining \$76.12M to the five MPOs and 19 percent to the 10 TPRs.
- Two sub-allocation formulas (one urban and one rural) to each of the 15 MPOs/TPRs, with specific population and employment factors relevant to those areas.
- Match relief or reduction to be decided within each of the 15 MPOs/TPRs. CDOT provided data to support that decision-making.
- General expectation that minimum transit project size of \$25,000, and minimum capital project size of \$150,000 would be observed for project selections, with reasonable bundling of smaller projects encouraged to reach these minimums.

Of the \$76.12M designated for MPOs and TPRs, the NFRMPO has been allocated \$5.59M. The local match for these funds is 50 percent.

Action

Staff requests TAC review the attached Transportation Commission Memo and Resolution regarding the MMOF and discuss potential projects for the funds.



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Department of Transportation

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: June 19, 2019
TO: Transportation Commission
FROM: Sophie Shulman, Chief - Office of Innovative Mobility (OIM)
David Krutsinger, Director - Division of Transit & Rail (DTR)
Rebecca White, Director - Division of Transportation Development (DTD)
RE: SB 18-001 Multimodal Options Fund Update

Purpose

The purpose of this memo is to review the recommendation prior to a proposed consent agenda vote.

Action

Consent agenda vote on Thursday, June 20, 2019

Background

SB 18-001 includes a provision that establishes a Multimodal Options Fund. The Multimodal Options Fund has \$96.75M in dedicated revenue. Of that \$96.75M, \$2.5M is dedicated to the Rail Commission. The remaining \$94.25M is split between CDOT (15% or \$14.13M) and local governments (85% or \$80.12M).

The legislation directs the TC to establish a distribution formula for the local portion. The distribution formula must be based on population and ridership. The legislation also states that recipients shall provide a match equal to the amount of the award. However, the Transportation Commission, per legislation, may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstance. An advisory committee ("MMOF Committee") to the TC was formed to work on and develop such recommendations. CDOT will use its share of the funds and seek to incentivize partnership projects such as mobility hubs.

The legislation mandates the distribution formula for the local portion be developed in consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations. In addition to these groups, the legislation also states that the Multimodal Options Fund should promote a complete and integrated multimodal system that benefits seniors by making aging in place more feasible; benefits residents of rural areas by providing them with flexible public transportation services; provides enhanced mobility for persons with disabilities; and provides safe routes to school for children.

The MMOF Committee held three meetings and developed the following general recommendations.

- 5% off the top (or \$4 Million of \$80.12) for administration, reporting, environmental/design reviews. To be adjusted later based on actual project selection.
- 81% of remaining \$76.12 to the five urban areas (MPOs), 19% to the ten rural planning regions (TPRs).
- Two sub-allocation formulas, one urban, and the other rural, to each of the fifteen areas of the state, with particular population and employment factors relevant to urban and rural areas.
- Match "relief" or reduction to be decided at the fifteen regions (TPRs) of the state. CDOT provided data to support that decision-making.
- General expectation that minimum transit project size of \$25,000, and minimum capital project size of \$150,000 would be observed for project selections, with reasonable bundling of smaller projects encouraged to reach these minimums.

Details

Administrative Set-Aside

Based on CDOT and the experience of many local agencies, simple projects such as the purchase of transit buses have well-established procurement processes and existing bus price-agreements, requiring relatively little staff time or oversight time to make them happen, estimated at about 2%. In contrast, larger construction projects typically take time to go through environmental clearances / permitting, construction bidding, and then construction itself. This process, if on a Federal Highway, often requires 20% of the total project cost to deliver. Sidewalks and bike paths are somewhere in the middle. The administrative set-aside anticipated a range of projects between 2% and 20%, with an estimate that the “average” project might require 5%. The MMOF Committee agreed to 5% set-aside, with the expectation that the amount would be revisited after projects had been selected in each of the fifteen TPRs.

Urban & Rural Allocations

The sources and definition of the data used in the analysis are shown in Table 1. The raw data are shown in Table 2. Note that the transit agency “Revenue Miles” was the indicator measure with the proportional distribution most favoring the rural areas of the state. There was a great deal of compromise in using this one indicator measure as the basis for the urban-rural share definition. It recognizes the fact that many urban residents travel to the rural areas of the state to visit family, to recreate, and to obtain some goods and services. Table 3 is the recommended allocation for all 15 regions.

Table 1: Sources and Definitions of Data Used in the Analysis

Distribution Formula Factors				
Category	Criteria	Data	MEASURE:	INDICATOR FOR:
Population	Population 2016	2016 Population estimates	Percent of state's Population	Need
	Employment	2016 jobs count estimates	Percent of state's jobs	Need
	Disadvantaged Population	2016 population est. - Senior, Disability, and/or Low-income	Percent of state's population that is Disabled, Senior and/or Low-income	Need
	School Aged Children	2016 Population aged 5-18 years, by county	Percent of School-aged population	Need
	Bike Crashes	Total crashes involving a bicycle, 2008-2017, by county	Percent of Bike crashes	Safety
	Pedestrian Crashes	Total crashes involving a pedestrian, 2008-2017, by county	Percent of Pedestrian crashes	Safety
	Vehicle Access	2016 est. Households w/zero vehicles	Percent of state's zero-vehicle households	Need, Demand
Ridership	Revenue Miles	2016 Vehicle Revenue Miles (NTD)	Percent of Total Revenue Miles	Transit Demand
	Unlinked Trips	2016 Unlinked Passenger Trips (NTD)	Percent of Total unlinked passenger trips	Transit Demand
Other	Household Affordability "Burden" (pop adjusted by relative % housing & trans costs)	Percent of Household income required for housing & transportation costs, by county	Percent of population adjusted by the relative Household Affordability (HA) burden; Pop x HA/statewide mean	Need/economy

Table 2: Raw Data Used in the Analysis

TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School Aged Children	Household Affordability "Population-Burden" SW mean of 58.6%
										[%income] relative burden (adjusted pop)
Pikes Peak Area	681,469	220,448	176,509	22,092	4,038,002	3,372,415	1,023	1,065	135,618	[48.3%] .82 (562,078)
Denver Area	3,194,552	1,423,872	793,646	139,306	63,897,171	103,706,782	9,018	10,699	572,799	[45.8%] .78 (2,498,285)
North Front Range	494,257	177,374	137,776	16,198	4,289,976	4,996,971	1,773	718	94,855	[48.1%] .82 (405,773)
Pueblo Area	164,447	51,821	66,761	10,710	1,087,426	924,304	351	443	30,403	[58.2%] .99 (163,369)
Grand Valley	150,258	57,501	54,280	6,324	968,921	792,946	459	291	27,827	[55.3%] .94 (141,683)
Eastern	83,711	22,588	25,572	3,306	68,869	36,282	30	51	14,274	[60.0%] 1.02 (85,727)
Southeast	45,877	12,879	19,765	2,180	116,227	41,717	17	25	8,080	[67.4%] 1.15 (52,799)
San Luis Valley	65,282	19,928	27,824	3,588	72,866	10,551	66	55	11,837	[64.4%] 1.10 (71,736)
Gunnison Valley	101,461	32,100	39,206	4,214	4,601,273	3,454,368	143	104	17,608	[60.8%] 1.04 (105,264)
Southwest	96,918	34,712	31,235	1,986	1,135,382	531,895	30	56	8,731	[57.5%] .98 (95,073)
Intermountain	168,963	76,758	37,313	3,768	7,204,028	8,233,278	375	377	35,743	[51.8%] .88 (149,323)
Northwest	60,750	25,432	15,178	1,700	1,089,777	1,660,293	91	73	10,898	[51.2%] .87 (53,110)
Upper Front Range	105,196	30,653	32,252	3,154	945,211	122,673	255	141	21,335	[50.4%] .86 (90,457)
Central Front Range	100,483	22,255	34,846	2,834	2,099,140	987,255	95	115	15,163	[55.0%] .94 (94,228)
South Central	20,616	5,972	9,144	1,666	145,790	29,072	11	29	3,120	[64.3%] 1.10 (22,625)
Total Statewide	5,534,240	2,214,293	1,501,307	223,026	91,760,059	128,900,802	13,737	14,242	1,008,292	
Rural Share	15.3%	12.8%	18.1%	12.7%	19.0%	11.7%	8.1%	7.2%	14.6%	
Urban Share	84.7%	87.2%	81.9%	87.3%	81.0%	88.3%	91.9%	92.8%	85.4%	

SubAllocations

The urban areas (MPOs) wanted funds allocated with 20% based on population, and 10% each based on all the other factors listed in Table 3, but not inclusive of the “affordability” data. The rural areas did not see jobs as being as relevant a factor, but did include “affordability” as a factor due to the high cost of housing in resort counties. Bicycle and pedestrian crash data were de-emphasized, compared to the urban formula, because there is less total data, and of the total, less reliable data in rural areas. The previously mentioned Table 3 shows the conclusions for each TPR, and the MMOF Committee agreed to these amounts.

Match Relief

Most of the available data to analyze need, poverty vs. wealth, ability to pay, disadvantaged, and similar factors are available at the County level. See Table 4. While there are some truly poor & deserving Counties, the Committee for the Multimodal Option Fund discussion felt that many of the “need” and “ability to pay” distinctions might occur at the city/town level, and would be less likely compelling at the County Level. Further some of the “deserving counties” are clustered in single TPRs, which meant at the TPR level “need” and “ability to pay” could be rendered useless for making decisions within TPRs. Some “wealthy” counties would, similarly, be skewed by towns that are wealthy within them, while many other parts of such counties, if taken alone, might easily be as “deserving” as nearby counties. Fixing the inconsistencies and vagaries of the data could easily take many more months to resolve, which would, in turn, delay the distribution of the funds. Finally some TPRs/MPOs have already done a call for projects, anticipating these MMOF funds, so formulating the match relief decision appeared to be moot and irrelevant for about 50 percent of the dollars. Given all of these reasons, the MMOF Committee recommended that match relief be delegated to the TPR decision makers themselves. The legal opinion from the Colorado Attorney General’s office, however, was that the CDOT Transportation Commission may not delegate such a decision. The formula is therefore:

Eligibility

- Counties of 50,000 or smaller population (as of 2015), and poverty rate of 12% (median) or higher; or
- Cities/Towns of 20,000 or smaller population (as of 2015), and poverty rate of 12% (median) or higher; or
- A County or City/Town which meets the population threshold of either of the above, but not the poverty threshold, but can document other extraordinary circumstances (some other indicator of high need or highly disadvantaged population)

Decision Approved by Transportation Commission

Transportation Planning Region decisions which intend to award such match relief must also have the match relief decisions for those projects approved by the CDOT Transportation Commission.

Minimum Project Size

The discussion on project size revolved around the ease of administration and reporting for the funding. CDOT is responsible for reporting on how the funding is spent, in all cases. By simple math, if many small projects of \$10,000 were awarded, the number of projects could be overwhelming (\$81 Million x 100 projects per Million\$ = 8,100 projects). Limiting the funds to only large projects of half a million or more (\$0.5 M → 162 projects), especially with match requirements, ran the risk of biasing the distribution of funds toward wealthier cities, counties, or transit agencies, and disadvantaging smaller ones. Members of the Committee argued that while there are expensive bicycle, pedestrian, and transit projects, a \$0.5 Million minimum size would have obstructed the implementation of many worthy projects of smaller size: buying a single transit van (\$40,000 - 80,000 each), repairing pedestrian/wheelchair ramps (\$6,000 each), striping bicycle lanes (\$5,000 to \$10,000 per mile), and so forth. The compromise position was to set the minimums at \$25,000 for transit (existing and accepted CDOT standard for transit pass-through funding) and \$150,000 for infrastructure projects, with bundled projects strongly encouraged. Thus maybe 15 miles of bike lanes in a county or region is bundled as a single \$150,000 contract. This compromise position was helped by the administrative set-aside above. If there are a high number of projects or the projects require lots of environmental clearance work, the administrative percentage could go up. If the projects are bundled, ready-to-go, and don’t require as much environmental work, then less administrative set-aside might be required.

Table 4: Economic Need/Risk Factors and Match "Relief" Data

County	INDICATORS								Total Percentile Rank	Graduated Match
	Population Change (1990-2017) SDO	Pop. change Labor Force Age (2010-17) SDO	Single Large Employer (in 2017) QCEW	Local Government Emp Share (in 2017) QCEW	Agriculture % of total emp (in 2017) SDO	Employment Growth (2002-17) SDO	%Bachelors+ ACS13-17	%Poverty + %65+ ACS13-17 and SDOV17		
MIN	-1.0%	-4.6%	1.8%	3.7%	0.0%	-23.8%	9.5%	15.0%	0%	
1st Quartile	0.2%	-1.1%	5.2%	12.0%	1.1%	0.5%	20.0%	25.5%	25%	0%
2nd Quartile	1.2%	0.3%	7.5%	17.4%	5.8%	10.9%	26.5%	31.1%	50%	10%-40%
3rd Quartile	2.3%	1.4%	11.6%	25.0%	15.8%	19.2%	41.2%	38.4%	75%	50%
MAX	6.5%	4.9%	29.0%	57.6%	47.2%	81.2%	60.4%	57.0%	100%	50%
Adams County	2.4%	1.6%	4.0%	9.1%	0.8%	46.8%	22.4%	22.3%	90.4%	50.0%
Alamosa County	0.7%	0.8%	7.1%	12.3%	7.8%	9.6%	25.8%	41.3%	46.0%	40.0%
Arapahoe County	1.8%	1.5%	2.4%	8.7%	0.2%	22.5%	40.7%	22.6%	98.4%	50.0%
Archuleta County	3.4%	1.4%	5.8%	17.9%	5.4%	21.9%	34.9%	36.9%	69.8%	50.0%
Baca County	-0.9%	1.9%	18.1%	57.6%	35.1%	-6.8%	21.8%	44.6%	3.1%	0.0%
Bent County	-0.6%	-1.6%	21.8%	38.5%	17.6%	-23.8%	9.5%	42.2%	0.0%	0.0%
Boulder County	1.3%	0.3%	5.4%	9.1%	0.5%	18.4%	59.3%	26.7%	82.5%	50.0%
Broomfield County	2.8%	3.3%	5.8%	3.7%	0.1%	53.7%	52.5%	18.4%	100.0%	50.0%
Chaffee County	1.7%	1.1%	5.7%	18.4%	2.5%	25.8%	34.4%	34.2%	68.2%	50.0%
Cheyenne County	-1.0%	1.4%	8.4%	39.7%	31.8%	-0.5%	23.3%	31.6%	25.3%	0.0%
Clear Creek County	0.8%	-1.4%	11.1%	17.3%	0.3%	0.6%	44.6%	26.0%	52.3%	50.0%
Conejos County	0.3%	0.5%	12.8%	34.2%	21.1%	3.8%	18.3%	40.1%	14.2%	0.0%
Costilla County	0.6%	4.9%	20.7%	37.5%	25.3%	24.2%	20.0%	57.0%	31.7%	10.0%
Crowley County	0.0%	-2.0%	28.0%	16.2%	20.4%	0.6%	10.2%	38.1%	4.7%	0.0%
Custer County	3.3%	1.7%	9.8%	19.8%	10.3%	0.3%	29.4%	46.6%	44.4%	30.0%
Delta County	1.4%	-1.4%	9.3%	24.4%	10.0%	10.1%	19.6%	41.6%	28.5%	0.0%
Denver County	1.5%	2.3%	2.6%	7.9%	0.2%	19.5%	45.7%	26.8%	96.8%	50.0%
Dolores County	1.2%	-0.9%	16.8%	39.2%	21.8%	8.3%	20.3%	39.3%	12.6%	0.0%
Douglas County	6.5%	0.0%	6.4%	10.6%	0.8%	81.2%	57.5%	15.0%	93.6%	50.0%
Eagle County	3.4%	0.8%	7.7%	9.3%	0.7%	22.1%	45.0%	18.5%	85.7%	50.0%
Elbert County	3.6%	1.1%	10.1%	25.0%	13.3%	12.9%	32.8%	20.6%	63.4%	50.0%
El Paso County	2.2%	1.2%	1.8%	10.0%	0.4%	20.1%	36.6%	23.5%	92.0%	50.0%
Fremont County	1.2%	-3.4%	15.1%	12.9%	3.0%	1.5%	16.4%	36.9%	33.3%	10.0%
Garfield County	2.6%	-0.8%	4.3%	17.0%	2.0%	30.1%	29.1%	21.8%	79.3%	50.0%
Gilpin County	2.5%	-1.1%	20.2%	8.6%	0.6%	-11.2%	34.4%	21.4%	58.7%	50.0%
Grand County	2.4%	0.0%	11.2%	15.3%	3.0%	11.7%	37.2%	29.9%	57.1%	50.0%
Gunnison County	2.0%	1.5%	6.3%	15.3%	2.5%	15.9%	52.6%	26.8%	77.7%	50.0%
Hinsdale County	1.7%	1.0%	13.5%	29.2%	5.5%	-3.7%	40.9%	40.8%	38.0%	20.0%
Huerfano County	0.3%	-1.6%	22.3%	23.2%	13.0%	-13.5%	26.0%	45.8%	6.3%	0.0%
Jackson County	-0.5%	-1.5%	9.4%	19.4%	24.1%	0.7%	19.1%	35.5%	9.5%	0.0%
Jefferson County	1.0%	1.6%	4.9%	9.5%	0.3%	14.5%	42.2%	23.9%	84.1%	50.0%
Kiowa County	-0.7%	1.3%	18.4%	46.2%	47.2%	12.1%	20.2%	34.4%	11.1%	0.0%
Kit Carson County	0.0%	-1.9%	5.1%	24.5%	23.1%	-3.6%	13.8%	30.5%	19.0%	0.0%
Lake County	0.9%	2.7%	16.0%	25.0%	0.4%	19.7%	30.9%	26.6%	61.9%	50.0%
La Plata County	2.1%	0.1%	3.3%	15.2%	2.7%	22.6%	43.0%	26.1%	80.9%	50.0%
Larimer County	2.3%	1.9%	5.1%	9.2%	1.0%	30.7%	45.3%	27.6%	87.3%	50.0%
Las Animas County	0.0%	-2.0%	5.2%	20.1%	8.4%	-8.1%	18.9%	40.8%	17.4%	0.0%
Lincoln County	0.0%	1.0%	14.6%	27.1%	14.5%	1.1%	13.7%	32.1%	22.2%	0.0%
Logan County	0.3%	2.0%	9.6%	13.7%	9.7%	-6.3%	16.7%	33.7%	36.5%	20.0%
Mesa County	1.8%	-0.7%	5.0%	9.6%	2.9%	18.9%	26.1%	34.3%	66.6%	50.0%
Mineral County	1.1%	3.9%	29.0%	16.9%	3.6%	19.0%	42.5%	44.6%	53.9%	50.0%
Moffat County	0.5%	-1.4%	7.3%	15.5%	7.5%	0.2%	18.9%	25.1%	39.6%	20.0%
Montezuma County	1.2%	0.2%	4.8%	24.3%	6.5%	6.2%	27.0%	38.1%	49.2%	40.0%
Montrose County	2.0%	-1.0%	5.9%	17.6%	6.0%	13.9%	23.8%	40.2%	47.6%	40.0%
Morgan County	0.9%	-0.2%	16.8%	14.5%	9.8%	9.6%	16.1%	24.8%	41.2%	30.0%
Otero County	-0.4%	-0.1%	5.4%	19.1%	8.5%	-10.9%	17.1%	42.8%	23.8%	0.0%
Ouray County	2.7%	-3.1%	4.9%	19.2%	6.8%	33.9%	54.5%	37.2%	65.0%	50.0%
Park County	3.4%	0.4%	9.2%	28.0%	3.5%	13.8%	30.5%	26.0%	60.3%	50.0%
Phillips County	0.1%	-1.9%	9.2%	34.1%	26.9%	6.0%	20.4%	30.5%	15.8%	0.0%
Pitkin County	1.3%	-1.6%	4.4%	13.6%	0.7%	6.6%	60.4%	25.6%	73.0%	50.0%
Prowers County	-0.4%	0.0%	5.4%	22.8%	15.3%	-16.7%	15.4%	35.5%	20.6%	0.0%
Pueblo County	1.1%	-0.1%	4.7%	10.9%	1.5%	12.1%	21.2%	37.9%	55.5%	50.0%
Rio Blanco County	0.2%	-4.6%	5.7%	33.9%	12.6%	0.9%	21.8%	26.9%	30.1%	10.0%
Rio Grande County	0.2%	-1.5%	6.1%	15.6%	23.1%	-5.2%	22.6%	37.8%	26.9%	0.0%
Routt County	2.1%	1.3%	7.7%	10.3%	3.6%	13.0%	49.4%	25.3%	76.1%	50.0%
Saguache County	1.4%	2.3%	8.8%	29.4%	32.0%	0.6%	25.5%	42.9%	34.9%	10.0%
San Juan County	-0.1%	-0.2%	8.0%	19.1%	0.0%	11.8%	28.4%	27.9%	50.7%	50.0%
San Miguel County	2.9%	-1.1%	10.7%	14.3%	1.5%	16.5%	55.1%	24.1%	74.6%	50.0%
Sedgwick County	-0.6%	-0.6%	15.3%	40.0%	32.0%	-3.3%	19.8%	43.2%	1.5%	0.0%
Summit County	3.2%	4.3%	6.0%	10.5%	0.3%	17.4%	49.9%	23.3%	95.2%	50.0%
Teller County	2.5%	0.5%	5.5%	15.4%	1.2%	12.2%	32.6%	28.3%	71.4%	50.0%
Washington County	0.0%	0.2%	10.7%	36.1%	34.0%	-9.4%	16.0%	30.0%	7.9%	0.0%
Weld County	3.2%	3.0%	3.2%	11.3%	4.7%	46.3%	26.8%	23.1%	88.8%	50.0%
Yuma County	0.4%	0.6%	4.7%	23.4%	32.1%	7.9%	21.4%	33.2%	42.8%	30.0%

Policy Options

1. Accept the recommendations of the MMOF Committee and approve the distribution process. This is the staff recommendation, and is also supported by a review of the STAC and TRAC.
2. Largely accept the recommendations of the MMOF Committee, with minor supporting and/or clarifying language. This runs the risk of overriding some of the work done by the MMOF Committee.
3. Refer questions back to the MMOF Committee and delay the approval of the funding. This would not run the risk of overriding the work done by the MMOF Committee, but would delay the distribution of the funds by at least several months. Not recommended.

Next Steps

- TC Meeting vote on Consent Agenda, or if Policy Option #2, with additional discussion.
- If approved, CDOT would begin the contracting process to get the funds flowing for selected projects.
- If approved, for areas where the call-for-projects has not been completed, CDOT Engineering Region Staff, and/or other CDOT staff, would facilitate the call-for-project process.

Resolution #TC-19-X-XX

Approving the distribution of local pass-through SB 18-001 Multi-Modal Transportation Options Fund monies to be administered by CDOT Staff.

Approved by the Transportation Commission on June 20, 2019.

WHEREAS, SB 18-001 includes a provision that establishes a Multimodal Options Fund with \$80.12 Million of that fund specified as pass-through monies for projects selected by local governments; and

WHEREAS, SB 18-001 required consultation with consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations in developing a distribution; and

WHEREAS, SB 18-001 requires a local match equal to the amount of the award, excepting that Transportation Commission may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstances; and

WHEREAS, the Transportation Commission agreed to a MMOF Committee comprised of the consultative representatives; and

WHEREAS, the MMOF Committee did work to recommend, by consensus, a distribution methodology for the local portion, as required by law to be based on population and ridership; and

WHEREAS, the STAC and TRAC members did further review the work of the MMOF Committee and agree that the MMOF Committee's recommendation was sound; and

WHEREAS, Transit & Intermodal Committee (T&I) of the Transportation Commission did also have a brief opportunity to review the recommendations at the May 2019 meeting; and

WHEREAS, Transportation Commission did also review this information further at a workshop of the whole on June 19th 2019 meeting;

NOW THEREFORE BE IT RESOLVED, that the distribution of \$80.12 Million is guided by a formula reserving approximately 5% (\$4 Million) for administration, oversight, and reporting purposes, and 81% (\$61.65 M) is thereafter is allocated to the five urbanized metropolitan planning organizations (MPOs), and 19% (\$14.46 M) is also thereafter allocated to the ten rural transportation planning regions (TPRs).

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission approved sub-allocation formulas among MPOs to MPOs, and among TPRs to TPRs, attached;

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission, allows MPOs and TPRs to consider match relief for counties under 50,000 population, or individual cities/towns under 20,000 population, and for which poverty is 12% (median) or higher; OR meeting those population criteria, some other extraordinary need/disadvantage can be clearly shown, AND all such match relief recommendations are ultimately approved by the Transportation Commission.

Allocation by Transportation Planning Region

TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School Aged Children	Household Affordability "Population-Burden" (pop adjusted by relative % housing & trans costs)	Alloc%	Allocations\$
Pikes Peak Area	12.3%	10.0%	11.8%	9.9%	4.4%	2.6%	7.4%	7.5%	13.5%	12.2%	9.5%	\$6,865,226
Denver Area	57.7%	64.3%	52.9%	62.5%	69.6%	80.5%	65.6%	75.1%	56.8%	54.4%	62.4%	\$45,292,984
North Front Range	8.9%	8.0%	9.2%	7.3%	4.7%	3.9%	12.9%	5.0%	9.4%	8.8%	7.7%	\$5,591,491
Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.2%	0.7%	2.6%	3.1%	3.0%	3.6%	2.9%	\$2,128,884
Grand Valley	2.7%	2.6%	3.6%	2.8%	1.1%	0.6%	3.3%	2.0%	2.8%	3.1%	2.4%	\$1,773,755
Eastern	1.5%	1.0%	1.7%	1.5%	0.1%	0.0%	0.2%	0.4%	1.4%	1.9%	1.1%	\$1,031,838
Southeast	0.8%	0.6%	1.3%	1.0%	0.1%	0.0%	0.1%	0.2%	0.8%	1.1%	0.7%	\$664,017
San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.1%	0.0%	0.5%	0.4%	1.2%	1.6%	1.0%	\$961,989
Gunnison Valley	1.8%	1.4%	2.6%	1.9%	5.0%	2.7%	1.0%	0.7%	1.7%	2.3%	2.5%	\$2,355,869
Southwest	1.8%	1.6%	2.1%	0.9%	1.2%	0.4%	0.2%	0.4%	0.9%	2.1%	1.3%	\$1,247,368
Intermountain	3.1%	3.5%	2.5%	1.7%	7.9%	6.4%	2.7%	2.6%	3.5%	3.3%	3.9%	\$3,751,566
Northwest	1.1%	1.1%	1.0%	0.8%	1.2%	1.3%	0.7%	0.5%	1.1%	1.2%	1.0%	\$993,003
Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.0%	0.1%	1.9%	1.0%	2.1%	2.0%	1.6%	\$1,492,904
Central Front Range	1.8%	1.0%	2.3%	1.3%	2.3%	0.8%	0.7%	0.8%	1.5%	2.1%	1.7%	\$1,617,326
South Central	0.4%	0.3%	0.6%	0.7%	0.2%	0.0%	0.1%	0.2%	0.3%	0.5%	0.4%	\$345,780
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$76,114,000
Urban Formula wt	20.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	
Rural Formula wt	20.0%	10.0%	15.0%	10.0%	15.0%	10.0%	5.0%	5.0%	10.0%	10.0%	10.0%	
									CDOT Region 1		53.0%	\$ 40,347,649
									CDOT Region 2		15.3%	\$ 11,621,234
									CDOT Region 3		10.9%	\$ 8,285,226
									CDOT Region 4		17.2%	\$ 13,061,567
									CDOT Region 5		3.7%	\$ 2,798,324
									Administrative		N/A	\$ 4,006,000

Resolution #TC-19-06-05

Approving the distribution of local pass-through SB 18-001 Multi-Modal Transportation Options Fund monies to be administered by CDOT Staff.

Approved by the Transportation Commission on June 20, 2019.

WHEREAS, SB 18-001 includes a provision that establishes a Multimodal Options Fund with \$80.12 Million of that fund specified as pass-through monies for projects selected by local governments; and

WHEREAS, SB 18-001 required consultation with consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations in developing a distribution; and

WHEREAS, SB 18-001 requires a local match equal to the amount of the award, excepting that Transportation Commission may create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstances; and

WHEREAS, the Transportation Commission agreed to a MMOF Committee comprised of the consultative representatives; and

WHEREAS, the MMOF Committee did work to recommend, by consensus, a distribution methodology for the local portion, as required by law to be based on population and ridership; and

WHEREAS, the STAC and TRAC members did further review the work of the MMOF Committee and agree that the MMOF Committee's recommendation was sound; and

WHEREAS, Transit & Intermodal Committee (T&I) of the Transportation Commission did also have a brief opportunity to review the recommendations at the May 2019 meeting; and

WHEREAS, Transportation Commission did also review this information further at a workshop of the whole on June 19th 2019 meeting;

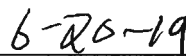
NOW THEREFORE BE IT RESOLVED, that the distribution of \$80.12 Million is guided by a formula reserving approximately 5% (\$4 Million) for administration, oversight, and reporting purposes, and 81% (\$61.65 M) is thereafter is allocated to the five urbanized metropolitan planning organizations (MPOs), and 19% (\$14.46 M) is also thereafter allocated to the ten rural transportation planning regions (TPRs).

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission approved sub-allocation formulas among MPOs to MPOs, and among TPRs to TPRs, attached;

NOW THEREFORE BE IT FURTHER RESOLVED, that the Transportation Commission, allows MPOs and TPRs to consider match relief for counties under 50,000 population, or individual cities/towns under 20,000 population, and for which poverty is 12% (median) or higher; OR meeting those population criteria, some other extraordinary need/disadvantage can be clearly shown, AND all such match relief recommendations are ultimately approved by the Transportation Commission.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

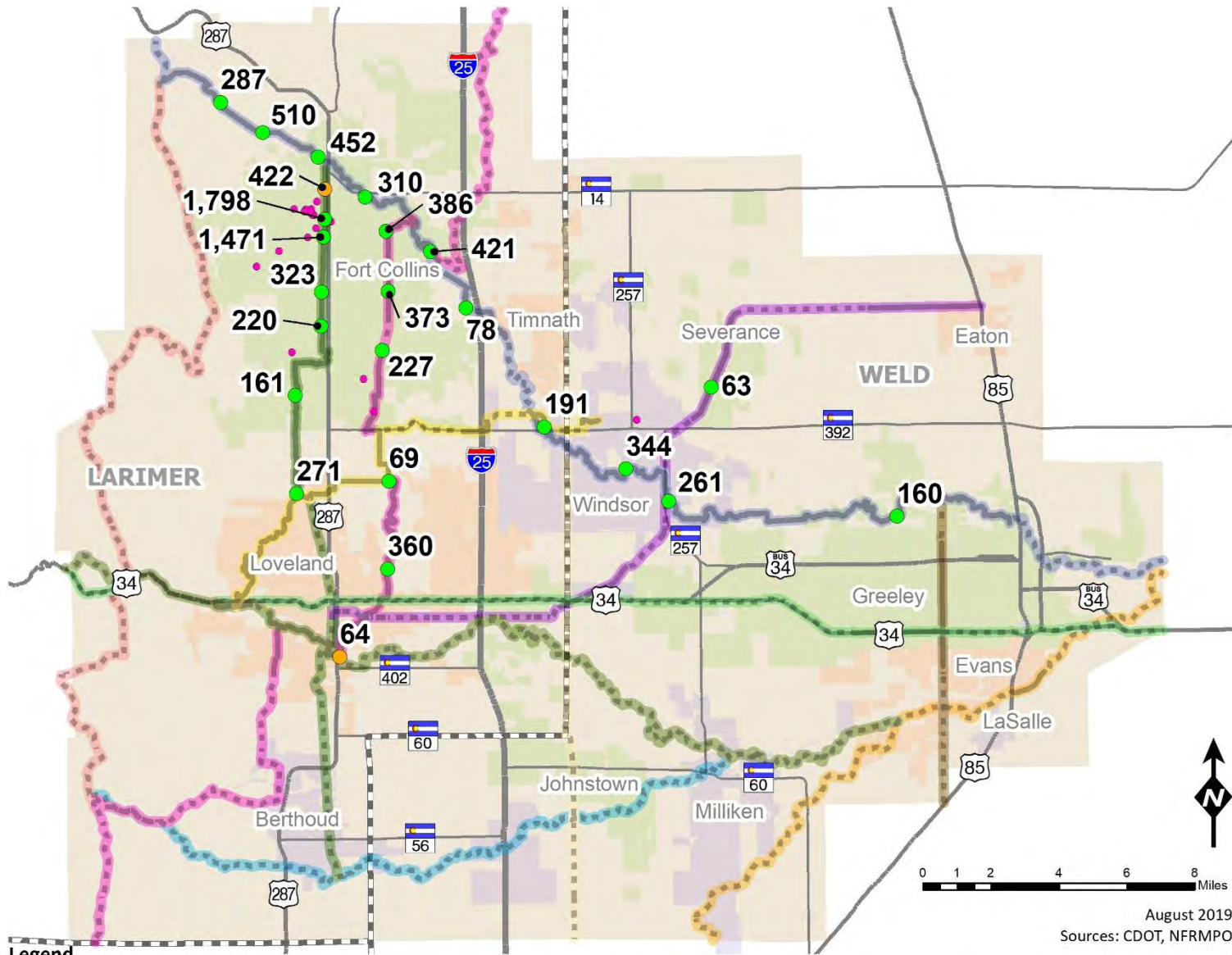
Consensus Workshop Facilitated Discussion Notes

What are the essential functions that the Northern Colorado Bike & Pedestrian Collaborative should fulfill as a group?

<i>Prioritized Essential Function:</i>				
Non-motorized Plan Development & Implementation				
<ul style="list-style-type: none"> Implement North Front Range Bike Plan 	<ul style="list-style-type: none"> Regional Plan: create, develop, implement, align, evaluate 	<ul style="list-style-type: none"> Increase regional connectivity of infrastructure 	<ul style="list-style-type: none"> Developing & implementing a regional plan 	<ul style="list-style-type: none"> Connecting communities (infrastructure)
<i>*Supporting Essential Function:</i>				
Leadership to support and promote non-motorized transport	Making funding recommendations	Regional Collaboration	Resource Sharing & Education	Strategic Outreach and Education
<ul style="list-style-type: none"> Advocating for bike & ped facilities 	<ul style="list-style-type: none"> Funding distribution 	<ul style="list-style-type: none"> Regional & community collaboration to construct projects 	<ul style="list-style-type: none"> Share ideas, resources, and best practices 	<ul style="list-style-type: none"> Education to the public
<ul style="list-style-type: none"> Ensure equitable distribution among funding pools for bike & ped 	<ul style="list-style-type: none"> Vet regional projects 	<ul style="list-style-type: none"> Regional collaboration for a bike-&-walk friendly region 	<ul style="list-style-type: none"> Share information and resources to accomplish goals 	<ul style="list-style-type: none"> Branding – consistent talking-points
<ul style="list-style-type: none"> Guidance & advocacy to TAC, MPO, and Planning Council 	<ul style="list-style-type: none"> Recommendations for TAP funding 	<ul style="list-style-type: none"> Regional collaborative convener 	<ul style="list-style-type: none"> Resource sharing, knowledge, technical documentation 	<ul style="list-style-type: none"> Integrating NoCo Bike & Ped into current organizational outreach efforts
<ul style="list-style-type: none"> Report bike/ped performance data to planning council 	<ul style="list-style-type: none"> Funding allocation 	<ul style="list-style-type: none"> Bring outside dollars to regional bike & ped priorities 	<ul style="list-style-type: none"> Awareness (of resources and of opportunities) 	<ul style="list-style-type: none"> Educating public on: Programming & Laws
<ul style="list-style-type: none"> External advocacy-support system to promote bike & ped 		<ul style="list-style-type: none"> Fostering innovative partnerships & collaborations 	<ul style="list-style-type: none"> Internal education: share experiences, new innovation, education decision makers 	<ul style="list-style-type: none"> Educating other organizations and decision makers not currently at the table
<ul style="list-style-type: none"> Leadership & resources for staff & policymakers 		<ul style="list-style-type: none"> Inspire & support one another 		<ul style="list-style-type: none"> Elevate the work NoCo Bike & Ped does in the community
<ul style="list-style-type: none"> NoCo Bike & Ped nexus between health/transport 		<ul style="list-style-type: none"> Relationships at the table 		
<ul style="list-style-type: none"> Advocate for non-motorized transportation 		<ul style="list-style-type: none"> On the ground support to have successful events 		
		<ul style="list-style-type: none"> Support for grant writing 		

**NoCo Bike and Ped did not prioritize these elements, which support the prioritized main function (i.e. Regional non-motorized plan)*

2018 Average Daily Users on Regional Non-Motorized Corridors (RNMCs)



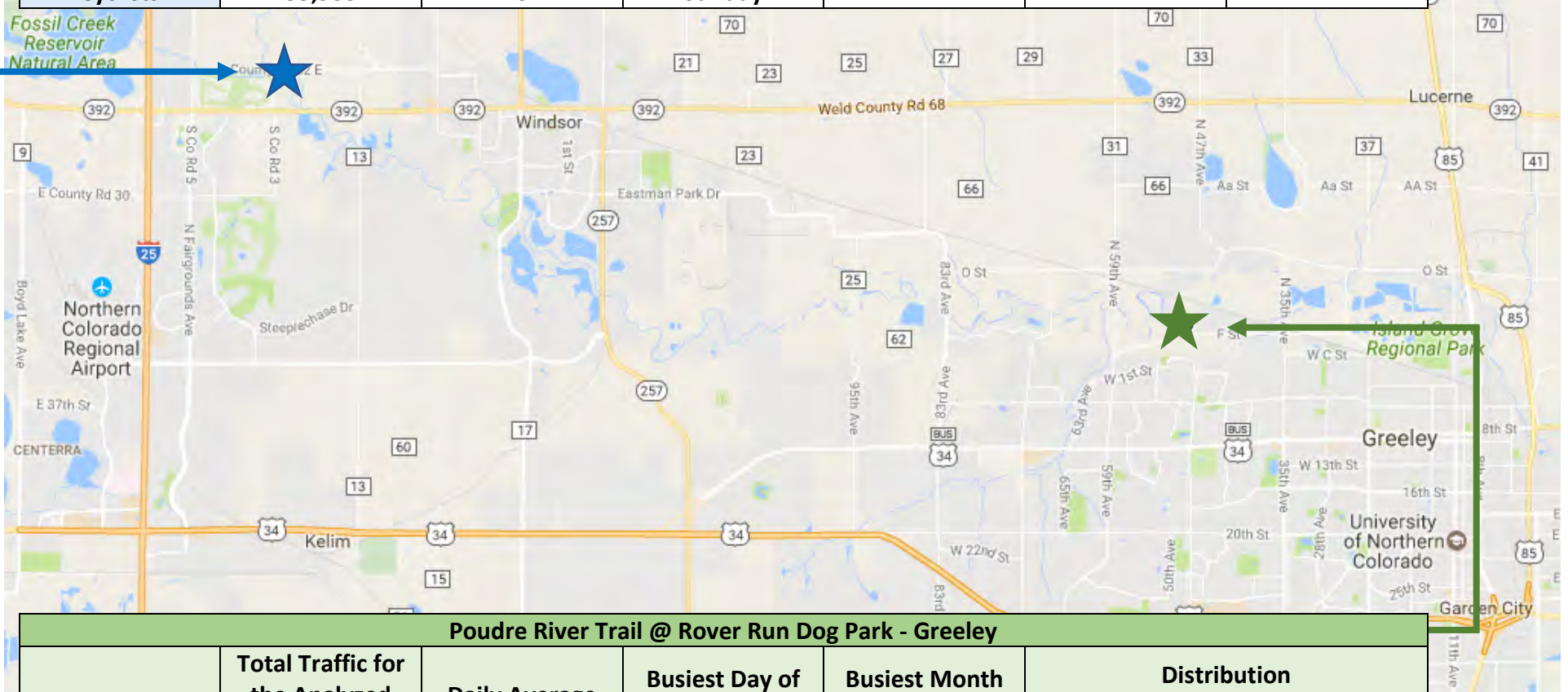
Legend

- | | | | |
|--------------------------------|--|-------------------------------|---|
| ● RNMC Counter - All Users | 1: South Platte/American Discovery Trail | 5: North Loveland/Windsor | 9: Johnstown/Timnath |
| ● RNMC Counter - Bicycles Only | 2: Little Thompson River | 6: Poudre River Trail | 10: Greeley/LaSalle |
| ● Other Permanent Counter | 3: Big Thompson River | 7: Front Range Trail (West) | 11: US 34 Non-motorized |
| — Existing RNMC | 4: Great Western/Johnstown/Loveland | 8: BNSF Fort Collins/Berthoud | 12: Carter Lake/Horsetooth Foothills Corridor |
| - - - Proposed RNMC | | | |
| | | | County Boundary
NFRMPO Boundary |

Rolling Year Statistics for Permanent Counters Purchased by the NFRMPO – 8/13/2018 – 8/13/2019

Poudre River Trail @ River Bluffs Open Space – Larimer County

	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					NB	SB
Pedestrians	49,903	140	Sunday	July	56%	44%
Cyclists	35,933	102	Sunday			



Poudre River Trail @ Rover Run Dog Park - Greeley

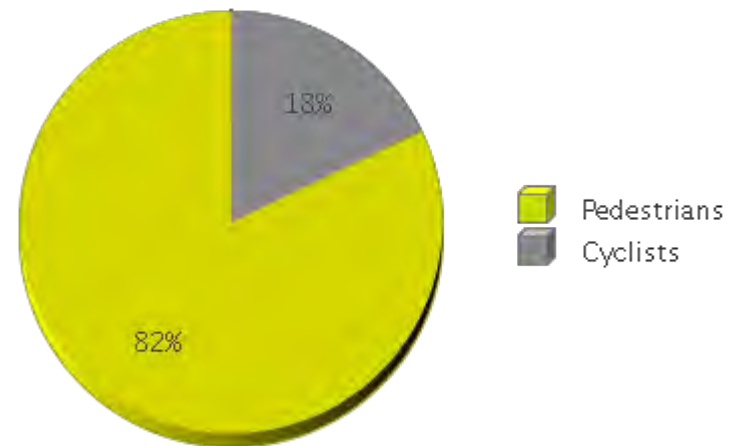
	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					NB	SB
Pedestrians	31,538	89	Sunday	June	50%	50%
Cyclists	21,395	57	Wednesday			

Great Western Trail

Period Analyzed: Monday, August 13, 2018 to Tuesday, August 13, 2019

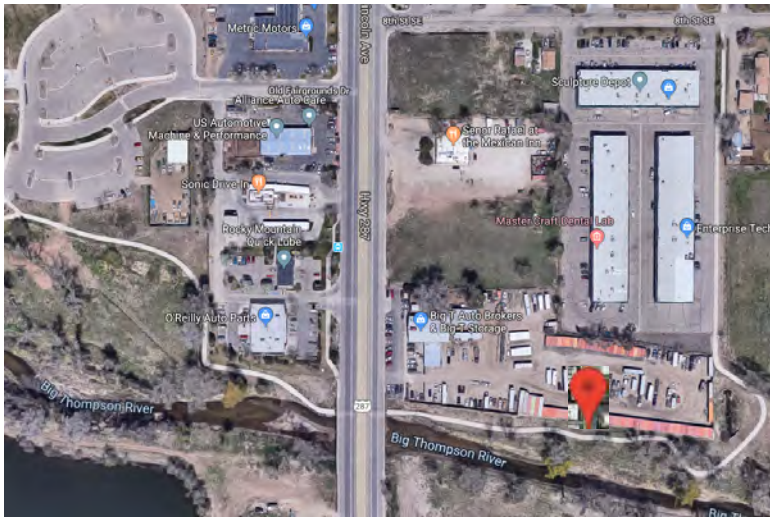


	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					NB	SB
Pedestrians	11,059	30	Monday	August 2018: 2,029	58%	42%
Cyclists	2,408	7	Sunday	June 2019: 377	51%	49%

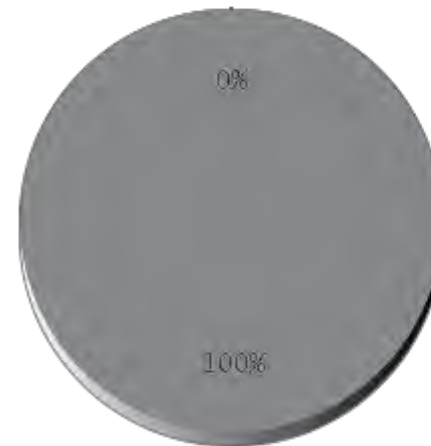


Loveland Rec Trail @ Fairgrounds Park

Period Analyzed: Monday, August 13, 2018 to Tuesday, August 13, 2019



	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					EB	WB
Pedestrians*	9	0	Wednesday	August 2018: 9	89%	11%
Cyclists	31,170	87	Sunday	July 2019: 5,761	61%	39%



 Pedestrians
 Cyclists

*Infrared sensor not currently working

Mobile Counters Purchased by the NFRMPO

Four mobile counters are available to NFRMPO member agencies upon request. Contact Ryan Dusil at 970-224-6191 or rdusil@nfrmppo.org if interested.

Town of Eaton

- **Fall 2018** – Used a tube/infrared combination counter to count users along the Great Western Trail near the Eaton Recreation Center
- **2018 – 2019** - Used two tube counters over several months to perform mixed traffic counts on local roads that hadn't been counted in a decade.

Town of Windsor

- **2018 – 2019** - Used a tube/infrared combination counter to perform counts across its trail system. The Town purchased an identical counter in early 2019 to expand its count efforts

NFRMPO Staff

- **Summer 2019** – Performed several validation counts to validate the accuracy of the tube counters and permanent counters. The validation counts helped NFRMPO staff generated counter-specific correction factors that can be applied to raw count data to adjust for undercounting
- **Fall 2019** – Will work with local agencies to perform validation counts on the tube/infrared combination counter, infrared counter, and permanent counters purchased by the NFRMPO.



Figure 1: The NFRMPO has one tube/infrared combination counter that can be set up in various configurations to count bikes alone, pedestrians alone, or bikes and pedestrians together on shared or separate facilities



Figure 2: The NFRMPO has two tube counters that can be set up in various configurations to distinguish between mixed traffic on roads, or bike traffic alone on trails.



Figure 3: The NFRMPO has one infrared counter that can be set up to count total trail users by direction or can be paired with the tube counter to distinguish bikes from pedestrians